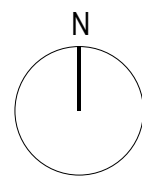




COTTEEPARKER 

BRISBANE  
T 61 7 3846 7422  
COTTEE PARKER ARCHITECTS PTY LTD  
ABN 77 010 924 106  
COTTEEPARKER.COM.AU

0 5 10 15 20 25 30 35 40 45 50  
SCALE 1:500 @ A1  
SCALE 1:1000 @ A3



BIMcloud: CPACLBIMM01 - BIMcloud/2100/6570 Parkside Greater Ascot Master: 30/07/2024, 5:22 PM

PARKSIDE GREATER ASCOT

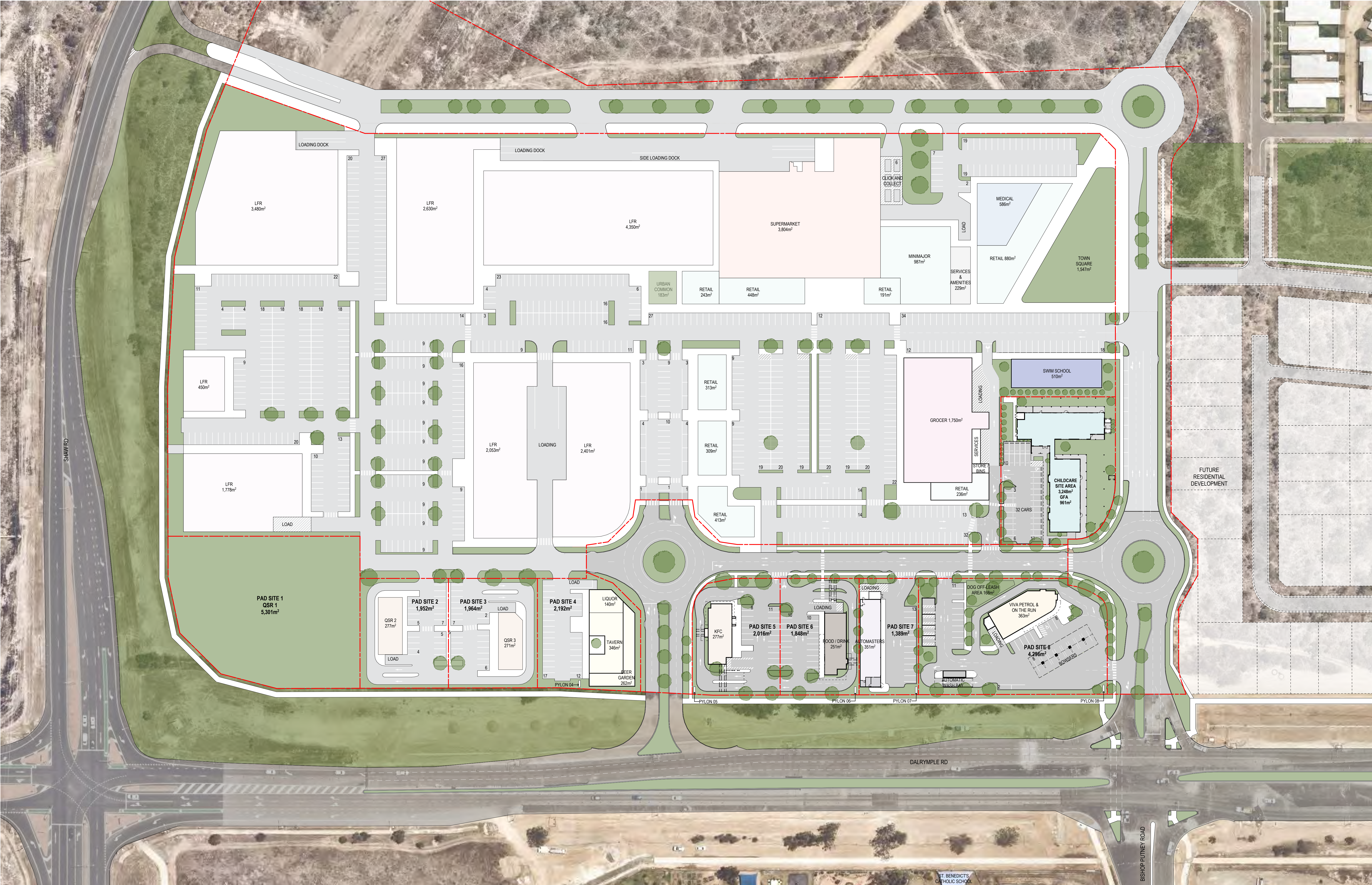
DALRYMPLE ROAD, SHAW  
CLIENT - PARKSIDE DEVELOPMENTS

DRAWING TITLE  
STAGE 1 SITE PLAN

02 FOR INFORMATION  
03 FOR INFORMATION  
04 FOR INFORMATION  
05 FOR INFORMATION  
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100 FOR INFORMATION

SD

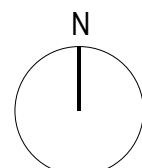
JOB No  
6570  
DRAWING No  
SD1002  
ISSUE  
02



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0 15 30 45 60 75  
SCALE 1:750 @ A1  
SCALE 1:1500 @ A3



BIMcloud: CPACLBIMM01 - BIMcloud/2100/6570 Parkside Greater Ascot Master: 30/07/2024, 5:22 PM

PARKSIDE GREATER ASCOT

DALRYMPLE ROAD, SHAW  
CLIENT - PARKSIDE DEVELOPMENTS

DRAWING TITLE  
STAGE 1 AND 2 SITE PLAN

|               |                 |            |     |    |    |
|---------------|-----------------|------------|-----|----|----|
| 03            | FOR INFORMATION | 23/07/24   | EB  | MC | MC |
| 02            | FOR INFORMATION | 15/07/2024 | JG  | EB | MC |
| 01            | FOR INFORMATION | 12/07/24   | CPA | MC | MC |
| ISSUE PURPOSE |                 | DATE       | D   | C  | A  |

SD

JOB No 6570  
DRAWING No SD1003  
ISSUE 03

- LEGEND
- HIGHWAY CIRCULATION

PRIMARY CIRCULATION

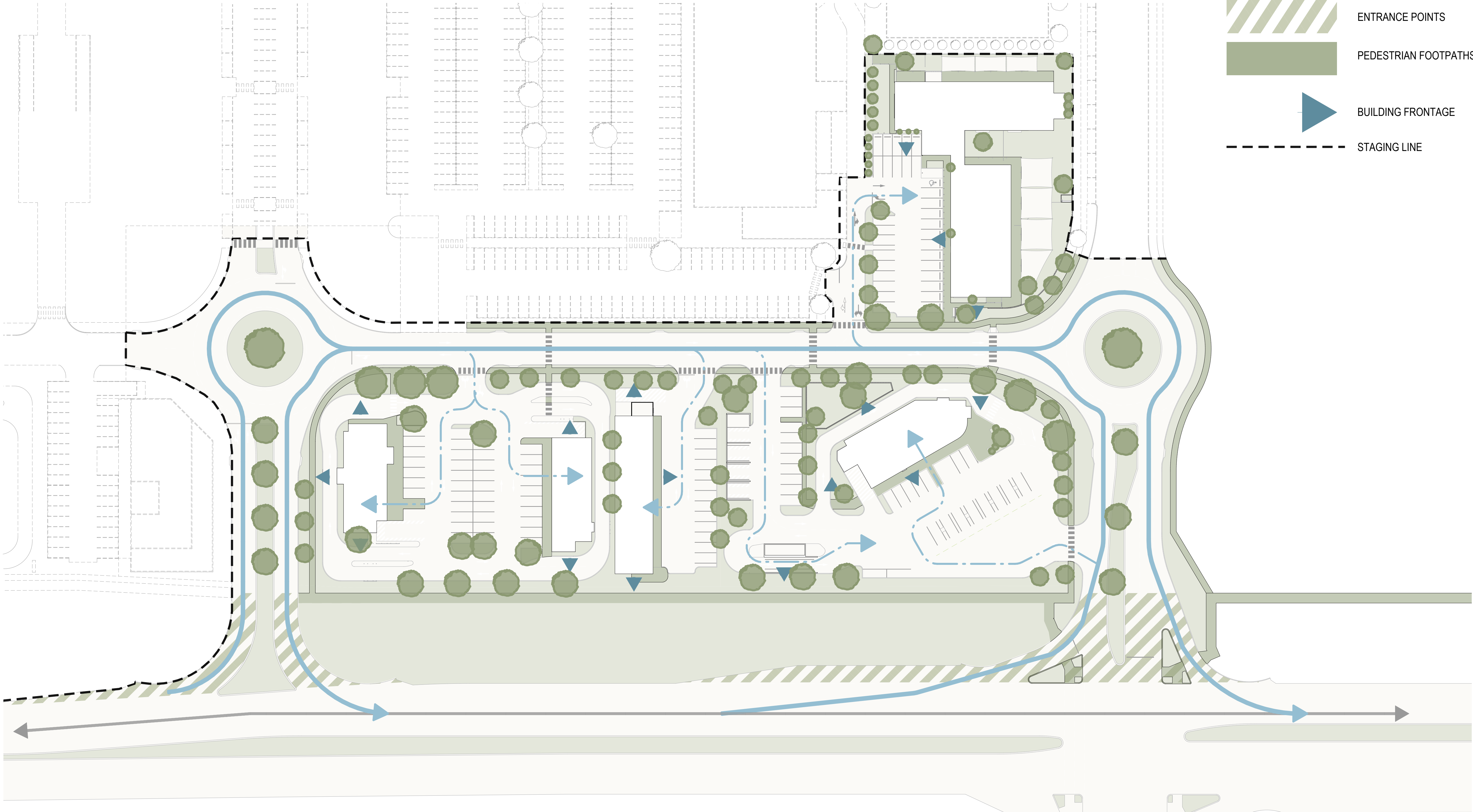
SECONDARY CIRCULATION

ENTRANCE POINTS

PEDESTRIAN FOOTPATHS

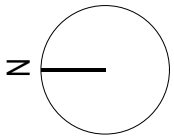
BUILDING FRONTAGE

STAGING LINE



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ABN 77 010 924 106  
COTTEEPARKER.COM.AU



BIMcloud: CPACLBIMM01 - BIMcloud/2100/6570 Parkside Greater Ascot Master: 30/07/2024: 5:22 PM

PARKSIDE GREATER ASCOT

DALRYMPLE ROAD, SHAW  
CLIENT - PARKSIDE DEVELOPMENTS

DRAWING TITLE  
DIAGRAM: ACTIVE FRONTAGE

ISSUE PURPOSE  
SD

DATE D C A

JOB No  
6570

DRAWING No  
SD2800.1

ISSUE

LEGEND

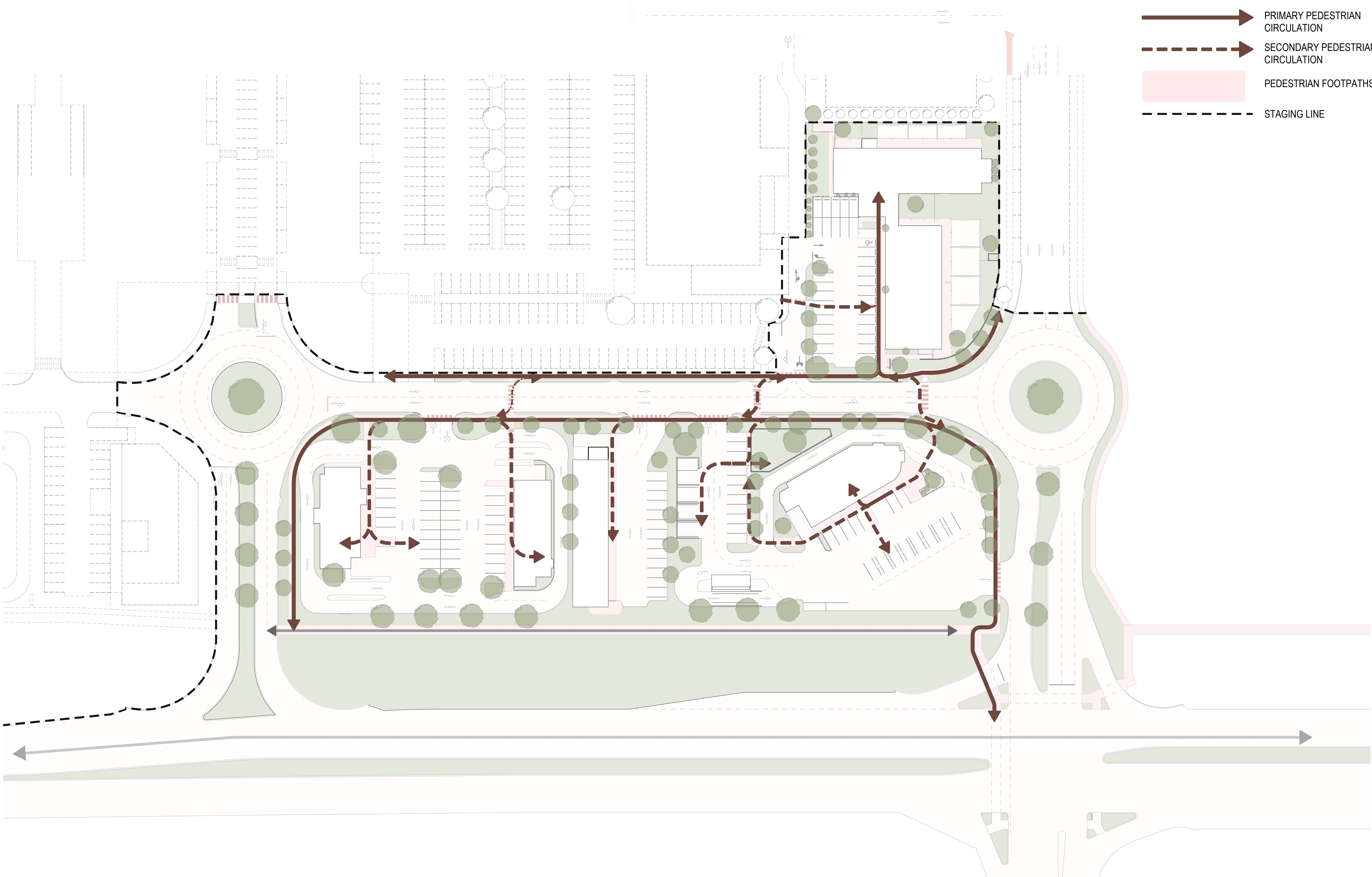
EXTERNAL CIRCULATION

PRIMARY PEDESTRIAN CIRCULATION

SECONDARY PEDESTRIAN CIRCULATION

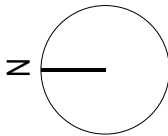
PEDESTRIAN FOOTPATHS

STAGING LINE



COTTEEPARKER 

BRISBANE  
T 61 7 3846 7422  
COTTEE PARKER ARCHITECTS PTY LTD  
ABN 77 010 924 106  
COTTEEPARKER.COM.AU



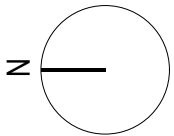
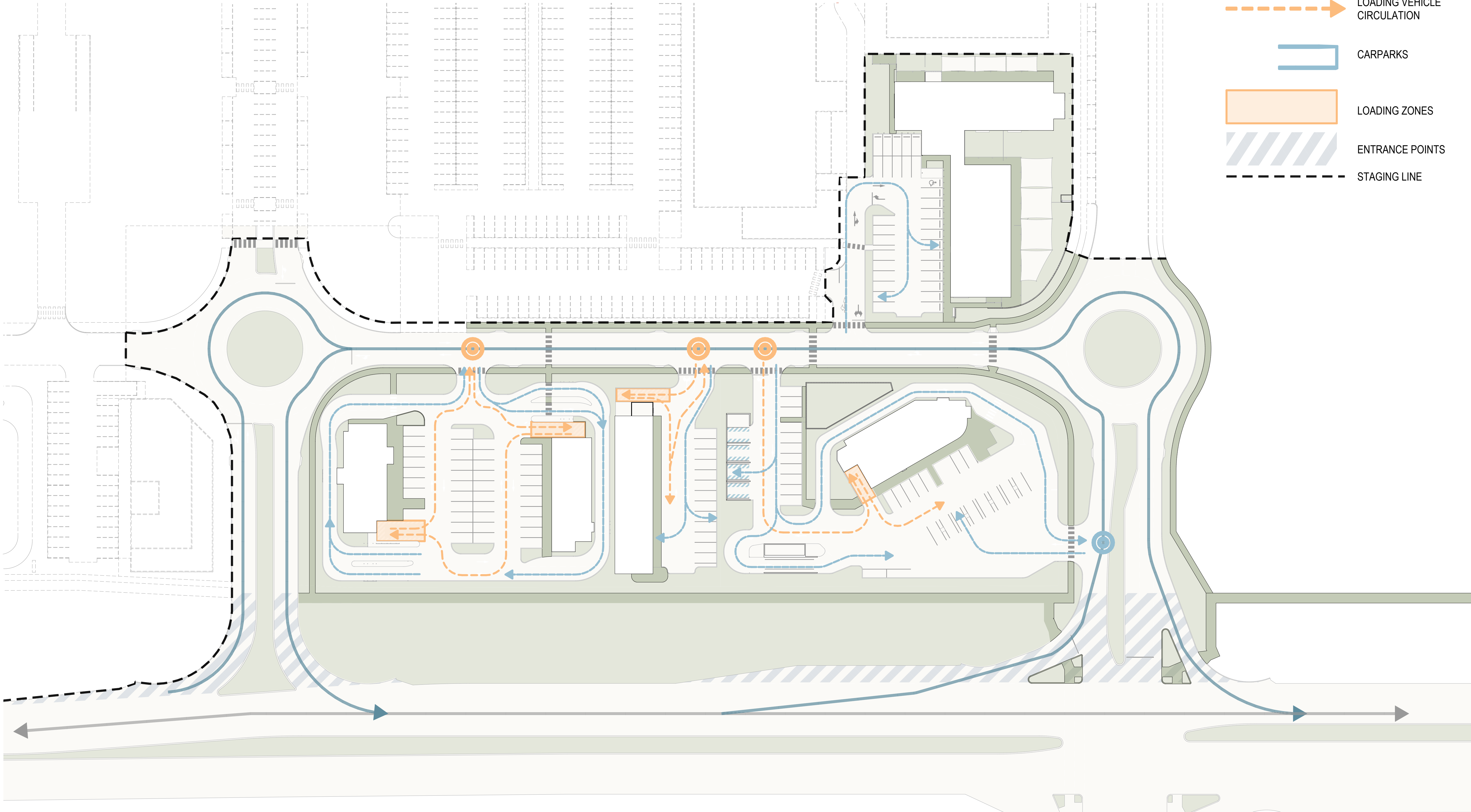
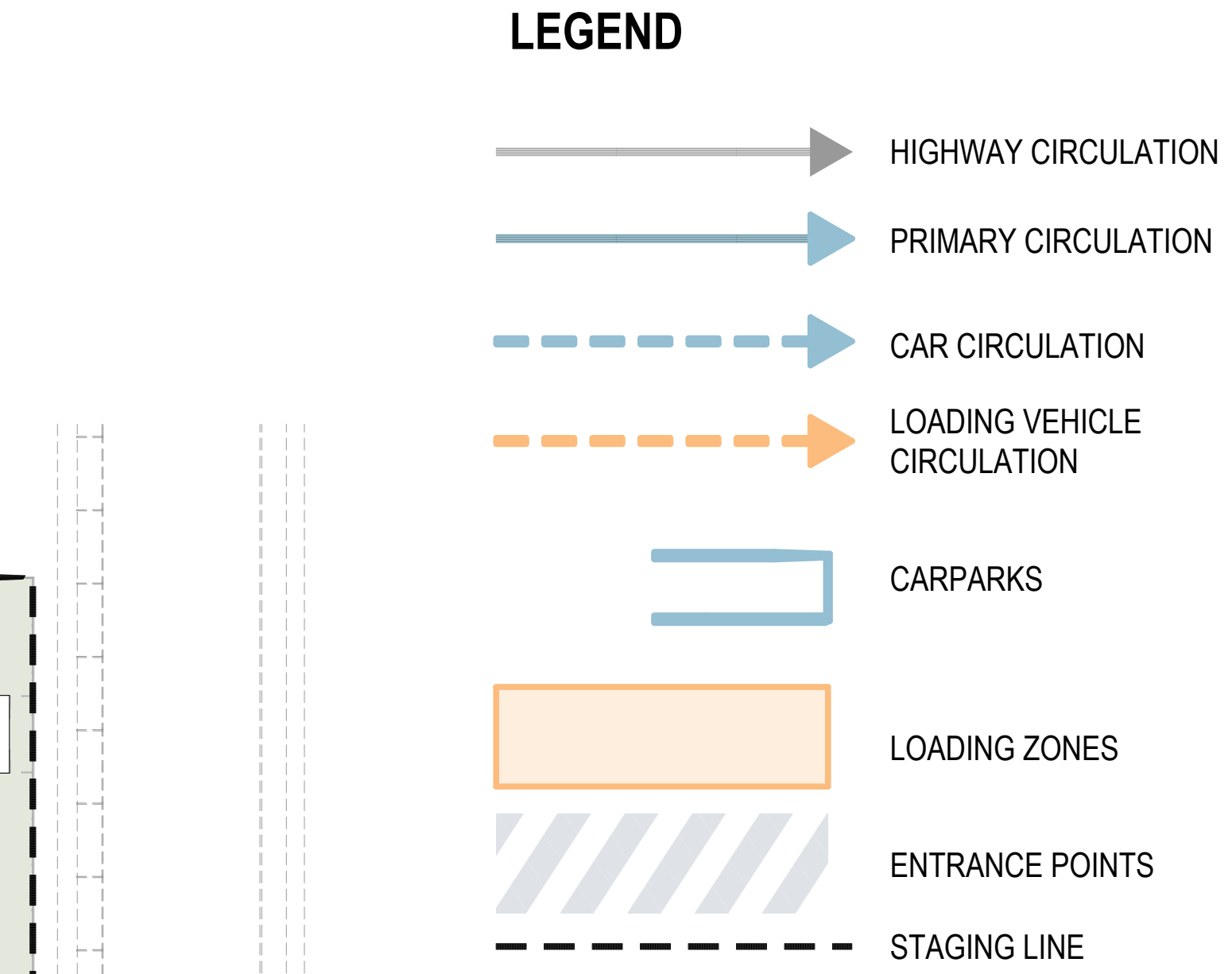
BIMcloud: CPACLBIMM01 - BIMcloud/2100/6570 Parkside Greater Ascot Master: 30/07/2024: 5:22 PM

PARKSIDE GREATER ASCOT

DALRYMPLE ROAD, SHAW  
CLIENT - PARKSIDE DEVELOPMENTS

DRAWING TITLE  
DIAGRAM: MOVEMENT

| ISSUE PURPOSE | DATE | D | C | A | JOB No | DRAWING No | ISSUE |
|---------------|------|---|---|---|--------|------------|-------|
| SD            |      |   |   |   | 6570   | SD2800.2   |       |



# APPENDIX D

## Traffic Volume Data

# AADT: Complete Report

**Area**  
Region: 315 - North Queensland  
District: 408 - Northern  
Road: J41 - SHAW ROAD

**Site**  
ID: 92235  
Type: C - Coverage  
Description: Shaw Rd 800m Nth of Dalrymple Rd

**Spatial**  
TDist: 2.29 km  
Latitude: -19.281743  
Longitude: 146.698631

1. Select - **Traffic Year**  
2. Select - **Road**  
3. Select individual **Traffic Sites** using map select

Traffic Year  
2023

Region  
All

District  
408 - Northern

Road  
J41 - SHAW ROAD

**Site Type**  
P - Permanent  
C - Coverage

**Direction of Travel**  
With Gazettal  
Against Gazettal  
Both Directions

**Quick Facts** (Both Directions only)

AADT:10,482

Collection year: 2023

Week day % of AADT: 109.84 %

Weekend day % of AADT: 75.40 %

# total days in year: 365

# days with data: 20

% of year with data 5.48%

Average daily traffic: 13,532

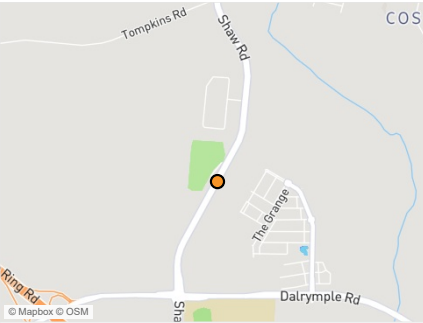
Growth % last year: -28.98 %

Growth % last 5 years: None

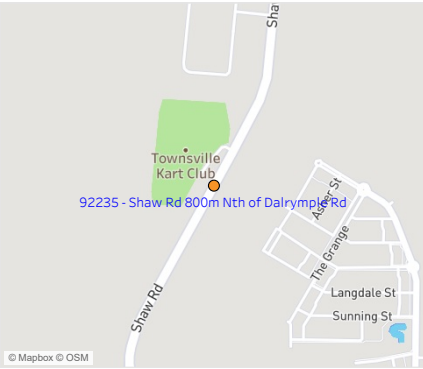
Growth % last 10 years: None

**Site selection: 92235**

Click anywhere on the map to **DESELECT** a site or click on a different site to **CHANGE** selection.

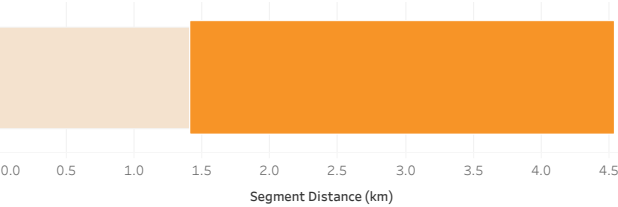


Local area zoom (visible once a single site is selected)



**Segments overview for J41 - SHAW ROAD**

Selected road section with segment width and height proportional to length and AADT respectively.



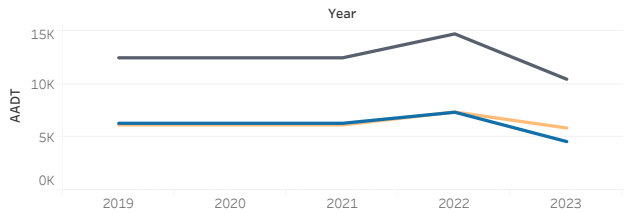
**AADT and VKT totals by Vehicle Class and Direction of Travel: 92235**

The below chart displays Annual Average Daily Traffic (AADT) and yearly Vehicle Kilometers Travelled (VKT 'millions') by Vehicle Class and Direction of Travel.

|                    |                              | With Gazettal |                 |        | Against Gazettal |                 |        | Both Directions |                 |         |
|--------------------|------------------------------|---------------|-----------------|--------|------------------|-----------------|--------|-----------------|-----------------|---------|
| Vehicle Class Bins | Vehicle Class                | AADT          | % of AADT Total | VKT    | AADT             | % of AADT Total | VKT    | AADT            | % of AADT Total | VKT     |
| 1 Bin              | 00 - All Vehicles            | 4,600         | 100.00%         | 5.2502 | 5,882            | 100.00%         | 6.7135 | 10,482          | 100.00%         | 11.9637 |
| 2 Bins             | 0A - Light Vehicles          | 3,901         | 84.80%          | 4.4522 | 5,334            | 90.69%          | 6.0884 | 9,237           | 88.12%          | 10.5424 |
|                    | 0B - Heavy Vehicles          | 699           | 15.20%          | 0.7980 | 548              | 9.31%           | 0.6250 | 1,245           | 11.88%          | 1.4213  |
| 4 Bins             | 1A - Short Vehicles          | 3,901         | 84.80%          | 4.4522 | 5,334            | 90.69%          | 6.0884 | 9,237           | 88.12%          | 10.5424 |
|                    | 1B - Trucks and Buses        | 538           | 11.69%          | 0.6138 | 387              | 6.58%           | 0.4417 | 925             | 8.82%           | 1.0552  |
|                    | 1C - Articulated Vehicles    | 102           | 2.21%           | 0.1160 | 98               | 1.67%           | 0.1121 | 199             | 1.90%           | 0.2273  |
|                    | 1D - Road Trains             | 60            | 1.30%           | 0.0683 | 62               | 1.06%           | 0.0712 | 122             | 1.16%           | 0.1388  |
| 12 Bins            | 2A - Short 2-Axle Vehicles   | 3,815         | 82.94%          | 4.3545 | 5,207            | 88.52%          | 5.9427 | 9,023           | 86.08%          | 10.2983 |
|                    | 2B - Short Vehicles Towing   | 86            | 1.86%           | 0.0977 | 128              | 2.17%           | 0.1457 | 214             | 2.04%           | 0.2441  |
|                    | 2C - 2-Axle Trucks and Buses | 473           | 10.28%          | 0.5397 | 298              | 5.06%           | 0.3397 | 770             | 7.35%           | 0.8793  |
|                    | 2D - 3-Axle Trucks and Buses | 44            | 0.95%           | 0.0499 | 64               | 1.09%           | 0.0732 | 108             | 1.03%           | 0.1232  |
|                    | 2E - 4-Axle Trucks           | 21            | 0.46%           | 0.0242 | 25               | 0.43%           | 0.0289 | 46              | 0.44%           | 0.0526  |
|                    | 2F - 3-Axle Articulate       | 17            | 0.36%           | 0.0189 | 8                | 0.13%           | 0.0087 | 24              | 0.23%           | 0.0275  |
|                    | 2G - 4-Axle Articulate       | 20            | 0.43%           | 0.0226 | 18               | 0.31%           | 0.0208 | 38              | 0.36%           | 0.0431  |
|                    | 2H - 5-Axle Articulate       | 5             | 0.10%           | 0.0053 | 8                | 0.13%           | 0.0087 | 12              | 0.11%           | 0.0132  |
|                    | 2I - 6-Axle Articulate       | 61            | 1.32%           | 0.0693 | 65               | 1.10%           | 0.0738 | 126             | 1.20%           | 0.1436  |
|                    | 2J - B Double                | 52            | 1.13%           | 0.0593 | 55               | 0.93%           | 0.0624 | 106             | 1.01%           | 0.1208  |
|                    | 2K - Double Road Trains      | 8             | 0.17%           | 0.0089 | 8                | 0.13%           | 0.0087 | 16              | 0.15%           | 0.0179  |
|                    | 2L - Triple Road Trains      | 0             | 0.00%           | 0.0000 | 0                | 0.00%           | 0.0000 | 0               | 0.00%           | 0.0000  |

**AADT History: 92235**

Historical Annual Average Daily Traffic (AADT) values for the Site by Year and Direction of Travel.



Volume: **Weekly Report**

Displays averaged traffic volume and associated % contribution of total by hour of day and day of week for the range of dates selected.

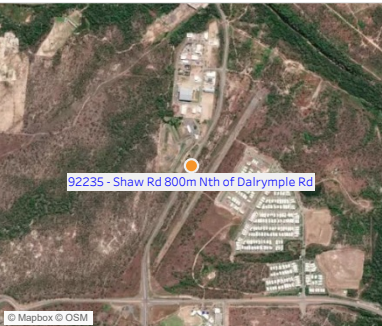
Area  
Region: **North Queensland**  
District: **Northern**  
Road: **J41 - SHAW ROAD**

Site  
ID: **92235**  
Type: **Coverage Site**  
Description: **Shaw Rd 800m Nth of Dalrymple Rd**

Spatial  
TDist: **2.29 km**  
Latitude: **-19.281743**  
Longitude: **146.698631**



Site local area:



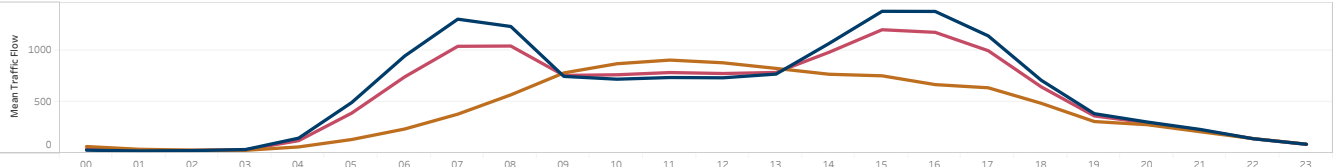
Data collection dates:  
(within selected date range)

|          | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|----------|-----|-----|-----|-----|-----|-----|-----|
| 2023 May |     |     |     |     |     |     |     |
|          |     |     | 10  | 11  | 12  | 13  | 14  |
|          | 15  | 16  | 17  | 18  | 19  | 20  | 21  |
|          | 22  | 23  | 24  | 25  | 26  | 27  | 28  |
|          | 29  |     |     |     |     |     |     |

| Days      | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| In range  | 3   | 2   | 3   | 3   | 3   | 3   | 3   |
| With data | 3   | 2   | 3   | 3   | 3   | 3   | 3   |
| Holidays  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

|             | Monday      |                  | Tuesday     |                  | Wednesday   |                  | Thursday    |                  | Friday      |                  | Saturday    |                  | Sunday      |                  | Weekdays    |                  | Weekend     |                  | All         |                  |
|-------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|
|             | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day |
| 00          | 19          | 0.1%             | 31          | 0.2%             | 28          | 0.2%             | 35          | 0.2%             | 35          | 0.2%             | 65          | 0.6%             | 66          | 0.7%             | 30          | 0.2%             | 66          | 0.6%             | 40          | 0.3%             |
| 01          | 19          | 0.1%             | 19          | 0.1%             | 22          | 0.1%             | 24          | 0.2%             | 27          | 0.2%             | 39          | 0.3%             | 38          | 0.4%             | 22          | 0.1%             | 39          | 0.4%             | 27          | 0.2%             |
| 02          | 23          | 0.2%             | 27          | 0.2%             | 27          | 0.2%             | 32          | 0.2%             | 20          | 0.1%             | 31          | 0.3%             | 30          | 0.3%             | 26          | 0.2%             | 30          | 0.3%             | 27          | 0.2%             |
| 03          | 31          | 0.2%             | 42          | 0.3%             | 35          | 0.2%             | 38          | 0.3%             | 35          | 0.2%             | 28          | 0.2%             | 30          | 0.3%             | 36          | 0.2%             | 29          | 0.3%             | 34          | 0.3%             |
| 04          | 150         | 1.1%             | 143         | 1.0%             | 146         | 1.0%             | 140         | 0.9%             | 159         | 1.0%             | 66          | 0.6%             | 58          | 0.6%             | 148         | 1.0%             | 62          | 0.6%             | 123         | 0.9%             |
| 05          | 494         | 3.5%             | 515         | 3.5%             | 500         | 3.4%             | 485         | 3.3%             | 488         | 3.1%             | 187         | 1.7%             | 81          | 0.9%             | 496         | 3.3%             | 134         | 1.3%             | 393         | 2.9%             |
| 06          | 950         | 6.7%             | 998         | 6.7%             | 976         | 6.6%             | 941         | 6.3%             | 896         | 5.8%             | 303         | 2.7%             | 171         | 1.9%             | 952         | 6.4%             | 237         | 2.3%             | 748         | 5.5%             |
| 07          | 1,301       | 9.1%             | 1,329       | 8.9%             | 1,362       | 9.2%             | 1,302       | 8.8%             | 1,269       | 8.2%             | 477         | 4.2%             | 288         | 3.2%             | 1,313       | 8.8%             | 383         | 3.7%             | 1,047       | 7.7%             |
| 08          | 1,233       | 8.7%             | 1,282       | 8.6%             | 1,242       | 8.4%             | 1,231       | 8.3%             | 1,215       | 7.8%             | 676         | 6.0%             | 467         | 5.1%             | 1,241       | 8.3%             | 572         | 5.6%             | 1,050       | 7.8%             |
| 09          | 755         | 5.3%             | 752         | 5.1%             | 759         | 5.1%             | 736         | 4.9%             | 759         | 4.9%             | 882         | 7.8%             | 691         | 7.6%             | 752         | 5.1%             | 786         | 7.7%             | 762         | 5.6%             |
| 10          | 714         | 5.0%             | 687         | 4.6%             | 713         | 4.8%             | 739         | 5.0%             | 771         | 5.0%             | 986         | 8.7%             | 766         | 8.4%             | 725         | 4.9%             | 876         | 8.6%             | 768         | 5.7%             |
| 11          | 728         | 5.1%             | 695         | 4.7%             | 746         | 5.0%             | 721         | 4.9%             | 817         | 5.3%             | 981         | 8.7%             | 843         | 9.3%             | 741         | 5.0%             | 912         | 8.9%             | 790         | 5.8%             |
| 12          | 718         | 5.0%             | 698         | 4.7%             | 708         | 4.8%             | 725         | 4.9%             | 844         | 5.4%             | 947         | 8.4%             | 824         | 9.1%             | 738         | 5.0%             | 885         | 8.7%             | 780         | 5.8%             |
| 13          | 696         | 4.9%             | 744         | 5.0%             | 741         | 5.0%             | 776         | 5.2%             | 917         | 5.9%             | 889         | 7.8%             | 772         | 8.5%             | 775         | 5.2%             | 830         | 8.1%             | 791         | 5.8%             |
| 14          | 1,060       | 7.4%             | 1,044       | 7.0%             | 1,012       | 6.8%             | 1,065       | 7.2%             | 1,193       | 7.7%             | 807         | 7.1%             | 740         | 8.1%             | 1,075       | 7.2%             | 773         | 7.6%             | 989         | 7.3%             |
| 15          | 1,350       | 9.5%             | 1,397       | 9.4%             | 1,399       | 9.5%             | 1,402       | 9.4%             | 1,400       | 9.0%             | 817         | 7.2%             | 699         | 7.7%             | 1,390       | 9.3%             | 758         | 7.4%             | 1,209       | 8.9%             |
| 16          | 1,404       | 9.9%             | 1,403       | 9.4%             | 1,414       | 9.6%             | 1,425       | 9.6%             | 1,295       | 8.3%             | 709         | 6.3%             | 635         | 7.0%             | 1,388       | 9.3%             | 672         | 6.6%             | 1,184       | 8.7%             |
| 17          | 1,092       | 7.7%             | 1,225       | 8.2%             | 1,154       | 7.8%             | 1,155       | 7.8%             | 1,119       | 7.2%             | 665         | 5.9%             | 616         | 6.8%             | 1,149       | 7.7%             | 641         | 6.3%             | 1,004       | 7.4%             |
| 18          | 608         | 4.3%             | 765         | 5.1%             | 700         | 4.7%             | 733         | 4.9%             | 765         | 4.9%             | 530         | 4.7%             | 447         | 4.9%             | 714         | 4.8%             | 489         | 4.8%             | 650         | 4.8%             |
| 19          | 338         | 2.4%             | 370         | 2.5%             | 384         | 2.6%             | 404         | 2.7%             | 439         | 2.8%             | 327         | 2.9%             | 293         | 3.2%             | 387         | 2.6%             | 310         | 3.0%             | 365         | 2.7%             |
| 20          | 237         | 1.7%             | 289         | 1.9%             | 306         | 2.1%             | 322         | 2.2%             | 374         | 2.4%             | 315         | 2.8%             | 244         | 2.7%             | 305         | 2.1%             | 279         | 2.7%             | 298         | 2.2%             |
| 21          | 170         | 1.2%             | 236         | 1.6%             | 210         | 1.4%             | 223         | 1.5%             | 323         | 2.1%             | 269         | 2.4%             | 151         | 1.7%             | 232         | 1.6%             | 210         | 2.1%             | 226         | 1.7%             |
| 22          | 95          | 0.7%             | 120         | 0.8%             | 124         | 0.8%             | 142         | 1.0%             | 227         | 1.5%             | 204         | 1.8%             | 81          | 0.9%             | 142         | 1.0%             | 143         | 1.4%             | 142         | 1.0%             |
| 23          | 59          | 0.4%             | 77          | 0.5%             | 81          | 0.5%             | 76          | 0.5%             | 145         | 0.9%             | 127         | 1.1%             | 49          | 0.5%             | 88          | 0.6%             | 88          | 0.9%             | 88          | 0.6%             |
| Grand Total | 14,244      | 100.0%           | 14,883      | 100.0%           | 14,788      | 100.0%           | 14,872      | 100.0%           | 15,532      | 100.0%           | 11,327      | 100.0%           | 9,079       | 100.0%           | 14,864      | 100.0%           | 10,203      | 100.0%           | 13,532      | 100.0%           |

Weekly Volume Report Graph



Global Filters

Start Date

1/01/2023

End Date

31/12/2023

Direction of Travel

Both Directions

Page Filters

Traffic Class Code

00 - All Vehicles

Legends (Click to highlight selection)

Public Holiday

☐ Non-public holiday

Day Grouping

☒ Weekdays

☐ Weekend

☐ All

Displays averaged traffic volume and associated % contribution of total by hour of day and day of week for the range of dates selected.

**Site**  
ID: **92235**  
Type: **Coverage Site**  
Description: **Shaw Rd 800m Nth of Dalrymple Rd**

**Spatial**  
TDist: **2.29 km**  
Latitude: **-19.281743**  
Longitude: **146.698631**



|          | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|----------|-----|-----|-----|-----|-----|-----|-----|
| 2023 May |     |     | 10  | 11  | 12  | 13  | 14  |
|          | 15  | 16  | 17  | 18  | 19  | 20  | 21  |
|          | 22  | 23  | 24  | 25  | 26  | 27  | 28  |
|          | 29  |     |     |     |     |     |     |
|          |     |     |     |     |     |     |     |

| Days      | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| In range  | 3   | 2   | 3   | 3   | 3   | 3   | 3   |
| With data | 3   | 2   | 3   | 3   | 3   | 3   | 3   |
| Holidays  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

|             | Monday      |                  |  | Tuesday     |                  | Wednesday   |                  | Thursday    |                  | Friday      |                  | Saturday    |                  | Sunday      |                  | Weekdays    |                  | Weekend     |                  | All         |                  |
|-------------|-------------|------------------|--|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|
|             | Avg. Volume | % Volume per day |  | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day |
| 00          | 11          | 0.1%             |  | 15          | 0.2%             | 15          | 0.2%             | 21          | 0.3%             | 18          | 0.2%             | 30          | 0.5%             | 36          | 0.7%             | 16          | 0.2%             | 33          | 0.6%             | 21          | 0.3%             |
| 01          | 10          | 0.1%             |  | 11          | 0.1%             | 12          | 0.1%             | 10          | 0.1%             | 13          | 0.2%             | 27          | 0.5%             | 24          | 0.5%             | 11          | 0.1%             | 26          | 0.5%             | 15          | 0.2%             |
| 02          | 10          | 0.1%             |  | 12          | 0.1%             | 15          | 0.2%             | 18          | 0.2%             | 10          | 0.1%             | 12          | 0.2%             | 14          | 0.3%             | 13          | 0.2%             | 13          | 0.2%             | 13          | 0.2%             |
| 03          | 19          | 0.3%             |  | 29          | 0.4%             | 21          | 0.3%             | 25          | 0.3%             | 24          | 0.3%             | 18          | 0.3%             | 18          | 0.4%             | 24          | 0.3%             | 18          | 0.3%             | 22          | 0.3%             |
| 04          | 104         | 1.4%             |  | 96          | 1.2%             | 94          | 1.2%             | 91          | 1.1%             | 109         | 1.3%             | 41          | 0.7%             | 29          | 0.6%             | 99          | 1.2%             | 35          | 0.6%             | 80          | 1.1%             |
| 05          | 301         | 4.0%             |  | 312         | 3.9%             | 314         | 4.0%             | 311         | 3.9%             | 296         | 3.6%             | 101         | 1.7%             | 34          | 0.7%             | 307         | 3.8%             | 68          | 1.2%             | 238         | 3.3%             |
| 06          | 536         | 7.1%             |  | 545         | 6.8%             | 541         | 6.8%             | 513         | 6.4%             | 512         | 6.2%             | 151         | 2.5%             | 90          | 1.9%             | 529         | 6.6%             | 121         | 2.2%             | 413         | 5.7%             |
| 07          | 727         | 9.6%             |  | 746         | 9.3%             | 749         | 9.5%             | 717         | 9.0%             | 690         | 8.3%             | 251         | 4.2%             | 156         | 3.2%             | 726         | 9.1%             | 203         | 3.8%             | 576         | 8.0%             |
| 08          | 599         | 7.9%             |  | 617         | 7.7%             | 621         | 7.9%             | 587         | 7.4%             | 586         | 7.1%             | 337         | 5.6%             | 239         | 5.0%             | 602         | 7.6%             | 288         | 5.3%             | 512         | 7.1%             |
| 09          | 379         | 5.0%             |  | 375         | 4.6%             | 379         | 4.8%             | 385         | 4.8%             | 391         | 4.7%             | 467         | 7.8%             | 334         | 6.9%             | 382         | 4.8%             | 401         | 7.4%             | 387         | 5.3%             |
| 10          | 363         | 4.8%             |  | 348         | 4.3%             | 348         | 4.4%             | 369         | 4.4%             | 393         | 4.7%             | 507         | 8.4%             | 407         | 8.4%             | 364         | 4.6%             | 457         | 8.4%             | 391         | 5.4%             |
| 11          | 393         | 5.2%             |  | 391         | 4.8%             | 419         | 5.3%             | 398         | 5.0%             | 437         | 5.3%             | 511         | 8.5%             | 450         | 9.4%             | 408         | 5.1%             | 481         | 8.9%             | 428         | 5.9%             |
| 12          | 372         | 4.9%             |  | 351         | 4.4%             | 386         | 4.9%             | 392         | 4.9%             | 460         | 5.5%             | 502         | 8.4%             | 457         | 9.5%             | 392         | 4.9%             | 480         | 8.9%             | 417         | 5.8%             |
| 13          | 389         | 5.1%             |  | 423         | 5.2%             | 403         | 5.1%             | 436         | 5.5%             | 499         | 6.0%             | 486         | 8.1%             | 406         | 8.4%             | 430         | 5.4%             | 446         | 8.2%             | 435         | 6.0%             |
| 14          | 567         | 7.5%             |  | 537         | 6.7%             | 518         | 6.6%             | 551         | 6.9%             | 630         | 7.6%             | 453         | 7.5%             | 414         | 8.6%             | 560         | 7.0%             | 433         | 8.0%             | 524         | 7.2%             |
| 15          | 715         | 9.4%             |  | 730         | 9.1%             | 730         | 9.2%             | 758         | 9.5%             | 756         | 9.1%             | 440         | 7.3%             | 379         | 7.9%             | 738         | 9.3%             | 410         | 7.6%             | 644         | 8.9%             |
| 16          | 726         | 9.6%             |  | 784         | 9.7%             | 739         | 9.3%             | 758         | 9.5%             | 679         | 8.2%             | 387         | 6.4%             | 332         | 6.9%             | 737         | 9.3%             | 359         | 6.6%             | 629         | 8.7%             |
| 17          | 567         | 7.5%             |  | 731         | 9.1%             | 629         | 8.0%             | 603         | 7.6%             | 578         | 7.0%             | 347         | 5.8%             | 326         | 6.8%             | 622         | 7.8%             | 337         | 6.2%             | 540         | 7.5%             |
| 18          | 315         | 4.2%             |  | 444         | 5.5%             | 375         | 4.7%             | 410         | 5.1%             | 393         | 4.7%             | 298         | 5.0%             | 233         | 4.8%             | 387         | 4.9%             | 266         | 4.9%             | 353         | 4.9%             |
| 19          | 169         | 2.2%             |  | 186         | 2.3%             | 206         | 2.6%             | 226         | 2.8%             | 232         | 2.8%             | 172         | 2.9%             | 152         | 3.2%             | 204         | 2.6%             | 162         | 3.0%             | 192         | 2.7%             |
| 20          | 136         | 1.8%             |  | 140         | 1.7%             | 164         | 2.1%             | 162         | 2.0%             | 214         | 2.6%             | 161         | 2.7%             | 126         | 2.6%             | 163         | 2.0%             | 144         | 2.7%             | 157         | 2.2%             |
| 21          | 91          | 1.2%             |  | 127         | 1.6%             | 113         | 1.4%             | 126         | 1.6%             | 191         | 2.3%             | 136         | 2.3%             | 83          | 1.7%             | 129         | 1.6%             | 110         | 2.0%             | 124         | 1.7%             |
| 22          | 46          | 0.6%             |  | 65          | 0.8%             | 73          | 0.9%             | 70          | 0.9%             | 113         | 1.4%             | 105         | 1.7%             | 42          | 0.9%             | 73          | 0.9%             | 74          | 1.4%             | 73          | 1.0%             |
| 23          | 35          | 0.5%             |  | 48          | 0.6%             | 42          | 0.5%             | 40          | 0.5%             | 87          | 1.0%             | 76          | 1.3%             | 32          | 0.7%             | 51          | 0.6%             | 54          | 1.0%             | 51          | 0.7%             |
| Grand Total | 7,580       | 100.0%           |  | 8,056       | 100.0%           | 7,906       | 100.0%           | 7,979       | 100.0%           | 8,312       | 100.0%           | 6,014       | 100.0%           | 4,814       | 100.0%           | 7,967       | 100.0%           | 5,414       | 100.0%           | 7,237       | 100.0%           |

## Start Date

1/01/2023

End Date

31/12/2023

Direction of Travel

With Gazettal

## Traffic Class Code

00 - All Vehicles

**Legends** (Click to highlight selection)

Public Holiday

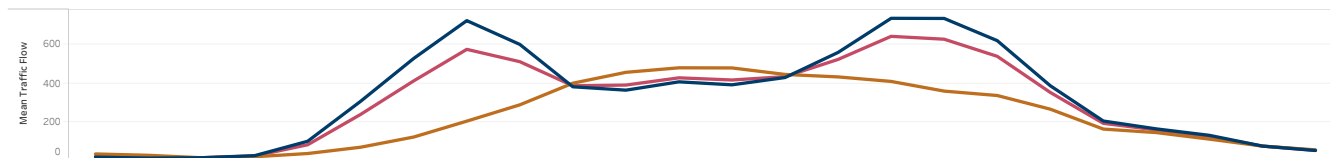
Non-public holiday

### Day Grouping

Weekdays

Weekend

■ All



Copyright: The State of Queensland (Department of Transport and Main Roads) 2024

Volume: Weekly Report

Displays averaged traffic volume and associated % contribution of total by hour of day and day of week for the range of dates selected.

Area  
Region: North Queensland  
District: Northern  
Road: J41 - SHAW ROAD

Site  
ID: 92235  
Type: Coverage Site  
Description: Shaw Rd 800m Nth of Dalrymple Rd

Spatial  
TDist: 2.29 km  
Latitude: -19.281743  
Longitude: 146.698631



Site local area:



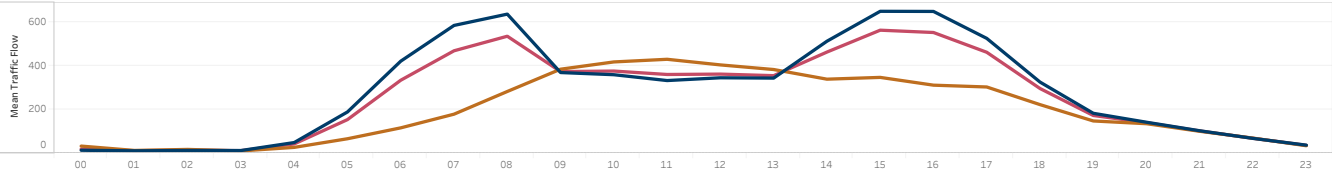
Data collection dates:  
(within selected date range)

|          | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|----------|-----|-----|-----|-----|-----|-----|-----|
| 2023 May |     |     |     |     |     |     |     |
|          |     |     | 10  | 11  | 12  | 13  | 14  |
|          | 15  | 16  | 17  | 18  | 19  | 20  | 21  |
|          | 22  | 23  | 24  | 25  | 26  | 27  | 28  |
|          | 29  |     |     |     |     |     |     |

| Days      | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|-----------|-----|-----|-----|-----|-----|-----|-----|
| In range  | 3   | 2   | 3   | 3   | 3   | 3   | 3   |
| With data | 3   | 2   | 3   | 3   | 3   | 3   | 3   |
| Holidays  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

|             | Monday      |                  | Tuesday     |                  | Wednesday   |                  | Thursday    |                  | Friday      |                  | Saturday    |                  | Sunday      |                  | Weekdays    |                  | Weekend     |                  | All         |                  |
|-------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|------------------|
|             | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day | Avg. Volume | % Volume per day |
| 00          | 8           | 0.1%             | 16          | 0.2%             | 13          | 0.2%             | 14          | 0.2%             | 17          | 0.2%             | 36          | 0.7%             | 30          | 0.7%             | 14          | 0.2%             | 33          | 0.7%             | 19          | 0.3%             |
| 01          | 9           | 0.1%             | 9           | 0.1%             | 10          | 0.1%             | 14          | 0.2%             | 14          | 0.2%             | 11          | 0.2%             | 14          | 0.3%             | 11          | 0.2%             | 13          | 0.3%             | 12          | 0.2%             |
| 02          | 13          | 0.2%             | 15          | 0.2%             | 12          | 0.2%             | 14          | 0.2%             | 10          | 0.1%             | 19          | 0.4%             | 16          | 0.4%             | 13          | 0.2%             | 18          | 0.4%             | 14          | 0.2%             |
| 03          | 12          | 0.2%             | 13          | 0.2%             | 14          | 0.2%             | 13          | 0.2%             | 11          | 0.1%             | 10          | 0.2%             | 11          | 0.3%             | 12          | 0.2%             | 11          | 0.2%             | 12          | 0.2%             |
| 04          | 46          | 0.7%             | 48          | 0.7%             | 52          | 0.8%             | 50          | 0.7%             | 50          | 0.7%             | 25          | 0.5%             | 29          | 0.7%             | 49          | 0.7%             | 27          | 0.6%             | 43          | 0.7%             |
| 05          | 193         | 2.9%             | 203         | 3.0%             | 187         | 2.7%             | 174         | 2.5%             | 192         | 2.7%             | 86          | 1.6%             | 47          | 1.1%             | 190         | 2.7%             | 67          | 1.4%             | 154         | 2.5%             |
| 06          | 414         | 6.2%             | 453         | 6.6%             | 435         | 6.3%             | 428         | 6.2%             | 384         | 5.3%             | 152         | 2.9%             | 81          | 1.9%             | 423         | 6.1%             | 117         | 2.4%             | 335         | 5.3%             |
| 07          | 574         | 8.6%             | 584         | 8.5%             | 613         | 8.9%             | 585         | 8.5%             | 579         | 8.0%             | 226         | 4.3%             | 133         | 3.1%             | 587         | 8.5%             | 179         | 3.7%             | 470         | 7.5%             |
| 08          | 634         | 9.5%             | 665         | 9.7%             | 622         | 9.0%             | 644         | 9.3%             | 629         | 8.7%             | 339         | 6.4%             | 228         | 5.3%             | 639         | 9.3%             | 284         | 5.9%             | 537         | 8.5%             |
| 09          | 376         | 5.6%             | 378         | 5.5%             | 381         | 5.5%             | 351         | 5.1%             | 367         | 5.1%             | 415         | 7.8%             | 357         | 8.4%             | 370         | 5.4%             | 386         | 8.1%             | 375         | 6.0%             |
| 10          | 351         | 5.3%             | 340         | 5.0%             | 365         | 5.3%             | 369         | 5.4%             | 378         | 5.2%             | 479         | 9.0%             | 360         | 8.4%             | 361         | 5.2%             | 419         | 8.8%             | 377         | 6.0%             |
| 11          | 335         | 5.0%             | 304         | 4.5%             | 327         | 4.7%             | 323         | 4.7%             | 380         | 5.3%             | 470         | 8.9%             | 392         | 9.2%             | 334         | 4.8%             | 431         | 9.0%             | 362         | 5.7%             |
| 12          | 346         | 5.2%             | 347         | 5.1%             | 322         | 4.7%             | 333         | 4.8%             | 384         | 5.3%             | 445         | 8.4%             | 366         | 8.6%             | 346         | 5.0%             | 406         | 8.5%             | 363         | 5.8%             |
| 13          | 307         | 4.6%             | 322         | 4.7%             | 338         | 4.9%             | 340         | 4.9%             | 418         | 5.8%             | 403         | 7.6%             | 366         | 8.6%             | 345         | 5.0%             | 384         | 8.0%             | 356         | 5.7%             |
| 14          | 493         | 7.4%             | 507         | 7.4%             | 494         | 7.2%             | 515         | 7.5%             | 564         | 7.8%             | 354         | 6.7%             | 326         | 7.6%             | 514         | 7.5%             | 340         | 7.1%             | 464         | 7.4%             |
| 15          | 635         | 9.5%             | 667         | 9.8%             | 669         | 9.7%             | 644         | 9.3%             | 644         | 8.9%             | 377         | 7.1%             | 319         | 7.5%             | 652         | 9.4%             | 348         | 7.3%             | 565         | 9.0%             |
| 16          | 679         | 10.2%            | 619         | 9.1%             | 675         | 9.8%             | 667         | 9.7%             | 616         | 8.5%             | 322         | 6.1%             | 303         | 7.1%             | 651         | 9.4%             | 313         | 6.5%             | 554         | 8.8%             |
| 17          | 525         | 7.9%             | 494         | 7.2%             | 525         | 7.6%             | 552         | 8.0%             | 541         | 7.5%             | 319         | 6.0%             | 290         | 6.8%             | 527         | 7.6%             | 304         | 6.4%             | 464         | 7.4%             |
| 18          | 293         | 4.4%             | 322         | 4.7%             | 324         | 4.7%             | 323         | 4.7%             | 372         | 5.1%             | 232         | 4.4%             | 215         | 5.0%             | 327         | 4.7%             | 223         | 4.7%             | 297         | 4.7%             |
| 19          | 170         | 2.5%             | 185         | 2.7%             | 178         | 2.6%             | 178         | 2.6%             | 207         | 2.9%             | 156         | 2.9%             | 141         | 3.3%             | 183         | 2.7%             | 148         | 3.1%             | 173         | 2.8%             |
| 20          | 101         | 1.5%             | 149         | 2.2%             | 142         | 2.1%             | 160         | 2.3%             | 160         | 2.2%             | 154         | 2.9%             | 117         | 2.8%             | 142         | 2.1%             | 136         | 2.8%             | 140         | 2.2%             |
| 21          | 79          | 1.2%             | 110         | 1.6%             | 97          | 1.4%             | 97          | 1.4%             | 133         | 1.8%             | 133         | 2.5%             | 68          | 1.6%             | 103         | 1.5%             | 101         | 2.1%             | 102         | 1.6%             |
| 22          | 49          | 0.7%             | 55          | 0.8%             | 51          | 0.7%             | 71          | 1.0%             | 114         | 1.6%             | 99          | 1.9%             | 39          | 0.9%             | 68          | 1.0%             | 69          | 1.4%             | 68          | 1.1%             |
| 23          | 24          | 0.4%             | 29          | 0.4%             | 39          | 0.6%             | 36          | 0.5%             | 58          | 0.8%             | 51          | 1.0%             | 17          | 0.4%             | 37          | 0.5%             | 34          | 0.7%             | 36          | 0.6%             |
| Grand Total | 6,664       | 100.0%           | 6,827       | 100.0%           | 6,882       | 100.0%           | 6,894       | 100.0%           | 7,219       | 100.0%           | 5,313       | 100.0%           | 4,264       | 100.0%           | 6,897       | 100.0%           | 4,789       | 100.0%           | 6,295       | 100.0%           |

Weekly Volume Report Graph



Global Filters

Start Date

1/01/2023

End Date

31/12/2023

Direction of Travel

Against Gazettal

Page Filters

Traffic Class Code

00 - All Vehicles

Legends (Click to highlight selection)

Public Holiday

☐ Non-public holiday

Day Grouping

☒ Weekdays

☐ Weekend

☐ All

# APPENDIX E

## STREAMS Data

Document Set ID: 26515272  
Version: 1, Version Date: 18/11/2024

|             |           |           |          |           |            |
|-------------|-----------|-----------|----------|-----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 |      | 3    | 1    | 5    | 3         |
| 01:00 - 02:00 |      | 1    | 3    | 1    | 1         |
| 02:00 - 03:00 |      | 1    | 2    | 2    | 2         |
| 03:00 - 04:00 |      | 0    | 0    | 2    | 4         |
| 04:00 - 05:00 |      | 1    | 8    | 10   | 8         |
| 05:00 - 06:00 |      | 5    | 13   | 32   | 32        |
| 06:00 - 07:00 |      | 31   | 39   | 40   | 52        |
| 07:00 - 08:00 |      | 40   | 43   | 58   | 71        |
| 08:00 - 09:00 |      | 49   | 53   | 59   | 49        |
| 09:00 - 10:00 |      | 34   | 38   | 40   | 41        |
| 10:00 - 11:00 |      | 36   | 34   | 42   | 41        |
| 11:00 - 12:00 |      | 41   | 47   | 47   | 34        |
| 12:00 - 13:00 |      | 51   | 26   | 43   | 33        |
| 13:00 - 14:00 |      | 29   | 27   | 40   | 26        |
| 14:00 - 15:00 |      | 43   | 60   | 45   | 57        |
| 15:00 - 16:00 |      | 79   | 96   | 60   | 55        |
| 16:00 - 17:00 |      | 63   | 72   | 64   | 73        |
| 17:00 - 18:00 |      | 74   | 65   | 74   | 63        |
| 18:00 - 19:00 |      | 46   | 44   | 39   | 27        |
| 19:00 - 20:00 |      | 27   | 23   | 21   | 16        |
| 20:00 - 21:00 |      | 20   | 15   | 14   | 15        |
| 21:00 - 22:00 |      | 19   | 15   | 12   | 10        |
| 22:00 - 23:00 |      | 9    | 1    | 4    | 6         |
| 23:00 - 00:00 |      | 6    | 4    | 3    | 3         |

| Description       | Volume | Time          |
|-------------------|--------|---------------|
| Maximum AM 15-    | 71     | 07:45 - 08:00 |
| Maximum PM 15-    | 96     | 15:15 - 15:30 |
| Total Volume 12 h | 2371   | 07:00 - 19:00 |
| Total Volume 24 h | 2916   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 2    | 2    | 2    | 0    | 6         |
| 01:00 - 02:00 | 0    | 1    | 1    | 0    | 2         |
| 02:00 - 03:00 | 0    | 0    | 2    | 1    | 3         |
| 03:00 - 04:00 | 0    | 0    | 0    | 1    | 1         |
| 04:00 - 05:00 | 1    | 3    | 3    | 3    | 10        |
| 05:00 - 06:00 | 4    | 7    | 9    | 9    | 29        |
| 06:00 - 07:00 | 13   | 19   | 18   | 23   | 73        |
| 07:00 - 08:00 | 17   | 25   | 28   | 49   | 119       |
| 08:00 - 09:00 | 42   | 40   | 37   | 31   | 150       |
| 09:00 - 10:00 | 25   | 31   | 18   | 21   | 95        |
| 10:00 - 11:00 | 14   | 31   | 25   | 33   | 103       |
| 11:00 - 12:00 | 22   | 23   | 23   | 23   | 91        |
| 12:00 - 13:00 | 41   | 23   | 33   | 26   | 123       |
| 13:00 - 14:00 | 19   | 26   | 29   | 31   | 105       |
| 14:00 - 15:00 | 40   | 39   | 45   | 30   | 154       |
| 15:00 - 16:00 | 76   | 84   | 53   | 61   | 274       |
| 16:00 - 17:00 | 69   | 73   | 84   | 96   | 322       |
| 17:00 - 18:00 | 79   | 69   | 64   | 62   | 274       |
| 18:00 - 19:00 | 47   | 33   | 28   | 22   | 130       |
| 19:00 - 20:00 | 27   | 22   | 21   | 26   | 96        |
| 20:00 - 21:00 | 15   | 16   | 15   | 12   | 58        |
| 21:00 - 22:00 | 17   | 12   | 5    | 4    | 38        |
| 22:00 - 23:00 | 6    | 5    | 8    | 8    | 27        |
| 23:00 - 00:00 | 4    | 2    | 0    | 0    | 6         |

| Description        | Volume | Time          |
|--------------------|--------|---------------|
| Maximum AM 15-r    | 49     | 07:45 - 08:00 |
| Maximum PM 15-r    | 96     | 16:45 - 17:00 |
| Total Volume 12 Hr | 1940   | 07:00 - 19:00 |
| Total Volume 24 Hr | 2289   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 1    | 0    | 0    | 0    | 1         |
| 03:00 - 04:00 | 0    | 0    | 1    | 1    | 2         |
| 04:00 - 05:00 | 0    | 1    | 10   | 4    | 15        |
| 05:00 - 06:00 | 1    | 3    | 6    | 10   | 20        |
| 06:00 - 07:00 | 10   | 17   | 13   | 14   | 54        |
| 07:00 - 08:00 | 22   | 17   | 22   | 20   | 81        |
| 08:00 - 09:00 | 36   | 17   | 9    | 14   | 76        |
| 09:00 - 10:00 | 3    | 8    | 10   | 4    | 25        |
| 10:00 - 11:00 | 12   | 3    | 8    | 7    | 30        |
| 11:00 - 12:00 | 4    | 4    | 8    | 6    | 22        |
| 12:00 - 13:00 | 13   | 11   | 3    | 5    | 32        |
| 13:00 - 14:00 | 7    | 7    | 5    | 6    | 25        |
| 14:00 - 15:00 | 10   | 16   | 11   | 19   | 56        |
| 15:00 - 16:00 | 12   | 18   | 11   | 11   | 52        |
| 16:00 - 17:00 | 11   | 15   | 11   | 11   | 48        |
| 17:00 - 18:00 | 7    | 8    | 15   | 5    | 35        |
| 18:00 - 19:00 | 8    | 10   | 4    | 4    | 26        |
| 19:00 - 20:00 | 4    | 3    | 3    | 1    | 11        |
| 20:00 - 21:00 | 1    | 2    | 1    | 5    | 9         |
| 21:00 - 22:00 | 2    | 3    | 0    | 1    | 6         |
| 22:00 - 23:00 | 1    | 1    | 2    | 1    | 5         |
| 23:00 - 00:00 | 2    | 0    | 0    | 0    | 2         |

| Description     | Volume | Time          |
|-----------------|--------|---------------|
| Maximum AM 15   | 36     | 08:00 - 08:15 |
| Maximum PM 15   | 19     | 14:45 - 15:00 |
| Total Volume 12 | 508    | 07:00 - 19:00 |
| Total Volume 24 | 633    | 00:00 - 00:00 |

|             |           |           |          |           |            |
|-------------|-----------|-----------|----------|-----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 1    | 2    | 0    | 4         |
| 01:00 - 02:00 | 0    | 0    | 0    | 1    | 1         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 1    | 0    | 1    | 0    | 2         |
| 05:00 - 06:00 | 2    | 5    | 2    | 5    | 14        |
| 06:00 - 07:00 | 3    | 8    | 11   | 5    | 27        |
| 07:00 - 08:00 | 14   | 15   | 15   | 9    | 53        |
| 08:00 - 09:00 | 12   | 14   | 8    | 6    | 40        |
| 09:00 - 10:00 | 4    | 10   | 4    | 7    | 25        |
| 10:00 - 11:00 | 3    | 5    | 4    | 2    | 14        |
| 11:00 - 12:00 | 4    | 5    | 7    | 2    | 18        |
| 12:00 - 13:00 | 8    | 11   | 3    | 6    | 28        |
| 13:00 - 14:00 | 2    | 7    | 6    | 3    | 18        |
| 14:00 - 15:00 | 6    | 5    | 5    | 12   | 28        |
| 15:00 - 16:00 | 15   | 8    | 8    | 7    | 38        |
| 16:00 - 17:00 | 14   | 16   | 9    | 14   | 53        |
| 17:00 - 18:00 | 3    | 10   | 7    | 5    | 25        |
| 18:00 - 19:00 | 7    | 4    | 3    | 5    | 19        |
| 19:00 - 20:00 | 5    | 5    | 1    | 2    | 13        |
| 20:00 - 21:00 | 0    | 2    | 1    | 4    | 7         |
| 21:00 - 22:00 | 6    | 0    | 2    | 1    | 9         |
| 22:00 - 23:00 | 2    | 2    | 1    | 0    | 5         |
| 23:00 - 00:00 | 2    | 2    | 1    | 0    | 5         |

| Description    | Volume | Time          |
|----------------|--------|---------------|
| Maximum AM 1   | 15     | 07:15 - 07:30 |
| Maximum PM 1   | 16     | 16:15 - 16:30 |
| Total Volume 1 | 359    | 07:00 - 19:00 |
| Total Volume 2 | 446    | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 2    | 1    | 1    | 5         |
| 01:00 - 02:00 | 0    | 0    | 2    | 2    | 4         |
| 02:00 - 03:00 | 2    | 1    | 3    | 2    | 8         |
| 03:00 - 04:00 | 1    | 2    | 2    | 3    | 8         |
| 04:00 - 05:00 | 2    | 7    | 11   | 16   | 36        |
| 05:00 - 06:00 | 13   | 22   | 40   | 41   | 116       |
| 06:00 - 07:00 | 46   | 61   | 61   | 65   | 233       |
| 07:00 - 08:00 | 54   | 64   | 89   | 68   | 275       |
| 08:00 - 09:00 | 64   | 49   | 43   | 34   | 190       |
| 09:00 - 10:00 | 26   | 31   | 32   | 41   | 130       |
| 10:00 - 11:00 | 32   | 30   | 42   | 33   | 137       |
| 11:00 - 12:00 | 26   | 27   | 32   | 24   | 109       |
| 12:00 - 13:00 | 49   | 36   | 30   | 31   | 146       |
| 13:00 - 14:00 | 39   | 31   | 37   | 43   | 150       |
| 14:00 - 15:00 | 50   | 60   | 56   | 57   | 223       |
| 15:00 - 16:00 | 50   | 74   | 62   | 54   | 240       |
| 16:00 - 17:00 | 65   | 70   | 66   | 64   | 265       |
| 17:00 - 18:00 | 60   | 61   | 48   | 42   | 211       |
| 18:00 - 19:00 | 30   | 46   | 30   | 27   | 133       |
| 19:00 - 20:00 | 11   | 17   | 11   | 32   | 71        |
| 20:00 - 21:00 | 20   | 9    | 17   | 20   | 66        |
| 21:00 - 22:00 | 10   | 14   | 9    | 8    | 41        |
| 22:00 - 23:00 | 10   | 4    | 4    | 5    | 23        |
| 23:00 - 00:00 | 8    | 6    | 5    | 3    | 22        |

| Description          | Volume | Time          |
|----------------------|--------|---------------|
| Maximum AM 15-min    | 89     | 07:30 - 07:45 |
| Maximum PM 15-min    | 74     | 15:15 - 15:30 |
| Total Volume 12 Hour | 2209   | 07:00 - 19:00 |
| Total Volume 24 Hour | 2842   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 2    | 0    | 1    | 1    | 4         |
| 01:00 - 02:00 | 0    | 1    | 0    | 1    | 2         |
| 02:00 - 03:00 | 0    | 1    | 0    | 0    | 1         |
| 03:00 - 04:00 | 0    | 2    | 4    | 2    | 8         |
| 04:00 - 05:00 | 2    | 3    | 8    | 4    | 17        |
| 05:00 - 06:00 | 8    | 7    | 22   | 23   | 60        |
| 06:00 - 07:00 | 31   | 23   | 32   | 37   | 123       |
| 07:00 - 08:00 | 29   | 28   | 40   | 30   | 127       |
| 08:00 - 09:00 | 18   | 30   | 29   | 23   | 100       |
| 09:00 - 10:00 | 15   | 19   | 17   | 23   | 74        |
| 10:00 - 11:00 | 19   | 12   | 27   | 14   | 72        |
| 11:00 - 12:00 | 24   | 18   | 16   | 24   | 82        |
| 12:00 - 13:00 | 23   | 20   | 20   | 23   | 86        |
| 13:00 - 14:00 | 19   | 16   | 23   | 23   | 81        |
| 14:00 - 15:00 | 37   | 42   | 33   | 27   | 139       |
| 15:00 - 16:00 | 38   | 38   | 32   | 39   | 147       |
| 16:00 - 17:00 | 43   | 47   | 31   | 17   | 138       |
| 17:00 - 18:00 | 34   | 35   | 27   | 18   | 114       |
| 18:00 - 19:00 | 20   | 17   | 10   | 16   | 63        |
| 19:00 - 20:00 | 13   | 11   | 8    | 19   | 51        |
| 20:00 - 21:00 | 8    | 6    | 9    | 12   | 35        |
| 21:00 - 22:00 | 5    | 2    | 4    | 3    | 14        |
| 22:00 - 23:00 | 7    | 2    | 2    | 4    | 15        |
| 23:00 - 00:00 | 4    | 2    | 5    | 1    | 12        |

| Description     | Volume | Time          |
|-----------------|--------|---------------|
| Maximum AM 12   | 40     | 07:30 - 07:45 |
| Maximum PM 12   | 47     | 16:15 - 16:30 |
| Total Volume 12 | 1223   | 07:00 - 19:00 |
| Total Volume 24 | 1565   | 00:00 - 00:00 |

|             |           |           |          |           |            |
|-------------|-----------|-----------|----------|-----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 |      | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 |      | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 |      | 0    | 1    | 0    | 1         |
| 03:00 - 04:00 |      | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 |      | 0    | 0    | 6    | 3         |
| 05:00 - 06:00 |      | 3    | 4    | 6    | 8         |
| 06:00 - 07:00 |      | 7    | 15   | 18   | 23        |
| 07:00 - 08:00 |      | 23   | 39   | 44   | 70        |
| 08:00 - 09:00 |      | 66   | 65   | 30   | 15        |
| 09:00 - 10:00 |      | 6    | 9    | 11   | 7         |
| 10:00 - 11:00 |      | 9    | 9    | 5    | 8         |
| 11:00 - 12:00 |      | 7    | 8    | 12   | 4         |
| 12:00 - 13:00 |      | 9    | 6    | 2    | 7         |
| 13:00 - 14:00 |      | 9    | 6    | 8    | 12        |
| 14:00 - 15:00 |      | 15   | 14   | 20   | 20        |
| 15:00 - 16:00 |      | 25   | 21   | 14   | 10        |
| 16:00 - 17:00 |      | 18   | 21   | 17   | 14        |
| 17:00 - 18:00 |      | 17   | 23   | 14   | 6         |
| 18:00 - 19:00 |      | 8    | 9    | 4    | 3         |
| 19:00 - 20:00 |      | 7    | 2    | 3    | 3         |
| 20:00 - 21:00 |      | 4    | 3    | 0    | 0         |
| 21:00 - 22:00 |      | 0    | 0    | 1    | 0         |
| 22:00 - 23:00 |      | 0    | 1    | 0    | 0         |
| 23:00 - 00:00 |      | 0    | 0    | 0    | 0         |

| Description       | Volume | Time          |
|-------------------|--------|---------------|
| Maximum AM 15-    | 70     | 07:45 - 08:00 |
| Maximum PM 15-    | 25     | 15:00 - 15:15 |
| Total Volume 12 h | 799    | 07:00 - 19:00 |
| Total Volume 24 h | 917    | 00:00 - 00:00 |

|             |           |           |          |           |            |
|-------------|-----------|-----------|----------|-----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 2    | 0    | 0    | 2         |
| 01:00 - 02:00 | 1    | 0    | 0    | 1    | 2         |
| 02:00 - 03:00 | 0    | 0    | 1    | 0    | 1         |
| 03:00 - 04:00 | 0    | 1    | 0    | 2    | 3         |
| 04:00 - 05:00 | 1    | 2    | 9    | 3    | 15        |
| 05:00 - 06:00 | 4    | 8    | 11   | 11   | 34        |
| 06:00 - 07:00 | 17   | 19   | 19   | 26   | 81        |
| 07:00 - 08:00 | 23   | 52   | 41   | 51   | 167       |
| 08:00 - 09:00 | 63   | 57   | 40   | 22   | 182       |
| 09:00 - 10:00 | 11   | 28   | 23   | 16   | 78        |
| 10:00 - 11:00 | 13   | 13   | 18   | 15   | 59        |
| 11:00 - 12:00 | 17   | 15   | 15   | 11   | 58        |
| 12:00 - 13:00 | 13   | 21   | 15   | 16   | 65        |
| 13:00 - 14:00 | 20   | 15   | 15   | 22   | 72        |
| 14:00 - 15:00 | 23   | 23   | 26   | 23   | 95        |
| 15:00 - 16:00 | 32   | 21   | 26   | 15   | 94        |
| 16:00 - 17:00 | 21   | 26   | 24   | 30   | 101       |
| 17:00 - 18:00 | 28   | 19   | 18   | 19   | 84        |
| 18:00 - 19:00 | 14   | 21   | 14   | 12   | 61        |
| 19:00 - 20:00 | 10   | 11   | 9    | 8    | 38        |
| 20:00 - 21:00 | 4    | 9    | 4    | 4    | 21        |
| 21:00 - 22:00 | 5    | 8    | 11   | 1    | 25        |
| 22:00 - 23:00 | 2    | 5    | 3    | 4    | 14        |
| 23:00 - 00:00 | 4    | 2    | 1    | 1    | 8         |

|                |        |               |
|----------------|--------|---------------|
| Description    | Volume | Time          |
| Maximum AM :   | 63     | 08:00 - 08:15 |
| Maximum PM :   | 32     | 15:00 - 15:15 |
| Total Volume 1 | 1116   | 07:00 - 19:00 |
| Total Volume 2 | 1360   | 00:00 - 00:00 |

|             |           |           |          |           |            |
|-------------|-----------|-----------|----------|-----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 1    | 0    | 1         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 1    | 0    | 1         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 2    | 0    | 0    | 0    | 2         |
| 06:00 - 07:00 | 2    | 0    | 5    | 1    | 8         |
| 07:00 - 08:00 | 4    | 4    | 3    | 6    | 17        |
| 08:00 - 09:00 | 3    | 6    | 6    | 8    | 23        |
| 09:00 - 10:00 | 6    | 3    | 3    | 3    | 15        |
| 10:00 - 11:00 | 2    | 1    | 6    | 9    | 18        |
| 11:00 - 12:00 | 5    | 6    | 5    | 1    | 17        |
| 12:00 - 13:00 | 4    | 4    | 6    | 8    | 22        |
| 13:00 - 14:00 | 2    | 5    | 3    | 4    | 14        |
| 14:00 - 15:00 | 5    | 5    | 5    | 7    | 22        |
| 15:00 - 16:00 | 14   | 15   | 13   | 15   | 57        |
| 16:00 - 17:00 | 15   | 19   | 15   | 19   | 68        |
| 17:00 - 18:00 | 14   | 10   | 11   | 7    | 42        |
| 18:00 - 19:00 | 12   | 11   | 7    | 3    | 33        |
| 19:00 - 20:00 | 4    | 7    | 5    | 5    | 21        |
| 20:00 - 21:00 | 7    | 4    | 5    | 1    | 17        |
| 21:00 - 22:00 | 4    | 4    | 3    | 3    | 14        |
| 22:00 - 23:00 | 1    | 3    | 2    | 1    | 7         |
| 23:00 - 00:00 | 1    | 2    | 1    | 1    | 5         |

|                 |        |               |
|-----------------|--------|---------------|
| Description     | Volume | Time          |
| Maximum AM 1    | 9      | 10:45 - 11:00 |
| Maximum PM 1    | 19     | 16:15 - 16:30 |
| Total Volume 1. | 348    | 07:00 - 19:00 |
| Total Volume 2. | 424    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2023 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 4    | 1    | 4    | 1    | 10        |
| 01:00 - 02:00 | 1    | 0    | 4    | 2    | 7         |
| 02:00 - 03:00 | 3    | 3    | 1    | 1    | 8         |
| 03:00 - 04:00 | 2    | 4    | 3    | 4    | 13        |
| 04:00 - 05:00 | 5    | 6    | 7    | 10   | 28        |
| 05:00 - 06:00 | 20   | 23   | 21   | 42   | 106       |
| 06:00 - 07:00 | 44   | 54   | 58   | 58   | 214       |
| 07:00 - 08:00 | 72   | 59   | 66   | 68   | 265       |
| 08:00 - 09:00 | 68   | 79   | 67   | 61   | 275       |
| 09:00 - 10:00 | 51   | 46   | 48   | 39   | 184       |
| 10:00 - 11:00 | 48   | 40   | 38   | 39   | 165       |
| 11:00 - 12:00 | 43   | 37   | 38   | 35   | 153       |
| 12:00 - 13:00 | 55   | 46   | 53   | 34   | 188       |
| 13:00 - 14:00 | 41   | 37   | 36   | 33   | 147       |
| 14:00 - 15:00 | 47   | 46   | 46   | 57   | 196       |
| 15:00 - 16:00 | 76   | 66   | 68   | 67   | 277       |
| 16:00 - 17:00 | 76   | 68   | 73   | 60   | 277       |
| 17:00 - 18:00 | 52   | 56   | 69   | 43   | 220       |
| 18:00 - 19:00 | 42   | 48   | 29   | 25   | 144       |
| 19:00 - 20:00 | 34   | 27   | 21   | 20   | 102       |
| 20:00 - 21:00 | 21   | 19   | 11   | 18   | 69        |
| 21:00 - 22:00 | 17   | 13   | 9    | 10   | 49        |
| 22:00 - 23:00 | 17   | 17   | 9    | 10   | 53        |
| 23:00 - 00:00 | 11   | 6    | 5    | 5    | 27        |

|                |        |               |
|----------------|--------|---------------|
| Description    | Volume | Time          |
| Maximum AM :   | 79     | 08:15 - 08:30 |
| Maximum PM :   | 76     | 15:00 - 15:15 |
| Total Volume 1 | 2491   | 07:00 - 19:00 |
| Total Volume 2 | 3177   | 00:00 - 00:00 |

|             |           |           |          |          |            |
|-------------|-----------|-----------|----------|----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 |      | 0    | 0    | 1    | 0         |
| 01:00 - 02:00 |      | 0    | 0    | 0    | 1         |
| 02:00 - 03:00 |      | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 |      | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 |      | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 |      | 2    | 7    | 5    | 10        |
| 06:00 - 07:00 |      | 24   | 16   | 22   | 31        |
| 07:00 - 08:00 |      | 27   | 21   | 18   | 32        |
| 08:00 - 09:00 |      | 29   | 26   | 30   | 14        |
| 09:00 - 10:00 |      | 12   | 21   | 12   | 13        |
| 10:00 - 11:00 |      | 15   | 14   | 11   | 9         |
| 11:00 - 12:00 |      | 10   | 19   | 22   | 22        |
| 12:00 - 13:00 |      | 18   | 22   | 8    | 12        |
| 13:00 - 14:00 |      | 12   | 9    | 8    | 15        |
| 14:00 - 15:00 |      | 17   | 14   | 15   | 20        |
| 15:00 - 16:00 |      | 26   | 31   | 26   | 24        |
| 16:00 - 17:00 |      | 29   | 29   | 28   | 24        |
| 17:00 - 18:00 |      | 28   | 14   | 17   | 12        |
| 18:00 - 19:00 |      | 11   | 17   | 11   | 4         |
| 19:00 - 20:00 |      | 2    | 2    | 4    | 5         |
| 20:00 - 21:00 |      | 3    | 3    | 1    | 2         |
| 21:00 - 22:00 |      | 4    | 0    | 2    | 2         |
| 22:00 - 23:00 |      | 0    | 1    | 0    | 0         |
| 23:00 - 00:00 |      | 2    | 1    | 0    | 0         |

| Description       | Volume | Time          |
|-------------------|--------|---------------|
| Maximum AM 15-    | 32     | 07:45 - 08:00 |
| Maximum PM 15-    | 31     | 15:15 - 15:30 |
| Total Volume 12 h | 878    | 07:00 - 19:00 |
| Total Volume 24 h | 1031   | 00:00 - 00:00 |

|             |           |           |          |          |            |
|-------------|-----------|-----------|----------|----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 2    | 0    | 1    | 2    | 5         |
| 01:00 - 02:00 | 0    | 3    | 0    | 1    | 4         |
| 02:00 - 03:00 | 0    | 1    | 1    | 0    | 2         |
| 03:00 - 04:00 | 2    | 1    | 1    | 0    | 4         |
| 04:00 - 05:00 | 1    | 1    | 5    | 5    | 12        |
| 05:00 - 06:00 | 3    | 4    | 16   | 8    | 31        |
| 06:00 - 07:00 | 19   | 27   | 23   | 29   | 98        |
| 07:00 - 08:00 | 27   | 46   | 69   | 52   | 194       |
| 08:00 - 09:00 | 63   | 79   | 53   | 33   | 228       |
| 09:00 - 10:00 | 29   | 29   | 36   | 22   | 116       |
| 10:00 - 11:00 | 30   | 33   | 32   | 31   | 126       |
| 11:00 - 12:00 | 29   | 36   | 24   | 26   | 115       |
| 12:00 - 13:00 | 20   | 35   | 27   | 21   | 103       |
| 13:00 - 14:00 | 22   | 37   | 19   | 29   | 107       |
| 14:00 - 15:00 | 35   | 55   | 52   | 56   | 198       |
| 15:00 - 16:00 | 58   | 49   | 46   | 38   | 191       |
| 16:00 - 17:00 | 56   | 64   | 57   | 44   | 221       |
| 17:00 - 18:00 | 41   | 38   | 22   | 29   | 130       |
| 18:00 - 19:00 | 34   | 24   | 18   | 17   | 93        |
| 19:00 - 20:00 | 14   | 19   | 13   | 18   | 64        |
| 20:00 - 21:00 | 10   | 13   | 8    | 8    | 39        |
| 21:00 - 22:00 | 6    | 5    | 4    | 6    | 21        |
| 22:00 - 23:00 | 10   | 6    | 7    | 1    | 24        |
| 23:00 - 00:00 | 2    | 0    | 2    | 1    | 5         |

| Description       | Volume | Time          |
|-------------------|--------|---------------|
| Maximum AM 15-I   | 79     | 08:15 - 08:30 |
| Maximum PM 15-I   | 64     | 16:15 - 16:30 |
| Total Volume 12 H | 1822   | 07:00 - 19:00 |
| Total Volume 24 H | 2131   | 00:00 - 00:00 |

|             |           |           |          |          |            |
|-------------|-----------|-----------|----------|----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 1    | 1    | 1    | 4         |
| 01:00 - 02:00 | 1    | 1    | 0    | 1    | 3         |
| 02:00 - 03:00 | 2    | 1    | 1    | 0    | 4         |
| 03:00 - 04:00 | 1    | 0    | 0    | 1    | 2         |
| 04:00 - 05:00 | 0    | 2    | 2    | 1    | 5         |
| 05:00 - 06:00 | 5    | 7    | 8    | 18   | 38        |
| 06:00 - 07:00 | 16   | 27   | 26   | 29   | 98        |
| 07:00 - 08:00 | 21   | 36   | 24   | 38   | 119       |
| 08:00 - 09:00 | 48   | 40   | 38   | 20   | 146       |
| 09:00 - 10:00 | 15   | 12   | 17   | 12   | 56        |
| 10:00 - 11:00 | 21   | 21   | 16   | 15   | 73        |
| 11:00 - 12:00 | 20   | 29   | 14   | 14   | 77        |
| 12:00 - 13:00 | 16   | 30   | 17   | 23   | 86        |
| 13:00 - 14:00 | 15   | 23   | 13   | 18   | 69        |
| 14:00 - 15:00 | 19   | 17   | 20   | 17   | 73        |
| 15:00 - 16:00 | 37   | 57   | 44   | 29   | 167       |
| 16:00 - 17:00 | 37   | 40   | 40   | 37   | 154       |
| 17:00 - 18:00 | 36   | 29   | 34   | 31   | 130       |
| 18:00 - 19:00 | 18   | 10   | 9    | 15   | 52        |
| 19:00 - 20:00 | 11   | 14   | 12   | 12   | 49        |
| 20:00 - 21:00 | 2    | 10   | 9    | 6    | 27        |
| 21:00 - 22:00 | 11   | 12   | 7    | 5    | 35        |
| 22:00 - 23:00 | 7    | 6    | 7    | 6    | 26        |
| 23:00 - 00:00 | 3    | 1    | 3    | 0    | 7         |

| Description    | Volume | Time          |
|----------------|--------|---------------|
| Maximum AM 1   | 48     | 08:00 - 08:15 |
| Maximum PM 1   | 57     | 15:15 - 15:30 |
| Total Volume 1 | 1202   | 07:00 - 19:00 |
| Total Volume 2 | 1500   | 00:00 - 00:00 |

|             |           |           |          |          |            |
|-------------|-----------|-----------|----------|----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/202 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 |      | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 |      | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 |      | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 |      | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 |      | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 |      | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 |      | 1    | 0    | 0    | 1         |
| 07:00 - 08:00 |      | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 |      | 1    | 0    | 0    | 1         |
| 09:00 - 10:00 |      | 0    | 3    | 1    | 4         |
| 10:00 - 11:00 |      | 0    | 1    | 1    | 2         |
| 11:00 - 12:00 |      | 1    | 2    | 0    | 3         |
| 12:00 - 13:00 |      | 0    | 0    | 0    | 2         |
| 13:00 - 14:00 |      | 1    | 0    | 0    | 1         |
| 14:00 - 15:00 |      | 0    | 3    | 1    | 4         |
| 15:00 - 16:00 |      | 1    | 1    | 1    | 3         |
| 16:00 - 17:00 |      | 0    | 0    | 0    | 2         |
| 17:00 - 18:00 |      | 0    | 1    | 1    | 2         |
| 18:00 - 19:00 |      | 0    | 0    | 1    | 2         |
| 19:00 - 20:00 |      | 0    | 0    | 0    | 1         |
| 20:00 - 21:00 |      | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 |      | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 |      | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 |      | 0    | 0    | 0    | 0         |

| Description       | Volume | Time          |
|-------------------|--------|---------------|
| Maximum AM 15-    | 3      | 09:15 - 09:30 |
| Maximum PM 15-    | 3      | 14:15 - 14:30 |
| Total Volume 12 h | 32     | 07:00 - 19:00 |
| Total Volume 24 h | 34     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2023 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 1    | 0    | 1         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 1    | 0    | 1         |
| 04:00 - 05:00 | 1    | 1    | 2    | 4    | 8         |
| 05:00 - 06:00 | 5    | 4    | 8    | 6    | 23        |
| 06:00 - 07:00 | 8    | 14   | 14   | 19   | 55        |
| 07:00 - 08:00 | 19   | 17   | 25   | 31   | 92        |
| 08:00 - 09:00 | 22   | 13   | 12   | 8    | 55        |
| 09:00 - 10:00 | 7    | 3    | 3    | 2    | 15        |
| 10:00 - 11:00 | 4    | 9    | 8    | 8    | 29        |
| 11:00 - 12:00 | 4    | 5    | 4    | 8    | 21        |
| 12:00 - 13:00 | 4    | 3    | 9    | 5    | 21        |
| 13:00 - 14:00 | 11   | 4    | 11   | 6    | 32        |
| 14:00 - 15:00 | 8    | 9    | 11   | 9    | 37        |
| 15:00 - 16:00 | 3    | 7    | 14   | 4    | 28        |
| 16:00 - 17:00 | 12   | 10   | 8    | 12   | 42        |
| 17:00 - 18:00 | 9    | 10   | 13   | 6    | 38        |
| 18:00 - 19:00 | 14   | 12   | 8    | 7    | 41        |
| 19:00 - 20:00 | 4    | 3    | 5    | 2    | 14        |
| 20:00 - 21:00 | 2    | 3    | 3    | 2    | 10        |
| 21:00 - 22:00 | 1    | 3    | 2    | 2    | 8         |
| 22:00 - 23:00 | 1    | 2    | 3    | 1    | 7         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

| Description       | Volume | Time          |
|-------------------|--------|---------------|
| Maximum AM 15-    | 31     | 07:45 - 08:00 |
| Maximum PM 15-    | 14     | 15:30 - 15:45 |
| Total Volume 12 I | 451    | 07:00 - 19:00 |
| Total Volume 24 I | 578    | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2025 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 7    | 4    | 3    | 0    | 14        |
| 01:00 - 02:00 | 3    | 2    | 0    | 1    | 6         |
| 02:00 - 03:00 | 2    | 2    | 2    | 3    | 9         |
| 03:00 - 04:00 | 0    | 1    | 3    | 4    | 8         |
| 04:00 - 05:00 | 3    | 4    | 2    | 4    | 13        |
| 05:00 - 06:00 | 4    | 2    | 8    | 8    | 22        |
| 06:00 - 07:00 | 6    | 14   | 15   | 16   | 51        |
| 07:00 - 08:00 | 12   | 24   | 23   | 20   | 79        |
| 08:00 - 09:00 | 16   | 24   | 20   | 27   | 87        |
| 09:00 - 10:00 | 38   | 47   | 50   | 43   | 178       |
| 10:00 - 11:00 | 39   | 36   | 41   | 59   | 175       |
| 11:00 - 12:00 | 42   | 43   | 61   | 58   | 204       |
| 12:00 - 13:00 | 57   | 53   | 46   | 59   | 215       |
| 13:00 - 14:00 | 44   | 54   | 42   | 43   | 183       |
| 14:00 - 15:00 | 51   | 38   | 81   | 54   | 224       |
| 15:00 - 16:00 | 42   | 27   | 40   | 65   | 174       |
| 16:00 - 17:00 | 46   | 31   | 34   | 47   | 158       |
| 17:00 - 18:00 | 34   | 26   | 31   | 40   | 131       |
| 18:00 - 19:00 | 39   | 25   | 16   | 29   | 109       |
| 19:00 - 20:00 | 40   | 27   | 22   | 15   | 104       |
| 20:00 - 21:00 | 15   | 12   | 12   | 12   | 51        |
| 21:00 - 22:00 | 13   | 16   | 12   | 10   | 51        |
| 22:00 - 23:00 | 12   | 15   | 6    | 7    | 40        |
| 23:00 - 00:00 | 4    | 7    | 7    | 1    | 19        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 61     | 11:30 - 11:45 |
| Maximum F   | 81     | 14:30 - 14:45 |
| Total Volun | 1917   | 07:00 - 19:00 |
| Total Volun | 2305   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 3    | 2    | 3    | 3    | 11        |
| 01:00 - 02:00 | 0    | 3    | 1    | 1    | 5         |
| 02:00 - 03:00 | 2    | 1    | 2    | 2    | 7         |
| 03:00 - 04:00 | 1    | 1    | 0    | 1    | 3         |
| 04:00 - 05:00 | 1    | 6    | 3    | 2    | 12        |
| 05:00 - 06:00 | 4    | 3    | 3    | 4    | 14        |
| 06:00 - 07:00 | 9    | 8    | 6    | 9    | 32        |
| 07:00 - 08:00 | 16   | 15   | 14   | 18   | 63        |
| 08:00 - 09:00 | 26   | 21   | 28   | 22   | 97        |
| 09:00 - 10:00 | 34   | 31   | 42   | 28   | 135       |
| 10:00 - 11:00 | 31   | 37   | 38   | 33   | 139       |
| 11:00 - 12:00 | 28   | 34   | 49   | 42   | 153       |
| 12:00 - 13:00 | 52   | 37   | 42   | 36   | 167       |
| 13:00 - 14:00 | 28   | 35   | 32   | 43   | 138       |
| 14:00 - 15:00 | 34   | 46   | 47   | 28   | 155       |
| 15:00 - 16:00 | 39   | 37   | 42   | 35   | 153       |
| 16:00 - 17:00 | 32   | 37   | 38   | 30   | 137       |
| 17:00 - 18:00 | 30   | 24   | 26   | 35   | 115       |
| 18:00 - 19:00 | 21   | 20   | 23   | 16   | 80        |
| 19:00 - 20:00 | 23   | 8    | 12   | 11   | 54        |
| 20:00 - 21:00 | 9    | 15   | 9    | 13   | 46        |
| 21:00 - 22:00 | 11   | 15   | 14   | 9    | 49        |
| 22:00 - 23:00 | 12   | 10   | 8    | 5    | 35        |
| 23:00 - 00:00 | 5    | 8    | 10   | 2    | 25        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 49     | 11:30 - 11:45 |
| Maximum F   | 52     | 12:00 - 12:15 |
| Total Volun | 1532   | 07:00 - 19:00 |
| Total Volun | 1825   | 00:00 - 00:00 |

Report Type: SelDate Server ObjType Det\_Desc SubPercent  
DAILY 25/05/2024 TMR QRS S Detector M3311/VDI 0

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 1    | 0    | 0    | 1         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 1    | 0    | 0    | 1         |
| 04:00 - 05:00 | 0    | 1    | 1    | 0    | 2         |
| 05:00 - 06:00 | 0    | 0    | 2    | 4    | 6         |
| 06:00 - 07:00 | 4    | 4    | 4    | 4    | 16        |
| 07:00 - 08:00 | 5    | 5    | 9    | 4    | 23        |
| 08:00 - 09:00 | 6    | 9    | 10   | 11   | 36        |
| 09:00 - 10:00 | 12   | 13   | 9    | 8    | 42        |
| 10:00 - 11:00 | 12   | 16   | 7    | 7    | 42        |
| 11:00 - 12:00 | 11   | 8    | 15   | 11   | 45        |
| 12:00 - 13:00 | 12   | 10   | 11   | 6    | 39        |
| 13:00 - 14:00 | 7    | 5    | 5    | 4    | 21        |
| 14:00 - 15:00 | 13   | 9    | 5    | 7    | 34        |
| 15:00 - 16:00 | 10   | 9    | 4    | 6    | 29        |
| 16:00 - 17:00 | 5    | 5    | 5    | 9    | 24        |
| 17:00 - 18:00 | 6    | 9    | 8    | 6    | 29        |
| 18:00 - 19:00 | 7    | 4    | 2    | 6    | 19        |
| 19:00 - 20:00 | 7    | 4    | 8    | 1    | 20        |
| 20:00 - 21:00 | 1    | 1    | 2    | 3    | 7         |
| 21:00 - 22:00 | 3    | 1    | 4    | 0    | 8         |
| 22:00 - 23:00 | 0    | 3    | 2    | 3    | 8         |
| 23:00 - 00:00 | 1    | 0    | 1    | 2    | 4         |

| Descriptor  | Volume | Time          |
|-------------|--------|---------------|
| Maximum /   | 16     | 10:15 - 10:30 |
| Maximum F   | 13     | 14:00 - 14:15 |
| Total Volun | 383    | 07:00 - 19:00 |
| Total Volun | 456    | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2025 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 1    | 1    | 0    | 3         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 1    | 2    | 1    | 1    | 5         |
| 06:00 - 07:00 | 2    | 3    | 4    | 2    | 11        |
| 07:00 - 08:00 | 1    | 1    | 7    | 6    | 15        |
| 08:00 - 09:00 | 6    | 4    | 5    | 5    | 20        |
| 09:00 - 10:00 | 9    | 9    | 8    | 4    | 30        |
| 10:00 - 11:00 | 13   | 8    | 10   | 2    | 33        |
| 11:00 - 12:00 | 10   | 5    | 9    | 8    | 32        |
| 12:00 - 13:00 | 8    | 4    | 7    | 5    | 24        |
| 13:00 - 14:00 | 4    | 4    | 5    | 5    | 18        |
| 14:00 - 15:00 | 5    | 3    | 4    | 4    | 16        |
| 15:00 - 16:00 | 6    | 4    | 8    | 7    | 25        |
| 16:00 - 17:00 | 3    | 7    | 4    | 7    | 21        |
| 17:00 - 18:00 | 2    | 8    | 7    | 6    | 23        |
| 18:00 - 19:00 | 3    | 2    | 4    | 4    | 13        |
| 19:00 - 20:00 | 1    | 6    | 3    | 5    | 15        |
| 20:00 - 21:00 | 0    | 2    | 5    | 2    | 9         |
| 21:00 - 22:00 | 1    | 3    | 3    | 3    | 10        |
| 22:00 - 23:00 | 1    | 0    | 2    | 1    | 4         |
| 23:00 - 00:00 | 4    | 1    | 3    | 2    | 10        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 13     | 10:00 - 10:15 |
| Maximum F   | 8      | 12:00 - 12:15 |
| Total Volun | 270    | 07:00 - 19:00 |
| Total Volun | 337    | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 4    | 1    | 2    | 3    | 10        |
| 01:00 - 02:00 | 2    | 1    | 2    | 3    | 8         |
| 02:00 - 03:00 | 1    | 2    | 1    | 1    | 5         |
| 03:00 - 04:00 | 0    | 2    | 1    | 4    | 7         |
| 04:00 - 05:00 | 4    | 4    | 6    | 6    | 20        |
| 05:00 - 06:00 | 3    | 6    | 13   | 7    | 29        |
| 06:00 - 07:00 | 11   | 9    | 14   | 16   | 50        |
| 07:00 - 08:00 | 13   | 18   | 31   | 25   | 87        |
| 08:00 - 09:00 | 25   | 25   | 18   | 32   | 100       |
| 09:00 - 10:00 | 33   | 36   | 27   | 37   | 133       |
| 10:00 - 11:00 | 38   | 44   | 39   | 24   | 145       |
| 11:00 - 12:00 | 37   | 30   | 41   | 46   | 154       |
| 12:00 - 13:00 | 33   | 32   | 39   | 31   | 135       |
| 13:00 - 14:00 | 33   | 30   | 33   | 35   | 131       |
| 14:00 - 15:00 | 36   | 28   | 31   | 30   | 125       |
| 15:00 - 16:00 | 29   | 40   | 27   | 26   | 122       |
| 16:00 - 17:00 | 38   | 23   | 29   | 27   | 117       |
| 17:00 - 18:00 | 30   | 37   | 28   | 27   | 122       |
| 18:00 - 19:00 | 19   | 31   | 20   | 21   | 91        |
| 19:00 - 20:00 | 28   | 24   | 23   | 19   | 94        |
| 20:00 - 21:00 | 13   | 19   | 13   | 13   | 58        |
| 21:00 - 22:00 | 21   | 10   | 17   | 9    | 57        |
| 22:00 - 23:00 | 15   | 8    | 10   | 13   | 46        |
| 23:00 - 00:00 | 11   | 4    | 6    | 7    | 28        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 46     | 11:45 - 12:00 |
| Maximum F   | 40     | 15:15 - 15:30 |
| Total Volun | 1462   | 07:00 - 19:00 |
| Total Volun | 1874   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 0    | 1    | 0    | 2         |
| 01:00 - 02:00 | 2    | 1    | 1    | 0    | 4         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 1    | 0    | 1    | 2         |
| 04:00 - 05:00 | 3    | 2    | 4    | 2    | 11        |
| 05:00 - 06:00 | 2    | 3    | 8    | 3    | 16        |
| 06:00 - 07:00 | 1    | 6    | 6    | 6    | 19        |
| 07:00 - 08:00 | 6    | 15   | 14   | 14   | 49        |
| 08:00 - 09:00 | 8    | 5    | 17   | 16   | 46        |
| 09:00 - 10:00 | 14   | 25   | 11   | 21   | 71        |
| 10:00 - 11:00 | 26   | 28   | 18   | 23   | 95        |
| 11:00 - 12:00 | 21   | 22   | 30   | 33   | 106       |
| 12:00 - 13:00 | 21   | 19   | 23   | 17   | 80        |
| 13:00 - 14:00 | 17   | 17   | 19   | 18   | 71        |
| 14:00 - 15:00 | 18   | 26   | 15   | 16   | 75        |
| 15:00 - 16:00 | 14   | 18   | 18   | 13   | 63        |
| 16:00 - 17:00 | 12   | 14   | 8    | 14   | 48        |
| 17:00 - 18:00 | 18   | 16   | 12   | 13   | 59        |
| 18:00 - 19:00 | 18   | 16   | 16   | 14   | 64        |
| 19:00 - 20:00 | 16   | 10   | 6    | 11   | 43        |
| 20:00 - 21:00 | 11   | 8    | 9    | 4    | 32        |
| 21:00 - 22:00 | 6    | 1    | 3    | 2    | 12        |
| 22:00 - 23:00 | 6    | 2    | 4    | 4    | 16        |
| 23:00 - 00:00 | 7    | 5    | 2    | 3    | 17        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 33     | 11:45 - 12:00 |
| Maximum F   | 26     | 14:15 - 14:30 |
| Total Volun | 827    | 07:00 - 19:00 |
| Total Volun | 1001   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 1    | 0    | 0    | 1         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 1    | 0    | 0    | 0    | 1         |
| 05:00 - 06:00 | 0    | 0    | 2    | 2    | 4         |
| 06:00 - 07:00 | 5    | 3    | 2    | 2    | 12        |
| 07:00 - 08:00 | 6    | 8    | 10   | 16   | 40        |
| 08:00 - 09:00 | 10   | 8    | 10   | 18   | 46        |
| 09:00 - 10:00 | 13   | 14   | 9    | 15   | 51        |
| 10:00 - 11:00 | 9    | 21   | 14   | 19   | 63        |
| 11:00 - 12:00 | 15   | 12   | 15   | 13   | 55        |
| 12:00 - 13:00 | 14   | 9    | 10   | 10   | 43        |
| 13:00 - 14:00 | 9    | 10   | 8    | 8    | 35        |
| 14:00 - 15:00 | 7    | 11   | 9    | 9    | 36        |
| 15:00 - 16:00 | 8    | 11   | 8    | 12   | 39        |
| 16:00 - 17:00 | 7    | 7    | 8    | 12   | 34        |
| 17:00 - 18:00 | 8    | 8    | 8    | 7    | 31        |
| 18:00 - 19:00 | 5    | 4    | 8    | 4    | 21        |
| 19:00 - 20:00 | 1    | 2    | 5    | 5    | 13        |
| 20:00 - 21:00 | 0    | 2    | 4    | 1    | 7         |
| 21:00 - 22:00 | 4    | 0    | 0    | 1    | 5         |
| 22:00 - 23:00 | 2    | 3    | 2    | 3    | 10        |
| 23:00 - 00:00 | 0    | 1    | 1    | 0    | 2         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 21     | 10:15 - 10:30 |
| Maximum F   | 14     | 12:00 - 12:15 |
| Total Volun | 494    | 07:00 - 19:00 |
| Total Volun | 549    | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 5    | 3    | 3    | 0    | 11        |
| 01:00 - 02:00 | 1    | 5    | 1    | 1    | 8         |
| 02:00 - 03:00 | 0    | 0    | 0    | 1    | 1         |
| 03:00 - 04:00 | 1    | 0    | 0    | 0    | 1         |
| 04:00 - 05:00 | 1    | 3    | 0    | 0    | 4         |
| 05:00 - 06:00 | 1    | 2    | 6    | 4    | 13        |
| 06:00 - 07:00 | 7    | 6    | 10   | 8    | 31        |
| 07:00 - 08:00 | 13   | 13   | 16   | 20   | 62        |
| 08:00 - 09:00 | 21   | 12   | 29   | 22   | 84        |
| 09:00 - 10:00 | 22   | 29   | 21   | 29   | 101       |
| 10:00 - 11:00 | 23   | 35   | 24   | 29   | 111       |
| 11:00 - 12:00 | 23   | 24   | 25   | 27   | 99        |
| 12:00 - 13:00 | 23   | 29   | 18   | 18   | 88        |
| 13:00 - 14:00 | 22   | 18   | 17   | 27   | 84        |
| 14:00 - 15:00 | 17   | 24   | 19   | 21   | 81        |
| 15:00 - 16:00 | 15   | 23   | 24   | 16   | 78        |
| 16:00 - 17:00 | 19   | 17   | 22   | 25   | 83        |
| 17:00 - 18:00 | 19   | 20   | 22   | 18   | 79        |
| 18:00 - 19:00 | 13   | 19   | 13   | 15   | 60        |
| 19:00 - 20:00 | 11   | 8    | 14   | 8    | 41        |
| 20:00 - 21:00 | 6    | 7    | 8    | 12   | 33        |
| 21:00 - 22:00 | 8    | 15   | 7    | 6    | 36        |
| 22:00 - 23:00 | 7    | 5    | 4    | 6    | 22        |
| 23:00 - 00:00 | 8    | 6    | 5    | 1    | 20        |

| Descriptor  | Volume | Time          |
|-------------|--------|---------------|
| Maximum /   | 35     | 10:15 - 10:30 |
| Maximum F   | 29     | 12:15 - 12:30 |
| Total Volun | 1010   | 07:00 - 19:00 |
| Total Volun | 1231   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2025 | TMR QRS S | Detector | M3311/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 2    | 1    | 1    | 1    | 5         |
| 01:00 - 02:00 | 1    | 1    | 0    | 0    | 2         |
| 02:00 - 03:00 | 1    | 0    | 1    | 0    | 2         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 1    | 0    | 1         |
| 06:00 - 07:00 | 1    | 0    | 2    | 0    | 3         |
| 07:00 - 08:00 | 3    | 1    | 2    | 0    | 6         |
| 08:00 - 09:00 | 2    | 2    | 2    | 8    | 14        |
| 09:00 - 10:00 | 6    | 7    | 7    | 5    | 25        |
| 10:00 - 11:00 | 9    | 4    | 5    | 8    | 26        |
| 11:00 - 12:00 | 10   | 15   | 9    | 5    | 39        |
| 12:00 - 13:00 | 13   | 4    | 10   | 4    | 31        |
| 13:00 - 14:00 | 7    | 9    | 8    | 7    | 31        |
| 14:00 - 15:00 | 9    | 3    | 6    | 7    | 25        |
| 15:00 - 16:00 | 5    | 5    | 6    | 7    | 23        |
| 16:00 - 17:00 | 5    | 8    | 5    | 2    | 20        |
| 17:00 - 18:00 | 11   | 6    | 7    | 2    | 26        |
| 18:00 - 19:00 | 6    | 4    | 7    | 3    | 20        |
| 19:00 - 20:00 | 1    | 3    | 3    | 3    | 10        |
| 20:00 - 21:00 | 4    | 9    | 6    | 3    | 22        |
| 21:00 - 22:00 | 5    | 1    | 6    | 4    | 16        |
| 22:00 - 23:00 | 2    | 2    | 1    | 1    | 6         |
| 23:00 - 00:00 | 2    | 1    | 2    | 1    | 6         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 15     | 11:15 - 11:30 |
| Maximum F   | 13     | 12:00 - 12:15 |
| Total Volun | 286    | 07:00 - 19:00 |
| Total Volun | 359    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2025 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 9    | 3    | 2    | 3    | 17        |
| 01:00 - 02:00 | 3    | 3    | 2    | 1    | 9         |
| 02:00 - 03:00 | 0    | 3    | 3    | 3    | 9         |
| 03:00 - 04:00 | 1    | 0    | 3    | 2    | 6         |
| 04:00 - 05:00 | 2    | 5    | 7    | 7    | 21        |
| 05:00 - 06:00 | 8    | 16   | 16   | 15   | 55        |
| 06:00 - 07:00 | 20   | 23   | 19   | 21   | 83        |
| 07:00 - 08:00 | 17   | 27   | 28   | 35   | 107       |
| 08:00 - 09:00 | 36   | 34   | 38   | 48   | 156       |
| 09:00 - 10:00 | 46   | 46   | 52   | 48   | 192       |
| 10:00 - 11:00 | 55   | 57   | 36   | 48   | 196       |
| 11:00 - 12:00 | 53   | 47   | 41   | 49   | 190       |
| 12:00 - 13:00 | 61   | 65   | 36   | 38   | 200       |
| 13:00 - 14:00 | 34   | 55   | 38   | 40   | 167       |
| 14:00 - 15:00 | 36   | 35   | 40   | 45   | 156       |
| 15:00 - 16:00 | 33   | 43   | 34   | 32   | 142       |
| 16:00 - 17:00 | 34   | 32   | 34   | 25   | 125       |
| 17:00 - 18:00 | 33   | 34   | 27   | 32   | 126       |
| 18:00 - 19:00 | 29   | 35   | 28   | 20   | 112       |
| 19:00 - 20:00 | 13   | 20   | 13   | 19   | 65        |
| 20:00 - 21:00 | 14   | 20   | 13   | 8    | 55        |
| 21:00 - 22:00 | 15   | 17   | 18   | 15   | 65        |
| 22:00 - 23:00 | 12   | 20   | 13   | 6    | 51        |
| 23:00 - 00:00 | 4    | 8    | 6    | 10   | 28        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 57     | 10:15 - 10:30 |
| Maximum F   | 65     | 12:15 - 12:30 |
| Total Volun | 1869   | 07:00 - 19:00 |
| Total Volun | 2333   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2025 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 0    | 0    | 1    | 2         |
| 01:00 - 02:00 | 1    | 0    | 0    | 0    | 1         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 2    | 0    | 0    | 2         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 1    | 0    | 0    | 1    | 2         |
| 06:00 - 07:00 | 4    | 7    | 6    | 3    | 20        |
| 07:00 - 08:00 | 4    | 6    | 11   | 9    | 30        |
| 08:00 - 09:00 | 10   | 14   | 13   | 10   | 47        |
| 09:00 - 10:00 | 10   | 13   | 12   | 16   | 51        |
| 10:00 - 11:00 | 19   | 14   | 20   | 19   | 72        |
| 11:00 - 12:00 | 15   | 19   | 12   | 21   | 67        |
| 12:00 - 13:00 | 23   | 19   | 12   | 11   | 65        |
| 13:00 - 14:00 | 11   | 20   | 15   | 12   | 58        |
| 14:00 - 15:00 | 14   | 8    | 12   | 12   | 46        |
| 15:00 - 16:00 | 10   | 8    | 9    | 7    | 34        |
| 16:00 - 17:00 | 6    | 5    | 11   | 12   | 34        |
| 17:00 - 18:00 | 10   | 9    | 11   | 9    | 39        |
| 18:00 - 19:00 | 8    | 10   | 3    | 3    | 24        |
| 19:00 - 20:00 | 5    | 5    | 0    | 5    | 15        |
| 20:00 - 21:00 | 1    | 1    | 1    | 1    | 4         |
| 21:00 - 22:00 | 3    | 4    | 2    | 1    | 10        |
| 22:00 - 23:00 | 3    | 0    | 1    | 0    | 4         |
| 23:00 - 00:00 | 1    | 0    | 1    | 2    | 4         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 21     | 11:45 - 12:00 |
| Maximum F   | 23     | 12:00 - 12:15 |
| Total Volun | 567    | 07:00 - 19:00 |
| Total Volun | 631    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 3    | 2    | 2    | 1    | 8         |
| 01:00 - 02:00 | 6    | 0    | 0    | 1    | 7         |
| 02:00 - 03:00 | 0    | 0    | 3    | 0    | 3         |
| 03:00 - 04:00 | 0    | 1    | 0    | 1    | 2         |
| 04:00 - 05:00 | 2    | 2    | 3    | 2    | 9         |
| 05:00 - 06:00 | 1    | 1    | 6    | 9    | 17        |
| 06:00 - 07:00 | 5    | 7    | 11   | 9    | 32        |
| 07:00 - 08:00 | 9    | 10   | 21   | 23   | 63        |
| 08:00 - 09:00 | 17   | 26   | 27   | 22   | 92        |
| 09:00 - 10:00 | 28   | 28   | 20   | 27   | 103       |
| 10:00 - 11:00 | 41   | 51   | 47   | 37   | 176       |
| 11:00 - 12:00 | 46   | 37   | 30   | 44   | 157       |
| 12:00 - 13:00 | 37   | 30   | 41   | 21   | 129       |
| 13:00 - 14:00 | 20   | 38   | 28   | 21   | 107       |
| 14:00 - 15:00 | 39   | 24   | 17   | 28   | 108       |
| 15:00 - 16:00 | 21   | 26   | 10   | 22   | 79        |
| 16:00 - 17:00 | 20   | 15   | 26   | 26   | 87        |
| 17:00 - 18:00 | 34   | 22   | 27   | 31   | 114       |
| 18:00 - 19:00 | 32   | 19   | 16   | 10   | 77        |
| 19:00 - 20:00 | 15   | 10   | 19   | 5    | 49        |
| 20:00 - 21:00 | 16   | 14   | 15   | 12   | 57        |
| 21:00 - 22:00 | 18   | 16   | 13   | 11   | 58        |
| 22:00 - 23:00 | 7    | 14   | 6    | 6    | 33        |
| 23:00 - 00:00 | 6    | 4    | 6    | 3    | 19        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 51     | 10:15 - 10:30 |
| Maximum F   | 41     | 12:30 - 12:45 |
| Total Volun | 1292   | 07:00 - 19:00 |
| Total Volun | 1586   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 4    | 1    | 5    | 3    | 13        |
| 01:00 - 02:00 | 1    | 0    | 0    | 2    | 3         |
| 02:00 - 03:00 | 0    | 2    | 0    | 0    | 2         |
| 03:00 - 04:00 | 1    | 0    | 1    | 1    | 3         |
| 04:00 - 05:00 | 1    | 4    | 1    | 2    | 8         |
| 05:00 - 06:00 | 4    | 2    | 6    | 7    | 19        |
| 06:00 - 07:00 | 4    | 11   | 12   | 7    | 34        |
| 07:00 - 08:00 | 14   | 13   | 11   | 12   | 50        |
| 08:00 - 09:00 | 11   | 14   | 12   | 21   | 58        |
| 09:00 - 10:00 | 17   | 22   | 20   | 19   | 78        |
| 10:00 - 11:00 | 21   | 23   | 20   | 26   | 90        |
| 11:00 - 12:00 | 24   | 26   | 24   | 23   | 97        |
| 12:00 - 13:00 | 19   | 16   | 21   | 19   | 75        |
| 13:00 - 14:00 | 26   | 27   | 26   | 13   | 92        |
| 14:00 - 15:00 | 20   | 26   | 25   | 21   | 92        |
| 15:00 - 16:00 | 13   | 12   | 24   | 23   | 72        |
| 16:00 - 17:00 | 12   | 17   | 18   | 12   | 59        |
| 17:00 - 18:00 | 19   | 19   | 15   | 14   | 67        |
| 18:00 - 19:00 | 6    | 9    | 11   | 16   | 42        |
| 19:00 - 20:00 | 4    | 11   | 8    | 7    | 30        |
| 20:00 - 21:00 | 5    | 3    | 5    | 12   | 25        |
| 21:00 - 22:00 | 7    | 7    | 4    | 8    | 26        |
| 22:00 - 23:00 | 4    | 9    | 8    | 4    | 25        |
| 23:00 - 00:00 | 6    | 2    | 1    | 4    | 13        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 26     | 10:45 - 11:00 |
| Maximum F   | 27     | 13:15 - 13:30 |
| Total Volun | 872    | 07:00 - 19:00 |
| Total Volun | 1073   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3311/VD | 0          |

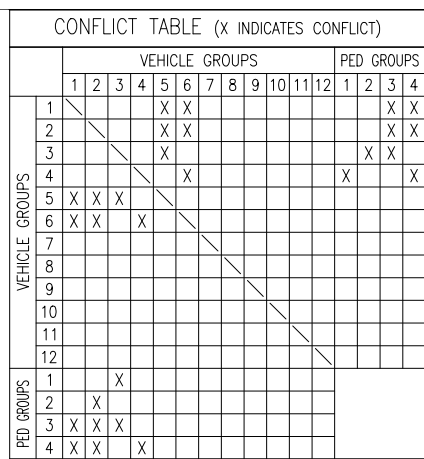
| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 1    | 0    | 0    | 0    | 1         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 1    | 0    | 0    | 1         |
| 08:00 - 09:00 | 0    | 1    | 0    | 0    | 1         |
| 09:00 - 10:00 | 0    | 1    | 1    | 0    | 2         |
| 10:00 - 11:00 | 3    | 0    | 0    | 3    | 6         |
| 11:00 - 12:00 | 1    | 3    | 0    | 1    | 5         |
| 12:00 - 13:00 | 0    | 1    | 0    | 0    | 1         |
| 13:00 - 14:00 | 1    | 0    | 0    | 0    | 1         |
| 14:00 - 15:00 | 0    | 2    | 0    | 0    | 2         |
| 15:00 - 16:00 | 0    | 0    | 1    | 1    | 2         |
| 16:00 - 17:00 | 1    | 0    | 1    | 1    | 3         |
| 17:00 - 18:00 | 1    | 2    | 0    | 0    | 3         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 1    | 0    | 1         |
| 20:00 - 21:00 | 0    | 1    | 0    | 0    | 1         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 1    | 0    | 0    | 0    | 1         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 3      | 10:00 - 10:15 |
| Maximum F   | 2      | 14:15 - 14:30 |
| Total Volun | 27     | 07:00 - 19:00 |
| Total Volun | 31     | 00:00 - 00:00 |

|             |           |           |          |          |            |
|-------------|-----------|-----------|----------|----------|------------|
| Report Type | SelDate   | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/202 | TMR QRS S | Detector | M3311/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 2    | 0    | 0    | 0    | 2         |
| 02:00 - 03:00 | 1    | 0    | 0    | 8    | 9         |
| 03:00 - 04:00 | 0    | 0    | 0    | 1    | 1         |
| 04:00 - 05:00 | 2    | 1    | 1    | 1    | 5         |
| 05:00 - 06:00 | 1    | 0    | 3    | 3    | 7         |
| 06:00 - 07:00 | 3    | 4    | 3    | 1    | 11        |
| 07:00 - 08:00 | 2    | 8    | 8    | 4    | 22        |
| 08:00 - 09:00 | 7    | 6    | 7    | 6    | 26        |
| 09:00 - 10:00 | 14   | 13   | 12   | 16   | 55        |
| 10:00 - 11:00 | 10   | 12   | 9    | 9    | 40        |
| 11:00 - 12:00 | 15   | 8    | 16   | 20   | 59        |
| 12:00 - 13:00 | 9    | 11   | 8    | 8    | 36        |
| 13:00 - 14:00 | 7    | 3    | 9    | 5    | 24        |
| 14:00 - 15:00 | 4    | 5    | 4    | 6    | 19        |
| 15:00 - 16:00 | 9    | 10   | 5    | 5    | 29        |
| 16:00 - 17:00 | 9    | 8    | 6    | 8    | 31        |
| 17:00 - 18:00 | 5    | 8    | 4    | 4    | 21        |
| 18:00 - 19:00 | 9    | 7    | 3    | 3    | 22        |
| 19:00 - 20:00 | 5    | 3    | 3    | 3    | 14        |
| 20:00 - 21:00 | 1    | 2    | 3    | 0    | 6         |
| 21:00 - 22:00 | 1    | 2    | 1    | 5    | 9         |
| 22:00 - 23:00 | 2    | 1    | 0    | 6    | 9         |
| 23:00 - 00:00 | 0    | 3    | 1    | 0    | 4         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 20     | 11:45 - 12:00 |
| Maximum F   | 11     | 12:15 - 12:30 |
| Total Volun | 384    | 07:00 - 19:00 |
| Total Volun | 461    | 00:00 - 00:00 |



| PHYSICAL LABEL | TERMINAL | LOGICAL INPUT | LOOP/PB CONFIGURATION | DIST TO STOP LINE |
|----------------|----------|---------------|-----------------------|-------------------|
| LOOP 1         | P1       | 1             | STOP LINE             | 4m                |
| LOOP 2         | P2       | 2             | ADVANCE               | 35m               |
| LOOP 3         | P3       | 3             | ADVANCE               | 35m               |
| LOOP 4         | P4       | 4             | STOP LINE             | 4m                |
| LOOP 5         | P5       | 5             | STOP LINE             | 4m                |
| LOOP 6         | P6       | 6             | STOP LINE             | 4m                |
| LOOP 7         | P7       | 7             | ADVANCE               | 35m               |
| LOOP 8         | P8       | 8             | ADVANCE               | 35m               |
| LOOP 9         | Q9       | 9             | STOP LINE             | 4m                |
| LOOP 10        | Q10      | 10            | STOP LINE             | 4m                |
| LOOP 11        | Q11      | 11            | STOP LINE             | 4m                |
| LOOP 12        | Q12      | 12            | COUNT                 | —                 |
| LOOP 13        | Q13      | 13            | COUNT                 | —                 |
| LOOP 14        | Q14      | 14            | COUNT                 | —                 |
| LOOP 15        | Q15      | 15            | COUNT                 | —                 |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
|                |          |               |                       |                   |
| EXT6           | E10      | 19            | Pb4 – BIKE            | —                 |
| EXT5           | E9       | 20            | Pb4 – BIKE            | —                 |
| EXT4           | E8       | 21            | Pb4 – AUDIO           | —                 |
| EXT3           | E7       | 22            | Pb3 – AUDIO           | —                 |
| EXT2           | E6       | 23            | Pb2 – AUDIO           | —                 |
| EXT1           | E5       | 24            | Pb1 – AUDIO           | —                 |



|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 14   | 9    | 23        |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 1    | 3    | 6    | 7    | 17        |
| 07:00 - 08:00 | 8    | 14   | 25   | 52   | 99        |
| 08:00 - 09:00 | 87   | 48   | 5    | 2    | 142       |
| 09:00 - 10:00 | 3    | 1    | 0    | 2    | 6         |
| 10:00 - 11:00 | 3    | 1    | 0    | 2    | 6         |
| 11:00 - 12:00 | 0    | 1    | 1    | 0    | 2         |
| 12:00 - 13:00 | 2    | 1    | 0    | 2    | 5         |
| 13:00 - 14:00 | 1    | 1    | 2    | 5    | 9         |
| 14:00 - 15:00 | 11   | 17   | 23   | 18   | 69        |
| 15:00 - 16:00 | 20   | 23   | 6    | 3    | 52        |
| 16:00 - 17:00 | 4    | 9    | 8    | 9    | 30        |
| 17:00 - 18:00 | 3    | 1    | 4    | 0    | 8         |
| 18:00 - 19:00 | 0    | 0    | 1    | 0    | 1         |
| 19:00 - 20:00 | 0    | 1    | 0    | 0    | 1         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 1    | 1         |
| 22:00 - 23:00 | 0    | 0    | 1    | 1    | 2         |
| 23:00 - 00:00 | 1    | 0    | 0    | 0    | 1         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 87     | 08:00 - 08:15 |
| Maximum F   | 23     | 14:30 - 14:45 |
| Total Volun | 429    | 07:00 - 19:00 |
| Total Volun | 474    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 1    | 1    | 2         |
| 01:00 - 02:00 | 1    | 2    | 0    | 1    | 4         |
| 02:00 - 03:00 | 1    | 1    | 1    | 0    | 3         |
| 03:00 - 04:00 | 1    | 1    | 0    | 3    | 5         |
| 04:00 - 05:00 | 1    | 1    | 8    | 6    | 16        |
| 05:00 - 06:00 | 9    | 11   | 20   | 28   | 68        |
| 06:00 - 07:00 | 27   | 47   | 43   | 56   | 173       |
| 07:00 - 08:00 | 64   | 81   | 87   | 80   | 312       |
| 08:00 - 09:00 | 82   | 108  | 69   | 63   | 322       |
| 09:00 - 10:00 | 33   | 37   | 44   | 25   | 139       |
| 10:00 - 11:00 | 40   | 40   | 47   | 37   | 164       |
| 11:00 - 12:00 | 36   | 34   | 34   | 26   | 130       |
| 12:00 - 13:00 | 38   | 30   | 27   | 32   | 127       |
| 13:00 - 14:00 | 40   | 40   | 28   | 40   | 148       |
| 14:00 - 15:00 | 50   | 58   | 57   | 69   | 234       |
| 15:00 - 16:00 | 64   | 64   | 68   | 56   | 252       |
| 16:00 - 17:00 | 67   | 70   | 54   | 52   | 243       |
| 17:00 - 18:00 | 56   | 59   | 45   | 50   | 210       |
| 18:00 - 19:00 | 35   | 45   | 20   | 20   | 120       |
| 19:00 - 20:00 | 33   | 18   | 17   | 16   | 84        |
| 20:00 - 21:00 | 14   | 19   | 11   | 13   | 57        |
| 21:00 - 22:00 | 7    | 10   | 13   | 6    | 36        |
| 22:00 - 23:00 | 12   | 8    | 6    | 5    | 31        |
| 23:00 - 00:00 | 7    | 1    | 2    | 1    | 11        |

| Descriptor  | Volume | Time          |
|-------------|--------|---------------|
| Maximum /   | 108    | 08:15 - 08:30 |
| Maximum F   | 70     | 16:15 - 16:30 |
| Total Volun | 2401   | 07:00 - 19:00 |
| Total Volun | 2891   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 13.54      |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 4    | 1    | 2    | 8         |
| 01:00 - 02:00 | 0    | 1    | 0    | 2    | 3         |
| 02:00 - 03:00 | 0    | 0    | 1    | 0    | 1         |
| 03:00 - 04:00 | 1    | 2    | 1    | 2    | 6         |
| 04:00 - 05:00 | 2    | 3    | 9    | 4    | 18        |
| 05:00 - 06:00 | 6    | 15   | 21   | 25   | 67        |
| 06:00 - 07:00 | 20   | 34   | 44   | 47   | 144       |
| 07:00 - 08:00 | 48   | 82   | 90   | 97   | 317       |
| 08:00 - 09:00 | 78   | 113  | 78   | 66   | 335       |
| 09:00 - 10:00 | 40   | 54   | 52   | 39   | 185       |
| 10:00 - 11:00 | 27   | 63   | 33   | 39   | 162       |
| 11:00 - 12:00 | 42   | 37   | 39   | 38   | 156       |
| 12:00 - 13:00 | 40   | 55   | 37   | 29   | 161       |
| 13:00 - 14:00 | 37   | 44   | 31   | 34   | 146       |
| 14:00 - 15:00 | 145  | 46   | 48   | 52   | 291       |
| 15:00 - 16:00 | 64   | 44   | 56   | 40   | 204       |
| 16:00 - 17:00 | 60   | 75   | 33   | 63   | 231       |
| 17:00 - 18:00 | 59   | 59   | 36   | 48   | 201       |
| 18:00 - 19:00 | 44   | 38   | 27   | 20   | 129       |
| 19:00 - 20:00 | 15   | 23   | 21   | 21   | 81        |
| 20:00 - 21:00 | 18   | 16   | 12   | 15   | 61        |
| 21:00 - 22:00 | 15   | 8    | 13   | 3    | 39        |
| 22:00 - 23:00 | 8    | 7    | 5    | 8    | 28        |
| 23:00 - 00:00 | 6    | 5    | 3    | 2    | 16        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 113    | 08:15 - 08:30 |
| Maximum F   | 145    | 14:00 - 14:15 |
| Total Volun | 2517   | 07:00 - 19:00 |
| Total Volun | 2988   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 1    | 0    | 0    | 0    | 1         |
| 05:00 - 06:00 | 0    | 0    | 1    | 0    | 1         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 0    | 0    | 0    | 1    | 1         |
| 15:00 - 16:00 | 1    | 3    | 0    | 0    | 4         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

| Descriptor  | Volume | Time          |
|-------------|--------|---------------|
| Maximum /   | 1      | 04:00 - 04:15 |
| Maximum F   | 3      | 15:15 - 15:30 |
| Total Volun | 5      | 07:00 - 19:00 |
| Total Volun | 7      | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 1    | 0    | 1         |
| 08:00 - 09:00 | 1    | 0    | 0    | 0    | 1         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 0    | 0    | 0    | 2    | 2         |
| 15:00 - 16:00 | 1    | 0    | 0    | 0    | 1         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

| Descriptor  | Volume | Time          |
|-------------|--------|---------------|
| Maximum /   | 1      | 07:30 - 07:45 |
| Maximum F   | 2      | 14:45 - 15:00 |
| Total Volun | 5      | 07:00 - 19:00 |
| Total Volun | 5      | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 1    | 0    | 0    | 0    | 1         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 1    | 0    | 0    | 0    | 1         |
| 05:00 - 06:00 | 0    | 0    | 2    | 0    | 2         |
| 06:00 - 07:00 | 0    | 0    | 1    | 0    | 1         |
| 07:00 - 08:00 | 0    | 0    | 0    | 2    | 2         |
| 08:00 - 09:00 | 0    | 1    | 0    | 0    | 1         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 1    | 0    | 0    | 0    | 1         |
| 11:00 - 12:00 | 1    | 0    | 1    | 0    | 2         |
| 12:00 - 13:00 | 0    | 0    | 0    | 1    | 1         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 1    | 1    | 0    | 5    | 7         |
| 15:00 - 16:00 | 2    | 0    | 0    | 1    | 3         |
| 16:00 - 17:00 | 0    | 0    | 0    | 2    | 2         |
| 17:00 - 18:00 | 0    | 1    | 0    | 0    | 1         |
| 18:00 - 19:00 | 0    | 2    | 0    | 0    | 2         |
| 19:00 - 20:00 | 1    | 0    | 0    | 1    | 2         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 1    | 1         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 2      | 05:30 - 05:45 |
| Maximum F   | 5      | 14:45 - 15:00 |
| Total Volun | 22     | 07:00 - 19:00 |
| Total Volun | 30     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 1    | 1    | 6    | 4    | 12        |
| 01:00 - 02:00 | 1    | 3    | 1    | 1    | 6         |
| 02:00 - 03:00 | 2    | 2    | 2    | 2    | 8         |
| 03:00 - 04:00 | 1    | 0    | 2    | 4    | 7         |
| 04:00 - 05:00 | 2    | 7    | 12   | 10   | 31        |
| 05:00 - 06:00 | 6    | 13   | 35   | 28   | 82        |
| 06:00 - 07:00 | 40   | 49   | 52   | 47   | 188       |
| 07:00 - 08:00 | 38   | 43   | 63   | 75   | 219       |
| 08:00 - 09:00 | 44   | 50   | 54   | 61   | 209       |
| 09:00 - 10:00 | 35   | 50   | 46   | 51   | 182       |
| 10:00 - 11:00 | 43   | 43   | 53   | 51   | 190       |
| 11:00 - 12:00 | 52   | 50   | 55   | 44   | 201       |
| 12:00 - 13:00 | 43   | 27   | 52   | 31   | 153       |
| 13:00 - 14:00 | 34   | 38   | 46   | 36   | 154       |
| 14:00 - 15:00 | 64   | 60   | 55   | 56   | 235       |
| 15:00 - 16:00 | 73   | 83   | 70   | 71   | 297       |
| 16:00 - 17:00 | 80   | 78   | 86   | 88   | 332       |
| 17:00 - 18:00 | 75   | 75   | 82   | 75   | 307       |
| 18:00 - 19:00 | 55   | 49   | 33   | 35   | 172       |
| 19:00 - 20:00 | 29   | 26   | 30   | 19   | 104       |
| 20:00 - 21:00 | 18   | 14   | 21   | 20   | 73        |
| 21:00 - 22:00 | 22   | 20   | 12   | 10   | 64        |
| 22:00 - 23:00 | 9    | 2    | 6    | 7    | 24        |
| 23:00 - 00:00 | 7    | 2    | 4    | 2    | 15        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 75     | 07:45 - 08:00 |
| Maximum F   | 88     | 16:45 - 17:00 |
| Total Volun | 2651   | 07:00 - 19:00 |
| Total Volun | 3265   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 5    | 2    | 3    | 1    | 11        |
| 01:00 - 02:00 | 3    | 2    | 1    | 1    | 7         |
| 02:00 - 03:00 | 2    | 1    | 3    | 0    | 6         |
| 03:00 - 04:00 | 1    | 0    | 0    | 3    | 4         |
| 04:00 - 05:00 | 1    | 6    | 3    | 5    | 15        |
| 05:00 - 06:00 | 6    | 14   | 17   | 15   | 52        |
| 06:00 - 07:00 | 26   | 39   | 37   | 41   | 143       |
| 07:00 - 08:00 | 38   | 55   | 52   | 73   | 218       |
| 08:00 - 09:00 | 55   | 52   | 47   | 37   | 191       |
| 09:00 - 10:00 | 36   | 40   | 37   | 24   | 137       |
| 10:00 - 11:00 | 34   | 36   | 39   | 36   | 145       |
| 11:00 - 12:00 | 35   | 40   | 24   | 40   | 139       |
| 12:00 - 13:00 | 46   | 45   | 47   | 42   | 180       |
| 13:00 - 14:00 | 28   | 47   | 31   | 46   | 152       |
| 14:00 - 15:00 | 55   | 47   | 58   | 45   | 205       |
| 15:00 - 16:00 | 79   | 83   | 73   | 81   | 316       |
| 16:00 - 17:00 | 76   | 97   | 103  | 107  | 383       |
| 17:00 - 18:00 | 101  | 89   | 91   | 74   | 355       |
| 18:00 - 19:00 | 61   | 49   | 35   | 36   | 181       |
| 19:00 - 20:00 | 32   | 34   | 28   | 37   | 131       |
| 20:00 - 21:00 | 22   | 27   | 20   | 16   | 85        |
| 21:00 - 22:00 | 28   | 17   | 13   | 11   | 69        |
| 22:00 - 23:00 | 13   | 12   | 14   | 10   | 49        |
| 23:00 - 00:00 | 5    | 4    | 3    | 1    | 13        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 73     | 07:45 - 08:00 |
| Maximum F   | 107    | 16:45 - 17:00 |
| Total Volun | 2602   | 07:00 - 19:00 |
| Total Volun | 3187   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 1    | 0    | 1         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 3    | 14   | 17        |
| 06:00 - 07:00 | 2    | 0    | 4    | 2    | 8         |
| 07:00 - 08:00 | 5    | 4    | 5    | 10   | 24        |
| 08:00 - 09:00 | 23   | 40   | 23   | 4    | 90        |
| 09:00 - 10:00 | 1    | 0    | 1    | 0    | 2         |
| 10:00 - 11:00 | 0    | 0    | 1    | 1    | 2         |
| 11:00 - 12:00 | 1    | 0    | 3    | 0    | 4         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 2    | 0    | 5    | 2    | 9         |
| 14:00 - 15:00 | 0    | 3    | 3    | 4    | 10        |
| 15:00 - 16:00 | 29   | 27   | 13   | 1    | 70        |
| 16:00 - 17:00 | 2    | 3    | 4    | 8    | 17        |
| 17:00 - 18:00 | 2    | 4    | 6    | 0    | 12        |
| 18:00 - 19:00 | 3    | 0    | 0    | 0    | 3         |
| 19:00 - 20:00 | 1    | 0    | 0    | 0    | 1         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 40     | 08:15 - 08:30 |
| Maximum F   | 29     | 15:00 - 15:15 |
| Total Volun | 243    | 07:00 - 19:00 |
| Total Volun | 270    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 1    | 0    | 1         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 3    | 18   | 21        |
| 06:00 - 07:00 | 2    | 0    | 8    | 1    | 11        |
| 07:00 - 08:00 | 6    | 5    | 6    | 22   | 39        |
| 08:00 - 09:00 | 29   | 35   | 34   | 7    | 105       |
| 09:00 - 10:00 | 0    | 2    | 1    | 0    | 3         |
| 10:00 - 11:00 | 2    | 0    | 0    | 1    | 3         |
| 11:00 - 12:00 | 1    | 0    | 3    | 1    | 5         |
| 12:00 - 13:00 | 1    | 0    | 0    | 0    | 1         |
| 13:00 - 14:00 | 2    | 0    | 3    | 6    | 11        |
| 14:00 - 15:00 | 2    | 4    | 3    | 3    | 12        |
| 15:00 - 16:00 | 34   | 28   | 18   | 5    | 85        |
| 16:00 - 17:00 | 9    | 5    | 5    | 9    | 28        |
| 17:00 - 18:00 | 4    | 6    | 8    | 0    | 18        |
| 18:00 - 19:00 | 5    | 0    | 0    | 1    | 6         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 35     | 08:15 - 08:30 |
| Maximum F   | 34     | 15:00 - 15:15 |
| Total Volun | 316    | 07:00 - 19:00 |
| Total Volun | 349    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 1    | 5    | 6         |
| 06:00 - 07:00 | 0    | 0    | 5    | 0    | 5         |
| 07:00 - 08:00 | 2    | 1    | 5    | 9    | 17        |
| 08:00 - 09:00 | 20   | 22   | 19   | 2    | 63        |
| 09:00 - 10:00 | 1    | 1    | 0    | 0    | 2         |
| 10:00 - 11:00 | 2    | 0    | 0    | 0    | 2         |
| 11:00 - 12:00 | 0    | 0    | 0    | 1    | 1         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 1    | 0    | 1    | 3    | 5         |
| 14:00 - 15:00 | 2    | 2    | 0    | 2    | 6         |
| 15:00 - 16:00 | 18   | 20   | 9    | 8    | 55        |
| 16:00 - 17:00 | 1    | 2    | 4    | 4    | 11        |
| 17:00 - 18:00 | 1    | 3    | 4    | 0    | 8         |
| 18:00 - 19:00 | 2    | 0    | 0    | 0    | 2         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 22     | 08:15 - 08:30 |
| Maximum F   | 20     | 15:15 - 15:30 |
| Total Volun | 172    | 07:00 - 19:00 |
| Total Volun | 183    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 1    | 19   | 20        |
| 06:00 - 07:00 | 3    | 0    | 5    | 6    | 14        |
| 07:00 - 08:00 | 3    | 5    | 6    | 18   | 32        |
| 08:00 - 09:00 | 42   | 34   | 33   | 3    | 112       |
| 09:00 - 10:00 | 2    | 4    | 0    | 0    | 6         |
| 10:00 - 11:00 | 1    | 3    | 1    | 0    | 5         |
| 11:00 - 12:00 | 1    | 0    | 1    | 0    | 2         |
| 12:00 - 13:00 | 2    | 1    | 1    | 0    | 4         |
| 13:00 - 14:00 | 4    | 2    | 4    | 2    | 12        |
| 14:00 - 15:00 | 2    | 1    | 7    | 9    | 19        |
| 15:00 - 16:00 | 52   | 39   | 23   | 9    | 123       |
| 16:00 - 17:00 | 9    | 10   | 15   | 4    | 38        |
| 17:00 - 18:00 | 6    | 11   | 10   | 0    | 27        |
| 18:00 - 19:00 | 1    | 0    | 0    | 0    | 1         |
| 19:00 - 20:00 | 0    | 0    | 1    | 1    | 2         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 1    | 1    | 2         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 42     | 08:00 - 08:15 |
| Maximum F   | 52     | 15:00 - 15:15 |
| Total Volun | 381    | 07:00 - 19:00 |
| Total Volun | 419    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 1    | 0    | 0    | 1         |
| 08:00 - 09:00 | 1    | 0    | 0    | 0    | 1         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 1    | 0    | 0    | 4    | 5         |
| 15:00 - 16:00 | 3    | 0    | 0    | 1    | 4         |
| 16:00 - 17:00 | 1    | 0    | 0    | 0    | 1         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 1    | 1         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 07:15 - 07:30 |
| Maximum F   | 4      | 14:45 - 15:00 |
| Total Volun | 12     | 07:00 - 19:00 |
| Total Volun | 13     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 1    | 0    | 1    | 0    | 2         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 1    | 0    | 0    | 1    | 2         |
| 15:00 - 16:00 | 3    | 0    | 1    | 1    | 5         |
| 16:00 - 17:00 | 1    | 0    | 0    | 0    | 1         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 1    | 1         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 07:00 - 07:15 |
| Maximum F   | 3      | 15:00 - 15:15 |
| Total Volun | 10     | 07:00 - 19:00 |
| Total Volun | 11     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 23/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 1    | 9    | 13   | 23        |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 1    | 5    | 7    | 5    | 18        |
| 07:00 - 08:00 | 2    | 3    | 14   | 42   | 61        |
| 08:00 - 09:00 | 34   | 24   | 6    | 2    | 66        |
| 09:00 - 10:00 | 1    | 2    | 0    | 1    | 4         |
| 10:00 - 11:00 | 1    | 1    | 1    | 1    | 4         |
| 11:00 - 12:00 | 3    | 2    | 0    | 3    | 8         |
| 12:00 - 13:00 | 1    | 5    | 0    | 2    | 8         |
| 13:00 - 14:00 | 0    | 4    | 1    | 6    | 11        |
| 14:00 - 15:00 | 13   | 13   | 23   | 21   | 70        |
| 15:00 - 16:00 | 20   | 24   | 4    | 6    | 54        |
| 16:00 - 17:00 | 5    | 6    | 5    | 7    | 23        |
| 17:00 - 18:00 | 3    | 10   | 5    | 2    | 20        |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 1    | 0    | 1         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 42     | 07:45 - 08:00 |
| Maximum F   | 24     | 15:15 - 15:30 |
| Total Volun | 329    | 07:00 - 19:00 |
| Total Volun | 371    | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 1    | 0    | 0    | 0    | 1         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 1    | 0    | 0    | 1         |
| 10:00 - 11:00 | 0    | 0    | 0    | 1    | 1         |
| 11:00 - 12:00 | 0    | 1    | 0    | 0    | 1         |
| 12:00 - 13:00 | 0    | 0    | 0    | 1    | 1         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 0    | 0    | 0    | 1    | 1         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 1    | 1    | 2         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 1    | 1    | 2         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 1    | 1    | 0    | 0    | 2         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 04:00 - 04:15 |
| Maximum F   | 1      | 12:45 - 13:00 |
| Total Volun | 7      | 07:00 - 19:00 |
| Total Volun | 12     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 5    | 4    | 4    | 1    | 14        |
| 01:00 - 02:00 | 2    | 2    | 0    | 1    | 5         |
| 02:00 - 03:00 | 0    | 0    | 2    | 0    | 2         |
| 03:00 - 04:00 | 0    | 3    | 0    | 0    | 3         |
| 04:00 - 05:00 | 2    | 1    | 2    | 2    | 7         |
| 05:00 - 06:00 | 2    | 3    | 10   | 7    | 22        |
| 06:00 - 07:00 | 14   | 18   | 22   | 23   | 77        |
| 07:00 - 08:00 | 22   | 23   | 36   | 55   | 136       |
| 08:00 - 09:00 | 33   | 33   | 40   | 41   | 147       |
| 09:00 - 10:00 | 50   | 50   | 42   | 46   | 188       |
| 10:00 - 11:00 | 50   | 80   | 62   | 63   | 255       |
| 11:00 - 12:00 | 66   | 41   | 53   | 59   | 219       |
| 12:00 - 13:00 | 45   | 44   | 57   | 34   | 180       |
| 13:00 - 14:00 | 40   | 39   | 39   | 32   | 150       |
| 14:00 - 15:00 | 44   | 41   | 29   | 36   | 150       |
| 15:00 - 16:00 | 42   | 47   | 28   | 39   | 156       |
| 16:00 - 17:00 | 34   | 36   | 24   | 46   | 140       |
| 17:00 - 18:00 | 34   | 41   | 39   | 34   | 148       |
| 18:00 - 19:00 | 34   | 32   | 26   | 14   | 106       |
| 19:00 - 20:00 | 19   | 15   | 31   | 16   | 81        |
| 20:00 - 21:00 | 11   | 9    | 15   | 17   | 52        |
| 21:00 - 22:00 | 21   | 16   | 18   | 14   | 69        |
| 22:00 - 23:00 | 7    | 11   | 11   | 14   | 43        |
| 23:00 - 00:00 | 5    | 6    | 10   | 5    | 26        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 80     | 10:15 - 10:30 |
| Maximum F   | 57     | 12:30 - 12:45 |
| Total Volun | 1975   | 07:00 - 19:00 |
| Total Volun | 2376   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 6    | 5    | 3    | 1    | 15        |
| 01:00 - 02:00 | 4    | 6    | 1    | 1    | 12        |
| 02:00 - 03:00 | 0    | 0    | 2    | 1    | 3         |
| 03:00 - 04:00 | 1    | 0    | 1    | 0    | 2         |
| 04:00 - 05:00 | 3    | 4    | 4    | 1    | 12        |
| 05:00 - 06:00 | 1    | 5    | 10   | 14   | 30        |
| 06:00 - 07:00 | 12   | 10   | 15   | 17   | 54        |
| 07:00 - 08:00 | 13   | 12   | 28   | 32   | 85        |
| 08:00 - 09:00 | 35   | 33   | 48   | 42   | 158       |
| 09:00 - 10:00 | 39   | 59   | 46   | 40   | 184       |
| 10:00 - 11:00 | 53   | 69   | 60   | 52   | 234       |
| 11:00 - 12:00 | 59   | 57   | 63   | 57   | 236       |
| 12:00 - 13:00 | 57   | 57   | 43   | 35   | 192       |
| 13:00 - 14:00 | 43   | 47   | 45   | 48   | 183       |
| 14:00 - 15:00 | 51   | 34   | 35   | 45   | 165       |
| 15:00 - 16:00 | 29   | 37   | 38   | 34   | 138       |
| 16:00 - 17:00 | 33   | 30   | 46   | 48   | 157       |
| 17:00 - 18:00 | 33   | 39   | 40   | 39   | 151       |
| 18:00 - 19:00 | 34   | 29   | 24   | 28   | 115       |
| 19:00 - 20:00 | 25   | 19   | 27   | 16   | 87        |
| 20:00 - 21:00 | 18   | 20   | 20   | 20   | 78        |
| 21:00 - 22:00 | 25   | 23   | 16   | 20   | 84        |
| 22:00 - 23:00 | 9    | 11   | 9    | 11   | 40        |
| 23:00 - 00:00 | 11   | 10   | 11   | 6    | 38        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 69     | 10:15 - 10:30 |
| Maximum F   | 57     | 12:00 - 12:15 |
| Total Volun | 1998   | 07:00 - 19:00 |
| Total Volun | 2453   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 1    | 0    | 1         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 1    | 1         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 0    | 0    | 0    | 0    | 0         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 1    | 0    | 0    | 0    | 1         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 05:30 - 05:45 |
| Maximum F   | 1      | 21:00 - 21:15 |
| Total Volun | 1      | 07:00 - 19:00 |
| Total Volun | 3      | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 1    | 0    | 1         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 0    | 0    | 0    | 0    | 0         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 1    | 0    | 0    | 0    | 1         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 05:30 - 05:45 |
| Maximum F   | 1      | 21:00 - 21:15 |
| Total Volun | 0      | 07:00 - 19:00 |
| Total Volun | 2      | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 1    | 0    | 1         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 1    | 0    | 1         |
| 06:00 - 07:00 | 1    | 1    | 0    | 1    | 3         |
| 07:00 - 08:00 | 0    | 0    | 0    | 1    | 1         |
| 08:00 - 09:00 | 1    | 0    | 0    | 0    | 1         |
| 09:00 - 10:00 | 0    | 0    | 1    | 1    | 2         |
| 10:00 - 11:00 | 0    | 2    | 0    | 1    | 3         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 1    | 0    | 1         |
| 13:00 - 14:00 | 0    | 1    | 0    | 1    | 2         |
| 14:00 - 15:00 | 1    | 0    | 0    | 1    | 2         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 1    | 0    | 1    | 2         |
| 17:00 - 18:00 | 0    | 1    | 1    | 1    | 3         |
| 18:00 - 19:00 | 0    | 0    | 0    | 1    | 1         |
| 19:00 - 20:00 | 1    | 0    | 0    | 0    | 1         |
| 20:00 - 21:00 | 1    | 1    | 1    | 0    | 3         |
| 21:00 - 22:00 | 1    | 0    | 0    | 0    | 1         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 2      | 10:15 - 10:30 |
| Maximum F   | 1      | 12:30 - 12:45 |
| Total Volun | 18     | 07:00 - 19:00 |
| Total Volun | 28     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 5    | 3    | 8    | 5    | 21        |
| 01:00 - 02:00 | 2    | 4    | 1    | 2    | 9         |
| 02:00 - 03:00 | 3    | 4    | 2    | 3    | 12        |
| 03:00 - 04:00 | 1    | 2    | 2    | 5    | 10        |
| 04:00 - 05:00 | 4    | 4    | 1    | 3    | 12        |
| 05:00 - 06:00 | 5    | 6    | 8    | 8    | 27        |
| 06:00 - 07:00 | 11   | 19   | 18   | 24   | 72        |
| 07:00 - 08:00 | 22   | 29   | 30   | 29   | 110       |
| 08:00 - 09:00 | 28   | 32   | 37   | 43   | 140       |
| 09:00 - 10:00 | 61   | 69   | 69   | 59   | 258       |
| 10:00 - 11:00 | 58   | 49   | 59   | 71   | 237       |
| 11:00 - 12:00 | 53   | 45   | 65   | 79   | 242       |
| 12:00 - 13:00 | 71   | 57   | 60   | 65   | 253       |
| 13:00 - 14:00 | 49   | 59   | 45   | 52   | 205       |
| 14:00 - 15:00 | 63   | 45   | 69   | 58   | 235       |
| 15:00 - 16:00 | 46   | 41   | 50   | 44   | 181       |
| 16:00 - 17:00 | 57   | 42   | 48   | 55   | 202       |
| 17:00 - 18:00 | 44   | 28   | 36   | 52   | 160       |
| 18:00 - 19:00 | 43   | 29   | 17   | 31   | 120       |
| 19:00 - 20:00 | 30   | 29   | 23   | 18   | 100       |
| 20:00 - 21:00 | 18   | 15   | 11   | 14   | 58        |
| 21:00 - 22:00 | 19   | 19   | 13   | 13   | 64        |
| 22:00 - 23:00 | 14   | 13   | 13   | 9    | 49        |
| 23:00 - 00:00 | 6    | 6    | 15   | 3    | 30        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 79     | 11:45 - 12:00 |
| Maximum F   | 71     | 12:00 - 12:15 |
| Total Volun | 2343   | 07:00 - 19:00 |
| Total Volun | 2807   | 00:00 - 00:00 |

|             |            |           |          |           |            |
|-------------|------------|-----------|----------|-----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc  | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VDI | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 11   | 2    | 6    | 4    | 23        |
| 01:00 - 02:00 | 2    | 2    | 1    | 2    | 7         |
| 02:00 - 03:00 | 2    | 1    | 3    | 1    | 7         |
| 03:00 - 04:00 | 0    | 1    | 2    | 3    | 6         |
| 04:00 - 05:00 | 3    | 4    | 3    | 3    | 13        |
| 05:00 - 06:00 | 5    | 4    | 7    | 11   | 27        |
| 06:00 - 07:00 | 9    | 13   | 13   | 15   | 50        |
| 07:00 - 08:00 | 24   | 20   | 22   | 23   | 89        |
| 08:00 - 09:00 | 29   | 30   | 34   | 37   | 130       |
| 09:00 - 10:00 | 38   | 48   | 51   | 37   | 174       |
| 10:00 - 11:00 | 43   | 45   | 39   | 49   | 176       |
| 11:00 - 12:00 | 39   | 56   | 69   | 56   | 220       |
| 12:00 - 13:00 | 52   | 51   | 57   | 47   | 207       |
| 13:00 - 14:00 | 40   | 58   | 54   | 44   | 196       |
| 14:00 - 15:00 | 47   | 66   | 63   | 47   | 223       |
| 15:00 - 16:00 | 50   | 40   | 58   | 51   | 199       |
| 16:00 - 17:00 | 37   | 54   | 45   | 40   | 176       |
| 17:00 - 18:00 | 38   | 42   | 43   | 39   | 162       |
| 18:00 - 19:00 | 21   | 24   | 36   | 21   | 102       |
| 19:00 - 20:00 | 25   | 18   | 17   | 14   | 74        |
| 20:00 - 21:00 | 11   | 17   | 15   | 25   | 68        |
| 21:00 - 22:00 | 21   | 18   | 13   | 14   | 66        |
| 22:00 - 23:00 | 19   | 18   | 14   | 5    | 56        |
| 23:00 - 00:00 | 8    | 10   | 9    | 6    | 33        |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 69     | 11:30 - 11:45 |
| Maximum F   | 66     | 14:15 - 14:30 |
| Total Volun | 2054   | 07:00 - 19:00 |
| Total Volun | 2484   | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 0    | 0    | 1    | 0    | 1         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 1    | 0    | 0    | 0    | 1         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

| Descriptor  | Volume | Time          |
|-------------|--------|---------------|
| Maximum /   | 0      | 00:00 - 00:15 |
| Maximum F   | 1      | 14:30 - 14:45 |
| Total Volun | 2      | 07:00 - 19:00 |
| Total Volun | 2      | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 1    | 0    | 0    | 0    | 1         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 1    | 0    | 1    | 0    | 2         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 1    | 1         |
| 17:00 - 18:00 | 1    | 0    | 0    | 0    | 1         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 0      | 00:00 - 00:15 |
| Maximum F   | 1      | 12:00 - 12:15 |
| Total Volun | 5      | 07:00 - 19:00 |
| Total Volun | 5      | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 1    | 0    | 0    | 0    | 1         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 1    | 0    | 0    | 0    | 1         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 0    | 0         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 0      | 00:00 - 00:15 |
| Maximum F   | 1      | 12:00 - 12:15 |
| Total Volun | 2      | 07:00 - 19:00 |
| Total Volun | 2      | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 1    | 0    | 0    | 1         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 0    | 0         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 0    | 0    | 0    | 0         |
| 10:00 - 11:00 | 0    | 0    | 0    | 1    | 1         |
| 11:00 - 12:00 | 0    | 0    | 0    | 0    | 0         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 0    | 0         |
| 14:00 - 15:00 | 0    | 0    | 1    | 0    | 1         |
| 15:00 - 16:00 | 0    | 1    | 0    | 0    | 1         |
| 16:00 - 17:00 | 0    | 0    | 0    | 1    | 1         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 1    | 1         |
| 19:00 - 20:00 | 0    | 0    | 1    | 0    | 1         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 1    | 0    | 0    | 1         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 04:15 - 04:30 |
| Maximum F   | 1      | 14:30 - 14:45 |
| Total Volun | 5      | 07:00 - 19:00 |
| Total Volun | 8      | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 1    | 0    | 0    | 0    | 1         |
| 07:00 - 08:00 | 0    | 0    | 0    | 1    | 1         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 1    | 0    | 1    | 2         |
| 10:00 - 11:00 | 0    | 0    | 0    | 1    | 1         |
| 11:00 - 12:00 | 0    | 1    | 0    | 0    | 1         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 1    | 0    | 0    | 0    | 1         |
| 14:00 - 15:00 | 0    | 0    | 0    | 0    | 0         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 1    | 1         |
| 19:00 - 20:00 | 1    | 0    | 0    | 0    | 1         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 1    | 0    | 0    | 1         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 06:00 - 06:15 |
| Maximum F   | 1      | 13:00 - 13:15 |
| Total Volun | 7      | 07:00 - 19:00 |
| Total Volun | 10     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 1    | 1    | 0    | 1    | 3         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 1    | 0    | 0    | 1         |
| 10:00 - 11:00 | 0    | 0    | 0    | 1    | 1         |
| 11:00 - 12:00 | 0    | 1    | 0    | 0    | 1         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 1    | 0    | 0    | 1    | 2         |
| 14:00 - 15:00 | 1    | 0    | 0    | 0    | 1         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 1    | 1         |
| 19:00 - 20:00 | 1    | 0    | 0    | 0    | 1         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 1    | 0    | 0    | 1         |
| 23:00 - 00:00 | 0    | 0    | 0    | 1    | 1         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 06:00 - 06:15 |
| Maximum F   | 1      | 13:00 - 13:15 |
| Total Volun | 7      | 07:00 - 19:00 |
| Total Volun | 13     | 00:00 - 00:00 |

|             |            |           |          |          |            |
|-------------|------------|-----------|----------|----------|------------|
| Report Type | SelDate    | Server    | ObjType  | Det_Desc | SubPercent |
| DAILY       | 25/05/2024 | TMR QRS S | Detector | M3397/VD | 0          |

| Time          | Qtr1 | Qtr2 | Qtr3 | Qtr4 | TotalHour |
|---------------|------|------|------|------|-----------|
| 00:00 - 01:00 | 0    | 0    | 0    | 0    | 0         |
| 01:00 - 02:00 | 0    | 0    | 0    | 0    | 0         |
| 02:00 - 03:00 | 0    | 0    | 0    | 0    | 0         |
| 03:00 - 04:00 | 0    | 0    | 0    | 0    | 0         |
| 04:00 - 05:00 | 0    | 0    | 0    | 0    | 0         |
| 05:00 - 06:00 | 0    | 0    | 0    | 0    | 0         |
| 06:00 - 07:00 | 0    | 0    | 0    | 1    | 1         |
| 07:00 - 08:00 | 0    | 0    | 0    | 0    | 0         |
| 08:00 - 09:00 | 0    | 0    | 0    | 0    | 0         |
| 09:00 - 10:00 | 0    | 1    | 0    | 0    | 1         |
| 10:00 - 11:00 | 0    | 0    | 0    | 0    | 0         |
| 11:00 - 12:00 | 0    | 0    | 0    | 1    | 1         |
| 12:00 - 13:00 | 0    | 0    | 0    | 0    | 0         |
| 13:00 - 14:00 | 0    | 0    | 0    | 1    | 1         |
| 14:00 - 15:00 | 0    | 1    | 1    | 0    | 2         |
| 15:00 - 16:00 | 0    | 0    | 0    | 0    | 0         |
| 16:00 - 17:00 | 0    | 0    | 0    | 0    | 0         |
| 17:00 - 18:00 | 0    | 0    | 0    | 0    | 0         |
| 18:00 - 19:00 | 0    | 0    | 0    | 1    | 1         |
| 19:00 - 20:00 | 0    | 0    | 0    | 0    | 0         |
| 20:00 - 21:00 | 0    | 0    | 0    | 0    | 0         |
| 21:00 - 22:00 | 0    | 0    | 0    | 0    | 0         |
| 22:00 - 23:00 | 0    | 0    | 0    | 0    | 0         |
| 23:00 - 00:00 | 0    | 0    | 0    | 0    | 0         |

|             |        |               |
|-------------|--------|---------------|
| Descriptor  | Volume | Time          |
| Maximum /   | 1      | 06:45 - 07:00 |
| Maximum F   | 1      | 13:45 - 14:00 |
| Total Volun | 6      | 07:00 - 19:00 |
| Total Volun | 7      | 00:00 - 00:00 |

# APPENDIX F

## Crash Data

Reported road traffic crashes along Dalrymple Rd, Townsville LGA

Fatal crashes: 1 January 2007 to 31 January 2024

Non-fatal casualty (hospitalisation, medical treatment and minor injury) crashes: 1 January 2007 to 31 August 2023

Property damage only crashes: 1 January 2007 to 31 December 2010

| CRAS | CRASH_SEVERITY       | CRASH_YEAR | CRASH_TYPE     | CRASH_NATURE      | CRASH_STREET        | CRASH_STREET_INTERSECTING | CRASH_ROADWAY_TYPE | CRASH_LIC  | CRASH_DCA_CODE | CRASH_DCA_DESCRIPTION                     |
|------|----------------------|------------|----------------|-------------------|---------------------|---------------------------|--------------------|------------|----------------|-------------------------------------------|
| 1    | Medical treatment    | 2011       | Multi-vehicle  | Angle             | Bruce Hwy           | Dalrymple Rd (1/04)       | Intersection       | Darkness - | 202            | Vehs Opposite Approach: Thru-Right        |
| 2    | Property damage only | 2009       | Multi-vehicle  | Rear-end          | Bruce Hwy           | Dalrymple Rd (1/04)       | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 3    | Medical treatment    | 2010       | Multi-vehicle  | Rear-end          | Bruce Hwy           | Dalrymple Rd (1/04)       | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 4    | Hospitalisation      | 2010       | Multi-vehicle  | Rear-end          | Bruce Hwy           | Dalrymple Rd (1/04)       | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 5    | Property damage only | 2010       | Single vehicle | Hit object        | Bruce Hwy           | Dalrymple Rd (1/04)       | Intersection       | Daylight   | 708            | Off Path-Straight: Mounts Traffic Island  |
| 6    | Medical treatment    | 2018       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 303            | Vehs Same Direction: Right Rear           |
| 7    | Property damage only | 2009       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 8    | Property damage only | 2007       | Multi-vehicle  | Angle             | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 106            | Vehs Adjacent Approach: Left-Right        |
| 9    | Medical treatment    | 2008       | Single vehicle | Fall from vehicle | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 802            | Off Path-Curve: Off Cway Left Bend        |
| 10   | Hospitalisation      | 2014       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 11   | Hospitalisation      | 2017       | Multi-vehicle  | Angle             | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 101            | Vehs Adjacent Approach: Thru-Thru         |
| 12   | Medical treatment    | 2019       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 302            | Vehs Same Direction: Left Rear            |
| 13   | Hospitalisation      | 2016       | Single vehicle | Hit object        | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 708            | Off Path-Straight: Mounts Traffic Island  |
| 14   | Medical treatment    | 2020       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 15   | Hospitalisation      | 2020       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) | Shaw Rd                   | Intersection       | Darkness - | 301            | Vehs Same Direction: Rear End             |
| 16   | Hospitalisation      | 2018       | Multi-vehicle  | Angle             | Dalrymple Rd (1/04) | Greater Ascot Ave         | Intersection       | Daylight   | 408            | Vehs Manoeuvring: Entering From Footway   |
| 17   | Hospitalisation      | 2022       | Multi-vehicle  | Sideswipe         | Dalrymple Rd (1/04) | Greater Ascot Ave         | Intersection       | Daylight   | 107            | Vehs Adjacent Approach: Thru-Left         |
| 18   | Minor injury         | 2017       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 19   | Medical treatment    | 2015       | Single vehicle | Fall from vehicle | Dalrymple Rd (1/04) |                           | Midblock           | Dawn/Dusl  | 802            | Off Path-Curve: Off Cway Left Bend        |
| 20   | Hospitalisation      | 2018       | Single vehicle | Overtuned         | Dalrymple Rd (1/04) |                           | Midblock           | Darkness - | 701            | Off Path-Straight: Left Off Cway          |
| 21   | Hospitalisation      | 2021       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 22   | Medical treatment    | 2021       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Darkness - | 301            | Vehs Same Direction: Rear End             |
| 23   | Hospitalisation      | 2020       | Single vehicle | Hit object        | Dalrymple Rd (1/04) |                           | Midblock           | Darkness - | 808            | Off Path-Curve: Mounts Traffic Island     |
| 24   | Hospitalisation      | 2016       | Single vehicle | Hit object        | Dalrymple Rd (1/04) | Greater Ascot Ave         | Midblock           | Daylight   | 708            | Off Path-Straight: Mounts Traffic Island  |
| 25   | Medical treatment    | 2007       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 26   | Hospitalisation      | 2007       | Single vehicle | Fall from vehicle | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 705            | Off Path-Straight: Out Of Control On Cway |
| 27   | Property damage only | 2008       | Single vehicle | Hit object        | Dalrymple Rd (1/04) |                           | Midblock           | Darkness - | 703            | Off Path-Straight: Left Off Cway Hit Obj  |
| 28   | Hospitalisation      | 2008       | Single vehicle | Hit object        | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 803            | Off Path-Curve: Off Cway Rt Bend Hit Obj  |
| 29   | Hospitalisation      | 2015       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 303            | Vehs Same Direction: Right Rear           |
| 30   | Property damage only | 2009       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Dawn/Dusl  | 304            | Vehs Same Direction: U-Turn               |
| 31   | Medical treatment    | 2008       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 32   | Medical treatment    | 2014       | Multi-vehicle  | Sideswipe         | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 306            | Vehs Same Direction: Lane Change Right    |
| 33   | Hospitalisation      | 2014       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 303            | Vehs Same Direction: Right Rear           |
| 34   | Medical treatment    | 2017       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 35   | Property damage only | 2008       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Darkness - | 301            | Vehs Same Direction: Rear End             |
| 36   | Medical treatment    | 2012       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Intersection       | Daylight   | 303            | Vehs Same Direction: Right Rear           |
| 37   | Hospitalisation      | 2015       | Single vehicle | Fall from vehicle | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 805            | Off Path-Curve: Out Of Control On Cway    |
| 38   | Property damage only | 2010       | Single vehicle | Hit object        | Dalrymple Rd (1/04) |                           | Midblock           | Darkness - | 607            | Vehs On Path: Temporary Object On Cway    |
| 39   | Medical treatment    | 2011       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End             |
| 40   | Property damage only | 2010       | Multi-vehicle  | Rear-end          | Dalrymple Rd (1/04) |                           | Midblock           | Darkness - | 301            | Vehs Same Direction: Rear End             |

Reported road traffic crashes along Shaw Rd, Townsville LGA

Fatal crashes: 1 January 2007 to 31 January 2024  
Non-fatal casualty (hospitalisation, medical treatment and minor injury) crashes: 1 January 2007 to 31 August 2023  
Property damage only crashes: 1 January 2007 to 31 December 2010

| CRAS | CRASH_SEVERITY       | CRASH_YEAR | CRASH_TYPE     | CRASH_NATURE      | CRASH_STREET | CRASH_STREET_INTERSECTING         | CRASH_ROADWAY_TYPE | CRASH_LIC  | CRASH_DCA_CODE | CRASH_DCA_DESCRIPTION                    |
|------|----------------------|------------|----------------|-------------------|--------------|-----------------------------------|--------------------|------------|----------------|------------------------------------------|
| 1    | Medical treatment    | 2018       | Multi-vehicle  | Rear-end          | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 303            | Vehs Same Direction: Right Rear          |
| 2    | Hospitalisation      | 2014       | Multi-vehicle  | Rear-end          | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 3    | Hospitalisation      | 2020       | Multi-vehicle  | Rear-end          | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Darkness - | 301            | Vehs Same Direction: Rear End            |
| 4    | Medical treatment    | 2019       | Multi-vehicle  | Rear-end          | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 302            | Vehs Same Direction: Left Rear           |
| 5    | Medical treatment    | 2020       | Multi-vehicle  | Rear-end          | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 6    | Hospitalisation      | 2017       | Multi-vehicle  | Angle             | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 101            | Vehs Adjacent Approach: Thru-Thru        |
| 7    | Hospitalisation      | 2016       | Single vehicle | Hit object        | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 708            | Off Path-Straight: Mounts Traffic Island |
| 8    | Hospitalisation      | 2015       | Multi-vehicle  | Rear-end          | Kalynda Pde  | Shaw Rd                           | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 9    | Property damage only | 2009       | Multi-vehicle  | Rear-end          | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 10   | Property damage only | 2007       | Multi-vehicle  | Angle             | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 106            | Vehs Adjacent Approach: Left-Right       |
| 11   | Medical treatment    | 2008       | Single vehicle | Fall from vehicle | Dalrymple Rd | (1/04) Shaw Rd                    | Intersection       | Daylight   | 802            | Off Path-Curve: Off Cway Left Bend       |
| 12   | Medical treatment    | 2021       | Multi-vehicle  | Rear-end          | Shaw Rd      | The Ring Rd (Code To 10740) 01/09 | Midblock           | Daylight   | 300            | Vehs Same Direction: Other               |
| 13   | Hospitalisation      | 2018       | Multi-vehicle  | Sideswipe         | Shaw Rd      |                                   | Midblock           | Daylight   | 408            | Vehs Manoeuvring: Entering From Footway  |
| 14   | Hospitalisation      | 2020       | Single vehicle | Hit object        | Shaw Rd      |                                   | Midblock           | Dawn/Dusl  | 708            | Off Path-Straight: Mounts Traffic Island |
| 15   | Medical treatment    | 2021       | Single vehicle | Hit object        | Shaw Rd      |                                   | Midblock           | Daylight   | 803            | Off Path-Curve: Off Cway Rt Bend Hit Obj |
| 16   | Hospitalisation      | 2020       | Single vehicle | Overtuned         | Shaw Rd      |                                   | Midblock           | Daylight   | 803            | Off Path-Curve: Off Cway Rt Bend Hit Obj |
| 17   | Medical treatment    | 2012       | Multi-vehicle  | Rear-end          | Shaw Rd      |                                   | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 18   | Hospitalisation      | 2014       | Multi-vehicle  | Rear-end          | Shaw Rd      |                                   | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 19   | Medical treatment    | 2013       | Multi-vehicle  | Rear-end          | Shaw Rd      |                                   | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 20   | Hospitalisation      | 2016       | Single vehicle | Fall from vehicle | Shaw Rd      |                                   | Midblock           | Darkness - | 805            | Off Path-Curve: Out Of Control On Cway   |
| 21   | Hospitalisation      | 2015       | Single vehicle | Hit object        | Shaw Rd      |                                   | Midblock           | Darkness - | 804            | Off Path-Curve: Off Cway Lt Bend Hit Obj |
| 22   | Hospitalisation      | 2016       | Single vehicle | Overtuned         | Shaw Rd      |                                   | Midblock           | Daylight   | 801            | Off Path-Curve: Off Cway Right Bend      |
| 23   | Hospitalisation      | 2023       | Hit pedestrian | Hit pedestrian    | Shaw Rd      |                                   | Midblock           | Darkness - | 0              | Pedn: Hit Other                          |
| 24   | Hospitalisation      | 2015       | Multi-vehicle  | Sideswipe         | Shaw Rd      |                                   | Midblock           | Daylight   | 201            | Vehs Opposite Approach: Head On          |
| 25   | Medical treatment    | 2007       | Multi-vehicle  | Rear-end          | Shaw Rd      |                                   | Midblock           | Daylight   | 303            | Vehs Same Direction: Right Rear          |
| 26   | Hospitalisation      | 2007       | Multi-vehicle  | Rear-end          | Shaw Rd      |                                   | Midblock           | Daylight   | 303            | Vehs Same Direction: Right Rear          |
| 27   | Medical treatment    | 2016       | Multi-vehicle  | Rear-end          | Shaw Rd      |                                   | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End            |
| 28   | Hospitalisation      | 2011       | Multi-vehicle  | Rear-end          | Shaw Rd      |                                   | Midblock           | Daylight   | 301            | Vehs Same Direction: Rear End            |

# APPENDIX G

## Intersection Analysis SIDRA Output

# SITE LAYOUT

 **Site: 101 [2031 background traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

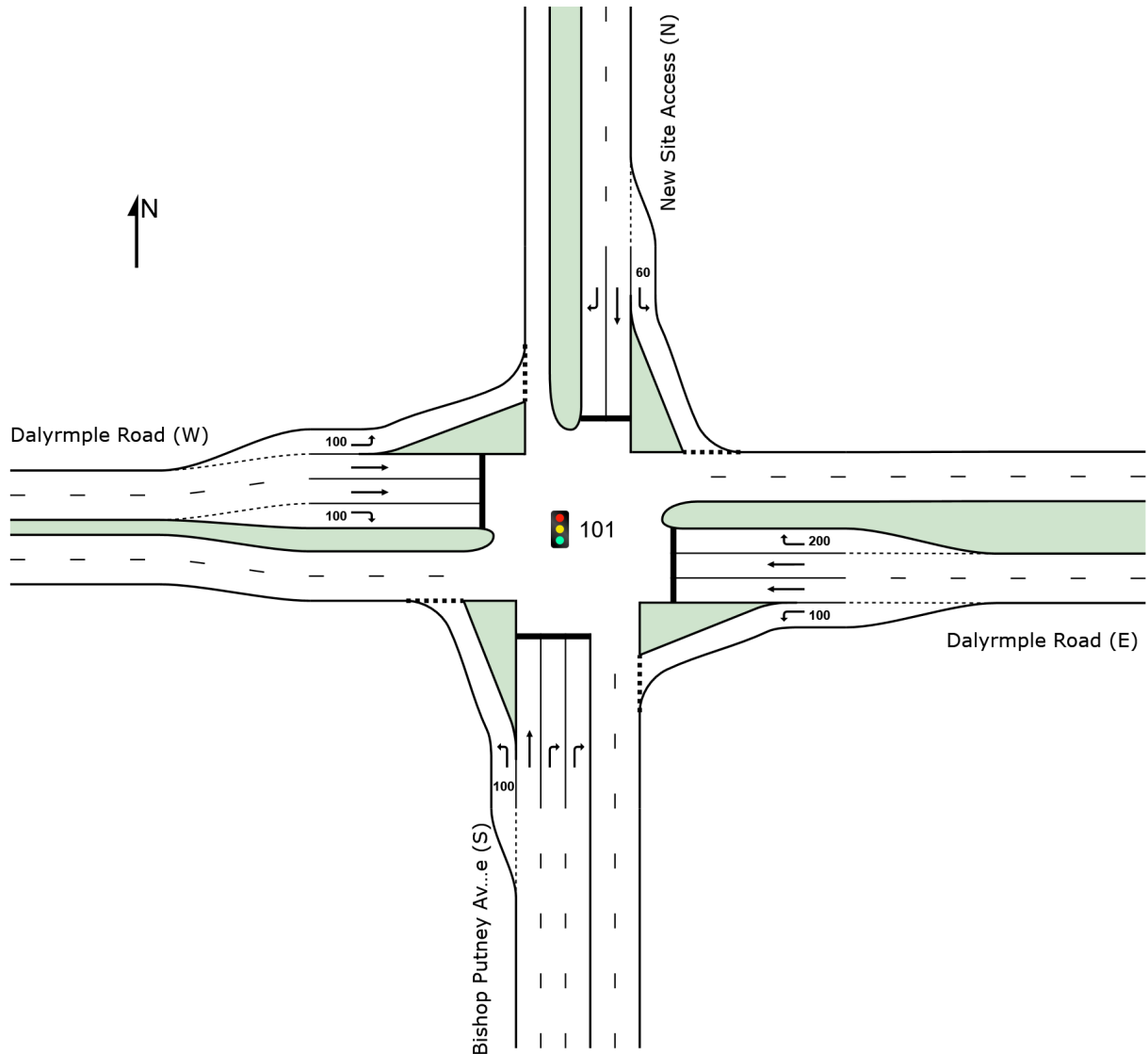
Dalrymple Road / Bishop Putney Avenue traffic signals

"without development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Organisation: PREMISE GROUP SERVICES PTY LTD | Licence: NETWORK / 1PC | Created: Wednesday, 6 November 2024 9:45:25 PM

Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# MOVEMENT SUMMARY

 **Site: 101 [2031 background traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"without development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Phase Times)

| Vehicle Movement Performance    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|---------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                          | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                 |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                                 |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Bishop Putney Avenue (S) |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                               | L2   | All MCs   | 39           | 5.0 | 39            | 5.0 | 0.035     | 9.5         | LOS A            | 0.6               | 4.2      | 0.30      | 0.61           | 0.30                | 50.1        |
| 2                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.004     | 50.3        | LOS D            | 0.1               | 0.4      | 0.87      | 0.52           | 0.87                | 33.0        |
| 3                               | R2   | All MCs   | 45           | 5.0 | 45            | 5.0 | * 0.086   | 57.7        | LOS E            | 1.3               | 9.1      | 0.90      | 0.71           | 0.90                | 30.3        |
| Approach                        |      |           | 85           | 5.0 | 85            | 5.0 | 0.086     | 35.6        | LOS D            | 1.3               | 9.1      | 0.62      | 0.66           | 0.62                | 37.1        |
| East: Dalyrmple Road (E)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                               | L2   | All MCs   | 27           | 5.0 | 27            | 5.0 | 0.018     | 6.0         | LOS A            | 0.1               | 0.7      | 0.11      | 0.57           | 0.11                | 52.6        |
| 5                               | T1   | All MCs   | 777          | 5.0 | 777           | 5.0 | * 0.786   | 40.7        | LOS D            | 17.1              | 124.8    | 0.99      | 0.98           | 1.04                | 36.1        |
| 6                               | R2   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.003     | 27.0        | LOS C            | 0.0               | 0.2      | 0.78      | 0.59           | 0.78                | 40.6        |
| Approach                        |      |           | 805          | 5.0 | 805           | 5.0 | 0.786     | 39.5        | LOS D            | 17.1              | 124.8    | 0.96      | 0.97           | 1.01                | 36.5        |
| North: New Site Access (N)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                               | L2   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.001     | 7.6         | LOS A            | 0.0               | 0.1      | 0.21      | 0.56           | 0.21                | 51.5        |
| 8                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | * 0.004   | 49.3        | LOS D            | 0.1               | 0.4      | 0.86      | 0.52           | 0.86                | 33.3        |
| 9                               | R2   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.004     | 55.0        | LOS E            | 0.1               | 0.4      | 0.86      | 0.59           | 0.86                | 31.0        |
| Approach                        |      |           | 3            | 5.0 | 3             | 5.0 | 0.004     | 37.3        | LOS D            | 0.1               | 0.4      | 0.65      | 0.56           | 0.65                | 36.7        |
| West: Dalyrmple Road (W)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                              | L2   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.001     | 5.9         | LOS A            | 0.0               | 0.0      | 0.09      | 0.55           | 0.09                | 52.7        |
| 11                              | T1   | All MCs   | 459          | 5.0 | 459           | 5.0 | * 0.510   | 46.4        | LOS D            | 12.7              | 92.5     | 0.92      | 0.77           | 0.92                | 34.2        |
| 12                              | R2   | All MCs   | 23           | 5.0 | 23            | 5.0 | * 0.053   | 25.5        | LOS C            | 0.7               | 5.0      | 0.75      | 0.68           | 0.75                | 41.2        |
| Approach                        |      |           | 483          | 5.0 | 483           | 5.0 | 0.510     | 45.3        | LOS D            | 12.7              | 92.5     | 0.91      | 0.77           | 0.91                | 34.5        |
| All Vehicles                    |      |           | 1377         | 5.0 | 1377          | 5.0 | 0.786     | 41.3        | LOS D            | 17.1              | 124.8    | 0.92      | 0.88           | 0.95                | 35.8        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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## LANE SUMMARY

 **Site: 101 [2031 background traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals

"without development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Phase Times)

| Lane Use and Performance        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
|---------------------------------|--------------|------|---------------|------|-------|-----------|------------|-------------|------------------|-------------------|--------|-------------|-------------|-----------|--------------|
|                                 | Demand Flows |      | Arrival Flows |      | Cap.  | Deg. Satn | Lane Util. | Aver. Delay | Level of Service | 95% Back Of Queue |        | Lane Config | Lane Length | Cap. Adj. | Prob. Block. |
|                                 | [ Total      | HV ] | [ Total       | HV ] | veh/h | v/c       | %          | sec         |                  | [ Veh             | Dist ] |             | m           | %         | %            |
|                                 | veh/h        | %    | veh/h         | %    |       |           |            |             |                  |                   | m      |             |             |           |              |
| South: Bishop Putney Avenue (S) |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 39           | 5.0  | 39            | 5.0  | 1123  | 0.035     | 100        | 9.5         | LOS A            | 0.6               | 4.2    | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 1            | 5.0  | 1             | 5.0  | 276   | 0.004     | 100        | 50.3        | LOS D            | 0.1               | 0.4    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 23           | 5.0  | 23            | 5.0  | 262   | 0.086     | 100        | 57.7        | LOS E            | 1.3               | 9.1    | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 23           | 5.0  | 23            | 5.0  | 262   | 0.086     | 100        | 57.7        | LOS E            | 1.3               | 9.1    | Full        | 500         | 0.0       | 0.0          |
| Approach                        | 85           | 5.0  | 85            | 5.0  |       | 0.086     |            | 35.6        | LOS D            | 1.3               | 9.1    |             |             |           |              |
| East: Dalrymple Road (E)        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 27           | 5.0  | 27            | 5.0  | 1496  | 0.018     | 100        | 6.0         | LOS A            | 0.1               | 0.7    | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 388          | 5.0  | 388           | 5.0  | 494   | 0.786     | 100        | 40.7        | LOS D            | 17.1              | 124.8  | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 388          | 5.0  | 388           | 5.0  | 494   | 0.786     | 100        | 40.7        | LOS D            | 17.1              | 124.8  | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 1            | 5.0  | 1             | 5.0  | 414   | 0.003     | 100        | 27.0        | LOS C            | 0.0               | 0.2    | Short       | 200         | 0.0       | NA           |
| Approach                        | 805          | 5.0  | 805           | 5.0  |       | 0.786     |            | 39.5        | LOS D            | 17.1              | 124.8  |             |             |           |              |
| North: New Site Access (N)      |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 1            | 5.0  | 1             | 5.0  | 1288  | 0.001     | 100        | 7.6         | LOS A            | 0.0               | 0.1    | Short       | 60          | 0.0       | NA           |
| Lane 2                          | 1            | 5.0  | 1             | 5.0  | 291   | 0.004     | 100        | 49.3        | LOS D            | 0.1               | 0.4    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 1            | 5.0  | 1             | 5.0  | 276   | 0.004     | 100        | 55.0        | LOS E            | 0.1               | 0.4    | Full        | 500         | 0.0       | 0.0          |
| Approach                        | 3            | 5.0  | 3             | 5.0  |       | 0.004     |            | 37.3        | LOS D            | 0.1               | 0.4    |             |             |           |              |
| West: Dalrymple Road (W)        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 1            | 5.0  | 1             | 5.0  | 1537  | 0.001     | 100        | 5.9         | LOS A            | 0.0               | 0.0    | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 229          | 5.0  | 229           | 5.0  | 450   | 0.510     | 100        | 46.4        | LOS D            | 12.7              | 92.5   | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 229          | 5.0  | 229           | 5.0  | 450   | 0.510     | 100        | 46.4        | LOS D            | 12.7              | 92.5   | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 23           | 5.0  | 23            | 5.0  | 440   | 0.053     | 100        | 25.5        | LOS C            | 0.7               | 5.0    | Short       | 100         | 0.0       | NA           |
| Approach                        | 483          | 5.0  | 483           | 5.0  |       | 0.510     |            | 45.3        | LOS D            | 12.7              | 92.5   |             |             |           |              |
| All Vehicles                    | 1377         | 5.0  | 1377          | 5.0  |       | 0.786     |            | 41.3        | LOS D            | 17.1              | 124.8  |             |             |           |              |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

| Approach Lane Flows (veh/h)     |    |    |    |       |     |            |           |            |          |          |  |
|---------------------------------|----|----|----|-------|-----|------------|-----------|------------|----------|----------|--|
| South: Bishop Putney Avenue (S) |    |    |    |       |     |            |           |            |          |          |  |
| Mov.                            | L2 | T1 | R2 | Total | %HV |            | Deg. Satn | Lane Util. | Prob. SL | Ov.      |  |
| From S To Exit:                 | W  | N  | E  |       |     | Cap. veh/h | v/c       | %          | %        | Lane No. |  |
| Lane 1                          | 39 | -  | -  | 39    | 5.0 | 1123       | 0.035     | 100        | 0.0      | 2        |  |

|                            |      |     |    |       |     |       |       |       |       |      |
|----------------------------|------|-----|----|-------|-----|-------|-------|-------|-------|------|
| Lane 2                     | -    | 1   | -  | 1     | 5.0 | 276   | 0.004 | 100   | NA    | NA   |
| Lane 3                     | -    | -   | 23 | 23    | 5.0 | 262   | 0.086 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 23 | 23    | 5.0 | 262   | 0.086 | 100   | NA    | NA   |
| Approach                   | 39   | 1   | 45 | 85    | 5.0 |       | 0.086 |       |       |      |
| East: Dalrymple Road (E)   |      |     |    |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2 | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From E                     |      |     |    |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | S    | W   | N  |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 27   | -   | -  | 27    | 5.0 | 1496  | 0.018 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 388 | -  | 388   | 5.0 | 494   | 0.786 | 100   | NA    | NA   |
| Lane 3                     | -    | 388 | -  | 388   | 5.0 | 494   | 0.786 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 1  | 1     | 5.0 | 414   | 0.003 | 100   | 0.0   | 3    |
| Approach                   | 27   | 777 | 1  | 805   | 5.0 |       | 0.786 |       |       |      |
| North: New Site Access (N) |      |     |    |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2 | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From N                     |      |     |    |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | E    | S   | W  |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 1    | -   | -  | 1     | 5.0 | 1288  | 0.001 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 1   | -  | 1     | 5.0 | 291   | 0.004 | 100   | NA    | NA   |
| Lane 3                     | -    | -   | 1  | 1     | 5.0 | 276   | 0.004 | 100   | NA    | NA   |
| Approach                   | 1    | 1   | 1  | 3     | 5.0 |       | 0.004 |       |       |      |
| West: Dalrymple Road (W)   |      |     |    |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2 | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From W                     |      |     |    |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | N    | E   | S  |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 1    | -   | -  | 1     | 5.0 | 1537  | 0.001 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 229 | -  | 229   | 5.0 | 450   | 0.510 | 100   | NA    | NA   |
| Lane 3                     | -    | 229 | -  | 229   | 5.0 | 450   | 0.510 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 23 | 23    | 5.0 | 440   | 0.053 | 100   | 0.0   | 3    |
| Approach                   | 1    | 459 | 23 | 483   | 5.0 |       | 0.510 |       |       |      |
| Total %HV Deg.Satn (v/c)   |      |     |    |       |     |       |       |       |       |      |
| All Vehicles               | 1377 | 5.0 |    | 0.786 |     |       |       |       |       |      |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

| Merge Analysis                                                 |                  |                     |                        |                          |                  |                       |                               |               |                |                 |  |  |
|----------------------------------------------------------------|------------------|---------------------|------------------------|--------------------------|------------------|-----------------------|-------------------------------|---------------|----------------|-----------------|--|--|
|                                                                | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % | Opposing Flow Rate veh/h | Critical Gap sec | Follow-up Headway sec | Lane Capacity Flow Rate veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |  |  |
| There are no Exit Short Lanes for Merge Analysis at this Site. |                  |                     |                        |                          |                  |                       |                               |               |                |                 |  |  |

| Variable Demand Analysis        |                           |                            |                                       |                          |
|---------------------------------|---------------------------|----------------------------|---------------------------------------|--------------------------|
|                                 | Initial Queued Demand veh | Residual Queued Demand veh | Time for Residual Demand to Clear sec | Duration of Oversatn sec |
| South: Bishop Putney Avenue (S) |                           |                            |                                       |                          |
| Lane 1                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 2                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 3                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 4                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| East: Dalrymple Road (E)        |                           |                            |                                       |                          |
| Lane 1                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |

|                            |     |     |     |     |
|----------------------------|-----|-----|-----|-----|
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 4                     | 0.0 | 0.0 | 0.0 | 0.0 |
| North: New Site Access (N) |     |     |     |     |
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| West: Dalrymple Road (W)   |     |     |     |     |
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 4                     | 0.0 | 0.0 | 0.0 | 0.0 |

# PHASING SUMMARY

 **Site: 101 [2031 background traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"without development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Phase Times)

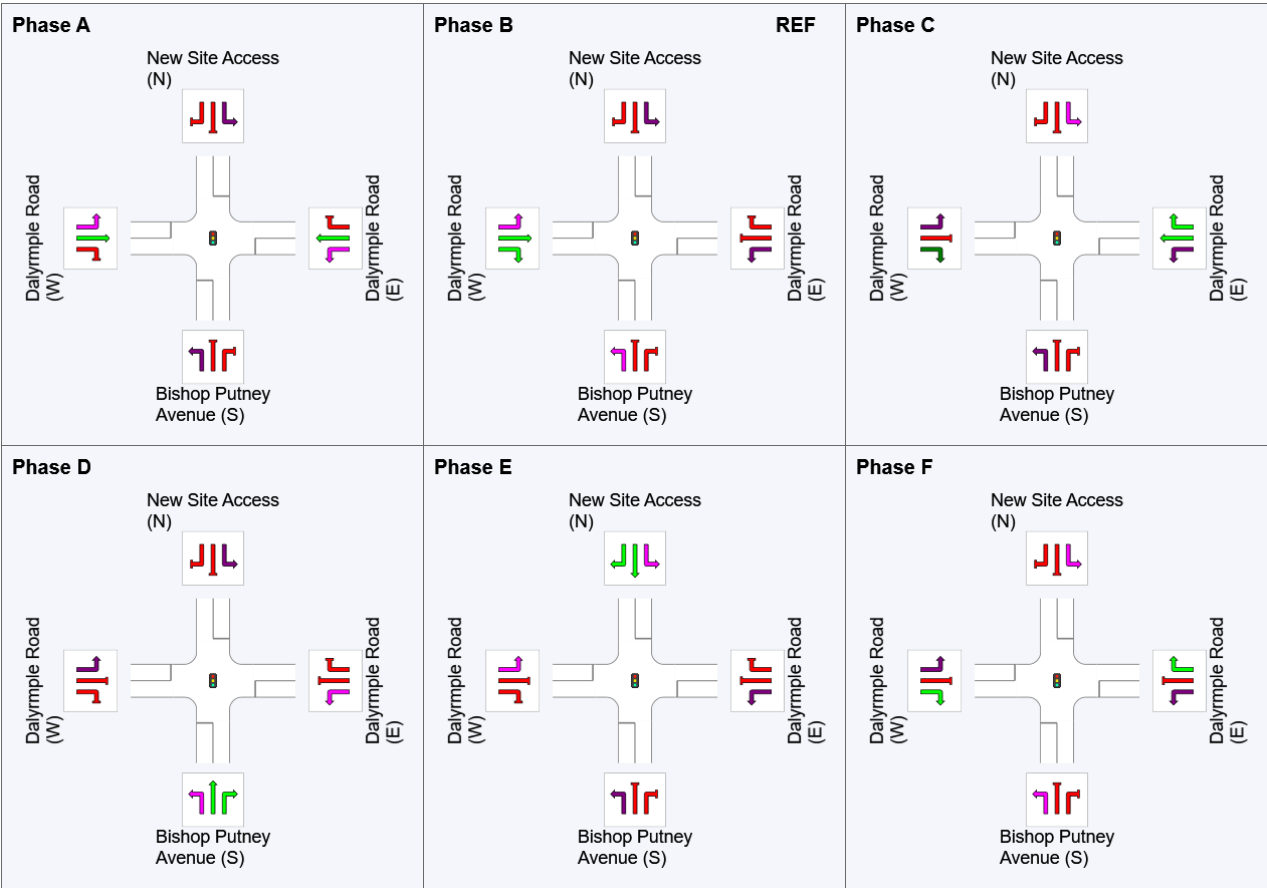
**Timings based on settings in the Site Phasing & Timing dialog**  
**Phase Times specified by the user**  
**Phase Sequence: Four-Phase Leading Right Turns**  
**Input Phase Sequence: A, B, C, D, E, F**  
**Output Phase Sequence: A, B, C, D, E, F**  
**Reference Phase: Phase B**

## Phase Timing Summary

| Phase                   | A     | B     | C     | D     | E     | F     |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Phase Change Time (sec) | 113   | 0     | 20    | 49    | 74    | 100   |
| Green Time (sec)        | 11    | 14    | 23    | 19    | 20    | 7     |
| Phase Time (sec)        | 17    | 20    | 29    | 25    | 26    | 13    |
| Phase Split             | 13%   | 15%   | 22%   | 19%   | 20%   | 10%   |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence



REF: Reference Phase  
VAR: Variable Phase

|                                                                                   |                                   |                                                                                   |                          |
|-----------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|--------------------------|
|  | Normal Movement                   |  | Permitted/Opposed        |
|  | Slip/Bypass-Lane Movement         |  | Opposed Slip/Bypass-Lane |
|  | Stopped Movement                  |  | Turn On Red              |
|  | Other Movement Class (MC) Running |  | Undetected Movement      |
|  | Mixed Running & Stopped MCs       |  | Continuous Movement      |
|  | Other Movement Class (MC) Stopped |  | Phase Transition Applied |

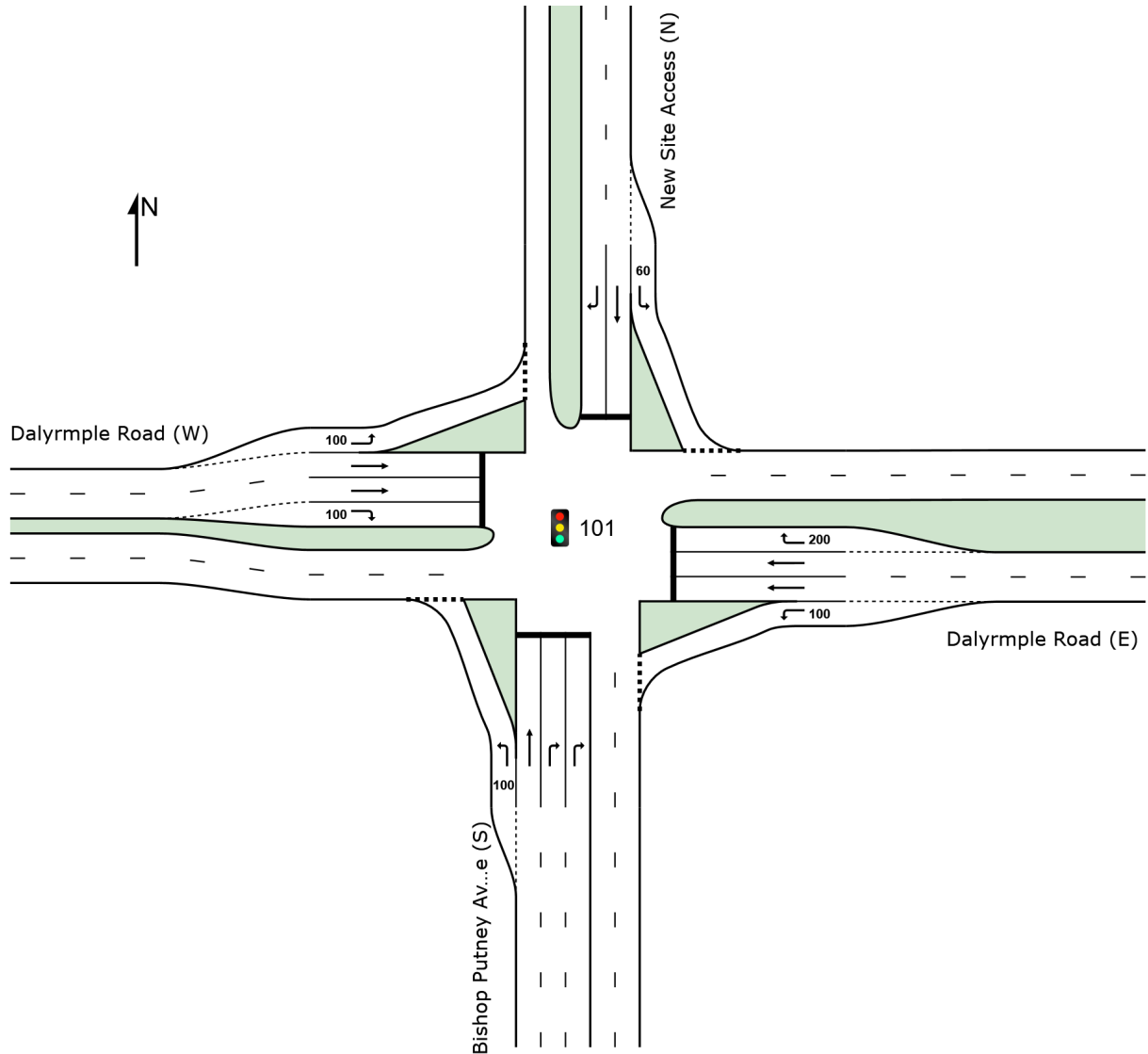
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Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# SITE LAYOUT

 **Site: 101 [2031 background and stage 1 traffic (excluding residential traffic) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"with stage 1 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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# MOVEMENT SUMMARY

 **Site: 101 [2031 background and stage 1 traffic (excluding residential traffic) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"with stage 1 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Phase Times)

| Vehicle Movement Performance    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|---------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                          | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                 |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| South: Bishop Putney Avenue (S) |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                               | L2   | All MCs   | 39           | 5.0 | 39            | 5.0 | 0.036     | 10.9        | LOS B            | 0.7               | 4.9      | 0.34      | 0.62           | 0.34                | 49.2        |
| 2                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.004     | 50.3        | LOS D            | 0.1               | 0.4      | 0.87      | 0.52           | 0.87                | 33.0        |
| 3                               | R2   | All MCs   | 45           | 5.0 | 45            | 5.0 | * 0.086   | 57.7        | LOS E            | 1.3               | 9.1      | 0.90      | 0.71           | 0.90                | 30.3        |
| Approach                        |      |           | 85           | 5.0 | 85            | 5.0 | 0.086     | 36.2        | LOS D            | 1.3               | 9.1      | 0.64      | 0.67           | 0.64                | 36.8        |
| East: Dalyrmple Road (E)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                               | L2   | All MCs   | 27           | 5.0 | 27            | 5.0 | 0.018     | 6.0         | LOS A            | 0.1               | 0.7      | 0.11      | 0.57           | 0.11                | 52.6        |
| 5                               | T1   | All MCs   | 740          | 5.0 | 740           | 5.0 | * 0.749   | 38.0        | LOS D            | 15.8              | 115.6    | 0.98      | 0.94           | 1.00                | 37.0        |
| 6                               | R2   | All MCs   | 81           | 5.0 | 81            | 5.0 | * 0.196   | 28.9        | LOS C            | 2.5               | 18.5     | 0.84      | 0.74           | 0.84                | 39.8        |
| Approach                        |      |           | 848          | 5.0 | 848           | 5.0 | 0.749     | 36.1        | LOS D            | 15.8              | 115.6    | 0.94      | 0.91           | 0.96                | 37.6        |
| North: New Site Access (N)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                               | L2   | All MCs   | 53           | 5.0 | 53            | 5.0 | 0.041     | 7.7         | LOS A            | 0.5               | 4.0      | 0.23      | 0.60           | 0.23                | 51.5        |
| 8                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.004     | 49.3        | LOS D            | 0.1               | 0.4      | 0.86      | 0.52           | 0.86                | 33.3        |
| 9                               | R2   | All MCs   | 91           | 5.0 | 91            | 5.0 | * 0.328   | 59.3        | LOS E            | 5.2               | 38.0     | 0.93      | 0.77           | 0.93                | 30.0        |
| Approach                        |      |           | 144          | 5.0 | 144           | 5.0 | 0.328     | 40.4        | LOS D            | 5.2               | 38.0     | 0.68      | 0.71           | 0.68                | 35.4        |
| West: Dalyrmple Road (W)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                              | L2   | All MCs   | 39           | 5.0 | 39            | 5.0 | 0.027     | 6.2         | LOS A            | 0.2               | 1.4      | 0.13      | 0.58           | 0.13                | 52.5        |
| 11                              | T1   | All MCs   | 466          | 5.0 | 466           | 5.0 | * 0.518   | 46.5        | LOS D            | 12.9              | 94.2     | 0.92      | 0.77           | 0.92                | 34.2        |
| 12                              | R2   | All MCs   | 23           | 5.0 | 23            | 5.0 | 0.052     | 25.2        | LOS C            | 0.7               | 5.0      | 0.74      | 0.68           | 0.74                | 41.4        |
| Approach                        |      |           | 528          | 5.0 | 528           | 5.0 | 0.518     | 42.6        | LOS D            | 12.9              | 94.2     | 0.86      | 0.75           | 0.86                | 35.3        |
| All Vehicles                    |      |           | 1606         | 5.0 | 1606          | 5.0 | 0.749     | 38.6        | LOS D            | 15.8              | 115.6    | 0.87      | 0.83           | 0.88                | 36.6        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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Project: C:\12dS\data\12dSynergy\IP001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\IP001406 SIDRA traffic signals.sip9

## LANE SUMMARY

 **Site: 101 [2031 background and stage 1 traffic (excluding residential traffic) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals

"with stage 1 development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Phase Times)

| Lane Use and Performance        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
|---------------------------------|--------------|------|---------------|------|-------|-----------|------------|-------------|------------------|-------------------|--------|-------------|-------------|-----------|--------------|
|                                 | Demand Flows |      | Arrival Flows |      | Cap.  | Deg. Satn | Lane Util. | Aver. Delay | Level of Service | 95% Back Of Queue |        | Lane Config | Lane Length | Cap. Adj. | Prob. Block. |
|                                 | [ Total      | HV ] | [ Total       | HV ] | veh/h | v/c       | %          | sec         |                  | [ Veh             | Dist ] |             | m           | %         | %            |
|                                 | veh/h        | %    | veh/h         | %    |       |           |            |             |                  |                   | m      |             |             |           |              |
| South: Bishop Putney Avenue (S) |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 39           | 5.0  | 39            | 5.0  | 1078  | 0.036     | 100        | 10.9        | LOS B            | 0.7               | 4.9    | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 1            | 5.0  | 1             | 5.0  | 276   | 0.004     | 100        | 50.3        | LOS D            | 0.1               | 0.4    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 23           | 5.0  | 23            | 5.0  | 262   | 0.086     | 100        | 57.7        | LOS E            | 1.3               | 9.1    | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 23           | 5.0  | 23            | 5.0  | 262   | 0.086     | 100        | 57.7        | LOS E            | 1.3               | 9.1    | Full        | 500         | 0.0       | 0.0          |
| Approach                        | 85           | 5.0  | 85            | 5.0  |       | 0.086     |            | 36.2        | LOS D            | 1.3               | 9.1    |             |             |           |              |
| East: Dalrymple Road (E)        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 27           | 5.0  | 27            | 5.0  | 1494  | 0.018     | 100        | 6.0         | LOS A            | 0.1               | 0.7    | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 370          | 5.0  | 370           | 5.0  | 494   | 0.749     | 100        | 38.0        | LOS D            | 15.8              | 115.6  | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 370          | 5.0  | 370           | 5.0  | 494   | 0.749     | 100        | 38.0        | LOS D            | 15.8              | 115.6  | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 81           | 5.0  | 81            | 5.0  | 414   | 0.196     | 100        | 28.9        | LOS C            | 2.5               | 18.5   | Short       | 200         | 0.0       | NA           |
| Approach                        | 848          | 5.0  | 848           | 5.0  |       | 0.749     |            | 36.1        | LOS D            | 15.8              | 115.6  |             |             |           |              |
| North: New Site Access (N)      |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 53           | 5.0  | 53            | 5.0  | 1285  | 0.041     | 100        | 7.7         | LOS A            | 0.5               | 4.0    | Short       | 60          | 0.0       | NA           |
| Lane 2                          | 1            | 5.0  | 1             | 5.0  | 291   | 0.004     | 100        | 49.3        | LOS D            | 0.1               | 0.4    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 91           | 5.0  | 91            | 5.0  | 276   | 0.328     | 100        | 59.3        | LOS E            | 5.2               | 38.0   | Full        | 500         | 0.0       | 0.0          |
| Approach                        | 144          | 5.0  | 144           | 5.0  |       | 0.328     |            | 40.4        | LOS D            | 5.2               | 38.0   |             |             |           |              |
| West: Dalrymple Road (W)        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1                          | 39           | 5.0  | 39            | 5.0  | 1466  | 0.027     | 100        | 6.2         | LOS A            | 0.2               | 1.4    | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 233          | 5.0  | 233           | 5.0  | 450   | 0.518     | 100        | 46.5        | LOS D            | 12.9              | 94.2   | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 233          | 5.0  | 233           | 5.0  | 450   | 0.518     | 100        | 46.5        | LOS D            | 12.9              | 94.2   | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 23           | 5.0  | 23            | 5.0  | 449   | 0.052     | 100        | 25.2        | LOS C            | 0.7               | 5.0    | Short       | 100         | 0.0       | NA           |
| Approach                        | 528          | 5.0  | 528           | 5.0  |       | 0.518     |            | 42.6        | LOS D            | 12.9              | 94.2   |             |             |           |              |
| All Vehicles                    | 1606         | 5.0  | 1606          | 5.0  |       | 0.749     |            | 38.6        | LOS D            | 15.8              | 115.6  |             |             |           |              |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

| Approach Lane Flows (veh/h)     |    |    |    |       |     |            |           |            |          |     |          |
|---------------------------------|----|----|----|-------|-----|------------|-----------|------------|----------|-----|----------|
| South: Bishop Putney Avenue (S) |    |    |    |       |     |            |           |            |          |     |          |
| Mov.                            | L2 | T1 | R2 | Total | %HV |            | Deg. Satn | Lane Util. | Prob. SL | Ov. | Ov. Lane |
| From S                          |    |    |    |       |     | Cap. veh/h | v/c       | %          | %        |     | No.      |
| To Exit:                        | W  | N  | E  |       |     |            |           |            |          |     |          |

|                            |      |     |    |       |     |       |       |       |       |      |
|----------------------------|------|-----|----|-------|-----|-------|-------|-------|-------|------|
| Lane 1                     | 39   | -   | -  | 39    | 5.0 | 1078  | 0.036 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 1   | -  | 1     | 5.0 | 276   | 0.004 | 100   | NA    | NA   |
| Lane 3                     | -    | -   | 23 | 23    | 5.0 | 262   | 0.086 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 23 | 23    | 5.0 | 262   | 0.086 | 100   | NA    | NA   |
| Approach                   | 39   | 1   | 45 | 85    | 5.0 |       | 0.086 |       |       |      |
| East: Dalyrmple Road (E)   |      |     |    |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2 | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From E                     |      |     |    |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | S    | W   | N  |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 27   | -   | -  | 27    | 5.0 | 1494  | 0.018 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 370 | -  | 370   | 5.0 | 494   | 0.749 | 100   | NA    | NA   |
| Lane 3                     | -    | 370 | -  | 370   | 5.0 | 494   | 0.749 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 81 | 81    | 5.0 | 414   | 0.196 | 100   | 0.0   | 3    |
| Approach                   | 27   | 740 | 81 | 848   | 5.0 |       | 0.749 |       |       |      |
| North: New Site Access (N) |      |     |    |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2 | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From N                     |      |     |    |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | E    | S   | W  |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 53   | -   | -  | 53    | 5.0 | 1285  | 0.041 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 1   | -  | 1     | 5.0 | 291   | 0.004 | 100   | NA    | NA   |
| Lane 3                     | -    | -   | 91 | 91    | 5.0 | 276   | 0.328 | 100   | NA    | NA   |
| Approach                   | 53   | 1   | 91 | 144   | 5.0 |       | 0.328 |       |       |      |
| West: Dalyrmple Road (W)   |      |     |    |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2 | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From W                     |      |     |    |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | N    | E   | S  |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 39   | -   | -  | 39    | 5.0 | 1466  | 0.027 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 233 | -  | 233   | 5.0 | 450   | 0.518 | 100   | NA    | NA   |
| Lane 3                     | -    | 233 | -  | 233   | 5.0 | 450   | 0.518 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 23 | 23    | 5.0 | 449   | 0.052 | 100   | 0.0   | 3    |
| Approach                   | 39   | 466 | 23 | 528   | 5.0 |       | 0.518 |       |       |      |
| Total %HV Deg.Satn (v/c)   |      |     |    |       |     |       |       |       |       |      |
| All Vehicles               | 1606 | 5.0 |    | 0.749 |     |       |       |       |       |      |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

| Merge Analysis                                                 |                  |                     |                        |                          |                  |                       |                     |               |                |                 |  |  |
|----------------------------------------------------------------|------------------|---------------------|------------------------|--------------------------|------------------|-----------------------|---------------------|---------------|----------------|-----------------|--|--|
|                                                                | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % | Opposing Flow Rate veh/h | Critical Gap sec | Follow-up Headway sec | Lane Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |  |  |
| There are no Exit Short Lanes for Merge Analysis at this Site. |                  |                     |                        |                          |                  |                       |                     |               |                |                 |  |  |

| Variable Demand Analysis        |                           |                            |                                       |                          |
|---------------------------------|---------------------------|----------------------------|---------------------------------------|--------------------------|
|                                 | Initial Queued Demand veh | Residual Queued Demand veh | Time for Residual Demand to Clear sec | Duration of Oversatn sec |
| South: Bishop Putney Avenue (S) |                           |                            |                                       |                          |
| Lane 1                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 2                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 3                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 4                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| East: Dalyrmple Road (E)        |                           |                            |                                       |                          |

|                            |     |     |     |     |
|----------------------------|-----|-----|-----|-----|
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 4                     | 0.0 | 0.0 | 0.0 | 0.0 |
| North: New Site Access (N) |     |     |     |     |
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| West: Dalrymple Road (W)   |     |     |     |     |
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 4                     | 0.0 | 0.0 | 0.0 | 0.0 |

# PHASING SUMMARY

 **Site: 101 [2031 background and stage 1 traffic (excluding residential traffic) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"with stage 1 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Phase Times)

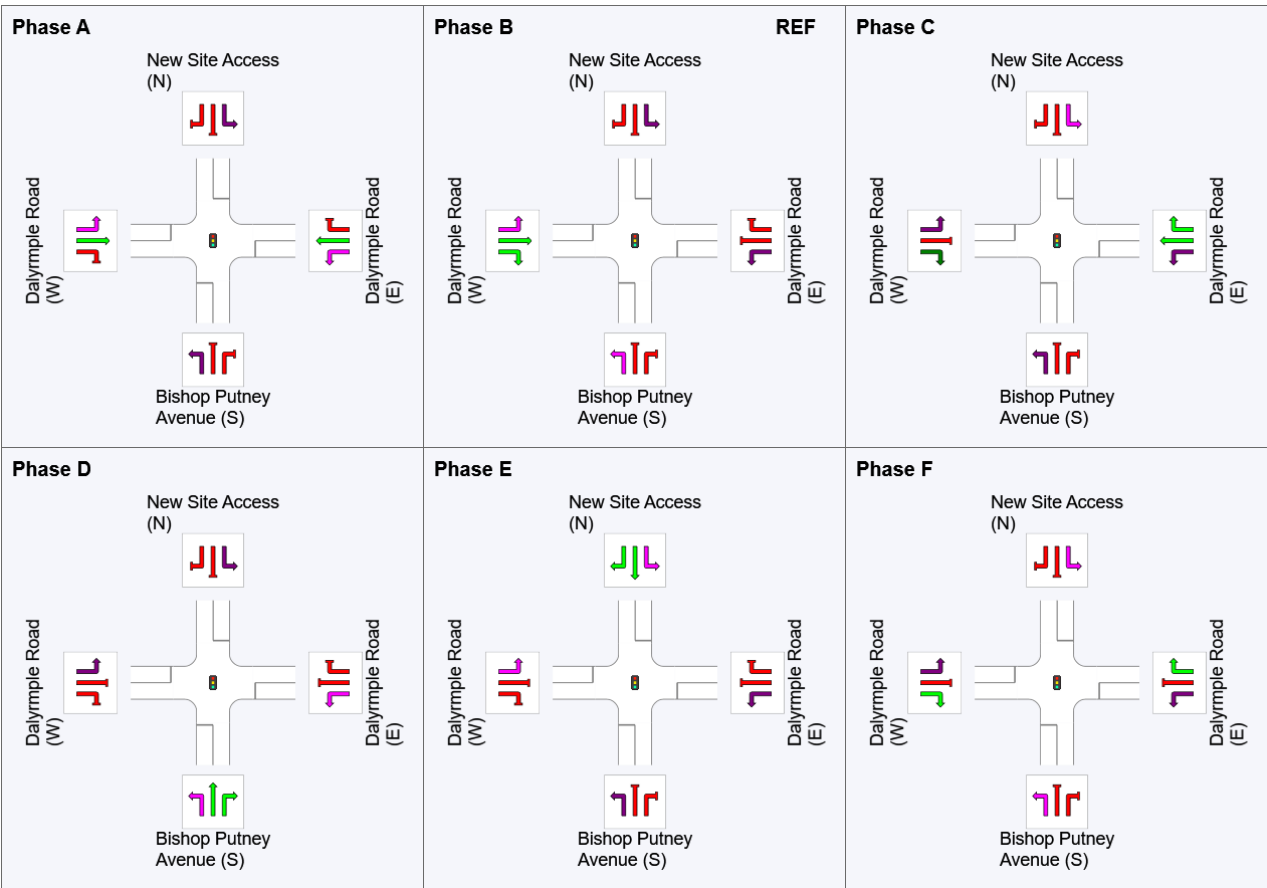
**Timings based on settings in the Site Phasing & Timing dialog**  
**Phase Times specified by the user**  
**Phase Sequence: Four-Phase Leading Right Turns**  
**Input Phase Sequence: A, B, C, D, E, F**  
**Output Phase Sequence: A, B, C, D, E, F**  
**Reference Phase: Phase B**

## Phase Timing Summary

| Phase                   | A     | B     | C     | D     | E     | F     |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Phase Change Time (sec) | 113   | 0     | 20    | 49    | 74    | 100   |
| Green Time (sec)        | 11    | 14    | 23    | 19    | 20    | 7     |
| Phase Time (sec)        | 17    | 20    | 29    | 25    | 26    | 13    |
| Phase Split             | 13%   | 15%   | 22%   | 19%   | 20%   | 10%   |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence



REF: Reference Phase  
VAR: Variable Phase

|                                                                                   |                                   |                                                                                   |                          |
|-----------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|--------------------------|
|  | Normal Movement                   |  | Permitted/Opposed        |
|  | Slip/Bypass-Lane Movement         |  | Opposed Slip/Bypass-Lane |
|  | Stopped Movement                  |  | Turn On Red              |
|  | Other Movement Class (MC) Running |  | Undetected Movement      |
|  | Mixed Running & Stopped MCs       |  | Continuous Movement      |
|  | Other Movement Class (MC) Stopped |  | Phase Transition Applied |

# SITE LAYOUT

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

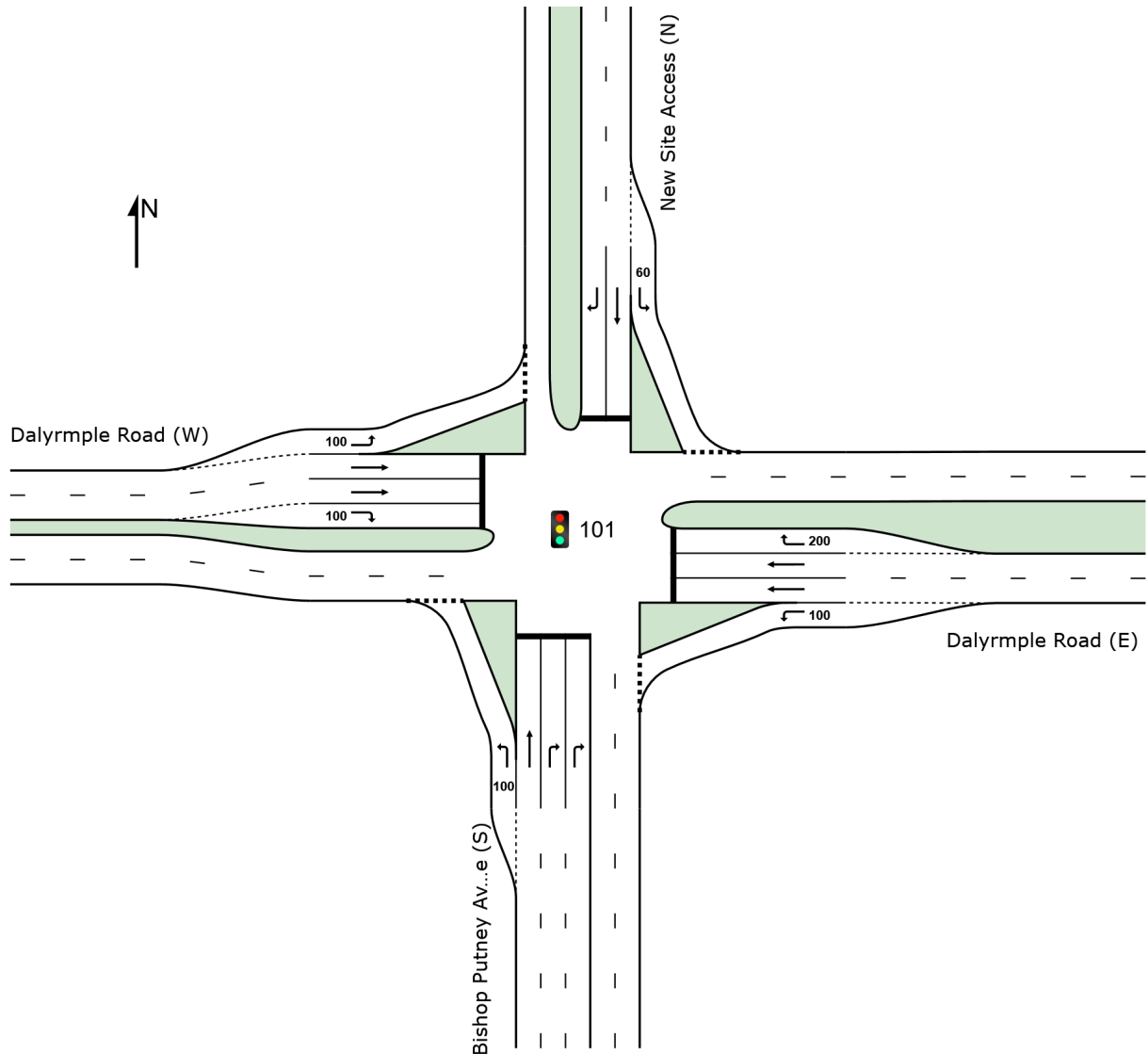
Dalrymple Road / Bishop Putney Avenue traffic signals

"with stage and stage 2 development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# MOVEMENT SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"with stage and stage 2 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Phase Times)

| Vehicle Movement Performance    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|---------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                          | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                 |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| South: Bishop Putney Avenue (S) |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                               | L2   | All MCs   | 39           | 5.0 | 39            | 5.0 | 0.038     | 13.1        | LOS B            | 0.8               | 5.8      | 0.40      | 0.63           | 0.40                | 47.8        |
| 2                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.004     | 50.3        | LOS D            | 0.1               | 0.4      | 0.87      | 0.52           | 0.87                | 33.0        |
| 3                               | R2   | All MCs   | 45           | 5.0 | 45            | 5.0 | * 0.086   | 57.7        | LOS E            | 1.3               | 9.1      | 0.90      | 0.71           | 0.90                | 30.3        |
| Approach                        |      |           | 85           | 5.0 | 85            | 5.0 | 0.086     | 37.2        | LOS D            | 1.3               | 9.1      | 0.67      | 0.67           | 0.67                | 36.5        |
| East: Dalyrmple Road (E)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                               | L2   | All MCs   | 27           | 5.0 | 27            | 5.0 | 0.019     | 6.0         | LOS A            | 0.1               | 0.7      | 0.11      | 0.57           | 0.11                | 52.6        |
| 5                               | T1   | All MCs   | 560          | 5.0 | 560           | 5.0 | 0.567     | 30.3        | LOS C            | 11.7              | 85.4     | 0.92      | 0.79           | 0.92                | 40.2        |
| 6                               | R2   | All MCs   | 531          | 5.0 | 531           | 5.0 | * 1.282   | 296.3       | LOS F            | 71.2              | 519.4    | 1.00      | 1.71           | 2.64                | 9.4         |
| Approach                        |      |           | 1118         | 5.0 | 1118          | 5.0 | 1.282     | 155.9       | LOS F            | 71.2              | 519.4    | 0.94      | 1.22           | 1.72                | 15.8        |
| North: New Site Access (N)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                               | L2   | All MCs   | 167          | 5.0 | 167           | 5.0 | 0.134     | 8.7         | LOS A            | 2.3               | 16.4     | 0.28      | 0.63           | 0.28                | 50.7        |
| 8                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.004     | 49.3        | LOS D            | 0.1               | 0.4      | 0.86      | 0.52           | 0.86                | 33.3        |
| 9                               | R2   | All MCs   | 501          | 5.0 | 501           | 5.0 | * 1.816   | 806.0       | LOS F            | 110.7             | 808.1    | 1.00      | 2.38           | 4.15                | 4.2         |
| Approach                        |      |           | 669          | 5.0 | 669           | 5.0 | 1.816     | 605.4       | LOS F            | 110.7             | 808.1    | 0.82      | 1.94           | 3.18                | 5.5         |
| West: Dalyrmple Road (W)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                              | L2   | All MCs   | 188          | 5.0 | 188           | 5.0 | 0.157     | 11.7        | LOS B            | 3.7               | 26.7     | 0.38      | 0.66           | 0.38                | 48.7        |
| 11                              | T1   | All MCs   | 575          | 5.0 | 575           | 5.0 | * 0.638   | 48.1        | LOS D            | 16.5              | 120.2    | 0.96      | 0.81           | 0.96                | 33.6        |
| 12                              | R2   | All MCs   | 23           | 5.0 | 23            | 5.0 | 0.046     | 23.4        | LOS C            | 0.7               | 5.0      | 0.69      | 0.67           | 0.69                | 42.2        |
| Approach                        |      |           | 786          | 5.0 | 786           | 5.0 | 0.638     | 38.7        | LOS D            | 16.5              | 120.2    | 0.81      | 0.77           | 0.81                | 36.6        |
| All Vehicles                    |      |           | 2659         | 5.0 | 2659          | 5.0 | 1.816     | 230.6       | LOS F            | 110.7             | 808.1    | 0.86      | 1.25           | 1.78                | 12.3        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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Project: C:\12dS\data\12dSynergy\IP001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\IP001406 SIDRA traffic signals.sip9

## LANE SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals

"with stage and stage 2 development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Phase Times)

| Lane Use and Performance        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |                  |
|---------------------------------|--------------|------|---------------|------|-------|-----------|------------|-------------|------------------|-------------------|--------|-------------|-------------|-----------|------------------|
|                                 | Demand Flows |      | Arrival Flows |      | Cap.  | Deg. Satn | Lane Util. | Aver. Delay | Level of Service | 95% Back Of Queue |        | Lane Config | Lane Length | Cap. Adj. | Prob. Block.     |
|                                 | [ Total      | HV ] | [ Total       | HV ] | veh/h | v/c       | %          | sec         |                  | [ Veh             | Dist ] |             | m           | %         | %                |
|                                 | veh/h        | %    | veh/h         | %    |       |           |            |             |                  |                   | m      |             |             |           |                  |
| South: Bishop Putney Avenue (S) |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |                  |
| Lane 1                          | 39           | 5.0  | 39            | 5.0  | 1032  | 0.038     | 100        | 13.1        | LOS B            | 0.8               | 5.8    | Short       | 100         | 0.0       | NA               |
| Lane 2                          | 1            | 5.0  | 1             | 5.0  | 276   | 0.004     | 100        | 50.3        | LOS D            | 0.1               | 0.4    | Full        | 500         | 0.0       | 0.0              |
| Lane 3                          | 23           | 5.0  | 23            | 5.0  | 262   | 0.086     | 100        | 57.7        | LOS E            | 1.3               | 9.1    | Full        | 500         | 0.0       | 0.0              |
| Lane 4                          | 23           | 5.0  | 23            | 5.0  | 262   | 0.086     | 100        | 57.7        | LOS E            | 1.3               | 9.1    | Full        | 500         | 0.0       | 0.0              |
| Approach                        | 85           | 5.0  | 85            | 5.0  |       | 0.086     |            | 37.2        | LOS D            | 1.3               | 9.1    |             |             |           |                  |
| East: Dalrymple Road (E)        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |                  |
| Lane 1                          | 27           | 5.0  | 27            | 5.0  | 1476  | 0.019     | 100        | 6.0         | LOS A            | 0.1               | 0.7    | Short       | 100         | 0.0       | NA               |
| Lane 2                          | 280          | 5.0  | 280           | 5.0  | 494   | 0.567     | 100        | 30.3        | LOS C            | 11.7              | 85.4   | Full        | 500         | 0.0       | 0.0              |
| Lane 3                          | 280          | 5.0  | 280           | 5.0  | 494   | 0.567     | 100        | 30.3        | LOS C            | 11.7              | 85.4   | Full        | 500         | 0.0       | 8.4 <sup>8</sup> |
| Lane 4                          | 531          | 5.0  | 531           | 5.0  | 414   | 1.282     | 100        | 296.3       | LOS F            | 71.2              | 519.4  | Short       | 200         | 0.0       | NA               |
| Approach                        | 1118         | 5.0  | 1118          | 5.0  |       | 1.282     |            | 155.9       | LOS F            | 71.2              | 519.4  |             |             |           |                  |
| North: New Site Access (N)      |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |                  |
| Lane 1                          | 167          | 5.0  | 167           | 5.0  | 1248  | 0.134     | 100        | 8.7         | LOS A            | 2.3               | 16.4   | Short       | 60          | 0.0       | NA               |
| Lane 2                          | 1            | 5.0  | 1             | 5.0  | 291   | 0.004     | 100        | 49.3        | LOS D            | 0.1               | 0.4    | Full        | 500         | 0.0       | 0.0              |
| Lane 3                          | 501          | 5.0  | 501           | 5.0  | 276   | 1.816     | 100        | 806.0       | LOS F            | 110.7             | 808.1  | Full        | 500         | 0.0       | 49.1             |
| Approach                        | 669          | 5.0  | 669           | 5.0  |       | 1.816     |            | 605.4       | LOS F            | 110.7             | 808.1  |             |             |           |                  |
| West: Dalrymple Road (W)        |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |                  |
| Lane 1                          | 188          | 5.0  | 188           | 5.0  | 1197  | 0.157     | 100        | 11.7        | LOS B            | 3.7               | 26.7   | Short       | 100         | 0.0       | NA               |
| Lane 2                          | 287          | 5.0  | 287           | 5.0  | 450   | 0.638     | 100        | 48.1        | LOS D            | 16.5              | 120.2  | Full        | 500         | 0.0       | 0.0              |
| Lane 3                          | 287          | 5.0  | 287           | 5.0  | 450   | 0.638     | 100        | 48.1        | LOS D            | 16.5              | 120.2  | Full        | 500         | 0.0       | 0.0              |
| Lane 4                          | 23           | 5.0  | 23            | 5.0  | 502   | 0.046     | 100        | 23.4        | LOS C            | 0.7               | 5.0    | Short       | 100         | 0.0       | NA               |
| Approach                        | 786          | 5.0  | 786           | 5.0  |       | 0.638     |            | 38.7        | LOS D            | 16.5              | 120.2  |             |             |           |                  |
| All Vehicles                    | 2659         | 5.0  | 2659          | 5.0  |       | 1.816     |            | 230.6       | LOS F            | 110.7             | 808.1  |             |             |           |                  |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>8</sup> Probability of Blockage has been set on the basis of a queue that overflows from a short lane.

| Approach Lane Flows (veh/h)     |    |    |    |       |     |            |           |            |          |          |  |
|---------------------------------|----|----|----|-------|-----|------------|-----------|------------|----------|----------|--|
| South: Bishop Putney Avenue (S) |    |    |    |       |     |            |           |            |          |          |  |
| Mov.                            | L2 | T1 | R2 | Total | %HV |            | Deg. Satn | Lane Util. | Prob. SL | Ov. Lane |  |
| From S                          |    |    |    |       |     | Cap. veh/h | v/c       | %          | %        | No.      |  |
| To Exit:                        | W  | N  | E  |       |     |            |           |            |          |          |  |

|                            |      |     |     |       |     |       |       |       |       |      |
|----------------------------|------|-----|-----|-------|-----|-------|-------|-------|-------|------|
| Lane 1                     | 39   | -   | -   | 39    | 5.0 | 1032  | 0.038 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 1   | -   | 1     | 5.0 | 276   | 0.004 | 100   | NA    | NA   |
| Lane 3                     | -    | -   | 23  | 23    | 5.0 | 262   | 0.086 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 23  | 23    | 5.0 | 262   | 0.086 | 100   | NA    | NA   |
| Approach                   | 39   | 1   | 45  | 85    | 5.0 |       | 0.086 |       |       |      |
| East: Dalyrmple Road (E)   |      |     |     |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2  | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From E                     |      |     |     |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | S    | W   | N   |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 27   | -   | -   | 27    | 5.0 | 1476  | 0.019 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 280 | -   | 280   | 5.0 | 494   | 0.567 | 100   | NA    | NA   |
| Lane 3                     | -    | 280 | -   | 280   | 5.0 | 494   | 0.567 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 531 | 531   | 5.0 | 414   | 1.282 | 100   | 95.0  | 3    |
| Approach                   | 27   | 560 | 531 | 1118  | 5.0 |       | 1.282 |       |       |      |
| North: New Site Access (N) |      |     |     |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2  | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From N                     |      |     |     |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | E    | S   | W   |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 167  | -   | -   | 167   | 5.0 | 1248  | 0.134 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 1   | -   | 1     | 5.0 | 291   | 0.004 | 100   | NA    | NA   |
| Lane 3                     | -    | -   | 501 | 501   | 5.0 | 276   | 1.816 | 100   | NA    | NA   |
| Approach                   | 167  | 1   | 501 | 669   | 5.0 |       | 1.816 |       |       |      |
| West: Dalyrmple Road (W)   |      |     |     |       |     |       |       |       |       |      |
| Mov.                       | L2   | T1  | R2  | Total | %HV |       | Deg.  | Lane  | Prob. | Ov.  |
| From W                     |      |     |     |       |     | Cap.  | Satn  | Util. | SL    | Lane |
| To Exit:                   | N    | E   | S   |       |     | veh/h | v/c   | %     | %     | No.  |
| Lane 1                     | 188  | -   | -   | 188   | 5.0 | 1197  | 0.157 | 100   | 0.0   | 2    |
| Lane 2                     | -    | 287 | -   | 287   | 5.0 | 450   | 0.638 | 100   | NA    | NA   |
| Lane 3                     | -    | 287 | -   | 287   | 5.0 | 450   | 0.638 | 100   | NA    | NA   |
| Lane 4                     | -    | -   | 23  | 23    | 5.0 | 502   | 0.046 | 100   | 0.0   | 3    |
| Approach                   | 188  | 575 | 23  | 786   | 5.0 |       | 0.638 |       |       |      |
| Total %HV Deg.Satn (v/c)   |      |     |     |       |     |       |       |       |       |      |
| All Vehicles               | 2659 | 5.0 |     | 1.816 |     |       |       |       |       |      |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

| Merge Analysis                                                 |                  |                     |                        |                          |                  |                       |                     |               |                |                 |  |  |
|----------------------------------------------------------------|------------------|---------------------|------------------------|--------------------------|------------------|-----------------------|---------------------|---------------|----------------|-----------------|--|--|
|                                                                | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % | Opposing Flow Rate veh/h | Critical Gap sec | Follow-up Headway sec | Lane Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |  |  |
| There are no Exit Short Lanes for Merge Analysis at this Site. |                  |                     |                        |                          |                  |                       |                     |               |                |                 |  |  |

| Variable Demand Analysis        |                           |                            |                                       |                          |
|---------------------------------|---------------------------|----------------------------|---------------------------------------|--------------------------|
|                                 | Initial Queued Demand veh | Residual Queued Demand veh | Time for Residual Demand to Clear sec | Duration of Oversatn sec |
| South: Bishop Putney Avenue (S) |                           |                            |                                       |                          |
| Lane 1                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 2                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 3                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| Lane 4                          | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| East: Dalyrmple Road (E)        |                           |                            |                                       |                          |

|                            |     |       |        |     |
|----------------------------|-----|-------|--------|-----|
| Lane 1                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 2                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 3                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 4                     | 0.0 | 58.4  | 507.6  | NA  |
| North: New Site Access (N) |     |       |        |     |
| Lane 1                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 2                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 3                     | 0.0 | 112.6 | 1469.1 | NA  |
| West: Dalrymple Road (W)   |     |       |        |     |
| Lane 1                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 2                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 3                     | 0.0 | 0.0   | 0.0    | 0.0 |
| Lane 4                     | 0.0 | 0.0   | 0.0    | 0.0 |

# PHASING SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"with stage and stage 2 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Phase Times)

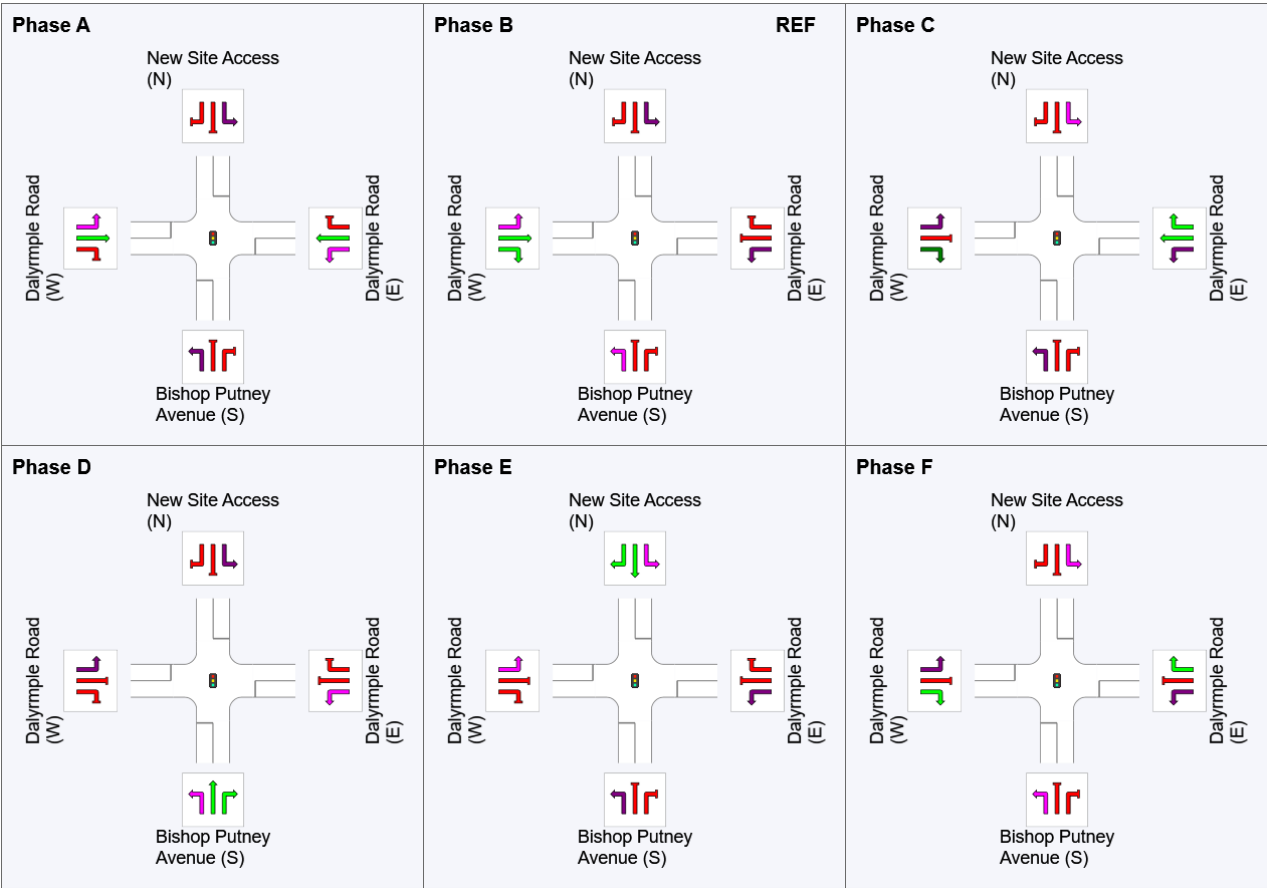
**Timings based on settings in the Site Phasing & Timing dialog**  
**Phase Times specified by the user**  
**Phase Sequence: Four-Phase Leading Right Turns**  
**Input Phase Sequence: A, B, C, D, E, F**  
**Output Phase Sequence: A, B, C, D, E, F**  
**Reference Phase: Phase B**

## Phase Timing Summary

| Phase                   | A     | B     | C     | D     | E     | F     |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Phase Change Time (sec) | 113   | 0     | 20    | 49    | 74    | 100   |
| Green Time (sec)        | 11    | 14    | 23    | 19    | 20    | 7     |
| Phase Time (sec)        | 17    | 20    | 29    | 25    | 26    | 13    |
| Phase Split             | 13%   | 15%   | 22%   | 19%   | 20%   | 10%   |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence



REF: Reference Phase  
VAR: Variable Phase

|                                                                                   |                                   |                                                                                   |                          |
|-----------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|--------------------------|
|  | Normal Movement                   |  | Permitted/Opposed        |
|  | Slip/Bypass-Lane Movement         |  | Opposed Slip/Bypass-Lane |
|  | Stopped Movement                  |  | Turn On Red              |
|  | Other Movement Class (MC) Running |  | Undetected Movement      |
|  | Mixed Running & Stopped MCs       |  | Continuous Movement      |
|  | Other Movement Class (MC) Stopped |  | Phase Transition Applied |

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Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# SITE LAYOUT

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

Dalrymple Road / Bishop Putney Avenue traffic signals

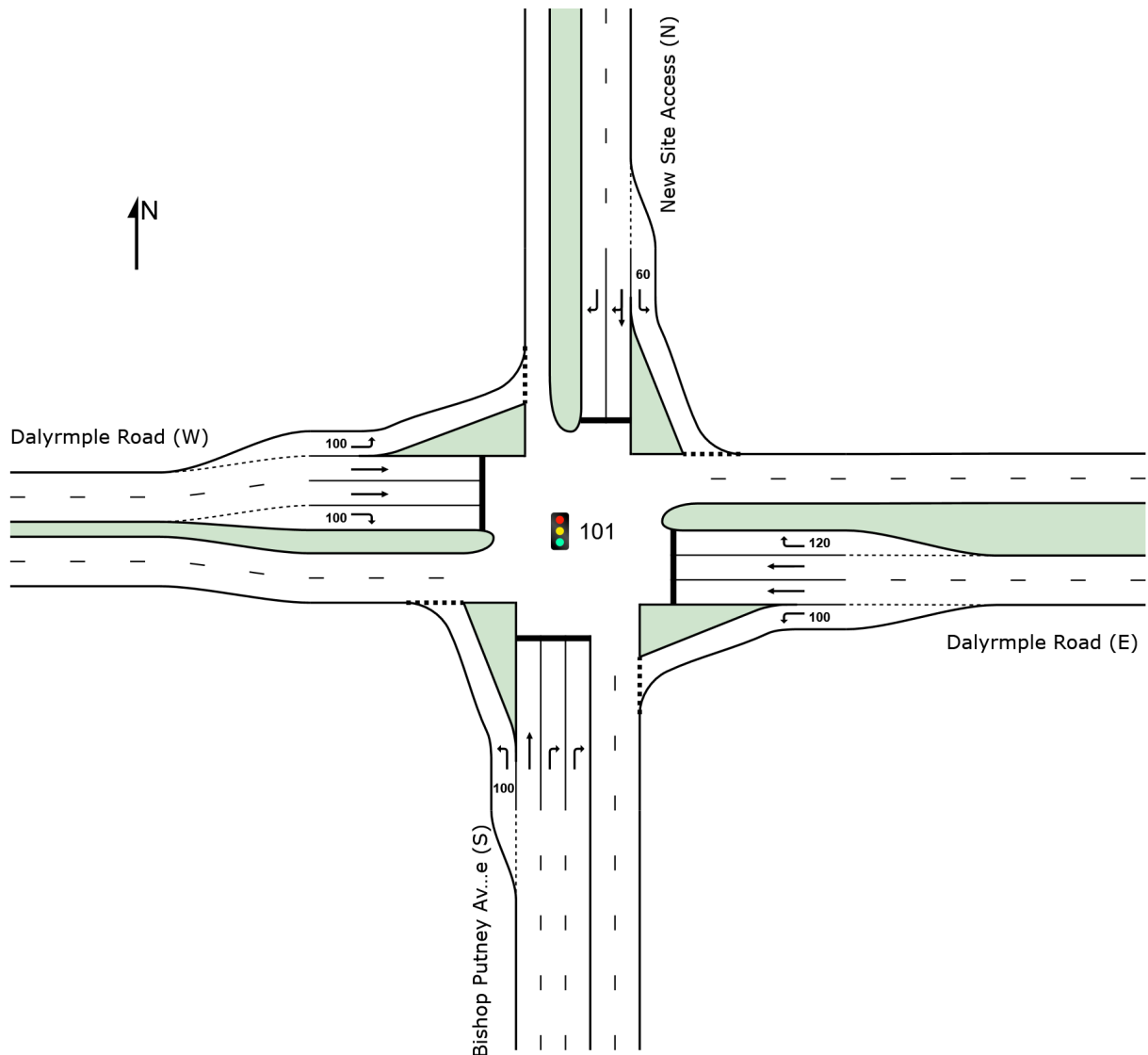
"With stage 1 and stage 2 development" traffic in opening year (2031)

With mitigation

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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# MOVEMENT SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"With stage 1 and stage 2 development" traffic in opening year (2031)  
With mitigation  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)  
Variable Sequence Analysis applied. The results are given for the selected output sequence.

| Vehicle Movement Performance    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|---------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                          | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                 |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| South: Bishop Putney Avenue (S) |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                               | L2   | All MCs   | 39           | 5.0 | 39            | 5.0 | 0.037     | 12.8        | LOS B            | 0.8               | 5.7      | 0.39      | 0.63           | 0.39                | 48.1        |
| 2                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.012     | 65.5        | LOS E            | 0.1               | 0.5      | 0.97      | 0.57           | 0.97                | 29.1        |
| 3                               | R2   | All MCs   | 45           | 5.0 | 45            | 5.0 | * 0.273   | 74.5        | LOS E            | 1.5               | 10.8     | 1.00      | 0.71           | 1.00                | 26.7        |
| Approach                        |      |           | 85           | 5.0 | 85            | 5.0 | 0.273     | 46.2        | LOS D            | 1.5               | 10.8     | 0.72      | 0.67           | 0.72                | 33.5        |
| East: Dalrymple Road (E)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                               | L2   | All MCs   | 27           | 5.0 | 27            | 5.0 | 0.019     | 6.0         | LOS A            | 0.1               | 0.7      | 0.11      | 0.57           | 0.11                | 52.6        |
| 5                               | T1   | All MCs   | 560          | 5.0 | 560           | 5.0 | 0.741     | 54.9        | LOS D            | 17.2              | 125.8    | 1.00      | 0.88           | 1.04                | 31.8        |
| 6                               | R2   | All MCs   | 531          | 5.0 | 531           | 5.0 | * 0.776   | 44.5        | LOS D            | 29.7              | 216.7    | 0.94      | 0.88           | 0.95                | 34.2        |
| Approach                        |      |           | 1118         | 5.0 | 1118          | 5.0 | 0.776     | 48.8        | LOS D            | 29.7              | 216.7    | 0.95      | 0.87           | 0.98                | 33.2        |
| North: New Site Access (N)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                               | L2   | All MCs   | 167          | 5.0 | 167           | 5.0 | 0.127     | 12.1        | LOS B            | 2.5               | 18.0     | 0.29      | 0.63           | 0.29                | 50.5        |
| 8                               | T1   | All MCs   | 1            | 5.0 | 1             | 5.0 | * 0.767   | 59.2        | LOS E            | 15.7              | 114.9    | 1.00      | 0.89           | 1.08                | 29.6        |
| 9                               | R2   | All MCs   | 501          | 5.0 | 501           | 5.0 | 0.767     | 64.1        | LOS E            | 16.1              | 117.6    | 1.00      | 0.89           | 1.08                | 29.0        |
| Approach                        |      |           | 669          | 5.0 | 669           | 5.0 | 0.767     | 51.1        | LOS D            | 16.1              | 117.6    | 0.82      | 0.82           | 0.89                | 32.5        |
| West: Dalrymple Road (W)        |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                              | L2   | All MCs   | 188          | 5.0 | 188           | 5.0 | 0.177     | 13.3        | LOS B            | 4.1               | 30.1     | 0.43      | 0.67           | 0.43                | 47.7        |
| 11                              | T1   | All MCs   | 575          | 5.0 | 575           | 5.0 | * 0.761   | 55.4        | LOS E            | 17.9              | 130.7    | 1.00      | 0.89           | 1.06                | 31.5        |
| 12                              | R2   | All MCs   | 23           | 5.0 | 23            | 5.0 | 0.034     | 31.9        | LOS C            | 0.9               | 6.5      | 0.65      | 0.67           | 0.65                | 38.5        |
| Approach                        |      |           | 786          | 5.0 | 786           | 5.0 | 0.761     | 44.6        | LOS D            | 17.9              | 130.7    | 0.85      | 0.83           | 0.90                | 34.5        |
| All Vehicles                    |      |           | 2659         | 5.0 | 2659          | 5.0 | 0.776     | 48.1        | LOS D            | 29.7              | 216.7    | 0.88      | 0.84           | 0.92                | 33.4        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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## LANE SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals

"With stage 1 and stage 2 development" traffic in opening year (2031)

With mitigation

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

| Lane Use and Performance        |               |      |               |      |                  |           |            |             |                  |                   |          |             |             |           |              |
|---------------------------------|---------------|------|---------------|------|------------------|-----------|------------|-------------|------------------|-------------------|----------|-------------|-------------|-----------|--------------|
|                                 | Demand Flows  |      | Arrival Flows |      | Cap.             | Deg. Satn | Lane Util. | Aver. Delay | Level of Service | 95% Back Of Queue |          | Lane Config | Lane Length | Cap. Adj. | Prob. Block. |
|                                 | [ Total veh/h | HV % | [ Total veh/h | HV % | veh/h            | v/c       | %          | sec         |                  | [ Veh             | Dist ] m |             | m           | %         | %            |
| South: Bishop Putney Avenue (S) |               |      |               |      |                  |           |            |             |                  |                   |          |             |             |           |              |
| Lane 1                          | 39            | 5.0  | 39            | 5.0  | 1047             | 0.037     | 100        | 12.8        | LOS B            | 0.8               | 5.7      | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 1             | 5.0  | 1             | 5.0  | 87               | 0.012     | 100        | 65.5        | LOS E            | 0.1               | 0.5      | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 23            | 5.0  | 23            | 5.0  | 83               | 0.273     | 100        | 74.5        | LOS E            | 1.5               | 10.8     | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 23            | 5.0  | 23            | 5.0  | 83               | 0.273     | 100        | 74.5        | LOS E            | 1.5               | 10.8     | Full        | 500         | 0.0       | 0.0          |
| Approach                        | 85            | 5.0  | 85            | 5.0  |                  | 0.273     |            | 46.2        | LOS D            | 1.5               | 10.8     |             |             |           |              |
| East: Dalrymple Road (E)        |               |      |               |      |                  |           |            |             |                  |                   |          |             |             |           |              |
| Lane 1                          | 27            | 5.0  | 27            | 5.0  | 1452             | 0.019     | 100        | 6.0         | LOS A            | 0.1               | 0.7      | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 280           | 5.0  | 280           | 5.0  | 378              | 0.741     | 100        | 54.6        | LOS D            | 17.2              | 125.8    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 280           | 5.0  | 280           | 5.0  | 378              | 0.741     | 100        | 55.2        | LOS E            | 17.2              | 125.8    | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 531           | 5.0  | 531           | 5.0  | 684 <sup>1</sup> | 0.776     | 100        | 44.5        | LOS D            | 29.7              | 216.7    | Short       | 120         | 0.0       | NA           |
| Approach                        | 1118          | 5.0  | 1118          | 5.0  |                  | 0.776     |            | 48.8        | LOS D            | 29.7              | 216.7    |             |             |           |              |
| North: New Site Access (N)      |               |      |               |      |                  |           |            |             |                  |                   |          |             |             |           |              |
| Lane 1                          | 167           | 5.0  | 167           | 5.0  | 1318             | 0.127     | 100        | 12.1        | LOS B            | 2.5               | 18.0     | Short       | 60          | 0.0       | NA           |
| Lane 2                          | 248           | 5.0  | 248           | 5.0  | 323 <sup>1</sup> | 0.767     | 100        | 64.9        | LOS E            | 15.7              | 114.9    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 254           | 5.0  | 254           | 5.0  | 331              | 0.767     | 100        | 63.3        | LOS E            | 16.1              | 117.6    | Full        | 500         | 0.0       | 0.0          |
| Approach                        | 669           | 5.0  | 669           | 5.0  |                  | 0.767     |            | 51.1        | LOS D            | 16.1              | 117.6    |             |             |           |              |
| West: Dalrymple Road (W)        |               |      |               |      |                  |           |            |             |                  |                   |          |             |             |           |              |
| Lane 1                          | 188           | 5.0  | 188           | 5.0  | 1062             | 0.177     | 100        | 13.3        | LOS B            | 4.1               | 30.1     | Short       | 100         | 0.0       | NA           |
| Lane 2                          | 287           | 5.0  | 287           | 5.0  | 378              | 0.761     | 100        | 55.4        | LOS E            | 17.9              | 130.7    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                          | 287           | 5.0  | 287           | 5.0  | 378              | 0.761     | 100        | 55.4        | LOS E            | 17.9              | 130.7    | Full        | 500         | 0.0       | 0.0          |
| Lane 4                          | 23            | 5.0  | 23            | 5.0  | 690              | 0.034     | 100        | 31.9        | LOS C            | 0.9               | 6.5      | Short       | 100         | 0.0       | NA           |
| Approach                        | 786           | 5.0  | 786           | 5.0  |                  | 0.761     |            | 44.6        | LOS D            | 17.9              | 130.7    |             |             |           |              |
| All Vehicles                    | 2659          | 5.0  | 2659          | 5.0  |                  | 0.776     |            | 48.1        | LOS D            | 29.7              | 216.7    |             |             |           |              |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

- <sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes.  
Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

| Approach Lane Flows (veh/h)     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| South: Bishop Putney Avenue (S) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

| Mov.<br>From S<br>To Exit: | L2<br>W | T1<br>N | R2<br>E | Total | %HV | Cap.<br>veh/h    | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
|----------------------------|---------|---------|---------|-------|-----|------------------|---------------------|--------------------|----------------------|--------------------|
| Lane 1                     | 39      | -       | -       | 39    | 5.0 | 1047             | 0.037               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 1       | -       | 1     | 5.0 | 87               | 0.012               | 100                | NA                   | NA                 |
| Lane 3                     | -       | -       | 23      | 23    | 5.0 | 83               | 0.273               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 23      | 23    | 5.0 | 83               | 0.273               | 100                | NA                   | NA                 |
| Approach                   | 39      | 1       | 45      | 85    | 5.0 |                  | 0.273               |                    |                      |                    |
| East: Dalrymple Road (E)   |         |         |         |       |     |                  |                     |                    |                      |                    |
| Mov.<br>From E<br>To Exit: | L2<br>S | T1<br>W | R2<br>N | Total | %HV | Cap.<br>veh/h    | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 27      | -       | -       | 27    | 5.0 | 1452             | 0.019               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 280     | -       | 280   | 5.0 | 378              | 0.741               | 100                | NA                   | NA                 |
| Lane 3                     | -       | 280     | -       | 280   | 5.0 | 378              | 0.741               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 531     | 531   | 5.0 | 684 <sup>1</sup> | 0.776               | 100                | 59.6                 | 3                  |
| Approach                   | 27      | 560     | 531     | 1118  | 5.0 |                  | 0.776               |                    |                      |                    |
| North: New Site Access (N) |         |         |         |       |     |                  |                     |                    |                      |                    |
| Mov.<br>From N<br>To Exit: | L2<br>E | T1<br>S | R2<br>W | Total | %HV | Cap.<br>veh/h    | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 167     | -       | -       | 167   | 5.0 | 1318             | 0.127               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 1       | 247     | 248   | 5.0 | 323 <sup>1</sup> | 0.767               | 100                | NA                   | NA                 |
| Lane 3                     | -       | -       | 254     | 254   | 5.0 | 331              | 0.767               | 100                | NA                   | NA                 |
| Approach                   | 167     | 1       | 501     | 669   | 5.0 |                  | 0.767               |                    |                      |                    |
| West: Dalrymple Road (W)   |         |         |         |       |     |                  |                     |                    |                      |                    |
| Mov.<br>From W<br>To Exit: | L2<br>N | T1<br>E | R2<br>S | Total | %HV | Cap.<br>veh/h    | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 188     | -       | -       | 188   | 5.0 | 1062             | 0.177               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 287     | -       | 287   | 5.0 | 378              | 0.761               | 100                | NA                   | NA                 |
| Lane 3                     | -       | 287     | -       | 287   | 5.0 | 378              | 0.761               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 23      | 23    | 5.0 | 690              | 0.034               | 100                | 0.0                  | 3                  |
| Approach                   | 188     | 575     | 23      | 786   | 5.0 |                  | 0.761               |                    |                      |                    |
| Total %HV Deg.Satn (v/c)   |         |         |         |       |     |                  |                     |                    |                      |                    |
| All Vehicles               | 2659    | 5.0     |         | 0.776 |     |                  |                     |                    |                      |                    |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

- <sup>1</sup> Reduced capacity due to a short lane effect. Short lane queues may extend into the full-length lanes. Delay and stops experienced by drivers upstream of short lane entry have been accounted for.

| Merge Analysis                                                 |                        |                              |                                       |                                |                        |                             |                               |                   |                     |                      |                       |  |
|----------------------------------------------------------------|------------------------|------------------------------|---------------------------------------|--------------------------------|------------------------|-----------------------------|-------------------------------|-------------------|---------------------|----------------------|-----------------------|--|
|                                                                | Exit<br>Lane<br>Number | Short<br>Lane<br>Length<br>m | Percent<br>Opng in<br>Lane<br>% veh/h | Opposing<br>Flow Rate<br>pcu/h | Critical<br>Gap<br>sec | Follow-up<br>Headway<br>sec | Lane<br>Flow<br>Rate<br>veh/h | Capacity<br>veh/h | Deg.<br>Satn<br>v/c | Min.<br>Delay<br>sec | Merge<br>Delay<br>sec |  |
| There are no Exit Short Lanes for Merge Analysis at this Site. |                        |                              |                                       |                                |                        |                             |                               |                   |                     |                      |                       |  |

| Variable Demand Analysis        |                                    |                                     |                                                |                                   |
|---------------------------------|------------------------------------|-------------------------------------|------------------------------------------------|-----------------------------------|
|                                 | Initial<br>Queued<br>Demand<br>veh | Residual<br>Queued<br>Demand<br>veh | Time for<br>Residual<br>Demand to Clear<br>sec | Duration<br>of<br>Oversatn<br>sec |
| South: Bishop Putney Avenue (S) |                                    |                                     |                                                |                                   |
| Lane 1                          | 0.0                                | 0.0                                 | 0.0                                            | 0.0                               |

|                            |     |     |     |     |
|----------------------------|-----|-----|-----|-----|
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 4                     | 0.0 | 0.0 | 0.0 | 0.0 |
| East: Dalrymple Road (E)   |     |     |     |     |
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 4                     | 0.0 | 0.0 | 0.0 | 0.0 |
| North: New Site Access (N) |     |     |     |     |
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| West: Dalrymple Road (W)   |     |     |     |     |
| Lane 1                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 2                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 3                     | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane 4                     | 0.0 | 0.0 | 0.0 | 0.0 |

# PHASING SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Bishop Putney Avenue / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Bishop Putney Avenue traffic signals  
"With stage 1 and stage 2 development" traffic in opening year (2031)  
With mitigation  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)  
Variable Sequence Analysis applied. The results are given for the selected output sequence.

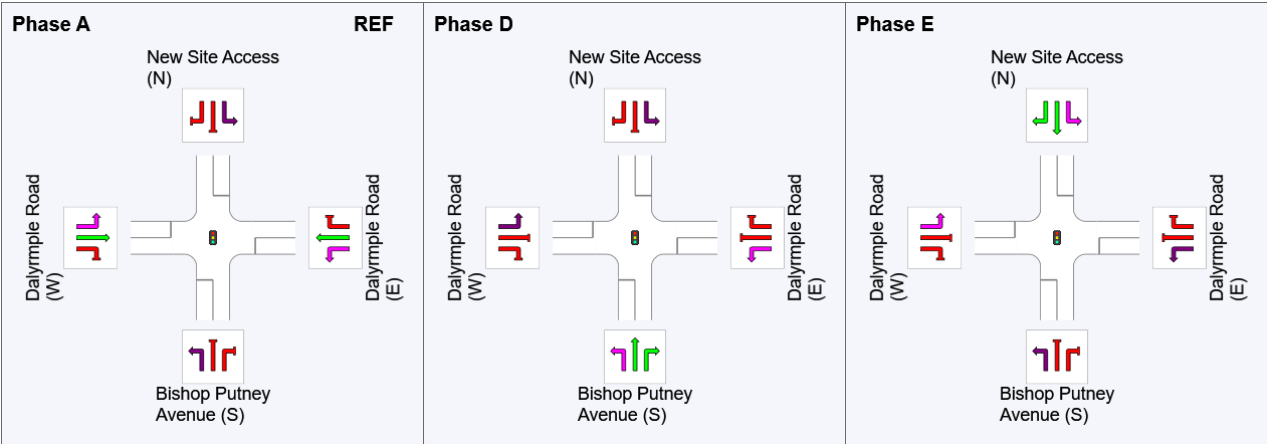
**Timings based on settings in the Site Phasing & Timing dialog**  
**Phase Times determined by the program**  
**Phase Sequence: Four-Phase Leading Right Turns**  
**Input Phase Sequence: A, D, E, F, F1\*, F2\***  
**Output Phase Sequence: A, D, E, F**  
**Reference Phase: Phase A**  
(\* Variable Phase)

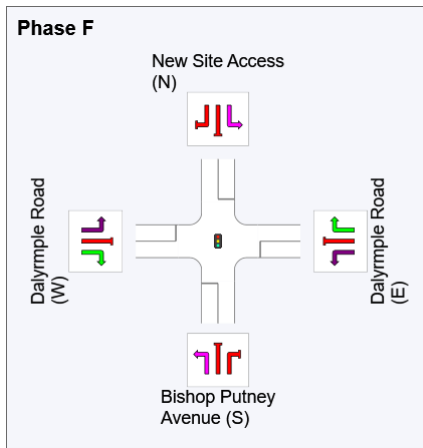
## Phase Timing Summary

| Phase                   | A     | D     | E     | F     |
|-------------------------|-------|-------|-------|-------|
| Phase Change Time (sec) | 0     | 32    | 44    | 74    |
| Green Time (sec)        | 26    | 6     | 24    | 50    |
| Phase Time (sec)        | 32    | 12    | 30    | 56    |
| Phase Split             | 25%   | 9%    | 23%   | 43%   |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence





REF: Reference Phase

VAR: Variable Phase



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 Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

## SITE LAYOUT

 **Site: 101 [New roundabout (Site Folder: Complete development (updated))]**

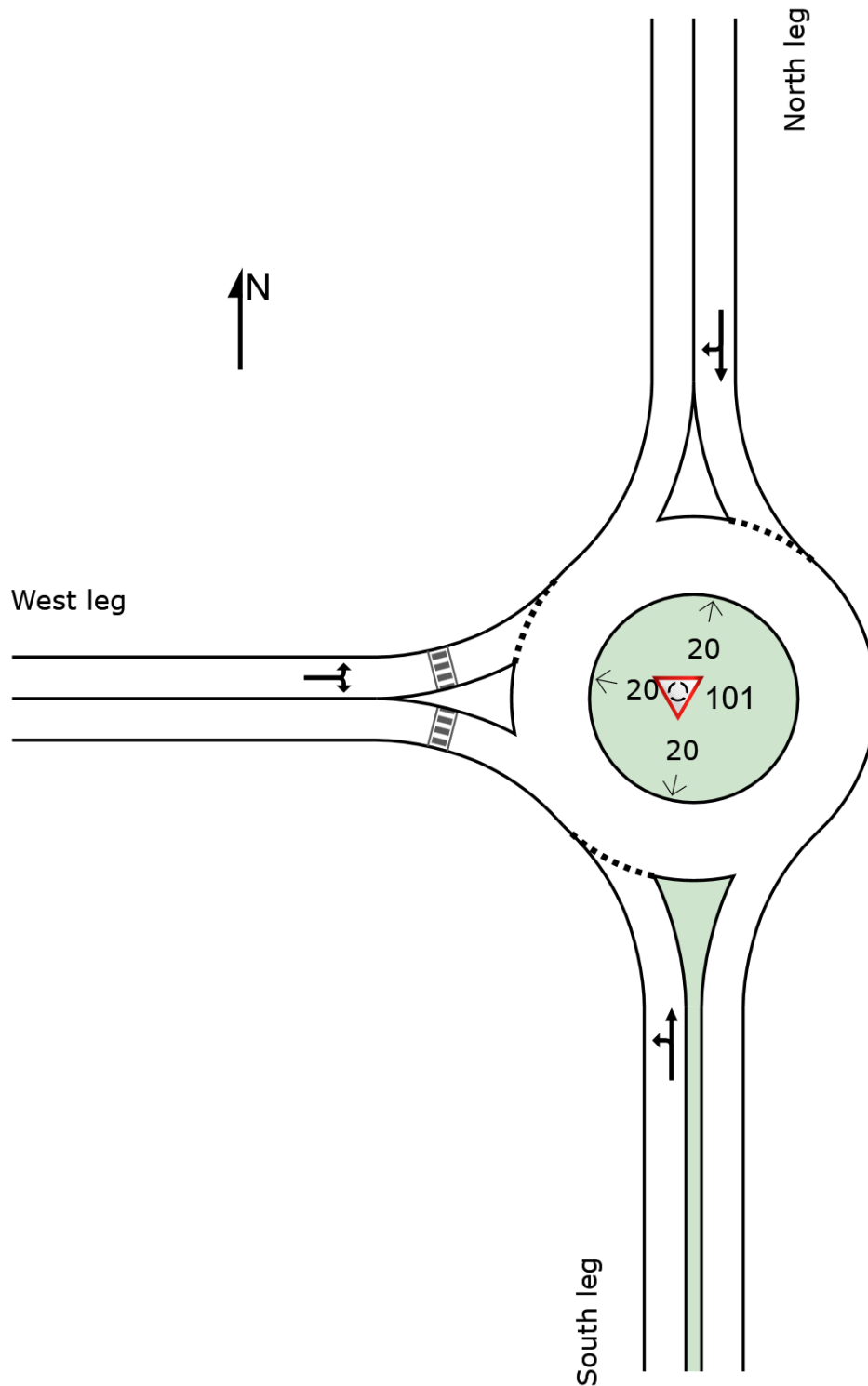
New roundabout

"with stage 1 and stage 2 development" traffic in opening year (2031)

Site Category: (None)

Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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roundabout.sip9

# MOVEMENT SUMMARY

 **Site: 101 [New roundabout (Site Folder: Complete development (updated))]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New roundabout  
"with stage 1 and stage 2 development" traffic in opening year (2031)  
Site Category: (None)  
Roundabout

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| South: South leg             |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                            | L2   | All MCs   | 142          | 5.0 | 142           | 5.0 | 0.372     | 1.7         | LOS A            | 3.1               | 22.4     | 0.03      | 0.19           | 0.03                | 38.2        |
| 2                            | T1   | All MCs   | 488          | 5.0 | 488           | 5.0 | 0.372     | 1.2         | LOS A            | 3.1               | 22.4     | 0.03      | 0.19           | 0.03                | 38.9        |
| Approach                     |      |           | 631          | 5.0 | 631           | 5.0 | 0.372     | 1.3         | LOS A            | 3.1               | 22.4     | 0.03      | 0.19           | 0.03                | 38.8        |
| North: North leg             |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 301          | 5.0 | 301           | 5.0 | 0.320     | 3.6         | LOS A            | 2.1               | 15.5     | 0.63      | 0.50           | 0.63                | 36.7        |
| 9                            | R2   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.320     | 7.9         | LOS A            | 2.1               | 15.5     | 0.63      | 0.50           | 0.63                | 37.1        |
| Approach                     |      |           | 302          | 5.0 | 302           | 5.0 | 0.320     | 3.6         | LOS A            | 2.1               | 15.5     | 0.63      | 0.50           | 0.63                | 36.7        |
| West: West leg               |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 1            | 5.0 | 1             | 5.0 | 0.406     | 5.2         | LOS A            | 2.5               | 18.4     | 0.67      | 0.68           | 0.67                | 35.6        |
| 12                           | R2   | All MCs   | 367          | 5.0 | 367           | 5.0 | 0.406     | 9.1         | LOS A            | 2.5               | 18.4     | 0.67      | 0.68           | 0.67                | 31.9        |
| Approach                     |      |           | 368          | 5.0 | 368           | 5.0 | 0.406     | 9.1         | LOS A            | 2.5               | 18.4     | 0.67      | 0.68           | 0.67                | 31.9        |
| All Vehicles                 |      |           | 1301         | 5.0 | 1301          | 5.0 | 0.406     | 4.0         | LOS A            | 3.1               | 22.4     | 0.35      | 0.40           | 0.35                | 36.5        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Roundabout LOS Method: SIDRA Roundabout LOS.  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Roundabout Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA roundabout.sip9

## LANE SUMMARY

 **Site: 101 [New roundabout (Site Folder: Complete development (updated))]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

New roundabout

"with stage 1 and stage 2 development" traffic in opening year (2031)

Site Category: (None)

Roundabout

| Lane Use and Performance |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
|--------------------------|--------------|------|---------------|------|-------|-----------|------------|-------------|------------------|-------------------|--------|-------------|-------------|-----------|--------------|
|                          | Demand Flows |      | Arrival Flows |      | Cap.  | Deg. Satn | Lane Util. | Aver. Delay | Level of Service | 95% Back Of Queue |        | Lane Config | Lane Length | Cap. Adj. | Prob. Block. |
|                          | [ Total      | HV ] | [ Total       | HV ] |       |           |            |             |                  | [ Veh             | Dist ] |             |             |           |              |
|                          | veh/h        | %    | veh/h         | %    | veh/h | v/c       | %          | sec         |                  |                   | m      |             | m           | %         | %            |
| South: South leg         |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1 <sup>d</sup>      | 631          | 5.0  | 631           | 5.0  | 1697  | 0.372     | 100        | 1.3         | LOS A            | 3.1               | 22.4   | Full        | 100         | 0.0       | 0.0          |
| Approach                 | 631          | 5.0  | 631           | 5.0  |       | 0.372     |            | 1.3         | LOS A            | 3.1               | 22.4   |             |             |           |              |
| North: North leg         |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1 <sup>d</sup>      | 302          | 5.0  | 302           | 5.0  | 945   | 0.320     | 100        | 3.6         | LOS A            | 2.1               | 15.5   | Full        | 500         | 0.0       | 0.0          |
| Approach                 | 302          | 5.0  | 302           | 5.0  |       | 0.320     |            | 3.6         | LOS A            | 2.1               | 15.5   |             |             |           |              |
| West: West leg           |              |      |               |      |       |           |            |             |                  |                   |        |             |             |           |              |
| Lane 1 <sup>d</sup>      | 368          | 5.0  | 368           | 5.0  | 907   | 0.406     | 100        | 9.1         | LOS A            | 2.5               | 18.4   | Full        | 300         | 0.0       | 0.0          |
| Approach                 | 368          | 5.0  | 368           | 5.0  |       | 0.406     |            | 9.1         | LOS A            | 2.5               | 18.4   |             |             |           |              |
| All Vehicles             | 1301         | 5.0  | 1301          | 5.0  |       | 0.406     |            | 4.0         | LOS A            | 3.1               | 22.4   |             |             |           |              |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: SIDRA Roundabout LOS.

Lane LOS values are based on average delay per lane.

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

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>d</sup> Dominant lane on roundabout approach

| Approach Lane Flows (veh/h) |     |     |       |     |       |       |       |       |     |      |
|-----------------------------|-----|-----|-------|-----|-------|-------|-------|-------|-----|------|
| South: South leg            |     |     |       |     |       |       |       |       |     |      |
| Mov.                        | L2  | T1  | Total | %HV |       | Deg.  | Lane  | Prob. | Ov. |      |
| From S                      |     |     |       |     | Cap.  | Satn  | Util. | SL    | Ov. | Lane |
| To Exit:                    | W   | N   |       |     | veh/h | v/c   | %     | %     | %   | No.  |
| Lane 1                      | 142 | 488 | 631   | 5.0 | 1697  | 0.372 | 100   | NA    | NA  |      |
| Approach                    | 142 | 488 | 631   | 5.0 |       | 0.372 |       |       |     |      |
| North: North leg            |     |     |       |     |       |       |       |       |     |      |
| Mov.                        | T1  | R2  | Total | %HV |       | Deg.  | Lane  | Prob. | Ov. |      |
| From N                      |     |     |       |     | Cap.  | Satn  | Util. | SL    | Ov. | Lane |
| To Exit:                    | S   | W   |       |     | veh/h | v/c   | %     | %     | %   | No.  |
| Lane 1                      | 301 | 1   | 302   | 5.0 | 945   | 0.320 | 100   | NA    | NA  |      |
| Approach                    | 301 | 1   | 302   | 5.0 |       | 0.320 |       |       |     |      |
| West: West leg              |     |     |       |     |       |       |       |       |     |      |
| Mov.                        | L2  | R2  | Total | %HV |       | Deg.  | Lane  | Prob. | Ov. |      |
| From W                      |     |     |       |     | Cap.  | Satn  | Util. | SL    | Ov. | Lane |
| To Exit:                    | N   | S   |       |     | veh/h | v/c   | %     | %     | %   | No.  |

|                          |      |     |       |     |       |       |     |    |    |
|--------------------------|------|-----|-------|-----|-------|-------|-----|----|----|
| Lane 1                   | 1    | 367 | 368   | 5.0 | 907   | 0.406 | 100 | NA | NA |
| Approach                 | 1    | 367 | 368   | 5.0 | 0.406 |       |     |    |    |
| Total %HV Deg.Satn (v/c) |      |     |       |     |       |       |     |    |    |
| All Vehicles             | 1301 | 5.0 | 0.406 |     |       |       |     |    |    |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

| Merge Analysis                                                 |                  |                     |                              |                          |                  |                       |                      |                |               |                |                 |
|----------------------------------------------------------------|------------------|---------------------|------------------------------|--------------------------|------------------|-----------------------|----------------------|----------------|---------------|----------------|-----------------|
|                                                                | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
| There are no Exit Short Lanes for Merge Analysis at this Site. |                  |                     |                              |                          |                  |                       |                      |                |               |                |                 |

| Variable Demand Analysis |                           |                            |                                       |                          |
|--------------------------|---------------------------|----------------------------|---------------------------------------|--------------------------|
|                          | Initial Queued Demand veh | Residual Queued Demand veh | Time for Residual Demand to Clear sec | Duration of Oversatn sec |
| South: South leg         |                           |                            |                                       |                          |
| Lane 1                   | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| North: North leg         |                           |                            |                                       |                          |
| Lane 1                   | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |
| West: West leg           |                           |                            |                                       |                          |
| Lane 1                   | 0.0                       | 0.0                        | 0.0                                   | 0.0                      |

# APPENDIX H

## Intersection Delay SIDRA Output

# SITE LAYOUT

 **Site: 101 [2031 background traffic (Site Folder: Shaw Road / Dalrymple Road)]**

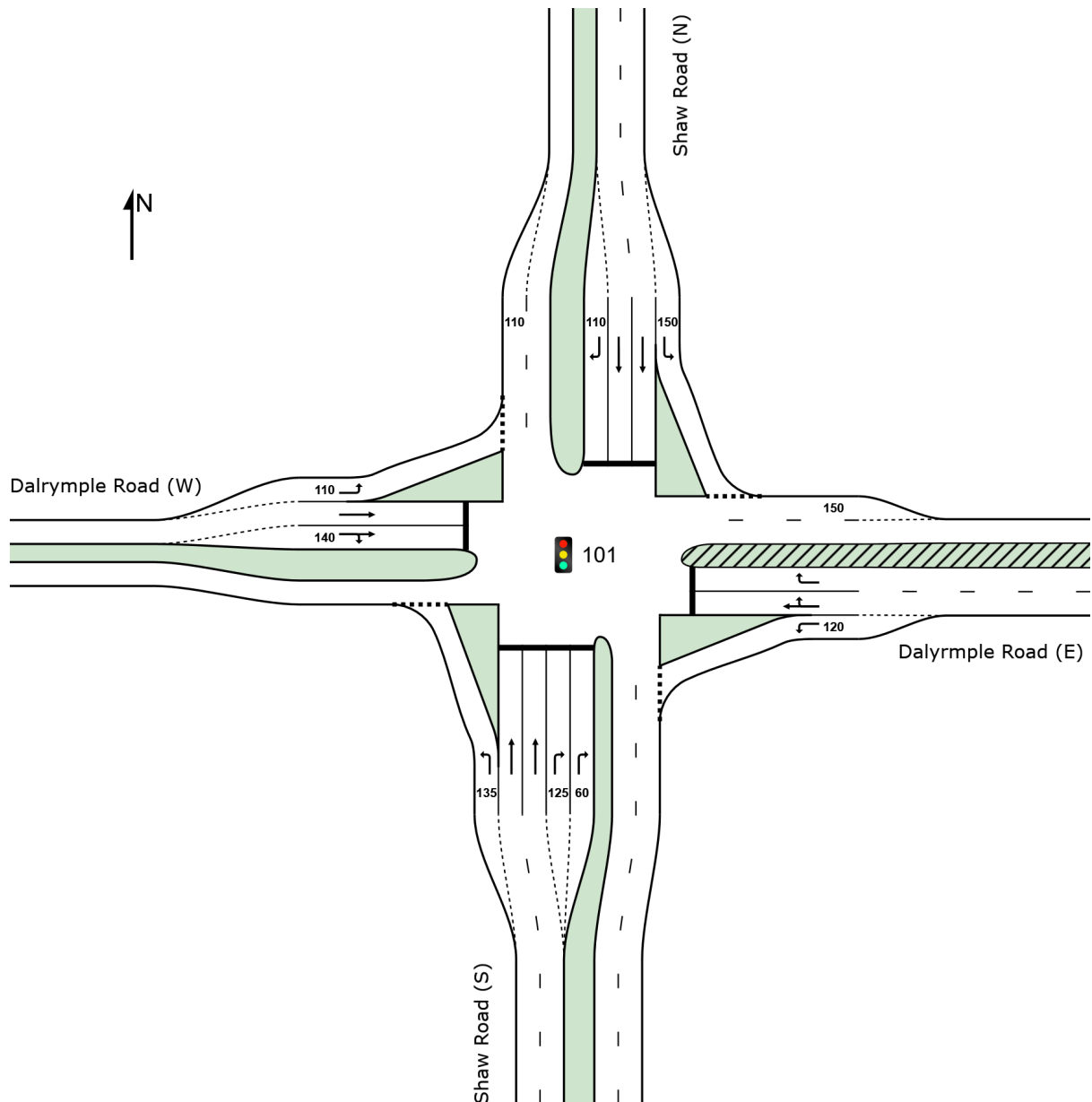
Dalrymple Road / Shaw Road traffic signals

"Without development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# MOVEMENT SUMMARY

 **Site: 101 [2031 background traffic (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"Without development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| South: Shaw Road (S)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                            | L2   | All MCs   | 3            | 5.0 | 3             | 5.0 | 0.002     | 7.2         | LOS A            | 0.0               | 0.2      | 0.20      | 0.57           | 0.20                | 51.8        |
| 2                            | T1   | All MCs   | 398          | 5.0 | 398           | 5.0 | * 0.643   | 36.9        | LOS D            | 11.8              | 86.3     | 0.95      | 0.78           | 0.95                | 37.7        |
| 3                            | R2   | All MCs   | 96           | 5.0 | 96            | 5.0 | 0.117     | 46.4        | LOS D            | 2.5               | 18.5     | 0.81      | 0.72           | 0.81                | 33.4        |
| Approach                     |      |           | 497          | 5.0 | 497           | 5.0 | 0.643     | 38.6        | LOS D            | 11.8              | 86.3     | 0.92      | 0.77           | 0.92                | 36.9        |
| East: Dalrymple Road (E)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 157          | 5.0 | 157           | 5.0 | 0.116     | 8.6         | LOS A            | 2.1               | 15.4     | 0.27      | 0.62           | 0.27                | 50.8        |
| 5                            | T1   | All MCs   | 181          | 5.0 | 181           | 5.0 | 0.427     | 35.6        | LOS D            | 13.1              | 95.5     | 0.82      | 0.73           | 0.82                | 37.4        |
| 6                            | R2   | All MCs   | 479          | 5.0 | 479           | 5.0 | * 0.645   | 44.4        | LOS D            | 21.0              | 153.0    | 0.89      | 0.82           | 0.89                | 34.5        |
| Approach                     |      |           | 817          | 5.0 | 817           | 5.0 | 0.645     | 35.6        | LOS D            | 21.0              | 153.0    | 0.76      | 0.76           | 0.76                | 37.4        |
| North: Shaw Road (N)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 212          | 5.0 | 212           | 5.0 | 0.149     | 7.0         | LOS A            | 1.6               | 11.8     | 0.19      | 0.60           | 0.19                | 52.1        |
| 8                            | T1   | All MCs   | 361          | 5.0 | 361           | 5.0 | 0.654     | 57.9        | LOS E            | 11.1              | 81.0     | 1.00      | 0.82           | 1.01                | 30.9        |
| 9                            | R2   | All MCs   | 62           | 5.0 | 62            | 5.0 | * 0.346   | 43.9        | LOS D            | 2.9               | 21.1     | 0.97      | 0.75           | 0.97                | 34.2        |
| Approach                     |      |           | 635          | 5.0 | 635           | 5.0 | 0.654     | 39.6        | LOS D            | 11.1              | 81.0     | 0.72      | 0.74           | 0.73                | 36.1        |
| West: Dalrymple Road (W)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 42           | 5.0 | 42            | 5.0 | 0.048     | 16.2        | LOS B            | 0.9               | 6.8      | 0.42      | 0.64           | 0.42                | 47.1        |
| 11                           | T1   | All MCs   | 175          | 5.0 | 175           | 5.0 | * 0.636   | 64.9        | LOS E            | 6.7               | 47.0     | 1.00      | 0.80           | 1.02                | 29.2        |
| 12                           | R2   | All MCs   | 16           | 5.0 | 16            | 5.0 | 0.636     | 70.8        | LOS E            | 6.7               | 47.0     | 1.00      | 0.81           | 1.04                | 28.5        |
| Approach                     |      |           | 233          | 5.0 | 233           | 5.0 | 0.636     | 56.5        | LOS E            | 6.7               | 47.0     | 0.90      | 0.77           | 0.92                | 31.3        |
| All Vehicles                 |      |           | 2181         | 5.0 | 2181          | 5.0 | 0.654     | 39.7        | LOS D            | 21.0              | 153.0    | 0.80      | 0.76           | 0.80                | 36.2        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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## LANE SUMMARY

 Site: 101 [2031 background traffic (Site Folder: Shaw Road / Dalrymple Road)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

Dalrymple Road / Shaw Road traffic signals

"Without development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

| Lane Use and Performance |                 |          |                 |          |       |           |                 |             |                  |                   |            |             |             |           |              |
|--------------------------|-----------------|----------|-----------------|----------|-------|-----------|-----------------|-------------|------------------|-------------------|------------|-------------|-------------|-----------|--------------|
|                          | Demand Flows    |          | Arrival Flows   |          | Cap.  | Deg. Satn | Lane Util.      | Aver. Delay | Level of Service | 95% Back Of Queue |            | Lane Config | Lane Length | Cap. Adj. | Prob. Block. |
|                          | [ Total veh/h ] | [ HV % ] | [ Total veh/h ] | [ HV % ] | veh/h | v/c       | %               | sec         |                  | [ Veh ]           | [ Dist ] m |             | m           | %         | %            |
| South: Shaw Road (S)     |                 |          |                 |          |       |           |                 |             |                  |                   |            |             |             |           |              |
| Lane 1                   | 3               | 5.0      | 3               | 5.0      | 1358  | 0.002     | 100             | 7.2         | LOS A            | 0.0               | 0.2        | Short       | 135         | 0.0       | NA           |
| Lane 2                   | 155             | 5.0      | 155             | 5.0      | 378   | 0.410     | 64 <sup>6</sup> | 36.9        | LOS D            | 7.1               | 52.1       | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 243             | 5.0      | 243             | 5.0      | 378   | 0.643     | 100             | 37.0        | LOS D            | 11.8              | 86.3       | Full        | 500         | 0.0       | 0.0          |
| Lane 4                   | 44              | 5.0      | 44              | 5.0      | 441   | 0.100     | 85 <sup>6</sup> | 46.4        | LOS D            | 2.1               | 15.6       | Short       | 125         | 0.0       | NA           |
| Lane 5                   | 52              | 5.0      | 52              | 5.0      | 441   | 0.117     | 100             | 46.4        | LOS D            | 2.5               | 18.5       | Short       | 60          | 0.0       | NA           |
| Approach                 | 497             | 5.0      | 497             | 5.0      |       | 0.643     |                 | 38.6        | LOS D            | 11.8              | 86.3       |             |             |           |              |
| East: Dalrymple Road (E) |                 |          |                 |          |       |           |                 |             |                  |                   |            |             |             |           |              |
| Lane 1                   | 157             | 5.0      | 157             | 5.0      | 1348  | 0.116     | 100             | 8.6         | LOS A            | 2.1               | 15.4       | Short       | 120         | 0.0       | NA           |
| Lane 2                   | 268             | 5.0      | 268             | 5.0      | 628   | 0.427     | 66 <sup>6</sup> | 38.0        | LOS D            | 13.1              | 95.5       | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 392             | 5.0      | 392             | 5.0      | 607   | 0.645     | 100             | 44.7        | LOS D            | 21.0              | 153.0      | Full        | 500         | 0.0       | 0.0          |
| Approach                 | 817             | 5.0      | 817             | 5.0      |       | 0.645     |                 | 35.6        | LOS D            | 21.0              | 153.0      |             |             |           |              |
| North: Shaw Road (N)     |                 |          |                 |          |       |           |                 |             |                  |                   |            |             |             |           |              |
| Lane 1                   | 212             | 5.0      | 212             | 5.0      | 1422  | 0.149     | 100             | 7.0         | LOS A            | 1.6               | 11.8       | Short       | 150         | 0.0       | NA           |
| Lane 2                   | 181             | 5.0      | 181             | 5.0      | 276   | 0.654     | 100             | 57.9        | LOS E            | 11.1              | 81.0       | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 181             | 5.0      | 181             | 5.0      | 276   | 0.654     | 100             | 57.9        | LOS E            | 11.1              | 81.0       | Full        | 500         | 0.0       | 0.0          |
| Lane 4                   | 62              | 5.0      | 62              | 5.0      | 179   | 0.346     | 100             | 43.9        | LOS D            | 2.9               | 21.1       | Short       | 110         | 0.0       | NA           |
| Approach                 | 635             | 5.0      | 635             | 5.0      |       | 0.654     |                 | 39.6        | LOS D            | 11.1              | 81.0       |             |             |           |              |
| West: Dalrymple Road (W) |                 |          |                 |          |       |           |                 |             |                  |                   |            |             |             |           |              |
| Lane 1                   | 42              | 5.0      | 42              | 5.0      | 872   | 0.048     | 100             | 16.2        | LOS B            | 0.9               | 6.8        | Short       | 110         | 0.0       | NA           |
| Lane 2                   | 87              | 10.0     | 87              | 10.0     | 155   | 0.561     | 88 <sup>6</sup> | 64.6        | LOS E            | 5.5               | 42.1       | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 104             | 0.8      | 104             | 0.8      | 163   | 0.636     | 100             | 66.0        | LOS E            | 6.7               | 47.0       | Short       | 140         | 0.0       | NA           |
| Approach                 | 233             | 5.0      | 233             | 5.0      |       | 0.636     |                 | 56.5        | LOS E            | 6.7               | 47.0       |             |             |           |              |
| All Vehicles             | 2181            | 5.0      | 2181            | 5.0      |       | 0.654     |                 | 39.7        | LOS D            | 21.0              | 153.0      |             |             |           |              |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Approach Lane Flows (veh/h) |    |    |    |       |     |            |           |            |          |     |              |
|-----------------------------|----|----|----|-------|-----|------------|-----------|------------|----------|-----|--------------|
| South: Shaw Road (S)        |    |    |    |       |     |            |           |            |          |     |              |
| Mov.                        | L2 | T1 | R2 | Total | %HV |            | Deg. Satn | Lane Util. | Prob. SL | Ov. | Ov. Lane No. |
| From S To Exit:             | W  | N  | E  |       |     | Cap. veh/h | v/c       | %          | %        |     |              |

|                            |         |         |         |       |      |               |                     |                    |                      |                    |
|----------------------------|---------|---------|---------|-------|------|---------------|---------------------|--------------------|----------------------|--------------------|
| Lane 1                     | 3       | -       | -       | 3     | 5.0  | 1358          | 0.002               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 155     | -       | 155   | 5.0  | 378           | 0.410               | 64 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 243     | -       | 243   | 5.0  | 378           | 0.643               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 44      | 44    | 5.0  | 441           | 0.100               | 85 <sup>6</sup>    | 0.0                  | 3                  |
| Lane 5                     | -       | -       | 52      | 52    | 5.0  | 441           | 0.117               | 100                | 0.0                  | 4                  |
| Approach                   | 3       | 398     | 96      | 497   | 5.0  |               | 0.643               |                    |                      |                    |
| East: Dalrymple Road (E)   |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From E<br>To Exit: | L2<br>S | T1<br>W | R2<br>N | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 157     | -       | -       | 157   | 5.0  | 1348          | 0.116               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 181     | 87      | 268   | 5.0  | 628           | 0.427               | 66 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | -       | 392     | 392   | 5.0  | 607           | 0.645               | 100                | NA                   | NA                 |
| Approach                   | 157     | 181     | 479     | 817   | 5.0  |               | 0.645               |                    |                      |                    |
| North: Shaw Road (N)       |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From N<br>To Exit: | L2<br>E | T1<br>S | R2<br>W | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 212     | -       | -       | 212   | 5.0  | 1422          | 0.149               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 181     | -       | 181   | 5.0  | 276           | 0.654               | 100                | NA                   | NA                 |
| Lane 3                     | -       | 181     | -       | 181   | 5.0  | 276           | 0.654               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 62      | 62    | 5.0  | 179           | 0.346               | 100                | 0.0                  | 3                  |
| Approach                   | 212     | 361     | 62      | 635   | 5.0  |               | 0.654               |                    |                      |                    |
| West: Dalrymple Road (W)   |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From W<br>To Exit: | L2<br>N | T1<br>E | R2<br>S | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 42      | -       | -       | 42    | 5.0  | 872           | 0.048               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 87      | -       | 87    | 10.0 | 155           | 0.561               | 88 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 88      | 16      | 104   | 0.8  | 163           | 0.636               | 100                | 0.0                  | 2                  |
| Approach                   | 42      | 175     | 16      | 233   | 5.0  |               | 0.636               |                    |                      |                    |
| Total %HV Deg.Satn (v/c)   |         |         |         |       |      |               |                     |                    |                      |                    |
| All Vehicles               | 2181    | 5.0     |         | 0.654 |      |               |                     |                    |                      |                    |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Merge Analysis                                               |                  |                     |                        |                           |                 |                  |                       |                               |                 |                |                 |     |
|--------------------------------------------------------------|------------------|---------------------|------------------------|---------------------------|-----------------|------------------|-----------------------|-------------------------------|-----------------|----------------|-----------------|-----|
|                                                              | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % | Opposing Flow Rate veh/h  | Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Capacity Flow Rate veh/h | Deg. Satn veh/h | Min. Delay v/c | Merge Delay sec |     |
| East Exit: Dalrymple Road (E)<br>Merge Type: <b>Priority</b> |                  |                     |                        |                           |                 |                  |                       |                               |                 |                |                 |     |
| Exit Short Lane                                              | 1                | 150                 | 0.0                    | 140                       | 141             | 3.09             | 2.06                  | 343                           | 1603            | 0.214          | 0.2             | 0.3 |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                 |                  |                       | 140                           | 1800            | 0.078          | 0.0             | 0.0 |
| North Exit: Shaw Road (N)<br>Merge Type: <b>Priority</b>     |                  |                     |                        |                           |                 |                  |                       |                               |                 |                |                 |     |
| Exit Short Lane                                              | 1                | 110                 | 0.0                    | 634                       | 650             | 3.08             | 2.05                  | 285                           | 1085            | 0.262          | 1.3             | 1.9 |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                 |                  |                       | 634                           | 1800            | 0.352          | 0.0             | 0.0 |

| Variable Demand Analysis |                             |                              |                                |                            |
|--------------------------|-----------------------------|------------------------------|--------------------------------|----------------------------|
|                          | Initial<br>Queued<br>Demand | Residual<br>Queued<br>Demand | Time for<br>Residual<br>Demand | Duration<br>of<br>Oversatn |

|                          | veh | veh | to Clear<br>sec | sec |
|--------------------------|-----|-----|-----------------|-----|
| South: Shaw Road (S)     |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 4                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 5                   | 0.0 | 0.0 | 0.0             | 0.0 |
| East: Dalrymple Road (E) |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| North: Shaw Road (N)     |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 4                   | 0.0 | 0.0 | 0.0             | 0.0 |
| West: Dalrymple Road (W) |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |

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 Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# PHASING SUMMARY

 **Site: 101 [2031 background traffic (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"Without development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)

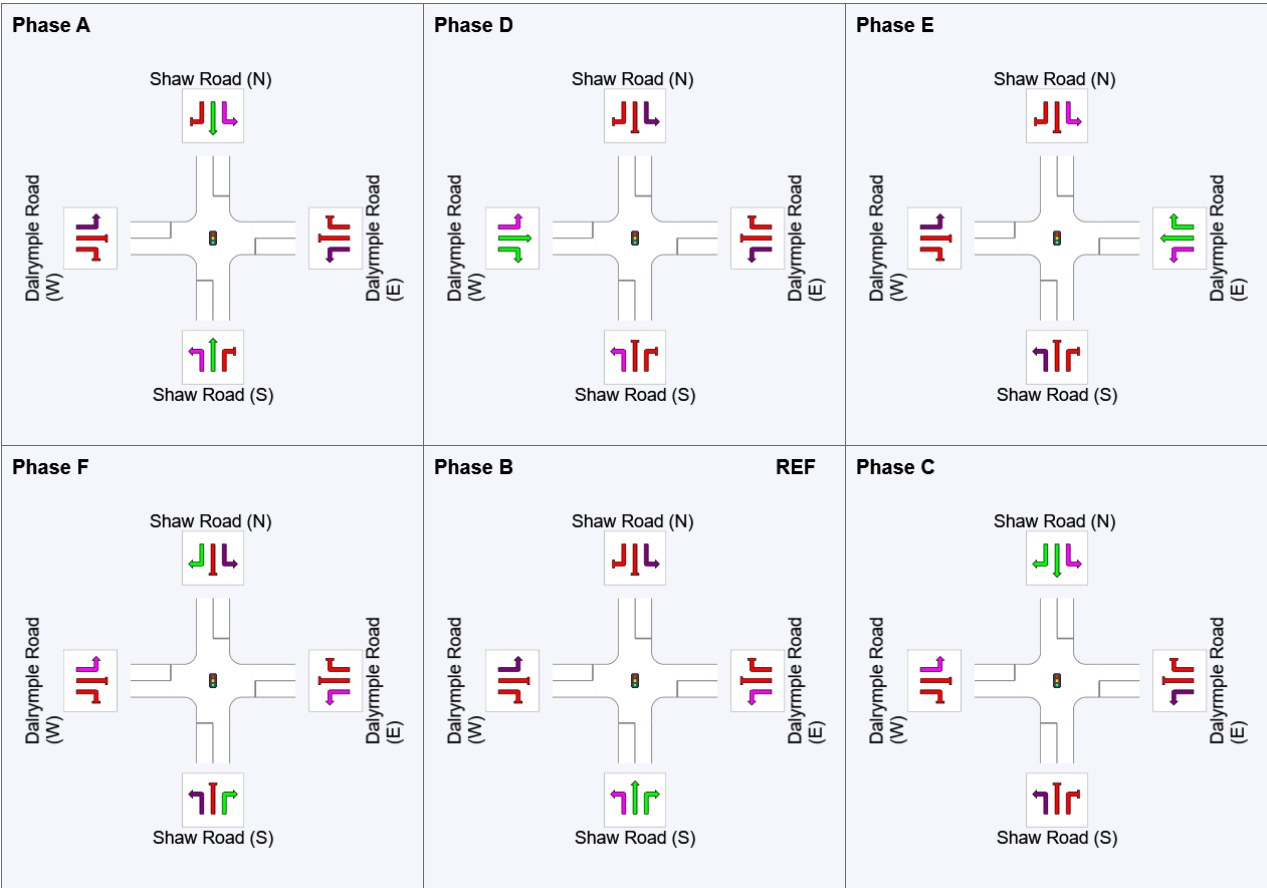
Timings based on settings in the Site Phasing & Timing dialog  
Phase Times determined by the program  
Phase Sequence: Four-Phase Leading Right Turns  
Input Phase Sequence: A, D, E, F, B, C  
Output Phase Sequence: A, D, E, F, B, C  
Reference Phase: Phase B

## Phase Timing Summary

| Phase                   | A     | D     | E     | F     | B     | C     |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Phase Change Time (sec) | 39    | 51    | 68    | 118   | 0     | 26    |
| Green Time (sec)        | 6     | 11    | 44    | 6     | 20    | 7     |
| Phase Time (sec)        | 12    | 17    | 50    | 12    | 26    | 13    |
| Phase Split             | 9%    | 13%   | 38%   | 9%    | 20%   | 10%   |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence



REF: Reference Phase  
VAR: Variable Phase

|                                                                                   |                                   |                                                                                   |                          |
|-----------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|--------------------------|
|  | Normal Movement                   |  | Permitted/Opposed        |
|  | Slip/Bypass-Lane Movement         |  | Opposed Slip/Bypass-Lane |
|  | Stopped Movement                  |  | Turn On Red              |
|  | Other Movement Class (MC) Running |  | Undetected Movement      |
|  | Mixed Running & Stopped MCs       |  | Continuous Movement      |
|  | Other Movement Class (MC) Stopped |  | Phase Transition Applied |

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# SITE LAYOUT

 **Site: 101 [2031 background and stage 1 traffic (exluding residential traffic) (Site Folder: Shaw Road / Dalrymple Road)]**

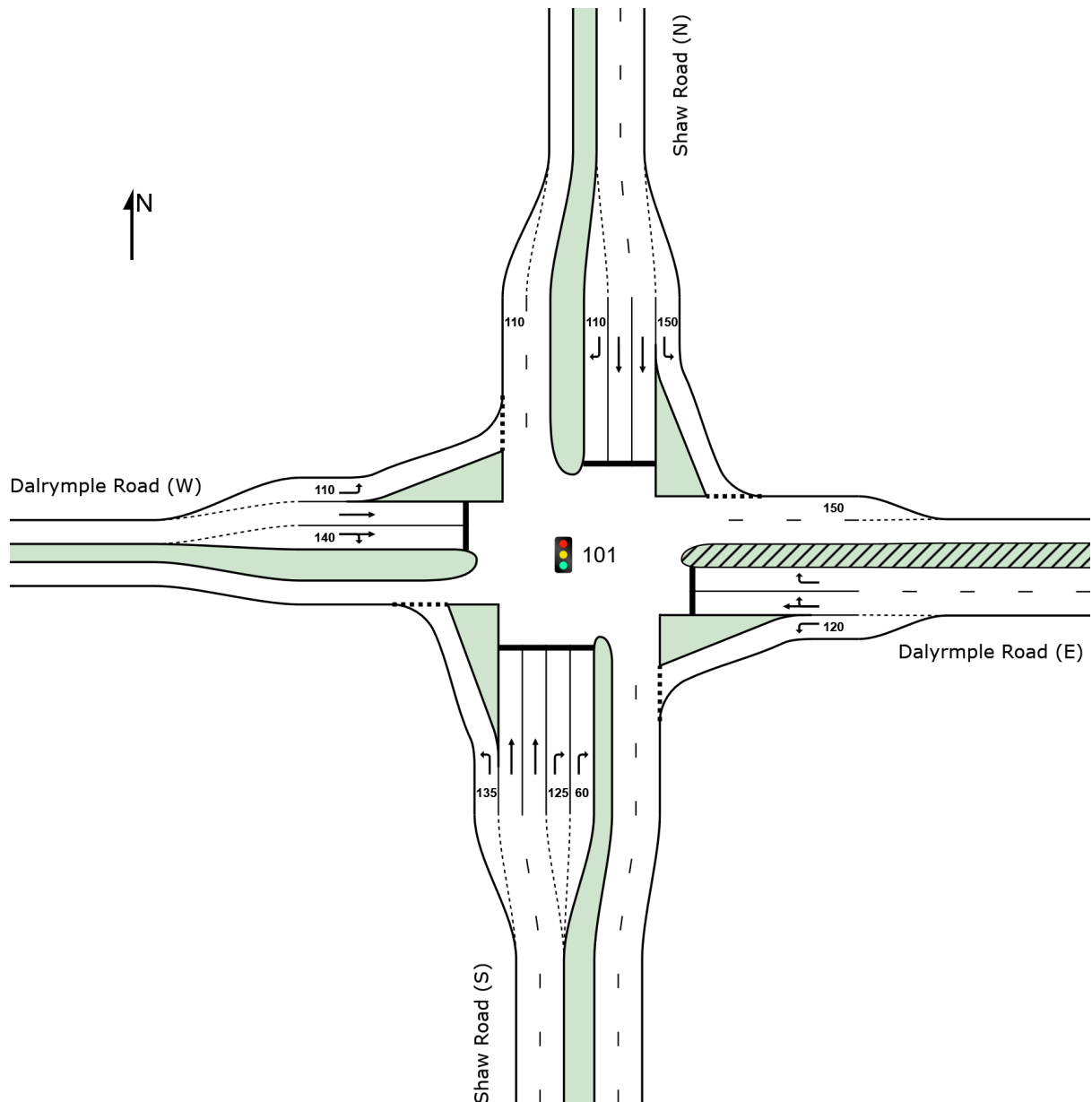
Dalrymple Road / Shaw Road traffic signals

"With stage 1 development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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# MOVEMENT SUMMARY

 **Site: 101 [2031 background and stage 1 traffic (exluding residential traffic) (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"With stage 1 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| South: Shaw Road (S)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                            | L2   | All MCs   | 3            | 5.0 | 3             | 5.0 | 0.002     | 7.4         | LOS A            | 0.0               | 0.2      | 0.21      | 0.57           | 0.21                | 51.7        |
| 2                            | T1   | All MCs   | 398          | 5.0 | 398           | 5.0 | * 0.669   | 37.9        | LOS D            | 12.0              | 87.5     | 0.96      | 0.79           | 0.96                | 37.4        |
| 3                            | R2   | All MCs   | 109          | 5.0 | 109           | 5.0 | 0.138     | 47.5        | LOS D            | 2.9               | 21.5     | 0.82      | 0.73           | 0.82                | 33.1        |
| Approach                     |      |           | 511          | 5.0 | 511           | 5.0 | 0.669     | 39.8        | LOS D            | 12.0              | 87.5     | 0.92      | 0.77           | 0.92                | 36.5        |
| East: Dalyrmple Road (E)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 166          | 5.0 | 166           | 5.0 | 0.124     | 8.6         | LOS A            | 2.3               | 16.4     | 0.27      | 0.62           | 0.27                | 50.8        |
| 5                            | T1   | All MCs   | 194          | 5.0 | 194           | 5.0 | 0.456     | 36.0        | LOS D            | 14.1              | 103.1    | 0.83      | 0.74           | 0.83                | 37.2        |
| 6                            | R2   | All MCs   | 511          | 5.0 | 511           | 5.0 | * 0.688   | 45.2        | LOS D            | 22.8              | 166.5    | 0.91      | 0.83           | 0.91                | 34.2        |
| Approach                     |      |           | 871          | 5.0 | 871           | 5.0 | 0.688     | 36.1        | LOS D            | 22.8              | 166.5    | 0.77      | 0.77           | 0.77                | 37.2        |
| North: Shaw Road (N)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 242          | 5.0 | 242           | 5.0 | 0.173     | 7.4         | LOS A            | 2.2               | 15.8     | 0.21      | 0.61           | 0.21                | 51.9        |
| 8                            | T1   | All MCs   | 361          | 5.0 | 361           | 5.0 | 0.654     | 57.9        | LOS E            | 11.1              | 81.0     | 1.00      | 0.82           | 1.01                | 30.9        |
| 9                            | R2   | All MCs   | 62           | 5.0 | 62            | 5.0 | * 0.346   | 44.4        | LOS D            | 2.9               | 21.3     | 0.97      | 0.75           | 0.97                | 34.1        |
| Approach                     |      |           | 665          | 5.0 | 665           | 5.0 | 0.654     | 38.3        | LOS D            | 11.1              | 81.0     | 0.71      | 0.74           | 0.71                | 36.6        |
| West: Dalrymple Road (W)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 42           | 5.0 | 42            | 5.0 | 0.049     | 17.2        | LOS B            | 1.0               | 7.1      | 0.44      | 0.65           | 0.44                | 46.6        |
| 11                           | T1   | All MCs   | 200          | 5.0 | 200           | 5.0 | * 0.660   | 64.2        | LOS E            | 7.6               | 53.2     | 1.00      | 0.81           | 1.03                | 29.4        |
| 12                           | R2   | All MCs   | 16           | 5.0 | 16            | 5.0 | 0.660     | 70.1        | LOS E            | 7.6               | 53.2     | 1.00      | 0.83           | 1.05                | 28.7        |
| Approach                     |      |           | 258          | 5.0 | 258           | 5.0 | 0.660     | 56.9        | LOS E            | 7.6               | 53.2     | 0.91      | 0.78           | 0.93                | 31.2        |
| All Vehicles                 |      |           | 2304         | 5.0 | 2304          | 5.0 | 0.688     | 39.9        | LOS D            | 22.8              | 166.5    | 0.80      | 0.76           | 0.81                | 36.1        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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## LANE SUMMARY

 **Site: 101 [2031 background and stage 1 traffic (exluding residential traffic) (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals

"With stage 1 development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

| Lane Use and Performance |              |      |               |      |       |           |                 |             |                  |                   |        |             |             |           |              |
|--------------------------|--------------|------|---------------|------|-------|-----------|-----------------|-------------|------------------|-------------------|--------|-------------|-------------|-----------|--------------|
|                          | Demand Flows |      | Arrival Flows |      | Cap.  | Deg. Satn | Lane Util.      | Aver. Delay | Level of Service | 95% Back Of Queue |        | Lane Config | Lane Length | Cap. Adj. | Prob. Block. |
|                          | [ Total      | HV ] | [ Total       | HV ] | veh/h | v/c       | %               | sec         |                  | [ Veh             | Dist ] |             | m           | %         | %            |
|                          | veh/h        | %    | veh/h         | %    |       |           |                 |             |                  |                   | m      |             |             |           |              |
| South: Shaw Road (S)     |              |      |               |      |       |           |                 |             |                  |                   |        |             |             |           |              |
| Lane 1                   | 3            | 5.0  | 3             | 5.0  | 1349  | 0.002     | 100             | 7.4         | LOS A            | 0.0               | 0.2    | Short       | 135         | 0.0       | NA           |
| Lane 2                   | 155          | 5.0  | 155           | 5.0  | 363   | 0.427     | 64 <sup>6</sup> | 37.9        | LOS D            | 7.2               | 52.8   | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 243          | 5.0  | 243           | 5.0  | 363   | 0.669     | 100             | 37.9        | LOS D            | 12.0              | 87.5   | Full        | 500         | 0.0       | 0.0          |
| Lane 4                   | 50           | 5.0  | 50            | 5.0  | 428   | 0.118     | 85 <sup>6</sup> | 47.6        | LOS D            | 2.5               | 18.2   | Short       | 125         | 0.0       | NA           |
| Lane 5                   | 59           | 5.0  | 59            | 5.0  | 428   | 0.138     | 100             | 47.5        | LOS D            | 2.9               | 21.5   | Short       | 60          | 0.0       | NA           |
| Approach                 | 511          | 5.0  | 511           | 5.0  |       | 0.669     |                 | 39.8        | LOS D            | 12.0              | 87.5   |             |             |           |              |
| East: Dalrymple Road (E) |              |      |               |      |       |           |                 |             |                  |                   |        |             |             |           |              |
| Lane 1                   | 166          | 5.0  | 166           | 5.0  | 1345  | 0.124     | 100             | 8.6         | LOS A            | 2.3               | 16.4   | Short       | 120         | 0.0       | NA           |
| Lane 2                   | 286          | 5.0  | 286           | 5.0  | 628   | 0.456     | 66 <sup>6</sup> | 38.5        | LOS D            | 14.1              | 103.1  | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 418          | 5.0  | 418           | 5.0  | 607   | 0.688     | 100             | 45.5        | LOS D            | 22.8              | 166.5  | Full        | 500         | 0.0       | 0.0          |
| Approach                 | 871          | 5.0  | 871           | 5.0  |       | 0.688     |                 | 36.1        | LOS D            | 22.8              | 166.5  |             |             |           |              |
| North: Shaw Road (N)     |              |      |               |      |       |           |                 |             |                  |                   |        |             |             |           |              |
| Lane 1                   | 242          | 5.0  | 242           | 5.0  | 1399  | 0.173     | 100             | 7.4         | LOS A            | 2.2               | 15.8   | Short       | 150         | 0.0       | NA           |
| Lane 2                   | 181          | 5.0  | 181           | 5.0  | 276   | 0.654     | 100             | 57.9        | LOS E            | 11.1              | 81.0   | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 181          | 5.0  | 181           | 5.0  | 276   | 0.654     | 100             | 57.9        | LOS E            | 11.1              | 81.0   | Full        | 500         | 0.0       | 0.0          |
| Lane 4                   | 62           | 5.0  | 62            | 5.0  | 179   | 0.346     | 100             | 44.4        | LOS D            | 2.9               | 21.3   | Short       | 110         | 0.0       | NA           |
| Approach                 | 665          | 5.0  | 665           | 5.0  |       | 0.654     |                 | 38.3        | LOS D            | 11.1              | 81.0   |             |             |           |              |
| West: Dalrymple Road (W) |              |      |               |      |       |           |                 |             |                  |                   |        |             |             |           |              |
| Lane 1                   | 42           | 5.0  | 42            | 5.0  | 863   | 0.049     | 100             | 17.2        | LOS B            | 1.0               | 7.1    | Short       | 110         | 0.0       | NA           |
| Lane 2                   | 98           | 10.2 | 98            | 10.2 | 169   | 0.582     | 88 <sup>6</sup> | 63.9        | LOS E            | 6.2               | 47.5   | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 117          | 0.7  | 117           | 0.7  | 178   | 0.660     | 100             | 65.2        | LOS E            | 7.6               | 53.2   | Short       | 140         | 0.0       | NA           |
| Approach                 | 258          | 5.0  | 258           | 5.0  |       | 0.660     |                 | 56.9        | LOS E            | 7.6               | 53.2   |             |             |           |              |
| All Vehicles             | 2304         | 5.0  | 2304          | 5.0  |       | 0.688     |                 | 39.9        | LOS D            | 22.8              | 166.5  |             |             |           |              |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Approach Lane Flows (veh/h) |    |    |    |       |     |            |           |            |          |          |  |
|-----------------------------|----|----|----|-------|-----|------------|-----------|------------|----------|----------|--|
| South: Shaw Road (S)        |    |    |    |       |     |            |           |            |          |          |  |
| Mov.                        | L2 | T1 | R2 | Total | %HV |            | Deg. Satn | Lane Util. | Prob. SL | Ov. Lane |  |
| From S                      |    |    |    |       |     | Cap. veh/h | v/c       | %          | %        | No.      |  |
| To Exit:                    | W  | N  | E  |       |     |            |           |            |          |          |  |

|                            |         |         |         |       |      |               |                     |                    |                      |                    |
|----------------------------|---------|---------|---------|-------|------|---------------|---------------------|--------------------|----------------------|--------------------|
| Lane 1                     | 3       | -       | -       | 3     | 5.0  | 1349          | 0.002               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 155     | -       | 155   | 5.0  | 363           | 0.427               | 64 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 243     | -       | 243   | 5.0  | 363           | 0.669               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 50      | 50    | 5.0  | 428           | 0.118               | 85 <sup>6</sup>    | 0.0                  | 3                  |
| Lane 5                     | -       | -       | 59      | 59    | 5.0  | 428           | 0.138               | 100                | 0.0                  | 4                  |
| Approach                   | 3       | 398     | 109     | 511   | 5.0  |               | 0.669               |                    |                      |                    |
| East: Dalrymple Road (E)   |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From E<br>To Exit: | L2<br>S | T1<br>W | R2<br>N | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 166     | -       | -       | 166   | 5.0  | 1345          | 0.124               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 194     | 93      | 286   | 5.0  | 628           | 0.456               | 66 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | -       | 418     | 418   | 5.0  | 607           | 0.688               | 100                | NA                   | NA                 |
| Approach                   | 166     | 194     | 511     | 871   | 5.0  |               | 0.688               |                    |                      |                    |
| North: Shaw Road (N)       |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From N<br>To Exit: | L2<br>E | T1<br>S | R2<br>W | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 242     | -       | -       | 242   | 5.0  | 1399          | 0.173               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 181     | -       | 181   | 5.0  | 276           | 0.654               | 100                | NA                   | NA                 |
| Lane 3                     | -       | 181     | -       | 181   | 5.0  | 276           | 0.654               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 62      | 62    | 5.0  | 179           | 0.346               | 100                | 0.0                  | 3                  |
| Approach                   | 242     | 361     | 62      | 665   | 5.0  |               | 0.654               |                    |                      |                    |
| West: Dalrymple Road (W)   |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From W<br>To Exit: | L2<br>N | T1<br>E | R2<br>S | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 42      | -       | -       | 42    | 5.0  | 863           | 0.049               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 98      | -       | 98    | 10.2 | 169           | 0.582               | 88 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 102     | 16      | 117   | 0.7  | 178           | 0.660               | 100                | 0.0                  | 2                  |
| Approach                   | 42      | 200     | 16      | 258   | 5.0  |               | 0.660               |                    |                      |                    |
| Total %HV Deg.Satn (v/c)   |         |         |         |       |      |               |                     |                    |                      |                    |
| All Vehicles               | 2304    | 5.0     |         | 0.688 |      |               |                     |                    |                      |                    |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Merge Analysis                                               |                  |                     |                        |                           |                          |                  |                       |                               |               |                |                 |     |
|--------------------------------------------------------------|------------------|---------------------|------------------------|---------------------------|--------------------------|------------------|-----------------------|-------------------------------|---------------|----------------|-----------------|-----|
|                                                              | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % | veh/h                     | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Capacity Flow Rate veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |     |
| East Exit: Dalrymple Road (E)<br>Merge Type: <b>Priority</b> |                  |                     |                        |                           |                          |                  |                       |                               |               |                |                 |     |
| Exit Short Lane                                              | 1                | 150                 | 0.0                    | 161                       | 162                      | 3.09             | 2.06                  | 391                           | 1581          | 0.247          | 0.2             | 0.4 |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                          |                  |                       | 161                           | 1800          | 0.089          | 0.0             | 0.0 |
| North Exit: Shaw Road (N)<br>Merge Type: <b>Priority</b>     |                  |                     |                        |                           |                          |                  |                       |                               |               |                |                 |     |
| Exit Short Lane                                              | 1                | 110                 | 0.0                    | 661                       | 677                      | 3.08             | 2.05                  | 290                           | 1057          | 0.274          | 1.4             | 2.1 |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                          |                  |                       | 661                           | 1800          | 0.367          | 0.0             | 0.0 |

| Variable Demand Analysis |                             |                              |                                |                            |
|--------------------------|-----------------------------|------------------------------|--------------------------------|----------------------------|
|                          | Initial<br>Queued<br>Demand | Residual<br>Queued<br>Demand | Time for<br>Residual<br>Demand | Duration<br>of<br>Oversatn |

|                          | veh | veh | to Clear<br>sec | sec |
|--------------------------|-----|-----|-----------------|-----|
| South: Shaw Road (S)     |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 4                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 5                   | 0.0 | 0.0 | 0.0             | 0.0 |
| East: Dalrymple Road (E) |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| North: Shaw Road (N)     |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 4                   | 0.0 | 0.0 | 0.0             | 0.0 |
| West: Dalrymple Road (W) |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |

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 Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# PHASING SUMMARY

 **Site: 101 [2031 background and stage 1 traffic (exluding residential traffic) (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"With stage 1 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)

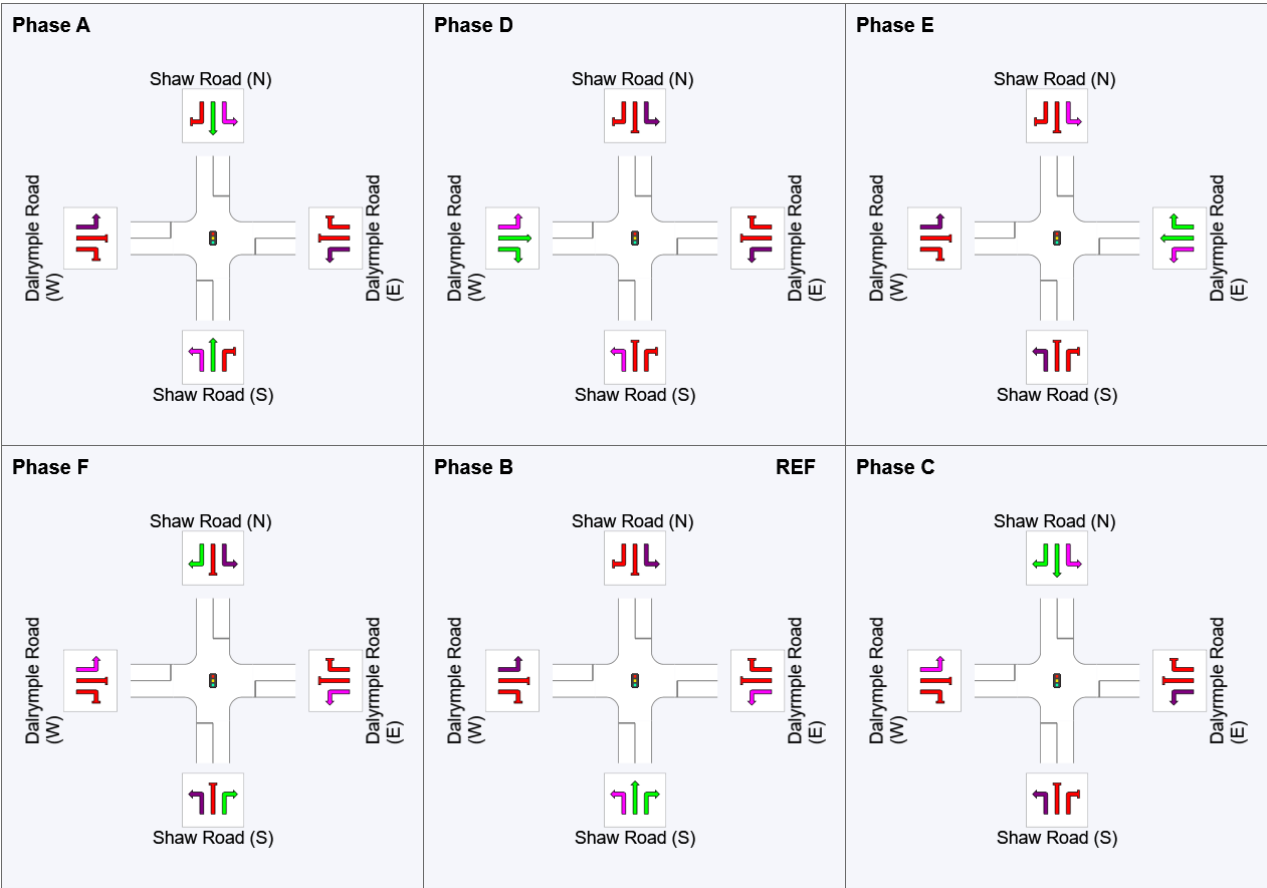
**Timings based on settings in the Site Phasing & Timing dialog**  
**Phase Times determined by the program**  
**Phase Sequence: Four-Phase Leading Right Turns**  
**Input Phase Sequence: A, D, E, F, B, C**  
**Output Phase Sequence: A, D, E, F, B, C**  
**Reference Phase: Phase B**

## Phase Timing Summary

| Phase                   | A     | D     | E     | F     | B     | C     |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Phase Change Time (sec) | 38    | 50    | 68    | 118   | 0     | 25    |
| Green Time (sec)        | 6     | 12    | 44    | 6     | 19    | 7     |
| Phase Time (sec)        | 12    | 18    | 50    | 12    | 25    | 13    |
| Phase Split             | 9%    | 14%   | 38%   | 9%    | 19%   | 10%   |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence



REF: Reference Phase  
VAR: Variable Phase

|                                                                                   |                                   |                                                                                   |                          |
|-----------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|--------------------------|
|  | Normal Movement                   |  | Permitted/Opposed        |
|  | Slip/Bypass-Lane Movement         |  | Opposed Slip/Bypass-Lane |
|  | Stopped Movement                  |  | Turn On Red              |
|  | Other Movement Class (MC) Running |  | Undetected Movement      |
|  | Mixed Running & Stopped MCs       |  | Continuous Movement      |
|  | Other Movement Class (MC) Stopped |  | Phase Transition Applied |

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# SITE LAYOUT

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Shaw Road / Dalrymple Road)]**

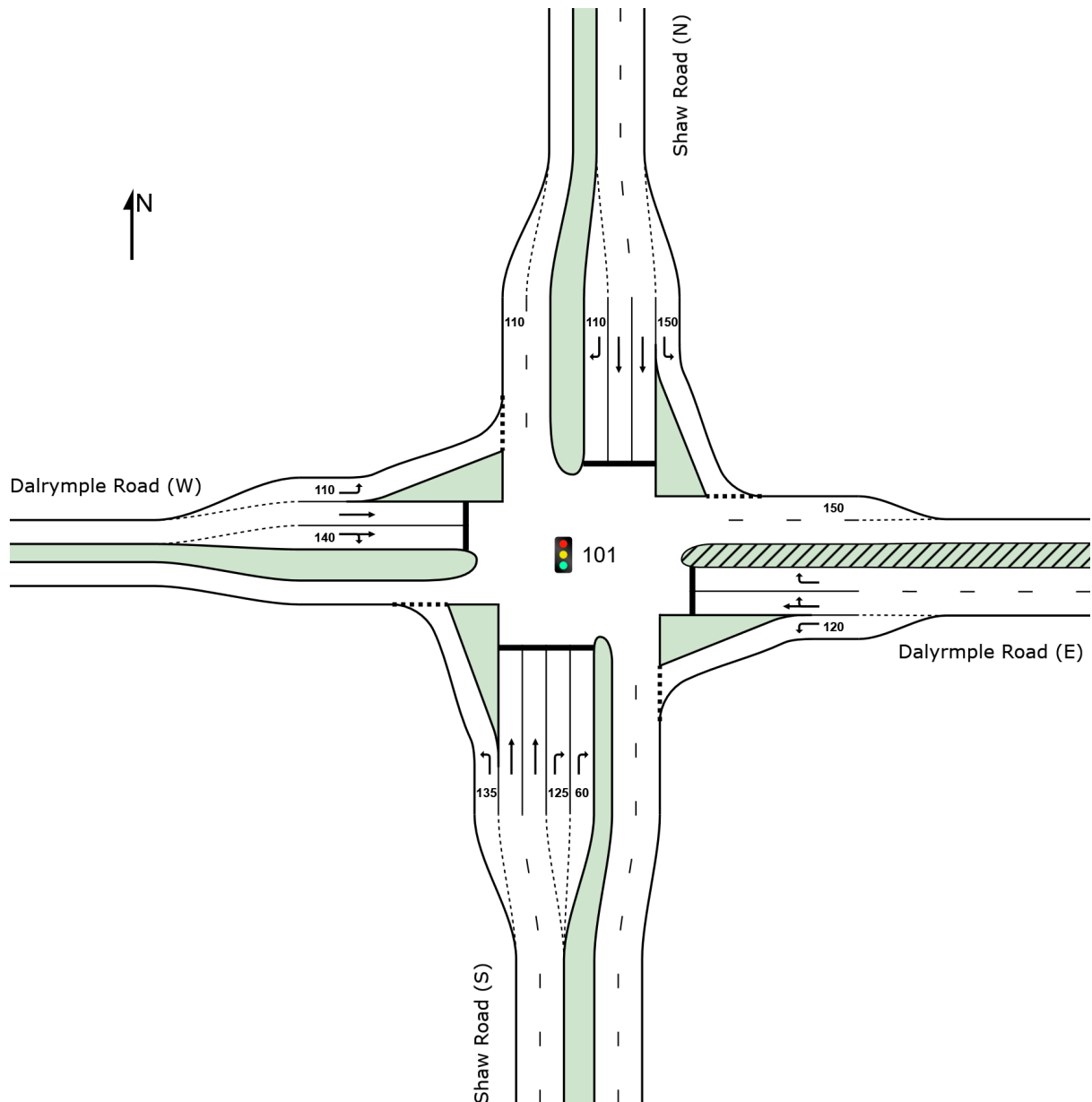
Dalrymple Road / Shaw Road traffic signals

"With stage 1 and stage 2 development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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# MOVEMENT SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"With stage 1 and stage 2 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| South: Shaw Road (S)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                            | L2   | All MCs   | 3            | 5.0 | 3             | 5.0 | 0.002     | 8.1         | LOS A            | 0.0               | 0.3      | 0.24      | 0.57           | 0.24                | 51.1        |
| 2                            | T1   | All MCs   | 398          | 5.0 | 398           | 5.0 | * 0.760   | 43.1        | LOS D            | 13.1              | 95.6     | 0.98      | 0.83           | 1.03                | 35.7        |
| 3                            | R2   | All MCs   | 175          | 5.0 | 175           | 5.0 | 0.245     | 51.5        | LOS D            | 5.0               | 36.4     | 0.87      | 0.76           | 0.87                | 32.0        |
| Approach                     |      |           | 576          | 5.0 | 576           | 5.0 | 0.760     | 45.5        | LOS D            | 13.1              | 95.6     | 0.94      | 0.81           | 0.98                | 34.5        |
| East: Dalyrmple Road (E)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 223          | 5.0 | 223           | 5.0 | 0.166     | 8.7         | LOS A            | 3.2               | 23.0     | 0.28      | 0.63           | 0.28                | 50.7        |
| 5                            | T1   | All MCs   | 258          | 5.0 | 258           | 5.0 | 0.584     | 36.6        | LOS D            | 19.7              | 143.8    | 0.87      | 0.78           | 0.87                | 37.0        |
| 6                            | R2   | All MCs   | 685          | 5.0 | 685           | 5.0 | * 0.882   | 55.5        | LOS E            | 37.4              | 273.0    | 0.98      | 0.93           | 1.09                | 31.3        |
| Approach                     |      |           | 1166         | 5.0 | 1166          | 5.0 | 0.882     | 42.4        | LOS D            | 37.4              | 273.0    | 0.82      | 0.84           | 0.88                | 35.1        |
| North: Shaw Road (N)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 384          | 5.0 | 384           | 5.0 | 0.290     | 9.2         | LOS A            | 5.3               | 38.4     | 0.30      | 0.65           | 0.30                | 50.9        |
| 8                            | T1   | All MCs   | 361          | 5.0 | 361           | 5.0 | 0.690     | 59.6        | LOS E            | 11.3              | 82.5     | 1.00      | 0.85           | 1.04                | 30.4        |
| 9                            | R2   | All MCs   | 62           | 5.0 | 62            | 5.0 | * 0.375   | 46.9        | LOS D            | 3.1               | 22.3     | 0.98      | 0.75           | 0.98                | 33.3        |
| Approach                     |      |           | 807          | 5.0 | 807           | 5.0 | 0.690     | 34.7        | LOS C            | 11.3              | 82.5     | 0.66      | 0.74           | 0.68                | 38.0        |
| West: Dalrymple Road (W)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 42           | 5.0 | 42            | 5.0 | 0.053     | 24.1        | LOS C            | 1.2               | 9.1      | 0.55      | 0.67           | 0.55                | 43.4        |
| 11                           | T1   | All MCs   | 317          | 5.0 | 317           | 5.0 | * 0.871   | 69.1        | LOS E            | 12.7              | 89.3     | 1.00      | 0.95           | 1.21                | 28.3        |
| 12                           | R2   | All MCs   | 16           | 5.0 | 16            | 5.0 | 0.871     | 77.1        | LOS E            | 12.7              | 89.3     | 1.00      | 0.99           | 1.28                | 27.2        |
| Approach                     |      |           | 375          | 5.0 | 375           | 5.0 | 0.871     | 64.4        | LOS E            | 12.7              | 89.3     | 0.95      | 0.92           | 1.14                | 29.4        |
| All Vehicles                 |      |           | 2924         | 5.0 | 2924          | 5.0 | 0.882     | 43.7        | LOS D            | 37.4              | 273.0    | 0.82      | 0.82           | 0.88                | 34.8        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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## LANE SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals

"With stage 1 and stage 2 development" traffic in opening year (2031)

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site User-Given Cycle Time)

| Lane Use and Performance |                 |          |                 |          |       |           |                 |             |                  |                   |          |             |             |           |              |
|--------------------------|-----------------|----------|-----------------|----------|-------|-----------|-----------------|-------------|------------------|-------------------|----------|-------------|-------------|-----------|--------------|
|                          | Demand Flows    |          | Arrival Flows   |          | Cap.  | Deg. Satn | Lane Util.      | Aver. Delay | Level of Service | 95% Back Of Queue |          | Lane Config | Lane Length | Cap. Adj. | Prob. Block. |
|                          | [ Total veh/h ] | [ HV % ] | [ Total veh/h ] | [ HV % ] | veh/h | v/c       | %               | sec         |                  | [ Veh ]           | [ Dist ] |             | m           | %         | %            |
| South: Shaw Road (S)     |                 |          |                 |          |       |           |                 |             |                  |                   |          |             |             |           |              |
| Lane 1                   | 3               | 5.0      | 3               | 5.0      | 1301  | 0.002     | 100             | 8.1         | LOS A            | 0.0               | 0.3      | Short       | 135         | 0.0       | NA           |
| Lane 2                   | 155             | 5.0      | 155             | 5.0      | 320   | 0.485     | 64 <sup>6</sup> | 42.4        | LOS D            | 7.6               | 55.7     | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 243             | 5.0      | 243             | 5.0      | 320   | 0.760     | 100             | 43.6        | LOS D            | 13.1              | 95.6     | Full        | 500         | 0.0       | 0.0          |
| Lane 4                   | 80              | 5.0      | 80              | 5.0      | 386   | 0.208     | 85 <sup>6</sup> | 51.7        | LOS D            | 4.2               | 30.6     | Short       | 125         | 0.0       | NA           |
| Lane 5                   | 94              | 5.0      | 94              | 5.0      | 386   | 0.245     | 100             | 51.3        | LOS D            | 5.0               | 36.4     | Short       | 60          | 0.0       | NA           |
| Approach                 | 576             | 5.0      | 576             | 5.0      |       | 0.760     |                 | 45.5        | LOS D            | 13.1              | 95.6     |             |             |           |              |
| East: Dalrymple Road (E) |                 |          |                 |          |       |           |                 |             |                  |                   |          |             |             |           |              |
| Lane 1                   | 223             | 5.0      | 223             | 5.0      | 1343  | 0.166     | 100             | 8.7         | LOS A            | 3.2               | 23.0     | Short       | 120         | 0.0       | NA           |
| Lane 2                   | 384             | 5.0      | 384             | 5.0      | 657   | 0.584     | 66 <sup>6</sup> | 39.5        | LOS D            | 19.7              | 143.8    | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 560             | 5.0      | 560             | 5.0      | 635   | 0.882     | 100             | 57.8        | LOS E            | 37.4              | 273.0    | Full        | 500         | 0.0       | 0.0          |
| Approach                 | 1166            | 5.0      | 1166            | 5.0      |       | 0.882     |                 | 42.4        | LOS D            | 37.4              | 273.0    |             |             |           |              |
| North: Shaw Road (N)     |                 |          |                 |          |       |           |                 |             |                  |                   |          |             |             |           |              |
| Lane 1                   | 384             | 5.0      | 384             | 5.0      | 1325  | 0.290     | 100             | 9.2         | LOS A            | 5.3               | 38.4     | Short       | 150         | 0.0       | NA           |
| Lane 2                   | 181             | 5.0      | 181             | 5.0      | 262   | 0.690     | 100             | 59.6        | LOS E            | 11.3              | 82.5     | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 181             | 5.0      | 181             | 5.0      | 262   | 0.690     | 100             | 59.6        | LOS E            | 11.3              | 82.5     | Full        | 500         | 0.0       | 0.0          |
| Lane 4                   | 62              | 5.0      | 62              | 5.0      | 166   | 0.375     | 100             | 46.9        | LOS D            | 3.1               | 22.3     | Short       | 110         | 0.0       | NA           |
| Approach                 | 807             | 5.0      | 807             | 5.0      |       | 0.690     |                 | 34.7        | LOS C            | 11.3              | 82.5     |             |             |           |              |
| West: Dalrymple Road (W) |                 |          |                 |          |       |           |                 |             |                  |                   |          |             |             |           |              |
| Lane 1                   | 42              | 5.0      | 42              | 5.0      | 797   | 0.053     | 100             | 24.1        | LOS C            | 1.2               | 9.1      | Short       | 110         | 0.0       | NA           |
| Lane 2                   | 151             | 10.5     | 151             | 10.5     | 197   | 0.769     | 88 <sup>6</sup> | 66.5        | LOS E            | 10.0              | 76.2     | Full        | 500         | 0.0       | 0.0          |
| Lane 3                   | 182             | 0.4      | 182             | 0.4      | 208   | 0.871     | 100             | 71.9        | LOS E            | 12.7              | 89.3     | Short       | 140         | 0.0       | NA           |
| Approach                 | 375             | 5.0      | 375             | 5.0      |       | 0.871     |                 | 64.4        | LOS E            | 12.7              | 89.3     |             |             |           |              |
| All Vehicles             | 2924            | 5.0      | 2924            | 5.0      |       | 0.882     |                 | 43.7        | LOS D            | 37.4              | 273.0    |             |             |           |              |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Approach Lane Flows (veh/h) |    |    |    |       |     |       |          |         |          |          |  |
|-----------------------------|----|----|----|-------|-----|-------|----------|---------|----------|----------|--|
| South: Shaw Road (S)        |    |    |    |       |     |       |          |         |          |          |  |
| Mov.                        | L2 | T1 | R2 | Total | %HV |       |          |         |          |          |  |
| From S                      |    |    |    |       |     | Cap.  | Deg.     | Lane    | Prob.    | Ov.      |  |
| To Exit:                    | W  | N  | E  |       |     | veh/h | Satn v/c | Util. % | SL Ov. % | Lane No. |  |

|                            |         |         |         |       |      |               |                     |                    |                      |                    |
|----------------------------|---------|---------|---------|-------|------|---------------|---------------------|--------------------|----------------------|--------------------|
| Lane 1                     | 3       | -       | -       | 3     | 5.0  | 1301          | 0.002               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 155     | -       | 155   | 5.0  | 320           | 0.485               | 64 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 243     | -       | 243   | 5.0  | 320           | 0.760               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 80      | 80    | 5.0  | 386           | 0.208               | 85 <sup>6</sup>    | 0.0                  | 3                  |
| Lane 5                     | -       | -       | 94      | 94    | 5.0  | 386           | 0.245               | 100                | 0.0                  | 4                  |
| Approach                   | 3       | 398     | 175     | 576   | 5.0  |               | 0.760               |                    |                      |                    |
| East: Dalrymple Road (E)   |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From E<br>To Exit: | L2<br>S | T1<br>W | R2<br>N | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 223     | -       | -       | 223   | 5.0  | 1343          | 0.166               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 258     | 126     | 384   | 5.0  | 657           | 0.584               | 66 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | -       | 560     | 560   | 5.0  | 635           | 0.882               | 100                | NA                   | NA                 |
| Approach                   | 223     | 258     | 685     | 1166  | 5.0  |               | 0.882               |                    |                      |                    |
| North: Shaw Road (N)       |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From N<br>To Exit: | L2<br>E | T1<br>S | R2<br>W | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 384     | -       | -       | 384   | 5.0  | 1325          | 0.290               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 181     | -       | 181   | 5.0  | 262           | 0.690               | 100                | NA                   | NA                 |
| Lane 3                     | -       | 181     | -       | 181   | 5.0  | 262           | 0.690               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 62      | 62    | 5.0  | 166           | 0.375               | 100                | 0.0                  | 3                  |
| Approach                   | 384     | 361     | 62      | 807   | 5.0  |               | 0.690               |                    |                      |                    |
| West: Dalrymple Road (W)   |         |         |         |       |      |               |                     |                    |                      |                    |
| Mov.<br>From W<br>To Exit: | L2<br>N | T1<br>E | R2<br>S | Total | %HV  | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 42      | -       | -       | 42    | 5.0  | 797           | 0.053               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 151     | -       | 151   | 10.5 | 197           | 0.769               | 88 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 166     | 16      | 182   | 0.4  | 208           | 0.871               | 100                | 0.0                  | 2                  |
| Approach                   | 42      | 317     | 16      | 375   | 5.0  |               | 0.871               |                    |                      |                    |
| Total %HV Deg.Satn (v/c)   |         |         |         |       |      |               |                     |                    |                      |                    |
| All Vehicles               | 2924    | 5.0     |         | 0.882 |      |               |                     |                    |                      |                    |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Merge Analysis                                               |                  |                     |                        |                           |                 |                  |                       |                               |                 |                |                 |     |
|--------------------------------------------------------------|------------------|---------------------|------------------------|---------------------------|-----------------|------------------|-----------------------|-------------------------------|-----------------|----------------|-----------------|-----|
|                                                              | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % | Opposing Flow Rate veh/h  | Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Capacity Flow Rate veh/h | Deg. Satn veh/h | Min. Delay v/c | Merge Delay sec |     |
| East Exit: Dalrymple Road (E)<br>Merge Type: <b>Priority</b> |                  |                     |                        |                           |                 |                  |                       |                               |                 |                |                 |     |
| Exit Short Lane                                              | 1                | 150                 | 0.0                    | 260                       | 263             | 3.10             | 2.06                  | 616                           | 1478            | 0.416          | 0.4             | 0.8 |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                 |                  |                       | 260                           | 1800            | 0.145          | 0.0             | 0.0 |
| North Exit: Shaw Road (N)<br>Merge Type: <b>Priority</b>     |                  |                     |                        |                           |                 |                  |                       |                               |                 |                |                 |     |
| Exit Short Lane                                              | 1                | 110                 | 0.0                    | 802                       | 822             | 3.08             | 2.05                  | 323                           | 904             | 0.357          | 1.9             | 3.2 |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                 |                  |                       | 802                           | 1800            | 0.446          | 0.0             | 0.0 |

| Variable Demand Analysis |                             |                              |                                |                            |
|--------------------------|-----------------------------|------------------------------|--------------------------------|----------------------------|
|                          | Initial<br>Queued<br>Demand | Residual<br>Queued<br>Demand | Time for<br>Residual<br>Demand | Duration<br>of<br>Oversatn |

|                          | veh | veh | to Clear<br>sec | sec |
|--------------------------|-----|-----|-----------------|-----|
| South: Shaw Road (S)     |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 4                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 5                   | 0.0 | 0.0 | 0.0             | 0.0 |
| East: Dalrymple Road (E) |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| North: Shaw Road (N)     |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 4                   | 0.0 | 0.0 | 0.0             | 0.0 |
| West: Dalrymple Road (W) |     |     |                 |     |
| Lane 1                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 2                   | 0.0 | 0.0 | 0.0             | 0.0 |
| Lane 3                   | 0.0 | 0.0 | 0.0             | 0.0 |

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 Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# PHASING SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"With stage 1 and stage 2 development" traffic in opening year (2031)  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 130 seconds (Site User-Given Cycle Time)

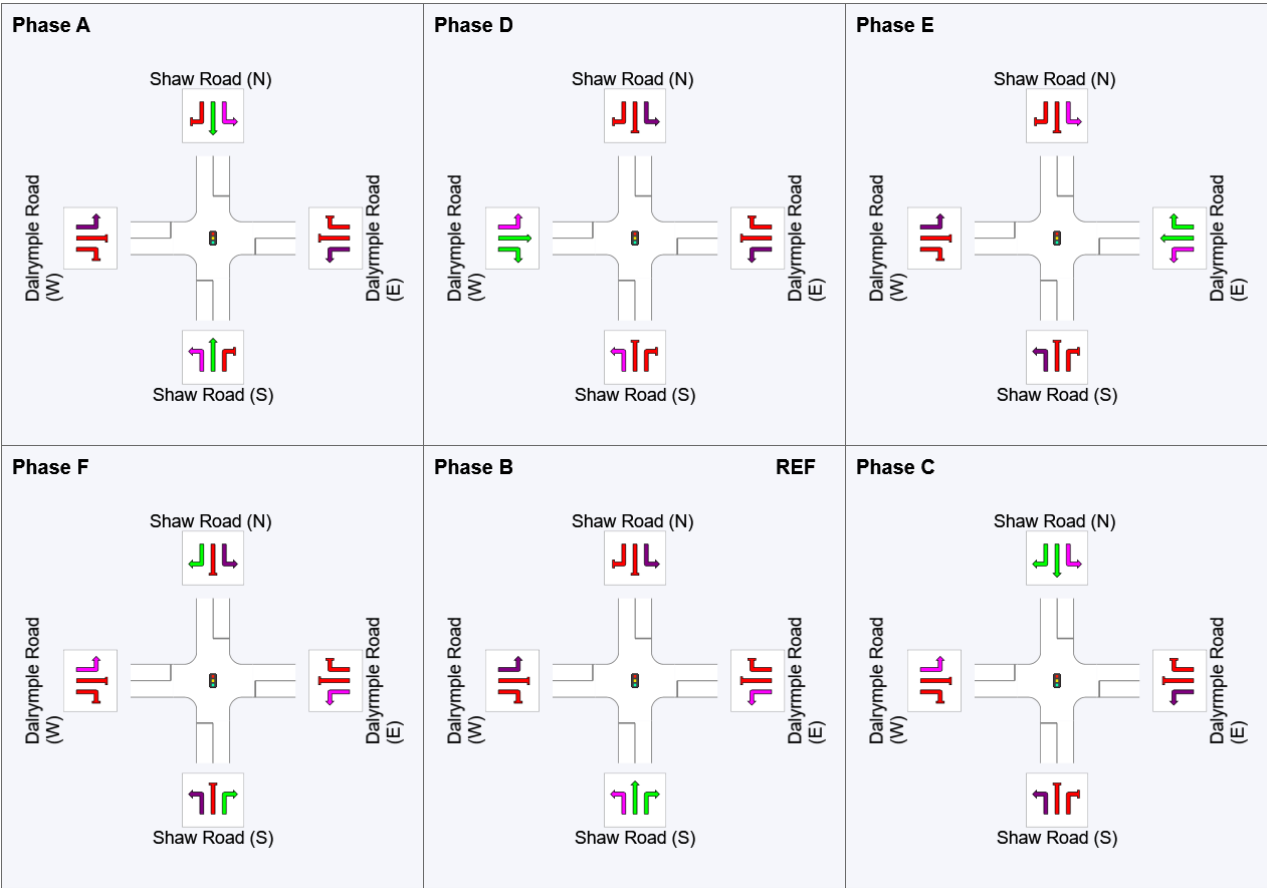
**Timings based on settings in the Site Phasing & Timing dialog**  
**Phase Times determined by the program**  
**Phase Sequence: Four-Phase Leading Right Turns**  
**Input Phase Sequence: A, D, E, F, B, C**  
**Output Phase Sequence: A, D, E, F, B, C**  
**Reference Phase: Phase B**

## Phase Timing Summary

| Phase                   | A     | D     | E     | F     | B     | C     |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Phase Change Time (sec) | 34    | 46    | 66    | 118   | 0     | 22    |
| Green Time (sec)        | 6     | 14    | 46    | 6     | 16    | 6     |
| Phase Time (sec)        | 12    | 20    | 52    | 12    | 22    | 12    |
| Phase Split             | 9%    | 15%   | 40%   | 9%    | 17%   | 9%    |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence



REF: Reference Phase  
VAR: Variable Phase

|                                                                                   |                                   |                                                                                   |                          |
|-----------------------------------------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------|--------------------------|
|  | Normal Movement                   |  | Permitted/Opposed        |
|  | Slip/Bypass-Lane Movement         |  | Opposed Slip/Bypass-Lane |
|  | Stopped Movement                  |  | Turn On Red              |
|  | Other Movement Class (MC) Running |  | Undetected Movement      |
|  | Mixed Running & Stopped MCs       |  | Continuous Movement      |
|  | Other Movement Class (MC) Stopped |  | Phase Transition Applied |

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# SITE LAYOUT

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Shaw Road / Dalrymple Road)]**

Dalrymple Road / Shaw Road traffic signals

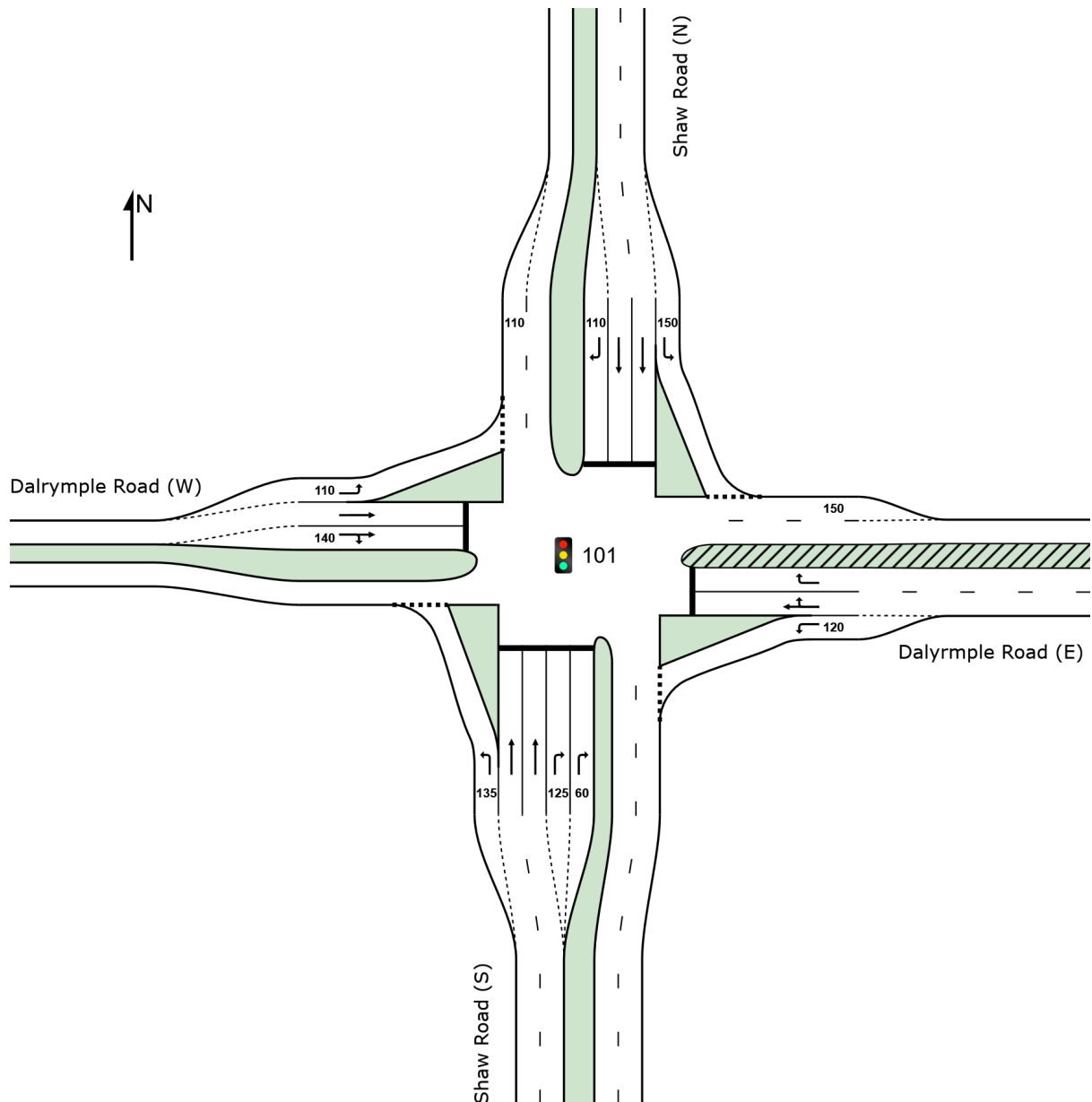
"With stage 1 and stage 2 development" traffic in opening year 2031

With mitigation

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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# MOVEMENT SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"With stage 1 and stage 2 development" traffic in opening year 2031  
With mitigation  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Site User-Given Cycle Time)  
Variable Sequence Analysis applied. The results are given for the selected output sequence.

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| South: Shaw Road (S)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                            | L2   | All MCs   | 3            | 5.0 | 3             | 5.0 | 0.002     | 7.9         | LOS A            | 0.0               | 0.3      | 0.23      | 0.57           | 0.23                | 51.3        |
| 2                            | T1   | All MCs   | 398          | 5.0 | 398           | 5.0 | * 0.727   | 56.1        | LOS E            | 15.0              | 109.9    | 0.98      | 0.83           | 1.01                | 31.7        |
| 3                            | R2   | All MCs   | 175          | 5.0 | 175           | 5.0 | * 0.685   | 72.6        | LOS E            | 6.2               | 45.5     | 1.00      | 0.82           | 1.06                | 27.1        |
| Approach                     |      |           | 576          | 5.0 | 576           | 5.0 | 0.727     | 60.9        | LOS E            | 15.0              | 109.9    | 0.98      | 0.82           | 1.02                | 30.2        |
| East: Dalyrmple Road (E)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 223          | 5.0 | 223           | 5.0 | 0.159     | 7.2         | LOS A            | 2.2               | 16.0     | 0.22      | 0.61           | 0.22                | 51.8        |
| 5                            | T1   | All MCs   | 258          | 5.0 | 258           | 5.0 | 0.480     | 28.2        | LOS C            | 17.3              | 125.9    | 0.77      | 0.72           | 0.77                | 40.3        |
| 6                            | R2   | All MCs   | 685          | 5.0 | 685           | 5.0 | * 0.724   | 38.1        | LOS D            | 29.1              | 212.6    | 0.87      | 0.83           | 0.87                | 36.7        |
| Approach                     |      |           | 1166         | 5.0 | 1166          | 5.0 | 0.724     | 30.0        | LOS C            | 29.1              | 212.6    | 0.72      | 0.76           | 0.72                | 39.7        |
| North: Shaw Road (N)         |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 384          | 5.0 | 384           | 5.0 | 0.281     | 9.2         | LOS A            | 5.2               | 38.0     | 0.30      | 0.65           | 0.30                | 50.9        |
| 8                            | T1   | All MCs   | 361          | 5.0 | 361           | 5.0 | 0.540     | 49.1        | LOS D            | 10.2              | 74.2     | 0.92      | 0.76           | 0.92                | 33.3        |
| 9                            | R2   | All MCs   | 62           | 5.0 | 62            | 5.0 | 0.450     | 70.4        | LOS E            | 3.9               | 28.8     | 1.00      | 0.76           | 1.00                | 27.5        |
| Approach                     |      |           | 807          | 5.0 | 807           | 5.0 | 0.540     | 31.8        | LOS C            | 10.2              | 74.2     | 0.63      | 0.71           | 0.63                | 39.1        |
| West: Dalrymple Road (W)     |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 42           | 5.0 | 42            | 5.0 | 0.059     | 21.9        | LOS C            | 1.2               | 8.5      | 0.51      | 0.66           | 0.51                | 44.6        |
| 11                           | T1   | All MCs   | 317          | 5.0 | 317           | 5.0 | * 0.717   | 60.7        | LOS E            | 11.5              | 81.0     | 1.00      | 0.84           | 1.04                | 30.3        |
| 12                           | R2   | All MCs   | 16           | 5.0 | 16            | 5.0 | 0.717     | 66.8        | LOS E            | 11.5              | 81.0     | 1.00      | 0.86           | 1.07                | 29.5        |
| Approach                     |      |           | 375          | 5.0 | 375           | 5.0 | 0.717     | 56.6        | LOS E            | 11.5              | 81.0     | 0.94      | 0.82           | 0.98                | 31.4        |
| All Vehicles                 |      |           | 2924         | 5.0 | 2924          | 5.0 | 0.727     | 40.0        | LOS D            | 29.1              | 212.6    | 0.78      | 0.77           | 0.79                | 36.1        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Intersection and Approach LOS values are based on average delay for all vehicle movements.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

\* Critical Movement (Signal Timing)

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## LANE SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals

"With stage 1 and stage 2 development" traffic in opening year 2031

With mitigation

Site Category: (None)

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

Variable Sequence Analysis applied. The results are given for the selected output sequence.

| Lane Use and Performance |                  |           |                  |           |       |           |                 |             |                  |                   |             |             |             |            |        |
|--------------------------|------------------|-----------|------------------|-----------|-------|-----------|-----------------|-------------|------------------|-------------------|-------------|-------------|-------------|------------|--------|
|                          | Demand Flows     |           | Arrival Flows    |           | Cap.  | Deg. Satn | Lane Util.      | Aver. Delay | Level of Service | 95% Back Of Queue |             | Lane Config | Lane Length | Cap. Prob. |        |
|                          | [ Total<br>veh/h | HV ]<br>% | [ Total<br>veh/h | HV ]<br>% |       |           |                 |             |                  | [ Veh             | Dist ]<br>m |             |             | Adj.       | Block. |
|                          |                  |           |                  |           | veh/h | v/c       | %               | sec         |                  |                   |             |             | m           | %          | %      |
| South: Shaw Road (S)     |                  |           |                  |           |       |           |                 |             |                  |                   |             |             |             |            |        |
| Lane 1                   | 3                | 5.0       | 3                | 5.0       | 1300  | 0.002     | 100             | 7.9         | LOS A            | 0.0               | 0.3         | Short       | 135         | 0.0        | NA     |
| Lane 2                   | 155              | 5.0       | 155              | 5.0       | 334   | 0.464     | 64 <sup>6</sup> | 55.5        | LOS E            | 8.9               | 65.2        | Full        | 500         | 0.0        | 0.0    |
| Lane 3                   | 243              | 5.0       | 243              | 5.0       | 334   | 0.727     | 100             | 56.5        | LOS E            | 15.0              | 109.9       | Full        | 500         | 0.0        | 0.0    |
| Lane 4                   | 80               | 5.0       | 80               | 5.0       | 138   | 0.582     | 85 <sup>6</sup> | 72.2        | LOS E            | 5.2               | 37.8        | Short       | 125         | 0.0        | NA     |
| Lane 5                   | 94               | 5.0       | 94               | 5.0       | 138   | 0.685     | 100             | 73.0        | LOS E            | 6.2               | 45.5        | Short       | 60          | 0.0        | NA     |
| Approach                 | 576              | 5.0       | 576              | 5.0       |       | 0.727     |                 | 60.9        | LOS E            | 15.0              | 109.9       |             |             |            |        |
| East: Dalrymple Road (E) |                  |           |                  |           |       |           |                 |             |                  |                   |             |             |             |            |        |
| Lane 1                   | 223              | 5.0       | 223              | 5.0       | 1406  | 0.159     | 100             | 7.2         | LOS A            | 2.2               | 16.0        | Short       | 120         | 0.0        | NA     |
| Lane 2                   | 384              | 5.0       | 384              | 5.0       | 800   | 0.480     | 66 <sup>6</sup> | 31.1        | LOS C            | 17.3              | 125.9       | Full        | 500         | 0.0        | 0.0    |
| Lane 3                   | 560              | 5.0       | 560              | 5.0       | 772   | 0.724     | 100             | 38.3        | LOS D            | 29.1              | 212.6       | Full        | 500         | 0.0        | 0.0    |
| Approach                 | 1166             | 5.0       | 1166             | 5.0       |       | 0.724     |                 | 30.0        | LOS C            | 29.1              | 212.6       |             |             |            |        |
| North: Shaw Road (N)     |                  |           |                  |           |       |           |                 |             |                  |                   |             |             |             |            |        |
| Lane 1                   | 384              | 5.0       | 384              | 5.0       | 1367  | 0.281     | 100             | 9.2         | LOS A            | 5.2               | 38.0        | Short       | 150         | 0.0        | NA     |
| Lane 2                   | 181              | 5.0       | 181              | 5.0       | 334   | 0.540     | 100             | 49.1        | LOS D            | 10.2              | 74.2        | Full        | 500         | 0.0        | 0.0    |
| Lane 3                   | 181              | 5.0       | 181              | 5.0       | 334   | 0.540     | 100             | 49.1        | LOS D            | 10.2              | 74.2        | Full        | 500         | 0.0        | 0.0    |
| Lane 4                   | 62               | 5.0       | 62               | 5.0       | 138   | 0.450     | 100             | 70.4        | LOS E            | 3.9               | 28.8        | Short       | 110         | 0.0        | NA     |
| Approach                 | 807              | 5.0       | 807              | 5.0       |       | 0.540     |                 | 31.8        | LOS C            | 10.2              | 74.2        |             |             |            |        |
| West: Dalrymple Road (W) |                  |           |                  |           |       |           |                 |             |                  |                   |             |             |             |            |        |
| Lane 1                   | 42               | 5.0       | 42               | 5.0       | 708   | 0.059     | 100             | 21.9        | LOS C            | 1.2               | 8.5         | Short       | 110         | 0.0        | NA     |
| Lane 2                   | 151              | 10.5      | 151              | 10.5      | 239   | 0.633     | 88 <sup>6</sup> | 60.2        | LOS E            | 9.4               | 71.4        | Full        | 500         | 0.0        | 0.0    |
| Lane 3                   | 182              | 0.4       | 182              | 0.4       | 253   | 0.717     | 100             | 61.6        | LOS E            | 11.5              | 81.0        | Short       | 140         | 0.0        | NA     |
| Approach                 | 375              | 5.0       | 375              | 5.0       |       | 0.717     |                 | 56.6        | LOS E            | 11.5              | 81.0        |             |             |            |        |
| All Vehicles             | 2924             | 5.0       | 2924             | 5.0       |       | 0.727     |                 | 40.0        | LOS D            | 29.1              | 212.6       |             |             |            |        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Lane LOS values are based on average delay per lane.

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

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Approach Lane Flows (veh/h) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| South: Shaw Road (S)        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

| Mov.<br>From S<br>To Exit: | L2<br>W | T1<br>N | R2<br>E | Total | %HV   | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
|----------------------------|---------|---------|---------|-------|-------|---------------|---------------------|--------------------|----------------------|--------------------|
| Lane 1                     | 3       | -       | -       | 3     | 5.0   | 1300          | 0.002               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 155     | -       | 155   | 5.0   | 334           | 0.464               | 64 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 243     | -       | 243   | 5.0   | 334           | 0.727               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 80      | 80    | 5.0   | 138           | 0.582               | 85 <sup>6</sup>    | 0.0                  | 3                  |
| Lane 5                     | -       | -       | 94      | 94    | 5.0   | 138           | 0.685               | 100                | 0.0                  | 4                  |
| Approach                   | 3       | 398     | 175     | 576   | 5.0   |               | 0.727               |                    |                      |                    |
| East: Dalrymple Road (E)   |         |         |         |       |       |               |                     |                    |                      |                    |
| Mov.<br>From E<br>To Exit: | L2<br>S | T1<br>W | R2<br>N | Total | %HV   | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 223     | -       | -       | 223   | 5.0   | 1406          | 0.159               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 258     | 126     | 384   | 5.0   | 800           | 0.480               | 66 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | -       | 560     | 560   | 5.0   | 772           | 0.724               | 100                | NA                   | NA                 |
| Approach                   | 223     | 258     | 685     | 1166  | 5.0   |               | 0.724               |                    |                      |                    |
| North: Shaw Road (N)       |         |         |         |       |       |               |                     |                    |                      |                    |
| Mov.<br>From N<br>To Exit: | L2<br>E | T1<br>S | R2<br>W | Total | %HV   | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 384     | -       | -       | 384   | 5.0   | 1367          | 0.281               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 181     | -       | 181   | 5.0   | 334           | 0.540               | 100                | NA                   | NA                 |
| Lane 3                     | -       | 181     | -       | 181   | 5.0   | 334           | 0.540               | 100                | NA                   | NA                 |
| Lane 4                     | -       | -       | 62      | 62    | 5.0   | 138           | 0.450               | 100                | 0.0                  | 3                  |
| Approach                   | 384     | 361     | 62      | 807   | 5.0   |               | 0.540               |                    |                      |                    |
| West: Dalrymple Road (W)   |         |         |         |       |       |               |                     |                    |                      |                    |
| Mov.<br>From W<br>To Exit: | L2<br>N | T1<br>E | R2<br>S | Total | %HV   | Cap.<br>veh/h | Deg.<br>Satn<br>v/c | Lane<br>Util.<br>% | Prob.<br>SL Ov.<br>% | Ov.<br>Lane<br>No. |
| Lane 1                     | 42      | -       | -       | 42    | 5.0   | 708           | 0.059               | 100                | 0.0                  | 2                  |
| Lane 2                     | -       | 151     | -       | 151   | 10.5  | 239           | 0.633               | 88 <sup>6</sup>    | NA                   | NA                 |
| Lane 3                     | -       | 166     | 16      | 182   | 0.4   | 253           | 0.717               | 100                | 0.0                  | 2                  |
| Approach                   | 42      | 317     | 16      | 375   | 5.0   |               | 0.717               |                    |                      |                    |
| Total %HV Deg.Satn (v/c)   |         |         |         |       |       |               |                     |                    |                      |                    |
| All Vehicles               | 2924    | 5.0     |         |       | 0.727 |               |                     |                    |                      |                    |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

<sup>6</sup> Lane under-utilisation due to downstream effects

| Merge Analysis                                               |                  |                     |                        |                           |                          |                  |                       |                      |                |               |                |                 |
|--------------------------------------------------------------|------------------|---------------------|------------------------|---------------------------|--------------------------|------------------|-----------------------|----------------------|----------------|---------------|----------------|-----------------|
|                                                              | Exit Lane Number | Short Lane Length m | Percent Opng in Lane % | Flow Rate veh/h           | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
| East Exit: Dalrymple Road (E)<br>Merge Type: <b>Priority</b> |                  |                     |                        |                           |                          |                  |                       |                      |                |               |                |                 |
| Exit Short Lane                                              | 1                | 150                 | 0.0                    | 260                       | 263                      | 3.10             | 2.06                  | 616                  | 1478           | 0.416         | 0.4            | 0.8             |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                          |                  |                       | 260                  | 1800           | 0.145         | 0.0            | 0.0             |
| North Exit: Shaw Road (N)<br>Merge Type: <b>Priority</b>     |                  |                     |                        |                           |                          |                  |                       |                      |                |               |                |                 |
| Exit Short Lane                                              | 1                | 110                 | 0.0                    | 802                       | 822                      | 3.08             | 2.05                  | 323                  | 904            | 0.357         | 1.9            | 3.2             |
| Merge Lane                                                   | 2                | -                   | 100.0                  | Merge Lane is not Opposed |                          |                  |                       | 802                  | 1800           | 0.446         | 0.0            | 0.0             |

| Variable Demand Analysis |                             |                              |                                            |                            |
|--------------------------|-----------------------------|------------------------------|--------------------------------------------|----------------------------|
|                          | Initial<br>Queued<br>Demand | Residual<br>Queued<br>Demand | Time for<br>Residual<br>Demand<br>to Clear | Duration<br>of<br>Oversatn |
|                          | veh                         | veh                          | sec                                        | sec                        |
| South: Shaw Road (S)     |                             |                              |                                            |                            |
| Lane 1                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 2                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 3                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 4                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 5                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| East: Dalrymple Road (E) |                             |                              |                                            |                            |
| Lane 1                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 2                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 3                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| North: Shaw Road (N)     |                             |                              |                                            |                            |
| Lane 1                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 2                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 3                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 4                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| West: Dalrymple Road (W) |                             |                              |                                            |                            |
| Lane 1                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 2                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |
| Lane 3                   | 0.0                         | 0.0                          | 0.0                                        | 0.0                        |

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Project: C:\12dS\data\12dSynergy\P001406 Greater Ascot Shopping Centre\_17161\14. Engineering - Traffic\02. SIDRA\P001406 SIDRA traffic signals.sip9

# PHASING SUMMARY

 **Site: 101 [2031 background, stage 1, stage 2 and residential traffic (with mitigation) (Site Folder: Shaw Road / Dalrymple Road)]**

**Output produced by SIDRA INTERSECTION Version: 9.1.1.200**

Dalrymple Road / Shaw Road traffic signals  
"With stage 1 and stage 2 development" traffic in opening year 2031  
With mitigation  
Site Category: (None)  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 130 seconds (Site User-Given Cycle Time)  
Variable Sequence Analysis applied. The results are given for the selected output sequence.

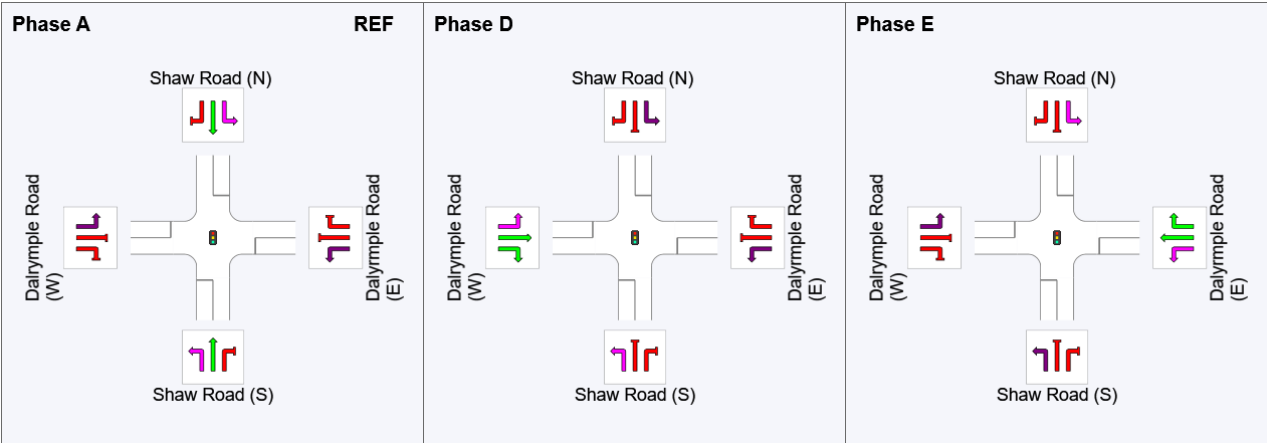
**Timings based on settings in the Site Phasing & Timing dialog**  
**Phase Times determined by the program**  
**Green Split Priority has been specified**  
**Phase Sequence: Four-Phase Leading Right Turns**  
**Input Phase Sequence: A, D, E, F, F1\*, F2\***  
**Output Phase Sequence: A, D, E, F**  
**Reference Phase: Phase A**  
(\* Variable Phase)

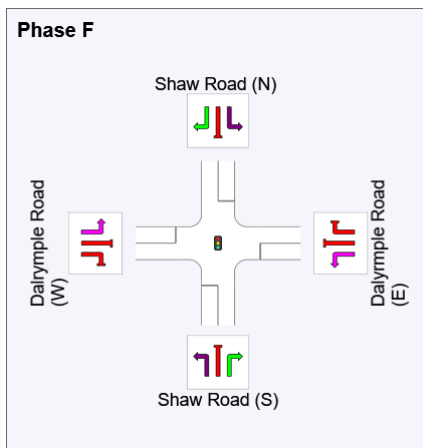
## Phase Timing Summary

| Phase                   | A     | D     | E     | F     |
|-------------------------|-------|-------|-------|-------|
| Phase Change Time (sec) | 0     | 29    | 52    | 114   |
| Green Time (sec)        | 23    | 17    | 56    | 10    |
| Phase Time (sec)        | 29    | 23    | 62    | 16    |
| Phase Split             | 22%   | 18%   | 48%   | 12%   |
| Phase Frequency (%)     | 100.0 | 100.0 | 100.0 | 100.0 |

See the Timing Analysis report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Minor Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

## Output Phase Sequence





REF: Reference Phase

VAR: Variable Phase



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# APPENDIX I

## Traffic Impact Assessment Certification

**CERTIFICATION OF TRAFFIC IMPACT ASSESSMENT REPORT**  
**REGISTERED PROFESSIONAL ENGINEER QUEENSLAND**  
**FOR**

|                      |                                                                 |
|----------------------|-----------------------------------------------------------------|
| <b>Project Title</b> | Greater Ascot Shopping Centre Stage 1 Traffic Impact Assessment |
|----------------------|-----------------------------------------------------------------|

As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the *Professional Engineers Act 2002* as competent in my areas of nominated expertise, I understand and recognise:

- The significant role of engineering as a profession; and that
- The community has a legitimate expectation that my certification affixed to this engineering work can be trusted; and that
- I am responsible for ensuring its preparation has satisfied all necessary standards, conduct and contemporary practice.

As the responsible RPEQ, I certify:

- I am satisfied that all submitted components comprising this traffic impact assessment, listed in the following table, have been completed in accordance with the Guide to Traffic Impact Assessment published by the Queensland Department of Transport and Main Roads and using sound engineering principles; and
- Where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment; and that
- The outcomes of this traffic impact assessment are a true reflection of results of assessment; and that
- I believe the strategies recommended for mitigating impacts by this traffic impact assessment, embrace contemporary practice initiatives and will deliver the desired outcomes.

|                          |                                                                                      |
|--------------------------|--------------------------------------------------------------------------------------|
| <b>Name</b>              | Prineth Fernando                                                                     |
| <b>RPEQ No.</b>          | 32194                                                                                |
| <b>RPEQ Competencies</b> | Civil                                                                                |
| <b>Email</b>             | <a href="mailto:Prineth.Fernando@premise.com.au">Prineth.Fernando@premise.com.au</a> |
| <b>Postal Address</b>    | GPO Box 1067, Brisbane QLD 4001                                                      |
| <b>Signature</b>         |   |
| <b>Date</b>              | 7 November 2024                                                                      |

|                                                                                                         |                                     |
|---------------------------------------------------------------------------------------------------------|-------------------------------------|
| <b>Traffic impact assessment components to which this certification applies</b>                         | <input checked="" type="checkbox"/> |
| <b>1. Introduction</b>                                                                                  |                                     |
| Background                                                                                              | <input checked="" type="checkbox"/> |
| Scope and study area                                                                                    | <input checked="" type="checkbox"/> |
| Pre-lodgement meeting notes                                                                             | <input type="checkbox"/>            |
| <b>2. Existing Conditions</b>                                                                           |                                     |
| Land use and zoning                                                                                     | <input checked="" type="checkbox"/> |
| Adjacent land uses / approvals                                                                          | <input checked="" type="checkbox"/> |
| Surrounding road network details                                                                        | <input checked="" type="checkbox"/> |
| Traffic volumes                                                                                         | <input checked="" type="checkbox"/> |
| Intersection and network performance                                                                    | <input type="checkbox"/>            |
| Road safety issues                                                                                      | <input checked="" type="checkbox"/> |
| Site access                                                                                             | <input checked="" type="checkbox"/> |
| Public transport (if applicable)                                                                        | <input checked="" type="checkbox"/> |
| Active transport (if applicable)                                                                        | <input checked="" type="checkbox"/> |
| Parking (if applicable)                                                                                 | <input type="checkbox"/>            |
| Pavement (if applicable)                                                                                | <input type="checkbox"/>            |
| Transport infrastructure (if applicable)                                                                | <input type="checkbox"/>            |
| <b>3. Proposed Development Details</b>                                                                  |                                     |
| Development site plan                                                                                   | <input checked="" type="checkbox"/> |
| Operational details (including year of opening each stage and any relevant catchment / market analysis) | <input checked="" type="checkbox"/> |
| Proposed access and parking                                                                             | <input checked="" type="checkbox"/> |
| <b>4. Development Traffic</b>                                                                           |                                     |
| Traffic generation (by development stage if relevant and considering light and heavy vehicle trips)     | <input checked="" type="checkbox"/> |
| Trip distribution                                                                                       | <input checked="" type="checkbox"/> |
| Development traffic volumes on the network                                                              | <input checked="" type="checkbox"/> |
| <b>5. Impact Assessment and Mitigation</b>                                                              |                                     |
| With and without development traffic volumes                                                            | <input checked="" type="checkbox"/> |
| Construction traffic impact assessment and mitigation (if applicable)                                   | <input type="checkbox"/>            |
| Road safety impact assessment and mitigation                                                            | <input checked="" type="checkbox"/> |
| Access and frontage impact assessment and mitigation                                                    | <input checked="" type="checkbox"/> |
| Intersection delay impact assessment and mitigation                                                     | <input checked="" type="checkbox"/> |
| Road link capacity assessment and mitigation                                                            | <input type="checkbox"/>            |
| Pavement impact assessment and mitigation                                                               | <input type="checkbox"/>            |
| Transport infrastructure impact assessment and mitigation                                               | <input type="checkbox"/>            |
| Other impacts assessment relevant to the specific development type / location (if applicable)           | <input checked="" type="checkbox"/> |
| <b>6. Conclusions and Recommendations</b>                                                               |                                     |
| Summary of impacts and mitigation measures proposed                                                     | <input checked="" type="checkbox"/> |
| Certification statement and authorisation                                                               | <input checked="" type="checkbox"/> |