Kiama Traffic and Parking Study

Part B – Modelling Report

Kiama Municipal Council

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1. INTRODUCTION

1.1 Background

Kiama Municipal Council (Council) commissioned a Town Centre Study (TCS) in 2018 with the aim of accommodating growth in the Kiama Town Centre while maintaining, respecting and supporting the existing character of the town. The TCS recommended several traffic and parking improvement proposals. Council has engaged Bitzios Consulting to undertake a traffic and parking study of the town centre, investigating the existing traffic and parking issues and reviewing the feasibility of the TCS proposals.

This report is for **Part B** of the three-part study. Part A summarises the existing traffic and transport features of the Town Centre, evaluates the TCS proposals, details the observations made during site investigations as well as additional data that has been collected for this study. Part A is documented in a separate report. Part C analyses active and public transport routes and identified potential improvements.

Part B of the project is a wider review and includes the assessment of additional key intersections outside of the town centre. More detailed modelling was undertaken in SIDRA and using the TRACKS model for the region to assess growth effects on the town centre and surrounds over the next 10 years.

This report then focuses on four key proposals raised in the 2018 TCS relating to traffic and parking issues in the town centre:

- **Proposal 1 (TCS Chapter 3):** A permanent pedestrian friendly zone on Terralong Street, between Collins Street and Shoalhaven Street
- **Proposal 2 (TCS Initiative H11):** Closing Terralong Street between Railway Parade and Manning Street to vehicle traffic during summer
- **Proposal 3 (TCS Initiative H10):** Narrowing of the trafficable area on Terralong Street between Railway Parade and Manning Street, realignment of traffic lanes, reductions in lane width and removal of parking
- **Proposal 4 (TCS Figure 6)**: Implementation of seven intersection reconfigurations.

This report will explain our modelling methodology for both the SIDRA and TRACKS components and how they were integrated to provide the modelling results.

The data collection and site observations for this project were undertaken in July 2020, and interstate travel restrictions were in place due to COVID-19. The data collection and site observations for this project were undertaken during the COVID-19 pandemic. Given the largely 'within' NSW visitor market for Kiama, the impacts at the time of the study would be expected to be minimal.

1.2 Relation to Part A

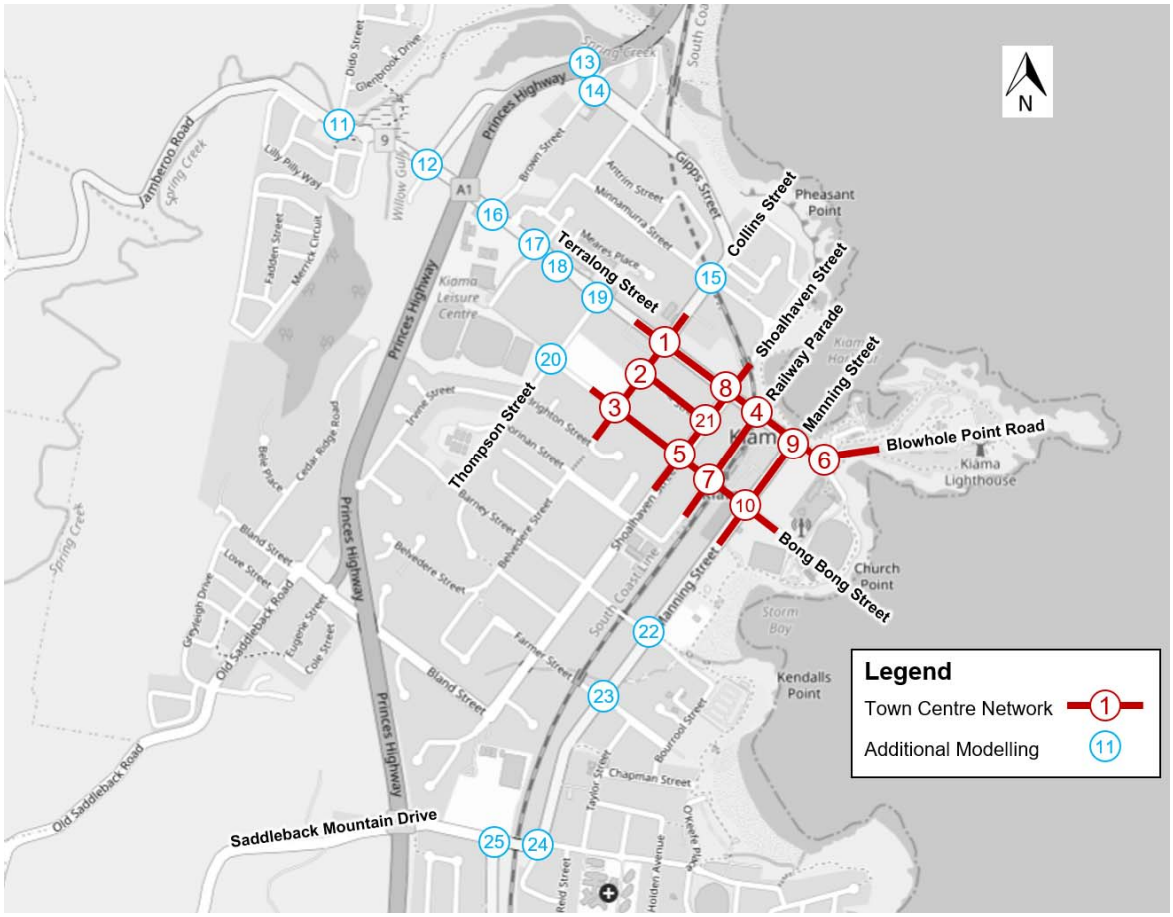
Part A focused on Kiama Town Centre, including the intersections indicated in Figure 1.1. For Part B, modelling was also undertaken for intersections outside of the Part A study area, providing for further options testing and proposed scenarios.

1.3 Study Area

There are 25 intersections modelled in this project. The intersections are detailed in Table 1.1 and are shown in *Figure 1.1*.

Table 1.1: Modelled Intersections

Number	Intersection	Intersection Type
001	Collins Street / Terralong Street	Roundabout
002	Collins Street / Akuna Street	Give way
003	Collins Street / Bong Bong Street	Stop-controlled
004	Railway Parade / Terralong Street	Give way
005	Shoalhaven Street / Bong Bong Street	Stop-controlled
006	Terralong Street / Blowhole Point Road	Give way
007	Bong Bong Street / Railway Parade / Eddy Street	Stop-controlled
008	Terralong Street / Shoalhaven Street	Stop-controlled
009	Terralong Street / Manning Street	Roundabout
010	Manning Street / Bong Bong Street	Roundabout
011	Jamberoo Road / Dido Street	Stop-controlled
012	Jamberoo Road / Terralong Street / Spring Creek Drive	Give way
013	Princes Highway / Gipps Street	Separated slip lane
014	Gipps Street / Brown Street	Give way
015	Gipps Street / Collins Street / Minnamurra Street	Roundabout
016	Terralong Street / Brown Street	Give way
017	Terralong Street / Havilah Place / Colley Drive	Roundabout
018	Terralong Street / Meares Place	Give way
019	Terralong Street / Thomson Street	Roundabout
020	Bong Bong Street / Thomson Street	Stop-controlled
021	Shoalhaven Street / Akuna Street	Give way
022	Manning Street / Barney Street	Roundabout
023	Manning Street / Farmer Street	Stop-controlled
024	Manning Street / Bonaira Street / Henley Avenue	Roundabout
025	South Kiama Drive / Saddleback Mountain Road	Give way



Aerial image sourced from OpenStreetMap

Figure 1.1 Study Area Intersections

1.4 Modelling Process Overview

The SIDRA modelling was undertaken in four (4) stages, as outlined in Figure 1.2.

- Stage 1: Traffic surveys and observations were undertaken on-site during both weekend and weekday peak conditions. Growth factors were determined through a study of the Shoalhaven Kiama TRACKS model and the Informed Decisions website (Profile.id). The reduction of observed traffic due to seasonal variation was also estimated using historic traffic counts from a permanent counting station
- Stage 2: The 2020 base SIDRA model was developed and calibrated using intersection geometry and traffic volume surveys, and then validated using observed queue lengths
- Stage 3: The 2021 and 2031 'do nothing' SIDRA models were developed with traffic volumes adjusted using the seasonal variation factor and future growth factor. Year of failure assessments were undertaken for intersections over-capacity in 2031
- Stage 4: The SIDRA models and traffic network flows diagrams were modified to assess the impact of the various proposals raised in the 2018 TCS for the 2031 design year. The proposals were assessed in isolation and then assessed on the basis that all proposals were implemented.

SIDRA 8.0 software was used for all intersection modelling, and 11 intersections within the town centre were assessed as a network as per Figure 1.1. Full details of the modelling process are provided in the *P4582.001T Kiama Traffic and Parking Study SIDRA Technical Note.*

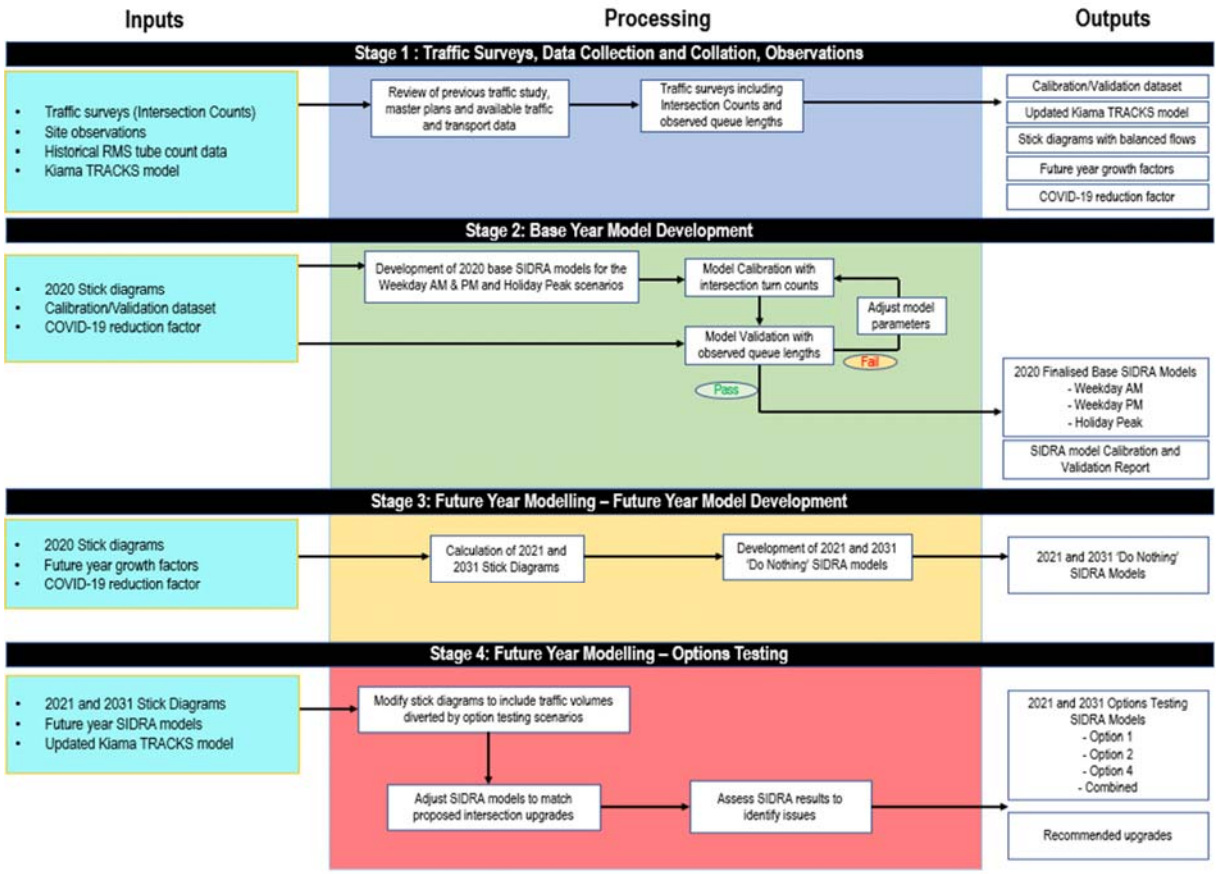
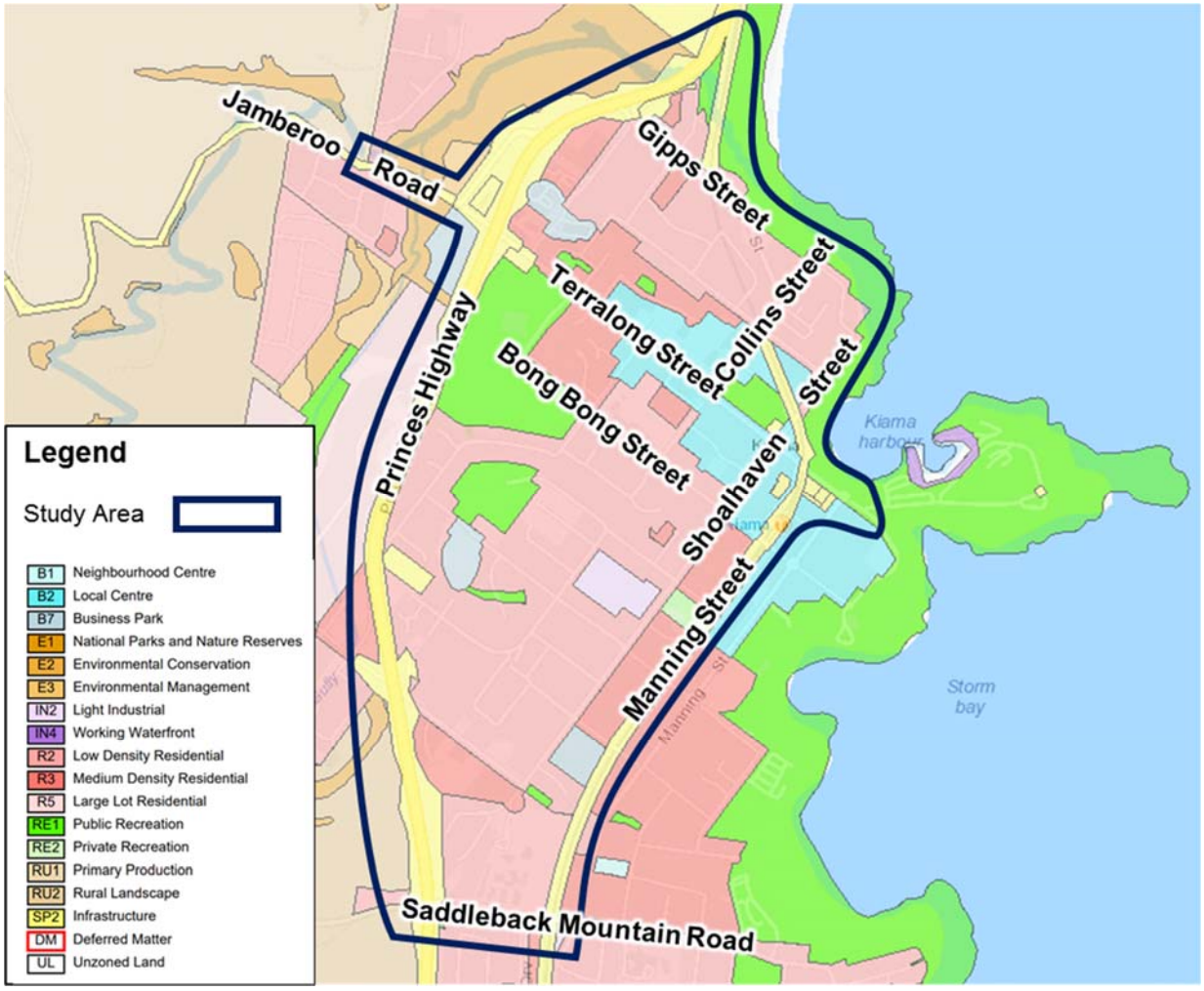


Figure 1.2: Modelling Process Overview

2. EXISTING CONDITIONS

2.1 Land Use

The current land uses within Kiama Town Centre are predominantly retail and commercial (B2), public recreation spaces (RE1) and low or medium residential (R2 and R3) as shown Figure 2.1.



Source: NSW ePlanning Spatial Viewer

Figure 2.1: Existing Land Use Map

The retail and commercial land uses are located mainly along and surrounding Terralong Street and Manning Street with the residential uses located along and surrounding Bong Bong Street west of Railway Parade and Eddy Street.

The largest non-coastal public recreation space within the town centre is Hindmarsh Park bordered by Collins Street, Terralong Street and Shoalhaven Street. Other recreation spaces are located by the coast near the Kiama Blowhole and the Kiama Showgrounds.

Kiama Public School is bounded by Thomson Street, Bong Bong Street and Collins Street.

Outside of the town centre, most areas are zoned as either low or medium density residential, mixed with a handful of business park and light industrial zones.

Most of the coastline is zoned as public recreation area.

2.2 Road Network Description

Table 2.1 summarises main characteristics of key roads in the study area:

Table 2.1: Key Roads in Study

Road Name	Jurisdiction	Hierarchy	Number of Lanes	Speed Limit
Princes Highway	TfNSW	State	2 lanes each direction	100 km/h
Terralong Street	Council	Local	1 lane each direction	50km/h 40km/h High Pedestrian Activity Area (HPAA)
Gipps Road	Council	Local	1 lane each direction	50km/h
Bong Bong Street	Council	Local	1 lane each direction	50km/h 40km/h School Zone
Shoalhaven Street	Council	Local	1 lane each direction	50km/h 40km/h HPAA
Manning Street	Council	Local	1 lane each direction	50km/h 40km/h HPAA
Saddleback Mountain Road	Council	Local	1 lane each direction	50km/h 40km/h School Zone

3. PROPOSALS ASSESSED

3.1 Proposal 1 – Terralong Street Mid-Block Crossing

Proposal 1 involves the implementation of a new wombat crossing along Terralong Street between Collins Street and Shoalhaven Street, between sites 1 and 8. SIDRA models were developed to assess the impacts to the surrounding network due to the addition of a mid-block crossing. The SIDRA models were assessed as a network of the town centre, sites 1 to 10 and 21.

3.2 Proposal 2 – Terralong Street Closure

Proposal 2 involves the closure of Terralong Street between Railway Parade and Manning Street, between sites 4 and 9. SIDRA models were developed to assess the impacts of this closure, including the redistribution of traffic. The SIDRA models were assessed as a network of the town centre, sites 1 to 10 and 21.

3.3 Proposal 3 – Terralong Street Pedestrian Zone

Proposal 3 involves the conversion of the travel lane to a pedestrian zone on the northern side of the rail bridge pillar on Terralong Street between Railway Parade and Manning Street, resulting in the reduction of travel lane widths on the southern side. The impacts of the intersection reconfiguration overlap with Proposal 4 and are assessed within its corresponding modelling.

3.4 Proposal 4 – Town Centre Intersection Upgrades

Proposal 4 involves the reconfiguration of 7 intersections, including new traffic signals at Bong Bong Street / Railway Parade / Eddy Street (site 7). The proposed intersection configurations are summarised in Table 3.1. SIDRA models were developed to assess the impacts of these changes. The SIDRA models were assessed as a network of the town centre, sites 1 to 10 and 21.

Table 3.1: Proposal 4 Items

Intersection Number	TCS ref.	Intersection	Current Intersection Type	Proposed Changes
001	W06	Collins Street / Terralong Street	Roundabout	Pedestrian crossings across all legs of the roundabout
002	W07	Collins Street / Akuna Street	Give way	Kerb build outs, blisters, removal of parking, pedestrian crossing north of Akuna Street
003	W08	Collins Street / Bong Bong Street	Stop-controlled	Convert to roundabout
004	H10	Railway Parade / Terralong Street	Give way	Changed intersection priority and reduced traffic lane widths
005	H14	Shoalhaven Street / Bong Bong Street	Give way	Convert Give Way arrangement to roundabout
006	H07	Terralong Street / Blowhole Point Road	Give way	Realign kerbs and change priority to Terralong Street / Blowhole Point Road
007	S01	Bong Bong Street / Railway Parade	Stop-controlled	Convert to traffic signals

3.5 Combined Assessment

The accumulative effects of all proposals were assessed through a combined SIDRA model which represents a scenario where all proposals are implemented. The SIDRA models were assessed as a network of the town centre, sites 1 to 10 and 21.

Additionally, an analysis within SIDRA was undertaken to find the optimal layout required for the traffic signals at site 7, Bong Bong Street / Railway Parade.

Furthermore, a sensitivity analysis was undertaken within SIDRA to assess the year of failure for the proposed impacts on the Town Centre network through the application of volume growth by annual increments.

4. SIDRA Base Case Modelling

4.1 Traffic Model

The base case model layouts reflected the existing conditions and driver behaviour, which were determined through a desktop review and a site investigation undertaken on Thursday 16 July 2020. The 2020 base case model was validated with traffic surveys undertaken on Thursday 16 and Saturday 18 July 2020.

The validated 2020 base model was further developed into 2021 and 2031 Do Nothing models, for an opening year and 10-year design horizon, representing the scenarios where no upgrades or intersection reconfigurations are implemented.

4.2 Modelled Years

The model assessed the following years:

- 2020 – Base year
- 2021 – Opening year
- 2031 – 10-year design horizon.

4.3 Modelled Periods

Three one-hour traffic peaks were modelled and are summarised in Table 4.1.

Table 4.1: Modelled Periods

Peak	Day Type	Period
AM	Weekday	8:00 AM - 9:00 AM
PM	Weekday	4:15 PM - 5:15 PM
WE	Weekend	11:45 AM - 12:45 PM

4.4 Modelled Demand and Network

Traffic surveys informed the volume demand at each modelled intersection within the 2020 base year.

To calculate 2021 and 2031 volumes, annual growth factors were identified from both the Shoalhaven Kiama TRACKS model and Profile.id, which draws from Census data. The annual growth factor of 1.4% was adopted from Profile.id as it was higher and therefore more conservative than the growth identified in the TRACKS model.

Historical traffic data from permanent traffic counters near Kiama were used to check the suitability of the annual growth factor. A counter on Princes Highway north of Bombo Railway Station recorded an average growth factor of approximately 3%, while a counter on Jamberoo Road west of Dido Street recorded an average growth factor of approximately 1%. The traffic on Jamberoo Road would be more indicative of local traffic within Kiama than the counter on Princes Highway, which includes traffic travelling past Kiama. As such, the historical traffic data supports the adopted annual growth factor of 1.4%.

Sites 1 to 10, and 21 were identified to be within the town centre study area and were modelled as a network. Slight adjustments were made to the volumes of the town centre network model to balance network flows.

Traffic volume diagrams are provided within **Appendix A**.

The modelled network is detailed in Figure 4.1.

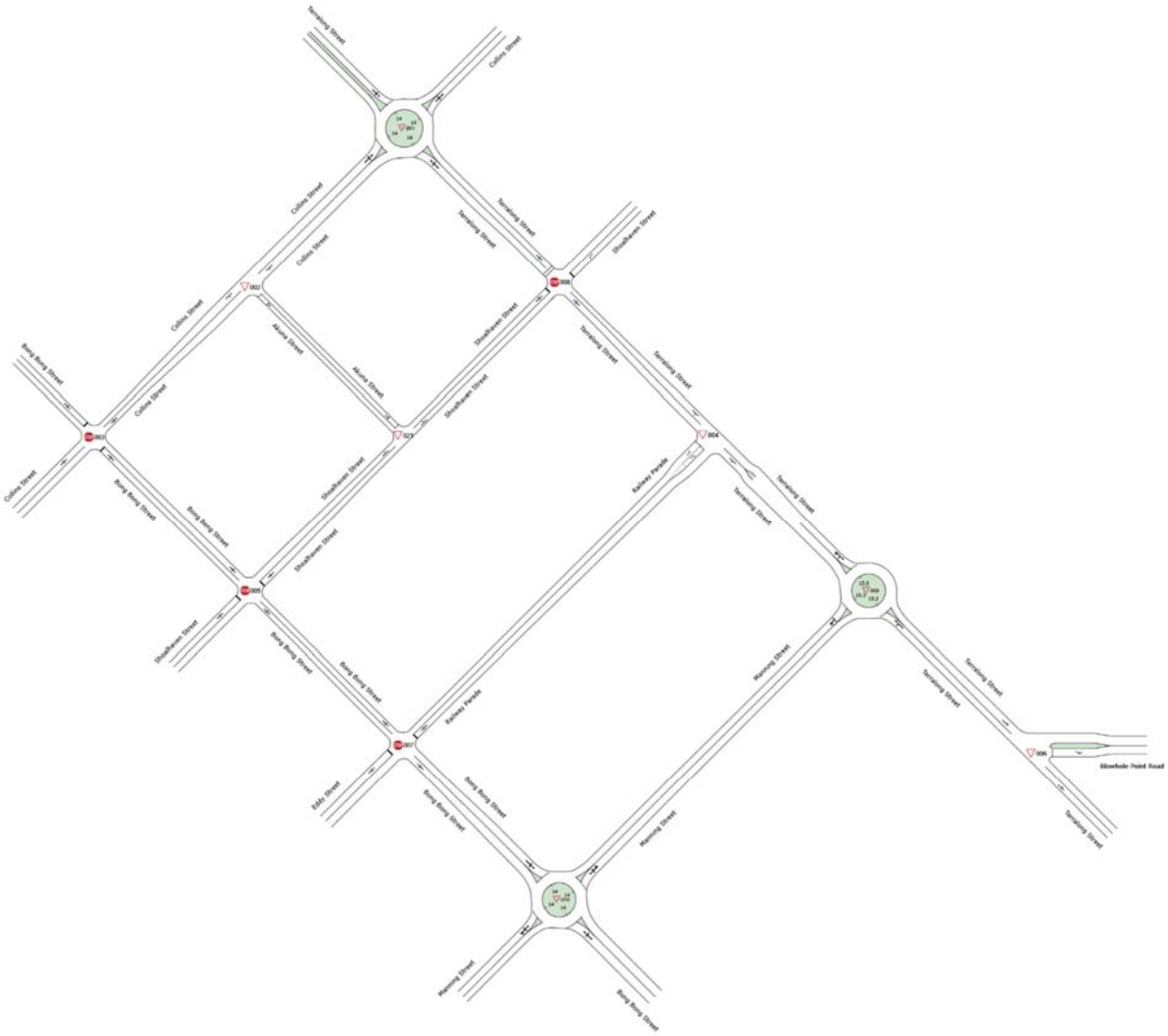


Figure 4.1: Modelled Base SIDRA Network

4.5 Modelling Assumptions and Limitations

The data collection and site observations for this project were undertaken during the COVID-19 pandemic. Given the largely 'within' NSW visitor market for Kiama, the impacts at the time of the study would be expected to be minimal. Data from a permanent traffic counter located on the Princes Highway approximately 1km north of Kiama was used to estimate the overall traffic reduction due to undertaking the traffic surveys in July, which is one of the lowest traffic volume months of the year for the region. To scale the surveyed traffic volumes to be the 85% percentile traffic volumes, a scale factor of 23% was used to increase all observed volumes to represent more typical base volumes.

The difference between the 2020 base year and 2021 opening year scenarios was the adopted annual 1.4% increase in overall traffic volumes which did not result in any significant differences in intersection performance. As such, the 2021 Do Nothing scenarios will be considered as the point of comparison.

To represent a more conservative assessment, the model assumes that there is variance in volumes between sites within the network model due to kerbside parking, hence, a high turnover.

Furthermore, the site investigation observed an abundance of reverse parking manoeuvres along Terralong Street, due to the angled parking arrangement within the town centre. These manoeuvres would often halt or slow traffic given the two-way one lane arrangement. This caused artificially higher vehicle queues which could propagate through multiple intersections and were identified to be isolated incidences. While this was considered within the validation of the model, it is noted that these temporary impacts are not well represented within SIDRA modelling.

4.6 Base Case Modelling Results (SIDRA)

The validation of the 2020 base case model and results are discussed in the *P4582.001T Kiama Traffic and Parking Study SIDRA Technical Note*.

The SIDRA overall intersection performance results for the 2021 and 2031 Do Nothing scenarios are summarised in Table 4.2 to Table 4.4. The Level of Service ratings are the overall ratings for the intersections. Individual intersection approaches may have different ratings.

The SIDRA output tables are attached within **Appendix B**.

Table 4.2: Do Nothing Intersection Capacity Results, Weekday Peak - AM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1203	0.490	4.5	A	1372	0.575	5.0	A
2. Collins Street / Akuna Street	266	0.105	1.2	A	304	0.119	1.3	A
3. Collins Street / Bong Bong Street	314	0.127	6.2	A	358	0.147	6.3	A
4. Terralong Street / Railway Parade	800	0.243	0.9	A	912	0.281	1.0	A
5. Shoalhaven Street / Bong Bong Street	482	0.119	5.1	A	550	0.140	5.2	A
6. Terralong Street / Blowhole Point Road	381	0.125	2.7	A	434	0.145	2.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	361	0.081	2.8	A	412	0.092	2.9	A
8. Terralong Street / Shoalhaven Street	942	0.230	3.0	A	1074	0.265	3.2	A
9. Terralong Street / Manning Street	857	0.316	4.5	A	977	0.366	4.7	A
10. Manning Street / Bong Bong Street	902	0.297	4.6	A	1028	0.343	4.8	A
11. Jamberoo Road / Dido Street	258	0.047	2.4	A	294	0.054	2.4	A
12. Jamberoo Road / Terralong Street / Spring Creek Drive	832	0.227	4.3	A	948	0.266	4.5	A
13. Princes Highway / Gipps Street	1871	0.407	3.7	A	2132	0.464	3.7	A
14. Gipps Street / Brown Street	156	0.049	2.7	A	178	0.056	2.7	A
15. Gipps Street / Collins Street / Minnamurra Street	769	0.416	4.5	A	877	0.478	4.6	A
16. Terralong Street / Brown Street	792	0.222	1.1	A	902	0.253	1.2	A
17. Terralong Street / Havilah Place / Colley Drive	881	0.342	4.3	A	1004	0.395	4.4	A
18. Terralong Street / Meares Place	783	0.239	0.3	A	893	0.273	0.3	A
19. Terralong Street / Thomson Street	945	0.286	3.8	A	1078	0.330	4.0	A
20. Bong Bong Street / Thomson Street	225	0.082	3.3	A	257	0.095	3.4	A
21. Shoalhaven Street / Akuna Street	211	0.055	1.3	A	240	0.063	1.3	A
22. Manning Street / Barney Street	852	0.308	4.9	A	971	0.356	5.1	A
23. Manning Street / Farmer Street	983	0.318	2.8	A	1121	0.363	3.2	A
24. Manning Street / Bonaira Street / Henley Avenue	989	0.419	6.5	A	1128	0.496	6.8	A
25. South Kiama Drive / Saddleback Mountain Road	637	0.215	4.7	A	726	0.246	4.7	A

Table 4.3: Do Nothing Intersection Capacity Results, Weekday Peak - PM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1879	0.743	8.4	A	2142	0.898	14.6	B
2. Collins Street / Akuna Street	444	0.163	0.8	A	506	0.186	0.8	A
3. Collins Street / Bong Bong Street	638	0.279	7.0	A	727	0.330	7.1	A
4. Terralong Street / Railway Parade	1241	0.360	1.1	A	1415	0.418	1.4	A
5. Shoalhaven Street / Bong Bong Street	753	0.207	4.7	A	858	0.240	4.9	A
6. Terralong Street / Blowhole Point Road	840	0.394	3.4	A	958	0.465	3.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	509	0.139	2.4	A	581	0.160	2.5	A
8. Terralong Street / Shoalhaven Street	1395	0.321	3.3	A	1590	0.373	3.8	A
9. Terralong Street / Manning Street	1418	0.489	5.1	A	1616	0.590	6.0	A
10. Manning Street / Bong Bong Street	1358	0.490	4.8	A	1548	0.573	5.1	A
11. Jamberoo Road / Dido Street	345	0.066	1.8	A	394	0.076	1.8	A
12. Jamberoo Road / Terralong Street / Spring Creek Drive	1359	0.485	5.2	A	1549	0.574	6.1	A
13. Princes Highway / Gipps Street	2417	0.46	3.3	A	2755	0.524	3.4	A
14. Gipps Street / Brown Street	232	0.074	2.6	A	264	0.085	2.6	A
15. Gipps Street / Collins Street / Minnamurra Street	954	0.5	4.7	A	1087	0.576	4.9	A
16. Terralong Street / Brown Street	1377	0.452	2.3	A	1570	0.693	4.3	A
17. Terralong Street / Havilah Place / Colley Drive	1454	0.682	5.3	A	1657	0.794	6.5	A
18. Terralong Street / Meares Place	1267	0.45	0.4	A	1445	0.513	0.5	A
19. Terralong Street / Thomson Street	1780	0.653	6.6	A	2029	0.777	9.7	A
20. Bong Bong Street / Thomson Street	422	0.187	4.2	A	481	0.222	4.3	A
21. Shoalhaven Street / Akuna Street	180	0.050	1.2	A	205	0.056	1.2	A
22. Manning Street / Barney Street	1418	0.526	5.3	A	1616	0.611	5.7	A
23. Manning Street / Farmer Street	1431	0.464	4.0	A	1631	0.851	8.4	A
24. Manning Street / Bonaira Street / Henley Avenue	1387	0.490	7.2	A	1582	0.590	8.1	A
25. South Kiama Drive / Saddleback Mountain Road	808	0.219	4.6	A	922	0.250	4.7	A

Table 4.4: Do Nothing Intersection Capacity Results, Weekend Peak - WE

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	2043	0.832	9.9	A	2329	1.009	27.4	B*
2. Collins Street / Akuna Street	504	0.176	1.2	A	575	0.200	1.3	A
3. Collins Street / Bong Bong Street	701	0.298	7.2	A	799	0.353	7.5	A
4. Terralong Street / Railway Parade	1473	0.468	1.4	A	1679	0.544	1.9	A
5. Shoalhaven Street / Bong Bong Street	904	0.224	5.3	A	1031	0.286	5.7	A
6. Terralong Street / Blowhole Point Road	994	0.393	3.5	A	1133	0.473	3.9	A
7. Bong Bong Street / Railway Parade / Eddy Street	637	0.183	3.1	A	726	0.226	3.3	A
8. Terralong Street / Shoalhaven Street	1622	0.423	4.5	A	1849	0.551	5.6	A
9. Terralong Street / Manning Street	1615	0.624	5.1	A	1841	0.728	6.0	A
10. Manning Street / Bong Bong Street	1399	0.480	5.3	A	1595	0.568	5.9	A
11. Jamberoo Road / Dido Street	509	0.133	0.8	A	581	0.152	0.8	A
12. Jamberoo Road / Terralong Street / Spring Creek Drive	1431	0.498	5.6	A	1631	0.599	6.7	A
13. Princes Highway / Gipps Street	2980	0.621	3.7	A	3397	0.708	3.7	A
14. Gipps Street / Brown Street	244	0.071	2.3	A	278	0.081	2.3	A
15. Gipps Street / Collins Street / Minnamurra Street	1347	0.76	5.8	A	1536	0.883	8.8	A
16. Terralong Street / Brown Street	1418	0.452	1.7	A	1616	0.536	2.7	A
17. Terralong Street / Havilah Place / Colley Drive	1685	0.743	7.2	A	1921	0.876	11.3	A
18. Terralong Street / Meares Place	1428	0.456	0.5	A	1628	0.518	0.6	A
19. Terralong Street / Thomson Street	2028	1.047	20.6	B	2311	1.001	25.8	B
20. Bong Bong Street / Thomson Street	483	0.207	4.4	A	551	0.246	4.6	A
21. Shoalhaven Street / Akuna Street	334	0.088	2.0	A	380	0.101	2.1	A
22. Manning Street / Barney Street	1457	0.577	5.8	A	1661	0.675	6.3	A
23. Manning Street / Farmer Street	1419	0.529	4.0	A	1618	1.008	11.1	A
24. Manning Street / Bonaira Street / Henley Avenue	1464	0.526	7.2	A	1669	0.629	8.2	A
25. South Kiama Drive / Saddleback Mountain Road	989	0.264	4.7	A	1128	0.301	4.8	A

** Discussed in Section 4.7*

4.7 Base Case Modelling Results Discussion

The modelling results show that most intersections within the study area have substantial additional capacity within a 10-year design horizon without any intersection modifications.

Two intersections are expected to exceed capacity in the 2031 weekend scenario.

Site 1 – Terralong Street / Collins Street

The Terralong Street / Collins Street intersection (site 1) is expected to operate at 101% saturation in the 2031 weekend scenario. Overall, the intersection operates in LoS B, however, the north-east Collins Street approach operated with an average delay of 53s which corresponds to Level of Service (LoS) D, and 95th percentile back of queue length of 333m. The poor performance of the north-east approach can be attributed to the high volume of traffic on that approach and comparatively low volumes on movements opposing the north-west Terralong Street approach.

The results from the 2031 weekend model are shown in Table 4.5.

Table 4.5: Site 1 – Terralong Street / Collins Street WE 2031 Results

Approach	DoS	Average Delay	LoS	Queue (veh)	Demand Flows
Northeast	1.009	52.9	LOS D	46.9	938.0
Southeast	0.804	15.6	LOS B	11.5	611.0
Southwest	0.371	8.4	LOS A	2.6	230.0
Northwest	0.492	4.9	LOS A	4.1	550.0
Overall	**1.009**	**27.4**	**LOS B**	**46.9**	**2329.0**

It is expected that the operational capacity at the intersection of 90% saturation would be reached in 2025. The 95th percentile queue at the Collins Street southbound approach can be contained within the section between Terralong Street and Minnamurra Street until 2027.

Site 23 – Manning Street / Farmer Street

The Manning Street / Farmer Street intersection (site 23) is expected to operate at 101% saturation in the 2031 weekend scenario. The longest delays are expected at the north-west Farmer Street approach, with an average delay of 262s which corresponds to LoS F. The poor performance of the north-west approach can be attributed to a combination of the stop control and steep uphill gradient which has been considered in SIDRA.

It is expected that the operational capacity at the intersection of 90% saturation would be reached in 2030. However, the delay at the Farmer Street eastbound approach is expected to be approximately 98s in 2021.

Table 4.6: Site 23 – Manning Street / Farmer Street WE 2031 Results

Approach	DoS	Average Delay	LoS	Queue	Queue Length
Northeast	0.366	0.6	NA	0.2	1.5
Southeast	0.253	36.4	LOS C	0.8	5.4
Southwest	0.416	1.6	NA	0.4	3.0
Northwest	1.008	262.0	LOS F	7.0	51.5
Overall	**1.008**	**11.1**	**NA**	**7.0**	**51.5**

5. PROPOSAL 1 – TERRALONG STREET MID-BLOCK CROSSING

5.1 Traffic Model

The proposal 1 model assesses the additional mid-block wombat crossing within the Town Centre network as a 'dummy' site between sites 1 and 8.

5.2 Modelled Demand and Network

The entry and exit flows form sites 1 and 8 were adopted for the 'dummy' site.

The pedestrian volumes were adopted from the assessment of pedestrian warrants discussed in Part A within *P4582.002R Kiama Traffic and Parking Study Report*.

5.3 Modelling Assumptions and Limitations

As per assessment within Part A, half of the pedestrian volume accessing the existing pedestrian crossings at Collins Street and Shoalhaven Street, sites 1 and 8, are expected to be redistributed to the new crossing.

The traffic volumes within the network remain the same as the base case.

5.4 Proposal 1 Modelling Results (SIDRA)

The SIDRA overall intersection performance results for the 2021 and 2031 Proposal 1 scenarios are summarised in Table 5.1 to Table 5.3.

The SIDRA output tables are attached within **Appendix B**.

Table 5.1: Proposal 1 Intersection Capacity Results, Weekday Peak - AM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1203	0.490	4.5	A	1372	0.575	5.0	A
2. Collins Street / Akuna Street	266	0.105	1.2	A	304	0.119	1.3	A
3. Collins Street / Bong Bong Street	314	0.127	6.2	A	358	0.147	6.3	A
4. Terralong Street / Railway Parade	800	0.243	0.9	A	912	0.281	1.0	A
5. Shoalhaven Street / Bong Bong Street	482	0.119	5.1	A	550	0.140	5.2	A
6. Terralong Street / Blowhole Point Road	381	0.125	2.7	A	434	0.145	2.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	361	0.081	2.8	A	412	0.092	2.9	A
8. Terralong Street / Shoalhaven Street	942	0.230	3.0	A	1074	0.265	3.2	A
9. Terralong Street / Manning Street	857	0.316	4.5	A	977	0.366	4.7	A
10. Manning Street / Bong Bong Street	902	0.297	4.6	A	1028	0.343	4.8	A
21. Shoalhaven Street / Akuna Street	211	0.055	1.3	A	240	0.063	1.3	A

Table 5.2: Proposal 1 Intersection Capacity Results, Weekday Peak - PM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1879	0.743	8.4	A	2142	0.898	14.6	B
2. Collins Street / Akuna Street	444	0.163	0.8	A	506	0.186	0.8	A
3. Collins Street / Bong Bong Street	638	0.279	7.0	A	727	0.330	7.1	A
4. Terralong Street / Railway Parade	1241	0.360	1.1	A	1415	0.418	1.4	A
5. Shoalhaven Street / Bong Bong Street	753	0.207	4.7	A	858	0.240	4.9	A
6. Terralong Street / Blowhole Point Road	840	0.394	3.4	A	958	0.465	3.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	509	0.139	2.4	A	581	0.160	2.5	A
8. Terralong Street / Shoalhaven Street	1395	0.321	3.3	A	1590	0.373	3.8	A
9. Terralong Street / Manning Street	1418	0.489	5.1	A	1616	0.590	6.0	A
10. Manning Street / Bong Bong Street	1358	0.490	4.8	A	1548	0.573	5.1	A
21. Shoalhaven Street / Akuna Street	180	0.050	1.2	A	205	0.056	1.2	A

Table 5.3: Proposal 1 Intersection Capacity Results, Weekend Peak - WE

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	2043	0.893	11.7	A	**2329**	**1.165**	**73.2**	**F**
2. Collins Street / Akuna Street	504	0.176	1.2	A	575	0.188	1.3	A
3. Collins Street / Bong Bong Street	701	0.298	7.2	A	799	0.346	7.5	A
4. Terralong Street / Railway Parade	1473	0.468	1.4	A	1679	0.514	1.7	A
5. Shoalhaven Street / Bong Bong Street	904	0.224	5.3	A	1031	0.266	5.6	A
6. Terralong Street / Blowhole Point Road	994	0.393	3.5	A	1133	0.466	3.8	A
7. Bong Bong Street / Railway Parade / Eddy Street	637	0.183	3.1	A	726	0.212	3.2	A
8. Terralong Street / Shoalhaven Street	1622	0.423	4.5	A	1849	0.501	5.2	A
9. Terralong Street / Manning Street	1615	0.624	5.1	A	1841	0.689	5.7	A
10. Manning Street / Bong Bong Street	1399	0.480	5.3	A	1595	0.543	5.7	A
21. Shoalhaven Street / Akuna Street	334	0.088	2.0	A	380	0.096	2.1	A

5.5 Proposal 1 Modelling Results Discussion

The modelling results show that most intersections within the town centre have additional capacity within a 10-year design horizon with the implementation of a new mid-block crossing at Terralong Street between Collins Street and Shoalhaven Street.

The only major impact on intersection performance occurs at site 1, Terralong Street / Collins Street in the 2031 weekend scenario, which is expected to operate at LoS F. The north-east Collins Street approach is expected to have a 117% degree of saturation, average delay of 169s and 95th percentile queue of 750m. This queue would reach the intersection of Gipps Street / Hothersal Street.

A comparison between the 2031 'do nothing' Scenario and the Proposal 1 scenario is detailed in Table 5.4.

Table 5.4: Proposal 1 Comparison – Collins Street / Terralong Street

Approach	DoS	Delay (s)	LoS	95%ile Queue (m)
Weekend 2031 Do Nothing				
Collins Street SB	1.009	53	D	333
Overall	1.009	27	B	333
Weekend 2031 with Proposal 1				
Collins Street SB	1.165	169	F	750
Overall	1.165	73	F	750

Proposal 1 would result in intolerable increases in delays and queue lengths at the intersection. The extended queuing would extend through multiple upstream intersections and reduce sight lines to pedestrians at those intersections. As such, further traffic management measures need to be considered before the implementation of Proposal 1.

6. PROPOSAL 2 – TERRALONG STREET TEMPORARY CLOSURE

6.1 Traffic Model

The proposal 2 model assesses the closure of Terralong Street between Railway Parade and Manning Street within the network of the Town Centre.

6.2 Modelled Demand and Network

The traffic volumes travelling on Terralong Street between Railway Parade and Manning Street were redistributed along the following detour routes:

- Terralong Street <> Railway Parade <> Bong Bong Street <> Manning Street
- Terralong Street <> Shoalhaven Street <> Bong Bong Street <> Manning Street
- Terralong Street <> Collins Street <> Bong Bong Street <> Manning Street

It is assumed that approximately 50% of traffic would use the Railway Parade detour, and both the Shoalhaven Street and Collins Street detour would be used by 25% of traffic.

Traffic volume diagrams are provided within **Appendix A**.

6.3 Modelling Assumptions and Limitations

The detailed assumptions of each turn movement are discussed within *P4582.001T Kiama Traffic and Parking Study SIDRA Technical Note*.

The primary limitation of the assessment as a static model is the lack of directionality of vehicle movements due to an absence of origin or destination. As such, vehicles which could be likely to make turn movements through the closure for parking purposes were also assumed to be redirected through the proposed detours. The TRACKS model was used to identify feasible detour routes for this scenario.

6.4 Proposal 2 Modelling Results (SIDRA)

The SIDRA overall intersection performance results for the 2021 and 2031 Proposal 2 scenarios are summarised in Table 5.1 to Table 5.3.

The SIDRA output tables are attached within **Appendix B**.

Table 6.1: Proposal 2 Intersection Capacity Results, Weekday Peak - AM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1205	0.490	4.7	A	1374	0.577	5.1	A
2. Collins Street / Akuna Street	383	0.130	0.9	A	437	0.148	0.9	A
3. Collins Street / Bong Bong Street	431	0.206	6.5	A	491	0.240	6.6	A
4. Terralong Street / Railway Parade	541	0.182	3.5	A	617	0.208	3.5	A
5. Shoalhaven Street / Bong Bong Street	719	0.165	5.0	A	820	0.202	5.2	A
6. Terralong Street / Blowhole Point Road	381	0.125	2.7	A	434	0.145	2.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	1052	0.341	4.5	A	1199	0.412	4.9	A
8. Terralong Street / Shoalhaven Street	663	0.161	3.7	A	946	0.235	4.0	A
9. Terralong Street / Manning Street	423	0.158	4.5	A	482	0.180	4.5	A
10. Manning Street / Bong Bong Street	1183	0.444	6.2	A	1349	0.516	6.5	A
21. Shoalhaven Street / Akuna Street	327	0.090	0.9	A	373	0.102	0.9	A

Table 6.2: Proposal 2 Intersection Capacity Results, Weekday Peak - PM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1881	0.744	8.4	A	2144	0.899	14.3	A
2. Collins Street / Akuna Street	673	0.219	0.6	A	767	0.250	0.7	A
3. Collins Street / Bong Bong Street	866	0.460	7.8	A	988	0.551	8.5	A
4. Terralong Street / Railway Parade	764	0.228	3.5	A	871	0.260	3.5	A
5. Shoalhaven Street / Bong Bong Street	1213	0.362	5.6	A	1382	0.500	6.8	A
6. Terralong Street / Blowhole Point Road	840	0.394	3.4	A	958	0.465	3.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	1611	0.585	6.2	A	1836	0.777	8.9	A
8. Terralong Street / Shoalhaven Street	1167	0.273	4.2	A	1331	0.317	4.4	A
9. Terralong Street / Manning Street	849	0.316	3.9	A	968	0.363	3.9	A
10. Manning Street / Bong Bong Street	1907	0.650	8.1	A	2174	0.778	11.0	A
21. Shoalhaven Street / Akuna Street	408	0.111	0.6	A	466	0.126	0.6	A

Table 6.3: Proposal 2 Intersection Capacity Results, Weekend Peak - WE

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	2045	0.833	9.9	A	**2332**	**1.164**	**73.0**	**F**
2. Collins Street / Akuna Street	749	0.242	1.0	A	854	0.252	1.0	A
3. Collins Street / Bong Bong Street	946	0.495	8.3	A	1079	0.577	8.9	A
4. Terralong Street / Railway Parade	936	0.325	3.5	A	1067	0.330	3.5	A
5. Shoalhaven Street / Bong Bong Street	1397	0.536	7.3	A	1592	0.657	8.8	A
6. Terralong Street / Blowhole Point Road	994	0.392	3.5	A	1133	0.450	3.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	1924	1.017	25.2	B	**2194**	**1.311**	**96.8**	**F**
8. Terralong Street / Shoalhaven Street	1379	0.334	4.6	A	1572	0.651	5.6	A
9. Terralong Street / Manning Street	1045	0.367	4.5	A	1192	0.363	4.4	A
10. Manning Street / Bong Bong Street	2162	0.838	8.4	A	2465	0.831	9.7	A
21. Shoalhaven Street / Akuna Street	579	0.162	1.3	A	660	0.173	1.4	A

6.5 Proposal 2 Modelling Results Discussion

The modelling results show that the closure of Terralong Street between Railway Parade and Manning Street would result in the intersection of Bong Bong Street / Railway Parade / Eddy Street (site 7) becoming over-capacity in the 2021 weekend scenario. In particular, the Railway Parade approach is expected to reach 102% saturation, with an average delay of 72s and a 95th percentile queue of 245m, which would extend onto Terralong Street.

In the 2031 weekend scenario, it is expected that the average delay is 307s and the average 95th percentile queue is 572m.

This is due to the increased volume of traffic directed onto Railway Parade due to the closure, and the increase in eastbound traffic on Bong Bong Street due to the Shoalhaven Street and Collins Street detour routes.

The Terralong Street / Collins Street roundabout (site 1) is also expected to perform worse in the 2031 weekend scenario compared to 'do nothing' scenario, with the north-east Collins Street approach expecting an average delay of 168s and a 95th percentile queue of 748m.

A comparison between the 2031 'do nothing' Scenario and the Proposal 2 for the Terralong Street / Collins Street roundabout scenario is detailed in Table 6.4.

Table 6.4: Proposal 2 Comparison – Collins Street / Terralong Street

Approach	DoS	Delay (s)	LoS	95%ile Queue (m)
Weekend 2031 Do Nothing				
Collins Street SB	1.009	53	D	333
Overall	1.009	27	B	333
Weekend with Proposal 2				
Collins Street SB	1.164	168	F	748
Overall	1.164	73	F	748

Proposal 2 would result in intolerable increases in delays and queue lengths at the intersection. The extended queuing would extend through multiple upstream intersections and reduce sight lines to pedestrians at those intersections. As such, further traffic management measures need to be considered before the implementation of Proposal 2.

7. PROPOSAL 3 – NARROWING AND REALIGNMENT OF TERRALONG STREET

7.1 Overview

As per Section 3.3, the impacts of the intersection reconfiguration overlap with Proposal 4 and are assessed within its corresponding modelling. A qualitative assessment of Proposal 3 is included within the **Part A** report.

8. PROPOSAL 4 MODELLING

8.1 Traffic Model

The Proposal 4 model assesses the 7 intersection reconfigurations within the network of the Town Centre. This modelling was initially undertaken in the Part A report.

8.2 Modelled Demand and Network

The traffic volumes within the network remain the same as the base case.

Traffic volume diagrams are provided within **Appendix A**.

8.3 Modelling Assumptions and Limitations

SIDRA cannot model full pedestrian crossings at roundabouts, which was a limitation to the modelling development of the proposed changes to site 1, Terralong Street / Collins Street. To artificially create delays due to pedestrian movement, a 10% Environment Factor was added to each approach. It should be noted that this 10% factor was identified through previous experience using SIDRA modelling.

The details on each intersection modification within the model and assumptions are discussed within *P4582.001T Kiama Traffic and Parking Study SIDRA Technical Note*.

It is noted that the assessment of Proposal 3 is included within the assessment of Proposal 4 site 4. The impacts due to the reduction of lane widths is not accurately represented within SIDRA. The qualitative assessment of Proposal 3 is discussed within Part A.

8.4 Proposal 4 Modelling Results (SIDRA)

The SIDRA overall intersection performance results for the 2021 and 2031 Proposal 4 scenarios are summarised in Table 5.1 to Table 5.3.

The SIDRA output tables are attached within **Appendix B**.

Table 8.1: Proposal 4 Intersection Capacity Results, Weekday Peak - AM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1203	0.551	5.0	A	1372	0.651	6.0	A
2. Collins Street / Akuna Street	266	0.117	1.3	A	304	0.133	1.3	A
3. Collins Street / Bong Bong Street	314	0.106	4.6	A	358	0.121	4.6	A
4. Terralong Street / Railway Parade	800	0.313	2.0	A	912	0.373	2.3	A
5. Shoalhaven Street / Bong Bong Street	482	0.120	4.6	A	550	0.138	4.7	A
6. Terralong Street / Blowhole Point Road	381	0.127	2.9	A	434	0.146	3.0	A
7. Bong Bong Street / Railway Parade / Eddy Street	361	0.232	9.5	A	412	0.266	9.6	A
8. Terralong Street / Shoalhaven Street	942	0.230	3.0	A	1074	0.265	3.2	A
9. Terralong Street / Manning Street	857	0.316	4.5	A	977	0.366	4.7	A
10. Manning Street / Bong Bong Street	902	0.297	4.6	A	1028	0.343	4.8	A
21. Shoalhaven Street / Akuna Street	211	0.055	1.3	A	240	0.063	1.3	A

Table 8.2: Proposal 4 Intersection Capacity Results, Weekday Peak - PM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1879	0.853	12.2	A	2142	1.036	38.2	C
2. Collins Street / Akuna Street	444	0.182	0.8	A	506	0.204	0.9	A
3. Collins Street / Bong Bong Street	638	0.232	4.8	A	727	0.263	4.9	A
4. Terralong Street / Railway Parade	1241	0.590	3.4	A	1415	0.717	4.5	A
5. Shoalhaven Street / Bong Bong Street	753	0.245	5.5	A	858	0.277	5.6	A
6. Terralong Street / Blowhole Point Road	840	0.200	3.5	A	958	0.232	3.8	A
7. Bong Bong Street / Railway Parade / Eddy Street	509	0.371	9.2	A	581	0.427	9.3	A
8. Terralong Street / Shoalhaven Street	1395	0.321	3.3	A	1590	0.366	3.8	A
9. Terralong Street / Manning Street	1418	0.489	5.1	A	1616	0.587	6.0	A
10. Manning Street / Bong Bong Street	1358	0.483	4.8	A	1548	0.559	5.1	A
21. Shoalhaven Street / Akuna Street	180	0.050	1.2	A	205	0.056	1.2	A

Table 8.3: Proposal 4 Intersection Capacity Results, Weekend Peak - WE

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	2043	0.961	18.9	B	**2329**	**1.172**	**78.7**	**F**
2. Collins Street / Akuna Street	504	0.196	1.3	A	575	0.210	1.3	A
3. Collins Street / Bong Bong Street	701	0.248	5.2	A	799	0.271	5.4	A
4. Terralong Street / Railway Parade	1473	0.718	4.3	A	1679	0.855	6.6	A
5. Shoalhaven Street / Bong Bong Street	904	0.280	5.2	A	1031	0.310	5.4	A
6. Terralong Street / Blowhole Point Road	994	0.322	3.9	A	1133	0.361	4.3	A
7. Bong Bong Street / Railway Parade / Eddy Street	637	0.442	9.6	A	726	0.483	9.8	A
8. Terralong Street / Shoalhaven Street	1622	0.423	4.5	A	1849	0.499	5.1	A
9. Terralong Street / Manning Street	1615	0.624	5.1	A	1841	0.689	5.7	A
10. Manning Street / Bong Bong Street	1399	0.470	5.4	A	1595	0.531	5.7	A
21. Shoalhaven Street / Akuna Street	334	0.088	2.0	A	380	0.097	2.1	A

8.5 Proposal 4 Modelling Results Discussion

The modelling results show that all intersections within the study area have additional capacity within a 10-year design horizon to support the proposed modifications to all intersections, except for the proposed zebra crossings at the Terralong Street / Collins Street roundabout (site 1). It is expected that site 1 will be over-capacity in the 2031 PM peak and weekend scenarios.

In the PM peak, the north-east Collins Street approach is expected to have a 104% degree of saturation, 73s average delay, and 361m 95th percentile queue. In the weekend scenario, the approach is expected to have a 117% degree of saturation, 177s average delay and 784m 95th percentile queue.

The addition of pedestrian crossing facilities on all sides of the roundabout will result in additional queues for an intersection that is already above capacity in the 2031 weekend 'do nothing' scenario.

A comparison between the 2031 'do nothing' Scenario and the Proposal 4 scenario is detailed in Table 6.4.

Table 8.4: Proposal 4 Comparison – Collins Street / Terralong Street

Approach	DoS	Delay (s)	LoS	95%ile Queue (m)
Weekend 2031 Do Nothing				
Collins Street SB	1.009	53	D	333
Overall	1.009	27	B	333
Weekend with Proposal 4				
Collins Street SB	1.172	177	F	784
Overall	1.172	79	F	784

Proposal 4 would result in intolerable increases in delays and queue lengths at the intersection. The extended queuing would extend through multiple upstream intersections and reduce sight lines to pedestrians at those intersections. As such, further traffic management measures need to be considered before the implementation of Proposal 4.

9. SIDRA COMBINED CASE MODELLING

9.1 Traffic Model

The combined model assesses the implementation of all proposals within the network of the Town Centre. The proposal changes across multiple models were combined through the model layouts, volumes and parameters.

9.2 Modelled Demand and Network

The redistributed traffic volumes from Proposal 2 were adopted for the combined assessment.

Traffic network volume diagrams are provided within **Appendix A**.

9.3 Modelling Assumptions and Limitations

The detailed assumptions of the combining process are discussed within *P4582.001T Kiama Traffic and Parking Study SIDRA Technical Note*.

9.4 Combined Case Modelling Results (SIDRA)

The SIDRA overall intersection performance results for the 2021 and 2031 Proposal 2 scenarios are summarised in Table 5.1 to Table 5.3.

The SIDRA output tables are attached within **Appendix B**.

Table 9.1: Combined Case Intersection Capacity Results, Weekday Peak - AM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1205	0.552	5.1	A	1374	0.652	6.1	A
2. Collins Street / Akuna Street	383	0.145	0.9	A	437	0.166	0.9	A
3. Collins Street / Bong Bong Street	431	0.138	5.0	A	491	0.158	5.0	A
4. Terralong Street / Railway Parade	541	0.182	3.5	A	617	0.208	3.5	A
5. Shoalhaven Street / Bong Bong Street	719	0.197	5.0	A	820	0.228	5.2	A
6. Terralong Street / Blowhole Point Road	381	0.127	2.9	A	434	0.146	3.0	A
7. Bong Bong Street / Railway Parade / Eddy Street	1052	0.786	16.7	B	1199	0.806	21.6	B
8. Terralong Street / Shoalhaven Street	829	0.204	3.9	A	946	0.235	4.0	A
9. Terralong Street / Manning Street	423	0.158	4.5	A	482	0.180	4.5	A
10. Manning Street / Bong Bong Street	1183	0.444	6.3	A	1349	0.516	6.6	A
21. Shoalhaven Street / Akuna Street	327	0.09	0.9	A	373	0.102	0.9	A

Table 9.2: Combined Case Intersection Capacity Results, Weekday Peak - PM

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	1881	0.855	12.0	A	2144	1.03	33.0	C
2. Collins Street / Akuna Street	673	0.245	0.6	A	767	0.273	0.7	A
3. Collins Street / Bong Bong Street	866	0.312	5.2	A	988	0.352	5.3	A
4. Terralong Street / Railway Parade	764	0.273	3.5	A	871	0.257	3.5	A
5. Shoalhaven Street / Bong Bong Street	1213	0.413	6.2	A	1382	0.505	6.4	A
6. Terralong Street / Blowhole Point Road	840	0.200	3.5	A	958	0.228	3.7	A
7. Bong Bong Street / Railway Parade / Eddy Street	1611	0.972	62.0	E	**1836**	**1.083**	**111.5**	**F**
8. Terralong Street / Shoalhaven Street	1167	0.273	4.2	A	1331	0.305	4.3	A
9. Terralong Street / Manning Street	849	0.316	3.9	A	968	0.468	3.9	A
10. Manning Street / Bong Bong Street	1907	1.024	32.5	C	2174	1.184	98.9	F
21. Shoalhaven Street / Akuna Street	408	0.111	0.6	A	466	0.122	0.6	A

Table 9.3: Combined Case Intersection Capacity Results, Weekend Peak - WE

Intersection	2021				2031			
	Demand (veh)	DoS	Delay (s)	LoS	Demand (veh)	DoS	Delay (s)	LoS
1. Terralong Street / Collins Street	2045	1.308	127.3	F	**2332**	**1.583**	**239.5**	**F**
2. Collins Street / Akuna Street	749	0.262	0.9	A	854	0.261	0.9	A
3. Collins Street / Bong Bong Street	946	0.344	5.6	A	1079	0.355	5.7	A
4. Terralong Street / Railway Parade	936	0.298	3.5	A	1067	0.315	3.5	A
5. Shoalhaven Street / Bong Bong Street	1397	0.676	6.2	A	1592	0.713	6.4	A
6. Terralong Street / Blowhole Point Road	994	0.302	3.8	A	1133	0.321	4.1	A
7. Bong Bong Street / Railway Parade / Eddy Street	1924	1.22	180.0	F	**2194**	**1.357**	**258.6**	**F**
8. Terralong Street / Shoalhaven Street	1379	0.547	4.9	A	1572	0.619	5.4	A
9. Terralong Street / Manning Street	1045	0.346	4.4	A	1192	0.395	4.3	A
10. Manning Street / Bong Bong Street	2162	0.987	25.0	B	**2465**	**1.154**	**76.9**	**F**
21. Shoalhaven Street / Akuna Street	579	0.154	1.3	A	660	0.153	1.4	A

9.5 Combined Case Modelling Results Discussion

The modelling results show that not all intersections within the study area will have spare capacity within a 10-year design horizon to support the implementation of all proposals. The critical intersections are sites 1, 7 and 10, which will be over capacity on weekends within the 10-year period.

Site 1 – Terralong Street / Collins Street

The Terralong Street / Collins Street roundabout is expected to perform at LoS F during the 2021 weekend scenario with the implementation of pedestrian crossings on all sides.

The worst approach will be the north-east Collins Street approach, which is expected to operate at 158% saturation, with average delays of 538s and 95th percentile queue of 1,653m. This would reach well onto the Princes Highway.

In this scenario, the Collins Street approach is at 101% saturation and a queue length of 47m without any modifications, so the addition of pedestrian crossings will only further exacerbate delays and queues.

Site 7 – Bong Bong Street / Railway Parade / Eddy Street

The new traffic signals at Bong Bong Street / Railway Parade cause the intersection to operate at LoS F during the 2021 weekend scenario. The worst approach is the south-east Bong Bong Street approach, which is expected to operate at 122% saturation, with average delays of 272s and 95th percentile queue of 180m. The north-east Railway Parade approach is also poor, with a 115% degree of saturation, 215s delays and 95th percentile queue of 315m.

The intersection does not have sufficient capacity with its existing layout to support a 10-year design horizon of new traffic signals, and the poor performance is likely due to the large number of vehicles being redirected through this site due to the closure from Proposal 2.

Site 10 – Manning Street / Bong Bong Street

The Manning Street / Bong Bong Street will operate at LoS F in the PM peak during the 2031 PM peak and weekend scenario. During the 2031 weekend scenario, the worst approach is the south-west Manning Street approach, which is expected to operate at 115% saturation, with average delays of 162m, and 95th percentile queue of 441m. The north-east Manning Street approach is also poor, with a 110% degree of saturation. 127s delays, and 95th percentile queue of 356m.

The poor performance of the intersection is likely due to the large number of redirected vehicles required to access this site due to the closure from Proposal 2.

10. NETWORK DEFICIENCIES AND OPTIONS ASSESSMENT

10.1 Overview

The SIDRA modelling indicates that if no changes to the road network are implemented, then the following intersections are expected to be over capacity by 2031:

- Collins Street / Terralong Street
- Farmer Street / Manning Street.

The closure of Terralong Street between Railway Parade and Manning Street (Proposal 2) would result in the Railway Parade / Bong Bong Street / Eddy Street intersection becoming over capacity due to the large increase in demand.

The combined implementation of traffic signals at the Railway Parade / Bong Bong Street / Eddy Street intersection (Proposal 4) and Proposal 2 would result in the Bong Bong Street / Manning Street becoming over capacity.

These details are summarised in Table 10.1.

Table 10.1: Over-Capacity Intersections by Scenario

Scenario	Town Centre Network	Outer Intersections
Do Nothing	Collins Street / Terralong Street	Terralong Street / Thomson Street Farmer Street / Manning Street
Proposal 1	Collins Street / Terralong Street	
Proposal 2	Collins Street / Terralong Street Railway Parade / Bong Bong Street / Eddy Street	
Proposal 3+4	Collins Street / Terralong Street	
Combined	Collins Street / Terralong Street Railway Parade / Bong Bong Street / Eddy Street Bong Bong Street / Manning Street	

The following sections will discuss the traffic issues at each intersection and potential treatment options.

10.2 Terralong Street / Collins Street

The Collins Street / Terralong Street roundabout is expected to perform poorly in the 2031 weekend scenario, with the Collins Street southbound approach expected to see 53s average delay and 333m 95th percentile queue lengths, which would extend through the Collins Street / Minnamurra Street roundabout. The options tested were based on the combined options scenario, which includes pedestrian crossings on all legs of the roundabout and a pedestrian crossing between Collins Street and Shoalhaven Street.

Additional approach lanes can be provided to improve the capacity of the intersection but requires converting the existing roundabout to traffic signals. The signalised intersection would also provide pedestrian crossings on all sides of the intersection and provide more pedestrian protection than a roundabout. The traffic signals layout tested in SIDRA is detailed in Figure 10.1.

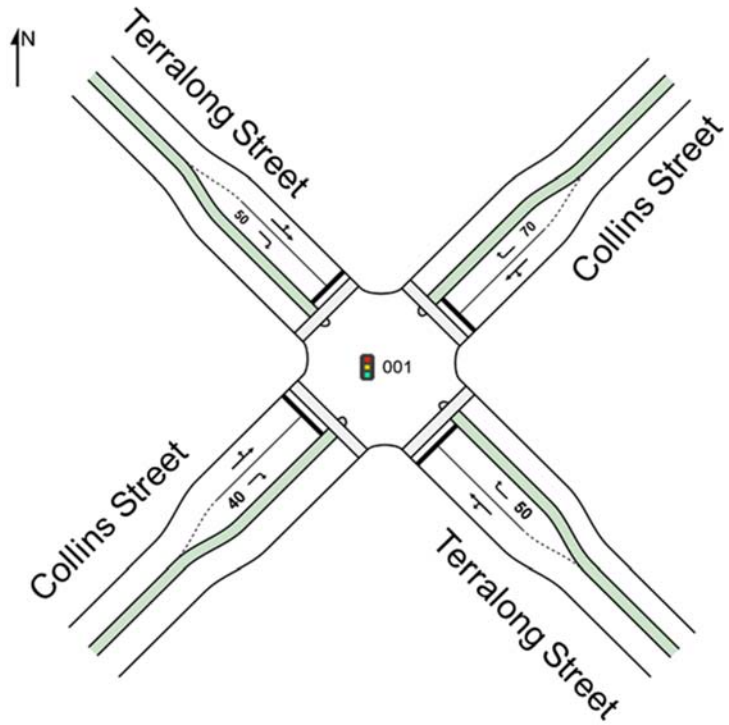


Figure 10.1: Terralong Street / Collins Street Traffic Signals

It is expected that some of the left turn traffic at the roundabout may divert via Minnamurra Street and Shoalhaven Street to avoid using the traffic signals, with these vehicles travelling further south to turn left from Shoalhaven Street to Terralong Street. The SIDRA model option testing assumed zero traffic would detour along this route, and this model is therefore considered to be a more conservative estimate of traffic volumes using the intersection.

10.2.1 Traffic Signals Warrants Assessment

The intersection was assessed against Transport for NSW's *Traffic Signal design Section 2 – Warrants*. There are two potential warrants that may apply to the intersection based on each of four one-hour periods of an average day:

- Warrant 1: Traffic Demand
  - The major road flow exceeds 600 vehicles/hour in each direction
  - The minor road flow exceeds 200 vehicles/hour in one direction
- Warrant 2: Pedestrian Safety
  - The pedestrian flow crossing the major road exceeds 150 persons/hour
  - The major flow exceeds 600 vehicles/hour in each direction or, where there is a central median of at least 1.2m wide, 1000 vehicles/hour in each direction

It is assumed that the major flow of traffic is along Collins Street north of the intersection and Terralong Street east of the intersection. The pedestrian counts are also assumed to be the sum of pedestrians crossing the above legs of the intersection. The surveyed traffic counts and pedestrian counts have been adjusted as per Section 4.5 to account for seasonal variation.

The assessment against the traffic demand warrant is presented in Table 10.2.

Table 10.2: Terralong Street / Collins Street Signal Warrant Assessment

Category	Major Road		Minor Road	Pedestrian
Criteria	>600	>600	>200	>150
	Collins Street Southbound	Terralong Street Westbound	Terralong Street Eastbound	Pedestrians Crossing Major Road
2020 AM Survey				
6:00 – 7:00	183	100	58	14
7:00 – 8:00	260	138	116	19
8:00 – 9:00	405	302	**202**	36
2020 PM Survey				
16:00 – 17:00	509	410	**309**	99
17:00 – 18:00	483	322	**322**	47
18:00 – 19:00	287	205	**209**	21
2020 Weekend Survey				
10:00 – 11:00	581	382	**330**	152
11:00 – 12:00	**619**	394	**364**	**257**
12:00 – 13:00	**619**	402	**348**	**326**
2021 AM (Volumes adjusted for seasonal variation)				
6:00 – 7:00	228	125	72	17
7:00 – 8:00	324	172	145	24
8:00 – 9:00	505	377	**252**	45
2021 PM (Volumes adjusted for seasonal variation)				
16:00 – 17:00	**635**	511	**385**	123
17:00 – 18:00	**602**	402	**402**	59
18:00 – 19:00	358	256	**261**	26
2021 Weekend (Volumes adjusted for seasonal variation)				
10:00 – 11:00	**725**	476	**412**	**190**
11:00 – 12:00	**772**	491	**454**	**321**
12:00 – 13:00	**772**	501	**432**	**407**
2031 AM				
6:00 – 7:00	262	143	83	20
7:00 – 8:00	373	198	166	27
8:00 – 9:00	580	433	**290**	52
2031 PM				
16:00 – 17:00	**730**	588	**443**	142
17:00 – 18:00	**692**	492	**462**	67
18:00 – 19:00	411	294	**300**	30
2031 Weekend				
10:00 – 11:00	**833**	548	**473**	**218**
11:00 – 12:00	**887**	565	**522**	**368**
12:00 – 13:00	**887**	576	**499**	**467**

The intersection does not currently meet the signal warrant for either traffic demand or pedestrian safety during weekdays or weekends because the major road flow does not exceed 600 vehicles in both directions. The intersection is also not expected to meet the signal warrants in 2031 based on a background traffic growth of 1.4% per annum.

It is however noted that by 2031, the intersections traffic and pedestrian volumes are close to meeting the warrants for signalisation and given the network implications associated with the operations of the intersection, the installation of traffic signals at Collins Street / Terralong Street intersection should be considered for future years.

10.2.2 Results

A comparison of the SIDRA results for the above options are detailed in Table 10.3.

Table 10.3: Terralong Street / Collins Street Upgrade Performance Comparison

Approach	Demand (veh)	DoS	Delay (s)	LoS	95%ile Queue (m)
Weekend 2031 Do Nothing					
Collins Street SB	938	1.009	53	D	333
Overall	2329	1.009	27	B	333
Weekend 2031 with Combined Proposals					
Collins Street SB	938	1.583	538	F	1653
Overall	2139	1.583	240	F	1653
Traffic Signals with Combined Proposals					
Collins Street SB	938	0.713	17	B	112
Overall	2332	0.805	20	B	112

The modelling indicates that if the existing roundabout intersection form is maintained with existing pedestrian refuge crossings, the intersection will operate at an overall LoS B, with the Collins Street SB approach exhibiting a LoS D. The delays on the other approaches will be similar if signals are introduced, with only the Collins Street SB approach exhibiting a significant improvement.

The introductions of traffic signals at this intersection will significantly improve pedestrian crossing amenity, without compromising the traffic network operations or extend vehicle queueing back along Collins Street.

As identified in Section 10.2.1, Collins Street / Terrelong Street does not meet all warrants for signalisation during weekday or weekend periods. However, signals will effectively manage competing traffic and pedestrian volumes during weekends in the future years. The challenge in future years therefore relates to providing an appropriate intersection treatment that balances the needs attributed to weekday operations, without compromising the safety or efficiency of the road network during weekend peak operations.

While upgrading Collins Street / Terralong Street intersection to traffic signals is considered an appropriate treatment to improve traffic operations and pedestrian crossing amenity for future years, installing traffic signals into Kiama would also be a major step for Council and the community as a whole. A range of factors will also need to be further considered when deciding if traffic signals are appropriate for this location in the future including:

- Detailed design considerations, particularly relating to downward grades on approach to the intersection from Collins Street NB approach

- Potential loss of parking in proximity to the intersection
- Removal of u-turn movements from the intersection
- Council's position with introducing a signalised intersection at the primary "gateway" intersection to the town centre.

10.3 Farmer Street / Manning Street

The eastbound Farmer Street approach is expected to be over-capacity in the weekend 2031 base scenario due to long wait times for the right turn and through movements. Two options were tested to improve the intersection.

10.3.1 Farmer Street Lane Duplication

The first option involves duplicating the eastbound Farmer Street approach to allow for a right turn lane and a left turn / through lane. The upgrade layout is shown in Figure 10.2.

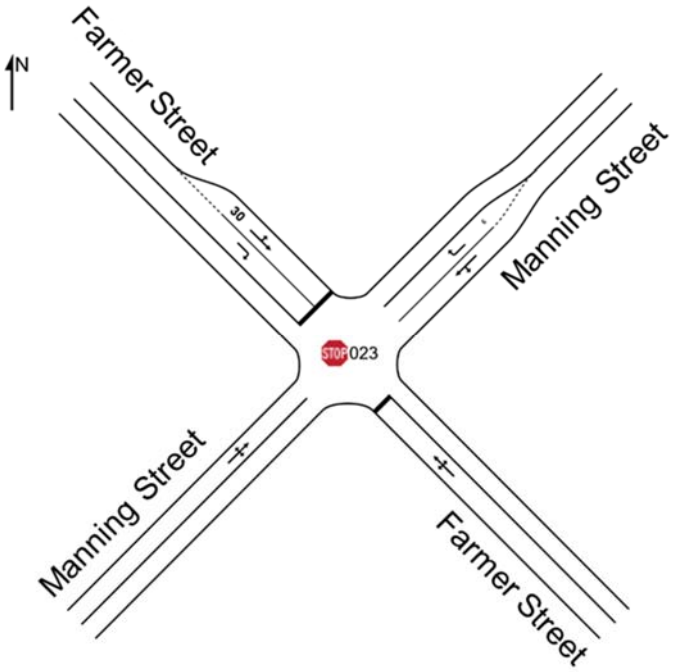


Figure 10.2: Farmer Street Lane Duplication SIDRA Layout

10.3.2 Manning Street Median

The second option is to install a median along Manning Street at the intersection, effectively banning the right turn and through movements from both approaches of Farmer Street. Traffic crossing Manning Street would be redirected instead to either the Manning Street / Barney Street roundabout to the north or the Manning Street / Saddleback Mountain Road roundabout to the south.

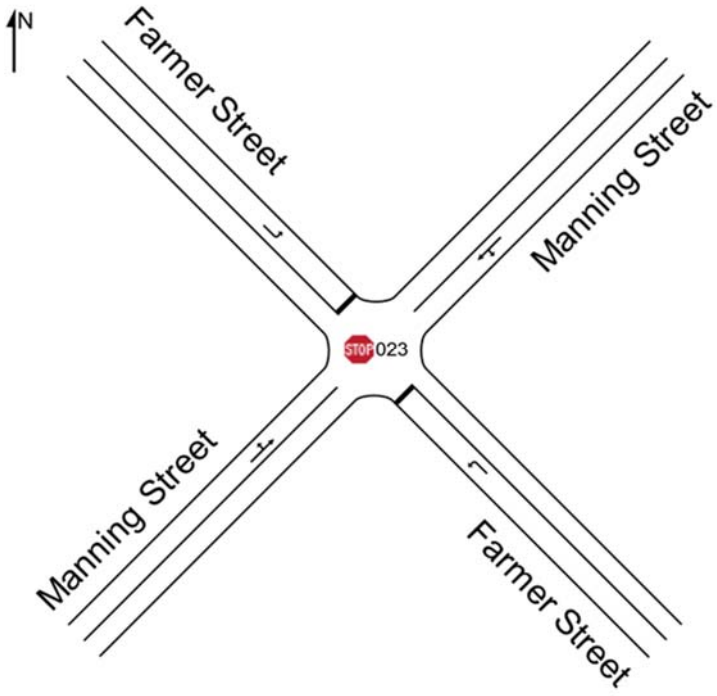


Figure 10.3: Manning Street Median SIDRA Layout

10.3.3 Results

A comparison of the SIDRA results for the above upgrade options are detailed in Table 10.4.

Table 10.4: Manning Street / Farmer Street Upgrade Performance Comparison

Approach	Demand (veh)	DoS	Delay (s)	LoS	95%ile Queue (m)
Weekend 2031 Do Nothing					
Overall	1618	1.008	11	A	52
Farmer Street EB	58	1.008	262	F	52
Farmer Street Lane Duplication					
Overall	1618	0.898	8	A	29
Farmer Street EB	58	0.898	161	F	29
Manning Street Median					
Overall	1680	0.443	1	A	3
Farmer Street EB	54	0.089	12.4	A	3

The lane duplication results in a minor improvement of the Farmer Street approach, but the right turn remains poor, with an average delay of 161s and a 95th percentile queue of 29m. This option also results in a two-lane approach to a stop sign, which reduces sight lines if two vehicles are stopped simultaneously.

The installation of the median greatly improves the Farmer Street approach, resulting in an average delay of 12s and 95th percentile queue of 3m.

An assessment was undertaken of the impact of the redirected traffic on the adjacent roundabouts on Manning Street, and the results are detailed in Table 10.5.

Table 10.5: Manning Street / Farmer Street Performance Comparison

Scenario	Demand (veh)	DoS	Delay (s)	LoS	95%ile Queue (m)
Manning Street / Barney Street (Weekend 2031)					
Do Nothing	1661	0.675	6	A	53
With Median	1775	0.754	8	A	77
Manning Street / Saddleback Mountain Road / Bonaira Street / Henley Avenue (Weekend 2031)					
Do Nothing	1669	0.629	8	A	47
With Median	1735	0.676	9	A	56

The results demonstrate that the redirection of traffic from the Manning Street / Farmer Street intersection will only result in a small impact on the adjacent roundabouts.

As such, the installation of the median on Manning Street will greatly improve the performance of the intersection with limited impacts on the surrounding road network. The typical detour route via Shoalhaven Street would result in an extra travel distance of approximately 450m in the worst case, so the median would not greatly inconvenience existing users of the intersection. However, the Manning Street / Barney Street roundabout may need to be converted to a mountable roundabout to allow right turns for heavy vehicles.

10.4 Bong Bong Street / Railway Parade / Eddy Street

The closure of Terralong Street between Railway Parade and Manning Street (Proposal 2) would result in the Bong Bong Street / Railway Parade / Eddy Street intersection becoming over capacity, with queues that extend through upstream intersections. As such, a special event traffic management plan should be prepared for any temporary closures, which would identify measures to reduce delays and queuing caused by the greatly increased traffic demand at this intersection.

The signalisation of this intersection as part of Proposal 4 is not recommended as the intersection performs adequately under normal conditions (i.e., without Proposal 2), and will not improve intersection performance with the implementation of Proposal 2, as demonstrated by the combined scenario.

11. TRACKS MODELLING

11.1 TRACKS Model Review

Council provided Shoalhaven Kiama TRACKS model to Bitzios Consulting to estimate future projected traffic within the study area. As part of this study, a review of the TRACKS model was undertaken to understand how the model compares to existing traffic conditions. This section summarised the key findings of the TRACKS model review and use in the study.

11.1.1 Background

The original TRACKS model was developed in 2011. The 2011 base model was used to develop the "Do Minimum" future models in 5-year increments to 2041. These are:

- 2016 Base Model
- 2021 Base Model
- 2026 Base Model
- 2031 Base Model
- 2036 Base Model
- 2041 Base Model.

As part of this study traffic turn count surveys were carried out at 25 key intersections within the study area as shown in Figure 11.1. The surveys were carried out on Thursday 16 July and Saturday 18 July 2020 during the NSW school holiday period. For this study, the 2021 TRACKS model was identified as the closest to the base 2020. The outputs (turn and link flows) from the 2021 TRACKS model were compared with the turn count survey data to check the suitability of the TRACKS model. For this comparison, the 2020 survey flows were not factored to 2021 flows.

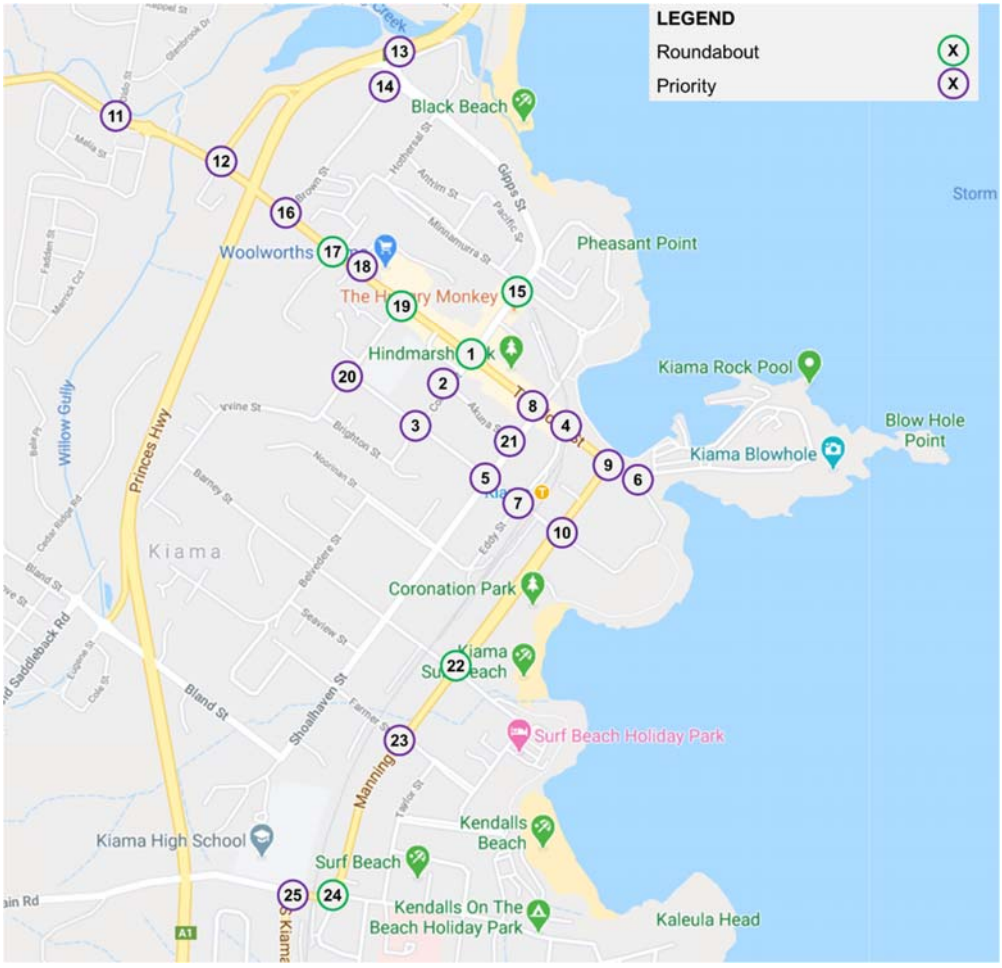


Figure 11.1: Study Area and Turn Count Data Collection

The model used was the Kiama & Shoalhaven TRACKS model, which included 2021 AM and PM peak models for two different traffic scenarios:

- 100th Highest Hourly School Traffic
- Average Annual School Traffic (AAST).

The Kiama & Shoalhaven TRACKS model does not include a weekend period, therefore weekend modelling was unable to be undertaken using this process. For each of the two scenarios three network scenario models were developed as summarised in Table 11.1.

Table 11.1: Scenario Models

Scenarios	100th Traffic	Average Annual School Traffic (AAST)
Do Min	√	√
wFLandBypass	√	√
wFutureLinks	√	√

A high-level review of the various models shows that within the study area there are no significant differences between “Do minimum”, “with Future Land Bypass” and “with Future Links” network scenario models. However, as expected, there are substantial differences in traffic flows between the 100th and AAST traffic flows scenario models. For this study, the AAST Do Minimum scenario was adopted for further analysis.

11.1.2 Findings

The 2021 TRACKS model was checked for the followings:

- Network Coding within the study area only
- Calibration.

11.1.2.1 Network Coding

The study area road and intersection coding and TRACKS zoning system were checked for consistency and appropriateness. The key findings include:

- Generally, the study area network and intersections are coded adequately in the TRACKS model
- Generally, the TRACKS model zones are well disaggregated
- The Kiama Blowhole which attracts a substantial number of tourist traffic was not included as a zone/subzone (see Figure 11.2). The provided model did not have any centroids or connectors connected to the blow hole area. To rectify this issue, this area was connected with the adjacent centroid/zone.
- A few key areas which generate and attract traffic are not connected to any zones. This has resulted in low or zero traffic flows on some key study area roads (examples included in Figure 11.2)

Figure 11.2: TRACKS Model Network Coding Issues

11.1.2.2 Calibration Criteria

The turn survey volumes were compared with the TRACKS modelled volumes using the Geoffrey E. Havers (GEH) Statistic which is an industry standard measure of variance between the observed count and modelled count, expressed by the following:

$$GEH = \sqrt{\frac{2(M-C)^2}{M+C}}$$

Where M is the Modelled Volume and C is the Observed Volume.

The TfNSW Traffic Modelling Guidelines 2013 (Table 10.3) uses the GEH Statistic as the main measurement of variance in modelling and sets out the following requirements for calibration to turning movements and link volumes:

- 95% of individual link with a GEH ≤ 5.0
- 85% of individual turns with a GEH ≤ 5.0
- All individual link and turn volumes should have GEH ≤ 10.0.

11.1.2.3 Calibration

The GEH results for the AM and PM peaks models in relation to the turn flow calibration criteria are summarised Table 11.2.

Table 11.2: GEH Summary for Link and Turn Flows

GEH Criteria	AM	PM
Link Volumes % of GEH <10	71.2%	70.3%
Link Volumes % of GEH <5	52.3%	45.9%
Turn Volumes % of GEH <10	78.0%	81.3%
Turn Volumes % of GEH <5	56.4%	52.6%

The key observations included that:

- The GEH summary suggested that the model requires further calibration against the observed data, with link volumes showing 70% are within GEH value of 10
- Several key intersections differ greatly from the observed data in both the AM and PM peaks with the individual turn movements summary shows around 80% are within GEH value of 10 with almost half of them below GEH value of 5
- The AM and PM peak summary of the individual intersection total flow differences is presented in Figure 11.3 and Figure 11.4 and detailed in Table 11.3. The key observations include:
  - In AM peak, 17 intersections showed (68%) significantly higher flows and 6 intersections showed significantly lower flow in the TRACKS model. Only 2 intersections showed similar overall flow in the TRACKS model
  - In PM peak, 6 intersections showed significantly higher flows (40%) and 11 intersections showed significantly lower flow in the TRACKS model. The remaining eight (8) intersections showed similar overall flow in TRACKS model
  - Generally, intersections located on the western side of study area have higher flows in TRACKS

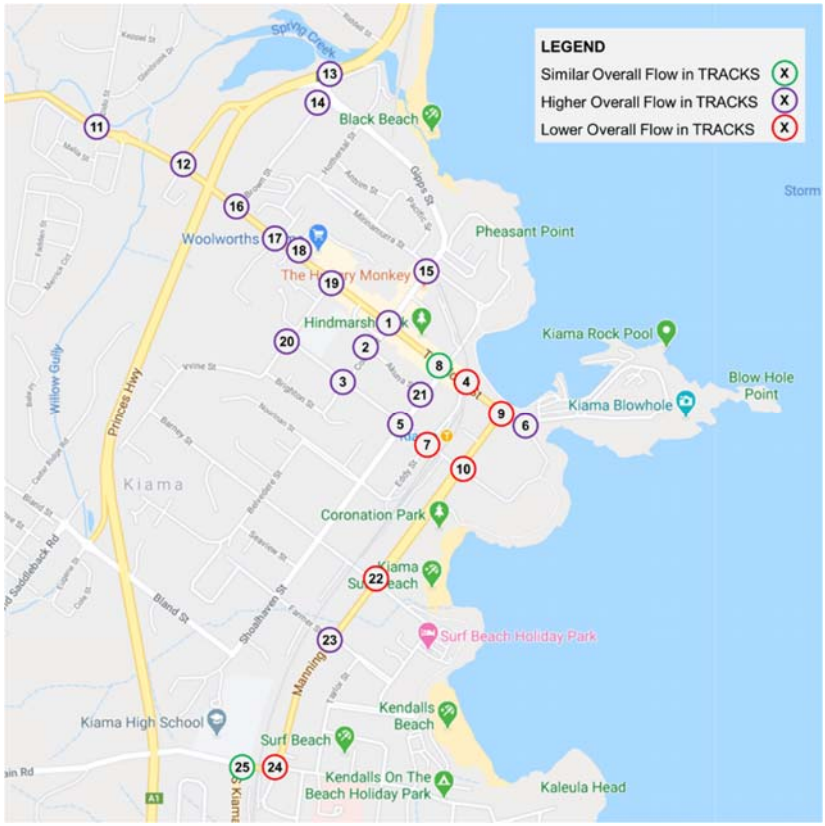


Figure 11.3: Comparison of Flows between Observed and TRACKS model at AM Peak

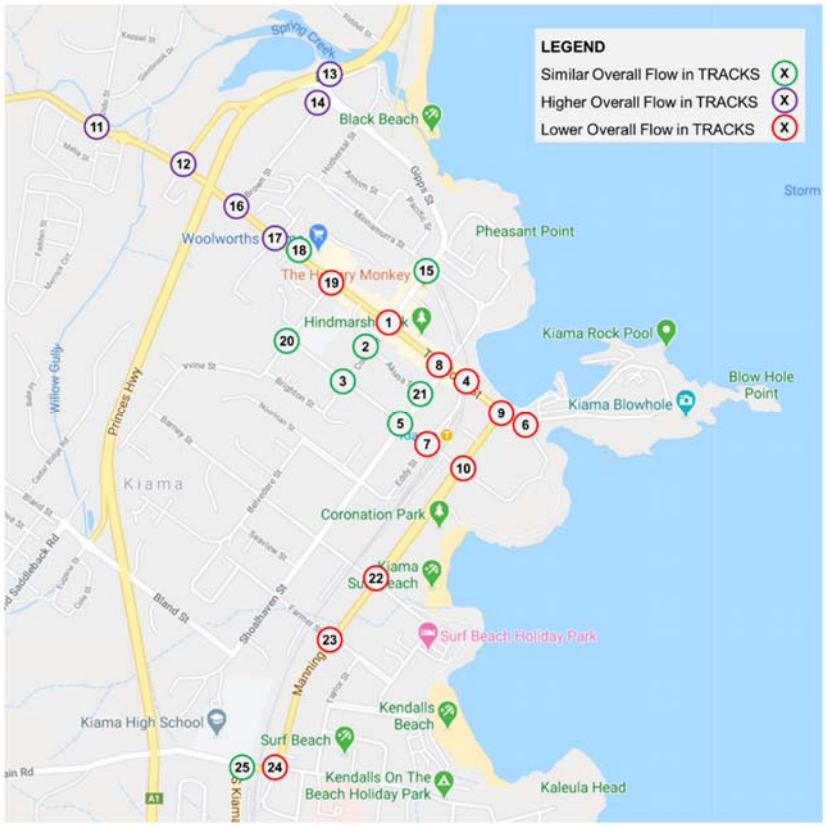


Figure 11.4: Comparison of Flows between Observed and TRACKS model at PM Peak

Table 11.3: TRACKS Model (2021) Intersection Volume Comparison

Intersection Number	Observed Volume		TRACKS Volume		Difference (%)	
	AM	PM	AM	PM	AM	PM
1	906	1421	1183	1142	31%	-20%
2	194	335	271	407	40%	21%
3	228	477	375	518	64%	9%
4	604	939	394	314	-35%	-67%
5	354	564	434	478	23%	-15%
6	287	636	394	311	37%	-51%
7	267	379	87	165	-67%	-56%
8	710	1054	655	499	-8%	-53%
9	648	1075	394	311	-39%	-71%
10	682	1025	185	294	-73%	-71%
11	193	257	693	809	259%	215%
12	629	1030	1413	1887	125%	83%
13	1423	1838	2385	2524	68%	37%
14	686	823	1539	1163	124%	41%
15	579	718	901	719	56%	0%
16	599	1044	1215	1688	103%	62%
17	661	1101	1116	1380	69%	25%
18	593	962	778	920	31%	-4%
19	712	1349	1183	1142	66%	-15%
20	168	318	440	349	162%	10%
21	154	133	235	195	53%	47%
22	642	1075	180	249	-72%	-77%
23	743	1082	1016	945	37%	-13%
24	747	1049	292	580	-61%	-45%
25	481	613	536	567	11%	-8%

11.1.2.4 Calibration Check for 2016 Models

The observed traffic flows were also compared with the TRACKS 2016 Do Minimum Model outputs. The GEH results for the AM and PM peaks models in relation to the turn flow calibration criteria are summarised in Table 11.4.

Table 11.4: GEH Summary for Link and Turn Flows for TRACKS 2016 Do Minimum Models

GEH Criteria	AM	PM
Link Volumes % of GEH <10	73.0%	72.1%
Link Volumes % of GEH <5	52.3%	43.2%
Turn Volumes % of GEH <10	78.4%	82.5%
Turn Volumes % of GEH <5	55.2%	54.2%

The findings show that, like the 2021 model, the 2016 model also does not validate well against 2020 observed data. The AM and PM peak observed and TRACKS individual intersection total flow are compared in Table 11.5**.** The key findings include:

- Generally, TRACKS flows are substantially higher than the observed flows
- Observed flows at intersections 11, 12, 13, 14 and 16 located close to Princes Highway are substantially lower than TRACKS flows with differences as high as 350 veh/hr to 950 veh/hr as shows in Table 11.5.
- The traffic surveys were undertaken during the expected seasonal "slow period" of tourist visitation to Kiama. However, TRACKS model presents the Average Annual School Traffic (AAST) traffic. This may be attributed to higher TRACKS flows.

Table 11.5: TRACKS Model (2016) Intersection Volume Comparison

Intersection Number	Observed Volume		TRACKS Volume		Difference (%)	
	AM	PM	AM	PM	AM	PM
1	906	1421	1138	1086	26%	-24%
2	194	335	257	379	32%	13%
3	228	477	358	485	57%	2%
4	604	939	380	303	-37%	-68%
5	354	564	418	454	18%	-20%
6	287	636	380	300	32%	-53%
7	267	379	83	152	-69%	-60%
8	710	1054	626	479	-12%	-55%
9	648	1075	380	300	-41%	-72%
10	682	1025	180	280	-74%	-73%
11	193	257	640	750	232%	192%
12	629	1030	1334	1791	112%	74%
13	1423	1838	2244	2381	58%	30%
14	686	823	1466	1098	114%	33%
15	579	718	865	678	49%	-6%
16	599	1044	1154	1609	93%	54%
17	661	1101	1055	1320	60%	20%
18	593	962	733	877	24%	-9%
19	712	1349	1138	1086	60%	-19%
20	168	318	413	323	146%	2%
21	154	133	222	185	44%	39%
22	642	1075	175	236	-73%	-78%
23	743	1082	963	905	30%	-16%
24	747	1049	270	554	-64%	-47%
25	481	613	506	541	5%	-12%

11.1.3 TRACKS Model Updates

The TRACKS model was updated to include some important links including the Kiama blow hole area. The changes are as follows:

- New centroid connectors were added for zone 471, and 472.
- Zone 473 was split into two zones, one for the Kiama Blow Hole (zone 827) and the other one is in the existing position (zone 473)
  - The land use assumptions were also changed for zone 473. The number of jobs is reduced to 250 from 663 (413 less jobs).
  - Kiama Blow Hole (zone 827) is assumed to have 413 jobs.
- These changes do not improve the calibration much. However, the TRACKS model now shows traffic on the links which did not show traffic previously.

11.1.4 Limitations

Within the study area, the 2021 and 2016 TRACKS models outputs do not show good correlation with the 2020 observed turn and link flows. This is expected as the TRACKS base model was validated to 2011 traffic surveys and forecast years may be overestimated or underestimated for a number of reasons, for example development levels are more or less than anticipated at the time. For this reason the TRACKS model outputs were not used to estimate future traffic demands.

11.2 Urban Expansion Traffic Generation and Distribution

TRACKS model uses the zonal land use assumptions (number of households and number of jobs) to calculate the traffic generation and distribution in the network. Table 11.6 shows the zonal land use assumptions for 2021 and 2031 models. The zone locations of the TRACKS model are provided in

Figure 11.5.

Table 11.6 shows that TRACKS model assumes that in 2031, the number of household and the number of jobs will be increased by 14% and 10% respectively.

Table 11.6: TRACKS Model (2016) Intersection Volume Comparison

Zone Number	Number of Household			Number of Jobs		
	2021	2031	% Difference	2021	2031	% Difference
466	75	89	19%	70	77	10%
467	125	137	10%	66	73	11%
468	154	170	10%	334	368	10%
469	290	319	10%	339	375	11%
470	147	162	10%	71	78	10%
471	200	249	25%	226	250	11%
472	131	145	11%	359	397	11%
473	63	70	11%	663	732	10%
474	213	253	19%	55	61	11%
475	146	184	26%	57	63	11%
476	291	339	16%	150	166	11%
477	162	197	22%	52	57	10%
478	152	174	14%	106	117	10%
479	159	175	10%	47	52	11%
480	188	218	16%	60	66	10%
481	207	231	12%	67	74	10%
482	92	101	10%	27	29	7%
483	165	181	10%	426	471	11%
484	186	215	16%	57	63	11%
485	166	181	9%	50	55	10%
486	32	37	16%	34	38	12%
525	96	106	10%	77	85	10%
Overall	**3440**	**3933**	**14%**	**3393**	**3747**	**10%**

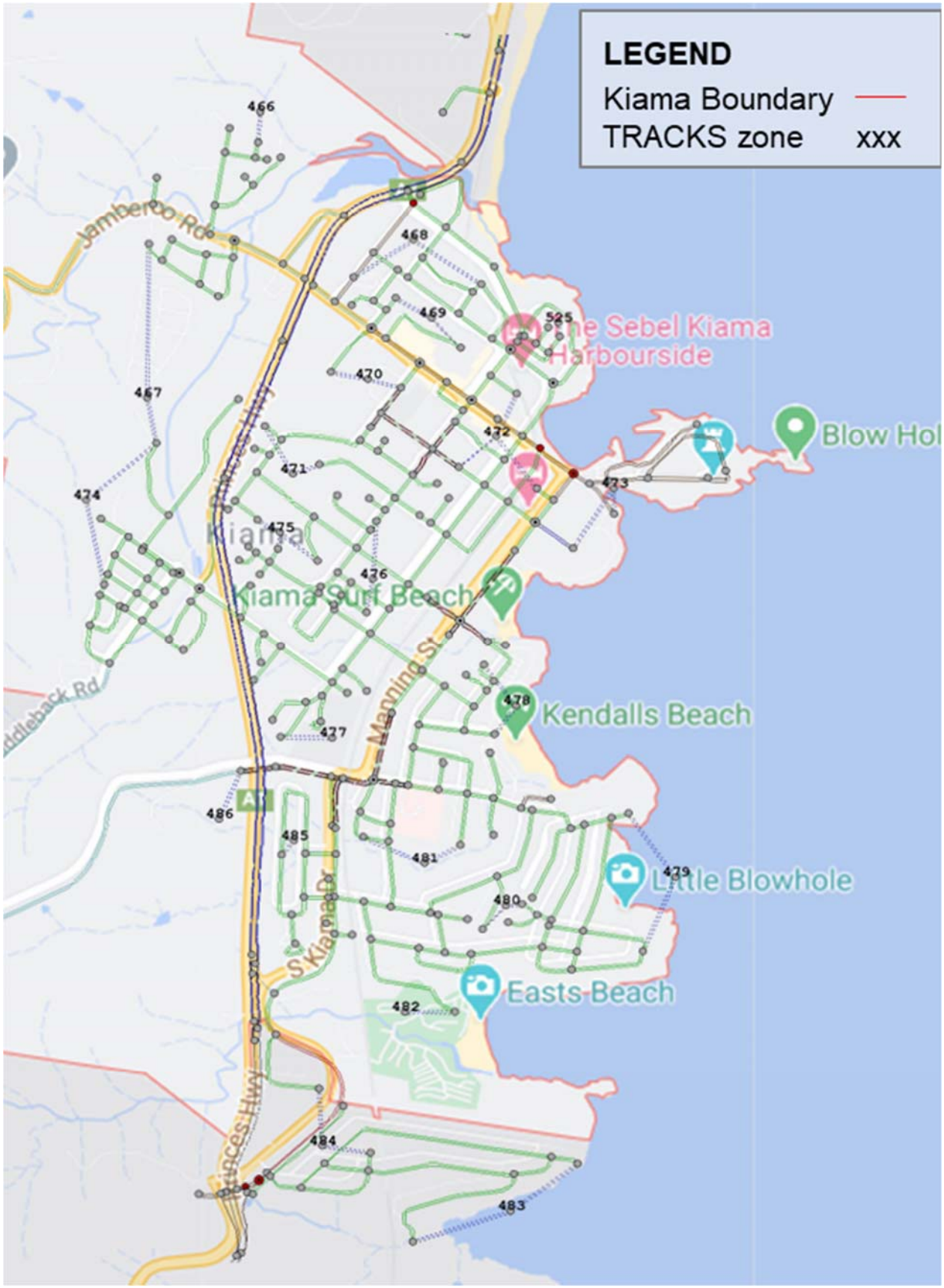


Figure 11.5: Location of TRACKS Model Zones

11.3 TRACKS Future Network Coding

The TRACKS network used for 2031 scenario is the same as 2021 scenario. There are no major road or network improvements in the Kiama area identified for the future. However, Proposal 2 for this study was identified as a future change. In this scenario, a section of Terralong Street will be closed in the peak tourist season. A separate TRACKS model was coded to evaluate this network change.

11.4 Future Traffic Demand

As discussed previously, the TRACKS models' turning movements cannot be used directly as these models require further adjustment. However, a global growth rate between the models can be used as these models assumed the future land use and employment growth. Future traffic demand for 2021 and 2031 was estimated as follows:

- Run the 2016, 2021 and 2031 AM and PM peak models for AAST Do Minimum scenarios
- Extract TRACKS model outputs for the turning volumes for the 25 study intersections
- Calculate the total traffic flows (total of all the intersections)
- Calculate and annual growth rates for 2016 to 2021 and 2021 to 2031
- Apply the annual growth rates to the observed traffic count

The growth rate analysis is presented in Table 11.7. The annual growth rate is found between 1.07 and 1.15 (considering both peak hours). However, as a conservative approach we consider an overall traffic growth of 1.2% for both AM and PM peak.

It should be noted that the SIDRA modelling used a 1.4% population growth sourced from the Profile.ID Census data as this was a more conservative factor.

Table 11.7: Future Traffic Growth

	AM Peak			PM Peak		
	2016	2021	2031	2016	2021	2031
Total Traffic	17197	18117	20135	18278	19317	21529
Traffic Growth		920	2018		1039	2212
Annual Traffic Growth %		1.07%	1.11%		1.14%	1.15%

11.5 TRACKS Model Route Choice for Proposal 2

TRACKS model was used to observe the route choice behaviour for the network changes in Proposal 2. Select link analysis was performed for the base case and for Proposal 2 separately. The select link analysis of TRACKS model is an indicative assessment and care should be taken to use the results as TRACKS model is not a microsimulation model and does not consider driving behaviour.

For example, select link analysis of the link on Terralong Road, between Manning Street and Blow Hole Access are shown in Figure 11.6 to Figure 11.9. Key findings are as follows:

- In the base scenario (Figure 11.6), from Princes Highway North, TRACKS model showed two routes to go to the Kiama Blow Hole. Major route is via Collins Street and Terralong Street and the minor one is via Shoalhaven Street and Terralong Street.
- In the Proposal 2 scenario (Figure 11.7) from Princes Highway North, as there is a detour, TRACKS model showed different routes to go to the Kiama Blow Hole. The major route is via Collins Street and Bong Bong Street. One of the minor routes is via Shoalhaven Street, Railway Parade and Bong Bong Street.

- In the base scenario (Figure 11.8), from Kiama Blow Hole, TRACKS model showed only one route to go to Princes Highway North which is via Terralong Street.
- In the Proposal 2 scenario (Figure 11.9) from Kiama Blow Hole, as there is a detour, TRACKS model showed different routes to go to Princes Highway North. The major route is via Bong Bong Street, Thomson Street and Terralong Street. The minor route is via Bong Bong Street, Collins Street, and Terralong Street.

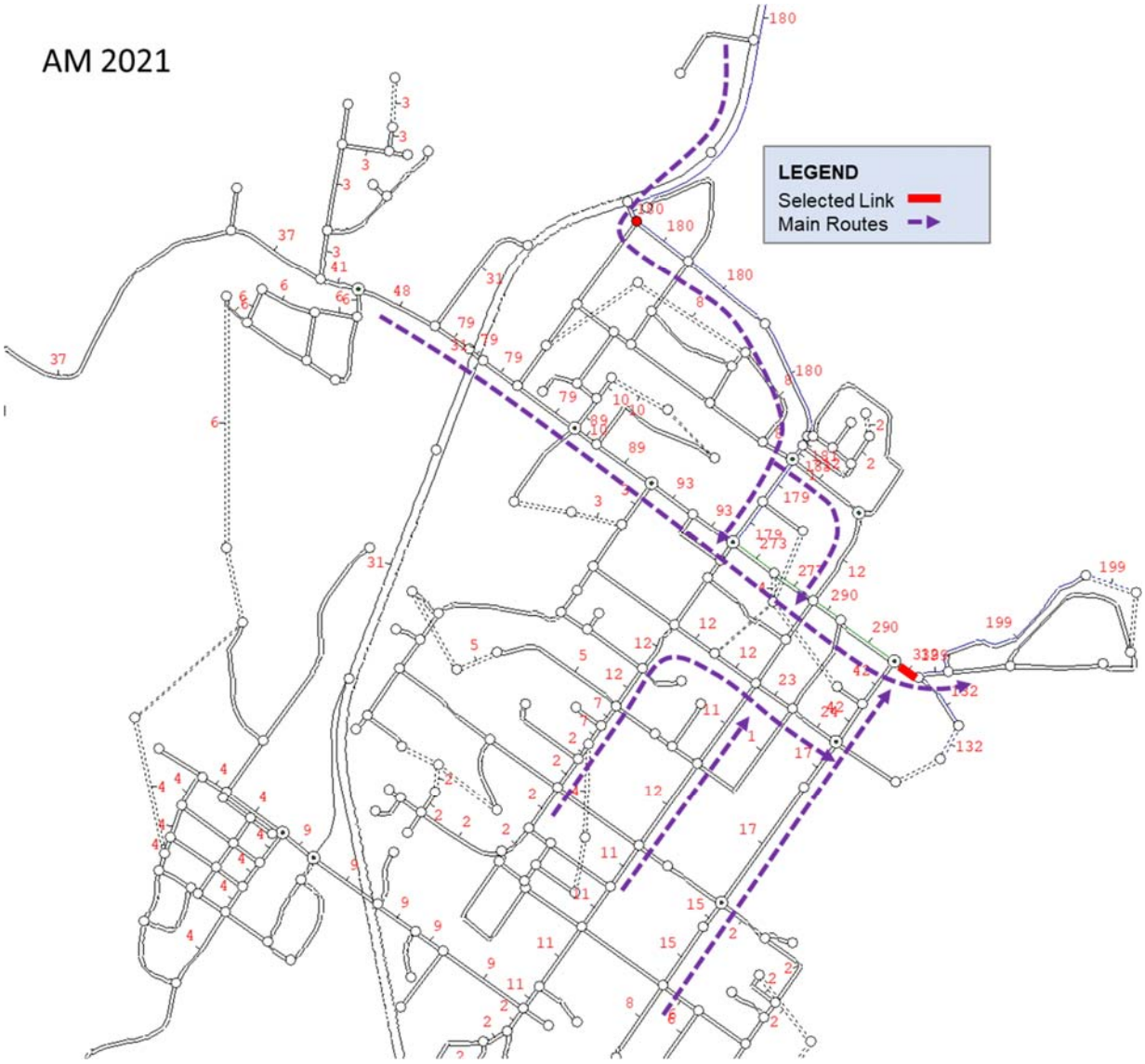


Figure 11.6: Select Link Analysis - Terralong Road, between Manning Street and Blow Hole Access – East bound AM Peak 2021 Base Scenario

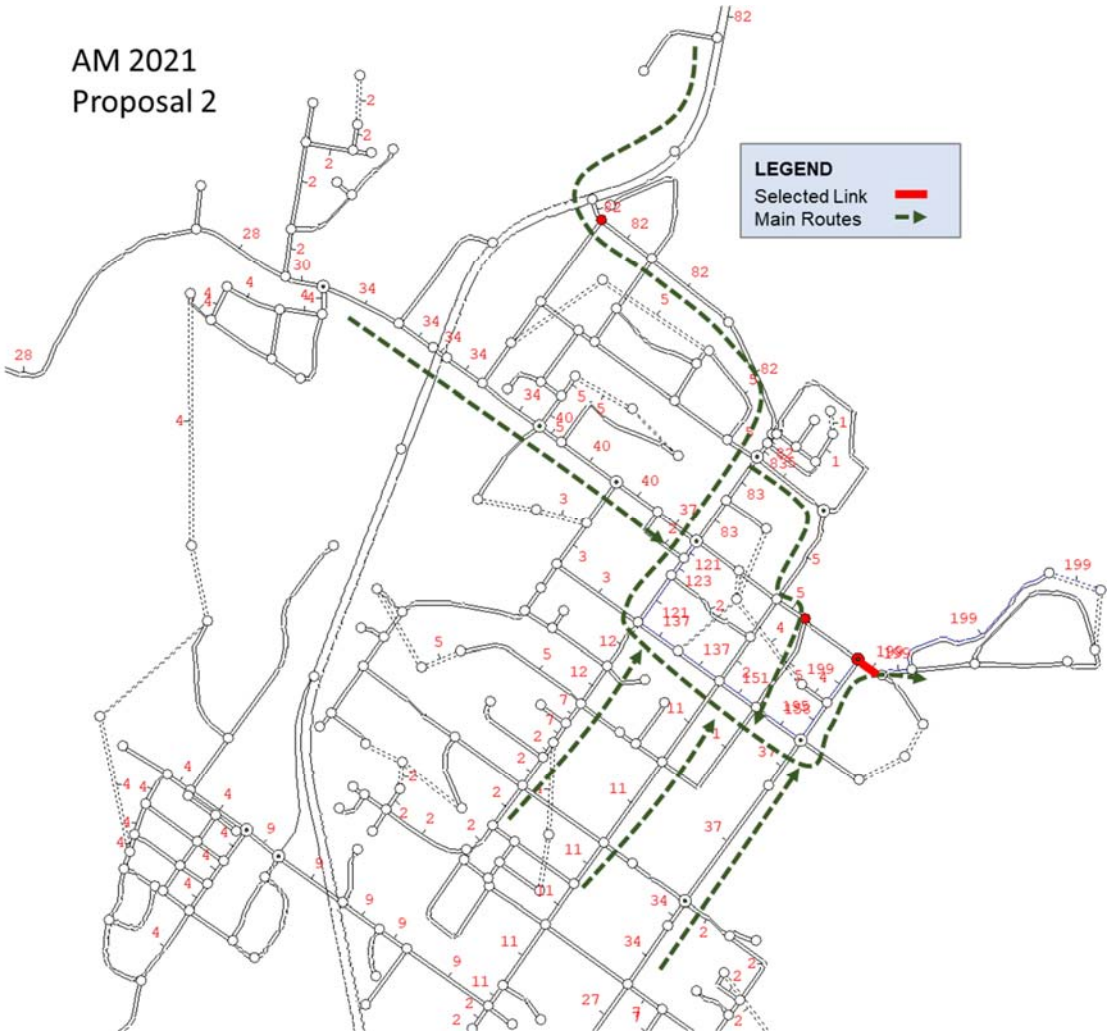


Figure 11.7: Select Link Analysis - Terralong Road, between Manning Street and Blow Hole Access – East bound AM Peak 2021 Proposal 2 Scenario

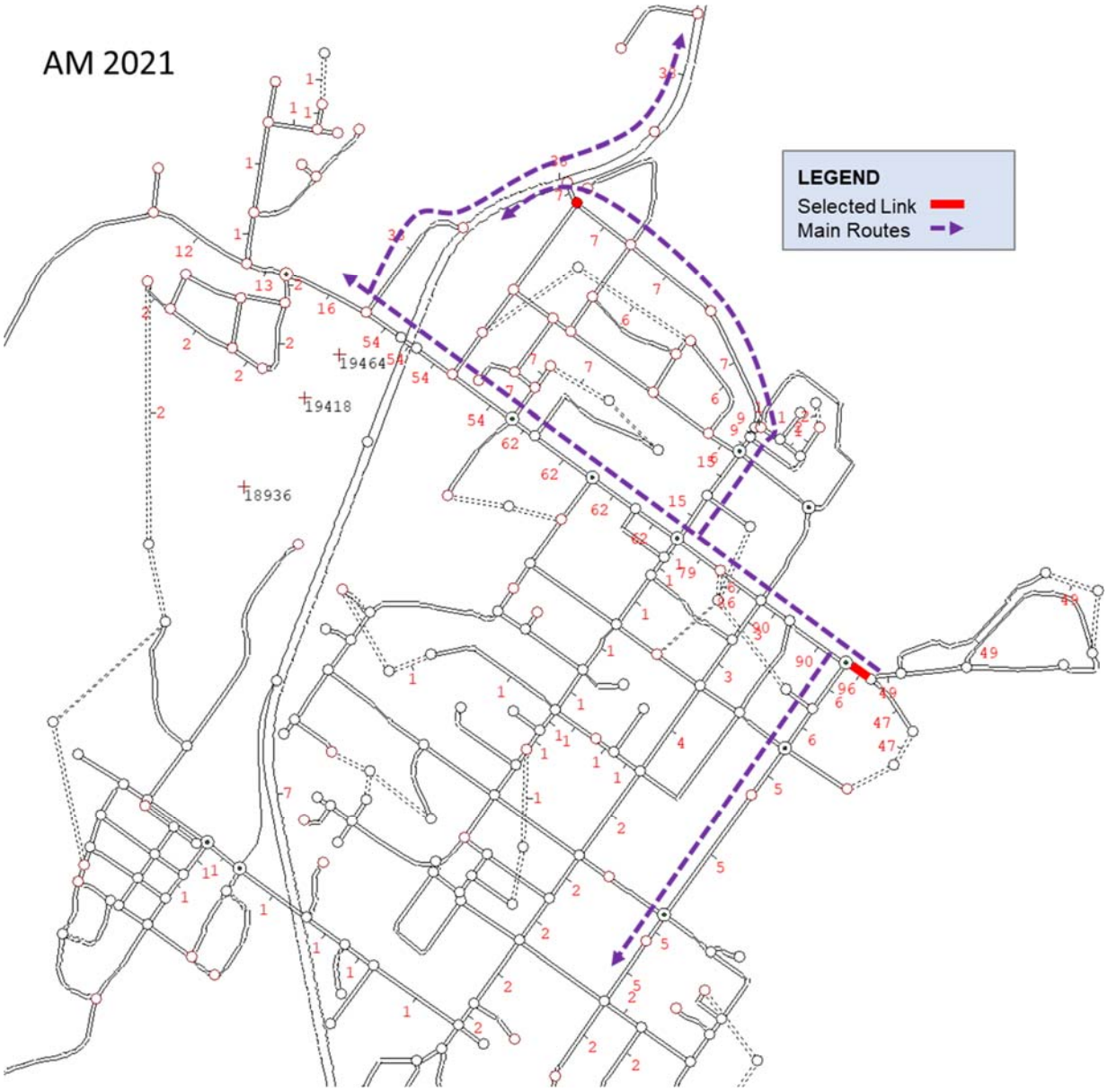


Figure 11.8: Select Link Analysis - Terralong Road, between Manning Street and Blow Hole Access – Westbound PM Peak 2021 Base Scenario

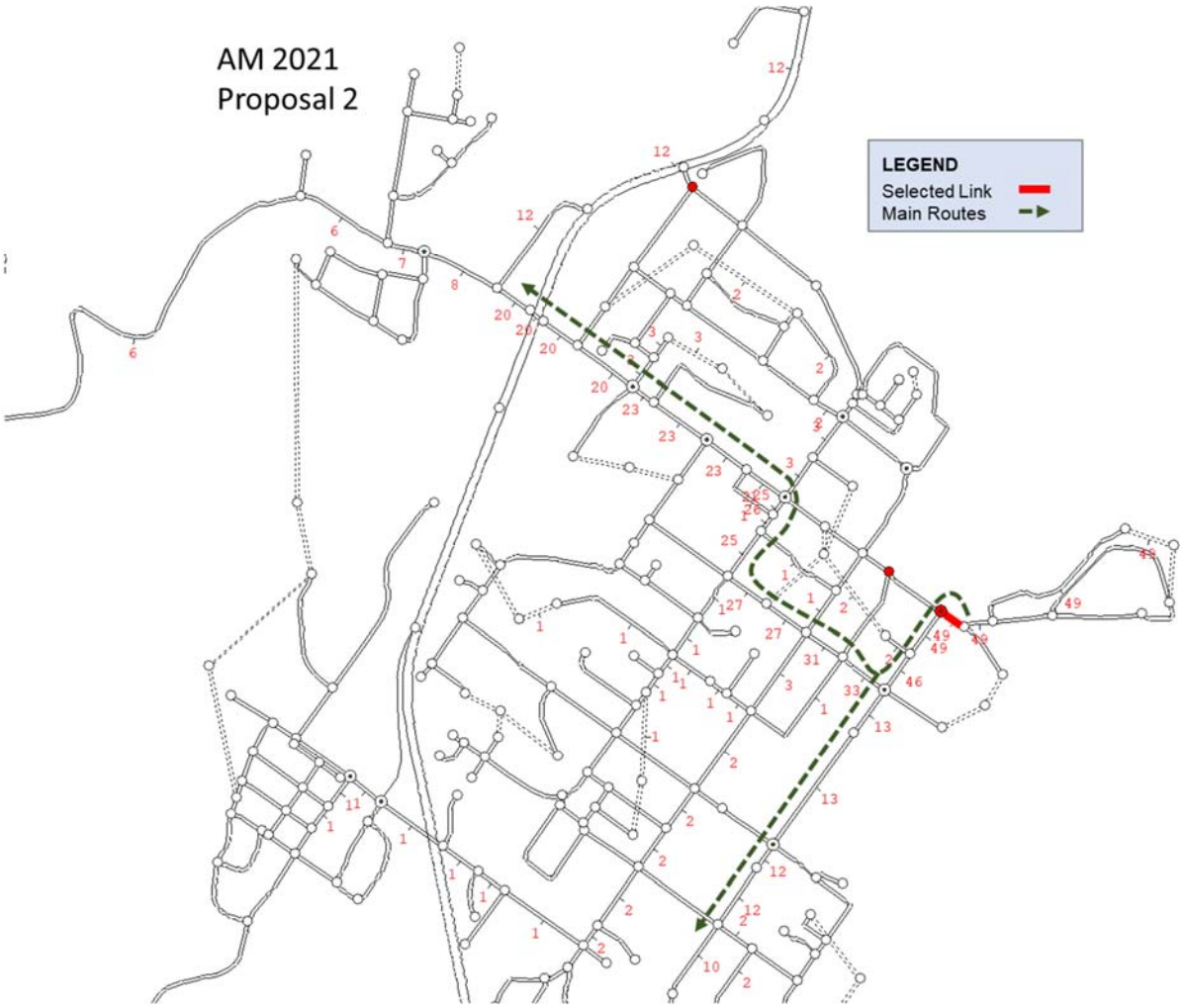


Figure 11.9: Select Link Analysis - Terralong Road, between Manning Street and Blow Hole Access – Westbound PM Peak 2021 Proposal 2 Scenario

12. CONCLUSIONS

The recommendations for each intersection are detailed in Table 12.1 and illustrated in Figure 12.1.

Table 12.1: Recommendations Summary

Intersection	Recommendation
1. Terralong Street / Collins Street	Consider traffic signals to improve traffic capacity and pedestrian crossing amenity (*subject to further investigations*)
23. Manning Street / Farmer Street	Install median along Manning Street
7. Bong Bong Street / Railway Parade / Eddy Street	Design and implement special event traffic management plan during closure of Terralong Street

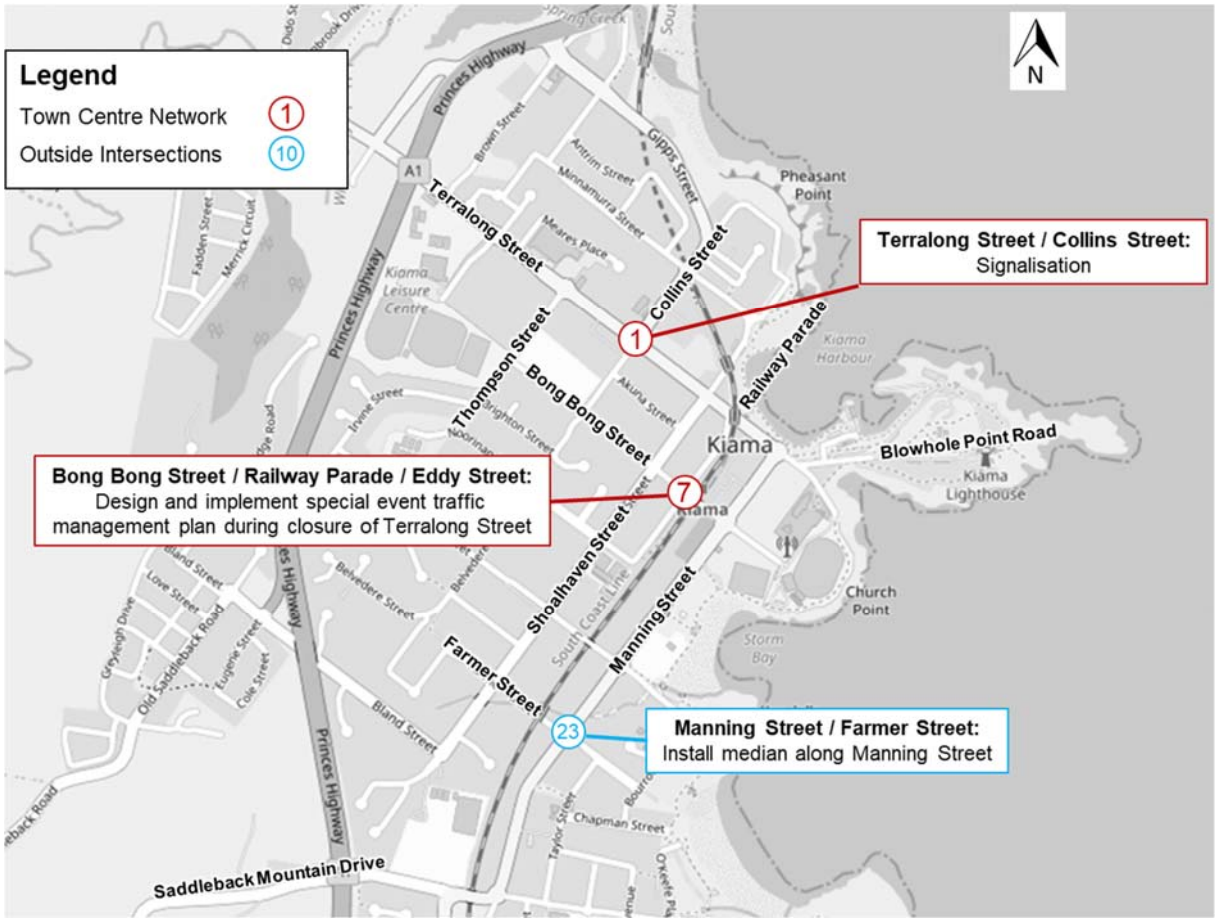


Figure 12.1: Recommendations Summary

The key findings of the traffic modelling for the Kiama Town Centre traffic and parking study are summarised as follows:

- A SIDRA network model of the Kiama Town Centre was developed, calibrated, and validated based on traffic surveys undertaken in July 2020. The surveyed traffic volumes were scaled by 23% to bring the surveyed volumes in line with 85th percentile traffic volumes. The network model consisted of 11 intersections within the town centre and 14 standalone intersections surrounding the town centre
- The modelling indicated that all existing intersections performed adequately in 2021. However, the following two intersections were expected to have long delays and queues in 2031:

- Terralong Street / Collins Street (southbound Collins Street worst approach)
- Manning Street / Farmer Street (eastbound Farmer Street worst approach)

- Three (3) proposals outlined in the Kiama Town Centre Study were also assessed to determine their traffic impacts. The Part A report provides greater detail into the assessment of each:
  - **Proposal 1:** A wombat crossing on Terralong Street between Collins Street and Shoalhaven Street resulted in the worsening of the Terralong Street / Collins Street roundabout, with delays increasing from 56s to 169s. This proposal is only recommended if the roundabout is not upgraded with crossing facilities.
  - **Proposal 2:** The closure of Terralong Street between Railway Parade and Manning Street resulted in large increases in delays and queues at the Railway Parade / Bong Bong Street / Eddy Street intersection due to the high amount of traffic redirected through the intersection. The traffic redistribution was also found to significantly worsen the Terralong Street / Collins Street roundabout. This closure is only recommended as a short-term closure and will need a traffic management plan to mitigate the resultant traffic issues.
  - **Proposal 4:** The reconfiguration of seven (7) intersections within the town centre resulted in no significant impacts apart from the worsening of the Terralong Street / Collins Street roundabout
  - The proposals were tested together in a combined scenario, and the results demonstrated that the Bong Bong Street / Railway Parade / Eddy Street intersection would not be improved by the implementation of signals if Proposal 2 were implemented, and that the Manning Street / Bong Bong Street roundabout would also be negatively affected by queues from the signals. The proposed traffic signals at Bong Bong / Railway also require widening of the railway bridge to provide the required operational capacity and signalisation of Bong Bong Street / Manning Street roundabout. This option is not considered feasible and therefore not recommended.
- The following options were developed to address the network capacity issues identified from the future year scenario without upgrades to the road network i.e. “Do Nothing” scenario.
- The upgrade of Collins Street / Terralong Street from a roundabout to traffic signals would reduce queues and delays at the intersection, while also improving pedestrian crossing facilities and safety. While upgrading Collins Street / Terralong Street intersection to traffic signals is considered an appropriate treatment to improve future capacity and safety, installing traffic signals into Kiama would also be a major step for Council and the community as no traffic signals are currently installed across Kiama town centre. A range of factors will also need to be further considered including detailed design considerations, potential loss of parking and traffic circulation.
- Two (2) options were tested for the Manning Street / Farmer Street intersection
  - Duplication of the eastbound Farmer Street approach
  - Installing a median along Manning Street, preventing right turn and through movements from Farmer Street
- The results indicated that the lane duplication would only slightly improve the eastbound Farmer Street approach. The installation of the median, converting Farmer Street to a left-in left-out arrangement would result in minimal impacts on the surrounding intersections and only short detours for existing users of the intersection. The installation of a central median on Manning Street at Farmer Street is the recommended treatment to address future operational issues at this intersection. It is noted that this option has minimal impact on the two adjacent roundabouts on Manning Street.
- The Bong Bong Street / Railway Parade / Eddy Street intersection would only be affected by the implementation of Proposal 2. As such, a special events traffic management plan should be prepared to manage the traffic impacts of the road closure. If Terralong Street is temporarily closed between Railway Parade and Manning Street alternative priority arrangements or closures at the intersection of Bong Bong Street / Railway Parade / Eddy Street should be considered. The signalisation of this intersection is not recommended as the intersection performs adequately under normal weekday and weekend conditions.
- The combined impacts of all proposals was severely impacted by the proposed pedestrian crossings at the Terralong Street / Collins Street roundabout, where poor performance there was

felt at other intersections in the network. SIDRA modelling of signalisations of this intersection indicated that the overall network performance was substantially improved.

Appendix A: Traffic Volume Diagrams

P4582 Kiama Traffic and Parking Study - Do Nothing

Traffic Survey Data Analysis - **Scaled** Traffic Volumes

08:00 - 09:00 AM Peak - All Vehicles - 2021

Legend

Approaching Total

Exiting Total

Collins Street

Terralong Street

Shoalhaven Street

Blowhole Point Road

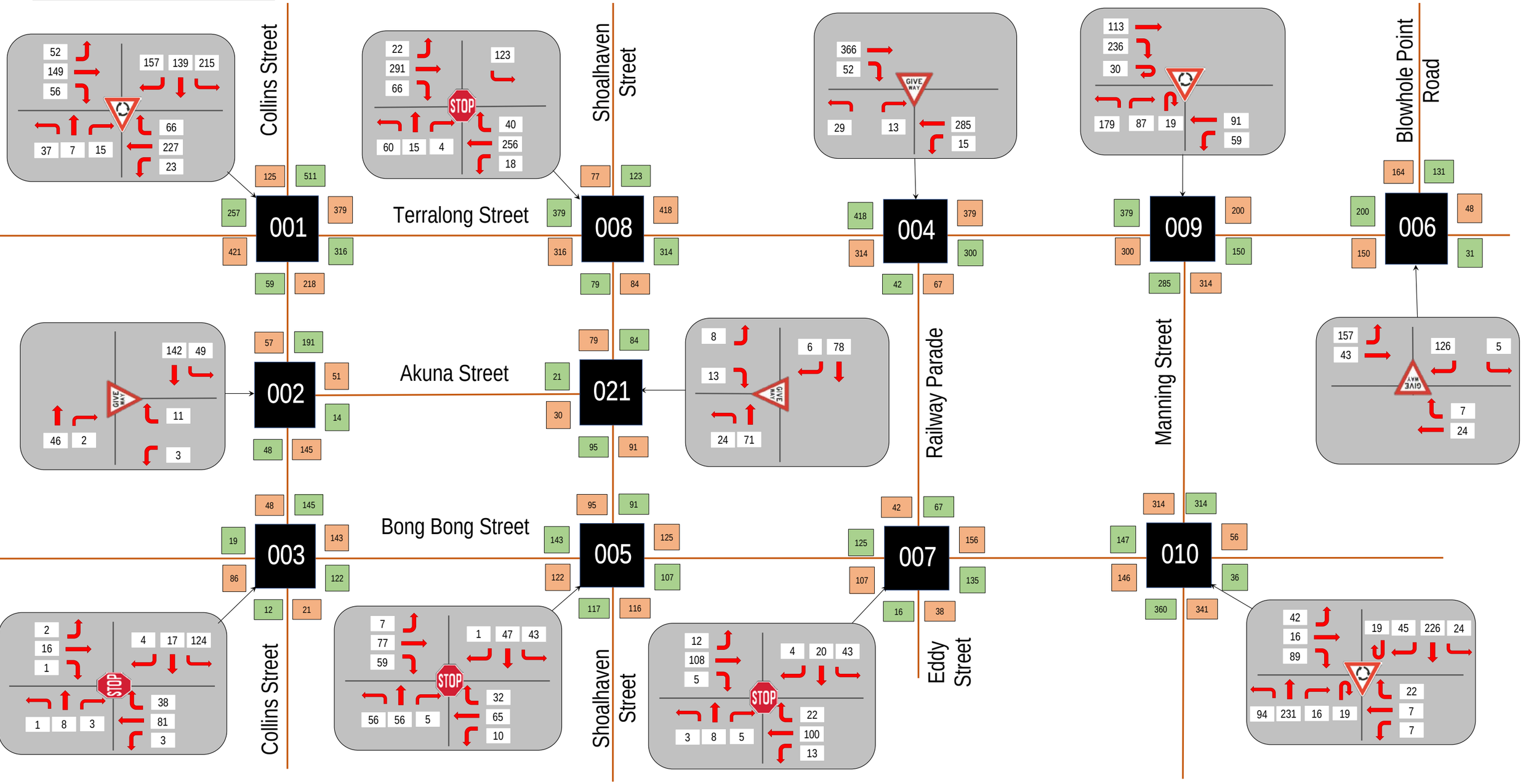
Akuna Street

Bong Bong Street

Railway Parade

Manning Street

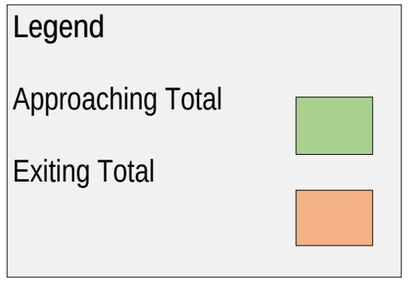
Eddy Street

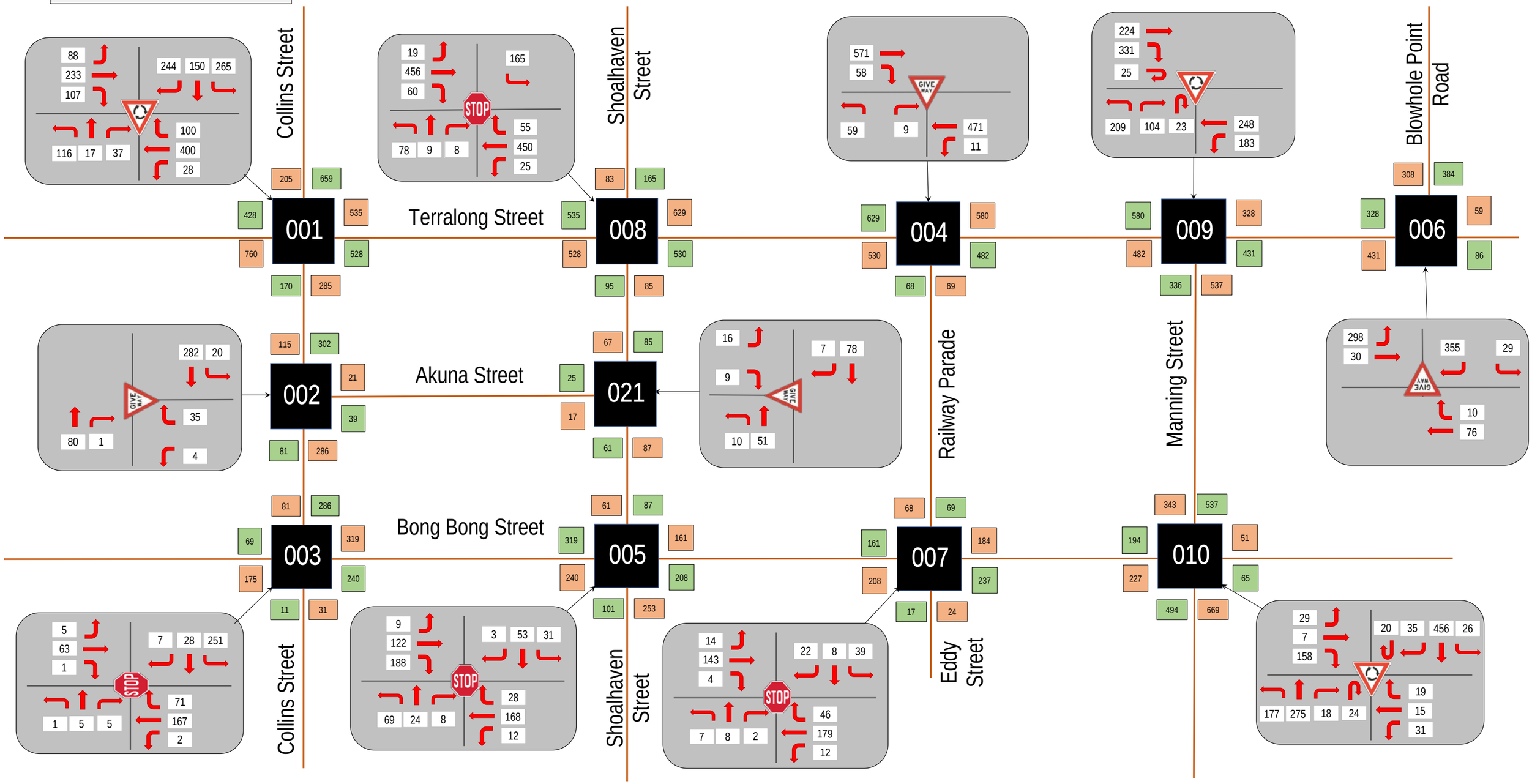


P4582 Kiama Traffic and Parking Study - Do Nothing

Traffic Survey Data Analysis - **Scaled** Traffic Volumes

16:15 - 17:15 PM Peak - All Vehicles - 2021





P4582 Kiama Traffic and Parking Study - Do Nothing

Traffic Survey Data Analysis - **Scaled** Traffic Volumes

11:45 - 12:45 Weekend Peak - All Vehicles - 2021

Legend

Approaching Total

Exiting Total

Collins Street

Terralong Street

Shoalhaven Street

Akuna Street

Bong Bong Street

Railway Parade

Eddy Street

Manning Street

Blowhole Point Road

001

101 203 154 227 155 400 124 333 52 135 12 45 237 782 458 648 695 509 192 361

002

276 54 48 7 93 1 141 330 55 55 94 283

003

9 108 3 19 32 232 81 156 9 3 4 10 94 283 120 350 178 246 17 44

004

722 84 49 4 498 42 806 726 547 540 53 126

005

13 193 144 1 76 65 49 117 23 128 35 15 97 142 350 273 246 189 178 243

006

461 344 513 93 390 87 449 64 315 29 12 75

007

21 243 9 38 33 55 28 141 16 10 4 7 53 126 273 305 189 185 21 58

008

58 523 67 270 51 455 41 54 9 13 118 270 648 806 509 547 76 108

009

384 280 62 261 129 28 217 173 726 513 540 390 418 481

010

77 26 214 14 45 398 24 16 15 19 113 322 14 32 429 481 317 64 173 50 481 663

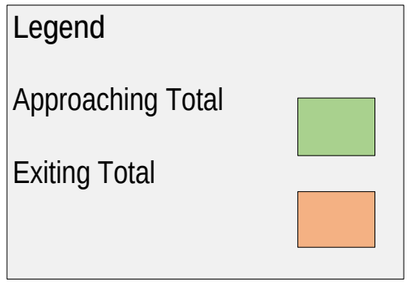
021

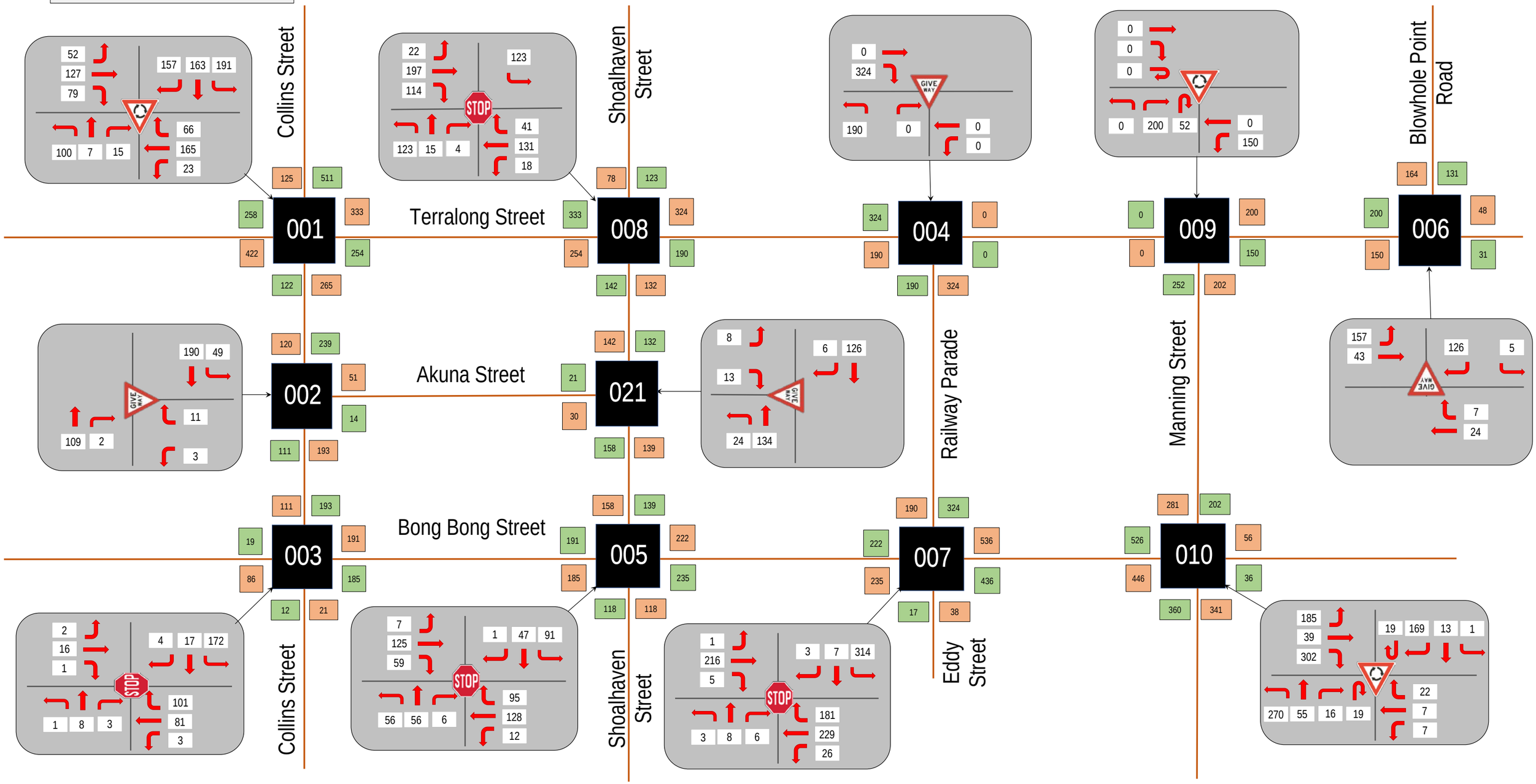
47 25 26 71 31 117 118 148 72 57 97 142

P4582 Kiama Traffic and Parking Study - Proposal 2

Traffic Survey Data Analysis - **Scaled** Traffic Volumes

08:00 - 09:00 AM Peak - All Vehicles - 2021





P4582 Kiama Traffic and Parking Study - Proposal 2

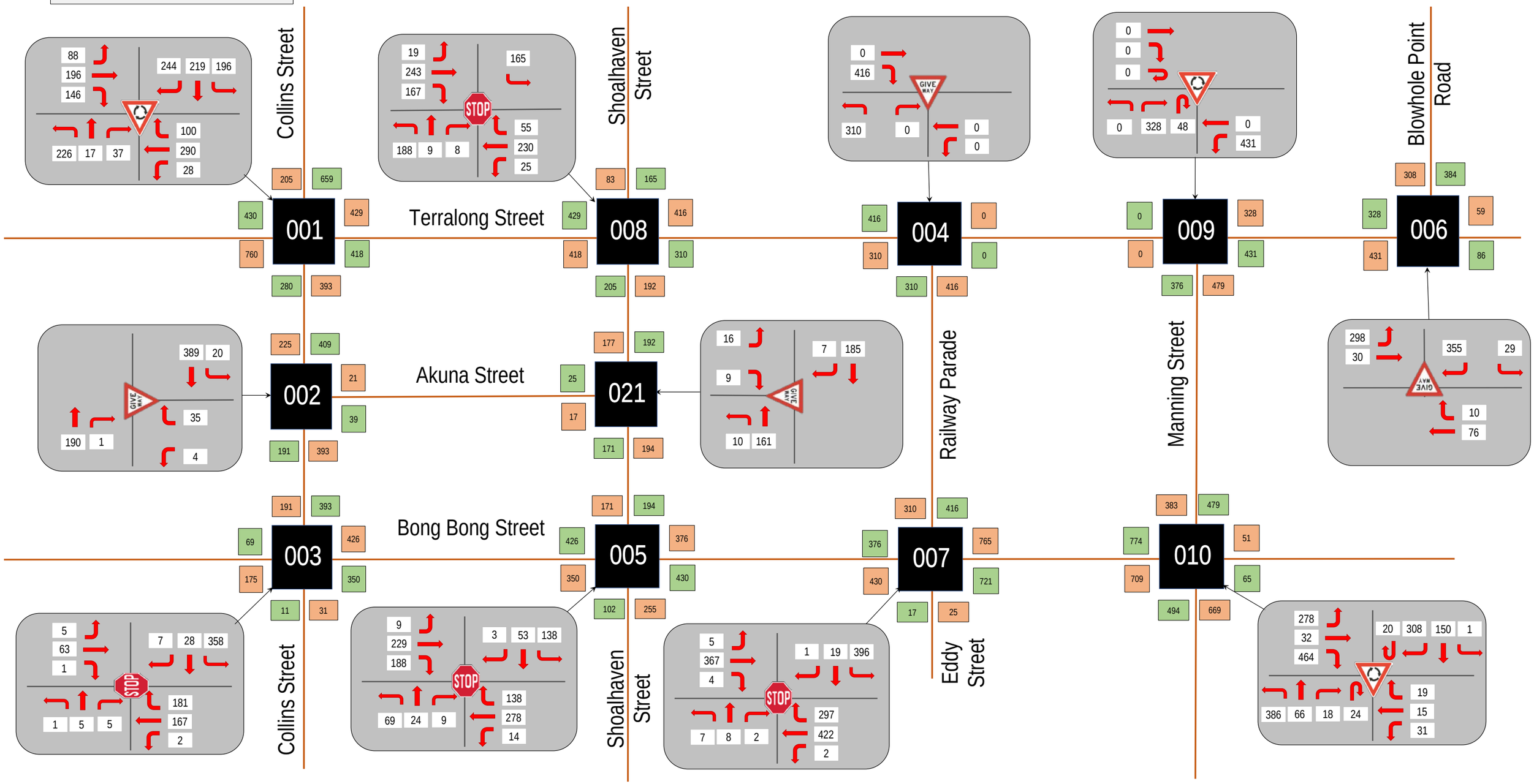
Traffic Survey Data Analysis - **Scaled** Traffic Volumes

16:15 - 17:15 PM Peak - All Vehicles - 2021

Legend

Approaching Total

Exiting Total



P4582 Kiama Traffic and Parking Study - Proposal 2

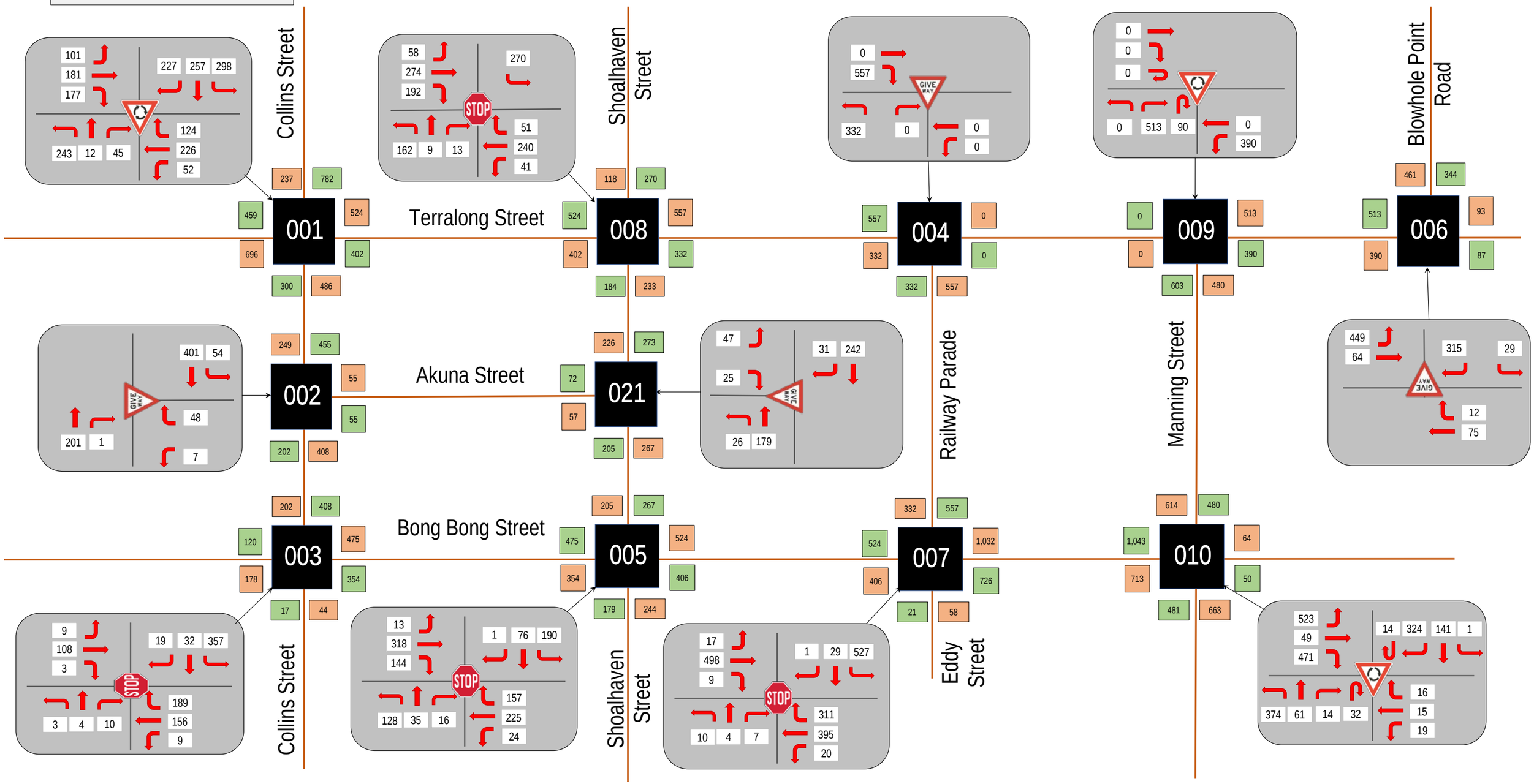
Traffic Survey Data Analysis - **Scaled** Traffic Volumes

11:45 - 12:45 Weekend Peak - All Vehicles - 2021

Legend

Approaching Total

Exiting Total



Appendix B: SIDRA Results

DO NOTHING - 2021

AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	24	8.7	24	8.7	0.336	4.3	LOS A	2	14.5	0.58	0.58	0.58	31
5	T1	239	1.8	239	1.8	0.336	3.9	LOS A	2	14.5	0.58	0.58	0.58	36
4	R2	69	4.5	69	4.5	0.336	7.6	LOS A	2	14.5	0.58	0.58	0.58	37
Approach		333	2.8	333	2.8	0.336	4.7	LOS A	2	14.5	0.58	0.58	0.58	36
NorthEast: Collins Street														
3	L2	226	6	226	6	0.49	4.1	LOS A	3.7	27.2	0.59	0.59	0.59	31
2	T1	146	2.9	146	2.9	0.49	3.7	LOS A	3.7	27.2	0.59	0.59	0.59	31
1	R2	166	4.5	166	4.5	0.49	7.5	LOS A	3.7	27.2	0.59	0.59	0.59	1
Approach		538	4.7	538	4.7	0.49	5	LOS A	3.7	27.2	0.59	0.59	0.59	33
NorthWest: Terralong Street														
12	L2	55	5.8	55	5.8	0.216	2.7	LOS A	1.4	10.1	0.31	0.4	0.31	36
11	T1	157	6.7	157	6.7	0.216	2.4	LOS A	1.4	10.1	0.31	0.4	0.31	33
10	R2	59	3.6	59	3.6	0.216	6.1	LOS A	1.4	10.1	0.31	0.4	0.31	33
Approach		271	5.8	271	5.8	0.216	3.3	LOS A	1.4	10.1	0.31	0.4	0.31	34
SouthWest: Collins Street														
9	L2	39	5.4	39	5.4	0.07	4.3	LOS A	0.3	2.6	0.53	0.58	0.53	33
8	T1	7	42.9	7	42.9	0.07	4.9	LOS A	0.3	2.6	0.53	0.58	0.53	35
7	R2	16	0	16	0	0.07	7.5	LOS A	0.3	2.6	0.53	0.58	0.53	25
Approach		62	8.5	62	8.5	0.07	5.2	LOS A	0.3	2.6	0.53	0.58	0.53	32
All Vehicles		1303	4.6	1303	4.6	0.49	4.5	LOS A	3.7	27.2	0.52	0.54	0.52	34

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	3	33.3	3	33.3	0.015	5.4	LOS A	0.1	0.4	0.28	0.54	0.28	37
4	R2	12	27.3	12	27.3	0.015	5.8	LOS A	0.1	0.4	0.28	0.54	0.28	37
Approach		15	28.6	15	28.6	0.015	5.8	LOS A	0.1	0.4	0.28	0.54	0.28	37
NorthEast: Collins Street														
3	L2	52	6.1	52	6.1	0.105	4.5	LOS A	0	0	0	0.14	0	42
2	T1	149	3.5	149	3.5	0.105	0	LOS A	0	0	0	0.14	0	42
Approach		201	4.2	201	4.2	0.105	1.2	NA	0	0	0	0.14	0	42
SouthWest: Collins Street														
8	T1	48	4.3	48	4.3	0.025	0	LOS A	0	0.1	0.03	0.02	0.03	48
7	R2	3	0	3	0	0.025	5.3	LOS A	0	0.1	0.03	0.02	0.03	48
Approach		51	4.2	51	4.2	0.025	0.3	NA	0	0.1	0.03	0.02	0.03	48
All Vehicles		266	5.5	266	5.5	0.105	1.2	NA	0.1	0.4	0.02	0.14	0.02	4

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	3	0	3	0	0.127	7.5	LOS A	0.5	3.4	0.21	0.92	0.21	37
5	T1	85	2.5	85	2.5	0.127	7.7	LOS A	0.5	3.4	0.21	0.92	0.21	38
4	R2	40	8	40	8	0.127	7.6	LOS A	0.5	3.4	0.21	0.92	0.21	34
Approach		128	1.6	128	1.6	0.127	7.7	LOS A	0.5	3.4	0.21	0.92	0.21	38
NorthEast: Collins Street														
3	L2	131	1.6	131	1.6	0.093	5.5	LOS A	0	0.3	0.01	0.53	0.01	36
2	T1	18	11.8	18	11.8	0.093	1.1	LOS A	0	0.3	0.01	0.53	0.01	41
1	R2	4	50	4	50	0.093	5.2	LOS A	0	0.3	0.01	0.53	0.01	4
Approach		153	4.1	153	4.1	0.093	5	NA	0	0.3	0.01	0.53	0.01	37
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.019	8	LOS A	0.1	0.5	0.11	0.96	0.11	2
11	T1	17	0	17	0	0.019	8.4	LOS A	0.1	0.5	0.11	0.96	0.11	2
10	R2	1	0	1	0	0.019	8.2	LOS A	0.1	0.5	0.11	0.96	0.11	39
Approach		20	0	20	0	0.019	8.3	LOS A	0.1	0.5	0.11	0.96	0.11	38
SouthWest: Collins Street														
9	L2	1	0	1	0	0.008	5.9	LOS A	0	0.2	0.14	0.3	0.14	45
8	T1	8	25	8	25	0.008	1.2	LOS A	0	0.2	0.14	0.3	0.14	40
7	R2	3	0	3	0	0.008	5.9	LOS A	0	0.2	0.14	0.3	0.14	40
Approach		13	16.7	13	16.7	0.008	2.7	NA	0	0.2	0.14	0.3	0.14	41
All Vehicles		314	3.4	314	3.4	0.127	6.9	NA	0.5	3.4	0.1	0.71	0.1	38

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	29	0	29	0	0.659	8.4	LOS A	6.8	48.1	0.88	0.98	1.1	27
5	T1	421	1.8	421	1.8	0.659	8.2	LOS A	6.8	48.1	0.88	0.98	1.1	3
4	R2	105	0	105	0	0.659	11.8	LOS A	6.8	48.1	0.88	0.98	1.1	34
Approach		556	1.3	556	1.3	0.659	8.9	LOS A	6.8	48.1	0.88	0.98	1.1	33
NorthEast: Collins Street														
3	L2	279	3	279	3	0.743	9.9	LOS A	10	72	0.92	1.02	1.2	25
2	T1	158	4.7	158	4.7	0.743	9.7	LOS A	10	72	0.92	1.02	1.2	25
1	R2	257	2.9	257	2.9	0.743	13.3	LOS A	10	72	0.92	1.02	1.2	33
Approach		694	3.3	694	3.3	0.743	11.1	LOS A	10	72	0.92	1.02	1.2	29
NorthWest: Terralong Street														
12	L2	93	0	93	0	0.38	3.2	LOS A	2.9	20.3	0.48	0.48	0.48	35
11	T1	245	1.7	245	1.7	0.38	3	LOS A	2.9	20.3	0.48	0.48	0.48	32
10	R2	113	2.8	113	2.8	0.38	6.7	LOS A	2.9	20.3	0.48	0.48	0.48	32
Approach		451	1.6	451	1.6	0.38	4	LOS A	2.9	20.3	0.48	0.48	0.48	33
SouthWest: Collins Street														
9	L2	122	0	122	0	0.268	6.9	LOS A	1.7	12.3	0.8	0.82	0.8	31
8	T1	18	11.8	18	11.8	0.268	7.1	LOS A	1.7	12.3	0.8	0.82	0.8	33
7	R2	39	0	39	0	0.268	10.3	LOS A	1.7	12.3	0.8	0.82	0.8	21
Approach		179	1.2	179	1.2	0.268	7.7	LOS A	1.7	12.3	0.8	0.82	0.8	30
All Vehicles		1879	2.1	1879	2.1	0.743	8.4	LOS A	10	72	0.75	0.86	0.96	31

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	4	0	4	0	0.045	5.5	LOS A	0.1	1	0.38	0.62	0.38	36
4	R2	37	0	37	0	0.045	6.2	LOS A	0.1	1	0.38	0.62	0.38	36
Approach		41	0	41	0	0.045	6.1	LOS A	0.1	1	0.38	0.62	0.38	36
NorthEast: Collins Street														
3	L2	21	0	21	0	0.163	4.6	LOS A	0	0	0	0.04	0	47
2	T1	297	3.5	297	3.5	0.163	0	LOS A	0	0	0	0.04	0	47
Approach		318	3.3	318	3.3	0.163	0.3	NA	0	0	0	0.04	0	47
SouthWest: Collins Street														
8	T1	84	2.5	84	2.5	0.041	0	LOS A	0	0.1	0.01	0.01	0.01	49
7	R2	1	0	1	0	0.041	5.7	LOS A	0	0.1	0.01	0.01	0.01	49
Approach		85	2.5	85	2.5	0.041	0.1	NA	0	0.1	0.01	0.01	0.01	49
All Vehicles		444	2.8	444	2.8	0.163	0.8	NA	0.1	1	0.04	0.08	0.04	45

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.279	7.6	LOS A	1.2	8.4	0.35	0.92	0.35	36
5	T1	176	1.8	176	1.8	0.279	8.3	LOS A	1.2	8.4	0.35	0.92	0.35	38
4	R2	75	2.8	75	2.8	0.279	9.1	LOS A	1.2	8.4	0.35	0.92	0.35	33
Approach		253	2.1	253	2.1	0.279	8.5	LOS A	1.2	8.4	0.35	0.92	0.35	3
NorthEast: Collins Street														
3	L2	264	4	264	4	0.181	5.5	LOS A	0.1	0.4	0	0.54	0	36
2	T1	29	0	29	0	0.181	1.1	LOS A	0.1	0.4	0	0.54	0	41
1	R2	7	0	7	0	0.181	5.5	LOS A	0.1	0.4	0	0.54	0	41
Approach		301	3.5	301	3.5	0.181	5.1	NA	0.1	0.4	0	0.54	0	37
NorthWest: Bong Bong Street														
12	L2	5	0	5	0	0.087	8	LOS A	0.3	2.3	0.11	1.01	0.11	36
11	T1	66	6.3	66	6.3	0.087	9.8	LOS A	0.3	2.3	0.11	1.01	0.11	36
10	R2	1	0	1	0	0.087	9	LOS A	0.3	2.3	0.11	1.01	0.11	38
Approach		73	5.8	73	5.8	0.087	9.7	LOS A	0.3	2.3	0.11	1.01	0.11	36
SouthWest: Collins Street														
9	L2	1	0	1	0	0.007	6.4	LOS A	0	0.2	0.33	0.36	0.33	4
8	T1	5	0	5	0	0.007	1.7	LOS A	0	0.2	0.33	0.36	0.33	36
7	R2	5	0	5	0	0.007	6.4	LOS A	0	0.2	0.33	0.36	0.33	36
Approach		12	0	12	0	0.007	4.3	NA	0	0.2	0.33	0.36	0.33	37
All Vehicles		438	3.1	438	3.1	0.279	7	NA	1.2	8.4	0.35	0.74	0.35	37

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	55	0	55	0	0.651	8.7	LOS A	6.6	46.6	0.89	1.01	1.11	27
5	T1	351	0.6	351	0.6	0.651	8.4	LOS A	6.6	46.6	0.89	1.01	1.11	33
4	R2	131	0	131	0	0.651	12.1	LOS A	6.6	46.6	0.89	1.01	1.11	33
Approach		536	0.4	536	0.4	0.651	9.3	LOS A	6.6	46.6	0.89	1.01	1.11	33
NorthEast: Collins Street														
3	L2	421	1	421	1	0.832	13	LOS A	15	106.6	1	1.2	1.5	23
2	T1	163	1.3	163	1.3	0.832	12.8	LOS A	15	106.6	1	1.2	1.5	23
1	R2	239	3.1	239	3.1	0.832	16.5	LOS B	15	106.6	1	1.2	1.5	30
Approach		823	1.7	823	1.7	0.832	14	LOS A	15	106.6	1	1.2	1.5	26
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.419	3.5	LOS A	3.3	23	0.54	0.53	0.54	35
11	T1	214	2	214	2	0.419	3.3	LOS A	3.3	23	0.54	0.53	0.54	31
10	R2	162	0	162	0	0.419	6.9	LOS A	3.3	23	0.54	0.53	0.54	31
Approach		482	0.9	482	0.9	0.419	4.5	LOS A	3.3	23	0.54	0.53	0.54	32
SouthWest: Collins Street														
9	L2	142	1.5	142	1.5	0.283	6.4	LOS A	1.8	12.9	0.77	0.8	0.77	31
8	T1	13	16.7	13	16.7	0.283	6.7	LOS A	1.8	12.9	0.77	0.8	0.77	33
7	R2	47	0	47	0	0.283	9.7	LOS A	1.8	12.9	0.77	0.8	0.77	22
Approach		202	2.1	202	2.1	0.283	7.2	LOS A	1.8	12.9	0.77	0.8	0.77	30
All Vehicles		3043	1.9	3043	1.9	0.832	9.9	LOS A	15	106.6	0.84	0.95	1.1	3

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	7	0	7	0	0.064	5.5	LOS A	0.2	1.5	0.39	0.63	0.39	36
4	R2	51	0	51	0	0.064	6.3	LOS A	0.2	1.5	0.39	0.63	0.39	36
Approach		58	0	58	0	0.064	6.2	LOS A	0.2	1.5	0.39	0.63	0.39	36
NorthEast: Collins Street														
3	L2	57	0	57	0	0.176	4.6	LOS A	0	0	0	0.09	0	44
2	T1	291	0.7	291	0.7	0.176	0	LOS A	0	0	0	0.09	0	44
Approach		347	0.6	347	0.6	0.176	0.7	NA	0	0	0	0.09	0	44
SouthWest: Collins Street														
8	T1	98	4.3	98	4.3	0.048	0	LOS A	0	0.1	0.01	0.01	0.01	49
7	R2	1	0	1	0	0.048	5.8	LOS A	0	0.1	0.01	0.01	0.01	49
Approach		99	4.3	99	4.3	0.048	0.1	NA	0	0.1	0.01	0.01	0.01	49
All Vehicles		504	1.3	504	1.3	0.176	1.2	NA	0.2	1.5	0.05	0.14	0.05	43

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	9	0	9	0	0.298	7.6	LOS A	1.3	9	0.34	0.93	0.34	36
5	T1	164	1.3	164	1.3	0.298	8.4	LOS A	1.3	9	0.34	0.93	0.34	38
4	R2	86	3.7	86	3.7	0.298	9.8	LOS A	1.3	9	0.34	0.93	0.34	33
Approach		259	2	259	2	0.298	8.8	LOS A	1.3	9	0.34	0.93	0.34	37
NorthEast: Collins Street														
3	L2	244	0.9	244	0.9	0.175	5.5	LOS A	0.2	1.1	0.01	0.53	0.01	36
2	T1	34	0	34	0	0.175	1.1	LOS A	0.2	1.1	0.01	0.53	0.01	41
1	R2	20	0	20	0	0.175	5.5	LOS A	0.2	1.1	0.01	0.53	0.01	41
Approach		298	0.7	298	0.7	0.175	5	NA	0.2	1.1	0.01	0.53	0.01	38
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.146	8	LOS A	0.6	3.9	0.1	1	0.1	36
11	T1	114	1.9	114	1.9	0.146	9.6	LOS A	0.6	3.9	0.1	1	0.1	36
10	R2	3	0	3	0	0.146	9.2	LOS A	0.6	3.9	0.1	1	0.1	38
Approach		126	1.7	126	1.7	0.146	9.5	LOS A	0.6	3.9	0.1	1	0.1	36
SouthWest: Collins Street														
9	L2	3	0	3	0	0.012	6.3	LOS A	0.1	0.4	0.35	0.44	0.35	41
8	T1	4	25	4	25	0.012	1.8	LOS A	0.1	0.4	0.35	0.44	0.35	33
7	R2	11	0	11	0	0.012	6.3	LOS A	0.1	0.4	0.35	0.44	0.35	33
Approach		18	5.9	18	5.9	0.012	5.3	NA	0.1	0.4	0.35	0.44	0.35	35
All Vehicles		391	1.5	391	1.5	0.298	7.7	NA	1.3	9	0.35	0.76	0.35	37

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	16	6.7	16	6.7	0.156	3.4	LOS A	0	0	0	0.02	0	39.
5	T1	300	1.1	300	1.1	0.156	0	LOS A	0	0	0	0.02	0	59.
Approach		316	1.3	316	1.3	0.156	0.2	NA	0	0	0	0.02	0	59.
NorthWest: Terralong Street														
11	T1	385	1.9	385	1.9	0.243	0.4	LOS A	0.6	4.7	0.16	0.06	0.16	34.
12	R2	55	25	55	25	0.243	5.3	LOS A	0.6	4.7	0.16	0.06	0.16	34.
Approach		440	4.8	440	4.8	0.243	1	NA	0.6	4.7	0.16	0.06	0.16	34.
SouthWest: Railway Parade														
9	L2	31	10.3	31	10.3	0.025	4.4	LOS A	0.1	0.6	0.32	0.5	0.32	2
7	R2	14	15.4	14	15.4	0.024	7.2	LOS A	0.1	0.5	0.52	0.69	0.52	35.
Approach		44	11.9	44	11.9	0.025	5.3	LOS A	0.1	0.6	0.38	0.56	0.38	32.
All Vehicles		800	3.8	800	3.8	0.243	0.9	NA	0.6	4.7	0.11	0.07	0.11	36.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	12	0	12	0	0.25	3.4	LOS A	0	0	0	0.01	0	39.
5	T1	495	1.3	495	1.3	0.25	0	LOS A	0	0	0	0.01	0	59.
Approach		507	1.2	507	1.2	0.25	0.1	NA	0	0	0	0.01	0	59.
NorthWest: Terralong Street														
11	T1	601	0.5	601	0.5	0.36	0.7	LOS A	1.1	8.1	0.18	0.05	0.21	33.
12	R2	61	13.1	61	13.1	0.36	7.1	LOS A	1.1	8.1	0.18	0.05	0.21	33.
Approach		662	1.6	662	1.6	0.36	1.3	NA	1.1	8.1	0.18	0.05	0.21	33.
SouthWest: Railway Parade														
9	L2	62	5.1	62	5.1	0.06	5.1	LOS A	0.2	1.5	0.43	0.6	0.43	32.
7	R2	9	22.2	9	22.2	0.051	12.8	LOS A	0.1	0.7	0.74	0.86	0.74	25.
Approach		72	7.4	72	7.4	0.06	6.1	LOS A	0.2	1.5	0.47	0.64	0.47	31.
All Vehicles		1241	1.8	1241	1.8	0.36	1.1	NA	1.1	8.1	0.12	0.07	0.14	36.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	44	0	44	0	0.28	3.4	LOS A	0	0	0	0.04	0	39.
5	T1	524	1	524	1	0.28	0	LOS A	0	0	0	0.04	0	59.
Approach		568	0.9	568	0.9	0.28	0.3	NA	0	0	0	0.04	0	59.
NorthWest: Terralong Street														
11	T1	760	0.4	760	0.4	0.468	1.2	LOS A	2.1	14.7	0.23	0.06	0.32	30.
12	R2	88	4.8	88	4.8	0.468	8.2	LOS A	2.1	14.7	0.23	0.06	0.32	30.
Approach		848	0.9	848	0.9	0.468	1.9	NA	2.1	14.7	0.23	0.06	0.32	30.
SouthWest: Railway Parade														
9	L2	52	0	52	0	0.05	5	LOS A	0.2	1.1	0.43	0.6	0.43	32.
7	R2	4	0	4	0	0.015	14	LOS A	0	0.3	0.8	0.89	0.8	24.
Approach		56	0	56	0	0.05	5.7	LOS A	0.2	1.1	0.46	0.62	0.46	31.
All Vehicles		1473	0.9	1473	0.9	0.468	1.4	NA	2.1	14.7	0.15	0.07	0.2	3

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	11	20	11	20	0.068	4.7	LOS A	0.2	1.7	0.13	0.2	0.13	46.
5	T1	68	1.5	68	1.5	0.068	0.1	LOS A	0.2	1.7	0.13	0.2	0.13	38.
4	R2	34	12.5	34	12.5	0.068	4.8	LOS A	0.2	1.7	0.13	0.2	0.13	38.
Approach		113	6.5	113	6.5	0.068	2	NA	0.2	1.7	0.13	0.2	0.13	40.
NorthEast: Shoalhaven Street														
3	L2	45	11.6	45	11.6	0.1	8.2	LOS A	0.5	3.7	0.29	0.93	0.29	26.
2	T1	49	6.4	49	6.4	0.1	9.6	LOS A	0.5	3.7	0.29	0.93	0.29	41.
1	R2	1	0	1	0	0.1	10.9	LOS A	0.5	3.7	0.29	0.93	0.29	26.
Approach		96	8.8	96	8.8	0.1	9	LOS A	0.5	3.7	0.29	0.93	0.29	37.
NorthWest: Bong Bong Street														
12	L2	7	0	7	0	0.083	4.8	LOS A	0.3	2.4	0.15	0.24	0.15	42.
11	T1	81	2.6	81	2.6	0.083	0.2	LOS A	0.3	2.4	0.15	0.24	0.15	42.
10	R2	63	0	63	0	0.083	4.8	LOS A	0.3	2.4	0.15	0.24	0.15	46.
Approach		151	1.4	151	1.4	0.083	2.3	NA	0.3	2.4	0.15	0.24	0.15	45.
SouthWest: Shoalhaven Street														
9	L2	59	1.8	59	1.8	0.119	7.8	LOS A	0.5	3.4	0.21	0.95	0.21	41.
8	T1	59	5.4	59	5.4	0.119	8.9	LOS A	0.5	3.4	0.21	0.95	0.21	41.
7	R2	5	0	5	0	0.119	9.5	LOS A	0.5	3.4	0.21	0.95	0.21	41.
Approach		123	3.4	123	3.4	0.119	8.4	LOS A	0.5	3.4	0.21	0.95	0.21	41.
All Vehicles		482	4.6	482	4.6	0.119	5.1	NA	0.5	3.7	0.19	0.55	0.19	41.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	13	0	13	0	0.126	4.9	LOS A	0.2	1.6	0.09	0.1	0.09	47.
5	T1	177	3	177	3	0.126	0.1	LOS A	0.2	1.6	0.09	0.1	0.09	42.
4	R2	29	0	29	0	0.126	5	LOS A	0.2	1.6	0.09	0.1	0.09	43.
Approach		219	2.4	219	2.4	0.126	1	NA	0.2	1.6	0.09	0.1	0.09	43.
NorthEast: Shoalhaven Street														
3	L2	33	0	33	0	0.145	8.2	LOS A	0.6	4.6	0.45	0.95	0.45	22.
2	T1	56	3.8	56	3.8	0.145	13.4	LOS A	0.6	4.6	0.45	0.95	0.45	39.
1	R2	3	0	3	0	0.145	15.8	LOS B	0.6	4.6	0.45	0.95	0.45	22.
Approach		92	2.3	92	2.3	0.145	11.7	LOS A	0.6	4.6	0.45	0.95	0.45	36.
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.207	5.3	LOS A	1.1	8	0.32	0.35	0.32	39.
11	T1	128	4.9	128	4.9	0.207	0.7	LOS A	1.1	8	0.32	0.35	0.32	39.
10	R2	198	4.3	198	4.3	0.207	5.5	LOS A	1.1	8	0.32	0.35	0.32	45.
Approach		336	4.4	336	4.4	0.207	3.7	NA	1.1	8	0.32	0.35	0.32	44.
SouthWest: Shoalhaven Street														
9	L2	73	0	73	0	0.118	8.2	LOS A	0.5	3.2	0.34	0.91	0.34	40.
8	T1	25	0	25	0	0.118	11	LOS A	0.5	3.2	0.34	0.91	0.34	40.
7	R2	8	0	8	0	0.118	12.7	LOS A	0.5	3.2	0.34	0.91	0.34	40.
Approach		106	0	106	0	0.118	9.2	LOS A	0.5	3.2	0.34	0.91	0.34	40.
All Vehicles		753	2.9	753	2.9	0.207	4.7	NA	1.1	8	0.27	0.43	0.27	42.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	24	0	24	0	0.119	5.2	LOS A	0.4	2.8	0.21	0.2	0.21	46.
5	T1	123	1.7	123	1.7	0.119	0.3	LOS A	0.4	2.8	0.21	0.2	0.21	36.
4	R2	52	0	52	0	0.119	5.3	LOS A	0.4	2.8	0.21	0.2	0.21	36.
Approach		199	1.1	199	1.1	0.119	2.2	NA	0.4	2.8	0.21	0.2	0.21	40.
NorthEast: Shoalhaven Street														
3	L2	68	3.1	68	3.1	0.224	8.9	LOS A	1	7.5	0.53	0.95	0.53	2
2	T1	80	2.6	80	2.6	0.224	13.8	LOS A	1	7.5	0.53	0.95	0.53	39.
1	R2	1	0	1	0	0.224	18	LOS B	1	7.5	0.53	0.95	0.53	2
Approach		149	2.8	149	2.8	0.224	11.6	LOS A	1	7.5	0.53	0.95	0.53	35.
NorthWest: Bong Bong Street														
12	L2	14	0	14	0	0.208	5.1	LOS A	1	6.9	0.24	0.24	0.24	4
11	T1	203	2.1	203	2.1	0.208	0.4	LOS A	1	6.9	0.24	0.24	0.24	4
10	R2	153	0	153	0	0.208	5.1	LOS A	1	6.9	0.24	0.24	0.24	46.
Approach		368	1.1	368	1.1	0.208	2.5	NA	1	6.9	0.24	0.24	0.24	44.
SouthWest: Shoalhaven Street														
9	L2	135	2.3	135	2.3	0.202	8.1	LOS A	0.8	5.8	0.28	0.92	0.28	40.
8	T1	37	0	37	0	0.202	11.4	LOS A	0.8	5.8	0.28	0.92	0.28	40.
7	R2	95	0	95	0	0.202	14.1	LOS A	0.8	5.8	0.28	0.92	0.28	40.
Approach		187	1.7	187	1.7	0.202	9.2	LOS A	0.8	5.8	0.28	0.92	0.28	40.
All Vehicles		904	1.5	904	1.5	0.224	5.3	NA	1	7.5	0.29	0.49	0.29	41.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
5	T1	25	0	25	0	0.018	0.2	LOS A	0	0.3	0.16	0.13	0.16	36.
4	R3	7	0	7	0	0.018	4.8	LOS A	0	0.3	0.16	0.13	0.16	16.
Approach		33	0	33	0	0.018	1.3	NA	0	0.3	0.16	0.13	0.16	37.
East: Blowhole Point Road														
3	L3	5	0	5	0	0.125	4.2	LOS A	0.4	3.1	0.23	0.47	0.23	38.
1	R1	133	4	133	4	0.125	3.5	LOS A	0.4	3.1	0.23	0.47	0.23	7
Approach		138	3.8	138	3.8	0.125	3.5	LOS A	0.4	3.1	0.23	0.47	0.23	7
NorthWest: Terralong Street														
12	L1	165	5.7	165	5.7	0.104	2.9	LOS A	0	0	0	0.35	0	38.
11	T1	45	0	45	0	0.104	0	LOS A	0	0	0	0.35	0	35.
Approach		211	4.5	211	4.5	0.104	2.3	NA	0	0	0	0.35	0	37.
All Vehicles		381	3.9	381	3.9	0.125	2.7	NA	0.4	3.1	0.1	0.37	0.1	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
5	T1	80	0	80	0	0.049	0.2	LOS A	0.1	0.6	0.12	0.07	0.12	37.
4	R3	11	0	11	0	0.049	5.4	LOS A	0.1	0.6	0.12	0.07	0.12	16.
Approach		91	0	91	0	0.049	0.8	NA	0.1	0.6	0.12	0.07	0.12	38.
East: Blowhole Point Road														
3	L3	31	0	31	0	0.394	4.4	LOS A	1.9	13.6	0.3	0.55	0.32	37.
1	R1	374	1.1	374	1.1	0.394	4.6	LOS A	1.9	13.6	0.3	0.55	0.32	36.
Approach		404	1	404	1	0.394	4.6	LOS A	1.9	13.6	0.3	0.55	0.32	36.
NorthWest: Terralong Street														
12	L1	314	1	314	1	0.167	2.9	LOS A	0	0	0	0.4	0	37.
11	T1	32	0	32	0	0.167	0	LOS A	0	0	0	0.4	0	35.
Approach		345	0.9	345	0.9	0.167	2.7	NA	0	0	0	0.4	0	37.
All Vehicles		840	0.9	840	0.9	0.394	3.4	NA	1.9	13.6	0.16	0.44	0.17	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
5	T1	79	0	79	0	0.053	0.6	LOS A	0.1	0.9	0.19	0.08	0.19	36.
4	R3	13	0	13	0	0.053	6.4	LOS A	0.1	0.9	0.19	0.08	0.19	16.
Approach		92	0	92	0	0.053	1.4	NA	0.1	0.9	0.19	0.08	0.19	37.
East: Blowhole Point Road														
3	L3	31	0	31	0	0.393	4.7	LOS A	2	13.9	0.4	0.65	0.47	37.
1	R1	332	0.6	332	0.6	0.393	5.5	LOS A	2	13.9	0.4	0.65	0.47	35.
Approach		362	0.6	362	0.6	0.393	5.4	LOS A	2	13.9	0.4	0.65	0.47	35.
NorthWest: Terralong Street														
12	L1	473	0	473	0	0.259	2.9	LOS A	0	0	0	0.38	0	37.
11	T1	67	0	67	0	0.259	0	LOS A	0	0	0	0.38	0	35.
Approach		540	0	540	0	0.259	2.6	NA	0	0	0	0.38	0	37.
All Vehicles		994	0.2	994	0.2	0.393	3.5	NA	2	13.9	0.16	0.45	0.19	3

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	23.1	14	23.1	0.081	4.9	LOS A	0.2	1.4	0.11	0.13	0.11	45.
5	T1	105	5	105	5	0.081	0.1	LOS A	0.2	1.4	0.11	0.13	0.11	42.
4	R2	23	13.6	23	13.6	0.081	5	LOS A	0.2	1.4	0.11	0.13	0.11	42.
Approach		142	8.1	142	8.1	0.081	1.4	NA	0.2	1.4	0.11	0.13	0.11	43.
NorthEast: Railway Parade														
3	L2	45	23.3	45	23.3	0.074	8	LOS A	0.3	2.6	0.29	0.92	0.29	30.
2	T1	21	10	21	10	0.074	8.6	LOS A	0.3	2.6	0.29	0.92	0.29	37.
1	R2	4	50	4	50	0.074	10.9	LOS A	0.3	2.6	0.29	0.92	0.29	30.
Approach		71	20.9	71	20.9	0.074	8.3	LOS A	0.3	2.6	0.29	0.92	0.29	33.
NorthWest: Bong Bong Street														
12	L2	13	16.7	13	16.7	0.071	4.8	LOS A	0	0.3	0.03	0.07	0.03	45.
11	T1	114	4.6	114	4.6	0.071	0	LOS A	0	0.3	0.03	0.07	0.03	45.
10	R2	5	0	5	0	0.071	4.9	LOS A	0	0.3	0.03	0.07	0.03	4
Approach		132	5.6	132	5.6	0.071	0.7	NA	0	0.3	0.03	0.07	0.03	45.
SouthWest: Eddy Street														
9	L2	3	0	3	0	0.019	7.8	LOS A	0.1	0.5	0.31	0.88	0.31	37
8	T1	8	0	8	0	0.019	8.4	LOS A	0.1	0.5	0.31	0.88	0.31	37
7	R2	5	0	5	0	0.019	9.3	LOS A	0.1	0.5	0.31	0.88	0.31	37
Approach		17	0	17	0	0.019	8.6	LOS A	0.1	0.5	0.31	0.88	0.31	37
All Vehicles		361	9.3	361	9.3	0.081	2.8	NA	0.3	2.6	0.12	0.3	0.12	39.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	13	0	13	0	0.139	5.1	LOS A	0.4	2.8	0.14	0.13	0.14	46.
5	T1	188	2.8	188	2.8	0.139	0.2	LOS A	0.4	2.8	0.14	0.13	0.14	41.
4	R2	48	6.5	48	6.5	0.139	5.2	LOS A	0.4	2.8	0.14	0.13	0.14	41.
Approach		249	3.4	249	3.4	0.139	1.4	NA	0.4	2.8	0.14	0.13	0.14	42.
NorthEast: Railway Parade														
3	L2	41	17.9	41	17.9	0.088	8	LOS A	0.4	2.7	0.35	0.91	0.35	29.
2	T1	8	0	8	0	0.088	9.3	LOS A	0.4	2.7	0.35	0.91	0.35	37.
1	R2	23	0	23	0	0.088	9.8	LOS A	0.4	2.7	0.35	0.91	0.35	29.
Approach		73	10.1	73	10.1	0.088	8.8	LOS A	0.4	2.7	0.35	0.91	0.35	31.
NorthWest: Bong Bong Street														
12	L2	15	14.3	15	14.3	0.091	4.8	LOS A	0	0.3	0.02	0.06	0.02	46.
11	T1	151	2.8	151	2.8	0.091	0	LOS A	0	0.3	0.02	0.06	0.02	46.
10	R2	4	n	4	n	0.091	5.1	LOS A	n	0.3	0.02	0.06	0.02	47.
Approach		169	3.7	169	3.7	0.091	0.6	NA	0	0.3	0.02	0.06	0.02	46.
SouthWest: Eddy Street														
9	L2	7	0	7	0	0.021	8.1	LOS A	0.1	0.5	0.36	0.88	0.36	3
8	T1	8	0	8	0	0.021	9.3	LOS A	0.1	0.5	0.36	0.88	0.36	3
7	R2	2	0	2	0	0.021	10.4	LOS A	0.1	0.5	0.36	0.88	0.36	3
Approach		18	0	18	0	0.021	9	LOS A	0.1	0.5	0.36	0.88	0.36	3
All Vehicles		509	4.3	509	4.3	0.139	2.4	NA	0.4	2.8	0.14	0.24	0.14	39.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	17	0	17	0	0.107	5.3	LOS A	0.3	1.9	0.16	0.13	0.16	46.
5	T1	148	0	148	0	0.107	0.3	LOS A	0.3	1.9	0.16	0.13	0.16	41.
4	R2	29	0	29	0	0.107	5.6	LOS A	0.3	1.9	0.16	0.13	0.16	41.
Approach		195	0	195	0	0.107	1.5	NA	0.3	1.9	0.16	0.13	0.16	42.
NorthEast: Railway Parade														
3	L2	58	3.6	58	3.6	0.183	8.3	LOS A	0.8	5.4	0.49	0.93	0.49	28.
2	T1	35	6.1	35	6.1	0.183	10.6	LOS A	0.8	5.4	0.49	0.93	0.49	36.
1	R2	40	0	40	0	0.183	10.8	LOS A	0.8	5.4	0.49	0.93	0.49	28.
Approach		133	3.2	133	3.2	0.183	9.7	LOS A	0.8	5.4	0.49	0.93	0.49	31.
NorthWest: Bong Bong Street														
12	L2	22	0	22	0	0.152	4.7	LOS A	0.1	0.7	0.03	0.06	0.03	45.
11	T1	256	2.5	256	2.5	0.152	0	LOS A	0.1	0.7	0.03	0.06	0.03	45.
10	R2	9	0	9	0	0.152	5.1	LOS A	0.1	0.7	0.03	0.06	0.03	47.
Approach		287	2.2	287	2.2	0.152	0.6	NA	0.1	0.7	0.03	0.06	0.03	4
SouthWest: Eddy Street														
9	L2	11	20	11	20	0.029	8.9	LOS A	0.1	0.8	0.33	0.91	0.33	36.
8	T1	4	0	4	0	0.029	9.8	LOS A	0.1	0.8	0.33	0.91	0.33	36.
7	R2	7	0	7	0	0.029	11.3	LOS A	0.1	0.8	0.33	0.91	0.33	36.
Approach		22	9.5	22	9.5	0.029	9.9	LOS A	0.1	0.8	0.33	0.91	0.33	36.
All Vehicles		637	2	637	2	0.183	3.1	NA	0.8	5.4	0.18	0.29	0.18	3

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	19	0	19	0	0.18	4.5	LOS A	0.4	3.1	0.16	0.09	0.16	32.
5	T1	269	2.3	269	2.3	0.18	0.3	LOS A	0.4	3.1	0.16	0.09	0.16	32.
4	R2	42	0	42	0	0.18	4.9	LOS A	0.4	3.1	0.16	0.09	0.16	37.
Approach		331	1.9	331	1.9	0.18	1.1	NA	0.4	3.1	0.16	0.09	0.16	34.
NorthEast: Shoalhaven Street														
3	L2	129	3.3	129	3.3	0.135	8.8	LOS A	0.6	4.5	0.48	0.88	0.48	28.
Approach		129	3.3	129	3.3	0.135	8.8	LOS A	0.6	4.5	0.48	0.88	0.48	28.
NorthWest: Terralong Street														
12	L2	23	9.1	23	9.1	0.23	4.6	LOS A	0.7	5.2	0.2	0.11	0.2	38.
11	T1	306	5.5	306	5.5	0.23	0.4	LOS A	0.7	5.2	0.2	0.11	0.2	36.
10	R2	69	7.6	69	7.6	0.23	4.9	LOS A	0.7	5.2	0.2	0.11	0.2	36.
Approach		399	6.1	399	6.1	0.23	1.4	NA	0.7	5.2	0.2	0.11	0.2	3
SouthWest: Shoalhaven Street														
9	L2	63	5	63	5	0.092	8.5	LOS A	0.3	2	0.33	0.93	0.33	24.
8	T1	16	0	16	0	0.092	10.9	LOS A	0.3	2	0.33	0.93	0.33	32.
7	R2	4	0	4	0	0.092	12.8	LOS A	0.3	2	0.33	0.93	0.33	34.
Approach		83	3.8	83	3.8	0.092	9.2	LOS A	0.3	2	0.33	0.93	0.33	27.
All Vehicles		942	4	942	4	0.23	3	NA	0.7	5.2	0.24	0.28	0.24	33.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	26	0	26	0	0.31	5.9	LOS A	0.9	6.7	0.2	0.08	0.22	3
5	T1	474	1.6	474	1.6	0.31	0.6	LOS A	0.9	6.7	0.2	0.08	0.22	3
4	R2	58	3.6	58	3.6	0.31	6.6	LOS A	0.9	6.7	0.2	0.08	0.22	3
Approach		558	1.7	558	1.7	0.31	1.5	NA	0.9	6.7	0.2	0.08	0.22	33.
NorthEast: Shoalhaven Street														
3	L2	174	0	174	0	0.229	10.4	LOS A	1	7.3	0.6	0.96	0.6	27.
Approach		174	0	174	0	0.229	10.4	LOS A	1	7.3	0.6	0.96	0.6	27.
NorthWest: Terralong Street														
12	L2	20	0	20	0	0.321	6.1	LOS A	1	7.2	0.21	0.08	0.23	38.
11	T1	480	2.2	480	2.2	0.321	0.7	LOS A	1	7.2	0.21	0.08	0.23	36.
10	R2	63	3.3	63	3.3	0.321	6.6	LOS A	1	7.2	0.21	0.08	0.23	36.
Approach		563	2.2	563	2.2	0.321	1.5	NA	1	7.2	0.21	0.08	0.23	3
SouthWest: Shoalhaven Street														
9	L2	82	0	82	0	0.146	9	LOS A	0.4	3.1	0.48	0.96	0.48	23.
8	T1	9	0	9	0	0.146	15.3	LOS B	0.4	3.1	0.48	0.96	0.48	31.
7	R2	8	0	8	0	0.146	20.4	LOS B	0.4	3.1	0.48	0.96	0.48	23.
Approach		100	0	100	0	0.146	10.6	LOS A	0.4	3.1	0.48	0.96	0.48	24.
All Vehicles		1395	1.6	1395	1.6	0.321	3.3	NA	1	7.3	0.27	0.25	0.29	33.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	43	2.4	43	2.4	0.325	6.6	LOS A	1.2	8.4	0.22	0.09	0.26	30.
5	T1	479	0.4	479	0.4	0.325	0.9	LOS A	1.2	8.4	0.22	0.09	0.26	30.
4	R2	54	3.9	54	3.9	0.325	7.8	LOS A	1.2	8.4	0.22	0.09	0.26	36.
Approach		576	0.9	576	0.9	0.325	2	NA	1.2	8.4	0.22	0.09	0.26	31.
NorthEast: Shoalhaven Street														
3	L2	284	0.7	284	0.7	0.423	13.2	LOS A	2.6	18.5	0.7	1.12	0.96	24.
Approach		284	0.7	284	0.7	0.423	13.2	LOS A	2.6	18.5	0.7	1.12	0.96	24.
NorthWest: Terralong Street														
12	L2	61	0	61	0	0.387	6	LOS A	1.6	11	0.23	0.1	0.29	38.
11	T1	551	1	551	1	0.387	0.9	LOS A	1.6	11	0.23	0.1	0.29	36.
10	R2	71	4.5	71	4.5	0.387	7.2	LOS A	1.6	11	0.23	0.1	0.29	36.
Approach		682	1.2	682	1.2	0.387	2	NA	1.6	11	0.23	0.1	0.29	35.
SouthWest: Shoalhaven Street														
9	L2	57	0	57	0	0.168	9	LOS A	0.5	3.4	0.56	0.96	0.56	20.
8	T1	9	0	9	0	0.168	17.6	LOS B	0.5	3.4	0.56	0.96	0.56	29.
7	R2	14	0	14	0	0.168	25.6	LOS B	0.5	3.4	0.56	0.96	0.56	20.
Approach		80	0	80	0	0.168	12.9	LOS A	0.5	3.4	0.56	0.96	0.56	22.
All Vehicles		1622	1	1622	1	0.423	4.5	NA	2.6	18.5	0.33	0.32	0.41	31.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	62	8.5	62	8.5	0.158	3.8	LOS A	0.9	6.2	0.49	0.49	0.49	24.
5	T1	96	0	96	0	0.158	3.4	LOS A	0.9	6.2	0.49	0.49	0.49	24.
Approach		158	3.3	158	3.3	0.158	3.6	LOS A	0.9	6.2	0.49	0.49	0.49	24.
NorthWest: Terralong Street														
11	T1	119	1.8	119	1.8	0.316	2.4	LOS A	2.1	14.7	0.35	0.51	0.35	29.
10	R2	248	3	248	3	0.316	6.2	LOS A	2.1	14.7	0.35	0.51	0.35	29.
10u	U	32	0	32	0	0.316	7.6	LOS A	2.1	14.7	0.35	0.51	0.35	29.
Approach		399	2.4	399	2.4	0.316	5.2	LOS A	2.1	14.7	0.35	0.51	0.35	29.
SouthWest: Manning Street														
9	L2	188	2.2	188	2.2	0.247	2.7	LOS A	1.5	10.6	0.34	0.48	0.34	32.
7	R2	92	8	92	8	0.247	6.3	LOS A	1.5	10.6	0.34	0.48	0.34	32.
7u	U	20	0	20	0	0.247	7.6	LOS A	1.5	10.6	0.34	0.48	0.34	32.
Approach		300	3.9	300	3.9	0.247	4.2	LOS A	1.5	10.6	0.34	0.48	0.34	32.
All Vehicles		857	3.1	857	3.1	0.316	4.5	LOS A	2.1	14.7	0.37	0.5	0.37	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	193	1.1	193	1.1	0.489	5.3	LOS A	3.7	25.8	0.71	0.7	0.73	21.
5	T1	261	0.8	261	0.8	0.489	5	LOS A	3.7	25.8	0.71	0.7	0.73	21.
Approach		454	0.9	454	0.9	0.489	5.1	LOS A	3.7	25.8	0.71	0.7	0.73	21.
NorthWest: Terralong Street														
11	T1	236	0.4	236	0.4	0.486	2.7	LOS A	4	28.5	0.47	0.52	0.47	2
10	R2	348	1.2	348	1.2	0.486	6.5	LOS A	4	28.5	0.47	0.52	0.47	2
10u	U	26	0	26	0	0.486	7.9	LOS A	4	28.5	0.47	0.52	0.47	2
Approach		611	0.9	611	0.9	0.486	5.1	LOS A	4	28.5	0.47	0.52	0.47	2
SouthWest: Manning Street														
9	L2	220	1.9	220	1.9	0.35	3.9	LOS A	2.3	16.7	0.58	0.62	0.58	31.
7	R2	109	1.9	109	1.9	0.35	7.4	LOS A	2.3	16.7	0.58	0.62	0.58	31.
7u	U	24	0	24	0	0.35	8.7	LOS A	2.3	16.7	0.58	0.62	0.58	31.
Approach		354	1.8	354	1.8	0.35	5.3	LOS A	2.3	16.7	0.58	0.62	0.58	31.
All Vehicles		1418	1.1	1418	1.1	0.489	5.1	LOS A	4	28.5	0.58	0.6	0.58	28.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	182	0	182	0	0.443	4.9	LOS A	3.2	22.4	0.7	0.66	0.7	21.
5	T1	228	0.9	228	0.9	0.443	4.6	LOS A	3.2	22.4	0.7	0.66	0.7	21.
Approach		411	0.5	411	0.5	0.443	4.7	LOS A	3.2	22.4	0.7	0.66	0.7	21.
NorthWest: Terralong Street														
11	T1	404	0	404	0	0.624	3.2	LOS A	6.2	43.5	0.62	0.54	0.62	28.
10	R2	295	1.1	295	1.1	0.624	7	LOS A	6.2	43.5	0.62	0.54	0.62	28.
10u	U	65	0	65	0	0.624	8.4	LOS A	6.2	43.5	0.62	0.54	0.62	28.
Approach		764	0.4	764	0.4	0.624	5.1	LOS A	6.2	43.5	0.62	0.54	0.62	28.
SouthWest: Manning Street														
9	L2	275	1.1	275	1.1	0.427	4.1	LOS A	3	21.3	0.61	0.64	0.61	31.
7	R2	136	0	136	0	0.427	7.5	LOS A	3	21.3	0.61	0.64	0.61	31.
7u	U	29	0	29	0	0.427	8.9	LOS A	3	21.3	0.61	0.64	0.61	31.
Approach		440	0.7	440	0.7	0.427	5.5	LOS A	3	21.3	0.61	0.64	0.61	31.
All Vehicles		1615	0.5	1615	0.5	0.624	5.1	LOS A	6.2	43.5	0.64	0.6	0.64	28.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	7	0	7	0	0.039	4.8	LOS A	0.2	1.2	0.43	0.62	0.43	42.
5	T1	7	0	7	0	0.039	4.7	LOS A	0.2	1.2	0.43	0.62	0.43	2
4	R2	23	9.1	23	9.1	0.039	8.7	LOS A	0.2	1.2	0.43	0.62	0.43	1
Approach		38	5.6	38	5.6	0.039	7.1	LOS A	0.2	1.2	0.43	0.62	0.43	36.
NorthEast: Manning Street														
3	L2	25	0	25	0	0.276	2.8	LOS A	1.5	10.9	0.35	0.43	0.35	7
2	T1	238	4.4	238	4.4	0.276	2.6	LOS A	1.5	10.9	0.35	0.43	0.35	43.
1	R2	47	4.4	47	4.4	0.276	6.3	LOS A	1.5	10.9	0.35	0.43	0.35	33.
14	u	20	0	20	0	0.276	7.6	LOS A	1.5	10.9	0.35	0.43	0.35	33.
Approach		331	3.8	331	3.8	0.276	3.4	LOS A	1.5	10.9	0.35	0.43	0.35	41.
NorthWest: Bong Bong Street														
12	L2	44	11.9	44	11.9	0.157	5	LOS A	0.7	5.6	0.44	0.64	0.44	2
11	T1	17	0	17	0	0.157	4.6	LOS A	0.7	5.6	0.44	0.64	0.44	38.
10	R2	94	11.2	94	11.2	0.157	8.8	LOS A	0.7	5.6	0.44	0.64	0.44	43.
Approach		155	10.2	155	10.2	0.157	7.3	LOS A	0.7	5.6	0.44	0.64	0.44	40.
SouthWest: Manning Street														
9	L2	99	9.6	99	9.6	0.297	3.9	LOS A	1.8	13.1	0.3	0.46	0.3	43.
8	T1	243	1.7	243	1.7	0.297	3.9	LOS A	1.8	13.1	0.3	0.46	0.3	43.
7	R2	17	0	17	0	0.297	7.6	LOS A	1.8	13.1	0.3	0.46	0.3	45.
15	u	20	0	20	0	0.297	9.2	LOS A	1.8	13.1	0.3	0.46	0.3	47.
Approach		379	3.6	379	3.6	0.297	4.3	LOS A	1.8	13.1	0.3	0.46	0.3	43.
All Vehicles		902	4.9	902	4.9	0.297	4.6	LOS A	1.8	13.1	0.35	0.49	0.35	42.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	33	0	33	0	0.088	6.6	LOS A	0.5	3.2	0.63	0.71	0.63	4
5	T1	16	0	16	0	0.088	6.6	LOS A	0.5	3.2	0.63	0.71	0.63	31.
4	R2	20	0	20	0	0.088	10.3	LOS A	0.5	3.2	0.63	0.71	0.63	31.
Approach		68	0	68	0	0.088	7.7	LOS A	0.5	3.2	0.63	0.71	0.63	38.
NorthEast: Manning Street														
3	L2	27	0	27	0	0.49	3.5	LOS A	3.4	23.9	0.52	0.48	0.52	37.
2	T1	480	1.3	480	1.3	0.49	3.2	LOS A	3.4	23.9	0.52	0.48	0.52	42.
1	R2	37	0	37	0	0.49	6.9	LOS A	3.4	23.9	0.52	0.48	0.52	32.
14	u	21	0	21	0	0.49	8.1	LOS A	3.4	23.9	0.52	0.48	0.52	37.
Approach		565	1.1	565	1.1	0.49	3.6	LOS A	3.4	23.9	0.52	0.48	0.52	4
NorthWest: Bong Bong Street														
12	L2	31	3.4	31	3.4	0.211	5.1	LOS A	1	7.6	0.49	0.69	0.49	37.
11	T1	7	0	7	0	0.211	4.9	LOS A	1	7.6	0.49	0.69	0.49	37.
10	R2	166	6.3	166	6.3	0.211	9	LOS A	1	7.6	0.49	0.69	0.49	42.
Approach		204	5.7	204	5.7	0.211	8.3	LOS A	1	7.6	0.49	0.69	0.49	41.
SouthWest: Manning Street														
9	L2	186	4.5	186	4.5	0.395	3.9	LOS A	2.8	19.8	0.33	0.47	0.33	43.
8	T1	289	1.8	289	1.8	0.395	3.9	LOS A	2.8	19.8	0.33	0.47	0.33	43.
7	R2	19	0	19	0	0.395	7.6	LOS A	2.8	19.8	0.33	0.47	0.33	45.
15	u	25	0	25	0	0.395	9.2	LOS A	2.8	19.8	0.33	0.47	0.33	47.
Approach		520	2.6	520	2.6	0.395	4.3	LOS A	2.8	19.8	0.33	0.47	0.33	43.
All Vehicles		1358	2.3	1358	2.3	0.49	4.8	LOS A	3.4	23.9	0.45	0.52	0.45	42.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	20	0	20	0	0.068	6.6	LOS A	0.3	2.4	0.63	0.7	0.63	4
5	T1	16	0	16	0	0.068	6.6	LOS A	0.3	2.4	0.63	0.7	0.63	31.
4	R2	17	0	17	0	0.068	10.3	LOS A	0.3	2.4	0.63	0.7	0.63	31.
Approach		53	0	53	0	0.068	7.8	LOS A	0.3	2.4	0.63	0.7	0.63	37.
NorthEast: Manning Street														
3	L2	25	0	25	0	0.48	4	LOS A	3.3	23	0.6	0.56	0.6	3
2	T1	419	0.8	419	0.8	0.48	3.7	LOS A	3.3	23	0.6	0.56	0.6	42.
1	R2	47	0	47	0	0.48	7.4	LOS A	3.3	23	0.6	0.56	0.6	31.
14	u	15	0	15	0	0.48	8.8	LOS A	3.3	23	0.6	0.56	0.6	31.
Approach		506	0.6	506	0.6	0.48	4.2	LOS A	3.3	23	0.6	0.56	0.6	41.
NorthWest: Bong Bong Street														
12	L2	81	0	81	0	0.348	5.6	LOS A	1.9	13.9	0.57	0.73	0.57	27.
11	T1	27	19.2	27	19.2	0.348	6	LOS A	1.9	13.9	0.57	0.73	0.57	37.
10	R2	225	1.4	225	1.4	0.348	9.3	LOS A	1.9	13.9	0.57	0.73	0.57	42.
Approach		334	2.5	334	2.5	0.348	8.1	LOS A	1.9	13.9	0.57	0.73	0.57	40.
SouthWest: Manning Street														
9	L2	119	0	119	0	0.383	3.9	LOS A	2.7	19	0.33	0.46	0.33	4
8	T1	339	0.9	339	0.9	0.383	3.9	LOS A	2.7	19	0.33	0.46	0.33	4
7	R2	15	0	15	0	0.383	7.6	LOS A	2.7	19	0.33	0.46	0.33	45.
15	u	34	0	34	0	0.383	9.2	LOS A	2.7	19	0.33	0.46	0.33	47.
Approach		506	0.6	506	0.6	0.383	4.3	LOS A	2.7	19	0.33	0.46	0.33	43.
All Vehicles		1399	1.1	1399	1.1	0.48	5.3	LOS A	3.3	23	0.5	0.57	0.5	41.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	82	6.4	82	6.4	0.05	0	LOS A	0	0.3	0.03	0.04	0.03	47.
1	R2	6	0	6	0	0.05	5	LOS A	0	0.3	0.03	0.04	0.03	47.
Approach		88	6	88	6	0.05	0.4	NA	0	0.3	0.03	0.04	0.03	47.
NorthWest: Akuna Street														
12	L2	8	0	8	0	0.02	4.8	LOS A	0.1	0.5	0.19	0.53	0.19	37.
10	R2	14	73.1	14	73.1	0.02	5.6	LOS A	0.1	0.5	0.19	0.53	0.19	37.
Approach		22	14.3	22	14.3	0.02	5.3	LOS A	0.1	0.5	0.19	0.53	0.19	37.
SouthWest: Shoalhaven Street														
9	L2	25	16.7	25	16.7	0.055	4.9	LOS A	0	0	0	0.14	0	44.
8	T1	75	4.2	75	4.2	0.055	0	LOS A	0	0	0	0.14	0	44.
Approach		100	7.4	100	7.4	0.055	1.2	NA	0	0	0	0.14	0	44.
All Vehicles		211	7.5	211	7.5	0.055	1.5	NA	0.1	0.5	0.03	0.14	0.03	4

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	82	2.6	82	2.6	0.05	0	LOS A	0	0.3	0.03	0.05	0.03	4
1	R2	7	0	7	0	0.05	4.8	LOS A	0	0.3	0.03	0.05	0.03	4
Approach		89	2.4	89	2.4	0.05	0.4	NA	0	0.3	0.03	0.05	0.03	4
NorthWest: Akuna Street														
12	L2	17	0	17	0	0.019	4.7	LOS A	0.1	0.5	0.13	0.52	0.13	38.
10	R2	9	0	9	0	0.019	5.1	LOS A	0.1	0.5	0.13	0.52	0.13	38.
Approach		26	0	26	0	0.019	4.9	LOS A	0.1	0.5	0.13	0.52	0.13	38.
SouthWest: Shoalhaven Street														
9	L2	11	0	11	0	0.034	4.6	LOS A	0	0	0	0.09	0	4
8	T1	54	0	54	0	0.034	0	LOS A	0	0	0	0.09	0	4
Approach		64	0	64	0	0.034	0.7	NA	0	0	0	0.09	0	4
All Vehicles		180	1.2	180	1.2	0.05	1.2	NA	0.1	0.5	0.03	0.13	0.03	44.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	123	3.4	123	3.4	0.088	0.1	LOS A	0.2	1.4	0.09	0.12	0.09	42.
1	R2	33	0	33	0	0.088	5	LOS A	0.2	1.4	0.09	0.12	0.09	42.
Approach		156	2.7	156	2.7	0.088	1.1	NA	0.2	1.4	0.09	0.12	0.09	42.
NorthWest: Akuna Street														
12	L2	49	0	49	0	0.058	4.8	LOS A	0.2	1.5	0.16	0.53	0.16	38.
10	R2	26	0	26	0	0.058	5.6	LOS A	0.2	1.5	0.16	0.53	0.16	38.
Approach		76	0	76	0	0.058	5.1	LOS A	0.2	1.5	0.16	0.53	0.16	38.
SouthWest: Shoalhaven Street														
9	L2	27	0	27	0	0.054	4.6	LOS A	0	0	0	0.15	0	43.
8	T1	75	0	75	0	0.054	0	LOS A	0	0	0	0.15	0	43.
Approach		102	0	102	0	0.054	1.2	NA	0	0	0	0.15	0	43.
All Vehicles		334	1.5	334	1.5	0.088	2	NA	0.2	1.5	0.08	0.22	0.08	41.

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AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	24	8.7	24	8.7	0.336	4.3	LOS A	2	14.5	0.58	0.58	0.58	28.
5	T1	239	1.8	239	1.8	0.336	3.9	LOS A	2	14.5	0.58	0.58	0.58	36.
4	R2	69	4.5	69	4.5	0.336	7.6	LOS A	2	14.5	0.58	0.58	0.58	36.
Approach		333	2.8	333	2.8	0.336	4.7	LOS A	2	14.5	0.58	0.58	0.58	35.
NorthEast: Collins Street														
3	L2	226	6	226	6	0.49	4.1	LOS A	3.7	27.2	0.59	0.59	0.59	31.
2	T1	146	2.9	146	2.9	0.49	3.7	LOS A	3.7	27.2	0.59	0.59	0.59	31.
1	R2	166	4.5	166	4.5	0.49	7.5	LOS A	3.7	27.2	0.59	0.59	0.59	1
Approach		538	4.7	538	4.7	0.49	5	LOS A	3.7	27.2	0.59	0.59	0.59	33.
NorthWest: Terralong Street														
12	L2	55	5.8	55	5.8	0.216	2.7	LOS A	1.4	10.1	0.31	0.4	0.31	36.
11	T1	157	6.7	157	6.7	0.216	2.4	LOS A	1.4	10.1	0.31	0.4	0.31	33.
10	R2	59	3.6	59	3.6	0.216	6.1	LOS A	1.4	10.1	0.31	0.4	0.31	33.
Approach		271	5.8	271	5.8	0.216	3.3	LOS A	1.4	10.1	0.31	0.4	0.31	34.
SouthWest: Collins Street														
9	L2	39	5.4	39	5.4	0.07	4.3	LOS A	0.3	2.6	0.53	0.58	0.53	33.
8	T1	7	42.9	7	42.9	0.07	4.9	LOS A	0.3	2.6	0.53	0.58	0.53	35.
7	R2	16	0	16	0	0.07	7.5	LOS A	0.3	2.6	0.53	0.58	0.53	25.
Approach		62	8.5	62	8.5	0.07	5.2	LOS A	0.3	2.6	0.53	0.58	0.53	32.
All Vehicles		1303	4.6	1303	4.6	0.49	4.5	LOS A	3.7	27.2	0.52	0.54	0.52	34.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	3	33.3	3	33.3	0.015	5.4	LOS A	0.1	0.4	0.28	0.54	0.28	37.
4	R2	12	27.3	12	27.3	0.015	5.8	LOS A	0.1	0.4	0.28	0.54	0.28	37.
Approach		15	28.6	15	28.6	0.015	5.8	LOS A	0.1	0.4	0.28	0.54	0.28	37.
NorthEast: Collins Street														
3	L2	52	6.1	52	6.1	0.105	4.5	LOS A	0	0	0	0.14	0	42.
2	T1	149	3.5	149	3.5	0.105	0	LOS A	0	0	0	0.14	0	42.
Approach		201	4.2	201	4.2	0.105	1.2	NA	0	0	0	0.14	0	42.
SouthWest: Collins Street														
8	T1	48	4.3	48	4.3	0.025	0	LOS A	0	0.1	0.03	0.02	0.03	48.
7	R2	3	0	3	0	0.025	5.3	LOS A	0	0.1	0.03	0.02	0.03	48.
Approach		51	4.2	51	4.2	0.025	0.3	NA	0	0.1	0.03	0.02	0.03	48.
All Vehicles		266	5.5	266	5.5	0.105	1.2	NA	0.1	0.4	0.02	0.14	0.02	4

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	3	0	3	0	0.127	7.5	LOS A	0.5	3.4	0.21	0.92	0.21	37.
5	T1	85	2.5	85	2.5	0.127	7.7	LOS A	0.5	3.4	0.21	0.92	0.21	39.
4	R2	40	8	40	0	0.127	7.6	LOS A	0.5	3.4	0.21	0.92	0.21	34.
Approach		128	1.6	128	1.6	0.127	7.7	LOS A	0.5	3.4	0.21	0.92	0.21	38.
NorthEast: Collins Street														
3	L2	131	1.6	131	1.6	0.093	5.5	LOS A	0	0.3	0.01	0.53	0.01	36.
2	T1	18	11.8	18	11.8	0.093	1.1	LOS A	0	0.3	0.01	0.53	0.01	41.
1	R2	4	25	4	25	0.093	5.2	LOS A	0	0.3	0.01	0.53	0.01	4
Approach		153	4.1	153	4.1	0.093	5	NA	0	0.3	0.01	0.53	0.01	37.
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.019	8	LOS A	0.1	0.5	0.11	0.96	0.11	2
11	T1	17	0	17	0	0.019	8.4	LOS A	0.1	0.5	0.11	0.96	0.11	2
10	R2	1	0	1	0	0.019	8.2	LOS A	0.1	0.5	0.11	0.96	0.11	39
Approach		20	0	20	0	0.019	8.3	LOS A	0.1	0.5	0.11	0.96	0.11	38.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.008	5.9	LOS A	0	0.2	0.14	0.3	0.14	45.
8	T1	8	25	8	25	0.008	1.2	LOS A	0	0.2	0.14	0.3	0.14	40.
7	R2	3	0	3	0	0.008	5.9	LOS A	0	0.2	0.14	0.3	0.14	40.
Approach		13	16.7	13	16.7	0.008	2.7	NA	0	0.2	0.14	0.3	0.14	41.
All Vehicles		314	3.4	314	3.4	0.127	6.9	NA	0.5	3.4	0.1	0.71	0.1	38.

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	29	0	29	0	0.659	8.4	LOS A	6.8	48.1	0.88	0.98	1.1	23.
5	T1	421	1.8	421	1.8	0.659	8.2	LOS A	6.8	48.1	0.88	0.98	1.1	32.
4	R2	105	0	105	0	0.659	11.8	LOS A	6.8	48.1	0.88	0.98	1.1	33.
Approach		556	1.3	556	1.3	0.659	8.9	LOS A	6.8	48.1	0.88	0.98	1.1	32.
NorthEast: Collins Street														
3	L2	279	3	279	3	0.743	9.9	LOS A	10	72	0.92	1.02	1.2	25.
2	T1	158	4.7	158	4.7	0.743	9.7	LOS A	10	72	0.92	1.02	1.2	25.
1	R2	257	2.9	257	2.9	0.743	13.3	LOS A	10	72	0.92	1.02	1.2	33.
Approach		694	3.3	694	3.3	0.743	11.1	LOS A	10	72	0.92	1.02	1.2	29.
NorthWest: Terralong Street														
12	L2	93	0	93	0	0.38	3.2	LOS A	2.9	20.3	0.48	0.48	0.48	35.
11	T1	245	1.7	245	1.7	0.38	3	LOS A	2.9	20.3	0.48	0.48	0.48	32.
10	R2	113	2.8	113	2.8	0.38	6.7	LOS A	2.9	20.3	0.48	0.48	0.48	32.
Approach		451	1.6	451	1.6	0.38	4	LOS A	2.9	20.3	0.48	0.48	0.48	33.
SouthWest: Collins Street														
9	L2	122	0	122	0	0.268	6.9	LOS A	1.7	12.3	0.8	0.82	0.8	31.
8	T1	18	11.8	18	11.8	0.268	7.1	LOS A	1.7	12.3	0.8	0.82	0.8	33.
7	R2	39	0	39	0	0.268	10.3	LOS A	1.7	12.3	0.8	0.82	0.8	21.
Approach		179	1.2	179	1.2	0.268	7.7	LOS A	1.7	12.3	0.8	0.82	0.8	30.
All Vehicles		1879	2.1	1879	2.1	0.743	8.4	LOS A	10	72	0.75	0.86	0.96	31.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	4	0	4	0	0.045	5.5	LOS A	0.1	1	0.38	0.62	0.38	36.
4	R2	37	0	37	0	0.045	6.2	LOS A	0.1	1	0.38	0.62	0.38	36.
Approach		41	0	41	0	0.045	6.1	LOS A	0.1	1	0.38	0.62	0.38	36.
NorthEast: Collins Street														
3	L2	21	0	21	0	0.163	4.6	LOS A	0	0	0	0.04	0	47.
2	T1	297	3.5	297	3.5	0.163	0	LOS A	0	0	0	0.04	0	47.
Approach		318	3.3	318	3.3	0.163	0.3	NA	0	0	0	0.04	0	47.
SouthWest: Collins Street														
8	T1	84	2.5	84	2.5	0.041	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.041	5.7	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		85	2.5	85	2.5	0.041	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		444	2.8	444	2.8	0.163	0.8	NA	0.1	1	0.04	0.08	0.04	45.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.279	7.6	LOS A	1.2	8.4	0.35	0.92	0.35	36.
5	T1	176	1.8	176	1.8	0.279	8.3	LOS A	1.2	8.4	0.35	0.92	0.35	39.
4	R2	75	2.8	75	2.8	0.279	9.1	LOS A	1.2	8.4	0.35	0.92	0.35	33.
Approach		253	2.1	253	2.1	0.279	8.5	LOS A	1.2	8.4	0.35	0.92	0.35	3
NorthEast: Collins Street														
3	L2	264	4	264	4	0.181	5.5	LOS A	0.1	0.4	0	0.54	0	36.
2	T1	29	0	29	0	0.181	1.1	LOS A	0.1	0.4	0	0.54	0	41.
1	R2	7	0	7	0	0.181	5.5	LOS A	0.1	0.4	0	0.54	0	41.
Approach		301	3.5	301	3.5	0.181	5.1	NA	0.1	0.4	0	0.54	0	37.
NorthWest: Bong Bong Street														
12	L2	5	0	5	0	0.087	8	LOS A	0.3	2.3	0.11	1.01	0.11	36.
11	T1	66	6.3	66	6.3	0.087	9.8	LOS A	0.3	2.3	0.11	1.01	0.11	36.
10	R2	1	0	1	0	0.087	9	LOS A	0.3	2.3	0.11	1.01	0.11	38.
Approach		73	5.8	73	5.8	0.087	9.7	LOS A	0.3	2.3	0.11	1.01	0.11	36.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.007	6.4	LOS A	0	0.2	0.33	0.36	0.33	4
8	T1	5	0	5	0	0.007	1.7	LOS A	0	0.2	0.33	0.36	0.33	36.
7	R2	5	0	5	0	0.007	6.4	LOS A	0	0.2	0.33	0.36	0.33	36.
Approach		12	0	12	0	0.007	4.3	NA	0	0.2	0.33	0.36	0.33	37.
All Vehicles		638	3.1	638	3.1	0.279	7	NA	1.2	8.4	0.16	0.74	0.16	37.

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	55	0	55	0	0.651	8.7	LOS A	6.6	46.6	0.89	1.01	1.11	23.
5	T1	351	0.6	351	0.6	0.651	8.4	LOS A	6.6	46.6	0.89	1.01	1.11	32.
4	R2	131	0	131	0	0.651	12.1	LOS A	6.6	46.6	0.89	1.01	1.11	32.
Approach		536	0.4	536	0.4	0.651	9.3	LOS A	6.6	46.6	0.89	1.01	1.11	3
NorthEast: Collins Street														
3	L2	421	1	421	1	0.893	17.6	LOS B	18.5	131.3	1	1.39	1.78	20.
2	T1	163	1.3	163	1.3	0.893	17.4	LOS B	18.5	131.3	1	1.39	1.78	20.
1	R2	239	3.1	239	3.1	0.893	21.1	LOS B	18.5	131.3	1	1.39	1.78	28.
Approach		823	1.7	823	1.7	0.893	18.6	LOS B	18.5	131.3	1	1.39	1.78	23.
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.445	3.5	LOS A	3.3	23	0.54	0.53	0.54	35.
11	T1	214	2	214	2	0.445	3.3	LOS A	3.3	23	0.54	0.53	0.54	31.
10	R2	162	0	162	0	0.445	6.9	LOS A	3.3	23	0.54	0.53	0.54	31.
Approach		482	0.9	482	0.9	0.445	4.5	LOS A	3.3	23	0.54	0.53	0.54	32.
SouthWest: Collins Street														
9	L2	142	1.5	142	1.5	0.293	6.4	LOS A	1.8	12.9	0.77	0.8	0.77	31.
8	T1	13	16.7	13	16.7	0.293	6.7	LOS A	1.8	12.9	0.77	0.8	0.77	33.
7	R2	47	0	47	0	0.293	9.7	LOS A	1.8	12.9	0.77	0.8	0.77	22.
Approach		202	2.1	202	2.1	0.293	7.2	LOS A	1.8	12.9	0.77	0.8	0.77	30.
All Vehicles		3043	1.2	3043	1.2	0.893	11.7	LOS A	18.5	131.3	0.84	1.03	1.21	3

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	7	0	7	0	0.064	5.5	LOS A	0.2	1.5	0.39	0.63	0.39	36.
4	R2	51	0	51	0	0.064	6.3	LOS A	0.2	1.5	0.39	0.63	0.39	36.
Approach		58	0	58	0	0.064	6.2	LOS A	0.2	1.5	0.39	0.63	0.39	36.
NorthEast: Collins Street														
3	L2	57	0	57	0	0.176	4.6	LOS A	0	0	0	0.09	0	44.
2	T1	291	0.7	291	0.7	0.176	0	LOS A	0	0	0	0.09	0	44.
Approach		347	0.6	347	0.6	0.176	0.7	NA	0	0	0	0.09	0	44.
SouthWest: Collins Street														
8	T1	98	4.3	98	4.3	0.048	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.048	5.8	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		99	4.3	99	4.3	0.048	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		504	1.3	504	1.3	0.176	1.2	NA	0.2	1.5	0.05	0.14	0.05	43.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	9	0	9	0	0.298	7.6	LOS A	1.3	9	0.34	0.93	0.34	36.
5	T1	164	1.3	164	1.3	0.298	8.4	LOS A	1.3	9	0.34	0.93	0.34	38.
4	R2	86	3.7	86	3.7	0.298	9.8	LOS A	1.3	9	0.34	0.93	0.34	33.
Approach		259	2	259	2	0.298	8.8	LOS A	1.3	9	0.34	0.93	0.34	37.
NorthEast: Collins Street														
3	L2	244	0.9	244	0.9	0.175	5.5	LOS A	0.2	1.1	0.01	0.53	0.01	36.
2	T1	34	0	34	0	0.175	1.1	LOS A	0.2	1.1	0.01	0.53	0.01	41.
1	R2	20	0	20	0	0.175	5.5	LOS A	0.2	1.1	0.01	0.53	0.01	41.
Approach		298	0.7	298	0.7	0.175	5	NA	0.2	1.1	0.01	0.53	0.01	38.
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.146	8	LOS A	0.6	3.9	0.1	1	0.1	36.
11	T1	114	1.9	114	1.9	0.146	9.6	LOS A	0.6	3.9	0.1	1	0.1	36.
10	R2	3	0	3	0	0.146	9.2	LOS A	0.6	3.9	0.1	1	0.1	38.
Approach		126	1.7	126	1.7	0.146	9.5	LOS A	0.6	3.9	0.1	1	0.1	36.
SouthWest: Collins Street														
9	L2	3	0	3	0	0.012	6.3	LOS A	0.1	0.4	0.35	0.44	0.35	41.
8	T1	4	25	4	25	0.012	1.8	LOS A	0.1	0.4	0.35	0.44	0.35	33.
7	R2	11	0	11	0	0.012	6.3	LOS A	0.1	0.4	0.35	0.44	0.35	33.
Approach		18	5.9	18	5.9	0.012	5.3	NA	0.1	0.4	0.35	0.44	0.35	35.
All Vehicles		394	1.5	394	1.5	0.298	7.7	NA	1.3	9	0.16	0.76	0.16	37.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	16	6.7	16	6.7	0.156	3.4	LOS A	0	0	0	0.02	0	39.7
5	T1	300	1.1	300	1.1	0.156	0	LOS A	0	0	0	0.02	0	49.8
Approach		316	1.3	316	1.3	0.156	0.2	NA	0	0	0	0.02	0	49.7
NorthWest: Terralong Street														
11	T1	385	1.9	385	1.9	0.243	0.4	LOS A	0.6	4.7	0.16	0.06	0.16	34.7
12	R2	55	25	55	25	0.243	5.3	LOS A	0.6	4.7	0.16	0.06	0.16	34.7
Approach		440	4.8	440	4.8	0.243	1	NA	0.6	4.7	0.16	0.06	0.16	34.7
SouthWest: Railway Parade														
9	L2	31	10.3	31	10.3	0.025	4.4	LOS A	0.1	0.6	0.32	0.5	0.32	2
7	R2	14	15.4	14	15.4	0.024	7.2	LOS A	0.1	0.5	0.52	0.69	0.52	35.1
Approach		44	11.9	44	11.9	0.025	5.3	LOS A	0.1	0.6	0.38	0.56	0.38	32.1
All Vehicles		800	3.8	800	3.8	0.243	0.9	NA	0.6	4.7	0.11	0.07	0.11	36.1

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	12	0	12	0	0.25	3.4	LOS A	0	0	0	0.01	0	39.7
5	T1	496	1.3	496	1.3	0.25	0	LOS A	0	0	0	0.01	0	49.8
Approach		507	1.2	507	1.2	0.25	0.1	NA	0	0	0	0.01	0	49.7
NorthWest: Terralong Street														
11	T1	601	0.5	601	0.5	0.36	0.7	LOS A	1.1	8.1	0.18	0.05	0.21	33.1
12	R2	61	13.1	61	13.1	0.36	7.1	LOS A	1.1	8.1	0.18	0.05	0.21	33.1
Approach		662	1.6	662	1.6	0.36	1.3	NA	1.1	8.1	0.18	0.05	0.21	33.1
SouthWest: Railway Parade														
9	L2	62	5.1	62	5.1	0.06	5.1	LOS A	0.2	1.5	0.43	0.6	0.43	32.4
7	R2	9	22.2	9	22.2	0.051	12.8	LOS A	0.1	0.7	0.74	0.86	0.74	25.1
Approach		72	7.4	72	7.4	0.06	6.1	LOS A	0.2	1.5	0.47	0.64	0.47	31.1
All Vehicles		1241	1.8	1241	1.8	0.36	1.1	NA	1.1	8.1	0.12	0.07	0.14	36.1

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	44	0	44	0	0.28	3.4	LOS A	0	0	0	0.04	0	39.7
5	T1	534	1	534	1	0.28	0	LOS A	0	0	0	0.04	0	49.8
Approach		568	0.9	568	0.9	0.28	0.3	NA	0	0	0	0.04	0	49.7
NorthWest: Terralong Street														
11	T1	760	0.4	760	0.4	0.468	1.2	LOS A	2.1	14.7	0.23	0.06	0.32	30.9
12	R2	88	4.8	88	4.8	0.468	8.7	LOS A	2.1	14.7	0.23	0.06	0.32	30.9
Approach		848	0.9	848	0.9	0.468	1.9	NA	2.1	14.7	0.23	0.06	0.32	30.9
SouthWest: Railway Parade														
9	L2	52	0	52	0	0.05	5	LOS A	0.2	1.1	0.43	0.6	0.43	32.4
7	R2	4	0	4	0	0.015	14	LOS A	0	0.3	0.8	0.89	0.8	24.1
Approach		56	0	56	0	0.05	5.7	LOS A	0.2	1.1	0.46	0.62	0.46	31.4
All Vehicles		1473	0.9	1473	0.9	0.468	1.4	NA	2.1	14.7	0.15	0.07	0.2	3

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	11	20	11	20	0.068	4.7	LOS A	0.2	1.7	0.13	0.2	0.13	46.2
5	T1	68	1.5	68	1.5	0.068	0.1	LOS A	0.2	1.7	0.13	0.2	0.13	38.2
4	R2	34	12.5	34	12.5	0.068	4.8	LOS A	0.2	1.7	0.13	0.2	0.13	38.2
Approach		113	6.5	113	6.5	0.068	2	NA	0.2	1.7	0.13	0.2	0.13	40.2
NorthEast: Shoalhaven Street														
3	L2	45	11.6	45	11.6	0.1	8.2	LOS A	0.5	3.7	0.29	0.93	0.29	26.2
2	T1	49	6.4	49	6.4	0.1	9.6	LOS A	0.5	3.7	0.29	0.93	0.29	41.2
1	R2	1	0	1	0	0.1	10.9	LOS A	0.5	3.7	0.29	0.93	0.29	26.2
Approach		96	8.8	96	8.8	0.1	9	LOS A	0.5	3.7	0.29	0.93	0.29	37.2
NorthWest: Bong Bong Street														
12	L2	7	0	7	0	0.083	4.8	LOS A	0.3	2.4	0.15	0.24	0.15	42.2
11	T1	81	2.6	81	2.6	0.083	0.2	LOS A	0.3	2.4	0.15	0.24	0.15	42.2
10	R2	63	0	63	0	0.083	4.8	LOS A	0.3	2.4	0.15	0.24	0.15	46.2
Approach		151	1.4	151	1.4	0.083	2.3	NA	0.3	2.4	0.15	0.24	0.15	45.2
SouthWest: Shoalhaven Street														
9	L2	59	1.8	59	1.8	0.119	7.8	LOS A	0.5	3.4	0.21	0.95	0.21	41.2
8	T1	59	5.4	59	5.4	0.119	8.9	LOS A	0.5	3.4	0.21	0.95	0.21	41.2
7	R2	5	0	5	0	0.119	9.5	LOS A	0.5	3.4	0.21	0.95	0.21	41.2
Approach		123	3.4	123	3.4	0.119	8.4	LOS A	0.5	3.4	0.21	0.95	0.21	41.2
All Vehicles		482	4.6	482	4.6	0.119	5.1	NA	0.5	3.7	0.19	0.55	0.19	41.2

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	13	0	13	0	0.126	4.9	LOS A	0.2	1.6	0.09	0.1	0.09	47.2
5	T1	177	3	177	3	0.126	0.1	LOS A	0.2	1.6	0.09	0.1	0.09	42.2
4	R2	29	0	29	0	0.126	5	LOS A	0.2	1.6	0.09	0.1	0.09	43.2
Approach		219	2.4	219	2.4	0.126	1	NA	0.2	1.6	0.09	0.1	0.09	43.2
NorthEast: Shoalhaven Street														
3	L2	33	0	33	0	0.145	8.2	LOS A	0.6	4.6	0.45	0.95	0.45	22.2
2	T1	56	3.8	56	3.8	0.145	13.4	LOS A	0.6	4.6	0.45	0.95	0.45	39.2
1	R2	3	0	3	0	0.145	15.8	LOS B	0.6	4.6	0.45	0.95	0.45	22.2
Approach		92	2.3	92	2.3	0.145	11.7	LOS A	0.6	4.6	0.45	0.95	0.45	36.2
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.207	5.3	LOS A	1.1	8	0.32	0.35	0.32	39.2
11	T1	128	4.9	128	4.9	0.207	0.7	LOS A	1.1	8	0.32	0.35	0.32	39.2
10	R2	198	4.3	198	4.3	0.207	5.5	LOS A	1.1	8	0.32	0.35	0.32	45.2
Approach		336	4.4	336	4.4	0.207	3.7	NA	1.1	8	0.32	0.35	0.32	44.2
SouthWest: Shoalhaven Street														
9	L2	73	0	73	0	0.118	8.2	LOS A	0.5	3.2	0.34	0.91	0.34	40.2
8	T1	25	0	25	0	0.118	11	LOS A	0.5	3.2	0.34	0.91	0.34	40.2
7	R2	8	0	8	0	0.118	12.7	LOS A	0.5	3.2	0.34	0.91	0.34	40.2
Approach		106	0	106	0	0.118	9.2	LOS A	0.5	3.2	0.34	0.91	0.34	40.2
All Vehicles		753	2.9	753	2.9	0.207	4.7	NA	1.1	8	0.27	0.43	0.27	42.2

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	24	0	24	0	0.119	5.2	LOS A	0.4	2.8	0.21	0.2	0.21	46.2
5	T1	123	1.7	123	1.7	0.119	0.3	LOS A	0.4	2.8	0.21	0.2	0.21	36.2
4	R2	52	0	52	0	0.119	5.3	LOS A	0.4	2.8	0.21	0.2	0.21	36.2
Approach		199	1.1	199	1.1	0.119	2.2	NA	0.4	2.8	0.21	0.2	0.21	40.2
NorthEast: Shoalhaven Street														
3	L2	68	3.1	68	3.1	0.224	8.9	LOS A	1	7.5	0.53	0.95	0.53	2
2	T1	80	2.6	80	2.6	0.224	13.8	LOS A	1	7.5	0.53	0.95	0.53	39.2
1	R2	1	0	1	0	0.224	18	LOS B	1	7.5	0.53	0.95	0.53	2
Approach		149	2.8	149	2.8	0.224	11.6	LOS A	1	7.5	0.53	0.95	0.53	35.2
NorthWest: Bong Bong Street														
12	L2	14	0	14	0	0.208	5.1	LOS A	1	6.9	0.24	0.24	0.24	4
11	T1	203	2.1	203	2.1	0.208	0.4	LOS A	1	6.9	0.24	0.24	0.24	4
10	R2	153	0	153	0	0.208	5.1	LOS A	1	6.9	0.24	0.24	0.24	46.2
Approach		368	1.1	368	1.1	0.208	2.5	NA	1	6.9	0.24	0.24	0.24	44.2
SouthWest: Shoalhaven Street														
9	L2	135	2.3	135	2.3	0.202	8.1	LOS A	0.8	5.8	0.28	0.92	0.28	40.2
8	T1	37	0	37	0	0.202	11.4	LOS A	0.8	5.8	0.28	0.92	0.28	40.2
7	R2	95	0	95	0	0.202	14.1	LOS A	0.8	5.8	0.28	0.92	0.28	40.2
Approach		187	1.7	187	1.7	0.202	9.2	LOS A	0.8	5.8	0.28	0.92	0.28	40.2
All Vehicles		904	1.5	904	1.5	0.224	5.3	NA	1	7.5	0.29	0.49	0.29	41.2

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	25	0	25	0	0.018	0.2	LOS A	0	0.3	0.16	0.13	0.16	36.2
4	R3	7	0	7	0	0.018	4.8	LOS A	0	0.3	0.16	0.13	0.16	16.2
Approach		33	0	33	0	0.018	1.3	NA	0	0.3	0.16	0.13	0.16	37.2
East: Blowhole Point Road														
3	L3	5	0	5	0	0.125	4.2	LOS A	0.4	3.1	0.23	0.47	0.23	38.2
1	R1	133	4	133	4	0.125	3.5	LOS A	0.4	3.1	0.23	0.47	0.23	7
Approach		138	3.8	138	3.8	0.125	3.5	LOS A	0.4	3.1	0.23	0.47	0.23	7
NorthWest: Terralong Street														
12	L1	165	5.7	165	5.7	0.104	2.9	LOS A	0	0	0	0.35	0	38.2
11	T1	45	0	45	0	0.104	0	LOS A	0	0	0	0.35	0	35.2
Approach		211	4.5	211	4.5	0.104	2.3	NA	0	0	0	0.35	0	37.2
All Vehicles		381	3.9	381	3.9	0.125	2.7	NA	0.4	3.1	0.1	0.37	0.1	37.2

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	80	0	80	0	0.049	0.2	LOS A	0.1	0.6	0.12	0.07	0.12	37.2
4	R3	11	0	11	0	0.049	5.4	LOS A	0.1	0.6	0.12	0.07	0.12	16.2
Approach		91	0	91	0	0.049	0.8	NA	0.1	0.6	0.12	0.07	0.12	38.2
East: Blowhole Point Road														
3	L3	31	0	31	0	0.394	4.4	LOS A	1.9	13.6	0.3	0.55	0.32	37.2
1	R1	374	1.1	374	1.1	0.394	4.6	LOS A	1.9	13.6	0.3	0.55	0.32	36.2
Approach		404	1	404	1	0.394	4.6	LOS A	1.9	13.6	0.3	0.55	0.32	36.2
NorthWest: Terralong Street														
12	L1	314	1	314	1	0.167	2.9	LOS A	0	0	0	0.4	0	37.2
11	T1	32	0	32	0	0.167	0	LOS A	0	0	0	0.4	0	35.2
Approach		345	0.9	345	0.9	0.167	2.7	NA	0	0	0	0.4	0	37.2
All Vehicles		840	0.9	840	0.9	0.394	3.4	NA	1.9	13.6	0.16	0.44	0.17	37.2

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	79	0	79	0	0.053	0.6	LOS A	0.1	0.9	0.19	0.08	0.19	36.2
4	R3	13	0	13	0	0.053	6.4	LOS A	0.1	0.9	0.19	0.08	0.19	16.2
Approach		92	0	92	0	0.053	1.4	NA	0.1	0.9	0.19	0.08	0.19	37.2
East: Blowhole Point Road														
3	L3	31	0	31	0	0.393	4.7	LOS A	2	13.9	0.4	0.65	0.47	37.2
1	R1	332	0.6	332	0.6	0.393	5.5	LOS A	2	13.9	0.4	0.65	0.47	35.2
Approach		362	0.6	362	0.6	0.393	5.4	LOS A	2	13.9	0.4	0.65	0.47	35.2
NorthWest: Terralong Street														
12	L1	473	0	473	0	0.259	2.9	LOS A	0	0	0	0.38	0	37.2
11	T1	67	0	67	0	0.259	0	LOS A	0	0	0	0.38	0	35.2
Approach		540	0	540	0	0.259	2.6	NA	0	0	0	0.38	0	37.2
All Vehicles		994	0.2	994	0.2	0.393	3.5	NA	2	13.9	0.16	0.45	0.19	3

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	23.1	14	23.1	0.081	4.9	LOS A	0.2	1.4	0.11	0.13	0.11	45.
5	T1	105	5	105	5	0.081	0.1	LOS A	0.2	1.4	0.11	0.13	0.11	42.
4	R2	23	13.6	23	13.6	0.081	5	LOS A	0.2	1.4	0.11	0.13	0.11	42.
Approach		142	8.1	142	8.1	0.081	1.4	NA	0.2	1.4	0.11	0.13	0.11	43.
NorthEast: Railway Parade														
3	L2	45	23.3	45	23.3	0.074	8	LOS A	0.3	2.6	0.29	0.92	0.29	30.
2	T1	21	10	21	10	0.074	8.6	LOS A	0.3	2.6	0.29	0.92	0.29	37.
1	R2	4	50	4	50	0.074	10.9	LOS A	0.3	2.6	0.29	0.92	0.29	30.
Approach		71	20.9	71	20.9	0.074	8.3	LOS A	0.3	2.6	0.29	0.92	0.29	33.
NorthWest: Bong Bong Street														
12	L2	13	16.7	13	16.7	0.071	4.8	LOS A	0	0.3	0.03	0.07	0.03	45.
11	T1	114	4.6	114	4.6	0.071	0	LOS A	0	0.3	0.03	0.07	0.03	45.
10	R2	5	0	5	0	0.071	4.9	LOS A	0	0.3	0.03	0.07	0.03	4
Approach		132	5.6	132	5.6	0.071	0.7	NA	0	0.3	0.03	0.07	0.03	45.
SouthWest: Eddy Street														
9	L2	3	0	3	0	0.019	7.8	LOS A	0.1	0.5	0.31	0.88	0.31	37
8	T1	8	0	8	0	0.019	8.4	LOS A	0.1	0.5	0.31	0.88	0.31	37
7	R2	5	0	5	0	0.019	9.3	LOS A	0.1	0.5	0.31	0.88	0.31	37
Approach		17	0	17	0	0.019	8.6	LOS A	0.1	0.5	0.31	0.88	0.31	37
All Vehicles		361	9.3	361	9.3	0.081	2.8	NA	0.3	2.6	0.12	0.3	0.12	39.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	13	0	13	0	0.139	5.1	LOS A	0.4	2.8	0.14	0.13	0.14	46.
5	T1	188	2.8	188	2.8	0.139	0.2	LOS A	0.4	2.8	0.14	0.13	0.14	41.
4	R2	48	6.5	48	6.5	0.139	5.2	LOS A	0.4	2.8	0.14	0.13	0.14	41.
Approach		249	3.4	249	3.4	0.139	1.4	NA	0.4	2.8	0.14	0.13	0.14	42.
NorthEast: Railway Parade														
3	L2	41	17.9	41	17.9	0.088	8	LOS A	0.4	2.7	0.35	0.91	0.35	29.
2	T1	8	0	8	0	0.088	9.3	LOS A	0.4	2.7	0.35	0.91	0.35	37.
1	R2	23	0	23	0	0.088	9.8	LOS A	0.4	2.7	0.35	0.91	0.35	29.
Approach		73	10.1	73	10.1	0.088	8.8	LOS A	0.4	2.7	0.35	0.91	0.35	31.
NorthWest: Bong Bong Street														
12	L2	15	14.3	15	14.3	0.091	4.8	LOS A	0	0.3	0.02	0.06	0.02	46.
11	T1	151	2.8	151	2.8	0.091	0	LOS A	0	0.3	0.02	0.06	0.02	46.
10	R2	4	n	4	n	0.091	5.1	LOS A	n	0.3	0.02	0.06	0.02	47.
Approach		169	3.7	169	3.7	0.091	0.6	NA	0	0.3	0.02	0.06	0.02	46.
SouthWest: Eddy Street														
9	L2	7	0	7	0	0.021	8.1	LOS A	0.1	0.5	0.36	0.88	0.36	3
8	T1	8	0	8	0	0.021	9.3	LOS A	0.1	0.5	0.36	0.88	0.36	3
7	R2	2	0	2	0	0.021	10.4	LOS A	0.1	0.5	0.36	0.88	0.36	3
Approach		18	0	18	0	0.021	9	LOS A	0.1	0.5	0.36	0.88	0.36	3
All Vehicles		509	4.3	509	4.3	0.139	2.4	NA	0.4	2.8	0.14	0.24	0.14	39.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	17	0	17	0	0.107	5.3	LOS A	0.3	1.9	0.16	0.13	0.16	46.
5	T1	148	0	148	0	0.107	0.3	LOS A	0.3	1.9	0.16	0.13	0.16	41.
4	R2	29	0	29	0	0.107	5.6	LOS A	0.3	1.9	0.16	0.13	0.16	41.
Approach		195	0	195	0	0.107	1.5	NA	0.3	1.9	0.16	0.13	0.16	42.
NorthEast: Railway Parade														
3	L2	58	3.6	58	3.6	0.183	8.3	LOS A	0.8	5.4	0.49	0.93	0.49	28.
2	T1	35	6.1	35	6.1	0.183	10.6	LOS A	0.8	5.4	0.49	0.93	0.49	36.
1	R2	40	0	40	0	0.183	10.8	LOS A	0.8	5.4	0.49	0.93	0.49	28.
Approach		133	3.2	133	3.2	0.183	9.7	LOS A	0.8	5.4	0.49	0.93	0.49	31.
NorthWest: Bong Bong Street														
12	L2	22	0	22	0	0.152	4.7	LOS A	0.1	0.7	0.03	0.06	0.03	45.
11	T1	256	2.5	256	2.5	0.152	0	LOS A	0.1	0.7	0.03	0.06	0.03	45.
10	R2	9	0	9	0	0.152	5.1	LOS A	0.1	0.7	0.03	0.06	0.03	47.
Approach		287	2.2	287	2.2	0.152	0.6	NA	0.1	0.7	0.03	0.06	0.03	4
SouthWest: Eddy Street														
9	L2	11	20	11	20	0.029	8.9	LOS A	0.1	0.8	0.33	0.91	0.33	36.
8	T1	4	0	4	0	0.029	9.8	LOS A	0.1	0.8	0.33	0.91	0.33	36.
7	R2	7	0	7	0	0.029	11.3	LOS A	0.1	0.8	0.33	0.91	0.33	36.
Approach		22	9.5	22	9.5	0.029	9.9	LOS A	0.1	0.8	0.33	0.91	0.33	36.
All Vehicles		637	2	637	2	0.183	3.1	NA	0.8	5.4	0.18	0.29	0.18	3

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	19	0	19	0	0.18	4.5	LOS A	0.4	3.1	0.16	0.09	0.16	32.
5	T1	269	2.3	269	2.3	0.18	0.3	LOS A	0.4	3.1	0.16	0.09	0.16	32.
4	R2	42	0	42	0	0.18	4.9	LOS A	0.4	3.1	0.16	0.09	0.16	37.
Approach		331	1.9	331	1.9	0.18	1.1	NA	0.4	3.1	0.16	0.09	0.16	34.
NorthEast: Shoalhaven Street														
3	L2	129	3.3	129	3.3	0.135	8.8	LOS A	0.6	4.5	0.48	0.88	0.48	28.
Approach		129	3.3	129	3.3	0.135	8.8	LOS A	0.6	4.5	0.48	0.88	0.48	28.
NorthWest: Terralong Street														
12	L2	23	9.1	23	9.1	0.23	4.6	LOS A	0.7	5.2	0.2	0.11	0.2	38.
11	T1	306	5.5	306	5.5	0.23	0.4	LOS A	0.7	5.2	0.2	0.11	0.2	33.
10	R2	69	7.6	69	7.6	0.23	4.9	LOS A	0.7	5.2	0.2	0.11	0.2	33.
Approach		399	6.1	399	6.1	0.23	1.4	NA	0.7	5.2	0.2	0.11	0.2	33.
SouthWest: Shoalhaven Street														
9	L2	63	5	63	5	0.092	8.5	LOS A	0.3	2	0.33	0.93	0.33	24.
8	T1	16	0	16	0	0.092	10.9	LOS A	0.3	2	0.33	0.93	0.33	32.
7	R2	4	0	4	0	0.092	12.8	LOS A	0.3	2	0.33	0.93	0.33	34.
Approach		83	3.8	83	3.8	0.092	9.2	LOS A	0.3	2	0.33	0.93	0.33	27.
All Vehicles		942	4	942	4	0.23	3	NA	0.7	5.2	0.24	0.28	0.24	31.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	26	0	26	0	0.31	5.9	LOS A	0.9	6.7	0.2	0.08	0.22	3
5	T1	474	1.6	474	1.6	0.31	0.6	LOS A	0.9	6.7	0.2	0.08	0.22	3
4	R2	58	3.6	58	3.6	0.31	6.6	LOS A	0.9	6.7	0.2	0.08	0.22	3
Approach		558	1.7	558	1.7	0.31	1.5	NA	0.9	6.7	0.2	0.08	0.22	33.
NorthEast: Shoalhaven Street														
3	L2	174	0	174	0	0.229	10.4	LOS A	1	7.3	0.6	0.96	0.6	27.
Approach		174	0	174	0	0.229	10.4	LOS A	1	7.3	0.6	0.96	0.6	27.
NorthWest: Terralong Street														
12	L2	20	0	20	0	0.321	6.1	LOS A	1	7.2	0.21	0.08	0.23	38.
11	T1	480	2.2	480	2.2	0.321	0.7	LOS A	1	7.2	0.21	0.08	0.23	33.
10	R2	63	3.3	63	3.3	0.321	6.6	LOS A	1	7.2	0.21	0.08	0.23	33.
Approach		563	2.2	563	2.2	0.321	1.5	NA	1	7.2	0.21	0.08	0.23	33.
SouthWest: Shoalhaven Street														
9	L2	82	0	82	0	0.146	9	LOS A	0.4	3.1	0.48	0.96	0.48	23.
8	T1	9	0	9	0	0.146	15.3	LOS B	0.4	3.1	0.48	0.96	0.48	31.
7	R2	8	0	8	0	0.146	20.4	LOS B	0.4	3.1	0.48	0.96	0.48	23.
Approach		100	0	100	0	0.146	10.6	LOS A	0.4	3.1	0.48	0.96	0.48	24.
All Vehicles		1395	1.6	1395	1.6	0.321	3.3	NA	1	7.3	0.27	0.25	0.29	30.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	43	2.4	43	2.4	0.325	6.6	LOS A	1.2	8.4	0.22	0.09	0.26	30.
5	T1	479	0.4	479	0.4	0.325	0.9	LOS A	1.2	8.4	0.22	0.09	0.26	30.
4	R2	54	3.9	54	3.9	0.325	7.8	LOS A	1.2	8.4	0.22	0.09	0.26	36.
Approach		576	0.9	576	0.9	0.325	2	NA	1.2	8.4	0.22	0.09	0.26	31.
NorthEast: Shoalhaven Street														
3	L2	284	0.7	284	0.7	0.423	13.2	LOS A	2.6	18.5	0.7	1.12	0.96	24.
Approach		284	0.7	284	0.7	0.423	13.2	LOS A	2.6	18.5	0.7	1.12	0.96	24.
NorthWest: Terralong Street														
12	L2	61	0	61	0	0.387	6	LOS A	1.6	11	0.23	0.1	0.29	37.
11	T1	551	1	551	1	0.387	0.9	LOS A	1.6	11	0.23	0.1	0.29	31.
10	R2	71	4.5	71	4.5	0.387	7.2	LOS A	1.6	11	0.23	0.1	0.29	31.
Approach		682	1.2	682	1.2	0.387	2	NA	1.6	11	0.23	0.1	0.29	33.
SouthWest: Shoalhaven Street														
9	L2	57	0	57	0	0.168	9	LOS A	0.5	3.4	0.56	0.96	0.56	20.
8	T1	9	0	9	0	0.168	17.6	LOS B	0.5	3.4	0.56	0.96	0.56	29.
7	R2	14	0	14	0	0.168	25.6	LOS B	0.5	3.4	0.56	0.96	0.56	20.
Approach		80	0	80	0	0.168	12.9	LOS A	0.5	3.4	0.56	0.96	0.56	22.
All Vehicles		1622	1	1622	1	0.423	4.5	NA	2.6	18.5	0.33	0.32	0.41	2

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	62	8.5	62	8.5	0.158	3.8	LOS A	0.9	6.2	0.49	0.49	0.49	24.
5	T1	96	0	96	0	0.158	3.4	LOS A	0.9	6.2	0.49	0.49	0.49	24.
Approach		158	3.3	158	3.3	0.158	3.6	LOS A	0.9	6.2	0.49	0.49	0.49	24.
NorthWest: Terralong Street														
11	T1	119	1.8	119	1.8	0.316	2.4	LOS A	2.1	14.7	0.35	0.51	0.35	29.
10	R2	248	3	248	3	0.316	6.2	LOS A	2.1	14.7	0.35	0.51	0.35	29.
10u	U	32	0	32	0	0.316	7.6	LOS A	2.1	14.7	0.35	0.51	0.35	29.
Approach		399	2.4	399	2.4	0.316	5.2	LOS A	2.1	14.7	0.35	0.51	0.35	29.
SouthWest: Manning Street														
9	L2	188	2.2	188	2.2	0.247	2.7	LOS A	1.5	10.6	0.34	0.48	0.34	32.
7	R2	92	8	92	8	0.247	6.3	LOS A	1.5	10.6	0.34	0.48	0.34	32.
7u	U	20	0	20	0	0.247	7.6	LOS A	1.5	10.6	0.34	0.48	0.34	32.
Approach		300	3.9	300	3.9	0.247	4.2	LOS A	1.5	10.6	0.34	0.48	0.34	32.
All Vehicles		857	3.1	857	3.1	0.316	4.5	LOS A	2.1	14.7	0.37	0.5	0.37	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	193	1.1	193	1.1	0.489	5.3	LOS A	3.7	25.8	0.71	0.7	0.73	21.
5	T1	261	0.8	261	0.8	0.489	5	LOS A	3.7	25.8	0.71	0.7	0.73	21.
Approach		454	0.9	454	0.9	0.489	5.1	LOS A	3.7	25.8	0.71	0.7	0.73	21.
NorthWest: Terralong Street														
11	T1	236	0.4	236	0.4	0.486	2.7	LOS A	4	28.5	0.47	0.52	0.47	2
10	R2	348	1.2	348	1.2	0.486	6.5	LOS A	4	28.5	0.47	0.52	0.47	2
10u	U	26	0	26	0	0.486	7.9	LOS A	4	28.5	0.47	0.52	0.47	2
Approach		611	0.9	611	0.9	0.486	5.1	LOS A	4	28.5	0.47	0.52	0.47	2
SouthWest: Manning Street														
9	L2	220	1.9	220	1.9	0.35	3.9	LOS A	2.3	16.7	0.58	0.62	0.58	31.
7	R2	109	1.9	109	1.9	0.35	7.4	LOS A	2.3	16.7	0.58	0.62	0.58	31.
7u	U	24	0	24	0	0.35	8.7	LOS A	2.3	16.7	0.58	0.62	0.58	31.
Approach		354	1.8	354	1.8	0.35	5.3	LOS A	2.3	16.7	0.58	0.62	0.58	31.
All Vehicles		1418	1.1	1418	1.1	0.489	5.1	LOS A	4	28.5	0.58	0.6	0.58	28.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	182	0	182	0	0.443	4.9	LOS A	3.2	22.4	0.7	0.66	0.7	21.
5	T1	228	0.9	228	0.9	0.443	4.6	LOS A	3.2	22.4	0.7	0.66	0.7	21.
Approach		411	0.5	411	0.5	0.443	4.7	LOS A	3.2	22.4	0.7	0.66	0.7	21.
NorthWest: Terralong Street														
11	T1	404	0	404	0	0.624	3.2	LOS A	6.2	43.5	0.62	0.54	0.62	28.
10	R2	295	1.1	295	1.1	0.624	7	LOS A	6.2	43.5	0.62	0.54	0.62	28.
10u	U	65	0	65	0	0.624	8.4	LOS A	6.2	43.5	0.62	0.54	0.62	28.
Approach		764	0.4	764	0.4	0.624	5.1	LOS A	6.2	43.5	0.62	0.54	0.62	28.
SouthWest: Manning Street														
9	L2	275	1.1	275	1.1	0.427	4.1	LOS A	3	21.3	0.61	0.64	0.61	31.
7	R2	136	0	136	0	0.427	7.5	LOS A	3	21.3	0.61	0.64	0.61	31.
7u	U	29	0	29	0	0.427	8.9	LOS A	3	21.3	0.61	0.64	0.61	31.
Approach		440	0.7	440	0.7	0.427	5.5	LOS A	3	21.3	0.61	0.64	0.61	31.
All Vehicles		1615	0.5	1615	0.5	0.624	5.1	LOS A	6.2	43.5	0.64	0.6	0.64	28.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	7	0	7	0	0.039	4.8	LOS A	0.2	1.2	0.43	0.62	0.43	42.
5	T1	7	0	7	0	0.039	4.7	LOS A	0.2	1.2	0.43	0.62	0.43	2
4	R2	23	9.1	23	9.1	0.039	8.7	LOS A	0.2	1.2	0.43	0.62	0.43	1
Approach		38	5.6	38	5.6	0.039	7.1	LOS A	0.2	1.2	0.43	0.62	0.43	36.
NorthEast: Manning Street														
3	L2	25	0	25	0	0.276	2.8	LOS A	1.5	10.9	0.35	0.43	0.35	7
2	T1	238	4.4	238	4.4	0.276	2.6	LOS A	1.5	10.9	0.35	0.43	0.35	43.
1	R2	47	4.4	47	4.4	0.276	6.3	LOS A	1.5	10.9	0.35	0.43	0.35	33.
14	u	20	0	20	0	0.276	7.6	LOS A	1.5	10.9	0.35	0.43	0.35	33.
Approach		331	3.8	331	3.8	0.276	3.4	LOS A	1.5	10.9	0.35	0.43	0.35	41.
NorthWest: Bong Bong Street														
12	L2	44	11.9	44	11.9	0.157	5	LOS A	0.7	5.6	0.44	0.64	0.44	2
11	T1	17	0	17	0	0.157	4.6	LOS A	0.7	5.6	0.44	0.64	0.44	38.
10	R2	94	11.2	94	11.2	0.157	8.8	LOS A	0.7	5.6	0.44	0.64	0.44	43.
Approach		155	10.2	155	10.2	0.157	7.3	LOS A	0.7	5.6	0.44	0.64	0.44	40.
SouthWest: Manning Street														
9	L2	99	9.6	99	9.6	0.297	3.9	LOS A	1.8	13.1	0.3	0.46	0.3	43.
8	T1	243	1.7	243	1.7	0.297	3.9	LOS A	1.8	13.1	0.3	0.46	0.3	43.
7	R2	17	0	17	0	0.297	7.6	LOS A	1.8	13.1	0.3	0.46	0.3	45.
15	u	20	0	20	0	0.297	9.2	LOS A	1.8	13.1	0.3	0.46	0.3	47.
Approach		379	3.6	379	3.6	0.297	4.3	LOS A	1.8	13.1	0.3	0.46	0.3	43.
All Vehicles		902	4.9	902	4.9	0.297	4.6	LOS A	1.8	13.1	0.35	0.49	0.35	42.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	33	0	33	0	0.088	6.6	LOS A	0.5	3.2	0.63	0.71	0.63	4
5	T1	16	0	16	0	0.088	6.6	LOS A	0.5	3.2	0.63	0.71	0.63	31.
4	R2	20	0	20	0	0.088	10.3	LOS A	0.5	3.2	0.63	0.71	0.63	31.
Approach		68	0	68	0	0.088	7.7	LOS A	0.5	3.2	0.63	0.71	0.63	38.
NorthEast: Manning Street														
3	L2	27	0	27	0	0.49	3.5	LOS A	3.4	23.9	0.52	0.48	0.52	37.
2	T1	480	1.3	480	1.3	0.49	3.2	LOS A	3.4	23.9	0.52	0.48	0.52	42.
1	R2	37	0	37	0	0.49	6.9	LOS A	3.4	23.9	0.52	0.48	0.52	32.
14	u	21	0	21	0	0.49	8.1	LOS A	3.4	23.9	0.52	0.48	0.52	37.
Approach		565	1.1	565	1.1	0.49	3.6	LOS A	3.4	23.9	0.52	0.48	0.52	4
NorthWest: Bong Bong Street														
12	L2	31	3.4	31	3.4	0.211	5.1	LOS A	1	7.6	0.49	0.69	0.49	37.
11	T1	7	0	7	0	0.211	4.9	LOS A	1	7.6	0.49	0.69	0.49	37.
10	R2	166	6.3	166	6.3	0.211	9	LOS A	1	7.6	0.49	0.69	0.49	42.
Approach		204	5.7	204	5.7	0.211	8.3	LOS A	1	7.6	0.49	0.69	0.49	41.
SouthWest: Manning Street														
9	L2	186	4.5	186	4.5	0.395	3.9	LOS A	2.8	19.8	0.33	0.47	0.33	43.
8	T1	289	1.8	289	1.8	0.395	3.9	LOS A	2.8	19.8	0.33	0.47	0.33	43.
7	R2	19	0	19	0	0.395	7.6	LOS A	2.8	19.8	0.33	0.47	0.33	45.
15	u	25	0	25	0	0.395	9.2	LOS A	2.8	19.8	0.33	0.47	0.33	47.
Approach		520	2.6	520	2.6	0.395	4.3	LOS A	2.8	19.8	0.33	0.47	0.33	43.
All Vehicles		1358	2.3	1358	2.3	0.49	4.8	LOS A	3.4	23.9	0.45	0.52	0.45	42.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	20	0	20	0	0.068	6.6	LOS A	0.3	2.4	0.63	0.7	0.63	4
5	T1	16	0	16	0	0.068	6.6	LOS A	0.3	2.4	0.63	0.7	0.63	31.
4	R2	17	0	17	0	0.068	10.3	LOS A	0.3	2.4	0.63	0.7	0.63	31.
Approach		53	0	53	0	0.068	7.8	LOS A	0.3	2.4	0.63	0.7	0.63	37.
NorthEast: Manning Street														
3	L2	25	0	25	0	0.48	4	LOS A	3.3	23	0.6	0.56	0.6	3
2	T1	419	0.8	419	0.8	0.48	3.7	LOS A	3.3	23	0.6	0.56	0.6	42.
1	R2	47	0	47	0	0.48	7.4	LOS A	3.3	23	0.6	0.56	0.6	31.
14	u	15	0	15	0	0.48	8.8	LOS A	3.3	23	0.6	0.56	0.6	31.
Approach		506	0.6	506	0.6	0.48	4.2	LOS A	3.3	23	0.6	0.56	0.6	41.
NorthWest: Bong Bong Street														
12	L2	81	0	81	0	0.348	5.6	LOS A	1.9	13.9	0.57	0.73	0.57	27.
11	T1	27	19.2	27	19.2	0.348	6	LOS A	1.9	13.9	0.57	0.73	0.57	37.
10	R2	225	1.4	225	1.4	0.348	9.3	LOS A	1.9	13.9	0.57	0.73	0.57	42.
Approach		334	2.5	334	2.5	0.348	8.1	LOS A	1.9	13.9	0.57	0.73	0.57	40.
SouthWest: Manning Street														
9	L2	119	0	119	0	0.383	3.9	LOS A	2.7	19	0.33	0.46	0.33	4
8	T1	339	0.9	339	0.9	0.383	3.9	LOS A	2.7	19	0.33	0.46	0.33	4
7	R2	15	0	15	0	0.383	7.6	LOS A	2.7	19	0.33	0.46	0.33	45.
15	u	34	0	34	0	0.383	9.2	LOS A	2.7	19	0.33	0.46	0.33	47.
Approach		506	0.6	506	0.6	0.383	4.3	LOS A	2.7	19	0.33	0.46	0.33	43.
All Vehicles		1399	1.1	1399	1.1	0.48	5.3	LOS A	3.3	23	0.5	0.57	0.5	41.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	82	6.4	82	6.4	0.05	0	LOS A	0	0.3	0.03	0.04	0.03	47.
1	R2	6	0	6	0	0.05	5	LOS A	0	0.3	0.03	0.04	0.03	47.
Approach		88	6	88	6	0.05	0.4	NA	0	0.3	0.03	0.04	0.03	47.
NorthWest: Akuna Street														
12	L2	8	0	8	0	0.02	4.8	LOS A	0.1	0.5	0.19	0.53	0.19	37.
10	R2	14	73.1	14	73.1	0.02	5.6	LOS A	0.1	0.5	0.19	0.53	0.19	37.
Approach		22	14.3	22	14.3	0.02	5.3	LOS A	0.1	0.5	0.19	0.53	0.19	37.
SouthWest: Shoalhaven Street														
9	L2	25	16.7	25	16.7	0.055	4.9	LOS A	0	0	0	0.14	0	44.
8	T1	75	4.2	75	4.2	0.055	0	LOS A	0	0	0	0.14	0	44.
Approach		100	7.4	100	7.4	0.055	1.2	NA	0	0	0	0.14	0	44.
All Vehicles		211	7.5	211	7.5	0.055	1.5	NA	0.1	0.5	0.03	0.14	0.03	4

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	82	2.6	82	2.6	0.05	0	LOS A	0	0.3	0.03	0.05	0.03	4
1	R2	7	0	7	0	0.05	4.8	LOS A	0	0.3	0.03	0.05	0.03	4
Approach		89	2.4	89	2.4	0.05	0.4	NA	0	0.3	0.03	0.05	0.03	4
NorthWest: Akuna Street														
12	L2	17	0	17	0	0.019	4.7	LOS A	0.1	0.5	0.13	0.52	0.13	38.
10	R2	9	0	9	0	0.019	5.1	LOS A	0.1	0.5	0.13	0.52	0.13	38.
Approach		26	0	26	0	0.019	4.9	LOS A	0.1	0.5	0.13	0.52	0.13	38.
SouthWest: Shoalhaven Street														
9	L2	11	0	11	0	0.034	4.6	LOS A	0	0	0	0.09	0	4
8	T1	54	0	54	0	0.034	0	LOS A	0	0	0	0.09	0	4
Approach		64	0	64	0	0.034	0.7	NA	0	0	0	0.09	0	4
All Vehicles		180	1.2	180	1.2	0.05	1.2	NA	0.1	0.5	0.03	0.13	0.03	44.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	123	3.4	123	3.4	0.088	0.1	LOS A	0.2	1.4	0.09	0.12	0.09	42.
1	R2	33	0	33	0	0.088	5	LOS A	0.2	1.4	0.09	0.12	0.09	42.
Approach		156	2.7	156	2.7	0.088	1.1	NA	0.2	1.4	0.09	0.12	0.09	42.
NorthWest: Akuna Street														
12	L2	49	0	49	0	0.058	4.8	LOS A	0.2	1.5	0.16	0.53	0.16	38.
10	R2	26	0	26	0	0.058	5.6	LOS A	0.2	1.5	0.16	0.53	0.16	38.
Approach		76	0	76	0	0.058	5.1	LOS A	0.2	1.5	0.16	0.53	0.16	38.
SouthWest: Shoalhaven Street														
9	L2	27	0	27	0	0.054	4.6	LOS A	0	0	0	0.15	0	43.
8	T1	75	0	75	0	0.054	0	LOS A	0	0	0	0.15	0	43.
Approach		102	0	102	0	0.054	1.2	NA	0	0	0	0.15	0	43.
All Vehicles		334	1.5	334	1.5	0.088	2	NA	0.2	1.5	0.08	0.22	0.08	41.

PROPOSAL 2 - 2021

AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	24	8.7	24	8.7	0.282	4.5	LOS A	1.6	11.8	0.58	0.61	0.58	31
5	T1	174	3	174	3	0.282	4.1	LOS A	1.6	11.8	0.58	0.61	0.58	36
4	R2	69	4.5	69	4.5	0.282	7.8	LOS A	1.6	11.8	0.58	0.61	0.58	36
Approach		267	3.9	267	3.9	0.282	5.1	LOS A	1.6	11.8	0.58	0.61	0.58	36
NorthEast: Collins Street														
3	L2	201	6.8	201	6.8	0.49	4.1	LOS A	3.7	27.3	0.59	0.59	0.59	31
2	T1	172	2.5	172	2.5	0.49	3.7	LOS A	3.7	27.3	0.59	0.59	0.59	31
1	R2	165	4.5	165	4.5	0.49	7.5	LOS A	3.7	27.3	0.59	0.59	0.59	1
Approach		538	4.7	538	4.7	0.49	5	LOS A	3.7	27.3	0.59	0.59	0.59	33
NorthWest: Terralong Street														
12	L2	55	5.8	55	5.8	0.217	2.7	LOS A	1.4	10.1	0.31	0.42	0.31	36
11	T1	134	7.9	134	7.9	0.217	2.4	LOS A	1.4	10.1	0.31	0.42	0.31	32
10	R2	83	2.5	83	2.5	0.217	6.1	LOS A	1.4	10.1	0.31	0.42	0.31	32
Approach		272	5.8	272	5.8	0.217	3.6	LOS A	1.4	10.1	0.31	0.42	0.31	33
SouthWest: Collins Street														
9	L2	105	2	105	2	0.133	4	LOS A	0.7	4.8	0.51	0.57	0.51	34
8	T1	7	42.9	7	42.9	0.133	4.7	LOS A	0.7	4.8	0.51	0.57	0.51	36
7	R2	16	0	16	0	0.133	7.3	LOS A	0.7	4.8	0.51	0.57	0.51	26
Approach		128	4.1	128	4.1	0.133	4.5	LOS A	0.7	4.8	0.51	0.57	0.51	34
All Vehicles		1205	4.7	1205	4.7	0.49	4.7	LOS A	3.7	27.3	0.53	0.55	0.53	34

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	3	33.3	3	33.3	0.017	5.7	LOS A	0.1	0.5	0.35	0.57	0.35	36
4	R2	12	27.3	12	27.3	0.017	6.5	LOS A	0.1	0.5	0.35	0.57	0.35	36
Approach		15	28.6	15	28.6	0.017	6.3	LOS A	0.1	0.5	0.35	0.57	0.35	36
NorthEast: Collins Street														
3	L2	52	6.1	52	6.1	0.13	4.5	LOS A	0	0	0	0.11	0	43
2	T1	200	2.6	200	2.6	0.13	0	LOS A	0	0	0	0.11	0	43
Approach		252	3.3	252	3.3	0.13	0.9	NA	0	0	0	0.11	0	43
SouthWest: Collins Street														
8	T1	115	1.8	115	1.8	0.056	0	LOS A	0	0.1	0.02	0.01	0.02	49
7	R2	2	0	2	0	0.056	5.4	LOS A	0	0.1	0.02	0.01	0.02	49
Approach		117	1.8	117	1.8	0.056	0.1	NA	0	0.1	0.02	0.01	0.02	49
All Vehicles		385	3.6	385	3.6	0.13	0.9	NA	0.1	0.5	0.02	0.1	0.02	44

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	3	0	3	0	0.206	7.5	LOS A	0.8	5.8	0.26	0.91	0.26	37
5	T1	85	2.5	85	2.5	0.206	7.9	LOS A	0.8	5.8	0.26	0.91	0.26	39
4	R2	106	0	106	0	0.206	7.9	LOS A	0.8	5.8	0.26	0.91	0.26	34
Approach		195	1.1	195	1.1	0.206	7.9	LOS A	0.8	5.8	0.26	0.91	0.26	37
NorthEast: Collins Street														
3	L2	181	1.2	181	1.2	0.123	5.5	LOS A	0	0.3	0	0.54	0	36
2	T1	18	11.8	18	11.8	0.123	1.1	LOS A	0	0.3	0	0.54	0	41
1	R2	4	50	4	50	0.123	5.2	LOS A	0	0.3	0	0.54	0	39
Approach		203	3.1	203	3.1	0.123	5.1	NA	0	0.3	0	0.54	0	37
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.02	8	LOS A	0.1	0.5	0.11	0.96	0.11	37
11	T1	17	0	17	0	0.02	8.6	LOS A	0.1	0.5	0.11	0.96	0.11	37
10	R2	1	0	1	0	0.02	8.3	LOS A	0.1	0.5	0.11	0.96	0.11	19
Approach		20	0	20	0	0.02	8.5	LOS A	0.1	0.5	0.11	0.96	0.11	37
SouthWest: Collins Street														
9	L2	1	0	1	0	0.008	6	LOS A	0	0.2	0.17	0.3	0.17	44
8	T1	8	25	8	25	0.008	1.2	LOS A	0	0.2	0.17	0.3	0.17	40
7	R2	3	0	3	0	0.008	6	LOS A	0	0.2	0.17	0.3	0.17	40
Approach		13	16.7	13	16.7	0.008	2.8	NA	0	0.2	0.17	0.3	0.17	41
All Vehicles		431	2.4	431	2.4	0.206	6.5	NA	0.8	5.8	0.13	0.72	0.13	37

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	29	0	29	0	0.584	8.6	LOS A	5.3	37.8	0.88	0.99	1.07	27
5	T1	305	2.4	305	2.4	0.584	8.4	LOS A	5.3	37.8	0.88	0.99	1.07	33
4	R2	105	0	105	0	0.584	12	LOS A	5.3	37.8	0.88	0.99	1.07	3
Approach		440	1.7	440	1.7	0.584	9.3	LOS A	5.3	37.8	0.88	0.99	1.07	33
NorthEast: Collins Street														
3	L2	206	4.1	206	4.1	0.744	10	LOS A	10.1	72.5	0.92	1.02	1.21	25
2	T1	231	3.2	231	3.2	0.744	9.7	LOS A	10.1	72.5	0.92	1.02	1.21	25
1	R2	257	2.9	257	2.9	0.744	13.4	LOS A	10.1	72.5	0.92	1.02	1.21	33
Approach		694	3.3	694	3.3	0.744	11.2	LOS A	10.1	72.5	0.92	1.02	1.21	29
NorthWest: Terralong Street														
12	L2	93	0	93	0	0.381	3.2	LOS A	2.9	20.4	0.48	0.49	0.48	35
11	T1	206	2	206	2	0.381	3	LOS A	2.9	20.4	0.48	0.49	0.48	31
10	R2	154	2.1	154	2.1	0.381	6.7	LOS A	2.9	20.4	0.48	0.49	0.48	31
Approach		453	1.6	453	1.6	0.381	4.3	LOS A	2.9	20.4	0.48	0.49	0.48	3
SouthWest: Collins Street														
9	L2	238	0	238	0	0.384	6.3	LOS A	2.5	17.8	0.78	0.8	0.78	32
8	T1	18	11.8	18	11.8	0.384	6.4	LOS A	2.5	17.8	0.78	0.8	0.78	34
7	R2	39	0	39	0	0.384	9.6	LOS A	2.5	17.8	0.78	0.8	0.78	22
Approach		295	0.7	295	0.7	0.384	6.7	LOS A	2.5	17.8	0.78	0.8	0.78	31
All Vehicles		1881	2.1	1881	2.1	0.744	8.4	LOS A	10.1	72.5	0.78	0.85	0.93	31

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	4	0	4	0	0.057	6	LOS A	0.2	1.3	0.48	0.71	0.48	34
4	R2	37	0	37	0	0.057	7.6	LOS A	0.2	1.3	0.48	0.71	0.48	34
Approach		41	0	41	0	0.057	7.4	LOS A	0.2	1.3	0.48	0.71	0.48	34
NorthEast: Collins Street														
3	L2	21	0	21	0	0.219	4.6	LOS A	0	0	0	0.03	0	48
2	T1	409	2.6	409	2.6	0.219	0	LOS A	0	0	0	0.03	0	48
Approach		431	2.4	431	2.4	0.219	0.2	NA	0	0	0	0.03	0	48
SouthWest: Collins Street														
8	T1	200	1.1	200	1.1	0.096	0	LOS A	0	0.1	0.01	0	0.01	49
7	R2	1	0	1	0	0.096	6.3	LOS A	0	0.1	0.01	0	0.01	49
Approach		201	1	201	1	0.096	0	NA	0	0.1	0.01	0	0.01	49
All Vehicles		673	1.9	673	1.9	0.219	0.6	NA	0.2	1.3	0.03	0.06	0.03	46

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.46	8.3	LOS A	2.9	20.4	0.49	1	0.62	35
5	T1	176	1.8	176	1.8	0.46	9.8	LOS A	2.9	20.4	0.49	1	0.62	37
4	R2	191	1.1	191	1.1	0.46	10.8	LOS A	2.9	20.4	0.49	1	0.62	31
Approach		368	1.4	368	1.4	0.46	10.3	LOS A	2.9	20.4	0.49	1	0.62	35
NorthEast: Collins Street														
3	L2	377	2.8	377	2.8	0.248	5.5	LOS A	0.1	0.5	0	0.55	0	36
2	T1	29	0	29	0	0.248	1.1	LOS A	0.1	0.5	0	0.55	0	41
1	R2	7	0	7	0	0.248	5.5	LOS A	0.1	0.5	0	0.55	0	41
Approach		414	2.5	414	2.5	0.248	5.2	NA	0.1	0.5	0	0.55	0	37
NorthWest: Bong Bong Street														
12	L2	5	0	5	0	0.101	8	LOS A	0.4	2.6	0.11	1.02	0.11	34
11	T1	66	6.3	66	6.3	0.101	10.8	LOS A	0.4	2.6	0.11	1.02	0.11	34
10	R2	1	0	1	0	0.101	8	LOS A	0.4	2.6	0.11	1.02	0.11	37
Approach		73	5.8	73	5.8	0.101	10.6	LOS A	0.4	2.6	0.11	1.02	0.11	34
SouthWest: Collins Street														
9	L2	1	0	1	0	0.008	6.8	LOS A	0	0.2	0.39	0.36	0.39	42
8	T1	5	0	5	0	0.008	2.1	LOS A	0	0.2	0.39	0.36	0.39	35
7	R2	5	0	5	0	0.008	6.9	LOS A	0	0.2	0.39	0.36	0.39	35
Approach		12	0	12	0	0.008	4.7	NA	0	0.2	0.39	0.36	0.39	36
All Vehicles		866	2.3	866	2.3	0.46	7.8	NA	2.9	20.4	0.22	0.78	0.28	35

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	55	0	55	0	0.594	9.5	LOS A	5.6	39.2	0.91	1.04	1.13	26
5	T1	238	0.9	238	0.9	0.594	9.2	LOS A	5.6	39.2	0.91	1.04	1.13	32
4	R2	131	0	131	0	0.594	12.9	LOS A	5.6	39.2	0.91	1.04	1.13	33
Approach		423	0.5	423	0.5	0.594	10.4	LOS A	5.6	39.2	0.91	1.04	1.13	32
NorthEast: Collins Street														
3	L2	314	1.3	314	1.3	0.833	13.1	LOS A	15.1	107.2	1	1.2	1.5	23
2	T1	271	0.8	271	0.8	0.833	12.8	LOS A	15.1	107.2	1	1.2	1.5	23
1	R2	238	3.1	238	3.1	0.833	16.6	LOS B	15.1	107.2	1	1.2	1.5	30
Approach		823	1.7	823	1.7	0.833	14.1	LOS A	15.1	107.2	1	1.2	1.5	26
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.42	3.5	LOS A	3.3	23.2	0.54	0.54	0.54	35
11	T1	191	2.2	191	2.2	0.42	3.3	LOS A	3.3	23.2	0.54	0.54	0.54	31
10	R2	186	0	186	0	0.42	6.9	LOS A	3.3	23.2	0.54	0.54	0.54	31
Approach		483	0.9	483	0.9	0.42	4.7	LOS A	3.3	23.2	0.54	0.54	0.54	32
SouthWest: Collins Street														
9	L2	256	0.8	256	0.8	0.39	5.8	LOS A	2.5	18	0.75	0.78	0.75	32
8	T1	13	16.7	13	16.7	0.39	6	LOS A	2.5	18	0.75	0.78	0.75	34
7	R2	47	0	47	0	0.39	9.1	LOS A	2.5	18	0.75	0.78	0.75	23
Approach		316	1.3	316	1.3	0.39	6.3	LOS A	2.5	18	0.75	0.78	0.75	32
All Vehicles		1645	1.2	1645	1.2	0.833	9.9	LOS A	15.1	107.2	0.83	0.95	1.08	29

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	7	0	7	0	0.083	6.1	LOS A	0.3	1.9	0.5	0.74	0.5	34
4	R2	51	0	51	0	0.083	7.9	LOS A	0.3	1.9	0.5	0.74	0.5	34
Approach		58	0	58	0	0.083	7.7	LOS A	0.3	1.9	0.5	0.74	0.5	34
NorthEast: Collins Street														
3	L2	57	0	57	0	0.242	4.6	LOS A	0	0	0	0.06	0	46
2	T1	422	0.5	422	0.5	0.242	0.5	NA	0	0	0	0.06	0	46
Approach		479	0.4	479	0.4	0.242	0.5	NA	0	0	0	0.06	0	46
SouthWest: Collins Street														
8	T1	212	2	212	2	0.102	0	LOS A	0	0.1	0.01	0	0.01	49
7	R2	1	0	1	0	0.102	6.6	LOS A	0	0.1	0.01	0	0.01	49
Approach		213	2	213	2	0.102	0.1	NA	0	0.1	0.01	0	0.01	49
All Vehicles		749	0.8	749	0.8	0.242	1	NA	0.3	1.9	0.04	0.1	0.04	44

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	9	0	9	0	0.495	8.7	LOS A	3.3	23.3	0.49	1.04	0.66	34
5	T1	164	1.3	164	1.3	0.495	10.3	LOS A	3.3	23.3	0.49	1.04	0.66	36
4	R2	199	1.6	199	1.6	0.495	12.1	LOS A	3.3	23.3	0.49	1.04	0.66	30
Approach		373	1.4	373	1.4	0.495	11.2	LOS A	3.3	23.3	0.49	1.04	0.66	34
NorthEast: Collins Street														
3	L2	376	0.6	376	0.6	0.253	5.5	LOS A	0.2	1.2	0.01	0.55	0.01	36
2	T1	34	0	34	0	0.253	1.1	LOS A	0.2	1.2	0.01	0.55	0.01	41
1	R2	20	0	20	0	0.253	5.5	LOS A	0.2	1.2	0.01	0.55	0.01	41
Approach		429	0.5	429	0.5	0.253	5.2	NA	0.2	1.2	0.01	0.55	0.01	37
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.173	8	LOS A	0.6	4.6	0.1	1.01	0.1	34
11	T1	114	1.9	114	1.9	0.173	10.8	LOS A	0.6	4.6	0.1	1.01	0.1	34
10	R2	3	0	3	0	0.173	9.2	LOS A	0.6	4.6	0.1	1.01	0.1	35
Approach		126	1.7	126	1.7	0.173	10.5	LOS A	0.6	4.6	0.1	1.01	0.1	34
SouthWest: Collins Street														
9	L2	3	0	3	0	0.013	6.9	LOS A	0.1	0.4	0.43	0.45	0.43	40
8	T1	4	25	4	25	0.013	2.3	LOS A	0.1	0.4	0.43	0.45	0.43	32
7	R2	11	0	11	0	0.013	6.9	LOS A	0.1	0.4	0.43	0.45	0.43	32
Approach		18	5.9	18	5.9	0.013	5.8	NA	0.1	0.4	0.43	0.45	0.43	3
All Vehicles		946	1.1	946	1.1	0.495	8.3	NA	3.3	23.3	0.22	0.8	0.29	35

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	341	6.2	341	6.2	0.182	3.5	LOS A	0	0	0	0.47	0	25.
Approach		341	6.2	341	6.2	0.182	3.5	NA	0	0	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	200	3.7	200	3.7	0.107	3.5	LOS A	0	0	0	0.45	0	34.
Approach		200	3.7	200	3.7	0.107	3.5	NA	0	0	0	0.45	0	34.
All Vehicles		541	5.1	541	5.1	0.182	3.5	NA	0	0	0	0.46	0	31.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	438	2.4	438	2.4	0.228	3.5	LOS A	0	0	0	0.47	0	25.
Approach		438	2.4	438	2.4	0.228	3.5	NA	0	0	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	326	2.9	326	2.9	0.173	3.4	LOS A	0	0	0	0.45	0	34.
Approach		326	2.9	326	2.9	0.173	3.4	NA	0	0	0	0.45	0	34.
All Vehicles		764	2.6	764	2.6	0.228	3.5	NA	0	0	0	0.46	0	31.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	586	1.3	586	1.3	0.325	3.5	LOS A	0	0	0	0.47	0	25.
Approach		586	1.3	586	1.3	0.325	3.5	NA	0	0	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	349	1.5	349	1.5	0.183	3.4	LOS A	0	0	0	0.45	0	34.
Approach		349	1.5	349	1.5	0.183	3.4	NA	0	0	0	0.45	0	34.
All Vehicles		936	1.5	936	1.4	0.325	3.5	NA	0	0	0	0.46	0	31.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	13	16.7	13	16.7	0.15	5	LOS A	0.6	4.5	0.22	0.24	0.22	45.
5	T1	135	0.8	135	0.8	0.15	0.3	LOS A	0.6	4.5	0.22	0.24	0.22	35.
4	R2	100	4.2	100	4.2	0.15	5	LOS A	0.6	4.5	0.22	0.24	0.22	35.
Approach		247	3	247	3	0.15	2.5	NA	0.6	4.5	0.22	0.24	0.22	37.
NorthEast: Shoalhaven Street														
3	L2	96	5.5	96	5.5	0.165	8.4	LOS A	0.8	6	0.37	0.91	0.37	25.
2	T1	49	6.4	49	6.4	0.165	12.1	LOS A	0.8	6	0.37	0.91	0.37	40.
1	R2	1	0	1	0	0.165	14.2	LOS A	0.8	6	0.37	0.91	0.37	25.
Approach		146	5.8	146	5.8	0.165	9.7	LOS A	0.8	6	0.37	0.91	0.37	34.
NorthWest: Bong Bong Street														
12	L2	7	0	7	0	0.11	5	LOS A	0.4	2.8	0.18	0.19	0.18	43.
11	T1	132	1.6	132	1.6	0.11	0.2	LOS A	0.4	2.8	0.18	0.19	0.18	43.
10	R2	62	0	62	0	0.11	5	LOS A	0.4	2.8	0.18	0.19	0.18	46.
Approach		201	1	201	1	0.11	1.9	NA	0.4	2.8	0.18	0.19	0.18	45.
SouthWest: Shoalhaven Street														
9	L2	59	1.8	59	1.8	0.143	8.1	LOS A	0.6	4	0.33	0.95	0.33	40.
8	T1	59	5.4	59	5.4	0.143	10.4	LOS A	0.6	4	0.33	0.95	0.33	40.
7	R2	6	0	6	0	0.143	12	LOS A	0.6	4	0.33	0.95	0.33	40.
Approach		124	3.4	124	3.4	0.143	9.4	LOS A	0.6	4	0.33	0.95	0.33	40.
All Vehicles		719	3.1	719	3.1	0.165	5	NA	0.8	6	0.26	0.48	0.26	40.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	15	0	15	0	0.276	5.6	LOS A	1.2	8.3	0.29	0.2	0.29	46.
5	T1	293	1.8	293	1.8	0.276	0.5	LOS A	1.2	8.3	0.29	0.2	0.29	35.
4	R2	145	0	145	0	0.276	5.7	LOS A	1.2	8.3	0.29	0.2	0.29	35.
Approach		453	1.2	453	1.2	0.276	2.4	NA	1.2	8.3	0.29	0.2	0.29	37.
NorthEast: Shoalhaven Street														
3	L2	145	0	145	0	0.362	10.4	LOS A	2.1	14.6	0.59	0.96	0.72	2
2	T1	56	3.8	56	3.8	0.362	24.9	LOS B	2.1	14.6	0.59	0.96	0.72	37.
1	R2	3	0	3	0	0.362	30.5	LOS C	2.1	14.6	0.59	0.96	0.72	2
Approach		204	1	204	1	0.362	14.7	LOS B	2.1	14.6	0.59	0.96	0.72	28.
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.282	6	LOS A	1.5	11.1	0.4	0.29	0.4	40.
11	T1	241	2.6	241	2.6	0.282	1	LOS A	1.5	11.1	0.4	0.29	0.4	40.
10	R2	198	4.3	198	4.3	0.282	6.2	LOS A	1.5	11.1	0.4	0.29	0.4	45.
Approach		448	3.3	448	3.3	0.282	3.4	NA	1.5	11.1	0.4	0.29	0.4	4
SouthWest: Shoalhaven Street														
9	L2	73	0	73	0	0.174	8.8	LOS A	0.6	4.4	0.49	0.92	0.49	38.
8	T1	25	0	25	0	0.174	15.7	LOS B	0.6	4.4	0.49	0.92	0.49	38.
7	R2	9	0	9	0	0.174	22	LOS B	0.6	4.4	0.49	0.92	0.49	38.
Approach		107	0	107	0	0.174	11.6	LOS A	0.6	4.4	0.49	0.92	0.49	38.
All Vehicles		1313	1.8	1313	1.8	0.362	5.6	NA	2.1	14.6	0.4	0.43	0.43	36.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	25	0	25	0	0.277	6.1	LOS A	1.4	9.7	0.4	0.27	0.4	45.
5	T1	237	0.9	237	0.9	0.277	1	LOS A	1.4	9.7	0.4	0.27	0.4	32.
4	R2	165	0	165	0	0.277	6.2	LOS A	1.4	9.7	0.4	0.27	0.4	32.
Approach		427	0.5	427	0.5	0.277	3.3	NA	1.4	9.7	0.4	0.27	0.4	35.
NorthEast: Shoalhaven Street														
3	L2	200	1.1	200	1.1	0.536	14.4	LOS A	4.1	29	0.71	1.15	1.18	1
2	T1	80	2.6	80	2.6	0.536	29.8	LOS C	4.1	29	0.71	1.15	1.18	35.
1	R2	1	0	1	0	0.536	40.1	LOS C	4.1	29	0.71	1.15	1.18	1
Approach		281	1.5	281	1.5	0.536	18.9	LOS B	4.1	29	0.71	1.15	1.18	2
NorthWest: Bong Bong Street														
12	L2	14	0	14	0	0.285	5.7	LOS A	1.3	9	0.29	0.19	0.29	42.
11	T1	335	1.3	335	1.3	0.285	0.6	LOS A	1.3	9	0.29	0.19	0.29	42.
10	R2	152	0	152	0	0.285	5.7	LOS A	1.3	9	0.29	0.19	0.29	46.
Approach		500	0.8	500	0.8	0.285	2.3	NA	1.3	9	0.29	0.19	0.29	44.
SouthWest: Shoalhaven Street														
9	L2	135	2.3	135	2.3	0.303	9	LOS A	1.3	9.1	0.47	0.94	0.52	38.
8	T1	37	0	37	0	0.303	17.2	LOS B	1.3	9.1	0.47	0.94	0.52	38.
7	R2	17	0	17	0	0.303	26.8	LOS B	1.3	9.1	0.47	0.94	0.52	38.
Approach		188	1.7	188	1.7	0.303	12.2	LOS A	1.3	9.1	0.47	0.94	0.52	38.
All Vehicles		1507	1	1507	1	0.536	7.5	NA	4.1	29	0.43	0.61	0.53	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	25	0	25	0	0.018	0.2	LOS A	0	0.3	0.16	0.13	0.16	36.
4	R3	7	0	7	0	0.018	4.8	LOS A	0	0.3	0.16	0.13	0.16	39.
Approach		33	0	33	0	0.018	1.3	NA	0	0.3	0.16	0.13	0.16	37.
East: Blowhole Point Road														
3	L3	5	0	5	0	0.125	4.2	LOS A	0.4	3.1	0.23	0.47	0.23	38.
1	R1	133	4	133	4	0.125	3.5	LOS A	0.4	3.1	0.23	0.47	0.23	2
Approach		138	3.8	138	3.8	0.125	3.5	LOS A	0.4	3.1	0.23	0.47	0.23	2
NorthWest: Terralong Street														
12	L1	165	5.7	165	5.7	0.104	2.9	LOS A	0	0	0	0.35	0	38.
11	T1	45	0	45	0	0.104	0	LOS A	0	0	0	0.35	0	35.
Approach		211	4.5	211	4.5	0.104	2.3	NA	0	0	0	0.35	0	37.
All Vehicles		381	3.9	381	3.9	0.125	2.7	NA	0.4	3.1	0.1	0.37	0.1	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	60	0	60	0	0.049	0.2	LOS A	0.1	0.6	0.12	0.07	0.12	37.
4	R3	11	0	11	0	0.049	5.4	LOS A	0.1	0.6	0.12	0.07	0.12	39.
Approach		91	0	91	0	0.049	0.8	NA	0.1	0.6	0.12	0.07	0.12	38.
East: Blowhole Point Road														
3	L3	31	0	31	0	0.394	4.4	LOS A	1.9	13.6	0.3	0.55	0.32	37.
1	R1	374	1.1	374	1.1	0.394	4.6	LOS A	1.9	13.6	0.3	0.55	0.32	36.
Approach		404	1	404	1	0.394	4.6	LOS A	1.9	13.6	0.3	0.55	0.32	36.
NorthWest: Terralong Street														
12	L1	314	1	314	1	0.167	2.9	LOS A	0	0	0	0.4	0	37.
11	T1	32	0	32	0	0.167	0	LOS A	0	0	0	0.4	0	35.
Approach		345	0.9	345	0.9	0.167	2.7	NA	0	0	0	0.4	0	37.
All Vehicles		840	0.6	840	0.6	0.394	3.4	NA	1.9	13.6	0.16	0.44	0.17	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	79	0	79	0	0.053	0.6	LOS A	0.1	0.9	0.19	0.08	0.19	36.
4	R3	13	0	13	0	0.053	6.4	LOS A	0.1	0.9	0.19	0.08	0.19	39.
Approach		92	0	92	0	0.053	1.4	NA	0.1	0.9	0.19	0.08	0.19	37.
East: Blowhole Point Road														
3	L3	31	0	31	0	0.392	4.7	LOS A	2	13.8	0.39	0.65	0.47	37.
1	R1	332	0.6	332	0.6	0.392	5.5	LOS A	2	13.8	0.39	0.65	0.47	35.
Approach		362	0.6	362	0.6	0.392	5.4	LOS A	2	13.8	0.39	0.65	0.47	3
NorthWest: Terralong Street														
12	L1	473	0	469	0	0.257	2.9	LOS A	0	0	0	0.38	0	37.
11	T1	67	0	67	0	0.257	0	LOS A	0	0	0	0.38	0	35.
Approach		540	0	536	0	0.257	2.6	NA	0	0	0	0.38	0	37.
All Vehicles		994	0.3	990	0.3	0.392	3.5	NA	2	13.8	0.18	0.48	0.19	3

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	27	15.4	27	15.4	0.278	5.5	LOS A	1.4	10.4	0.34	0.27	0.34	43.
5	T1	241	2.2	241	2.2	0.278	0.7	LOS A	1.4	10.4	0.34	0.27	0.34	35.
4	R2	191	3.3	191	3.3	0.278	5.6	LOS A	1.4	10.4	0.34	0.27	0.34	35.
Approach		459	3.4	459	3.4	0.278	3	NA	1.4	10.4	0.34	0.27	0.34	2
NorthEast: Railway Parade														
3	L2	331	5.4	331	5.4	0.341	8.4	LOS A	1.8	13.2	0.47	0.88	0.47	29.
2	T1	7	14.3	7	14.3	0.341	17.3	LOS B	1.8	13.2	0.47	0.88	0.47	37.
1	R2	3	66.7	3	66.7	0.341	29.5	LOS C	1.8	13.2	0.47	0.88	0.47	29.
Approach		341	6.2	341	6.2	0.341	8.8	LOS A	1.8	13.2	0.47	0.88	0.47	2
NorthWest: Bong Bong Street														
12	L2	1	100	1	100	0.124	5.8	LOS A	0	0.3	0.02	0.02	0.02	48.
11	T1	227	2.8	227	2.8	0.124	0	LOS A	0	0.3	0.02	0.02	0.02	48.
10	R2	5	0	5	0	0.124	4.6	LOS A	0	0.3	0.02	0.02	0.02	47.
Approach		234	3.2	234	3.2	0.124	0.2	NA	0	0.3	0.02	0.02	0.02	48.
SouthWest: Eddy Street														
9	L2	3	0	3	0	0.049	8.4	LOS A	0.2	1.1	0.6	0.94	0.6	31
8	T1	8	0	8	0	0.049	11.9	LOS A	0.2	1.1	0.6	0.94	0.6	31
7	R2	6	16.7	6	16.7	0.049	22.9	LOS B	0.2	1.1	0.6	0.94	0.6	31
Approach		18	5.9	18	5.9	0.049	15.2	LOS B	0.2	1.1	0.6	0.94	0.6	31
All Vehicles		1052	4.3	1052	4.3	0.341	4.5	NA	1.8	13.2	0.31	0.42	0.31	34.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.497	7.7	LOS A	4.5	32.4	0.53	0.33	0.71	42.
5	T1	444	1.2	444	1.2	0.497	2.3	LOS A	4.5	32.4	0.53	0.33	0.71	32.
4	R2	313	3	313	3	0.497	7.7	LOS A	4.5	32.4	0.53	0.33	0.71	32.
Approach		759	1.9	759	1.9	0.497	4.6	NA	4.5	32.4	0.53	0.33	0.71	3
NorthEast: Railway Parade														
3	L2	417	2.5	417	2.5	0.585	12.8	LOS A	5.1	36.7	0.68	1.22	1.16	25.
2	T1	20	0	20	0	0.585	38.7	LOS C	5.1	36.7	0.68	1.22	1.16	34.
1	R2	1	0	1	0	0.585	46	LOS D	5.1	36.7	0.68	1.22	1.16	25.
Approach		438	2.4	438	2.4	0.585	14	LOS A	5.1	36.7	0.68	1.22	1.16	26.
NorthWest: Bong Bong Street														
12	L2	5	0	5	0	0.208	5.7	LOS A	0.1	0.4	0.02	0.01	0.02	48.
11	T1	386	1.6	386	1.6	0.208	0	LOS A	0.1	0.4	0.02	0.01	0.02	48.
10	R2	4	0	4	0	0.208	5.7	LOS A	0.1	0.4	0.02	0.01	0.02	47.
Approach		396	1.6	396	1.6	0.208	0.2	NA	0.1	0.4	0.02	0.01	0.02	48.
SouthWest: Eddy Street														
9	L2	7	0	7	0	0.071	9.5	LOS A	0.2	1.5	0.74	0.94	0.74	28.
8	T1	8	0	8	0	0.071	21.9	LOS B	0.2	1.5	0.74	0.94	0.74	28.
7	R2	2	0	2	0	0.071	45.7	LOS D	0.2	1.5	0.74	0.94	0.74	28.
Approach		18	0	18	0	0.071	19.7	LOS B	0.2	1.5	0.74	0.94	0.74	28.
All Vehicles		1611	2	1611	2	0.585	6.2	NA	5.1	36.7	0.45	0.5	0.66	30.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	21	0	21	0	0.555	9.6	LOS A	5.9	41.8	0.67	0.44	1.05	40.
5	T1	416	0	416	0	0.555	4.1	LOS A	5.9	41.8	0.67	0.44	1.05	28.
4	R2	327	1.6	327	1.6	0.555	9.7	LOS A	5.9	41.8	0.67	0.44	1.05	28.
Approach		764	0.7	764	0.7	0.555	6.6	NA	5.9	41.8	0.67	0.44	1.05	29.
NorthEast: Railway Parade														
3	L2	555	0.9	555	0.9	1.017	69.6	LOS E	34.7	245.4	1	3.64	6.55	9.
2	T1	31	6.9	31	6.9	1.017	120.3	LOS F	34.7	245.4	1	3.64	6.55	17.
1	R2	1	0	1	0	1.017	123.2	LOS F	34.7	245.4	1	3.64	6.55	9.
Approach		586	1.3	586	1.3	1.017	72.3	LOS F	34.7	245.4	1	3.64	6.55	10.
NorthWest: Bong Bong Street														
12	L2	18	0	18	0	0.29	5.5	LOS A	0.1	1	0.03	0.03	0.03	47.
11	T1	524	1.2	524	1.2	0.29	0.1	LOS A	0.1	1	0.03	0.03	0.03	47.
10	R2	9	0	9	0	0.29	5.9	LOS A	0.1	1	0.03	0.03	0.03	47.
Approach		552	1.1	552	1.1	0.29	0.4	NA	0.1	1	0.03	0.03	0.03	47.
SouthWest: Eddy Street														
9	L2	11	20	11	20	0.181	10.9	LOS A	0.5	3.8	0.84	0.97	0.85	20.
8	T1	4	0	4	0	0.181	27.2	LOS B	0.5	3.8	0.84	0.97	0.85	20.
7	R2	7	0	7	0	0.181	73.7	LOS F	0.5	3.8	0.84	0.97	0.85	20.
Approach		22	9.5	22	9.5	0.181	34.9	LOS C	0.5	3.8	0.84	0.97	0.85	20.
All Vehicles		1924	1.1	1924	1.1	1.017	25.2	NA	34.7	245.4	0.59	1.3	2.43	15.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	17	6.3	17	6.3	0.087	3.9	LOS A	0.3	1.9	0.16	0.15	0.16	30.
5	T1	109	2.9	109	2.9	0.087	0.2	LOS A	0.3	1.9	0.16	0.15	0.16	30.
4	R2	34	0	34	0	0.087	4.2	LOS A	0.3	1.9	0.16	0.15	0.16	36.
Approach		160	2.6	160	2.6	0.087	1.4	NA	0.3	1.9	0.16	0.15	0.16	33.
NorthEast: Shoalhaven Street														
3	L2	102	1	102	1	0.087	7.6	LOS A	0.4	2.9	0.34	0.85	0.34	29.
Approach		102	1	102	1	0.087	7.6	LOS A	0.4	2.9	0.34	0.85	0.34	29.
NorthWest: Terralong Street														
12	L2	18	5.9	18	5.9	0.161	3.9	LOS A	0.6	4.7	0.19	0.19	0.19	2
11	T1	167	8.2	167	8.2	0.161	0.2	LOS A	0.6	4.7	0.19	0.19	0.19	35.
10	R2	96	3.3	96	3.3	0.161	4	LOS A	0.6	4.7	0.19	0.19	0.19	35.
Approach		281	6.4	281	6.4	0.161	1.7	NA	0.6	4.7	0.19	0.19	0.19	2
SouthWest: Shoalhaven Street														
9	L2	104	2	104	2	0.1	7.8	LOS A	0.3	2.2	0.17	0.93	0.17	26.
8	T1	13	0	13	0	0.1	9	LOS A	0.3	2.2	0.17	0.93	0.17	33.
7	R2	3	0	3	0	0.1	10	LOS A	0.3	2.2	0.17	0.93	0.17	36.
Approach		120	1.8	120	1.8	0.1	8	LOS A	0.3	2.2	0.17	0.93	0.17	27.
All Vehicles		663	3.8	663	3.8	0.161	3.7	NA	0.6	4.7	0.2	0.42	0.2	32.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	26	0	26	0	0.181	4.3	LOS A	0.6	4	0.19	0.13	0.19	31.
5	T1	242	3	242	3	0.181	0.3	LOS A	0.6	4	0.19	0.13	0.19	31.
4	R2	58	3.6	58	3.6	0.181	4.7	LOS A	0.6	4	0.19	0.13	0.19	36.
Approach		326	2.9	326	2.9	0.181	1.4	NA	0.6	4	0.19	0.13	0.19	33.
NorthEast: Shoalhaven Street														
3	L2	174	0	174	0	0.165	8.3	LOS A	0.8	5.6	0.44	0.87	0.44	2
Approach		174	0	174	0	0.165	8.3	LOS A	0.8	5.6	0.44	0.87	0.44	2
NorthWest: Terralong Street														
12	L2	20	0	20	0	0.273	4.6	LOS A	1.4	9.8	0.35	0.23	0.35	37.
11	T1	256	4.1	256	4.1	0.273	0.8	LOS A	1.4	9.8	0.35	0.23	0.35	34.
10	R2	176	1.2	176	1.2	0.273	4.7	LOS A	1.4	9.8	0.35	0.23	0.35	34.
Approach		452	2.8	452	2.8	0.273	2.5	NA	1.4	9.8	0.35	0.23	0.35	34.
SouthWest: Shoalhaven Street														
9	L2	198	0	198	0	0.204	8.2	LOS A	0.7	4.8	0.31	0.92	0.31	25.
8	T1	9	0	9	0	0.204	11.8	LOS A	0.7	4.8	0.31	0.92	0.31	3
7	R2	8	0	8	0	0.204	14.9	LOS B	0.7	4.8	0.31	0.92	0.31	35.
Approach		216	0	216	0	0.204	8.6	LOS A	0.7	4.8	0.31	0.92	0.31	26.
All Vehicles		1167	1.9	1167	1.9	0.273	4.2	NA	1.4	9.8	0.31	0.42	0.31	31.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	43	2.4	43	2.4	0.194	4.5	LOS A	0.6	4.3	0.21	0.13	0.21	30.
5	T1	253	0.8	253	0.8	0.194	0.4	LOS A	0.6	4.3	0.21	0.13	0.21	30.
4	R2	54	3.9	54	3.9	0.194	5.1	LOS A	0.6	4.3	0.21	0.13	0.21	36.
Approach		349	1.5	349	1.5	0.194	1.7	NA	0.6	4.3	0.21	0.13	0.21	3
NorthEast: Shoalhaven Street														
3	L2	284	0.7	284	0.7	0.282	8.8	LOS A	1.5	10.4	0.51	0.89	0.51	28.
Approach		284	0.7	284	0.7	0.282	8.8	LOS A	1.5	10.4	0.51	0.89	0.51	28.
NorthWest: Terralong Street														
12	L2	61	0	61	0	0.334	4.7	LOS A	1.8	13.1	0.39	0.25	0.39	37.
11	T1	288	1.8	288	1.8	0.334	0.9	LOS A	1.8	13.1	0.39	0.25	0.39	3
10	R2	202	1.6	202	1.6	0.334	5	LOS A	1.8	13.1	0.39	0.25	0.39	3
Approach		552	1.5	552	1.5	0.334	2.8	NA	1.8	13.1	0.39	0.25	0.39	34.
SouthWest: Shoalhaven Street														
9	L2	171	0	171	0	0.208	8.2	LOS A	0.7	4.7	0.33	0.92	0.33	24.
8	T1	9	0	9	0	0.208	13	LOS A	0.7	4.7	0.33	0.92	0.33	32.
7	R2	14	0	14	0	0.208	17.8	LOS B	0.7	4.7	0.33	0.92	0.33	34.
Approach		194	0	194	0	0.208	9.1	LOS A	0.7	4.7	0.33	0.92	0.33	25.
All Vehicles		1379	1.1	1379	1.1	0.334	4.6	NA	1.8	13.1	0.36	0.44	0.36	31.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	156	3.3	156	3.3	0.12	2.1	LOS A	0.6	4.2	0.18	0.35	0.18	36.
Approach		158	3.3	158	3.3	0.12	2.3	LOS A	0.6	4.2	0.18	0.35	0.18	26.
SouthWest: Manning Street														
7	R2	211	4.5	211	4.5	0.158	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	55	5.8	55	5.8	0.158	6.9	LOS A	0	0	0	0.58	0	31.
Approach		265	4.8	265	4.8	0.158	5.8	LOS A	0	0	0	0.58	0	31.
All Vehicles		423	4.2	423	4.2	0.158	4.5	LOS A	0.6	4.2	0.07	0.49	0.07	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	454	0.9	454	0.9	0.316	2.3	LOS A	1.9	13.4	0.2	0.36	0.2	36.
Approach		454	0.9	454	0.9	0.316	2.3	LOS A	1.9	13.4	0.2	0.36	0.2	26.
SouthWest: Manning Street														
7	R2	345	0.9	345	0.9	0.231	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	51	0	51	0	0.231	6.9	LOS A	0	0	0	0.58	0	31.
Approach		396	0.8	396	0.8	0.231	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		849	0.9	849	0.9	0.316	3.9	LOS A	1.9	13.4	0.11	0.46	0.11	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	411	0.5	411	0.5	0.31	2.6	LOS A	1.8	12.9	0.28	0.39	0.28	35.
Approach		411	0.5	411	0.5	0.31	2.6	LOS A	1.8	12.9	0.28	0.39	0.28	25.
SouthWest: Manning Street														
7	R2	540	0	536	0	0.367	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	95	0	94	0	0.367	6.9	LOS A	0	0	0	0.58	0	31.
Approach		635	0	630	0	0.367	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		1045	0.2	1040	0.2	0.367	4.5	LOS A	1.8	12.9	0.11	0.5	0.11	30.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	7	0	7	0	0.042	5.4	LOS A	0.2	1.3	0.5	0.65	0.5	42.
5	T1	7	0	7	0	0.042	5.4	LOS A	0.2	1.3	0.5	0.65	0.5	32.
4	R2	23	9.1	23	9.1	0.042	9.3	LOS A	0.2	1.3	0.5	0.65	0.5	32.
Approach		38	5.6	38	5.6	0.042	7.8	LOS A	0.2	1.3	0.5	0.65	0.5	35.
NorthEast: Manning Street														
3	L2	1	0	1	0	0.222	4.1	LOS A	1.2	8.6	0.53	0.68	0.53	2
2	T1	14	23.1	14	23.1	0.222	4.3	LOS A	1.2	8.6	0.53	0.68	0.53	46.
1	R2	178	3	178	3	0.222	7.6	LOS A	1.2	8.6	0.53	0.68	0.53	29.
Approach		213	4	213	4	0.222	7.5	LOS A	1.2	8.6	0.53	0.68	0.53	2
NorthWest: Bong Bong Street														
12	L2	195	3.8	195	3.8	0.444	4.2	LOS A	2.9	20.7	0.38	0.58	0.38	29.
11	T1	41	0	41	0	0.444	4	LOS A	2.9	20.7	0.38	0.58	0.38	39.
10	R2	318	5.6	318	5.6	0.444	7.9	LOS A	2.9	20.7	0.38	0.58	0.38	43.
Approach		554	4.6	554	4.6	0.444	6.3	LOS A	2.9	20.7	0.38	0.58	0.38	40.
SouthWest: Manning Street														
9	L2	384	3.7	384	3.7	0.352	4.8	LOS A	2.3	16.7	0.51	0.59	0.51	42.
8	T1	58	5.5	58	5.5	0.352	4.8	LOS A	2.3	16.7	0.51	0.59	0.51	42.
7	R2	17	0	17	0	0.352	8.5	LOS A	2.3	16.7	0.51	0.59	0.51	44.
Approach		379	3.6	379	3.6	0.352	5.3	LOS A	2.3	16.7	0.51	0.59	0.51	4
All Vehicles		1183	4.2	1183	4.2	0.444	6.2	LOS A	2.9	20.7	0.45	0.61	0.45	39.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	33	0	33	0	0.12	9.9	LOS A	0.7	5	0.8	0.82	0.8	39.
5	T1	16	0	16	0	0.12	9.8	LOS A	0.7	5	0.8	0.82	0.8	27.
4	R2	20	0	20	0	0.12	13.5	LOS A	0.7	5	0.8	0.82	0.8	27.
Approach		68	0	68	0	0.12	10.9	LOS A	0.7	5	0.8	0.82	0.8	35.
NorthEast: Manning Street														
3	L2	1	0	1	0	0.611	8.3	LOS A	5.6	39.8	0.84	0.98	1.03	32.
2	T1	158	1.3	158	1.3	0.611	8	LOS A	5.6	39.8	0.84	0.98	1.03	38.
1	R2	324	0.6	324	0.6	0.611	11.7	LOS A	5.6	39.8	0.84	0.98	1.03	26.
Approach		504	0.8	504	0.8	0.611	10.6	LOS A	5.6	39.8	0.84	0.98	1.03	32.
NorthWest: Bong Bong Street														
12	L2	293	0.7	293	0.7	0.65	4.5	LOS A	5.9	42.2	0.56	0.61	0.56	28.
11	T1	34	0	34	0	0.65	4.4	LOS A	5.9	42.2	0.56	0.61	0.56	38.
10	R2	488	3	488	3	0.65	8.3	LOS A	5.9	42.2	0.56	0.61	0.56	42.
Approach		815	2.1	815	2.1	0.65	6.7	LOS A	5.9	42.2	0.56	0.61	0.56	40.
SouthWest: Manning Street														
9	L2	406	3.1	406	3.1	0.573	7.2	LOS A	5.2	37	0.78	0.81	0.86	40.
8	T1	69	1.5	69	1.5	0.573	7.2	LOS A	5.2	37	0.78	0.81	0.86	40.
7	R2	19	0	19	0	0.573	10.9	LOS A	5.2	37	0.78	0.81	0.86	43.
Approach		520	2.6	520	2.6	0.573	7.6	LOS A	5.2	37	0.78	0.81	0.86	40.
All Vehicles		1907	1.8	1907	1.8	0.65	8.1	LOS A	5.9	42.2	0.7	0.77	0.77	3

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	20	0	20	0	0.094	9.8	LOS A	0.6	4	0.8	0.8	0.8	39.
5	T1	16	0	16	0	0.094	9.8	LOS A	0.6	4	0.8	0.8	0.8	27.
4	R2	17	0	17	0	0.094	13.5	LOS A	0.6	4	0.8	0.8	0.8	27.
Approach		53	0	53	0	0.094	11	LOS A	0.6	4	0.8	0.8	0.8	34.
NorthEast: Manning Street														
3	L2	1	0	1	0	0.65	9.2	LOS A	6.6	46.2	0.9	1.05	1.15	31.
2	T1	148	0	148	0	0.65	8.9	LOS A	6.6	46.2	0.9	1.05	1.15	38.
1	R2	341	0.6	341	0.6	0.65	12.6	LOS A	6.6	46.2	0.9	1.05	1.15	25.
Approach		505	0.4	505	0.4	0.65	11.6	LOS A	6.6	46.2	0.9	1.05	1.15	31.
NorthWest: Bong Bong Street														
12	L2	551	0	546	0	0.838	5.5	LOS A	12.7	89.5	0.8	0.63	0.83	27.
11	T1	52	10.2	51	10.2	0.838	5.6	LOS A	12.7	89.5	0.8	0.63	0.83	37.
10	R2	496	1.3	491	1.3	0.838	9.2	LOS A	12.7	89.5	0.8	0.63	0.83	42.
Approach		1098	1.1	1088	1.1	0.838	7.2	LOS A	12.7	89.5	0.8	0.63	0.83	38.
SouthWest: Manning Street														
9	L2	394	0.8	394	0.8	0.56	7.1	LOS A	5	35	0.79	0.8	0.85	40.
8	T1	64	0	64	0	0.56	7	LOS A	5	35	0.79	0.8	0.85	40.
7	R2	15	0	15	0	0.56	10.8	LOS A	5	35	0.79	0.8	0.85	43.
Approach		506	0.6	506	0.6	0.56	7.5	LOS A	5	35	0.79	0.8	0.85	41.
All Vehicles		2162	0.8	2152	0.8	0.838	8.4	LOS A	12.7	89.5	0.82	0.77	0.91	3

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
NorthEast: Shoalhaven Street														
2	T1	133	4	133	4	0.078	0	LOS A	0	0.3	0.03	0.03	0.03	47.
1	R2	6	0	6	0	0.078	5.2	LOS A	0	0.3	0.03	0.03	0.03	47.
Approach		139	3.8	139	3.8	0.078	0.3	NA	0	0.3	0.03	0.03	0.03	47.
NorthWest: Akuna Street														
12	L2	8	0	8	0	0.022	5	LOS A	0.1	0.6	0.28	0.55	0.28	37.
10	R2	14	23.1	14	23.1	0.022	6.2	LOS A	0.1	0.6	0.28	0.55	0.28	37.
Approach		22	14.3	22	14.3	0.022	5.7	LOS A	0.1	0.6	0.28	0.55	0.28	37.
SouthWest: Shoalhaven Street														
9	L2	25	16.7	25	16.7	0.09	4.9	LOS A	0	0	0	0.08	0	46.
8	T1	141	2.2	141	2.2	0.09	0	LOS A	0	0	0	0.08	0	46.
Approach		166	4.4	166	4.4	0.09	0.7	NA	0	0	0	0.08	0	46.
All Vehicles		327	4.6	327	4.6	0.09	0.9	NA	0.1	0.6	0.03	0.09	0.03	45.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
NorthEast: Shoalhaven Street														
2	T1	195	1.1	195	1.1	0.111	0	LOS A	0.1	0.4	0.03	0.02	0.03	48.
1	R2	7	0	7	0	0.111	5.3	LOS A	0.1	0.4	0.03	0.02	0.03	48.
Approach		202	1	202	1	0.111	0.2	NA	0.1	0.4	0.03	0.02	0.03	48.
NorthWest: Akuna Street														
12	L2	17	0	17	0	0.022	5	LOS A	0.1	0.6	0.27	0.54	0.27	37.
10	R2	9	0	9	0	0.022	6.1	LOS A	0.1	0.6	0.27	0.54	0.27	37.
Approach		26	0	26	0	0.022	5.4	LOS A	0.1	0.6	0.27	0.54	0.27	37.
SouthWest: Shoalhaven Street														
9	L2	11	0	11	0	0.094	4.6	LOS A	0	0	0	0.03	0	48.
8	T1	169	0	169	0	0.094	0	LOS A	0	0	0	0.03	0	48.
Approach		180	0	180	0	0.094	0.3	NA	0	0	0	0.03	0	48.
All Vehicles		408	0.5	408	0.5	0.111	0.6	NA	0.1	0.6	0.03	0.06	0.03	46.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
NorthEast: Shoalhaven Street														
2	T1	255	1.7	255	1.7	0.162	0.1	LOS A	0.2	1.8	0.09	0.07	0.09	44.
1	R2	33	0	33	0	0.162	5.5	LOS A	0.2	1.8	0.09	0.07	0.09	44.
Approach		287	1.5	287	1.5	0.162	0.7	NA	0.2	1.8	0.09	0.07	0.09	44.
NorthWest: Akuna Street														
12	L2	49	0	49	0	0.068	5.1	LOS A	0.2	1.7	0.3	0.57	0.3	37.
10	R2	36	0	36	0	0.068	6.8	LOS A	0.2	1.7	0.3	0.57	0.3	37.
Approach		76	0	76	0	0.068	5.7	LOS A	0.2	1.7	0.3	0.57	0.3	37.
SouthWest: Shoalhaven Street														
9	L2	27	0	27	0	0.113	4.6	LOS A	0	0	0	0.07	0	46.
8	T1	188	0	188	0	0.113	0	LOS A	0	0	0	0.07	0	46.
Approach		216	0	216	0	0.113	0.6	NA	0	0	0	0.07	0	46.
All Vehicles		579	0.7	579	0.7	0.162	1.5	NA	0.2	1.8	0.08	0.13	0.08	43.

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AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	24	8.7	24	8.7	0.386	4.8	LOS A	2.3	16.7	0.62	0.63	0.62	2
5	T1	239	1.8	239	1.8	0.386	4.3	LOS A	2.3	16.7	0.62	0.63	0.62	36.
4	R2	69	4.5	69	4.5	0.386	8.1	LOS A	2.3	16.7	0.62	0.63	0.62	36
Approach		333	2.8	333	2.8	0.386	5.1	LOS A	2.3	16.7	0.62	0.63	0.62	36.
NorthEast: Collins Street														
3	L2	226	6	226	6	0.551	4.6	LOS A	4.4	31.9	0.65	0.63	0.65	2
2	T1	146	2.9	146	2.9	0.551	4.2	LOS A	4.4	31.9	0.65	0.63	0.65	2
1	R2	166	4.5	166	4.5	0.551	8	LOS A	4.4	31.9	0.65	0.63	0.65	36
Approach		538	4.7	538	4.7	0.551	5.5	LOS A	4.4	31.9	0.65	0.63	0.65	33.
NorthWest: Terralong Street														
12	L2	55	5.8	55	5.8	0.24	2.8	LOS A	1.5	11.3	0.33	0.41	0.33	36.
11	T1	157	6.7	157	6.7	0.24	2.6	LOS A	1.5	11.3	0.33	0.41	0.33	33.
10	R2	59	3.6	59	3.6	0.24	6.2	LOS A	1.5	11.3	0.33	0.41	0.33	33
Approach		271	5.8	271	5.8	0.24	3.4	LOS A	1.5	11.3	0.33	0.41	0.33	34.
SouthWest: Collins Street														
9	L2	39	5.4	39	5.4	0.08	4.7	LOS A	0.4	2.9	0.55	0.61	0.55	33.
8	T1	7	42.9	7	42.9	0.08	5.5	LOS A	0.4	2.9	0.55	0.61	0.55	35.
7	R2	16	0	16	0	0.08	7.9	LOS A	0.4	2.9	0.55	0.61	0.55	24
Approach		62	8.5	62	8.5	0.08	5.6	LOS A	0.4	2.9	0.55	0.61	0.55	32.
All Vehicles		1303	4.6	1303	4.6	0.551	5	LOS A	4.4	31.9	0.56	0.58	0.56	34

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	3	33.3	3	33.3	0.015	5.4	LOS A	0.1	0.4	0.28	0.56	0.28	37
4	R2	12	27.3	12	27.3	0.015	8.1	LOS A	0.1	0.4	0.28	0.56	0.28	37
Approach		15	28.6	15	28.6	0.015	5.9	LOS A	0.1	0.4	0.28	0.56	0.28	37
NorthEast: Collins Street														
3	L2	52	6.1	52	6.1	0.117	4.5	LOS A	0	0	0	0.14	0	42
2	T1	149	3.5	149	3.5	0.117	0	LOS A	0	0	0	0.14	0	42
Approach		201	4.2	201	4.2	0.117	1.2	NA	0	0	0	0.14	0	42
SouthWest: Collins Street														
8	T1	48	4.3	48	4.3	0.028	0	LOS A	0	0.1	0.03	0.03	0.03	48
7	R2	3	0	3	0	0.028	5.4	LOS A	0	0.1	0.03	0.03	0.03	48
Approach		51	4.2	51	4.2	0.028	0.3	NA	0	0.1	0.03	0.03	0.03	48
All Vehicles		266	5.5	266	5.5	0.117	1.3	NA	0.1	0.4	0.02	0.14	0.02	4

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	3	0	3	0	0.09	3.3	LOS A	0.5	3.6	0.13	0.45	0.13	4
5	T1	85	2.5	85	2.5	0.09	3.4	LOS A	0.5	3.6	0.13	0.45	0.13	44
4	R2	40	0	40	0	0.09	7.2	LOS A	0.5	3.6	0.13	0.45	0.13	38
Approach		128	1.6	128	1.6	0.09	4.6	LOS A	0.5	3.6	0.13	0.45	0.13	43.
NorthEast: Collins Street														
3	L2	131	1.6	131	1.6	0.106	4.2	LOS A	0.7	4.8	0.12	0.48	0.12	37
2	T1	18	11.8	18	11.8	0.106	4.6	LOS A	0.7	4.8	0.12	0.48	0.12	43
1	R2	4	50	4	50	0.106	8.2	LOS A	0.7	4.8	0.12	0.48	0.12	44
Approach		153	4.1	153	4.1	0.106	4.4	LOS A	0.7	4.8	0.12	0.48	0.12	39.
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.016	4.4	LOS A	0.1	0.6	0.19	0.44	0.19	43
11	T1	17	0	17	0	0.016	4.8	LOS A	0.1	0.6	0.19	0.44	0.19	43.
10	R2	1	0	1	0	0.016	8.7	LOS A	0.1	0.6	0.19	0.44	0.19	4
Approach		20	0	20	0	0.016	5	LOS A	0.1	0.6	0.19	0.44	0.19	43.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.011	4.8	LOS A	0.1	0.4	0.28	0.5	0.28	4
8	T1	8	25	8	25	0.011	5.1	LOS A	0.1	0.4	0.28	0.5	0.28	32
7	R2	3	0	3	0	0.011	8.9	LOS A	0.1	0.4	0.28	0.5	0.28	32
Approach		13	16.7	13	16.7	0.011	6	LOS A	0.1	0.4	0.28	0.5	0.28	34
All Vehicles		314	3.4	314	3.4	0.106	4.6	LOS A	0.7	4.8	0.14	0.47	0.14	41

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	29	0	29	0	0.769	12.5	LOS A	9.5	67	0.96	1.19	1.39	24.
5	T1	421	1.8	421	1.8	0.769	12.2	LOS A	9.5	67	0.96	1.19	1.39	31.
4	R2	105	0	105	0	0.769	15.8	LOS B	9.5	67	0.96	1.19	1.39	31
Approach		556	1.3	556	1.3	0.769	12.9	LOS A	9.5	67	0.96	1.19	1.39	3
NorthEast: Collins Street														
3	L2	279	3	279	3	0.853	16.6	LOS B	15.6	112.1	1	1.31	1.63	21.
2	T1	158	4.7	158	4.7	0.853	16.5	LOS B	15.6	112.1	1	1.31	1.63	21.
1	R2	257	2.9	257	2.9	0.853	20.1	LOS B	15.6	112.1	1	1.31	1.63	28
Approach		694	3.3	694	3.3	0.853	17.9	LOS B	15.6	112.1	1	1.31	1.63	24.
NorthWest: Terralong Street														
12	L2	93	0	93	0	0.424	3.5	LOS A	3.3	23.3	0.52	0.5	0.52	35.
11	T1	245	1.7	245	1.7	0.424	3.3	LOS A	3.3	23.3	0.52	0.5	0.52	3
10	R2	113	2.8	113	2.8	0.424	7	LOS A	3.3	23.3	0.52	0.5	0.52	3
Approach		451	1.6	451	1.6	0.424	4.2	LOS A	3.3	23.3	0.52	0.5	0.52	33.
SouthWest: Collins Street														
9	L2	122	0	122	0	0.319	7.8	LOS A	2	14	0.82	0.87	0.82	30.
8	T1	18	11.8	18	11.8	0.319	8	LOS A	2	14	0.82	0.87	0.82	32.
7	R2	39	0	39	0	0.319	11.1	LOS A	2	14	0.82	0.87	0.82	20
Approach		179	1.2	179	1.2	0.319	8.5	LOS A	2	14	0.82	0.87	0.82	29.
All Vehicles		1879	2.1	1879	2.1	0.853	13.3	LOS A	15.6	112.1	0.86	1.04	1.21	28

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	4	0	4	0	0.045	5.5	LOS A	0.1	1	0.38	0.64	0.38	36.
4	R2	37	0	37	0	0.045	6.4	LOS A	0.1	1	0.38	0.64	0.38	36
Approach		41	0	41	0	0.045	6.3	LOS A	0.1	1	0.38	0.64	0.38	36.
NorthEast: Collins Street														
3	L2	21	0	21	0	0.182	4.6	LOS A	0	0	0	0.04	0	47.
2	T1	297	3.5	297	3.5	0.182	0	LOS A	0	0	0	0.04	0	47.
Approach		318	3.3	318	3.3	0.182	0.3	NA	0	0	0	0.04	0	47.
SouthWest: Collins Street														
8	T1	84	2.5	84	2.5	0.046	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.046	5.5	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		85	2.5	85	2.5	0.046	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		444	2.8	444	2.8	0.182	0.8	NA	0.1	1	0.04	0.09	0.04	45.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.179	3.4	LOS A	1.1	8.1	0.18	0.45	0.18	40.
5	T1	176	1.8	176	1.8	0.179	3.5	LOS A	1.1	8.1	0.18	0.45	0.18	44.
4	R2	75	2.9	75	2.9	0.179	7.3	LOS A	1.1	8.1	0.18	0.45	0.18	38
Approach		253	2.1	253	2.1	0.179	4.6	LOS A	1.1	8.1	0.18	0.45	0.18	4
NorthEast: Collins Street														
3	L2	264	4	264	4	0.232	4.7	LOS A	1.6	11.7	0.3	0.5	0.3	35.
2	T1	29	0	29	0	0.232	5	LOS A	1.6	11.7	0.3	0.5	0.3	4
1	R2	7	0	7	0	0.232	8.8	LOS A	1.6	11.7	0.3	0.5	0.3	44
Approach		301	3.5	301	3.5	0.232	4.8	LOS A	1.6	11.7	0.3	0.5	0.3	37.
NorthWest: Bong Bong Street														
12	L2	5	0	5	0	0.062	4.7	LOS A	0.3	2.5	0.27	0.45	0.27	42.
11	T1	66	6.3	66	6.3	0.062	5.1	LOS A	0.3	2.5	0.27	0.45	0.27	42.
10	R2	1	0	1	0	0.062	8.8	LOS A	0.3	2.5	0.27	0.45	0.27	46
Approach		73	5.8	73	5.8	0.062	5.1	LOS A	0.3	2.5	0.27	0.45	0.27	42.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.011	5.4	LOS A	0.1	0.4	0.39	0.55	0.39	39.
8	T1	5	0	5	0	0.011	5.6	LOS A	0.1	0.4	0.39	0.55	0.39	3
7	R2	5	0	5	0	0.011	9.5	LOS A	0.1	0.4	0.39	0.55	0.39	3
Approach		12	0	12	0	0.011	7.4	LOS A	0.1	0.4	0.39	0.55	0.39	32.
All Vehicles		638	3.1	638	3.1	0.232	4.8	LOS A	1.6	11.7	0.25	0.47	0.25	41

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	55	0	55	0	0.753	12.5	LOS A	8.9	62.4	0.95	1.19	1.37	2
5	T1	351	0.6	351	0.6	0.753	12.2	LOS A	8.9	62.4	0.95	1.19	1.37	3
4	R2	131	0	131	0	0.753	15.8	LOS B	8.9	62.4	0.95	1.19	1.37	31.
Approach		536	0.4	536	0.4	0.753	13.1	LOS A	8.9	62.4	0.95	1.19	1.37	30.
NorthEast: Collins Street														
3	L2	421	1	421	1	0.961	32.7	LOS C	30.7	218	1	1.88	2.54	1
2	T1	163	1.3	163	1.3	0.961	32.4	LOS C	30.7	218	1	1.88	2.54	1
1	R2	239	3.1	239	3.1	0.961	36.2	LOS C	30.7	218	1	1.88	2.54	2
Approach		823	1.7	823	1.7	0.961	33.6	LOS C	30.7	218	1	1.88	2.54	17.
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.47	3.8	LOS A	3.8	26.5	0.59	0.56	0.59	35.
11	T1	214	2	214	2	0.47	3.6	LOS A	3.8	26.5	0.59	0.56	0.59	31.
10	R2	162	0	162	0	0.47	7.2	LOS A	3.8	26.5	0.59	0.56	0.59	31.
Approach		482	0.9	482	0.9	0.47	4.9	LOS A	3.8	26.5	0.59	0.56	0.59	32.
SouthWest: Collins Street														
9	L2	142	1.5	142	1.5	0.334	7.2	LOS A	2.1	14.7	0.79	0.85	0.79	31.
8	T1	13	16.7	13	16.7	0.334	7.5	LOS A	2.1	14.7	0.79	0.85	0.79	32.
7	R2	47	0	47	0	0.334	10.5	LOS A	2.1	14.7	0.79	0.85	0.79	21
Approach		202	2.1	202	2.1	0.334	8	LOS A	2.1	14.7	0.79	0.85	0.79	3
All Vehicles		3043	1.2	3043	1.2	0.961	18.6	LOS B	30.7	218	0.87	1.08	1.6	24

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	7	0	7	0	0.064	5.5	LOS A	0.2	1.5	0.39	0.65	0.39	36.
4	R2	51	0	51	0	0.064	6.5	LOS A	0.2	1.5	0.39	0.65	0.39	36
Approach		58	0	58	0	0.064	6.4	LOS A	0.2	1.5	0.39	0.65	0.39	36.
NorthEast: Collins Street														
3	L2	57	0	57	0	0.196	4.6	LOS A	0	0	0	0.09	0	44.
2	T1	291	0.7	291	0.7	0.196	0	LOS A	0	0	0	0.09	0	44.
Approach		347	0.6	347	0.6	0.196	0.8	NA	0	0	0	0.09	0	44.
SouthWest: Collins Street														
8	T1	98	4.3	98	4.3	0.054	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.054	6	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		99	4.3	99	4.3	0.054	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		504	1.3	504	1.3	0.196	1.3	NA	0.2	1.5	0.05	0.14	0.05	43.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	9	0	9	0	0.192	3.5	LOS A	1.3	8.9	0.24	0.46	0.24	40.
5	T1	164	1.3	164	1.3	0.192	3.6	LOS A	1.3	8.9	0.24	0.46	0.24	43.
4	R2	86	3.7	86	3.7	0.192	7.4	LOS A	1.3	8.9	0.24	0.46	0.24	37.
Approach		259	2	259	2	0.192	4.9	LOS A	1.3	8.9	0.24	0.46	0.24	42.
NorthEast: Collins Street														
3	L2	244	0.9	244	0.9	0.248	5.1	LOS A	1.7	12.3	0.4	0.53	0.4	34.
2	T1	34	0	34	0	0.248	5.4	LOS A	1.7	12.3	0.4	0.53	0.4	41.
1	R2	20	0	20	0	0.248	9.3	LOS A	1.7	12.3	0.4	0.53	0.4	4
Approach		298	0.7	298	0.7	0.248	5.4	LOS A	1.7	12.3	0.4	0.53	0.4	36.
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.106	4.8	LOS A	0.6	4.4	0.31	0.46	0.31	42.
11	T1	114	1.9	114	1.9	0.106	5.1	LOS A	0.6	4.4	0.31	0.46	0.31	42.
10	R2	3	0	3	0	0.106	9	LOS A	0.6	4.4	0.31	0.46	0.31	45
Approach		126	1.7	126	1.7	0.106	5.2	LOS A	0.6	4.4	0.31	0.46	0.31	42.
SouthWest: Collins Street														
9	L2	3	0	3	0	0.017	5.4	LOS A	0.1	0.6	0.41	0.59	0.41	39.
8	T1	4	25	4	25	0.017	5.9	LOS A	0.1	0.6	0.41	0.59	0.41	30.
7	R2	11	0	11	0	0.017	9.5	LOS A	0.1	0.6	0.41	0.59	0.41	30.
Approach		18	5.9	18	5.9	0.017	8	LOS A	0.1	0.6	0.41	0.59	0.41	32.
All Vehicles		391	1.5	391	1.5	0.248	5.2	LOS A	1.7	12.3	0.32	0.5	0.32	40.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	16	6.7	16	6.7	0.313	3.7	LOS A	1.4	9.8	0.39	0.52	0.39	31.1
5	T1	300	1.1	300	1.1	0.313	3.9	LOS A	1.4	9.8	0.39	0.52	0.39	31.1
Approach		316	1.3	316	1.3	0.313	3.9	LOS A	1.4	9.8	0.39	0.52	0.39	31.1
NorthWest: Terralong Street														
11	T1	385	1.9	385	1.9	0.223	0	LOS A	0	0	0	0.06	0	37.1
12	R2	55	25	55	25	0.223	1.6	LOS A	0	0	0	0.06	0	37.1
Approach		440	4.8	440	4.8	0.223	0.4	NA	0	0	0	0.06	0	37.1
SouthWest: Railway Parade														
9	L2	31	10.3	31	10.3	0.03	4.3	LOS A	0.1	0.7	0.24	0.4	0.24	33.1
7	R2	14	15.4	14	15.4	0.03	5.3	LOS A	0.1	0.7	0.24	0.4	0.24	33.1
Approach		44	11.9	44	11.9	0.03	4.6	NA	0.1	0.7	0.24	0.4	0.24	33.1
All Vehicles		800	3.8	800	3.8	0.313	2	NA	1.4	9.8	0.17	0.26	0.17	33.7

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	12	0	12	0	0.59	5.3	LOS A	4.8	33.7	0.6	0.91	0.95	26.1
5	T1	496	1.3	496	1.3	0.59	7.3	LOS A	4.8	33.7	0.6	0.91	0.95	26.1
Approach		507	1.2	507	1.2	0.59	7.2	LOS A	4.8	33.7	0.6	0.91	0.95	26.1
NorthWest: Terralong Street														
11	T1	601	0.5	601	0.5	0.328	0	LOS A	0	0	0	0.04	0	38.1
12	R2	61	13.1	61	13.1	0.328	3.5	LOS A	0	0	0	0.04	0	38.1
Approach		662	1.6	662	1.6	0.328	0.3	NA	0	0	0	0.04	0	38.1
SouthWest: Railway Parade														
9	L2	62	5.1	62	5.1	0.046	4.4	LOS A	0.1	0.8	0.2	0.39	0.2	3
7	R2	9	22.2	9	22.2	0.046	7.1	LOS A	0.1	0.8	0.2	0.39	0.2	3
Approach		72	7.4	72	7.4	0.046	4.7	NA	0.1	0.8	0.2	0.39	0.2	3
All Vehicles		1241	1.8	1241	1.8	0.59	3.4	NA	4.8	33.7	0.26	0.42	0.4	3

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	44	0	44	0	0.718	7.1	LOS A	7.2	50.7	0.63	1.07	1.29	23.1
5	T1	524	1	524	1	0.718	10.3	LOS A	7.2	50.7	0.63	1.07	1.29	23.1
Approach		568	0.9	568	0.9	0.718	10.1	LOS A	7.2	50.7	0.63	1.07	1.29	23.1
NorthWest: Terralong Street														
11	T1	760	0.4	760	0.4	0.418	0	LOS A	0	0	0	0.05	0	37.1
12	R2	88	4.8	88	4.8	0.418	3.5	LOS A	0	0	0	0.05	0	37.1
Approach		848	0.9	848	0.9	0.418	0.4	NA	0	0	0	0.05	0	37.1
SouthWest: Railway Parade														
9	L2	52	0	52	0	0.032	4	LOS A	0.1	0.4	0.13	0.4	0.13	33.1
7	R2	4	0	4	0	0.032	7.4	LOS A	0.1	0.4	0.13	0.4	0.13	33.1
Approach		56	0	56	0	0.032	4.3	NA	0.1	0.4	0.13	0.4	0.13	33.1
All Vehicles		1473	0.9	1473	0.9	0.718	4.3	NA	7.2	50.7	0.25	0.46	0.5	27.1

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	11	20	11	20	0.095	3.8	LOS A	0.4	2.9	0.21	0.47	0.21	4
5	T1	68	1.5	68	1.5	0.095	3.8	LOS A	0.4	2.9	0.21	0.47	0.21	30.1
4	R2	34	12.5	34	12.5	0.095	7.7	LOS A	0.4	2.9	0.21	0.47	0.21	30.1
Approach		113	6.5	113	6.5	0.095	4.9	LOS A	0.4	2.9	0.21	0.47	0.21	34.1
NorthEast: Shoalhaven Street														
3	L2	45	11.6	45	11.6	0.084	3.9	LOS A	0.4	3.2	0.32	0.44	0.32	33.1
2	T1	49	6.4	49	6.4	0.084	3.9	LOS A	0.4	3.2	0.32	0.44	0.32	46.1
1	R2	1	0	1	0	0.084	7.8	LOS A	0.4	3.2	0.32	0.44	0.32	33.1
Approach		96	8.8	96	8.8	0.084	4	LOS A	0.4	3.2	0.32	0.44	0.32	43.1
NorthWest: Bong Bong Street														
12	L2	7	0	7	0	0.12	3.7	LOS A	0.6	4.6	0.26	0.49	0.26	37.1
11	T1	81	2.6	81	2.6	0.12	3.8	LOS A	0.6	4.6	0.26	0.49	0.26	37.1
10	R2	63	0	63	0	0.12	7.6	LOS A	0.6	4.6	0.26	0.49	0.26	45.1
Approach		151	1.4	151	1.4	0.12	5.4	LOS A	0.6	4.6	0.26	0.49	0.26	42.1
SouthWest: Shoalhaven Street														
9	L2	59	1.8	59	1.8	0.1	3.7	LOS A	0.6	4.2	0.27	0.42	0.27	44.1
8	T1	59	5.4	59	5.4	0.1	3.8	LOS A	0.6	4.2	0.27	0.42	0.27	44.1
7	R2	5	0	5	0	0.1	7.7	LOS A	0.6	4.2	0.27	0.42	0.27	44.1
Approach		123	3.4	123	3.4	0.1	3.9	LOS A	0.6	4.2	0.27	0.42	0.27	44.1
All Vehicles		482	4.6	482	4.6	0.12	4.6	LOS A	0.6	4.6	0.26	0.46	0.26	42.1

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	13	0	13	0	0.204	4.6	LOS A	1	6.8	0.34	0.51	0.34	44.1
5	T1	177	3	177	3	0.204	4.7	LOS A	1	6.8	0.34	0.51	0.34	29.1
4	R2	29	0	29	0	0.204	8.6	LOS A	1	6.8	0.34	0.51	0.34	29.1
Approach		219	2.4	219	2.4	0.204	5.2	LOS A	1	6.8	0.34	0.51	0.34	32.1
NorthEast: Shoalhaven Street														
3	L2	33	0	33	0	0.091	4.9	LOS A	0.5	3.3	0.48	0.54	0.48	31.1
2	T1	56	3.8	56	3.8	0.091	4.9	LOS A	0.5	3.3	0.48	0.54	0.48	45.1
1	R2	3	0	3	0	0.091	8.8	LOS A	0.5	3.3	0.48	0.54	0.48	31.1
Approach		92	2.3	92	2.3	0.091	5	LOS A	0.5	3.3	0.48	0.54	0.48	43.1
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.245	3.5	LOS A	1.5	11.1	0.22	0.52	0.22	36.1
11	T1	128	4.9	128	4.9	0.245	3.7	LOS A	1.5	11.1	0.22	0.52	0.22	36.1
10	R2	198	4.3	198	4.3	0.245	7.7	LOS A	1.5	11.1	0.22	0.52	0.22	45.1
Approach		336	4.4	336	4.4	0.245	6	LOS A	1.5	11.1	0.22	0.52	0.22	43.1
SouthWest: Shoalhaven Street														
9	L2	73	0	73	0	0.093	4.2	LOS A	0.6	3.9	0.39	0.48	0.39	43.1
8	T1	25	0	25	0	0.093	4.3	LOS A	0.6	3.9	0.39	0.48	0.39	43.1
7	R2	8	0	8	0	0.093	8.2	LOS A	0.6	3.9	0.39	0.48	0.39	43.1
Approach		106	0	106	0	0.093	4.5	LOS A	0.6	3.9	0.39	0.48	0.39	43.1
All Vehicles		753	2.9	753	2.9	0.245	5.5	LOS A	1.5	11.1	0.31	0.51	0.31	42.1

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	24	0	24	0	0.18	4.4	LOS A	0.8	5.8	0.32	0.52	0.32	43.1
5	T1	123	1.7	123	1.7	0.18	4.5	LOS A	0.8	5.8	0.32	0.52	0.32	29.1
4	R2	52	0	52	0	0.18	8.4	LOS A	0.8	5.8	0.32	0.52	0.32	29.1
Approach		199	1.1	199	1.1	0.18	5.5	LOS A	0.8	5.8	0.32	0.52	0.32	34.1
NorthEast: Shoalhaven Street														
3	L2	68	3.1	68	3.1	0.153	5.2	LOS A	0.8	6	0.53	0.58	0.53	31.1
2	T1	80	2.6	80	2.6	0.153	5.2	LOS A	0.8	6	0.53	0.58	0.53	45.1
1	R2	1	0	1	0	0.153	9.1	LOS A	0.8	6	0.53	0.58	0.53	31.1
Approach		149	2.8	149	2.8	0.153	5.2	LOS A	0.8	6	0.53	0.58	0.53	42.1
NorthWest: Bong Bong Street														
12	L2	14	0	14	0	0.28	3.7	LOS A	1.8	12.7	0.3	0.5	0.3	36.1
11	T1	203	2.1	203	2.1	0.28	3.8	LOS A	1.8	12.7	0.3	0.5	0.3	36.1
10	R2	153	0	153	0	0.28	7.7	LOS A	1.8	12.7	0.3	0.5	0.3	45.1
Approach		368	1.1	368	1.1	0.28	5.4	LOS A	1.8	12.7	0.3	0.5	0.3	42.1
SouthWest: Shoalhaven Street														
9	L2	135	2.3	135	2.3	0.16	4.1	LOS A	1	7.2	0.38	0.48	0.38	4
8	T1	37	0	37	0	0.16	4.1	LOS A	1	7.2	0.38	0.48	0.38	4
7	R2	95	0	95	0	0.16	8.1	LOS A	1	7.2	0.38	0.48	0.38	4
Approach		187	1.7	187	1.7	0.16	4.5	LOS A	1	7.2	0.38	0.48	0.38	4
All Vehicles		904	1.5	904	1.5	0.28	5.2	LOS A	1.8	12.7	0.36	0.51	0.36	41.1

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	25	0	25	0	0.029	2.5	LOS A	0.1	0.6	0.21	0.43	0.21	32.1
4	R3	7	0	7	0	0.029	4.3	LOS A	0.1	0.6	0.21	0.43	0.21	7
Approach		33	0	33	0	0.029	3.1	LOS A	0.1	0.6	0.21	0.43	0.21	35.1
East: Blowhole Point Road														
3	L3	5	0	5	0	0.069	4.1	LOS A	0	0	0	0.44	0	38.1
1	R1	133	4	133	4	0.069	2.9	LOS A	0	0	0	0.44	0	37.1
Approach		138	3.8	138	3.8	0.069	2.9	NA	0	0	0	0.44	0	37.1
NorthWest: Terralong Street														
12	L1	165	5.7	165	5.7	0.127	3.4	LOS A	0.6	4	0.18	0.31	0.18	37.1
11	T1	45	0	45	0	0.127	1.1	LOS A	0.6	4	0.18	0.31	0.18	34.1
Approach		211	4.5	211	4.5	0.127	2.9	NA	0.6	4	0.18	0.31	0.18	37.1
All Vehicles		381	3.9	381	3.9	0.127	2.9	NA	0.6	4	0.12	0.36	0.12	37.1

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	80	0	80	0	0.102	3.7	LOS A	0.3	2.3	0.41	0.56	0.41	31.1
4	R3	11	0	11	0	0.102	7.5	LOS A	0.3	2.3	0.41	0.56	0.41	37.1
Approach		91	0	91	0	0.102	4.1	LOS A	0.3	2.3	0.41	0.56	0.41	33.1
East: Blowhole Point Road														
3	L3	31	0	31	0	0.2	4.1	LOS A	0	0	0	0.44	0	38.1
1	R1	374	1.1	374	1.1	0.2	3.5	LOS A	0	0	0	0.44	0	37.1
Approach		404	1	404	1	0.2	3	NA	0	0	0	0.44	0	37.1
NorthWest: Terralong Street														
12	L1	314	1	314	1	0.2	4	LOS A	0.8	5.4	0.19	0.34	0.19	36.1
11	T1	32	0	32	0	0.2	4.6	LOS A	0.8	5.4	0.19	0.34	0.19	32.1
Approach		345	0.9	345	0.9	0.2	4.1	NA	0.8	5.4	0.19	0.34	0.19	36.1
All Vehicles		840	0.9	840	0.9	0.2	3.5	NA	0.8	5.4	0.12	0.41	0.12	37.1

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	79	0	79	0	0.104	3.4	LOS A	0.3	2.4	0.39	0.55	0.39	33.1
4	R3	13	0	13	0	0.104	8.9	LOS A	0.3	2.4	0.39	0.55	0.39	37.1
Approach		92	0	92	0	0.104	4.2	LOS A	0.3	2.4	0.39	0.55	0.39	33.1
East: Blowhole Point Road														
3	L3	31	0	31	0	0.179	4.1	LOS A	0	0	0	0.44	0	38.1
1	R1	332	0.6	332	0.6	0.179	3.9	LOS A	0	0	0	0.44	0	37.1
Approach		362	0.6	362	0.6	0.179	3	NA	0	0	0	0.44	0	37.1
NorthWest: Terralong Street														
12	L1	473	0	473	0	0.322	4.4	LOS A	1.8	12.5	0.25	0.32	0.28	36.1
11	T1	67	0	67	0	0.322	4.6	LOS A	1.8	12.5	0.25	0.32	0.28	32.1
Approach		540	0	540	0	0.322	4.4	NA	1.8	12.5	0.25	0.32	0.28	36.1
All Vehicles		994	0.2	994	0.2	0.322	3.9	NA	1.8	12.5	0.17	0.38	0.19	36.1

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	23.1	14	23.1	0.232	12.1	LOS A	1.5	11.4	0.73	0.62	0.73	2
5	T1	105	5	105	5	0.232	7.5	LOS A	1.5	11.4	0.73	0.62	0.73	25.
4	R2	23	13.6	23	13.6	0.232	12.1	LOS A	1.5	11.4	0.73	0.62	0.73	25.
Approach		142	8.1	142	8.1	0.232	8.7	LOS A	1.5	11.4	0.73	0.62	0.73	27.
NorthEast: Railway Parade														
3	L2	45	23.3	45	23.3	0.207	14.3	LOS A	0.9	7.5	0.84	0.69	0.84	2
2	T1	21	10	21	10	0.207	10.9	LOS A	0.9	7.5	0.84	0.69	0.84	35.
1	R2	4	50	4	50	0.207	14.5	LOS B	0.9	7.5	0.84	0.69	0.84	2
Approach		71	20.9	71	20.9	0.207	13.3	LOS A	0.9	7.5	0.84	0.69	0.84	29.
NorthWest: Bong Bong Street														
12	L2	13	16.7	13	16.7	0.199	12	LOS A	1.4	10.1	0.72	0.59	0.72	23.
11	T1	114	4.6	114	4.6	0.199	7.3	LOS A	1.4	10.1	0.72	0.59	0.72	23.
10	R2	5	0	5	0	0.199	11.9	LOS A	1.4	10.1	0.72	0.59	0.72	18.
Approach		132	5.6	132	5.6	0.199	8	LOS A	1.4	10.1	0.72	0.59	0.72	24.
SouthWest: Eddy Street														
9	L2	3	0	3	0	0.042	14.7	LOS B	0.2	1.4	0.8	0.64	0.8	32
8	T1	8	0	8	0	0.042	11.3	LOS A	0.2	1.4	0.8	0.64	0.8	32
7	R2	5	0	5	0	0.042	14.7	LOS B	0.2	1.4	0.8	0.64	0.8	32
Approach		17	0	17	0	0.042	13	LOS A	0.2	1.4	0.8	0.64	0.8	32
All Vehicles		361	9.3	361	9.3	0.232	9.5	LOS A	1.5	11.4	0.75	0.63	0.75	27.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	13	0	13	0	0.371	11.8	LOS A	2.7	19.6	0.74	0.65	0.74	38.
5	T1	188	2.8	188	2.8	0.371	7.2	LOS A	2.7	19.6	0.74	0.65	0.74	25.
4	R2	48	6.5	48	6.5	0.371	11.8	LOS A	2.7	19.6	0.74	0.65	0.74	25.
Approach		249	3.4	249	3.4	0.371	8.3	LOS A	2.7	19.6	0.74	0.65	0.74	27.
NorthEast: Railway Parade														
3	L2	41	17.9	41	17.9	0.263	15.6	LOS B	1	7.6	0.88	0.72	0.88	23.
2	T1	8	0	8	0	0.263	12.1	LOS A	1	7.6	0.88	0.72	0.88	33.
1	R2	23	0	23	0	0.263	15.7	LOS B	1	7.6	0.88	0.72	0.88	23.
Approach		73	10.1	73	10.1	0.263	15.2	LOS B	1	7.6	0.88	0.72	0.88	25.
NorthWest: Bong Bong Street														
12	L2	15	14.3	15	14.3	0.23	11.4	LOS A	1.7	12.4	0.7	0.58	0.7	24.
11	T1	151	2.8	151	2.8	0.23	6.7	LOS A	1.7	12.4	0.7	0.58	0.7	24.
10	R2	4	0	4	0	0.23	11.3	LOS A	1.7	12.4	0.7	0.58	0.7	18.
Approach		169	3.7	169	3.7	0.23	7.2	LOS A	1.7	12.4	0.7	0.58	0.7	25.
SouthWest: Eddy Street														
9	L2	7	0	7	0	0.052	15.7	LOS B	0.2	1.6	0.83	0.65	0.83	31.
8	T1	8	0	8	0	0.052	12.3	LOS A	0.2	1.6	0.83	0.65	0.83	31.
7	R2	2	0	2	0	0.052	15.7	LOS B	0.2	1.6	0.83	0.65	0.83	31.
Approach		18	0	18	0	0.052	14.1	LOS A	0.2	1.6	0.83	0.65	0.83	31.
All Vehicles		509	4.3	509	4.3	0.371	9.2	LOS A	2.7	19.6	0.75	0.64	0.75	26.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	17	0	17	0	0.282	11.5	LOS A	2	14.2	0.71	0.62	0.71	39.
5	T1	148	0	148	0	0.282	6.9	LOS A	2	14.2	0.71	0.62	0.71	26.
4	R2	29	0	29	0	0.282	11.5	LOS A	2	14.2	0.71	0.62	0.71	26.
Approach		195	0	195	0	0.282	8	LOS A	2	14.2	0.71	0.62	0.71	28.
NorthEast: Railway Parade														
3	L2	58	3.6	58	3.6	0.442	16	LOS B	1.9	13.6	0.92	0.76	0.92	23.
2	T1	35	6.1	35	6.1	0.442	12.6	LOS A	1.9	13.6	0.92	0.76	0.92	33.
1	R2	40	0	40	0	0.442	16.2	LOS B	1.9	13.6	0.92	0.76	0.92	23.
Approach		133	3.2	133	3.2	0.442	15.2	LOS B	1.9	13.6	0.92	0.76	0.92	27.
NorthWest: Bong Bong Street														
12	L2	22	0	22	0	0.388	11.8	LOS A	3.1	22.4	0.75	0.64	0.75	23.
11	T1	256	2.5	256	2.5	0.388	7.2	LOS A	3.1	22.4	0.75	0.64	0.75	23.
10	R2	9	0	9	0	0.388	11.8	LOS A	3.1	22.4	0.75	0.64	0.75	18.
Approach		287	2.2	287	2.2	0.388	7.7	LOS A	3.1	22.4	0.75	0.64	0.75	24.
SouthWest: Eddy Street														
9	L2	11	20	11	20	0.077	16.1	LOS B	0.3	2.2	0.84	0.67	0.84	30.
8	T1	4	0	4	0	0.077	12.6	LOS A	0.3	2.2	0.84	0.67	0.84	30.
7	R2	7	0	7	0	0.077	16	LOS B	0.3	2.2	0.84	0.67	0.84	30.
Approach		22	9.5	22	9.5	0.077	15.4	LOS B	0.3	2.2	0.84	0.67	0.84	30.
All Vehicles		637	2	637	2	0.442	9.6	LOS A	3.1	22.4	0.78	0.66	0.78	27.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	19	0	19	0	0.18	4.5	LOS A	0.4	3.1	0.16	0.09	0.16	32.
5	T1	269	2.3	269	2.3	0.18	0.3	LOS A	0.4	3.1	0.16	0.09	0.16	32.
4	R2	42	0	42	0	0.18	4.9	LOS A	0.4	3.1	0.16	0.09	0.16	37.
Approach		331	1.9	331	1.9	0.18	1.1	NA	0.4	3.1	0.16	0.09	0.16	34.
NorthEast: Shoalhaven Street														
3	L2	129	3.3	129	3.3	0.135	8.8	LOS A	0.6	4.5	0.48	0.88	0.48	28.
Approach		129	3.3	129	3.3	0.135	8.8	LOS A	0.6	4.5	0.48	0.88	0.48	28.
NorthWest: Terralong Street														
12	L2	23	9.1	23	9.1	0.23	4.6	LOS A	0.7	5.2	0.2	0.11	0.2	38.
11	T1	306	5.5	306	5.5	0.23	0.4	LOS A	0.7	5.2	0.2	0.11	0.2	36.
10	R2	69	7.6	69	7.6	0.23	4.9	LOS A	0.7	5.2	0.2	0.11	0.2	36.
Approach		399	6.1	399	6.1	0.23	1.4	NA	0.7	5.2	0.2	0.11	0.2	2
SouthWest: Shoalhaven Street														
9	L2	63	5	63	5	0.092	8.5	LOS A	0.3	2	0.33	0.93	0.33	24.
8	T1	16	0	16	0	0.092	10.9	LOS A	0.3	2	0.33	0.93	0.33	32.
7	R2	4	0	4	0	0.092	12.8	LOS A	0.3	2	0.33	0.93	0.33	34.
Approach		83	3.8	83	3.8	0.092	9.2	LOS A	0.3	2	0.33	0.93	0.33	27.
All Vehicles		942	4	942	4	0.23	3	NA	0.7	5.2	0.24	0.28	0.24	33.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	26	0	26	0	0.31	5.9	LOS A	0.9	6.7	0.2	0.08	0.22	3
5	T1	474	1.6	474	1.6	0.31	0.6	LOS A	0.9	6.7	0.2	0.08	0.22	3
4	R2	58	3.6	58	3.6	0.31	6.6	LOS A	0.9	6.7	0.2	0.08	0.22	3
Approach		558	1.7	558	1.7	0.31	1.5	NA	0.9	6.7	0.2	0.08	0.22	33.
NorthEast: Shoalhaven Street														
3	L2	174	0	174	0	0.229	10.4	LOS A	1	7.3	0.6	0.96	0.6	27.
Approach		174	0	174	0	0.229	10.4	LOS A	1	7.3	0.6	0.96	0.6	27.
NorthWest: Terralong Street														
12	L2	20	0	20	0	0.321	6.1	LOS A	1	7.2	0.21	0.08	0.23	38.
11	T1	480	2.2	480	2.2	0.321	0.7	LOS A	1	7.2	0.21	0.08	0.23	36.
10	R2	63	3.3	63	3.3	0.321	6.6	LOS A	1	7.2	0.21	0.08	0.23	36.
Approach		563	2.2	563	2.2	0.321	1.5	NA	1	7.2	0.21	0.08	0.23	3
SouthWest: Shoalhaven Street														
9	L2	82	0	82	0	0.146	9	LOS A	0.4	3.1	0.48	0.96	0.48	23.
8	T1	9	0	9	0	0.146	15.3	LOS B	0.4	3.1	0.48	0.96	0.48	31.
7	R2	9	0	9	0	0.146	20.4	LOS B	0.4	3.1	0.48	0.96	0.48	23.
Approach		100	0	100	0	0.146	10.6	LOS A	0.4	3.1	0.48	0.96	0.48	24.
All Vehicles		1395	1.6	1395	1.6	0.321	3.3	NA	1	7.3	0.27	0.25	0.29	33.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	43	2.4	43	2.4	0.325	6.6	LOS A	1.2	8.4	0.22	0.09	0.26	30.
5	T1	479	0.4	479	0.4	0.325	0.9	LOS A	1.2	8.4	0.22	0.09	0.26	30.
4	R2	54	3.9	54	3.9	0.325	7.8	LOS A	1.2	8.4	0.22	0.09	0.26	36.
Approach		576	0.9	576	0.9	0.325	2	NA	1.2	8.4	0.22	0.09	0.26	31.
NorthEast: Shoalhaven Street														
3	L2	284	0.7	284	0.7	0.423	13.2	LOS A	2.6	18.5	0.7	1.12	0.96	24.
Approach		284	0.7	284	0.7	0.423	13.2	LOS A	2.6	18.5	0.7	1.12	0.96	24.
NorthWest: Terralong Street														
12	L2	61	0	61	0	0.387	6	LOS A	1.6	11	0.23	0.1	0.29	38.
11	T1	551	1	551	1	0.387	0.9	LOS A	1.6	11	0.23	0.1	0.29	36.
10	R2	71	4.5	71	4.5	0.387	7.2	LOS A	1.6	11	0.23	0.1	0.29	36.
Approach		682	1.2	682	1.2	0.387	2	NA	1.6	11	0.23	0.1	0.29	35.
SouthWest: Shoalhaven Street														
9	L2	57	0	57	0	0.168	9	LOS A	0.5	3.4	0.56	0.96	0.56	20.
8	T1	9	0	9	0	0.168	17.6	LOS B	0.5	3.4	0.56	0.96	0.56	29.
7	R2	14	0	14	0	0.168	25.6	LOS B	0.5	3.4	0.56	0.96	0.56	20.
Approach		80	0	80	0	0.168	12.9	LOS A	0.5	3.4	0.56	0.96	0.56	22.
All Vehicles		1622	1	1622	1	0.423	4.5	NA	2.6	18.5	0.33	0.32	0.41	31.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	62	8.5	62	8.5	0.158	3.8	LOS A	0.9	6.2	0.49	0.49	0.49	24.
5	T1	96	0	96	0	0.158	3.4	LOS A	0.9	6.2	0.49	0.49	0.49	24.
Approach		158	3.3	158	3.3	0.158	3.6	LOS A	0.9	6.2	0.49	0.49	0.49	24.
NorthWest: Terralong Street														
11	T1	119	1.8	119	1.8	0.316	2.4	LOS A	2.1	14.7	0.35	0.51	0.35	29.
10	R2	248	3	248	3	0.316	6.2	LOS A	2.1	14.7	0.35	0.51	0.35	29.
10u	U	32	0	32	0	0.316	7.6	LOS A	2.1	14.7	0.35	0.51	0.35	29.
Approach		399	2.4	399	2.4	0.316	5.2	LOS A	2.1	14.7	0.35	0.51	0.35	29.
SouthWest: Manning Street														
9	L2	188	2.2	188	2.2	0.247	2.7	LOS A	1.5	10.6	0.34	0.48	0.34	32.
7	R2	92	8	92	8	0.247	6.3	LOS A	1.5	10.6	0.34	0.48	0.34	32.
7u	U	20	0	20	0	0.247	7.6	LOS A	1.5	10.6	0.34	0.48	0.34	32.
Approach		300	3.9	300	3.9	0.247	4.2	LOS A	1.5	10.6	0.34	0.48	0.34	32.
All Vehicles		857	3.1	857	3.1	0.316	4.5	LOS A	2.1	14.7	0.37	0.5	0.37	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	193	1.1	193	1.1	0.489	5.3	LOS A	3.7	25.8	0.71	0.7	0.73	21.
5	T1	261	0.8	261	0.8	0.489	5	LOS A	3.7	25.8	0.71	0.7	0.73	21.
Approach		454	0.9	454	0.9	0.489	5.1	LOS A	3.7	25.8	0.71	0.7	0.73	21.
NorthWest: Terralong Street														
11	T1	236	0.4	236	0.4	0.486	2.7	LOS A	4	28.5	0.47	0.52	0.47	2
10	R2	348	1.2	348	1.2	0.486	6.5	LOS A	4	28.5	0.47	0.52	0.47	2
10u	U	26	0	26	0	0.486	7.9	LOS A	4	28.5	0.47	0.52	0.47	2
Approach		611	0.9	611	0.9	0.486	5.1	LOS A	4	28.5	0.47	0.52	0.47	2
SouthWest: Manning Street														
9	L2	220	1.9	220	1.9	0.35	3.9	LOS A	2.3	16.7	0.58	0.62	0.58	31.
7	R2	109	1.9	109	1.9	0.35	7.4	LOS A	2.3	16.7	0.58	0.62	0.58	31.
7u	U	24	0	24	0	0.35	8.7	LOS A	2.3	16.7	0.58	0.62	0.58	31.
Approach		354	1.8	354	1.8	0.35	5.3	LOS A	2.3	16.7	0.58	0.62	0.58	31.
All Vehicles		1418	1.1	1418	1.1	0.489	5.1	LOS A	4	28.5	0.58	0.6	0.58	28.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	182	0	182	0	0.443	4.9	LOS A	3.2	22.4	0.7	0.66	0.7	21.
5	T1	228	0.9	228	0.9	0.443	4.6	LOS A	3.2	22.4	0.7	0.66	0.7	21.
Approach		411	0.5	411	0.5	0.443	4.7	LOS A	3.2	22.4	0.7	0.66	0.7	21.
NorthWest: Terralong Street														
11	T1	404	0	404	0	0.624	3.2	LOS A	6.2	43.5	0.62	0.54	0.62	28.
10	R2	295	1.1	295	1.1	0.624	7	LOS A	6.2	43.5	0.62	0.54	0.62	28.
10u	U	65	0	65	0	0.624	8.4	LOS A	6.2	43.5	0.62	0.54	0.62	28.
Approach		764	0.4	764	0.4	0.624	5.1	LOS A	6.2	43.5	0.62	0.54	0.62	28.
SouthWest: Manning Street														
9	L2	275	1.1	275	1.1	0.427	4.1	LOS A	3	21.3	0.61	0.64	0.61	31.
7	R2	136	0	136	0	0.427	7.5	LOS A	3	21.3	0.61	0.64	0.61	31.
7u	U	29	0	29	0	0.427	8.9	LOS A	3	21.3	0.61	0.64	0.61	31.
Approach		440	0.7	440	0.7	0.427	5.5	LOS A	3	21.3	0.61	0.64	0.61	31.
All Vehicles		1615	0.5	1615	0.5	0.624	5.1	LOS A	6.2	43.5	0.64	0.6	0.64	28.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	7	0	7	0	0.039	4.8	LOS A	0.2	1.2	0.43	0.61	0.43	42.2
5	T1	7	0	7	0	0.039	4.8	LOS A	0.2	1.2	0.43	0.61	0.43	32.2
4	R2	23	9.1	23	9.1	0.039	8.7	LOS A	0.2	1.2	0.43	0.61	0.43	32.2
Approach		38	5.6	38	5.6	0.039	7.2	LOS A	0.2	1.2	0.43	0.61	0.43	36.2
NorthEast: Manning Street														
3	L2	25	0	25	0	0.273	2.9	LOS A	1.6	11.8	0.34	0.42	0.34	7
2	T1	238	4.4	238	4.4	0.273	2.6	LOS A	1.6	11.8	0.34	0.42	0.34	43.1
1	R2	47	4.4	47	4.4	0.273	6.3	LOS A	1.6	11.8	0.34	0.42	0.34	33.1
Approach		311	3.8	311	3.8	0.273	3.5	LOS A	1.6	11.8	0.34	0.42	0.34	41.1
NorthWest: Bong Bong Street														
12	L2	44	11.9	44	11.9	0.157	5	LOS A	0.6	4.7	0.33	0.62	0.33	29.1
11	T1	17	0	17	0	0.157	4.6	LOS A	0.6	4.7	0.33	0.62	0.33	38.1
10	R2	94	11.2	94	11.2	0.157	8.8	LOS A	0.6	4.7	0.33	0.62	0.33	43.1
Approach		155	10.2	155	10.2	0.157	7.3	LOS A	0.6	4.7	0.33	0.62	0.33	4
SouthWest: Manning Street														
9	L2	99	9.6	99	9.6	0.297	3.9	LOS A	1.8	13	0.3	0.46	0.3	43.1
8	T1	243	1.7	243	1.7	0.297	3.9	LOS A	1.8	13	0.3	0.46	0.3	43.1
7	R2	17	0	17	0	0.297	7.6	LOS A	1.8	13	0.3	0.46	0.3	45.1
7u	U	20	0	20	0	0.297	9.3	LOS A	1.8	13	0.3	0.46	0.3	47.1
Approach		379	3.6	379	3.6	0.297	4.3	LOS A	1.8	13	0.3	0.46	0.3	43.1
All Vehicles		902	4.9	902	4.9	0.297	4.6	LOS A	1.8	13	0.33	0.48	0.33	42.1

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	33	0	33	0	0.087	6.8	LOS A	0.5	3.4	0.65	0.7	0.65	41.1
5	T1	16	0	16	0	0.087	6.8	LOS A	0.5	3.4	0.65	0.7	0.65	31.1
4	R2	20	0	20	0	0.087	10.5	LOS A	0.5	3.4	0.65	0.7	0.65	31.1
Approach		68	0	68	0	0.087	7.9	LOS A	0.5	3.4	0.65	0.7	0.65	38.1
NorthEast: Manning Street														
3	L2	27	0	27	0	0.483	3.6	LOS A	3.6	25.7	0.52	0.49	0.52	37.1
2	T1	480	1.3	480	1.3	0.483	3.3	LOS A	3.6	25.7	0.52	0.49	0.52	43.1
1	R2	37	0	37	0	0.483	6.9	LOS A	3.6	25.7	0.52	0.49	0.52	32.1
1u	U	21	0	21	0	0.483	9.1	LOS A	3.6	25.7	0.52	0.49	0.52	33.1
Approach		565	1.1	565	1.1	0.483	3.7	LOS A	3.6	25.7	0.52	0.49	0.52	41.1
NorthWest: Bong Bong Street														
12	L2	31	3.4	31	3.4	0.211	5.1	LOS A	0.9	6.5	0.38	0.67	0.38	27.1
11	T1	7	0	7	0	0.211	4.9	LOS A	0.9	6.5	0.38	0.67	0.38	37.1
10	R2	166	6.3	166	6.3	0.211	9	LOS A	0.9	6.5	0.38	0.67	0.38	42.1
Approach		204	5.7	204	5.7	0.211	8.3	LOS A	0.9	6.5	0.38	0.67	0.38	41.1
SouthWest: Manning Street														
9	L2	186	4.5	186	4.5	0.395	3.9	LOS A	2.8	19.8	0.33	0.47	0.33	43.1
8	T1	289	1.8	289	1.8	0.395	3.9	LOS A	2.8	19.8	0.33	0.47	0.33	43.1
7	R2	19	0	19	0	0.395	7.6	LOS A	2.8	19.8	0.33	0.47	0.33	45.1
7u	U	25	0	25	0	0.395	9.3	LOS A	2.8	19.8	0.33	0.47	0.33	47.1
Approach		520	2.6	520	2.6	0.395	4.3	LOS A	2.8	19.8	0.33	0.47	0.33	43.1
All Vehicles		1358	2.3	1358	2.3	0.483	4.8	LOS A	3.6	25.7	0.43	0.52	0.43	42.1

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	20	0	20	0	0.068	6.9	LOS A	0.4	2.7	0.65	0.68	0.65	41.1
5	T1	16	0	16	0	0.068	6.8	LOS A	0.4	2.7	0.65	0.68	0.65	31.1
4	R2	17	0	17	0	0.068	10.6	LOS A	0.4	2.7	0.65	0.68	0.65	31.1
Approach		53	0	53	0	0.068	8.1	LOS A	0.4	2.7	0.65	0.68	0.65	37.1
NorthEast: Manning Street														
3	L2	25	0	25	0	0.47	4.1	LOS A	3.5	25	0.6	0.56	0.6	36.1
2	T1	419	0.8	419	0.8	0.47	3.8	LOS A	3.5	25	0.6	0.56	0.6	42.1
1	R2	47	0	47	0	0.47	7.5	LOS A	3.5	25	0.6	0.56	0.6	31.1
1u	U	15	0	15	0	0.47	8.9	LOS A	3.5	25	0.6	0.56	0.6	33.1
Approach		506	0.6	506	0.6	0.47	4.3	LOS A	3.5	25	0.6	0.56	0.6	41.1
NorthWest: Bong Bong Street														
12	L2	81	0	81	0	0.348	5.6	LOS A	1.7	12	0.43	0.69	0.43	27.1
11	T1	27	19.2	27	19.2	0.348	6	LOS A	1.7	12	0.43	0.69	0.43	37.1
10	R2	225	1.4	225	1.4	0.348	9.3	LOS A	1.7	12	0.43	0.69	0.43	42.1
Approach		334	2.5	334	2.5	0.348	8.1	LOS A	1.7	12	0.43	0.69	0.43	40.1
SouthWest: Manning Street														
9	L2	119	0	119	0	0.383	3.9	LOS A	2.7	19	0.33	0.46	0.33	4
8	T1	339	0.9	339	0.9	0.383	3.9	LOS A	2.7	19	0.33	0.46	0.33	4
7	R2	15	0	15	0	0.383	7.6	LOS A	2.7	19	0.33	0.46	0.33	45.1
7u	U	34	0	34	0	0.383	9.2	LOS A	2.7	19	0.33	0.46	0.33	47.1
Approach		506	0.6	506	0.6	0.383	4.3	LOS A	2.7	19	0.33	0.46	0.33	43.1
All Vehicles		1399	1.1	1399	1.1	0.47	5.4	LOS A	3.5	25	0.46	0.56	0.46	41.1

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	82	6.4	82	6.4	0.05	0	LOS A	0	0.3	0.03	0.04	0.03	47.1
1	R2	6	0	6	0	0.05	5	LOS A	0	0.3	0.03	0.04	0.03	47.1
Approach		88	6	88	6	0.05	0.4	NA	0	0.3	0.03	0.04	0.03	47.1
NorthWest: Akuna Street														
12	L2	8	0	8	0	0.02	4.8	LOS A	0.1	0.5	0.19	0.53	0.19	37.1
10	R2	14	73.1	14	73.1	0.02	5.6	LOS A	0.1	0.5	0.19	0.53	0.19	37.1
Approach		22	14.3	22	14.3	0.02	5.3	LOS A	0.1	0.5	0.19	0.53	0.19	37.1
SouthWest: Shoalhaven Street														
9	L2	25	16.7	25	16.7	0.055	4.9	LOS A	0	0	0	0.14	0	44.1
8	T1	75	4.2	75	4.2	0.055	0	LOS A	0	0	0	0.14	0	44.1
Approach		100	7.4	100	7.4	0.055	1.2	NA	0	0	0	0.14	0	44.1
All Vehicles		211	7.5	211	7.5	0.055	1.3	NA	0.1	0.5	0.03	0.14	0.03	44.1

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	82	2.6	82	2.6	0.05	0	LOS A	0	0.3	0.03	0.05	0.03	47.1
1	R2	7	0	7	0	0.05	4.8	LOS A	0	0.3	0.03	0.05	0.03	47.1
Approach		89	2.4	89	2.4	0.05	0.4	NA	0	0.3	0.03	0.05	0.03	47.1
NorthWest: Akuna Street														
12	L2	17	0	17	0	0.019	4.7	LOS A	0.1	0.5	0.13	0.52	0.13	38.1
10	R2	9	0	9	0	0.019	5.1	LOS A	0.1	0.5	0.13	0.52	0.13	38.1
Approach		26	0	26	0	0.019	4.9	LOS A	0.1	0.5	0.13	0.52	0.13	38.1
SouthWest: Shoalhaven Street														
9	L2	11	0	11	0	0.034	4.6	LOS A	0	0	0	0.09	0	44.1
8	T1	54	0	54	0	0.034	0	LOS A	0	0	0	0.09	0	44.1
Approach		64	0	64	0	0.034	0.7	NA	0	0	0	0.09	0	44.1
All Vehicles		180	1.2	180	1.2	0.05	1.2	NA	0.1	0.5	0.03	0.13	0.03	44.1

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	123	3.4	123	3.4	0.088	0.1	LOS A	0.2	1.4	0.09	0.12	0.09	42.1
1	R2	33	0	33	0	0.088	5	LOS A	0.2	1.4	0.09	0.12	0.09	42.1
Approach		156	2.7	156	2.7	0.088	1.1	NA	0.2	1.4	0.09	0.12	0.09	42.1
NorthWest: Akuna Street														
12	L2	49	0	49	0	0.058	4.8	LOS A	0.2	1.5	0.16	0.53	0.16	38.1
10	R2	26	0	26	0	0.058	5.6	LOS A	0.2	1.5	0.16	0.53	0.16	38.1
Approach		76	0	76	0	0.058	5.1	LOS A	0.2	1.5	0.16	0.53	0.16	38.1
SouthWest: Shoalhaven Street														
9	L2	27	0	27	0	0.054	4.6	LOS A	0	0	0	0.15	0	43.1
8	T1	75	0	75	0	0.054	0	LOS A	0	0	0	0.15	0	43.1
Approach		102	0	102	0	0.054	1.2	NA	0	0	0	0.15	0	43.1
All Vehicles		334	1.5	334	1.5	0.088	2	NA	0.2	1.5	0.08	0.22	0.08	41.1

COMBINED PROPOSALS - 2021

AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	24	8.7	24	8.7	0.325	5	LOS A	1.9	13.5	0.62	0.66	0.62	27
5	T1	174	3	174	3	0.325	4.5	LOS A	1.9	13.5	0.62	0.66	0.62	35.
4	R2	69	4.5	69	4.5	0.325	8.3	LOS A	1.9	13.5	0.62	0.66	0.62	7
Approach		267	3.9	267	3.9	0.325	5.5	LOS A	1.9	13.5	0.62	0.66	0.62	35.
NorthEast: Collins Street														
3	L2	201	6.8	201	6.8	0.552	4.6	LOS A	4.4	31.9	0.65	0.63	0.65	2
2	T1	172	2.5	172	2.5	0.552	4.2	LOS A	4.4	31.9	0.65	0.63	0.65	2
1	R2	165	4.5	165	4.5	0.552	8	LOS A	4.4	31.9	0.65	0.63	0.65	36
Approach		538	4.7	538	4.7	0.552	5.5	LOS A	4.4	31.9	0.65	0.63	0.65	33.
NorthWest: Terralong Street														
12	L2	55	5.8	55	5.8	0.241	2.8	LOS A	1.5	11.3	0.33	0.43	0.33	36.
11	T1	134	7.9	134	7.9	0.241	2.6	LOS A	1.5	11.3	0.33	0.43	0.33	32.
10	R2	83	2.5	83	2.5	0.241	6.2	LOS A	1.5	11.3	0.33	0.43	0.33	32.
Approach		272	5.8	272	5.8	0.241	3.7	LOS A	1.5	11.3	0.33	0.43	0.33	33.
SouthWest: Collins Street														
9	L2	105	2	105	2	0.153	4.4	LOS A	0.7	5.4	0.53	0.59	0.53	34.
8	T1	7	42.9	7	42.9	0.153	5.2	LOS A	0.7	5.4	0.53	0.59	0.53	36.
7	R2	16	0	16	0	0.153	7.7	LOS A	0.7	5.4	0.53	0.59	0.53	25.
Approach		128	4.1	128	4.1	0.153	4.9	LOS A	0.7	5.4	0.53	0.59	0.53	33.
All Vehicles		1305	4.7	1305	4.7	0.552	5.1	LOS A	4.4	31.9	0.56	0.59	0.56	1

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	3	33.3	3	33.3	0.017	5.7	LOS A	0.1	0.5	0.35	0.59	0.35	36.
4	R2	12	27.3	12	27.3	0.017	8.7	LOS A	0.1	0.5	0.35	0.59	0.35	36.
Approach		15	28.6	15	28.6	0.017	8.5	LOS A	0.1	0.5	0.35	0.59	0.35	36.
NorthEast: Collins Street														
3	L2	52	6.1	52	6.1	0.145	4.5	LOS A	0	0	0	0.11	0	43.
2	T1	200	2.6	200	2.6	0.145	0	LOS A	0	0	0	0.11	0	43.
Approach		252	3.3	252	3.3	0.145	0.9	NA	0	0	0	0.11	0	43.
SouthWest: Collins Street														
8	T1	115	1.8	115	1.8	0.063	0	LOS A	0	0.1	0.02	0.01	0.02	49.
7	R2	3	0	3	0	0.063	8.6	LOS A	0	0.1	0.02	0.01	0.02	49.
Approach		117	1.8	117	1.8	0.063	0.1	NA	0	0.1	0.02	0.01	0.02	49.
All Vehicles		383	3.8	383	3.8	0.145	0.9	NA	0.1	0.5	0.02	0.1	0.02	44.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	3	0	3	0	0.133	3.3	LOS A	0.8	5.5	0.13	0.51	0.13	4
5	T1	85	2.5	85	2.5	0.133	3.4	LOS A	0.8	5.5	0.13	0.51	0.13	43.
4	R2	106	0	106	0	0.133	7.2	LOS A	0.8	5.5	0.13	0.51	0.13	37.
Approach		195	1.1	195	1.1	0.133	5.5	LOS A	0.8	5.5	0.13	0.51	0.13	40.
NorthEast: Collins Street														
3	L2	181	1.2	181	1.2	0.138	4.2	LOS A	0.9	6.5	0.13	0.48	0.13	37.
2	T1	18	11.8	18	11.8	0.138	4.6	LOS A	0.9	6.5	0.13	0.48	0.13	43.
1	R2	4	50	4	50	0.138	8.2	LOS A	0.9	6.5	0.13	0.48	0.13	44.
Approach		203	3.1	203	3.1	0.138	4.4	LOS A	0.9	6.5	0.13	0.48	0.13	38.
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.017	4.8	LOS A	0.1	0.6	0.3	0.45	0.3	42.
11	T1	17	0	17	0	0.017	5.2	LOS A	0.1	0.6	0.3	0.45	0.3	42.
10	R2	1	0	1	0	0.017	9	LOS A	0.1	0.6	0.3	0.45	0.3	4
Approach		20	0	20	0	0.017	5.3	LOS A	0.1	0.6	0.3	0.45	0.3	42.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.012	5.1	LOS A	0.1	0.4	0.35	0.51	0.35	40.
8	T1	8	25	8	25	0.012	5.4	LOS A	0.1	0.4	0.35	0.51	0.35	32.
7	R2	3	0	3	0	0.012	9.2	LOS A	0.1	0.4	0.35	0.51	0.35	32.
Approach		13	16.7	13	16.7	0.012	6.4	LOS A	0.1	0.4	0.35	0.51	0.35	33.
All Vehicles		431	3.4	431	3.4	0.138	5	LOS A	0.9	6.5	0.14	0.49	0.14	40.

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	29	0	29	0	0.688	12	LOS A	7	49.8	0.94	1.15	1.29	20.
5	T1	305	2.4	305	2.4	0.688	11.8	LOS A	7	49.8	0.94	1.15	1.29	29.
4	R2	105	0	105	0	0.688	15.3	LOS B	7	49.8	0.94	1.15	1.29	30.
Approach		440	1.7	440	1.7	0.688	12.6	LOS A	7	49.8	0.94	1.15	1.29	29.
NorthEast: Collins Street														
3	L2	206	4.1	206	4.1	0.855	16.9	LOS B	15.7	113.2	1	1.32	1.64	21.
2	T1	231	3.2	231	3.2	0.855	16.6	LOS B	15.7	113.2	1	1.32	1.64	21.
1	R2	257	2.9	257	2.9	0.855	20.3	LOS B	15.7	113.2	1	1.32	1.64	28.
Approach		694	3.3	694	3.3	0.855	18.1	LOS B	15.7	113.2	1	1.32	1.64	24.
NorthWest: Terralong Street														
12	L2	93	0	93	0	0.426	3.5	LOS A	3.3	23.3	0.52	0.52	0.52	35.
11	T1	206	2	206	2	0.426	3.3	LOS A	3.3	23.3	0.52	0.52	0.52	31.
10	R2	154	2.1	154	2.1	0.426	7	LOS A	3.3	23.3	0.52	0.52	0.52	31.
Approach		453	1.6	453	1.6	0.426	4.6	LOS A	3.3	23.3	0.52	0.52	0.52	32.
SouthWest: Collins Street														
9	L2	238	0	238	0	0.45	7.8	LOS A	3.1	22	0.81	0.9	0.89	30.
8	T1	18	11.8	18	11.8	0.45	8	LOS A	3.1	22	0.81	0.9	0.89	32.
7	R2	39	0	39	0	0.45	11.2	LOS A	3.1	22	0.81	0.9	0.89	20.
Approach		295	0.7	295	0.7	0.45	8.3	LOS A	3.1	22	0.81	0.9	0.89	30.
All Vehicles		1881	2.1	1881	2.1	0.855	12	LOS A	15.7	113.2	0.84	1.02	1.17	28.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	4	0	4	0	0.057	6	LOS A	0.2	1.3	0.48	0.73	0.48	34.
4	R2	37	0	37	0	0.057	7.8	LOS A	0.2	1.3	0.48	0.73	0.48	34.
Approach		41	0	41	0	0.057	7.6	LOS A	0.2	1.3	0.48	0.73	0.48	34.
NorthEast: Collins Street														
3	L2	21	0	21	0	0.245	4.6	LOS A	0	0	0	0.03	0	48.
2	T1	409	2.6	409	2.6	0.245	0	LOS A	0	0	0	0.03	0	48.
Approach		431	2.4	431	2.4	0.245	0.2	NA	0	0	0	0.03	0	48.
SouthWest: Collins Street														
8	T1	200	1.1	200	1.1	0.107	0	LOS A	0	0.1	0.01	0	0.01	49.
7	R2	1	0	1	0	0.107	6.6	LOS A	0	0.1	0.01	0	0.01	49.
Approach		201	1	201	1	0.107	0	NA	0	0.1	0.01	0	0.01	49.
All Vehicles		673	1.9	673	1.9	0.245	0.6	NA	0.2	1.3	0.03	0.06	0.03	46.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.255	3.4	LOS A	1.8	12.5	0.19	0.5	0.19	39.
5	T1	176	1.8	176	1.8	0.255	3.5	LOS A	1.8	12.5	0.19	0.5	0.19	43.
4	R2	191	1.1	191	1.1	0.255	7.3	LOS A	1.8	12.5	0.19	0.5	0.19	37.
Approach		368	1.4	368	1.4	0.255	5.5	LOS A	1.8	12.5	0.19	0.5	0.19	40.
NorthEast: Collins Street														
3	L2	377	2.8	377	2.8	0.312	4.7	LOS A	2.5	17.6	0.33	0.5	0.33	35.
2	T1	29	0	29	0	0.312	5	LOS A	2.5	17.6	0.33	0.5	0.33	42.
1	R2	7	0	7	0	0.312	8.6	LOS A	2.5	17.6	0.33	0.5	0.33	44.
Approach		414	2.5	414	2.5	0.312	4.8	LOS A	2.5	17.6	0.33	0.5	0.33	36.
NorthWest: Bong Bong Street														
12	L2	5	0	5	0	0.069	5.4	LOS A	0.4	2.9	0.42	0.51	0.42	41.
11	T1	66	6.3	66	6.3	0.069	5.9	LOS A	0.4	2.9	0.42	0.51	0.42	41.
10	R2	1	0	1	0	0.069	9.6	LOS A	0.4	2.9	0.42	0.51	0.42	4
Approach		73	5.8	73	5.8	0.069	5.9	LOS A	0.4	2.9	0.42	0.51	0.42	41.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.012	6	LOS A	0.1	0.4	0.47	0.58	0.47	39.
8	T1	5	0	5	0	0.012	6.2	LOS A	0.1	0.4	0.47	0.58	0.47	30.
7	R2	5	0	5	0	0.012	10.1	LOS A	0.1	0.4	0.47	0.58	0.47	30.
Approach		12	0	12	0	0.012	7.9	LOS A	0.1	0.4	0.47	0.58	0.47	31.
All Vehicles		866	2.5	866	2.5	0.312	5.3	LOS A	2.5	17.6	0.28	0.5	0.28	39.

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	55	0	46	0	0.51	7.5	LOS A	3.8	27	0.8	0.91	0.91	24.
5	T1	238	0.9	202	0.9	0.51	7.2	LOS A	3.8	27	0.8	0.91	0.91	33.
4	R2	131	0	111	0	0.51	10.9	LOS A	3.8	27	0.8	0.91	0.91	33.
Approach		423	0.5	359	0.5	0.51	8.4	LOS A	3.8	27	0.8	0.91	0.91	32.
NorthEast: Collins Street														
3	L2	314	1.3	314	1.3	1.308	292.5	LOS F	138.4	982.6	1	7.91	12.23	2
2	T1	271	0.8	271	0.8	1.308	292.2	LOS F	138.4	982.6	1	7.91	12.23	2
1	R2	239	3.1	239	3.1	1.308	296	LOS F	138.4	982.6	1	7.91	12.23	4
Approach		823	1.7	823	1.7	1.308	293.4	LOS F	138.4	982.6	1	7.91	12.23	3.
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.628	3.6	LOS A	3.5	25	0.53	0.54	0.53	35.
11	T1	191	2.2	191	2.2	0.628	3.3	LOS A	3.5	25	0.53	0.54	0.53	31.
10	R2	186	0	186	0	0.628	7	LOS A	3.5	25	0.53	0.54	0.53	31.
Approach		483	0.9	483	0.9	0.628	4.8	LOS A	3.5	25	0.53	0.54	0.53	32.
SouthWest: Collins Street														
9	L2	256	0.8	234	0.9	0.425	5.5	LOS A	2.2	15.7	0.67	0.75	0.68	3
8	T1	13	16.7	12	18	0.425	5.8	LOS A	2.2	15.7	0.67	0.75	0.68	34.
7	R2	47	0	43	0	0.425	8.9	LOS A	2.2	15.7	0.67	0.75	0.68	23.
Approach		316	1.3	289	1.5	0.425	6	LOS A	2.2	15.7	0.67	0.75	0.68	32.
All Vehicles		3045	1.9	2953	1.9	1.308	127.5	LOS F	138.4	982.6	0.8	3.74	5.55	31.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	7	0	7	0	0.074	6.1	LOS A	0.2	1.7	0.49	0.74	0.49	34.
4	R2	51	0	46	0	0.074	7.9	LOS A	0.2	1.7	0.49	0.74	0.49	34.
Approach		58	0	53	0	0.074	7.6	LOS A	0.2	1.7	0.49	0.74	0.49	34.
NorthEast: Collins Street														
3	L2	57	0	55	0	0.262	4.6	LOS A	0	0	0	0.06	0	46.
2	T1	422	0.5	410	0.5	0.262	0	LOS A	0	0	0	0.06	0	46.
Approach		479	0.4	465	0.4	0.262	0.5	NA	0	0	0	0.06	0	46.
SouthWest: Collins Street														
8	T1	212	2	188	2.2	0.102	0	LOS A	0	0.1	0.01	0	0.01	49.
7	R2	1	0	1	0	0.102	6.7	LOS A	0	0.1	0.01	0	0.01	49.
Approach		213	2	189	2.2	0.102	0	NA	0	0.1	0.01	0	0.01	49.
All Vehicles		749	0.8	708	0.9	0.262	0.9	NA	0.2	1.7	0.04	0.1	0.04	44.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	9	0	8	0	0.24	3.5	LOS A	1.7	11.8	0.24	0.51	0.24	39.
5	T1	164	1.3	145	1.4	0.24	3.6	LOS A	1.7	11.8	0.24	0.51	0.24	4
4	R2	199	1.6	176	1.8	0.24	7.4	LOS A	1.7	11.8	0.24	0.51	0.24	36.
Approach		373	1.4	330	1.6	0.24	5.6	LOS A	1.7	11.8	0.24	0.51	0.24	40.
NorthEast: Collins Street														
3	L2	376	0.6	369	0.6	0.344	5.2	LOS A	2.7	19.2	0.44	0.54	0.44	34.
2	T1	34	0	33	0	0.344	5.5	LOS A	2.7	19.2	0.44	0.54	0.44	41.
1	R2	20	0	20	0	0.344	9.4	LOS A	2.7	19.2	0.44	0.54	0.44	43.
Approach		429	0.5	422	0.5	0.344	5.4	LOS A	2.7	19.2	0.44	0.54	0.44	35.
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.117	5.4	LOS A	0.7	4.9	0.42	0.52	0.42	41.
11	T1	114	1.9	114	1.9	0.117	5.8	LOS A	0.7	4.9	0.42	0.52	0.42	41.
10	R2	3	0	3	0	0.117	9.6	LOS A	0.7	4.9	0.42	0.52	0.42	44.
Approach		126	1.7	126	1.7	0.117	5.8	LOS A	0.7	4.9	0.42	0.52	0.42	41.
SouthWest: Collins Street														
9	L2	3	0	3	0	0.018	5.8	LOS A	0.1	0.7	0.46	0.6	0.46	38.
8	T1	4	25	4	25	0.018	6.3	LOS A	0.1	0.7	0.46	0.6	0.46	29.
7	R2	11	0	11	0	0.018	9.9	LOS A	0.1	0.7	0.46	0.6	0.46	29.
Approach		18	5.9	18	5.9	0.018	8.3	LOS A	0.1	0.7	0.46	0.6	0.46	32.
All Vehicles		566	1.1	566	1.2	0.344	5.6	LOS A	2.7	19.2	0.37	0.53	0.37	38.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	341	6.2	341	6.2	0.182	3.5	LOS A	0	0	0	0.47	0	25.
Approach		341	6.2	341	6.2	0.182	3.5	NA	0	0	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	200	3.7	200	3.7	0.107	3.5	LOS A	0	0	0	0.45	0	34.
Approach		200	3.7	200	3.7	0.107	3.5	NA	0	0	0	0.45	0	34.
All Vehicles		541	5.1	541	5.1	0.182	3.5	NA	0	0	0	0.46	0	31.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	438	2.4	438	2.4	0.273	3.5	LOS A	0	0	0	0.47	0	25.
Approach		438	2.4	438	2.4	0.273	3.5	NA	0	0	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	326	2.9	326	2.9	0.173	3.4	LOS A	0	0	0	0.45	0	34.
Approach		326	2.9	326	2.9	0.173	3.4	NA	0	0	0	0.45	0	34.
All Vehicles		764	2.6	764	2.6	0.273	3.5	NA	0	0	0	0.46	0	31.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	586	1.3	577	1.3	0.298	3.5	LOS A	12.7	89.8	0	0.47	0	25.
Approach		586	1.3	577	1.3	0.298	3.5	NA	12.7	89.8	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	349	1.5	289	1.5	0.152	3.4	LOS A	0	0	0	0.45	0	34.
Approach		349	1.5	289	1.5	0.152	3.4	NA	0	0	0	0.45	0	34.
All Vehicles		936	1.5	866	1.5	0.298	3.5	NA	12.7	89.8	0	0.46	0	30.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	13	16.7	13	16.7	0.197	3.8	LOS A	0.9	6.7	0.2	0.5	0.2	43.
5	T1	135	0.8	135	0.8	0.197	3.8	LOS A	0.9	6.7	0.2	0.5	0.2	3
4	R2	100	4.2	100	4.2	0.197	7.7	LOS A	0.9	6.7	0.2	0.5	0.2	2
Approach		247	3	247	3	0.197	5.4	LOS A	0.9	6.7	0.2	0.5	0.2	32.
NorthEast: Shoalhaven Street														
3	L2	96	5.5	96	5.5	0.132	4.2	LOS A	0.7	5.2	0.39	0.49	0.39	32.
2	T1	49	6.4	49	6.4	0.132	4.3	LOS A	0.7	5.2	0.39	0.49	0.39	46.
1	R2	1	0	1	0	0.132	8.2	LOS A	0.7	5.2	0.39	0.49	0.39	32.
Approach		146	5.8	146	5.8	0.132	4.3	LOS A	0.7	5.2	0.39	0.49	0.39	41.
NorthWest: Bong Bong Street														
12	L2	7	0	7	0	0.169	4.1	LOS A	1	7.2	0.36	0.5	0.36	2
11	T1	132	1.6	132	1.6	0.169	4.2	LOS A	1	7.2	0.36	0.5	0.36	2
10	R2	62	0	62	0	0.169	8	LOS A	1	7.2	0.36	0.5	0.36	45.
Approach		201	1	201	1	0.169	5.4	LOS A	1	7.2	0.36	0.5	0.36	41.
SouthWest: Shoalhaven Street														
9	L2	59	1.8	59	1.8	0.11	4.5	LOS A	0.7	5.3	0.42	0.47	0.42	43.
8	T1	59	5.4	59	5.4	0.11	4.6	LOS A	0.7	5.3	0.42	0.47	0.42	43.
7	R2	6	0	6	0	0.11	8.4	LOS A	0.7	5.3	0.42	0.47	0.42	43.
Approach		124	3.4	124	3.4	0.11	4.7	LOS A	0.7	5.3	0.42	0.47	0.42	43.
All Vehicles		719	3.1	719	3.1	0.197	5	LOS A	1	7.2	0.32	0.49	0.32	40.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	15	0	15	0	0.413	4.9	LOS A	2.5	17.6	0.36	0.57	0.36	43.
5	T1	293	1.8	293	1.8	0.413	5	LOS A	2.5	17.6	0.36	0.57	0.36	28.
4	R2	145	0	145	0	0.413	8.9	LOS A	2.5	17.6	0.36	0.57	0.36	28.
Approach		453	1.2	453	1.2	0.413	6.2	LOS A	2.5	17.6	0.36	0.57	0.36	3
NorthEast: Shoalhaven Street														
3	L2	145	0	145	0	0.256	5.8	LOS A	1.4	9.6	0.62	0.67	0.62	29.
2	T1	56	3.8	56	3.8	0.256	5.9	LOS A	1.4	9.6	0.62	0.67	0.62	45.
1	R2	3	0	3	0	0.256	9.8	LOS A	1.4	9.6	0.62	0.67	0.62	29.
Approach		204	1	204	1	0.256	5.9	LOS A	1.4	9.6	0.62	0.67	0.62	38.
NorthWest: Bong Bong Street														
12	L2	9	0	9	0	0.41	4.3	LOS A	2.9	20.9	0.46	0.54	0.46	35.
11	T1	241	2.6	241	2.6	0.41	4.5	LOS A	2.9	20.9	0.46	0.54	0.46	35.
10	R2	198	4.3	198	4.3	0.41	8.6	LOS A	2.9	20.9	0.46	0.54	0.46	45.
Approach		448	3.3	448	3.3	0.41	6.3	LOS A	2.9	20.9	0.46	0.54	0.46	41.
SouthWest: Shoalhaven Street														
9	L2	73	0	73	0	0.111	5.9	LOS A	0.8	5.9	0.61	0.56	0.61	42.
8	T1	25	0	25	0	0.111	5.9	LOS A	0.8	5.9	0.61	0.56	0.61	42.
7	R2	9	0	9	0	0.111	9.9	LOS A	0.8	5.9	0.61	0.56	0.61	42.
Approach		107	0	107	0	0.111	6.2	LOS A	0.8	5.9	0.61	0.56	0.61	42.
All Vehicles		1313	1.8	1313	1.8	0.413	6.2	LOS A	2.9	20.9	0.46	0.57	0.46	3

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	25	0	21	0	0.312	4.6	LOS A	1.7	11.8	0.31	0.55	0.31	43.
5	T1	237	0.9	194	1.1	0.312	4.6	LOS A	1.7	11.8	0.31	0.55	0.31	28.
4	R2	165	0	135	0	0.312	8.5	LOS A	1.7	11.8	0.31	0.55	0.31	28.
Approach		427	0.5	350	0.6	0.312	6.1	LOS A	1.7	11.8	0.31	0.55	0.31	31.
NorthEast: Shoalhaven Street														
3	L2	200	1.1	194	1	0.535	7.5	LOS A	2.3	16.1	0.68	0.79	0.78	27.
2	T1	80	2.6	78	2.6	0.535	7.6	LOS A	2.3	16.1	0.68	0.79	0.78	43.
1	R2	1	0	1	0	0.535	11.5	LOS A	2.3	16.1	0.68	0.79	0.78	27.
Approach		281	1.5	273	1.5	0.535	7.6	LOS A	2.3	16.1	0.68	0.79	0.78	36.
NorthWest: Bong Bong Street														
12	L2	14	0	14	0	0.676	4.5	LOS A	3.2	22.7	0.48	0.54	0.48	36.
11	T1	335	1.3	331	1.3	0.676	4.5	LOS A	3.2	22.7	0.48	0.54	0.48	36.
10	R2	152	0	155	0	0.676	8.4	LOS A	3.2	22.7	0.48	0.54	0.48	45.
Approach		500	0.8	494	0.9	0.676	5.7	LOS A	3.2	22.7	0.48	0.54	0.48	40.
SouthWest: Shoalhaven Street														
9	L2	135	2.3	135	2.3	0.195	5.2	LOS A	1.3	9.5	0.54	0.54	0.54	43.
8	T1	37	0	37	0	0.195	5.2	LOS A	1.3	9.5	0.54	0.54	0.54	43.
7	R2	17	0	17	0	0.195	9.2	LOS A	1.3	9.5	0.54	0.54	0.54	43.
Approach		188	1.7	188	1.7	0.195	5.6	LOS A	1.3	9.5	0.54	0.54	0.54	43.
All Vehicles		1507	1	1505	1	0.676	6.2	LOS A	3.2	22.7	0.48	0.6	0.51	39.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	25	0	25	0	0.029	2.5	LOS A	0.1	0.6	0.21	0.43	0.21	32.
4	R3	7	0	7	0	0.029	5.3	LOS A	0.1	0.6	0.21	0.43	0.21	2
Approach		33	0	33	0	0.029	3.1	LOS A	0.1	0.6	0.21	0.43	0.21	35.
East: Blowhole Point Road														
3	L3	5	0	5	0	0.069	4.1	LOS A	0	0	0	0.44	0	38.
1	R1	133	4	133	4	0.069	2.9	LOS A	0	0	0	0.44	0	37.
Approach		138	3.8	138	3.8	0.069	2.9	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	165	5.7	165	5.7	0.127	3.4	LOS A	0.6	4	0.18	0.31	0.18	37.
11	T1	45	0	45	0	0.127	1.1	LOS A	0.6	4	0.18	0.31	0.18	34.
Approach		211	4.5	211	4.5	0.127	2.9	NA	0.6	4	0.18	0.31	0.18	37.
All Vehicles		381	3.9	381	3.9	0.127	3.6	NA	0.6	4	0.13	0.36	0.13	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	80	0	80	0	0.102	3.7	LOS A	0.3	2.3	0.41	0.56	0.41	31.
4	R3	11	0	11	0	0.102	7.5	LOS A	0.3	2.3	0.41	0.56	0.41	37.
Approach		91	0	91	0	0.102	4.1	LOS A	0.3	2.3	0.41	0.56	0.41	33.
East: Blowhole Point Road														
3	L3	31	0	31	0	0.2	4.1	LOS A	0	0	0	0.44	0	38.
1	R1	374	1.1	374	1.1	0.2	2.9	LOS A	0	0	0	0.44	0	37.
Approach		404	1	404	1	0.2	3	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	314	1	314	1	0.2	4	LOS A	0.8	5.4	0.19	0.34	0.19	36.
11	T1	32	0	32	0	0.2	4.6	LOS A	0.8	5.4	0.19	0.34	0.19	32.
Approach		345	0.9	345	0.9	0.2	4.1	NA	0.8	5.4	0.19	0.34	0.19	36.
All Vehicles		840	0.6	840	0.6	0.2	3.6	NA	0.8	5.4	0.13	0.41	0.13	3

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	79	0	79	0	0.103	3.4	LOS A	0.3	2.4	0.39	0.55	0.39	31.
4	R3	13	0	13	0	0.103	8.5	LOS A	0.3	2.4	0.39	0.55	0.39	37.
Approach		92	0	92	0	0.103	4.1	LOS A	0.3	2.4	0.39	0.55	0.39	33.
East: Blowhole Point Road														
3	L3	31	0	31	0	0.179	4.1	LOS A	0	0	0	0.44	0	38.
1	R1	332	0.6	332	0.6	0.179	2.9	LOS A	0	0	0	0.44	0	37.
Approach		362	0.6	362	0.6	0.179	3	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	473	0	443	0	0.302	4.3	LOS A	1.6	11.1	0.25	0.32	0.27	36.
11	T1	67	0	63	0	0.302	4.5	LOS A	1.6	11.1	0.25	0.32	0.27	32.
Approach		540	0	507	0	0.302	4.3	NA	1.6	11.1	0.25	0.32	0.27	35.
All Vehicles		994	0.3	960	0.3	0.302	3.8	NA	1.6	11.1	0.17	0.35	0.18	36.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	27	15.4	27	15.4	0.786	21	LOS B	9.7	70.1	0.94	0.99	1.2	30.
5	T1	241	2.2	241	2.2	0.786	16.4	LOS B	9.7	70.1	0.94	0.99	1.2	16.
4	R2	191	3.3	191	3.3	0.786	21	LOS B	9.7	70.1	0.94	0.99	1.2	16.
Approach		459	3.4	459	3.4	0.786	18.6	LOS B	9.7	70.1	0.94	0.99	1.2	17.
NorthEast: Railway Parade														
3	L2	331	5.4	331	5.4	0.709	19.3	LOS B	6.8	49.8	0.94	0.92	1.1	21.
2	T1	7	14.3	7	14.3	0.709	15.9	LOS B	6.8	49.8	0.94	0.92	1.1	31.
1	R2	3	66.7	3	66.7	0.709	19.6	LOS B	6.8	49.8	0.94	0.92	1.1	21.
Approach		341	6.2	341	6.2	0.709	19.2	LOS B	6.8	49.8	0.94	0.92	1.1	21.
NorthWest: Bong Bong Street														
12	L2	1	100	1	100	0.314	14.1	LOS A	3.2	23.3	0.73	0.61	0.73	21.
11	T1	227	2.8	227	2.8	0.314	9.2	LOS A	3.2	23.3	0.73	0.61	0.73	21.
10	R2	6	0	6	0	0.314	13.7	LOS A	3.2	23.3	0.73	0.61	0.73	16.
Approach		234	3.2	234	3.2	0.314	9.3	LOS A	3.2	23.3	0.73	0.61	0.73	22.
SouthWest: Eddy Street														
9	L2	3	0	3	0	0.049	18.3	LOS B	0.3	2.1	0.81	0.65	0.81	29.
8	T1	8	0	8	0	0.049	14.9	LOS B	0.3	2.1	0.81	0.65	0.81	29.
7	R2	6	16.7	6	16.7	0.049	18.4	LOS B	0.3	2.1	0.81	0.65	0.81	29.
Approach		18	5.9	18	5.9	0.049	16.7	LOS B	0.3	2.1	0.81	0.65	0.81	29.
All Vehicles		1052	4.3	1052	4.3	0.786	16.7	LOS B	9.7	70.1	0.89	0.87	1.06	20.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.972	80.5	LOS F	25.2	179.5	1	1.13	1.3	14.
5	T1	444	1.2	444	1.2	0.972	75.9	LOS F	25.2	179.5	1	1.13	1.3	5.
4	R2	313	3	313	3	0.972	80.5	LOS F	25.2	179.5	1	1.13	1.3	5.
Approach		759	1.9	759	1.9	0.972	77.8	LOS F	25.2	179.5	1	1.13	1.3	5.
NorthEast: Railway Parade														
3	L2	417	2.5	417	2.5	0.914	77.5	LOS F	36.5	260.8	1	1.01	1.23	8.
2	T1	20	0	20	0	0.914	74.1	LOS F	36.5	260.8	1	1.01	1.23	16.
1	R2	1	0	1	0	0.914	77.7	LOS F	36.5	260.8	1	1.01	1.23	8.
Approach		438	2.4	438	2.4	0.914	77.4	LOS F	36.5	260.8	1	1.01	1.23	9.
NorthWest: Bong Bong Street														
12	L2	5	0	5	0	0.337	18.9	LOS B	13.6	96.2	0.52	0.46	0.52	16.
11	T1	386	1.6	386	1.6	0.337	14.4	LOS A	13.6	96.2	0.52	0.46	0.52	16.
10	R2	4	0	4	0	0.337	18.9	LOS B	13.6	96.2	0.52	0.46	0.52	17.
Approach		396	1.6	396	1.6	0.337	14.5	LOS A	13.6	96.2	0.52	0.46	0.52	16.
SouthWest: Eddy Street														
9	L2	7	0	7	0	0.068	64.8	LOS E	1.1	8	0.9	0.68	0.9	13.
8	T1	8	0	8	0	0.068	61.4	LOS E	1.1	8	0.9	0.68	0.9	13.
7	R2	2	0	2	0	0.068	64.8	LOS E	1.1	8	0.9	0.68	0.9	13.
Approach		18	0	18	0	0.068	63.2	LOS E	1.1	8	0.9	0.68	0.9	13.
All Vehicles		1611	2	1611	2	0.972	62	LOS E	36.5	260.8	0.88	0.93	1.08	7.1

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	21	0	21	0	1.22	274.2	LOS F	25.5	179.5	1	1.75	2.29	
5	T1	416	0	414	0	1.22	269.6	LOS F	25.5	179.5	1	1.75	2.29	1.
4	R2	327	1.6	326	1.6	1.22	274.2	LOS F	25.5	179.5	1	1.75	2.29	1.
Approach		764	0.7	760	0.7	1.22	271.7	LOS F	25.5	179.5	1	1.75	2.29	1.
NorthEast: Railway Parade														
3	L2	555	0.9	551	1	1.148	215.4	LOS F	53	375.4	1	1.49	2.03	3.
2	T1	31	6.9	30	6.9	1.148	212	LOS F	53	375.4	1	1.49	2.03	7.
1	R2	1	0	1	0	1.148	215.6	LOS F	53	375.4	1	1.49	2.03	3.
Approach		586	1.3	583	1.3	1.148	215.3	LOS F	53	375.4	1	1.49	2.03	3.
NorthWest: Bong Bong Street														
12	L2	18	0	18	0	0.472	21.6	LOS B	19.6	138.7	0.6	0.55	0.6	14.
11	T1	524	1.2	515	1.2	0.472	17.1	LOS B	19.6	138.7	0.6	0.55	0.6	14.
10	R2	9	0	9	0	0.472	21.7	LOS B	19.6	138.7	0.6	0.55	0.6	10.
Approach		552	1.1	541	1.1	0.472	17.3	LOS B	19.6	138.7	0.6	0.55	0.6	1
SouthWest: Eddy Street														
9	L2	11	20	11	20	0.267	82.5	LOS F	1.6	12.5	0.99	0.71	0.99	11.
8	T1	4	0	4	0	0.267	79	LOS F	1.6	12.5	0.99	0.71	0.99	11.
7	R2	7	0	7	0	0.267	82.3	LOS F	1.6	12.5	0.99	0.71	0.99	11.
Approach		22	9.5	22	9.5	0.267	81.8	LOS F	1.6	12.5	0.99	0.71	0.99	11.
All Vehicles		1924	1.1	1906	1.1	1.22	180	LOS F	53	375.4	0.88	1.32	1.71	

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	19	0	19	0	0.111	4.1	LOS A	0.4	2.5	0.19	0.15	0.19	30.
5	T1	138	5.3	138	5.3	0.111	0.3	LOS A	0.4	2.5	0.19	0.15	0.19	30.
4	R2	43	0	43	0	0.111	4.4	LOS A	0.4	2.5	0.19	0.15	0.19	36.
Approach		200	3.7	200	3.7	0.111	1.5	NA	0.4	2.5	0.19	0.15	0.19	33.
NorthEast: Shoalhaven Street														
3	L2	129	3.3	129	3.3	0.118	8	LOS A	0.6	4	0.39	0.86	0.39	29.
Approach		129	3.3	129	3.3	0.118	8	LOS A	0.6	4	0.39	0.86	0.39	29.
NorthWest: Terralong Street														
12	L2	23	9.1	23	9.1	0.204	4	LOS A	0.9	6.4	0.23	0.2	0.23	2
11	T1	207	8.1	207	8.1	0.204	0.3	LOS A	0.9	6.4	0.23	0.2	0.23	30.
10	R2	120	4.4	120	4.4	0.204	4.2	LOS A	0.9	6.4	0.23	0.2	0.23	30.
Approach		351	6.9	351	6.9	0.204	1.9	NA	0.9	6.4	0.23	0.2	0.23	31.
SouthWest: Shoalhaven Street														
9	L2	129	2.4	129	2.4	0.131	8	LOS A	0.4	3	0.21	0.92	0.21	25.
8	T1	16	0	16	0	0.131	9.8	LOS A	0.4	3	0.21	0.92	0.21	33.
7	R2	4	0	4	0	0.131	11.3	LOS A	0.4	3	0.21	0.92	0.21	35.
Approach		149	2.1	149	2.1	0.131	8.2	LOS A	0.4	3	0.21	0.92	0.21	27.
All Vehicles		829	4.7	829	4.7	0.204	3.9	NA	0.9	6.4	0.24	0.42	0.24	30.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	26	0	26	0	0.181	4.3	LOS A	0.6	4	0.19	0.13	0.19	31.
5	T1	242	3	242	3	0.181	0.3	LOS A	0.6	4	0.19	0.13	0.19	31.
4	R2	58	3.6	58	3.6	0.181	4.7	LOS A	0.6	4	0.19	0.13	0.19	36.
Approach		326	2.9	326	2.9	0.181	1.4	NA	0.6	4	0.19	0.13	0.19	33.
NorthEast: Shoalhaven Street														
3	L2	174	0	174	0	0.165	8.3	LOS A	0.8	5.6	0.44	0.87	0.44	2
Approach		174	0	174	0	0.165	8.3	LOS A	0.8	5.6	0.44	0.87	0.44	2
NorthWest: Terralong Street														
12	L2	20	0	20	0	0.273	4.6	LOS A	1.4	9.8	0.35	0.23	0.35	36.
11	T1	256	4.1	256	4.1	0.273	0.8	LOS A	1.4	9.8	0.35	0.23	0.35	29.
10	R2	176	1.2	176	1.2	0.273	4.7	LOS A	1.4	9.8	0.35	0.23	0.35	29.
Approach		452	2.8	452	2.8	0.273	2.5	NA	1.4	9.8	0.35	0.23	0.35	3
SouthWest: Shoalhaven Street														
9	L2	198	0	198	0	0.204	8.2	LOS A	0.7	4.8	0.31	0.92	0.31	25.
8	T1	9	0	9	0	0.204	11.8	LOS A	0.7	4.8	0.31	0.92	0.31	3
7	R2	8	0	8	0	0.204	14.9	LOS B	0.7	4.8	0.31	0.92	0.31	35.
Approach		216	0	216	0	0.204	8.6	LOS A	0.7	4.8	0.31	0.92	0.31	26.
All Vehicles		1167	1.9	1167	1.9	0.273	4.2	NA	1.4	9.8	0.31	0.42	0.31	29.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	43	2.4	36	2.4	0.159	4.3	LOS A	0.5	3.3	0.2	0.13	0.2	31.
5	T1	253	0.8	208	0.8	0.159	0.4	LOS A	0.5	3.3	0.2	0.13	0.2	31.
4	R2	54	3.9	44	3.9	0.159	4.9	LOS A	0.5	3.3	0.2	0.13	0.2	36.
Approach		349	1.5	288	1.5	0.159	1.6	NA	0.5	3.3	0.2	0.13	0.2	33.
NorthEast: Shoalhaven Street														
3	L2	284	0.7	284	0.7	0.547	10.3	LOS A	2.2	15.3	0.49	0.99	0.64	27.
Approach		284	0.7	284	0.7	0.547	10.3	LOS A	2.2	15.3	0.49	0.99	0.64	27.
NorthWest: Terralong Street														
12	L2	61	0	57	0	0.302	4.4	LOS A	8.2	58	0.34	0.24	0.34	36.
11	T1	288	1.8	267	1.8	0.302	0.7	LOS A	8.2	58	0.34	0.24	0.34	2
10	R2	202	1.6	187	1.6	0.302	4.6	LOS A	8.2	58	0.34	0.24	0.34	2
Approach		552	1.5	511	1.5	0.302	2.5	NA	8.2	58	0.34	0.24	0.34	30.
SouthWest: Shoalhaven Street														
9	L2	171	0	151	0	0.184	8.1	LOS A	0.6	3.9	0.29	0.91	0.29	25.
8	T1	9	0	8	0	0.184	11.8	LOS A	0.6	3.9	0.29	0.91	0.29	32.
7	R2	14	0	12	0	0.184	15.8	LOS B	0.6	3.9	0.29	0.91	0.29	35.
Approach		194	0	171	0	0.184	8.8	LOS A	0.6	3.9	0.29	0.91	0.29	25.
All Vehicles		1379	1.1	1255	1.3	0.547	4.9	NA	8.2	58	0.33	0.48	0.37	2

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	156	3.3	156	3.3	0.12	2.1	LOS A	0.6	4.2	0.18	0.35	0.18	26.
Approach		158	3.3	158	3.3	0.12	2.3	LOS A	0.6	4.2	0.18	0.35	0.18	26.
SouthWest: Manning Street														
7	R2	211	4.5	211	4.5	0.158	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	55	5.8	55	5.8	0.158	6.9	LOS A	0	0	0	0.58	0	31.
Approach		265	4.8	265	4.8	0.158	5.8	LOS A	0	0	0	0.58	0	31.
All Vehicles		423	4.2	423	4.2	0.158	4.5	LOS A	0.6	4.2	0.07	0.49	0.07	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	454	0.9	454	0.9	0.316	2.3	LOS A	1.9	13.4	0.2	0.36	0.2	26.
Approach		454	0.9	454	0.9	0.316	2.3	LOS A	1.9	13.4	0.2	0.36	0.2	26.
SouthWest: Manning Street														
7	R2	345	0.9	345	0.9	0.231	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	51	0	51	0	0.231	6.9	LOS A	0	0	0	0.58	0	31.
Approach		396	0.8	396	0.8	0.231	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		849	0.9	849	0.9	0.316	3.9	LOS A	1.9	13.4	0.11	0.46	0.11	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	411	0.5	411	0.5	0.307	2.5	LOS A	1.8	12.8	0.27	0.38	0.27	25.
Approach		411	0.5	411	0.5	0.307	2.5	LOS A	1.8	12.8	0.27	0.38	0.27	25.
SouthWest: Manning Street														
7	R2	540	0	506	0	0.346	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	95	0	89	0	0.346	6.9	LOS A	0	0	0	0.58	0	31.
Approach		635	0	594	0	0.346	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		1045	0.2	1005	0.2	0.346	4.4	LOS A	1.8	12.8	0.11	0.5	0.11	30.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	7	0	7	0	0.042	5.8	LOS A	0.2	1.6	0.54	0.62	0.54	41.
5	T1	7	0	7	0	0.042	5.8	LOS A	0.2	1.6	0.54	0.62	0.54	31.
4	R2	23	9.1	23	9.1	0.042	9.7	LOS A	0.2	1.6	0.54	0.62	0.54	31.
Approach		38	5.6	38	5.6	0.042	8.2	LOS A	0.2	1.6	0.54	0.62	0.54	35.
NorthEast: Manning Street														
3	L2	1	0	1	0	0.214	4.4	LOS A	1.4	10.4	0.55	0.64	0.55	34.
2	T1	14	23.1	14	23.1	0.214	4.6	LOS A	1.4	10.4	0.55	0.64	0.55	40.
1	R2	178	3	178	3	0.214	7.9	LOS A	1.4	10.4	0.55	0.64	0.55	29.
Approach		213	4	213	4	0.214	7.8	LOS A	1.4	10.4	0.55	0.64	0.55	30.
NorthWest: Bong Bong Street														
12	L2	195	3.8	195	3.8	0.444	4.2	LOS A	2.5	18.3	0.27	0.58	0.27	30.
11	T1	41	0	41	0	0.444	4	LOS A	2.5	18.3	0.27	0.58	0.27	39.
10	R2	318	5.6	318	5.6	0.444	7.9	LOS A	2.5	18.3	0.27	0.58	0.27	43.
Approach		554	4.6	554	4.6	0.444	6.3	LOS A	2.5	18.3	0.27	0.58	0.27	41.
SouthWest: Manning Street														
9	L2	284	3.7	284	3.7	0.353	4.8	LOS A	2.3	16.8	0.51	0.59	0.51	42.
8	T1	58	5.5	58	5.5	0.353	4.8	LOS A	2.3	16.8	0.51	0.59	0.51	42.
7	R2	17	0	17	0	0.353	8.5	LOS A	2.3	16.8	0.51	0.59	0.51	44.
Approach		379	3.6	379	3.6	0.353	5.3	LOS A	2.3	16.8	0.51	0.59	0.51	42.
All Vehicles		1183	4.2	1183	4.2	0.444	6.3	LOS A	2.5	18.3	0.41	0.6	0.41	40.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	33	0	33	0	0.15	11.7	LOS A	0.9	6.6	0.89	0.79	0.89	38.
5	T1	16	0	16	0	0.15	11.7	LOS A	0.9	6.6	0.89	0.79	0.89	25.
4	R2	20	0	20	0	0.15	15.4	LOS B	0.9	6.6	0.89	0.79	0.89	25.
Approach		68	0	68	0	0.15	12.8	LOS A	0.9	6.6	0.89	0.79	0.89	34.
NorthEast: Manning Street														
3	L2	1	0	1	0	0.957	42.8	LOS D	18.5	130.3	0.87	1.94	2.63	18.
2	T1	158	1.3	158	1.3	0.957	42.5	LOS D	18.5	130.3	0.87	1.94	2.63	24.
1	R2	324	0.6	324	0.6	0.957	46.2	LOS D	18.5	130.3	0.87	1.94	2.63	12.
Approach		504	0.8	504	0.8	0.957	45.1	LOS D	18.5	130.3	0.87	1.94	2.63	17.
NorthWest: Bong Bong Street														
12	L2	293	0.7	293	0.7	0.652	4.5	LOS A	5.7	40.8	0.42	0.6	0.42	29.
11	T1	34	0	34	0	0.652	4.3	LOS A	5.7	40.8	0.42	0.6	0.42	38.
10	R2	488	3	488	3	0.652	8.2	LOS A	5.7	40.8	0.42	0.6	0.42	43.
Approach		815	2.1	815	2.1	0.652	6.7	LOS A	5.7	40.8	0.42	0.6	0.42	40.
SouthWest: Manning Street														
9	L2	406	3.1	406	3.1	1.024	63.1	LOS E	27.8	199.1	1	2.33	3.67	16.
8	T1	69	1.5	69	1.5	1.024	63	LOS E	27.8	199.1	1	2.33	3.67	16.
7	R2	19	0	19	0	1.024	66.6	LOS E	27.8	199.1	1	2.33	3.67	20.
Approach		520	2.6	520	2.6	1.024	63.4	LOS E	27.8	199.1	1	2.33	3.67	17.
All Vehicles		1907	1.8	1907	1.8	1.024	32.5	LOS C	27.8	199.1	0.71	1.43	1.9	23.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	20	0	20	0	0.117	10.6	LOS A	0.7	4.6	0.85	0.77	0.85	39.
5	T1	16	0	16	0	0.117	10.5	LOS A	0.7	4.6	0.85	0.77	0.85	26.
4	R2	17	0	17	0	0.117	14.2	LOS A	0.7	4.6	0.85	0.77	0.85	26.
Approach		53	0	53	0	0.117	11.7	LOS A	0.7	4.6	0.85	0.77	0.85	33.
NorthEast: Manning Street														
3	L2	1	0	1	0	0.966	44	LOS D	18.5	129.9	0.86	2	2.71	1
2	T1	148	0	147	0	0.966	43.6	LOS D	18.5	129.9	0.86	2	2.71	24.
1	R2	341	0.6	337	0.6	0.966	47.4	LOS D	18.5	129.9	0.86	2	2.71	12.
Approach		505	0.4	499	0.4	0.966	46.3	LOS D	18.5	129.9	0.86	2	2.71	1
NorthWest: Bong Bong Street														
12	L2	551	0	508	0	0.784	4.8	LOS A	9.3	65.6	0.49	0.59	0.49	29.
11	T1	52	10.2	48	10.3	0.784	4.9	LOS A	9.3	65.6	0.49	0.59	0.49	3
10	R2	496	1.3	458	1.3	0.784	8.5	LOS A	9.3	65.6	0.49	0.59	0.49	43.
Approach		1098	1.1	1014	1.1	0.784	6.5	LOS A	9.3	65.6	0.49	0.59	0.49	39.
SouthWest: Manning Street														
9	L2	394	0.8	394	0.8	0.987	42	LOS C	17.4	122.1	0.78	1.78	2.61	21.
8	T1	64	0	64	0	0.987	42	LOS C	17.4	122.1	0.78	1.78	2.61	21.
7	R2	15	0	15	0	0.987	45.7	LOS D	17.4	122.1	0.78	1.78	2.61	25.
Approach		506	0.6	506	0.6	0.987	42.5	LOS C	17.4	122.1	0.78	1.78	2.61	22.
All Vehicles		2162	0.8	2072	0.8	0.987	25	LOS B	18.5	129.9	0.66	1.22	1.55	25.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	133	4	133	4	0.078	0	LOS A	0	0.3	0.03	0.03	0.03	47.
1	R2	6	0	6	0	0.078	5.2	LOS A	0	0.3	0.03	0.03	0.03	47.
Approach		139	3.8	139	3.8	0.078	0.3	NA	0	0.3	0.03	0.03	0.03	47.
NorthWest: Akuna Street														
12	L2	8	0	8	0	0.022	5	LOS A	0.1	0.6	0.28	0.55	0.28	37.
10	R2	14	23.1	14	23.1	0.022	6.2	LOS A	0.1	0.6	0.28	0.55	0.28	37.
Approach		22	14.3	22	14.3	0.022	5.7	LOS A	0.1	0.6	0.28	0.55	0.28	37.
SouthWest: Shoalhaven Street														
9	L2	25	16.7	25	16.7	0.09	4.9	LOS A	0	0	0	0.08	0	46.
8	T1	141	2.2	141	2.2	0.09	0	LOS A	0	0	0	0.08	0	46.
Approach		166	4.4	166	4.4	0.09	0.7	NA	0	0	0	0.08	0	46.
All Vehicles		327	4.6	327	4.6	0.09	0.9	NA	0.1	0.6	0.03	0.09	0.03	45.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	195	1.1	195	1.1	0.111	0	LOS A	0.1	0.4	0.03	0.02	0.03	48.
1	R2	7	0	7	0	0.111	5.3	LOS A	0.1	0.4	0.03	0.02	0.03	48.
Approach		202	1	202	1	0.111	0.2	NA	0.1	0.4	0.03	0.02	0.03	48.
NorthWest: Akuna Street														
12	L2	17	0	17	0	0.022	5	LOS A	0.1	0.6	0.27	0.54	0.27	37.
10	R2	9	0	9	0	0.022	6.1	LOS A	0.1	0.6	0.27	0.54	0.27	37.
Approach		26	0	26	0	0.022	5.4	LOS A	0.1	0.6	0.27	0.54	0.27	37.
SouthWest: Shoalhaven Street														
9	L2	11	0	11	0	0.094	4.6	LOS A	0	0	0	0.03	0	48.
8	T1	169	0	169	0	0.094	0	LOS A	0	0	0	0.03	0	48.
Approach		180	0	180	0	0.094	0.3	NA	0	0	0	0.03	0	48.
All Vehicles		408	0.5	408	0.5	0.111	0.6	NA	0.1	0.6	0.03	0.06	0.03	46.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	255	1.7	243	1.6	0.154	0.1	LOS A	0.2	1.6	0.08	0.07	0.08	4
1	R2	33	0	31	0	0.154	5.3	LOS A	0.2	1.6	0.08	0.07	0.08	4
Approach		287	1.5	275	1.4	0.154	0.7	NA	0.2	1.6	0.08	0.07	0.08	4
NorthWest: Akuna Street														
12	L2	49	0	49	0	0.065	5.1	LOS A	0.2	1.7	0.27	0.56	0.27	37.
10	R2	36	0	36	0	0.065	6.6	LOS A	0.2	1.7	0.27	0.56	0.27	37.
Approach		76	0	75	0	0.065	5.6	LOS A	0.2	1.7	0.27	0.56	0.27	37.
SouthWest: Shoalhaven Street														
9	L2	27	0	24	0	0.007	4.6	LOS A	0	0	0	0.07	0	46.
8	T1	188	0	162	0	0.007	0	LOS A	0	0	0	0.07	0	46.
Approach		216	0	185	0	0.007	0.6	NA	0	0	0	0.07	0	46.
All Vehicles		579	0.7	535	0.6	0.154	1.3	NA	0.2	1.7	0.08	0.14	0.08	43.

DO NOTHING - 2031

AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	28	8.7	28	8.7	0.492	4.8	LOS A	2.6	18.7	0.65	0.64	0.65	30.
5	T1	272	1.8	272	1.8	0.492	4.3	LOS A	2.6	18.7	0.65	0.64	0.65	36.
4	R2	79	4.5	79	4.5	0.492	8.1	LOS A	2.6	18.7	0.65	0.64	0.65	36.
Approach		379	2.8	379	2.8	0.492	5.1	LOS A	2.6	18.7	0.65	0.64	0.65	36.
NorthEast: Collins Street														
3	L2	258	6	258	6	0.575	4.7	LOS A	4.9	35.6	0.68	0.65	0.69	30.
2	T1	167	2.9	167	2.9	0.575	4.3	LOS A	4.9	35.6	0.68	0.65	0.69	30.
1	R2	188	4.5	188	4.5	0.575	8.1	LOS A	4.9	35.6	0.68	0.65	0.69	36.
Approach		613	4.7	613	4.7	0.575	5.6	LOS A	4.9	35.6	0.68	0.65	0.69	33.
NorthWest: Terralong Street														
12	L2	62	5.8	62	5.8	0.25	2.8	LOS A	1.7	12.2	0.35	0.41	0.35	36.
11	T1	179	6.7	179	6.7	0.25	2.5	LOS A	1.7	12.2	0.35	0.41	0.35	33.
10	R2	67	3.6	67	3.6	0.25	6.2	LOS A	1.7	12.2	0.35	0.41	0.35	33.
Approach		308	5.8	308	5.8	0.25	3.4	LOS A	1.7	12.2	0.35	0.41	0.35	34.
SouthWest: Collins Street														
9	L2	44	5.4	44	5.4	0.094	4.8	LOS A	0.4	3.3	0.58	0.62	0.58	33.
8	T1	8	42.9	8	42.9	0.094	5.5	LOS A	0.4	3.3	0.58	0.62	0.58	35.
7	R2	18	0	18	0	0.094	8	LOS A	0.4	3.3	0.58	0.62	0.58	24.
Approach		71	8.5	71	8.5	0.094	5.7	LOS A	0.4	3.3	0.58	0.62	0.58	32.
All Vehicles		1372	4.6	1372	4.6	0.575	5	LOS A	4.9	35.6	0.59	0.59	0.6	34.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	4	33.3	4	33.3	0.018	5.5	LOS A	0.1	0.5	0.31	0.55	0.31	37.
4	R2	13	27.3	13	27.3	0.018	6	LOS A	0.1	0.5	0.31	0.55	0.31	37.
Approach		17	28.6	17	28.6	0.018	5.9	LOS A	0.1	0.5	0.31	0.55	0.31	37.
NorthEast: Collins Street														
3	L2	59	6.1	59	6.1	0.119	4.5	LOS A	0	0	0	0.14	0	42.
2	T1	170	3.5	170	3.5	0.119	0	LOS A	0	0	0	0.14	0	42.
Approach		229	4.2	229	4.2	0.119	1.2	NA	0	0	0	0.14	0	42.
SouthWest: Collins Street														
8	T1	55	4.3	55	4.3	0.028	0	LOS A	0	0.1	0.03	0.02	0.03	48.
7	R2	3	0	3	0	0.028	8.3	LOS A	0	0.1	0.03	0.02	0.03	48.
Approach		58	4.2	58	4.2	0.028	0.3	NA	0	0.1	0.03	0.02	0.03	48.
All Vehicles		304	5.5	304	5.5	0.119	1.3	NA	0.1	0.5	0.02	0.14	0.02	4

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	4	0	4	0	0.147	7.5	LOS A	0.6	4	0.23	0.92	0.23	37.
5	T1	97	2.5	97	2.5	0.147	7.8	LOS A	0.6	4	0.23	0.92	0.23	38.
4	R2	45	8	45	0	0.147	7.8	LOS A	0.6	4	0.23	0.92	0.23	34.
Approach		146	1.6	146	1.6	0.147	7.8	LOS A	0.6	4	0.23	0.92	0.23	38.
NorthEast: Collins Street														
3	L2	149	1.6	149	1.6	0.106	5.5	LOS A	0.1	0.4	0.01	0.53	0.01	36.
2	T1	20	11.8	20	11.8	0.106	1.1	LOS A	0.1	0.4	0.01	0.53	0.01	41.
1	R2	5	20	5	20	0.106	7.2	LOS A	0.1	0.4	0.01	0.53	0.01	4
Approach		174	4.1	174	4.1	0.106	5	NA	0.1	0.4	0.01	0.53	0.01	37.
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.023	8.1	LOS A	0.1	0.6	0.12	0.96	0.12	37.
11	T1	19	0	19	0	0.023	8.5	LOS A	0.1	0.6	0.12	0.96	0.12	37.
10	R2	1	0	1	0	0.023	8.3	LOS A	0.1	0.6	0.12	0.96	0.12	39.
Approach		23	0	23	0	0.023	8.4	LOS A	0.1	0.6	0.12	0.96	0.12	37.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.009	6	LOS A	0	0.2	0.15	0.3	0.15	4
8	T1	10	25	10	25	0.009	1.2	LOS A	0	0.2	0.15	0.3	0.15	40.
7	R2	4	0	4	0	0.009	6	LOS A	0	0.2	0.15	0.3	0.15	40.
Approach		14	16.7	14	16.7	0.009	2.8	NA	0	0.2	0.15	0.3	0.15	41.
All Vehicles		356	3.4	356	3.4	0.147	6.5	NA	0.6	4	0.21	0.71	0.21	38.

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	34	0	34	0	0.823	15.2	LOS B	12.4	87.7	1	1.32	1.61	22.
5	T1	480	1.8	480	1.8	0.823	15	LOS B	12.4	87.7	1	1.32	1.61	29.
4	R2	120	0	120	0	0.823	18.6	LOS B	12.4	87.7	1	1.32	1.61	29.
Approach		634	1.3	634	1.3	0.823	15.7	LOS B	12.4	87.7	1	1.32	1.61	28.
NorthEast: Collins Street														
3	L2	318	3	318	3	0.898	20.7	LOS B	20.6	148	1	1.49	1.92	19.
2	T1	180	4.7	180	4.7	0.898	20.5	LOS B	20.6	148	1	1.49	1.92	19.
1	R2	293	2.9	293	2.9	0.898	24.1	LOS B	20.6	148	1	1.49	1.92	26.
Approach		791	3.3	791	3.3	0.898	21.9	LOS B	20.6	148	1	1.49	1.92	22.
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.444	3.5	LOS A	3.6	25.5	0.55	0.51	0.55	35.
11	T1	280	1.7	280	1.7	0.444	3.2	LOS A	3.6	25.5	0.55	0.51	0.55	31.
10	R2	128	2.8	128	2.8	0.444	7	LOS A	3.6	25.5	0.55	0.51	0.55	31.
Approach		514	1.6	514	1.6	0.444	4.2	LOS A	3.6	25.5	0.55	0.51	0.55	32.
SouthWest: Collins Street														
9	L2	139	0	139	0	0.361	8.4	LOS A	2.5	17.9	0.89	0.91	0.89	30.
8	T1	20	11.8	20	11.8	0.361	8.6	LOS A	2.5	17.9	0.89	0.91	0.89	31.
7	R2	44	0	44	0	0.361	11.8	LOS A	2.5	17.9	0.89	0.91	0.89	19.
Approach		204	1.2	204	1.2	0.361	9.2	LOS A	2.5	17.9	0.89	0.91	0.89	29.
All Vehicles		2143	2.1	2143	2.1	0.898	14.6	LOS B	20.6	148	0.88	1.15	1.4	2

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	5	0	5	0	0.054	5.7	LOS A	0.2	1.2	0.41	0.64	0.41	36.
4	R2	42	0	42	0	0.054	6.5	LOS A	0.2	1.2	0.41	0.64	0.41	36.
Approach		47	0	47	0	0.054	6.4	LOS A	0.2	1.2	0.41	0.64	0.41	36.
NorthEast: Collins Street														
3	L2	24	0	24	0	0.186	4.6	LOS A	0	0	0	0.04	0	47.
2	T1	338	3.5	338	3.5	0.186	0	LOS A	0	0	0	0.04	0	47.
Approach		362	3.3	362	3.3	0.186	0.3	NA	0	0	0	0.04	0	47.
SouthWest: Collins Street														
8	T1	96	2.5	96	2.5	0.047	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.047	5.5	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		97	2.5	97	2.5	0.047	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		506	2.8	506	2.8	0.186	0.8	NA	0.2	1.2	0.04	0.09	0.04	45.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.33	7.6	LOS A	1.4	10.3	0.4	0.92	0.4	36.
5	T1	200	1.8	200	1.8	0.33	8.6	LOS A	1.4	10.3	0.4	0.92	0.4	38.
4	R2	85	2.9	85	2.9	0.33	9.5	LOS A	1.4	10.3	0.4	0.92	0.4	33.
Approach		288	2.1	288	2.1	0.33	8.9	LOS A	1.4	10.3	0.4	0.92	0.4	37.
NorthEast: Collins Street														
3	L2	301	4	301	4	0.207	5.5	LOS A	0.1	0.5	0	0.54	0	36.
2	T1	34	0	34	0	0.207	1.1	LOS A	0.1	0.5	0	0.54	0	41.
1	R2	8	0	8	0	0.207	5.5	LOS A	0.1	0.5	0	0.54	0	41.
Approach		343	3.5	343	3.5	0.207	5.1	NA	0.1	0.5	0	0.54	0	37.
NorthWest: Bong Bong Street														
12	L2	6	0	6	0	0.105	8	LOS A	0.4	2.8	0.12	1.01	0.12	35.
11	T1	76	6.3	76	6.3	0.105	10.2	LOS A	0.4	2.8	0.12	1.01	0.12	35.
10	R2	1	0	1	0	0.105	9.3	LOS A	0.4	2.8	0.12	1.01	0.12	37.
Approach		83	5.8	83	5.8	0.105	10	LOS A	0.4	2.8	0.12	1.01	0.12	35.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.009	6.6	LOS A	0	0.3	0.35	0.36	0.35	42.
8	T1	6	0	6	0	0.009	1.9	LOS A	0	0.3	0.35	0.36	0.35	3
7	R2	6	0	6	0	0.009	6.6	LOS A	0	0.3	0.35	0.36	0.35	3
Approach		13	0	13	0	0.009	4.4	NA	0	0.3	0.35	0.36	0.35	37.
All Vehicles		777	3.1	777	3.1	0.33	7.1	NA	1.4	10.3	0.18	0.74	0.18	37.

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	62	0	62	0	0.804	15	LOS B	11.5	80.8	1	1.32	1.59	22.
5	T1	400	0.6	400	0.6	0.804	14.7	LOS B	11.5	80.8	1	1.32	1.59	29.
4	R2	149	0	149	0	0.804	18.4	LOS B	11.5	80.8	1	1.32	1.59	29.
Approach		611	0.4	611	0.4	0.804	15.6	LOS B	11.5	80.8	1	1.32	1.59	2
NorthEast: Collins Street														
3	L2	480	1	480	1	1.009	51.9	LOS D	46.9	332.9	1	2.57	3.65	1
2	T1	186	1.3	186	1.3	1.009	51.7	LOS D	46.9	332.9	1	2.57	3.65	1
1	R2	272	3.1	272	3.1	1.009	52.5	LOS D	46.9	332.9	1	2.57	3.65	17.
Approach		938	1.7	938	1.7	1.009	52.9	LOS D	46.9	332.9	1	2.57	3.65	13.
NorthWest: Terralong Street														
12	L2	121	0	121	0	0.492	3.8	LOS A	4.1	29.2	0.62	0.57	0.62	35.
11	T1	244	2	244	2	0.492	3.6	LOS A	4.1	29.2	0.62	0.57	0.62	31.
10	R2	185	0	185	0	0.492	7.2	LOS A	4.1	29.2	0.62	0.57	0.62	31.
Approach		550	0.9	550	0.9	0.492	4.9	LOS A	4.1	29.2	0.62	0.57	0.62	32.
SouthWest: Collins Street														
9	L2	162	1.5	162	1.5	0.371	7.6	LOS A	2.6	18.3	0.86	0.89	0.86	30.
8	T1	14	16.7	14	16.7	0.371	7.9	LOS A	2.6	18.3	0.86	0.89	0.86	32.
7	R2	54	0	54	0	0.371	10.9	LOS A	2.6	18.3	0.86	0.89	0.86	20.
Approach		230	2.1	230	2.1	0.371	8.4	LOS A	2.6	18.3	0.86	0.89	0.86	29.
All Vehicles		2329	1.9	2329	1.9	1.009	27.4	LOS B	46.9	332.9	0.9	1.6	2.12	20.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	8	0	8	0	0.077	5.7	LOS A	0.3	1.8	0.43	0.66	0.43	35.
4	R2	58	0	58	0	0.077	6.7	LOS A	0.3	1.8	0.43	0.66	0.43	35.
Approach		66	0	66	0	0.077	6.6	LOS A	0.3	1.8	0.43	0.66	0.43	35.
NorthEast: Collins Street														
3	L2	65	0	65	0	0.2	4.6	LOS A	0	0	0	0.09	0	44.
2	T1	331	0.7	330	0.7	0.2	0	LOS A	0	0	0	0.09	0	44.
Approach		396	0.6	394	0.6	0.2	0.7	NA	0	0	0	0.09	0	44.
SouthWest: Collins Street														
8	T1	112	4.3	112	4.3	0.055	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.055	6	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		113	4.3	113	4.3	0.055	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		575	1.3	573	1.3	0.2	1.3	NA	0.3	1.8	0.05	0.14	0.05	43.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	11	0	11	0	0.353	7.8	LOS A	1.7	12	0.39	0.95	0.41	3
5	T1	187	1.3	187	1.3	0.353	8.8	LOS A	1.7	12	0.39	0.95	0.41	38.
4	R2	97	3.7	97	3.7	0.353	10.6	LOS A	1.7	12	0.39	0.95	0.41	32.
Approach		295	2	295	2	0.353	9.4	LOS A	1.7	12	0.39	0.95	0.41	3
NorthEast: Collins Street														
3	L2	277	0.9	277	0.9	0.199	5.5	LOS A	0.2	1.3	0.01	0.53	0.01	36.
2	T1	38	0	38	0	0.199	1.1	LOS A	0.2	1.3	0.01	0.53	0.01	41.
1	R2	73	0	73	0	0.199	5.5	LOS A	0.2	1.3	0.01	0.53	0.01	41.
Approach		340	0.7	338	0.7	0.199	5	NA	0.2	1.3	0.01	0.53	0.01	38.
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.176	8	LOS A	0.7	4.8	0.11	1	0.11	35.
11	T1	130	1.9	130	1.9	0.176	10	LOS A	0.7	4.8	0.11	1	0.11	35.
10	R2	4	0	4	0	0.176	9.5	LOS A	0.7	4.8	0.11	1	0.11	37.
Approach		144	1.7	144	1.7	0.176	9.8	LOS A	0.7	4.8	0.11	1	0.11	35.
SouthWest: Collins Street														
9	L2	4	0	4	0	0.014	6.5	LOS A	0.1	0.5	0.37	0.44	0.37	41.
8	T1	5	25	5	25	0.014	1.9	LOS A	0.1	0.5	0.37	0.44	0.37	32.
7	R2	12	0	12	0	0.014	6.5	LOS A	0.1	0.5	0.37	0.44	0.37	32.
Approach		20	5.9	20	5.9	0.014	5.4	NA	0.1	0.5	0.37	0.44	0.37	35.
All Vehicles		799	1.5	798	1.5	0.353	7.5	NA	1.7	12	0.18	0.77	0.18	37.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	18	6.7	18	6.7	0.178	3.4	LOS A	0	0	0	0.02	0	39.9
5	T1	342	1.1	342	1.1	0.178	0	LOS A	0	0	0	0.02	0	49.9
Approach		360	1.3	360	1.3	0.178	0.2	NA	0	0	0	0.02	0	49.8
NorthWest: Terralong Street														
11	T1	439	1.9	439	1.9	0.281	0.5	LOS A	0.8	5.8	0.18	0.06	0.18	2
12	R2	63	25	63	25	0.281	5.8	LOS A	0.8	5.8	0.18	0.06	0.18	1
Approach		502	4.8	502	4.8	0.281	1.2	NA	0.8	5.8	0.18	0.06	0.18	2
SouthWest: Railway Parade														
9	L2	35	10.3	35	10.3	0.03	4.5	LOS A	0.1	0.8	0.35	0.52	0.35	32.9
7	R2	15	15.4	15	15.4	0.031	8.2	LOS A	0.1	0.7	0.59	0.75	0.59	29.9
Approach		50	11.9	50	11.9	0.031	5.7	LOS A	0.1	0.8	0.42	0.59	0.42	31.9
All Vehicles		912	3.8	912	3.8	0.281	1	NA	0.8	5.8	0.12	0.08	0.12	36.2

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	13	0	13	0	0.285	3.4	LOS A	0	0	0	0.01	0	39.9
5	T1	565	1.3	565	1.3	0.285	0	LOS A	0	0	0	0.01	0	49.9
Approach		578	1.2	578	1.2	0.285	0.1	NA	0	0	0	0.01	0	49.8
NorthWest: Terralong Street														
11	T1	685	0.5	685	0.5	0.418	1.1	LOS A	1.7	11.7	0.2	0.05	0.28	31.9
12	R2	70	13.1	70	13.1	0.418	8.4	LOS A	1.7	11.7	0.2	0.05	0.28	31.9
Approach		755	1.6	755	1.6	0.418	1.7	NA	1.7	11.7	0.2	0.05	0.28	31.9
SouthWest: Railway Parade														
9	L2	71	5.1	71	5.1	0.074	5.4	LOS A	0.2	1.8	0.46	0.64	0.46	32.9
7	R2	11	22.2	11	22.2	0.067	10.5	LOS B	0.1	1.1	0.81	0.9	0.81	29.9
Approach		82	7.4	82	7.4	0.074	6.9	LOS A	0.2	1.8	0.51	0.68	0.51	30.9
All Vehicles		1415	1.8	1415	1.8	0.418	1.4	NA	1.7	11.7	0.14	0.07	0.18	35.4

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	50	0	50	0	0.319	3.4	LOS A	0	0	0	0.04	0	39.9
5	T1	598	1	597	1	0.319	0	LOS A	0	0	0	0.04	0	49.9
Approach		648	0.9	648	0.9	0.319	0.3	NA	0	0	0	0.04	0	49.8
NorthWest: Terralong Street														
11	T1	866	0.4	863	0.4	0.544	1.7	LOS A	3.1	21.7	0.3	0.07	0.46	28.9
12	R2	101	4.8	100	4.8	0.544	10.1	LOS A	3.1	21.7	0.3	0.07	0.46	28.9
Approach		967	0.9	964	0.9	0.544	2.6	NA	3.1	21.7	0.3	0.07	0.46	28.9
SouthWest: Railway Parade														
9	L2	59	0	59	0	0.061	5.4	LOS A	0.2	1.4	0.47	0.64	0.47	32.9
7	R2	5	0	5	0	0.026	19.4	LOS B	0.1	0.5	0.86	0.92	0.86	21.9
Approach		64	0	64	0	0.061	6.5	LOS A	0.2	1.4	0.5	0.66	0.5	31.9
All Vehicles		1679	0.9	1675	0.9	0.544	1.9	NA	3.1	21.7	0.19	0.08	0.28	33.2

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	12	20	12	20	0.078	4.8	LOS A	0.3	1.9	0.15	0.2	0.15	46.2
5	T1	78	1.5	78	1.5	0.078	0.2	LOS A	0.3	1.9	0.15	0.2	0.15	37.2
4	R2	38	12.5	38	12.5	0.078	4.9	LOS A	0.3	1.9	0.15	0.2	0.15	37.2
Approach		128	6.5	128	6.5	0.078	2	NA	0.3	1.9	0.15	0.2	0.15	40.2
NorthEast: Shoalhaven Street														
3	L2	52	11.6	52	11.6	0.119	8.3	LOS A	0.6	4.3	0.32	0.93	0.32	25.2
2	T1	56	6.4	56	6.4	0.119	10	LOS A	0.6	4.3	0.32	0.93	0.32	41.2
1	R2	1	0	1	0	0.119	11.7	LOS A	0.6	4.3	0.32	0.93	0.32	25.2
Approach		109	8.8	109	8.8	0.119	9.2	LOS A	0.6	4.3	0.32	0.93	0.32	37.2
NorthWest: Bong Bong Street														
12	L2	8	0	8	0	0.095	4.8	LOS A	0.4	2.8	0.16	0.24	0.16	42.2
11	T1	92	2.6	92	2.6	0.095	0.2	LOS A	0.4	2.8	0.16	0.24	0.16	42.2
10	R2	71	0	71	0	0.095	4.8	LOS A	0.4	2.8	0.16	0.24	0.16	46.2
Approach		172	1.4	172	1.4	0.095	2.3	NA	0.4	2.8	0.16	0.24	0.16	45.2
SouthWest: Shoalhaven Street														
9	L2	67	1.8	67	1.8	0.14	7.8	LOS A	0.6	4	0.23	0.95	0.23	41.2
8	T1	67	5.4	67	5.4	0.14	9.2	LOS A	0.6	4	0.23	0.95	0.23	41.2
7	R2	6	0	6	0	0.14	10	LOS A	0.6	4	0.23	0.95	0.23	41.2
Approach		140	3.4	140	3.4	0.14	8.6	LOS A	0.6	4	0.23	0.95	0.23	41.2
All Vehicles		550	4.6	550	4.6	0.14	5.2	NA	0.6	4.3	0.21	0.55	0.21	41.2

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	0	14	0	0.144	5	LOS A	0.3	1.9	0.1	0.1	0.1	47.2
5	T1	202	3	202	3	0.144	0.1	LOS A	0.3	1.9	0.1	0.1	0.1	42.2
4	R2	34	0	34	0	0.144	5.1	LOS A	0.3	1.9	0.1	0.1	0.1	43.2
Approach		250	2.4	250	2.4	0.144	1.1	NA	0.3	1.9	0.1	0.1	0.1	43.2
NorthEast: Shoalhaven Street														
3	L2	37	0	37	0	0.187	8.4	LOS A	0.8	5.8	0.5	0.95	0.5	21.2
2	T1	64	3.8	64	3.8	0.187	15.1	LOS B	0.8	5.8	0.5	0.95	0.5	38.2
1	R2	4	0	4	0	0.187	18.3	LOS B	0.8	5.8	0.5	0.95	0.5	21.2
Approach		104	2.3	104	2.3	0.187	12.8	LOS A	0.8	5.8	0.5	0.95	0.5	35.2
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.24	5.5	LOS A	1.3	9.6	0.36	0.36	0.36	39.2
11	T1	146	4.9	146	4.9	0.24	0.8	LOS A	1.3	9.6	0.36	0.36	0.36	39.2
10	R2	226	4.3	226	4.3	0.24	5.7	LOS A	1.3	9.6	0.36	0.36	0.36	4
Approach		383	4.4	383	4.4	0.24	3.8	NA	1.3	9.6	0.36	0.36	0.36	43.2
SouthWest: Shoalhaven Street														
9	L2	83	0	83	0	0.145	8.3	LOS A	0.6	3.9	0.38	0.92	0.38	40.2
8	T1	29	0	29	0	0.145	11.9	LOS A	0.6	3.9	0.38	0.92	0.38	40.2
7	R2	10	0	10	0	0.145	14.2	LOS A	0.6	3.9	0.38	0.92	0.38	40.2
Approach		121	0	121	0	0.145	9.6	LOS A	0.6	3.9	0.38	0.92	0.38	40.2
All Vehicles		858	2.9	858	2.9	0.24	4.9	NA	1.3	9.6	0.3	0.43	0.3	41.2

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	28	0	28	0	0.136	5.3	LOS A	0.5	3.3	0.23	0.2	0.23	46.2
5	T1	140	1.7	140	1.7	0.136	0.4	LOS A	0.5	3.3	0.23	0.2	0.23	36.2
4	R2	59	0	59	0	0.136	5.5	LOS A	0.5	3.3	0.23	0.2	0.23	36.2
Approach		227	1.1	227	1.1	0.136	2.3	NA	0.5	3.3	0.23	0.2	0.23	40.2
NorthEast: Shoalhaven Street														
3	L2	78	3.1	78	3.1	0.286	9.5	LOS A	1.4	10.2	0.58	0.97	0.62	21.2
2	T1	91	2.6	91	2.6	0.286	16	LOS B	1.4	10.2	0.58	0.97	0.62	38.2
1	R2	1	0	1	0	0.286	21.6	LOS B	1.4	10.2	0.58	0.97	0.62	21.2
Approach		170	2.8	170	2.8	0.286	13.1	LOS A	1.4	10.2	0.58	0.97	0.62	34.2
NorthWest: Bong Bong Street														
12	L2	16	0	16	0	0.238	5.2	LOS A	1.2	8.2	0.26	0.25	0.26	41.2
11	T1	232	2.1	231	2.1	0.238	0.4	LOS A	1.2	8.2	0.26	0.25	0.26	41.2
10	R2	173	0	173	0	0.238	5.3	LOS A	1.2	8.2	0.26	0.25	0.26	4
Approach		420	1.1	419	1.1	0.238	2.6	NA	1.2	8.2	0.26	0.25	0.26	44.2
SouthWest: Shoalhaven Street														
9	L2	154	2.3	154	2.3	0.247	8.2	LOS A	1	7.2	0.32	0.92	0.32	40.2
8	T1	42	0	42	0	0.247	12.5	LOS A	1	7.2	0.32	0.92	0.32	40.2
7	R2	18	0	18	0	0.247	16.1	LOS B	1	7.2	0.32	0.92	0.32	40.2
Approach		214	1.7	214	1.7	0.247	9.7	LOS A	1	7.2	0.32	0.92	0.32	40.2
All Vehicles		1031	1.5	1029	1.5	0.286	5.7	NA	1.4	10.2	0.32	0.49	0.33	4

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	29	0	29	0	0.021	0.3	LOS A	0.1	0.4	0.17	0.13	0.17	36.2
4	R2	8	0	8	0	0.021	4.9	LOS A	0.1	0.4	0.17	0.13	0.17	36.2
Approach		37	0	37	0	0.021	1.3	NA	0.1	0.4	0.17	0.13	0.17	37.2
East: Blowhole Point Road														
3	L3	6	0	6	0	0.145	4.3	LOS A	0.5	3.7	0.26	0.48	0.26	38.2
1	R1	151	4	151	4	0.145	3.6	LOS A	0.5	3.7	0.26	0.48	0.26	38.2
Approach		157	3.8	157	3.8	0.145	3.6	LOS A	0.5	3.7	0.26	0.48	0.26	38.2
NorthWest: Terralong Street														
12	L1	188	5.7	188	5.7	0.118	2.9	LOS A	0	0	0	0.35	0	38.2
11	T1	52	0	52	0	0.118	0	LOS A	0	0	0	0.35	0	35.2
Approach		240	4.5	240	4.5	0.118	2.3	NA	0	0	0	0.35	0	37.2
All Vehicles		434	3.9	434	3.9	0.145	2.7	NA	0.5	3.7	0.11	0.38	0.11	37.2

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	91	0	91	0	0.056	0.3	LOS A	0.1	0.7	0.13	0.07	0.13	37.2
4	R2	12	0	12	0	0.056	5.6	LOS A	0.1	0.7	0.13	0.07	0.13	36.2
Approach		103	0	103	0	0.056	0.9	NA	0.1	0.7	0.13	0.07	0.13	38.2
East: Blowhole Point Road														
3	L3	35	0	35	0	0.465	4.8	LOS A	2.8	19.8	0.34	0.62	0.42	37.2
1	R1	426	1.1	426	1.1	0.465	5.3	LOS A	2.8	19.8	0.34	0.62	0.42	35.2
Approach		461	1	461	1	0.465	5.3	LOS A	2.8	19.8	0.34	0.62	0.42	36.2
NorthWest: Terralong Street														
12	L1	358	1	358	1	0.19	2.9	LOS A	0	0	0	0.4	0	37.2
11	T1	36	0	36	0	0.19	0	LOS A	0	0	0	0.4	0	35.2
Approach		394	0.9	394	0.9	0.19	2.7	NA	0	0	0	0.4	0	37.2
All Vehicles		958	0.9	958	0.9	0.465	3.7	NA	2.8	19.8	0.18	0.47	0.22	36.2

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	90	0	90	0	0.061	0.7	LOS A	0.2	1.2	0.21	0.09	0.21	36.2
4	R2	14	0	14	0	0.061	6.9	LOS A	0.2	1.2	0.21	0.09	0.21	36.2
Approach		104	0	104	0	0.061	1.6	NA	0.2	1.2	0.21	0.09	0.21	37.2
East: Blowhole Point Road														
3	L3	35	0	35	0	0.473	5.2	LOS A	2.8	19.5	0.45	0.75	0.61	36.2
1	R1	378	0.6	378	0.6	0.473	6.5	LOS A	2.8	19.5	0.45	0.75	0.61	35.2
Approach		413	0.6	413	0.6	0.473	6.4	LOS A	2.8	19.5	0.45	0.75	0.61	35.2
NorthWest: Terralong Street														
12	L1	539	0	537	0	0.294	2.9	LOS A	0	0	0	0.38	0	37.2
11	T1	77	0	77	0	0.294	0	LOS A	0	0	0	0.38	0	35.2
Approach		616	0	614	0	0.294	2.6	NA	0	0	0	0.38	0	37.2
All Vehicles		1133	0.2	1131	0.2	0.473	3.9	NA	2.8	19.5	0.18	0.49	0.24	36.2

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	16	23.1	16	23.1	0.092	5	LOS A	0.2	1.7	0.12	0.13	0.12	45.
5	T1	120	5	120	5	0.092	0.1	LOS A	0.2	1.7	0.12	0.13	0.12	42
4	R2	26	13.6	26	13.6	0.092	5.1	LOS A	0.2	1.7	0.12	0.13	0.12	42
Approach		162	8.1	162	8.1	0.092	1.4	NA	0.2	1.7	0.12	0.13	0.12	43.
NorthEast: Railway Parade														
3	L2	52	23.3	52	23.3	0.087	8.1	LOS A	0.4	3.1	0.32	0.92	0.32	7
2	T1	24	10	24	10	0.087	9	LOS A	0.4	3.1	0.32	0.92	0.32	37
1	R2	5	50	5	50	0.087	11.5	LOS A	0.4	3.1	0.32	0.92	0.32	7
Approach		80	20.9	80	20.9	0.087	8.6	LOS A	0.4	3.1	0.32	0.92	0.32	33.
NorthWest: Bong Bong Street														
12	L2	14	16.7	14	16.7	0.081	4.8	LOS A	0.1	0.4	0.03	0.07	0.03	45
11	T1	130	4.6	130	4.6	0.081	0	LOS A	0.1	0.4	0.03	0.07	0.03	45
10	R2	6	0	6	0	0.081	5	LOS A	0.1	0.4	0.03	0.07	0.03	4
Approach		150	5.6	150	5.6	0.081	0.7	NA	0.1	0.4	0.03	0.07	0.03	45.
SouthWest: Eddy Street														
9	L2	4	0	4	0	0.023	7.9	LOS A	0.1	0.6	0.33	0.89	0.33	37
8	T1	10	0	10	0	0.023	8.6	LOS A	0.1	0.6	0.33	0.89	0.33	37
7	R2	5	0	5	0	0.023	9.7	LOS A	0.1	0.6	0.33	0.89	0.33	37
Approach		19	0	19	0	0.023	8.8	LOS A	0.1	0.6	0.33	0.89	0.33	37
All Vehicles		412	9.3	412	9.3	0.092	2.9	NA	0.4	3.1	0.14	0.3	0.14	2

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	0	14	0	0.16	5.2	LOS A	0.5	3.3	0.16	0.13	0.16	46.
5	T1	215	2.8	215	2.8	0.16	0.2	LOS A	0.5	3.3	0.16	0.13	0.16	41.
4	R2	55	6.5	55	6.5	0.16	5.3	LOS A	0.5	3.3	0.16	0.13	0.16	41
Approach		284	3.4	284	3.4	0.16	1.5	NA	0.5	3.3	0.16	0.13	0.16	42.
NorthEast: Railway Parade														
3	L2	47	17.9	47	17.9	0.106	8.2	LOS A	0.4	3.3	0.39	0.92	0.39	29.
2	T1	10	0	10	0	0.106	10	LOS A	0.4	3.3	0.39	0.92	0.39	37.
1	R2	26	0	26	0	0.106	10.6	LOS A	0.4	3.3	0.39	0.92	0.39	29.
Approach		83	10.1	83	10.1	0.106	9.2	LOS A	0.4	3.3	0.39	0.92	0.39	30.
NorthWest: Bong Bong Street														
12	L2	17	14.3	17	14.3	0.103	4.9	LOS A	0	0.3	0.03	0.06	0.03	46.
11	T1	172	2.6	172	2.8	0.103	0	LOS A	0	0.3	0.03	0.06	0.03	46.
10	R2	5	0	5	0	0.103	5.4	LOS A	0	0.3	0.03	0.06	0.03	47.
Approach		193	3.7	193	3.7	0.103	0.6	NA	0	0.3	0.03	0.06	0.03	46.
SouthWest: Eddy Street														
9	L2	8	0	8	0	0.025	8.3	LOS A	0.1	0.6	0.39	0.88	0.39	36.
8	T1	10	0	10	0	0.025	9.8	LOS A	0.1	0.6	0.39	0.88	0.39	36.
7	R2	2	0	2	0	0.025	11	LOS A	0.1	0.6	0.39	0.88	0.39	36.
Approach		20	0	20	0	0.025	9.3	LOS A	0.1	0.6	0.39	0.88	0.39	36.
All Vehicles		581	4.3	581	4.3	0.16	2.5	NA	0.5	3.3	0.15	0.25	0.15	38.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	19	0	19	0	0.123	5.5	LOS A	0.3	2.2	0.17	0.13	0.17	46.
5	T1	169	0	169	0	0.123	0.3	LOS A	0.3	2.2	0.17	0.13	0.17	41.
4	R2	34	0	34	0	0.123	5.8	LOS A	0.3	2.2	0.17	0.13	0.17	41
Approach		222	0	222	0	0.123	1.6	NA	0.3	2.2	0.17	0.13	0.17	42.
NorthEast: Railway Parade														
3	L2	66	3.6	66	3.6	0.226	8.6	LOS A	0.9	6.7	0.53	0.95	0.53	28.
2	T1	40	6.1	39	6.1	0.226	11.6	LOS A	0.9	6.7	0.53	0.95	0.53	36.
1	R2	46	0	45	0	0.226	11.9	LOS A	0.9	6.7	0.53	0.95	0.53	28.
Approach		151	3.2	151	3.2	0.226	10.4	LOS A	0.9	6.7	0.53	0.95	0.53	31.
NorthWest: Bong Bong Street														
12	L2	25	0	25	0	0.173	4.8	LOS A	0.1	0.8	0.03	0.06	0.03	45.
11	T1	292	2.5	291	2.5	0.173	0	LOS A	0.1	0.8	0.03	0.06	0.03	45.
10	R2	11	0	11	0	0.173	5.1	LOS A	0.1	0.8	0.03	0.06	0.03	47.
Approach		328	2.2	327	2.2	0.173	0.6	NA	0.1	0.8	0.03	0.06	0.03	45.
SouthWest: Eddy Street														
9	L2	12	20	12	20	0.036	9	LOS A	0.1	0.9	0.36	0.91	0.36	35.
8	T1	5	0	5	0	0.036	10.4	LOS A	0.1	0.9	0.36	0.91	0.36	35.
7	R2	8	0	8	0	0.036	12.2	LOS A	0.1	0.9	0.36	0.91	0.36	35.
Approach		25	9.5	25	9.5	0.036	10.3	LOS A	0.1	0.9	0.36	0.91	0.36	35.
All Vehicles		726	2	725	2	0.226	3.3	NA	0.9	6.7	0.19	0.3	0.19	37.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	22	0	22	0	0.207	4.8	LOS A	0.5	3.8	0.18	0.09	0.18	32.
5	T1	307	2.3	307	2.3	0.207	0.4	LOS A	0.5	3.8	0.18	0.09	0.18	32.
4	R2	48	0	48	0	0.207	5.2	LOS A	0.5	3.8	0.18	0.09	0.18	37.
Approach		377	1.9	377	1.9	0.207	1.3	NA	0.5	3.8	0.18	0.09	0.18	34.
NorthEast: Shoalhaven Street														
3	L2	148	3.3	148	3.3	0.164	9.2	LOS A	0.8	5.5	0.52	0.9	0.52	28.
Approach		148	3.3	148	3.3	0.164	9.2	LOS A	0.8	5.5	0.52	0.9	0.52	28.
NorthWest: Terralong Street														
12	L2	26	9.1	26	9.1	0.265	4.9	LOS A	0.9	6.4	0.23	0.12	0.23	38.
11	T1	349	5.5	349	5.5	0.265	0.5	LOS A	0.9	6.4	0.23	0.12	0.23	36.
10	R2	79	7.6	79	7.6	0.265	5.2	LOS A	0.9	6.4	0.23	0.12	0.23	36.
Approach		455	6.1	455	6.1	0.265	1.6	NA	0.9	6.4	0.23	0.12	0.23	36.
SouthWest: Shoalhaven Street														
9	L2	72	5	72	5	0.113	8.6	LOS A	0.3	2.5	0.37	0.94	0.37	24.
8	T1	18	0	18	0	0.113	11.8	LOS A	0.3	2.5	0.37	0.94	0.37	32.
7	R2	5	0	5	0	0.113	14.5	LOS A	0.3	2.5	0.37	0.94	0.37	34.
Approach		95	3.8	95	3.8	0.113	9.5	LOS A	0.3	2.5	0.37	0.94	0.37	27.
All Vehicles		1074	4	1074	4	0.265	3.2	NA	0.9	6.4	0.26	0.29	0.26	33.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	30	0	30	0	0.36	6.8	LOS A	1.4	9.8	0.23	0.08	0.28	30.
5	T1	540	1.6	540	1.6	0.36	0.9	LOS A	1.4	9.8	0.23	0.08	0.28	30.
4	R2	66	3.6	66	3.6	0.36	7.6	LOS A	1.4	9.8	0.23	0.08	0.28	36.
Approach		636	1.7	636	1.7	0.36	1.9	NA	1.4	9.8	0.23	0.08	0.28	32.
NorthEast: Shoalhaven Street														
3	L2	198	0	198	0	0.292	11.8	LOS A	1.5	10.2	0.65	1.04	0.73	2
Approach		198	0	198	0	0.292	11.8	LOS A	1.5	10.2	0.65	1.04	0.73	2
NorthWest: Terralong Street														
12	L2	23	0	23	0	0.373	7	LOS A	1.5	10.5	0.24	0.08	0.3	38.
11	T1	547	2.2	547	2.2	0.373	1	LOS A	1.5	10.5	0.24	0.08	0.3	36.
10	R2	72	3.3	72	3.3	0.373	7.6	LOS A	1.5	10.5	0.24	0.08	0.3	36.
Approach		642	2.2	642	2.2	0.373	1.9	NA	1.5	10.5	0.24	0.08	0.3	36.
SouthWest: Shoalhaven Street														
9	L2	94	0	94	0	0.195	9.4	LOS A	0.6	4.1	0.53	0.99	0.53	2
8	T1	11	0	11	0	0.195	18.3	LOS B	0.6	4.1	0.53	0.99	0.53	30.
7	R2	10	0	10	0	0.195	25.9	LOS B	0.6	4.1	0.53	0.99	0.53	3
Approach		114	0	114	0	0.195	11.6	LOS A	0.6	4.1	0.53	0.99	0.53	23.
All Vehicles		1590	1.6	1590	1.6	0.373	3.8	NA	1.5	10.5	0.31	0.27	0.36	32.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	49	2.4	49	2.4	0.379	7.8	LOS A	1.7	12.2	0.27	0.09	0.35	28.
5	T1	546	0.4	546	0.4	0.379	1.3	LOS A	1.7	12.2	0.27	0.09	0.35	28.
4	R2	61	3.9	61	3.9	0.379	9.2	LOS A	1.7	12.2	0.27	0.09	0.35	35.
Approach		656	0.9	656	0.9	0.379	2.5	NA	1.7	12.2	0.27	0.09	0.35	3
NorthEast: Shoalhaven Street														
3	L2	324	0.7	324	0.7	0.551	16.4	LOS B	3.9	27.3	0.76	1.23	1.27	22.
Approach		324	0.7	324	0.7	0.551	16.4	LOS B	3.9	27.3	0.76	1.23	1.27	22.
NorthWest: Terralong Street														
12	L2	70	0	69	0	0.447	7.1	LOS A	2.2	15.8	0.27	0.1	0.38	37.
11	T1	628	1	624	1	0.447	1.3	LOS A	2.2	15.8	0.27	0.1	0.38	35.
10	R2	80	4.5	80	4.5	0.447	8.5	LOS A	2.2	15.8	0.27	0.1	0.38	35.
Approach		778	1.2	773	1.2	0.447	2.5	NA	2.2	15.8	0.27	0.1	0.38	35.
SouthWest: Shoalhaven Street														
9	L2	65	0	65	0	0.246	9.9	LOS A	0.7	5.2	0.66	1.02	0.72	18.
8	T1	11	0	11	0	0.246	22.5	LOS B	0.7	5.2	0.66	1.02	0.72	27.
7	R2	95	0	95	0	0.246	34.9	LOS C	0.7	5.2	0.66	1.02	0.72	18.
Approach		91	0	91	0	0.246	15.6	LOS B	0.7	5.2	0.66	1.02	0.72	20.
All Vehicles		1849	1	1844	1	0.551	5.6	NA	3.9	27.3	0.38	0.34	0.55	29.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	71	8.5	71	8.5	0.187	4.2	LOS A	1.1	7.6	0.53	0.53	0.53	23.
5	T1	109	0	109	0	0.187	3.7	LOS A	1.1	7.6	0.53	0.53	0.53	23.
Approach		180	3.3	180	3.3	0.187	3.9	LOS A	1.1	7.6	0.53	0.53	0.53	23.
NorthWest: Terralong Street														
11	T1	136	1.8	136	1.8	0.366	2.5	LOS A	2.5	18	0.39	0.53	0.39	2
10	R2	283	3	283	3	0.366	6.4	LOS A	2.5	18	0.39	0.53	0.39	2
10u	U	36	0	36	0	0.366	7.7	LOS A	2.5	18	0.39	0.53	0.39	2
Approach		455	2.4	455	2.4	0.366	5.3	LOS A	2.5	18	0.39	0.53	0.39	2
SouthWest: Manning Street														
9	L2	215	2.2	215	2.2	0.286	2.9	LOS A	1.8	12.8	0.38	0.5	0.38	32.
7	R2	104	8	104	8	0.286	6.5	LOS A	1.8	12.8	0.38	0.5	0.38	32.
7u	U	23	0	23	0	0.286	7.7	LOS A	1.8	12.8	0.38	0.5	0.38	32.
Approach		342	3.9	342	3.9	0.286	4.3	LOS A	1.8	12.8	0.38	0.5	0.38	32.
All Vehicles		977	3.1	977	3.1	0.366	4.7	LOS A	2.5	18	0.41	0.52	0.41	29.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	220	1.1	220	1.1	0.59	7.3	LOS A	5.6	39.3	0.82	0.86	0.95	18.
5	T1	298	0.8	298	0.8	0.59	7	LOS A	5.6	39.3	0.82	0.86	0.95	18.
Approach		517	0.9	517	0.9	0.59	7.1	LOS A	5.6	39.3	0.82	0.86	0.95	18.
NorthWest: Terralong Street														
11	T1	269	0.4	269	0.4	0.565	2.9	LOS A	5.2	37	0.56	0.54	0.56	28.
10	R2	397	1.2	397	1.2	0.565	6.8	LOS A	5.2	37	0.56	0.54	0.56	28.
10u	U	30	0	30	0	0.565	8.2	LOS A	5.2	37	0.56	0.54	0.56	28.
Approach		696	0.9	696	0.9	0.565	5.4	LOS A	5.2	37	0.56	0.54	0.56	28.
SouthWest: Manning Street														
9	L2	251	1.9	251	1.9	0.416	4.3	LOS A	3	21.2	0.65	0.67	0.65	3
7	R2	125	1.9	125	1.9	0.416	7.8	LOS A	3	21.2	0.65	0.67	0.65	3
7u	U	28	0	28	0	0.416	9.1	LOS A	3	21.2	0.65	0.67	0.65	3
Approach		403	1.8	403	1.8	0.416	5.7	LOS A	3	21.2	0.65	0.67	0.65	3
All Vehicles		1616	1.1	1616	1.1	0.59	6	LOS A	5.6	39.3	0.67	0.68	0.71	27.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	208	0	208	0	0.541	6.3	LOS A	4.7	33	0.8	0.81	0.88	20.
5	T1	260	0.9	260	0.9	0.541	6	LOS A	4.7	33	0.8	0.81	0.88	20.
Approach		468	0.5	468	0.5	0.541	6.2	LOS A	4.7	33	0.8	0.81	0.88	20.
NorthWest: Terralong Street														
11	T1	461	0	459	0	0.728	4.1	LOS A	9	63	0.77	0.64	0.79	27.
10	R2	336	1.1	335	1.1	0.728	7.9	LOS A	9	63	0.77	0.64	0.79	27.
10u	U	74	0	74	0	0.728	9.3	LOS A	9	63	0.77	0.64	0.79	27.
Approach		871	0.4	868	0.4	0.728	6	LOS A	9	63	0.77	0.64	0.79	27.
SouthWest: Manning Street														
9	L2	313	1.1	313	1.1	0.509	4.6	LOS A	3.9	27.4	0.69	0.7	0.69	30.
7	R2	155	0	155	0	0.509	8	LOS A	3.9	27.4	0.69	0.7	0.69	30.
7u	U	34	0	34	0	0.509	9.4	LOS A	3.9	27.4	0.69	0.7	0.69	30.
Approach		502	0.7	502	0.7	0.509	5.9	LOS A	3.9	27.4	0.69	0.7	0.69	30.
All Vehicles		1841	0.5	1837	0.5	0.728	6	LOS A	9	63	0.76	0.7	0.79	27.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	8	0	8	0	0.046	5.1	LOS A	0.2	1.5	0.47	0.64	0.47	42.
5	T1	8	0	8	0	0.046	5	LOS A	0.2	1.5	0.47	0.64	0.47	32.
4	R2	26	9.1	26	9.1	0.046	9	LOS A	0.2	1.5	0.47	0.64	0.47	32.
Approach		43	5.6	43	5.6	0.046	7.4	LOS A	0.2	1.5	0.47	0.64	0.47	36.
NorthEast: Manning Street														
3	L2	29	0	29	0	0.321	3	LOS A	1.8	13.3	0.39	0.45	0.39	37.
2	T1	271	4.4	271	4.4	0.321	2.7	LOS A	1.8	13.3	0.39	0.45	0.39	4
1	R2	54	4.4	54	4.4	0.321	6.5	LOS A	1.8	13.3	0.39	0.45	0.39	32.
14	U	23	0	23	0	0.321	7.7	LOS A	1.8	13.3	0.39	0.45	0.39	33.
Approach		377	3.8	377	3.8	0.321	3.6	LOS A	1.8	13.3	0.39	0.45	0.39	41.
NorthWest: Bong Bong Street														
12	L2	50	11.9	50	11.9	0.186	5.3	LOS A	0.9	6.8	0.48	0.67	0.48	28.
11	T1	19	0	19	0	0.186	4.9	LOS A	0.9	6.8	0.48	0.67	0.48	38.
10	R2	107	11.2	107	11.2	0.186	9.1	LOS A	0.9	6.8	0.48	0.67	0.48	42.
Approach		176	10.2	176	10.2	0.186	7.5	LOS A	0.9	6.8	0.48	0.67	0.48	40.
SouthWest: Manning Street														
9	L2	113	9.6	113	9.6	0.343	4.1	LOS A	2.2	15.9	0.34	0.48	0.34	4
8	T1	277	1.7	277	1.7	0.343	4	LOS A	2.2	15.9	0.34	0.48	0.34	4
7	R2	19	0	19	0	0.343	7.7	LOS A	2.2	15.9	0.34	0.48	0.34	45.
16	U	23	0	23	0	0.343	8.3	LOS A	2.2	15.9	0.34	0.48	0.34	47.
Approach		432	3.6	432	3.6	0.343	4.4	LOS A	2.2	15.9	0.34	0.48	0.34	43.
All Vehicles		1028	4.9	1028	4.9	0.343	4.8	LOS A	2.2	15.9	0.39	0.5	0.39	42.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	37	0	37	0	0.113	7.6	LOS A	0.6	4.4	0.71	0.76	0.71	41.
5	T1	18	0	18	0	0.113	7.5	LOS A	0.6	4.4	0.71	0.76	0.71	30.
4	R2	23	0	23	0	0.113	11.3	LOS A	0.6	4.4	0.71	0.76	0.71	30.
Approach		78	0	78	0	0.113	8.7	LOS A	0.6	4.4	0.71	0.76	0.71	37.
NorthEast: Manning Street														
3	L2	31	0	31	0	0.573	3.9	LOS A	4.4	30.9	0.61	0.53	0.61	3
2	T1	547	1.3	547	1.3	0.573	3.6	LOS A	4.4	30.9	0.61	0.53	0.61	42.
1	R2	42	0	42	0	0.573	7.3	LOS A	4.4	30.9	0.61	0.53	0.61	31.
14	U	24	0	24	0	0.573	8.6	LOS A	4.4	30.9	0.61	0.53	0.61	31.
Approach		644	1.1	644	1.1	0.573	4	LOS A	4.4	30.9	0.61	0.53	0.61	41.
NorthWest: Bong Bong Street														
12	L2	35	3.4	35	3.4	0.251	5.5	LOS A	1.3	9.6	0.54	0.72	0.54	37.
11	T1	8	0	8	0	0.251	5.3	LOS A	1.3	9.6	0.54	0.72	0.54	37.
10	R2	190	6.3	190	6.3	0.251	9.3	LOS A	1.3	9.6	0.54	0.72	0.54	4
Approach		233	5.7	233	5.7	0.251	8.6	LOS A	1.3	9.6	0.54	0.72	0.54	4
SouthWest: Manning Street														
9	L2	212	4.5	212	4.5	0.456	4.1	LOS A	3.5	24.9	0.39	0.48	0.39	42.
8	T1	330	1.8	330	1.8	0.456	4	LOS A	3.5	24.9	0.39	0.48	0.39	42.
7	R2	22	0	22	0	0.456	7.8	LOS A	3.5	24.9	0.39	0.48	0.39	45.
16	U	29	0	29	0	0.456	9.4	LOS A	3.5	24.9	0.39	0.48	0.39	47.
Approach		593	2.6	593	2.6	0.456	4.4	LOS A	3.5	24.9	0.39	0.48	0.39	43.
All Vehicles		1548	2.3	1548	2.3	0.573	5.1	LOS A	4.4	30.9	0.52	0.55	0.52	4

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	23	0	23	0	0.087	7.5	LOS A	0.5	3.4	0.7	0.74	0.7	41.
5	T1	18	0	18	0	0.087	7.5	LOS A	0.5	3.4	0.7	0.74	0.7	30.
4	R2	19	0	19	0	0.087	11.2	LOS A	0.5	3.4	0.7	0.74	0.7	30.
Approach		60	0	60	0	0.087	8.7	LOS A	0.5	3.4	0.7	0.74	0.7	36.
NorthEast: Manning Street														
3	L2	29	0	29	0	0.568	5	LOS A	4.6	32.3	0.69	0.69	0.73	36.
2	T1	478	0.8	477	0.8	0.568	4.6	LOS A	4.6	32.3	0.69	0.69	0.73	4
1	R2	54	0	54	0	0.568	8.3	LOS A	4.6	32.3	0.69	0.69	0.73	31.
14	U	17	0	17	0	0.568	9.7	LOS A	4.6	32.3	0.69	0.69	0.73	31.
Approach		577	0.6	576	0.6	0.568	5.2	LOS A	4.6	32.3	0.69	0.69	0.73	41.
NorthWest: Bong Bong Street														
12	L2	92	0	92	0	0.417	6.1	LOS A	2.5	17.9	0.64	0.77	0.64	26.
11	T1	31	19.2	31	19.2	0.417	6.6	LOS A	2.5	17.9	0.64	0.77	0.64	36.
10	R2	257	1.4	256	1.4	0.417	9.9	LOS A	2.5	17.9	0.64	0.77	0.64	41.
Approach		380	2.5	380	2.5	0.417	8.7	LOS A	2.5	17.9	0.64	0.77	0.64	39.
SouthWest: Manning Street														
9	L2	136	0	136	0	0.442	4	LOS A	3.4	23.8	0.39	0.48	0.39	42.
8	T1	386	0.9	386	0.9	0.442	4	LOS A	3.4	23.8	0.39	0.48	0.39	42.
7	R2	17	0	17	0	0.442	7.7	LOS A	3.4	23.8	0.39	0.48	0.39	45.
16	U	38	0	38	0	0.442	9.4	LOS A	3.4	23.8	0.39	0.48	0.39	47.
Approach		577	0.6	577	0.6	0.442	4.5	LOS A	3.4	23.8	0.39	0.48	0.39	43.
All Vehicles		1595	1.1	1593	1.1	0.568	5.9	LOS A	4.6	32.3	0.57	0.63	0.58	41.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	94	6.4	94	6.4	0.057	0	LOS A	0	0.3	0.04	0.04	0.04	4
1	R2	7	0	7	0	0.057	5	LOS A	0	0.3	0.04	0.04	0.04	4
Approach		101	6	101	6	0.057	0.4	NA	0	0.3	0.04	0.04	0.04	4
NorthWest: Akuna Street														
12	L2	10	0	10	0	0.023	4.8	LOS A	0.1	0.6	0.21	0.54	0.21	37.
10	R2	15	73.1	15	73.1	0.023	5.8	LOS A	0.1	0.6	0.21	0.54	0.21	37.
Approach		25	14.3	25	14.3	0.023	5.4	LOS A	0.1	0.6	0.21	0.54	0.21	37.
SouthWest: Shoalhaven Street														
9	L2	29	16.7	29	16.7	0.063	4.9	LOS A	0	0	0	0.14	0	44.
8	T1	85	4.2	85	4.2	0.063	0	LOS A	0	0	0	0.14	0	44.
Approach		114	7.4	114	7.4	0.063	1.2	NA	0	0	0	0.14	0	44.
All Vehicles		340	7.5	340	7.5	0.063	1.3	NA	0.1	0.6	0.04	0.14	0.04	43.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	94	2.6	94	2.6	0.056	0	LOS A	0.1	0.4	0.03	0.05	0.03	46.
1	R2	8	0	8	0	0.056	4.8	LOS A	0.1	0.4	0.03	0.05	0.03	46.
Approach		102	2.4	102	2.4	0.056	0.4	NA	0.1	0.4	0.03	0.05	0.03	46.
NorthWest: Akuna Street														
12	L2	19	0	19	0	0.022	4.7	LOS A	0.1	0.6	0.14	0.52	0.14	38.
10	R2	11	0	11	0	0.022	5.3	LOS A	0.1	0.6	0.14	0.52	0.14	38.
Approach		30	0	30	0	0.022	4.9	LOS A	0.1	0.6	0.14	0.52	0.14	38.
SouthWest: Shoalhaven Street														
9	L2	12	0	12	0	0.038	4.6	LOS A	0	0	0	0.09	0	4
8	T1	61	0	61	0	0.038	0	LOS A	0	0	0	0.09	0	4
Approach		73	0	73	0	0.038	0.7	NA	0	0	0	0.09	0	4
All Vehicles		395	1.3	395	1.3	0.056	1.3	NA	0.1	0.6	0.04	0.13	0.04	44.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	140	3.4	140	3.4	0.101	0.1	LOS A	0.2	1.7	0.1	0.12	0.1	42.
1	R2	37	0	37	0	0.101	5	LOS A	0.2	1.7	0.1	0.12	0.1	42.
Approach		178	2.7	177	2.7	0.101	1.1	NA	0.2	1.7	0.1	0.12	0.1	42.
NorthWest: Akuna Street														
12	L2	56	0	56	0	0.067	4.8	LOS A	0.2	1.7	0.18	0.53	0.18	3
10	R2	30	0	30	0	0.067	5.7	LOS A	0.2	1.7	0.18	0.53	0.18	3
Approach		86	0	86	0	0.067	5.1	LOS A	0.2	1.7	0.18	0.53	0.18	3
SouthWest: Shoalhaven Street														
9	L2	31	0	31	0	0.061	4.6	LOS A	0	0	0	0.15	0	43.
8	T1	85	0	85	0	0.061	0	LOS A	0	0	0	0.15	0	43.
Approach		116	0	116	0	0.061	1.2	NA	0	0	0	0.15	0	43.
All Vehicles		380	1.5	380	1.5	0.101	2.1	NA	0.2	1.7	0.09	0.22	0.09	4

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AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total (veh/h)	Demand Flows HV (%)	Arrival Flows Total (veh/h)	Arrival Flows HV (%)	Deg. Satn (v/c)	Average Delay (sec)	Level of Service	95% Back of Queue Vehicles (veh)	95% Back of Queue Distance (m)	Prop. Queued	Effectiv Stop	Aver. Cycles	Average Speed (km/h)
SouthEast: Terralong Street														
6	L2	28	8.7	28	8.7	0.402	4.8	LOS A	2.6	18.7	0.65	0.64	0.65	27.5
5	T1	272	1.8	272	1.8	0.402	4.3	LOS A	2.6	18.7	0.65	0.64	0.65	35.7
4	R2	79	4.5	79	4.5	0.402	8.1	LOS A	2.6	18.7	0.65	0.64	0.65	36.1
Approach		379	2.8	379	2.8	0.402	5.1	LOS A	2.6	18.7	0.65	0.64	0.65	35.5
NorthEast: Collins Street														
3	L2	258	6	258	6	0.575	4.7	LOS A	4.9	35.6	0.68	0.65	0.69	30.9
2	T1	167	2.9	167	2.9	0.575	4.3	LOS A	4.9	35.6	0.68	0.65	0.69	30.9
1	R2	188	4.5	188	4.5	0.575	8.1	LOS A	4.9	35.6	0.68	0.65	0.69	36.6
Approach		613	4.7	613	4.7	0.575	5.6	LOS A	4.9	35.6	0.68	0.65	0.69	33.2
NorthWest: Terralong Street														
12	L2	62	5.8	62	5.8	0.25	2.8	LOS A	1.7	12.2	0.35	0.41	0.35	36.4
11	T1	179	6.7	179	6.7	0.25	2.5	LOS A	1.7	12.2	0.35	0.41	0.35	33.1
10	R2	67	3.6	67	3.6	0.25	6.2	LOS A	1.7	12.2	0.35	0.41	0.35	33.1
Approach		308	5.8	308	5.8	0.25	3.4	LOS A	1.7	12.2	0.35	0.41	0.35	34.1
SouthWest: Collins Street														
9	L2	44	5.4	44	5.4	0.084	4.8	LOS A	0.4	3.3	0.58	0.62	0.58	33.4
8	T1	8	42.9	8	42.9	0.084	5.5	LOS A	0.4	3.3	0.58	0.62	0.58	35.3
7	R2	18	0	18	0	0.084	8	LOS A	0.4	3.3	0.58	0.62	0.58	24.5
Approach		71	8.5	71	8.5	0.084	5.7	LOS A	0.4	3.3	0.58	0.62	0.58	32.4
All Vehicles		1372	4.6	1372	4.6	0.575	5	LOS A	4.9	35.6	0.59	0.59	0.6	34

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total (veh/h)	Demand Flows HV (%)	Arrival Flows Total (veh/h)	Arrival Flows HV (%)	Deg. Satn (v/c)	Average Delay (sec)	Level of Service	95% Back of Queue Vehicles (veh)	95% Back of Queue Distance (m)	Prop. Queued	Effectiv Stop	Aver. Cycles	Average Speed (km/h)
SouthEast: Akuna Street														
6	L2	4	33.3	4	33.3	0.018	5.5	LOS A	0.1	0.5	0.31	0.55	0.31	37.2
4	R2	13	27.3	13	27.3	0.018	6	LOS A	0.1	0.5	0.31	0.55	0.31	37.2
Approach		17	28.6	17	28.6	0.018	5.9	LOS A	0.1	0.5	0.31	0.55	0.31	37.2
NorthEast: Collins Street														
3	L2	59	6.1	59	6.1	0.119	4.5	LOS A	0	0	0	0.14	0	42.6
2	T1	170	3.5	170	3.5	0.119	0	LOS A	0	0	0	0.14	0	42.6
Approach		229	4.2	229	4.2	0.119	1.2	NA	0	0	0	0.14	0	42.6
SouthWest: Collins Street														
8	T1	55	4.3	55	4.3	0.028	0	LOS A	0	0.1	0.03	0.02	0.03	48.2
7	R2	2	0	2	0	0.028	5.3	LOS A	0	0.1	0.03	0.02	0.03	48.2
Approach		58	4.2	58	4.2	0.028	0.3	NA	0	0.1	0.03	0.02	0.03	48.2
All Vehicles		304	5.5	304	5.5	0.119	1.3	NA	0.1	0.5	0.02	0.14	0.02	43

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total (veh/h)	Demand Flows HV (%)	Arrival Flows Total (veh/h)	Arrival Flows HV (%)	Deg. Satn (v/c)	Average Delay (sec)	Level of Service	95% Back of Queue Vehicles (veh)	95% Back of Queue Distance (m)	Prop. Queued	Effectiv Stop	Aver. Cycles	Average Speed (km/h)
SouthEast: Terralong Street														
6	L2	34	0	34	0	0.823	15.2	LOS B	12.4	87.7	1	1.32	1.61	18.1
5	T1	480	1.8	480	1.8	0.823	15	LOS B	12.4	87.7	1	1.32	1.61	27.9
4	R2	120	0	120	0	0.823	18.6	LOS B	12.4	87.7	1	1.32	1.61	28.1
Approach		634	1.3	634	1.3	0.823	15.7	LOS B	12.4	87.7	1	1.32	1.61	27.6
NorthEast: Collins Street														
3	L2	318	3	318	3	0.898	20.7	LOS B	20.6	148	1	1.49	1.92	19.2
2	T1	180	4.7	180	4.7	0.898	20.5	LOS B	20.6	148	1	1.49	1.92	19.2
1	R2	293	2.9	293	2.9	0.898	24.1	LOS B	20.6	148	1	1.49	1.92	26.5
Approach		791	3.3	791	3.3	0.898	21.9	LOS B	20.6	148	1	1.49	1.92	22.5
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.444	3.5	LOS A	3.6	25.5	0.55	0.51	0.55	35.5
11	T1	280	1.7	280	1.7	0.444	3.2	LOS A	3.6	25.5	0.55	0.51	0.55	31.8
10	R2	128	2.8	128	2.8	0.444	7	LOS A	3.6	25.5	0.55	0.51	0.55	31.8
Approach		514	1.6	514	1.6	0.444	4.2	LOS A	3.6	25.5	0.55	0.51	0.55	32.9
SouthWest: Collins Street														
9	L2	139	0	139	0	0.361	8.4	LOS A	2.5	17.9	0.89	0.91	0.89	30.2
8	T1	20	11.8	20	11.8	0.361	8.6	LOS A	2.5	17.9	0.89	0.91	0.89	31.7
7	R2	44	0	44	0	0.361	11.8	LOS A	2.5	17.9	0.89	0.91	0.89	19.7
Approach		204	1.2	204	1.2	0.361	9.2	LOS A	2.5	17.9	0.89	0.91	0.89	29.1
All Vehicles		2142	2.1	2142	2.1	0.898	14.6	LOS B	20.6	148	0.88	1.15	1.4	26.4

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total (veh/h)	Demand Flows HV (%)	Arrival Flows Total (veh/h)	Arrival Flows HV (%)	Deg. Satn (v/c)	Average Delay (sec)	Level of Service	95% Back of Queue Vehicles (veh)	95% Back of Queue Distance (m)	Prop. Queued	Effectiv Stop	Aver. Cycles	Average Speed (km/h)
SouthEast: Akuna Street														
6	L2	5	0	5	0	0.054	5.7	LOS A	0.2	1.2	0.41	0.64	0.41	36.2
4	R2	42	0	42	0	0.054	6.5	LOS A	0.2	1.2	0.41	0.64	0.41	36.2
Approach		47	0	47	0	0.054	6.4	LOS A	0.2	1.2	0.41	0.64	0.41	36.2
NorthEast: Collins Street														
3	L2	24	0	24	0	0.186	4.6	LOS A	0	0	0	0.04	0	47.7
2	T1	338	3.5	338	3.5	0.186	0	LOS A	0	0	0	0.04	0	47.7
Approach		362	3.3	362	3.3	0.186	0.3	NA	0	0	0	0.04	0	47.7
SouthWest: Collins Street														
8	T1	96	2.5	96	2.5	0.047	0	LOS A	0	0.1	0.01	0.01	0.01	49.4
7	R2	1	0	1	0	0.047	5.9	LOS A	0	0.1	0.01	0.01	0.01	49.4
Approach		97	2.5	97	2.5	0.047	0.1	NA	0	0.1	0.01	0.01	0.01	49.4
All Vehicles		506	2.8	506	2.8	0.186	0.8	NA	0.2	1.2	0.04	0.09	0.04	45.2

WE

001 - Terralong Street / Collins Street

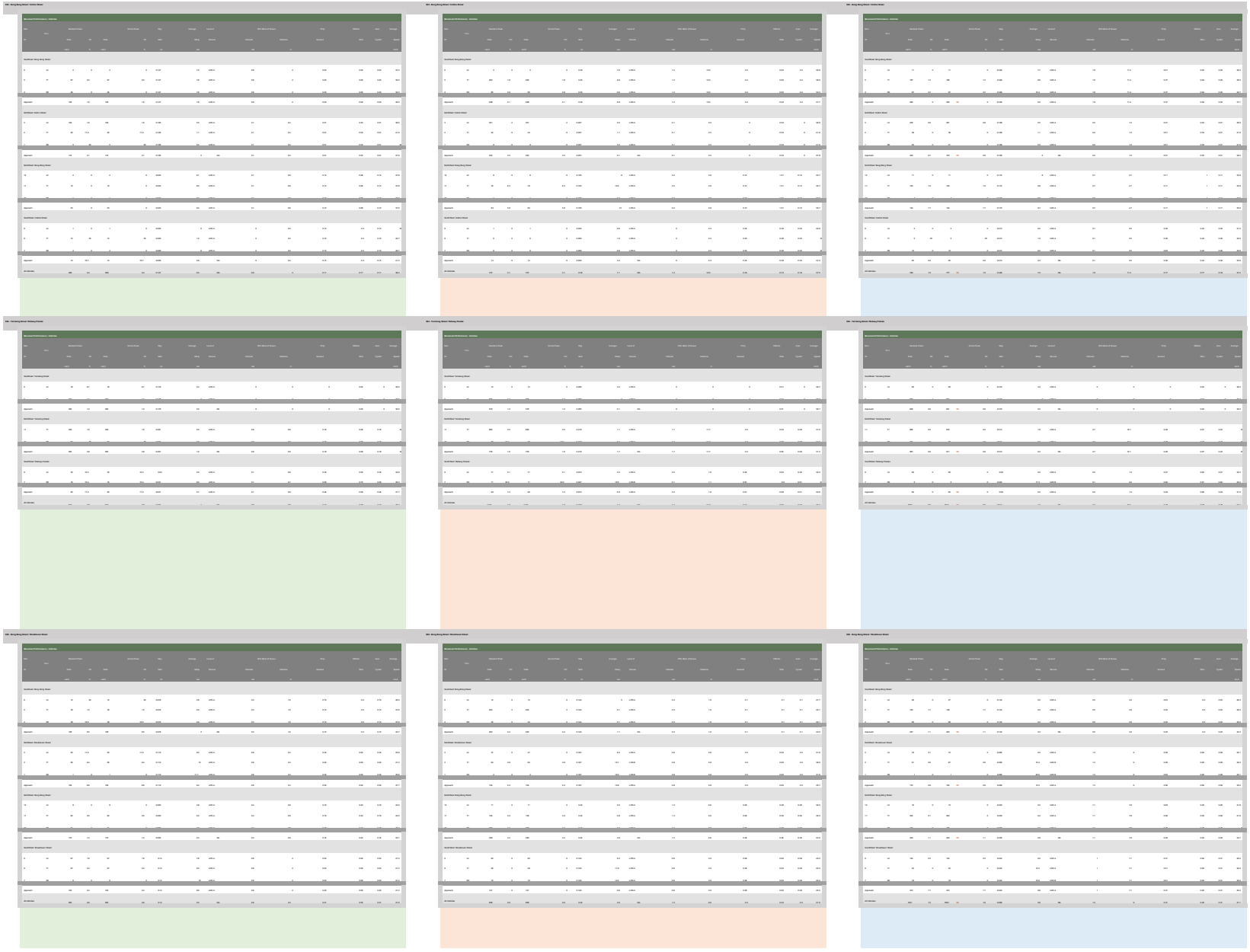
Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total (veh/h)	Demand Flows HV (%)	Arrival Flows Total (veh/h)	Arrival Flows HV (%)	Deg. Satn (v/c)	Average Delay (sec)	Level of Service	95% Back of Queue Vehicles (veh)	95% Back of Queue Distance (m)	Prop. Queued	Effectiv Stop	Aver. Cycles	Average Speed (km/h)
SouthEast: Terralong Street														
6	L2	62	0	62	0	0.747	11.4	LOS A	9.2	64.9	0.96	1.16	1.34	20.8
5	T1	400	0.6	396	0.6	0.747	11	LOS A	9.2	64.9	0.96	1.16	1.34	30.4
4	R2	149	0	148	0	0.747	14.7	LOS B	9.2	64.9	0.96	1.16	1.34	30.7
Approach		611	0.4	606 N1	0.4	0.747	12	LOS A	9.2	64.9	0.96	1.16	1.34	29.8
NorthEast: Collins Street														
3	L2	480	1	480	1	1.165	167.8	LOS F	11 105.6	749.7	1	5.68	8.65	4.2
2	T1	186	1.3	186	1.3	1.165	167.6	LOS F	11 105.6	749.7	1	5.68	8.65	4.2
1	R2	272	3.1	272	3.1	1.165	171.3	LOS F	11 105.6	749.7	1	5.68	8.65	7.4
Approach		938	1.7	938	1.7	1.165	168.8	LOS F	11 105.6	749.7	1	5.68	8.65	5.2
NorthWest: Terralong Street														
12	L2	121	0	121	0	0.557	3.8	LOS A	4.1	28.9	0.61	0.57	0.61	35.2
11	T1	244	2	244	2	0.557	3.6	LOS A	4.1	28.9	0.61	0.57	0.61	31.2
10	R2	185	0	185	0	0.557	7.2	LOS A	4.1	28.9	0.61	0.57	0.61	31.2
Approach		550	0.9	550	0.9	0.557	4.9	LOS A	4.1	28.9	0.61	0.57	0.61	32.5
SouthWest: Collins Street														
9	L2	162	1.5	161	1.5	0.375	7.2	LOS A	2.4	17	0.84	0.86	0.84	31.2
8	T1	14	16.7	14	16.8	0.375	7.4	LOS A	2.4	17	0.84	0.86	0.84	32.9
7	R2	54	0	54	0	0.375	10.4	LOS A	2.4	17	0.84	0.86	0.84	21.2
Approach		230	2.1	229 N1	2.1	0.375	8	LOS A	2.4	17	0.84	0.86	0.84	30
All Vehicles		2329	1.2	2323 N1	1.2	1.165	73.2	LOS F	11 105.6	749.7	0.88	2.82	4.07	10.5

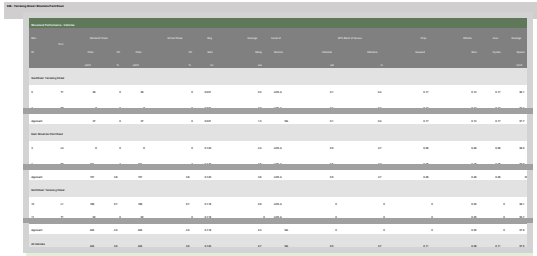
002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total (veh/h)	Demand Flows HV (%)	Arrival Flows Total (veh/h)	Arrival Flows HV (%)	Deg. Satn (v/c)	Average Delay (sec)	Level of Service	95% Back of Queue Vehicles (veh)	95% Back of Queue Distance (m)	Prop. Queued	Effectiv Stop	Aver. Cycles	Average Speed (km/h)
SouthEast: Akuna Street														
6	L2	8	0	8	0	0.074	5.6	LOS A	0.2	1.7	0.41	0.65	0.41	36.2
4	R2	58	0	56	0	0.074	6.5	LOS A	0.2	1.7	0.41	0.65	0.41	36.2
Approach		66	0	64 N1	0	0.074	6.4	LOS A	0.2	1.7	0.41	0.65	0.41	36.2
NorthEast: Collins Street														
3	L2	65	0	61	0	0.188	4.6	LOS A	0	0	0	0.09	0	44.8
2	T1	331	0.7	311	0.7	0.188	0	LOS A	0	0	0	0.09	0	44.8
Approach		396	0.6	372 N1	0.6	0.188	0.7	NA	0	0	0	0.09	0	44.8
SouthWest: Collins Street														
8	T1	112	4.3	111	4.3	0.055	0	LOS A	0	0.1	0.01	0.01	0.01	49.5
7	R2	1	0	1	0	0.055	5.9	LOS A	0	0.1	0.01	0.01	0.01	49.5
Approach		113	4.3	112 N1	4.3	0.055	0.1	NA	0	0.1	0.01	0.01	0.01	49.5
All Vehicles		575	1.3	548 N1	1.3	0.188	1.3	NA	0.2	1.7	0.05	0.14	0.05	43.3



006 - Tanjong Street · Woodland Hotel Road



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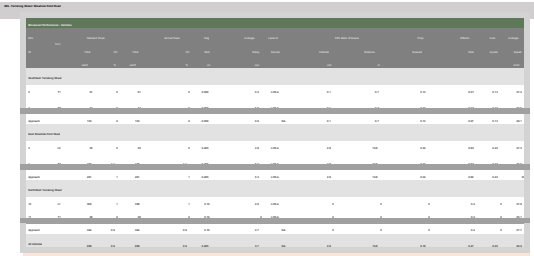

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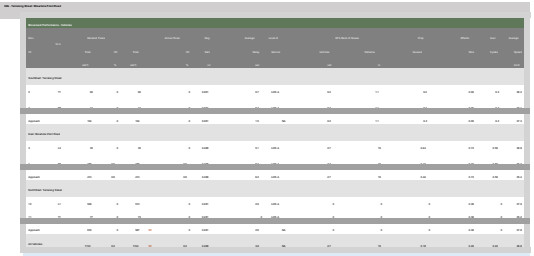
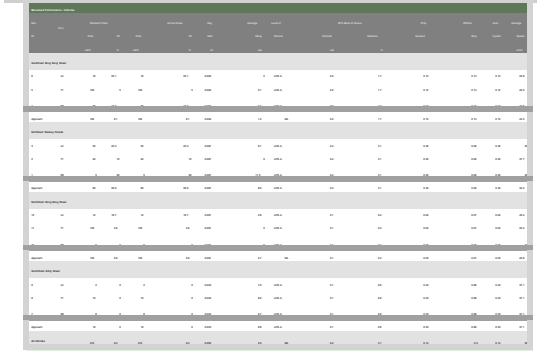


007 - Hong Bong Street · Railway Parade



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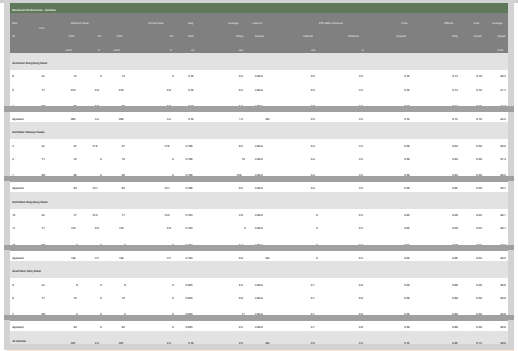

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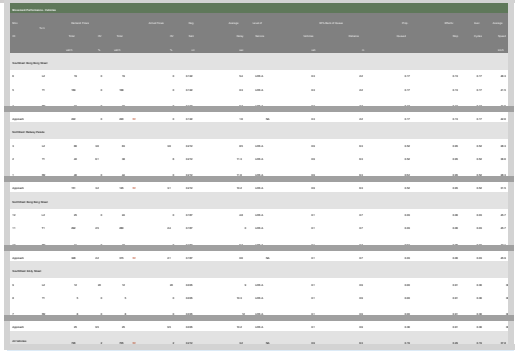
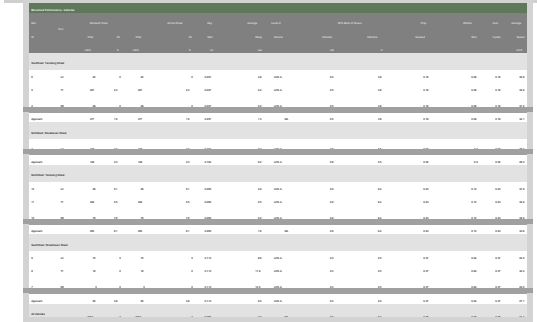


008 - Tanjong Street · Woodhaven Street



008 - Tanjong Street · Woodhaven Street

008 - Tanjong Street · Woodhaven Street

PROPOSAL 2 - 2031

AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	28	8.7	28	8.7	0.342	5	LOS A	2.1	15.2	0.65	0.67	0.65	30.
5	T1	198	3	198	3	0.342	4.5	LOS A	2.1	15.2	0.65	0.67	0.65	36.
4	R2	79	4.5	79	4.5	0.342	8.3	LOS A	2.1	15.2	0.65	0.67	0.65	36.
Approach		305	3.9	305	3.9	0.342	5.6	LOS A	2.1	15.2	0.65	0.67	0.65	2
NorthEast: Collins Street														
3	L2	229	6.8	229	6.8	0.577	4.7	LOS A	4.9	35.8	0.68	0.66	0.69	30.
2	T1	196	2.5	196	2.5	0.577	4.4	LOS A	4.9	35.8	0.68	0.66	0.69	30.
1	R2	188	4.5	188	4.5	0.577	8.1	LOS A	4.9	35.8	0.68	0.66	0.69	36.
Approach		613	4.7	613	4.7	0.577	5.6	LOS A	4.9	35.8	0.68	0.66	0.69	33.
NorthWest: Terralong Street														
12	L2	62	5.8	62	5.8	0.251	2.8	LOS A	1.7	12.2	0.35	0.43	0.35	36.
11	T1	152	7.9	152	7.9	0.251	2.6	LOS A	1.7	12.2	0.35	0.43	0.35	32.
10	R2	95	2.5	95	2.5	0.251	6.2	LOS A	1.7	12.2	0.35	0.43	0.35	32.
Approach		310	5.8	310	5.8	0.251	3.7	LOS A	1.7	12.2	0.35	0.43	0.35	33.
SouthWest: Collins Street														
9	L2	120	2	120	2	0.16	4.4	LOS A	0.8	6.1	0.56	0.61	0.56	34.
8	T1	8	42.9	8	42.9	0.16	5.1	LOS A	0.8	6.1	0.56	0.61	0.56	36.
7	R2	18	0	18	0	0.16	7.7	LOS A	0.8	6.1	0.56	0.61	0.56	25.
Approach		146	4.1	146	4.1	0.16	4.9	LOS A	0.8	6.1	0.56	0.61	0.56	33.
All Vehicles		1174	4.7	1174	4.7	0.577	5.1	LOS A	4.9	35.8	0.59	0.6	0.59	34.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	4	33.3	4	33.3	0.021	5.8	LOS A	0.1	0.6	0.38	0.59	0.38	36.
4	R2	13	27.3	13	27.3	0.021	8.8	LOS A	0.1	0.6	0.38	0.59	0.38	36.
Approach		17	28.6	17	28.6	0.021	8.6	LOS A	0.1	0.6	0.38	0.59	0.38	36.
NorthEast: Collins Street														
3	L2	59	6.1	59	6.1	0.148	4.5	LOS A	0	0	0	0.11	0	43.
2	T1	228	2.6	228	2.6	0.148	0	LOS A	0	0	0	0.11	0	43.
Approach		287	3.3	287	3.3	0.148	0.9	NA	0	0	0	0.11	0	43.
SouthWest: Collins Street														
8	T1	131	1.8	131	1.8	0.064	0	LOS A	0	0.1	0.02	0.01	0.02	49.
7	R2	3	0	3	0	0.064	8.6	LOS A	0	0.1	0.02	0.01	0.02	49.
Approach		133	1.8	133	1.8	0.064	0.1	NA	0	0.1	0.02	0.01	0.02	49.
All Vehicles		437	3.8	437	3.8	0.148	0.9	NA	0.1	0.6	0.02	0.1	0.02	44.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	4	0	4	0	0.24	7.5	LOS A	1	6.9	0.29	0.91	0.29	37.
5	T1	97	2.5	97	2.5	0.24	8.1	LOS A	1	6.9	0.29	0.91	0.29	38.
4	R2	121	0	121	0	0.24	8.1	LOS A	1	6.9	0.29	0.91	0.29	33.
Approach		222	1.1	222	1.1	0.24	8.1	LOS A	1	6.9	0.29	0.91	0.29	37.
NorthEast: Collins Street														
3	L2	206	1.2	206	1.2	0.14	5.5	LOS A	0.1	0.4	0	0.54	0	36.
2	T1	20	11.8	20	11.8	0.14	1.1	LOS A	0.1	0.4	0	0.54	0	41.
1	R2	5	20	5	20	0.14	7.2	LOS A	0.1	0.4	0	0.54	0	20.
Approach		232	3.1	232	3.1	0.14	5.1	NA	0.1	0.4	0	0.54	0	37.
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.024	8.1	LOS A	0.1	0.6	0.12	0.96	0.12	37.
11	T1	19	0	19	0	0.024	8.8	LOS A	0.1	0.6	0.12	0.96	0.12	37.
10	R2	1	0	1	0	0.024	8.3	LOS A	0.1	0.6	0.12	0.96	0.12	7.
Approach		23	0	23	0	0.024	8.7	LOS A	0.1	0.6	0.12	0.96	0.12	37.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.009	6.1	LOS A	0	0.2	0.18	0.3	0.18	44.
8	T1	10	25	10	25	0.009	1.3	LOS A	0	0.2	0.18	0.3	0.18	40.
7	R2	4	0	4	0	0.009	6.1	LOS A	0	0.2	0.18	0.3	0.18	40.
Approach		14	16.7	14	16.7	0.009	2.9	NA	0	0.2	0.18	0.3	0.18	41.
All Vehicles		491	2.4	491	2.4	0.24	6.6	NA	1	6.9	0.14	0.72	0.14	37.

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	34	0	34	0	0.75	14.9	LOS B	9.3	66	1	1.28	1.51	22.
5	T1	348	2.4	348	2.4	0.75	14.6	LOS B	9.3	66	1	1.28	1.51	29.
4	R2	120	0	120	0	0.75	19.2	LOS B	9.3	66	1	1.28	1.51	29.
Approach		502	1.7	502	1.7	0.75	15.5	LOS B	9.3	66	1	1.28	1.51	28.
NorthEast: Collins Street														
3	L2	235	4.1	235	4.1	0.899	21	LOS B	20.7	149.4	1	1.5	1.94	19.
2	T1	263	3.2	263	3.2	0.899	20.7	LOS B	20.7	149.4	1	1.5	1.94	19.
1	R2	293	2.9	293	2.9	0.899	24.4	LOS B	20.7	149.4	1	1.5	1.94	25.
Approach		791	3.3	791	3.3	0.899	22.2	LOS B	20.7	149.4	1	1.5	1.94	22.
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.446	3.5	LOS A	3.6	25.6	0.55	0.53	0.55	35.
11	T1	235	2	235	2	0.446	3.3	LOS A	3.6	25.6	0.55	0.53	0.55	31.
10	R2	175	2.1	175	2.1	0.446	6.9	LOS A	3.6	25.6	0.55	0.53	0.55	31.
Approach		516	1.6	516	1.6	0.446	4.6	LOS A	3.6	25.6	0.55	0.53	0.55	32.
SouthWest: Collins Street														
9	L2	271	0	271	0	0.493	8.8	LOS A	4	28	0.88	0.97	1.01	30.
8	T1	20	11.8	20	11.8	0.493	8.9	LOS A	4	28	0.88	0.97	1.01	31.
7	R2	44	0	44	0	0.493	12.1	LOS A	4	28	0.88	0.97	1.01	19.
Approach		336	0.7	336	0.7	0.493	9.2	LOS A	4	28	0.88	0.97	1.01	29.
All Vehicles		2144	2.1	2144	2.1	0.899	14.3	LOS A	20.7	149.4	0.87	1.13	1.36	2

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	5	0	5	0	0.072	6.4	LOS A	0.2	1.6	0.52	0.75	0.52	33.
4	R2	42	0	42	0	0.072	8.3	LOS A	0.2	1.6	0.52	0.75	0.52	33.
Approach		47	0	47	0	0.072	8.1	LOS A	0.2	1.6	0.52	0.75	0.52	33.
NorthEast: Collins Street														
3	L2	24	0	24	0	0.25	4.6	LOS A	0	0	0	0.03	0	48.
2	T1	467	2.6	467	2.6	0.25	0	LOS A	0	0	0	0.03	0	48.
Approach		491	2.4	491	2.4	0.25	0.2	NA	0	0	0	0.03	0	48.
SouthWest: Collins Street														
8	T1	228	1.1	228	1.1	0.109	0	LOS A	0	0.1	0.01	0	0.01	49.
7	R2	1	0	1	0	0.109	6.7	LOS A	0	0.1	0.01	0	0.01	49.
Approach		229	1	229	1	0.109	0.1	NA	0	0.1	0.01	0	0.01	49.
All Vehicles		767	1.9	767	1.9	0.25	0.7	NA	0.2	1.6	0.03	0.06	0.03	46.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.551	9	LOS A	4.1	29.4	0.56	1.07	0.82	33.
5	T1	200	1.8	200	1.8	0.551	11	LOS A	4.1	29.4	0.56	1.07	0.82	36.
4	R2	217	1.1	217	1.1	0.551	17.4	LOS A	4.1	29.4	0.56	1.07	0.82	3
Approach		420	1.4	420	1.4	0.551	11.7	LOS A	4.1	29.4	0.56	1.07	0.82	3
NorthEast: Collins Street														
3	L2	430	2.8	430	2.8	0.283	5.5	LOS A	0.1	0.6	0	0.55	0	36.
2	T1	34	0	34	0	0.283	1.1	LOS A	0.1	0.6	0	0.55	0	41.
1	R2	8	0	8	0	0.283	5.5	LOS A	0.1	0.6	0	0.55	0	41.
Approach		472	2.5	472	2.5	0.283	5.2	NA	0.1	0.6	0	0.55	0	37.
NorthWest: Bong Bong Street														
12	L2	6	0	6	0	0.125	8	LOS A	0.4	3.3	0.13	1.02	0.13	3
11	T1	76	6.3	76	6.3	0.125	11.5	LOS A	0.4	3.3	0.13	1.02	0.13	3
10	R2	1	0	1	0	0.125	9.3	LOS A	0.4	3.3	0.13	1.02	0.13	36.
Approach		83	5.8	83	5.8	0.125	11.2	LOS A	0.4	3.3	0.13	1.02	0.13	3
SouthWest: Collins Street														
9	L2	1	0	1	0	0.009	7.1	LOS A	0	0.3	0.42	0.36	0.42	42.
8	T1	6	0	6	0	0.009	2.4	LOS A	0	0.3	0.42	0.36	0.42	35.
7	R2	6	0	6	0	0.009	7.1	LOS A	0	0.3	0.42	0.36	0.42	35.
Approach		13	0	13	0	0.009	5	NA	0	0.3	0.42	0.36	0.42	36.
All Vehicles		588	3.1	588	3.1	0.551	8.5	NA	4.1	29.4	0.56	0.91	0.72	34.

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Terralong Street														
6	L2	62	0	61	0	0.679	11.9	LOS A	7.3	51.3	0.96	1.16	1.31	24.
5	T1	271	0.9	267	0.9	0.679	11.6	LOS A	7.3	51.3	0.96	1.16	1.31	31.
4	R2	149	0	147	0	0.679	15.2	LOS B	7.3	51.3	0.96	1.16	1.31	31.
Approach		482	0.5	475	0.5	0.679	12.7	LOS A	7.3	51.3	0.96	1.16	1.31	30.
NorthEast: Collins Street														
3	L2	358	1.3	358	1.3	1.164	167.2	LOS F	105.3	747.6	1	5.67	8.63	4.
2	T1	308	0.8	308	0.8	1.164	166.9	LOS F	105.3	747.6	1	5.67	8.63	4.
1	R2	272	3.1	272	3.1	1.164	170.7	LOS F	105.3	747.6	1	5.67	8.63	7.
Approach		938	1.7	938	1.7	1.164	168.1	LOS F	105.3	747.6	1	5.67	8.63	5.
NorthWest: Terralong Street														
12	L2	121	0	121	0	0.569	3.8	LOS A	4.1	29	0.61	0.57	0.61	35.
11	T1	217	2.2	217	2.2	0.569	3.6	LOS A	4.1	29	0.61	0.57	0.61	31.
10	R2	212	0	212	0	0.569	7.2	LOS A	4.1	29	0.61	0.57	0.61	31.
Approach		551	0.9	551	0.9	0.569	5	LOS A	4.1	29	0.61	0.57	0.61	32.
SouthWest: Collins Street														
9	L2	292	0.8	288	0.8	0.493	7.3	LOS A	3.6	25.2	0.81	0.89	0.91	31.
8	T1	14	16.7	14	16.8	0.493	7.5	LOS A	3.6	25.2	0.81	0.89	0.91	3
7	R2	54	0	53	0	0.493	10.6	LOS A	3.6	25.2	0.81	0.89	0.91	21.
Approach		360	1.3	356	1.3	0.493	7.8	LOS A	3.6	25.2	0.81	0.89	0.91	30.
All Vehicles		2332	1.2	2320	1.2	1.164	73	LOS F	105.3	747.6	0.87	2.8	4.04	10.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Akuna Street														
6	L2	8	0	8	0	0.097	6.2	LOS A	0.3	2.2	0.52	0.76	0.52	33.
4	R2	58	0	56	0	0.097	8.3	LOS A	0.3	2.2	0.52	0.76	0.52	33.
Approach		66	0	64	0	0.097	8.1	LOS A	0.3	2.2	0.52	0.76	0.52	33.
NorthEast: Collins Street														
3	L2	65	0	59	0	0.252	4.6	LOS A	0	0	0	0.06	0	46.
2	T1	481	0.5	440	0.5	0.252	0	LOS A	0	0	0	0.06	0	46.
Approach		546	0.4	499	0.4	0.252	0.5	NA	0	0	0	0.06	0	46.
SouthWest: Collins Street														
8	T1	241	2	239	2	0.115	0	LOS A	0	0.1	0.01	0	0.01	49.
7	R2	1	0	1	0	0.115	6.8	LOS A	0	0.1	0.01	0	0.01	49.
Approach		242	2	240	2	0.115	0.1	NA	0	0.1	0.01	0	0.01	49.
All Vehicles		854	0.8	803	0.9	0.252	1	NA	0.3	2.2	0.04	0.1	0.04	44.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Averag Spe km/
SouthEast: Bong Bong Street														
6	L2	11	0	11	0	0.577	9.4	LOS A	4.5	31.8	0.54	1.09	0.83	33.
5	T1	187	1.3	186	1.3	0.577	11.3	LOS A	4.5	31.8	0.54	1.09	0.83	35.
4	R2	227	1.6	225	1.6	0.577	13.6	LOS A	4.5	31.8	0.54	1.09	0.83	29.
Approach		425	1.4	421	1.4	0.577	12.5	LOS A	4.5	31.8	0.54	1.09	0.83	3
NorthEast: Collins Street														
3	L2	428	0.6	394	0.5	0.265	5.5	LOS A	0.2	1.3	0.01	0.55	0.01	36.
2	T1	38	0	35	0	0.265	1.1	LOS A	0.2	1.3	0.01	0.55	0.01	41.
1	R2	21	0	21	0	0.265	5.5	LOS A	0.2	1.3	0.01	0.55	0.01	41.
Approach		490	0.5	450	0.5	0.265	5.2	NA	0.2	1.3	0.01	0.55	0.01	37.
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.203	8	LOS A	0.8	5.4	0.12	1.01	0.12	34.
11	T1	130	1.9	130	1.9	0.203	11.1	LOS A	0.8	5.4	0.12	1.01	0.12	34.
10	R2	4	0	4	0	0.203	9.5	LOS A	0.8	5.4	0.12	1.01	0.12	36.
Approach		144	1.7	144	1.7	0.203	10.8	LOS A	0.8	5.4	0.12	1.01	0.12	34.
SouthWest: Collins Street														
9	L2	4	0	4	0	0.015	6.9	LOS A	0.1	0.5	0.44	0.45	0.44	40.
8	T1	5	25	5	25	0.015	2.4	LOS A	0.1	0.5	0.44	0.45	0.44	32.
7	R2	12	0	12	0	0.015	7	LOS A	0.1	0.5	0.44	0.45	0.44	32.
Approach		20	5.9	20	5.9	0.015	5.9	NA	0.1	0.5	0.44	0.45	0.44	34.
All Vehicles		6579	1.1	6516	1.2	0.577	8.9	NA	4.5	31.8	0.35	0.83	0.57	34.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	389	6.2	389	6.2	0.208	3.5	LOS A	0	0	0	0.47	0	25.1
Approach		389	6.2	389	6.2	0.208	3.5	NA	0	0	0	0.47	0	25.1
SouthWest: Railway Parade														
9	L2	228	3.7	228	3.7	0.122	3.5	LOS A	0	0	0	0.45	0	34.1
Approach		228	3.7	228	3.7	0.122	3.5	NA	0	0	0	0.45	0	34.1
All Vehicles		617	5.1	617	5.1	0.208	3.5	NA	0	0	0	0.46	0	31.1

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	499	2.4	499	2.4	0.26	3.5	LOS A	0	0	0	0.47	0	25.1
Approach		499	2.4	499	2.4	0.26	3.5	NA	0	0	0	0.47	0	25.1
SouthWest: Railway Parade														
9	L2	372	2.9	372	2.9	0.197	3.4	LOS A	0	0	0	0.45	0	34.1
Approach		372	2.9	372	2.9	0.197	3.4	NA	0	0	0	0.45	0	34.1
All Vehicles		871	3.6	871	3.6	0.26	3.5	NA	0	0	0	0.46	0	31.1

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	668	1.3	639	1.2	0.33	3.5	LOS A	19.3	136.7	0	0.47	0	25.1
Approach		668	1.3	639	1.2	0.33	3.5	NA	19.3	136.7	0	0.47	0	25.1
SouthWest: Railway Parade														
9	L2	398	1.5	393	1.5	0.207	3.4	LOS A	0	0	0	0.45	0	34.1
Approach		398	1.5	393	1.5	0.207	3.4	NA	0	0	0	0.45	0	34.1
All Vehicles		1067	1.5	1033	1.4	0.33	3.5	NA	19.3	136.7	0	0.46	0	31.1

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	16.7	14	16.7	0.172	5.1	LOS A	0.7	5.3	0.24	0.24	0.24	45.1
5	T1	154	0.8	154	0.8	0.172	0.4	LOS A	0.7	5.3	0.24	0.24	0.24	7
4	R2	114	4.2	114	4.2	0.172	5.1	LOS A	0.7	5.3	0.24	0.24	0.24	2
Approach		282	3	282	3	0.172	2.5	NA	0.7	5.3	0.24	0.24	0.24	37.1
NorthEast: Shoalhaven Street														
3	L2	109	5.5	109	5.5	0.202	8.6	LOS A	1	7.4	0.41	0.91	0.41	24.1
2	T1	56	6.4	56	6.4	0.202	13.3	LOS A	1	7.4	0.41	0.91	0.41	40.1
1	R2	1	0	1	0	0.202	16	LOS B	1	7.4	0.41	0.91	0.41	24.1
Approach		167	5.8	167	5.8	0.202	10.2	LOS A	1	7.4	0.41	0.91	0.41	34.1
NorthWest: Bong Bong Street														
12	L2	8	0	8	0	0.127	5.1	LOS A	0.5	3.3	0.2	0.19	0.2	43.1
11	T1	150	1.6	150	1.6	0.127	0.3	LOS A	0.5	3.3	0.2	0.19	0.2	43.1
10	R2	71	0	71	0	0.127	5.1	LOS A	0.5	3.3	0.2	0.19	0.2	46.1
Approach		229	1	229	1	0.127	2	NA	0.5	3.3	0.2	0.19	0.2	45.1
SouthWest: Shoalhaven Street														
9	L2	67	1.8	67	1.8	0.174	8.2	LOS A	0.7	4.9	0.36	0.95	0.36	40.1
8	T1	67	5.4	67	5.4	0.174	11.1	LOS A	0.7	4.9	0.36	0.95	0.36	40.1
7	R2	7	0	7	0	0.174	13.3	LOS A	0.7	4.9	0.36	0.95	0.36	40.1
Approach		142	3.4	142	3.4	0.174	9.8	LOS A	0.7	4.9	0.36	0.95	0.36	40.1
All Vehicles		820	3.1	820	3.1	0.202	5.2	NA	1	7.4	0.28	0.49	0.28	41.1

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	17	0	17	0	0.319	5.9	LOS A	1.4	10.1	0.32	0.21	0.32	46.1
5	T1	334	1.8	334	1.8	0.319	0.7	LOS A	1.4	10.1	0.32	0.21	0.32	35.1
4	R2	166	0	166	0	0.319	5.9	LOS A	1.4	10.1	0.32	0.21	0.32	35.1
Approach		516	1.2	516	1.2	0.319	2.5	NA	1.4	10.1	0.32	0.21	0.32	36.1
NorthEast: Shoalhaven Street														
3	L2	166	0	166	0	0.5	13.8	LOS A	3.5	24.6	0.66	1.08	1.06	16.1
2	T1	64	3.8	64	3.8	0.5	34.5	LOS C	3.5	24.6	0.66	1.08	1.06	34.1
1	R2	4	0	4	0	0.5	42.9	LOS D	3.5	24.6	0.66	1.08	1.06	16.1
Approach		233	1	233	1	0.5	19.9	LOS B	3.5	24.6	0.66	1.08	1.06	21.1
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.33	6.3	LOS A	1.9	13.7	0.45	0.3	0.45	40.1
11	T1	275	2.6	275	2.6	0.33	1.3	LOS A	1.9	13.7	0.45	0.3	0.45	40.1
10	R2	226	4.3	226	4.3	0.33	6.6	LOS A	1.9	13.7	0.45	0.3	0.45	45.1
Approach		511	3.3	511	3.3	0.33	3.7	NA	1.9	13.7	0.45	0.3	0.45	43.1
SouthWest: Shoalhaven Street														
9	L2	83	0	83	0	0.234	9.1	LOS A	0.8	5.9	0.55	0.94	0.56	37.1
8	T1	29	0	29	0	0.234	18.5	LOS B	0.8	5.9	0.55	0.94	0.56	37.1
7	R2	11	0	11	0	0.234	27.8	LOS B	0.8	5.9	0.55	0.94	0.56	37.1
Approach		122	0	122	0	0.234	13	LOS A	0.8	5.9	0.55	0.94	0.56	37.1
All Vehicles		1383	1.8	1383	1.8	0.5	6.6	NA	3.5	24.6	0.45	0.45	0.53	37.1

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	29	0	28	0	0.316	6.3	LOS A	1.7	11.6	0.43	0.28	0.43	45.1
5	T1	270	0.9	267	0.9	0.316	1.2	LOS A	1.7	11.6	0.43	0.28	0.43	32.1
4	R2	188	0	186	0	0.316	6.4	LOS A	1.7	11.6	0.43	0.28	0.43	32.1
Approach		487	0.5	481	0.5	0.316	3.5	NA	1.7	11.6	0.43	0.28	0.43	35.1
NorthEast: Shoalhaven Street														
3	L2	228	1.1	215	1.1	0.657	18.9	LOS B	5.9	41.7	0.76	1.32	1.59	9.1
2	T1	91	2.6	86	2.6	0.657	39	LOS C	5.9	41.7	0.76	1.32	1.59	32.1
1	R2	1	0	1	0	0.657	53.3	LOS D	5.9	41.7	0.76	1.32	1.59	9.1
Approach		320	1.5	302	1.5	0.657	24.7	LOS B	5.9	41.7	0.76	1.32	1.59	22.1
NorthWest: Bong Bong Street														
12	L2	16	0	15	0	0.311	5.9	LOS A	1.5	10.2	0.32	0.2	0.32	42.1
11	T1	382	1.3	360	1.2	0.311	0.7	LOS A	1.5	10.2	0.32	0.2	0.32	42.1
10	R2	173	0	163	0	0.311	6	LOS A	1.5	10.2	0.32	0.2	0.32	46.1
Approach		570	0.8	538	0.8	0.311	2.4	NA	1.5	10.2	0.32	0.2	0.32	44.1
SouthWest: Shoalhaven Street														
9	L2	154	2.3	154	2.3	0.389	10.2	LOS A	1.9	13.6	0.53	1	0.71	36.1
8	T1	42	0	42	0	0.389	20.6	LOS B	1.9	13.6	0.53	1	0.71	36.1
7	R2	19	0	19	0	0.389	33.2	LOS C	1.9	13.6	0.53	1	0.71	36.1
Approach		215	1.7	215	1.7	0.389	14.3	LOS A	1.9	13.6	0.53	1	0.71	36.1
All Vehicles		1592	1	1536	1	0.657	8.8	NA	5.9	41.7	0.47	0.65	0.66	35.1

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	29	0	29	0	0.021	0.3	LOS A	0.1	0.4	0.17	0.13	0.17	36.1
4	R3	8	0	8	0	0.021	4.9	LOS A	0.1	0.4	0.17	0.13	0.17	39.1
Approach		37	0	37	0	0.021	1.3	NA	0.1	0.4	0.17	0.13	0.17	37.1
East: Blowhole Point Road														
3	L3	6	0	6	0	0.145	4.3	LOS A	0.5	3.7	0.26	0.48	0.26	38.1
1	R1	151	4	151	4	0.145	3.6	LOS A	0.5	3.7	0.26	0.48	0.26	36.1
Approach		157	3.8	157	3.8	0.145	3.6	LOS A	0.5	3.7	0.26	0.48	0.26	37.1
NorthWest: Terralong Street														
12	L1	188	5.7	188	5.7	0.118	2.9	LOS A	0	0	0	0.35	0	38.1
11	T1	52	0	52	0	0.118	0	LOS A	0	0	0	0.35	0	35.1
Approach		240	4.5	240	4.5	0.118	2.3	NA	0	0	0	0.35	0	37.1
All Vehicles		434	3.9	434	3.9	0.145	2.7	NA	0.5	3.7	0.11	0.38	0.11	37.1

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	91	0	91	0	0.056	0.3	LOS A	0.1	0.7	0.13	0.07	0.13	37.1
4	R3	12	0	12	0	0.056	5.6	LOS A	0.1	0.7	0.13	0.07	0.13	39.1
Approach		103	0	103	0	0.056	0.9	NA	0.1	0.7	0.13	0.07	0.13	38.1
East: Blowhole Point Road														
3	L3	35	0	35	0	0.465	4.8	LOS A	2.8	19.8	0.34	0.62	0.42	37.1
1	R1	426	1.1	426	1.1	0.465	5.3	LOS A	2.8	19.8	0.34	0.62	0.42	35.1
Approach		461	1	461	1	0.465	5.3	LOS A	2.8	19.8	0.34	0.62	0.42	35.1
NorthWest: Terralong Street														
12	L1	358	1	358	1	0.19	2.9	LOS A	0	0	0	0.4	0	37.1
11	T1	36	0	36	0	0.19	0	LOS A	0	0	0	0.4	0	35.1
Approach		394	0.9	394	0.9	0.19	2.7	NA	0	0	0	0.4	0	37.1
All Vehicles		958	0.9	958	0.9	0.465	3.7	NA	2.8	19.8	0.18	0.47	0.22	36.1

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	90	0	90	0	0.06	0.6	LOS A	0.1	1	0.19	0.08	0.19	36.1
4	R3	14	0	14	0	0.06	6.3	LOS A	0.1	1	0.19	0.08	0.19	39.1
Approach		104	0	104	0	0.06	1.3	NA	0.1	1	0.19	0.08	0.19	37.1
East: Blowhole Point Road														
3	L3	35	0	35	0	0.45	5	LOS A	2.6	18	0.42	0.69	0.53	37.1
1	R1	378	0.6	378	0.6	0.45	5.9	LOS A	2.6	18	0.42	0.69	0.53	35.1
Approach		413	0.6	413	0.6	0.45	5.8	LOS A	2.6	18	0.42	0.69	0.53	35.1
NorthWest: Terralong Street														
12	L1	539	0	464	0	0.254	2.9	LOS A	0	0	0	0.38	0	37.1
11	T1	77	0	66	0	0.254	0	LOS A	0	0	0	0.38	0	35.1
Approach		616	0	530	0	0.254	2.6	NA	0	0	0	0.38	0	37.1
All Vehicles		1133	0.3	1047	0.3	0.45	3.7	NA	2.6	18	0.18	0.48	0.23	36.1

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	31	15.4	31	15.4	0.322	5.8	LOS A	1.8	12.7	0.38	0.27	0.38	43.
5	T1	275	2.2	275	2.2	0.322	0.9	LOS A	1.8	12.7	0.38	0.27	0.38	35.
4	R2	217	3.3	217	3.3	0.322	5.8	LOS A	1.8	12.7	0.38	0.27	0.38	35.
Approach		523	3.4	523	3.4	0.322	3.2	NA	1.8	12.7	0.38	0.27	0.38	36.
NorthEast: Railway Parade														
3	L2	377	5.4	377	5.4	0.412	9.3	LOS A	2.7	19.9	0.53	0.94	0.6	28.
2	T1	6	14.3	6	14.3	0.412	21.5	LOS B	2.7	19.9	0.53	0.94	0.6	36.
1	R2	4	66.7	4	66.7	0.412	38.5	LOS C	2.7	19.9	0.53	0.94	0.6	29.
Approach		389	6.2	389	6.2	0.412	9.8	LOS A	2.7	19.9	0.53	0.94	0.6	29.
NorthWest: Bong Bong Street														
12	L2	1	100	1	100	0.142	6	LOS A	0.1	0.4	0.03	0.02	0.03	48.
11	T1	259	2.8	259	2.8	0.142	0	LOS A	0.1	0.4	0.03	0.02	0.03	48.
10	R2	6	0	6	0	0.142	4.8	LOS A	0.1	0.4	0.03	0.02	0.03	47.
Approach		266	3.2	266	3.2	0.142	0.2	NA	0.1	0.4	0.03	0.02	0.03	48.
SouthWest: Eddy Street														
9	L2	4	0	4	0	0.07	8.6	LOS A	0.2	1.6	0.68	0.96	0.68	29.
8	T1	10	0	10	0	0.07	13.3	LOS A	0.2	1.6	0.68	0.96	0.68	29.
7	R2	7	16.7	7	16.7	0.07	28.5	LOS C	0.2	1.6	0.68	0.96	0.68	29.
Approach		20	5.9	20	5.9	0.07	17.8	LOS B	0.2	1.6	0.68	0.96	0.68	29.
All Vehicles		1199	4.3	1199	4.3	0.412	4.9	NA	2.7	19.9	0.35	0.44	0.38	33.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.587	9.1	LOS A	6.7	47.4	0.62	0.39	0.96	41.
5	T1	506	1.2	506	1.2	0.587	3.4	LOS A	6.7	47.4	0.62	0.39	0.96	30.
4	R2	356	3	356	3	0.587	9.1	LOS A	6.7	47.4	0.62	0.39	0.96	30.
Approach		865	1.9	865	1.9	0.587	5.8	NA	6.7	47.4	0.62	0.39	0.96	30.
NorthEast: Railway Parade														
3	L2	475	2.5	475	2.5	0.777	19.2	LOS B	9.8	70.2	0.79	1.66	2.07	21.
2	T1	23	0	23	0	0.777	63	LOS E	9.8	70.2	0.79	1.66	2.07	30.
1	R2	1	0	1	0	0.777	74.9	LOS F	9.8	70.2	0.79	1.66	2.07	21.
Approach		499	2.4	499	2.4	0.777	21.4	LOS B	9.8	70.2	0.79	1.66	2.07	21.
NorthWest: Bong Bong Street														
12	L2	6	0	6	0	0.237	6	LOS A	0.1	0.5	0.02	0.01	0.02	48.
11	T1	440	1.6	440	1.6	0.237	0	LOS A	0.1	0.5	0.02	0.01	0.02	48.
10	R2	5	0	5	0	0.237	7.3	LOS A	0.1	0.5	0.02	0.01	0.02	47.
Approach		451	1.6	451	1.6	0.237	0.2	NA	0.1	0.5	0.02	0.01	0.02	48.
SouthWest: Eddy Street														
9	L2	8	0	8	0	0.12	10	LOS A	0.3	2.4	0.82	0.97	0.82	24.
8	T1	10	0	10	0	0.12	29.3	LOS C	0.3	2.4	0.82	0.97	0.82	24.
7	R2	2	0	2	0	0.12	73.4	LOS F	0.3	2.4	0.82	0.97	0.82	24.
Approach		20	0	20	0	0.12	26.5	LOS B	0.3	2.4	0.82	0.97	0.82	24.
All Vehicles		1836	2	1836	2	0.777	8.9	NA	9.8	70.2	0.52	0.65	1.03	2

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	24	0	24	0	0.649	11.3	LOS A	8.4	58.9	0.76	0.49	1.37	38.
5	T1	474	0	468	0	0.649	5.6	LOS A	8.4	58.9	0.76	0.49	1.37	25.
4	R2	373	1.6	369	1.6	0.649	11.4	LOS A	8.4	58.9	0.76	0.49	1.37	25.
Approach		871	0.7	861	0.7	0.649	8.2	NA	8.4	58.9	0.76	0.49	1.37	26.
NorthEast: Railway Parade														
3	L2	632	0.9	697	0.9	1.311	304	LOS F	80.8	571.6	1	8.35	17.02	2.
2	T1	35	6.9	33	6.8	1.311	338.4	LOS F	80.8	571.6	1	8.35	17.02	5.
1	R2	1	0	1	0	1.311	359.9	LOS F	80.8	571.6	1	8.35	17.02	2.
Approach		668	1.3	642	1.2	1.311	306.9	LOS F	80.8	571.6	1	8.35	17.02	2.
NorthWest: Bong Bong Street														
12	L2	20	0	19	0	0.315	5.8	LOS A	0.2	1.4	0.04	0.03	0.04	47.
11	T1	598	1.2	568	1.2	0.315	0.1	LOS A	0.2	1.4	0.04	0.03	0.04	47.
10	R2	11	0	10	0	0.315	7.4	LOS A	0.2	1.4	0.04	0.03	0.04	47.
Approach		629	1.1	598	1.1	0.315	0.4	NA	0.2	1.4	0.04	0.03	0.04	47.
SouthWest: Eddy Street														
9	L2	12	20	12	20	0.323	21	LOS B	0.9	7	0.9	1.04	1.03	14.
8	T1	5	0	5	0	0.323	45.4	LOS D	0.9	7	0.9	1.04	1.03	14.
7	R2	8	0	8	0	0.323	120.7	LOS F	0.9	7	0.9	1.04	1.03	14.
Approach		25	9.5	25	9.5	0.323	59.9	LOS E	0.9	7	0.9	1.04	1.03	14.
All Vehicles		2194	1.1	2126	1.1	1.311	96.8	NA	80.8	571.6	0.83	2.74	5.72	5.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	22	0	22	0	0.128	4.2	LOS A	0.4	3	0.21	0.15	0.21	30.
5	T1	157	5.3	157	5.3	0.128	0.4	LOS A	0.4	3	0.21	0.15	0.21	30.
4	R2	49	0	49	0	0.128	4.5	LOS A	0.4	3	0.21	0.15	0.21	36.
Approach		228	3.7	228	3.7	0.128	1.6	NA	0.4	3	0.21	0.15	0.21	33.
NorthEast: Shoalhaven Street														
3	L2	148	3.3	148	3.3	0.14	8.3	LOS A	0.7	4.8	0.42	0.87	0.42	29.
Approach		148	3.3	148	3.3	0.14	8.3	LOS A	0.7	4.8	0.42	0.87	0.42	29.
NorthWest: Terralong Street														
12	L2	26	9.1	26	9.1	0.235	4.2	LOS A	1	7.7	0.25	0.2	0.25	37.
11	T1	236	8.1	236	8.1	0.235	0.4	LOS A	1	7.7	0.25	0.2	0.25	35.
10	R2	137	4.4	137	4.4	0.235	4.3	LOS A	1	7.7	0.25	0.2	0.25	35.
Approach		400	6.9	400	6.9	0.235	2	NA	1	7.7	0.25	0.2	0.25	35.
SouthWest: Shoalhaven Street														
9	L2	148	2.4	148	2.4	0.154	8	LOS A	0.5	3.6	0.23	0.92	0.23	25.
8	T1	18	0	18	0	0.154	10.4	LOS A	0.5	3.6	0.23	0.92	0.23	33.
7	R2	5	0	5	0	0.154	17.4	LOS A	0.5	3.6	0.23	0.92	0.23	35.
Approach		170	2.1	170	2.1	0.154	8.4	LOS A	0.5	3.6	0.23	0.92	0.23	27.
All Vehicles		946	4.7	946	4.7	0.235	4	NA	1	7.7	0.27	0.42	0.27	32.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	30	0	30	0	0.209	4.6	LOS A	0.7	4.9	0.22	0.13	0.22	30.
5	T1	276	3	276	3	0.209	0.4	LOS A	0.7	4.9	0.22	0.13	0.22	30.
4	R2	66	3.6	66	3.6	0.209	5	LOS A	0.7	4.9	0.22	0.13	0.22	36.
Approach		372	2.9	372	2.9	0.209	1.6	NA	0.7	4.9	0.22	0.13	0.22	33.
NorthEast: Shoalhaven Street														
3	L2	198	0	198	0	0.197	8.6	LOS A	1	6.7	0.48	0.88	0.48	28.
Approach		198	0	198	0	0.197	8.6	LOS A	1	6.7	0.48	0.88	0.48	28.
NorthWest: Terralong Street														
12	L2	23	0	23	0	0.317	4.8	LOS A	1.7	12.1	0.39	0.24	0.39	37.
11	T1	292	4.1	292	4.1	0.317	0.9	LOS A	1.7	12.1	0.39	0.24	0.39	34.
10	R2	200	1.2	200	1.2	0.317	5	LOS A	1.7	12.1	0.39	0.24	0.39	34.
Approach		515	2.8	515	2.8	0.317	2.7	NA	1.7	12.1	0.39	0.24	0.39	34.
SouthWest: Shoalhaven Street														
9	L2	226	0	226	0	0.246	8.4	LOS A	0.8	5.8	0.35	0.92	0.35	25.
8	T1	11	0	11	0	0.246	13.2	LOS A	0.8	5.8	0.35	0.92	0.35	32.
7	R2	10	0	10	0	0.246	17.5	LOS B	0.8	5.8	0.35	0.92	0.35	35.
Approach		246	0	246	0	0.246	8.9	LOS A	0.8	5.8	0.35	0.92	0.35	25.
All Vehicles		1331	1.9	1331	1.9	0.317	4.4	NA	1.7	12.1	0.35	0.43	0.35	31.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	49	2.4	49	2.5	0.219	4.6	LOS A	0.7	5	0.22	0.13	0.22	30.
5	T1	288	0.8	284	0.8	0.219	0.5	LOS A	0.7	5	0.22	0.13	0.22	30.
4	R2	61	3.9	60	4	0.219	5.2	LOS A	0.7	5	0.22	0.13	0.22	36.
Approach		398	1.5	393	1.5	0.219	1.7	NA	0.7	5	0.22	0.13	0.22	32.
NorthEast: Shoalhaven Street														
3	L2	324	0.7	324	0.7	0.651	12.3	LOS A	3.2	22.7	0.53	1.11	0.86	25.
Approach		324	0.7	324	0.7	0.651	12.3	LOS A	3.2	22.7	0.53	1.11	0.86	25.
NorthWest: Terralong Street														
12	L2	70	0	63	0	0.352	5	LOS A	8.2	58.4	0.42	0.25	0.43	3
11	T1	329	1.8	299	1.8	0.352	1.1	LOS A	8.2	58.4	0.42	0.25	0.43	33.
10	R2	230	1.6	209	1.6	0.352	5.3	LOS A	8.2	58.4	0.42	0.25	0.43	33.
Approach		629	1.5	571	1.5	0.352	3.1	NA	8.2	58.4	0.42	0.25	0.43	34.
SouthWest: Shoalhaven Street														
9	L2	194	0	190	0	0.262	8.4	LOS A	0.8	5.6	0.37	0.92	0.37	24.
8	T1	11	0	11	0	0.262	13.9	LOS A	0.8	5.6	0.37	0.92	0.37	32.
7	R2	16	0	15	0	0.262	20	LOS B	0.8	5.6	0.37	0.92	0.37	34.
Approach		221	0	216	0	0.262	9.5	LOS A	0.8	5.6	0.37	0.92	0.37	25.
All Vehicles		1572	1.1	1504	1.2	0.651	5.6	NA	8.2	58.4	0.39	0.5	0.46	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	180	3.3	180	3.3	0.138	2.1	LOS A	0.7	4.9	0.2	0.36	0.2	36.
Approach		180	3.3	180	3.3	0.138	2.3	LOS A	0.7	4.9	0.2	0.36	0.2	26.
SouthWest: Manning Street														
7	R2	240	4.5	240	4.5	0.18	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	62	5.8	62	5.8	0.18	6.9	LOS A	0	0	0	0.58	0	31.
Approach		302	4.8	302	4.8	0.18	5.8	LOS A	0	0	0	0.58	0	31.
All Vehicles		482	4.2	482	4.2	0.18	4.5	LOS A	0.7	4.9	0.07	0.5	0.07	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	517	0.9	517	0.9	0.363	2.4	LOS A	2.3	16.3	0.22	0.36	0.22	36.
Approach		517	0.9	517	0.9	0.363	2.4	LOS A	2.3	16.3	0.22	0.36	0.22	26.
SouthWest: Manning Street														
7	R2	394	0.9	394	0.9	0.264	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	58	0	58	0	0.264	6.9	LOS A	0	0	0	0.58	0	31.
Approach		451	0.8	451	0.8	0.264	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		968	0.9	968	0.9	0.363	3.9	LOS A	2.3	16.3	0.12	0.46	0.12	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	468	0.5	468	0.5	0.35	2.6	LOS A	2.2	15.2	0.29	0.39	0.29	35.
Approach		468	0.5	468	0.5	0.35	2.6	LOS A	2.2	15.2	0.29	0.39	0.29	25.
SouthWest: Manning Street														
7	R2	616	0	530	0	0.363	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	108	0	93	0	0.363	6.9	LOS A	0	0	0	0.58	0	31.
Approach		724	0	623	0	0.363	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		1192	0.2	1091	0.2	0.363	4.4	LOS A	2.2	15.2	0.12	0.5	0.12	30.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	8	0	8	0	0.051	5.9	LOS A	0.2	1.7	0.55	0.68	0.55	41.1
5	T1	8	0	8	0	0.051	5.8	LOS A	0.2	1.7	0.55	0.68	0.55	31.1
4	R2	26	9.1	26	9.1	0.051	9.8	LOS A	0.2	1.7	0.55	0.68	0.55	31.1
Approach		43	5.6	43	5.6	0.051	8.3	LOS A	0.2	1.7	0.55	0.68	0.55	35.1
NorthEast: Manning Street														
3	L2	1	0	1	0	0.267	4.5	LOS A	1.5	10.9	0.59	0.72	0.59	34.1
2	T1	16	23.1	16	23.1	0.267	4.8	LOS A	1.5	10.9	0.59	0.72	0.59	46.1
1	R2	203	3	203	3	0.267	8	LOS A	1.5	10.9	0.59	0.72	0.59	29.1
14	U	75	5	75	5	0.267	9.1	LOS A	1.5	10.9	0.59	0.72	0.59	29.1
Approach		242	4	242	4	0.267	7.9	LOS A	1.5	10.9	0.59	0.72	0.59	30.1
NorthWest: Bong Bong Street														
12	L2	222	3.8	222	3.8	0.516	4.4	LOS A	3.6	26.5	0.45	0.6	0.45	29.1
11	T1	47	0	47	0	0.516	4.2	LOS A	3.6	26.5	0.45	0.6	0.45	38.1
10	R2	362	5.6	362	5.6	0.516	8.1	LOS A	3.6	26.5	0.45	0.6	0.45	43.1
Approach		631	4.6	631	4.6	0.516	6.5	LOS A	3.6	26.5	0.45	0.6	0.45	40.1
SouthWest: Manning Street														
9	L2	324	3.7	324	3.7	0.416	5.2	LOS A	2.9	20.9	0.58	0.63	0.58	42.1
8	T1	66	5.5	66	5.5	0.416	5.2	LOS A	2.9	20.9	0.58	0.63	0.58	42.1
7	R2	19	0	19	0	0.416	8.8	LOS A	2.9	20.9	0.58	0.63	0.58	44.1
15	U	23	0	23	0	0.416	10.5	LOS A	2.9	20.9	0.58	0.63	0.58	46.1
Approach		432	3.6	432	3.6	0.416	5.6	LOS A	2.9	20.9	0.58	0.63	0.58	42.1
All Vehicles		1349	4.2	1349	4.2	0.516	6.5	LOS A	3.6	26.5	0.52	0.63	0.52	39.1

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	37	0	37	0	0.174	12.8	LOS A	1.1	7.9	0.89	0.9	0.89	37.1
5	T1	18	0	18	0	0.174	12.7	LOS A	1.1	7.9	0.89	0.9	0.89	24.1
4	R2	23	0	23	0	0.174	16.5	LOS B	1.1	7.9	0.89	0.9	0.89	24.1
Approach		78	0	78	0	0.174	13.8	LOS A	1.1	7.9	0.89	0.9	0.89	33.1
NorthEast: Manning Street														
3	L2	1	0	1	0	0.778	14.2	LOS A	10.2	72.2	1	1.29	1.52	28.1
2	T1	180	1.3	180	1.3	0.778	13.9	LOS A	10.2	72.2	1	1.29	1.52	35.1
1	R2	370	0.6	370	0.6	0.778	17.6	LOS B	10.2	72.2	1	1.29	1.52	22.1
14	U	24	4	24	4	0.778	18.9	LOS B	10.2	72.2	1	1.29	1.52	22.1
Approach		575	0.8	575	0.8	0.778	16.5	LOS B	10.2	72.2	1	1.29	1.52	28.1
NorthWest: Bong Bong Street														
12	L2	334	0.7	334	0.7	0.757	5.4	LOS A	9	64.2	0.72	0.66	0.74	27.1
11	T1	38	0	38	0	0.757	5.2	LOS A	9	64.2	0.72	0.66	0.74	37.1
10	R2	557	3	557	3	0.757	9.2	LOS A	9	64.2	0.72	0.66	0.74	42.1
Approach		929	2.1	929	2.1	0.757	7.6	LOS A	9	64.2	0.72	0.66	0.74	39.1
SouthWest: Manning Street														
9	L2	463	3.1	463	3.1	0.701	10.2	LOS A	8.3	59.5	0.92	0.98	1.15	37.1
8	T1	79	1.5	79	1.5	0.701	10.1	LOS A	8.3	59.5	0.92	0.98	1.15	37.1
7	R2	22	0	22	0	0.701	13.8	LOS A	8.3	59.5	0.92	0.98	1.15	40.1
15	U	29	0	29	0	0.701	15.4	LOS B	8.3	59.5	0.92	0.98	1.15	43.1
Approach		593	2.6	593	2.6	0.701	10.6	LOS A	8.3	59.5	0.92	0.98	1.15	38.1
All Vehicles		2174	1.8	2174	1.8	0.778	11	LOS A	10.2	72.2	0.85	0.92	1.07	35.1

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	23	0	23	0	0.116	10.6	LOS A	0.7	5.1	0.84	0.84	0.84	3
5	T1	18	0	18	0	0.116	10.6	LOS A	0.7	5.1	0.84	0.84	0.84	26.1
4	R2	19	0	19	0	0.116	14.3	LOS A	0.7	5.1	0.84	0.84	0.84	26.1
Approach		60	0	60	0	0.116	11.8	LOS A	0.7	5.1	0.84	0.84	0.84	33.1
NorthEast: Manning Street														
3	L2	1	0	1	0	0.714	10.5	LOS A	8.2	57.6	0.94	1.12	1.27	3
2	T1	169	0	165	0	0.714	10.2	LOS A	8.2	57.6	0.94	1.12	1.27	37.1
1	R2	389	0.6	379	0.6	0.714	13.9	LOS A	8.2	57.6	0.94	1.12	1.27	34.1
14	U	17	0	16	0	0.714	15.1	LOS B	8.2	57.6	0.94	1.12	1.27	34.1
Approach		576	0.4	561	0.4	0.714	12.9	LOS A	8.2	57.6	0.94	1.12	1.27	30.1
NorthWest: Bong Bong Street														
12	L2	528	0	525	0	0.831	6.1	LOS A	12.8	90.3	0.83	0.67	0.87	27.1
11	T1	59	10.2	49	10.3	0.831	6.2	LOS A	12.8	90.3	0.83	0.67	0.87	37.1
10	R2	565	1.3	473	1.3	0.831	9.8	LOS A	12.8	90.3	0.83	0.67	0.87	42.1
Approach		1252	1.1	1048	1.1	0.831	7.8	LOS A	12.8	90.3	0.83	0.67	0.87	3
SouthWest: Manning Street														
9	L2	449	0.8	449	0.8	0.668	9.4	LOS A	7.4	52.3	0.89	0.94	1.08	38.1
8	T1	73	0	73	0	0.668	9.3	LOS A	7.4	52.3	0.89	0.94	1.08	38.1
7	R2	17	0	17	0	0.668	13.1	LOS A	7.4	52.3	0.89	0.94	1.08	41.1
15	U	38	0	38	0	0.668	14.7	LOS B	7.4	52.3	0.89	0.94	1.08	44.1
Approach		577	0.6	577	0.6	0.668	9.8	LOS A	7.4	52.3	0.89	0.94	1.08	39.1
All Vehicles		2465	0.8	2246	0.9	0.831	9.7	LOS A	12.8	90.3	0.87	0.85	1.02	3

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	151	4	151	4	0.089	0	LOS A	0.1	0.4	0.03	0.03	0.03	47.1
1	R2	7	0	7	0	0.089	7.3	LOS A	0.1	0.4	0.03	0.03	0.03	47.1
Approach		158	3.8	158	3.8	0.089	0.3	NA	0.1	0.4	0.03	0.03	0.03	47.1
NorthWest: Akuna Street														
12	L2	10	0	10	0	0.026	5	LOS A	0.1	0.7	0.3	0.56	0.3	37.1
10	R2	15	73.1	15	73.1	0.026	6.5	LOS A	0.1	0.7	0.3	0.56	0.3	37.1
Approach		25	14.3	25	14.3	0.026	5.9	LOS A	0.1	0.7	0.3	0.56	0.3	37.1
SouthWest: Shoalhaven Street														
9	L2	29	16.7	29	16.7	0.102	4.9	LOS A	0	0	0	0.08	0	46.1
8	T1	161	2.2	161	2.2	0.102	0	LOS A	0	0	0	0.08	0	46.1
Approach		190	4.4	190	4.4	0.102	0.7	NA	0	0	0	0.08	0	46.1
All Vehicles		373	4.6	373	4.6	0.102	0.9	NA	0.1	0.7	0.03	0.09	0.03	45.1

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	222	1.1	222	1.1	0.126	0	LOS A	0.1	0.4	0.03	0.02	0.03	48.1
1	R2	8	0	8	0	0.126	5.4	LOS A	0.1	0.4	0.03	0.02	0.03	48.1
Approach		230	1	230	1	0.126	0.2	NA	0.1	0.4	0.03	0.02	0.03	48.1
NorthWest: Akuna Street														
12	L2	19	0	19	0	0.026	5.1	LOS A	0.1	0.7	0.29	0.55	0.29	37.1
10	R2	11	0	11	0	0.026	6.4	LOS A	0.1	0.7	0.29	0.55	0.29	37.1
Approach		30	0	30	0	0.026	5.6	LOS A	0.1	0.7	0.29	0.55	0.29	37.1
SouthWest: Shoalhaven Street														
9	L2	12	0	12	0	0.107	4.6	LOS A	0	0	0	0.03	0	48.1
8	T1	193	0	193	0	0.107	0	LOS A	0	0	0	0.03	0	48.1
Approach		205	0	205	0	0.107	0.3	NA	0	0	0	0.03	0	48.1
All Vehicles		466	0.5	466	0.5	0.126	0.6	NA	0.1	0.7	0.03	0.06	0.03	46.1

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	290	1.7	272	1.7	0.173	0.2	LOS A	0.3	2	0.1	0.07	0.1	44.1
1	R2	37	0	35	0	0.173	5.6	LOS A	0.3	2	0.1	0.07	0.1	44.1
Approach		328	1.5	307	1.5	0.173	0.8	NA	0.3	2	0.1	0.07	0.1	44.1
NorthWest: Akuna Street														
12	L2	56	0	53	0	0.075	5.2	LOS A	0.3	1.9	0.32	0.58	0.32	3
10	R2	30	0	28	0	0.075	7.1	LOS A	0.3	1.9	0.32	0.58	0.32	3
Approach		86	0	81	0	0.075	5.9	LOS A	0.3	1.9	0.32	0.58	0.32	3
SouthWest: Shoalhaven Street														
9	L2	31	0	31	0	0.127	4.6	LOS A	0	0	0	0.07	0	46.1
8	T1	215	0	212	0	0.127	0	LOS A	0	0	0	0.07	0	46.1
Approach		246	0	243	0	0.127	0.6	NA	0	0	0	0.07	0	46.1
All Vehicles		660	0.7	631	0.8	0.173	1.4	NA	0.3	2	0.09	0.13	0.09	43.1

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AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	28	8.7	28	8.7	0.468	5.7	LOS A	3.2	22.6	0.7	0.74	0.72	30.
5	T1	272	1.8	272	1.8	0.468	5.1	LOS A	3.2	22.6	0.7	0.74	0.72	36.
4	R2	79	4.5	79	4.5	0.468	8.9	LOS A	3.2	22.6	0.7	0.74	0.72	36.
Approach		379	2.8	379	2.8	0.468	6	LOS A	3.2	22.6	0.7	0.74	0.72	35.
NorthEast: Collins Street														
3	L2	258	6	258	6	0.651	6.4	LOS A	6.7	48.7	0.76	0.76	0.85	29.
2	T1	167	2.9	167	2.9	0.651	6	LOS A	6.7	48.7	0.76	0.76	0.85	29.
1	R2	188	4.5	188	4.5	0.651	9.8	LOS A	6.7	48.7	0.76	0.76	0.85	35.
Approach		613	4.7	613	4.7	0.651	7.4	LOS A	6.7	48.7	0.76	0.76	0.85	31.
NorthWest: Terralong Street														
12	L2	62	5.8	62	5.8	0.278	3	LOS A	1.9	13.7	0.37	0.42	0.37	36.
11	T1	179	6.7	179	6.7	0.278	2.7	LOS A	1.9	13.7	0.37	0.42	0.37	32.
10	R2	67	3.6	67	3.6	0.278	6.4	LOS A	1.9	13.7	0.37	0.42	0.37	32.
Approach		308	5.8	308	5.8	0.278	3.5	LOS A	1.9	13.7	0.37	0.42	0.37	33.
SouthWest: Collins Street														
9	L2	44	5.4	44	5.4	0.098	5.2	LOS A	0.5	3.7	0.6	0.65	0.6	32.
8	T1	8	42.9	8	42.9	0.098	6.1	LOS A	0.5	3.7	0.6	0.65	0.6	34.
7	R2	18	0	18	0	0.098	8.4	LOS A	0.5	3.7	0.6	0.65	0.6	23.
Approach		71	8.5	71	8.5	0.098	6.1	LOS A	0.5	3.7	0.6	0.65	0.6	31.
All Vehicles		1373	4.6	1373	4.6	0.651	6	LOS A	6.7	48.7	0.65	0.67	0.65	33.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	4	33.3	4	33.3	0.018	5.5	LOS A	0.1	0.5	0.31	0.57	0.31	2
4	R2	13	27.3	13	27.3	0.018	8.3	LOS A	0.1	0.5	0.31	0.57	0.31	2
Approach		17	28.6	17	28.6	0.018	6.1	LOS A	0.1	0.5	0.31	0.57	0.31	2
NorthEast: Collins Street														
3	L2	59	6.1	59	6.1	0.133	4.5	LOS A	0	0	0	0.14	0	42.
2	T1	170	3.5	170	3.5	0.133	0	LOS A	0	0	0	0.14	0	42.
Approach		229	4.2	229	4.2	0.133	1.2	NA	0	0	0	0.14	0	42.
SouthWest: Collins Street														
8	T1	55	4.3	55	4.3	0.032	0	LOS A	0	0.1	0.03	0.03	0.03	48.
7	R2	3	0	3	0	0.032	8.5	LOS A	0	0.1	0.03	0.03	0.03	48.
Approach		58	4.2	58	4.2	0.032	0.3	NA	0	0.1	0.03	0.03	0.03	48.
All Vehicles		304	5.5	304	5.5	0.133	1.3	NA	0.1	0.5	0.02	0.14	0.02	4

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	4	0	4	0	0.103	3.3	LOS A	0.6	4.2	0.14	0.45	0.14	4
5	T1	97	2.5	97	2.5	0.103	3.4	LOS A	0.6	4.2	0.14	0.45	0.14	44.
4	R2	45	8	45	8	0.103	7.2	LOS A	0.6	4.2	0.14	0.45	0.14	38.
Approach		146	1.6	146	1.6	0.103	4.6	LOS A	0.6	4.2	0.14	0.45	0.14	43.
NorthEast: Collins Street														
3	L2	149	1.6	149	1.6	0.121	4.3	LOS A	0.8	5.5	0.14	0.48	0.14	37.
2	T1	20	11.8	20	11.8	0.121	4.6	LOS A	0.8	5.5	0.14	0.48	0.14	43.
1	R2	5	20	5	20	0.121	8.2	LOS A	0.8	5.5	0.14	0.48	0.14	44.
Approach		174	4.1	174	4.1	0.121	4.4	LOS A	0.8	5.5	0.14	0.48	0.14	38.
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.018	4.5	LOS A	0.1	0.7	0.21	0.44	0.21	43.
11	T1	19	0	19	0	0.018	4.8	LOS A	0.1	0.7	0.21	0.44	0.21	43.
10	R2	1	0	1	0	0.018	8.7	LOS A	0.1	0.7	0.21	0.44	0.21	46.
Approach		23	0	23	0	0.018	5	LOS A	0.1	0.7	0.21	0.44	0.21	43.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.013	4.9	LOS A	0.1	0.5	0.3	0.5	0.3	40.
8	T1	10	25	10	25	0.013	5.2	LOS A	0.1	0.5	0.3	0.5	0.3	32.
7	R2	4	0	4	0	0.013	9	LOS A	0.1	0.5	0.3	0.5	0.3	32.
Approach		14	16.7	14	16.7	0.013	6.1	LOS A	0.1	0.5	0.3	0.5	0.3	2
All Vehicles		356	3.4	356	3.4	0.121	4.6	LOS A	0.8	5.5	0.15	0.47	0.15	41.

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	34	0	34	0	0.938	30.5	LOS C	20.9	148.3	1	1.79	2.44	15.
5	T1	480	1.8	480	1.8	0.938	30.2	LOS C	20.9	148.3	1	1.79	2.44	22.
4	R2	120	0	120	0	0.938	33.8	LOS C	20.9	148.3	1	1.79	2.44	22.
Approach		634	1.3	633	1.3	0.938	30.9	LOS C	20.9	148.3	1	1.79	2.44	22.
NorthEast: Collins Street														
3	L2	318	3	318	3	1.036	71.7	LOS F	50.1	360.7	1	2.94	4.31	8.
2	T1	180	4.7	180	4.7	1.036	71.6	LOS F	50.1	360.7	1	2.94	4.31	8.
1	R2	293	2.9	293	2.9	1.036	75.3	LOS F	50.1	360.7	1	2.94	4.31	14.
Approach		791	3.3	791	3.3	1.036	73	LOS F	50.1	360.7	1	2.94	4.31	10.
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.497	3.8	LOS A	4.1	29.1	0.6	0.54	0.6	35.
11	T1	280	1.7	280	1.7	0.497	3.6	LOS A	4.1	29.1	0.6	0.54	0.6	31.
10	R2	128	2.8	128	2.8	0.497	7.3	LOS A	4.1	29.1	0.6	0.54	0.6	31.
Approach		514	1.6	514	1.6	0.497	4.6	LOS A	4.1	29.1	0.6	0.54	0.6	32.
SouthWest: Collins Street														
9	L2	139	0	139	0	0.416	10.4	LOS A	2.9	20.8	0.9	0.98	0.99	28.
8	T1	20	11.8	20	11.8	0.416	10.7	LOS A	2.9	20.8	0.9	0.98	0.99	3
7	R2	44	0	44	0	0.416	13.7	LOS A	2.9	20.8	0.9	0.98	0.99	17.
Approach		204	1.2	204	1.2	0.416	11.1	LOS A	2.9	20.8	0.9	0.98	0.99	27.
All Vehicles		2143	2.1	2143	2.1	1.036	38.9	LOS C	50.1	360.7	0.86	1.84	2.55	17.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	5	0	5	0	0.054	5.7	LOS A	0.2	1.2	0.41	0.66	0.41	35.
4	R2	42	0	42	0	0.054	6.7	LOS A	0.2	1.2	0.41	0.66	0.41	35.
Approach		47	0	47	0	0.054	6.6	LOS A	0.2	1.2	0.41	0.66	0.41	35.
NorthEast: Collins Street														
3	L2	24	0	24	0	0.204	4.6	LOS A	0	0	0	0.04	0	47.
2	T1	338	3.5	332	3.5	0.204	0	LOS A	0	0	0	0.04	0	47.
Approach		362	3.3	356	3.3	0.204	0.3	NA	0	0	0	0.04	0	47.
SouthWest: Collins Street														
8	T1	96	2.5	96	2.5	0.052	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.052	6.1	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		97	2.5	97	2.5	0.052	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		506	2.8	500	2.9	0.204	0.9	NA	0.2	1.2	0.04	0.09	0.04	45.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.205	3.4	LOS A	1.3	9.6	0.2	0.45	0.2	40.
5	T1	200	1.8	200	1.8	0.205	3.5	LOS A	1.3	9.6	0.2	0.45	0.2	44.
4	R2	85	2.8	85	2.8	0.205	7.3	LOS A	1.3	9.6	0.2	0.45	0.2	38.
Approach		288	2.1	288	2.1	0.205	4.6	LOS A	1.3	9.6	0.2	0.45	0.2	42.
NorthEast: Collins Street														
3	L2	301	4	296	4	0.263	4.8	LOS A	1.9	13.8	0.33	0.5	0.33	35.
2	T1	34	0	33	0	0.263	5.1	LOS A	1.9	13.8	0.33	0.5	0.33	42.
1	R2	8	0	8	0	0.263	8.9	LOS A	1.9	13.8	0.33	0.5	0.33	44.
Approach		343	3.5	337	3.5	0.263	4.9	LOS A	1.9	13.8	0.33	0.5	0.33	36.
NorthWest: Bong Bong Street														
12	L2	6	0	6	0	0.071	4.8	LOS A	0.4	3	0.29	0.46	0.29	42.
11	T1	76	6.3	76	6.3	0.071	5.2	LOS A	0.4	3	0.29	0.46	0.29	42.
10	R2	1	0	1	0	0.071	8.9	LOS A	0.4	3	0.29	0.46	0.29	4
Approach		83	5.8	83	5.8	0.071	5.2	LOS A	0.4	3	0.29	0.46	0.29	42.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.013	5.6	LOS A	0.1	0.4	0.42	0.56	0.42	39.
8	T1	6	0	6	0	0.013	5.8	LOS A	0.1	0.4	0.42	0.56	0.42	30.
7	R2	6	0	6	0	0.013	9.7	LOS A	0.1	0.4	0.42	0.56	0.42	30.
Approach		13	0	13	0	0.013	7.5	LOS A	0.1	0.4	0.42	0.56	0.42	32.
All Vehicles		777	3.1	721	3.2	0.263	4.9	LOS A	1.9	13.8	0.27	0.48	0.27	40.

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	62	0	62	0	0.869	19.5	LOS B	14.3	100.2	1	1.47	1.84	19.
5	T1	400	0.6	399	0.6	0.869	19.2	LOS B	14.3	100.2	1	1.47	1.84	27.
4	R2	149	0	149	0	0.869	22.9	LOS B	14.3	100.2	1	1.47	1.84	27.
Approach		611	0.4	610	0.4	0.869	20.1	LOS B	14.3	100.2	1	1.47	1.84	26.
NorthEast: Collins Street														
3	L2	480	1	480	1	1.172	175.6	LOS F	110.4	783.8	1	5.48	8.56	4.
2	T1	186	1.3	186	1.3	1.172	175.3	LOS F	110.4	783.8	1	5.48	8.56	4.
1	R2	272	3.1	272	3.1	1.172	179.1	LOS F	110.4	783.8	1	5.48	8.56	7.
Approach		938	1.7	938	1.7	1.172	176.5	LOS F	110.4	783.8	1	5.48	8.56	
NorthWest: Terralong Street														
12	L2	121	0	121	0	0.552	4.2	LOS A	4.8	33.7	0.67	0.61	0.67	34.
11	T1	244	2	244	2	0.552	4	LOS A	4.8	33.7	0.67	0.61	0.67	30.
10	R2	185	0	185	0	0.552	7.7	LOS A	4.8	33.7	0.67	0.61	0.67	30.
Approach		550	0.9	550	0.9	0.552	5.3	LOS A	4.8	33.7	0.67	0.61	0.67	32.
SouthWest: Collins Street														
9	L2	162	1.5	161	1.5	0.417	8.8	LOS A	2.9	20.4	0.86	0.95	0.93	29.
8	T1	14	16.7	14	16.7	0.417	9.2	LOS A	2.9	20.4	0.86	0.95	0.93	31.
7	R2	54	0	54	0	0.417	12.1	LOS A	2.9	20.4	0.86	0.95	0.93	19.
Approach		230	2.1	229	2.1	0.417	9.6	LOS A	2.9	20.4	0.86	0.95	0.93	28.
All Vehicles		2329	1.3	2327	1.3	1.172	78.7	LOS F	110.4	783.8	0.91	2.83	4.18	10.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	8	0	8	0	0.074	5.6	LOS A	0.2	1.7	0.41	0.67	0.41	35.
4	R2	58	0	56	0	0.074	6.8	LOS A	0.2	1.7	0.41	0.67	0.41	35.
Approach		66	0	64	0	0.074	6.6	LOS A	0.2	1.7	0.41	0.67	0.41	35.
NorthEast: Collins Street														
3	L2	65	0	61	0	0.21	4.6	LOS A	0	0	0	0.09	0	44.
2	T1	331	0.7	310	0.7	0.21	0	LOS A	0	0	0	0.09	0	44.
Approach		396	0.6	371	0.6	0.21	0.8	NA	0	0	0	0.09	0	44.
SouthWest: Collins Street														
8	T1	112	4.3	112	4.3	0.061	0	LOS A	0	0.1	0.01	0.01	0.01	49.
7	R2	1	0	1	0	0.061	6.1	LOS A	0	0.1	0.01	0.01	0.01	49.
Approach		113	4.3	113	4.3	0.061	0.1	NA	0	0.1	0.01	0.01	0.01	49.
All Vehicles		575	1.3	548	1.3	0.21	1.3	NA	0.2	1.7	0.05	0.14	0.05	43.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	11	0	11	0	0.216	3.6	LOS A	1.5	10.5	0.25	0.47	0.25	40.
5	T1	187	1.3	186	1.3	0.216	3.6	LOS A	1.5	10.5	0.25	0.47	0.25	43.
4	R2	97	3.7	97	3.7	0.216	7.5	LOS A	1.5	10.5	0.25	0.47	0.25	37.
Approach		295	2	294	2	0.216	4.9	LOS A	1.5	10.5	0.25	0.47	0.25	42.
NorthEast: Collins Street														
3	L2	278	0.9	261	0.8	0.271	5.3	LOS A	1.9	13.7	0.44	0.55	0.44	3
2	T1	38	0	36	0	0.271	5.6	LOS A	1.9	13.7	0.44	0.55	0.44	41.
1	R2	23	0	21	0	0.271	9.5	LOS A	1.9	13.7	0.44	0.55	0.44	43.
Approach		340	0.7	318	0.6	0.271	5.6	LOS A	1.9	13.7	0.44	0.55	0.44	36.
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.123	4.9	LOS A	0.7	5.2	0.33	0.47	0.33	42.
11	T1	130	1.9	130	1.9	0.123	5.3	LOS A	0.7	5.2	0.33	0.47	0.33	42.
10	R2	4	0	4	0	0.123	9.1	LOS A	0.7	5.2	0.33	0.47	0.33	45.
Approach		144	1.7	144	1.7	0.123	5.3	LOS A	0.7	5.2	0.33	0.47	0.33	42.
SouthWest: Collins Street														
9	L2	4	0	4	0	0.021	5.6	LOS A	0.1	0.7	0.44	0.6	0.44	38.
8	T1	5	25	5	25	0.021	6.1	LOS A	0.1	0.7	0.44	0.6	0.44	29.
7	R2	12	0	12	0	0.021	9.7	LOS A	0.1	0.7	0.44	0.6	0.44	29.
Approach		20	5.9	20	5.9	0.021	8.2	LOS A	0.1	0.7	0.44	0.6	0.44	32.
All Vehicles		799	1.5	777	1.5	0.271	5.4	LOS A	1.9	13.7	0.35	0.5	0.35	40.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	18	6.7	18	6.7	0.373	4	LOS A	1.9	13.8	0.44	0.6	0.49	30.
5	T1	342	1.1	342	1.1	0.373	4.5	LOS A	1.9	13.8	0.44	0.6	0.49	30.
Approach		360	1.3	360	1.3	0.373	4.5	LOS A	1.9	13.8	0.44	0.6	0.49	30.
NorthWest: Terralong Street														
11	T1	439	1.9	439	1.9	0.254	0	LOS A	0	0	0	0.06	0	37.
12	B2	63	25	63	25	0.254	1.6	LOS A	0	0	0	0.06	0	37.
Approach		502	4.8	502	4.8	0.254	0.4	NA	0	0	0	0.06	0	37.
SouthWest: Railway Parade														
9	L2	35	10.3	35	10.3	0.035	4.5	LOS A	0.1	0.9	0.26	0.39	0.26	32.
7	R2	15	15.4	15	15.4	0.035	5.6	LOS A	0.1	0.9	0.26	0.39	0.26	32.
Approach		50	11.9	50	11.9	0.035	4.9	NA	0.1	0.9	0.26	0.39	0.26	32.
All Vehicles		912	3.8	912	3.8	0.373	2.3	NA	1.9	13.8	0.19	0.29	0.21	32.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	13	0	13	0	0.717	6.9	LOS A	7.3	51.8	0.7	1.15	1.39	23.
5	T1	565	1.3	565	1.3	0.717	9.8	LOS A	7.3	51.8	0.7	1.15	1.39	23.
Approach		578	1.2	578	1.2	0.717	9.8	LOS A	7.3	51.8	0.7	1.15	1.39	23.
NorthWest: Terralong Street														
11	T1	685	0.5	677	0.5	0.369	0	LOS A	0	0	0	0.04	0	38.
12	B2	70	13.1	69	13	0.369	1.5	LOS A	0	0	0	0.04	0	38.
Approach		755	1.6	745	1.6	0.369	0.3	NA	0	0	0	0.04	0	38.
SouthWest: Railway Parade														
9	L2	71	5.1	71	5.1	0.054	4.7	LOS A	0.1	1.1	0.23	0.38	0.23	32.
7	R2	11	22.2	11	22.1	0.054	8	LOS A	0.1	1.1	0.23	0.38	0.23	32.
Approach		82	7.4	81	7.3	0.054	5.1	NA	0.1	1.1	0.23	0.38	0.23	32.
All Vehicles		1415	1.8	1405	1.8	0.717	4.5	NA	7.3	51.8	0.3	0.52	0.58	27.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	50	0	50	0	0.855	11.6	LOS A	12.5	88.5	0.73	1.49	2.15	18.
5	T1	598	1	594	1	0.855	15.8	LOS B	12.5	88.5	0.73	1.49	2.15	18.
Approach		648	0.9	644	0.9	0.855	15.5	LOS B	12.5	88.5	0.73	1.49	2.15	18.
NorthWest: Terralong Street														
11	T1	866	0.4	815	0.4	0.449	0	LOS A	0	0	0	0.05	0	37.
12	B2	101	4.8	95	4.8	0.445	1.5	LOS A	0	0	0	0.05	0	37.
Approach		967	0.9	910	0.9	0.449	0.4	NA	0	0	0	0.05	0	37.
SouthWest: Railway Parade														
9	L2	59	0	58	0	0.037	4.2	LOS A	0.1	0.5	0.15	0.4	0.15	33.
7	R2	5	0	5	0	0.037	8	LOS A	0.1	0.5	0.15	0.4	0.15	33.
Approach		64	0	63	0	0.037	4.5	NA	0.1	0.5	0.15	0.4	0.15	33.
All Vehicles		1679	0.9	1616	0.9	0.855	6.6	NA	12.5	88.5	0.29	0.64	0.86	23.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	12	20	12	20	0.11	3.9	LOS A	0.5	3.4	0.23	0.48	0.23	4
5	T1	78	1.5	78	1.5	0.11	3.8	LOS A	0.5	3.4	0.23	0.48	0.23	30.
4	B2	38	12.5	38	12.5	0.11	7.8	LOS A	0.5	3.4	0.23	0.48	0.23	30.
Approach		128	6.5	128	6.5	0.11	5	LOS A	0.5	3.4	0.23	0.48	0.23	34.
NorthEast: Shoalhaven Street														
3	L2	52	11.6	52	11.6	0.098	4.1	LOS A	0.5	3.8	0.35	0.46	0.35	32.
2	T1	56	6.4	56	6.4	0.098	4.1	LOS A	0.5	3.8	0.35	0.46	0.35	46.
1	B2	1	0	1	0	0.098	8	LOS A	0.5	3.8	0.35	0.46	0.35	32.
Approach		109	8.8	109	8.8	0.098	4.1	LOS A	0.5	3.8	0.35	0.46	0.35	43.
NorthWest: Bong Bong Street														
12	L2	8	0	8	0	0.138	3.7	LOS A	0.8	5.4	0.29	0.5	0.29	3
11	T1	92	2.6	92	2.6	0.138	3.9	LOS A	0.8	5.4	0.29	0.5	0.29	3
10	B2	71	0	71	0	0.138	7.7	LOS A	0.8	5.4	0.29	0.5	0.29	45.
Approach		172	1.4	172	1.4	0.138	5.4	LOS A	0.8	5.4	0.29	0.5	0.29	42.
SouthWest: Shoalhaven Street														
9	L2	67	1.8	67	1.8	0.115	3.8	LOS A	0.7	5	0.29	0.43	0.29	44.
8	T1	67	5.4	67	5.4	0.115	3.9	LOS A	0.7	5	0.29	0.43	0.29	44.
7	R2	6	0	6	0	0.115	7.7	LOS A	0.7	5	0.29	0.43	0.29	44.
Approach		140	3.4	140	3.4	0.115	4	LOS A	0.7	5	0.29	0.43	0.29	44.
All Vehicles		550	4.6	550	4.6	0.138	4.7	LOS A	0.8	5.4	0.29	0.47	0.29	42.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	0	14	0	0.238	4.9	LOS A	1.2	8.2	0.36	0.53	0.36	4
5	T1	202	3	201	3	0.238	4.9	LOS A	1.2	8.2	0.36	0.53	0.36	29.
4	B2	34	0	34	0	0.238	8.8	LOS A	1.2	8.2	0.36	0.53	0.36	29.
Approach		250	2.4	249	2.4	0.238	5.4	LOS A	1.2	8.2	0.36	0.53	0.36	32.
NorthEast: Shoalhaven Street														
3	L2	37	0	37	0	0.106	5.1	LOS A	0.6	4	0.51	0.56	0.51	3
2	T1	64	3.8	63	3.7	0.106	5.2	LOS A	0.6	4	0.51	0.56	0.51	45.
1	B2	4	0	4	0	0.106	9.1	LOS A	0.6	4	0.51	0.56	0.51	3
Approach		104	2.3	103	2.3	0.106	5.3	LOS A	0.6	4	0.51	0.56	0.51	4
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.277	3.5	LOS A	1.8	13.1	0.25	0.52	0.25	36.
11	T1	146	4.9	144	4.9	0.277	3.7	LOS A	1.8	13.1	0.25	0.52	0.25	36.
10	B2	236	4.3	233	4.3	0.277	7.7	LOS A	1.8	13.1	0.25	0.52	0.25	45.
Approach		383	4.4	378	4.4	0.277	6.1	LOS A	1.8	13.1	0.25	0.52	0.25	43.
SouthWest: Shoalhaven Street														
9	L2	83	0	83	0	0.108	4.4	LOS A	0.7	4.7	0.43	0.5	0.43	43.
8	T1	29	0	29	0	0.108	4.4	LOS A	0.7	4.7	0.43	0.5	0.43	43.
7	R2	10	0	10	0	0.108	8.4	LOS A	0.7	4.7	0.43	0.5	0.43	43.
Approach		121	0	121	0	0.108	4.7	LOS A	0.7	4.7	0.43	0.5	0.43	43.
All Vehicles		858	2.9	851	3	0.277	5.6	LOS A	1.8	13.1	0.34	0.52	0.34	41.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	28	0	27	0	0.207	4.6	LOS A	1	6.9	0.34	0.53	0.34	43.
5	T1	140	1.7	139	1.7	0.207	4.6	LOS A	1	6.9	0.34	0.53	0.34	29.
4	B2	59	0	58	0	0.207	8.5	LOS A	1	6.9	0.34	0.53	0.34	29.
Approach		227	1.1	225	1.1	0.207	5.6	LOS A	1	6.9	0.34	0.53	0.34	3
NorthEast: Shoalhaven Street														
3	L2	78	3.1	75	3	0.172	5.4	LOS A	1	6.9	0.56	0.6	0.56	30.
2	T1	91	2.6	87	2.6	0.172	5.5	LOS A	1	6.9	0.56	0.6	0.56	45.
1	B2	1	0	1	0	0.172	9.4	LOS A	1	6.9	0.56	0.6	0.56	30.
Approach		170	2.8	163	2.8	0.172	5.5	LOS A	1	6.9	0.56	0.6	0.56	42.
NorthWest: Bong Bong Street														
12	L2	16	0	15	0	0.31	3.8	LOS A	2.1	14.6	0.34	0.51	0.34	36.
11	T1	232	2.1	222	2	0.31	4	LOS A	2.1	14.6	0.34	0.51	0.34	36.
10	B2	173	0	166	0	0.31	7.8	LOS A	2.1	14.6	0.34	0.51	0.34	45.
Approach		420	1.1	403	1.1	0.31	5.5	LOS A	2.1	14.6	0.34	0.51	0.34	42.
SouthWest: Shoalhaven Street														
9	L2	154	2.3	154	2.3	0.186	4.3	LOS A	1.2	8.7	0.41	0.5	0.41	43.
8	T1	42	0	42	0	0.186	4.3	LOS A	1.2	8.7	0.41	0.5	0.41	43.
7	R2	18	0	18	0	0.186	8.2	LOS A	1.2	8.7	0.41	0.5	0.41	43.
Approach		214	1.7	214	1.7	0.186	4.6	LOS A	1.2	8.7	0.41	0.5	0.41	43.
All Vehicles		1031	1.5	1004	1.6	0.31	5.4	LOS A	2.1	14.6	0.39	0.53	0.39	41.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	29	0	29	0	0.034	2.6	LOS A	0.1	0.7	0.23	0.44	0.23	32.
4	B3	8	0	8	0	0.034	4.5	LOS A	0.1	0.7	0.23	0.44	0.23	7
Approach		37	0	37	0	0.034	3.2	LOS A	0.1	0.7	0.23	0.44	0.23	35.
East: Blowhole Point Road														
3	L3	6	0	6	0	0.079	4.1	LOS A	0	0	0	0.44	0	38.
1	B1	151	4	151	4	0.079	2.9	LOS A	0	0	0	0.44	0	37.
Approach		157	3.8	157	3.8	0.079	2.9	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	188	5.7	188	5.7	0.146	3.5	LOS A	0.7	4.8	0.2	0.3	0.2	37.
11	T1	52	0	52	0	0.146	1.3	LOS A	0.7	4.8	0.2	0.3	0.2	34.
Approach		240	4.5	240	4.5	0.146	3	NA	0.7	4.8	0.2	0.3	0.2	37.
All Vehicles		434	3.9	434	3.9	0.146	3	NA	0.7	4.8	0.13	0.36	0.13	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	91	0	91	0	0.124	4	LOS A	0.4	2.9	0.44	0.6	0.44	30.
4	B3	12	0	12	0	0.124	8.3	LOS A	0.4	2.9	0.44	0.6	0.44	32.
Approach		103	0	103	0	0.124	4.5	LOS A	0.4	2.9	0.44	0.6	0.44	32.
East: Blowhole Point Road														
3	L3	35	0	35	0	0.228	4.1	LOS A	0	0	0	0.44	0	38.
1	B1	426	1.1	426	1.1	0.228	3.5	LOS A	0	0	0	0.44	0	37.
Approach		461	1	461	1	0.228	3	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	358	1	355	1	0.232	4.4	LOS A	1	7.1	0.21	0.33	0.21	36.
11	T1	36	0	36	0	0.232	5.8	LOS A	1	7.1	0.21	0.33	0.21	32.
Approach		394	0.9	390	0.9	0.232	4.5	NA	1	7.1	0.21	0.33	0.21	36.
All Vehicles		958	0.9	954	0.9	0.232	3.8	NA	1	7.1	0.13	0.41	0.13	36.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	90	0	90	0	0.127	3.7	LOS A	0.4	2.9	0.42	0.58	0.42	30.
4	B3	14	0	14	0	0.127	9.9	LOS A	0.4	2.9	0.42	0.58	0.42	32.
Approach		104	0	104	0	0.127	4.6	LOS A	0.4	2.9	0.42	0.58	0.42	32.
East: Blowhole Point Road														
3	L3	35	0	35	0	0.204	4.1	LOS A	0	0	0	0.44	0	38.
1	B1	378	0.6	378	0.6	0.204	3.9	LOS A	0	0	0	0.44	0	37.
Approach		413	0.6	413	0.6	0.204	3	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	539	0	515	0	0.361	5	LOS A	2.4	16.8	0.29	0.31	0.35	36.
11	T1	77	0	73	0	0.361	5.9	LOS A	2.4	16.8	0.29	0.31	0.35	31.
Approach		616	0	588	0	0.361	5.1	NA	2.4	16.8	0.29	0.31	0.35	35.
All Vehicles		1133	0.2	1106	0.2	0.361	4.3	NA	2.4	16.8	0.19	0.39	0.23	36.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	16	23.1	16	23.1	0.266	12.2	LOS A	1.8	13.2	0.74	0.63	0.74	37.
5	T1	120	5	120	5	0.266	7.6	LOS A	1.8	13.2	0.74	0.63	0.74	25.
4	R2	26	13.6	26	13.6	0.266	12.2	LOS A	1.8	13.2	0.74	0.63	0.74	25.
Approach		162	8.1	162	8.1	0.266	8.8	LOS A	1.8	13.2	0.74	0.63	0.74	27.
NorthEast: Railway Parade														
3	L2	52	23.3	52	23.3	0.236	14.4	LOS A	1	8.6	0.85	0.7	0.85	2
2	T1	24	10	24	10	0.236	11	LOS A	1	8.6	0.85	0.7	0.85	2
1	R2	5	50	5	50	0.236	14.6	LOS B	1	8.6	0.85	0.7	0.85	2
Approach		80	20.9	80	20.9	0.236	13.4	LOS A	1	8.6	0.85	0.7	0.85	2
NorthWest: Bong Bong Street														
12	L2	14	16.7	14	16.7	0.227	12.1	LOS A	1.6	11.7	0.73	0.6	0.73	23.
11	T1	130	4.6	130	4.6	0.227	7.4	LOS A	1.6	11.7	0.73	0.6	0.73	23.
10	R2	6	0	6	0	0.227	13	LOS A	1.6	11.7	0.73	0.6	0.73	18.
Approach		150	5.6	150	5.6	0.227	8.1	LOS A	1.6	11.7	0.73	0.6	0.73	24.
SouthWest: Eddy Street														
9	L2	4	0	4	0	0.049	14.7	LOS B	0.2	1.6	0.8	0.64	0.8	7
8	T1	10	0	10	0	0.049	11.4	LOS A	0.2	1.6	0.8	0.64	0.8	7
7	R2	5	0	5	0	0.049	14.7	LOS B	0.2	1.6	0.8	0.64	0.8	7
Approach		19	0	19	0	0.049	13	LOS A	0.2	1.6	0.8	0.64	0.8	7
All Vehicles		412	9.3	412	9.3	0.266	9.6	LOS A	1.8	13.2	0.76	0.64	0.76	27.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	0	14	0	0.427	12	LOS A	3.2	23	0.77	0.67	0.77	38.
5	T1	215	2.8	215	2.8	0.427	7.4	LOS A	3.2	23	0.77	0.67	0.77	25.
4	R2	55	6.5	55	6.5	0.427	12	LOS A	3.2	23	0.77	0.67	0.77	25.
Approach		284	3.4	284	3.4	0.427	8.6	LOS A	3.2	23	0.77	0.67	0.77	26.
NorthEast: Railway Parade														
3	L2	47	17.9	46	17.8	0.297	15.7	LOS B	1.1	8.6	0.89	0.73	0.89	23.
2	T1	10	0	10	0	0.297	12.2	LOS A	1.1	8.6	0.89	0.73	0.89	33.
1	R2	26	0	26	0	0.297	15.8	LOS B	1.1	8.6	0.89	0.73	0.89	23.
Approach		83	10.1	82	10	0.297	15.3	LOS B	1.1	8.6	0.89	0.73	0.89	25.
NorthWest: Bong Bong Street														
12	L2	17	14.3	17	14.2	0.259	11.5	LOS A	2	14.2	0.71	0.59	0.71	24.
11	T1	172	2.6	169	2.8	0.259	6.8	LOS A	2	14.2	0.71	0.59	0.71	24.
10	R2	5	0	5	0	0.259	11.6	LOS A	2	14.2	0.71	0.59	0.71	18.
Approach		193	3.7	191	3.7	0.259	7.3	LOS A	2	14.2	0.71	0.59	0.71	25.
SouthWest: Eddy Street														
9	L2	8	0	8	0	0.06	15.8	LOS B	0.3	1.8	0.84	0.65	0.84	31.
8	T1	10	0	10	0	0.06	12.4	LOS A	0.3	1.8	0.84	0.65	0.84	31.
7	R2	2	0	2	0	0.06	15.8	LOS B	0.3	1.8	0.84	0.65	0.84	31.
Approach		20	0	20	0	0.06	14.2	LOS A	0.3	1.8	0.84	0.65	0.84	31.
All Vehicles		581	4.3	577	4.4	0.427	9.3	LOS A	3.2	23	0.77	0.65	0.77	26.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	19	0	19	0	0.322	11.6	LOS A	2.3	16.4	0.73	0.64	0.73	38.
5	T1	169	0	168	0	0.322	7	LOS A	2.3	16.4	0.73	0.64	0.73	2
4	R2	34	0	33	0	0.322	11.6	LOS A	2.3	16.4	0.73	0.64	0.73	2
Approach		222	0	220	0	0.322	8.1	LOS A	2.3	16.4	0.73	0.64	0.73	28.
NorthEast: Railway Parade														
3	L2	66	3.6	63	3.6	0.483	16.2	LOS B	2.1	15.1	0.93	0.77	0.93	23.
2	T1	40	6.1	38	6	0.483	12.8	LOS A	2.1	15.1	0.93	0.77	0.93	33.
1	R2	46	0	44	0	0.483	16.3	LOS B	2.1	15.1	0.93	0.77	0.93	23.
Approach		151	3.2	145	3.1	0.483	15.3	LOS B	2.1	15.1	0.93	0.77	0.93	27.
NorthWest: Bong Bong Street														
12	L2	25	0	24	0	0.424	11.9	LOS A	3.5	25	0.77	0.66	0.77	23.
11	T1	292	2.5	280	2.4	0.424	7.4	LOS A	3.5	25	0.77	0.66	0.77	23.
10	R2	11	0	11	0	0.424	11.9	LOS A	3.5	25	0.77	0.66	0.77	18.
Approach		328	2.2	315	2.1	0.424	7.9	LOS A	3.5	25	0.77	0.66	0.77	24.
SouthWest: Eddy Street														
9	L2	12	20	12	20	0.088	16.2	LOS B	0.3	2.5	0.84	0.68	0.84	30.
8	T1	5	0	5	0	0.088	12.6	LOS A	0.3	2.5	0.84	0.68	0.84	30.
7	R2	8	0	8	0	0.088	16	LOS B	0.3	2.5	0.84	0.68	0.84	30.
Approach		25	9.5	25	9.5	0.088	15.5	LOS B	0.3	2.5	0.84	0.68	0.84	30.
All Vehicles		726	2	705	2	0.483	9.8	LOS A	3.5	25	0.79	0.67	0.79	26.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	22	0	22	0	0.207	4.8	LOS A	0.5	3.8	0.18	0.09	0.18	32.
5	T1	307	2.3	307	2.3	0.207	0.4	LOS A	0.5	3.8	0.18	0.09	0.18	32.
4	R2	48	0	48	0	0.207	5.2	LOS A	0.5	3.8	0.18	0.09	0.18	37.
Approach		377	1.9	377	1.9	0.207	1.3	NA	0.5	3.8	0.18	0.09	0.18	34.
NorthEast: Shoalhaven Street														
3	L2	148	3.3	148	3.3	0.164	9.2	LOS A	0.8	5.5	0.52	0.9	0.52	28.
Approach		148	3.3	148	3.3	0.164	9.2	LOS A	0.8	5.5	0.52	0.9	0.52	28.
NorthWest: Terralong Street														
12	L2	26	9.1	26	9.1	0.265	4.9	LOS A	0.9	6.4	0.23	0.12	0.23	38.
11	T1	349	5.5	349	5.5	0.265	0.5	LOS A	0.9	6.4	0.23	0.12	0.23	36.
10	R2	79	7.6	79	7.6	0.265	5.2	LOS A	0.9	6.4	0.23	0.12	0.23	36.
Approach		455	6.1	455	6.1	0.265	1.6	NA	0.9	6.4	0.23	0.12	0.23	36.
SouthWest: Shoalhaven Street														
9	L2	72	5	72	5	0.113	8.6	LOS A	0.3	2.5	0.37	0.94	0.37	24.
8	T1	18	0	18	0	0.113	11.8	LOS A	0.3	2.5	0.37	0.94	0.37	32.
7	R2	5	0	5	0	0.113	14.5	LOS A	0.3	2.5	0.37	0.94	0.37	34.
Approach		95	3.8	95	3.8	0.113	9.5	LOS A	0.3	2.5	0.37	0.94	0.37	27.
All Vehicles		1074	4	1074	4	0.265	3.2	NA	0.9	6.4	0.26	0.29	0.26	33.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	30	0	30	0	0.359	6.7	LOS A	1.4	9.6	0.22	0.08	0.28	30.
5	T1	540	1.6	540	1.6	0.359	0.9	LOS A	1.4	9.6	0.22	0.08	0.28	30.
4	R2	66	3.6	66	3.6	0.359	7.4	LOS A	1.4	9.6	0.22	0.08	0.28	36.
Approach		636	1.7	636	1.7	0.359	1.8	NA	1.4	9.6	0.22	0.08	0.28	32.
NorthEast: Shoalhaven Street														
3	L2	198	0	198	0	0.288	11.6	LOS A	1.4	10	0.65	1.03	0.72	26.
Approach		198	0	198	0	0.288	11.6	LOS A	1.4	10	0.65	1.03	0.72	26.
NorthWest: Terralong Street														
12	L2	23	0	22	0	0.366	7	LOS A	1.4	10.1	0.24	0.08	0.29	38.
11	T1	547	2.2	538	2.2	0.366	1	LOS A	1.4	10.1	0.24	0.08	0.29	36.
10	R2	72	3.3	71	3.3	0.366	7.5	LOS A	1.4	10.1	0.24	0.08	0.29	36.
Approach		642	2.2	631	2.2	0.366	1.9	NA	1.4	10.1	0.24	0.08	0.29	36.
SouthWest: Shoalhaven Street														
9	L2	94	0	93	0	0.192	9.4	LOS A	0.6	4	0.53	0.98	0.53	22.
8	T1	11	0	11	0	0.192	18	LOS B	0.6	4	0.53	0.98	0.53	30.
7	R2	10	0	10	0	0.192	25.6	LOS B	0.6	4	0.53	0.98	0.53	22.
Approach		114	0	114	0	0.192	11.6	LOS A	0.6	4	0.53	0.98	0.53	23.
All Vehicles		1590	1.6	1578	1.6	0.366	3.8	NA	1.4	10.1	0.3	0.27	0.36	32.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	49	2.4	49	2.5	0.37	7	LOS A	1.5	10.9	0.24	0.09	0.31	29.
5	T1	546	0.4	543	0.4	0.37	1.1	LOS A	1.5	10.9	0.24	0.09	0.31	29.
4	R2	61	3.9	61	3.9	0.37	8.4	LOS A	1.5	10.9	0.24	0.09	0.31	3
Approach		656	0.9	652	0.9	0.37	2.2	NA	1.5	10.9	0.24	0.09	0.31	3
NorthEast: Shoalhaven Street														
3	L2	324	0.7	324	0.7	0.469	14.5	LOS B	3.4	24.2	0.73	1.18	1.12	2
Approach		324	0.7	324	0.7	0.469	14.5	LOS B	3.4	24.2	0.73	1.18	1.12	2
NorthWest: Terralong Street														
12	L2	70	0	63	0	0.409	6.8	LOS A	1.9	13.3	0.26	0.1	0.35	37.
11	T1	628	1	570	1	0.409	1.1	LOS A	1.9	13.3	0.26	0.1	0.35	35.
10	R2	80	4.5	73	4.6	0.409	8.2	LOS A	1.9	13.3	0.26	0.1	0.35	35.
Approach		778	1.2	707	1.3	0.409	2.4	NA	1.9	13.3	0.26	0.1	0.35	35.
SouthWest: Shoalhaven Street														
9	L2	65	0	63	0	0.219	9.6	LOS A	0.6	4.5	0.63	1	0.66	19.
8	T1	11	0	11	0	0.219	20	LOS B	0.6	4.5	0.63	1	0.66	28.
7	R2	95	0	95	0	0.219	30.9	LOS C	0.6	4.5	0.63	1	0.66	19.
Approach		91	0	89	0	0.219	14.4	LOS A	0.6	4.5	0.63	1	0.66	21.
All Vehicles		1849	1	1772	1	0.469	5.1	NA	3.4	24.2	0.36	0.34	0.49	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	71	8.5	71	8.5	0.187	4.2	LOS A	1.1	7.6	0.53	0.53	0.53	23.
5	T1	109	0	109	0	0.187	3.7	LOS A	1.1	7.6	0.53	0.53	0.53	23.
Approach		180	3.3	180	3.3	0.187	3.9	LOS A	1.1	7.6	0.53	0.53	0.53	23.
NorthWest: Terralong Street														
11	T1	136	1.8	136	1.8	0.366	2.5	LOS A	2.5	18	0.39	0.53	0.39	2
10	R2	283	3	283	3	0.366	6.4	LOS A	2.5	18	0.39	0.53	0.39	2
10u	U	36	0	36	0	0.366	7.7	LOS A	2.5	18	0.39	0.53	0.39	2
Approach		455	2.4	455	2.4	0.366	5.3	LOS A	2.5	18	0.39	0.53	0.39	2
SouthWest: Manning Street														
9	L2	215	2.2	215	2.2	0.286	2.9	LOS A	1.8	12.8	0.38	0.5	0.38	32.
7	R2	104	8	104	8	0.286	6.5	LOS A	1.8	12.8	0.38	0.5	0.38	32.
7u	U	23	0	23	0	0.286	7.7	LOS A	1.8	12.8	0.38	0.5	0.38	32.
Approach		342	3.9	342	3.9	0.286	4.3	LOS A	1.8	12.8	0.38	0.5	0.38	32.
All Vehicles		977	3.1	977	3.1	0.366	4.7	LOS A	2.5	18	0.41	0.52	0.41	29.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	220	1.1	220	1.1	0.587	7.2	LOS A	5.5	38.8	0.81	0.85	0.94	18.
5	T1	298	0.8	298	0.8	0.587	6.9	LOS A	5.5	38.8	0.81	0.85	0.94	18.
Approach		517	0.9	517	0.9	0.587	7	LOS A	5.5	38.8	0.81	0.85	0.94	18.
NorthWest: Terralong Street														
11	T1	269	0.4	265	0.4	0.558	2.9	LOS A	5.1	36.2	0.56	0.54	0.56	28.
10	R2	397	1.2	392	1.2	0.558	6.8	LOS A	5.1	36.2	0.56	0.54	0.56	28.
10u	U	30	0	30	0	0.558	8.1	LOS A	5.1	36.2	0.56	0.54	0.56	28.
Approach		696	0.9	687	0.9	0.558	5.3	LOS A	5.1	36.2	0.56	0.54	0.56	28.
SouthWest: Manning Street														
9	L2	251	1.9	251	1.9	0.415	4.3	LOS A	3	21.2	0.65	0.67	0.65	3
7	R2	125	1.9	125	1.9	0.415	7.8	LOS A	3	21.2	0.65	0.67	0.65	3
7u	U	28	0	28	0	0.415	9.1	LOS A	3	21.2	0.65	0.67	0.65	3
Approach		403	1.8	403	1.8	0.415	5.7	LOS A	3	21.2	0.65	0.67	0.65	3
All Vehicles		1616	1.1	1608	1.1	0.587	6	LOS A	5.5	38.8	0.66	0.67	0.7	27.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	208	0	208	0	0.527	5.9	LOS A	4.4	30.9	0.77	0.77	0.83	20.
5	T1	260	0.9	260	0.9	0.527	5.6	LOS A	4.4	30.9	0.77	0.77	0.83	20.
Approach		468	0.5	468	0.5	0.527	5.7	LOS A	4.4	30.9	0.77	0.77	0.83	20.
NorthWest: Terralong Street														
11	T1	461	0	434	0	0.689	3.6	LOS A	7.5	52.9	0.72	0.59	0.73	2
10	R2	336	1.1	316	1.1	0.689	7.4	LOS A	7.5	52.9	0.72	0.59	0.73	2
10u	U	74	0	70	0	0.689	8.8	LOS A	7.5	52.9	0.72	0.59	0.73	2
Approach		871	0.4	820	0.4	0.689	5.5	LOS A	7.5	52.9	0.72	0.59	0.73	2
SouthWest: Manning Street														
9	L2	313	1.1	312	1.2	0.505	4.5	LOS A	3.8	27.1	0.69	0.69	0.69	30.
7	R2	155	0	154	0	0.505	8	LOS A	3.8	27.1	0.69	0.69	0.69	30.
7u	U	34	0	34	0	0.505	9.4	LOS A	3.8	27.1	0.69	0.69	0.69	30.
Approach		502	0.7	500	0.7	0.505	5.9	LOS A	3.8	27.1	0.69	0.69	0.69	30.
All Vehicles		1841	0.5	1788	0.5	0.689	5.7	LOS A	7.5	52.9	0.73	0.66	0.74	27.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	8	0	8	0	0.046	5.1	LOS A	0.2	1.5	0.48	0.63	0.48	42.
5	T1	8	0	8	0	0.046	5.1	LOS A	0.2	1.5	0.48	0.63	0.48	32.
4	R2	26	9.1	26	9.1	0.046	9	LOS A	0.2	1.5	0.48	0.63	0.48	32.
Approach		43	5.6	43	5.6	0.046	7.5	LOS A	0.2	1.5	0.48	0.63	0.48	36.
NorthEast: Manning Street														
3	L2	29	0	29	0	0.317	3	LOS A	2	14.3	0.39	0.44	0.39	37.
2	T1	271	4.4	271	4.4	0.317	2.8	LOS A	2	14.3	0.39	0.44	0.39	4
1	R2	54	4.4	54	4.4	0.317	6.5	LOS A	2	14.3	0.39	0.44	0.39	32.
Approach		377	3.8	377	3.8	0.317	3.6	LOS A	2	14.3	0.39	0.44	0.39	41.
NorthWest: Bong Bong Street														
12	L2	50	11.9	50	11.9	0.186	5.3	LOS A	0.8	5.8	0.36	0.64	0.36	28.
11	T1	19	0	19	0	0.186	4.9	LOS A	0.8	5.8	0.36	0.64	0.36	38.
10	R2	107	11.2	107	11.2	0.186	9.1	LOS A	0.8	5.8	0.36	0.64	0.36	42.
Approach		176	10.2	176	10.2	0.186	7.5	LOS A	0.8	5.8	0.36	0.64	0.36	40.
SouthWest: Manning Street														
9	L2	113	9.6	113	9.6	0.343	4.1	LOS A	2.2	15.9	0.34	0.48	0.34	4
8	T1	277	1.7	277	1.7	0.343	4	LOS A	2.2	15.9	0.34	0.48	0.34	4
7	R2	19	0	19	0	0.343	7.7	LOS A	2.2	15.9	0.34	0.48	0.34	45.
Approach		432	3.6	432	3.6	0.343	4.4	LOS A	2.2	15.9	0.34	0.48	0.34	43.
All Vehicles		1028	4.9	1028	4.9	0.343	4.8	LOS A	2.2	15.9	0.37	0.5	0.37	42.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	37	0	37	0	0.112	7.8	LOS A	0.7	4.7	0.73	0.75	0.73	41.
5	T1	18	0	18	0	0.112	7.8	LOS A	0.7	4.7	0.73	0.75	0.73	30.
4	R2	23	0	23	0	0.112	11.5	LOS A	0.7	4.7	0.73	0.75	0.73	30.
Approach		78	0	78	0	0.112	8.9	LOS A	0.7	4.7	0.73	0.75	0.73	37.
NorthEast: Manning Street														
3	L2	31	0	31	0	0.559	3.9	LOS A	4.6	32.6	0.6	0.53	0.6	3
2	T1	547	1.3	543	1.3	0.559	3.6	LOS A	4.6	32.6	0.6	0.53	0.6	42.
1	R2	42	0	42	0	0.559	7.3	LOS A	4.6	32.6	0.6	0.53	0.6	31.
Approach		644	1.1	640	1.1	0.559	4.1	LOS A	4.6	32.6	0.6	0.53	0.6	41.
NorthWest: Bong Bong Street														
12	L2	35	3.4	34	3.4	0.248	5.5	LOS A	1.1	8	0.42	0.69	0.42	27.
11	T1	8	0	8	0	0.248	5.3	LOS A	1.1	8	0.42	0.69	0.42	37.
10	R2	190	6.3	187	6.3	0.248	9.3	LOS A	1.1	8	0.42	0.69	0.42	4
Approach		233	5.7	230	5.6	0.248	8.6	LOS A	1.1	8	0.42	0.69	0.42	4
SouthWest: Manning Street														
9	L2	212	4.5	212	4.5	0.456	4.1	LOS A	3.5	24.9	0.38	0.48	0.38	42.
8	T1	330	1.8	330	1.8	0.456	4	LOS A	3.5	24.9	0.38	0.48	0.38	42.
7	R2	22	0	22	0	0.456	7.7	LOS A	3.5	24.9	0.38	0.48	0.38	45.
Approach		593	2.6	593	2.6	0.456	4.4	LOS A	3.5	24.9	0.38	0.48	0.38	43.
All Vehicles		1548	2.3	1540	2.3	0.559	5.1	LOS A	4.6	32.6	0.5	0.55	0.5	4

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	23	0	23	0	0.084	7.6	LOS A	0.5	3.5	0.71	0.72	0.71	41.
5	T1	18	0	18	0	0.084	7.6	LOS A	0.5	3.5	0.71	0.72	0.71	30.
4	R2	19	0	19	0	0.084	11.3	LOS A	0.5	3.5	0.71	0.72	0.71	30.
Approach		60	0	60	0	0.084	8.8	LOS A	0.5	3.5	0.71	0.72	0.71	36.
NorthEast: Manning Street														
3	L2	29	0	28	0	0.531	4.5	LOS A	4.3	30.1	0.66	0.61	0.66	36.
2	T1	478	0.8	461	0.7	0.531	4.2	LOS A	4.3	30.1	0.66	0.61	0.66	42.
1	R2	54	0	52	0	0.531	7.9	LOS A	4.3	30.1	0.66	0.61	0.66	31.
Approach		577	0.6	557	0.6	0.531	4.7	LOS A	4.3	30.1	0.66	0.61	0.66	41.
NorthWest: Bong Bong Street														
12	L2	92	0	89	0	0.401	6	LOS A	2.1	14.7	0.47	0.72	0.47	26.
11	T1	31	19.2	30	18.8	0.401	6.6	LOS A	2.1	14.7	0.47	0.72	0.47	36.
10	R2	257	1.4	247	1.4	0.401	9.8	LOS A	2.1	14.7	0.47	0.72	0.47	4
Approach		380	2.5	366	2.5	0.401	8.6	LOS A	2.1	14.7	0.47	0.72	0.47	39.
SouthWest: Manning Street														
9	L2	136	0	136	0	0.44	4	LOS A	3.3	23.5	0.38	0.47	0.38	42.
8	T1	386	0.9	386	0.9	0.44	4	LOS A	3.3	23.5	0.38	0.47	0.38	42.
7	R2	17	0	17	0	0.44	7.7	LOS A	3.3	23.5	0.38	0.47	0.38	45.
Approach		577	0.6	577	0.6	0.44	4.5	LOS A	3.3	23.5	0.38	0.47	0.38	43.
All Vehicles		1595	1.1	1581	1.1	0.531	5.7	LOS A	4.3	30.1	0.52	0.59	0.52	41.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	94	6.4	94	6.4	0.057	0	LOS A	0	0.3	0.04	0.04	0.04	4
1	R2	7	0	7	0	0.057	5	LOS A	0	0.3	0.04	0.04	0.04	4
Approach		101	6	101	6	0.057	0.4	NA	0	0.3	0.04	0.04	0.04	4
NorthWest: Akuna Street														
12	L2	10	0	10	0	0.023	4.8	LOS A	0.1	0.6	0.21	0.54	0.21	37.
10	R2	15	73.1	15	73.1	0.023	5.8	LOS A	0.1	0.6	0.21	0.54	0.21	37.
Approach		25	14.3	25	14.3	0.023	5.4	LOS A	0.1	0.6	0.21	0.54	0.21	37.
SouthWest: Shoalhaven Street														
9	L2	29	16.7	29	16.7	0.063	4.9	LOS A	0	0	0	0.14	0	44.
8	T1	85	4.2	85	4.2	0.063	0	LOS A	0	0	0	0.14	0	44.
Approach		114	7.4	114	7.4	0.063	1.2	NA	0	0	0	0.14	0	44.
All Vehicles		340	7.5	340	7.5	0.063	1.3	NA	0.1	0.6	0.04	0.14	0.04	43.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	94	2.6	92	2.5	0.056	0	LOS A	0.1	0.4	0.03	0.05	0.03	46.
1	R2	8	0	8	0	0.056	4.6	LOS A	0.1	0.4	0.03	0.05	0.03	46.
Approach		102	2.4	101	2.3	0.056	0.4	NA	0.1	0.4	0.03	0.05	0.03	46.
NorthWest: Akuna Street														
12	L2	19	0	19	0	0.022	4.7	LOS A	0.1	0.5	0.14	0.52	0.14	38.
10	R2	11	0	11	0	0.022	5.3	LOS A	0.1	0.5	0.14	0.52	0.14	38.
Approach		30	0	30	0	0.022	4.9	LOS A	0.1	0.5	0.14	0.52	0.14	38.
SouthWest: Shoalhaven Street														
9	L2	12	0	12	0	0.038	4.6	LOS A	0	0	0	0.09	0	4
8	T1	61	0	61	0	0.038	0	LOS A	0	0	0	0.09	0	4
Approach		73	0	73	0	0.038	0.7	NA	0	0	0	0.09	0	4
All Vehicles		305	1.3	303	1.3	0.056	1.3	NA	0.1	0.5	0.04	0.13	0.04	44.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	140	3.4	135	3.4	0.097	0.1	LOS A	0.2	1.6	0.1	0.12	0.1	42.
1	R2	37	0	36	0	0.097	5	LOS A	0.2	1.6	0.1	0.12	0.1	42.
Approach		178	2.7	170	2.7	0.097	1.1	NA	0.2	1.6	0.1	0.12	0.1	42.
NorthWest: Akuna Street														
12	L2	56	0	54	0	0.063	4.8	LOS A	0.2	1.7	0.18	0.53	0.18	3
10	R2	30	0	29	0	0.063	5.7	LOS A	0.2	1.7	0.18	0.53	0.18	3
Approach		86	0	82	0	0.063	5.1	LOS A	0.2	1.7	0.18	0.53	0.18	3
SouthWest: Shoalhaven Street														
9	L2	31	0	31	0	0.061	4.6	LOS A	0	0	0	0.15	0	43.
8	T1	85	0	84	0	0.061	0	LOS A	0	0	0	0.15	0	43.
Approach		116	0	115	0	0.061	1.2	NA	0	0	0	0.15	0	43.
All Vehicles		380	1.5	368	1.5	0.097	2.1	NA	0.2	1.7	0.09	0.22	0.09	4

COMBINED PROPOSALS - 2031

AM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	28	8.7	28	8.7	0.397	5.6	LOS A	2.4	17.6	0.69	0.73	0.69	26.
5	T1	198	3	198	3	0.397	5.1	LOS A	2.4	17.6	0.69	0.73	0.69	35.
4	R2	79	4.5	79	4.5	0.397	8.9	LOS A	2.4	17.6	0.69	0.73	0.69	35.
Approach		305	3.9	305	3.9	0.397	6.1	LOS A	2.4	17.6	0.69	0.73	0.69	34.
NorthEast: Collins Street														
3	L2	229	6.8	229	6.8	0.652	6.5	LOS A	6.7	48.9	0.76	0.76	0.85	29.
2	T1	196	2.5	196	2.5	0.652	6.1	LOS A	6.7	48.9	0.76	0.76	0.85	29.
1	R2	188	4.5	188	4.5	0.652	9.8	LOS A	6.7	48.9	0.76	0.76	0.85	35.
Approach		613	4.7	613	4.7	0.652	7.4	LOS A	6.7	48.9	0.76	0.76	0.85	31.
NorthWest: Terralong Street														
12	L2	62	5.8	62	5.8	0.279	3	LOS A	1.9	13.7	0.37	0.44	0.37	2
11	T1	152	7.9	152	7.9	0.279	2.7	LOS A	1.9	13.7	0.37	0.44	0.37	32.
10	R2	95	2.5	95	2.5	0.279	6.3	LOS A	1.9	13.7	0.37	0.44	0.37	32.
Approach		310	5.8	310	5.8	0.279	3.9	LOS A	1.9	13.7	0.37	0.44	0.37	33.
SouthWest: Collins Street														
9	L2	120	2	120	2	0.184	4.8	LOS A	0.9	6.8	0.58	0.64	0.58	33.
8	T1	8	42.9	8	42.9	0.184	5.8	LOS A	0.9	6.8	0.58	0.64	0.58	35.
7	R2	18	0	18	0	0.184	8.1	LOS A	0.9	6.8	0.58	0.64	0.58	24.
Approach		146	4.1	146	4.1	0.184	5.3	LOS A	0.9	6.8	0.58	0.64	0.58	33.
All Vehicles		1174	4.7	1174	4.7	0.652	6.1	LOS A	6.7	48.9	0.64	0.67	0.66	33.

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	4	33.3	4	33.3	0.021	5.8	LOS A	0.1	0.6	0.38	0.61	0.38	35.
4	R2	13	27.3	13	27.3	0.021	7.1	LOS A	0.1	0.6	0.38	0.61	0.38	35.
Approach		17	28.6	17	28.6	0.021	6.8	LOS A	0.1	0.6	0.38	0.61	0.38	35.
NorthEast: Collins Street														
3	L2	59	6.1	59	6.1	0.166	4.5	LOS A	0	0	0	0.11	0	43.
2	T1	228	2.6	228	2.6	0.166	0	LOS A	0	0	0	0.11	0	43.
Approach		287	3.3	287	3.3	0.166	0.9	NA	0	0	0	0.11	0	43.
SouthWest: Collins Street														
8	T1	131	1.8	131	1.8	0.071	0	LOS A	0	0.1	0.02	0.01	0.02	49.
7	R2	3	0	3	0	0.071	5.8	LOS A	0	0.1	0.02	0.01	0.02	49.
Approach		133	1.8	133	1.8	0.071	0.1	NA	0	0.1	0.02	0.01	0.02	49.
All Vehicles		437	3.8	437	3.8	0.166	0.9	NA	0.1	0.6	0.02	0.1	0.02	44.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	4	0	4	0	0.153	3.3	LOS A	0.9	6.4	0.14	0.51	0.14	39.
5	T1	97	2.5	97	2.5	0.153	3.4	LOS A	0.9	6.4	0.14	0.51	0.14	43.
4	R2	121	0	121	0	0.153	7.2	LOS A	0.9	6.4	0.14	0.51	0.14	37.
Approach		222	1.1	222	1.1	0.153	5.5	LOS A	0.9	6.4	0.14	0.51	0.14	40.
NorthEast: Collins Street														
3	L2	206	1.2	206	1.2	0.158	4.3	LOS A	1.1	7.6	0.14	0.48	0.14	37.
2	T1	20	11.8	20	11.8	0.158	4.6	LOS A	1.1	7.6	0.14	0.48	0.14	43.
1	R2	5	20	5	20	0.158	8.2	LOS A	1.1	7.6	0.14	0.48	0.14	44.
Approach		232	3.1	232	3.1	0.158	4.4	LOS A	1.1	7.6	0.14	0.48	0.14	38.
NorthWest: Bong Bong Street														
12	L2	2	0	2	0	0.019	4.9	LOS A	0.1	0.7	0.32	0.46	0.32	4
11	T1	19	0	19	0	0.019	5.3	LOS A	0.1	0.7	0.32	0.46	0.32	4
10	R2	1	0	1	0	0.019	9.1	LOS A	0.1	0.7	0.32	0.46	0.32	45
Approach		23	0	23	0	0.019	5.4	LOS A	0.1	0.7	0.32	0.46	0.32	42
SouthWest: Collins Street														
9	L2	1	0	1	0	0.014	5.2	LOS A	0.1	0.5	0.37	0.52	0.37	40.
8	T1	10	25	10	25	0.014	5.6	LOS A	0.1	0.5	0.37	0.52	0.37	2
7	R2	4	0	4	0	0.014	9.4	LOS A	0.1	0.5	0.37	0.52	0.37	2
Approach		14	16.7	14	16.7	0.014	6.5	LOS A	0.1	0.5	0.37	0.52	0.37	33.
All Vehicles		491	3.4	491	3.4	0.158	5	LOS A	1.1	7.6	0.16	0.49	0.16	4

PM

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	34	0	30	0	0.774	17.2	LOS B	9.3	66	1	1.31	1.59	16.
5	T1	348	2.4	314	2.4	0.774	16.9	LOS B	9.3	66	1	1.31	1.59	26.
4	R2	120	0	108	0	0.774	20.5	LOS B	9.3	66	1	1.31	1.59	26.
Approach		502	1.7	452	1.6	0.774	17.8	LOS B	9.3	66	1	1.31	1.59	26.
NorthEast: Collins Street														
3	L2	235	4.1	235	4.1	1.03	68.2	LOS E	48.4	348.3	1	2.85	4.16	9.
2	T1	263	3.2	263	3.2	1.03	67.9	LOS E	48.4	348.3	1	2.85	4.16	9.
1	R2	293	2.9	293	2.9	1.03	71.5	LOS E	48.4	348.3	1	2.85	4.16	11.
Approach		791	3.3	791	3.3	1.03	69.3	LOS E	48.4	348.3	1	2.85	4.16	11.
NorthWest: Terralong Street														
12	L2	106	0	106	0	0.486	3.6	LOS A	4	28.6	0.57	0.54	0.57	35.
11	T1	235	2	235	2	0.486	3.4	LOS A	4	28.6	0.57	0.54	0.57	31.
10	R2	175	2.1	175	2.1	0.486	7.1	LOS A	4	28.6	0.57	0.54	0.57	31.
Approach		516	1.6	516	1.6	0.486	4.7	LOS A	4	28.6	0.57	0.54	0.57	32.
SouthWest: Collins Street														
9	L2	271	0	254	0	0.503	9.2	LOS A	3.8	26.9	0.85	0.98	1	29.
8	T1	20	11.8	19	11.1	0.503	9.4	LOS A	3.8	26.9	0.85	0.98	1	31.
7	R2	44	0	42	0	0.503	12.5	LOS A	3.8	26.9	0.85	0.98	1	1
Approach		336	0.7	314	0.7	0.503	9.6	LOS A	3.8	26.9	0.85	0.98	1	29.
All Vehicles		2144	2.1	2073	2.2	1.03	33	LOS C	48.4	348.3	0.87	1.66	2.23	4

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	5	0	5	0	0.068	6.3	LOS A	0.2	1.5	0.51	0.76	0.51	33.
4	R2	42	0	41	0	0.068	8.3	LOS A	0.2	1.5	0.51	0.76	0.51	33.
Approach		47	0	45	0	0.068	8.1	LOS A	0.2	1.5	0.51	0.76	0.51	33.
NorthEast: Collins Street														
3	L2	24	0	23	0	0.273	4.6	LOS A	0	0	0	0.03	0	48.
2	T1	467	2.6	456	2.6	0.273	0	LOS A	0	0	0	0.03	0	48.
Approach		491	2.4	480	2.4	0.273	0.2	NA	0	0	0	0.03	0	48.
SouthWest: Collins Street														
8	T1	228	1.1	208	1	0.111	0	LOS A	0	0.1	0.01	0	0.01	49.
7	R2	1	0	1	0	0.111	6.5	LOS A	0	0.1	0.01	0	0.01	49.
Approach		229	1	209	1	0.111	0.1	NA	0	0.1	0.01	0	0.01	49.
All Vehicles		767	1.9	734	2	0.273	0.7	NA	0.2	1.5	0.03	0.07	0.03	46.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	0.263	3.4	LOS A	1.9	13.2	0.21	0.5	0.21	39.
5	T1	200	1.8	180	1.7	0.263	3.5	LOS A	1.9	13.2	0.21	0.5	0.21	43.
4	R2	217	1.1	195	1.1	0.263	7.3	LOS A	1.9	13.2	0.21	0.5	0.21	36.
Approach		420	1.4	377	1.4	0.263	5.5	LOS A	1.9	13.2	0.21	0.5	0.21	40.
NorthEast: Collins Street														
3	L2	430	2.8	420	2.8	0.352	4.8	LOS A	2.9	20.7	0.37	0.51	0.37	35.
2	T1	34	0	33	0	0.352	5.1	LOS A	2.9	20.7	0.37	0.51	0.37	42.
1	R2	8	0	8	0	0.352	9	LOS A	2.9	20.7	0.37	0.51	0.37	44.
Approach		472	2.5	461	2.6	0.352	4.9	LOS A	2.9	20.7	0.37	0.51	0.37	36.
NorthWest: Bong Bong Street														
12	L2	6	0	6	0	0.08	5.5	LOS A	0.5	3.3	0.43	0.51	0.43	41.
11	T1	76	6.3	76	6.3	0.08	5.9	LOS A	0.5	3.3	0.43	0.51	0.43	41.
10	R2	1	0	1	0	0.08	9.6	LOS A	0.5	3.3	0.43	0.51	0.43	44.
Approach		83	5.8	83	5.8	0.08	5.9	LOS A	0.5	3.3	0.43	0.51	0.43	41.
SouthWest: Collins Street														
9	L2	1	0	1	0	0.014	6	LOS A	0.1	0.5	0.48	0.58	0.48	39.
8	T1	6	0	6	0	0.014	6.3	LOS A	0.1	0.5	0.48	0.58	0.48	30.
7	R2	6	0	6	0	0.014	10.1	LOS A	0.1	0.5	0.48	0.58	0.48	30.
Approach		13	0	13	0	0.014	8	LOS A	0.1	0.5	0.48	0.58	0.48	31.
All Vehicles		588	3.1	554	3.2	0.352	5.3	LOS A	2.9	20.7	0.31	0.5	0.31	38.

WE

001 - Terralong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Terralong Street														
6	L2	62	0	45	0	0.494	7.3	LOS A	3.6	25.1	0.79	0.89	0.89	24.
5	T1	271	0.9	195	0.8	0.494	7	LOS A	3.6	25.1	0.79	0.89	0.89	33.
4	R2	149	0	107	0	0.494	10.7	LOS A	3.6	25.1	0.79	0.89	0.89	33.
Approach		482	0.5	347	0.5	0.494	8.2	LOS A	3.6	25.1	0.79	0.89	0.89	32.
NorthEast: Collins Street														
3	L2	358	1.3	358	1.3	1.583	537.1	LOS F	232.8	1652.9	1	11.52	18.55	1.
2	T1	308	0.8	308	0.8	1.583	536.8	LOS F	232.8	1652.9	1	11.52	18.55	1.
1	R2	272	1.1	272	1.1	1.583	540.6	LOS F	232.8	1652.9	1	11.52	18.55	2.
Approach		938	1.7	938	1.7	1.583	538	LOS F	232.8	1652.9	1	11.52	18.55	1.
NorthWest: Terralong Street														
12	L2	121	0	121	0	0.709	3.9	LOS A	4.4	31	0.56	0.57	0.57	35.
11	T1	217	2.2	217	2.2	0.709	3.7	LOS A	4.4	31	0.56	0.57	0.57	31.
10	R2	212	0	212	0	0.709	7.3	LOS A	4.4	31	0.56	0.57	0.57	31.
Approach		551	0.9	551	0.9	0.709	5.1	LOS A	4.4	31	0.56	0.57	0.57	32.
SouthWest: Collins Street														
9	L2	292	0.8	245	1	0.441	5.5	LOS A	2.3	16.5	0.67	0.74	0.68	33.
8	T1	14	16.7	12	19.2	0.441	5.8	LOS A	2.3	16.5	0.67	0.74	0.68	3
7	R2	54	0	45	0	0.441	8.8	LOS A	2.3	16.5	0.67	0.74	0.68	23.
Approach		360	1.3	303	1.6	0.441	6	LOS A	2.3	16.5	0.67	0.74	0.68	32.
All Vehicles		2332	1.3	2135	1.5	1.583	376.5	LOS F	232.8	1652.9	0.81	5.45	8.53	31

002 - Collins Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Akuna Street														
6	L2	8	0	7	0	0.075	6	LOS A	0.2	1.7	0.49	0.74	0.49	34.
4	R2	58	0	47	0	0.075	7.9	LOS A	0.2	1.7	0.49	0.74	0.49	34.
Approach		66	0	54	0	0.075	7.7	LOS A	0.2	1.7	0.49	0.74	0.49	34.
NorthEast: Collins Street														
3	L2	65	0	55	0	0.261	4.6	LOS A	0	0	0	0.06	0	46.
2	T1	481	0.5	409	0.5	0.261	0	LOS A	0	0	0	0.06	0	46.
Approach		546	0.4	464	0.4	0.261	0.5	NA	0	0	0	0.06	0	46.
SouthWest: Collins Street														
8	T1	241	2	195	2.5	0.105	0	LOS A	0	0.1	0.01	0	0.01	49.
7	R2	1	0	1	0	0.105	6.7	LOS A	0	0.1	0.01	0	0.01	49.
Approach		242	2	196	2.4	0.105	0	NA	0	0.1	0.01	0	0.01	49.
All Vehicles		854	0.8	714	1	0.261	0.9	NA	0.2	1.7	0.04	0.1	0.04	44.

003 - Bong Bong Street / Collins Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Spe km/
SouthEast: Bong Bong Street														
6	L2	11	0	9	0	0.247	3.5	LOS A	1.7	12.4	0.25	0.51	0.25	39.
5	T1	187	1.3	150	1.6	0.247	3.6	LOS A	1.7	12.4	0.25	0.51	0.25	4
4	R2	227	1.6	181	2	0.247	7.4	LOS A	1.7	12.4	0.25	0.51	0.25	36.
Approach		425	1.4	340	1.8	0.247	5.7	LOS A	1.7	12.4	0.25	0.51	0.25	40.
NorthEast: Collins Street														
3	L2	428	0.6	371	0.5	0.355	5.4	LOS A	2.8	19.9	0.48	0.56	0.48	33.
2	T1	38	0	33	0	0.355	5.7	LOS A	2.8	19.9	0.48	0.56	0.48	41.
1	R2	23	0	20	0	0.355	9.6	LOS A	2.8	19.9	0.48	0.56	0.48	43.
Approach		490	0.5	424	0.5	0.355	5.6	LOS A	2.8	19.9	0.48	0.56	0.48	35.
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.134	5.5	LOS A	0.8	5.7	0.44	0.53	0.44	4
11	T1	130	1.9	130	1.9	0.134	5.9	LOS A	0.8	5.7	0.44	0.53	0.44	4
10	R2	4	0	4	0	0.134	9.7	LOS A	0.8	5.7	0.44	0.53	0.44	44.
Approach		144	1.7	144	1.7	0.134	5.9	LOS A	0.8	5.7	0.44	0.53	0.44	41.
SouthWest: Collins Street														
9	L2	4	0	4	0	0.021	5.9	LOS A	0.1	0.8	0.47	0.61	0.47	38.
8	T1	5	25	5	25	0.021	6.4	LOS A	0.1	0.8	0.47	0.61	0.47	29.
7	R2	12	0	12	0	0.021	10	LOS A	0.1	0.8	0.47	0.61	0.47	29.
Approach		20	5.9	20	5.9	0.021	8.4	LOS A	0.1	0.8	0.47	0.61	0.47	32.
All Vehicles		1079	1.1	938	1.3	0.355	5.7	LOS A	2.8	19.9	0.39	0.53	0.39	38.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	389	6.2	389	6.2	0.208	3.5	LOS A	0	0	0	0.47	0	25.
Approach		389	6.2	389	6.2	0.208	3.5	NA	0	0	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	228	3.7	228	3.7	0.122	3.5	LOS A	0	0	0	0.45	0	34.
Approach		228	3.7	228	3.7	0.122	3.5	NA	0	0	0	0.45	0	34.
All Vehicles		617	5.1	617	5.1	0.208	3.5	NA	0	0	0	0.46	0	31.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	499	2.4	493	2.4	0.257	3.5	LOS A	1.4	10.3	0	0.47	0	25.
Approach		499	2.4	493	2.4	0.257	3.5	NA	1.4	10.3	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	372	2.9	321	2.8	0.17	3.4	LOS A	0	0	0	0.45	0	34.
Approach		372	2.9	321	2.8	0.17	3.4	NA	0	0	0	0.45	0	34.
All Vehicles		871	2.6	814	2.6	0.257	3.5	NA	1.4	10.3	0	0.46	0	31.

004 - Terralong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthWest: Terralong Street														
10	R2	668	1.3	610	1.2	0.315	3.5	LOS A	12.7	89.8	0	0.47	0	25.
Approach		668	1.3	610	1.2	0.315	3.5	NA	12.7	89.8	0	0.47	0	25.
SouthWest: Railway Parade														
9	L2	398	1.5	277	1.5	0.145	3.4	LOS A	0	0	0	0.45	0	34.
Approach		398	1.5	277	1.5	0.145	3.4	NA	0	0	0	0.45	0	34.
All Vehicles		1067	1.5	887	1.6	0.315	3.5	NA	12.7	89.8	0	0.46	0	30.

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	14	16.7	14	16.7	0.228	3.9	LOS A	1.1	8	0.23	0.51	0.23	43.
5	T1	154	0.8	154	0.8	0.228	3.9	LOS A	1.1	8	0.23	0.51	0.23	29.
4	R2	114	4.2	114	4.2	0.228	7.8	LOS A	1.1	8	0.23	0.51	0.23	29.
Approach		282	3	282	3	0.228	5.5	LOS A	1.1	8	0.23	0.51	0.23	3
NorthEast: Shoalhaven Street														
3	L2	109	5.5	109	5.5	0.156	4.4	LOS A	0.9	6.3	0.43	0.51	0.43	32.
2	T1	56	6.4	56	6.4	0.156	4.5	LOS A	0.9	6.3	0.43	0.51	0.43	4
1	R2	1	0	1	0	0.156	8.3	LOS A	0.9	6.3	0.43	0.51	0.43	32.
Approach		167	5.8	167	5.8	0.156	4.4	LOS A	0.9	6.3	0.43	0.51	0.43	40.
NorthWest: Bong Bong Street														
12	L2	8	0	8	0	0.197	4.2	LOS A	1.2	8.6	0.39	0.51	0.39	36.
11	T1	150	1.6	150	1.6	0.197	4.3	LOS A	1.2	8.6	0.39	0.51	0.39	36.
10	R2	71	0	71	0	0.197	8.2	LOS A	1.2	8.6	0.39	0.51	0.39	45.
Approach		229	1	229	1	0.197	5.5	LOS A	1.2	8.6	0.39	0.51	0.39	41.
SouthWest: Shoalhaven Street														
9	L2	67	1.8	67	1.8	0.129	4.7	LOS A	0.9	6.4	0.46	0.49	0.46	43.
8	T1	67	5.4	67	5.4	0.129	4.8	LOS A	0.9	6.4	0.46	0.49	0.46	43.
7	R2	7	0	7	0	0.129	8.7	LOS A	0.9	6.4	0.46	0.49	0.46	43.
Approach		142	3.4	142	3.4	0.129	5	LOS A	0.9	6.4	0.46	0.49	0.46	43.
All Vehicles		820	3.1	820	3.1	0.228	5.2	LOS A	1.2	8.6	0.35	0.51	0.35	4

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	17	0	14	0	0.419	5.2	LOS A	2.5	17.9	0.38	0.58	0.38	43.
5	T1	334	1.8	287	1.8	0.419	5.2	LOS A	2.5	17.9	0.38	0.58	0.38	28.
4	R2	166	0	142	0	0.419	9.1	LOS A	2.5	17.9	0.38	0.58	0.38	28.
Approach		516	1.2	444	1.1	0.419	6.5	LOS A	2.5	17.9	0.38	0.58	0.38	29.
NorthEast: Shoalhaven Street														
3	L2	186	0	160	0	0.336	6.3	LOS A	1.6	11.5	0.67	0.72	0.67	29.
2	T1	64	3.8	62	3.8	0.336	6.4	LOS A	1.6	11.5	0.67	0.72	0.67	44.
1	R2	4	0	3	0	0.336	10.2	LOS A	1.6	11.5	0.67	0.72	0.67	29.
Approach		233	1	226	1	0.336	6.4	LOS A	1.6	11.5	0.67	0.72	0.67	37.
NorthWest: Bong Bong Street														
12	L2	11	0	11	0	0.505	4.4	LOS A	3.4	24.3	0.48	0.55	0.48	35.
11	T1	275	2.6	270	2.6	0.505	4.6	LOS A	3.4	24.3	0.48	0.55	0.48	35.
10	R2	226	4.3	221	4.3	0.505	8.6	LOS A	3.4	24.3	0.48	0.55	0.48	4
Approach		511	3.3	501	3.3	0.505	6.4	LOS A	3.4	24.3	0.48	0.55	0.48	41.
SouthWest: Shoalhaven Street														
9	L2	83	0	83	0	0.129	5.8	LOS A	0.9	6.6	0.61	0.57	0.61	42.
8	T1	29	0	29	0	0.129	5.9	LOS A	0.9	6.6	0.61	0.57	0.61	42.
7	R2	11	0	11	0	0.129	9.8	LOS A	0.9	6.6	0.61	0.57	0.61	42.
Approach		122	0	122	0	0.129	6.2	LOS A	0.9	6.6	0.61	0.57	0.61	42.
All Vehicles		1383	1.8	1293	1.8	0.505	6.4	LOS A	3.4	24.3	0.49	0.56	0.49	3

005 - Bong Bong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	29	0	20	0	0.303	4.6	LOS A	1.6	11.4	0.32	0.56	0.32	43.
5	T1	270	0.9	186	1.3	0.303	4.7	LOS A	1.6	11.4	0.32	0.56	0.32	28.
4	R2	188	0	129	0	0.303	8.6	LOS A	1.6	11.4	0.32	0.56	0.32	28.
Approach		487	0.5	335	0.7	0.303	6.2	LOS A	1.6	11.4	0.32	0.56	0.32	31.
NorthEast: Shoalhaven Street														
3	L2	228	1.1	200	1	0.566	8.4	LOS A	2.5	18	0.71	0.84	0.85	2
2	T1	91	2.6	80	2.6	0.566	8.5	LOS A	2.5	18	0.71	0.84	0.85	43.
1	R2	1	0	1	0	0.566	12.4	LOS A	2.5	18	0.71	0.84	0.85	2
Approach		320	1.5	281	1.5	0.566	8.4	LOS A	2.5	18	0.71	0.84	0.85	35.
NorthWest: Bong Bong Street														
12	L2	16	0	14	0	0.713	4.5	LOS A	3.4	24.2	0.49	0.55	0.49	3
11	T1	382	1.3	349	1.3	0.713	4.6	LOS A	3.4	24.2	0.49	0.55	0.49	3
10	R2	173	0	158	0	0.713	8.5	LOS A	3.4	24.2	0.49	0.55	0.49	45.
Approach		570	0.8	521	0.9	0.713	5.8	LOS A	3.4	24.2	0.49	0.55	0.49	40.
SouthWest: Shoalhaven Street														
9	L2	154	2.3	154	2.3	0.22	5.2	LOS A	1.5	10.8	0.54	0.55	0.54	43.
8	T1	42	0	42	0	0.22	5.2	LOS A	1.5	10.8	0.54	0.55	0.54	43.
7	R2	19	0	19	0	0.22	9.1	LOS A	1.5	10.8	0.54	0.55	0.54	43.
Approach		215	1.7	215	1.7	0.22	5.5	LOS A	1.5	10.8	0.54	0.55	0.54	43.
All Vehicles		1592	1	1363	1.2	0.713	6.4	LOS A	3.4	24.2	0.5	0.61	0.53	3

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	29	0	29	0	0.034	2.6	LOS A	0.1	0.7	0.23	0.44	0.23	32.
4	R3	8	0	8	0	0.034	5.5	LOS A	0.1	0.7	0.23	0.44	0.23	7
Approach		37	0	37	0	0.034	3.2	LOS A	0.1	0.7	0.23	0.44	0.23	35.
East: Blowhole Point Road														
3	L3	6	0	6	0	0.079	4.1	LOS A	0	0	0	0.44	0	38.
1	R1	151	4	151	4	0.079	2.9	LOS A	0	0	0	0.44	0	37.
Approach		157	3.8	157	3.8	0.079	2.9	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	188	5.7	188	5.7	0.146	3.5	LOS A	0.7	4.8	0.2	0.3	0.2	37.
11	T1	52	0	52	0	0.146	1.3	LOS A	0.7	4.8	0.2	0.3	0.2	34.
Approach		240	4.5	240	4.5	0.146	3	NA	0.7	4.8	0.2	0.3	0.2	37.
All Vehicles		434	3.9	434	3.9	0.146	3	NA	0.7	4.8	0.13	0.36	0.13	37.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	91	0	91	0	0.124	4	LOS A	0.4	2.9	0.44	0.6	0.44	30.
4	R3	12	0	12	0	0.124	8.2	LOS A	0.4	2.9	0.44	0.6	0.44	37.
Approach		103	0	103	0	0.124	4.5	LOS A	0.4	2.9	0.44	0.6	0.44	32.
East: Blowhole Point Road														
3	L3	35	0	35	0	0.228	4.1	LOS A	0	0	0	0.44	0	38.
1	R1	426	1.1	426	1.1	0.228	2.9	LOS A	0	0	0	0.44	0	37.
Approach		461	1	461	1	0.228	3	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	358	1	338	1	0.221	4.4	LOS A	1	6.7	0.21	0.33	0.21	36.
11	T1	36	0	34	0	0.221	5.7	LOS A	1	6.7	0.21	0.33	0.21	32.
Approach		394	0.9	372	0.9	0.221	4.5	NA	1	6.7	0.21	0.33	0.21	36.
All Vehicles		958	0.9	936	0.9	0.228	3.7	NA	1	6.7	0.13	0.41	0.13	36.

006 - Terralong Street / Blowhole Point Road

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
5	T1	90	0	90	0	0.124	3.7	LOS A	0.4	2.9	0.42	0.58	0.42	30.
4	R3	14	0	14	0	0.124	9.2	LOS A	0.4	2.9	0.42	0.58	0.42	37.
Approach		104	0	104	0	0.124	4.5	LOS A	0.4	2.9	0.42	0.58	0.42	32.
East: Blowhole Point Road														
3	L3	35	0	35	0	0.204	4.1	LOS A	0	0	0	0.44	0	38.
1	R1	378	0.6	378	0.6	0.204	2.9	LOS A	0	0	0	0.44	0	37.
Approach		413	0.6	413	0.6	0.204	3	NA	0	0	0	0.44	0	37.
NorthWest: Terralong Street														
12	L1	539	0	458	0	0.321	4.8	LOS A	1.9	13.6	0.28	0.31	0.32	36.
11	T1	77	0	65	0	0.321	5.5	LOS A	1.9	13.6	0.28	0.31	0.32	31.
Approach		616	0	523	0	0.321	4.9	NA	1.9	13.6	0.28	0.31	0.32	35.
All Vehicles		1133	0.3	1049	0.3	0.321	4.1	NA	1.9	13.6	0.18	0.35	0.2	36.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	31	15.4	31	15.4	0.806	26.2	LOS B	15.9	114.6	0.93	0.96	1.12	27.
5	T1	275	2.2	275	2.2	0.806	21.6	LOS B	15.9	114.6	0.93	0.96	1.12	13.
4	R2	217	3.3	217	3.3	0.806	26.2	LOS B	15.9	114.6	0.93	0.96	1.12	13.
Approach		523	3.4	523	3.4	0.806	23.8	LOS B	15.9	114.6	0.93	0.96	1.12	14.
NorthEast: Railway Parade														
3	L2	377	5.4	377	5.4	0.742	26	LOS B	11.3	83	0.95	0.91	1.07	18.
2	T1	8	14.3	8	14.3	0.742	22.6	LOS B	11.3	83	0.95	0.91	1.07	28.
1	R2	4	66.7	4	66.7	0.742	26.3	LOS B	11.3	83	0.95	0.91	1.07	18.
Approach		389	6.2	389	6.2	0.742	25.9	LOS B	11.3	83	0.95	0.91	1.07	18.
NorthWest: Bong Bong Street														
12	L2	1	100	1	100	0.308	15.8	LOS B	4.9	35.3	0.66	0.56	0.66	19.
11	T1	259	2.8	259	2.8	0.308	10.8	LOS A	4.9	35.3	0.66	0.56	0.66	19.
10	R2	6	0	6	0	0.308	15.4	LOS B	4.9	35.3	0.66	0.56	0.66	19.
Approach		266	3.2	266	3.2	0.308	11	LOS A	4.9	35.3	0.66	0.56	0.66	20.
SouthWest: Eddy Street														
9	L2	4	0	4	0	0.059	26.1	LOS B	0.5	3.7	0.84	0.66	0.84	24.
8	T1	10	0	10	0	0.059	22.7	LOS B	0.5	3.7	0.84	0.66	0.84	24.
7	R2	7	16.7	7	16.7	0.059	26.2	LOS B	0.5	3.7	0.84	0.66	0.84	24.
Approach		20	5.9	20	5.9	0.059	24.5	LOS B	0.5	3.7	0.84	0.66	0.84	24.
All Vehicles		1199	4.3	1199	4.3	0.806	21.6	LOS B	15.9	114.6	0.88	0.85	1	17.

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	2	0	2	0	1.083	157.5	LOS F	25.2	179.5	1	1.41	1.74	8.1
5	T1	506	1.2	470	1.2	1.083	153	LOS F	25.2	179.5	1	1.41	1.74	2.4
4	R2	356	3	331	3	1.083	157.5	LOS F	25.2	179.5	1	1.41	1.74	2.1
Approach		865	1.9	803	1.9	1.083	154.8	LOS F	25.2	179.5	1	1.41	1.74	2.2
NorthEast: Railway Parade														
3	L2	475	2.5	469	2.5	1.028	129.3	LOS F	52.5	375.4	1	1.22	1.58	5.0
2	T1	23	0	23	0	1.028	125.9	LOS F	52.5	375.4	1	1.22	1.58	11.
1	R2	1	0	1	0	1.028	129.4	LOS F	52.5	375.4	1	1.22	1.58	5.1
Approach		499	2.4	493	2.4	1.028	129.1	LOS F	52.5	375.4	1	1.22	1.58	6.
NorthWest: Bong Bong Street														
12	L2	6	0	6	0	0.376	19.4	LOS B	15.6	110.6	0.53	0.48	0.53	1.
11	T1	440	1.6	430	1.6	0.376	14.8	LOS B	15.6	110.6	0.53	0.48	0.53	1.
10	R2	5	0	5	0	0.376	19.4	LOS B	15.6	110.6	0.53	0.48	0.53	1.
Approach		451	1.6	441	1.6	0.376	14.9	LOS B	15.6	110.6	0.53	0.48	0.53	16.
SouthWest: Eddy Street														
9	L2	8	0	8	0	0.095	69.2	LOS E	1.3	9.4	0.93	0.69	0.93	12.
8	T1	10	0	10	0	0.095	65.8	LOS E	1.3	9.4	0.93	0.69	0.93	12.
7	R2	2	0	2	0	0.095	69.2	LOS E	1.3	9.4	0.93	0.69	0.93	12.
Approach		20	0	20	0	0.095	67.6	LOS E	1.3	9.4	0.93	0.69	0.93	12.
All Vehicles		1836	2	1757	2	1.083	111.5	LOS F	52.5	375.4	0.88	1.12	1.38	4.1

007 - Bong Bong Street / Railway Parade

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	24	0	23	0	1.357	392.9	LOS F	25.5	179.5	1	2.05	2.75	3.4
5	T1	474	0	449	0	1.357	388.4	LOS F	25.5	179.5	1	2.05	2.75	1.1
4	R2	373	1.6	353	1.6	1.357	392.9	LOS F	25.5	179.5	1	2.05	2.75	1.1
Approach		871	0.7	825	0.7	1.357	390.4	LOS F	25.5	179.5	1	2.05	2.75	1.1
NorthEast: Railway Parade														
3	L2	632	0.9	593	0.9	1.265	313	LOS F	53.1	375.4	1	1.74	2.46	2.1
2	T1	35	6.9	33	6.9	1.265	309.6	LOS F	53.1	375.4	1	1.74	2.46	5.4
1	R2	1	0	1	0	1.265	313.1	LOS F	53.1	375.4	1	1.74	2.46	2.1
Approach		668	1.3	627	1.3	1.265	312.8	LOS F	53.1	375.4	1	1.74	2.46	2.2
NorthWest: Bong Bong Street														
12	L2	20	0	19	0	0.493	21.5	LOS B	19.6	138.7	0.6	0.55	0.6	14.2
11	T1	598	1.2	544	1.2	0.493	16.9	LOS B	19.6	138.7	0.6	0.55	0.6	14.2
10	R2	11	0	10	0	0.493	21.5	LOS B	19.6	138.7	0.6	0.55	0.6	10.
Approach		629	1.1	573	1.1	0.493	17.1	LOS B	19.6	138.7	0.6	0.55	0.6	15.
SouthWest: Eddy Street														
9	L2	12	20	12	20	0.304	82.8	LOS F	1.9	14.3	1	0.72	1	11.
8	T1	5	0	5	0	0.304	79.2	LOS F	1.9	14.3	1	0.72	1	11.
7	R2	8	0	8	0	0.304	82.6	LOS F	1.9	14.3	1	0.72	1	11.
Approach		25	9.5	25	9.5	0.304	82.1	LOS F	1.9	14.3	1	0.72	1	11.
All Vehicles		2194	1.1	2050	1.2	1.357	258.6	LOS F	53.1	375.4	0.89	1.52	2.04	2.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	22	0	22	0	0.128	4.2	LOS A	0.4	3	0.21	0.15	0.21	30.
5	T1	157	5.3	157	5.3	0.128	0.4	LOS A	0.4	3	0.21	0.15	0.21	30.
4	R2	49	0	49	0	0.128	4.5	LOS A	0.4	3	0.21	0.15	0.21	36.
Approach		228	3.7	228	3.7	0.128	1.6	NA	0.4	3	0.21	0.15	0.21	33.
NorthEast: Shoalhaven Street														
3	L2	148	3.3	148	3.3	0.14	8.3	LOS A	0.7	4.8	0.42	0.87	0.42	29.
Approach		148	3.3	148	3.3	0.14	8.3	LOS A	0.7	4.8	0.42	0.87	0.42	29.
NorthWest: Terralong Street														
12	L2	26	9.1	26	9.1	0.235	4.2	LOS A	1	7.7	0.25	0.2	0.25	36.
11	T1	236	8.1	236	8.1	0.235	0.4	LOS A	1	7.7	0.25	0.2	0.25	30.
10	R2	137	4.4	137	4.4	0.235	4.3	LOS A	1	7.7	0.25	0.2	0.25	30.
Approach		400	6.9	400	6.9	0.235	2	NA	1	7.7	0.25	0.2	0.25	31.
SouthWest: Shoalhaven Street														
9	L2	148	2.4	148	2.4	0.154	8	LOS A	0.5	3.6	0.23	0.92	0.23	25.
8	T1	18	0	18	0	0.154	10.4	LOS A	0.5	3.6	0.23	0.92	0.23	33.
7	R2	5	0	5	0	0.154	17.4	LOS A	0.5	3.6	0.23	0.92	0.23	35.
Approach		170	2.1	170	2.1	0.154	8.4	LOS A	0.5	3.6	0.23	0.92	0.23	27.
All Vehicles		946	4.7	946	4.7	0.235	4	NA	1	7.7	0.27	0.42	0.27	30.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	30	0	26	0	0.182	4.5	LOS A	0.6	4.1	0.21	0.13	0.21	3
5	T1	276	3	241	3	0.182	0.4	LOS A	0.6	4.1	0.21	0.13	0.21	3
4	R2	66	3.6	58	3.6	0.182	4.9	LOS A	0.6	4.1	0.21	0.13	0.21	36.
Approach		372	2.9	325	2.8	0.182	1.5	NA	0.6	4.1	0.21	0.13	0.21	33.
NorthEast: Shoalhaven Street														
3	L2	198	0	198	0	0.28	8.6	LOS A	1	6.7	0.48	0.89	0.48	28.
Approach		198	0	198	0	0.28	8.6	LOS A	1	6.7	0.48	0.89	0.48	28.
NorthWest: Terralong Street														
12	L2	23	0	22	0	0.305	4.6	LOS A	1.6	11.4	0.36	0.23	0.36	36.
11	T1	292	4.1	286	4.1	0.305	0.8	LOS A	1.6	11.4	0.36	0.23	0.36	29.
10	R2	200	1.2	197	1.2	0.305	4.8	LOS A	1.6	11.4	0.36	0.23	0.36	29.
Approach		515	2.8	505	2.8	0.305	2.5	NA	1.6	11.4	0.36	0.23	0.36	29.
SouthWest: Shoalhaven Street														
9	L2	226	0	208	0	0.222	8.2	LOS A	0.7	5.1	0.32	0.92	0.32	25.
8	T1	11	0	10	0	0.222	12.5	LOS A	0.7	5.1	0.32	0.92	0.32	32.
7	R2	10	0	9	0	0.222	16.3	LOS B	0.7	5.1	0.32	0.92	0.32	35.
Approach		246	0	227	0	0.222	8.7	LOS A	0.7	5.1	0.32	0.92	0.32	2
All Vehicles		1331	1.9	1255	2	0.305	4.3	NA	1.6	11.4	0.33	0.43	0.33	29.

008 - Terralong Street / Shoalhaven Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	49	2.4	34	2.4	0.152	4.3	LOS A	0.4	3.1	0.19	0.13	0.19	31.
5	T1	288	0.8	199	0.8	0.152	0.4	LOS A	0.4	3.1	0.19	0.13	0.19	31.
4	R2	61	3.9	42	3.9	0.152	4.8	LOS A	0.4	3.1	0.19	0.13	0.19	36.
Approach		398	1.5	276	1.5	0.152	1.5	NA	0.4	3.1	0.19	0.13	0.19	33.
NorthEast: Shoalhaven Street														
3	L2	324	0.7	324	0.7	0.619	11.2	LOS A	2.9	20.6	0.49	1.03	0.72	26.
Approach		324	0.7	324	0.7	0.619	11.2	LOS A	2.9	20.6	0.49	1.03	0.72	26.
NorthWest: Terralong Street														
12	L2	70	0	55	0	0.294	4.3	LOS A	17.3	122.4	0.33	0.23	0.33	36.
11	T1	329	1.8	261	1.9	0.294	0.6	LOS A	17.3	122.4	0.33	0.23	0.33	29.
10	R2	230	1.6	183	1.6	0.294	4.6	LOS A	17.3	122.4	0.33	0.23	0.33	29.
Approach		629	1.5	498	1.6	0.294	2.5	NA	17.3	122.4	0.33	0.23	0.33	30.
SouthWest: Shoalhaven Street														
9	L2	194	0	152	0	0.185	8	LOS A	0.6	3.9	0.28	0.91	0.28	25.
8	T1	11	0	8	0	0.185	11.6	LOS A	0.6	3.9	0.28	0.91	0.28	32.
7	R2	16	0	12	0	0.185	16.1	LOS B	0.6	3.9	0.28	0.91	0.28	35.
Approach		221	0	172	0	0.185	8.8	LOS A	0.6	3.9	0.28	0.91	0.28	25.
All Vehicles		1572	1.1	1271	1.4	0.619	5.4	NA	17.3	122.4	0.33	0.51	0.39	28.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	180	3.3	180	3.3	0.138	2.1	LOS A	0.7	4.9	0.2	0.36	0.2	36.
Approach		180	3.3	180	3.3	0.138	2.3	LOS A	0.7	4.9	0.2	0.36	0.2	26.
SouthWest: Manning Street														
7	R2	240	4.5	240	4.5	0.18	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	62	5.8	62	5.8	0.18	6.9	LOS A	0	0	0	0.58	0	31.
Approach		302	4.8	302	4.8	0.18	5.8	LOS A	0	0	0	0.58	0	31.
All Vehicles		482	4.2	482	4.2	0.18	4.5	LOS A	0.7	4.9	0.07	0.5	0.07	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	517	0.9	517	0.9	0.468	2.3	LOS A	2.3	16.1	0.22	0.36	0.22	36.
Approach		517	0.9	517	0.9	0.468	2.3	LOS A	2.3	16.1	0.22	0.36	0.22	26.
SouthWest: Manning Street														
7	R2	394	0.9	374	0.9	0.26	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	58	0	55	0	0.26	6.9	LOS A	0	0	0	0.58	0	31.
Approach		451	0.8	429	0.8	0.26	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		968	0.9	946	0.9	0.468	3.9	LOS A	2.3	16.1	0.12	0.46	0.12	30.

009 - Terralong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Terralong Street														
6	L2	468	0.5	468	0.5	0.395	2.6	LOS A	2.2	15.2	0.29	0.39	0.29	35.
Approach		468	0.5	468	0.5	0.395	2.6	LOS A	2.2	15.2	0.29	0.39	0.29	25.
SouthWest: Manning Street														
7	R2	616	0	521	0	0.363	5.5	LOS A	0	0	0	0.58	0	31.
7a	U	108	0	91	0	0.363	6.9	LOS A	0	0	0	0.58	0	31.
Approach		724	0	612	0	0.363	5.7	LOS A	0	0	0	0.58	0	31.
All Vehicles		1192	0.2	1080	0.2	0.395	4.3	LOS A	2.2	15.2	0.12	0.5	0.12	30.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	8	0	8	0	0.052	6.4	LOS A	0.3	2.1	0.59	0.64	0.59	41.
5	T1	8	0	8	0	0.052	6.3	LOS A	0.3	2.1	0.59	0.64	0.59	30.
4	R2	26	9.1	26	9.1	0.052	10.3	LOS A	0.3	2.1	0.59	0.64	0.59	30.
Approach		43	5.6	43	5.6	0.052	8.8	LOS A	0.3	2.1	0.59	0.64	0.59	34.
NorthEast: Manning Street														
3	L2	1	0	1	0	0.277	4.9	LOS A	1.8	13	0.62	0.67	0.62	34.
2	T1	16	23.1	16	23.1	0.277	5.1	LOS A	1.8	13	0.62	0.67	0.62	46.
1	R2	203	3	203	3	0.277	8.4	LOS A	1.8	13	0.62	0.67	0.62	28.
Approach		242	4	242	4	0.277	8.3	LOS A	1.8	13	0.62	0.67	0.62	30.
NorthWest: Bong Bong Street														
12	L2	222	3.8	222	3.8	0.516	4.4	LOS A	3.3	23.7	0.32	0.59	0.32	29.
11	T1	47	0	47	0	0.516	4.2	LOS A	3.3	23.7	0.32	0.59	0.32	39.
10	R2	362	5.6	362	5.6	0.516	8.1	LOS A	3.3	23.7	0.32	0.59	0.32	43.
Approach		631	4.6	631	4.6	0.516	6.5	LOS A	3.3	23.7	0.32	0.59	0.32	41.
SouthWest: Manning Street														
9	L2	324	3.7	324	3.7	0.446	5.2	LOS A	2.9	21	0.58	0.63	0.58	42.
8	T1	66	5.5	66	5.5	0.446	5.2	LOS A	2.9	21	0.58	0.63	0.58	42.
7	R2	19	0	19	0	0.446	8.8	LOS A	2.9	21	0.58	0.63	0.58	44.
Approach		432	3.6	432	3.6	0.446	5.6	LOS A	2.9	21	0.58	0.63	0.58	42.
All Vehicles		1349	4.2	1349	4.2	0.516	6.6	LOS A	3.3	23.7	0.46	0.62	0.46	39.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	37	0	37	0	0.188	13.2	LOS A	1.3	8.8	0.94	0.82	0.94	37.
5	T1	18	0	18	0	0.188	13.1	LOS A	1.3	8.8	0.94	0.82	0.94	24.
4	R2	23	0	23	0	0.188	16.9	LOS B	1.3	8.8	0.94	0.82	0.94	24.
Approach		78	0	78	0	0.188	14.2	LOS A	1.3	8.8	0.94	0.82	0.94	32.
NorthEast: Manning Street														
3	L2	1	0	1	0	1.143	163.1	LOS F	63.8	449.5	1	4.84	7.22	7.
2	T1	180	1.3	179	1.3	1.143	162.8	LOS F	63.8	449.5	1	4.84	7.22	1
1	R2	370	0.6	368	0.7	1.143	166.5	LOS F	63.8	449.5	1	4.84	7.22	4.
Approach		54	1	54	1	1.143	167.3	LOS F	63.8	449.5	1	4.84	7.22	4.
NorthWest: Bong Bong Street														
12	L2	334	0.7	323	0.7	0.717	4.6	LOS A	7.2	51	0.46	0.61	0.46	28.
11	T1	38	0	37	0	0.717	4.5	LOS A	7.2	51	0.46	0.61	0.46	38.
10	R2	557	3	539	3	0.717	8.4	LOS A	7.2	51	0.46	0.61	0.46	43.
Approach		929	2.1	899	2.1	0.717	6.9	LOS A	7.2	51	0.46	0.61	0.46	40.
SouthWest: Manning Street														
9	L2	463	3.1	463	3.1	1.184	185.3	LOS F	71.6	512.2	1	4.87	8.39	7.
8	T1	79	1.5	79	1.5	1.184	185.2	LOS F	71.6	512.2	1	4.87	8.39	7.
7	R2	22	0	22	0	1.184	188.9	LOS F	71.6	512.2	1	4.87	8.39	9.
Approach		593	2.6	593	2.6	1.184	185.7	LOS F	71.6	512.2	1	4.87	8.39	7.
All Vehicles		2174	1.8	2142	1.8	1.184	98.9	LOS F	71.6	512.2	0.77	2.92	4.48	11.

010 - Bong Bong Street / Manning Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
SouthEast: Bong Bong Street														
6	L2	23	0	23	0	0.143	10.9	LOS A	0.8	5.6	0.88	0.8	0.88	38.
5	T1	18	0	18	0	0.143	10.9	LOS A	0.8	5.6	0.88	0.8	0.88	26.
4	R2	19	0	19	0	0.143	14.6	LOS B	0.8	5.6	0.88	0.8	0.88	26.
Approach		60	0	60	0	0.143	12.1	LOS A	0.8	5.6	0.88	0.8	0.88	33.
NorthEast: Manning Street														
3	L2	1	0	1	0	1.1	124.5	LOS F	50.6	355.7	1	4.1	6.08	8.
2	T1	159	0	164	0	1.1	124.2	LOS F	50.6	355.7	1	4.1	6.08	13.
1	R2	389	0.6	378	0.6	1.1	127.9	LOS F	50.6	355.7	1	4.1	6.08	5.
Approach		549	0.4	543	0.4	1.1	126.8	LOS F	50.6	355.7	1	4.1	6.08	8.
NorthWest: Bong Bong Street														
12	L2	528	0	520	0	0.808	5	LOS A	10.7	75.4	0.53	0.6	0.54	2
11	T1	59	10.2	49	10.3	0.808	5.1	LOS A	10.7	75.4	0.53	0.6	0.54	38.
10	R2	565	1.3	468	1.3	0.808	8.7	LOS A	10.7	75.4	0.53	0.6	0.54	43.
Approach		1252	1.1	1036	1.1	0.808	6.7	LOS A	10.7	75.4	0.53	0.6	0.54	39.
SouthWest: Manning Street														
9	L2	449	0.8	449	0.8	1.154	160.9	LOS F	62.6	440.5	1	4.4	7.61	8.
8	T1	73	0	73	0	1.154	160.8	LOS F	62.6	440.5	1	4.4	7.61	8.
7	R2	17	0	17	0	1.154	164.6	LOS F	62.6	440.5	1	4.4	7.61	10.
Approach		577	0.6	577	0.6	1.154	161.4	LOS F	62.6	440.5	1	4.4	7.61	8.
All Vehicles		2465	0.8	2233	0.9	1.154	76.9	LOS F	62.6	440.5	0.78	2.46	3.76	12.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	151	4	151	4	0.089	0	LOS A	0.1	0.4	0.03	0.03	0.03	47.
1	R2	7	0	7	0	0.089	5.3	LOS A	0.1	0.4	0.03	0.03	0.03	47.
Approach		158	3.8	158	3.8	0.089	0.3	NA	0.1	0.4	0.03	0.03	0.03	47.
NorthWest: Akuna Street														
12	L2	10	0	10	0	0.026	5	LOS A	0.1	0.7	0.3	0.56	0.3	37.
10	R2	15	73.1	15	73.1	0.026	6.5	LOS A	0.1	0.7	0.3	0.56	0.3	37.
Approach		25	14.3	25	14.3	0.026	5.9	LOS A	0.1	0.7	0.3	0.56	0.3	37.
SouthWest: Shoalhaven Street														
9	L2	29	16.7	29	16.7	0.102	4.9	LOS A	0	0	0	0.08	0	46.
8	T1	161	2.2	161	2.2	0.102	0	LOS A	0	0	0	0.08	0	46.
Approach		190	4.4	190	4.4	0.102	0.7	NA	0	0	0	0.08	0	46.
All Vehicles		373	4.8	373	4.8	0.102	0.9	NA	0.1	0.7	0.03	0.09	0.03	45.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	222	1.1	215	1.1	0.122	0	LOS A	0.1	0.4	0.03	0.02	0.03	48.
1	R2	8	0	8	0	0.122	5.3	LOS A	0.1	0.4	0.03	0.02	0.03	48.
Approach		230	1	223	1.1	0.122	0.2	NA	0.1	0.4	0.03	0.02	0.03	48.
NorthWest: Akuna Street														
12	L2	19	0	19	0	0.025	5.1	LOS A	0.1	0.6	0.28	0.55	0.28	37.
10	R2	11	0	11	0	0.025	6.2	LOS A	0.1	0.6	0.28	0.55	0.28	37.
Approach		30	0	29	0	0.025	5.5	LOS A	0.1	0.6	0.28	0.55	0.28	37.
SouthWest: Shoalhaven Street														
9	L2	12	0	11	0	0.095	4.6	LOS A	0	0	0	0.03	0	48.
8	T1	193	0	173	0	0.095	0	LOS A	0	0	0	0.03	0	48.
Approach		205	0	184	0	0.095	0.3	NA	0	0	0	0.03	0	48.
All Vehicles		466	0.5	436	0.6	0.122	0.6	NA	0.1	0.6	0.03	0.06	0.03	46.

021 - Shoalhaven Street / Akuna Street

Movement Performance - Vehicles

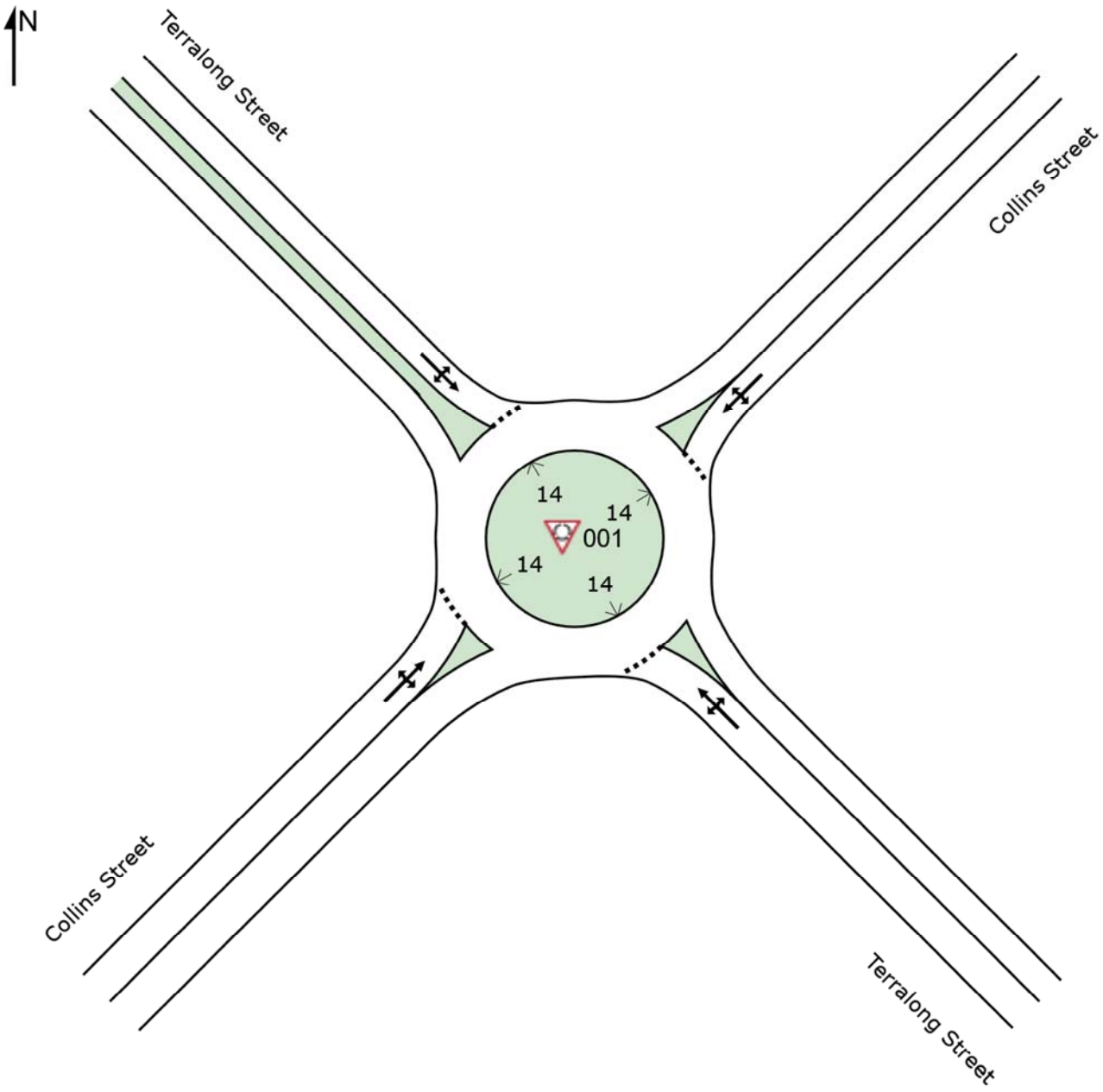
Mov ID	Turn	Demand Flows Total veh/h	HV %	Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effectiv Stop	Aver. Cycles	Aver. Speed km/h
NorthEast: Shoalhaven Street														
2	T1	290	1.7	243	1.6	0.153	0.1	LOS A	0.2	1.6	0.08	0.07	0.08	4
1	R2	37	0	31	0	0.153	5.3	LOS A	0.2	1.6	0.08	0.07	0.08	4
Approach		328	1.5	274	1.4	0.153	0.7	NA	0.2	1.6	0.08	0.07	0.08	4
NorthWest: Akuna Street														
12	L2	56	0	51	0	0.067	5.1	LOS A	0.2	1.7	0.27	0.56	0.27	37.
10	R2	30	0	27	0	0.067	6.6	LOS A	0.2	1.7	0.27	0.56	0.27	37.
Approach		86	0	78	0	0.067	5.6	LOS A	0.2	1.7	0.27	0.56	0.27	37.
SouthWest: Shoalhaven Street														
9	L2	31	0	23	0	0.096	4.6	LOS A	0	0	0	0.07	0	46.
8	T1	215	0	161	0	0.096	0	LOS A	0	0	0	0.07	0	46.
Approach		246	0	185	0	0.096	0.6	NA	0	0	0	0.07	0	46.
All Vehicles		660	0.7	536	0.9	0.153	1.4	NA	0.2	1.7	0.08	0.14	0.08	43.

Appendix C: SIDRA Layouts

SITE LAYOUT

Site: 001 [2021_AM_001_Do Nothing]

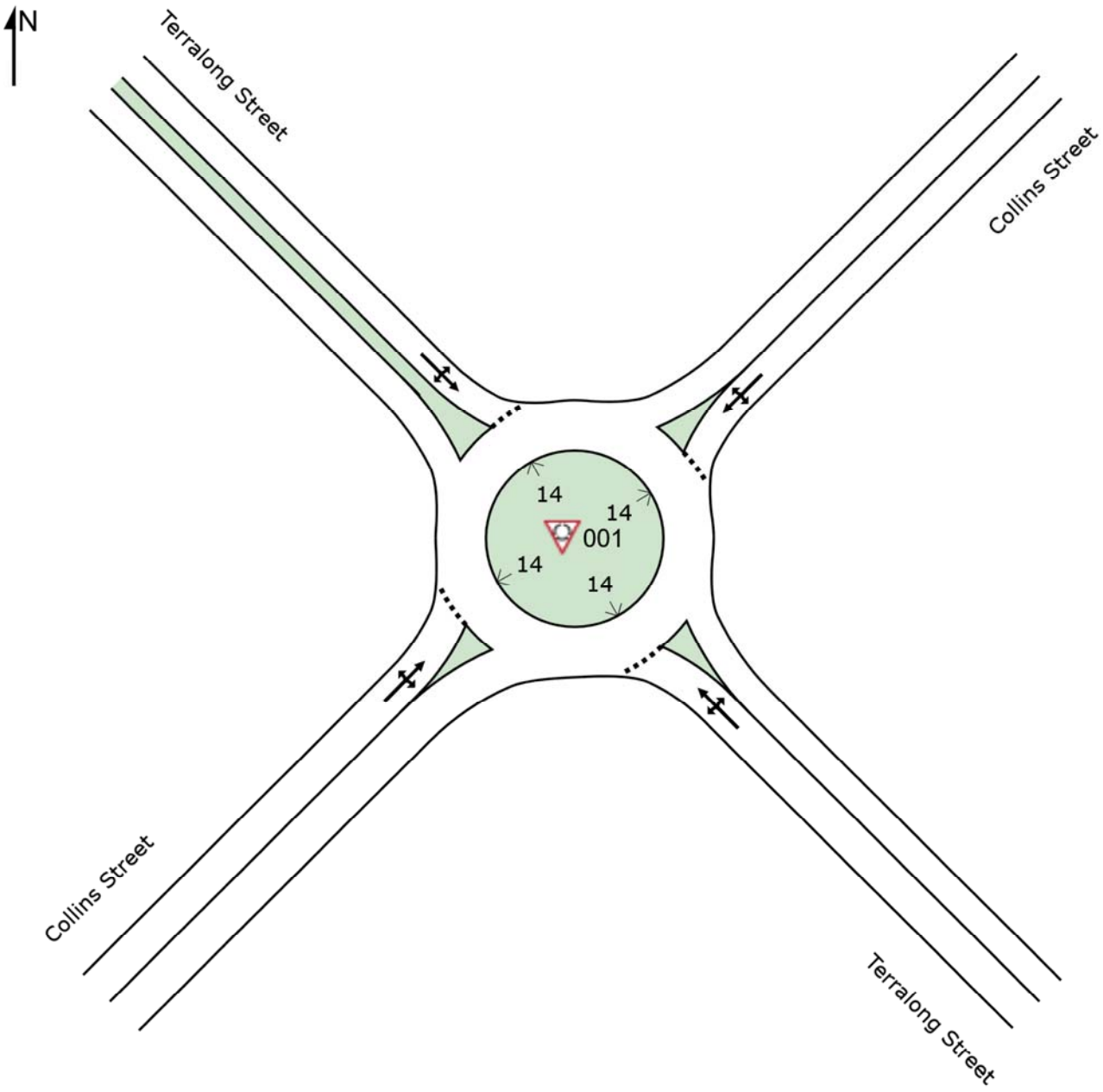
Terralong Street / Collins Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 001 [2021_AM_001_Option 4]

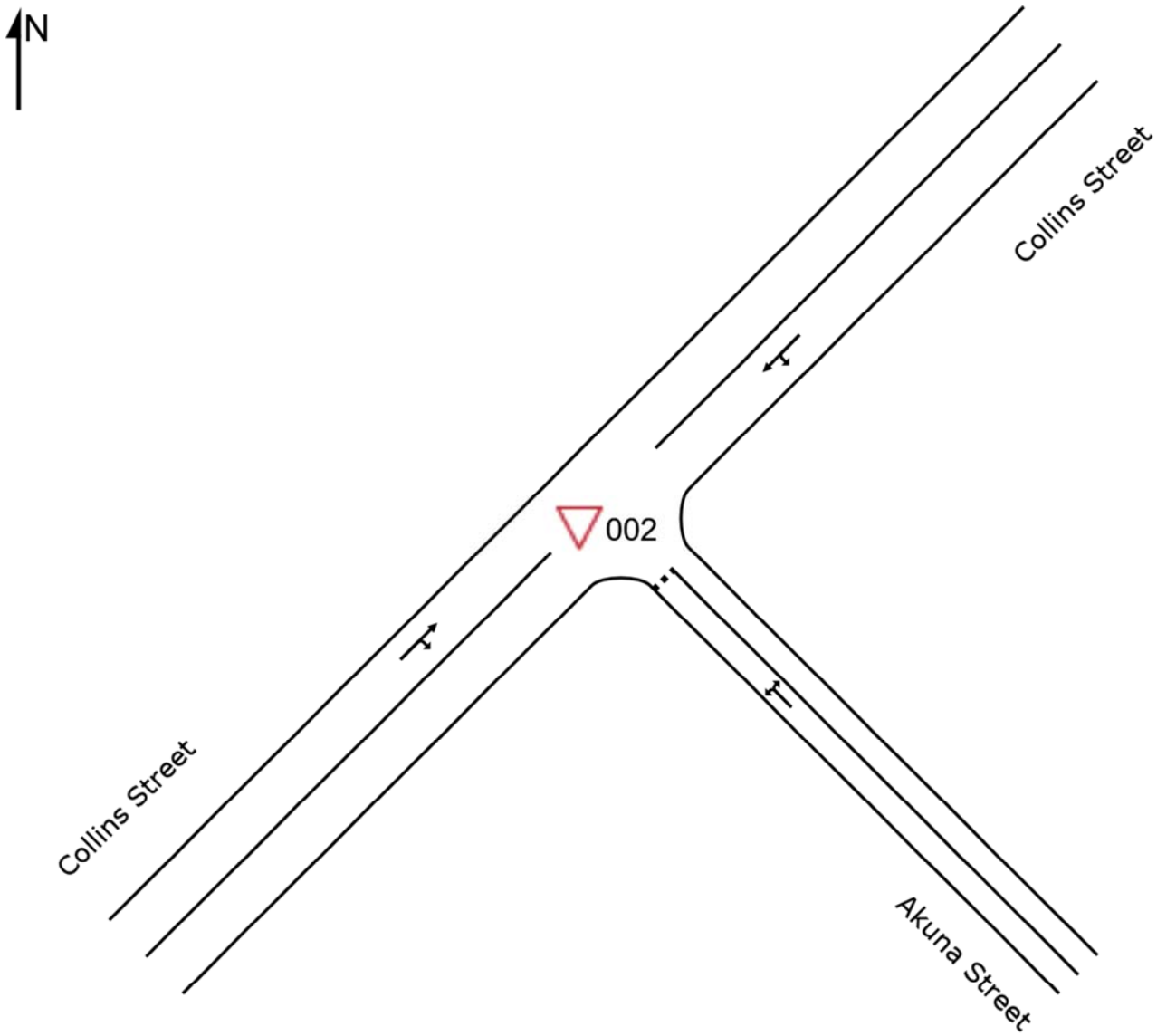
Terralong Street / Collins Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 002 [2021_AM_002_Do Nothing]

Collins Street / Akuna Street
Site Category: (None)
Giveway / Yield (Two-Way)



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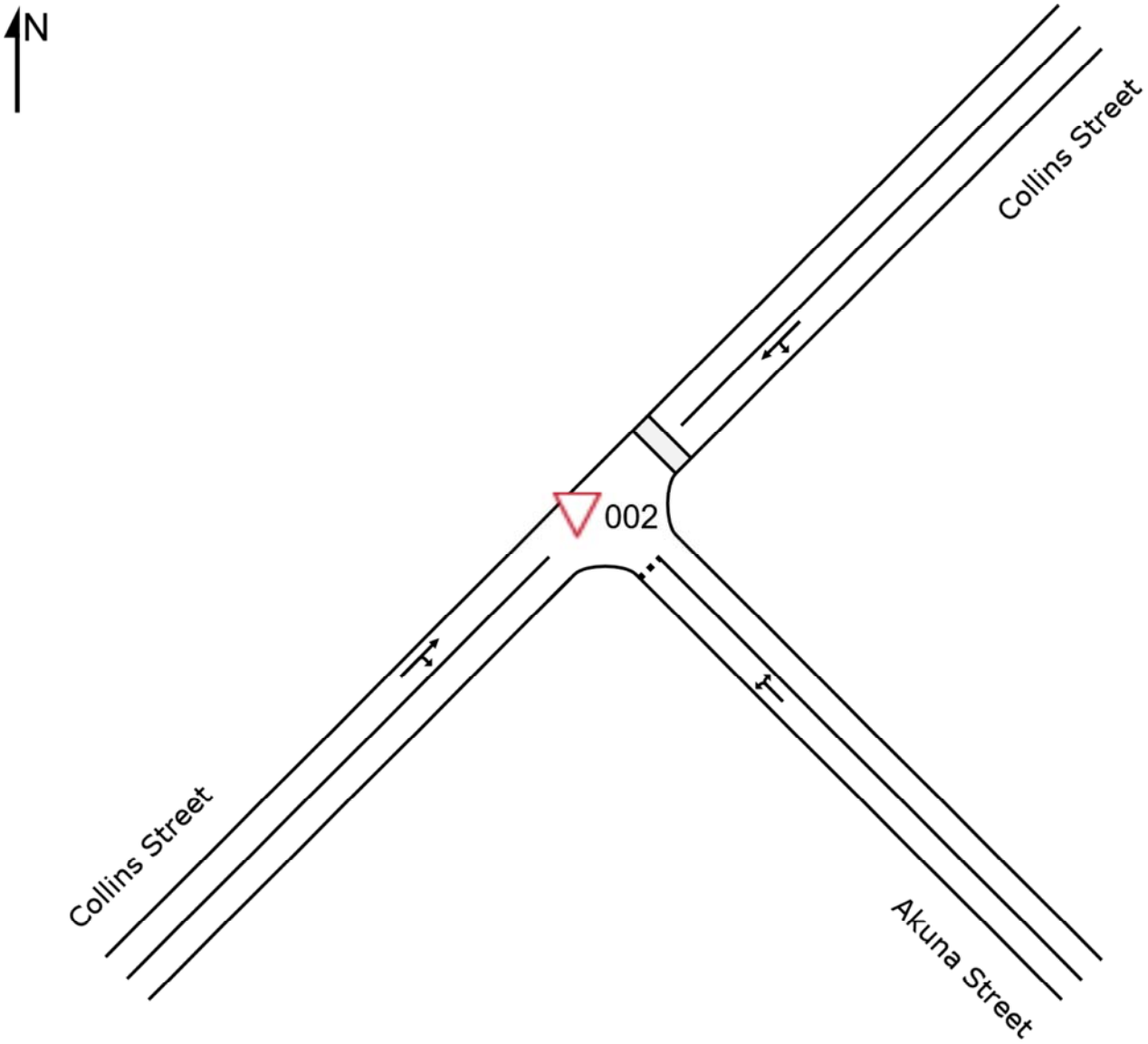
SITE LAYOUT

Site: 002 [2021_AM_002_Option 4]

Collins Street / Akuna Street
Site Category: (None)
Giveway / Yield (Two-Way)



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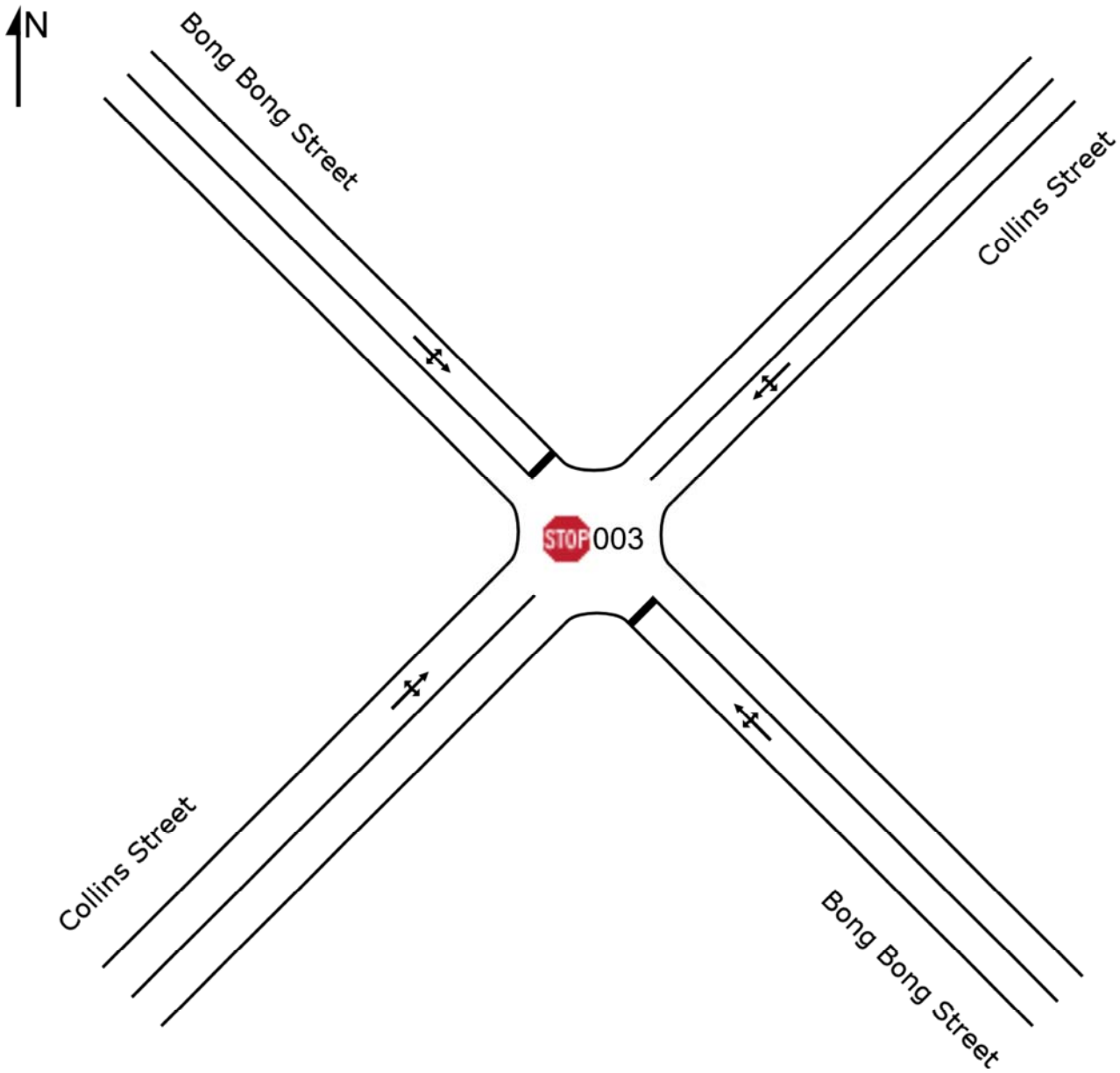
SITE LAYOUT

Site: 003 [2021_AM_003_Do Nothing]

Collins Street / Bong Bong Street
Site Category: (None)
Stop (Two-Way)



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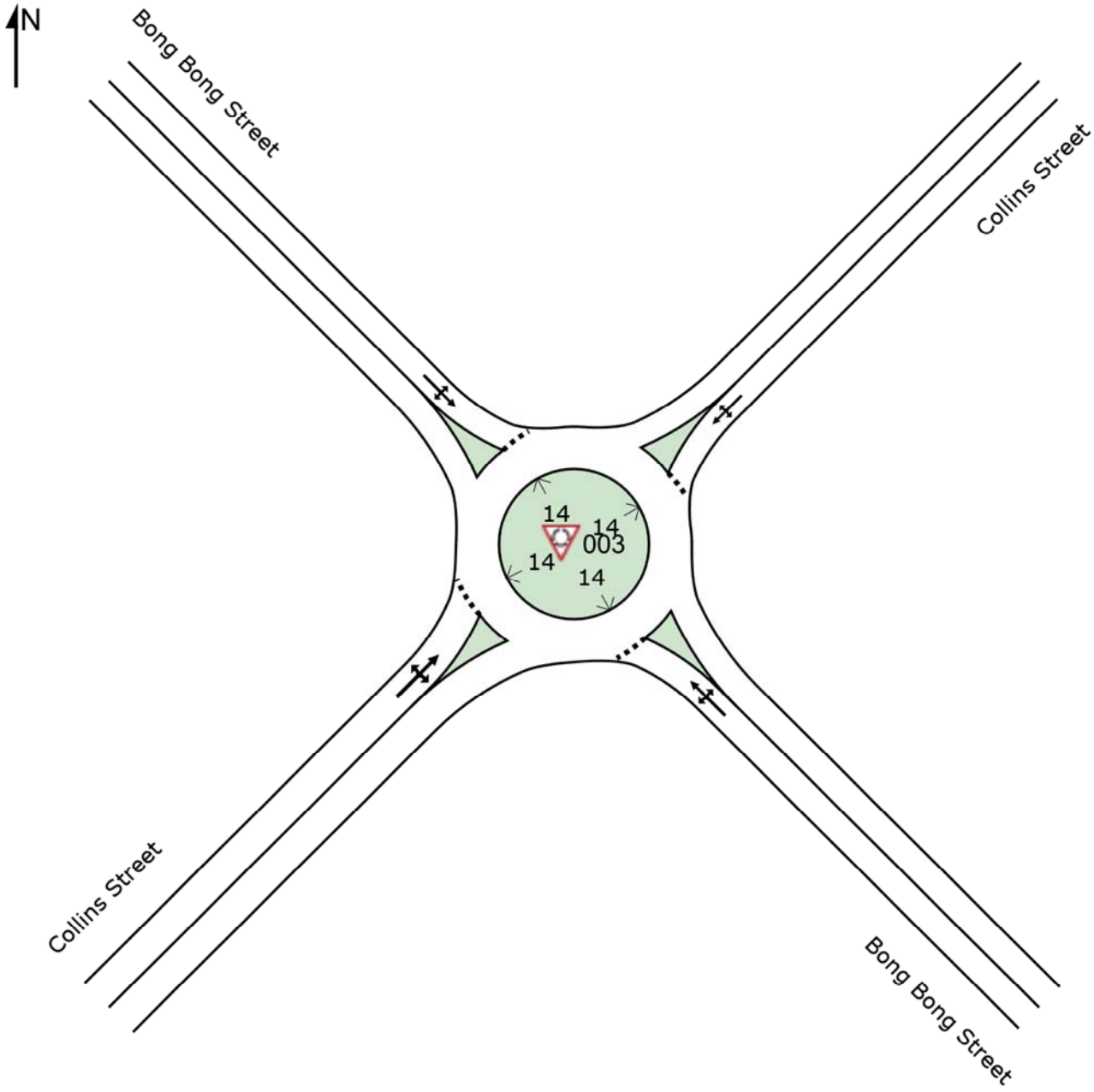
SITE LAYOUT

Site: 003 [2021_AM_003_Option 4]

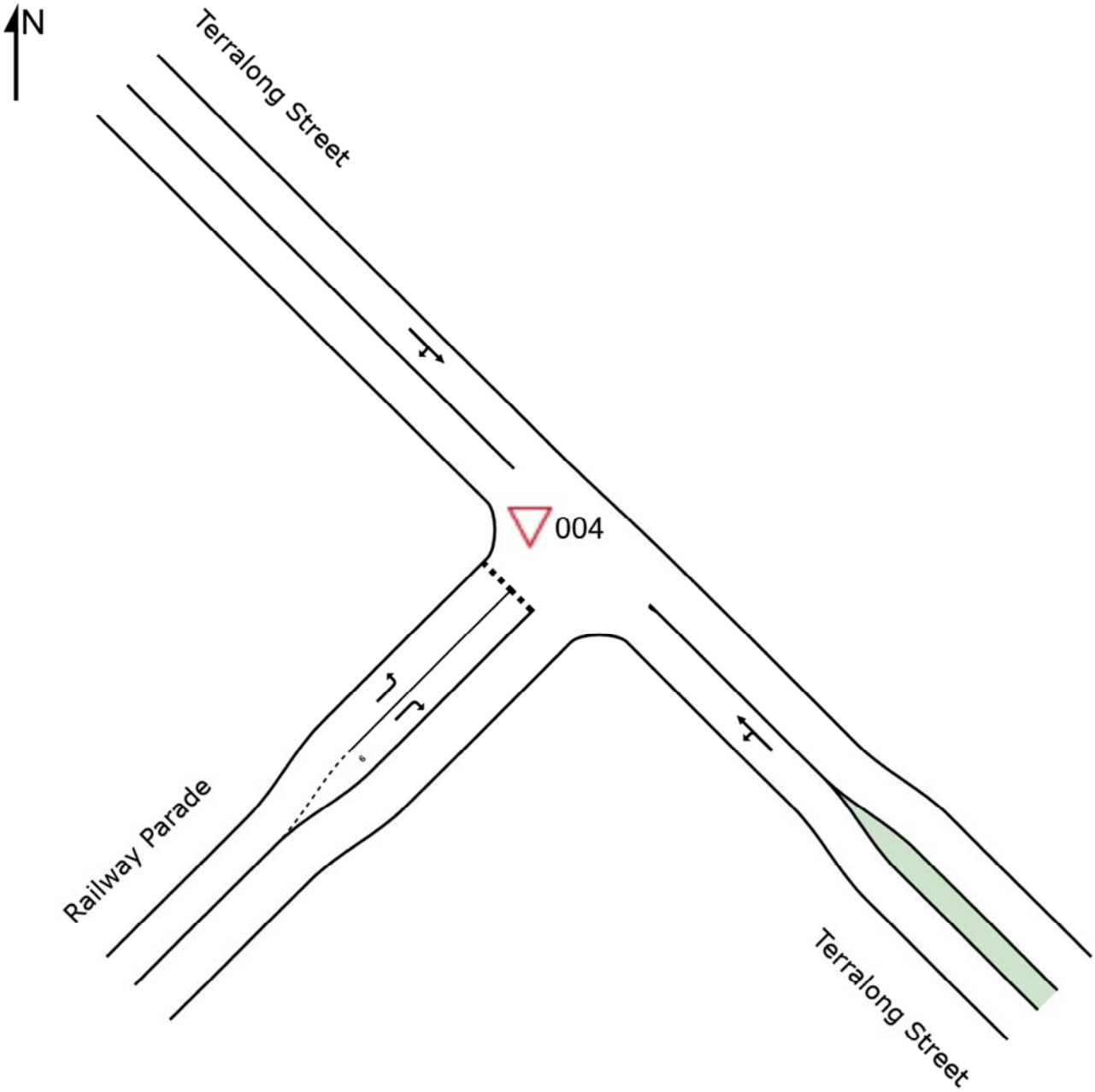
Collins Street / Bong Bong Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 004 [2021_AM_004_Do Nothing]

Terralong Street / Railway Parade
Site Category: (None)
Giveway / Yield (Two-Way)



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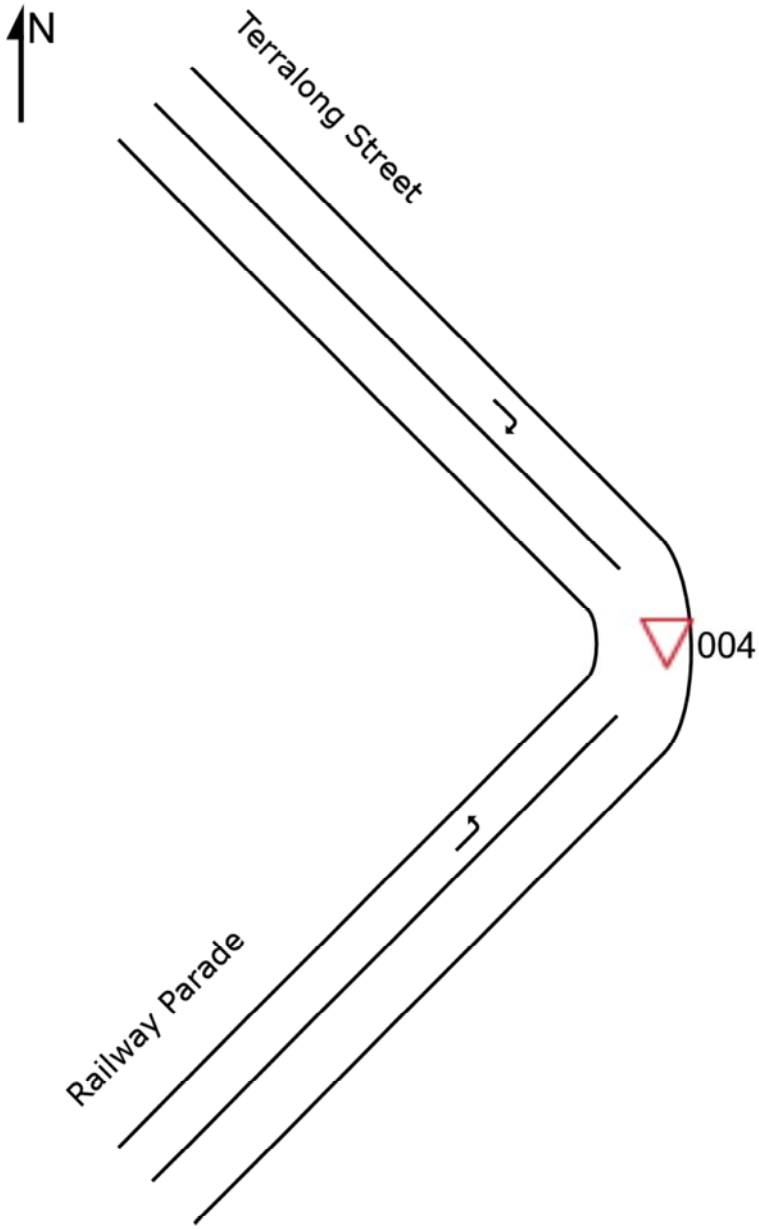
SITE LAYOUT

Site: 004 [2021_AM_004_Option 2]

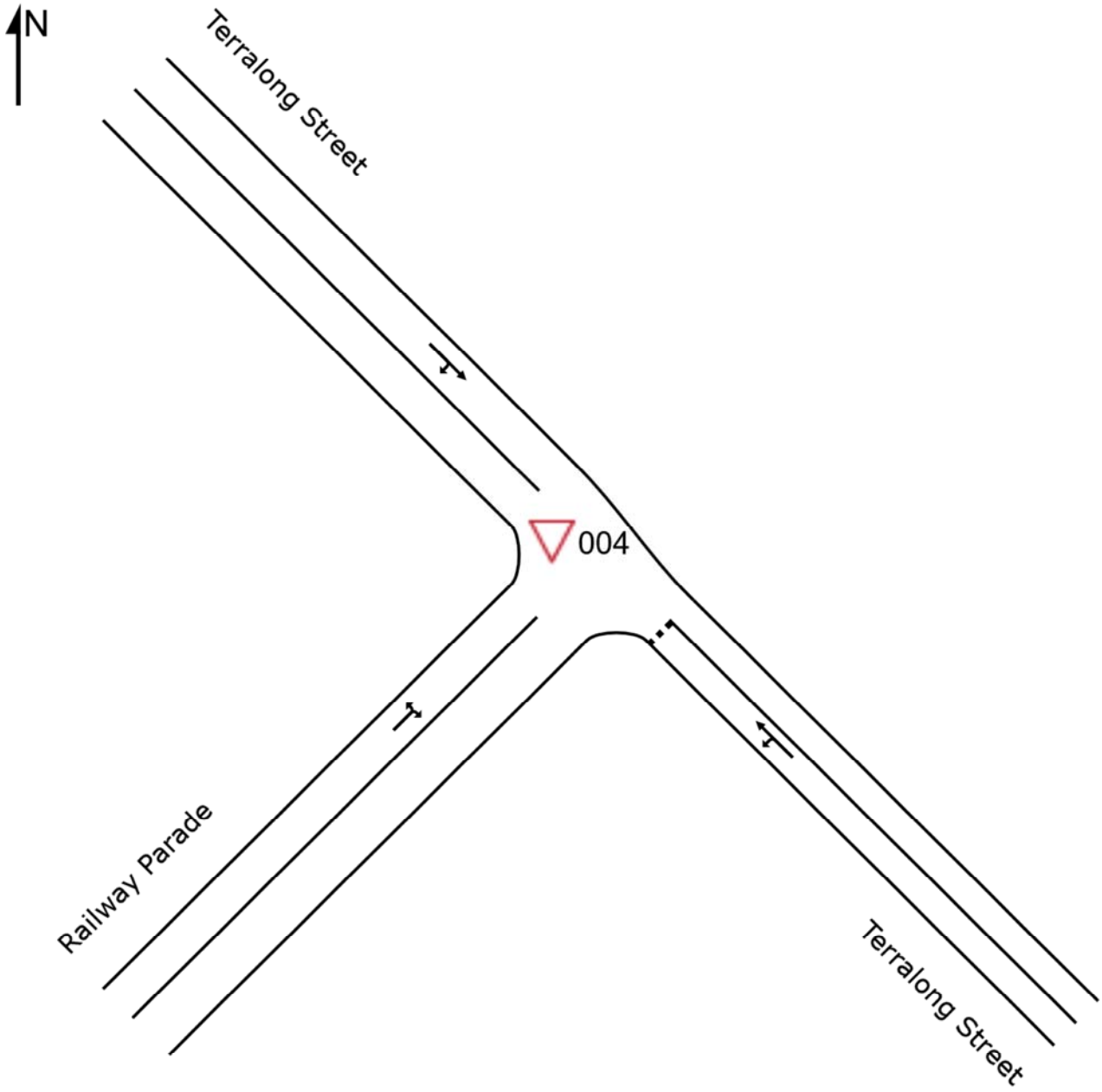
Terralong Street / Railway Parade
Site Category: (None)
Giveway / Yield (Two-Way)



SITE LAYOUT

Site: 004 [2021_AM_004_Option 4]

Terralong Street / Railway Parade
Site Category: (None)
Giveway / Yield (Two-Way)



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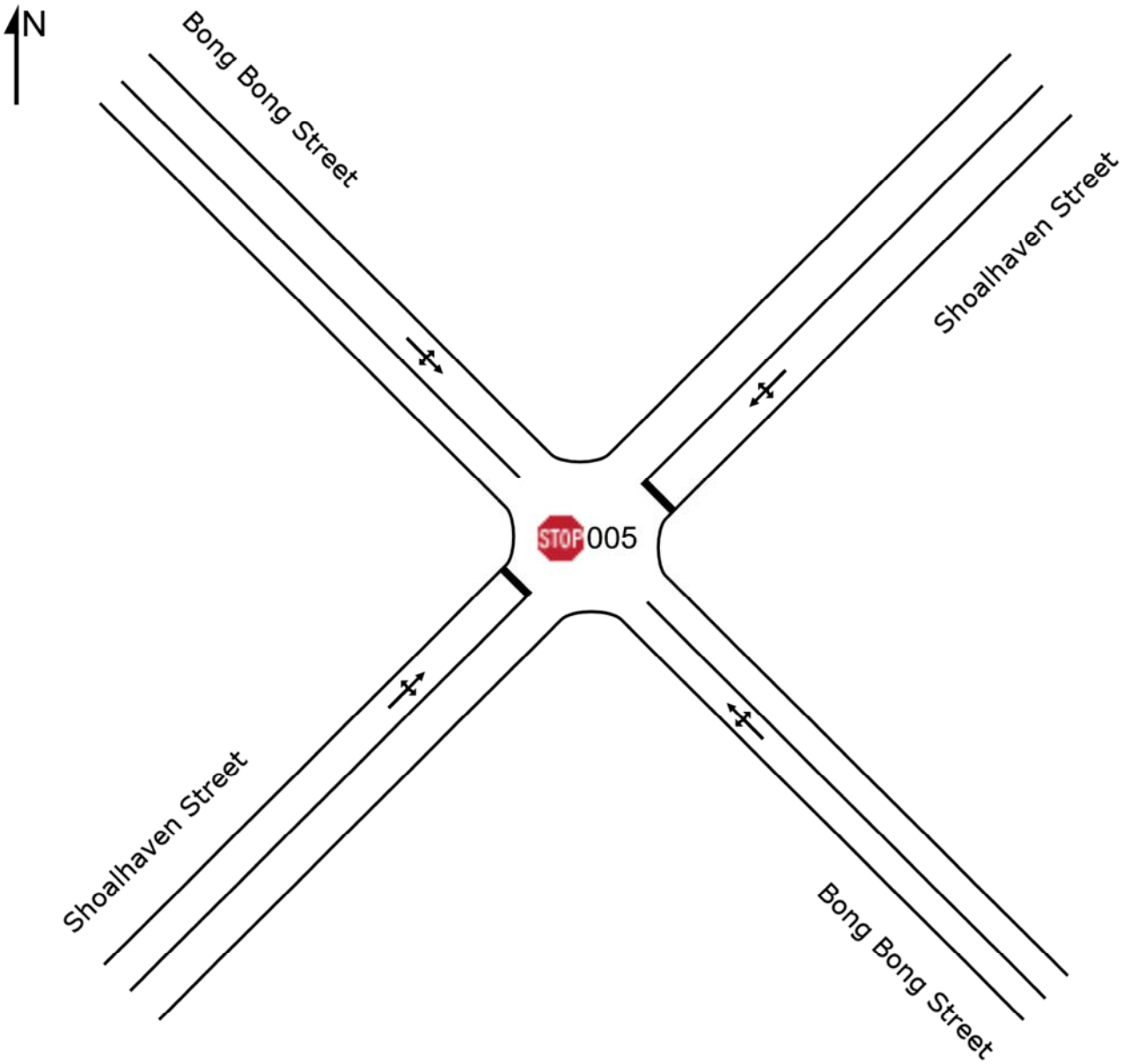
SITE LAYOUT

Site: 005 [2021_AM_005_Do Nothing]

Bong Bong Street / Shoalhaven Street
Site Category: (None)
Stop (Two-Way)



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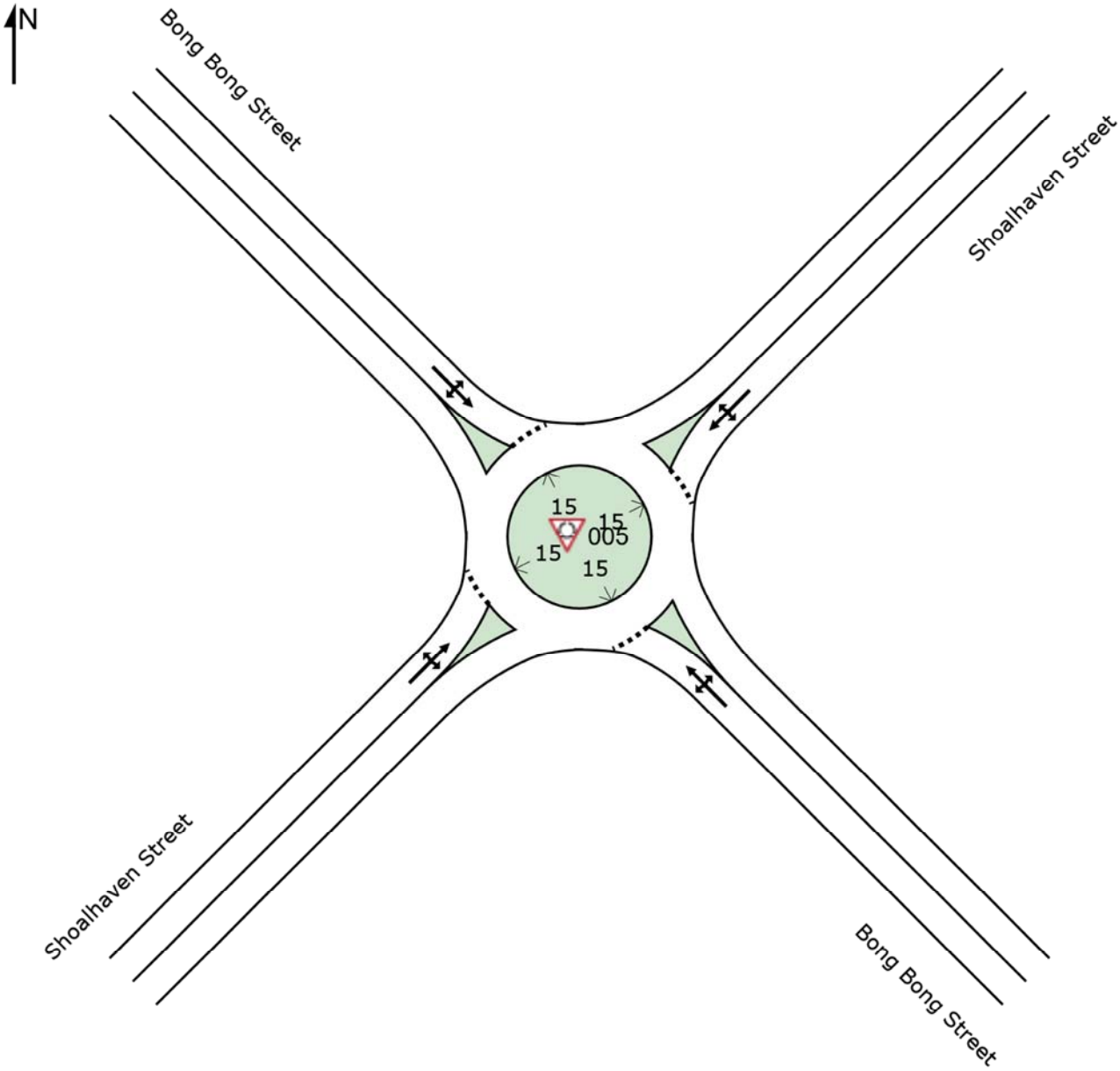
SITE LAYOUT

Site: 005 [2021_AM_005_Option 4]

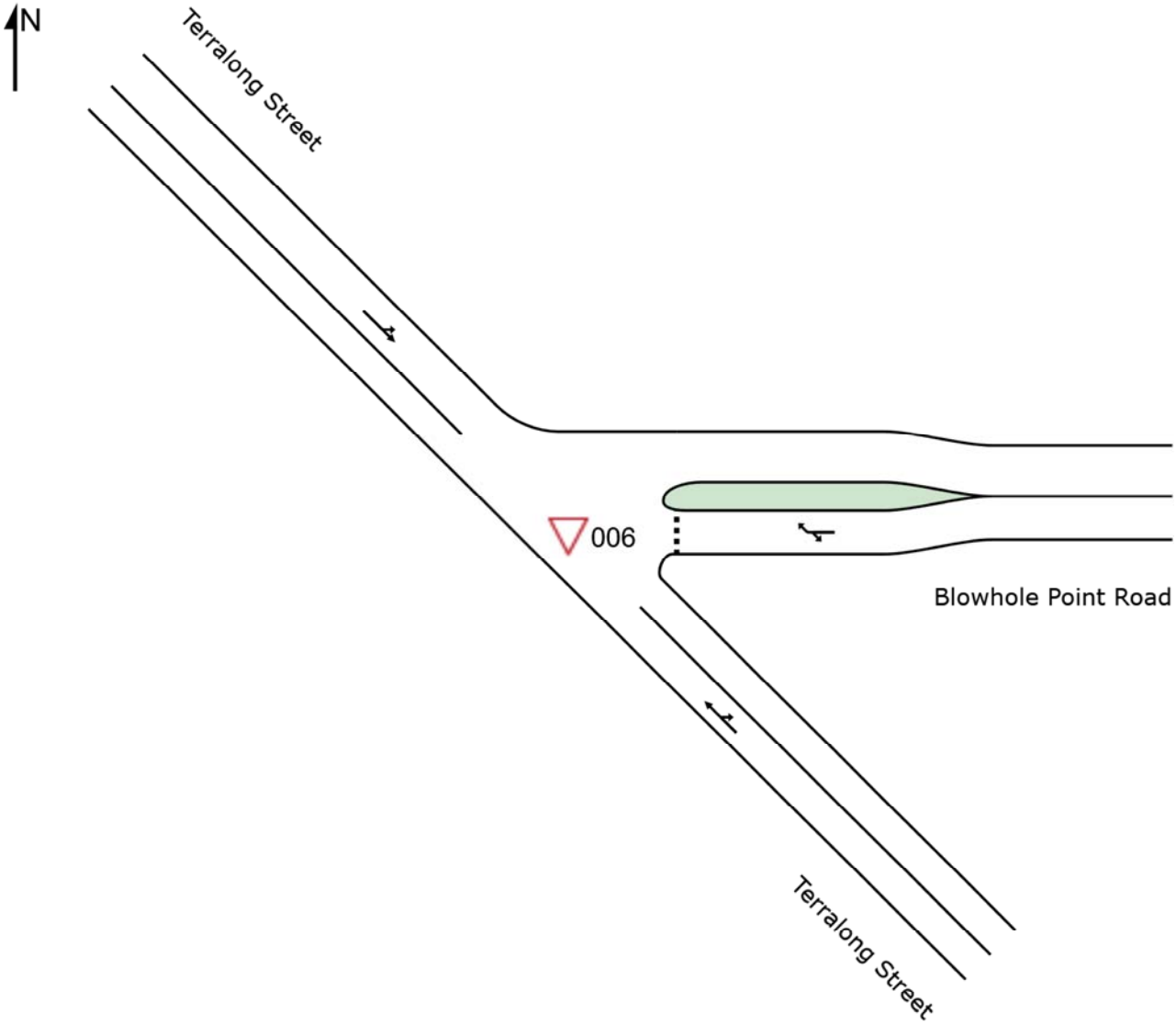
Bong Bong Street / Shoalhaven Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 006 [2021_AM_006_Do Nothing]

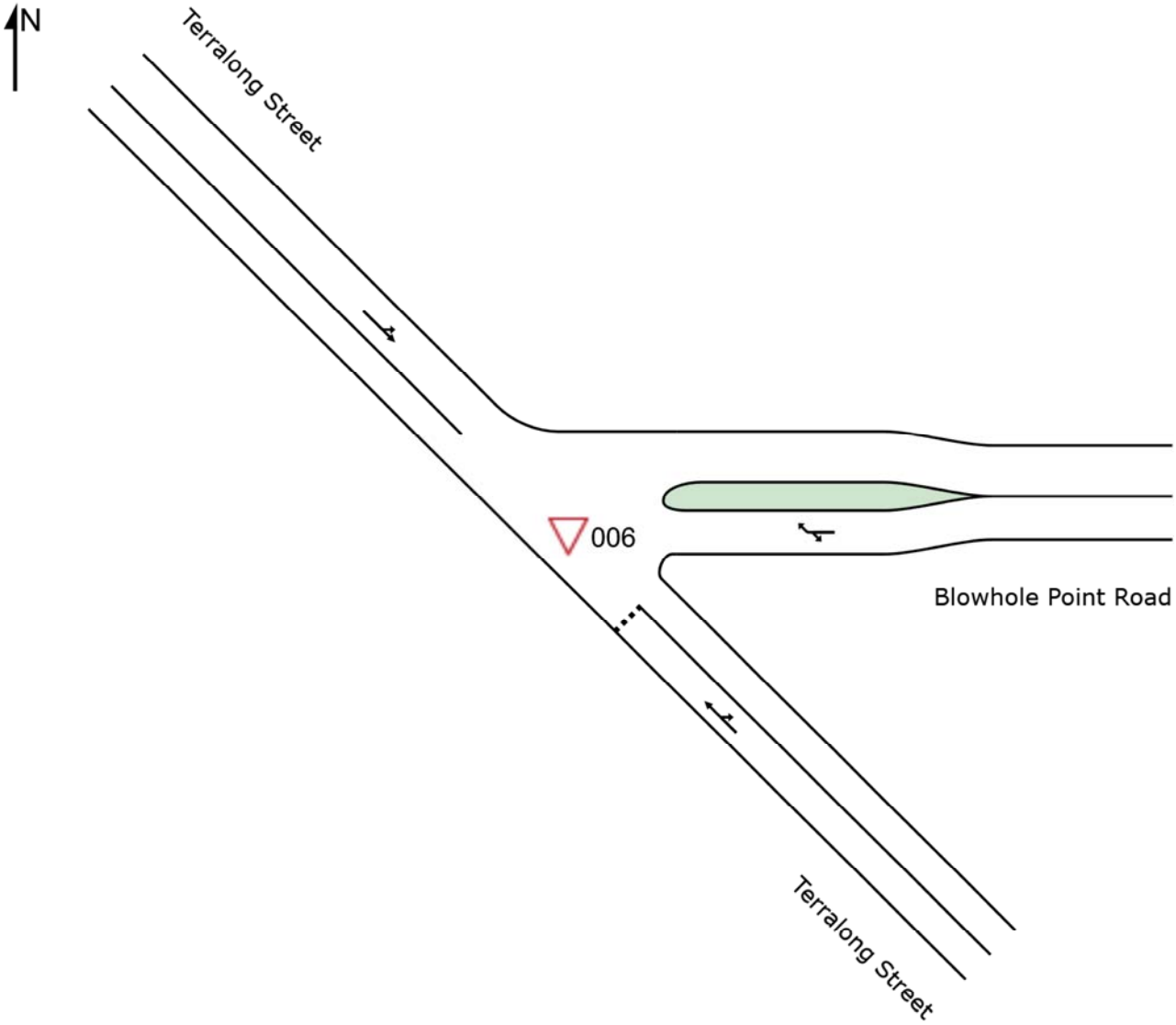
Terralong Street / Blowhole Point Road
Site Category: (None)
Giveway / Yield (Two-Way)



SITE LAYOUT

Site: 006 [2021_AM_006_Option 4]

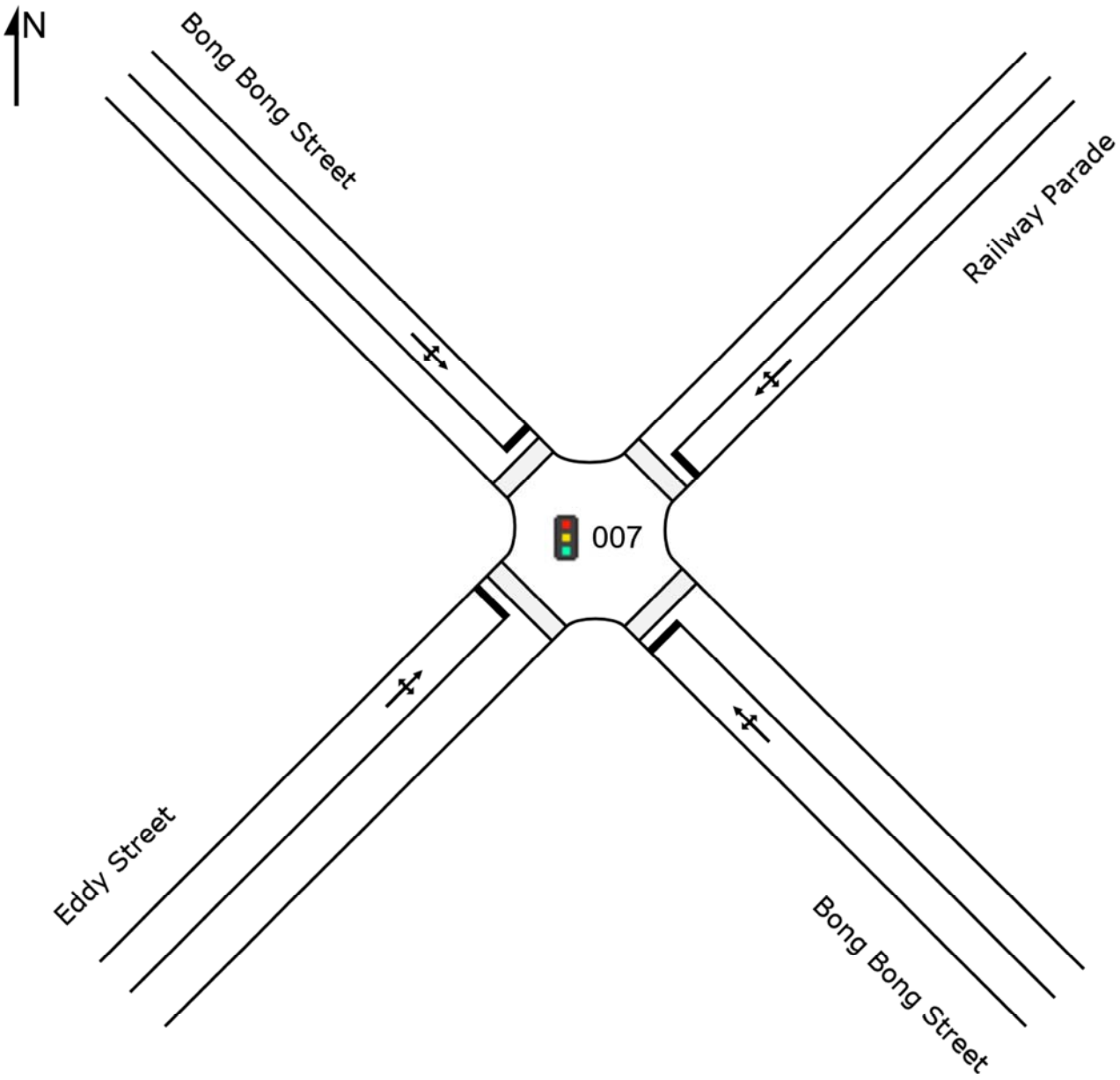
Terralong Street / Blowhole Point Road
Site Category: (None)
Giveway / Yield (Two-Way)



SITE LAYOUT

Site: 007 [2021_AM_007_Combined]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Signals - Fixed Time Isolated



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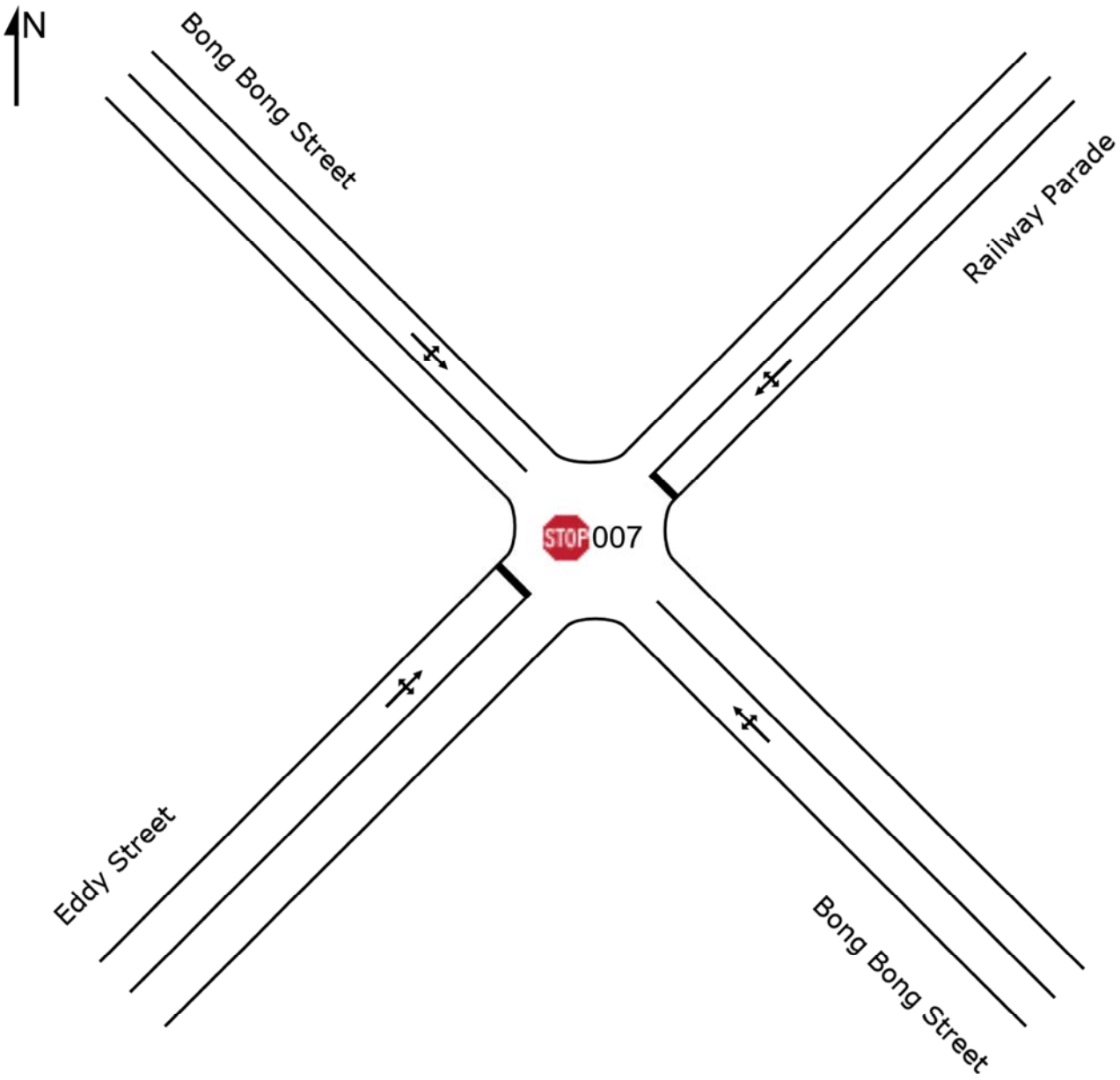
SITE LAYOUT

Site: 007 [2021_AM_007_Do Nothing]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Stop (Two-Way)



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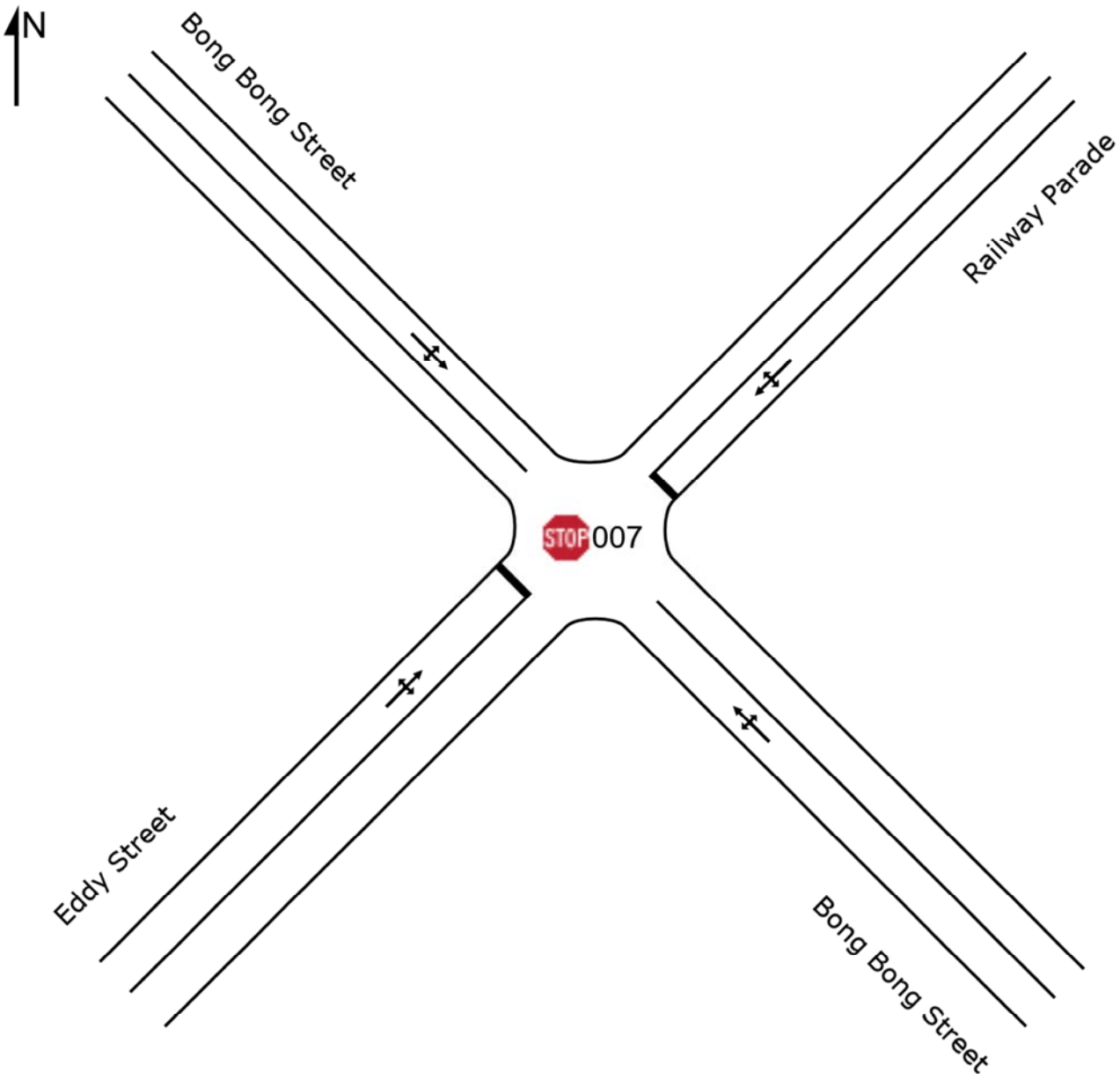
SITE LAYOUT

Site: 007 [2021_AM_007_Option 2]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Stop (Two-Way)



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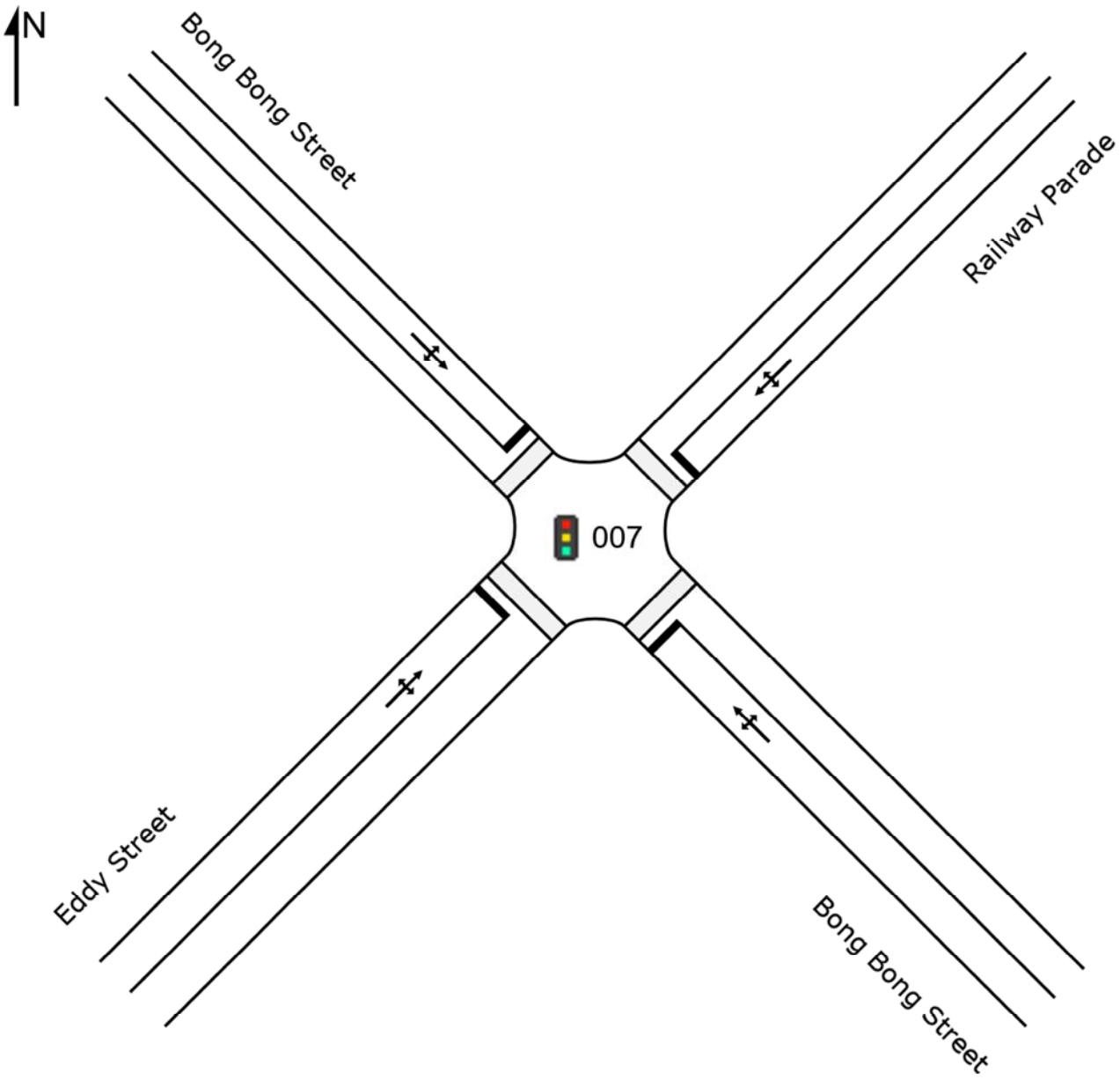
SITE LAYOUT

Site: 007 [2021_AM_007_Option 4]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Signals - Fixed Time Isolated



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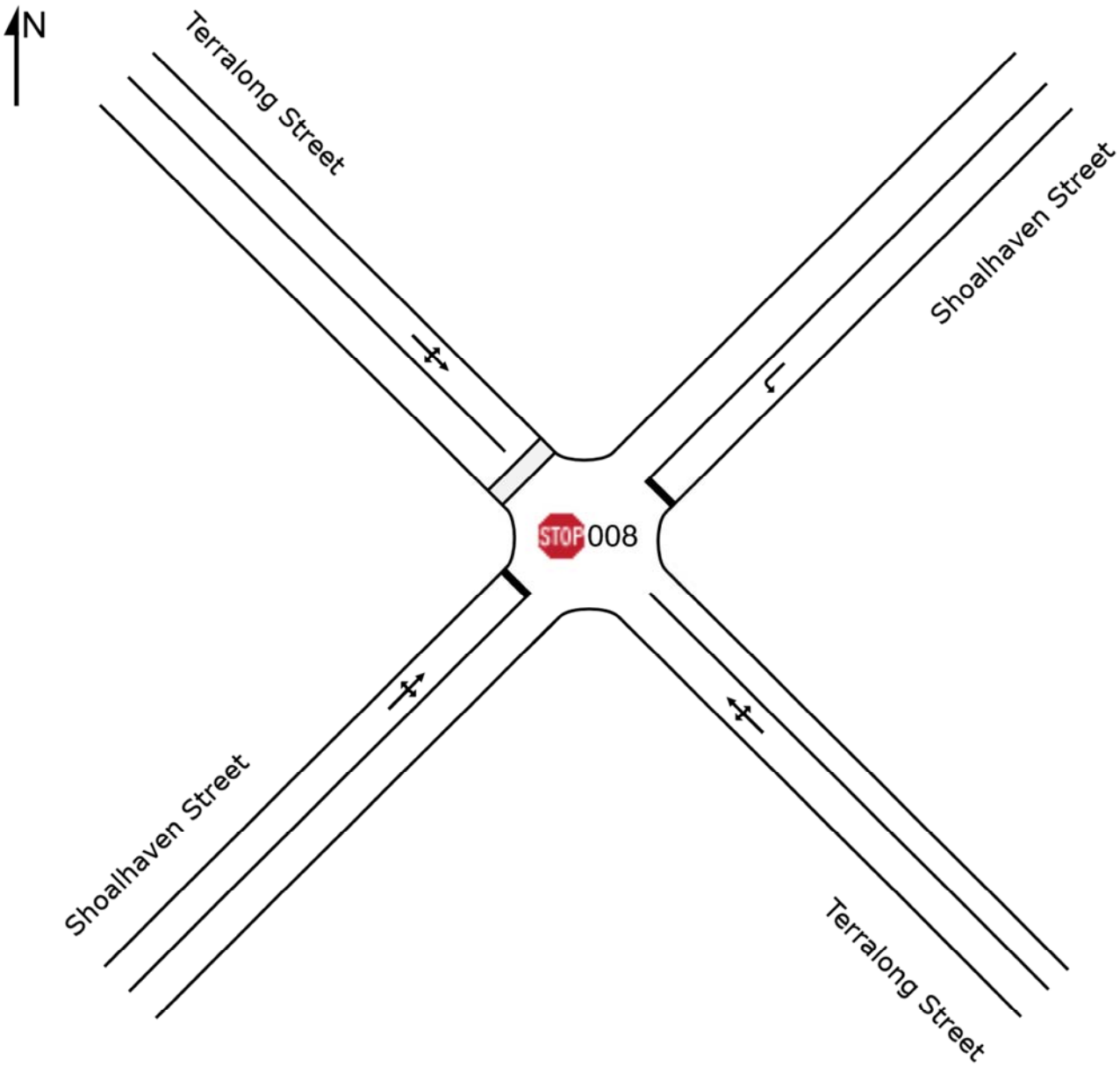
SITE LAYOUT

Site: 008 [2021_AM_008_Do Nothing]

Terralong Street / Shoalhaven Street
Site Category: (None)
Stop (Two-Way)



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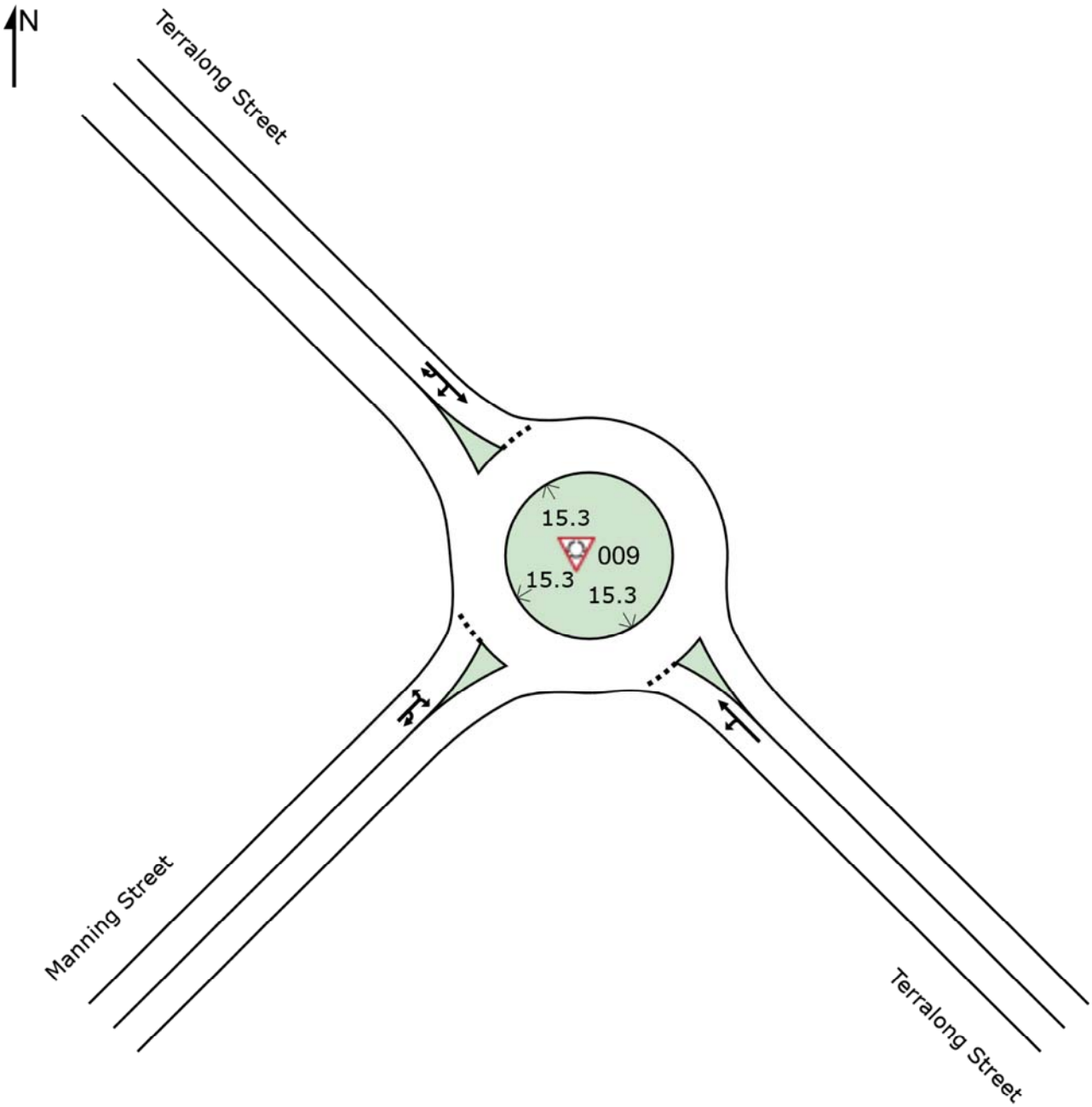
SITE LAYOUT

Site: 009 [2021_AM_009_Do Nothing]

Terralong Street / Manning Street
Site Category: (None)
Roundabout

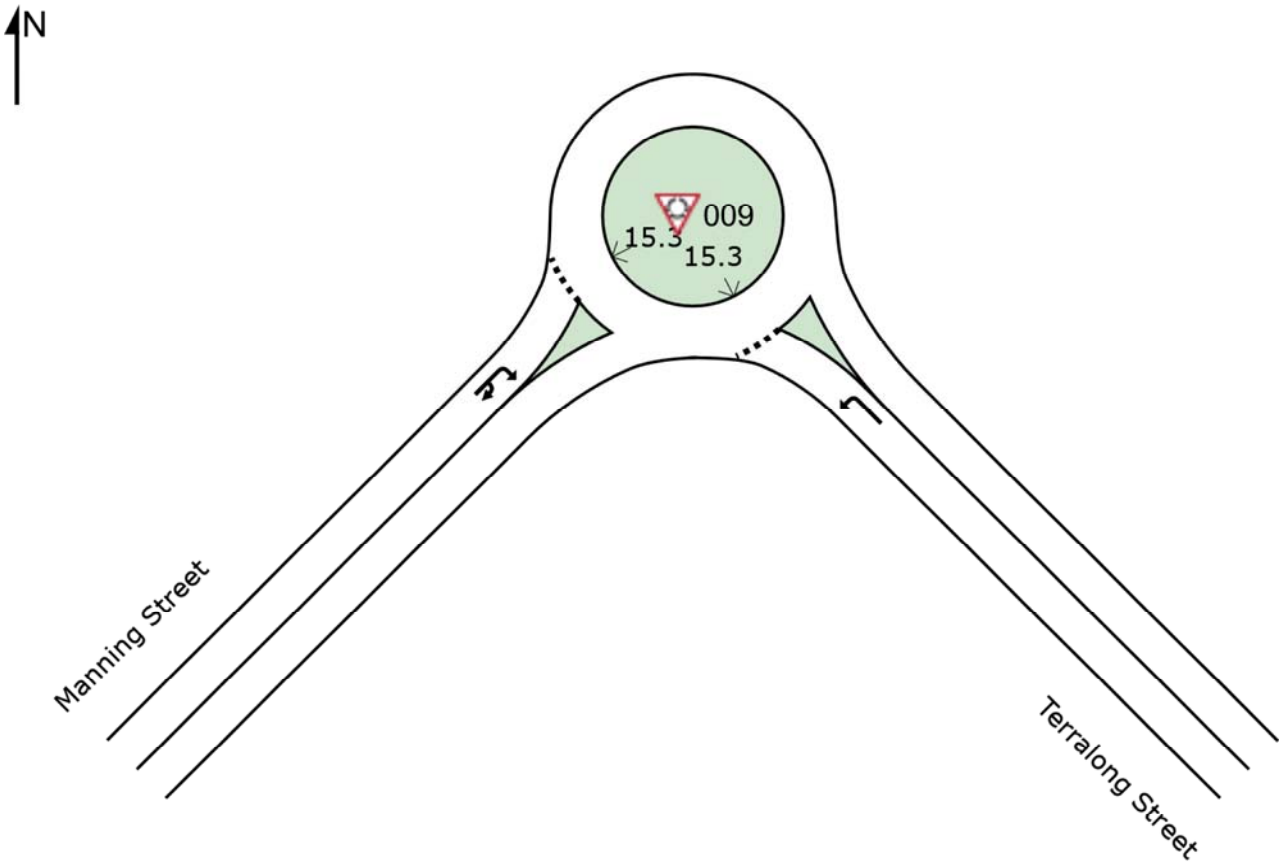


Town Centre.sip8

SITE LAYOUT

Site: 009 [2021_AM_009_Option 2]

Terralong Street / Manning Street
Site Category: (None)
Roundabout



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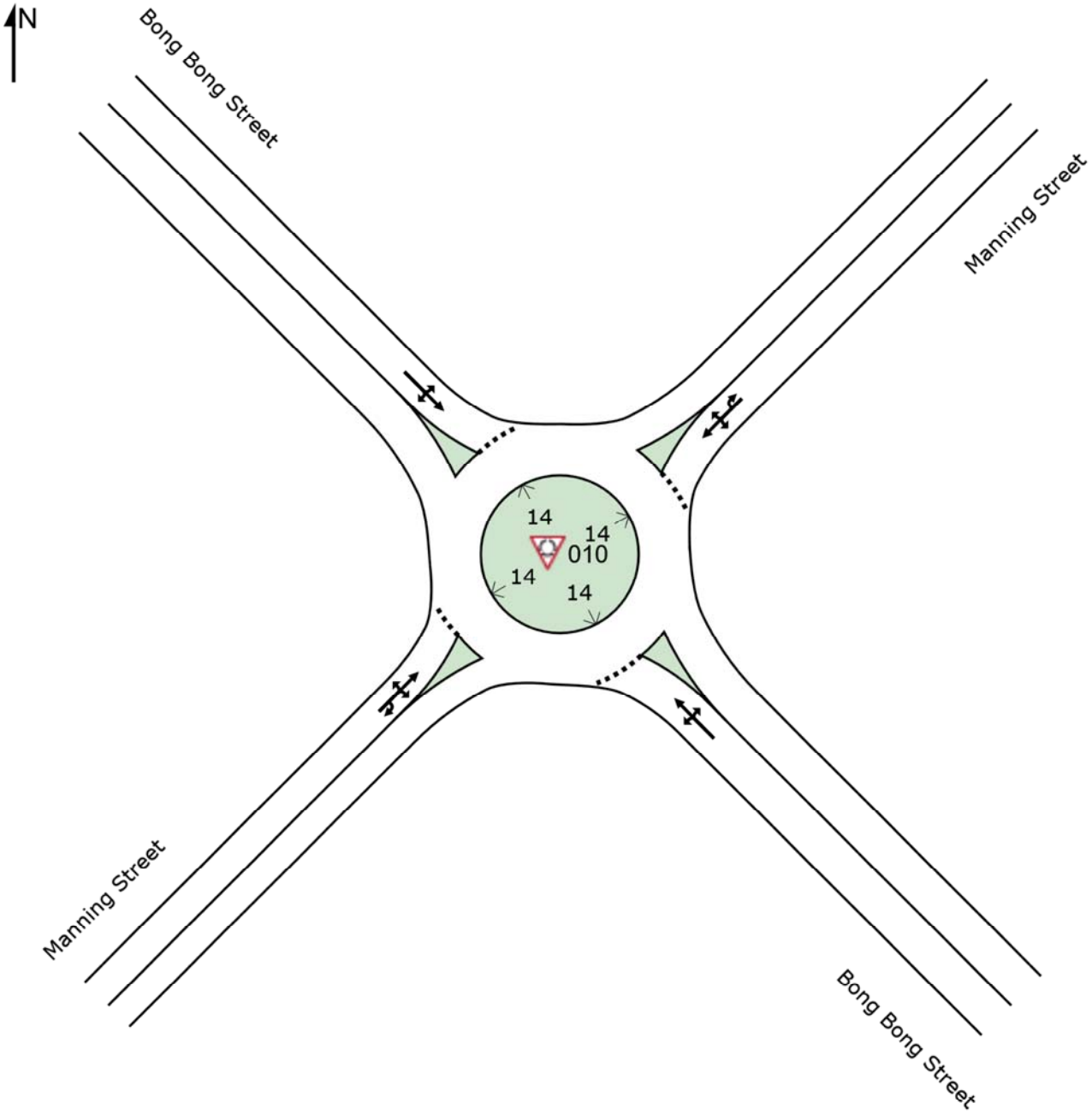
SITE LAYOUT

Site: 010 [2021_AM_010_Do Nothing]

Bong Bong Street / Manning Street
Site Category: (None)
Roundabout

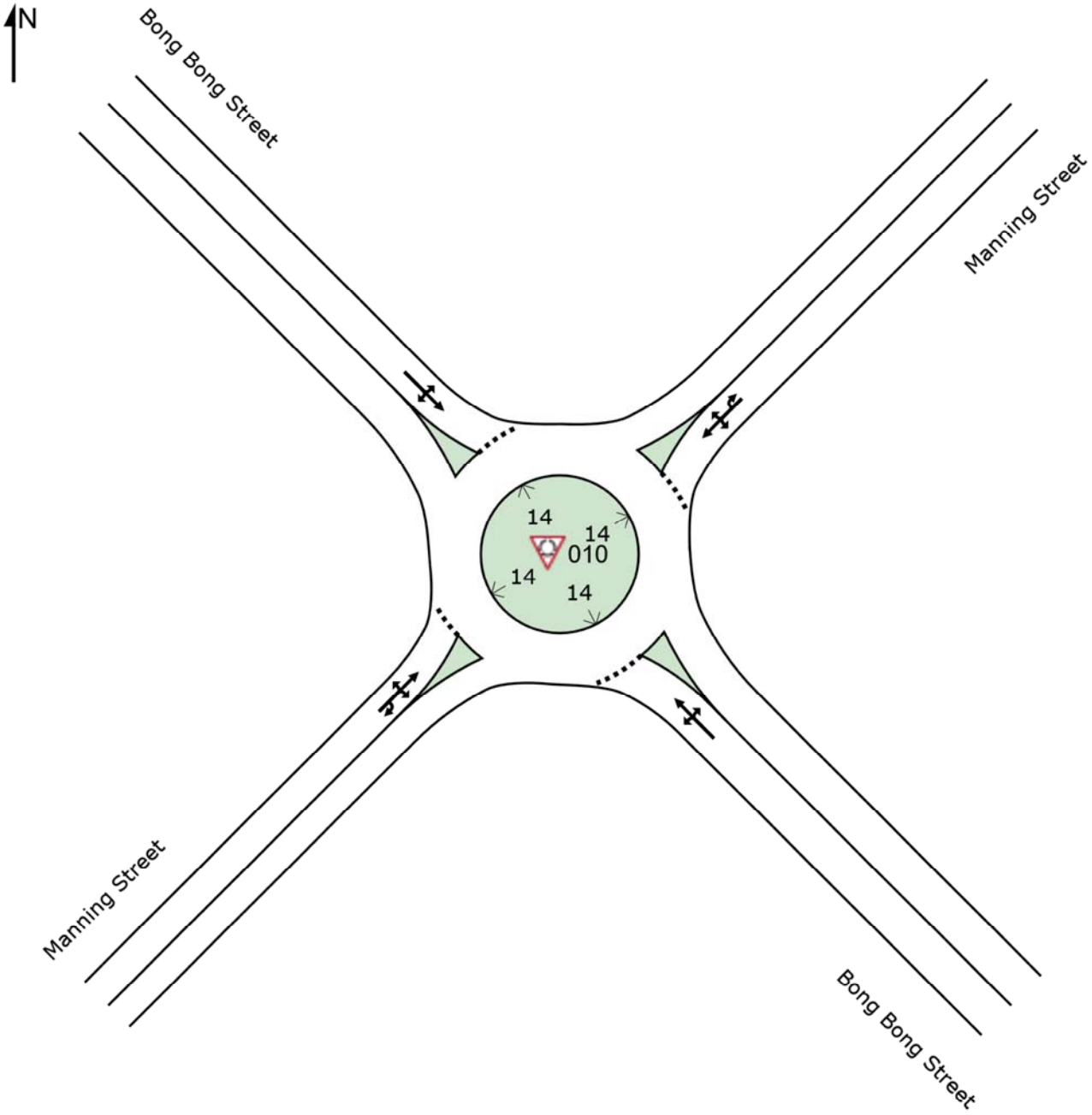


Project: P:\P4582 Kiama Traffic and Parking Study\Technical Work\Models\SIDRA\P4582.003M 2021_Kiama Traffic and Parking Study Model - Town Centre.sip8

SITE LAYOUT

Site: 010 [2021_AM_010_Option 2]

Bong Bong Street / Manning Street
Site Category: (None)
Roundabout

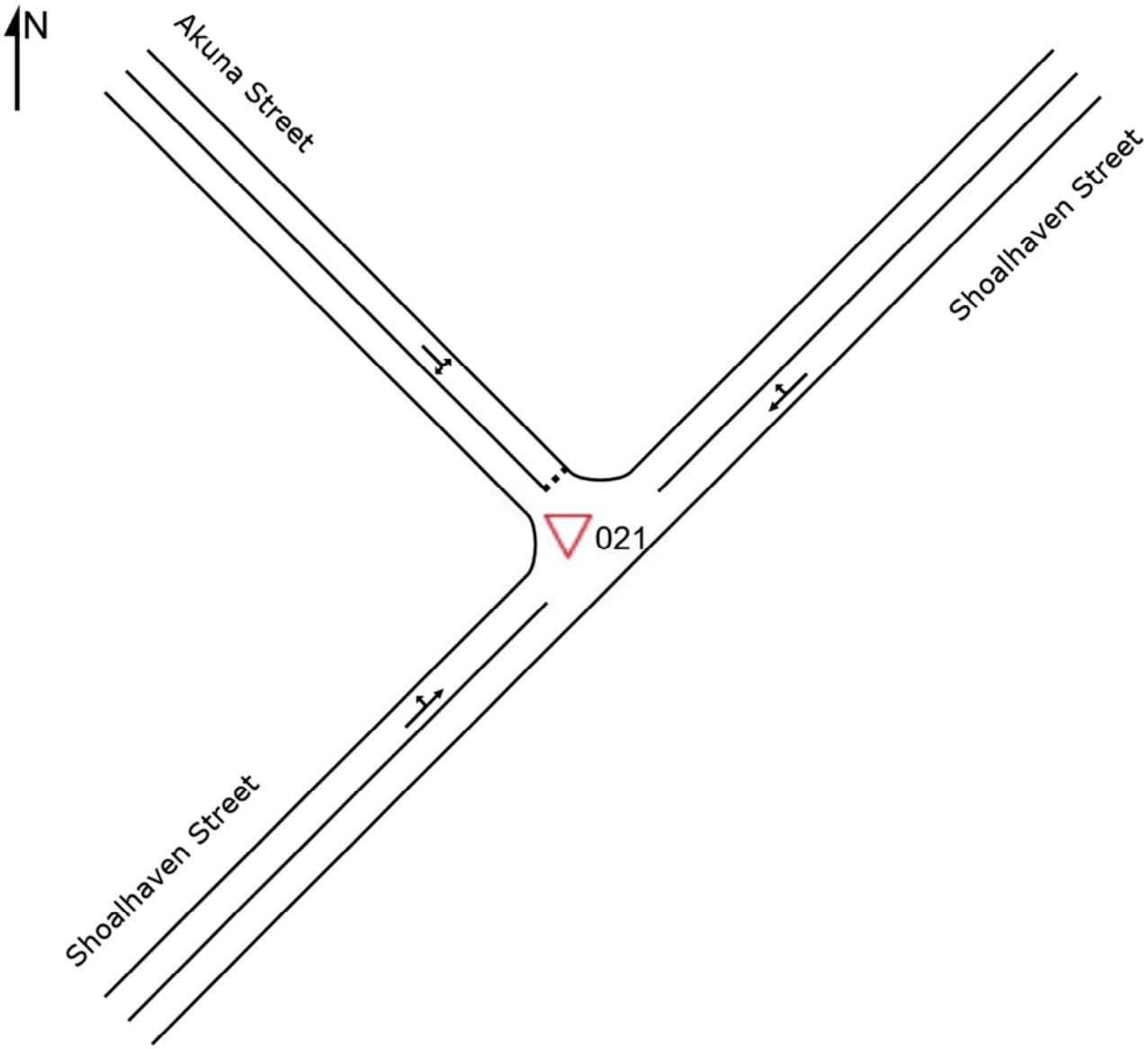


Project: P:\P4582 Kiama Traffic and Parking Study\Technical Work\Models\SIDRA\P4582.003M 2021_Kiama Traffic and Parking Study Model - Town Centre.sip8

SITE LAYOUT

Site: 021 [2021_AM_021_Do Nothing]

Shoalhaven Street / Akuna Street
Site Category: (None)
Giveway / Yield (Two-Way)



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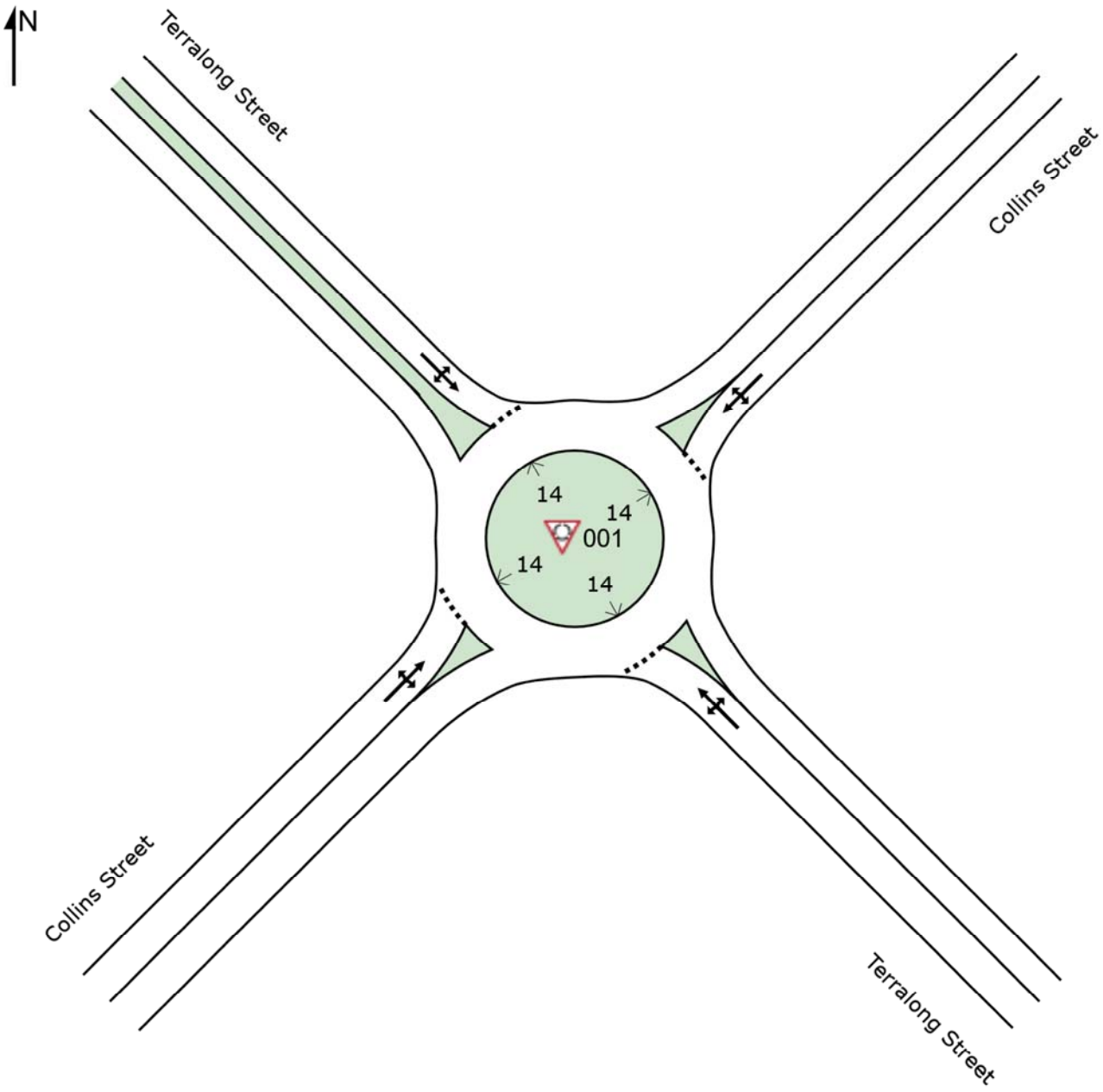
SITE LAYOUT

Site: 001 [2021_PM_001_Combined]

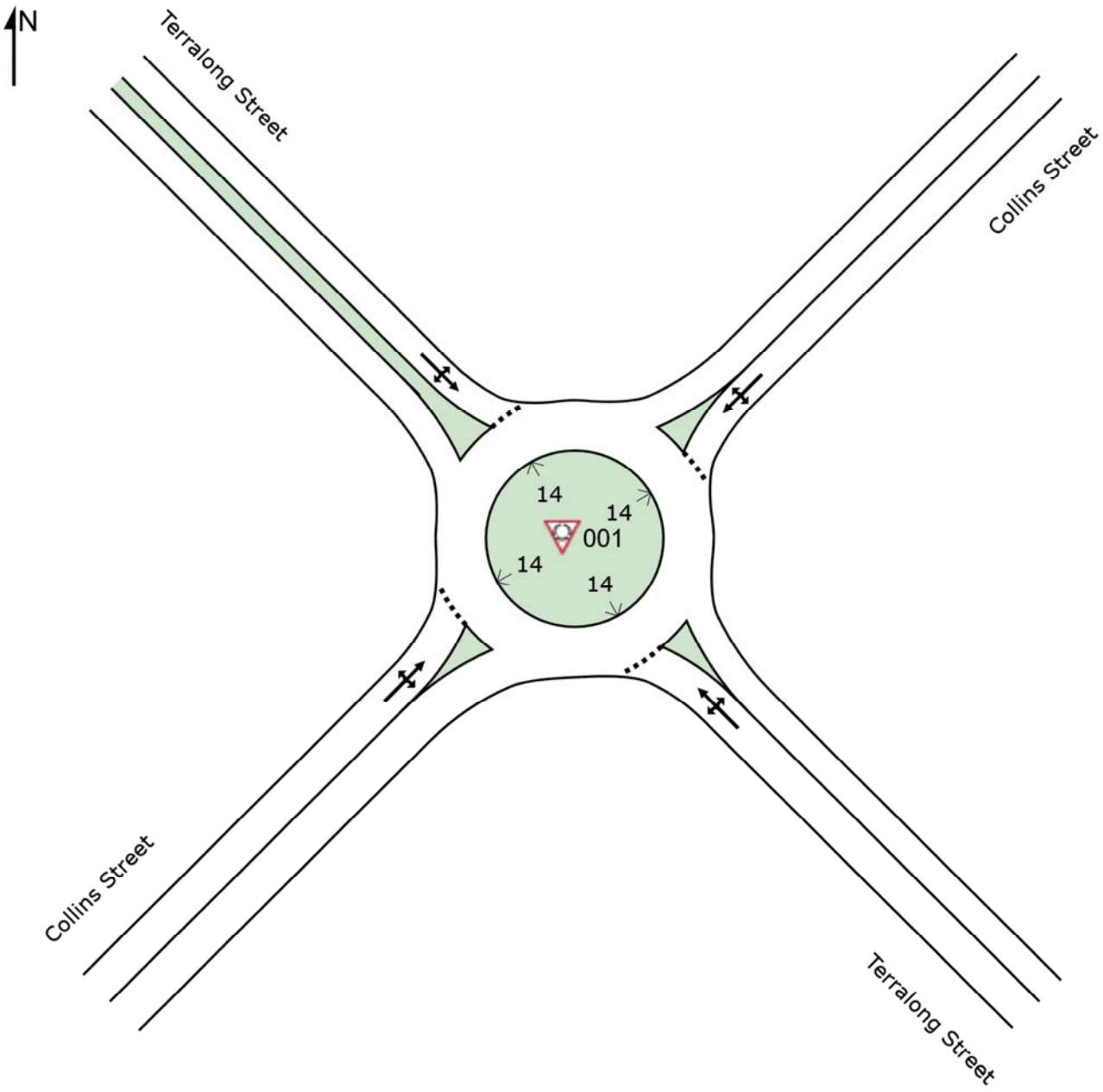
Terralong Street / Collins Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 001 [2021_PM_001_Option 4]

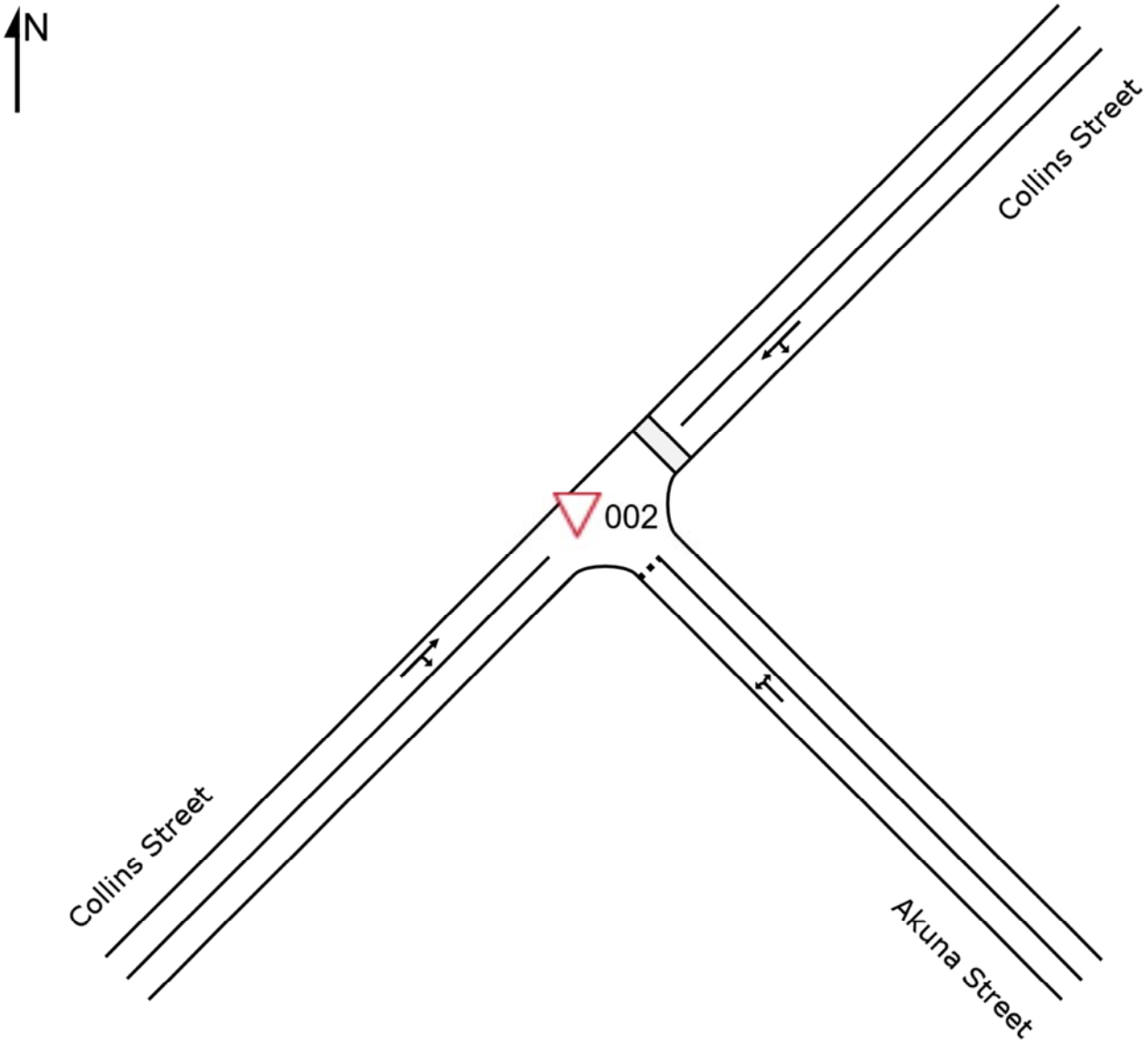
Terralong Street / Collins Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 002 [2021_PM_002_Option 4]

Collins Street / Akuna Street
Site Category: (None)
Giveway / Yield (Two-Way)



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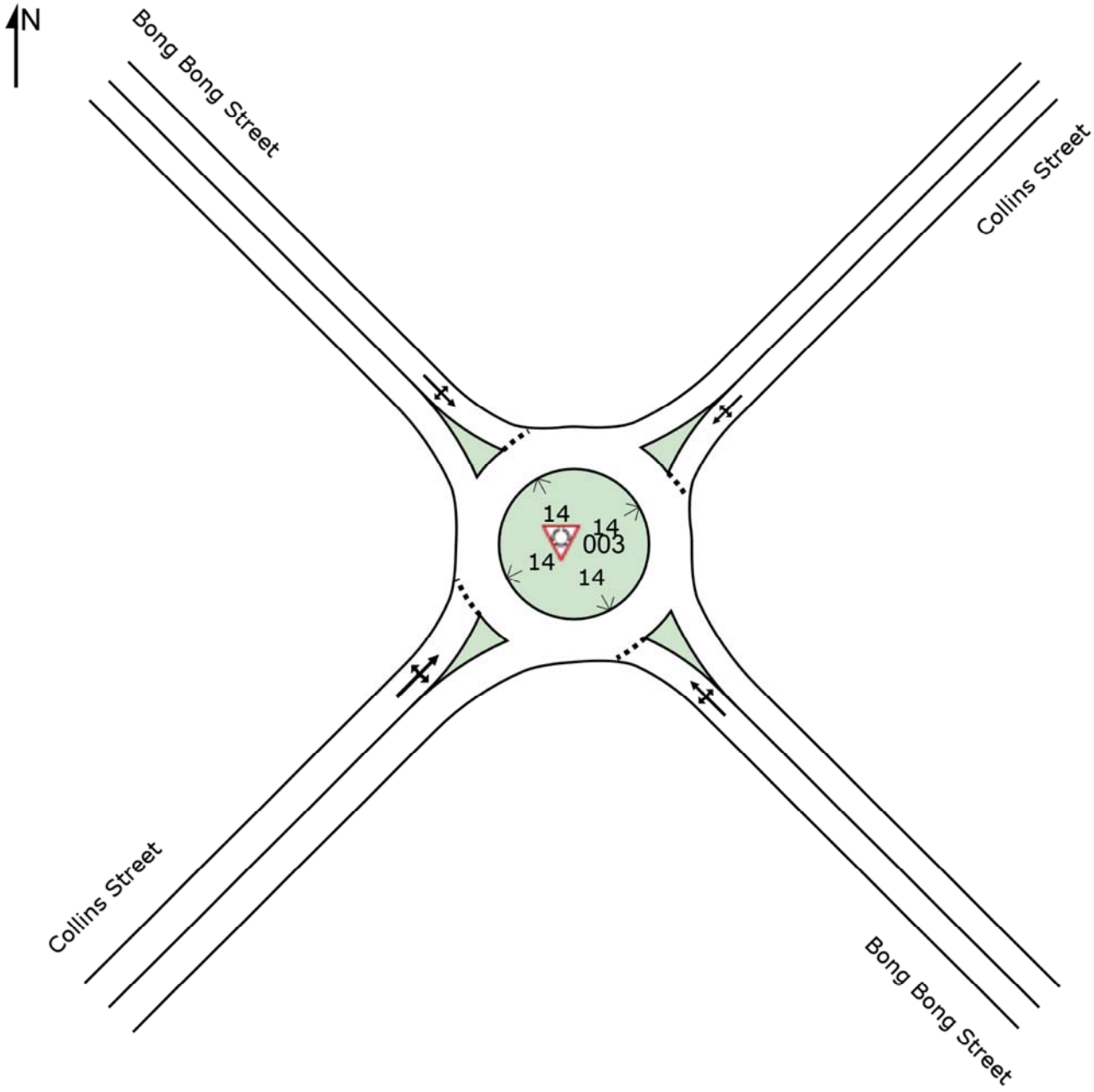
SITE LAYOUT

Site: 003 [2021_PM_003_Option 4]

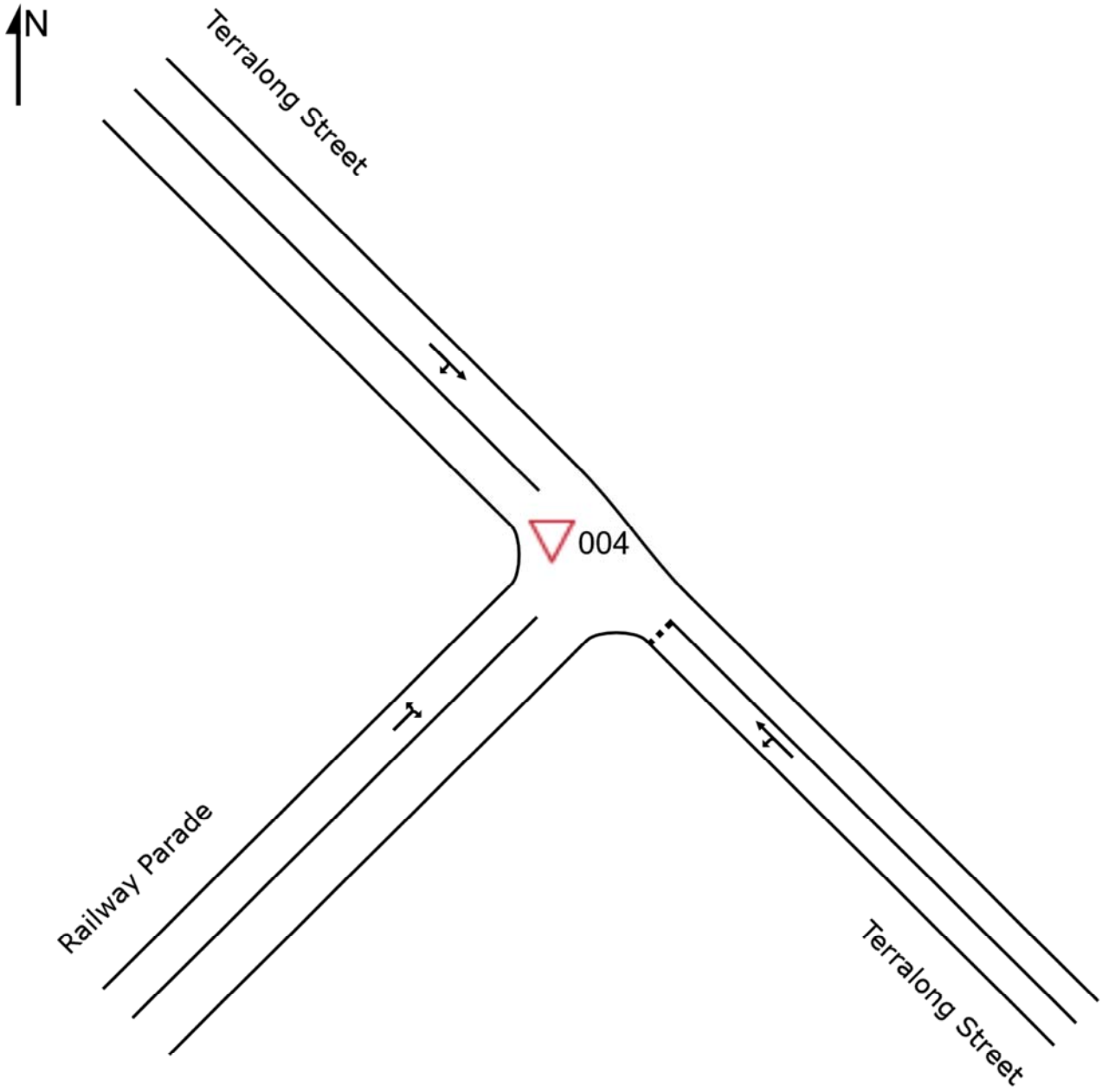
Collins Street / Bong Bong Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 004 [2021_PM_004_Option 4]

Terralong Street / Railway Parade
Site Category: (None)
Giveway / Yield (Two-Way)



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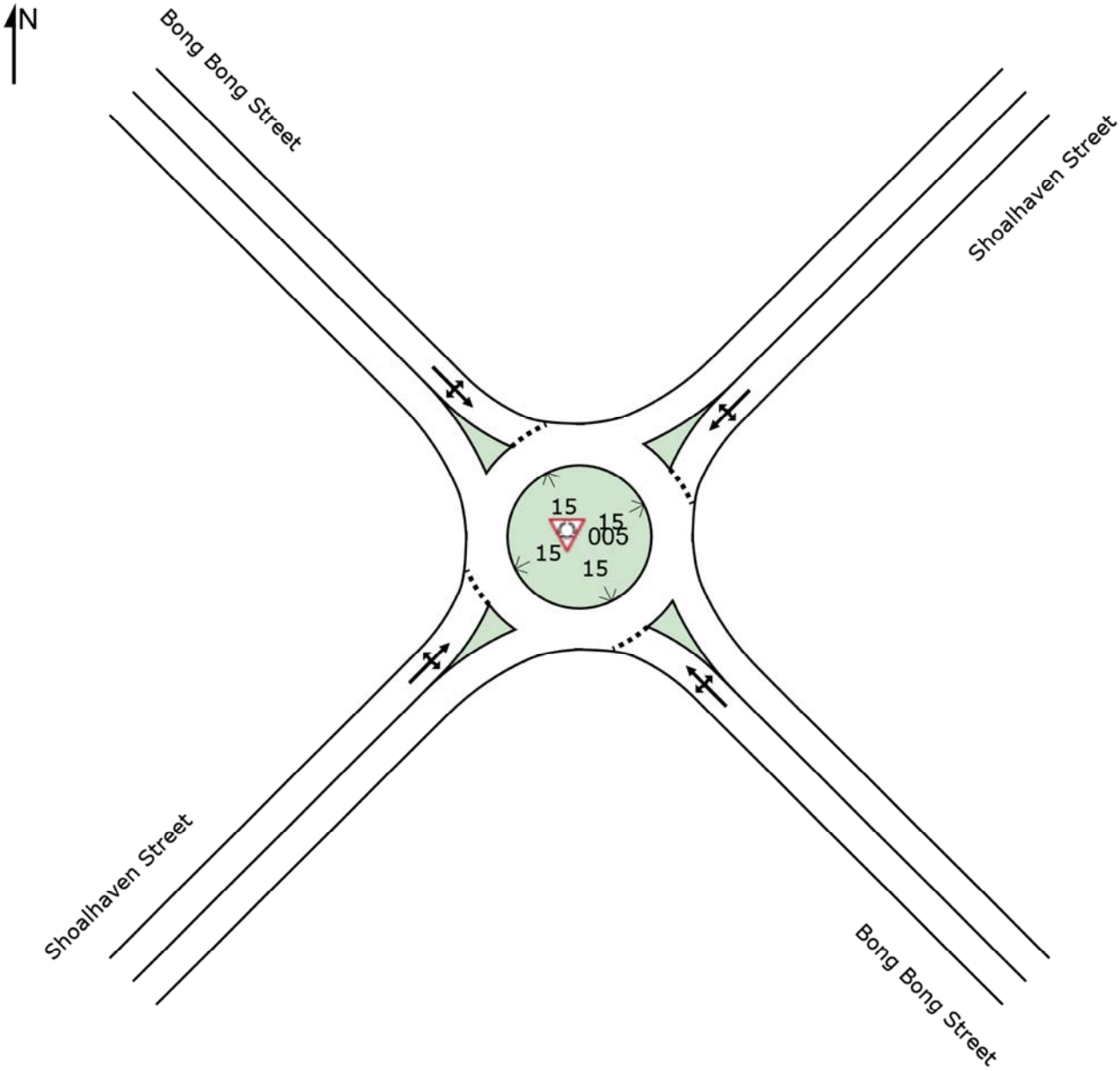
SITE LAYOUT

Site: 005 [2021_PM_005_Option 4]

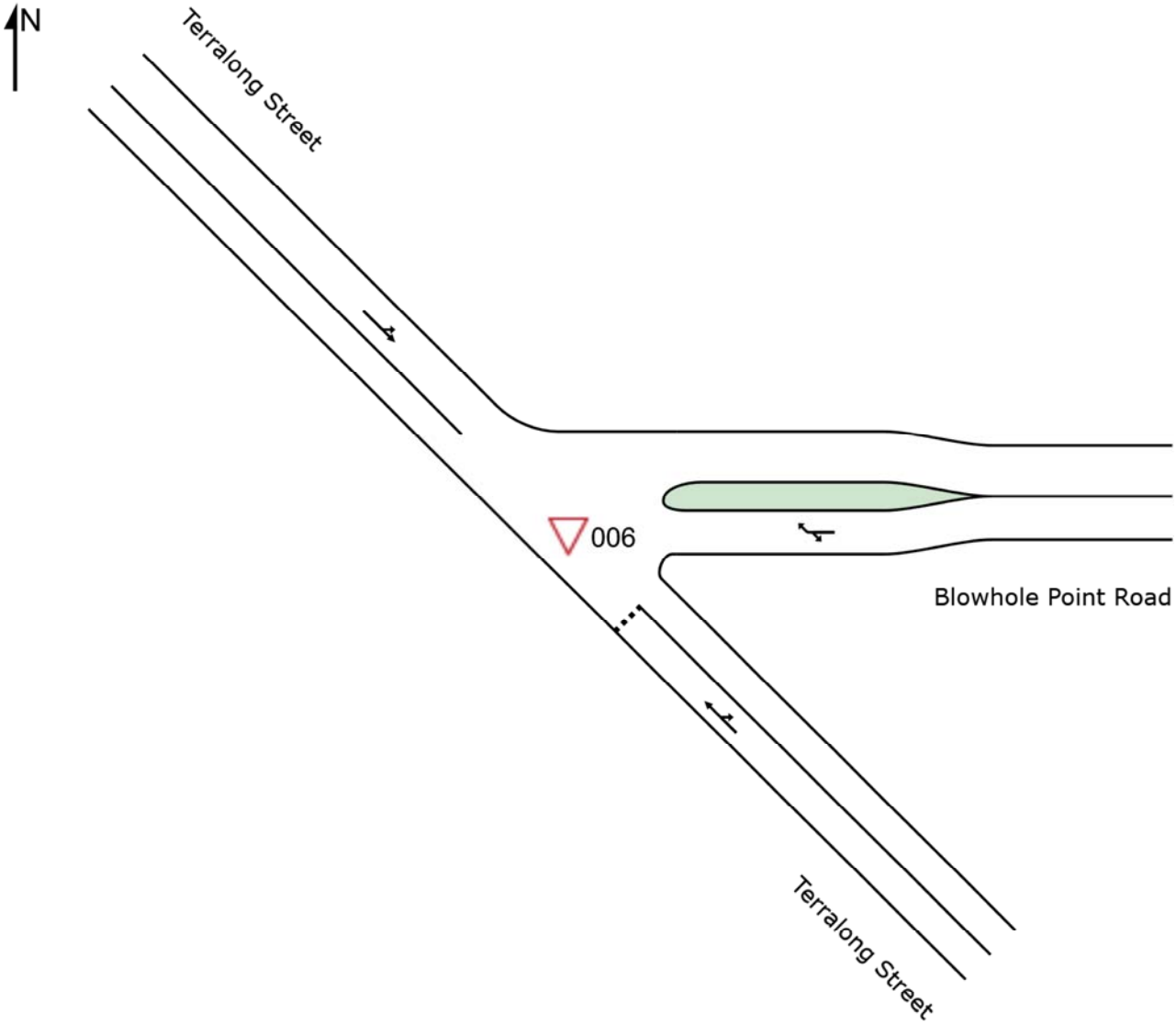
Bong Bong Street / Shoalhaven Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 006 [2021_PM_006_Option 4]

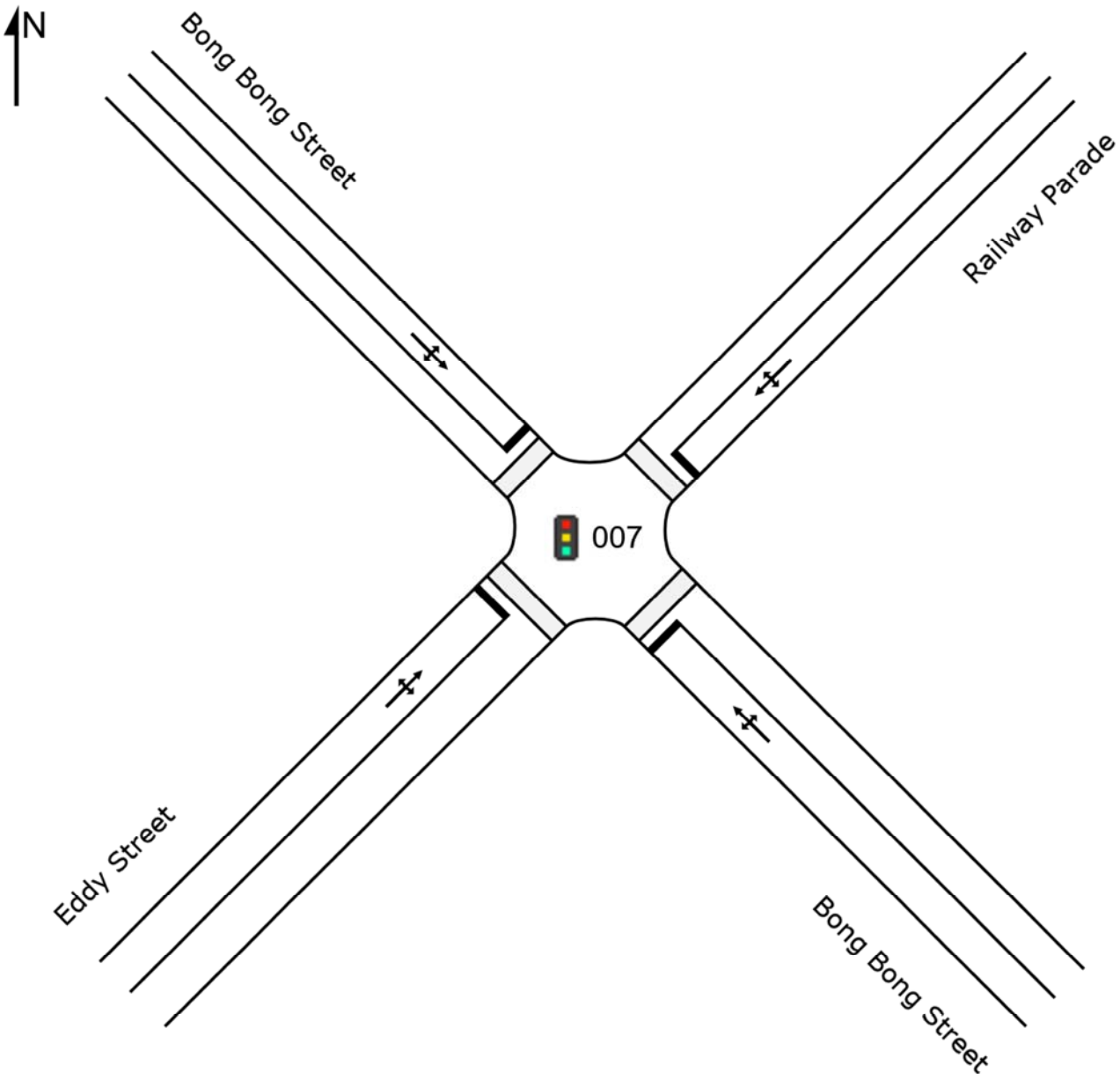
Terralong Street / Blowhole Point Road
Site Category: (None)
Giveway / Yield (Two-Way)



SITE LAYOUT

Site: 007 [2021_PM_007_Combined]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Signals - Fixed Time Isolated



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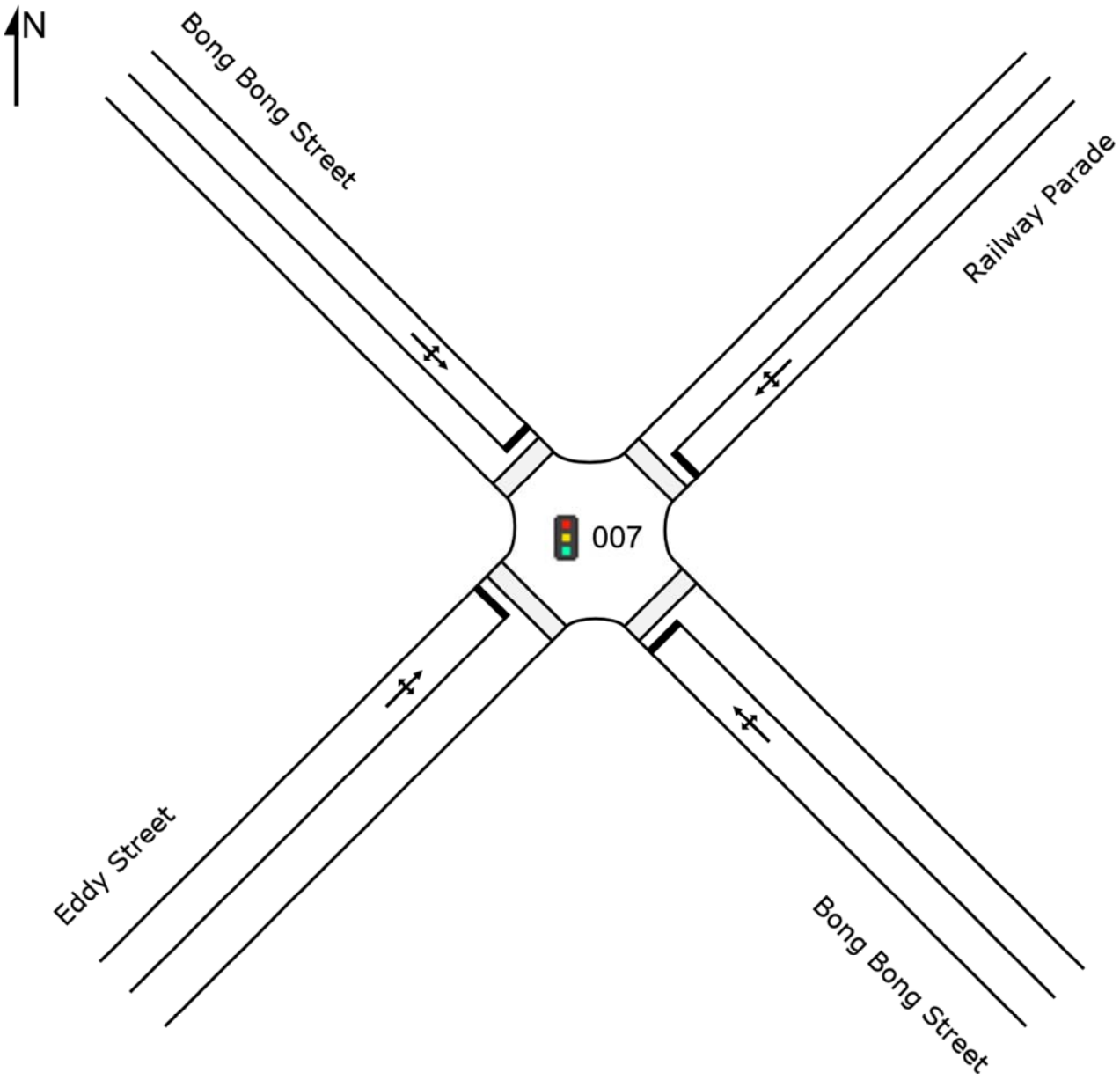
SITE LAYOUT

Site: 007 [2021_PM_007_Option 4]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Signals - Fixed Time Isolated



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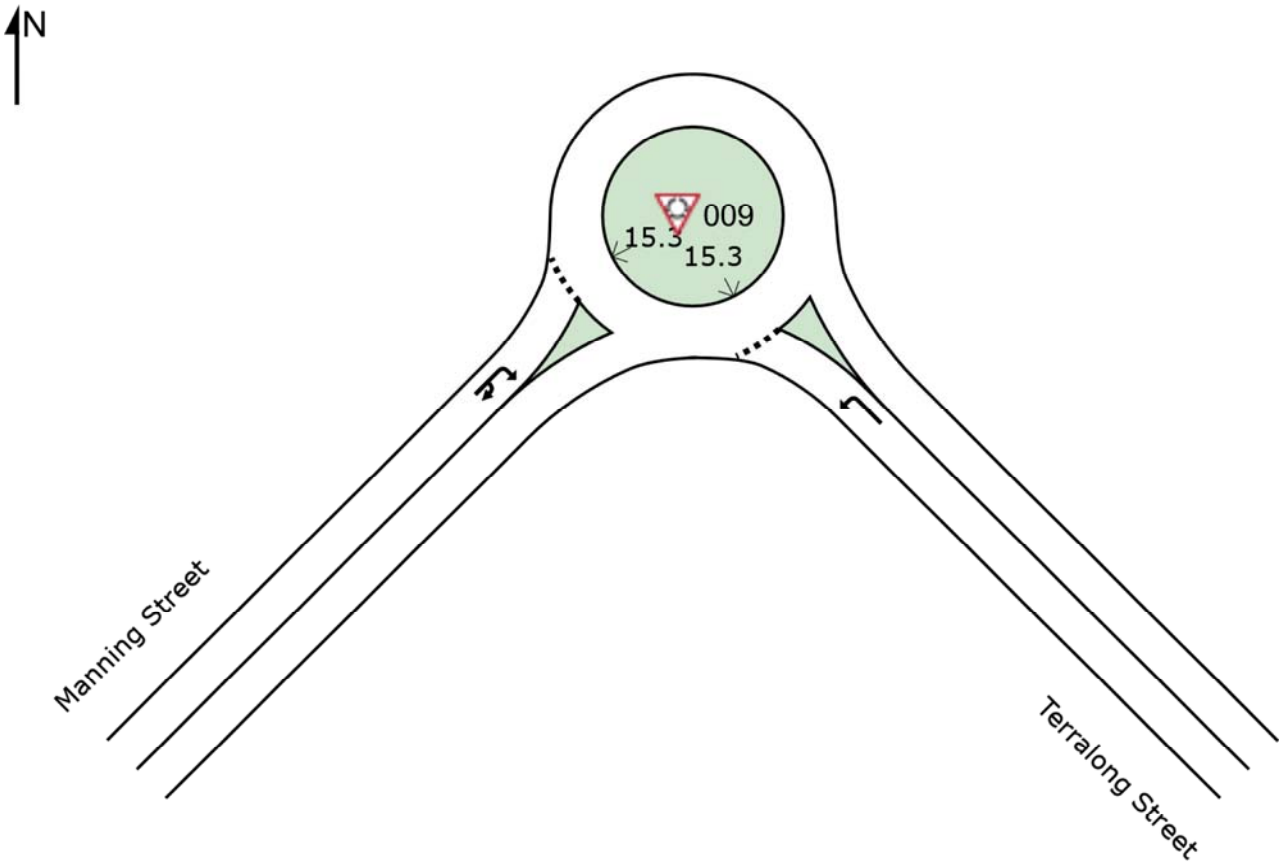
SITE LAYOUT

Site: 009 [2021_PM_009_Option 2]

Terralong Street / Manning Street
Site Category: (None)
Roundabout



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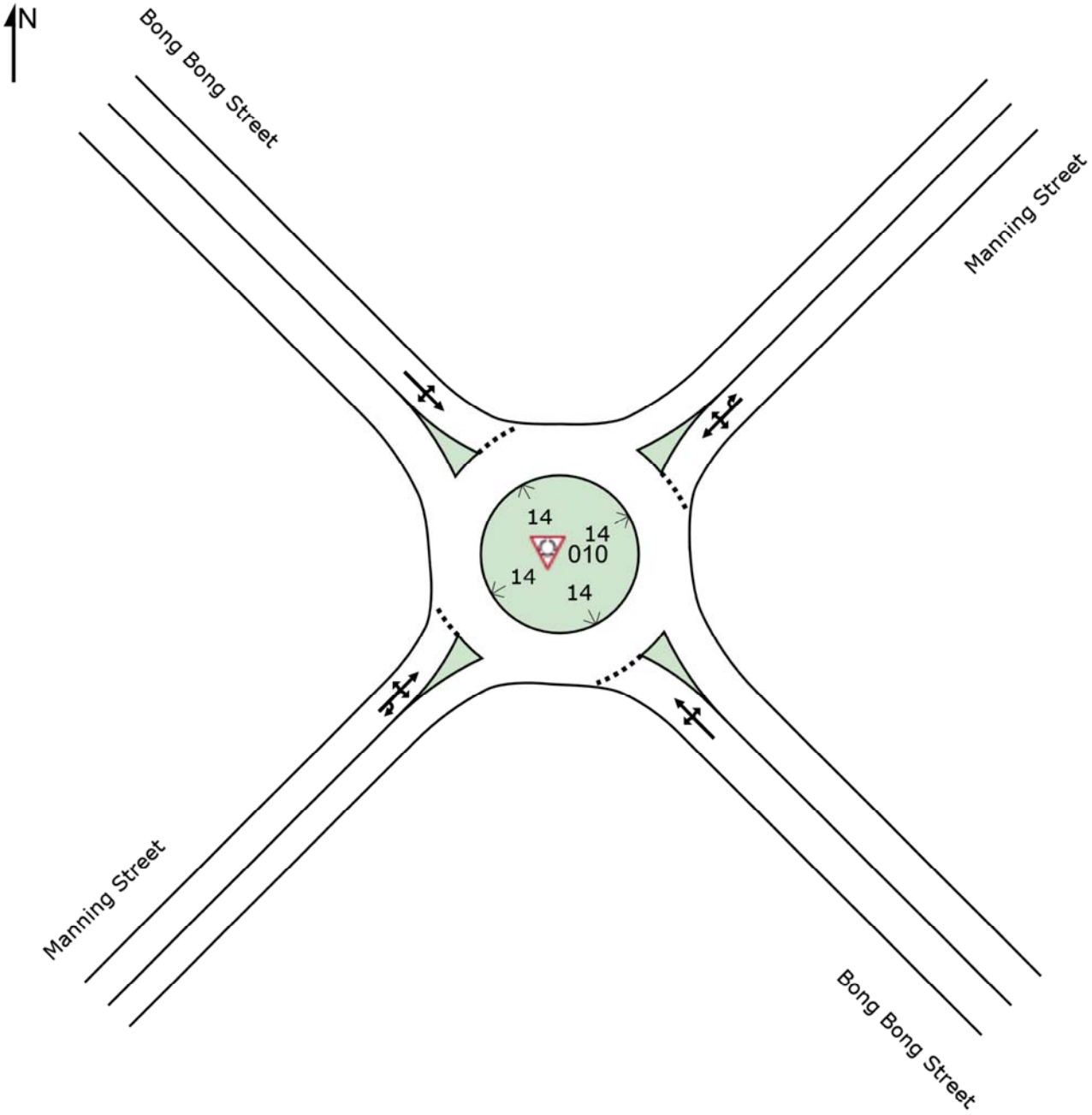
SITE LAYOUT

Site: 010 [2021_PM_010_Option 2]

Bong Bong Street / Manning Street
Site Category: (None)
Roundabout

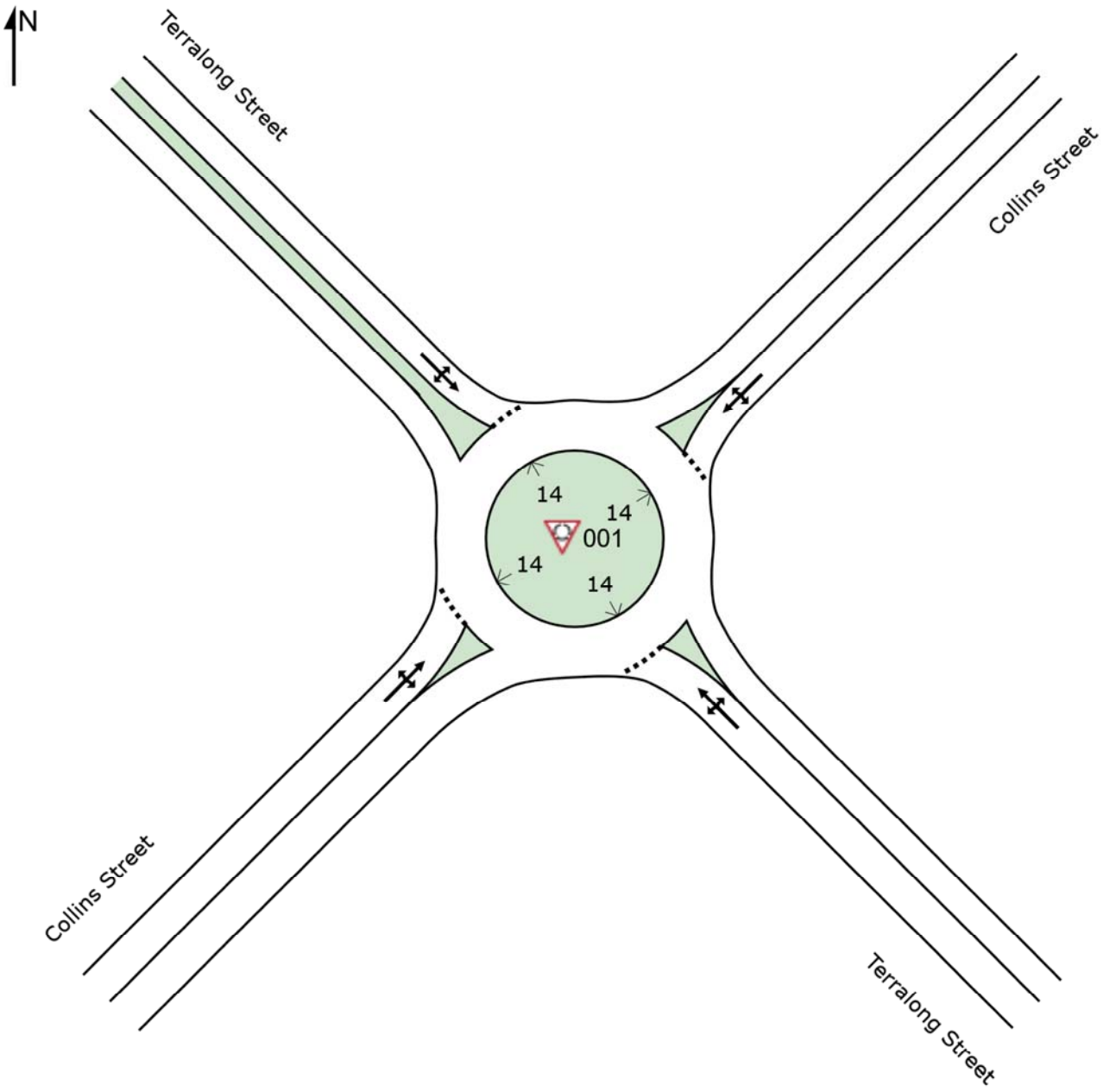


Project: P:\P4582 Kiama Traffic and Parking Study\Technical Work\Models\SIDRA\P4582.003M 2021_Kiama Traffic and Parking Study Model - Town Centre.sip8

SITE LAYOUT

Site: 001 [2021_WE_001_Combined]

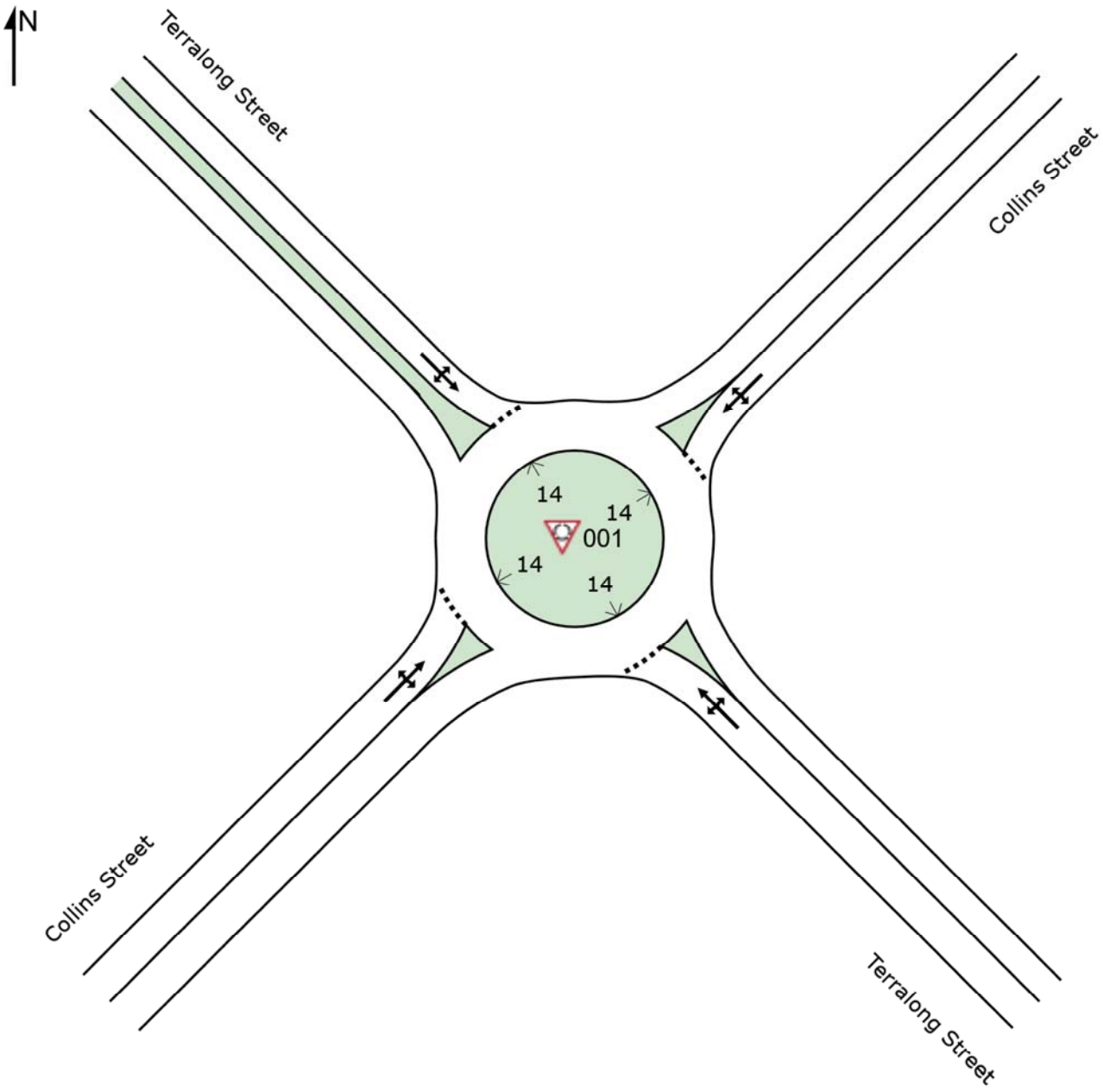
Terralong Street / Collins Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 001 [2021_WE_001_Option 4]

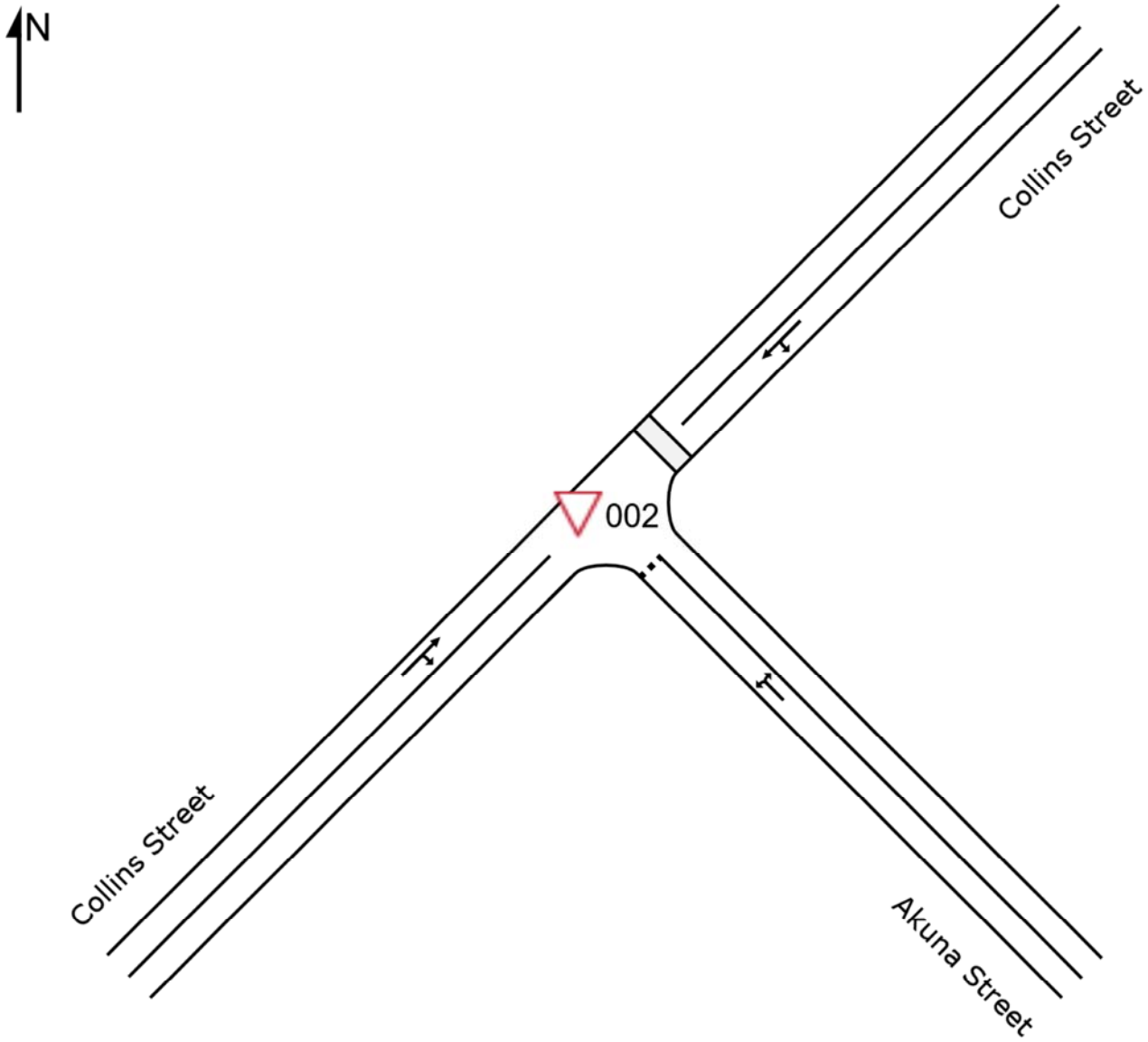
Terralong Street / Collins Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 002 [2021_WE_002_Combined]

Collins Street / Akuna Street
Site Category: (None)
Giveway / Yield (Two-Way)



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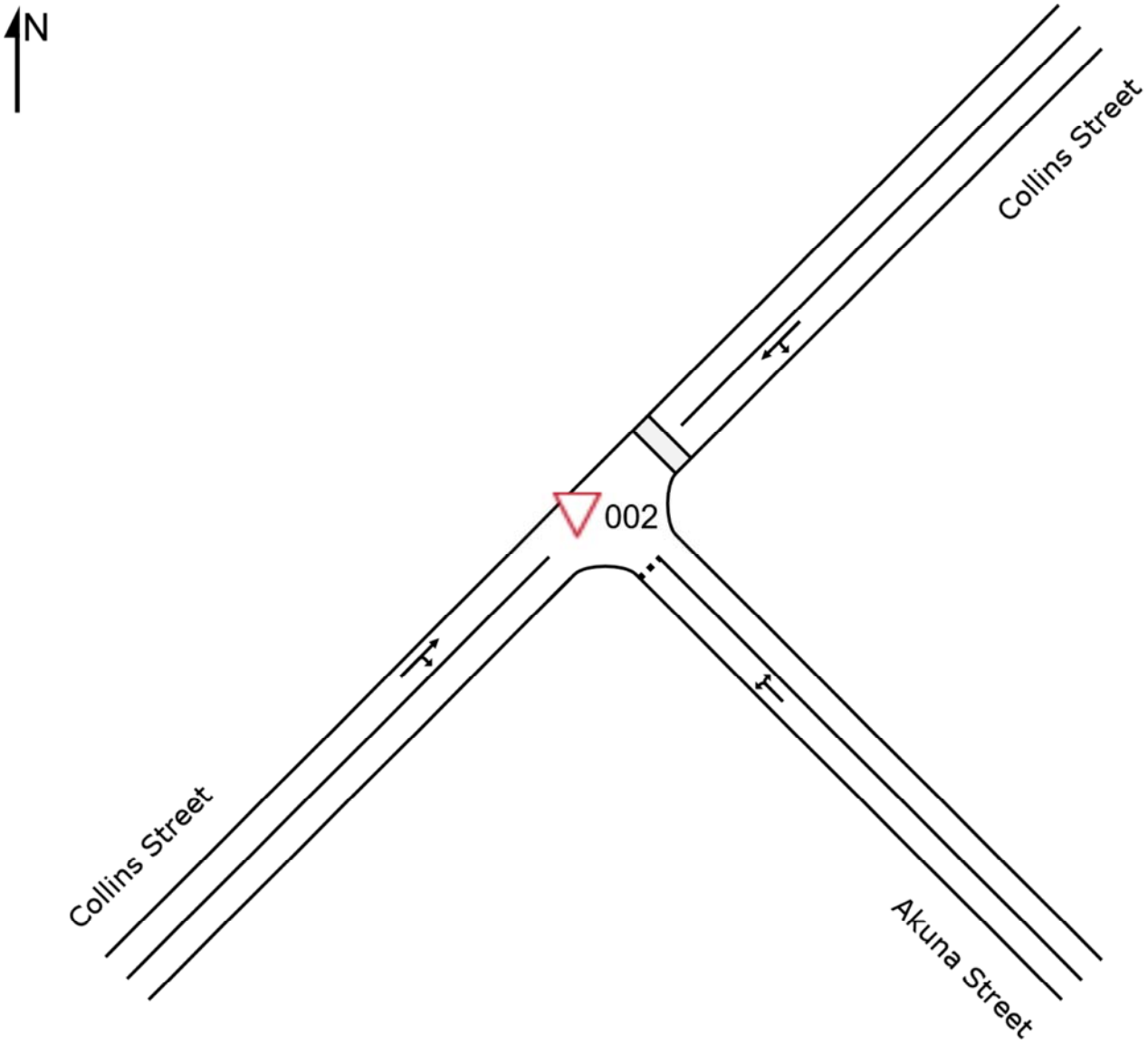
SITE LAYOUT

Site: 002 [2021_WE_002_Option 4]

Collins Street / Akuna Street
Site Category: (None)
Giveway / Yield (Two-Way)



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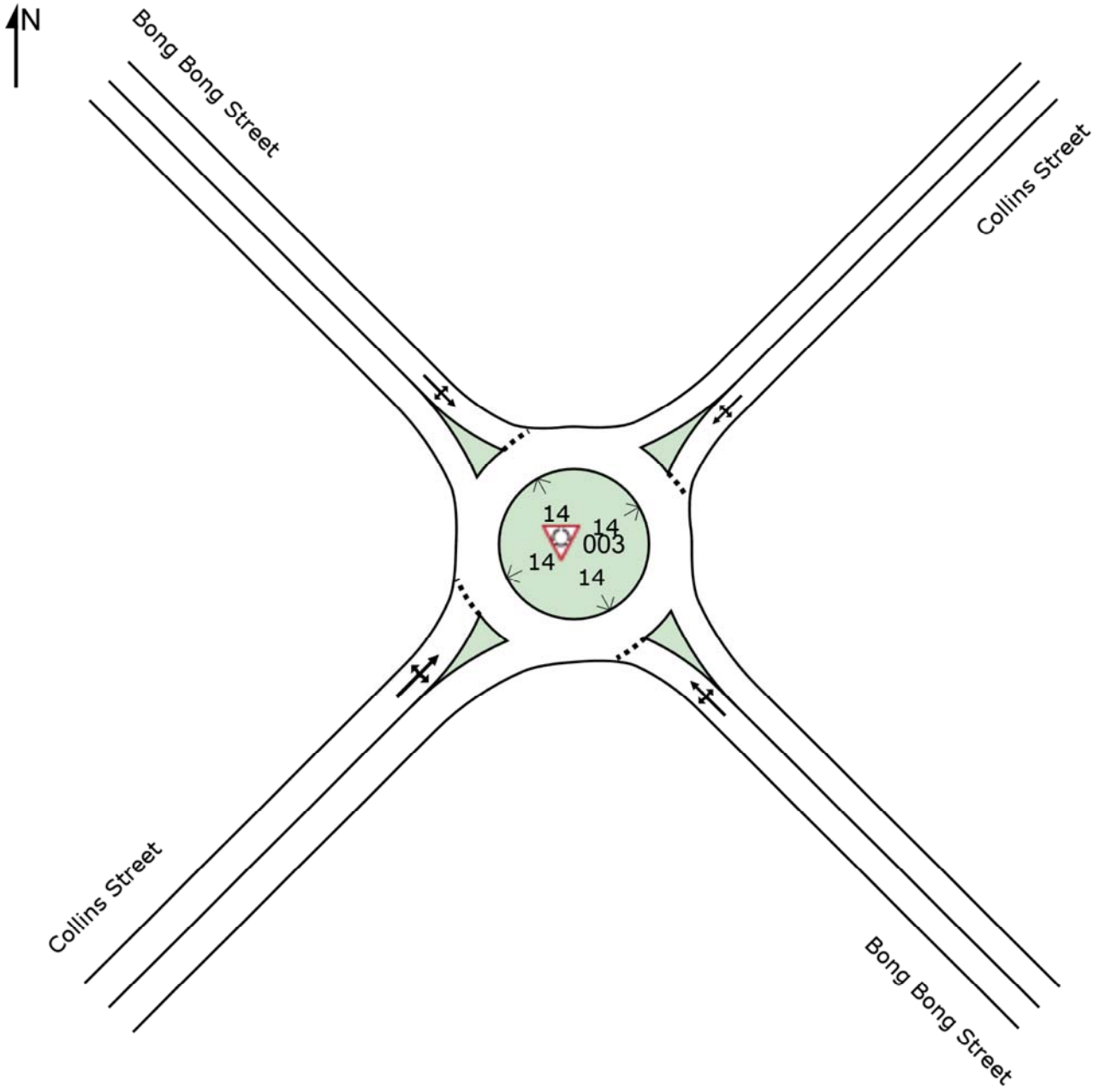
SITE LAYOUT

Site: 003 [2021_WE_003_Combined]

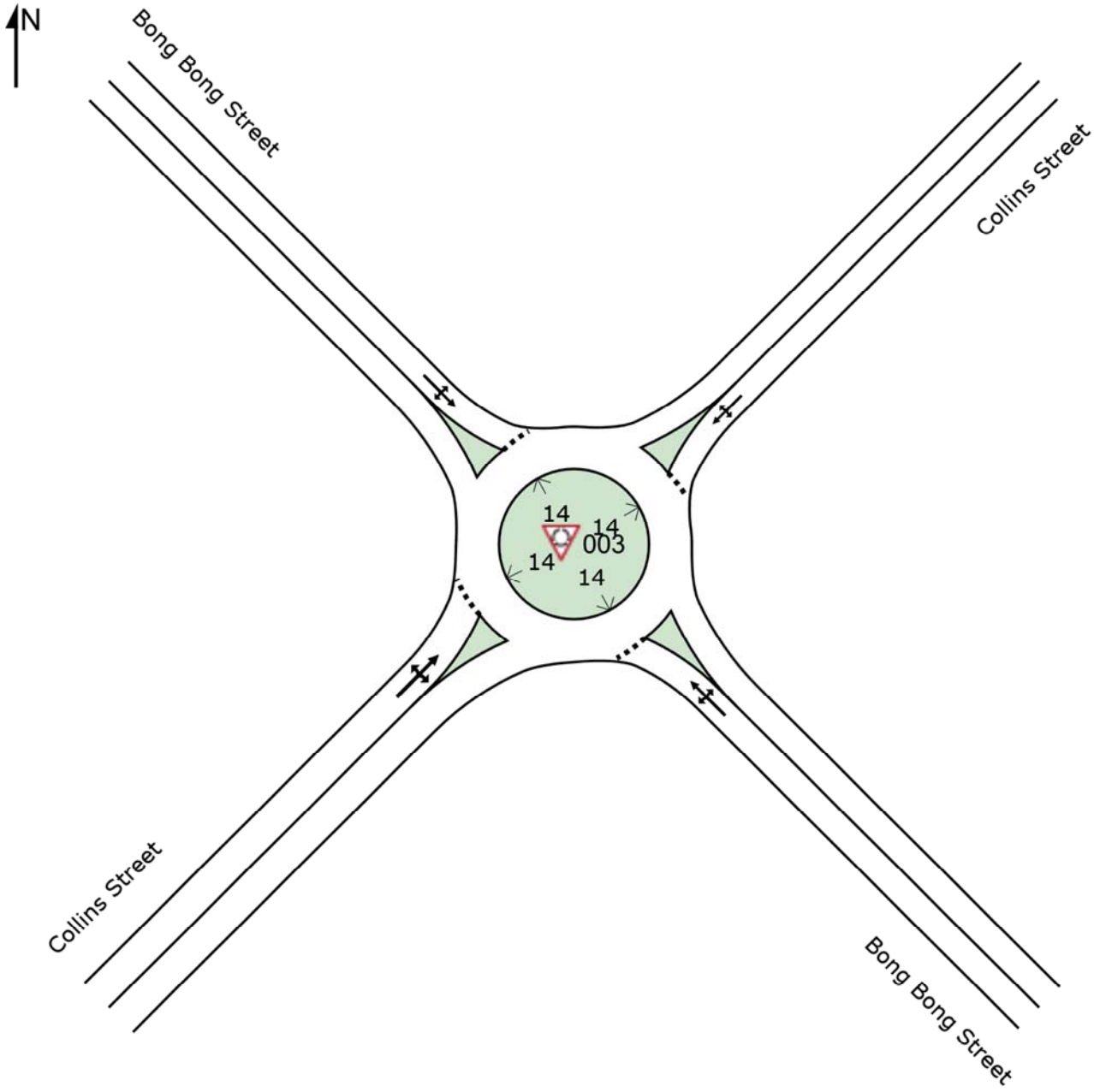
Collins Street / Bong Bong Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 003 [2021_WE_003_Option 4]

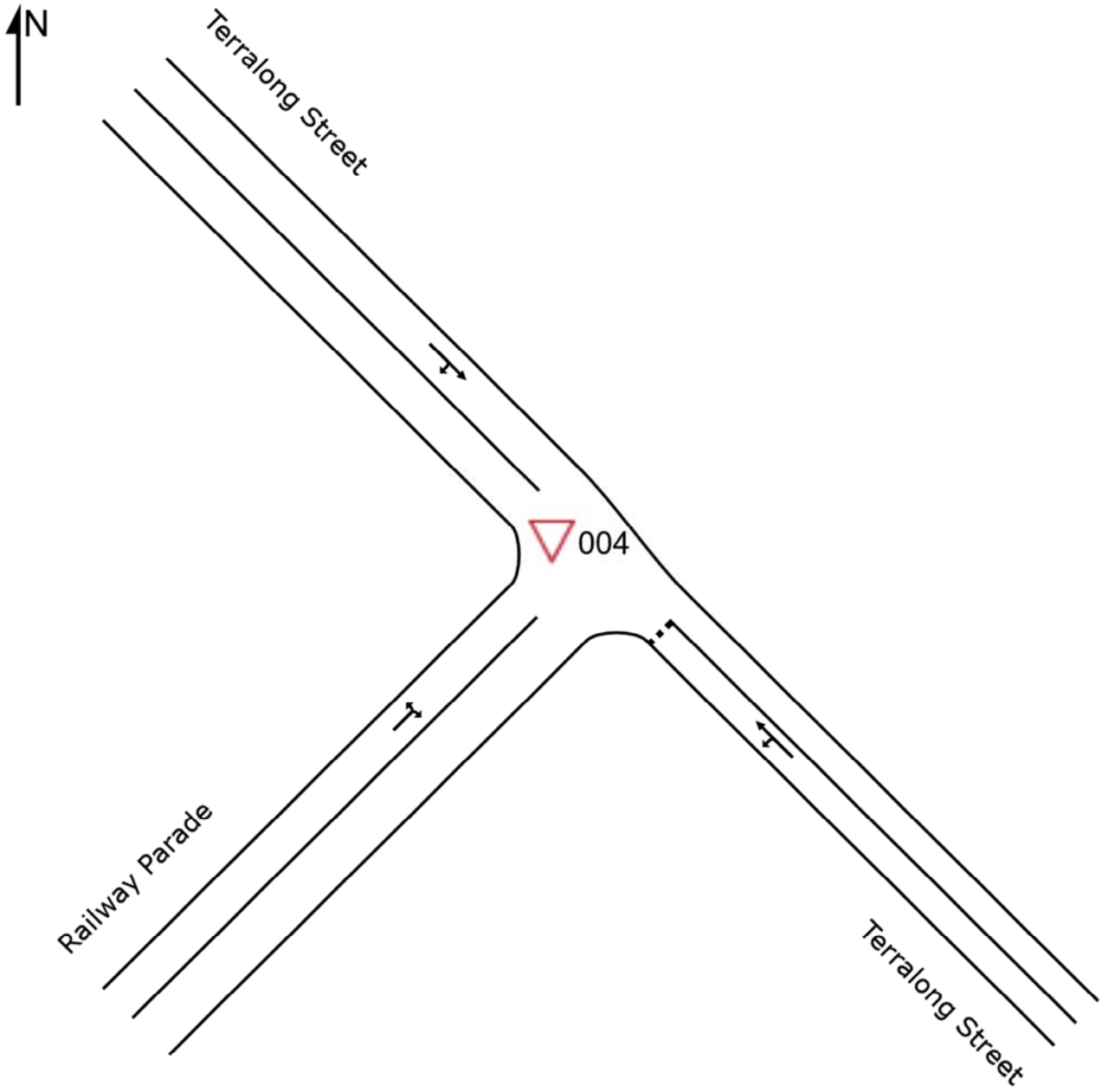
Collins Street / Bong Bong Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 004 [2021_WE_004_Option 4]

Terralong Street / Railway Parade
Site Category: (None)
Giveway / Yield (Two-Way)



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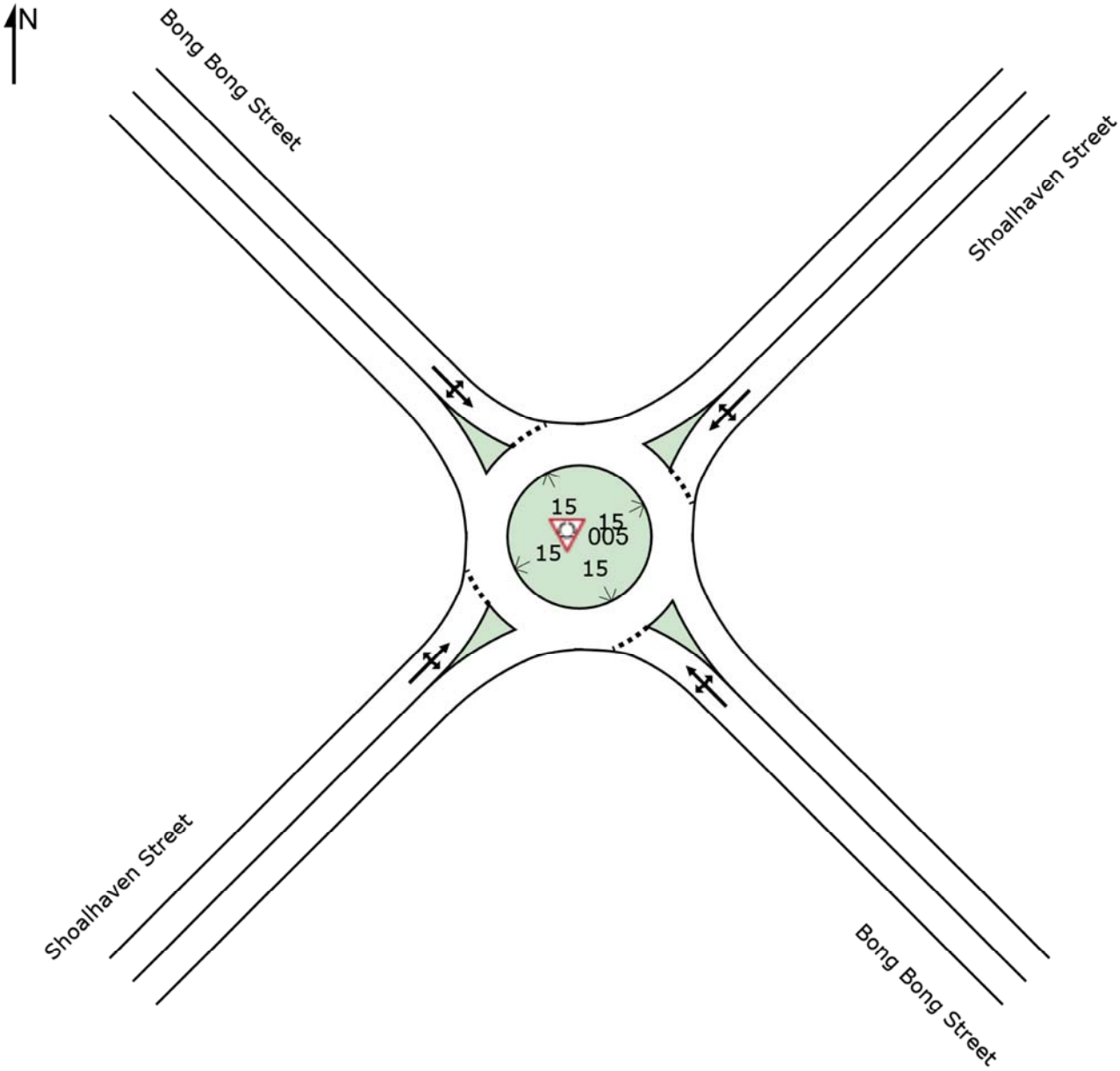
SITE LAYOUT

Site: 005 [2021_WE_005_Combined]

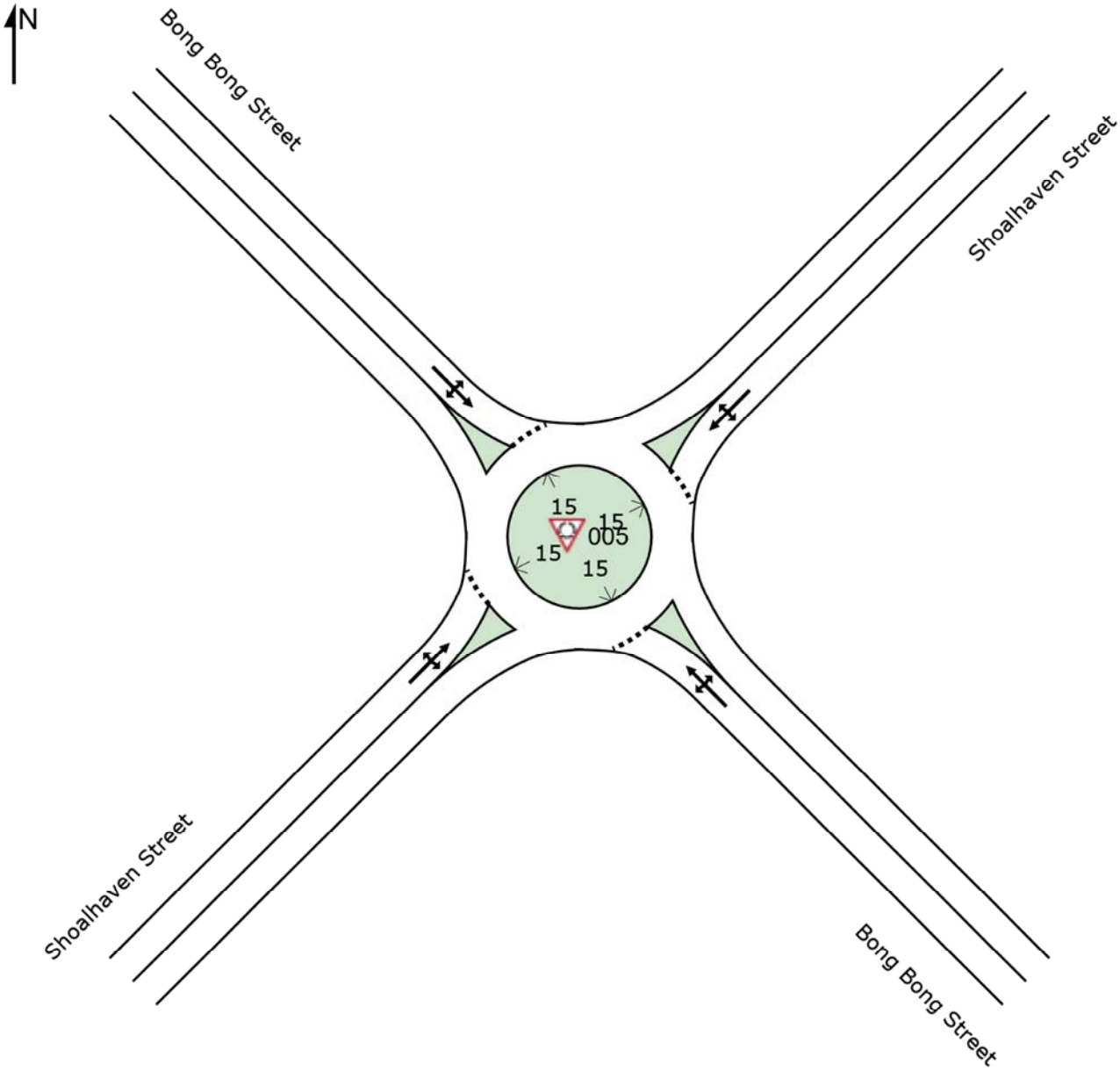
Bong Bong Street / Shoalhaven Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 005 [2021_WE_005_Option 4]

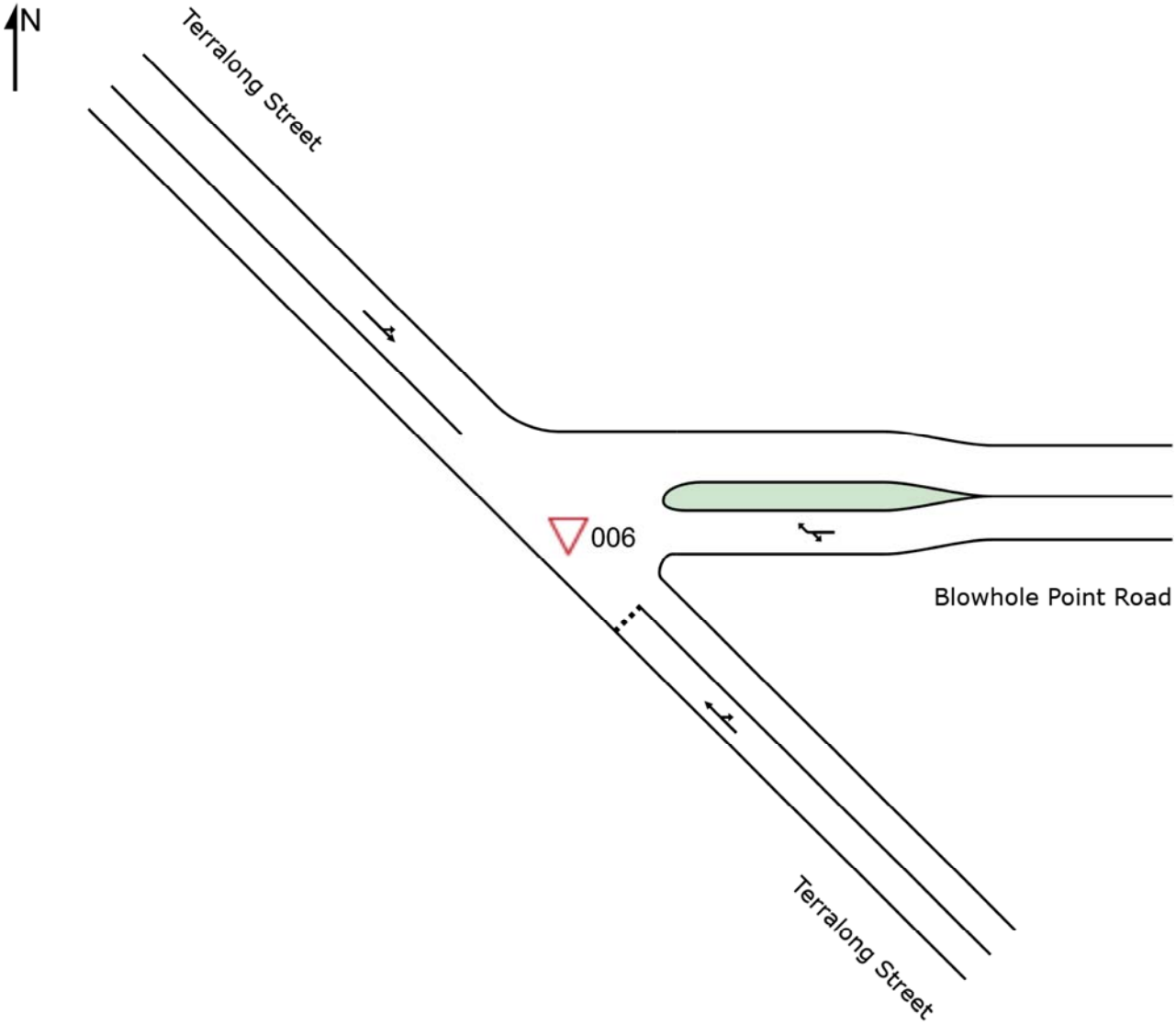
Bong Bong Street / Shoalhaven Street
Site Category: (None)
Roundabout



SITE LAYOUT

Site: 006 [2021_WE_006_Option 4]

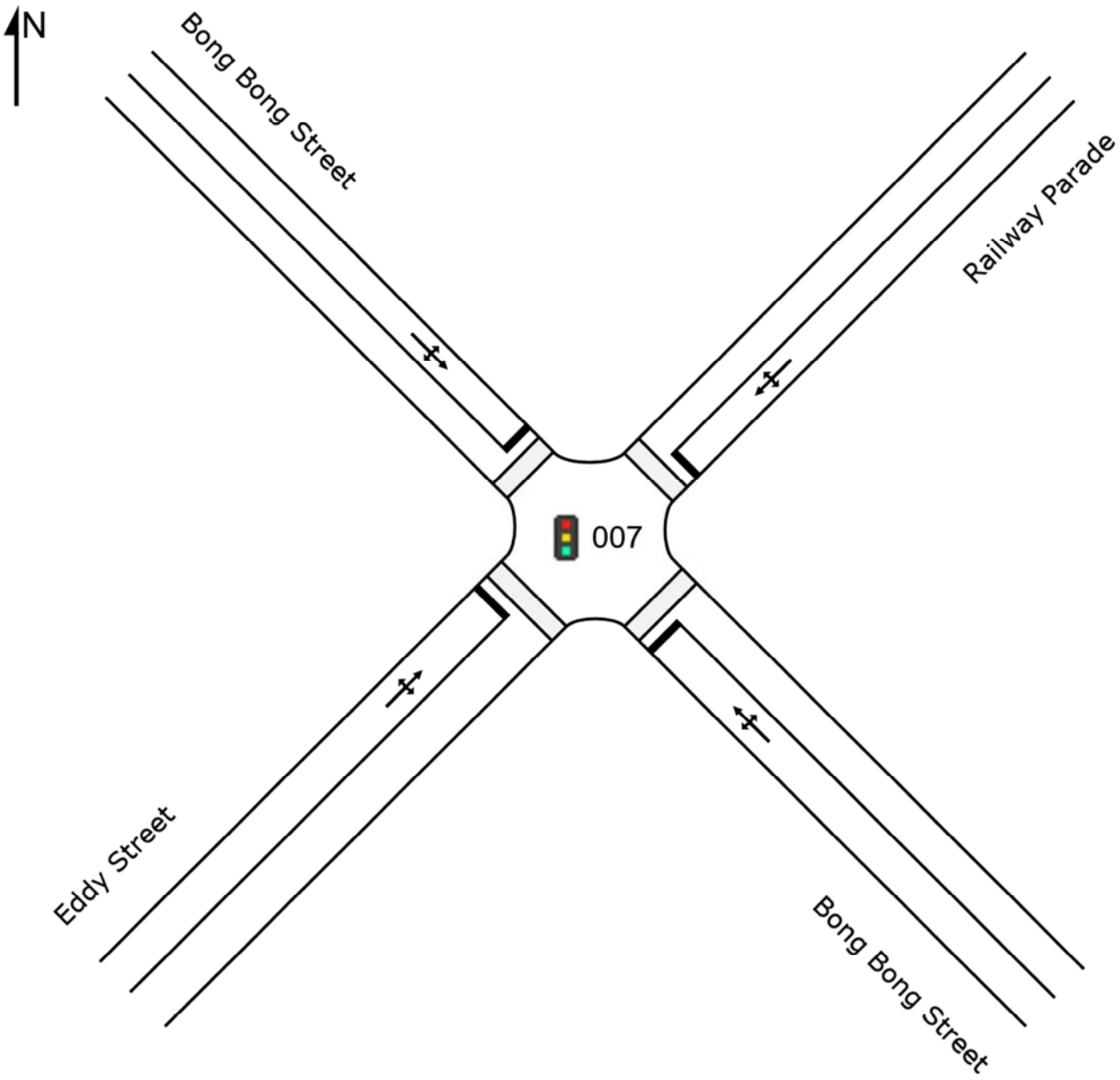
Terralong Street / Blowhole Point Road
Site Category: (None)
Giveway / Yield (Two-Way)



SITE LAYOUT

Site: 007 [2021_WE_007_Combined]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Signals - Fixed Time Isolated



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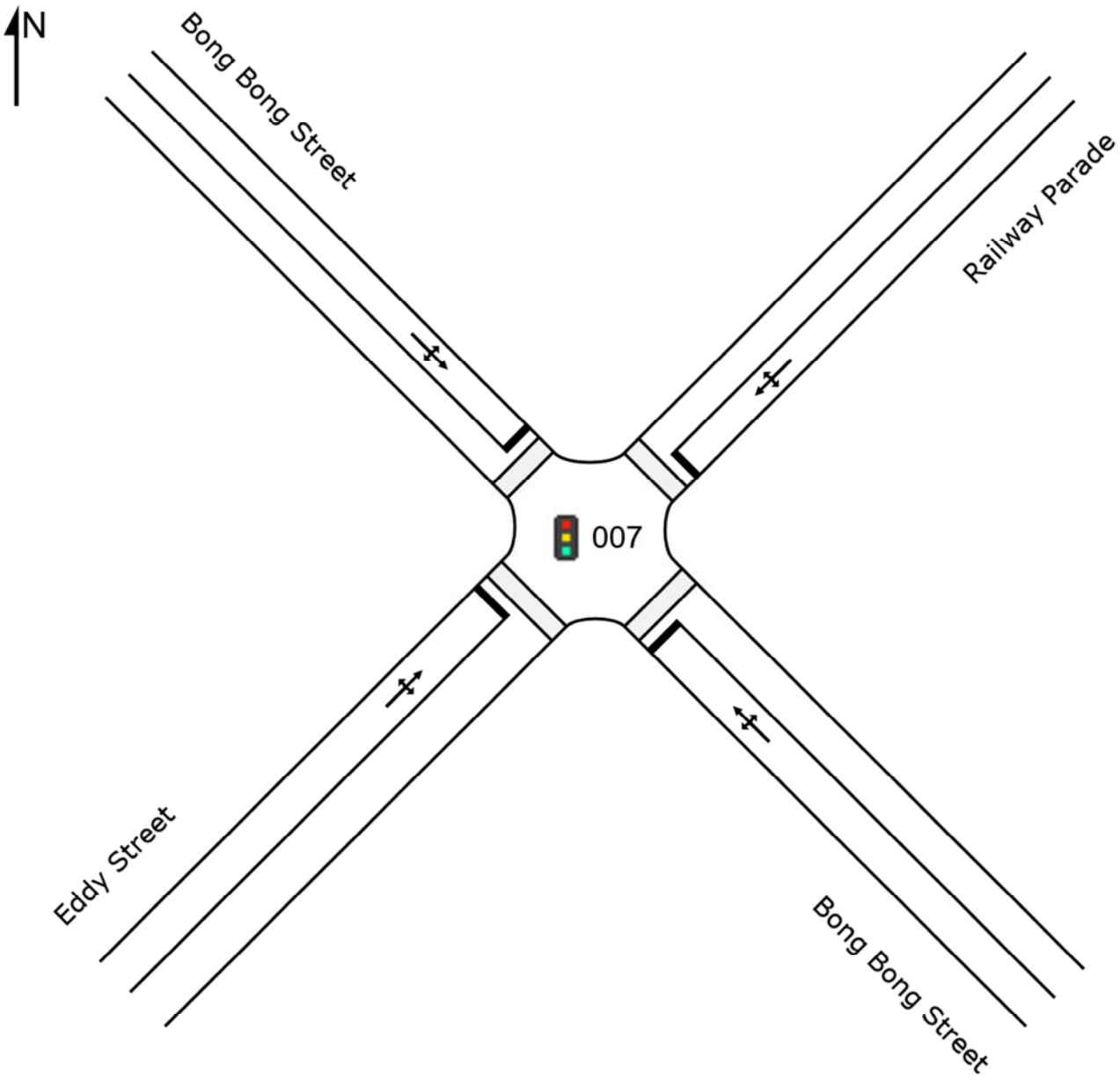
SITE LAYOUT

Site: 007 [2021_WE_007_Option 4]

Bong Bong Street / Railway Parade / Eddy Street
Site Category: (None)
Signals - Fixed Time Isolated



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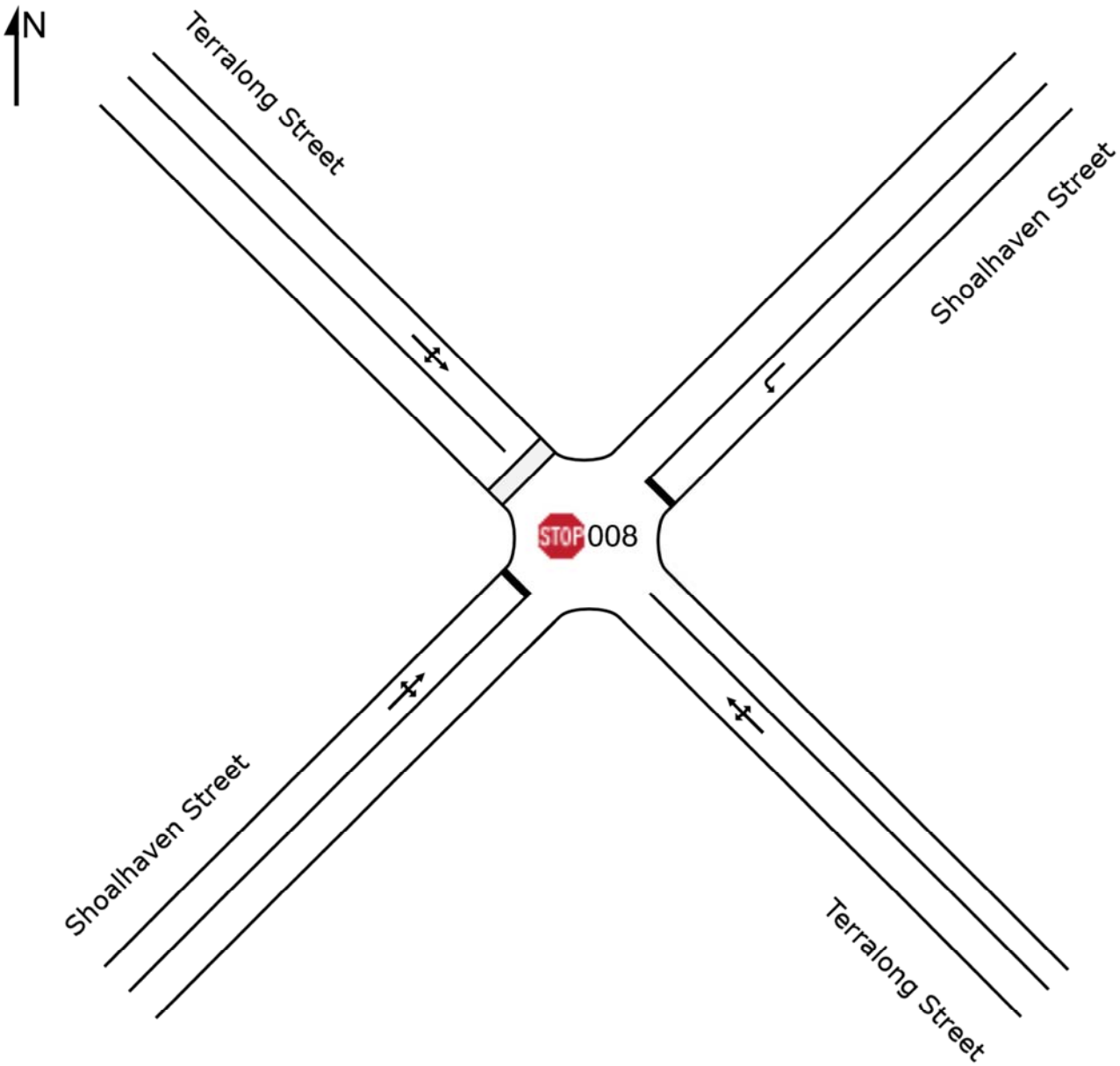
SITE LAYOUT

Site: 008 [2021_WE_008_Combined]

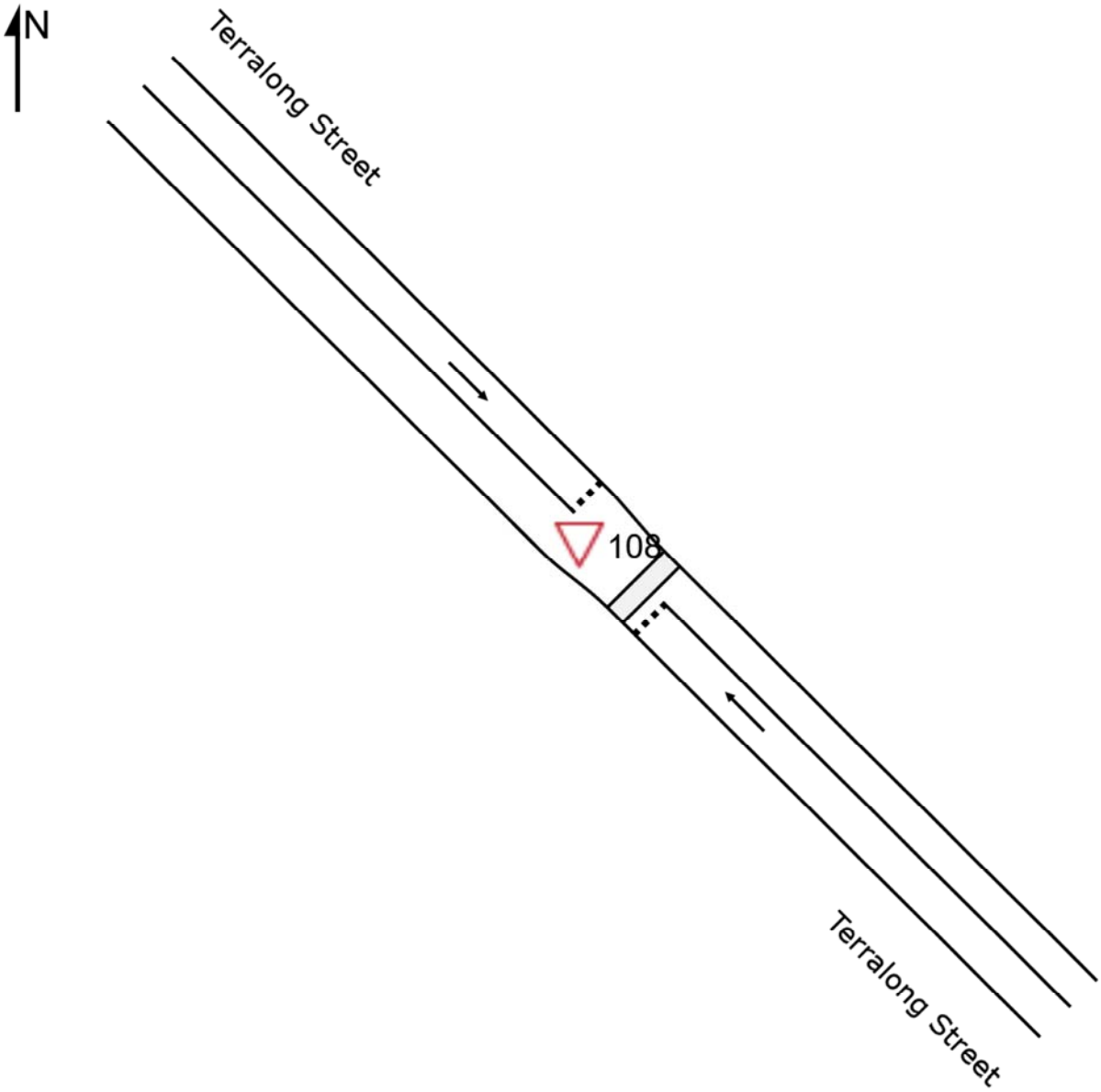
Terralong Street / Shoalhaven Street
Site Category: (None)
Stop (Two-Way)



SITE LAYOUT

Site: 108 [2021_WE_108_Combined]

Terralong Street - Pedestrian crossing between Collins Street and Shoalhaven Street
Site Category: (None)
Giveway / Yield (Two-Way)



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