



CIVIL ENGINEERING REPORT: TRAFFIC AND PARKING  
ASSESSMENT REPORT

# 19 National Circuit, Barton Commercial Office Building

19 National Circuit, Barton ACT 2600

**PREPARED FOR**  
Cromwell Property Group  
Suite 2, Level 14  
167 Macquarie Street  
Sydney NSW 2000

Ref: CR192316-EC01Rev3  
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# Civil Engineering Report: Traffic and Parking Assessment Report

## Revision Schedule

Date	Revision	Issue	Prepared By	Approved By
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### Northrop Consulting Engineers Pty Ltd

ACN 064 775 088 | ABN 81 094 433 100

SAP House, Level 6, 224 Bunda Street (PO Box 213), Canberra ACT 2608

02 6285 1822 | [canberra@northrop.com.au](mailto:canberra@northrop.com.au) | [www.northrop.com.au](http://www.northrop.com.au)

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# 1. Introduction

## 1.1 Purpose of Report

Northrop Consulting Engineers (NCE) has been engaged by Cromwell Property Group (CPG) to prepare a Traffic and Parking Assessment Report on the potential influence of the redevelopment of Block 5, Section 22 Barton.

The redevelopment will be construction of a proposed commercial building encompassing 2 basement carpark levels, a ground floor and 5 additional floors to replace the existing development on the block. The development will have a combination of café and office space, end of trip facilities and commercial delivery facilities.

## 1.2 Study Objectives

This Traffic and Parking Assessment Report is to address the criterion within the approved proposal from NCE to CPG (CR192316\_AMD02).

This Traffic and Parking Assessment Report will detail the below:

- Review of existing conditions including:
  - Traffic counts;
  - Accident data;
  - Traffic reports;
  - The road network;
  - Public transport; and
  - Active travel;
- Traffic implication of the proposal;
- Review of the car park compliance to relevant Australian Standards (AS); and
- References to:
  - National Capital Authority (NCA) Standards and Guidelines;
  - Transport Canberra and City Services (TCCS) Guidelines;
  - The Territory Plan General Codes; and
  - Reference to RTA Guide to Traffic Generating Developments (October 2002);as required.

There are limitations to the Traffic and Parking Assessment Report. These include:

- Only the future development of Block 14, Section 22 Barton has been reviewed for future developments within the area, other developments have not been reviewed;
- Critical Streets to the development which have been reviewed are Darling Street and National Circuit at the intersection of the two, other roads have not been considered unless noted otherwise;
- Pedestrian volumes from Matrix have not been altered for modelling conditions due to unknown pedestrian conditions at the time of the office opening. A 2% annual growth factor has been applied for the future scenarios;
- Off – site car parking is limited to off – street car parking only, car parking within blocks has not been considered;
- Grading as per AS2890.1 and AS2890.2 is to be complete and certified by the Civil Engineer with this report only providing commentary for grading; and



- Only intersection of National Circuit and Darling Street has been modelled with commentary provided on surrounding intersections as required.

### **1.3 References**

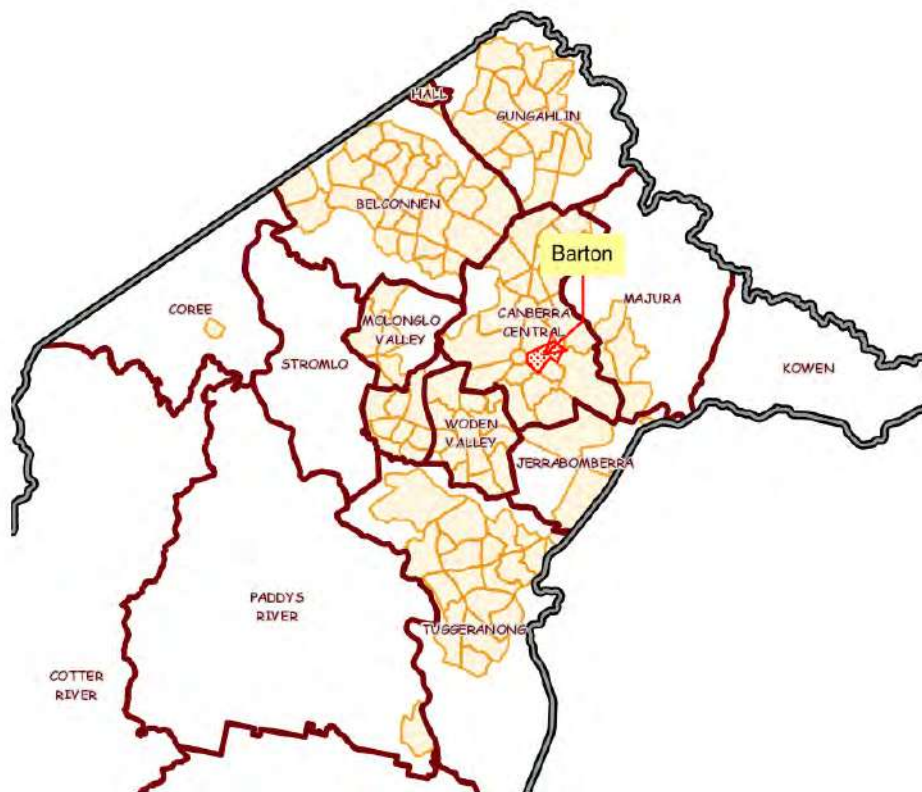
In preparing this report, reference has been made to the following:

- Architectural drawings from Nettletontribe as referenced through the report;
- Austroads Guide to Traffic Management Part 2: Traffic Theory (October 2015);
- Austroads Guide to Traffic Management Part 3: Traffic Studies and Analysis (November 2017);
- National Capital Authority National Capital Plan (accessed at the time of this report);
- ACT Government Transport Canberra and City Services Guidelines for Transport Impact Assessment Version 4.0 August 2016;
- ACT Government Development Control Code For Best Practice Waste Management In The ACT 2019;
- ACT Planning and Land Authority Parking and Vehicular Access General Code (25 May, 2018);
- ACT Planning and Land Authority Bicycle Parking General Code (3 October, 2013);
- AS2890.1:2004 Parking Facilities – Off-street car parking;
- AS2890.2:2018 Parking Facilities – Off-street commercial vehicle facilities;
- AS2890.6:2009 Parking Facilities – Off-street parking for people with disabilities;
- New South Wales Transport Roads and Maritime Services Guide to Traffic Generating Developments Updated traffic surveys TDT 2013/04A;
- Trip Generation and Parking Generation Surveys (Office Blocks), GTA Consultants for the NSW Roads and Traffic Authority, September 2010; and
- Other documents as referenced throughout this report.

## 2. Proposed Development

### 2.1 Surrounding Area

The proposed development is located in the suburb of Barton. Barton is located within the Canberra Central District and has connectivity to the remainder of the Territory. Figure 1 is an extract from ACTMapi (November, 2019) showing the location of Barton in regards to the remainder of the developed area of the Territory.



*Figure 1 Development Locality in regard to the Surrounding Area*

### 2.2 Development Locality

The proposed development is located at Block 5, Section 22 Barton which has address of 19 National Circuit, Barton. Figure 2 shows the development locality.



*Figure 2 Development Locality*

The development is bound by:

- National Circuit to the East;
- Block 14, Section 22 Barton to the South and West; and
- Darling Street to the North.

It is noted that the car park located on Block 14, Section 22 Barton has an approval to have a 6 storey office building located on it.

Block 5, Section 22 Barton has an existing commercial building on it with a ground floor and 3 additional floors. The existing development has at grade and one level of basement parking. This building is proposed to be demolished to make way for the proposed development.

### **2.3 Development Description**

The proposed development is to include:

- 2 basement levels primarily for car parking;
- The ground level which contains office area, a small café area, end of trip facilities, loading facilities and other miscellaneous building requirements; and
- 5 additional floors with office space.

## 3. Existing Conditions

### 3.1 Area Roadway System

#### 3.1.1 Existing Road Hierarchy and Capacity near the Proposed Development

The existing road hierarchy was reviewed on the ACT Government Active Travel Infrastructure Practitioner Tool (ATIPT) for the following roads which are considered critical for the development:

- Darling Street;
- National Circuit.

Darling Street East at the intersection with National Circuit has been shown as a Local Access Street. Local Access Streets have a capacity less than 1,000 vehicles per day and a speed limit of 50km/hour or less. Although Darling Street West at the intersection with National Circuit was not shown on the ATIPT, the section of road has been assumed to be a Local Access Street.

National Circuit at the intersection with Darling Street has been shown as a Major Collector. Major Collector Streets generally have a capacity of 3,000 – 6,000 vehicles per day and a speed limit of 60km/hour.

#### 3.1.2 Existing Traffic Infrastructure and Traffic Controls

##### 3.1.2.1 *National Circuit*

National Circuit has a carriageway width of approximately 12m to the North of Darling Street which reduces to approximately 11m to the South of Darling Street. At the Northern leg of the intersection of National Circuit and Darling Street, National Circuit has 3 lanes inclusive of 1 auxiliary right turn lane. This is mirrored for the Southern leg of the intersection. The speed limit of National Circuit is 60km/hour.

At the intersection of National Circuit and Darling Street, National Circuit is the major road.

Figure 3 is an aerial image of the intersection of National Circuit and Darling Street illustrating the lane configuration National Circuit.





*Figure 3 Aerial Image of the Intersection of National Circuit and Darling Street*

Figure 4 is an image taken November, 2019 of the typical intersection layout South of Darling Street looking North West along National Circuit.



*Figure 4 National Circuit Looking North West – South of Darling Street*

No Parking is permitted along National Circuit in the vicinity of the site with the exception of Bus Zones.

### **3.1.2.2 Darling Street**

Darling Street has a carriageway width of approximately 11m to the West of National Circuit which reduces to approximately 10m to the East of National Circuit. At the Western leg of the intersection of National Circuit and Darling Street, Darling street has 3 lanes inclusive of 1 auxiliary through and right turn lane. The Eastern leg of the intersection has 2 lanes. The speed limit of Darling Street is 50km/hour.

At the intersection of National Circuit and Darling Street, National Circuit is the minor road. The Western leg of the intersection is governed by a Stop control and the Eastern leg of the intersection is governed by a Give Way control.

The previously mentioned Figure 3 is an aerial image of the intersection of National Circuit and Darling Street illustrating the lane configuration Darling Street as well as the Give Way and Stop controls.

Figure 5 is an image taken November, 2019 of the typical intersection layout East of Darling Street looking West along Darling Street.



*Figure 5 Darling Street Looking West – East of National Circuit*

Darling Street has on – street parking.

West of National Circuit contains time limited parking (90 degree and angled parking bays) and disabled parking (90 degree parking).

East of National Circuit in the vicinity of the site contains time limited parking and a loading zone.

### **3.1.2.3 Parking Controls within the vicinity of the Site**

As the proposed development is providing parking as part of the development, only the on – street parking was observed on 13 November, 2019 for short stay parking requirements within 200m of the site.

As the National Capital Plan does not provide a detailed commentary on short stay parking requirements, the definition has been taken from the ACT Planning and Land Authority Parking and

Vehicular Access General Code (PVAG). Assuming a similar land use to Commercial CZ5 land use (which includes office use for the land), short stay parking is required to be on – site or within 200m.

The type of road side parking available in within 200m of the site is as follows:

- 5 minute parking;
- 15 minute parking;
- 15 minute parking Monday – Friday 7:30am – 6:00pm;
- 30 minute parking Monday – Thursday 8:30am – 5:30pm, Friday 8:30am – 9:00pm and Saturday 8:30am – 12:00pm;
- 1 hour parking Monday – Friday 7:30am – 6:00pm;
- 2 hour parking;
- 2 hour parking Monday – Friday 7:30am – 6:00pm;
- 2 hour parking Monday – Friday 7:30am – 6:00pm public holidays excepted;
- 2 hour pay parking Monday – Friday 8:30am – 5:00pm public holidays excepted;
- 3 hour parking Monday – Friday 7:30am – 6:00pm; and
- Disabled parking.

It is noted the following restrictions were also observed within 200m of the site:

- No Parking areas;
- Bus Zones;
- No Stopping areas;
- Parking associated with specific developments within blocks;
- Pay Parking areas;
- 30 minute loading zones; and
- Emergency vehicles only zones.

It was observed at least 90% of the road side parking spaces were occupied during the approximate period of 8:25am – 9:30am. The listed restricted kerb side parking areas did not have vehicles parked illegally in them.

### **3.2 Existing Vehicle Traffic Counts within the Vicinity of the Proposed Works**

NCE engaged Matrix Traffic and Transport Data (Matrix) to undertake a collection of traffic data including:

- Traffic volumes;
- Traffic classifications; and
- Traffic speeds.

Matrix undertook the traffic survey from 18 October, 2019 through to 24 October, 2019.

The location of the traffic data collection points was at the intersection of Darling Street and National Circuit.

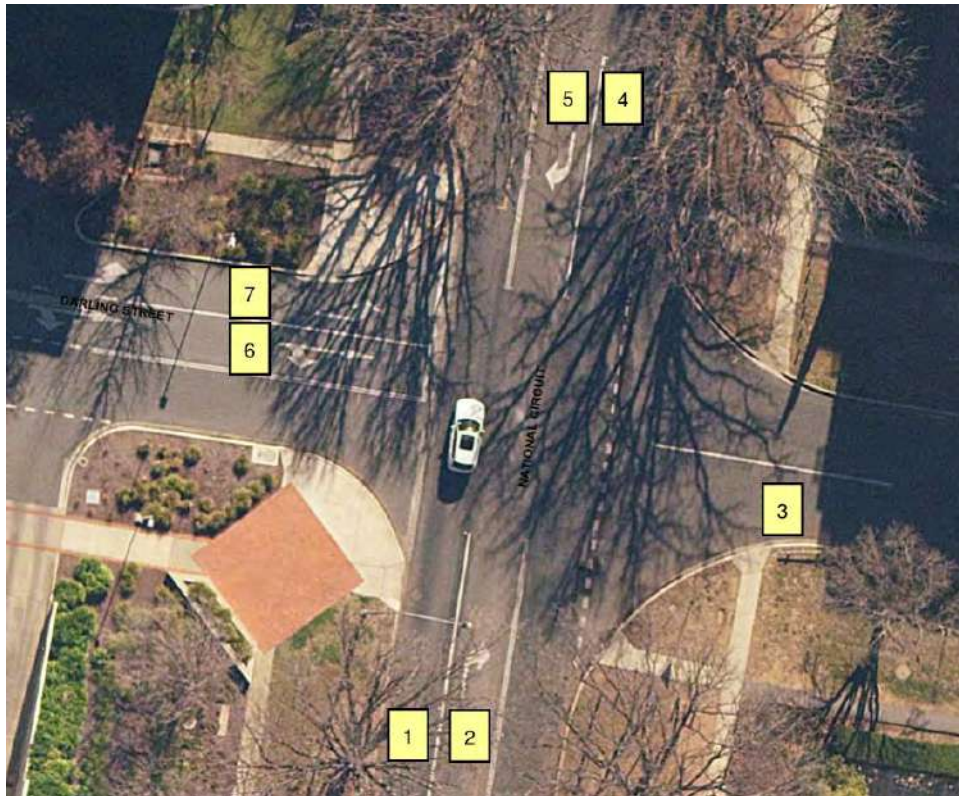
#### **3.2.1 Traffic Volumes**

A summary of the average weekday traffic volumes, and maximum AM and PM peak traffic volumes are shown in Table 1 with the Reference Number locations shown in Figure 6.

Table 1 Summary of Traffic Volumes collated by Matrix.

Reference Number	Location / Direction	Weekday Average	Maximum AM Peak Time & Day	Maximum AM Peak Volume	Maximum PM Peak Time & Day	Maximum PM Peak Volume
1	National Circuit South Left Turn and Through	3,007	8:00 – 9:00 Tuesday	352	5:00 – 6:00 Thursday	314
2	National Circuit South Right Turn	380	8:00 – 9:00 Tuesday	41	1:00 – 2:00 Thursday	55
3	Darling Street East Left Turn, Through and Right Turn	476	8:00 – 9:00 Wednesday	61	5:00 – 6:00 Monday	56
4	National Circuit North Left Turn and Through	3,069	8:00 – 9:00 Thursday	344	5:00 – 6:00 Monday	538
5	National Circuit North Right Turn	374	7:00 – 8:00 Thursday	84	5:00 – 6:00 Monday	37
6	Darling Street West Through and Right Turn	393	9:00 – 10:00 Friday	36	5:00 – 6:00 Thursday	84
7	Darling Street West Left Turn	410	8:00 – 9:00 Thursday	35	4:00 – 5:00 Wednesday	81





*Figure 6 Reference Number Locations for Table 1*

The complete set of traffic volume data can be found in Appendix A.

The traffic counts obtained from Matrix indicate the current traffic volumes are within the capacities as per the road hierarchy.

The peak periods identified generally occur in the morning or evening close to the start or finish of a generic work day of 9:00am – 5:00pm. It is noted there are peak periods out of the general times however reasons for this may include:

- High volume of traffic movements during lunch; and
- The exact start and finish times for the current users of the existing developments and car parks which use the specific vehicle movement at the intersection.

### **3.2.2 Traffic Classifications**

The traffic classification data provided by Matrix has been reviewed as part of this Traffic and Parking Assessment Report.

The class of vehicles is as per Austroads Guide to Traffic Management Part 3: Traffic Studies and Analysis. For the purpose of this report, classification of vehicles is as per the following:

- Light vehicles refer to C1 – C2;
- Medium vehicles refer to C3 – C5; and
- Heavy vehicles refer to C6 – C12.

Table 2 provides a summary of the traffic classification data collected by Matrix (noting the values are rounded to equal 100% in whole numbers and have absorbed any percent of unclassified vehicles) with the full data available in Appendix A.

Table 2 Summary of Traffic Classification Data

Location / Direction	Light Vehicles (%)	Medium Vehicles (%)	Heavy Vehicles (%)
National Circuit (South) North Bound	94	6	0
National Circuit (South) South Bound	95	5	0
Darling Street (East)	97	3	0
National Circuit (North) South Bound	94	6	0
National Circuit (North) North Bound	95	5	0
Darling Street (West) West Bound	95	5	0
Darling Street (West) East Bound	96	4	0

Table 2 identifies most of the vehicles travelling through the intersection of National Circuit and Darling Street are light vehicles.

### 3.2.3 Traffic Speed

The traffic speed data provided by Matrix has been reviewed as part of this Traffic and Parking Assessment Report.

Table 3 provides a summary of the traffic speed data collected by Matrix with the full data available in Appendix A.

Table 3 Summary of Speed Data

Location / Direction	Average Speed (km/hour)	85 <sup>th</sup> Percentile Speed (km/hour)
National Circuit South Left Turn and Through	41.6	50.2
National Circuit South Right Turn	36.4	43.6
National Circuit (South) South Bound	41.2	49.9
Darling Street (East) East Bound	29.5	38.3
Darling Street (East) West Bound	26.9	36.7
National Circuit North Left Turn and Through	41.8	50.0
National Circuit North Right Turn	27.7	33.2
National Circuit (North) North Bound	37.7	47.6
Darling Street West Through and Right Turn	20.5	25.9
Darling Street West Left Turn	20.8	25.1
Darling Street (West) East Bound	22.3	27.5

It is noted that the speed limit for National Circuit and Darling Street is 60km/hour and 50km/hour respectively. The average speed data and 85<sup>th</sup> percentile speed data collected by Matrix summarized in Table 2 is lower than the speed limits.

### 3.3 Accident Data

Accident data was received from TCCS on 16 September, 2019 for the purpose of this Traffic and Parking Assessment Report.

The accident data received from TCCS was for the period of 1 January, 2014 to 31 December, 2018.

The requested data within proximity to the site was:

- The mid block along National Circuit between Bourke Street and Darling Street;
- The intersection of National Circuit and Darling Street; and
- The mid block along National Circuit between Darling Street and Brisbane Avenue.

The locations of these are shown in Figure 7 by the orange line.



Figure 7 Location of Requested Data within proximity of the Site

A summary of the accident data at these locations can be found in Table 4 with the complete data found in Appendix B.

Table 4 Summary of Accident Data

Location	Type of accidents	Number of accidents
Mid Block – National Circuit between Bourke Street and Darling Street	Property damage only	3
Intersection – National Street and Darling Street	Property damage only	1
Mid Block – National Circuit between Darling Street and Brisbane Avenue	Property damage only	1

It is noted that 80% of the accidents in Table 4 occurred on a good dry surface and 60% of accidents in Table 4 did not have visibility obstructed. All accidents which occurred in the area within proximity to the site were property damage only.

Under the Federal Government's Black Spot Program, for an area to be defined as a Black Spot Road (midblock or intersection) requiring modification, the road in question is required to meet the following condition:

"For individual sites such as intersections, mid-block or short road sections, there should be a history of at least three casualty crashes over a five-year period. For lengths of road, there should be an average of 0.2 casualty crashes per kilometre per annum over the length in question over five years."



As per this definition, the locations identified in Table 4 are not black spots.

### 3.4 Existing Traffic Reports

The Traffic and Parking Report by Sellick Consultants Pty Ltd titled Commercial Development for neighbouring Block 14, Section 22 Barton has been reviewed as part of this study.

Block 14, Section 22 is located adjacent Block 5, Section 22 Barton to which the proposed development is to be located. This is illustrated in Figure 8.



Figure 8 Location of Block 14, Section 22 Barton in regards to Proposed Works Site

As per the Traffic and Parking Report by Sellick Consultants Pty Ltd, the site is proposed to have a new commercial building with basement car parking.

The Traffic and Parking Report by Sellick Consultants Pty Ltd concluded *“the proposed developments parking supply exceeds the NCA requirement”* and *“the proposed developments traffic generation will have a negligible impact on the operation of Darling Street and National Circuit”*.

As the SIDRA results identified in the Traffic and Parking Report by Sellick Consultants Pty Ltd, there was negligible change in delay which supports the statement in regards to traffic generation of the proposed development at Block 14, Section 22 Barton.

The timing of the proposed development for Block 14, Section 22 Barton is currently unknown and therefore, the traffic generation has not been considered as part of this report.

### 3.5 Public Transport

The Transport Canberra (TC) Action Bus network map – Canberra’s Integrated Public Transport Network was reviewed at this time of this Traffic and Parking Assessment Report. Figure 9 is an extract from TC’s Action Bus network map – Canberra’s Integrated Public Transport Network.



Figure 9 Extract from TC's Canberra's Integrated Public Transport Network

Figure 9 shows that routes R2, R6, 56, 59 and 182 stop at the Barton Bus Station (Stop: 2258 and Stop: 2259) to the North of the site and the 59 stops at National Circuit before Bourke Street (Stop: 2256) and National Circuit after Darling Street (Stop: 2257).

Figure 10 show the location of bus stops 2256, 2257, 2258 and 2259 in proximity to the site. Stop 2256 is located directly adjacent the site. Stop 2257 is located less than 90m from the entry to the existing building. Stop 2258 and 2259 are located less than 600m from the site.

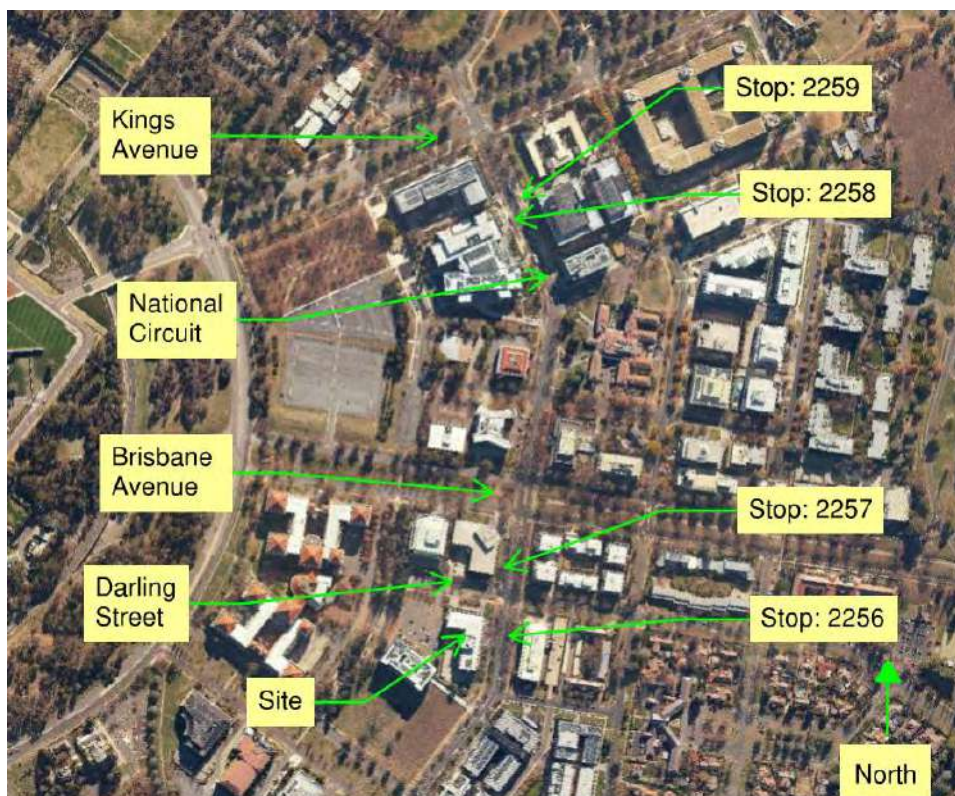


Figure 10 Bus Stop Location with Proximity to the Site

The route descriptions as per the TC website accessed 8 November, 2019 are in Table 5 listing the locations the route goes through noting the buses travelling in the opposite direction would have the reversed route.

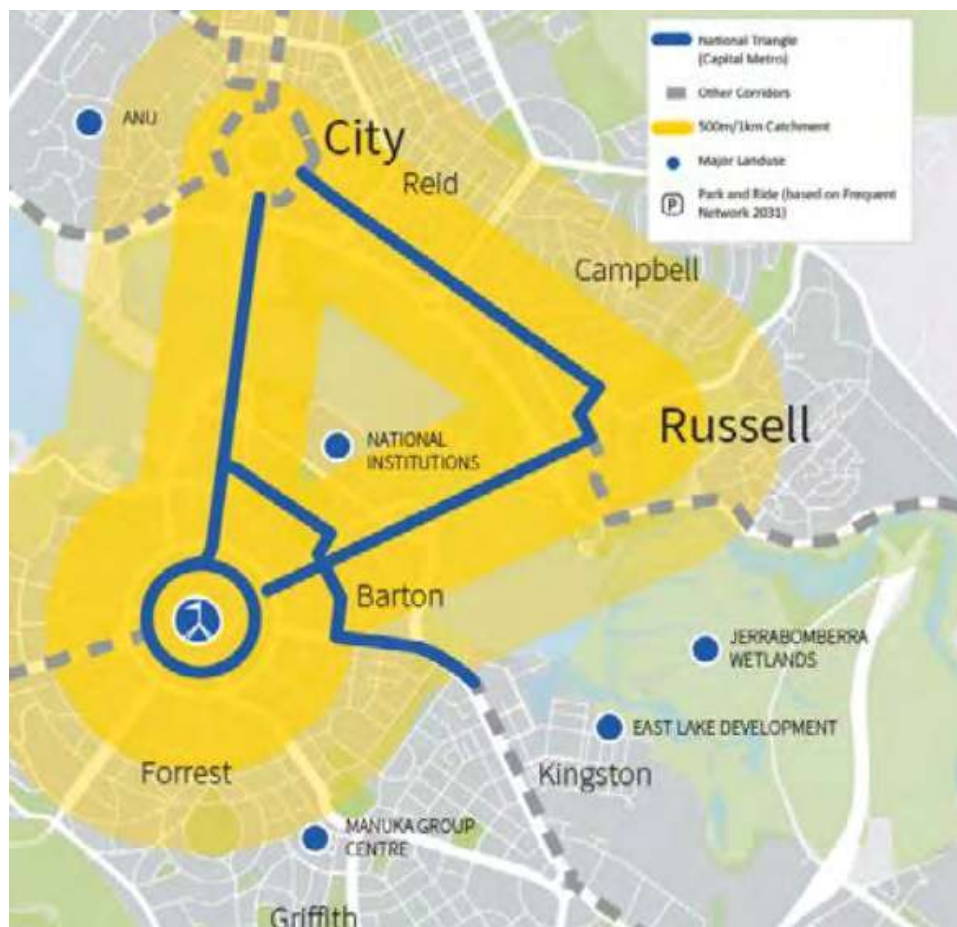


Table 5 TC Bus Route Descriptions

Route Number	Route Description
R2	Fraser, Dunlop, Macgregor, Kippax, Holt, Belconnen Bus Stations, Bruce, City Interchange, Parkes, Kingston, Fyshwick
R6	City West, City Interchange, Parkes, Barton, Kingston, Griffith, Narrabundah, Garren, Woden
56	City Interchange, Russell, Barton, Kingston, Griffith, Manuka, Red Hill, Narrabundah, Fyshwick
59	Woden Interchange, Forrest, Barton Bus Station, Russel, City Interchange
182	City West, City Interchange, Reid, Russell, Barton, Kingston, Chisholm, Calwell, Conder, Lanyon Market Place

As per Table 5, the services that pass the site access City Interchange and Woden Bus Station. These services would provide a link to numerous other services in the Territory as well as the current light rail route.

The ACT Government Transport Canberra Light Rail Network publication ([https://www.tccs.act.gov.au/\\_data/assets/pdf\\_file/0011/984638/Transport-Canberra-Light-Rail-Network.PDF](https://www.tccs.act.gov.au/_data/assets/pdf_file/0011/984638/Transport-Canberra-Light-Rail-Network.PDF)) accessed 8 November, 2019 proposes a light rail service which travels through Barton as per Figure 11 which is a snapshot from the online document.



*Figure 11 Proposed Light Rail Service*

It is noted the ACT Government Transport Canberra Light Rail Network publication does not detail the exact route for the light rail nor does it detail the location of the light rail stations.

As per this section, there is current public transport connectivity to the proposed development site which connects to many destinations including City Interchange and Woden Bus Station. The light rail is proposed to travel through Barton however the impact the light rail will have will need to be assessed at the time when a route is known.

### **3.6 Active Travel Infrastructure**

The Active Travel Infrastructure Practitioner Tool was accessed at the time of this report to determine the extent of the existing active travel infrastructure in the vicinity of the site.

#### **3.6.1 CBR Cycling Routes**

The CBR Cycling Routes were analysed with an extract for the map shown in Figure 12 showing the location of routes in relation to the site.



*Figure 12 CBR Cycling Routes*

As per Figure 12, there are cycle routes within the vicinity of the site.

The pink line is CBR route C2. This route links the city with Queanbeyan.

The blue line is CBR route C4. This route links the city with Tuggeranong via Woden.

The green line is CBR route LBG. This route travel around Lake Burley Griffin and continues via ANU to Dickson along CBR route C6.



Routes into the City then link to other CBR Cycling Routes which connect the cycle routes north of the Lake Burley Griffin.

### 3.6.2 Community Routes

There were Community Routes identified on the Active Travel Infrastructure Practitioner Tool as shown in relation to the site in Figure 13.



*Figure 13 Community Routes*

Principal (CBR Cycle Routes) were identified within the vicinity of the site however were not shown in Figure 13 for clarity. Refer to Section 3.6.1.

Main (Endorsed) community routes are identified by the dark blue lines. These routes link town and group centres. Endorsed routes have an alignment fixed by topography and urban layout with trip facilities already existing.

Main (Intended) community routes are identified by the light blue lines. These routes link town and group centres. These routes may be reviewed prior to becoming endorsed and trip facilities may not exist along the route.

Local (Endorsed) community routes are identified by the dark pink lines. These routes link principal and main routes to local destinations. Endorsed routes have an alignment fixed by topography and urban layout with trip facilities usually existing.

Local (Intended) community routes are identified by the light pink lines. These routes link principal and main routes to local destinations. These routes may be reviewed prior to becoming endorsed.

### 3.6.3 Accessible Pedestrians Routes

No accessible pedestrian routes have been identified within the vicinity of the site.

### 3.6.4 On – Road Cycling Routes

There were Main On – Road Cycling Routes identified on the Active Travel Infrastructure Practitioner Tool as shown in Figure 14 in relation to the site.



*Figure 14 Main On - Road Cycling Routes*

Main On – Road Cycling Routes as illustrated by the red lines connect town, group and employment centres mostly located on arterial roads. These are within the vicinity of the site however do not pass the site as the site is on a Major Collector Road.

### 3.6.5 Recreational Routes

There were Principal Recreation Trails (shared), Principal Cycle Racing and Principal Cycle Training routes identified on the Active Travel Infrastructure Practitioner Tool as shown in relation to the site in Figure 15.





*Figure 15 Recreational Routes*

Principal Recreational Trails (Shared) as illustrated by the orange dotted lines provide active recreation for people walking and cycling. These are within the vicinity of the site however do not pass the site.

Principal Cycle Racing routes as illustrated by the red dotted lines are identified as regularly used by cyclists racing. These are within the vicinity of the site however do not pass the site.

Principal Cycle Training routes as illustrated by the yellow dotted lines are identified as regularly used by cyclists training. These are within the vicinity of the site however do not pass the site.

### **3.6.6 Equestrian Routes**

No equestrian routes have been identified within the vicinity of the site.

### **3.6.7 Paths**

The Active Travel Infrastructure Practitioner Tool was used to determine the location of the existing paths within the vicinity of the site. The paths illustrated ranged from a minor path of width 1.2m to paved verges with width greater than 5m.



*Figure 16 Paths*

As per Figure 16, there are many paths within the vicinity of the site including adjacent to the proposed development site. These paths provide connectivity into the City and other areas of the Territory.

### **3.6.8 Summary of Active Travel Infrastructure**

As per Sections 3.6.1 – 3.6.7, there are many different types of Active Infrastructure within the vicinity of the development.

The infrastructure links the site with the remainder of the Territory through various active travel infrastructure.

## **3.7 SIDRA Intersection Model**

A SIDRA intersection model was undertaken of the intersection of Darling Street and National Circuit for the conditions described in Section 3.2 for the am and pm peak periods.

### **3.7.1 Modelling**

For the purpose of this traffic and parking assessment report, the am peak has been determined to be 8:00am – 9:00am and the pm peak has been determined to be 5:00pm – 6:00pm.

#### **3.7.1.1 AM Peak**

With the traffic volumes provided by Matrix for the purpose of this Traffic and Parking Assessment Report, the traffic volumes for the peak period of 8:00am – 9:00am were adjusted to suit with the magnitude of volume predicted for particular movements. The trip distribution through the intersection is as per Figure 17.



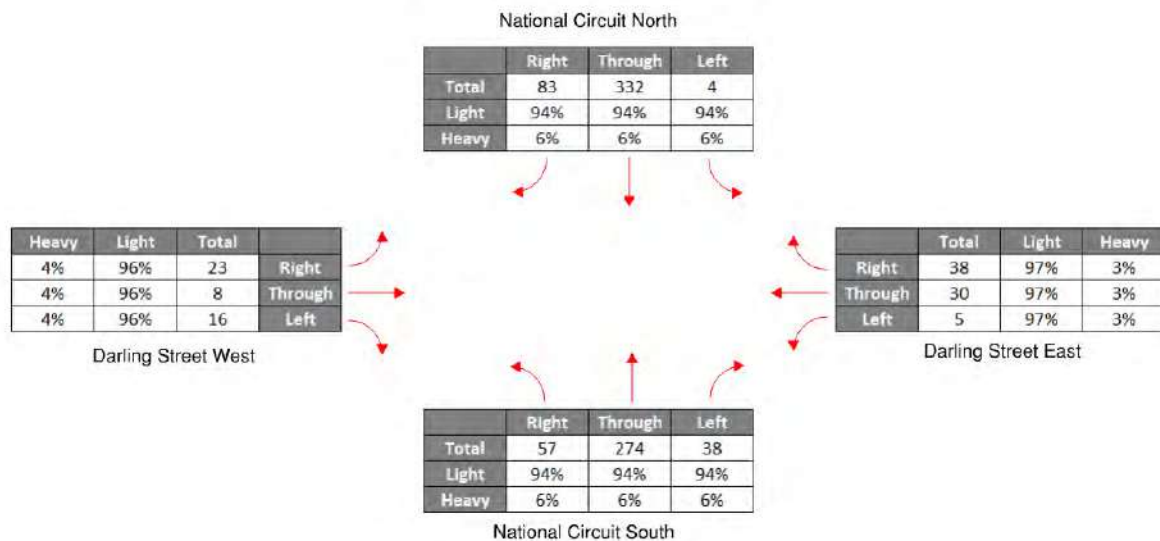


Figure 17 AM Traffic Volumes Assumed from Matrix Data

The pedestrian volumes used were as per the survey data provided by Matrix for the peak period of 8:00am – 9:00am.

### 3.7.1.2 PM Peak

With the traffic volumes provided by Matrix for the purpose of this Traffic and Parking Assessment Report, the traffic volumes for the peak period of 5:00pm – 6:00pm were adjusted to suit with the magnitude of volume predicted for particular movements. The trip distribution through the intersection is as per Figure 18.

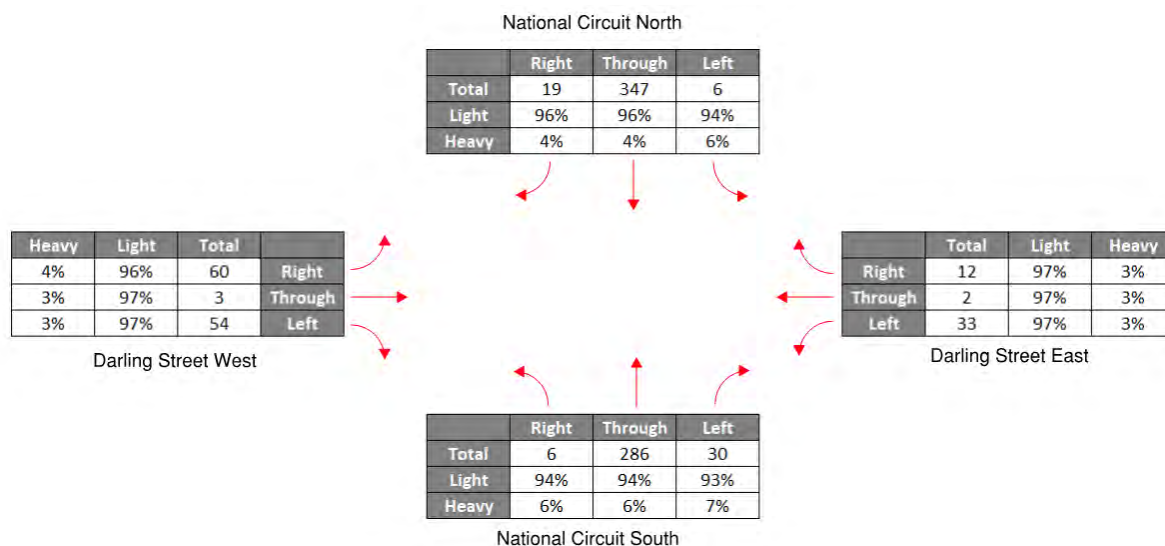


Figure 18 PM Traffic Volumes Assumed from Matrix Data

The pedestrian volumes used were as per the survey data provided by Matrix for the peak period of 5:00pm – 6:00pm.

### 3.7.1.3 Intersection Layout

The layout of the intersection for the analysis is as per Figure 19.

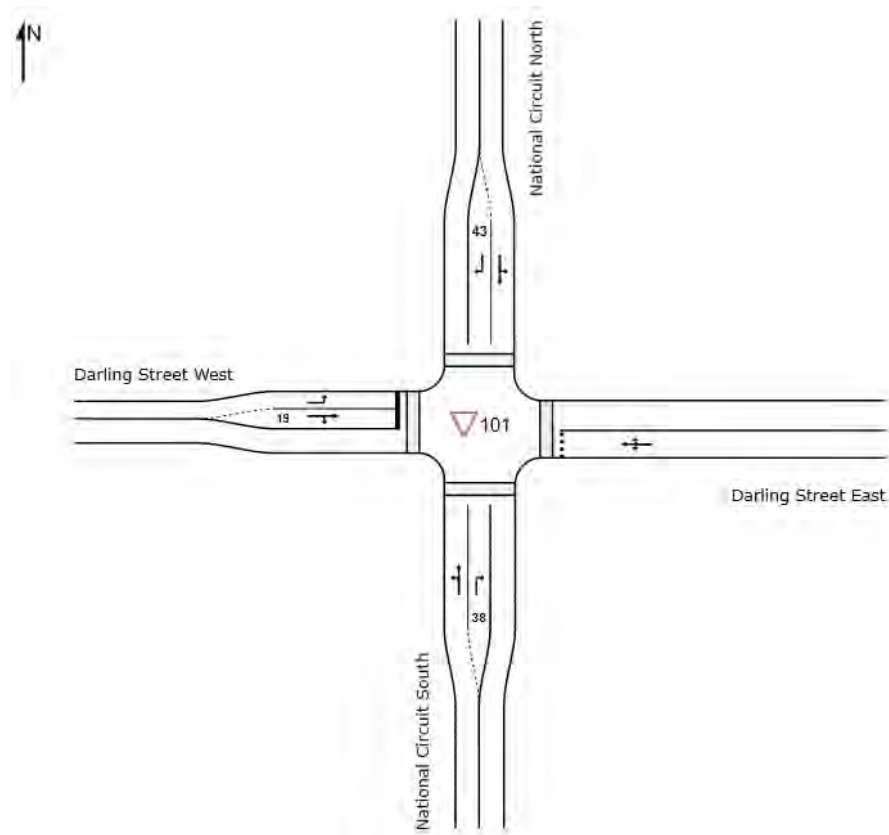


Figure 19 SIDRA Intersection Layout

### 3.7.2 Results from Model

The intersection's performance was evaluated based on the degree of saturation, average delay, average queue length and level of service. These four parameters are defined as:

- **Degree of Saturation (DoS):** The ratio of traffic demand to the capacity of the movement which measures how "busy" an intersection is. Theoretically, a DoS of greater than 1.0 indicates that the intersection is experience oversaturated conditions where the demand flow rate exceeds the capacity.
- **Average Delay:** The average amount of time for a vehicle to pass through the intersection which considers all vehicles that are queued and not queued.
- **Average Queue Length:** Queueing is the line of vehicles to proceed through an intersection. The average queue length is the queue length which is not exceeded 50% of the time.
- **Level of Service (LOS):** An alpha-numeric summary of the overall performance of an intersection ranging from A (excellent) to F (very poor). For an unsignalised intersection, the LOS is judged by the average control delay. Table 6 is a summary from the SIDRA intersection 8 User guide and defines the operational rating and LOS for unsignalised signed control intersections.

Table 6 Delay (SIDRA) method for LOS definitions based on delay only for Sign Control Intersections

Level of Service	Delay per vehicle in seconds (d)
A	$d \leq 14$
B	$14 < d \leq 28$
C	$28 < d \leq 42$
D	$42 < d \leq 56$
E	$52 < d \leq 70$
F	$70 < d$

A summary of the results from the Current Conditions SIDRA model is in Table 7.

Table 7 Summary of Current Conditions for the Intersection of National Circuit and Darling Street

Peak Period	Degree of Saturation	Average Delay (seconds)	Average Queue (m)	Level of Service
AM	0.23	3.2	3	A
PM	0.22	2.7	2	A

### 3.7.3 SIDRA Model Verification

#### 3.7.3.1 AM Peak

The intersection of National Circuit and Darling Street was observed on 13 November, 2019 from approximately 8:19am – 8:24am to verify the results provided by the SIDRA model used for this Traffic and Parking Assessment Report.

When reviewing the intersection independently of external affects – i.e. other intersections:

- Queue lengths varied up to 3 cars turning from the Northern leg of the intersection onto the Western leg. Although greater than the average and 95<sup>th</sup> percentile, the observation is not much greater in magnitude than the SIDRA model output.
- Delays were noted to be up to approximately 40 seconds for turning movements corresponding to a LOS of C. As SIDRA provides an average value of all delays encountered over the 1 hour modelled, the delays up to 40 seconds observed are deemed reasonable noting there were periods where there were no delay or delay corresponding to a LoS of A.

When reviewing the intersection with reference to other intersections, it was noted that delay was caused from the signalized intersection of National Circuit and Brisbane Avenue. Vehicles waiting to pass through the intersection of National Circuit and Brisbane Avenue were noted to queue through the intersection of National Circuit and Darling Street as per Figure 20.



*Figure 20 Cars Queued Across Intersection of National Circuit and Darling Street*

Providing line marking showing to keep the intersection clear would reduce the likelihood of cars queueing across the intersection.

### **3.7.3.2 PM Peak**

The intersection of National Circuit and Darling Street was observed on 27 November, 2019 from approximately 5:01pm – 5:06pm to verify the results provided by the SIDRA model used for this Traffic and Parking Assessment Report.

When reviewing the intersection independently of external affects – i.e. other intersections:

- Queue lengths varied up to 2 cars turning from the Western leg of the intersection onto the Northern leg. Although greater than the average and 95<sup>th</sup> percentile, the observation is not much greater in magnitude than the SIDRA model output.
- A maximum queue length of 1 car was observed turning from the Northern leg of the intersection to the Western leg. Although greater than the average and 95<sup>th</sup> percentile, the observation is not much greater in magnitude than the SIDRA model output.
- Delays were noted to be up to approximately 20 seconds for turning movements corresponding to a LOS of B. As SIDRA provides an average value of all delays encountered over the 1 hour modelled, the delays up to 20 seconds observed are deemed reasonable noting there were periods where there were no delay or delay corresponding to a LoS of A along National Circuit.

When reviewing the intersection with reference to other intersections, it was noted that a delay was caused from the signalized intersection of National Circuit and Brisbane Avenue resulting in a queue



length of 3 cars. Vehicles waiting to pass through the intersection of National Circuit and Brisbane Avenue were noted to queue up to and through the intersection of National Circuit and Darling Street. Figure 21 illustrates vehicles on the Western leg of the intersection queued due to the signals at the intersection of National Circuit and Brisbane Avenue causing a queue along National Circuit.



*Figure 21 Cars Queued on Darling Street West Due to Queuing on National Circuit*

## 4. Proposed Development

### 4.1 Parking

#### 4.1.1 Parking Generation

For the purpose of the parking generation, the site is located within the York Area of Barton as the National Capital Plan does not provide a rate for the location of Block 5, Section 22 Barton. The National Capital Plan outlines that a parking generation rate of 1 space per 100m<sup>2</sup> of GFA will be required for a site in this area.

As per drawing Development Summary (Revision A, September 2020), the Total GFA is 21,483m<sup>2</sup>. Equation 1 outlines the required number of parking spaces rounded to the next whole number.

$$\text{Number of Parking Spaces} = 21,483\text{m}^2 \text{ GFA} \times 1 \text{ space per } 100\text{m}^2 = 215 \text{ car parking spaces}$$

*Equation 1 Parking Generation*

Drawing Development Summary (Revision A, September 2020) by Nettletontribe shows there is a supply of 225 car parking spaces not including an additional 8 disabled parking spaces.

#### 4.1.2 Darling Street Parking

As part of the design, Darling Street will have on – street parking available to the general public removed.

The removed spaces include 2 disabled spaces and 1 shared space.

As part of the design, it is noted that 1 parking space is proposed to be added next to the existing angled parking at the Northern verge of Block 5, Section 22 Barton.

There is additional car parking in the basement of the proposed development at Block 5, Section 22 Barton to offset the reduction of 1 on – street car parking spaces and 1 shared space .

It is recommended that the removed 2 disabled spaces and 1 shared space be replaced along the extents of Darling Street West of National Circuit.

#### 4.1.3 Motorcycle Parking

The National Capital Plan does not outline a specific rate of motorcycle parking required for a development in the York Area of Barton. The PVAG has been referenced as a guide to determine the required number of motorcycle spaces for the development.

In addition to the number of car parking spaces for the development, the development should supply three dedicated motorcycle parking spaces per 100 car parking spaces. Equation 2 outlines the number of motorcycle spaces required for the development as per the PVAG.

$$\begin{aligned} \text{Number of Motorcycle Parking Spaces} &= 233 \times \frac{3 \text{ dedicated motorcycle spaces}}{100 \text{ car parking spaces}} \\ &= 7 \text{ motorcycle parking spaces} \end{aligned}$$

*Equation 2 Number of Motorcycle Parking Spaces*

It is noted that the current layout supplies 8 motorcycle spaces.

#### 4.1.4 Disabled Parking

The National Capital Plan does not outline a specific rate of disabled parking required for a development in the York Area of Barton. The PVAG has been referenced as a guide to determine the required number of disabled parking spaces for the development.

Notwithstanding any provision in the Building Code of Australia or in AS2890, parking spaces for people with disabilities are to comprise a minimum of 3% (rounded up to the nearest whole number) of the total number of parking spaces required in accordance with this code with a higher provision rate required for carparks serving health facilities and other facilities which provide services for aged persons and people with disabilities. Equation 3 outlines the number of motorcycle spaces required for the development as per the PVAG.

$$\begin{aligned} \text{Number of Disabled Parking Spaces} &= 233 \times \frac{3 \text{ dedicated motorcycle spaces}}{100 \text{ car parking spaces}} \\ &= 7 \text{ Disabled parking spaces} \end{aligned}$$

*Equation 3 Number of Disabled Parking Spaces Required*

It is noted that the current layout supplies 8 disabled spaces.

#### 4.1.5 Parking Off National Circuit

The development contains three proposed short stay drop off/pick up parking spaces on the ground floor of the development. These parking spaces are intended for passenger vehicles only with delivery vehicles and couriers to use the loading area.

The access to and egress from these spaces is proposed to be from National Circuit. Passenger vehicles are to drive in through the Southern driveway and leave through the Northern driveway. During the detailed design, signage should be included to inform drivers of the entry and exit locations.

The driveways have been skewed to encourage drivers to only enter the driveway from the South (i.e. a left turn in and not cross the road) and exit the driveway to the North (i.e. a left turn out and not cross the road).

The exit driveway is located opposite the driveway of Block 2, Section 23 Barton. It would be inferred the driveway is one way due to its width being less than 5.5m. As the driving conditions in Australia indicate that the driveway would be used in a clockwise direction, it could be considered this driveway is generally an entry only location (with the driveway to the South being the exit). This would result in a low likelihood that there would be a conflict between drivers using the Block 2, Section 23 driveway and the drivers using the Block 5, Section 22 driveway. During the detailed design phase, management of traffic conditions at the location of this driveway will need to be considered.

The dimensions of the car parking spaces and aisle width of the driveway comply with AS2890.1. These will need to be reviewed during the detailed design phase of the works to ensure compliance with AS2890.1.

The verge along National Circuit contains established trees. Noting the trees fall within the area to which obstructions are not permitted, a means of enabling drivers to have appropriate sighting of oncoming traffic will be required. This will need to be detailed during the detailed design phase of the works. It is noted there are existing driveways along National Circuit which have established trees within the area to which obstructions are not permitted.

Detailing of the grades within the proposed short stay drop off/pick up parking space on the ground floor of the development will need to be complete during the detailed design phase of the works.

A management strategy will need to be in place to ensure the three proposed short stay drop off/pick up parking spaces are only used for passenger vehicles.

## **4.2 Commercial Vehicles**

The National Capital Plan has not outlined commercial vehicle usage for developments and therefore, for the purpose of this report we have considered TCCS Guidelines and AS2890.2.

The ACT Government released the Development Control Code For Best Practice Waste Management In The ACT 2019. This document outlines vehicle access and maneuverability requirements for waste vehicles and thus will drive a guide for all commercial vehicles.

Development Control Code For Best Practice Waste Management In The ACT 2019 outlines:

- The development should allow for vehicles to drive forward in and forward out of the development;
- The driveway is to be wide enough to accommodate the swept path of the design vehicle;
- The development has been designed to allow for the largest collection vehicle (12.5m allowed for as per Drawing CR192316\_C020 Rev 3);
- Vehicle swept paths constrained by at least one vertical obstruction will require a minimum horizontal clearance from the edge of the side mirrors of 1.0m for all movements other than straight; and
- The unobstructed vertical clearance at the point of collection must be at least 0.3m (see Waste Study for development for further clarification on clearances).

As per the design drawings by Nettletontribe, the previously listed criterion is met.

AS2890.2 outlines further requirements for commercial vehicles. These are summarized in the following:

- The vehicle shall be able to stand wholly within the site;
- Driveway design will need to be based upon swept path movements for the largest collection vehicle/largest service vehicle;
- Sight distance requirements are met – refer to Section 4.3 for further clarity noting the desirable 5 second gap sight distance has been used at a height of 1.15m; and
- The loading bay width shall be at least 3.5m wide.

It is noted access to the generators and transformers will not allow for some service vehicles to enter and exit the site in a forward direction. It is anticipated these vehicle movements will occur infrequently. It is recommended management of the building ensures safety of pedestrians, cyclists and vehicles both inside the block and on the verge when the generators and transformers are being accessed. During the detailed design phase of the works, it is recommended the design team design out hazards caused by vehicles reversing through the block.

The commercial vehicle access driveway is located adjacent to the proposed Doma driveway. Pedestrian safety is to be considered during the detailed design of these works should the Doma driveway and the proposed driveway for Block 5, Section 22 Barton be constructed in their proposed locations.

As per the design drawings by Nettletontribe, the previously listed criterion is met or will need to be addressed as part of the detailed design.



## **4.3 Parking Arrangement Conformance to Australian Standards**

### **4.3.1 Conformance to AS2890.1 Including Egress and Access**

The architectural set drawings 11327\_DA11 Rev 5, 11327\_DA18 Rev 5 and 11327\_DA19 Rev 5 by Nettletontribe have been assessed against AS2890.1 as per the following:

- As the development is a proposed office building, we have assumed the parking to be User class 1A – employee parking. This would result in the carparking spaces requiring to be at least 2.4m wide and 5.4m long with the aisle width being at least 5.8m in width. All the typical carparking spaces are at least 2.4m wide and 5.4m long with the aisles at least 5.8m in width. Visitors (with a typical short stay parking behaviour) have been assumed to park on the street for the purpose of this report;
- There are small car parking spaces marked on the drawings by Nettletonbrite which are 2.4m wide and 5.0m long. These car spaces exceed the requirements of a small carparking space as per AS2890.1 noting the spaces are required to be at least 2.3m wide and 5.0m long;
- At this stage of the design, the extent of the grading of the carpark is limited. The maximum grades within a parking space of 5% measured parallel to the direction of parking and 6.25% measured in any other way have not been exceeded for the detailed grades to date. The minimum grade for the basement carpark is 0.5% for drainage purposes and will need to be detailed through the design works progression;
- Due to the layout of the basement, vehicles may need to stop at corners and intersection to allow other vehicles to pass;
- Noting the maximum ramp lengths are less than 20m and that the ramp grades are less than 20%, the steepness of the ramps is compliant. Grade transitions have been included to prevent vehicle scraping. These grade transitions will need to be carried through the design and checked for compliance with any grade changes;
- As the proposed development's driveway to the basement car parking is located on a local road type and the User class 1A, the driveway is required to be combined with width of 6.0m – 9.0m. The width of the proposed driveway to the basement car parking as per the drawings by Nettletontribe is show to be 6.8m and thus complies with AS2890.1.
- The driveway is more than 6m from the tangent point of the intersection of National Circuit and Darling Street and therefore complies with AS2890.1;
- Landscaping will need to be reviewed during the detailed design phase of the works to ensure safe sight distances are provided for vehicles entering Darling Street from the proposed development. Sight distance to pedestrians from the property boundary will also need to be maintained;
- The grade of the ramp for the first 6m into the carpark is 5% and complies with AS2890.1;
- Queuing has been assessed in line with TCCS advisory note 6 (refer to section 4.5 of this traffic and parking assessment report);
- It is assumed the pavement markings and signs for the carpark will be detailed further in the design works;
- Lighting for the carpark is to be designed by a suitably qualified lighting specialist; and
- A minimum height between the floor level and any overhead obstructions shall be at least 2.2m.

Refer to Section 4.1.5 of this report for a commentary on the at grade car parking compliance.

From a review of architectural set drawings 11327\_DA11 Rev 5, 11327\_DA18 Rev 5 and 11327\_DA19 Rev 5 by Nettletontribe, it can be concluded that elements of the basement carpark conform with AS2890.1. There are items which will need to be addressed through the design phase to ensure complete compliance with AS2890.1 or be accepted by the end client as an alternate solution.

Safe sight distances for both pedestrians and vehicles will need to be managed throughout the design process similar to the required minimum floor level to overhead obstruction clearance.

#### **4.3.2 Conformance to AS2890.6**

The architectural set drawings 11327\_DA11 Rev 5, 11327\_DA18 Rev 5 and 11327\_DA19 Rev 5 by Nettletontribe have been assessed against AS2890.6 as per the following:

- The dimensions of the dedicated disabled parking spaces are at least 2.4m in width and 5.4m in length which conforms to AS2890.6;
- The dimensions of the shared spaces are at least 2.4m in width and 5.4m in length which conforms to AS2890.6;
- A bollard will need to be placed centrally in the shared space 800mm from the aisle and chevroned;
- The headroom above the dedicated disabled spaces is to be at least 2.5m;
- The dedicated disabled spaces are to have identification by means of a white symbol of access in accordance with AS1428.1 and AS2890.6; and
- The maximum grade of the dedicated disabled spaces is not to exceed 2.5% for concrete surfaces and 3% for bituminous surfaces;

From a review of architectural set drawings 11327\_DA11 Rev 5, 11327\_DA18 Rev 5 and 11327\_DA19 Rev 5 by Nettletontribe, it can be concluded that elements of the basement carpark conform with AS2890.6. As the design develops, conformance to AS2890.6 will need to be maintained.

### **4.4 Traffic Generation**

#### **4.4.1 Traffic Generation Investigation**

The Guide to Traffic Generating Developments Updated traffic surveys was reviewed in regards to trip generation rates for office developments. It is noted that Barton is not listed as a suburb where a survey was undertaken and thus, this investigation was undertaken.

It is noted that the Guide to Traffic Generating Developments Updated traffic surveys locations were generally undertaken within the vicinity of a train station. The site within Barton is located in close proximity to two Bus Rapid Routes showing similarity to the surveyed sites.

##### **4.4.1.1 Background**

The Australian Capital Territory (ACT) has the Territory Plan 2008 which contains PVAG. The PVAG does not contain trip generation rates. It is noted the ACT Government Environment and Sustainable Development Estate Development Code (23 August, 2019) only contains trip generation rates for Single Dwelling and Multi Unit Developments.

The ACT Government Transport Canberra and City Services Guidelines for Transport Impact Assessment does not contain traffic generation rates however does state the guideline should be used in conjunction with the Austroads Guide to Traffic Management Part 12: Traffic Impacts of a Development (2009).

Austroads Guide to Traffic Management Part 12: Traffic Impacts of a Development states the “traffic generation rates are taken from Roads and Maritime Services (2013) which updates the traffic generation rates in Roads and Traffic Authority (2002)”. Austroads is making reference to the Guide to Traffic Generating Developments Updated Traffic surveys TDT 2013/04a and the RTA Guide to Traffic Generating Developments Version 2.2 (October, 2002).

Under Appendix D1 – Office Blocks – Site Details of the Guide to Traffic Generating Developments Updated Traffic surveys TDT 2013/04a, the Trip Generation and Parking Generation Surveys (Office Blocks), GTA Consultants for the NSW Roads and Traffic Authority, September 2010 is referenced.

Hence this investigation is an analysis of the Trip Generation and Parking Generation Surveys (Office Blocks), GTA Consultants for the NSW Roads and Traffic Authority, September 2010 in regards to determining an appropriate trip generation rate with consideration to car parking.

#### 4.4.1.2 Trip Generation and Parking Generation Surveys (Office Blocks)

GTA Consultants was commissioned by the RTA to undertake a study to determine contemporary traffic and parking generation rates for the land use 'Office and Commercial' within Metropolitan and Regional New South Wales (NSW). This new information would replace the existing traffic and parking generation data contained with the RTA's *Guide to Traffic Generating Developments 2002*.

This report contains detailed analysis of surveys undertaken of 10 office blocks to determine more current traffic generation and parking requirement rates for the land use "Office and Commercial".

#### 4.4.1.3 Base Analysis of Report

The report surveys 10 locations which include locations within Sydney and its surrounds. It is noted that the report does not contain a survey of an area within the ACT or any of the surrounding New South Wales Suburbs – for example, Queanbeyan.

To compare the journey to work behaviour, the Census of Population and Housing: Commuting to Work – More Stories from the Census, 2016 Journey to Work to Place of Work Interactive Map was used.

A summary of the census results for the locations listed in the report as well as Barton – the suburb of concern – is in Table 8.

Table 8 Summary of Census Journey to Work Data

		Location										
		North Sydney	Chatswood	Olympic Park	Hurstville	Macquarie Park	Parramatta	Liverpool	Bella Vista	Newcastle	Wollongong	Barton
Travel Mode	Public Transport	58.16%	36.72%	14.64%	18.99%	24.27%	36.72%	11.53%	5.53%	8.25%	5.54%	8.03%
	Vehicle	26.46%	43.56%	75.21%	58.13%	62.61%	49.03%	73.08%	83.40%	69.83%	75.79%	70.58%
	Active Transport	6.22%	7.25%	1.76%	8.59%	3.25%	4.13%	3.59%	1.06%	7.87%	5.52%	9.20%
	Other Mode	0.44%	0.29%	0.43%	0.33%	0.38%	0.24%	0.23%	0.24%	0.36%	0.35%	0.37%
	Worked at Home	7.96%	11.33%	7.10%	13.06%	8.78%	8.93%	10.51%	9.03%	13.10%	11.96%	11.30%
	Mode not Stated	0.77%	0.82%	0.82%	0.95%	0.70%	0.94%	1.14%	0.77%	0.64%	0.84%	0.56%

Table 9 shows a summary of the difference in percent for each location in relation to Barton.

Table 9 Summary of Percentage of Change in Journey to Work Data



		Location										
		North Sydney	Chatswood	Olympic Park	Hurstville	Macquarie Park	Parramatta	Liverpool	Bella Vista	Newcastle	Wollongong	Barton
Travel Mode	Public Transport	50.13%	28.69%	6.61%	10.96%	16.24%	28.69%	3.50%	-2.50%	0.22%	-2.49%	0.00%
	Vehicle	-44.12%	-27.02%	4.63%	-12.45%	-7.97%	-21.55%	2.50%	12.82%	-0.75%	5.21%	0.00%
	Active											
	Transport	-2.98%	-1.95%	-7.44%	-0.61%	-5.95%	-5.07%	-5.61%	-8.14%	-1.33%	-3.68%	0.00%
	Other Mode	0.07%	-0.08%	0.06%	-0.04%	0.01%	-0.13%	-0.14%	-0.13%	-0.01%	-0.02%	0.00%
	Worked at Home	-3.34%	0.03%	-4.20%	1.76%	-2.52%	-2.37%	-0.79%	-2.27%	1.80%	0.66%	0.00%
	Mode not Stated	0.21%	0.26%	0.26%	0.39%	0.14%	0.38%	0.58%	0.21%	0.08%	0.28%	0.00%

#### 4.4.1.4 Trip Generation Rates from GTA Consultants Report

Table 9 shows consistency between the locations of Newcastle, Wollongong and Barton across all Travel Modes. Newcastle and Wollongong will be used as the locations to be analysed for the purpose of this Traffic and Parking Assessment Report.

To get the traffic generation rates for Barton, the average of the traffic generation rates from Newcastle and Wollongong was obtained as per Table 10 noting gross floor area is defined as GFA.

Table 10 Traffic Generation Rates

Period	Newcastle Generation/100m2 GFA	Wollongong Generation/100m2 GFA	Barton Generation/100m2 GFA
AM Peak	1.03	0.95	0.99
PM Peak	1.14	0.77	0.96
Daily	13.26	6.49	9.88

Although the average traffic generation for Barton may appear high at 9.88 trips/100m2 GFA, this daily total would include travel to and from work, travel for meetings, meals and other miscellaneous trips undertaken by employees. It is assessed this number is deemed reasonable for the purpose of this Parking and Traffic Assessment Report.

#### 4.4.2 Total Traffic Generation for the Proposed Development

The traffic generation for the development has been calculated as per drawing Development Summary by Nettletontribe (Revision A, September 2020) and the traffic generation rates as per Section 4.4.1 of this report. Noting the total GFA is 21,483m2, the traffic generation for the development is as per Table 11.

*Table 11 Traffic Generation for Proposed Development*

Period	Generation Rate/100m2 GFA	Traffic Generation from Proposed Development
AM Peak	0.99	212
PM Peak	0.96	206
Daily	9.88	2,122

The trip generation for the existing development has been estimated with a guestimate of the existing developments GFA. The existing building is assumed to contain a ground floor and 3 upper floors and has a total roof area of approximately 2,300m<sup>2</sup>. This roof area has been multiplied by 4 (to represent the ground floor and 3 upper floors) to obtain the GFA of 9,200m<sup>2</sup>. This results in the current traffic generation for the development as per Table 12.

*Table 12 Traffic Generation for Current Development*

Period	Generation Rate/100m2	Traffic Generation from Current Development
AM Peak	0.99	91
PM Peak	0.96	88
Daily	9.88	909

Therefore, the net change in traffic generation from the current development to the proposed development is as per Table 13.

*Table 13 Net Change Traffic Generation from the Current Development to the Proposed Development*

Period	Traffic Generation from Current Development	Traffic Generation from Proposed Development	Net Change Traffic Generation
AM Peak	91	212	121
PM Peak	88	206	118
Daily	909	2,113	1,213

The values from Table 13 will be used for the Development Conditions SIDRA Intersection Model as well as the Development Day Plus 10 Years Conditions SIDRA Intersection Model to determine the affect on the intersection of National Circuit and Darling Street.

## 4.5 Queueing Assessment

Queueing has been assessed in line with TCCS Engineering Advisory Note 6.

Method 2 has been utilized for the purpose of this traffic and parking assessment report. Method 2 required demonstration of the queueing requirement from first principles including the provision of technical details and performance specifications of the proposed control point. The assessment has been based upon Austroads Guide to Traffic Management Part 2.

The queueing assessment has been based on a number plate recognition system with a boom gate noting the vehicle speed is the determining factor rather than the speed of the boom gate and thus a conservative service rate of 1 vehicle every 10 seconds has been assumed. The site layout provides approximately 35m of queueing space from the control point in the block to the block boundary.

As per Austroads steady state queueing with random arrivals, the probability of a queue length exceeding a particular number of vehicles is as per Equation 4.

$$\Pr(n > No.Veh) = \rho^{(n+1)}$$

*Equation 4 Steady State Queueing*

Where:

n = number of vehicles

$\rho$  = utilization rate (r/s)

r = average rate of arrival (vehicles per hour)

s = service rate (vehicles per hour)

Noting the TCCS advisory note 6 states the minimum queue length for car parks with greater than 100 spaces is 18m (equivalent to 3 cars as per AS2890.1), Equation 5 outlines the likelihood of a queue length of 18m being exceeded (worst case [am peak] average arrival rate has been extracted from section 4.4 of this parking and traffic parking assessment).

$$\Pr(3 > No.Veh) = \left(\frac{212}{360}\right)^{(3+1)} = 12.02\%$$

*Equation 5 Probability of Queue Length of 18m Being Exceeded Under Steady State Conditions*

Therefore, a maximum queue length of 3 vehicles will occur 87.98% of the time under steady state conditions.

It is acknowledged this will not be the case as traffic is unlikely to arrive uniformly over the hour and the ramp is 35m long. Equation 6 outlines the probability of a queue length of 35m (5 cars as per AS2890.1) being exceeded if the arrival rate during a peak within the peak hour is 125% of the average arrival rate during the peak hour.

$$\Pr(5 > No.Veh) = \left(\frac{212 \times 125\%}{360}\right)^{(5+1)} = 15.91\%$$

*Equation 6 Probability of Queue Length of 35m Being Exceeded Under Peak Conditions*

Therefore, a maximum queue length of 5 vehicles will occur 84.09% of the time under peak state conditions.

Thus, it can be concluded with the ramp length of 35m and a boom gate with number plate recognition with a service rate of at least 1 vehicle every 10 seconds, there is an acceptable likelihood that queueing will occur within the block.

#### 4.6 SIDRA Intersection Models

The proposed development conditions have been modelled in SIDRA. For simplification of the model, all vehicle generation has been assumed from the Darling Street basement entry/exit.

##### 4.6.1 AM Peak

For the purpose of our Traffic and Parking Assessment Report, we have assumed in the AM peak that 80% of the vehicle movements are going into the development and that 20% of the vehicle movements are leaving the development. The AM Peak traffic generation has been distributed by the equivalent percent of the Northern, Eastern and South legs traffic entering the intersection.

A summary of the results from the development conditions SIDRA model is in Table 14 assuming the development is operational by October, 2020.

*Table 14 Summary of AM Development Conditions for the Intersection of National Circuit and Darling Street*

Degree of Saturation	Average Delay (seconds)	Average Queue (m)	Level of Service
0.28	4.1	3	A

As per Table 14, the intersection is rated as LOS A with minimal average delay to users.

As per the TCCS Guidelines for Transport Impact Assessment, the development (opening) day plus 10 years scenario has been modelled with a summary of the results in Table 15.

*Table 15 Summary of AM Development Day Plus 10 Years Conditions for the Intersection of National Circuit and Darling Street*

Degree of Saturation	Average Delay (seconds)	Average Queue (m)	Level of Service
0.46	5.3	6	A

As per Table 15, the intersection is rated as LOS A with minimal average delay to users.

The development conditions and development day plus 10 year conditions align with the report complete by Sellick Consultants Pty Ltd. There is minimal change to the intersection with the introduction of additional traffic from office development along Darling Street West of National Circuit.

##### 4.6.2 PM Peak

For the purpose of our Traffic and Parking Assessment Report, we have assumed in the PM peak that 20% of the vehicle movements are going into the development and that 80% of the vehicle movements are leaving the development. The PM Peak traffic generation has been distributed by the equivalent percent of the Northern, Eastern and South legs traffic entering the intersection.

A summary of the results from the PM development conditions SIDRA model is in Table 16 assuming the development is operational by October, 2020.

*Table 16 Summary of PM Development Conditions for the Intersection of National Circuit and Darling Street*



Degree of Saturation	Average Delay (seconds)	Average Queue (m)	Level of Service
0.39	4.0	5	A

As per Table 16, the intersection is rated as LOS A with minimal average delay to users.

As per the TCCS Guidelines for Transport Impact Assessment, the PM development (opening) day plus 10 years scenario has been modelled with a summary of the results in Table 17.

*Table 17 Summary of Development Day Plus 10 Years Conditions for the Intersection of National Circuit and Darling Street*

Degree of Saturation	Average Delay (seconds)	Average Queue (m)	Level of Service
0.63	5.7	9	A

As per Table 17, the intersection is rated as LOS A with minimal average delay to users.

The development conditions and development day plus 10 year conditions align with the report complete by Sellick Consultants Pty Ltd. There is minimal change to the intersection with the introduction of additional traffic from office development along Darling Street West of National Circuit.

#### 4.7 End of Trip Facilities

The Bicycle Parking General Code (BPGC) was reviewed in regards to decipher a requirement for the end of trip facilities as the National Capital Plan does not detail end of trip facilities.

As the proposed development is primarily office space, Table 1 of the BPGC identifies that end of trip facilities would be required.

Table 2 of the BPGC identifies the bicycle parking spaces rates for office space as per follows (assuming the total GFA of 21,483m<sup>2</sup> to be applied as office space for the purpose of this Traffic and Parking Assessment Report):

- 1 per 250m<sup>2</sup> GFA after the first 250m<sup>2</sup> GFA for employee parking; and
- 1 per 950m<sup>2</sup> GFA after the first 400m<sup>2</sup> GFA for visitor parking.

This would result in the following bicycle parking requirements as per

*Table 18 Bicycle Parking Required*

Type	Rate	Total Bicycle Parking
Employee	1 per 250m <sup>2</sup> GFA after the first 250m <sup>2</sup> GFA	85
Visitor	1 per 950m <sup>2</sup> GFA after the first 400m <sup>2</sup> GFA	22

It is noted that employee bicycle parking is to be either Class 1 or 2 and visitor bicycle parking is to be Class 3.

The BPGC describes Class 2 parking as *locked cages or compounds containing Bicycle Rail installations as described below* (Section 4.5 of the BPGC). *Communal access using duplicated keys or electronic swipe cards*. The BPGC identifies Class 2 parking as suitable for regular employees.

The BPGC describes Class 3 parking as *installations such as metal hoops and rails which support the bicycle and to which the bicycle frame and both wheels can be locked*. The BPGC identifies Class 3 parking as suitable for visitors to offices.

The Development Summary provided by Nettletontribe November 2019 identifies that 136 secured bicycle parking spaces have been provided as part of the end of trip facilities. Allowance for visitor bicycle parking will need to be considered as part of the design process.

The BPGC outlines the required number of showers for the end of trip facilities to be 2 for the first 24 employee bicycle spaces plus an additional 2 for every 20 employee bicycle spaces thereafter. This would result in 14 showers being required.

The BPGC outlines that users of end of trip facilities must be provided with a high level of security for their belongings.

The Development Summary provided by Nettletontribe November 2019 identifies that 18 showers have been provided. More lockers have been provided than bicycle spaces.

## 5. Recommendations

The following recommendations are provided as outcomes to be considered as part of this development:

- Line marking could be provided across the intersection of National Circuit and Darling Street. This would reduce queueing at the intersection allowing for the right turn movements from National Circuit to Darling Street to occur without the need to wait for the signals to allow the National Circuit Southern Leg through movement at the intersection of Brisbane Avenue and National circuit.
- Compliance to relevant standards, codes and guidelines is to be reviewed at each stage of the design to ensure compliance.
- Bicycle parking could be provided for visitors in the way of Class 3 parking – i.e. installations such as metal hoops and rails which support the bicycle and to which the bicycle frame and both wheels can be locked. This will need to be considered through the detailed design phase of the works.
- The 2 disabled parking spaces and 1 shared space removed at the location of the proposed driveway could be replaced along the extents of Darling Street West of National Circuit.
- Management of the building ensures safety of pedestrians, cyclists and vehicles when the generators and transformers are being accessed. The design team is to investigate reducing the hazards during the detailed design phase of the works.
- Pedestrian safety is to be considered during the detailed design of these works should the Doma driveway and the proposed driveway for Block 5, Section 22 Barton be constructed in their proposed locations.
- A means of enabling drivers to have appropriate sighting of oncoming traffic will be required for drivers leaving the proposed Northern driveway on National Circuit.
- Signage should be included at the National Circuit driveway to inform drivers of the entry and exit locations for the short stay parking.
- The exit driveway is located opposite the driveway of Block 2, Section 23 Barton. During the detailed design phase, management of traffic conditions at the location of this driveway will need to be considered.
- Detailing of grades and clearances for car parking areas will need to be confirmed during the detailed design phase of the works.
- A management strategy will need to be in place to ensure the three proposed short stay drop off/pick up parking spaces are only used for passenger vehicles.

## 6. Conclusion

This Traffic and Parking Assessment Report has detailed the below:

- A review of existing conditions including:
- The traffic implication of the proposal; and
- A review of the car park compliance to relevant Australian Standards (AS);

As well as made references to applicable standards and guidelines as required.

During the observations for the parking within 200m of the site, it was observed at least 90% of the road side parking spaces were occupied during the approximate period of 8:25am – 9:30am.

The traffic volume counts from Matrix indicated that the roads are currently within their capacity as per the road hierarchy definitions.

The traffic speed data from Matrix demonstrated that the 85<sup>th</sup> percentile speed for both National Circuit and Darling Street is lower than the speed limit.

The accident data provided for the sites within proximity to the proposed developed showed none of the locations were defined as a black spot as per the Federal Government's Black Spot Program.

The Traffic and Parking Report by Sellick Consultants Pty Ltd titled Commercial Development for neighbouring Block 14, Section 22 Barton was reviewed as part of this study. As the SIDRA results identified in the Traffic and Parking Report by Sellick Consultants Pty Ltd, there was negligible change in delay which supports the statement in regards to traffic generation of the proposed development at Block 14, Section 22 Barton.

There is current public transport connectivity to the proposed development site which connects to many destinations including City Interchange and Woden Bus Station. There is connectivity to the bus network across the road from the proposed development. The light rail is proposed to travel through Barton however the impact the light rail will have will need to be assessed at the time when a route is known.

There are many different types of Active Infrastructure within the vicinity of the development. The infrastructure links the site with the remainder of the Territory through various active travel infrastructure.

The current conditions for the intersection of National Circuit and Darling Street – not including affects from other intersections – represent a LOS of A.

225 parking spaces, 8 disabled parking spaces and 3 short stay parking spaces are proposed to be included as part of the development which exceeds the requirements of the National Capital Plan.

Conformance to relevant standards, codes and guidelines will need to be maintained for the design development and construction of the proposed office building.

The likelihood of queuing exceeding the ramp length is 15.91%.

The SIDRA model for the development conditions and the development day plus 10 years conditions both produced an intersection performance of LOS A aligning with the report complete by Sellicks Consultants Pty Ltd. There is minimal change to the performance of the intersection of National Circuit and Darling Street with the introduction of additional traffic from office development along Darling Street West of National Circuit.

End of trip facilities have provided bike storage, change room facilities and lockers for employees beyond the requirements derived from the BPGC.



## Appendix A Traffic Data

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Description** Class Summary  
**Classification** AustRoads94

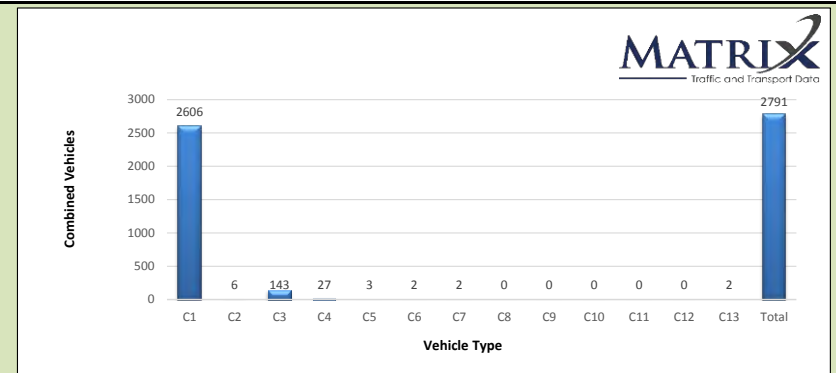
Select Site

1 - NB - National Cir

Select Day

7 Day Ave

Class Summary		C f & Thru RHT		
Light	C1	93%	93%	93%
	C2	0%	0%	1%
Medium	C3	5%	5%	4%
	C4	1%	1%	1%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%



Hour Starting	LT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
1:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
2:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
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4:00	4	0	1	2	0	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	2	5	0	1	2	0	0	0	0	0	0	0	0	0	0	8
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7:00	143	0	8	1	0	0	0	0	0	0	0	0	0	153	13	0	1	0	0	0	0	0	0	0	0	0	0	14	156	0	8	2	0	0	0	0	0	0	0	0	1	167	
8:00	244	0	11	1	0	0	0	0	0	0	0	0	0	257	28	0	1	0	0	0	0	0	0	0	0	0	0	29	271	1	12	1	0	0	0	0	0	0	0	0	0	0	286
9:00	170	1	15	1	0	0	0	0	0	0	0	0	0	187	23	0	2	0	0	0	0	0	0	0	0	0	0	25	193	1	16	2	0	0	0	0	0	0	0	0	0	0	212
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11:00	118	0	7	2	0	0	0	0	0	0	0	0	0	128	20	0	1	0	0	0	0	0	0	0	0	0	0	22	138	0	9	2	0	0	0	0	0	0	0	0	0	0	150
12:00	144	0	9	0	0	0	0	0	0	0	0	0	0	155	18	0	1	0	0	0	0	0	0	0	0	0	0	20	162	0	10	1	1	0	0	0	0	0	0	0	0	0	174
13:00	154	0	8	1	0	0	0	0	0	0	0	0	0	163	25	0	1	0	0	0	0	0	0	0	0	0	0	26	178	0	9	2	0	0	0	0	0	0	0	0	0	0	189
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16:00	175	0	10	1	0	0	0	0	0	0	0	0	0	186	19	0	0	0	0	0	0	0	0	0	0	0	0	20	194	1	10	1	0	0	0	0	0	0	0	0	0	0	207
17:00	207	0	10	0	0	0	0	0	0	0	0	0	0	217	24	0	1	0	0	0	0	0	0	0	0	0	0	26	230	0	11	1	0	0	0	0	0	0	0	0	0	0	243
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20:00	73	0	3	0	0	0	0	0	0	0	0	0	0	77	8	0	0	0	0	0	0	0	0	0	0	0	0	8	81	0	3	0	0	0	0	0	0	0	0	0	0	0	85
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Total	2311	4	129	23	2	2	1	0	0	0	0	0	1	2473	295	3	13	4	1	0	0	0	0	0	0	0	2	318	2606	6	143	27	3	2	2	0	0	0	0	0	0	2	2791

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Sth of Darling St  
 Site No 1 - NB  
 Start Date 18-Oct-19  
 Day Friday  
 Description Class Summary  
 Classification AustRoads94

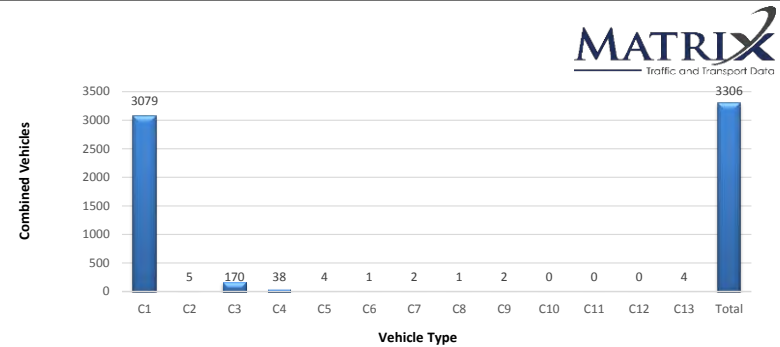
Select Site

1 - NB - National Cir

Select Day

Friday

Class Summary C f & Th RHT					
Light	C1	93%	93%	92%	
	C2	0%	0%	1%	
Medium	C3	5%	5%	5%	
	C4	1%	1%	2%	
	C5	0%	0%	0%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	0%	



Hour Starting	LT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
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4:00	6	0	0	2	0	0	0	0	0	0	0	0	0	8	2	0	1	1	0	0	0	0	0	0	0	0	0	4	8	0	1	3	0	0	0	0	0	0	0	0	0	0	12
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21:00	51	0	3	1	0	0	0	0	0	0	0	0	0	55	6	0	0	0	0	0	0	0	0	0	0	0	6	57	0	3	1	0	0	0	0	0	0	0	0	0	61		
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23:00	51	0	0	1	0	0	0	0	0	0	0	0	0	52	7	0	1	0	0	0	0	0	0	0	0	0	8	58	0	1	1	0	0	0	0	0	0	0	0	0	60		
Total	2746	2	151	31	4	1	2	1	2	0	0	0	3	2943	333	3	19	7	0	0	0	0	0	0	0	1	363	3079	5	170	38	4	1	2	1	2	0	0	0	4	3300		

Job No A111 Barton  
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 Location Sth of Darling St  
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 Start Date 18-Oct-19  
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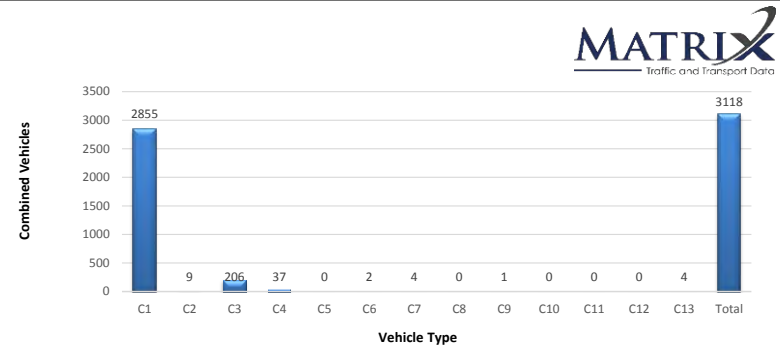
Select Site

1 - NB - National Cir

Select Day

Monday

Class Summary		C f & Th RHT		
Light	C1	92%	92%	90%
	C2	0%	0%	2%
Medium	C3	7%	7%	6%
	C4	1%	1%	1%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	1%



Hour Starting	LT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
4:00	3	0	0	4	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	2	3	0	0	6	0	0	0	0	0	0	0	0	0	0	9
5:00	22	0	3	1	0	0	0	0	0	0	0	0	0	26	1	0	0	1	0	0	0	0	0	0	0	0	0	2	23	0	3	2	0	0	0	0	0	0	0	0	0	0	28
6:00	52	1	5	3	0	0	0	0	0	0	0	0	1	62	8	0	2	0	0	0	0	0	0	0	0	0	0	10	60	1	7	3	0	0	0	0	0	0	0	0	1	72	
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8:00	317	0	11	2	0	0	1	0	0	0	0	0	0	331	33	2	2	0	0	0	1	0	0	0	0	0	0	38	350	2	13	2	0	0	2	0	0	0	0	0	0	369	
9:00	203	0	15	2	0	1	2	0	0	0	0	0	0	223	28	0	1	0	0	0	0	0	0	0	0	0	0	29	231	0	16	2	0	1	2	0	0	0	0	0	0	252	
10:00	119	0	18	2	0	0	0	0	0	0	0	0	0	139	20	0	1	1	0	0	0	0	0	0	0	0	0	22	139	0	19	3	0	0	0	0	0	0	0	0	0	161	
11:00	117	1	7	2	0	0	0	0	0	0	0	0	0	127	20	0	1	0	0	0	0	0	0	0	0	0	0	21	137	1	8	2	0	0	0	0	0	0	0	0	0	148	
12:00	124	0	7	0	0	0	0	0	0	0	0	0	0	131	15	0	2	0	0	0	0	0	0	0	0	1	18	139	0	9	0	0	0	0	0	0	0	0	0	1	149		
13:00	164	0	10	3	0	0	0	0	0	0	0	0	0	177	18	0	3	0	0	0	0	0	0	0	0	0	0	21	182	0	13	3	0	0	0	0	0	0	0	0	0	198	
14:00	143	0	11	2	0	0	0	0	0	0	0	0	0	156	20	0	3	0	0	0	0	0	0	0	0	0	0	23	163	0	14	2	0	0	0	0	0	0	0	0	0	179	
15:00	143	0	19	1	0	0	0	0	0	0	0	0	0	163	10	0	1	0	0	0	0	0	0	0	0	0	0	11	153	0	20	1	0	0	0	0	0	0	0	0	0	174	
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17:00	245	1	14	0	0	1	0	0	0	0	0	0	0	261	25	1	1	0	0	0	0	0	1	0	0	0	0	28	270	2	15	0	0	1	0	0	1	0	0	0	0	289	
18:00	161	0	15	3	0	0	0	0	0	0	0	0	0	179	40	1	1	0	0	0	0	0	0	0	0	0	0	42	201	1	16	3	0	0	0	0	0	0	0	0	0	221	
19:00	88	0	4	1	0	0	0	0	0	0	0	0	0	93	15	0	1	0	0	0	0	0	0	0	0	0	16	103	0	5	1	0	0	0	0	0	0	0	0	0	109		
20:00	101	0	7	1	0	0	0	0	0	0	0	0	0	109	6	0	0	0	0	0	0	0	0	0	0	0	6	107	0	7	1	0	0	0	0	0	0	0	0	0	115		
21:00	84	0	2	2	0	0	0	0	0	0	0	0	0	88	7	0	0	0	0	0	0	0	0	0	0	0	7	91	0	2	2	0	0	0	0	0	0	0	0	0	95		
22:00	41	0	2	0	0	0	0	0	0	0	0	0	0	43	6	0	1	0	0	0	0	0	0	0	0	0	7	47	0	3	0	0	0	0	0	0	0	0	0	0	50		
23:00	26	0	1	0	0	0	0	0	0	0	0	0	0	27	8	0	0	0	0	0	0	0	0	0	0	0	8	34	0	1	0	0	0	0	0	0	0	0	0	0	35		
Total	2538	3	186	32	0	2	3	0	0	0	0	0	1	2765	317	6	20	5	0	0	1	0	1	0	0	3	353	2855	9	206	37	0	2	4	0	1	0	0	0	4	3111		



Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Sth of Darling St  
 Site No 1 - NB  
 Start Date 18-Oct-19  
 Day Saturday  
 Description Class Summary  
 Classification AustRoads94

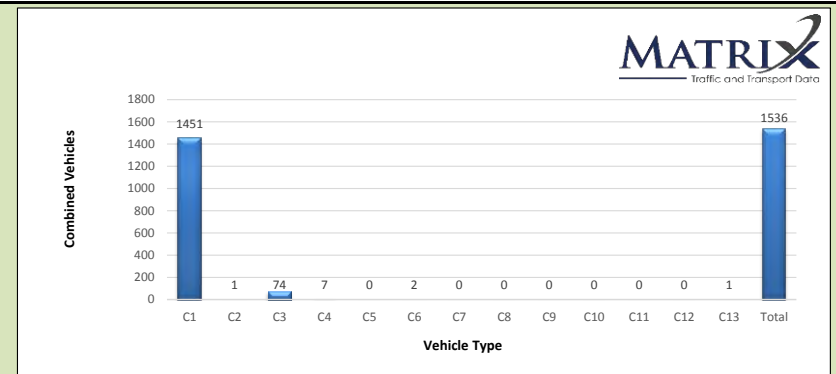
Select Site

1 - NB - National Cir

Select Day

Saturday

Class Summary C f & Th RHT					
Light	C1	94%	95%	93%	
	C2	0%	0%	1%	
Medium	C3	5%	5%	5%	
	C4	0%	0%	1%	
	C5	0%	0%	0%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	1%	



Hour Starting	LT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	23	0	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	24
1:00	16	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	2	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
2:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00	7	0	2	0	0	1	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9	0	2	0	0	1	0	0	0	0	0	0	0	0	12
5:00	18	0	0	0	0	1	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	0	0	0	0	0	0	0	0	19
6:00	20	0	3	1	0	0	0	0	0	0	0	0	0	24	2	0	1	1	0	0	0	0	0	0	0	0	0	4	22	0	4	2	0	0	0	0	0	0	0	0	0	0	28
7:00	37	0	2	0	0	0	0	0	0	0	0	0	0	39	6	0	2	0	0	0	0	0	0	0	0	0	0	8	43	0	4	0	0	0	0	0	0	0	0	0	0	0	47
8:00	74	0	5	0	0	0	0	0	0	0	0	0	0	79	8	0	1	0	0	0	0	0	0	0	0	0	0	9	82	0	6	0	0	0	0	0	0	0	0	0	0	0	88
9:00	64	0	5	2	0	0	0	0	0	0	0	0	0	71	6	0	1	0	0	0	0	0	0	0	0	0	0	7	70	0	6	2	0	0	0	0	0	0	0	0	0	0	78
10:00	97	0	5	0	0	0	0	0	0	0	0	0	0	102	7	0	0	0	0	0	0	0	0	0	0	0	0	7	104	0	5	0	0	0	0	0	0	0	0	0	0	0	109
11:00	73	0	5	0	0	0	0	0	0	0	0	0	0	78	12	0	2	0	0	0	0	0	0	0	0	0	0	14	85	0	7	0	0	0	0	0	0	0	0	0	0	0	92
12:00	90	0	5	0	0	0	0	0	0	0	0	0	0	95	9	0	1	0	0	0	0	0	0	0	0	0	0	10	99	0	6	0	0	0	0	0	0	0	0	0	0	0	105
13:00	76	0	6	0	0	0	0	0	0	0	0	0	0	82	13	1	0	0	0	0	0	0	0	0	0	0	0	14	89	1	6	0	0	0	0	0	0	0	0	0	0	0	96
14:00	68	0	3	0	0	0	0	0	0	0	0	0	0	71	10	0	0	0	0	0	0	0	0	0	0	0	0	10	78	0	3	0	0	0	0	0	0	0	0	0	0	0	81
15:00	94	0	4	0	0	0	0	0	0	0	0	0	0	98	10	0	0	0	0	0	0	0	0	0	0	0	0	10	104	0	4	0	0	0	0	0	0	0	0	0	0	0	108
16:00	105	0	5	0	0	0	0	0	0	0	0	0	0	110	9	0	0	0	0	0	0	0	0	0	0	0	0	9	114	0	5	0	0	0	0	0	0	0	0	0	0	0	119
17:00	81	0	6	0	0	0	0	0	0	0	0	0	0	87	20	0	0	0	0	0	0	0	0	0	0	0	0	20	101	0	6	0	0	0	0	0	0	0	0	0	0	0	107
18:00	79	0	3	0	0	0	0	0	0	0	0	0	0	82	14	0	0	0	0	0	0	0	0	0	0	0	0	14	93	0	3	0	0	0	0	0	0	0	0	0	0	0	96
19:00	48	0	2	0	0	0	0	0	0	0	0	0	0	50	10	0	0	0	0	0	0	0	0	0	0	1	11	58	0	2	0	0	0	0	0	0	0	0	0	0	1	61	
20:00	41	0	3	0	0	0	0	0	0	0	0	0	0	44	3	0	0	0	0	0	0	0	0	0	0	0	3	44	0	3	0	0	0	0	0	0	0	0	0	0	0	47	
21:00	50	0	0	1	0	0	0	0	0	0	0	0	0	51	7	0	1	0	0	0	0	0	0	0	0	0	8	57	0	1	1	0	0	0	0	0	0	0	0	0	0	59	
22:00	61	0	0	2	0	0	0	0	0	0	0	0	0	63	8	0	0	0	0	0	0	0	0	0	0	0	8	69	0	0	2	0	0	0	0	0	0	0	0	0	0	71	
23:00	51	0	1	0	0	0	0	0	0	0	0	0	0	52	8	0	0	0	0	0	0	0	0	0	0	0	8	59	0	1	0	0	0	0	0	0	0	0	0	0	0	60	
Total	1282	0	65	6	0	2	0	0	0	0	0	0	0	1355	169	1	9	1	0	0	0	0	0	0	0	1	181	1451	1	74	7	0	2	0	0	0	0	0	0	1	1536		

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Sth of Darling St  
 Site No 1 - NB  
 Start Date 18-Oct-19  
 Day Sunday  
 Description Class Summary  
 Classification AustRoads94

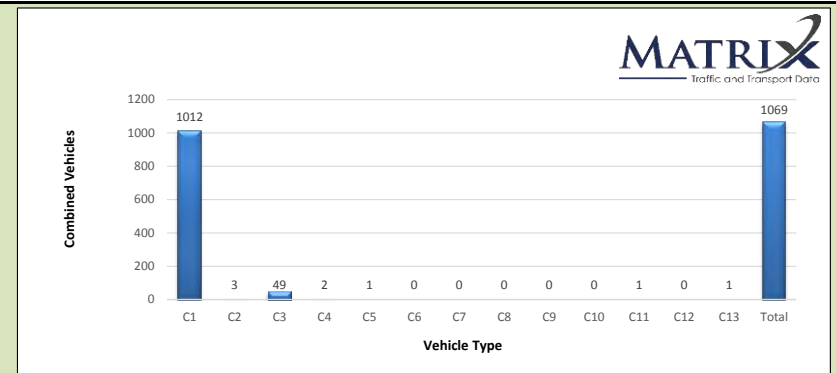
Select Site

1 - NB - National Cir

Select Day

Sunday

Class Summary C f & Th RHT					
Light	C1	95%	95%	95%	
	C2	0%	0%	1%	
Medium	C3	5%	5%	3%	
	C4	0%	0%	0%	
	C5	0%	0%	0%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	1%	



Hour Starting	LT & Thru													RHT													COMBINED																
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	35	0	1	1	0	0	0	0	0	0	0	0	0	37	3	0	0	0	0	0	0	0	0	0	0	0	0	3	38	0	1	1	0	0	0	0	0	0	0	0	0	0	40
1:00	16	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	0	0	0	17	
2:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
3:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	2	
5:00	8	0	1	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	1	0	0	0	0	0	0	0	0	0	0	10	
6:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
7:00	20	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	2	22	0	0	0	0	0	0	0	0	0	0	0	0	22	
8:00	33	0	2	0	1	0	0	0	0	0	0	0	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	3	36	0	2	0	1	0	0	0	0	0	0	0	0	39	
9:00	66	0	3	0	0	0	0	0	0	0	1	0	0	70	6	0	0	0	0	0	0	0	0	0	0	0	0	6	72	0	3	0	0	0	0	0	0	0	1	0	0	76	
10:00	69	0	4	0	0	0	0	0	0	0	0	0	0	73	13	1	0	0	0	0	0	0	0	0	0	0	0	14	82	1	4	0	0	0	0	0	0	0	0	0	0	87	
11:00	91	1	2	1	0	0	0	0	0	0	0	0	0	95	12	0	1	0	0	0	0	0	0	0	0	0	0	13	103	1	3	1	0	0	0	0	0	0	0	0	0	108	
12:00	88	0	4	0	0	0	0	0	0	0	0	0	0	92	16	0	0	0	0	0	0	0	0	0	0	1	17	104	0	4	0	0	0	0	0	0	0	0	0	1	109		
13:00	69	0	3	0	0	0	0	0	0	0	0	0	0	72	5	1	1	0	0	0	0	0	0	0	0	0	7	74	1	4	0	0	0	0	0	0	0	0	0	0	79		
14:00	73	0	5	0	0	0	0	0	0	0	0	0	0	78	13	0	0	0	0	0	0	0	0	0	0	0	13	86	0	5	0	0	0	0	0	0	0	0	0	0	91		
15:00	56	0	3	0	0	0	0	0	0	0	0	0	0	59	8	0	0	0	0	0	0	0	0	0	0	0	8	64	0	3	0	0	0	0	0	0	0	0	0	0	67		
16:00	41	0	4	0	0	0	0	0	0	0	0	0	0	45	13	0	0	0	0	0	0	0	0	0	0	0	13	54	0	4	0	0	0	0	0	0	0	0	0	0	58		
17:00	38	0	5	0	0	0	0	0	0	0	0	0	0	43	7	0	1	0	0	0	0	0	0	0	0	0	8	45	0	6	0	0	0	0	0	0	0	0	0	0	51		
18:00	41	0	2	0	0	0	0	0	0	0	0	0	0	43	10	0	1	0	0	0	0	0	0	0	0	0	11	51	0	3	0	0	0	0	0	0	0	0	0	0	54		
19:00	40	0	2	0	0	0	0	0	0	0	0	0	0	42	10	0	0	0	0	0	0	0	0	0	0	0	10	50	0	2	0	0	0	0	0	0	0	0	0	0	52		
20:00	32	0	2	0	0	0	0	0	0	0	0	0	0	34	6	0	0	0	0	0	0	0	0	0	0	0	6	38	0	2	0	0	0	0	0	0	0	0	0	0	40		
21:00	21	0	1	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	2	23	0	1	0	0	0	0	0	0	0	0	0	0	24		
22:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12	7	0	0	0	0	0	0	0	0	0	0	0	7	19	0	0	0	0	0	0	0	0	0	0	0	0	19		
23:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5		
Total	872	1	45	2	1	0	0	0	0	0	1	0	0	922	140	2	4	0	0	0	0	0	0	0	0	1	147	1012	3	49	2	1	0	0	0	0	0	1	0	1	0	1069	

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Sth of Darling St  
 Site No 1 - NB  
 Start Date 18-Oct-19  
 Day Thursday  
 Description Class Summary  
 Classification AustRoads94

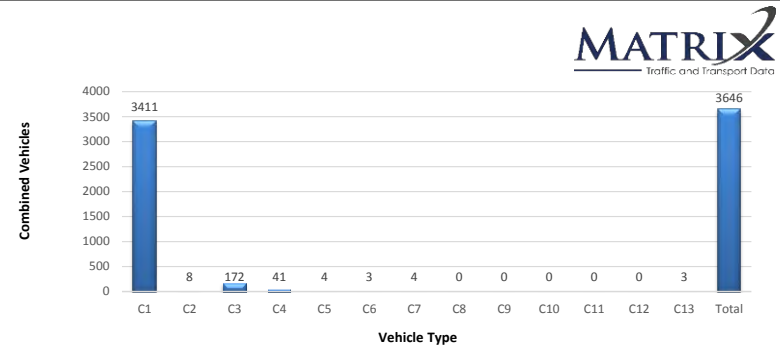
Select Site

1 - NB - National Cir

Select Day

Thursday

Class Summary C f & Th RHT					
Light	C1	94%	93%	94%	
	C2	0%	0%	0%	
Medium	C3	5%	5%	3%	
	C4	1%	1%	1%	
	C5	0%	0%	0%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	1%	



Hour Starting	LT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00	4	0	0	3	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	2	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	9
5:00	31	0	1	2	0	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	0	0	0	0	0	0	1	32	0	1	2	0	0	0	0	0	0	0	0	0	0	0	35
6:00	69	0	5	0	0	0	0	0	0	0	0	0	0	74	4	0	4	0	0	0	0	0	0	0	0	0	8	73	0	9	0	0	0	0	0	0	0	0	0	0	0	0	82
7:00	218	1	9	2	0	0	0	0	0	0	0	0	0	230	21	0	0	0	0	0	0	0	0	0	0	1	22	239	1	9	2	0	0	0	0	0	0	0	0	0	1	252	
8:00	311	0	19	1	0	2	0	0	0	0	0	0	0	333	40	0	0	0	0	0	0	0	0	0	0	0	40	351	0	19	1	0	2	0	0	0	0	0	0	0	0	0	373
9:00	214	0	21	1	0	0	0	0	0	0	0	0	0	236	33	0	2	1	0	0	0	0	0	0	0	0	36	247	0	23	2	0	0	0	0	0	0	0	0	0	0	272	
10:00	155	1	14	4	0	0	1	0	0	0	0	0	0	175	26	0	1	1	0	0	0	0	0	0	0	0	28	181	1	15	5	0	0	1	0	0	0	0	0	0	0	203	
11:00	157	0	8	3	0	1	0	0	0	0	0	0	0	169	22	0	1	0	0	0	1	0	0	0	0	0	24	179	0	9	3	0	1	1	0	0	0	0	0	0	0	193	
12:00	206	1	11	1	0	0	0	0	0	0	0	0	0	219	24	0	0	1	1	0	0	0	0	0	0	0	26	230	1	11	2	1	0	0	0	0	0	0	0	0	0	245	
13:00	195	0	11	3	0	0	1	0	0	0	0	0	0	210	53	1	0	1	0	0	0	0	0	0	0	0	55	248	1	11	4	0	0	1	0	0	0	0	0	0	0	265	
14:00	167	3	6	2	0	0	1	0	0	0	0	0	0	179	28	0	1	0	0	0	0	0	0	0	0	1	30	195	3	7	2	0	0	1	0	0	0	0	0	1	209		
15:00	180	0	9	1	0	0	0	0	0	0	0	0	0	190	24	0	0	0	0	0	0	0	0	0	0	0	24	204	0	9	1	0	0	0	0	0	0	0	0	0	0	214	
16:00	235	0	9	2	0	0	0	0	0	0	0	0	0	246	27	1	0	0	1	0	0	0	0	0	0	0	29	262	1	9	2	1	0	0	0	0	0	0	0	0	0	275	
17:00	297	0	15	1	1	0	0	0	0	0	0	0	0	314	39	0	2	0	0	0	0	0	0	0	0	1	42	336	0	17	1	1	0	0	0	0	0	0	0	1	356		
18:00	189	0	7	1	0	0	0	0	0	0	0	0	0	197	27	0	0	0	0	0	0	0	0	0	0	0	27	216	0	7	1	0	0	0	0	0	0	0	0	0	0	224	
19:00	110	0	6	3	0	0	0	0	0	0	0	0	0	119	21	0	1	0	0	0	0	0	0	0	0	0	22	131	0	7	3	0	0	0	0	0	0	0	0	0	0	141	
20:00	73	0	2	0	1	0	0	0	0	0	0	0	0	76	14	0	0	0	0	0	0	0	0	0	0	0	14	87	0	2	0	1	0	0	0	0	0	0	0	0	0	90	
21:00	58	0	2	1	0	0	0	0	0	0	0	0	0	61	10	0	0	0	0	0	0	0	0	0	0	0	10	68	0	2	1	0	0	0	0	0	0	0	0	0	0	71	
22:00	64	0	2	2	0	0	0	0	0	0	0	0	0	68	3	0	0	0	0	0	0	0	0	0	0	0	3	67	0	2	2	0	0	0	0	0	0	0	0	0	0	71	
23:00	39	0	3	1	0	0	0	0	0	0	0	0	0	43	4	0	0	0	0	0	0	0	0	0	0	0	4	43	0	3	1	0	0	0	0	0	0	0	0	0	0	47	
Total	2988	6	160	35	2	3	3	0	0	0	0	0	0	3197	423	2	12	6	2	0	1	0	0	0	0	3	449	3411	8	172	41	4	3	4	0	0	0	0	0	0	3	3644	

Job No A111 Barton  
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 Start Date 18-Oct-19  
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 Classification AustRoads94

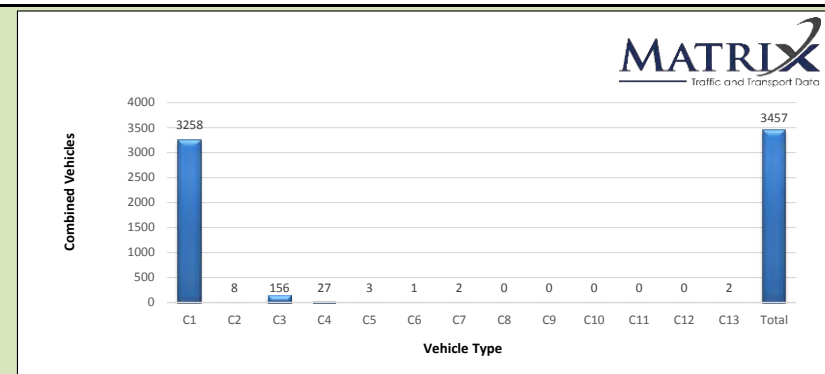
Select Site

1 - NB - National Cir

Select Day

Tuesday

Class Summary C f & Th RHT					
Light	C1	94%	94%	94%	
	C2	0%	0%	0%	
Medium	C3	5%	5%	4%	
	C4	1%	1%	1%	
	C5	0%	0%	0%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	1%	

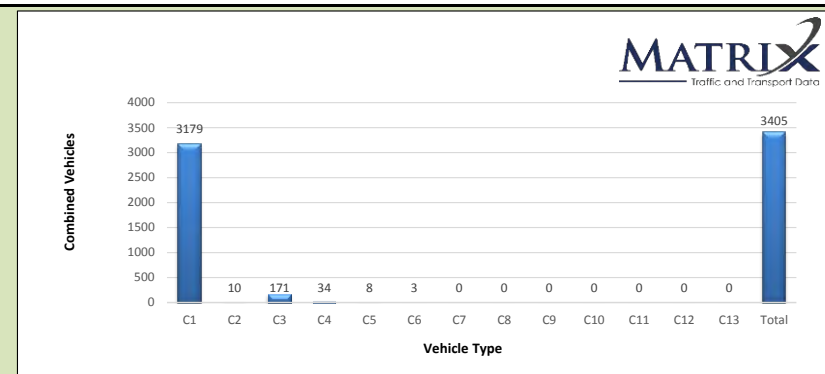


Hour Starting	LT & Thru														Total	RHT														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	0	0	0	0	0	0	5	20	0	0	0	0	0	0	0	0	0	0	0	0	20				
1:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	8					
2:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
3:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	4					
4:00	4	0	0	1	0	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	0	0	0	0	0	2	5	0	0	2	0	0	0	0	0	0	0	0	0	7					
5:00	27	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	1	0	0	0	0	0	0	0	0	3	29	0	1	0	0	0	0	0	0	0	0	0	0	30					
6:00	66	0	5	3	0	1	0	0	0	0	0	0	0	75	5	0	4	0	0	0	0	0	0	0	0	9	71	0	9	3	0	1	0	0	0	0	0	0	0	84					
7:00	197	0	10	1	0	0	0	0	0	0	0	0	0	208	13	0	0	0	0	0	0	0	0	0	1	14	210	0	10	1	0	0	0	0	0	0	0	0	1	222					
8:00	336	1	13	1	1	0	0	0	0	0	0	0	0	352	40	0	1	0	0	0	0	0	0	0	0	41	376	1	14	1	1	0	0	0	0	0	0	0	0	393					
9:00	203	3	14	2	0	0	0	0	0	0	0	0	0	222	32	0	3	1	0	0	0	0	0	0	0	36	235	3	17	3	0	0	0	0	0	0	0	0	0	258					
10:00	125	1	11	2	0	0	0	0	0	0	0	0	0	139	16	0	1	1	0	0	0	0	0	0	0	18	141	1	12	3	0	0	0	0	0	0	0	0	0	157					
11:00	116	0	11	2	0	0	0	0	0	0	0	0	0	129	21	0	1	0	0	0	0	0	0	0	0	22	137	0	12	2	0	0	0	0	0	0	0	0	0	0	151				
12:00	162	0	12	1	1	0	0	0	0	0	0	0	0	176	20	0	0	0	1	0	0	0	0	0	0	21	182	0	12	1	2	0	0	0	0	0	0	0	0	0	197				
13:00	179	0	8	1	0	0	1	0	0	0	0	0	0	189	30	0	0	0	0	0	0	0	0	0	0	30	209	0	8	1	0	0	1	0	0	0	0	0	0	0	219				
14:00	161	1	10	2	0	0	0	0	0	0	0	0	0	174	25	1	2	0	0	0	0	0	0	0	0	28	186	2	12	2	0	0	0	0	0	0	0	0	0	0	202				
15:00	168	0	6	1	0	0	1	0	0	0	0	0	0	176	19	0	0	0	0	0	0	0	0	0	0	19	187	0	6	1	0	0	1	0	0	0	0	0	0	0	195				
16:00	225	0	8	1	0	0	0	0	0	0	0	0	0	234	26	0	0	0	0	0	0	0	0	0	1	27	251	0	8	1	0	0	0	0	0	0	0	0	0	1	261				
17:00	277	0	9	1	0	0	0	0	0	0	0	0	0	287	31	0	1	0	0	0	0	0	0	0	0	32	308	0	10	1	0	0	0	0	0	0	0	0	0	0	319				
18:00	179	0	6	1	0	0	0	0	0	0	0	0	0	186	18	0	0	0	0	0	0	0	0	0	0	18	197	0	6	1	0	0	0	0	0	0	0	0	0	0	204				
19:00	132	1	7	2	0	0	0	0	0	0	0	0	0	142	16	0	0	0	0	0	0	0	0	0	0	16	148	1	7	2	0	0	0	0	0	0	0	0	0	0	158				
20:00	121	0	4	0	0	0	0	0	0	0	0	0	0	125	9	0	0	0	0	0	0	0	0	0	0	9	130	0	4	0	0	0	0	0	0	0	0	0	0	0	134				
21:00	100	0	4	1	0	0	0	0	0	0	0	0	0	105	10	0	0	0	0	0	0	0	0	0	0	10	110	0	4	1	0	0	0	0	0	0	0	0	0	0	115				
22:00	72	0	2	1	0	0	0	0	0	0	0	0	0	75	14	0	0	0	0	0	0	0	0	0	0	14	86	0	2	1	0	0	0	0	0	0	0	0	0	0	89				
23:00	23	0	1	0	0	0	0	0	0	0	0	0	0	24	2	0	0	0	0	0	0	0	0	0	0	2	25	0	1	0	0	0	0	0	0	0	0	0	0	0	26				
Total	2901	7	141	24	2	1	2	0	0	0	0	0	0	3078	357	1	15	3	1	0	0	0	0	0	2	379	3258	8	156	27	3	1	2	0	0	0	0	0	0	2	3457				



Wednesday

Light	C1	93%	94%	92%
	C2	0%	0%	1%
Medium	C3	5%	5%	4%
	C4	1%	1%	2%
	C5	0%	0%	1%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
Unclassified	C12	0%	0%	0%
	C13	0%	0%	0%



Hour Starting	LT & Thru														RHT														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
3:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	
4:00	2	0	1	1	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	0	0	5	
5:00	28	0	0	0	1	0	0	0	0	0	0	0	0	29	4	0	0	1	0	0	0	0	0	0	0	0	0	5	32	0	0	1	1	0	0	0	0	0	0	0	0	34		
6:00	56	0	8	1	0	0	0	0	0	0	0	0	0	65	5	0	1	1	0	0	0	0	0	0	0	0	0	7	61	0	9	2	0	0	0	0	0	0	0	0	0	72		
7:00	181	1	9	3	0	0	0	0	0	0	0	0	0	194	17	0	2	0	0	0	0	0	0	0	0	0	0	19	198	1	11	3	0	0	0	0	0	0	0	0	0	213		
8:00	317	0	15	1	0	0	0	0	0	0	0	0	0	333	38	1	0	0	0	0	0	0	0	0	0	0	0	39	355	1	15	1	0	0	0	0	0	0	0	0	0	372		
9:00	226	1	21	1	1	0	0	0	0	0	0	0	0	250	26	0	2	0	2	0	0	0	0	0	0	0	0	30	252	1	23	1	3	0	0	0	0	0	0	0	0	280		
10:00	162	0	11	3	0	0	0	0	0	0	0	0	0	176	18	0	0	2	0	0	0	0	0	0	0	0	0	20	180	0	11	5	0	0	0	0	0	0	0	0	0	196		
11:00	135	0	9	3	0	0	0	0	0	0	0	0	0	147	30	0	2	0	1	0	0	0	0	0	0	0	0	33	165	0	11	3	1	0	0	0	0	0	0	0	0	180		
12:00	177	0	14	1	1	0	0	0	0	0	0	0	0	193	21	0	0	1	1	0	0	0	0	0	0	0	0	23	198	0	14	2	2	0	0	0	0	0	0	0	0	216		
13:00	203	0	11	1	0	0	0	0	0	0	0	0	0	215	30	0	0	1	0	0	0	0	0	0	0	0	0	31	233	0	11	2	0	0	0	0	0	0	0	0	0	246		
14:00	156	3	13	2	0	0	0	0	0	0	0	0	0	174	27	0	1	0	0	1	0	0	0	0	0	0	0	29	183	3	14	2	0	1	0	0	0	0	0	0	0	203		
15:00	161	0	10	1	0	0	0	0	0	0	0	0	0	172	21	1	0	0	0	0	0	0	0	0	0	0	0	22	182	1	10	1	0	0	0	0	0	0	0	0	0	194		
16:00	215	1	10	2	0	1	0	0	0	0	0	0	0	229	22	0	0	0	0	0	0	0	0	0	0	0	0	22	237	1	10	2	0	1	0	0	0	0	0	0	0	251		
17:00	282	0	10	0	0	0	0	0	0	0	0	0	0	292	26	0	4	0	0	0	0	0	0	0	0	0	0	30	308	0	14	0	0	0	0	0	0	0	0	0	0	322		
18:00	182	1	7	2	0	0	0	0	0	0	0	0	0	192	14	1	0	0	0	0	0	0	0	0	0	0	0	15	196	2	7	2	0	0	0	0	0	0	0	0	0	207		
19:00	117	0	4	1	0	0	0	0	0	0	0	0	0	122	8	0	0	0	0	0	0	0	0	0	0	0	0	8	125	0	4	1	0	0	0	0	0	0	0	0	0	130		
20:00	90	0	2	1	0	0	0	0	0	0	0	0	0	93	6	0	0	0	0	0	0	0	0	0	0	0	0	6	96	0	2	1	0	0	0	0	0	0	0	0	0	99		
21:00	71	0	0	2	0	0	0	0	0	0	0	0	0	73	3	0	0	0	0	0	0	0	0	0	0	0	0	3	74	0	0	2	0	0	0	0	0	0	0	0	0	76		
22:00	48	0	2	1	0	0	0	0	0	0	0	0	0	51	6	0	1	0	0	0	0	0	0	0	0	0	0	7	54	0	3	1	0	0	0	0	0	0	0	0	0	58		
23:00	34	0	0	1	0	1	0	0	0	0	0	0	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	2	36	0	0	1	0	1	0	0	0	0	0	0	0	38		
Total	2853	7	157	28	3	2	0	0	0	0	0	0	0	3050	326	3	14	6	5	1	0	0	0	0	0	0	0	355	3179	10	171	34	8	3	0	0	0	0	0	0	0	0	3405	

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Weekday Ave  
**Description** Class Summary  
**Classification** AustRoads94

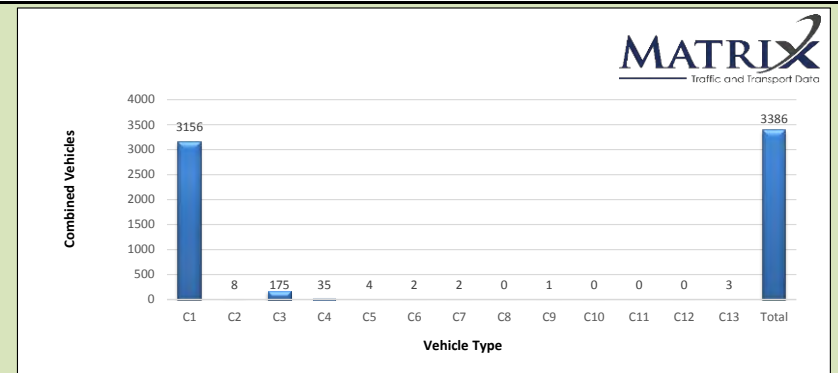
Select Site

1 - NB - National Cir

Select Day

Weekday Ave

Class Summary		C 1 & Thru RHT			
Light	C1	93%	93%	92%	
	C2	0%	0%	1%	
Medium	C3	5%	5%	4%	
	C4	1%	1%	1%	
	C5	0%	0%	0%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	0%	



Hour Starting	LT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
1:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
4:00	4	0	0	2	0	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	2	4	0	1	3	0	0	0	0	0	0	0	0	0	0	8
5:00	27	0	1	1	0	0	0	0	0	0	0	0	0	29	2	0	0	1	0	0	0	0	0	0	0	0	0	3	29	0	1	2	0	0	0	0	0	0	0	0	0	32	
6:00	60	0	6	2	0	0	0	0	0	0	0	0	0	69	5	0	2	1	0	0	0	0	0	0	0	0	0	8	65	0	8	3	0	0	0	0	0	0	0	0	0	0	77
7:00	189	1	10	2	0	0	0	0	0	0	0	0	0	202	16	0	0	0	0	0	0	0	0	0	0	1	18	205	1	11	2	0	0	0	0	0	0	0	0	0	1	220	
8:00	320	0	14	1	0	0	0	0	0	0	0	0	0	337	37	1	1	0	0	0	0	0	0	0	0	0	0	38	356	1	15	1	0	0	1	0	0	0	0	0	0	0	375
9:00	212	1	19	2	0	0	0	0	0	0	0	0	0	234	29	0	2	0	0	0	0	0	0	0	0	0	0	33	241	1	21	2	1	0	0	0	0	0	0	0	0	0	267
10:00	140	0	12	2	0	0	0	0	0	0	0	0	0	156	19	0	1	1	0	0	0	0	0	0	0	0	0	20	159	0	13	3	0	0	0	0	0	0	0	0	0	0	176
11:00	133	0	9	3	0	0	0	0	0	0	0	0	0	145	24	0	1	0	0	0	0	0	0	0	0	0	0	25	156	0	10	3	1	0	0	0	0	0	0	0	0	0	170
12:00	166	0	11	1	0	0	0	0	0	0	0	0	0	179	20	0	1	0	1	0	0	0	0	0	0	0	0	22	186	0	12	1	1	0	0	0	0	0	0	0	0	0	201
13:00	186	0	10	2	0	0	0	0	0	0	0	0	0	198	31	0	1	0	0	0	0	0	0	0	0	0	0	32	217	0	10	2	0	0	0	0	0	0	0	0	0	0	230
14:00	161	1	9	2	0	0	0	0	0	0	0	0	0	174	24	0	2	0	0	0	0	0	0	0	0	0	0	27	186	2	11	2	0	0	0	0	0	0	0	0	0	0	201
15:00	169	0	11	1	0	0	0	0	0	0	0	0	0	182	20	0	0	0	0	0	0	0	0	0	0	0	0	21	189	0	11	1	0	0	0	0	0	0	0	0	0	0	202
16:00	216	0	12	2	0	0	0	0	0	0	0	0	0	230	23	1	0	0	0	0	0	0	0	0	0	0	0	24	238	1	12	2	0	0	0	0	0	0	0	0	0	0	254
17:00	265	0	11	1	0	0	0	0	0	0	0	0	0	278	28	0	2	0	0	0	0	0	0	0	0	0	0	31	293	0	13	1	0	0	0	0	0	0	0	0	0	0	309
18:00	177	0	8	2	0	0	0	0	0	0	0	0	0	187	27	0	0	0	0	0	0	0	0	0	0	0	0	28	204	1	9	2	0	0	0	0	0	0	0	0	0	0	215
19:00	109	0	5	2	0	0	0	0	0	0	0	0	0	116	14	0	0	0	0	0	0	0	0	0	0	0	0	15	123	0	6	2	0	0	0	0	0	0	0	0	0	0	131
20:00	88	0	4	1	0	0	0	0	0	0	0	0	0	93	9	0	0	0	0	0	0	0	0	0	0	0	0	9	97	0	4	1	0	0	0	0	0	0	0	0	0	0	102
21:00	73	0	2	1	0	0	0	0	0	0	0	0	0	76	7	0	0	0	0	0	0	0	0	0	0	0	0	7	80	0	2	1	0	0	0	0	0	0	0	0	0	0	84
22:00	57	0	2	1	0	0	0	0	0	0	0	0	0	60	9	0	0	0	0	0	0	0	0	0	0	0	0	9	66	0	2	1	0	0	0	0	0	0	0	0	0	0	69
23:00	35	0	1	1	0	0	0	0	0	0	0	0	0	36	5	0	0	0	0	0	0	0	0	0	0	0	0	5	39	0	1	1	0	0	0	0	0	0	0	0	0	0	41
Total	2805	5	159	30	2	2	2	0	0	0	0	0	1	3007	351	3	16	5	2	0	0	0	0	0	0	2	380	3156	8	175	35	4	2	2	0	1	0	0	0	0	3	3386	

Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Sth of Darling St  
Site No 1 - SB  
Start Date 18-Oct-19  
Day 7 Day Ave  
Description Class Summary  
Classification AustRoads94

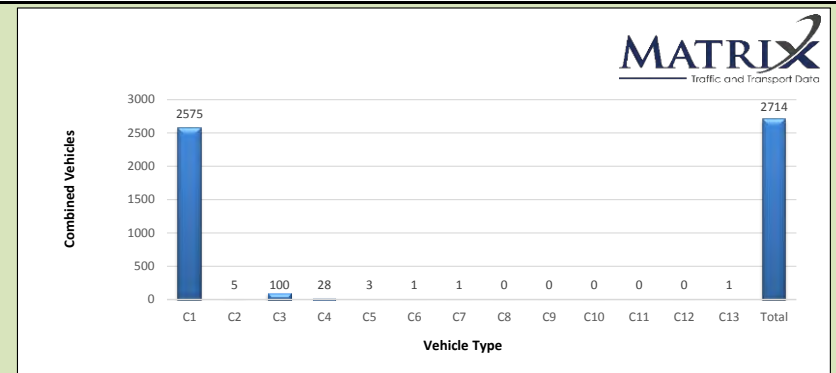
Select Site

1 - SB - National Cir

Select Day

7 Day Ave

Class Summary						C	SB	0
Light	C1	95%	95%	####				
	C2	0%	0%	####				
Medium	C3	4%	4%	####				
	C4	1%	1%	####				
	C5	0%	0%	####				
Heavy	C6	0%	0%	####				
	C7	0%	0%	####				
	C8	0%	0%	####				
	C9	0%	0%	####				
	C10	0%	0%	####				
	C11	0%	0%	####				
	C12	0%	0%	####				
Unclassified	C13	0%	0%	####				



Hour Starting	SB														Total	0														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	14	0	0	1	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15		
1:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
3:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
4:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
5:00	19	0	1	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	20			
6:00	42	0	3	1	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0	3	1	0	0	0	0	0	0	0	0	0	0	46			
7:00	131	0	5	4	1	0	0	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	131	0	5	4	1	0	0	0	0	0	0	0	0	0	140			
8:00	237	1	9	2	0	0	0	0	0	0	0	0	0	249	0	0	0	0	0	0	0	0	0	0	0	0	0	237	1	9	2	0	0	0	0	0	0	0	0	0	0	0	249		
9:00	177	0	9	1	0	0	0	0	0	0	0	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	0	177	0	9	1	0	0	0	0	0	0	0	0	0	0	0	188		
10:00	119	1	8	2	0	0	0	0	0	0	0	0	0	129	0	0	0	0	0	0	0	0	0	0	0	0	0	119	1	8	2	0	0	0	0	0	0	0	0	0	0	0	129		
11:00	137	0	7	1	0	0	0	0	0	0	0	0	0	146	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	7	1	0	0	0	0	0	0	0	0	0	0	0	146		
12:00	168	0	5	2	1	0	0	0	0	0	0	0	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	168	0	5	2	1	0	0	0	0	0	0	0	0	0	0	176		
13:00	155	0	7	1	0	0	0	0	0	0	0	0	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	155	0	7	1	0	0	0	0	0	0	0	0	0	0	0	163		
14:00	152	0	5	2	0	0	0	0	0	0	0	0	0	160	0	0	0	0	0	0	0	0	0	0	0	0	0	152	0	5	2	0	0	0	0	0	0	0	0	0	0	0	160		
15:00	168	1	8	1	0	0	0	0	0	0	0	0	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	168	1	8	1	0	0	0	0	0	0	0	0	0	0	0	178		
16:00	248	1	10	2	0	0	0	0	0	0	0	0	0	260	0	0	0	0	0	0	0	0	0	0	0	0	0	248	1	10	2	0	0	0	0	0	0	0	0	0	0	0	260		
17:00	309	0	7	1	0	0	0	0	0	0	0	0	0	317	0	0	0	0	0	0	0	0	0	0	0	0	0	309	0	7	1	0	0	0	0	0	0	0	0	0	0	0	317		
18:00	190	0	8	1	0	0	0	0	0	0	0	0	0	199	0	0	0	0	0	0	0	0	0	0	0	0	0	190	0	8	1	0	0	0	0	0	0	0	0	0	0	0	199		
19:00	98	0	3	2	0	0	0	0	0	0	0	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	98	0	3	2	0	0	0	0	0	0	0	0	0	0	0	103		
20:00	68	0	2	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	68	0	2	0	0	0	0	0	0	0	0	0	0	0	70			
21:00	51	0	1	2	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	1	2	0	0	0	0	0	0	0	0	0	0	0	54		
22:00	48	0	2	1	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	2	1	0	0	0	0	0	0	0	0	0	0	0	51		
23:00	29	0	1	1	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	1	1	0	0	0	0	0	0	0	0	0	0	0	30		
Total	2575	5	100	28	3	1	1	0	0	0	0	0	1	2714	0	0	0	0	0	0	0	0	0	0	0	0	0	2575	5	100	28	3	1	1	0	0	0	0	0	0	1	2714			

Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Sth of Darling St  
Site No 1 - SB  
Start Date 18-Oct-19  
Day Friday  
Description Class Summary  
Classification AustRoads94

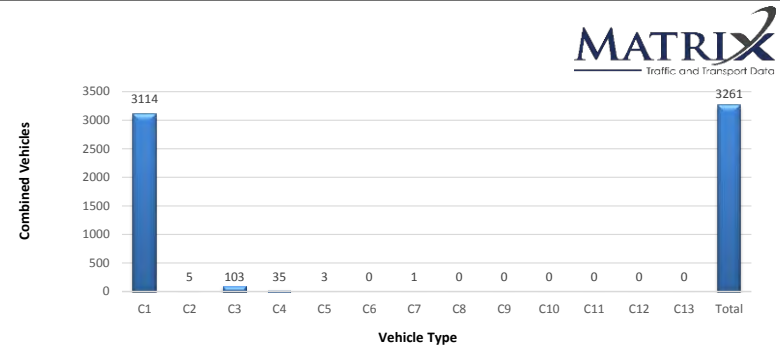
Select Site

1 - SB - National Cir

Select Day

Friday

Class Summary						C	SB	0
Light	C1	95%	95%	####				
	C2	0%	0%	####				
Medium	C3	3%	3%	####				
	C4	1%	1%	####				
	C5	0%	0%	####				
Heavy	C6	0%	0%	####				
	C7	0%	0%	####				
	C8	0%	0%	####				
	C9	0%	0%	####				
	C10	0%	0%	####				
	C11	0%	0%	####				
	C12	0%	0%	####				
Unclassified	C13	0%	0%	####				



Hour Starting	SB														0														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short Towing	2 axle Truck or bus	3 axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
1:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
3:00	4	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	
4:00	10	0	1	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	11	
5:00	31	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31	
6:00	44	1	4	2	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	1	4	2	0	0	0	0	0	0	0	0	0	0	51	
7:00	155	0	4	6	2	0	0	0	0	0	0	0	0	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	0	4	6	2	0	0	0	0	0	0	0	0	0	167	
8:00	298	0	9	2	0	0	0	0	0	0	0	0	0	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298	0	9	2	0	0	0	0	0	0	0	0	0	0	309	
9:00	220	1	11	1	0	0	0	0	0	0	0	0	0	233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	1	11	1	0	0	0	0	0	0	0	0	0	0	233	
10:00	146	0	10	5	0	0	0	0	0	0	0	0	0	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	0	10	5	0	0	0	0	0	0	0	0	0	0	161	
11:00	181	0	6	2	0	0	1	0	0	0	0	0	0	190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	0	6	2	0	0	1	0	0	0	0	0	0	0	190	
12:00	211	0	4	3	0	0	0	0	0	0	0	0	0	218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	0	4	3	0	0	0	0	0	0	0	0	0	0	218	
13:00	181	0	6	1	0	0	0	0	0	0	0	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	0	6	1	0	0	0	0	0	0	0	0	0	0	188	
14:00	196	0	4	1	0	0	0	0	0	0	0	0	0	201	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196	0	4	1	0	0	0	0	0	0	0	0	0	0	201	
15:00	224	3	7	1	0	0	0	0	0	0	0	0	0	235	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	3	7	1	0	0	0	0	0	0	0	0	0	0	235	
16:00	300	0	13	2	0	0	0	0	0	0	0	0	0	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	0	13	2	0	0	0	0	0	0	0	0	0	0	315	
17:00	310	0	7	0	0	0	0	0	0	0	0	0	0	317	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	0	7	0	0	0	0	0	0	0	0	0	0	0	317	
18:00	229	0	9	0	0	0	0	0	0	0	0	0	0	238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229	0	9	0	0	0	0	0	0	0	0	0	0	0	238	
19:00	112	0	3	2	0	0	0	0	0	0	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	0	3	2	0	0	0	0	0	0	0	0	0	0	117	
20:00	78	0	2	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	0	2	0	0	0	0	0	0	0	0	0	0	0	80	
21:00	54	0	1	2	0	0	0	0	0	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	1	2	0	0	0	0	0	0	0	0	0	0	57	
22:00	69	0	1	3	0	0	0	0	0	0	0	0	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0	1	3	0	0	0	0	0	0	0	0	0	0	73	
23:00	43	0	1	2	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	1	2	0	0	0	0	0	0	0	0	0	0	46	
Total	3114	5	103	35	3	0	1	0	0	0	0	0	0	3261	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3114	5	103	35	3	0	1	0	0	0	0	0	0	0	0	3261



Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Sth of Darling St  
Site No 1 - SB  
Start Date 18-Oct-19  
Day Monday  
Description Class Summary  
Classification AustRoads94

Select Site

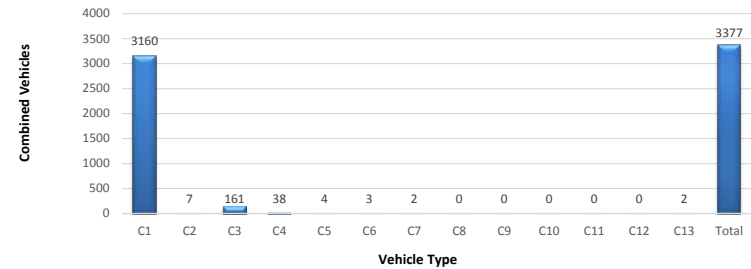
1 - SB - National Cir

Select Day

Monday

Class Summary		C	SB	0
Light	C1	94%	94%	####
	C2	0%	0%	####
Medium	C3	5%	5%	####
	C4	1%	1%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####

MATRIX  
Traffic and Transport Data



Hour Starting	SB														0														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	6	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
5:00	16	1	1	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	0	0	0	0	0	0	0	0	0	18
6:00	50	0	4	1	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	4	1	0	0	0	0	0	0	0	0	0	0	55
7:00	137	0	7	3	0	0	0	0	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	7	3	0	0	0	0	0	0	0	0	0	0	147
8:00	311	1	14	3	0	0	1	0	0	0	0	0	1	331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311	1	14	3	0	0	1	0	0	0	0	0	1	331	
9:00	175	0	13	0	0	0	0	0	0	0	0	0	1	189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	0	13	0	0	0	0	0	0	0	0	0	1	189	
10:00	123	1	6	1	0	0	0	0	0	0	0	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	1	6	1	0	0	0	0	0	0	0	0	0	131	
11:00	137	1	4	2	2	1	0	0	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	1	4	2	2	1	0	0	0	0	0	0	0	147	
12:00	160	1	7	3	0	0	0	0	0	0	0	0	0	171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	1	7	3	0	0	0	0	0	0	0	0	0	171	
13:00	150	0	9	2	1	0	1	0	0	0	0	0	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	0	9	2	1	0	1	0	0	0	0	0	0	163	
14:00	183	0	10	3	0	0	0	0	0	0	0	0	0	196	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	0	10	3	0	0	0	0	0	0	0	0	0	196	
15:00	231	1	23	1	0	0	0	0	0	0	0	0	0	256	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	1	23	1	0	0	0	0	0	0	0	0	0	256	
16:00	362	0	19	3	0	1	0	0	0	0	0	0	0	385	0	0	0	0	0	0	0	0	0	0	0	0	0	0	362	0	19	3	0	1	0	0	0	0	0	0	0	385	
17:00	532	1	15	4	1	0	0	0	0	0	0	0	0	553	0	0	0	0	0	0	0	0	0	0	0	0	0	0	532	1	15	4	1	0	0	0	0	0	0	0	0	553	
18:00	267	0	15	4	0	1	0	0	0	0	0	0	0	287	0	0	0	0	0	0	0	0	0	0	0	0	0	0	267	0	15	4	0	1	0	0	0	0	0	0	0	287	
19:00	99	0	6	3	0	0	0	0	0	0	0	0	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	0	6	3	0	0	0	0	0	0	0	0	0	108	
20:00	73	0	3	0	0	0	0	0	0	0	0	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	0	3	0	0	0	0	0	0	0	0	0	0	76	
21:00	69	0	1	5	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0	1	5	0	0	0	0	0	0	0	0	0	75	
22:00	46	0	2	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	2	0	0	0	0	0	0	0	0	0	0	48	
23:00	24	0	1	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	25	
Total	3160	7	161	38	4	3	2	0	0	0	0	0	2	3377	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3160	7	161	38	4	3	2	0	0	0	0	0	2	3377	

Saturday ▼

[illegible]

Sunday

Hour Starting	SB														Total	0														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	39	0	1	3	0	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	1	3	0	0	0	0	0	0	0	0	0	0	0	43		
1:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10				
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
3:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6				
4:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5				
5:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
6:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8				
7:00	23	0	1	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	24				
8:00	34	0	2	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	2	0	0	0	0	0	0	0	0	0	0	36				
9:00	64	0	2	0	0	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	2	0	0	0	0	0	0	0	0	0	0	66				
10:00	67	1	3	0	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	3	0	0	0	0	0	0	0	0	0	0	71				
11:00	73	0	2	0	1	0	0	0	0	0	0	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	73	0	2	0	1	0	0	0	0	0	0	0	0	76				
12:00	91	0	3	0	0	0	0	0	0	0	0	0	0	94	0	0	0	0	0	0	0	0	0	0	0	0	0	91	0	3	0	0	0	0	0	0	0	0	0	0	94				
13:00	67	0	2	0	0	0	0	0	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	2	0	0	0	0	0	0	0	0	0	0	69				
14:00	78	0	2	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	78	0	2	0	0	0	0	0	0	0	0	0	0	80				
15:00	64	1	3	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	64	1	3	0	0	0	0	0	0	0	0	0	0	68				
16:00	67	1	3	0	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	67	1	3	0	0	0	0	0	0	0	0	0	0	71				
17:00	61	0	2	0	0	0	0	0	0	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0	2	0	0	0	0	0	0	0	0	0	0	63				
18:00	53	0	3	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	3	0	0	0	0	0	0	0	0	0	0	56				
19:00	50	0	2	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	2	0	0	0	0	0	0	0	0	0	0	52				
20:00	50	0	2	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	2	0	0	0	0	0	0	0	0	0	0	52				
21:00	26	0	1	1	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	1	0	0	0	0	0	0	0	0	0	28				
22:00	26	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26				
23:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
Total	970	3	35	4	1	0	0	0	0	0	0	0	0	1013	0	0	0	0	0	0	0	0	0	0	0	0	0	970	3	35	4	1	0	0	0	0	0	0	0	0	0	1013			





Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Sth of Darling St  
Site No 1 - SB  
Start Date 18-Oct-19  
Day Tuesday  
Description Class Summary  
Classification AustRoads94

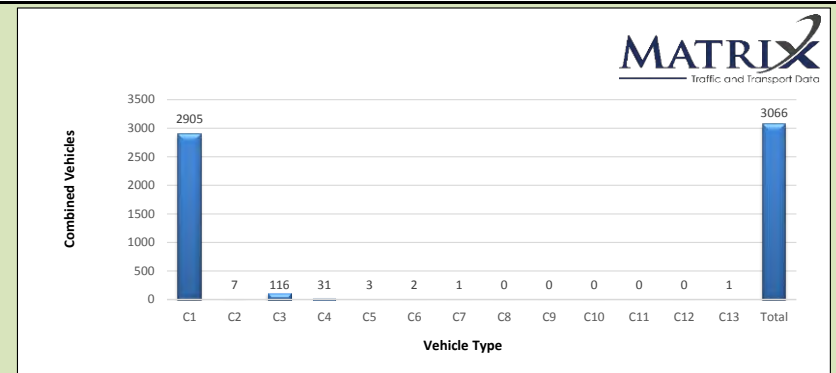
Select Site

1 - SB - National Cir

Select Day

Tuesday

Class Summary					C	SB	0
Light	C1	95%	95%	####			
	C2	0%	0%	####			
Medium	C3	4%	4%	####			
	C4	1%	1%	####			
	C5	0%	0%	####			
Heavy	C6	0%	0%	####			
	C7	0%	0%	####			
	C8	0%	0%	####			
	C9	0%	0%	####			
	C10	0%	0%	####			
	C11	0%	0%	####			
	C12	0%	0%	####			
Unclassified	C13	0%	0%	####			



Hour Starting	SB														0														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short Towing	2 axle Truck or bus	3 axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	17	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17	
1:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
3:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
5:00	19	0	1	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	20	
6:00	60	0	4	0	1	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	4	0	1	0	0	0	0	0	0	0	0	0	65	
7:00	175	1	4	3	0	0	1	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	1	4	3	0	0	1	0	0	0	0	0	0	0	184	
8:00	291	1	18	2	0	0	0	0	0	0	0	0	0	312	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	1	18	2	0	0	0	0	0	0	0	0	0	0	0	312
9:00	214	0	8	2	1	0	0	0	0	0	0	0	1	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	0	8	2	1	0	0	0	0	0	0	0	0	1	226	
10:00	125	2	10	2	0	0	0	0	0	0	0	0	0	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	2	10	2	0	0	0	0	0	0	0	0	0	0	139	
11:00	147	1	9	2	0	0	0	0	0	0	0	0	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	1	9	2	0	0	0	0	0	0	0	0	0	0	159	
12:00	193	0	6	3	1	0	0	0	0	0	0	0	0	203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	0	6	3	1	0	0	0	0	0	0	0	0	0	203	
13:00	179	0	11	0	0	0	0	0	0	0	0	0	0	190	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	0	11	0	0	0	0	0	0	0	0	0	0	0	190	
14:00	157	0	5	4	0	2	0	0	0	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	0	5	4	0	2	0	0	0	0	0	0	0	168		
15:00	165	0	6	2	0	0	0	0	0	0	0	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	0	6	2	0	0	0	0	0	0	0	0	0	0	173	
16:00	304	2	10	2	0	0	0	0	0	0	0	0	0	318	0	0	0	0	0	0	0	0	0	0	0	0	0	0	304	2	10	2	0	0	0	0	0	0	0	0	0	0	318	
17:00	358	0	7	1	0	0	0	0	0	0	0	0	0	366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358	0	7	1	0	0	0	0	0	0	0	0	0	0	366	
18:00	178	0	8	2	0	0	0	0	0	0	0	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	0	8	2	0	0	0	0	0	0	0	0	0	0	188	
19:00	105	0	3	2	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	0	3	2	0	0	0	0	0	0	0	0	0	0	110	
20:00	79	0	2	0	0	0	0	0	0	0	0	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	0	2	0	0	0	0	0	0	0	0	0	0	0	81	
21:00	51	0	1	2	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	1	2	0	0	0	0	0	0	0	0	0	0	54	
22:00	47	0	2	1	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	2	1	0	0	0	0	0	0	0	0	0	0	50	
23:00	26	0	1	1	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	1	1	0	0	0	0	0	0	0	0	0	0	28	
Total	2905	7	116	31	3	2	1	0	0	0	0	0	1	3066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2905	7	116	31	3	2	1	0	0	0	0	0	0	1	3066	

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - SB  
**Start Date** 18-Oct-19  
**Day** Wednesday  
**Description** Class Summary  
**Classification** AustRoads94

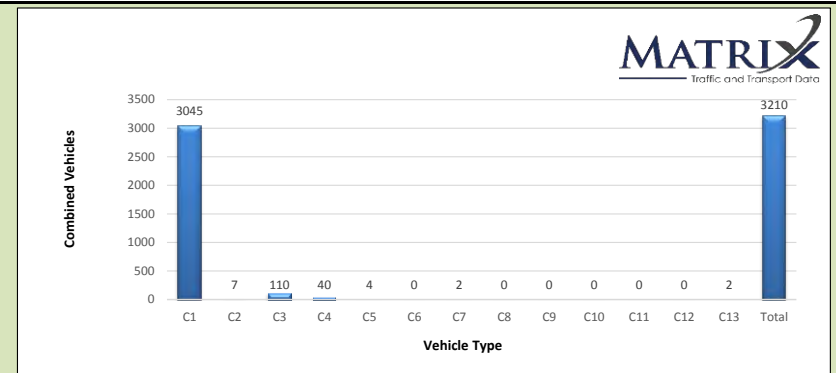
Select Site

1 - SB - National Cir

Select Day

Wednesday

Class Summary					C	SB	0
Light	C1	95%	95%	####			
	C2	0%	0%	####			
Medium	C3	3%	3%	####			
	C4	1%	1%	####			
	C5	0%	0%	####			
Heavy	C6	0%	0%	####			
	C7	0%	0%	####			
	C8	0%	0%	####			
	C9	0%	0%	####			
	C10	0%	0%	####			
	C11	0%	0%	####			
	C12	0%	0%	####			
Unclassified	C13	0%	0%	####			



Hour Starting	SB														Total	0														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2			
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1				
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3				
3:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3				
4:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
5:00	24	0	1	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	25				
6:00	59	0	4	2	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0	4	2	0	0	0	0	0	0	0	0	0	65				
7:00	167	0	6	8	2	0	1	0	0	0	0	0	1	185	0	0	0	0	0	0	0	0	0	0	0	0	0	167	0	6	8	2	0	1	0	0	0	0	0	1	185				
8:00	304	2	9	2	0	0	1	0	0	0	0	0	0	318	0	0	0	0	0	0	0	0	0	0	0	0	0	304	2	9	2	0	0	1	0	0	0	0	0	0	318				
9:00	215	0	12	2	1	0	0	0	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	215	0	12	2	1	0	0	0	0	0	0	0	0	230				
10:00	161	0	9	3	0	0	0	0	0	0	0	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	161	0	9	3	0	0	0	0	0	0	0	0	0	173				
11:00	145	0	13	1	0	0	0	0	0	0	0	0	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	145	0	13	1	0	0	0	0	0	0	0	0	0	159				
12:00	197	2	3	4	1	0	0	0	0	0	0	0	0	207	0	0	0	0	0	0	0	0	0	0	0	0	0	197	2	3	4	1	0	0	0	0	0	0	0	0	207				
13:00	150	0	8	2	0	0	0	0	0	0	0	0	0	160	0	0	0	0	0	0	0	0	0	0	0	0	0	150	0	8	2	0	0	0	0	0	0	0	0	0	160				
14:00	171	1	8	3	0	0	0	0	0	0	0	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	171	1	8	3	0	0	0	0	0	0	0	0	0	183				
15:00	199	1	5	3	0	0	0	0	0	0	0	0	0	208	0	0	0	0	0	0	0	0	0	0	0	0	0	199	1	5	3	0	0	0	0	0	0	0	0	0	208				
16:00	304	0	8	2	0	0	0	0	0	0	0	0	0	314	0	0	0	0	0	0	0	0	0	0	0	0	0	304	0	8	2	0	0	0	0	0	0	0	0	0	314				
17:00	381	1	6	3	0	0	0	0	0	0	0	0	0	391	0	0	0	0	0	0	0	0	0	0	0	0	0	381	1	6	3	0	0	0	0	0	0	0	0	0	391				
18:00	219	0	8	0	0	0	0	0	0	0	0	0	0	227	0	0	0	0	0	0	0	0	0	0	0	0	0	219	0	8	0	0	0	0	0	0	0	0	0	0	227				
19:00	124	0	3	2	0	0	0	0	0	0	0	0	0	129	0	0	0	0	0	0	0	0	0	0	0	0	0	124	0	3	2	0	0	0	0	0	0	0	0	0	129				
20:00	71	0	2	1	0	0	0	0	0	0	0	0	0	74	0	0	0	0	0	0	0	0	0	0	0	0	0	71	0	2	1	0	0	0	0	0	0	0	0	0	74				
21:00	50	0	1	2	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	1	2	0	0	0	0	0	0	0	0	0	53				
22:00	53	0	2	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	2	0	0	0	0	0	0	0	0	0	0	55				
23:00	39	0	1	0	0	0	0	0	0	0	0	0	1	41	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	1	0	0	0	0	0	0	0	0	0	1	41				
Total	3045	7	110	40	4	0	2	0	0	0	0	0	2	3210	0	0	0	0	0	0	0	0	0	0	0	0	0	3045	7	110	40	4	0	2	0	0	0	0	0	0	2	3210			

Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Sth of Darling St  
Site No 1 - SB  
Start Date 18-Oct-19  
Day Weekday Ave  
Description Class Summary  
Classification AustRoads94

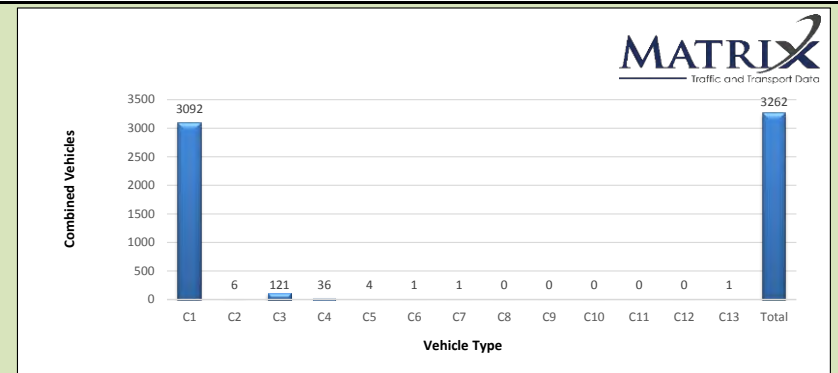
Select Site

1 - SB - National Cir

Select Day

Weekday Ave

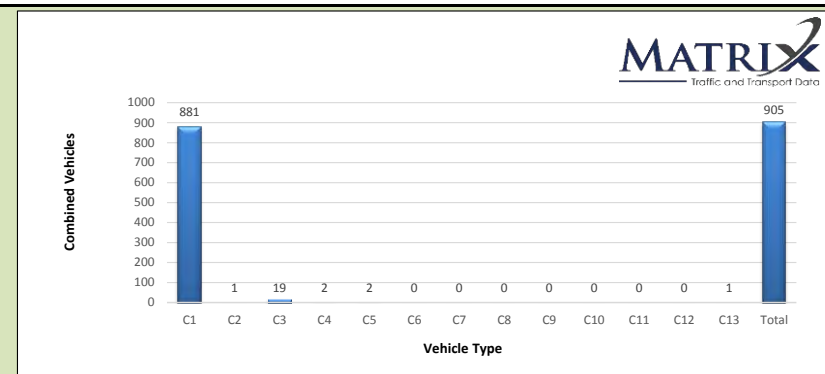
Class Summary						C	SB	0
Light	C1	95%	95%	####				
	C2	0%	0%	####				
Medium	C3	4%	4%	####				
	C4	1%	1%	####				
	C5	0%	0%	####				
Heavy	C6	0%	0%	####				
	C7	0%	0%	####				
	C8	0%	0%	####				
	C9	0%	0%	####				
	C10	0%	0%	####				
	C11	0%	0%	####				
	C12	0%	0%	####				
Unclassified	C13	0%	0%	####				



Hour Starting	SB														0														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:00	24	0	1	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	25
6:00	54	0	4	1	0	0	0	0	0	0	0	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	4	1	0	0	0	0	0	0	0	0	0	0	59
7:00	170	0	5	5	1	0	0	0	0	0	0	0	0	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	0	5	5	1	0	0	0	0	0	0	0	0	0	182
8:00	310	1	11	3	0	0	0	0	0	0	0	0	0	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	1	11	3	0	0	0	0	0	0	0	0	0	0	325
9:00	214	0	12	1	1	0	0	0	0	0	0	0	0	228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	0	12	1	1	0	0	0	0	0	0	0	0	0	228
10:00	137	1	10	3	0	0	0	0	0	0	0	0	0	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	1	10	3	0	0	0	0	0	0	0	0	0	0	149
11:00	159	1	8	2	0	0	0	0	0	0	0	0	0	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	1	8	2	0	0	0	0	0	0	0	0	0	0	170
12:00	195	1	6	3	1	0	0	0	0	0	0	0	0	206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	1	6	3	1	0	0	0	0	0	0	0	0	0	206
13:00	169	0	8	1	0	0	0	0	0	0	0	0	0	179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	0	8	1	0	0	0	0	0	0	0	0	0	0	179
14:00	173	0	6	3	0	0	0	0	0	0	0	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	0	6	3	0	0	0	0	0	0	0	0	0	0	183
15:00	202	1	10	2	0	0	0	0	0	0	0	0	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	1	10	2	0	0	0	0	0	0	0	0	0	0	215
16:00	313	1	12	2	0	0	0	0	0	0	0	0	0	328	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	1	12	2	0	0	0	0	0	0	0	0	0	0	328
17:00	400	0	8	2	0	0	0	0	0	0	0	0	0	410	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0	8	2	0	0	0	0	0	0	0	0	0	0	410
18:00	226	0	10	1	0	0	0	0	0	0	0	0	0	238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	226	0	10	1	0	0	0	0	0	0	0	0	0	0	238
19:00	110	0	3	3	0	0	0	0	0	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	0	3	3	0	0	0	0	0	0	0	0	0	0	115
20:00	75	0	2	1	0	0	0	0	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	0	2	1	0	0	0	0	0	0	0	0	0	0	78
21:00	57	0	1	2	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	1	2	0	0	0	0	0	0	0	0	0	0	61
22:00	52	0	2	1	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	2	1	0	0	0	0	0	0	0	0	0	0	55
23:00	32	0	1	1	0	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	1	1	0	0	0	0	0	0	0	0	0	0	34
Total	3092	6	121	36	4	1	1	0	0	0	0	0	1	3262	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3092	6	121	36	4	1	1	0	0	0	0	0	0	1	3262

Select Day

Class Summary		C	EB	WB
Light	C1	97%	97%	97%
	C2	0%	0%	0%
Medium	C3	2%	2%	2%
	C4	0%	0%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

[illegible]



Job No A111 Barton  
Client Northrop  
Site Darling St  
Location East of National Cir  
Site No 2  
Start Date 18-Oct-19  
Day Friday  
Description Class Summary  
Classification AustRoads94

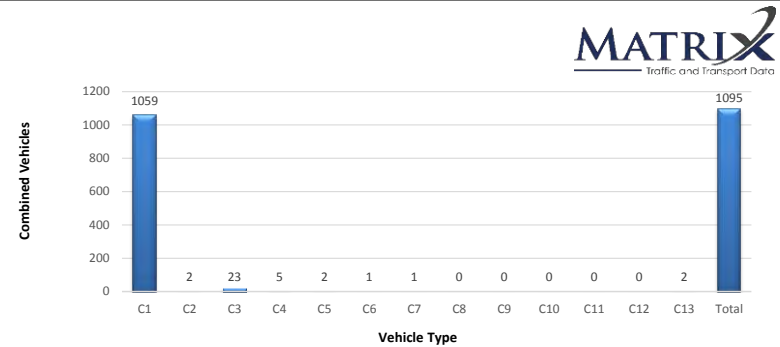
Select Site

2 - Darling St

Select Day

Friday

Class Summary		C	EB	WB
Light	C1	97%	97%	97%
	C2	0%	0%	0%
Medium	C3	2%	2%	3%
	C4	0%	0%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

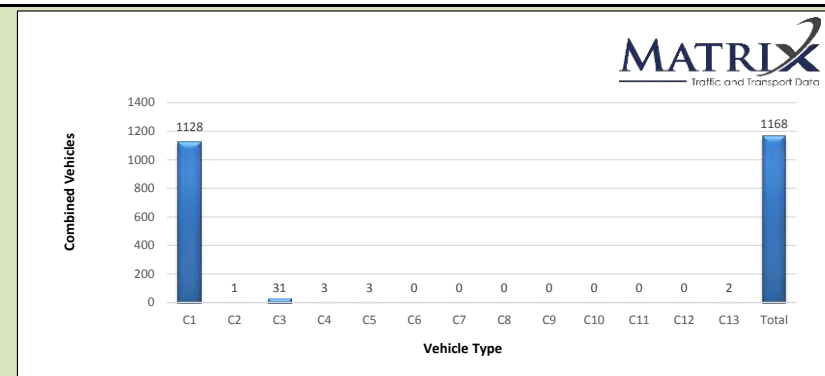


Hour Starting	EB														Total	WB														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3			
5:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9			
6:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	13	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19			
7:00	23	0	1	2	1	0	1	0	0	0	0	0	0	28	29	0	1	1	0	0	0	0	0	0	0	0	31	52	0	2	3	1	0	1	0	0	0	0	0	0	0	59			
8:00	68	0	2	0	0	0	0	0	0	0	0	0	0	70	55	0	1	1	0	0	0	0	0	0	0	0	57	123	0	3	1	0	0	0	0	0	0	0	0	0	0	127			
9:00	53	1	1	0	0	0	0	0	0	0	0	0	0	55	40	0	2	0	0	0	0	0	0	0	0	0	42	93	1	3	0	0	0	0	0	0	0	0	0	0	0	97			
10:00	29	0	2	0	0	0	0	0	0	0	0	0	0	31	25	0	1	0	0	0	0	0	0	0	0	0	26	54	0	3	0	0	0	0	0	0	0	0	0	0	0	57			
11:00	38	0	0	0	0	0	0	0	0	0	0	0	1	39	30	0	3	0	0	0	0	0	0	0	0	1	34	68	0	3	0	0	0	0	0	0	0	0	0	0	2	73			
12:00	44	0	0	0	1	0	0	0	0	0	0	0	0	45	36	0	2	0	0	0	0	0	0	0	0	0	38	80	0	2	0	1	0	0	0	0	0	0	0	0	0	83			
13:00	29	1	0	0	0	0	0	0	0	0	0	0	0	30	26	0	0	0	0	0	0	0	0	0	0	0	26	55	1	0	0	0	0	0	0	0	0	0	0	0	0	56			
14:00	34	0	2	1	0	0	0	0	0	0	0	0	0	37	39	0	0	0	0	0	0	0	0	0	0	0	39	73	0	2	1	0	0	0	0	0	0	0	0	0	0	76			
15:00	47	0	0	0	0	0	0	0	0	0	0	0	0	47	26	0	0	0	0	0	0	0	0	0	0	0	26	73	0	0	0	0	0	0	0	0	0	0	0	0	0	73			
16:00	40	0	1	0	0	1	0	0	0	0	0	0	0	42	33	0	2	0	0	0	0	0	0	0	0	0	35	73	0	3	0	0	1	0	0	0	0	0	0	0	0	77			
17:00	46	0	0	0	0	0	0	0	0	0	0	0	0	46	45	0	0	0	0	0	0	0	0	0	0	0	45	91	0	0	0	0	0	0	0	0	0	0	0	0	0	91			
18:00	46	0	0	0	0	0	0	0	0	0	0	0	0	46	23	0	1	0	0	0	0	0	0	0	0	0	24	69	0	1	0	0	0	0	0	0	0	0	0	0	0	70			
19:00	24	0	0	0	0	0	0	0	0	0	0	0	0	24	16	0	0	0	0	0	0	0	0	0	0	0	16	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40			
20:00	13	0	0	0	0	0	0	0	0	0	0	0	0	13	10	0	0	0	0	0	0	0	0	0	0	0	10	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23			
21:00	11	0	0	0	0	0	0	0	0	0	0	0	0	11	9	0	0	0	0	0	0	0	0	0	0	0	9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20			
22:00	13	0	0	0	0	0	0	0	0	0	0	0	0	13	7	0	0	0	0	0	0	0	0	0	0	0	7	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20			
23:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	11	0	0	0	0	0	0	0	0	0	0	0	11	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19			
Total	583	2	10	3	2	1	1	0	0	0	0	0	1	603	476	0	13	2	0	0	0	0	0	0	0	1	492	1059	2	23	5	2	1	1	0	0	0	0	0	0	2	1095			

Select Site  
2 - Darling St

Select Day  
Monday

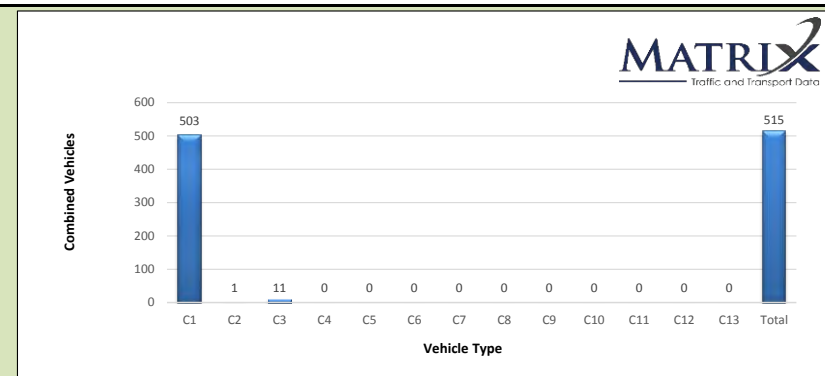
Class Summary		C	EB	WB
Light	C1	97%	96%	97%
	C2	0%	0%	0%
Medium	C3	3%	3%	3%
	C4	0%	0%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

[illegible]

Select Site  
2 - Darling St

Select Day  
Saturday

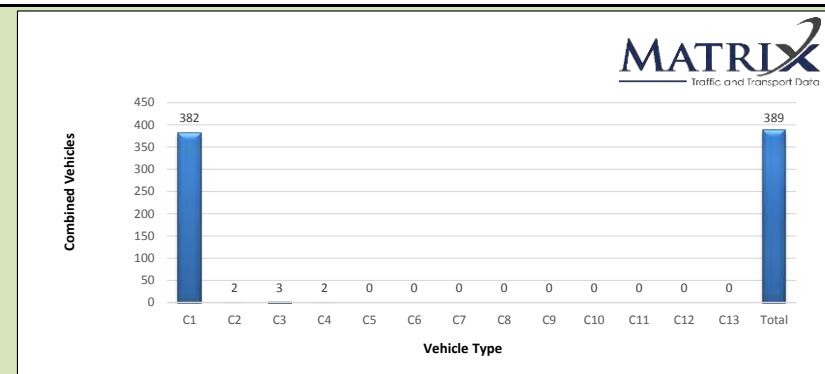
Class Summary		C	EB	WB
Light	C1	98%	97%	98%
	C2	0%	0%	0%
Medium	C3	2%	3%	2%
	C4	0%	0%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

[illegible]

Select Site  
2 - Darling St

Select Day  
Sunday

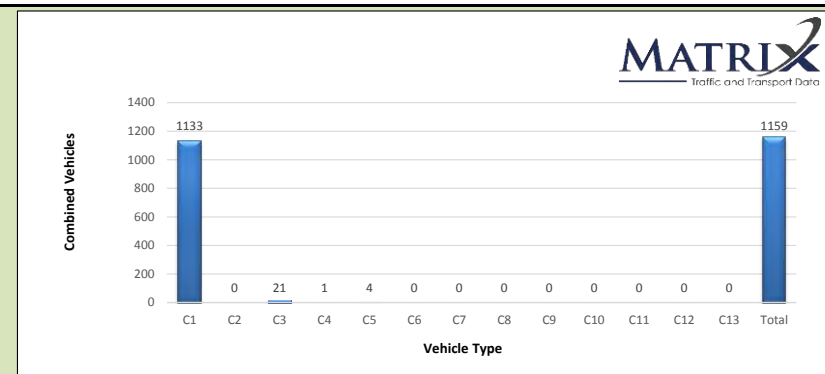
Class Summary		C	EB	WB
Light	C1	98%	98%	99%
	C2	1%	0%	1%
Medium	C3	1%	1%	0%
	C4	1%	0%	1%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

[illegible]

Select Site  
2 - Darling St

Select Day  
Thursday

Class Summary		C	EB	WB
Light	C1	98%	98%	97%
	C2	0%	0%	0%
Medium	C3	2%	2%	2%
	C4	0%	0%	0%
	C5	0%	0%	1%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%



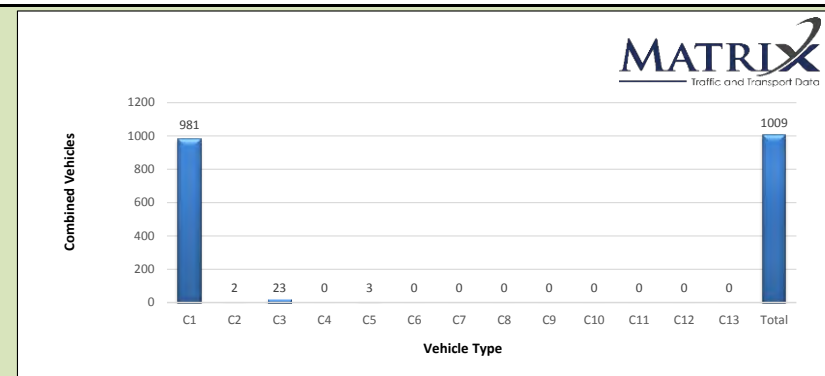
Hour Starting	EB														Total	WB														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6			
6:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	18	0	0	0	0	0	0	0	0	0	0	0	18	27	0	0	0	0	0	0	0	0	0	0	0	0	0	27			
7:00	22	0	0	0	0	0	0	0	0	0	0	0	0	22	30	0	1	1	0	0	0	0	0	0	0	0	32	52	0	1	1	0	0	0	0	0	0	0	0	0	0	54			
8:00	70	0	1	0	0	0	0	0	0	0	0	0	0	71	55	0	1	0	0	0	0	0	0	0	0	0	56	125	0	2	0	0	0	0	0	0	0	0	0	0	0	0	127		
9:00	71	0	2	0	0	0	0	0	0	0	0	0	0	73	54	0	2	0	0	0	0	0	0	0	0	0	56	125	0	4	0	0	0	0	0	0	0	0	0	0	0	129			
10:00	52	0	0	0	0	0	0	0	0	0	0	0	0	52	26	0	1	0	0	0	0	0	0	0	0	0	27	78	0	1	0	0	0	0	0	0	0	0	0	0	0	79			
11:00	35	0	1	0	0	0	0	0	0	0	0	0	0	36	35	0	2	0	0	0	0	0	0	0	0	0	37	70	0	3	0	0	0	0	0	0	0	0	0	0	0	73			
12:00	33	0	0	0	1	0	0	0	0	0	0	0	0	34	22	0	1	0	1	0	0	0	0	0	0	0	24	55	0	1	0	2	0	0	0	0	0	0	0	0	58				
13:00	52	0	0	0	0	0	0	0	0	0	0	0	0	52	34	0	0	0	0	0	0	0	0	0	0	0	34	86	0	0	0	0	0	0	0	0	0	0	0	0	0	86			
14:00	42	0	2	0	0	0	0	0	0	0	0	0	0	44	27	0	0	0	1	0	0	0	0	0	0	0	28	69	0	2	0	1	0	0	0	0	0	0	0	0	0	72			
15:00	35	0	0	0	0	0	0	0	0	0	0	0	0	35	41	0	0	0	0	0	0	0	0	0	0	0	41	76	0	0	0	0	0	0	0	0	0	0	0	0	76				
16:00	33	0	0	0	0	0	0	0	0	0	0	0	0	33	34	0	0	0	1	0	0	0	0	0	0	0	35	67	0	0	0	1	0	0	0	0	0	0	0	0	68				
17:00	63	0	2	0	0	0	0	0	0	0	0	0	0	65	48	0	0	0	0	0	0	0	0	0	0	0	48	111	0	2	0	0	0	0	0	0	0	0	0	0	0	113			
18:00	44	0	0	0	0	0	0	0	0	0	0	0	0	44	22	0	1	0	0	0	0	0	0	0	0	0	23	66	0	1	0	0	0	0	0	0	0	0	0	0	67				
19:00	31	0	1	0	0	0	0	0	0	0	0	0	0	32	17	0	1	0	0	0	0	0	0	0	0	0	18	48	0	2	0	0	0	0	0	0	0	0	0	0	50				
20:00	20	0	0	0	0	0	0	0	0	0	0	0	0	20	13	0	1	0	0	0	0	0	0	0	0	0	14	33	0	1	0	0	0	0	0	0	0	0	0	0	34				
21:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	10	19	0	0	0	0	0	0	0	0	0	0	0	0	19				
22:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	5	12	0	0	0	0	0	0	0	0	0	0	0	0	12				
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
Total	636	0	10	0	1	0	0	0	0	0	0	0	0	647	497	0	11	1	3	0	0	0	0	0	0	0	512	1133	0	21	1	4	0	0	0	0	0	0	0	0	0	1150			



Select Site  
2 - Darling St

Select Day  
Tuesday

Class Summary		C	EB	WB
Light	C1	97%	97%	97%
	C2	0%	0%	0%
Medium	C3	2%	2%	2%
	C4	0%	0%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

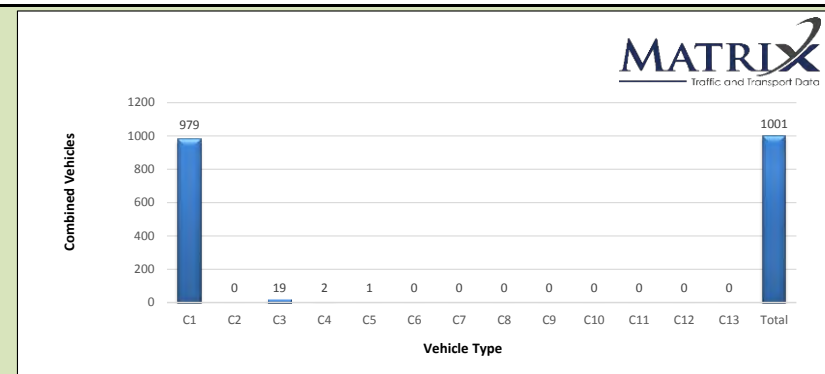


Hour Starting	EB														Total	WB														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
1:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1				
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1					
4:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
5:00	4	0	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	6					
6:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	18	0	0	0	0	0	0	0	0	0	0	18	26	0	0	0	0	0	0	0	0	0	0	0	0	26					
7:00	27	0	0	0	0	0	0	0	0	0	0	0	0	27	32	0	0	0	0	0	0	0	0	0	0	32	59	0	0	0	0	0	0	0	0	0	0	0	0	59					
8:00	60	0	1	0	0	0	0	0	0	0	0	0	0	61	50	0	4	0	0	0	0	0	0	0	0	54	110	0	5	0	0	0	0	0	0	0	0	0	0	115					
9:00	45	1	1	0	0	0	0	0	0	0	0	0	0	47	35	0	0	0	0	0	0	0	0	0	0	35	80	1	1	0	0	0	0	0	0	0	0	0	0	82					
10:00	37	0	1	0	1	0	0	0	0	0	0	0	0	39	21	1	0	0	0	0	0	0	0	0	0	22	58	1	1	0	1	0	0	0	0	0	0	0	0	61					
11:00	24	0	2	0	0	0	0	0	0	0	0	0	0	26	33	0	1	0	0	0	0	0	0	0	0	34	57	0	3	0	0	0	0	0	0	0	0	0	0	60					
12:00	38	0	1	0	1	0	0	0	0	0	0	0	0	40	19	0	2	0	1	0	0	0	0	0	0	22	57	0	3	0	2	0	0	0	0	0	0	0	0	62					
13:00	35	0	1	0	0	0	0	0	0	0	0	0	0	36	23	0	1	0	0	0	0	0	0	0	0	24	58	0	2	0	0	0	0	0	0	0	0	0	0	60					
14:00	27	0	2	0	0	0	0	0	0	0	0	0	0	29	30	0	1	0	0	0	0	0	0	0	0	31	57	0	3	0	0	0	0	0	0	0	0	0	0	60					
15:00	33	0	1	0	0	0	0	0	0	0	0	0	0	34	33	0	0	0	0	0	0	0	0	0	0	33	66	0	1	0	0	0	0	0	0	0	0	0	0	67					
16:00	43	0	0	0	0	0	0	0	0	0	0	0	0	43	43	0	1	0	0	0	0	0	0	0	0	44	86	0	1	0	0	0	0	0	0	0	0	0	0	87					
17:00	45	0	1	0	0	0	0	0	0	0	0	0	0	46	44	0	0	0	0	0	0	0	0	0	0	44	89	0	1	0	0	0	0	0	0	0	0	0	0	90					
18:00	28	0	0	0	0	0	0	0	0	0	0	0	0	28	24	0	0	0	0	0	0	0	0	0	0	24	52	0	0	0	0	0	0	0	0	0	0	0	0	52					
19:00	27	0	0	0	0	0	0	0	0	0	0	0	0	27	17	0	0	0	0	0	0	0	0	0	0	17	44	0	0	0	0	0	0	0	0	0	0	0	0	44					
20:00	19	0	0	0	0	0	0	0	0	0	0	0	0	19	11	0	0	0	0	0	0	0	0	0	0	11	30	0	0	0	0	0	0	0	0	0	0	0	0	30					
21:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	14					
22:00	13	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	0	0	0	0	0	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0	16					
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5					
Total	529	1	13	0	2	0	0	0	0	0	0	0	0	545	452	1	10	0	1	0	0	0	0	0	0	464	981	2	23	0	3	0	0	0	0	0	0	0	0	0	1000				

Select Site  
2 - Darling St

Select Day  
Wednesday

Class Summary		C	EB	WB
Light	C1	98%	98%	97%
	C2	0%	0%	0%
Medium	C3	2%	1%	2%
	C4	0%	0%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

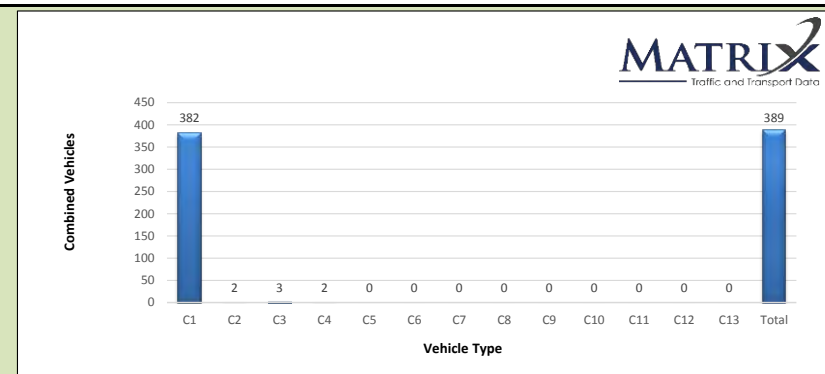


Hour Starting	EB														Total	WB														Total	COMBINED														Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13				
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1				
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
3:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	4				
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1				
5:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	10					
6:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	16	0	0	0	0	0	0	0	0	0	0	16	23	0	0	0	0	0	0	0	0	0	0	0	0	23					
7:00	24	0	1	0	0	0	0	0	0	0	0	0	0	25	29	0	0	0	0	0	0	0	0	0	0	29	53	0	1	0	0	0	0	0	0	0	0	0	0	54					
8:00	58	0	0	0	0	0	0	0	0	0	0	0	0	58	60	0	1	0	0	0	0	0	0	0	0	61	118	0	1	0	0	0	0	0	0	0	0	0	0	119					
9:00	45	0	1	0	0	0	0	0	0	0	0	0	0	46	31	0	2	0	0	0	0	0	0	0	0	33	76	0	3	0	0	0	0	0	0	0	0	0	0	79					
10:00	37	0	2	0	0	0	0	0	0	0	0	0	0	39	31	0	1	1	0	0	0	0	0	0	0	33	68	0	3	1	0	0	0	0	0	0	0	0	0	72					
11:00	42	0	0	0	0	0	0	0	0	0	0	0	0	42	32	0	1	0	0	0	0	0	0	0	0	33	74	0	1	0	0	0	0	0	0	0	0	0	0	75					
12:00	42	0	0	0	0	0	0	0	0	0	0	0	0	42	27	0	3	0	1	0	0	0	0	0	0	31	69	0	3	0	1	0	0	0	0	0	0	0	0	73					
13:00	48	0	0	0	0	0	0	0	0	0	0	0	0	48	25	0	1	0	0	0	0	0	0	0	48	73	0	1	0	0	0	0	0	0	0	0	0	0	74						
14:00	29	0	0	0	0	0	0	0	0	0	0	0	0	29	29	0	2	0	0	0	0	0	0	0	31	58	0	2	0	0	0	0	0	0	0	0	0	0	60						
15:00	30	0	0	0	0	0	0	0	0	0	0	0	0	30	23	0	0	0	0	0	0	0	0	0	23	53	0	0	0	0	0	0	0	0	0	0	0	0	53						
16:00	35	0	0	0	0	0	0	0	0	0	0	0	0	35	39	0	0	0	0	0	0	0	0	0	39	74	0	0	0	0	0	0	0	0	0	0	0	0	74						
17:00	45	0	1	1	0	0	0	0	0	0	0	0	0	47	39	0	0	0	0	0	0	0	0	0	39	84	0	1	1	0	0	0	0	0	0	0	0	0	86						
18:00	29	0	1	0	0	0	0	0	0	0	0	0	0	30	20	0	0	0	0	0	0	0	0	0	20	49	0	1	0	0	0	0	0	0	0	0	0	0	50						
19:00	24	0	0	0	0	0	0	0	0	0	0	0	0	24	11	0	0	0	0	0	0	0	0	0	11	35	0	0	0	0	0	0	0	0	0	0	0	0	35						
20:00	15	0	1	0	0	0	0	0	0	0	0	0	0	16	10	0	0	0	0	0	0	0	0	0	10	25	0	1	0	0	0	0	0	0	0	0	0	0	26						
21:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	15						
22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8						
23:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	7						
Total	538	0	8	1	0	0	0	0	0	0	0	0	0	547	441	0	11	1	1	0	0	0	0	0	454	979	0	19	2	1	0	0	0	0	0	0	0	0	0	1001					

Select Site  
2 - Darling St

Select Day  
Sunday

Class Summary		C	EB	WB
Light	C1	98%	98%	99%
	C2	1%	0%	1%
Medium	C3	1%	1%	0%
	C4	1%	0%	1%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%



Hour Starting	EB														Total	WB														Total	COMBINED													
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1		C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C1	C2		C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13			
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short		Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	Short	Short Towing		2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
1:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4			
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1			
5:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1				
6:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3			
7:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12			
8:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8			
9:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	17	0	0	0	0	0	0	0	0	0	0	17	21	0	0	0	0	0	0	0	0	0	0	0	0	0	21			
10:00	18	1	0	0	0	0	0	0	0	0	0	0	0	19	15	0	0	0	0	0	0	0	0	0	0	15	33	1	0	0	0	0	0	0	0	0	0	0	0	0	34			
11:00	18	0	1	0	0	0	0	0	0	0	0	0	0	19	18	0	0	0	0	0	0	0	0	0	0	18	36	0	1	0	0	0	0	0	0	0	0	0	0	0	37			
12:00	22	0	0	0	0	0	0	0	0	0	0	0	0	22	19	0	0	0	0	0	0	0	0	0	0	19	41	0	0	0	0	0	0	0	0	0	0	0	0	0	41			
13:00	17	0	0	0	0	0	0	0	0	0	0	0	0	10	17	0	0	0	0	0	0	0	0	0	0	17	27	0	0	0	0	0	0	0	0	0	0	0	0	27				
14:00	10	0	0	0	0	0	0	0	0	0	0	0	0	17	14	0	0	1	0	0	0	0	0	0	0	15	31	0	0	1	0	0	0	0	0	0	0	0	0	32				
15:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12	14	0	0	0	0	0	0	0	0	0	0	14	26	0	0	0	0	0	0	0	0	0	0	0	0	26				
16:00	16	0	0	1	0	0	0	0	0	0	0	0	0	17	10	1	0	0	0	0	0	0	0	0	0	11	26	1	0	1	0	0	0	0	0	0	0	0	0	28				
17:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15	9	0	0	0	0	0	0	0	0	0	0	9	24	0	0	0	0	0	0	0	0	0	0	0	0	24				
18:00	16	0	1	0	0	0	0	0	0	0	0	0	0	17	11	0	0	0	0	0	0	0	0	0	0	11	27	0	1	0	0	0	0	0	0	0	0	0	0	28				
19:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12	8	0	0	0	0	0	0	0	0	0	0	8	20	0	0	0	0	0	0	0	0	0	0	0	0	20				
20:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	0	0	0	0	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	14				
21:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	6				
22:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	13				
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
Total	202	1	3	1	0	0	0	0	0	0	0	0	0	207	180	1	0	1	0	0	0	0	0	0	0	182	382	2	3	2	0	0	0	0	0	0	0	0	0	389				

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Description** Class Summary  
**Classification** AustRoads94

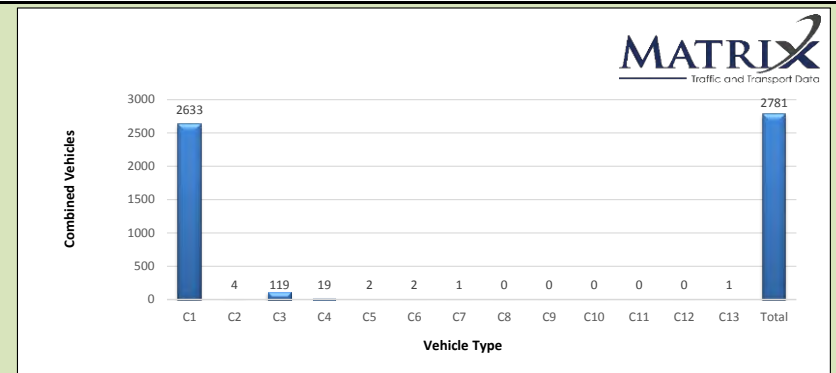
**Select Site**

3 - NB - National Cir

**Select Day**

7 Day Ave

Class Summary		C	NB	0
Light	C1	95%	95%	####
	C2	0%	0%	####
Medium	C3	4%	4%	####
	C4	1%	1%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####



Hour Starting	NB														0														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short Towing	2 axle Truck or bus	3 axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	16	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
1:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
3:00	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:00	5	0	1	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	7	
5:00	23	0	2	1	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	2	1	0	0	0	0	0	0	0	0	0	0	26	
6:00	47	0	5	1	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	5	1	0	0	0	0	0	0	0	0	0	0	53	
7:00	137	0	6	2	0	0	0	0	0	0	0	0	0	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	6	2	0	0	0	0	0	0	0	0	0	0	145	
8:00	250	0	10	2	0	0	0	0	0	0	0	0	0	262	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	0	10	2	0	0	0	0	0	0	0	0	0	0	0	262
9:00	178	0	12	1	0	0	0	0	0	0	0	0	0	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178	0	12	1	0	0	0	0	0	0	0	0	0	0	0	193
10:00	136	0	8	2	0	0	0	0	0	0	0	0	0	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	0	8	2	0	0	0	0	0	0	0	0	0	0	146	
11:00	139	0	7	1	1	0	0	0	0	0	0	0	0	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	0	7	1	1	0	0	0	0	0	0	0	0	0	148	
12:00	167	0	8	0	0	0	0	0	0	0	0	0	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	0	8	0	0	0	0	0	0	0	0	0	0	0	176	
13:00	171	0	7	1	0	0	0	0	0	0	0	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	0	7	1	0	0	0	0	0	0	0	0	0	0	180	
14:00	158	1	9	1	0	0	0	0	0	0	0	0	0	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	1	9	1	0	0	0	0	0	0	0	0	0	0	169	
15:00	176	0	8	1	0	0	0	0	0	0	0	0	0	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	0	8	1	0	0	0	0	0	0	0	0	0	0	186	
16:00	238	0	9	0	0	0	0	0	0	0	0	0	0	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238	0	9	0	0	0	0	0	0	0	0	0	0	0	248	
17:00	253	1	9	1	0	1	0	0	0	0	0	0	0	265	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253	1	9	1	0	1	0	0	0	0	0	0	0	0	265	
18:00	173	0	5	1	0	0	0	0	0	0	0	0	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	0	5	1	0	0	0	0	0	0	0	0	0	0	178	
19:00	105	0	4	0	0	0	0	0	0	0	0	0	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	0	4	0	0	0	0	0	0	0	0	0	0	0	110	
20:00	81	0	3	1	0	0	0	0	0	0	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	3	1	0	0	0	0	0	0	0	0	0	0	85	
21:00	71	0	2	1	0	0	0	0	0	0	0	0	0	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	0	2	1	0	0	0	0	0	0	0	0	0	0	74	
22:00	58	0	2	1	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	2	1	0	0	0	0	0	0	0	0	0	0	60	
23:00	36	0	1	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	38	
Total	2633	4	119	19	2	2	1	0	0	0	0	0	1	2781	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2633	4	119	19	2	2	1	0	0	0	0	0	0	1	2781	

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - NB  
 Start Date 18-Oct-19  
 Day Friday  
 Description Class Summary  
 Classification AustRoads94

Select Site

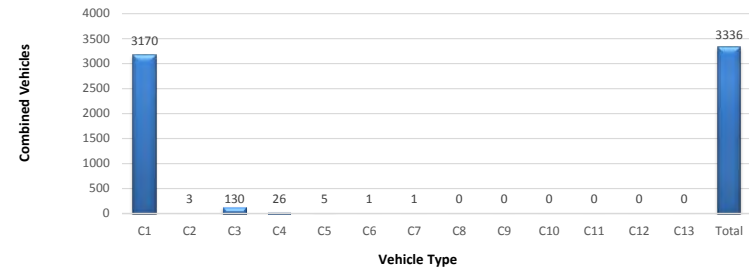
3 - NB - National Cir

Select Day

Friday

Class Summary		C	NB	0
Light	C1	95%	95%	####
	C2	0%	0%	####
Medium	C3	4%	4%	####
	C4	1%	1%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####

**MATRIX**  
 Traffic and Transport Data



Hour Starting	NB														0														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Total	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train		Unclassifiable	Total
0:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
1:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
2:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
3:00	4	0	1	1	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0	0	0	0	0	0	0	0	6	
4:00	5	0	1	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	0	0	0	0	0	0	0	0	0	7	
5:00	25	0	3	2	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	3	2	0	0	0	0	0	0	0	0	0	0	30	
6:00	52	0	5	4	1	0	0	0	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	5	4	1	0	0	0	0	0	0	0	0	0	62	
7:00	172	0	6	3	0	0	0	0	0	0	0	0	0	181	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	0	6	3	0	0	0	0	0	0	0	0	0	0	181	
8:00	316	1	12	2	0	0	0	0	0	0	0	0	0	331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316	1	12	2	0	0	0	0	0	0	0	0	0	0	331	
9:00	239	0	16	2	0	0	0	0	0	0	0	0	0	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239	0	16	2	0	0	0	0	0	0	0	0	0	0	257	
10:00	156	0	9	1	0	0	0	0	0	0	0	0	0	166	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	0	9	1	0	0	0	0	0	0	0	0	0	0	166	
11:00	171	0	9	1	3	0	0	0	0	0	0	0	0	184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	0	9	1	3	0	0	0	0	0	0	0	0	0	184	
12:00	192	0	11	0	0	0	1	0	0	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	0	11	0	0	0	1	0	0	0	0	0	0	0	204	
13:00	209	0	5	1	0	0	0	0	0	0	0	0	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	0	5	1	0	0	0	0	0	0	0	0	0	0	215	
14:00	217	0	6	2	0	1	0	0	0	0	0	0	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217	0	6	2	0	1	0	0	0	0	0	0	0	0	226	
15:00	239	1	11	1	1	0	0	0	0	0	0	0	0	253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	239	1	11	1	1	0	0	0	0	0	0	0	0	0	253	
16:00	278	0	11	0	0	0	0	0	0	0	0	0	0	289	0	0	0	0	0	0	0	0	0	0	0	0	0	0	278	0	11	0	0	0	0	0	0	0	0	0	0	0	289	
17:00	297	1	7	1	0	0	0	0	0	0	0	0	0	306	0	0	0	0	0	0	0	0	0	0	0	0	0	0	297	1	7	1	0	0	0	0	0	0	0	0	0	0	306	
18:00	213	0	3	1	0	0	0	0	0	0	0	0	0	217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	0	3	1	0	0	0	0	0	0	0	0	0	0	217	
19:00	119	0	4	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	0	4	0	0	0	0	0	0	0	0	0	0	0	123	
20:00	59	0	5	1	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0	5	1	0	0	0	0	0	0	0	0	0	0	65	
21:00	58	0	3	1	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	3	1	0	0	0	0	0	0	0	0	0	0	62	
22:00	62	0	1	1	0	0	0	0	0	0	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	0	1	1	0	0	0	0	0	0	0	0	0	0	64	
23:00	60	0	1	0	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	1	0	0	0	0	0	0	0	0	0	0	0	61	
Total	3170	3	130	26	5	1	1	0	0	0	0	0	0	3336	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3170	3	130	26	5	1	1	0	0	0	0	0	0	0	0	3336



Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - NB  
 Start Date 18-Oct-19  
 Day Monday  
 Description Class Summary  
 Classification AustRoads94

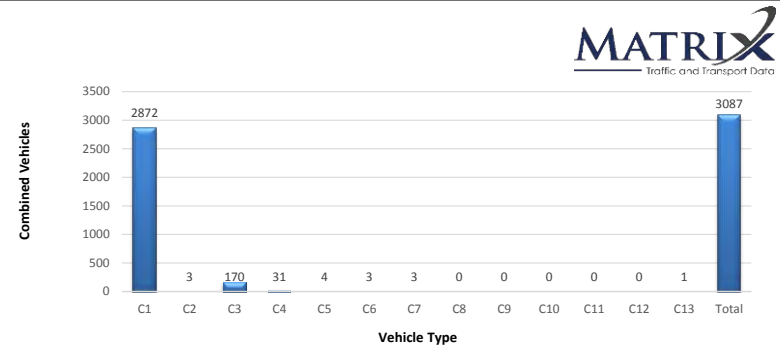
Select Site

3 - NB - National Cir

Select Day

Monday

Class Summary		C	NB	0
Light	C1	93%	93%	####
	C2	0%	0%	####
Medium	C3	6%	6%	####
	C4	1%	1%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####



Hour Starting	NB														0														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
4:00	4	0	1	2	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	2	0	0	0	0	0	0	0	0	0	0	7
5:00	24	0	3	1	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	3	1	0	0	0	0	0	0	0	0	0	0	28
6:00	54	1	5	2	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	1	5	2	0	0	0	0	0	0	0	0	0	0	62
7:00	166	0	7	3	0	0	0	0	0	0	0	0	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	0	7	3	0	0	0	0	0	0	0	0	0	0	176
8:00	311	0	9	5	1	0	0	0	0	0	0	0	0	326	0	0	0	0	0	0	0	0	0	0	0	0	0	0	311	0	9	5	1	0	0	0	0	0	0	0	0	0	326
9:00	215	0	12	2	0	0	3	0	0	0	0	0	1	233	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	0	12	2	0	0	3	0	0	0	0	0	1	233	
10:00	143	0	12	1	1	0	0	0	0	0	0	0	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	0	12	1	1	0	0	0	0	0	0	0	0	157	
11:00	142	1	8	2	1	0	0	0	0	0	0	0	0	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	1	8	2	1	0	0	0	0	0	0	0	0	154	
12:00	149	0	6	0	0	0	0	0	0	0	0	0	0	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	0	6	0	0	0	0	0	0	0	0	0	0	155	
13:00	186	0	8	3	1	0	0	0	0	0	0	0	0	198	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	0	8	3	1	0	0	0	0	0	0	0	0	198	
14:00	159	0	15	1	0	0	0	0	0	0	0	0	0	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	0	15	1	0	0	0	0	0	0	0	0	0	175	
15:00	177	0	19	1	0	0	0	0	0	0	0	0	0	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	0	19	1	0	0	0	0	0	0	0	0	0	197	
16:00	275	0	19	0	0	0	0	0	0	0	0	0	0	294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275	0	19	0	0	0	0	0	0	0	0	0	0	294	
17:00	269	1	22	2	0	3	0	0	0	0	0	0	0	297	0	0	0	0	0	0	0	0	0	0	0	0	0	0	269	1	22	2	0	3	0	0	0	0	0	0	0	297	
18:00	203	0	9	2	0	0	0	0	0	0	0	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203	0	9	2	0	0	0	0	0	0	0	0	0	214	
19:00	102	0	3	0	0	0	0	0	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	0	3	0	0	0	0	0	0	0	0	0	0	105	
20:00	107	0	7	1	0	0	0	0	0	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	0	7	1	0	0	0	0	0	0	0	0	0	115	
21:00	103	0	1	2	0	0	0	0	0	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	0	1	2	0	0	0	0	0	0	0	0	0	106	
22:00	48	0	3	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	3	0	0	0	0	0	0	0	0	0	51		
23:00	29	0	0	1	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	1	0	0	0	0	0	0	0	0	30		
Total	2872	3	170	31	4	3	3	0	0	0	0	0	1	3087	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2872	3	170	31	4	3	3	0	0	0	0	0	1	3087	

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - NB  
 Start Date 18-Oct-19  
 Day Saturday  
 Description Class Summary  
 Classification AustRoads94

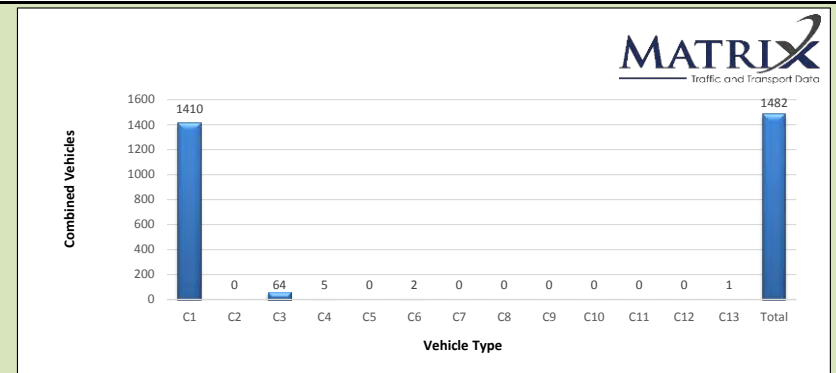
Select Site

3 - NB - National Cir

Select Day

Saturday

Class Summary		C	NB	0
Light	C1	95%	95%	####
	C2	0%	0%	####
Medium	C3	4%	4%	####
	C4	0%	0%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####



Hour Starting	NB													Total	0													Total	COMBINED													Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13		C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13		C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	
0:00	23	0	1	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	1	0	0	0	0	0	0	0	0	0	0	0	24
1:00	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
2:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
3:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:00	8	0	2	0	0	1	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	1	0	0	0	0	0	0	0	11		
5:00	17	0	1	0	0	1	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	1	0	0	0	0	0	0	0	19		
6:00	17	0	3	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	17	0	3	0	0	0	0	0	0	0	0	0	0	20		
7:00	46	0	4	1	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	46	0	4	1	0	0	0	0	0	0	0	0	0	51		
8:00	81	0	3	1	0	0	0	0	0	0	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	81	0	3	1	0	0	0	0	0	0	0	0	0	85		
9:00	73	0	7	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	73	0	7	0	0	0	0	0	0	0	0	0	0	80		
10:00	108	0	3	1	0	0	0	0	0	0	0	0	0	112	0	0	0	0	0	0	0	0	0	0	0	0	108	0	3	1	0	0	0	0	0	0	0	0	0	112		
11:00	85	0	4	0	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	0	0	0	0	0	0	85	0	4	0	0	0	0	0	0	0	0	0	0	89		
12:00	104	0	3	0	0	0	0	0	0	0	0	0	0	107	0	0	0	0	0	0	0	0	0	0	0	0	104	0	3	0	0	0	0	0	0	0	0	0	0	107		
13:00	84	0	6	1	0	0	0	0	0	0	0	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0	84	0	6	1	0	0	0	0	0	0	0	0	0	91		
14:00	75	0	2	0	0	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	75	0	2	0	0	0	0	0	0	0	0	0	0	77		
15:00	112	0	3	0	0	0	0	0	0	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	112	0	3	0	0	0	0	0	0	0	0	0	0	115		
16:00	117	0	6	0	0	0	0	0	0	0	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0	117	0	6	0	0	0	0	0	0	0	0	0	0	123		
17:00	88	0	3	1	0	0	0	0	0	0	0	0	0	92	0	0	0	0	0	0	0	0	0	0	0	0	88	0	3	1	0	0	0	0	0	0	0	0	0	92		
18:00	83	0	3	0	0	0	0	0	0	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	0	0	83	0	3	0	0	0	0	0	0	0	0	0	0	86		
19:00	50	0	2	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	50	0	2	0	0	0	0	0	0	0	0	0	0	52		
20:00	40	0	2	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	40	0	2	0	0	0	0	0	0	0	0	0	0	42		
21:00	56	0	2	0	0	0	0	0	0	0	0	0	1	59	0	0	0	0	0	0	0	0	0	0	0	0	56	0	2	0	0	0	0	0	0	0	0	0	1	59		
22:00	64	0	2	0	0	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	64	0	2	0	0	0	0	0	0	0	0	0	0	66		
23:00	53	0	2	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	53	0	2	0	0	0	0	0	0	0	0	0	0	55		
Total	1410	0	64	5	0	2	0	0	0	0	0	0	1	1482	0	0	0	0	0	0	0	0	0	0	0	0	1410	0	64	5	0	2	0	0	0	0	0	0	1	1482		

Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Nth of Darling St  
Site No 3 - NB  
Start Date 18-Oct-19  
Day Sunday  
Description Class Summary  
Classification AustRoads94

Select Site

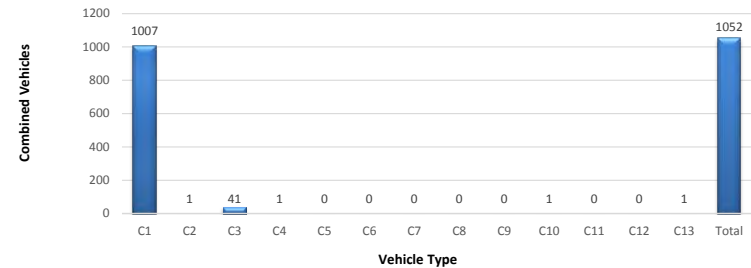
3 - NB - National Cir

Select Day

Sunday

Class Summary		C	NB	0
Light	C1	96%	96%	####
	C2	0%	0%	####
Medium	C3	4%	4%	####
	C4	0%	0%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####

MATRIX  
Traffic and Transport Data



Hour Starting	NB													Total	0													Total	COMBINED													Total
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13		C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13		C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	
0:00	41	0	2	0	0	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	2	0	0	0	0	0	0	0	0	0	0	0	43
1:00	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
2:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
3:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
4:00	2	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
5:00	8	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	9	
6:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
7:00	25	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	26	
8:00	39	0	1	0	0	0	0	0	0	0	0	0	1	41	0	0	0	0	0	0	0	0	0	0	0	0	39	0	1	0	0	0	0	0	0	0	0	0	0	1	41	
9:00	76	0	2	1	0	0	0	0	0	1	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	76	0	2	1	0	0	0	0	0	1	0	0	0	0	80	
10:00	77	0	3	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0	0	0	0	0	0	77	0	3	0	0	0	0	0	0	0	0	0	0	0	80	
11:00	101	1	3	0	0	0	0	0	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	101	1	3	0	0	0	0	0	0	0	0	0	0	0	105	
12:00	103	0	2	0	0	0	0	0	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	103	0	2	0	0	0	0	0	0	0	0	0	0	0	105	
13:00	75	0	3	0	0	0	0	0	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	0	75	0	3	0	0	0	0	0	0	0	0	0	0	0	78	
14:00	84	0	3	0	0	0	0	0	0	0	0	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	84	0	3	0	0	0	0	0	0	0	0	0	0	0	87	
15:00	67	0	3	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	67	0	3	0	0	0	0	0	0	0	0	0	0	0	70	
16:00	47	0	4	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	47	0	4	0	0	0	0	0	0	0	0	0	0	0	51	
17:00	42	0	5	0	0	0	0	0	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	42	0	5	0	0	0	0	0	0	0	0	0	0	0	47	
18:00	47	0	1	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	47	0	1	0	0	0	0	0	0	0	0	0	0	0	48	
19:00	47	0	2	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	47	0	2	0	0	0	0	0	0	0	0	0	0	0	49	
20:00	38	0	2	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	38	0	2	0	0	0	0	0	0	0	0	0	0	0	40	
21:00	29	0	1	0	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	30	
22:00	17	0	1	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	18	
23:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Total	1007	1	41	1	0	0	0	0	0	1	0	0	1	1052	0	0	0	0	0	0	0	0	0	0	0	0	1007	1	41	1	0	0	0	0	0	0	1	0	0	0	1	1052

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - NB  
 Start Date 18-Oct-19  
 Day Thursday  
 Description Class Summary  
 Classification AustRoads94

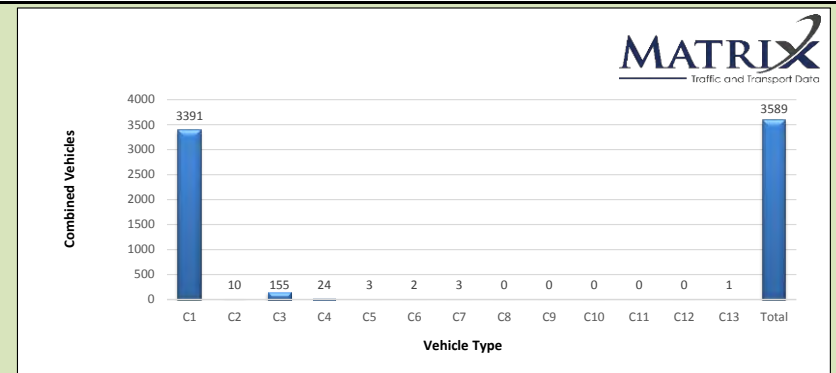
Select Site

3 - NB - National Cir

Select Day

Thursday

Class Summary		C	NB	0
Light	C1	94%	94%	####
	C2	0%	0%	####
Medium	C3	4%	4%	####
	C4	1%	1%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####



Hour Starting	NB														0														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
3:00	2	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
4:00	6	0	0	2	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	2	0	0	0	0	0	0	0	0	0	0	8	
5:00	33	0	2	1	0	0	0	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	2	1	0	0	0	0	0	0	0	0	0	0	36	
6:00	67	0	7	0	0	0	0	0	0	0	0	0	0	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	7	0	0	0	0	0	0	0	0	0	0	0	74	
7:00	204	1	8	1	0	0	0	0	0	0	0	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204	1	8	1	0	0	0	0	0	0	0	0	0	0	214	
8:00	335	0	15	1	0	0	0	0	0	0	0	0	0	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335	0	15	1	0	0	0	0	0	0	0	0	0	0	351	
9:00	214	0	18	2	1	2	0	0	0	0	0	0	0	237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	0	18	2	1	2	0	0	0	0	0	0	0	0	237	
10:00	162	1	12	4	0	0	1	0	0	0	0	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	1	12	4	0	0	1	0	0	0	0	0	0	0	180	
11:00	172	0	11	2	0	0	0	0	0	0	0	0	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	0	11	2	0	0	0	0	0	0	0	0	0	0	0	185
12:00	229	1	13	1	1	0	0	0	0	0	0	0	0	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229	1	13	1	1	0	0	0	0	0	0	0	0	0	245	
13:00	209	0	14	1	0	0	1	0	0	0	0	0	0	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	0	14	1	0	0	1	0	0	0	0	0	0	0	225	
14:00	194	4	7	2	0	0	1	0	0	0	0	0	0	208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	4	7	2	0	0	1	0	0	0	0	0	0	0	208	
15:00	221	0	8	1	0	0	0	0	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	0	8	1	0	0	0	0	0	0	0	0	0	0	230	
16:00	322	0	8	0	0	0	0	0	0	0	0	0	0	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	322	0	8	0	0	0	0	0	0	0	0	0	0	0	330	
17:00	368	3	11	1	1	0	0	0	0	0	0	0	0	384	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368	3	11	1	1	0	0	0	0	0	0	0	0	0	384	
18:00	231	0	7	1	0	0	0	0	0	0	0	0	1	240	0	0	0	0	0	0	0	0	0	0	0	0	0	0	231	0	7	1	0	0	0	0	0	0	0	0	0	1	240	
19:00	132	0	6	0	0	0	0	0	0	0	0	0	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	0	6	0	0	0	0	0	0	0	0	0	0	0	138	
20:00	89	0	2	1	0	0	0	0	0	0	0	0	0	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	0	2	1	0	0	0	0	0	0	0	0	0	0	92	
21:00	68	0	2	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	0	2	0	0	0	0	0	0	0	0	0	0	0	70	
22:00	74	0	1	2	0	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	1	2	0	0	0	0	0	0	0	0	0	0	77	
23:00	45	0	3	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	3	0	0	0	0	0	0	0	0	0	0	0	48	
Total	3391	10	155	24	3	2	3	0	0	0	0	0	1	3589	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3391	10	155	24	3	2	3	0	0	0	0	0	0	1	0	3589

Tuesday

[illegible][illegible]



Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - NB  
 Start Date 18-Oct-19  
 Day Wednesday  
 Description Class Summary  
 Classification AustRoads94

Select Site

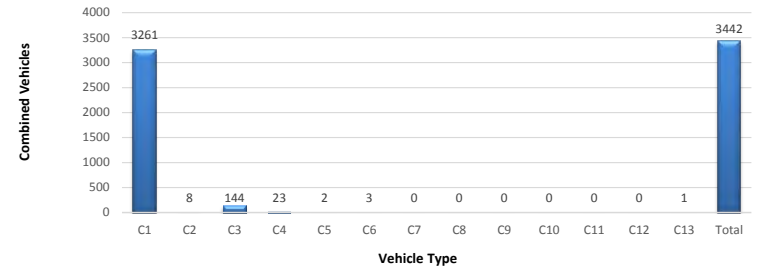
3 - NB - National Cir

Select Day

Wednesday

Class Summary		C	NB	0
Light	C1	95%	95%	####
	C2	0%	0%	####
Medium	C3	4%	4%	####
	C4	1%	1%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####

**MATRIX**  
 Traffic and Transport Data



Hour Starting	NB														0														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
1:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:00	3	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
5:00	28	0	1	1	0	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	1	1	0	0	0	0	0	0	0	0	0	0	30
6:00	60	0	7	2	0	0	0	0	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	7	2	0	0	0	0	0	0	0	0	0	0	69
7:00	158	2	8	2	0	0	0	0	0	0	0	0	0	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	2	8	2	0	0	0	0	0	0	0	0	0	0	170
8:00	340	0	13	0	0	0	0	0	0	0	0	0	1	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340	0	13	0	0	0	0	0	0	0	0	0	0	1	354
9:00	235	1	19	2	1	0	0	0	0	0	0	0	0	258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	235	1	19	2	1	0	0	0	0	0	0	0	0	0	258
10:00	172	0	11	3	0	0	0	0	0	0	0	0	0	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	0	11	3	0	0	0	0	0	0	0	0	0	0	186
11:00	160	0	7	1	0	0	0	0	0	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	0	7	1	0	0	0	0	0	0	0	0	0	0	168
12:00	208	0	11	1	1	0	0	0	0	0	0	0	0	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	208	0	11	1	1	0	0	0	0	0	0	0	0	0	221
13:00	225	0	9	0	0	0	0	0	0	0	0	0	0	234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225	0	9	0	0	0	0	0	0	0	0	0	0	0	234
14:00	183	3	16	2	0	0	0	0	0	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	3	16	2	0	0	0	0	0	0	0	0	0	0	204
15:00	206	0	8	1	0	0	0	0	0	0	0	0	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206	0	8	1	0	0	0	0	0	0	0	0	0	0	215
16:00	309	1	12	0	0	1	0	0	0	0	0	0	0	323	0	0	0	0	0	0	0	0	0	0	0	0	0	0	309	1	12	0	0	1	0	0	0	0	0	0	0	0	323
17:00	351	0	6	0	0	1	0	0	0	0	0	0	0	358	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351	0	6	0	0	1	0	0	0	0	0	0	0	0	358
18:00	219	1	5	1	0	0	0	0	0	0	0	0	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	1	5	1	0	0	0	0	0	0	0	0	0	0	226
19:00	127	0	5	1	0	0	0	0	0	0	0	0	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	0	5	1	0	0	0	0	0	0	0	0	0	0	133
20:00	96	0	2	1	0	0	0	0	0	0	0	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	0	2	1	0	0	0	0	0	0	0	0	0	0	99
21:00	76	0	2	1	0	0	0	0	0	0	0	0	0	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	2	1	0	0	0	0	0	0	0	0	0	0	79
22:00	55	0	2	1	0	0	0	0	0	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0	2	1	0	0	0	0	0	0	0	0	0	0	58
23:00	37	0	0	1	0	1	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	1	0	1	0	0	0	0	0	0	0	0	39
Total	3261	8	144	23	2	3	0	0	0	0	0	0	1	3442	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3261	8	144	23	2	3	0	0	0	0	0	0	0	1	3442

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - NB  
 Start Date 18-Oct-19  
 Day Weekday Ave  
 Description Class Summary  
 Classification AustRoads94

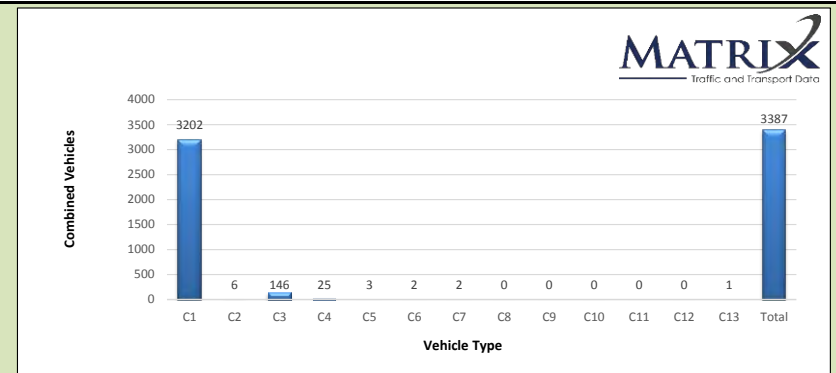
Select Site

3 - NB - National Cir

Select Day

Weekday Ave

Class Summary		C	NB	0
Light	C1	95%	95%	####
	C2	0%	0%	####
Medium	C3	4%	4%	####
	C4	1%	1%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####



Hour Starting	NB														0														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00	3	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
4:00	5	0	0	2	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7	
5:00	28	0	2	1	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	2	1	0	0	0	0	0	0	0	0	0	31	
6:00	61	0	6	2	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	0	6	2	0	0	0	0	0	0	0	0	0	70	
7:00	177	1	7	3	0	0	0	0	0	0	0	0	0	187	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	1	7	3	0	0	0	0	0	0	0	0	0	187	
8:00	327	0	13	2	0	0	0	0	0	0	0	0	0	342	0	0	0	0	0	0	0	0	0	0	0	0	0	0	327	0	13	2	0	0	0	0	0	0	0	0	0	342	
9:00	219	1	15	2	0	0	1	0	0	0	0	0	0	238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	219	1	15	2	0	0	1	0	0	0	0	0	0	238	
10:00	153	0	10	2	0	0	0	0	0	0	0	0	0	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	0	10	2	0	0	0	0	0	0	0	0	0	167	
11:00	157	0	9	1	1	0	0	0	0	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	0	9	1	1	0	0	0	0	0	0	0	0	168	
12:00	192	0	10	1	1	0	0	0	0	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	0	10	1	1	0	0	0	0	0	0	0	0	204	
13:00	207	0	8	1	0	0	0	0	0	0	0	0	0	218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	0	8	1	0	0	0	0	0	0	0	0	0	218	
14:00	189	2	11	2	0	0	0	0	0	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189	2	11	2	0	0	0	0	0	0	0	0	0	204	
15:00	211	0	11	1	0	0	0	0	0	0	0	0	0	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	0	11	1	0	0	0	0	0	0	0	0	0	223	
16:00	301	0	11	0	0	0	0	0	0	0	0	0	0	312	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301	0	11	0	0	0	0	0	0	0	0	0	0	312	
17:00	329	1	11	1	0	1	0	0	0	0	0	0	0	343	0	0	0	0	0	0	0	0	0	0	0	0	0	0	329	1	11	1	0	1	0	0	0	0	0	0	0	343	
18:00	216	0	6	1	0	0	0	0	0	0	0	0	0	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	0	6	1	0	0	0	0	0	0	0	0	0	223	
19:00	128	0	5	0	0	0	0	0	0	0	0	0	0	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	0	5	0	0	0	0	0	0	0	0	0	0	134	
20:00	98	0	4	1	0	0	0	0	0	0	0	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	0	4	1	0	0	0	0	0	0	0	0	0	103	
21:00	82	0	2	1	0	0	0	0	0	0	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	0	2	1	0	0	0	0	0	0	0	0	0	85	
22:00	65	0	2	1	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	0	2	1	0	0	0	0	0	0	0	0	0	68	
23:00	39	0	1	1	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	1	1	0	0	0	0	0	0	0	0	0	40	
Total	3202	6	146	25	3	2	2	0	0	0	0	0	1	3387	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3202	6	146	25	3	2	2	0	0	0	0	0	1	3387	

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - SB  
 Start Date 18-Oct-19  
 Day 7 Day Ave  
 Description Class Summary  
 Classification AustRoads94

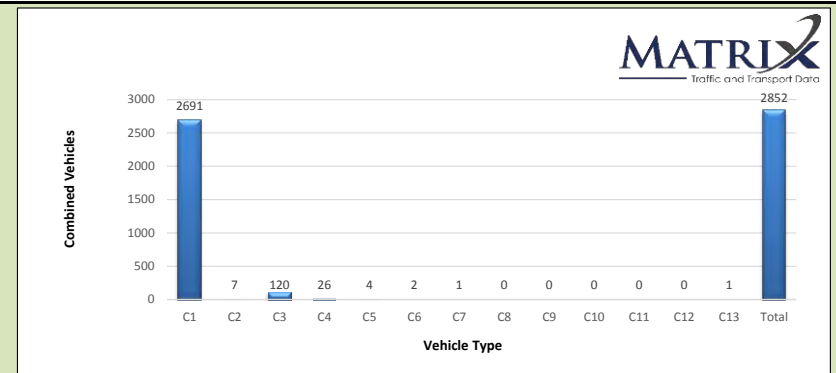
Select Site

3 - SB - National Cir

Select Day

7 Day Ave

Class Summary		C	T	T1	RHT
Light	C1	94%	94%	96%	
	C2	0%	0%	0%	
Medium	C3	4%	4%	3%	
	C4	1%	1%	0%	
	C5	0%	0%	1%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	0%	



Hour Starting	LHT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	14	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
1:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00	3	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	5
4:00	5	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00	20	0	1	0	0	0	0	0	0	0	0	0	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	4	24	0	1	0	0	0	0	0	0	0	0	0	0	0	26
6:00	38	0	3	1	0	0	0	0	0	0	0	0	0	42	12	0	1	0	0	0	0	0	0	0	0	0	0	13	49	0	4	1	0	0	0	0	0	0	0	0	0	0	55
7:00	125	0	6	3	0	0	0	0	0	0	0	0	0	136	45	0	1	0	0	0	0	0	0	0	0	0	0	47	170	1	7	4	1	0	0	0	0	0	0	0	0	0	183
8:00	229	1	10	3	0	0	0	0	0	0	0	0	0	243	52	0	1	0	0	0	0	0	0	0	0	0	0	53	281	1	10	3	1	0	0	0	0	0	0	0	0	0	296
9:00	165	0	11	1	0	0	0	0	0	0	0	0	0	177	28	0	0	0	1	0	0	0	0	0	0	0	0	30	193	0	11	1	1	0	0	0	0	0	0	0	0	0	207
10:00	109	0	9	2	0	0	0	0	0	0	0	0	0	120	11	0	0	0	0	0	0	0	0	0	0	0	0	12	120	1	9	2	0	0	0	0	0	0	0	0	0	0	132
11:00	124	0	6	2	0	0	0	0	0	0	0	0	0	133	16	0	0	0	0	0	0	0	0	0	0	0	0	16	140	0	7	2	0	0	0	0	0	0	0	0	0	0	149
12:00	155	0	5	3	0	0	0	0	0	0	0	0	0	164	12	0	1	0	0	0	0	0	0	0	0	0	0	13	167	0	6	3	1	0	0	0	0	0	0	0	0	0	177
13:00	144	0	9	0	0	0	0	0	0	0	0	0	0	153	15	0	1	0	0	0	0	0	0	0	0	0	0	16	159	0	9	0	0	0	0	0	0	0	0	0	0	0	169
14:00	141	0	6	2	0	0	0	0	0	0	0	0	0	150	11	0	1	0	0	0	0	0	0	0	0	0	0	11	152	0	7	2	0	0	0	0	0	0	0	0	0	0	161
15:00	159	1	9	1	0	0	0	0	0	0	0	0	0	170	10	0	0	0	0	0	0	0	0	0	0	0	0	10	169	1	10	1	0	0	0	0	0	0	0	0	0	0	181
16:00	224	1	10	2	0	0	0	0	0	0	0	0	0	237	13	0	0	0	0	0	0	0	0	0	0	0	0	13	237	1	10	2	0	0	0	0	0	0	0	0	0	0	251
17:00	280	1	7	2	0	0	0	0	0	0	0	0	0	290	19	0	0	0	0	0	0	0	0	0	0	0	0	20	299	1	8	2	0	0	0	0	0	0	0	0	0	0	309
18:00	181	0	9	1	0	0	0	0	0	0	0	0	0	191	9	0	0	0	0	0	0	0	0	0	0	0	0	9	190	0	9	1	0	0	0	0	0	0	0	0	0	0	200
19:00	94	0	3	2	0	0	0	0	0	0	0	0	0	99	6	0	0	0	0	0	0	0	0	0	0	0	0	6	99	0	3	2	0	0	0	0	0	0	0	0	0	0	105
20:00	69	0	2	0	0	0	0	0	0	0	0	0	0	71	4	0	0	0	0	0	0	0	0	0	0	0	0	4	72	0	3	0	0	0	0	0	0	0	0	0	0	0	75
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23:00	27	0	1	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	2	29	0	1	0	0	0	0	0	0	0	0	0	0	0	30
Total	2411	6	112	25	2	2	1	0	0	0	0	0	1	2561	280	1	8	1	2	0	0	0	0	0	0	0	0	291	2691	7	120	26	4	2	1	0	0	0	0	0	0	1	2852

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - SB  
 Start Date 18-Oct-19  
 Day Friday  
 Description Class Summary  
 Classification AustRoads94

Select Site

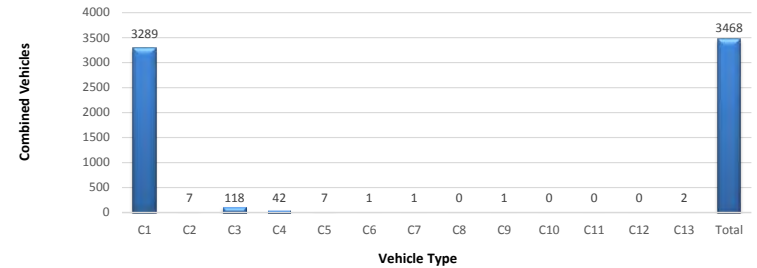
3 - SB - National Cir

Select Day

Friday

Class Summary		C	T	T1	RHT
Light	C1	95%	95%	96%	
	C2	0%	0%	0%	
Medium	C3	3%	3%	3%	
	C4	1%	1%	0%	
	C5	0%	0%	1%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	0%	

**MATRIX**  
 Traffic and Transport Data



Hour Starting	LHT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
3:00	4	0	0	1	1	0	0	0	0	0	0	0	0	6	2	0	1	0	0	0	0	0	0	0	0	0	0	3	6	0	1	1	1	0	0	0	0	0	0	0	0	0	9
4:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:00	35	0	1	1	0	0	0	0	0	0	0	0	0	37	4	0	1	0	0	0	0	0	0	0	0	0	0	5	39	0	2	1	0	0	0	0	0	0	0	0	0	0	42
6:00	41	0	4	1	0	1	0	0	0	0	0	0	0	47	17	0	0	0	0	0	0	0	0	0	0	0	0	17	58	0	4	1	0	1	0	0	0	0	0	0	0	0	64
7:00	151	0	6	8	1	0	0	0	1	0	0	0	1	168	63	0	1	0	0	0	0	0	0	0	0	0	1	65	214	0	7	8	1	0	0	0	1	0	0	0	2	233	
8:00	282	1	9	7	0	0	0	0	0	0	0	0	0	299	77	0	0	0	1	0	0	0	0	0	0	0	0	78	359	1	9	7	1	0	0	0	0	0	0	0	0	0	377
9:00	202	1	11	4	0	0	0	0	0	0	0	0	0	218	39	0	1	0	1	0	0	0	0	0	0	0	0	41	241	1	12	4	1	0	0	0	0	0	0	0	0	0	259
10:00	143	0	10	2	1	0	0	0	0	0	0	0	0	156	22	0	0	0	0	0	0	0	0	0	0	0	0	22	165	0	10	2	1	0	0	0	0	0	0	0	0	0	178
11:00	162	0	5	1	0	0	1	0	0	0	0	0	0	169	28	0	1	0	0	0	0	0	0	0	0	0	0	29	190	0	6	1	0	0	1	0	0	0	0	0	0	0	198
12:00	183	0	5	4	1	0	0	0	0	0	0	0	0	193	19	0	1	0	0	0	0	0	0	0	0	0	0	20	202	0	6	4	1	0	0	0	0	0	0	0	0	0	213
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16:00	264	2	12	2	0	0	0	0	0	0	0	0	0	280	15	0	0	0	0	0	0	0	0	0	0	0	0	15	279	2	12	2	0	0	0	0	0	0	0	0	0	0	295
17:00	273	0	8	1	0	0	0	0	0	0	0	0	0	282	29	0	0	1	0	0	0	0	0	0	0	0	0	30	302	0	8	2	0	0	0	0	0	0	0	0	0	0	312
18:00	233	0	8	0	0	0	0	0	0	0	0	0	0	241	14	0	1	0	0	0	0	0	0	0	0	0	0	15	247	0	9	0	0	0	0	0	0	0	0	0	0	0	256
19:00	113	0	2	3	0	0	0	0	0	0	0	0	0	118	10	0	0	0	0	0	0	0	0	0	0	0	0	10	123	0	2	3	0	0	0	0	0	0	0	0	0	0	128
20:00	76	0	3	0	0	0	0	0	0	0	0	0	0	79	2	0	1	0	0	0	0	0	0	0	0	0	0	3	78	0	4	0	0	0	0	0	0	0	0	0	0	0	82
21:00	52	0	1	2	0	0	0	0	0	0	0	0	0	55	5	0	1	0	0	0	0	0	0	0	0	0	0	6	57	0	2	2	0	0	0	0	0	0	0	0	0	0	61
22:00	65	0	2	2	0	0	0	0	0	0	0	0	0	69	3	0	0	0	0	0	0	0	0	0	0	0	0	3	68	0	2	2	0	0	0	0	0	0	0	0	0	0	72
23:00	39	0	1	0	0	0	0	0	0	0	0	0	0	40	3	0	0	0	0	0	0	0	0	0	0	0	0	3	42	0	1	0	0	0	0	0	0	0	0	0	0	0	43
Total	2885	7	106	41	4	1	1	0	1	0	0	0	1	3047	404	0	12	1	3	0	0	0	0	0	0	0	1	421	3289	7	118	42	7	1	1	0	1	0	0	0	0	2	3468

Monday

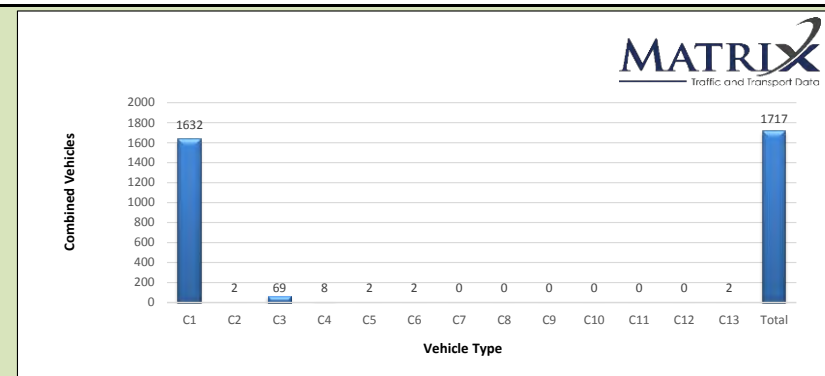
11

[illegible]

Hour Starting	LHT & Thru														RHT														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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8:00	309	2	15	7	1	1	1	0	0	0	0	0	0	336	81	0	2	0	0	0	0	0	0	0	0	0	0	83	390	2	17	7	1	1	1	0	0	0	0	0	0	0	419	
9:00	180	0	10	1	0	0	0	0	0	0	0	0	0	191	40	0	1	0	0	0	0	0	0	0	0	0	0	41	220	0	11	1	0	0	0	0	0	0	0	0	0	0	232	
10:00	100	1	10	3	0	0	0	0	0	0	0	0	0	114	13	0	0	0	0	0	0	0	0	0	0	0	0	13	113	1	10	3	0	0	0	0	0	0	0	0	0	0	127	
11:00	114	1	3	4	1	1	0	0	0	0	0	0	0	124	18	0	0	0	0	0	0	0	0	0	0	0	0	18	132	1	3	4	1	1	0	0	0	0	0	0	0	0	142	
12:00	141	1	8	3	0	0	0	0	0	0	0	0	0	153	11	0	1	0	0	0	0	0	0	0	0	0	0	12	152	1	9	3	0	0	0	0	0	0	0	0	0	0	165	
13:00	140	0	11	2	1	0	1	0	0	0	0	0	0	155	19	0	1	0	0	0	0	0	0	0	0	0	0	20	159	0	12	2	1	0	1	0	0	0	0	0	0	0	175	
14:00	178	0	12	3	1	0	0	0	0	0	0	0	0	194	12	0	0	0	0	0	0	0	0	0	0	0	0	12	190	0	12	3	1	0	0	0	0	0	0	0	0	0	206	
15:00	247	1	28	1	0	0	0	0	0	0	0	0	0	277	13	0	0	0	0	0	0	0	0	0	0	0	0	13	260	1	28	1	0	0	0	0	0	0	0	0	0	0	290	
16:00	369	2	21	3	0	1	0	0	0	0	0	0	0	396	22	0	0	0	0	0	0	0	0	0	0	0	0	22	391	2	21	3	0	1	0	0	0	0	0	0	0	0	418	
17:00	513	4	16	5	0	0	0	0	0	0	0	0	0	538	37	0	0	0	0	0	0	0	0	0	0	0	0	37	550	4	16	5	0	0	0	0	0	0	0	0	0	0	575	
18:00	269	0	17	1	0	1	0	0	0	0	0	0	0	288	13	0	0	0	0	0	0	0	0	0	0	0	0	13	282	0	17	1	0	1	0	0	0	0	0	0	0	0	301	
19:00	98	0	5	3	0	0	0	0	0	0	0	0	0	106	2	0	0	0	0	0	0	0	0	0	0	0	0	2	100	0	5	3	0	0	0	0	0	0	0	0	0	0	108	
20:00	73	0	3	0	0	0	0	0	0	0	0	0	0	76	3	0	0	0	0	0	0	0	0	0	0	0	3	76	0	3	0	0	0	0	0	0	0	0	0	0	0	79		
21:00	69	0	2	1	0	0	0	0	0	0	0	0	0	72	6	0	0	0	0	0	0	0	0	0	0	0	6	75	0	2	1	0	0	0	0	0	0	0	0	0	0	78		
22:00	47	0	2	0	0	0	0	0	0	0	0	0	0	49	4	0	0	0	0	0	0	0	0	0	0	0	4	51	0	2	0	0	0	0	0	0	0	0	0	0	0	53		
23:00	20	0	1	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20	0	1	0	0	0	0	0	0	0	0	0	0	0	21	
Total	3076	14	178	43	4	4	2	0	0	0	0	0	0	3321	359	1	7	0	1	0	0	0	0	0	0	0	368	3435	15	185	43	5	4	2	0	0	0	0	0	0	0	0	3685	

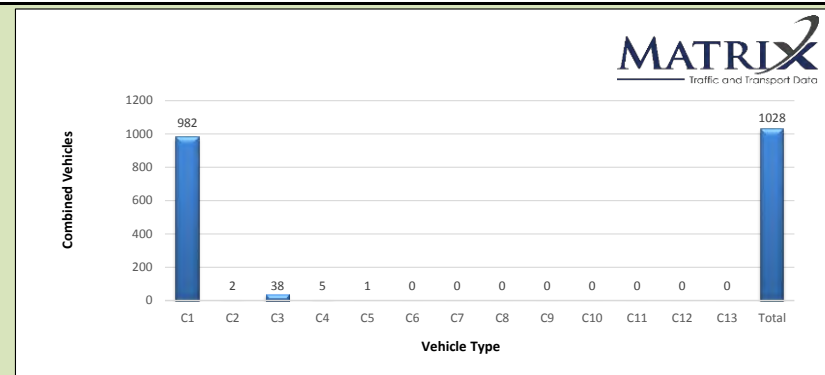


Saturday ▼



Sunday

Class Summary		C	T & T	RHT
Light	C1	96%	95%	100%
	C2	0%	0%	0%
Medium	C3	4%	4%	0%
	C4	0%	1%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	0%	0%	0%

[illegible]

Job No A111 Barton  
 Client Northrop  
 Site National Cir  
 Location Nth of Darling St  
 Site No 3 - SB  
 Start Date 18-Oct-19  
 Day Thursday  
 Description Class Summary  
 Classification AustRoads94

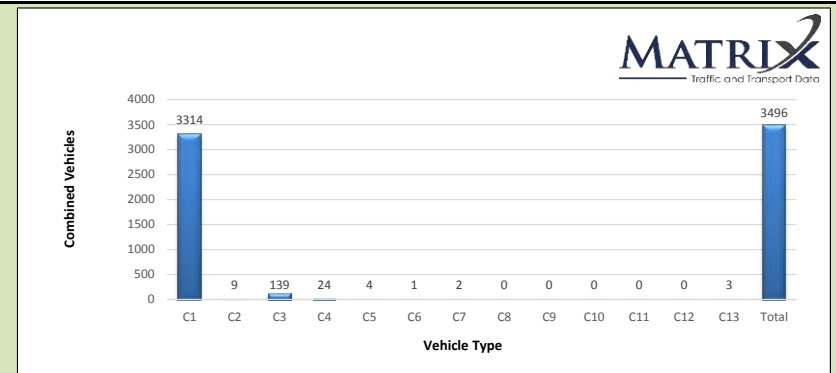
Select Site

3 - SB - National Cir

Select Day

Thursday

Class Summary		C	T	T1	RHT
Light	C1	95%	95%	97%	
	C2	0%	0%	1%	
Medium	C3	4%	4%	2%	
	C4	1%	1%	0%	
	C5	0%	0%	1%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	0%	



Hour Starting	LHT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:00	5	0	0	1	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
5:00	31	0	1	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	1	32	0	1	0	0	0	0	0	0	0	0	0	0	0	33
6:00	49	0	4	1	0	0	0	0	0	0	0	0	0	54	12	0	0	0	0	0	0	0	0	0	0	0	0	12	61	0	4	1	0	0	0	0	0	0	0	0	0	0	66
7:00	200	0	6	3	0	0	1	0	0	0	0	0	1	211	82	0	2	0	0	0	0	0	0	0	0	0	0	84	282	0	8	3	0	0	1	0	0	0	0	0	1	295	
8:00	332	1	9	1	0	0	1	0	0	0	0	0	0	344	69	0	0	0	0	0	0	0	0	0	0	0	0	69	401	1	9	1	0	0	1	0	0	0	0	0	0	0	413
9:00	222	0	18	0	0	0	0	0	0	0	0	0	0	240	47	2	0	0	0	0	0	0	0	0	0	0	0	49	269	2	18	0	0	0	0	0	0	0	0	0	0	0	289
10:00	124	0	11	2	0	0	0	0	0	0	0	0	0	137	18	1	0	0	0	0	0	0	0	0	0	0	0	19	142	1	11	2	0	0	0	0	0	0	0	0	0	0	156
11:00	162	1	8	2	0	0	0	0	0	0	0	0	0	173	20	0	0	0	0	0	0	0	0	0	0	0	0	20	182	1	8	2	0	0	0	0	0	0	0	0	0	0	193
12:00	201	0	9	4	2	0	0	0	0	0	0	0	0	216	13	0	1	0	1	0	0	0	0	0	0	0	0	15	214	0	10	4	3	0	0	0	0	0	0	0	0	0	231
13:00	158	2	12	0	0	0	0	0	0	0	0	0	0	172	26	0	0	0	1	0	0	0	0	0	0	0	0	27	184	2	12	0	1	0	0	0	0	0	0	0	0	0	199
14:00	149	1	6	2	0	0	0	0	0	0	0	0	0	158	13	0	2	0	0	0	0	0	0	0	0	0	0	15	162	1	8	2	0	0	0	0	0	0	0	0	0	0	173
15:00	171	0	8	0	0	0	0	0	0	0	0	0	0	179	10	0	1	0	0	0	0	0	0	0	0	0	0	11	181	0	9	0	0	0	0	0	0	0	0	0	0	0	190
16:00	252	0	11	2	0	0	0	0	0	0	0	0	1	266	14	0	0	0	0	0	0	0	0	0	0	0	0	14	266	0	11	2	0	0	0	0	0	0	0	0	0	1	280
17:00	364	0	7	2	0	1	0	0	0	0	0	0	1	375	14	0	1	0	0	0	0	0	0	0	0	0	0	15	378	0	8	2	0	1	0	0	0	0	0	0	0	1	390
18:00	217	1	10	0	0	0	0	0	0	0	0	0	0	228	11	0	0	0	0	0	0	0	0	0	0	0	0	11	228	1	10	0	0	0	0	0	0	0	0	0	0	0	239
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20:00	65	0	3	0	0	0	0	0	0	0	0	0	0	68	3	0	0	0	0	0	0	0	0	0	0	0	0	3	68	0	3	0	0	0	0	0	0	0	0	0	0	0	71
21:00	48	0	3	1	0	0	0	0	0	0	0	0	0	52	10	0	0	0	0	0	0	0	0	0	0	0	0	10	58	0	3	1	0	0	0	0	0	0	0	0	0	0	62
22:00	46	0	2	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	2	0	0	0	0	0	0	0	0	0	0	0	48
23:00	26	0	1	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	3	29	0	1	0	0	0	0	0	0	0	0	0	0	0	30
Total	2937	6	131	24	2	1	2	0	0	0	0	0	3	3106	377	3	8	0	2	0	0	0	0	0	0	0	0	390	3314	9	139	24	4	1	2	0	0	0	0	0	0	3	3494

Tuesday

[illegible]

Hour Starting	LHT & Thru													RHT													COMBINED																
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	13	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	13
1:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
4:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00	21	0	2	0	0	0	0	0	0	0	0	0	0	23	11	0	1	0	0	0	0	0	0	0	0	0	0	12	32	0	3	0	0	0	0	0	0	0	0	0	0	35	
6:00	48	0	3	1	1	0	0	0	0	0	0	0	0	53	25	0	2	0	0	0	0	0	0	0	0	0	0	27	73	0	5	1	1	0	0	0	0	0	0	0	0	80	
7:00	166	2	7	4	0	1	1	0	0	0	0	0	0	181	54	0	4	1	1	0	0	0	0	0	0	0	0	60	220	2	11	5	1	1	1	0	0	0	0	0	0	241	
8:00	282	0	20	3	1	0	0	0	0	0	0	0	0	306	66	0	2	0	0	0	0	0	0	0	0	0	0	68	348	0	22	3	1	0	0	0	0	0	0	0	0	374	
9:00	201	0	12	0	0	0	0	0	0	0	0	0	0	213	28	0	0	0	1	0	0	0	0	0	0	0	0	29	229	0	12	0	1	0	0	0	0	0	0	0	0	242	
10:00	112	1	12	2	1	0	0	0	0	0	0	0	0	128	9	0	0	0	0	0	0	0	0	0	0	0	9	121	1	12	2	1	0	0	0	0	0	0	0	0	137		
11:00	138	1	8	2	0	1	0	0	0	0	0	0	0	150	18	0	2	0	0	0	0	0	0	0	0	0	20	156	1	10	2	0	1	0	0	0	0	0	0	0	170		
12:00	191	0	7	3	0	0	0	0	0	0	0	0	0	201	14	0	0	0	1	0	0	0	0	0	0	0	15	205	0	7	3	1	0	0	0	0	0	0	0	0	216		
13:00	169	0	13	0	0	0	0	0	0	0	0	0	0	182	10	0	2	0	0	0	0	0	0	0	0	0	12	179	0	15	0	0	0	0	0	0	0	0	0	0	194		
14:00	142	0	8	2	0	2	0	0	0	0	0	0	0	154	15	0	0	0	0	0	0	0	0	0	0	0	15	157	0	8	2	0	2	0	0	0	0	0	0	0	169		
15:00	150	0	9	2	0	0	0	0	0	0	0	0	0	161	17	0	0	0	0	0	0	0	0	0	0	0	17	167	0	9	2	0	0	0	0	0	0	0	0	0	178		
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19:00	94	0	3	3	0	0	0	0	0	0	0	0	0	100	6	0	0	0	0	0	0	0	0	0	0	0	6	100	0	3	3	0	0	0	0	0	0	0	0	0	106		
20:00	82	0	2	0	0	0	0	0	0	0	0	0	0	84	4	0	0	0	0	0	0	0	0	0	0	0	4	86	0	2	0	0	0	0	0	0	0	0	0	0	88		
21:00	52	0	1	2	0	0	0	0	0	0	0	0	0	55	6	0	0	0	0	0	0	0	0	0	0	0	6	58	0	1	2	0	0	0	0	0	0	0	0	0	61		
22:00	46	0	3	0	0	0	0	0	0	0	0	0	0	49	3	0	0	0	0	0	0	0	0	0	0	0	3	49	0	3	0	0	0	0	0	0	0	0	0	0	52		
23:00	23	0	1	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	1	24	0	1	0	0	0	0	0	0	0	0	0	0	25		
Total	2671	7	137	29	3	4	1	0	0	0	0	0	0	2852	342	0	14	1	3	0	0	0	0	0	0	0	360	3013	7	151	30	6	4	1	0	0	0	0	0	0	0	3212	

Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Nth of Darling St  
Site No 3 - SB  
Start Date 18-Oct-19  
Day Wednesday  
Description Class Summary  
Classification AustRoads94

Select Site

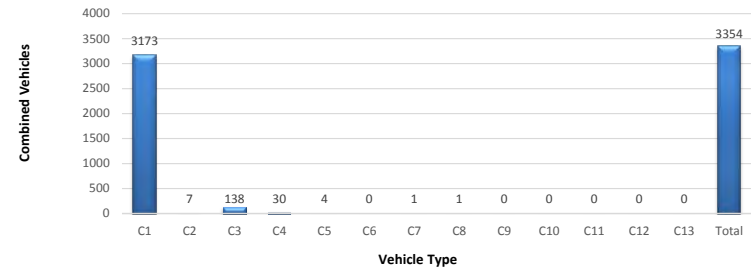
3 - SB - National Cir

Select Day

Wednesday

Class Summary		C	T	T1	RHT
Light	C1	95%	94%	96%	
	C2	0%	0%	0%	
Medium	C3	4%	4%	3%	
	C4	1%	1%	1%	
	C5	0%	0%	1%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	0%	

MATRIX  
Traffic and Transport Data



Hour Starting	LHT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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6:00	54	0	7	1	0	0	0	1	0	0	0	0	0	63	14	0	2	0	0	0	0	0	0	0	0	0	0	16	68	0	9	1	0	0	0	1	0	0	0	0	0	0	79
7:00	166	0	9	4	1	0	1	0	0	0	0	0	0	181	63	0	0	1	0	0	0	0	0	0	0	0	0	64	229	0	9	5	1	0	1	0	0	0	0	0	0	245	
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9:00	202	0	15	2	1	0	0	0	0	0	0	0	0	220	39	0	0	1	2	0	0	0	0	0	0	0	0	42	241	0	15	3	3	0	0	0	0	0	0	0	0	262	
10:00	148	0	11	2	0	0	0	0	0	0	0	0	0	161	13	0	2	0	0	0	0	0	0	0	0	0	0	15	161	0	13	2	0	0	0	0	0	0	0	0	0	176	
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12:00	183	2	3	4	0	0	0	0	0	0	0	0	0	192	17	0	1	0	0	0	0	0	0	0	0	0	0	18	200	2	4	4	0	0	0	0	0	0	0	0	0	210	
13:00	149	0	11	0	0	0	0	0	0	0	0	0	0	160	22	0	0	0	0	0	0	0	0	0	0	0	0	22	171	0	11	0	0	0	0	0	0	0	0	0	0	182	
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17:00	342	1	8	2	0	0	0	0	0	0	0	0	0	353	19	0	0	0	0	0	0	0	0	0	0	0	0	19	361	1	8	2	0	0	0	0	0	0	0	0	0	372	
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Total	2854	7	128	28	2	0	1	1	0	0	0	0	0	3021	319	0	10	2	2	0	0	0	0	0	0	0	0	333	3173	7	138	30	4	0	1	1	0	0	0	0	0	0	3354

Job No A111 Barton  
Client Northrop  
Site National Cir  
Location Nth of Darling St  
Site No 3 - SB  
Start Date 18-Oct-19  
Day Weekday Ave  
Description Class Summary  
Classification AustRoads94

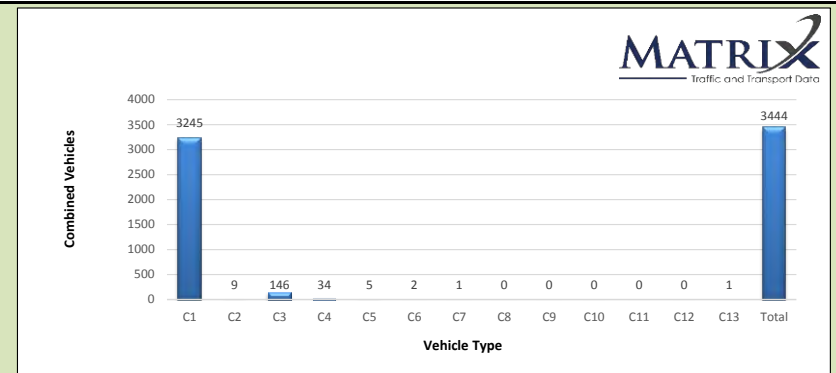
Select Site

3 - SB - National Cir

Select Day

Weekday Ave

Class Summary		C	T	T1	RHT
Light	C1	94%	94%	96%	
	C2	0%	0%	0%	
Medium	C3	4%	4%	3%	
	C4	1%	1%	0%	
	C5	0%	0%	1%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	0%	0%	0%	



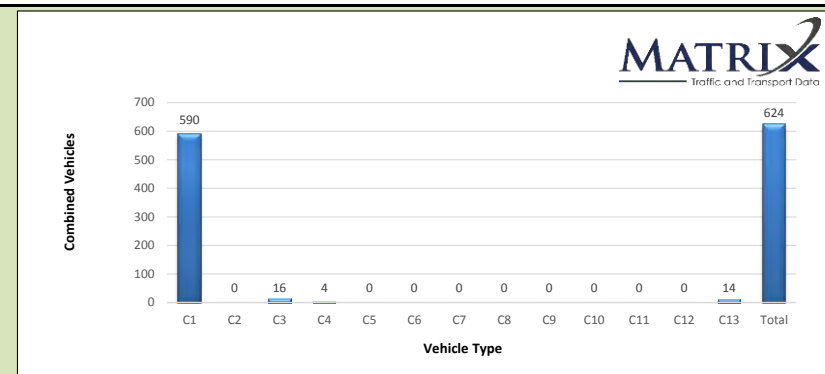
Hour Starting	LHT & Thru														RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
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3:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
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7:00	163	1	7	5	0	0	1	0	0	0	0	0	0	178	63	0	1	0	0	0	0	0	0	0	0	0	0	65	226	1	8	5	1	0	1	0	0	0	0	0	1	243	
8:00	300	1	12	4	0	0	0	0	0	0	0	0	0	318	71	0	1	0	0	0	0	0	0	0	0	0	0	72	371	1	13	4	1	0	0	0	0	0	0	0	0	0	390
9:00	201	0	13	1	0	0	0	0	0	0	0	0	0	216	39	0	0	0	1	0	0	0	0	0	0	0	0	40	240	1	14	2	1	0	0	0	0	0	0	0	0	0	257
10:00	125	0	11	2	0	0	0	0	0	0	0	0	0	139	15	0	0	0	0	0	0	0	0	0	0	0	0	16	140	1	11	2	0	0	0	0	0	0	0	0	0	0	155
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12:00	180	1	6	4	1	0	0	0	0	0	0	0	0	191	15	0	1	0	0	0	0	0	0	0	0	0	0	16	195	1	7	4	1	0	0	0	0	0	0	0	0	0	207
13:00	156	0	11	0	0	0	0	0	0	0	0	0	0	168	19	0	1	0	0	0	0	0	0	0	0	0	0	20	175	0	12	0	1	0	0	0	0	0	0	0	0	0	189
14:00	158	0	7	2	0	0	0	0	0	0	0	0	0	168	13	0	1	0	0	0	0	0	0	0	0	0	0	14	171	0	8	2	0	0	0	0	0	0	0	0	0	0	182
15:00	191	1	12	1	0	0	0	0	0	0	0	0	0	205	12	0	1	0	0	0	0	0	0	0	0	0	0	13	203	1	12	1	0	0	0	0	0	0	0	0	0	0	218
16:00	281	1	13	2	0	0	0	0	0	0	0	0	0	297	17	0	0	0	0	0	0	0	0	0	0	0	0	17	298	1	13	2	0	0	0	0	0	0	0	0	0	0	314
17:00	361	1	9	2	0	0	0	0	0	0	0	0	0	374	25	0	0	0	0	0	0	0	0	0	0	0	0	25	386	1	9	2	0	0	0	0	0	0	0	0	0	0	399
18:00	215	0	11	1	0	0	0	0	0	0	0	0	0	227	12	0	0	0	0	0	0	0	0	0	0	0	0	12	226	0	11	1	0	0	0	0	0	0	0	0	0	0	239
19:00	106	0	3	3	0	0	0	0	0	0	0	0	0	112	6	0	0	0	0	0	0	0	0	0	0	0	6	112	0	3	3	0	0	0	0	0	0	0	0	0	0	118	
20:00	74	0	3	0	0	0	0	0	0	0	0	0	0	77	3	0	0	0	0	0	0	0	0	0	0	0	3	77	0	3	0	0	0	0	0	0	0	0	0	0	0	80	
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22:00	51	0	2	0	0	0	0	0	0	0	0	0	0	53	3	0	0	0	0	0	0	0	0	0	0	0	3	54	0	2	0	0	0	0	0	0	0	0	0	0	0	56	
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Total	2885	8	136	33	3	2	1	0	0	0	0	0	1	3069	360	1	10	1	2	0	0	0	0	0	0	0	0	374	3245	9	146	34	5	2	1	0	0	0	0	0	1	3444	



Select Site  
4 - EB - Darling St

Select Day  
7 Day Ave

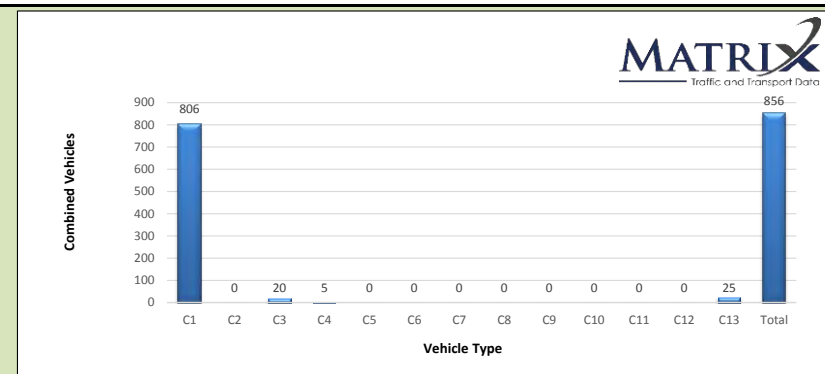
Class Summary		C	LHT	ru & RHT	
Light	C1	95%	96%	93%	
	C2	0%	0%	0%	
Medium	C3	3%	3%	2%	
	C4	1%	1%	0%	
	C5	0%	0%	0%	
Heavy	C6	0%	0%	0%	
	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
Unclassified	C12	0%	0%	0%	
		C13	2%	0%	4%



Hour Starting	LHT														Thru & RHT														COMBINED														
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1
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13:00	15	0	1	0	0	0	0	0	0	0	0	0	0	16	17	0	1	0	0	0	0	0	0	0	0	0	17	32	0	1	0	0	0	0	0	0	0	0	0	0	33		
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15:00	24	0	1	0	0	0	0	0	0	0	0	0	0	25	19	0	1	0	0	0	0	0	0	0	2	21	43	0	1	0	0	0	0	0	0	0	0	0	2	46			
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17:00	43	0	1	0	0	0	0	0	0	0	0	0	0	44	46	0	1	0	0	0	0	0	0	2	49	88	0	2	0	0	0	0	0	0	0	0	0	2	92				
18:00	23	0	0	1	0	0	0	0	0	0	0	0	0	24	18	0	0	0	0	0	0	0	0	1	20	41	0	0	1	0	0	0	0	0	0	0	0	1	43				
19:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	1	12	20	0	0	0	0	0	0	0	0	0	0	0	1	22				
20:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	6	0	0	0	0	0	0	0	0	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0	15				
21:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	11				
22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	11				
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5				
Total	311	0	9	3	0	0	0	0	0	0	0	0	0	324	278	0	7	1	0	0	0	0	0	13	300	590	0	16	4	0	0	0	0	0	0	0	0	0	14	624			

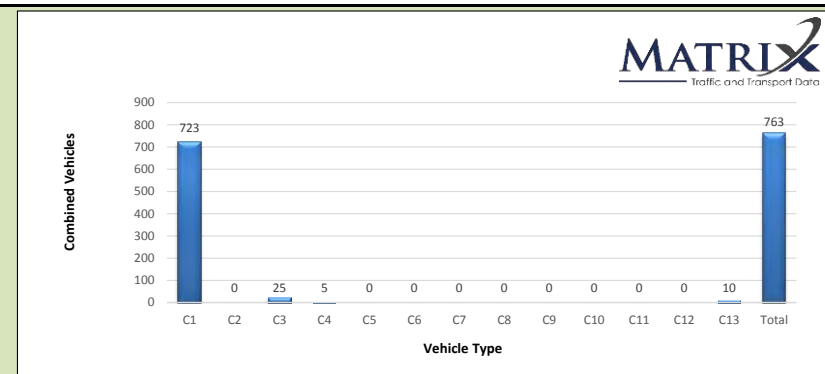
Friday

Light	C1	94%	97%	91%
	C2	0%	0%	0%
Medium	C3	2%	3%	2%
	C4	1%	0%	1%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
Unclassified	C12	0%	0%	0%
	C13	3%	0%	6%

[illegible]

Monday

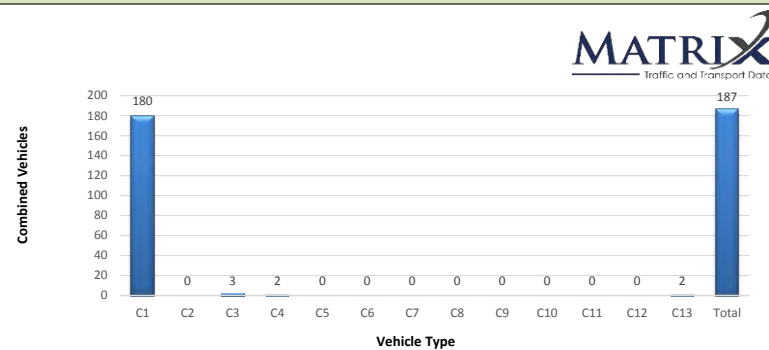
Light	C1	95%	97%	93%
	C2	0%	0%	0%
Medium	C3	3%	3%	4%
	C4	1%	0%	1%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	1%	0%	3%



Hour Starting	LHT														Thru & RHT														COMBINED																
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total			
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
6:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:00	14	0	1	1	0	0	0	0	0	0	0	0	0	16	4	0	1	1	0	0	0	0	0	0	0	0	6	18	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	22	
8:00	21	0	2	0	0	0	0	0	0	0	0	0	0	23	22	0	2	0	0	0	0	0	0	0	0	0	24	43	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	47	
9:00	14	0	2	0	0	0	0	0	0	0	0	0	0	16	22	0	1	0	0	0	0	0	0	0	0	0	23	36	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39	
10:00	13	0	1	0	0	0	0	0	0	0	0	0	0	14	17	0	2	0	0	0	0	0	0	0	0	0	19	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33	
11:00	28	0	0	0	0	0	0	0	0	0	0	0	0	28	28	0	1	1	0	0	0	0	0	0	0	0	30	56	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	58	
12:00	14	0	2	0	0	0	0	0	0	0	0	0	0	16	27	0	1	1	0	0	0	0	0	0	0	3	32	41	0	3	1	0	0	0	0	0	0	0	0	0	3	48			
13:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15	15	0	1	0	0	0	0	0	0	0	0	0	16	30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31		
14:00	16	0	0	0	0	0	0	0	0	0	0	0	0	16	15	0	0	0	0	0	0	0	0	0	0	1	16	31	0	0	0	0	0	0	0	0	0	0	0	0	1	32			
15:00	24	0	1	0	0	0	0	0	0	0	0	0	0	25	23	0	1	0	0	0	0	0	0	0	0	0	24	47	0	2	0	0	0	0	0	0	0	0	0	0	0	0	49		
16:00	63	0	2	0	0	0	0	0	0	0	0	0	0	65	58	0	0	0	0	0	0	0	0	0	0	2	60	121	0	2	0	0	0	0	0	0	0	0	0	0	2	125			
17:00	60	0	0	0	0	0	0	0	0	0	0	0	0	60	69	0	1	0	0	0	0	0	0	0	0	1	71	129	0	1	0	0	0	0	0	0	0	0	0	1	131				
18:00	37	0	0	0	0	0	0	0	0	0	0	0	0	37	24	0	1	0	0	0	0	0	0	0	0	0	25	61	0	1	0	0	0	0	0	0	0	0	0	0	0	62			
19:00	13	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	3	16	26	0	0	0	0	0	0	0	0	0	0	0	3	29				
20:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9			
21:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12	6	0	1	0	0	0	0	0	0	0	0	0	7	18	0	1	0	0	0	0	0	0	0	0	0	0	0	19			
22:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	10				
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
Total	366	0	11	1	0	0	0	0	0	0	0	0	0	378	357	0	14	4	0	0	0	0	0	0	0	10	385	723	0	25	5	0	0	0	0	0	0	0	0	0	10	765			

Saturday ▼

Class Summary		C	LHT	ru	RHT
Light	C1	96%	98%	93%	
	C2	0%	0%	0%	
	C3	2%	0%	4%	
Medium	C4	1%	2%	0%	
	C5	0%	0%	0%	
	C6	0%	0%	0%	
Heavy	C7	0%	0%	0%	
	C8	0%	0%	0%	
	C9	0%	0%	0%	
	C10	0%	0%	0%	
	C11	0%	0%	0%	
	C12	0%	0%	0%	
Unclassified	C13	1%	0%	3%	

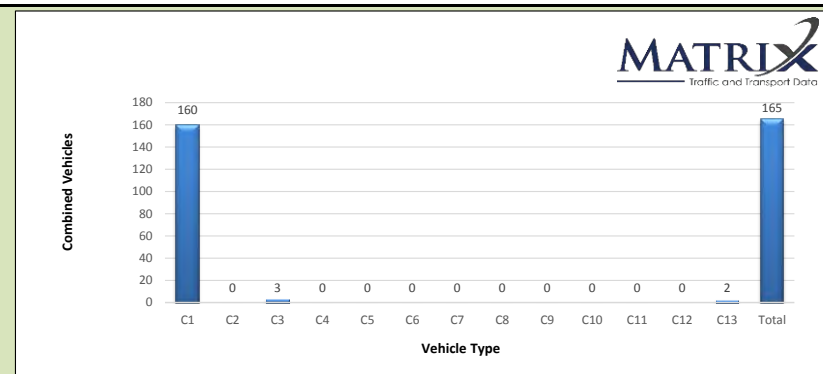


Hour Starting	LHT													Thru & RHT													COMBINED																
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		
0:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
9:00	4	0	0	1	0	0	0	0	0	0	0	0	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	4	7	0	1	1	0	0	0	0	0	0	0	0	0	0	9
10:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
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12:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
13:00	8	0	0	1	0	0	0	0	0	0	0	0	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	7	15	0	0	1	0	0	0	0	0	0	0	0	0	16	
14:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
15:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	5	20	0	0	0	0	0	0	0	0	0	0	0	0	20	
16:00	14	0	0	0	0	0	0	0	0	0	0	0	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	6	20	0	0	0	0	0	0	0	0	0	0	0	0	20	
17:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	2	4	8	0	0	0	0	0	0	0	0	0	0	2	10		
18:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
19:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
20:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
21:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
22:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
Total	110	0	0	2	0	0	0	0	0	0	0	0	0	112	70	0	3	0	0	0	0	0	0	0	0	2	75	180	0	3	2	0	0	0	0	0	0	0	0	0	2	187	

Sunday

▼

Class Summary		C	LHT	ru & RHT
Light	C1	97%	99%	93%
	C2	0%	0%	0%
Medium	C3	2%	1%	3%
	C4	0%	0%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
Unclassified	C13	1%	0%	3%



Hour Starting	LHT														Thru & RHT														COMBINED													
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable	
0:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	6
1:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
8:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
9:00	7	0	1	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	0	0	0	0	0	1	7	0	2	0	0	0	0	0	0	0	0	0	0	9	
10:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	13	
11:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10	8	0	0	0	0	0	0	0	0	0	0	0	8	18	0	0	0	0	0	0	0	0	0	0	0	0	18	
12:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	10	
13:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
14:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
15:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	1	3	9	0	0	0	0	0	0	0	0	0	0	0	1	10	
16:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	6	
17:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	7	
18:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	1	4	8	0	0	0	0	0	0	0	0	0	0	1	9		
19:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	13	
20:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	4	11	0	0	0	0	0	0	0	0	0	0	0	0	11	
21:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	9	
22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	104	0	1	0	0	0	0	0	0	0	0	0	0	105	56	0	2	0	0	0	0	0	0	0	0	2	60	160	0	3	0	0	0	0	0	0	0	0	0	2	165	

Thursday

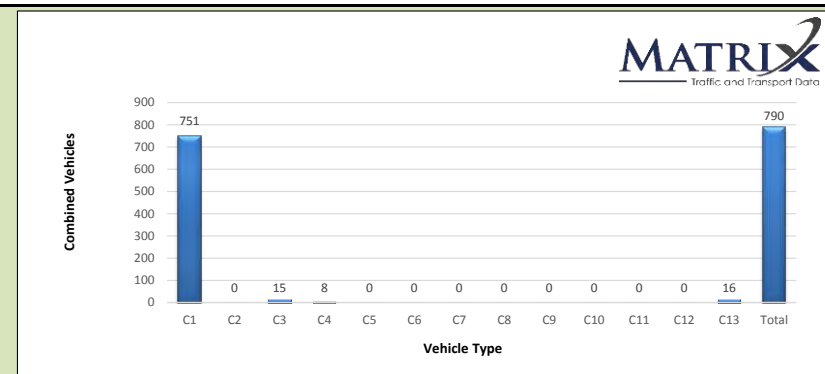
[illegible]

Hour Starting	LHT														Thru & RHT														COMBINED															
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total		
	Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	B Double	Double Road Train	Triple Road Train	Unclassifiable			
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	5	0	1	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	5	10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	11
7:00	13	0	1	0	0	0	0	0	0	0	0	0	0	14	11	0	0	0	0	0	0	0	0	0	0	0	0	11	24	0	1	0	0	0	0	0	0	0	0	0	0	0	25	
8:00	32	0	2	1	0	0	0	0	0	0	0	0	0	35	19	0	0	0	0	0	0	0	0	0	0	0	0	19	51	0	2	1	0	0	0	0	0	0	0	0	0	0	0	54
9:00	21	0	0	0	0	0	0	0	0	0	0	0	0	21	25	0	1	0	0	0	0	0	0	0	0	0	0	27	46	0	1	0	0	0	0	0	0	0	0	0	0	1	48	
10:00	19	0	3	0	0	0	0	0	0	0	0	0	0	22	28	0	1	0	0	0	0	0	0	0	0	0	0	29	47	0	4	0	0	0	0	0	0	0	0	0	0	0	51	
11:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12	24	0	0	0	0	0	0	0	0	0	0	0	0	24	36	0	0	0	0	0	0	0	0	0	0	0	0	0	36	
12:00	27	0	2	0	0	0	0	0	0	0	0	0	0	29	24	0	0	0	0	0	0	0	0	0	0	0	1	25	51	0	2	0	0	0	0	0	0	0	0	0	0	1	54	
13:00	22	0	0	0	0	0	0	0	0	0	0	0	0	22	32	0	0	0	0	0	0	0	0	0	0	0	1	33	54	0	0	0	0	0	0	0	0	0	0	0	1	55		
14:00	18	0	3	0	0	0	0	0	0	0	0	0	0	21	24	0	0	0	0	0	0	0	0	0	0	0	0	24	42	0	3	0	0	0	0	0	0	0	0	0	0	0	45	
15:00	33	0	0	0	0	0	0	0	0	0	0	0	0	33	22	0	0	0	0	0	0	0	0	0	0	0	1	23	55	0	0	0	0	0	0	0	0	0	0	0	0	1	56	
16:00	62	0	0	0	0	0	0	0	0	0	0	0	0	62	49	0	0	0	0	0	0	0	0	0	0	0	6	55	111	0	0	0	0	0	0	0	0	0	0	0	0	6	117	
17:00	54	0	1	0	0	0	0	0	0	0	0	0	0	55	76	0	2	0	0	0	0	0	0	0	0	0	6	84	130	0	3	0	0	0	0	0	0	0	0	0	0	6	139	
18:00	26	0	1	2	0	0	0	0	0	0	0	0	0	29	27	0	0	0	0	0	0	0	0	0	0	0	1	28	53	0	1	2	0	0	0	0	0	0	0	0	1	57		
19:00	9	0	1	0	0	0	0	0	0	0	0	0	0	10	18	0	0	0	0	0	0	0	0	0	0	0	0	18	27	0	1	0	0	0	0	0	0	0	0	0	0	0	28	
20:00	17	0	0	0	0	0	0	0	0	0	0	0	0	17	13	0	1	0	0	0	0	0	0	0	0	0	2	16	30	0	1	0	0	0	0	0	0	0	0	0	2	33		
21:00	8	0	0	2	0	0	0	0	0	0	0	0	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	9	17	0	0	2	0	0	0	0	0	0	0	0	0	0	19	
22:00	8	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12		
23:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	83	
Total	392	0	15	5	0	0	0	0	0	0	0	0	0	412	416	0	6	0	0	0	0	0	0	0	0	19	441	808	0	21	5	0	0	0	0	0	0	0	0	0	0	19	853	



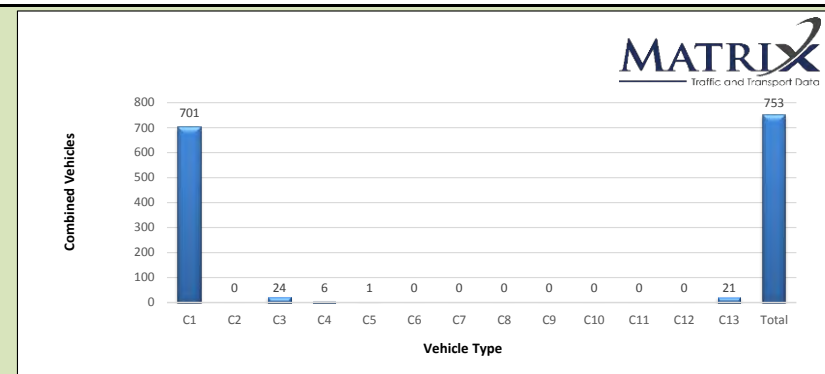
Tuesday

Light	C1	95%	96%	94%
	C2	0%	0%	0%
Medium	C3	2%	3%	1%
	C4	1%	1%	1%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
	Unclassified	C13	2%	0%

[illegible]

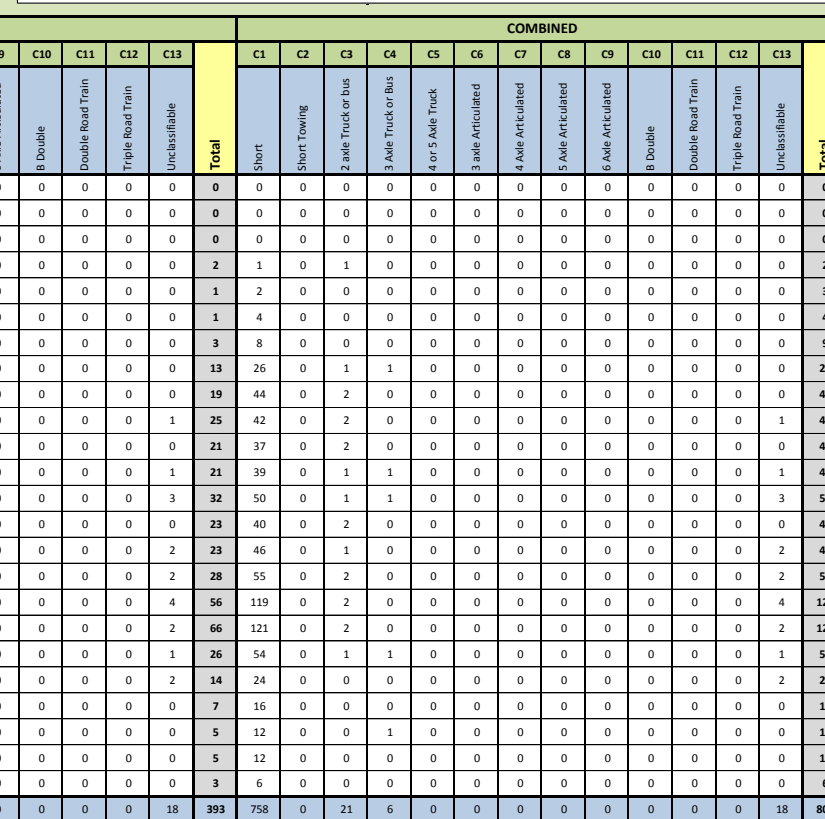
Wednesday

Light	C1	93%	95%	91%
	C2	0%	0%	0%
Medium	C3	3%	3%	3%
	C4	1%	1%	0%
	C5	0%	0%	0%
Heavy	C6	0%	0%	0%
	C7	0%	0%	0%
	C8	0%	0%	0%
	C9	0%	0%	0%
	C10	0%	0%	0%
	C11	0%	0%	0%
	C12	0%	0%	0%
	Unclassified	C13	3%	0%

[illegible]

Weekday Ave

	Total	C1	C2	C3	C4	C5	
		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	
	0	0	0	0	0	0	
	0	0	0	0	0	0	
	0	0	0	0	0	0	
	0	1	0	1	0	0	
	1	1	0	0	0	0	
	3	1	0	0	0	0	
	6	3	0	0	0	0	
	14	12	0	0	0	0	
	27	18	0	0	0	0	
	20	23	0	1	0	0	
	19	19	0	1	0	0	
	20	20	0	0	0	0	
	23	28	0	0	0	0	
	19	21	0	1	0	0	
	26	21	0	0	0	0	
	31	25	0	1	0	0	
	70	51	0	0	0	0	
	59	63	0	1	0	0	
	30	24	0	0	0	0	
	12	12	0	0	0	0	
	10	7	0	0	0	0	
	7	5	0	0	0	0	
	8	5	0	0	0	0	
	3	3	0	0	0	0	
	410	365	0	8	2	0	



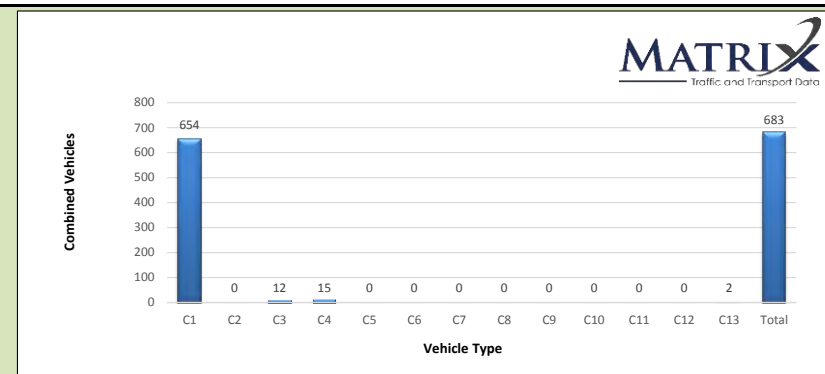


Friday

Hour Starting	WB														0														COMBINED																
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	Total			
	Short	Short towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable		Short	Short Towing	2 axle Truck or bus	3 Axle Truck or Bus	4 or 5 Axle Truck	3 axle Articulated	4 Axle Articulated	5 Axle Articulated	6 Axle Articulated	8 Double	Double Road Train	Triple Road Train	Unclassifiable				
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	8	0	0	1	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	0
6:00	33	0	0	2	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	2	0	0	0	0	0	0	0	0	0	0	0	35	0
7:00	111	0	0	4	0	0	0	0	0	0	0	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	111	0	0	4	0	0	0	0	0	0	0	0	0	0	0	115	0	
8:00	144	0	3	3	0	0	0	0	0	0	0	0	1	151	0	0	0	0	0	0	0	0	0	0	0	0	0	144	0	3	3	0	0	0	0	0	0	0	0	0	1	151	0		
9:00	85	0	1	3	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	0	0	0	0	0	0	0	0	85	0	1	3	0	0	0	0	0	0	0	0	0	0	0	89	0	
10:00	40	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	
11:00	40	0	1	1	0	0	0	0	0	0	0	0	1	43	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	1	1	0	0	0	0	0	0	0	0	0	1	43	0		
12:00	34	0	0</																																										

Monday

Class Summary		C	WB	0
Light	C1	96%	96%	####
	C2	0%	0%	####
Medium	C3	2%	2%	####
	C4	2%	2%	####
	C5	0%	0%	####
Heavy	C6	0%	0%	####
	C7	0%	0%	####
	C8	0%	0%	####
	C9	0%	0%	####
	C10	0%	0%	####
	C11	0%	0%	####
	C12	0%	0%	####
Unclassified	C13	0%	0%	####

[illegible]

Saturday ▼

[illegible][illegible]



Sunday

Unclassified	C13	0%	0%	####
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[illegible]

Thursday

Unclassified	C13	0%	0%	####
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[illegible]





Weekday Ave

[illegible][illegible]

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** 7 Day Ave
 **Select Direction** Combined

Speed Bin (Kph)	Vehicles
10-20	43
20-30	293
30-40	802
40-50	1183
50-60	410
60-70	53
70-80	5
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	1.5%
20-30	10.5%
30-40	28.7%
40-50	42.4%
50-60	14.7%
60-70	1.9%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>0.0</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	3	7	4	1	0	0	0	0	0	0	0.0	0.0
1:00	0	1	2	3	2	1	0	0	0	0	0	0	0.0	0.0
2:00	0	0	1	1	2	0	0	0	0	0	0	0	0.0	0.0
3:00	0	0	0	1	2	0	0	0	0	0	0	0	0.0	0.0
4:00	0	1	1	3	3	1	0	0	0	0	0	0	0.0	0.0
5:00	0	1	4	13	7	2	0	0	0	0	0	0	0.0	0.0
6:00	1	6	13	23	14	3	0	0	0	0	0	0	0.0	0.0
7:00	2	22	47	70	23	3	0	0	0	0	0	0	0.0	0.0
8:00	8	54	99	101	21	2	0	0	0	0	0	0	0.0	0.0
9:00	3	24	64	92	27	3	0	0	0	0	0	0	0.0	0.0
10:00	1	13	38	74	24	3	0	0	0	0	0	0	0.0	0.0
11:00	1	12	45	64	26	2	0	0	0	0	0	0	0.0	0.0
12:00	1	13	48	78	30	4	0	0	0	0	0	0	0.0	0.0
13:00	2	19	57	83	25	3	0	0	0	0	0	0	0.0	0.0
14:00	1	12	45	76	29	4	0	0	0	0	0	0	0.0	0.0
15:00	1	11	44	80	31	4	0	0	0	0	0	0	0.0	0.0
16:00	2	18	58	93	33	3	0	0	0	0	0	0	0.0	0.0
17:00	17	34	77	90	21	3	0	0	0	0	0	0	0.0	0.0
18:00	2	21	55	71	23	2	0	0	0	0	0	0	0.0	0.0
19:00	1	8	28	50	19	2	0	0	0	0	0	0	0.0	0.0
20:00	0	5	27	37	13	2	0	0	0	0	0	0	0.0	0.0
21:00	0	5	18	31	15	2	0	0	0	0	0	0	0.0	0.0
22:00	0	6	18	26	11	2	0	0	0	0	0	0	0.0	0.0
23:00	0	4	8	17	7	2	0	0	0	0	0	0	0.0	0.0
Total	43	293	802	1183	410	53	5	1	0	0	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Friday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day** Friday **Select Direction** Combined

Speed Bin (Kph)	Vehicles
10-20	41
20-30	342
30-40	913
40-50	1441
50-60	490
60-70	70
70-80	6
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**  

Bin	Percentage
10-20	1.2%
20-30	10.4%
30-40	27.6%
40-50	43.6%
50-60	14.8%
60-70	2.1%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>0.0</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	2	10	3	1	0	0	0	0	0	0	0.0	0.0
1:00	0	0	3	5	2	0	0	0	0	0	0	0	0.0	0.0
2:00	0	1	0	2	2	0	0	0	0	0	0	0	0.0	0.0
3:00	0	0	0	4	1	0	0	0	0	0	0	0	0.0	0.0
4:00	0	0	2	4	6	0	0	0	0	0	0	0	0.0	0.0
5:00	0	1	6	19	6	2	0	0	0	0	0	0	0.0	0.0
6:00	1	7	14	32	17	3	0	0	0	0	0	0	0.0	0.0
7:00	0	25	42	100	28	3	0	0	0	0	0	0	0.0	0.0
8:00	11	74	136	126	17	2	1	0	0	0	0	0	0.0	0.0
9:00	4	28	81	125	31	2	0	0	0	0	0	0	0.0	0.0
10:00	1	20	40	79	22	2	0	0	0	0	0	0	0.0	0.0
11:00	0	14	55	70	35	3	1	0	0	0	0	0	0.0	0.0
12:00	1	15	54	80	41	8	0	0	0	0	0	0	0.0	0.0
13:00	2	13	67	103	31	5	1	0	0	0	0	0	0.0	0.0
14:00	1	13	61	90	41	7	1	0	0	0	0	0	0.0	0.0
15:00	2	11	48	113	50	11	0	0	0	0	0	0	0.0	0.0
16:00	2	27	61	100	46	2	0	0	0	0	0	0	0.0	0.0
17:00	11	15	73	129	25	3	1	0	0	0	0	0	0.0	0.0
18:00	1	30	70	96	19	2	0	0	0	0	0	0	0.0	0.0
19:00	2	11	25	55	20	3	0	0	0	0	0	0	0.0	0.0
20:00	1	5	20	35	9	1	0	0	0	0	0	0	0.0	0.0
21:00	0	7	16	20	14	4	0	0	0	0	0	0	0.0	0.0
22:00	0	14	29	24	9	2	0	0	0	0	0	0	0.0	0.0
23:00	1	11	8	20	15	4	1	0	0	0	0	0	0.0	0.0
Total	41	342	913	1441	490	70	6	0	0	0	0	0	0.0	#DIV/0!



**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Monday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day**

Monday

**Select Direction**

Combined

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	99
20-30	429
30-40	926
40-50	1242
50-60	378
60-70	32
70-80	6
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	3.2%
20-30	13.8%
30-40	29.8%
40-50	39.9%
50-60	12.1%
60-70	1.0%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>0.0</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0
2:00	0	0	0	1	0	1	0	0	0	0	0	0	0.0	0.0
3:00	0	0	0	2	2	0	0	0	0	0	0	0	0.0	0.0
4:00	0	1	2	2	4	0	0	0	0	0	0	0	0.0	0.0
5:00	0	2	0	17	7	0	2	0	0	0	0	0	0.0	0.0
6:00	0	4	13	33	21	1	0	0	0	0	0	0	0.0	0.0
7:00	3	38	49	92	29	2	0	0	0	0	0	0	0.0	0.0
8:00	7	76	126	131	27	1	0	0	0	0	0	0	0.0	0.0
9:00	2	31	78	111	29	1	0	0	0	0	0	0	0.0	0.0
10:00	1	12	49	72	23	4	0	0	0	0	0	0	0.0	0.0
11:00	0	10	41	82	15	0	0	0	0	0	0	0	0.0	0.0
12:00	0	14	46	65	21	3	0	0	0	0	0	0	0.0	0.0
13:00	1	16	47	97	34	2	1	0	0	0	0	0	0.0	0.0
14:00	1	14	46	86	26	5	1	0	0	0	0	0	0.0	0.0
15:00	0	12	51	88	23	0	0	0	0	0	0	0	0.0	0.0
16:00	8	32	91	92	18	1	0	0	0	0	0	0	0.0	0.0
17:00	68	96	94	25	2	1	0	0	0	0	0	0	0.0	0.0
18:00	4	39	82	67	26	3	0	0	0	0	0	0	0.0	0.0
19:00	1	8	25	54	20	1	0	0	0	0	0	0	0.0	0.0
20:00	1	9	36	45	21	2	1	0	0	0	0	0	0.0	0.0
21:00	1	6	23	44	19	1	1	0	0	0	0	0	0.0	0.0
22:00	0	4	16	22	6	2	0	0	0	0	0	0	0.0	0.0
23:00	1	5	11	12	5	1	0	0	0	0	0	0	0.0	0.0
Total	99	429	926	1242	378	32	6	0	0	0	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Saturday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day**

Saturday

**Select Direction**

Combined

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	8
20-30	116
30-40	350
40-50	673
50-60	333
60-70	50
70-80	4
80-90	2
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	0.5%
20-30	7.6%
30-40	22.8%
40-50	43.8%
50-60	21.7%
60-70	3.3%
70-80	0.3%
80-90	0.1%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>0.0</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	2	4	6	9	3	0	0	0	0	0	0	0.0	0.0
1:00	0	1	3	3	6	3	2	0	0	0	0	0	0.0	0.0
2:00	0	1	0	1	4	0	0	0	0	0	0	0	0.0	0.0
3:00	0	0	0	1	4	0	0	0	0	0	0	0	0.0	0.0
4:00	0	0	1	6	2	3	0	0	0	0	0	0	0.0	0.0
5:00	1	0	6	7	4	1	0	0	0	0	0	0	0.0	0.0
6:00	0	3	7	9	8	1	0	0	0	0	0	0	0.0	0.0
7:00	0	3	11	16	15	2	0	0	0	0	0	0	0.0	0.0
8:00	0	6	19	42	18	2	1	0	0	0	0	0	0.0	0.0
9:00	1	4	13	32	26	2	0	0	0	0	0	0	0.0	0.0
10:00	0	6	22	49	29	3	0	0	0	0	0	0	0.0	0.0
11:00	1	4	27	36	21	3	0	0	0	0	0	0	0.0	0.0
12:00	0	6	18	52	25	4	0	0	0	0	0	0	0.0	0.0
13:00	2	5	12	50	22	5	0	0	0	0	0	0	0.0	0.0
14:00	0	4	18	35	20	2	0	2	0	0	0	0	0.0	0.0
15:00	0	5	20	58	24	1	0	0	0	0	0	0	0.0	0.0
16:00	0	6	27	64	18	4	0	0	0	0	0	0	0.0	0.0
17:00	0	12	29	45	19	2	0	0	0	0	0	0	0.0	0.0
18:00	1	10	26	25	30	4	0	0	0	0	0	0	0.0	0.0
19:00	2	11	17	20	7	3	1	0	0	0	0	0	0.0	0.0
20:00	0	4	14	24	5	0	0	0	0	0	0	0	0.0	0.0
21:00	0	9	20	26	3	1	0	0	0	0	0	0	0.0	0.0
22:00	0	6	21	37	7	0	0	0	0	0	0	0	0.0	0.0
23:00	0	8	15	29	7	1	0	0	0	0	0	0	0.0	0.0
Total	8	116	350	673	333	50	4	2	0	0	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Sunday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day** Sunday **Select Direction** Combined

Speed Bin (Kph)	Vehicles
10-20	5
20-30	73
30-40	240
40-50	423
50-60	267
60-70	52
70-80	9
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	0.5%
20-30	6.8%
30-40	22.5%
40-50	39.6%
50-60	25.0%
60-70	4.9%
70-80	0.8%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>0.0</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	9	19	8	3	0	0	0	0	0	0	0.0	0.0
1:00	0	1	4	7	4	1	0	0	0	0	0	0	0.0	0.0
2:00	0	0	0	3	5	0	0	0	0	0	0	0	0.0	0.0
3:00	0	0	1	0	2	1	0	0	0	0	0	0	0.0	0.0
4:00	0	1	0	1	0	0	0	0	0	0	0	0	0.0	0.0
5:00	0	0	2	2	5	1	0	0	0	0	0	0	0.0	0.0
6:00	0	1	1	2	1	2	0	0	0	0	0	0	0.0	0.0
7:00	0	0	4	8	6	3	1	0	0	0	0	0	0.0	0.0
8:00	0	3	9	20	7	0	0	0	0	0	0	0	0.0	0.0
9:00	0	7	15	32	12	9	1	0	0	0	0	0	0.0	0.0
10:00	0	2	23	39	19	4	0	0	0	0	0	0	0.0	0.0
11:00	2	9	23	44	27	3	0	0	0	0	0	0	0.0	0.0
12:00	0	5	20	45	36	3	0	0	0	0	0	0	0.0	0.0
13:00	2	6	16	34	18	3	0	0	0	0	0	0	0.0	0.0
14:00	0	10	27	40	13	1	0	0	0	0	0	0	0.0	0.0
15:00	1	4	12	22	24	3	1	0	0	0	0	0	0.0	0.0
16:00	0	4	13	26	12	1	2	0	0	0	0	0	0.0	0.0
17:00	0	4	10	17	18	2	0	0	0	0	0	0	0.0	0.0
18:00	0	6	13	20	12	2	1	0	0	0	0	0	0.0	0.0
19:00	0	4	11	16	15	4	2	0	0	0	0	0	0.0	0.0
20:00	0	3	16	11	8	2	0	0	0	0	0	0	0.0	0.0
21:00	0	0	6	5	11	1	1	0	0	0	0	0	0.0	0.0
22:00	0	2	4	7	4	2	0	0	0	0	0	0	0.0	0.0
23:00	0	0	1	3	0	1	0	0	0	0	0	0	0.0	0.0
Total	5	73	240	423	267	52	9	0	0	0	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Thursday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day**

Thursday

**Select Direction**

Combined

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	87
20-30	412
30-40	1057
40-50	1492
50-60	538
60-70	54
70-80	1
80-90	2
90-100	0
100-110	1
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	2.4%
20-30	11.3%
30-40	29.0%
40-50	40.9%
50-60	14.8%
60-70	1.5%
70-80	0.0%
80-90	0.1%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>0.0</b>
<b>85%ile</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	1	5	6	1	0	0	0	0	0	0	0.0	0.0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0.0	0.0
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0.0	0.0
3:00	0	0	1	1	1	0	0	0	0	0	0	0	0.0	0.0
4:00	0	1	2	1	4	1	0	0	0	0	0	0	0.0	0.0
5:00	0	1	4	17	11	2	0	0	0	0	0	0	0.0	0.0
6:00	1	9	16	28	25	3	0	0	0	0	0	0	0.0	0.0
7:00	5	32	73	96	43	2	0	0	0	0	0	0	0.0	0.0
8:00	30	87	126	105	25	0	0	0	0	0	0	0	0.0	0.0
9:00	14	45	82	97	29	5	0	0	0	0	0	0	0.0	0.0
10:00	4	20	51	95	30	3	0	0	0	0	0	0	0.0	0.0
11:00	0	15	59	86	30	3	0	0	0	0	0	0	0.0	0.0
12:00	2	22	75	104	40	2	0	0	0	0	0	0	0.0	0.0
13:00	2	34	96	103	28	2	0	0	0	0	0	0	0.0	0.0
14:00	1	15	56	83	50	4	0	0	0	0	0	0	0.0	0.0
15:00	2	14	53	107	34	4	0	0	0	0	0	0	0.0	0.0
16:00	0	13	72	133	52	5	0	0	0	0	0	0	0.0	0.0
17:00	21	50	111	133	32	6	0	2	0	0	0	0	0.0	0.0
18:00	2	24	65	104	27	2	0	0	0	0	0	0	0.0	0.0
19:00	2	10	37	69	22	1	0	0	0	0	0	0	0.0	0.0
20:00	0	4	36	39	10	1	0	0	0	0	0	0	0.0	0.0
21:00	1	5	20	29	14	2	0	0	0	0	0	0	0.0	0.0
22:00	0	5	14	32	16	3	1	0	0	0	0	0	0.0	0.0
23:00	0	5	6	24	9	2	0	0	0	1	0	0	0.0	0.0
Total	87	412	1057	1492	538	54	1	2	0	1	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Tuesday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day** Tuesday **Select Direction** Combined

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	32
20-30	349
30-40	1059
40-50	1530
50-60	417
60-70	64
70-80	4
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	0.9%
20-30	10.1%
30-40	30.7%
40-50	44.3%
50-60	12.1%
60-70	1.9%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>0.0</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	5	6	5	3	1	0	0	0	0	0	0	0.0	0.0
1:00	0	3	3	2	0	0	0	0	0	0	0	0	0.0	0.0
2:00	0	0	3	0	1	0	0	0	0	0	0	0	0.0	0.0
3:00	0	0	1	2	1	0	0	0	0	0	0	0	0.0	0.0
4:00	0	1	1	5	0	0	0	0	0	0	0	0	0.0	0.0
5:00	0	4	1	12	8	5	0	0	0	0	0	0	0.0	0.0
6:00	1	12	16	36	13	4	2	0	0	0	0	0	0.0	0.0
7:00	3	33	62	103	17	4	0	0	0	0	0	0	0.0	0.0
8:00	2	75	145	142	25	4	0	0	0	0	0	0	0.0	0.0
9:00	0	26	79	109	42	2	0	0	0	0	0	0	0.0	0.0
10:00	3	10	34	82	21	6	1	0	0	0	0	0	0.0	0.0
11:00	1	10	47	61	30	2	0	0	0	0	0	0	0.0	0.0
12:00	0	19	58	92	24	3	1	0	0	0	0	0	0.0	0.0
13:00	2	36	77	82	17	5	0	0	0	0	0	0	0.0	0.0
14:00	4	19	56	89	29	5	0	0	0	0	0	0	0.0	0.0
15:00	1	10	60	94	27	3	0	0	0	0	0	0	0.0	0.0
16:00	1	19	75	125	34	7	0	0	0	0	0	0	0.0	0.0
17:00	10	22	117	143	23	3	0	0	0	0	0	0	0.0	0.0
18:00	2	22	69	94	17	0	0	0	0	0	0	0	0.0	0.0
19:00	0	9	47	80	20	1	0	0	0	0	0	0	0.0	0.0
20:00	0	4	45	59	21	5	0	0	0	0	0	0	0.0	0.0
21:00	1	2	28	59	24	1	0	0	0	0	0	0	0.0	0.0
22:00	1	7	23	39	16	3	0	0	0	0	0	0	0.0	0.0
23:00	0	1	6	15	4	0	0	0	0	0	0	0	0.0	0.0
Total	32	349	1059	1530	417	64	4	0	0	0	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Wednesday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day**

Wednesday

**Select Direction**

Combined

Speed Bin (Kph)	Vehicles
10-20	29
20-30	327
30-40	1066
40-50	1479
50-60	447
60-70	51
70-80	2
80-90	1
90-100	1
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	0.9%
20-30	9.6%
30-40	31.3%
40-50	43.5%
50-60	13.1%
60-70	1.5%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>0.0</b>
<b>85%ile</b>	<b>#DIV/0!</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	1	1	2	0	0	0	0	0	0	0	0.0	0.0
1:00	0	0	2	1	0	0	0	0	0	0	0	0	0.0	0.0
2:00	0	1	1	1	0	0	0	0	0	0	0	0	0.0	0.0
3:00	0	2	0	0	1	0	0	0	0	0	0	0	0.0	0.0
4:00	0	0	2	1	2	0	0	0	0	0	0	0	0.0	0.0
5:00	0	2	9	16	5	2	0	0	0	0	0	0	0.0	0.0
6:00	1	4	24	23	14	5	1	0	0	0	0	0	0.0	0.0
7:00	0	25	86	76	22	3	1	0	0	0	0	0	0.0	0.0
8:00	9	59	135	141	26	2	0	0	0	0	0	0	0.0	0.0
9:00	0	24	99	135	22	0	0	0	0	0	0	0	0.0	0.0
10:00	0	21	49	102	22	2	0	0	0	0	0	0	0.0	0.0
11:00	1	22	63	66	26	2	0	0	0	0	0	0	0.0	0.0
12:00	2	13	65	107	24	4	0	0	0	0	0	0	0.0	0.0
13:00	2	23	83	109	28	1	0	0	0	0	0	0	0.0	0.0
14:00	1	9	54	108	27	4	0	0	0	0	0	0	0.0	0.0
15:00	2	18	61	78	32	3	0	0	0	0	0	0	0.0	0.0
16:00	0	26	64	110	48	3	0	0	0	0	0	0	0.0	0.0
17:00	6	40	105	138	31	1	0	0	0	0	0	0	0.0	0.0
18:00	4	19	63	91	27	3	0	0	0	0	0	0	0.0	0.0
19:00	0	4	36	59	29	2	0	0	0	0	0	0	0.0	0.0
20:00	0	7	22	49	17	4	0	0	0	0	0	0	0.0	0.0
21:00	0	5	15	36	18	1	0	0	1	0	0	0	0.0	0.0
22:00	1	2	17	18	16	3	0	1	0	0	0	0	0.0	0.0
23:00	0	1	10	13	8	6	0	0	0	0	0	0	0.0	0.0
Total	29	327	1066	1479	447	51	2	1	1	0	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Weekday Ave  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	58
20-30	372
30-40	1004
40-50	1437
50-60	454
60-70	54
70-80	4
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.7%
20-30	11.0%
30-40	29.7%
40-50	42.5%
50-60	13.4%
60-70	1.6%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>0.0</b>	<b>#DIV/0!</b>

**Select Day** Weekday Ave
 **Select Direction** Combined

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	2	4	3	1	0	0	0	0	0	0	0.0	0.0
1:00	0	1	2	2	0	0	0	0	0	0	0	0	0.0	0.0
2:00	0	0	1	1	1	0	0	0	0	0	0	0	0.0	0.0
3:00	0	0	0	2	1	0	0	0	0	0	0	0	0.0	0.0
4:00	0	1	2	3	3	0	0	0	0	0	0	0	0.0	0.0
5:00	0	2	4	16	7	2	0	0	0	0	0	0	0.0	0.0
6:00	1	7	17	30	18	3	1	0	0	0	0	0	0.0	0.0
7:00	2	31	62	93	28	3	0	0	0	0	0	0	0.0	0.0
8:00	12	74	134	129	24	2	0	0	0	0	0	0	0.0	0.0
9:00	4	31	84	115	31	2	0	0	0	0	0	0	0.0	0.0
10:00	2	17	45	86	24	3	0	0	0	0	0	0	0.0	0.0
11:00	0	14	53	73	27	2	0	0	0	0	0	0	0.0	0.0
12:00	1	17	60	90	30	4	0	0	0	0	0	0	0.0	0.0
13:00	2	24	74	99	28	3	0	0	0	0	0	0	0.0	0.0
14:00	2	14	55	91	35	5	0	0	0	0	0	0	0.0	0.0
15:00	1	13	55	96	33	4	0	0	0	0	0	0	0.0	0.0
16:00	2	23	73	112	40	4	0	0	0	0	0	0	0.0	0.0
17:00	23	45	100	114	23	3	0	0	0	0	0	0	0.0	0.0
18:00	3	27	70	90	23	2	0	0	0	0	0	0	0.0	0.0
19:00	1	8	34	63	22	2	0	0	0	0	0	0	0.0	0.0
20:00	0	6	32	45	16	3	0	0	0	0	0	0	0.0	0.0
21:00	1	5	20	38	18	2	0	0	0	0	0	0	0.0	0.0
22:00	0	6	20	27	13	3	0	0	0	0	0	0	0.0	0.0
23:00	0	5	8	17	8	3	0	0	0	0	0	0	0.0	0.0
Total	58	372	1004	1437	454	54	4	1	0	0	0	0	0.0	#DIV/0!

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** 7 Day Ave
 **Select Direction** LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	38
20-30	237
30-40	628
40-50	1120
50-60	394
60-70	49
70-80	4
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.5%
20-30	9.6%
30-40	25.4%
40-50	45.3%
50-60	16.0%
60-70	2.0%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Total</b>	<b>42.8</b>
<b>85th Pile</b>	<b>51.5</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	3	6	4	1	0	0	0	0	0	0	45.5	55.5
1:00	0	1	1	3	2	1	0	0	0	0	0	0	44.1	59.3
2:00	0	0	1	1	1	0	0	0	0	0	0	0	44.7	0
3:00	0	0	0	1	1	0	0	0	0	0	0	0	47.5	0
4:00	0	1	1	2	2	0	0	0	0	0	0	0	45.6	0
5:00	0	1	3	12	6	2	0	0	0	0	0	0	47.4	55.3
6:00	1	5	11	21	13	3	0	0	0	0	0	0	45.4	55.0
7:00	1	20	38	67	23	3	0	0	0	0	0	0	43.2	52.5
8:00	8	48	83	96	21	1	0	0	0	0	0	0	39.5	48.5
9:00	3	20	48	87	26	2	0	0	0	0	0	0	42.4	51.2
10:00	1	11	29	70	23	3	0	0	0	0	0	0	43.6	51.8
11:00	1	9	33	58	25	2	0	0	0	0	0	0	43.4	51.8
12:00	1	10	37	74	29	4	0	0	0	0	0	0	43.9	51.9
13:00	2	15	43	76	24	3	0	0	0	0	0	0	42.5	51.4
14:00	1	8	34	71	28	4	0	0	0	0	0	0	44.2	52.2
15:00	1	8	33	77	30	3	0	0	0	0	0	0	44.6	52.5
16:00	1	13	46	90	32	3	0	0	0	0	0	0	43.3	51.6
17:00	15	27	63	87	21	2	0	0	0	0	0	0	40.1	48.9
18:00	1	16	42	67	22	2	0	0	0	0	0	0	42.4	51.3
19:00	1	6	22	47	19	2	0	0	0	0	0	0	43.8	52.5
20:00	0	4	22	36	13	2	0	0	0	0	0	0	43.1	51.3
21:00	0	4	15	30	14	2	0	0	0	0	0	0	44.8	53.6
22:00	0	4	14	24	10	2	0	0	0	0	0	0	44.0	53.6
23:00	0	3	6	15	7	2	0	0	0	0	0	0	44.9	54.6
Total	38	237	628	1120	394	49	4	1	0	0	0	0	42.8	51.5



**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Friday  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day** Friday **Select Direction** LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	34
20-30	276
30-40	711
40-50	1380
50-60	469
60-70	64
70-80	6
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.2%
20-30	9.4%
30-40	24.2%
40-50	46.9%
50-60	16.0%
60-70	2.2%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>42.4</b>
<b>85%ile</b>	<b>50.9</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	2	10	3	1	0	0	0	0	0	0	46.2	53.7
1:00	0	0	2	5	2	0	0	0	0	0	0	0	44.6	-
2:00	0	1	0	2	2	0	0	0	0	0	0	0	45.1	-
3:00	0	0	0	4	1	0	0	0	0	0	0	0	46.0	-
4:00	0	0	1	3	4	0	0	0	0	0	0	0	47.9	-
5:00	0	1	4	19	5	2	0	0	0	0	0	0	46.8	55.3
6:00	1	7	12	28	17	3	0	0	0	0	0	0	44.5	55.2
7:00	0	25	36	93	27	3	0	0	0	0	0	0	42.2	51.1
8:00	11	65	114	123	17	2	1	0	0	0	0	0	37.2	46.6
9:00	3	24	61	118	30	2	0	0	0	0	0	0	41.4	49.7
10:00	1	18	34	74	21	2	0	0	0	0	0	0	42.0	50.5
11:00	0	11	40	65	32	3	1	0	0	0	0	0	43.9	52.8
12:00	1	11	44	78	37	6	0	0	0	0	0	0	44.0	53.1
13:00	2	11	52	97	31	4	1	0	0	0	0	0	42.8	50.9
14:00	1	7	49	85	39	6	1	0	0	0	0	0	44.3	52.6
15:00	0	8	33	110	48	9	0	0	0	0	0	0	45.6	53.2
16:00	2	21	49	99	44	2	0	0	0	0	0	0	42.6	51.3
17:00	9	12	58	128	25	3	1	0	0	0	0	0	41.8	49.0
18:00	0	19	49	93	19	2	0	0	0	0	0	0	41.3	49.0
19:00	2	8	21	51	19	3	0	0	0	0	0	0	42.6	51.5
20:00	1	4	11	34	9	1	0	0	0	0	0	0	43.0	51.1
21:00	0	6	12	20	13	4	0	0	0	0	0	0	44.3	55.2
22:00	0	11	20	22	9	2	0	0	0	0	0	0	40.4	50.7
23:00	0	6	7	19	15	4	1	0	0	0	0	0	46.1	56.2
Total	34	276	711	1380	469	64	6	0	0	0	0	0	42.4	50.9

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Monday  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day**

Monday

**Select Direction**

LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	92
20-30	354
30-40	743
40-50	1169
50-60	365
60-70	31
70-80	5
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	3.3%
20-30	12.8%
30-40	26.9%
40-50	42.4%
50-60	13.2%
60-70	1.1%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>40.3</b>
<b>85%ile</b>	<b>49.3</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	1	0	0	0	0	0	0	0	0	44.7	-
1:00	0	0	0	1	0	0	0	0	0	0	0	0	43.2	-
2:00	0	0	0	1	0	1	0	0	0	0	0	0	52.3	-
3:00	0	0	0	2	1	0	0	0	0	0	0	0	47.1	-
4:00	0	1	1	2	3	0	0	0	0	0	0	0	45.8	-
5:00	0	2	0	16	7	0	1	0	0	0	0	0	47.2	51.8
6:00	0	4	11	29	17	1	0	0	0	0	0	0	44.9	51.7
7:00	2	35	40	86	29	2	0	0	0	0	0	0	40.8	50.4
8:00	7	70	102	123	27	1	0	0	0	0	0	0	38.1	47.6
9:00	2	25	64	102	29	1	0	0	0	0	0	0	41.2	49.6
10:00	1	7	33	71	23	4	0	0	0	0	0	0	43.6	51.7
11:00	0	8	30	74	15	0	0	0	0	0	0	0	42.2	48.9
12:00	0	12	33	62	21	3	0	0	0	0	0	0	43.0	51.8
13:00	1	12	37	93	31	2	1	0	0	0	0	0	43.1	52.0
14:00	1	11	33	81	24	5	1	0	0	0	0	0	44.1	52.1
15:00	0	12	45	83	23	0	0	0	0	0	0	0	42.3	49.8
16:00	7	25	80	90	17	1	0	0	0	0	0	0	38.8	47.2
17:00	65	80	85	25	2	1	0	0	0	0	0	0	27.9	39.4
18:00	3	28	56	63	26	3	0	0	0	0	0	0	39.9	50.4
19:00	1	5	19	47	20	1	0	0	0	0	0	0	44.1	51.8
20:00	1	7	32	45	21	2	1	0	0	0	0	0	43.1	52.7
21:00	0	4	21	42	19	1	1	0	0	0	0	0	44.8	54.5
22:00	0	3	13	20	6	1	0	0	0	0	0	0	41.7	50.1
23:00	1	3	8	10	4	1	0	0	0	0	0	0	40.6	51.5
Total	92	354	743	1169	365	31	5	0	0	0	0	0	40.3	49.3

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Saturday  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day**

Saturday

**Select Direction**

LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	6
20-30	81
30-40	253
40-50	642
50-60	323
60-70	45
70-80	3
80-90	2
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	0.4%
20-30	6.0%
30-40	18.7%
40-50	47.4%
50-60	23.8%
60-70	3.3%
70-80	0.2%
80-90	0.1%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>44.9</b>
<b>85%ile</b>	<b>53.0</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	2	4	6	9	2	0	0	0	0	0	0	46.7	59.4
1:00	0	1	2	3	6	3	1	0	0	0	0	0	51.0	63.8
2:00	0	1	0	1	3	0	0	0	0	0	0	0	45.6	-
3:00	0	0	0	1	3	0	0	0	0	0	0	0	54.9	-
4:00	0	0	1	5	2	2	0	0	0	0	0	0	50.8	-
5:00	1	0	6	7	4	1	0	0	0	0	0	0	43.8	55.3
6:00	0	2	5	8	8	1	0	0	0	0	0	0	45.4	58.0
7:00	0	2	6	14	15	2	0	0	0	0	0	0	47.2	55.4
8:00	0	3	14	41	18	2	1	0	0	0	0	0	45.8	53.5
9:00	1	3	10	31	24	2	0	0	0	0	0	0	46.5	53.9
10:00	0	5	21	47	27	2	0	0	0	0	0	0	45.3	53.0
11:00	1	0	21	34	20	2	0	0	0	0	0	0	44.8	53.5
12:00	0	4	12	51	24	4	0	0	0	0	0	0	45.8	53.3
13:00	2	4	4	45	22	5	0	0	0	0	0	0	45.9	55.7
14:00	0	3	12	33	19	2	0	2	0	0	0	0	47.6	53.6
15:00	0	3	12	58	24	1	0	0	0	0	0	0	45.6	52.0
16:00	0	3	22	63	18	4	0	0	0	0	0	0	44.8	52.3
17:00	0	6	16	44	19	2	0	0	0	0	0	0	43.9	52.1
18:00	0	8	16	24	30	4	0	0	0	0	0	0	45.3	54.5
19:00	1	8	11	20	7	2	1	0	0	0	0	0	42.1	51.7
20:00	0	4	12	23	5	0	0	0	0	0	0	0	41.2	49.2
21:00	0	9	16	22	3	1	0	0	0	0	0	0	39.7	48.3
22:00	0	5	18	34	6	0	0	0	0	0	0	0	40.6	48.2
23:00	0	5	12	27	7	1	0	0	0	0	0	0	42.7	51.2
Total	6	81	253	642	323	45	3	2	0	0	0	0	44.9	53.0

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Sunday  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** Sunday **Select Direction** LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	5
20-30	51
30-40	160
40-50	394
50-60	257
60-70	47
70-80	8
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	0.5%
20-30	5.5%
30-40	17.4%
40-50	42.7%
50-60	27.9%
60-70	5.1%
70-80	0.9%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>46.0</b>
<b>85%ile</b>	<b>55.1</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	9	17	8	2	0	0	0	0	0	0	46.1	55.0
1:00	0	0	4	7	4	1	0	0	0	0	0	0	46.0	54.8
2:00	0	0	0	3	4	0	0	0	0	0	0	0	51.5	-
3:00	0	0	1	0	2	1	0	0	0	0	0	0	55.2	-
4:00	0	1	0	1	0	0	0	0	0	0	0	0	37.8	-
5:00	0	0	2	2	4	1	0	0	0	0	0	0	51.7	-
6:00	0	1	0	2	1	2	0	0	0	0	0	0	50.9	-
7:00	0	0	3	7	6	3	1	0	0	0	0	0	50.5	61.3
8:00	0	3	8	18	7	0	0	0	0	0	0	0	42.7	50.9
9:00	0	6	13	32	12	6	1	0	0	0	0	0	44.9	55.8
10:00	0	2	11	38	18	4	0	0	0	0	0	0	46.5	55.5
11:00	2	6	16	42	26	3	0	0	0	0	0	0	44.2	53.0
12:00	0	2	10	42	35	3	0	0	0	0	0	0	47.5	54.4
13:00	2	3	15	32	17	3	0	0	0	0	0	0	44.7	54.4
14:00	0	7	20	38	12	1	0	0	0	0	0	0	42.2	51.0
15:00	1	3	6	21	24	3	1	0	0	0	0	0	48.7	58.3
16:00	0	4	5	22	12	1	1	0	0	0	0	0	46.2	56.8
17:00	0	2	5	16	18	2	0	0	0	0	0	0	47.9	57.0
18:00	0	4	7	17	12	2	1	0	0	0	0	0	46.0	56.3
19:00	0	4	5	14	14	3	2	0	0	0	0	0	47.4	58.8
20:00	0	2	13	10	7	2	0	0	0	0	0	0	43.3	52.8
21:00	0	0	5	4	11	1	1	0	0	0	0	0	50.7	58.9
22:00	0	0	1	6	3	2	0	0	0	0	0	0	49.9	60.5
23:00	0	0	1	3	0	1	0	0	0	0	0	0	46.5	-
Total	5	51	160	394	257	47	8	0	0	0	0	0	46.0	55.1

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Thursday  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** Thursday
 **Select Direction** LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	79
20-30	329
30-40	823
40-50	1404
50-60	508
60-70	49
70-80	1
80-90	1
90-100	0
100-110	1
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	2.5%
20-30	10.3%
30-40	25.8%
40-50	43.9%
50-60	15.9%
60-70	1.5%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>41.5</b>
<b>85%ile</b>	<b>50.4</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	1	5	5	0	0	0	0	0	0	0	47.0	56.2
1:00	0	0	0	1	0	0	0	0	0	0	0	0	46.0	-
2:00	0	0	1	0	0	0	0	0	0	0	0	0	34.9	-
3:00	0	0	1	1	1	0	0	0	0	0	0	0	42.2	-
4:00	0	1	1	1	3	1	0	0	0	0	0	0	47.0	-
5:00	0	1	4	16	11	2	0	0	0	0	0	0	46.6	53.4
6:00	1	8	14	25	23	3	0	0	0	0	0	0	44.4	55.4
7:00	4	28	59	94	42	2	0	0	0	0	0	0	41.0	50.9
8:00	29	74	107	98	25	0	0	0	0	0	0	0	35.4	46.6
9:00	13	38	60	95	27	3	0	0	0	0	0	0	39.2	49.2
10:00	2	17	36	89	28	3	0	0	0	0	0	0	42.4	50.4
11:00	0	7	47	83	29	3	0	0	0	0	0	0	43.7	50.9
12:00	2	18	66	94	37	2	0	0	0	0	0	0	41.9	50.4
13:00	2	31	59	91	25	2	0	0	0	0	0	0	40.4	49.4
14:00	0	10	43	76	46	4	0	0	0	0	0	0	44.3	53.1
15:00	2	7	43	102	32	4	0	0	0	0	0	0	44.0	51.1
16:00	0	8	56	128	49	5	0	0	0	0	0	0	44.5	52.0
17:00	19	41	91	127	29	5	0	1	0	0	0	0	39.0	49.3
18:00	2	19	51	97	26	2	0	0	0	0	0	0	41.7	49.9
19:00	2	7	24	63	22	1	0	0	0	0	0	0	43.3	50.8
20:00	0	2	27	36	10	1	0	0	0	0	0	0	42.2	49.7
21:00	1	2	15	28	13	2	0	0	0	0	0	0	44.0	53.3
22:00	0	4	13	32	16	2	1	0	0	0	0	0	44.7	54.2
23:00	0	5	4	22	9	2	0	0	0	1	0	0	45.6	53.9
Total	79	329	823	1404	508	49	1	1	0	1	0	0	41.5	50.4

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Tuesday  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day** Tuesday **Select Direction** LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	25
20-30	290
30-40	852
40-50	1448
50-60	402
60-70	57
70-80	3
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	0.8%
20-30	9.4%
30-40	27.7%
40-50	47.1%
50-60	13.1%
60-70	1.9%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>41.8</b>
<b>85%ile</b>	<b>50.2</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	3	5	3	3	1	0	0	0	0	0	0	40.4	53.0
1:00	0	3	1	2	0	0	0	0	0	0	0	0	34.9	-
2:00	0	0	3	0	1	0	0	0	0	0	0	0	41.9	-
3:00	0	0	0	2	1	0	0	0	0	0	0	0	50.2	-
4:00	0	1	0	4	0	0	0	0	0	0	0	0	43.8	-
5:00	0	3	1	10	8	5	0	0	0	0	0	0	49.7	61.8
6:00	1	12	13	33	11	4	1	0	0	0	0	0	43.0	54.1
7:00	2	28	56	101	17	4	0	0	0	0	0	0	40.4	49.1
8:00	2	69	120	133	25	3	0	0	0	0	0	0	38.5	47.0
9:00	0	22	53	104	41	2	0	0	0	0	0	0	42.4	51.7
10:00	3	9	25	76	20	5	1	0	0	0	0	0	43.3	51.7
11:00	0	10	35	53	29	2	0	0	0	0	0	0	43.0	52.2
12:00	0	14	49	86	23	3	1	0	0	0	0	0	42.6	50.3
13:00	1	27	65	77	16	3	0	0	0	0	0	0	39.7	48.5
14:00	4	15	39	83	28	5	0	0	0	0	0	0	42.7	51.9
15:00	1	6	49	90	27	3	0	0	0	0	0	0	43.4	50.4
16:00	0	15	57	123	34	5	0	0	0	0	0	0	42.9	50.6
17:00	8	18	100	137	20	3	0	0	0	0	0	0	40.1	47.7
18:00	1	19	58	91	17	0	0	0	0	0	0	0	41.1	48.8
19:00	0	7	40	74	20	1	0	0	0	0	0	0	42.6	50.2
20:00	0	3	39	58	20	5	0	0	0	0	0	0	44.2	52.0
21:00	1	2	22	57	22	1	0	0	0	0	0	0	44.7	52.0
22:00	1	3	17	37	15	2	0	0	0	0	0	0	43.8	52.8
23:00	0	1	5	14	4	0	0	0	0	0	0	0	44.0	52.0
Total	25	290	852	1448	402	57	3	0	0	0	0	0	41.8	50.2

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Wednesday  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day**

Wednesday

**Select Direction**

LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	27
20-30	275
30-40	852
40-50	1403
50-60	437
60-70	50
70-80	2
80-90	1
90-100	1
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	0.9%
20-30	9.0%
30-40	28.0%
40-50	46.0%
50-60	14.3%
60-70	1.6%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>42.0</b>
<b>85%ile</b>	<b>50.3</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	1	1	2	0	0	0	0	0	0	0	47.1	-
1:00	0	0	1	1	0	0	0	0	0	0	0	0	42.8	-
2:00	0	0	1	1	0	0	0	0	0	0	0	0	41.9	-
3:00	0	1	0	0	1	0	0	0	0	0	0	0	36.8	-
4:00	0	0	1	1	2	0	0	0	0	0	0	0	46.3	-
5:00	0	2	4	16	5	2	0	0	0	0	0	0	45.9	53.9
6:00	1	4	20	21	13	5	1	0	0	0	0	0	44.8	55.5
7:00	0	25	69	74	22	3	1	0	0	0	0	0	40.4	49.5
8:00	8	52	113	133	25	2	0	0	0	0	0	0	38.5	47.3
9:00	0	23	78	127	22	0	0	0	0	0	0	0	41.2	48.6
10:00	0	16	41	96	21	2	0	0	0	0	0	0	42.0	49.7
11:00	1	20	41	58	25	2	0	0	0	0	0	0	41.7	51.2
12:00	2	12	48	102	24	4	0	0	0	0	0	0	42.3	49.8
13:00	2	19	67	100	26	1	0	0	0	0	0	0	41.0	49.2
14:00	1	5	39	99	26	4	0	0	0	0	0	0	44.4	51.0
15:00	2	15	46	74	32	3	0	0	0	0	0	0	42.7	52.8
16:00	0	17	55	107	47	3	0	0	0	0	0	0	43.1	51.1
17:00	6	31	88	134	31	1	0	0	0	0	0	0	39.9	47.5
18:00	4	17	55	87	27	2	0	0	0	0	0	0	41.8	50.0
19:00	0	3	31	57	29	2	0	0	0	0	0	0	44.8	52.6
20:00	0	6	18	48	17	4	0	0	0	0	0	0	44.4	51.5
21:00	0	4	14	36	17	1	0	0	1	0	0	0	45.2	53.1
22:00	0	2	13	17	15	3	0	1	0	0	0	0	46.7	58.5
23:00	0	1	8	13	8	6	0	0	0	0	0	0	48.7	62.6
Total	27	275	852	1403	437	50	2	1	1	0	0	0	42.0	50.3

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Weekday Ave  
**Direction** LT & Thru  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** Weekday Ave
 **Select Direction** LT & Thru

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	51
20-30	305
30-40	796
40-50	1361
50-60	436
60-70	50
70-80	3
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.7%
20-30	10.1%
30-40	26.5%
40-50	45.3%
50-60	14.5%
60-70	1.7%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>41.6</b>
<b>85%ile</b>	<b>50.2</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	2	4	3	0	0	0	0	0	0	0	45.1	54.3
1:00	0	1	1	2	0	0	0	0	0	0	0	0	42.3	0
2:00	0	0	1	1	1	0	0	0	0	0	0	0	43.2	0
3:00	0	0	0	2	1	0	0	0	0	0	0	0	44.5	0
4:00	0	1	1	2	2	0	0	0	0	0	0	0	46.2	0
5:00	0	2	3	15	7	2	0	0	0	0	0	0	47.2	55.2
6:00	1	7	14	27	16	3	0	0	0	0	0	0	44.3	54.4
7:00	2	28	52	90	27	3	0	0	0	0	0	0	41.0	50.2
8:00	11	66	111	122	24	2	0	0	0	0	0	0	37.5	47.0
9:00	4	26	63	109	30	2	0	0	0	0	0	0	41.1	49.8
10:00	1	13	34	81	23	3	0	0	0	0	0	0	42.7	50.8
11:00	0	11	39	67	26	2	0	0	0	0	0	0	42.9	51.2
12:00	1	13	48	84	28	4	0	0	0	0	0	0	42.8	51.1
13:00	2	20	56	92	26	2	0	0	0	0	0	0	41.4	50.0
14:00	1	10	41	85	33	5	0	0	0	0	0	0	44.0	52.1
15:00	1	10	43	92	32	4	0	0	0	0	0	0	43.6	51.5
16:00	2	17	59	109	38	3	0	0	0	0	0	0	42.4	50.4
17:00	21	36	84	110	21	3	0	0	0	0	0	0	37.7	46.6
18:00	2	20	54	86	23	2	0	0	0	0	0	0	41.2	49.6
19:00	1	6	27	58	22	2	0	0	0	0	0	0	43.5	51.4
20:00	0	4	25	44	15	3	0	0	0	0	0	0	43.4	51.4
21:00	0	4	17	37	17	2	0	0	0	0	0	0	44.6	53.6
22:00	0	5	15	26	12	2	0	0	0	0	0	0	43.5	53.3
23:00	0	3	6	16	8	3	0	0	0	0	0	0	45.0	55.2
Total	51	305	796	1361	436	50	3	0	0	0	0	0	41.6	50.2



**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Direction** RHT  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** 7 Day Ave
 **Select Direction** RHT

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	5
20-30	56
30-40	174
40-50	63
50-60	16
60-70	4
70-80	1
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.5%
20-30	17.6%
30-40	54.7%
40-50	19.8%
50-60	4.9%
60-70	1.3%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>36.7</b>
<b>85%ile</b>	<b>43.7</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	1	0	0	0	0	0	0	0	0	52.0	0
1:00	0	0	1	0	0	0	0	0	0	0	0	0	38.5	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	45.1	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	41.7	0
4:00	0	0	1	0	1	0	0	0	0	0	0	0	41.8	0
5:00	0	0	1	1	0	0	0	0	0	0	0	0	45.4	0
6:00	0	0	2	2	1	0	0	0	0	0	0	0	41.6	0
7:00	0	2	8	3	0	0	0	0	0	0	0	0	36.4	43.0
8:00	0	6	17	5	0	0	0	0	0	0	0	0	35.4	41.4
9:00	0	3	15	5	1	1	0	0	0	0	0	0	38.4	42.6
10:00	0	2	10	4	1	0	0	0	0	0	0	0	38.0	45.3
11:00	0	3	12	5	1	0	0	0	0	0	0	0	36.9	44.5
12:00	0	3	11	4	1	0	0	0	0	0	0	0	37.8	45.8
13:00	0	4	14	6	1	0	0	0	0	0	0	0	37.1	46.6
14:00	0	4	12	5	2	0	0	0	0	0	0	0	37.2	46.8
15:00	0	3	10	3	1	0	0	0	0	0	0	0	36.4	45.4
16:00	0	5	11	3	1	0	0	0	0	0	0	0	35.8	43.0
17:00	1	7	14	3	1	0	0	0	0	0	0	0	33.7	39.4
18:00	1	5	14	4	0	0	0	0	0	0	0	0	34.3	40.5
19:00	0	2	7	4	0	0	0	0	0	0	0	0	36.7	44.1
20:00	0	1	5	1	0	0	0	0	0	0	0	0	36.4	41.0
21:00	0	1	3	1	1	0	0	0	0	0	0	0	37.0	0
22:00	0	2	4	2	1	0	0	0	0	0	0	0	37.9	50.4
23:00	0	1	2	1	0	0	0	0	0	0	0	0	35.8	0
Total	5	56	174	63	16	4	1	0	0	0	0	0	36.7	43.7



**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Monday  
**Direction** RHT  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day**

Monday

  
**Select Direction**

RHT

Speed Bin (Kph)	Vehicles
10-20	7
20-30	75
30-40	183
40-50	73
50-60	13
60-70	1
70-80	1
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	2.0%
20-30	21.2%
30-40	51.8%
40-50	20.7%
50-60	3.7%
60-70	0.3%
70-80	0.3%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>35.6</b>
<b>85%ile</b>	<b>41.6</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
3:00	0	0	0	0	1	0	0	0	0	0	0	0	50.4	-
4:00	0	0	1	0	1	0	0	0	0	0	0	0	41.4	-
5:00	0	0	0	1	0	0	1	0	0	0	0	0	58.0	-
6:00	0	0	2	4	4	0	0	0	0	0	0	0	46.5	-
7:00	1	3	9	6	0	0	0	0	0	0	0	0	35.5	44.5
8:00	0	6	24	8	0	0	0	0	0	0	0	0	35.4	41.8
9:00	0	6	14	9	0	0	0	0	0	0	0	0	35.9	41.5
10:00	0	5	16	1	0	0	0	0	0	0	0	0	33.1	37.3
11:00	0	2	11	8	0	0	0	0	0	0	0	0	37.7	42.7
12:00	0	2	13	3	0	0	0	0	0	0	0	0	36.7	40.7
13:00	0	4	10	4	3	0	0	0	0	0	0	0	37.8	50.7
14:00	0	3	13	5	2	0	0	0	0	0	0	0	38.2	48.0
15:00	0	0	6	5	0	0	0	0	0	0	0	0	40.6	46.7
16:00	1	7	11	2	1	0	0	0	0	0	0	0	33.6	40.9
17:00	3	16	9	0	0	0	0	0	0	0	0	0	28.5	32.9
18:00	1	11	26	4	0	0	0	0	0	0	0	0	32.3	38.1
19:00	0	3	6	7	0	0	0	0	0	0	0	0	37.7	44.5
20:00	0	2	4	0	0	0	0	0	0	0	0	0	32.4	-
21:00	1	2	2	2	0	0	0	0	0	0	0	0	34.1	-
22:00	0	1	3	2	0	1	0	0	0	0	0	0	40.0	-
23:00	0	2	3	2	1	0	0	0	0	0	0	0	37.2	-
Total	7	75	183	73	13	1	1	0	0	0	0	0	35.6	41.6

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Saturday  
**Direction** RHT  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

  
**Select Day**

Saturday

**Select Direction**

RHT

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	2
20-30	35
30-40	97
40-50	31
50-60	10
60-70	5
70-80	1
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	1.1%
20-30	19.3%
30-40	53.6%
40-50	17.1%
50-60	5.5%
60-70	2.8%
70-80	0.6%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>36.9</b>
<b>85%ile</b>	<b>43.3</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	0	0	1	0	0	0	0	0	0	64.1	-
1:00	0	0	1	0	0	0	1	0	0	0	0	0	51.6	-
2:00	0	0	0	0	1	0	0	0	0	0	0	0	54.5	-
3:00	0	0	0	0	1	0	0	0	0	0	0	0	53.5	-
4:00	0	0	0	1	0	1	0	0	0	0	0	0	52.3	-
5:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
6:00	0	1	2	1	0	0	0	0	0	0	0	0	37.0	-
7:00	0	1	5	2	0	0	0	0	0	0	0	0	38.3	-
8:00	0	3	5	1	0	0	0	0	0	0	0	0	34.2	-
9:00	0	1	3	1	2	0	0	0	0	0	0	0	39.7	-
10:00	0	1	1	2	2	1	0	0	0	0	0	0	44.2	-
11:00	0	4	6	2	1	1	0	0	0	0	0	0	38.0	51.8
12:00	0	2	6	1	1	0	0	0	0	0	0	0	36.4	-
13:00	0	1	8	5	0	0	0	0	0	0	0	0	36.9	44.6
14:00	0	1	6	2	1	0	0	0	0	0	0	0	37.7	-
15:00	0	2	8	0	0	0	0	0	0	0	0	0	34.1	-
16:00	0	3	5	1	0	0	0	0	0	0	0	0	34.1	-
17:00	0	6	13	1	0	0	0	0	0	0	0	0	33.7	39.2
18:00	1	2	10	1	0	0	0	0	0	0	0	0	32.6	39.1
19:00	1	3	6	0	0	1	0	0	0	0	0	0	33.0	43.8
20:00	0	0	2	1	0	0	0	0	0	0	0	0	36.7	-
21:00	0	0	4	4	0	0	0	0	0	0	0	0	39.6	-
22:00	0	1	3	3	1	0	0	0	0	0	0	0	38.1	-
23:00	0	3	3	2	0	0	0	0	0	0	0	0	35.3	-
Total	2	35	97	31	10	5	1	0	0	0	0	0	36.9	43.3

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Sunday  
**Direction** RHT  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** Sunday **Select Direction** RHT

Speed Bin (Kph)	Vehicles
10-20	0
20-30	22
30-40	80
40-50	29
50-60	10
60-70	5
70-80	1
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	0.0%
20-30	15.0%
30-40	54.4%
40-50	19.7%
50-60	6.8%
60-70	3.4%
70-80	0.7%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>38.2</b>	<b>44.6</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	2	0	1	0	0	0	0	0	0	51.6	-
1:00	0	1	0	0	0	0	0	0	0	0	0	0	28.9	-
2:00	0	0	0	0	1	0	0	0	0	0	0	0	53.0	-
3:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
4:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
5:00	0	0	0	0	1	0	0	0	0	0	0	0	51.4	-
6:00	0	0	1	0	0	0	0	0	0	0	0	0	37.3	-
7:00	0	0	1	1	0	0	0	0	0	0	0	0	38.6	-
8:00	0	0	1	2	0	0	0	0	0	0	0	0	38.3	-
9:00	0	1	2	0	0	3	0	0	0	0	0	0	47.9	-
10:00	0	0	12	1	1	0	0	0	0	0	0	0	38.1	45.5
11:00	0	3	7	2	1	0	0	0	0	0	0	0	36.4	45.4
12:00	0	3	10	3	1	0	0	0	0	0	0	0	36.9	41.5
13:00	0	3	1	2	1	0	0	0	0	0	0	0	36.6	-
14:00	0	3	7	2	1	0	0	0	0	0	0	0	35.3	46.8
15:00	0	1	6	1	0	0	0	0	0	0	0	0	35.4	-
16:00	0	0	8	4	0	0	1	0	0	0	0	0	41.0	47.4
17:00	0	2	5	1	0	0	0	0	0	0	0	0	35.6	-
18:00	0	2	6	3	0	0	0	0	0	0	0	0	35.7	41.1
19:00	0	0	6	2	1	1	0	0	0	0	0	0	40.5	-
20:00	0	1	3	1	1	0	0	0	0	0	0	0	40.2	-
21:00	0	0	1	1	0	0	0	0	0	0	0	0	37.7	-
22:00	0	2	3	1	1	0	0	0	0	0	0	0	35.8	-
23:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
Total	0	22	80	29	10	5	1	0	0	0	0	0	38.2	44.6

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Thursday  
**Direction** RHT  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day**

Thursday

**Select Direction**

RHT

Speed Bin (Kph)	Vehicles
10-20	8
20-30	83
30-40	234
40-50	88
50-60	30
60-70	5
70-80	0
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.8%
20-30	18.5%
30-40	52.1%
40-50	19.6%
50-60	6.7%
60-70	1.1%
70-80	0.0%
80-90	0.2%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>36.6</b>
<b>85%ile</b>	<b>43.9</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	0	1	1	0	0	0	0	0	0	58.1	-
1:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
3:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
4:00	0	0	1	0	1	0	0	0	0	0	0	0	42.5	-
5:00	0	0	0	1	0	0	0	0	0	0	0	0	42.8	-
6:00	0	1	2	3	2	0	0	0	0	0	0	0	41.4	-
7:00	1	4	14	2	1	0	0	0	0	0	0	0	33.8	41.0
8:00	1	13	19	7	0	0	0	0	0	0	0	0	33.3	40.4
9:00	1	7	22	2	2	2	0	0	0	0	0	0	36.7	44.8
10:00	2	3	15	6	2	0	0	0	0	0	0	0	35.6	43.8
11:00	0	8	12	3	1	0	0	0	0	0	0	0	34.2	40.5
12:00	0	4	9	10	3	0	0	0	0	0	0	0	39.6	49.1
13:00	0	3	37	12	3	0	0	0	0	0	0	0	38.2	44.7
14:00	1	5	13	7	4	0	0	0	0	0	0	0	36.9	50.2
15:00	0	7	10	5	2	0	0	0	0	0	0	0	36.8	44.1
16:00	0	5	16	5	3	0	0	0	0	0	0	0	37.3	43.9
17:00	2	9	20	6	3	1	0	1	0	0	0	0	36.2	42.5
18:00	0	5	14	7	1	0	0	0	0	0	0	0	36.1	42.3
19:00	0	3	13	6	0	0	0	0	0	0	0	0	36.7	43.5
20:00	0	2	9	3	0	0	0	0	0	0	0	0	36.7	43.5
21:00	0	3	5	1	1	0	0	0	0	0	0	0	36.0	-
22:00	0	1	1	0	0	1	0	0	0	0	0	0	43.1	-
23:00	0	0	2	2	0	0	0	0	0	0	0	0	38.1	-
Total	8	83	234	88	30	5	0	1	0	0	0	0	36.6	43.9

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - NB  
**Start Date** 18-Oct-19  
**Day** Tuesday  
**Direction** RHT  
**Description** Speed Summary  
**Select Site**  

1 - NB - National Cir

**Select Day** Tuesday
 **Select Direction** RHT

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	7
20-30	59
30-40	207
40-50	82
50-60	15
60-70	7
70-80	1
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.9%
20-30	15.6%
30-40	54.8%
40-50	21.7%
50-60	4.0%
60-70	1.9%
70-80	0.3%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>36.5</b>
<b>85%ile</b>	<b>44.4</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	2	1	2	0	0	0	0	0	0	0	0	34.3	-
1:00	0	0	2	0	0	0	0	0	0	0	0	0	35.2	-
2:00	0	0	0	0	0	0	0	0	0	0	0	0	-	-
3:00	0	0	1	0	0	0	0	0	0	0	0	0	33.3	-
4:00	0	0	1	1	0	0	0	0	0	0	0	0	38.6	-
5:00	0	1	0	2	0	0	0	0	0	0	0	0	38.5	-
6:00	0	0	3	3	2	0	1	0	0	0	0	0	46.2	-
7:00	1	5	6	2	0	0	0	0	0	0	0	0	31.9	42.6
8:00	0	6	25	9	0	1	0	0	0	0	0	0	37.1	43.1
9:00	0	4	26	5	1	0	0	0	0	0	0	0	35.3	41.9
10:00	0	1	9	6	1	1	0	0	0	0	0	0	40.1	50.3
11:00	1	0	12	8	1	0	0	0	0	0	0	0	37.5	44.7
12:00	0	5	9	6	1	0	0	0	0	0	0	0	37.5	46.8
13:00	1	9	12	5	1	2	0	0	0	0	0	0	35.5	46.5
14:00	0	4	17	6	1	0	0	0	0	0	0	0	36.5	43.4
15:00	0	4	11	4	0	0	0	0	0	0	0	0	35.6	41.8
16:00	1	4	18	2	0	2	0	0	0	0	0	0	35.0	41.9
17:00	2	4	17	6	3	0	0	0	0	0	0	0	36.0	43.7
18:00	1	3	11	3	0	0	0	0	0	0	0	0	34.4	41.4
19:00	0	2	7	6	0	0	0	0	0	0	0	0	35.2	42.7
20:00	0	1	6	1	1	0	0	0	0	0	0	0	37.2	-
21:00	0	0	6	2	2	0	0	0	0	0	0	0	40.1	-
22:00	0	4	6	2	1	1	0	0	0	0	0	0	38.1	56.9
23:00	0	0	1	1	0	0	0	0	0	0	0	0	40.6	-
Total	7	59	207	82	15	7	1	0	0	0	0	0	36.5	44.4







**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - SB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Direction** SB  
**Description** Speed Summary  
**Select Site**  

1 - SB - National Cir

**Select Day** 7 Day Ave
 **Select Direction** SB

Speed Bin (Kph)	Vehicles
10-20	42
20-30	270
30-40	770
40-50	1173
50-60	423
60-70	31
70-80	3
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.5%
20-30	9.9%
30-40	28.4%
40-50	43.2%
50-60	15.6%
60-70	1.2%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Total</b>	<b>42.2</b>
<b>85thile</b>	<b>51.0</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	1	1	2	6	3	1	0	0	0	0	0	0	43.7	57.3
1:00	0	0	1	2	1	0	0	0	0	0	0	0	48.1	55.9
2:00	0	0	0	1	1	0	0	0	0	0	0	0	45.9	0
3:00	0	0	1	1	1	0	0	0	0	0	0	0	45.3	0
4:00	0	0	1	3	1	1	0	0	0	0	0	0	49.1	62.3
5:00	0	0	3	9	6	1	0	0	0	0	0	0	48.0	56.3
6:00	0	4	11	16	14	2	0	0	0	0	0	0	45.2	55.0
7:00	1	13	29	65	29	3	0	0	0	0	0	0	44.2	54.0
8:00	3	25	88	108	24	0	0	0	0	0	0	0	41.1	49.4
9:00	2	21	50	84	29	2	0	0	0	0	0	0	42.3	50.7
10:00	1	13	29	63	22	1	0	0	0	0	0	0	42.8	51.8
11:00	2	13	32	66	31	2	0	0	0	0	0	0	43.0	52.4
12:00	2	17	42	83	31	1	0	0	0	0	0	0	42.4	50.9
13:00	2	15	45	73	25	2	0	0	0	0	0	0	42.1	51.0
14:00	3	13	39	76	28	2	0	0	0	0	0	0	42.7	51.2
15:00	1	14	47	83	31	1	0	0	0	0	0	0	42.7	51.1
16:00	4	23	83	108	40	2	0	0	0	0	0	0	41.7	50.7
17:00	6	50	119	115	24	2	0	0	0	0	0	0	40.2	48.9
18:00	8	26	69	73	21	2	0	0	0	0	0	0	40.0	49.8
19:00	2	7	29	48	16	1	0	0	0	0	0	0	42.1	50.5
20:00	0	4	17	34	14	1	0	0	0	0	0	0	43.6	51.5
21:00	1	3	15	24	10	1	0	0	0	0	0	0	43.1	51.9
22:00	1	4	12	22	10	2	0	0	0	0	0	0	43.8	53.4
23:00	1	3	7	10	9	1	0	0	0	0	0	0	43.9	53.8
Total	42	270	770	1173	423	31	3	0	0	0	0	0	42.2	51.0

<b>Job No</b>	A111 Barton		<b>Bin Summary</b>	
<b>Client</b>	Northrop		10-20	1.7%
<b>Site</b>	National Cir		20-30	10.6%
<b>Location</b>	Sth of Darling St		30-40	26.6%
<b>Site No</b>	1 - SB		40-50	44.7%
<b>Start Date</b>	18-Oct-19		50-60	15.1%
<b>Day</b>	Friday		60-70	1.1%
<b>Direction</b>	SB		70-80	0.2%
<b>Description</b>	Speed Summary		80-90	0.0%
<b>Select Site</b>	1 - SB - National Cir		90-100	0.0%
<b>Select Day</b>	Friday	100-110	0.0%	
<b>Select Direction</b>	SB	110-120	0.0%	
		120+	0.0%	
		<b>Ave</b>	<b>50.1</b>	

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	2	1	6	1	0	0	0	0	0	0	0	41.1	-
1:00	0	0	0	1	2	0	0	0	0	0	0	0	52.7	-
2:00	0	0	0	2	1	2	0	0	0	0	0	0	54.5	-
3:00	1	0	1	0	2	1	0	0	0	0	0	0	44.2	-
4:00	0	0	2	4	2	3	0	0	0	0	0	0	50.9	62.3
5:00	0	0	1	16	10	3	1	0	0	0	0	0	50.7	58.5
6:00	1	4	13	17	14	2	0	0	0	0	0	0	43.9	53.2
7:00	1	11	31	87	33	2	2	0	0	0	0	0	43.9	51.4
8:00	2	36	109	140	21	0	0	0	0	0	0	0	39.3	47.4
9:00	3	29	59	103	37	1	1	0	0	0	0	0	41.5	50.4
10:00	0	19	35	79	26	2	0	0	0	0	0	0	42.5	51.4
11:00	2	14	31	96	45	2	0	0	0	0	0	0	43.6	51.5
12:00	3	27	55	99	31	3	0	0	0	0	0	0	40.8	50.1
13:00	2	12	55	96	21	2	0	0	0	0	0	0	41.7	49.5
14:00	1	20	48	90	40	2	0	0	0	0	0	0	42.7	51.5
15:00	0	17	65	117	35	1	0	0	0	0	0	0	42.2	50.3
16:00	2	25	80	149	58	1	0	0	0	0	0	0	42.5	50.9
17:00	6	37	100	137	32	5	0	0	0	0	0	0	40.1	48.5
18:00	22	48	78	63	26	0	1	0	0	0	0	0	36.1	48.2
19:00	2	13	37	49	14	2	0	0	0	0	0	0	41.0	49.6
20:00	0	7	20	40	13	0	0	0	0	0	0	0	42.3	50.4
21:00	1	6	12	27	11	0	0	0	0	0	0	0	42.7	50.6
22:00	4	11	26	22	8	2	0	0	0	0	0	0	37.9	47.6
23:00	3	6	9	16	10	1	0	0	0	0	0	0	40.8	54.5
Total	56	344	868	1456	493	37	5	0	0	0	0	0	41.4	50.1

<b>Job No</b>	A111 Barton		<b>Bin Summary</b>	
<b>Client</b>	Northrop		10-20	2.5%
<b>Site</b>	National Cir		20-30	10.8%
<b>Location</b>	Sth of Darling St		30-40	32.5%
<b>Site No</b>	1 - SB		40-50	42.1%
<b>Start Date</b>	18-Oct-19		50-60	11.6%
<b>Day</b>	Monday		60-70	0.5%
<b>Direction</b>	SB		70-80	0.0%
<b>Description</b>	Speed Summary		80-90	0.0%
<b>Select Site</b>	1 - SB - National Cir		90-100	0.0%
<b>Select Day</b>	Monday	100-110	0.0%	
<b>Select Direction</b>	SB	110-120	0.0%	
		120+	0.0%	
		<b>40.1</b>	<b>48.7</b>	

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	2	0	1	0	0	0	0	0	0	0	39.5	-
1:00	0	0	1	2	0	0	0	0	0	0	0	0	39.9	-
2:00	0	0	0	1	0	0	0	0	0	0	0	0	40.3	-
3:00	0	0	1	0	0	0	0	0	0	0	0	0	37.2	-
4:00	0	0	1	3	2	1	0	0	0	0	0	0	49.3	-
5:00	0	0	2	12	4	0	0	0	0	0	0	0	46.1	54.4
6:00	1	2	11	18	22	1	0	0	0	0	0	0	45.7	55.3
7:00	1	14	24	73	33	2	0	0	0	0	0	0	44.2	52.9
8:00	4	28	118	149	32	0	0	0	0	0	0	0	40.1	48.2
9:00	0	15	53	94	25	2	0	0	0	0	0	0	42.5	50.0
10:00	1	8	42	62	17	1	0	0	0	0	0	0	41.9	49.9
11:00	0	12	33	65	36	1	0	0	0	0	0	0	43.6	53.6
12:00	4	17	34	88	28	0	0	0	0	0	0	0	42.1	50.4
13:00	0	15	35	86	27	0	0	0	0	0	0	0	42.5	50.6
14:00	6	9	56	104	18	3	0	0	0	0	0	0	41.6	49.3
15:00	3	15	89	117	31	1	0	0	0	0	0	0	41.2	49.5
16:00	18	24	158	160	24	1	0	0	0	0	0	0	38.9	47.2
17:00	22	130	247	135	16	1	0	0	0	0	0	0	34.9	43.9
18:00	19	54	103	88	19	2	0	0	0	0	0	0	36.1	46.8
19:00	1	11	27	53	15	1	0	0	0	0	0	0	41.6	50.0
20:00	0	4	16	42	12	1	1	0	0	0	0	0	43.7	50.9
21:00	0	1	26	33	15	0	0	0	0	0	0	0	42.9	51.5
22:00	2	3	7	25	11	0	0	0	0	0	0	0	43.5	52.0
23:00	1	2	9	8	4	0	0	0	0	0	0	0	38.9	51.5
Total	83	365	1095	1418	392	18	1	0	0	0	0	0	40.1	48.7

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - SB  
**Start Date** 18-Oct-19  
**Day** Saturday  
**Direction** SB  
**Description** Speed Summary  
**Select Site**  

1 - SB - National Cir

  
**Select Day**

Saturday

**Select Direction**

SB

Speed Bin (Kph)	Vehicles
10-20	26
20-30	133
30-40	352
40-50	779
50-60	345
60-70	34
70-80	4
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.6%
20-30	7.9%
30-40	21.0%
40-50	46.6%
50-60	20.6%
60-70	2.0%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>43.5</b>
<b>85%ile</b>	<b>52.0</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	1	1	1	7	6	1	0	0	0	0	0	0	46.6	56.7
1:00	0	1	3	5	1	1	0	0	0	0	0	0	43.8	55.9
2:00	0	1	0	1	3	0	0	0	0	0	0	0	49.7	-
3:00	0	0	1	2	1	0	0	0	0	0	0	0	45.4	-
4:00	0	0	2	3	1	0	0	0	0	0	0	0	45.2	-
5:00	0	0	3	7	2	0	0	0	0	0	0	0	45.1	50.8
6:00	0	4	2	7	6	2	0	0	0	0	0	0	46.4	59.7
7:00	0	5	10	19	11	6	0	0	0	0	0	0	45.6	57.7
8:00	0	5	9	42	22	1	0	0	0	0	0	0	45.9	52.7
9:00	0	4	10	57	36	2	0	0	0	0	0	0	47.0	53.5
10:00	1	6	13	44	21	0	0	0	0	0	0	0	44.2	53.5
11:00	1	6	20	42	27	2	0	0	0	0	0	0	44.8	54.1
12:00	1	12	19	54	23	0	0	0	0	0	0	0	42.7	51.8
13:00	0	10	39	91	30	6	1	0	0	0	0	0	44.4	51.7
14:00	4	6	29	61	27	1	0	0	0	0	0	0	43.5	51.5
15:00	0	12	15	53	25	2	0	0	0	0	0	0	44.1	51.8
16:00	1	8	23	50	22	2	1	0	0	0	0	0	43.6	51.8
17:00	3	8	17	52	19	5	1	0	0	0	0	0	43.9	52.2
18:00	7	16	43	64	18	2	1	0	0	0	0	0	40.5	49.7
19:00	5	7	25	45	11	0	0	0	0	0	0	0	40.2	49.3
20:00	0	3	17	25	6	0	0	0	0	0	0	0	41.6	48.9
21:00	1	3	24	17	3	1	0	0	0	0	0	0	40.0	48.6
22:00	0	9	19	20	10	0	0	0	0	0	0	0	40.3	50.9
23:00	1	6	8	11	14	0	0	0	0	0	0	0	42.5	53.9
Total	26	133	352	779	345	34	4	0	0	0	0	0	43.5	52.0

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - SB  
**Start Date** 18-Oct-19  
**Day** Sunday  
**Direction** SB  
**Description** Speed Summary  
**Select Site**  

1 - SB - National Cir

  
**Select Day** Sunday **Select Direction** SB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	10
20-30	77
30-40	186
40-50	406
50-60	293
60-70	36
70-80	4
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.0%
20-30	7.6%
30-40	18.4%
40-50	40.1%
50-60	28.9%
60-70	3.6%
70-80	0.4%
80-90	0.1%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>45.0</b>
<b>85%ile</b>	<b>54.5</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	2	2	6	23	8	2	0	0	0	0	0	0	44.6	55.0
1:00	0	0	0	4	4	1	1	0	0	0	0	0	53.8	-
2:00	0	0	0	1	0	0	0	0	0	0	0	0	43.0	-
3:00	0	0	0	2	3	1	0	0	0	0	0	0	52.4	-
4:00	0	0	0	4	1	0	0	0	0	0	0	0	46.0	-
5:00	0	0	0	1	3	0	0	0	0	0	0	0	51.8	-
6:00	0	1	0	3	3	1	0	0	0	0	0	0	48.8	-
7:00	0	3	4	8	5	4	0	0	0	0	0	0	46.3	60.6
8:00	1	3	7	15	9	1	0	0	0	0	0	0	43.4	54.0
9:00	0	12	10	18	23	3	0	0	0	0	0	0	43.8	54.0
10:00	2	7	10	29	19	3	1	0	0	0	0	0	44.9	55.8
11:00	0	7	20	28	21	0	0	0	0	0	0	0	43.6	54.4
12:00	1	11	16	41	24	1	0	0	0	0	0	0	43.4	51.8
13:00	1	6	12	23	25	2	0	0	0	0	0	0	45.1	55.4
14:00	0	4	18	36	21	1	0	0	0	0	0	0	44.8	53.1
15:00	1	3	16	28	19	1	0	0	0	0	0	0	43.9	52.4
16:00	1	6	15	33	15	1	0	0	0	0	0	0	43.3	52.2
17:00	0	5	9	24	22	3	0	0	0	0	0	0	46.6	56.1
18:00	0	3	9	24	14	6	0	0	0	0	0	0	46.2	56.8
19:00	0	1	13	22	14	1	1	0	0	0	0	0	45.0	53.7
20:00	0	2	11	17	20	1	1	0	0	0	0	0	46.8	55.8
21:00	1	1	4	9	11	2	0	0	0	0	0	0	47.6	59.1
22:00	0	0	6	11	7	1	0	1	0	0	0	0	47.7	56.6
23:00	0	0	0	2	2	0	0	0	0	0	0	0	49.4	-
Total	10	77	186	406	293	36	4	1	0	0	0	0	45.0	54.5

Job No

A111 Barton

Client

Northrop

Site

National Cir

Location

Sth of Darling St

Site No

1 - SB

Start Date

18-Oct-19

Day

Thursday

Direction

SB

Description

Speed Summary

Select Site

1 - SB - National Cir

Select Day

Thursday

Select Direction

SB

Speed Bin (Kph)	Vehicles
10-20	35
20-30	367
30-40	979
40-50	1463
50-60	517
60-70	31
70-80	4
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

Bin	Percentage
10-20	1.0%
20-30	10.8%
30-40	28.8%
40-50	43.1%
50-60	15.2%
60-70	0.9%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>41.5</b>
<b>85%ile</b>	<b>50.1</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	1	6	3	0	0	0	0	0	0	0	48.3	-
1:00	0	0	0	1	0	0	0	0	0	0	0	0	40.7	-
2:00	0	0	1	0	2	0	0	0	0	0	0	0	48.6	-
3:00	0	0	0	1	0	0	0	0	0	0	0	0	42.1	-
4:00	0	0	0	3	1	1	0	1	0	0	0	0	57.4	-
5:00	0	0	6	9	11	3	0	0	0	0	0	0	49.4	58.9
6:00	0	5	19	20	14	2	0	0	0	0	0	0	43.5	54.7
7:00	1	22	35	109	56	1	1	0	0	0	0	0	44.3	52.4
8:00	4	37	155	141	19	1	0	0	0	0	0	0	38.9	46.7
9:00	3	45	93	105	17	1	0	0	0	0	0	0	38.4	46.8
10:00	1	15	26	81	20	0	0	0	0	0	0	0	42.2	49.9
11:00	1	19	28	97	46	4	0	0	0	0	0	0	44.2	53.0
12:00	2	13	62	103	47	2	0	0	0	0	0	0	43.3	50.9
13:00	2	22	61	74	31	2	0	0	0	0	0	0	40.8	50.4
14:00	3	13	37	83	28	2	0	0	0	0	0	0	42.9	50.6
15:00	3	25	43	91	37	2	0	0	0	0	0	0	42.0	51.5
16:00	2	37	84	128	56	1	0	0	0	0	0	0	41.3	51.2
17:00	3	61	149	176	34	1	1	0	0	0	0	0	39.4	48.2
18:00	3	20	87	99	36	3	0	0	0	0	0	0	41.3	50.4
19:00	3	9	37	45	19	0	0	0	0	0	0	0	41.4	50.5
20:00	2	8	22	39	7	1	0	0	0	0	0	0	41.3	48.6
21:00	2	10	18	25	9	1	0	0	0	0	0	0	40.4	50.3
22:00	0	4	11	18	12	3	0	0	0	0	0	0	45.0	55.8
23:00	0	2	4	9	12	0	2	0	0	0	0	0	48.5	56.1
Total	35	367	979	1463	517	31	4	1	0	0	0	0	41.5	50.1

<b>Job No</b>	A111 Barton		<b>Bin Summary</b>		
<b>Client</b>	Northrop		10-20	1.5%	
<b>Site</b>	National Cir		20-30	10.5%	
<b>Location</b>	Sth of Darling St		30-40	31.2%	
<b>Site No</b>	1 - SB		40-50	41.0%	
<b>Start Date</b>	18-Oct-19		50-60	14.8%	
<b>Day</b>	Tuesday		60-70	0.9%	
<b>Direction</b>	SB		70-80	0.0%	
<b>Description</b>	Speed Summary	80-90	0.0%		
<b>Select Site</b>	1 - SB - National Cir		90-100	0.0%	
<b>Select Day</b>	Tuesday	<b>Select Direction</b>	SB	100-110	0.0%
				110-120	0.0%
				120+	0.0%
				<b>41.0</b>	<b>50.2</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	5	3	2	2	2	1	1	0	0	0	0	0	34.8	60.1
1:00	0	1	0	0	1	1	0	0	0	0	0	0	48.7	-
2:00	0	0	1	1	1	0	0	0	0	0	0	0	46.3	-
3:00	0	0	1	0	2	1	0	0	0	0	0	0	51.3	-
4:00	0	0	1	2	0	2	0	0	0	0	0	0	51.3	-
5:00	0	1	3	8	6	2	0	0	0	0	0	0	47.2	57.4
6:00	0	10	14	17	23	1	0	0	0	0	0	0	43.3	53.8
7:00	1	24	47	74	35	3	0	0	0	0	0	0	42.1	51.9
8:00	4	36	108	137	26	0	0	0	0	0	0	0	39.8	47.7
9:00	7	19	59	110	30	1	0	0	0	0	0	0	41.2	49.9
10:00	1	18	32	60	26	2	0	0	0	0	0	0	42.2	52.0
11:00	7	19	45	69	15	4	0	0	0	0	0	0	40.0	49.0
12:00	2	15	53	102	31	0	0	0	0	0	0	0	42.3	50.0
13:00	5	28	73	63	21	0	0	0	0	0	0	0	38.4	49.7
14:00	4	12	43	79	29	1	0	0	0	0	0	0	41.9	51.4
15:00	2	14	48	70	37	2	0	0	0	0	0	0	42.7	51.7
16:00	0	34	121	106	56	1	0	0	0	0	0	0	40.9	51.0
17:00	6	54	154	126	26	0	0	0	0	0	0	0	38.2	47.3
18:00	1	20	75	67	25	0	0	0	0	0	0	0	39.9	49.7
19:00	1	4	38	57	9	0	0	0	0	0	0	0	41.2	48.5
20:00	0	2	14	39	25	1	0	0	0	0	0	0	46.1	54.0
21:00	0	2	11	31	8	2	0	0	0	0	0	0	44.4	51.2
22:00	0	3	5	27	12	3	0	0	0	0	0	0	46.4	56.5
23:00	0	4	7	10	7	0	0	0	0	0	0	0	42.2	52.2
Total	46	323	955	1257	453	28	1	0	0	0	0	0	41.0	50.2





**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Sth of Darling St  
**Site No** 1 - SB  
**Start Date** 18-Oct-19  
**Day** Weekday Ave  
**Direction** SB  
**Description** Speed Summary  
**Select Site**  

1 - SB - National Cir

  
**Select Day** Weekday Ave **Select Direction** SB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	51
20-30	336
30-40	971
40-50	1405
50-60	465
60-70	30
70-80	2
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.6%
20-30	10.3%
30-40	29.8%
40-50	43.1%
50-60	14.3%
60-70	0.9%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Total</b>	<b>41.2</b>
<b>85th Pile</b>	<b>49.9</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	1	1	1	3	2	0	0	0	0	0	0	0	43.0	60.1
1:00	0	0	0	1	1	0	0	0	0	0	0	0	47.8	0
2:00	0	0	0	1	1	0	0	0	0	0	0	0	45.7	0
3:00	0	0	1	0	1	0	0	0	0	0	0	0	43.9	0
4:00	0	0	1	3	1	1	0	0	0	0	0	0	50.5	62.3
5:00	0	0	3	11	8	2	0	0	0	0	0	0	47.9	57.3
6:00	1	5	15	20	17	2	0	0	0	0	0	0	44.3	54.1
7:00	1	17	38	86	37	3	1	0	0	0	0	0	43.5	51.9
8:00	4	34	120	140	27	0	0	0	0	0	0	0	39.6	47.8
9:00	3	26	67	102	29	1	0	0	0	0	0	0	41.0	49.5
10:00	1	15	36	73	23	1	0	0	0	0	0	0	42.1	50.7
11:00	3	16	37	79	33	2	0	0	0	0	0	0	42.5	51.6
12:00	3	19	52	97	34	1	0	0	0	0	0	0	42.1	50.5
13:00	2	18	53	80	24	1	0	0	0	0	0	0	41.1	50.0
14:00	3	16	45	87	30	2	0	0	0	0	0	0	42.2	50.8
15:00	2	16	60	100	35	1	0	0	0	0	0	0	42.2	50.7
16:00	5	29	109	135	48	2	0	0	0	0	0	0	41.1	50.1
17:00	8	67	161	146	26	1	0	0	0	0	0	0	38.2	46.8
18:00	10	32	86	84	24	1	0	0	0	0	0	0	38.6	48.4
19:00	2	8	33	54	17	1	0	0	0	0	0	0	41.9	50.2
20:00	0	5	18	39	14	1	0	0	0	0	0	0	43.4	51.2
21:00	1	4	15	28	12	1	0	0	0	0	0	0	42.9	51.1
22:00	1	4	12	24	11	2	0	0	0	0	0	0	43.8	53.3
23:00	1	3	8	12	9	1	0	0	0	0	0	0	43.1	53.8
Total	51	336	971	1405	465	30	2	0	0	0	0	0	41.2	49.9

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

7 Day Ave

Direction

Combined

Description

Speed Summary

Select Site

2 - Darling St

Select Day

7 Day Ave

Select Direction

Combined

MATRIX

traffic and transport data

Speed Bin (Kph)	Vehicles
10-20	181
20-30	329
30-40	318
40-50	71
50-60	3
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	20.1%
20-30	36.4%
30-40	35.3%
40-50	7.9%
50-60	0.3%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>15.0</b>	<b>17.5</b>

[illegible]

Speed Bins (Kph)	Vehicles
10-20	246
20-30	374
30-40	389
40-50	75
50-60	3
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

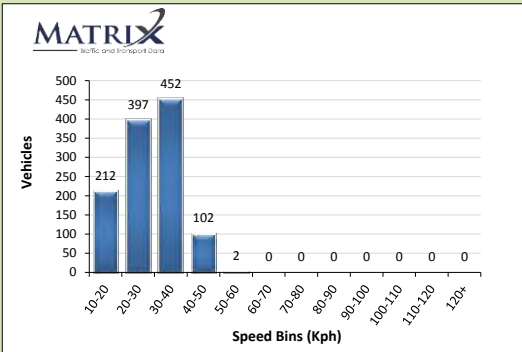
[illegible]

Job No	A111 Barton
Client	Northport
Site	Darling St
Location	East of National Cir
Site No	2
Start Date	18-Oct-19
Day	Monday
Direction	Combined
Description	Speed Summary
Select Site	2 - Darling St
Select Day	Monday
Select Direction	Combined

**Bin Summary**

Bin Range	Percentage
10-20	18.2%
20-30	34.1%
30-40	38.8%
40-50	8.8%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%

Speed Bin (Kph)	Vehicles
10-20	212
20-30	397
30-40	452
40-50	102
50-60	2
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0



Bin Summary	
10-20	18.2%
20-30	34.1%
30-40	38.8%
40-50	8.8%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
#VALUE!	17.9

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Saturday

Direction

Combined

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Saturday

Select Direction

Combined

MATRIX

traffic and transport data

Vehicles

250

200

150

100

50

0

124

210

145

32

1

0

0

0

0

0

0

0

0

10-20

20-30

30-40

40-50

50-60

60-70

70-80

80-90

90-100

100-110

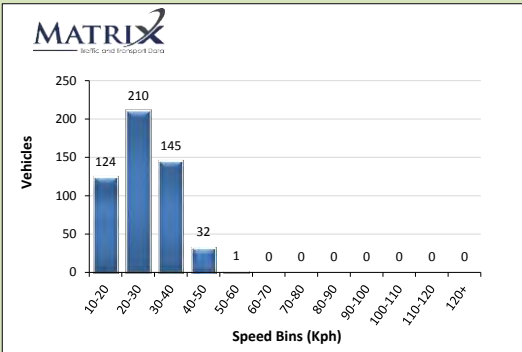
110-120

120+

Speed Bins (Kph)

Bin Summary

10-20	24.2%
20-30	41.0%
30-40	28.3%
40-50	6.3%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%



Bin Summary	
10-20	24.2%
20-30	41.0%
30-40	28.3%
40-50	6.3%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
#VALUE!	19.1

[illegible]

<b>Job No</b>	A111 Barton
<b>Client</b>	Northrop
<b>Site</b>	Darling St
<b>Location</b>	East of National Cir
<b>Site No</b>	2
<b>Start Date</b>	18-Oct-19
<b>Day</b>	Sunday
<b>Direction</b>	Combined
<b>Description</b>	Speed Summary
<b>Select Site</b>	Z - Darling St
<b>Select Day</b>	Sunday
<b>Select Direction</b>	Combined

Bin Range	Percentage
10-20	24.0%
20-30	39.2%
30-40	27.3%
40-50	9.3%
50-60	0.3%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Thursday

Direction

Combined

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Thursday

Select Direction

Combined

MATRIX

traffic and transport data

Vehicles

427

412

220

93

6

0

0

0

0

0

0

0

0

0

0

Speed Bins (Kph)

10-20

20-30

30-40

40-50

50-60

60-70

70-80

80-90

90-100

100-110

110-120

120+

Bin Summary

10-20

19.0%

20-30

36.9%

30-40

35.6%

40-50

8.0%

50-60

0.5%

60-70

0.0%

70-80

0.0%

80-90

0.0%

90-100

0.0%

100-110

0.0%

110-120

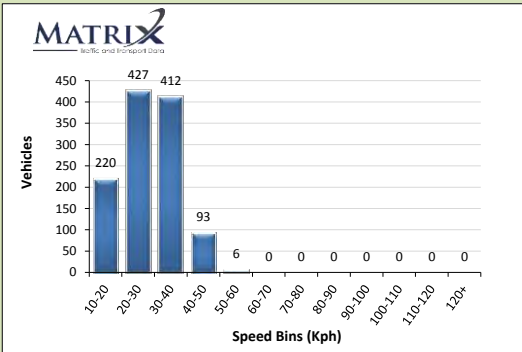
0.0%

120+

0.0%

#VALUE!

16.9



Bin Summary	
10-20	19.0%
20-30	36.9%
30-40	35.6%
40-50	8.0%
50-60	0.5%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>#VALUE!</b>	<b>16.9</b>

[illegible]



<b>Job No</b>	A111 Barton
<b>Client</b>	Northrop
<b>Site</b>	Darling St
<b>Location</b>	East of National Cir
<b>Site No</b>	2
<b>Start Date</b>	18-Oct-19
<b>Day</b>	Tuesday
<b>Direction</b>	Combined
<b>Description</b>	Speed Summary
<b>Select Site</b>	<input type="text"/> 2 - Darling St
<b>Select Day</b>	<input type="text"/> Tuesday
<b>Select Direction</b>	<input type="text"/> Combined

Bin Range	Percentage
10-20	19.4%
20-30	37.6%
30-40	35.5%
40-50	7.0%
50-60	0.5%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%

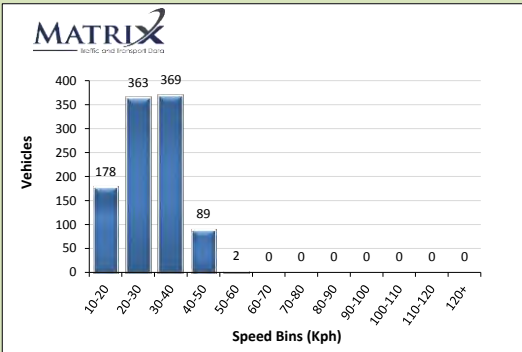
[illegible]

Job No	A111 Barton
Client	Northrop
Site	Darling St
Location	East of National Cir
Site No	2
Start Date	18-Oct-19
Day	Wednesday
Direction	Combined
Description	Speed Summary
Select Site	2 - Darling St
Select Day	Wednesday
Select Direction	Combined

Vehicles

Speed Bins (Kph)

Bin Summary	
10-20	17.8%
20-30	36.3%
30-40	36.9%
40-50	8.9%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
#VALUE!	17.1



Bin Summary	
10-20	17.8%
20-30	36.3%
30-40	36.9%
40-50	8.9%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
#VALUE!	17.1

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Weekday Ave

Direction

Combined

Description

Speed Summary

Select Site

2 - Darling St

Select Day

Weekday Ave

Select Direction

Combined

MATRIX

traffic and transport data

Speed Bin (Kph)	Vehicles
10-20	210
20-30	388
30-40	396
40-50	86
50-60	4
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	19.4%
20-30	35.8%
30-40	36.5%
40-50	7.9%
50-60	0.3%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
#DIV/0!	17.6

[illegible]

Speed Bins (Kph)	Vehicles
10-20	68
20-30	191
30-40	195
40-50	45
50-60	2
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

[illegible]

Job No

A111 Borton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Friday

Direction

EB

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Friday

Select Direction

EB

MATRIX

traffic and transport data

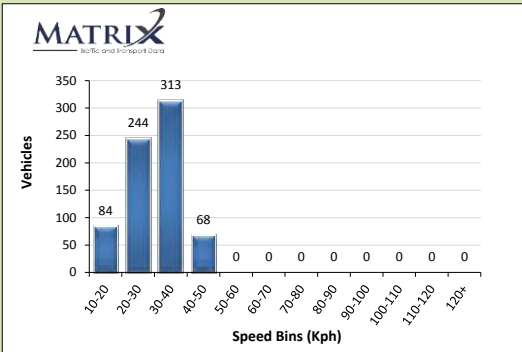
Speed Bin (Kph)	Vehicles
10-20	98
20-30	219
30-40	232
40-50	48
50-60	3
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	16.3%
20-30	36.5%
30-40	38.7%
40-50	8.0%
50-60	0.5%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>28.9</b>	<b>37.7</b>

[illegible]

<b>Job No</b>	A111 Barton
<b>Client</b>	Northrop
<b>Site</b>	Darling St
<b>Location</b>	East of National Cir
<b>Site No</b>	2
<b>Start Date</b>	18-Oct-19
<b>Day</b>	Monday
<b>Direction</b>	EB
<b>Description</b>	Speed Summary
<b>Select Site</b>	
2 - Darling St	
<b>Select Day</b>	Monday
<b>Select Direction</b>	EB



Bin Summary	
10-20	11.8%
20-30	34.4%
30-40	44.1%
40-50	9.6%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>30.0</b>	<b>38.2</b>

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Saturday

Direction

EB

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Saturday

Select Direction

EB

MATRIX

traffic and transport data

Speed Bin (Kph)	Vehicles
10-20	45
20-30	112
30-40	89
40-50	18
50-60	1
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	17.0%
20-30	42.3%
30-40	33.6%
40-50	6.8%
50-60	0.4%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>27.7</b>	<b>36.0</b>

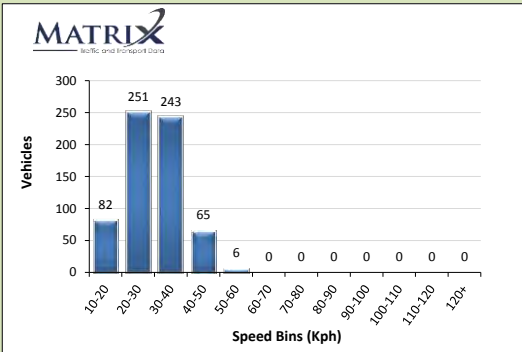
[illegible]

Speed Bins (Kph)	Vehicles
10-20	39
20-30	84
30-40	62
40-50	21
50-60	0
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

[illegible]



Job No	A111 Barton
Client	Northrop
Site	Darling St
Location	East of National Cir
Site No	2
Start Date	18-Oct-19
Day	Thursday
Direction	EB
Description	Speed Summary
Select Site	
2 - Darling St	
Select Day	Thursday
Select Direction	EB



Bin Summary	
10-20	12.7%
20-30	38.8%
30-40	37.6%
40-50	10.0%
50-60	0.9%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>29.8</b>	<b>38.6</b>

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Tuesday

Direction

EB

Description

Speed Summary

Select Site

2 - Darling St

Select Day

Tuesday

Select Direction

EB

MATRIX

traffic and transport data

Vehicles

68

218

207

44

4

0

0

0

0

0

0

0

0

0

Speed Bins (Kph)

10-20

20-30

30-40

40-50

50-60

60-70

70-80

80-90

90-100

100-110

110-120

120+

Bin Summary

10-20

12.6%

20-30

40.3%

30-40

38.3%

40-50

8.1%

50-60

0.7%

60-70

0.0%

70-80

0.0%

80-90

0.0%

90-100

0.0%

100-110

0.0%

110-120

0.0%

120+

0.0%

29.0

38.1

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Wednesday

Direction

EB

Description

Speed Summary

Select Site

2 - Darling St

Select Day

Wednesday

Select Direction

EB

MATRIX

traffic and transport data

Vehicles

62

209

220

54

2

0

0

0

0

0

0

0

0

Speed Bins (Kph)

Bin Summary

10-20	11.3%
20-30	38.2%
30-40	40.2%
40-50	9.9%
50-60	0.4%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
29.8	38.6

[illegible]

<b>Job No</b>	A111 Barton
<b>Client</b>	Northrop
<b>Site</b>	Darling St
<b>Location</b>	East of National Cir
<b>Site No</b>	2
<b>Start Date</b>	18-Oct-19
<b>Day</b>	Weekday Ave
<b>Direction</b>	EB
<b>Description</b>	Speed Summary
<b>Select Site</b>	2 - Darling St
<b>Select Day</b>	Weekday Ave
<b>Select Direction</b>	EB

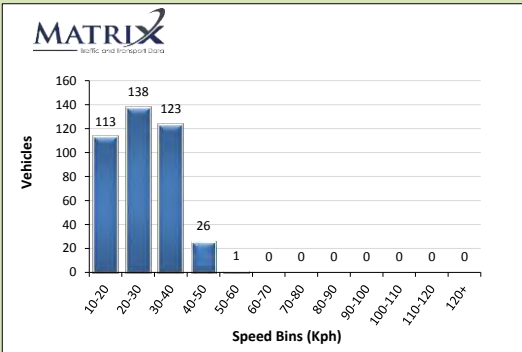
Vehicles

Speed Bins (Kph)

Bin Summary	
10-20	12.9%
20-30	37.5%
30-40	39.9%
40-50	9.2%
50-60	0.5%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>29.5</b>	<b>38.3</b>

[illegible]

Job No	A111 Barton
Client	Northrop
Site	Darling St
Location	East of National Cir
Site No	2
Start Date	18-Oct-19
Day	7 Day Ave
Direction	WB
Description	Speed Summary
Select Site	
Z - Darling St	
Select Day	7 Day Ave
Select Direction	WB



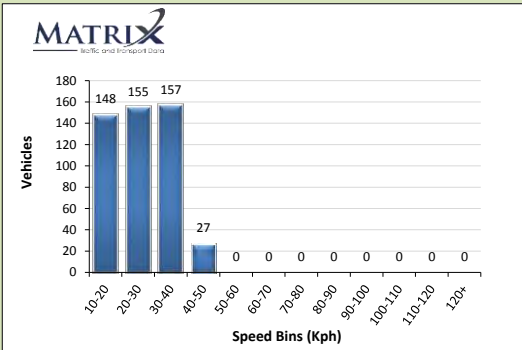
Bin Summary	
10-20	28.2%
20-30	34.4%
30-40	30.8%
40-50	6.4%
50-60	0.1%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.5</b>	<b>36.4</b>

[illegible]

Job No	A111 Barton
Client	Northrop
Site	Darling St
Location	East of National Cir
Site No	2
Start Date	18-Oct-19
Day	Friday
Direction	WB
Description	Speed Summary
Select Site	<div> Z - Darling St </div>
Select Day	<div> Friday </div>
Select Direction	<div> WB </div>

Speed Bin (Kph)	Vehicles
10-20	148
20-30	155
30-40	157
40-50	27
50-60	0
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary	
10-20	30.4%
20-30	31.8%
30-40	32.2%
40-50	5.5%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.2</b>	<b>35.6</b>



Bin Summary	
10-20	30.4%
20-30	31.8%
30-40	32.2%
40-50	5.5%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.2</b>	<b>35.6</b>

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Monday

Direction

WB

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Monday

Select Direction

WB

MATRIX

traffic and transport data

Vehicles

128

153

139

34

2

0

0

0

0

0

0

0

0

0

Speed Bins (Kph)

10-20

20-30

30-40

40-50

50-60

60-70

70-80

80-90

90-100

100-110

110-120

120+

Bin Summary

10-20

28.1%

20-30

33.6%

30-40

30.5%

40-50

7.5%

50-60

0.4%

60-70

0.0%

70-80

0.0%

80-90

0.0%

90-100

0.0%

100-110

0.0%

110-120

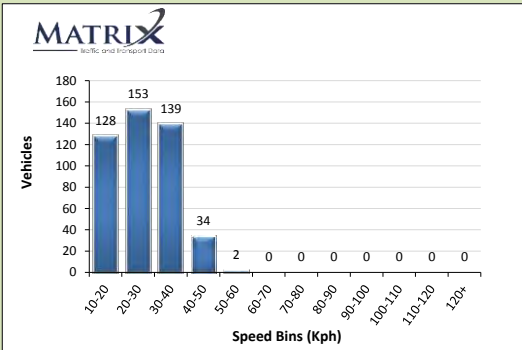
0.0%

120+

0.0%

27.0

37.1



Bin Summary	
10-20	28.1%
20-30	33.6%
30-40	30.5%
40-50	7.5%
50-60	0.4%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>27.0</b>	<b>37.1</b>

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Saturday

Direction

WB

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Saturday

Select Direction

WB

MATRIX

traffic and transport data

Speed Bin (Kph)	Vehicles
10-20	79
20-30	98
30-40	56
40-50	14
50-60	0
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	32.0%
20-30	39.7%
30-40	22.7%
40-50	5.7%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>25.3</b>	<b>34.9</b>

[illegible]



**Job No** A111 Barton

**Client** Northrop

**Site** Darling St

**Location** East of National Cir

**Site No** 2

**Start Date** 18-Oct-19

**Day** Sunday

**Direction** WB

**Description** Speed Summary

**Select Site**

Z - Darling St
▼

**Select Day** Sunday ▼

**Select Direction** WB ▼

Speed Bin (Kph)	Vehicles
10-20	54
20-30	68
30-40	44
40-50	15
50-60	1
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	29.7%
20-30	37.4%
30-40	24.2%
40-50	8.2%
50-60	0.5%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.3</b>	<b>37.1</b>

[illegible]

**Job No** A111 Barton

**Client** Northrop

**Site** Darling St

**Location** East of National Cir

**Site No** 2

**Start Date** 18-Oct-19

**Day** Thursday

**Direction** WB

**Description** Speed Summary

**Select Site**

2 - Darling St

**Select Day**

Thursday

**Select Direction**

WB

Speed Bin (Kph)	Vehicles
10-20	138
20-30	176
30-40	169
40-50	28
50-60	0
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	27.0%
20-30	34.4%
30-40	33.1%
40-50	5.5%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.8</b>	<b>36.7</b>

[illegible]

**Job No** A111 Barton

**Client** Northrop

**Site** Darling St

**Location** East of National Cir

**Site No** 2

**Start Date** 18-Oct-19

**Day** Tuesday

**Direction** WB

**Description** Speed Summary

**Select Site**

2 - Darling St

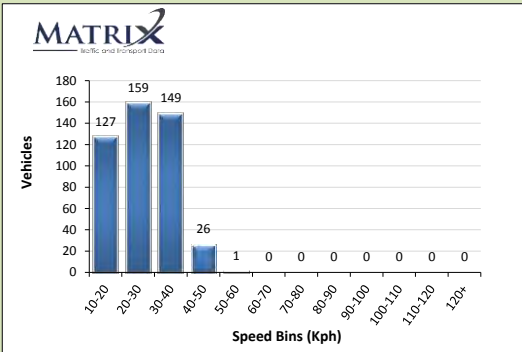
**Select Day** Tuesday

**Select Direction** WB

Speed Bin (Kph)	Vehicles
10-20	127
20-30	159
30-40	149
40-50	26
50-60	1
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

10-20	27.5%
20-30	34.4%
30-40	32.3%
40-50	5.6%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.8</b>	<b>36.9</b>



Bin Summary	
10-20	27.5%
20-30	34.4%
30-40	32.3%
40-50	5.6%
50-60	0.2%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.8</b>	<b>36.9</b>

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Wednesday

Direction

WB

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Wednesday

Select Direction

WB

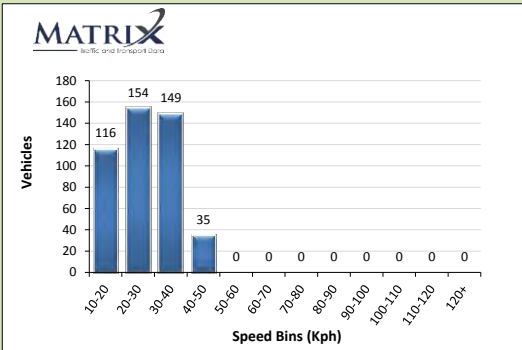
MATRIX

traffic and transport data

Speed Bin (Kph)	Vehicles
10-20	116
20-30	154
30-40	149
40-50	35
50-60	0
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	25.6%
20-30	33.9%
30-40	32.8%
40-50	7.7%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>27.5</b>	<b>37.3</b>



Bin Summary	
10-20	25.6%
20-30	33.9%
30-40	32.8%
40-50	7.7%
50-60	0.0%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>27.5</b>	<b>37.3</b>

[illegible]

Job No

A111 Barton

Client

Northrop

Site

Darling St

Location

East of National Cir

Site No

2

Start Date

18-Oct-19

Day

Weekday Ave

Direction

WB

Description

Speed Summary

Select Site

Z - Darling St

Select Day

Weekday Ave

Select Direction

WB

MATRIX

traffic and transport data

Speed Bin (Kph)	Vehicles
10-20	131
20-30	159
30-40	153
40-50	30
50-60	1
60-70	0
70-80	0
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	27.7%
20-30	33.6%
30-40	32.2%
40-50	6.3%
50-60	0.1%
60-70	0.0%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>26.9</b>	<b>36.7</b>

[illegible]

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

  
**Select Day** 7 Day Ave **Select Direction** NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	184
20-30	442
30-40	778
40-50	1044
50-60	290
60-70	36
70-80	4
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	6.6%
20-30	15.9%
30-40	28.0%
40-50	37.6%
50-60	10.4%
60-70	1.3%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>39.1</b>
<b>85%ile</b>	<b>49.0</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	3	7	4	1	0	0	0	0	0	0	45.5	54.5
1:00	0	1	1	3	2	0	0	0	0	0	0	0	41.7	57.1
2:00	0	0	1	1	2	0	0	0	0	0	0	0	46.7	0
3:00	0	0	1	2	1	0	0	0	0	0	0	0	47.2	0
4:00	0	0	1	3	2	0	0	0	0	0	0	0	43.5	65.3
5:00	1	1	4	12	6	1	0	0	0	0	0	0	45.8	53.6
6:00	2	7	10	22	12	1	0	0	0	0	0	0	44.5	53.6
7:00	6	15	42	63	16	2	0	0	0	0	0	0	40.8	51.2
8:00	26	61	87	74	12	1	0	0	0	0	0	0	36.1	45.8
9:00	10	25	57	81	19	2	0	0	0	0	0	0	39.8	49.0
10:00	7	16	37	67	17	2	0	0	0	0	0	0	40.5	49.7
11:00	7	20	37	64	19	1	0	0	0	0	0	0	40.0	49.6
12:00	9	22	48	75	20	2	0	0	0	0	0	0	40.1	49.6
13:00	6	23	61	72	16	2	0	0	0	0	0	0	39.6	48.8
14:00	9	22	46	70	20	3	0	0	0	0	0	0	40.1	49.8
15:00	11	29	52	72	20	3	0	0	0	0	0	0	39.2	49.2
16:00	26	59	62	79	18	3	0	0	0	0	0	0	36.6	47.8
17:00	40	70	69	67	16	2	0	0	0	0	0	0	35.3	45.4
18:00	12	31	53	65	16	2	0	0	0	0	0	0	38.8	49.0
19:00	5	11	33	45	15	2	0	0	0	0	0	0	40.8	50.7
20:00	3	9	27	34	11	2	0	0	0	0	0	0	40.3	50.0
21:00	4	7	20	28	13	2	0	0	0	0	0	0	41.2	52.0
22:00	2	8	18	23	8	1	0	0	0	0	0	0	40.3	51.1
23:00	0	4	9	16	7	2	0	0	0	0	0	0	43.1	53.0
Total	184	442	778	1044	290	36	4	1	0	0	0	0	39.1	49.0

Job No

A111 Barton

Client

Northrop

Site

National Cir

Location

Nth of Darling St

Site No

3 - NB

Start Date

18-Oct-19

Day

Friday

Direction

NB

Description

Speed Summary

Select Site

3 - NB - National Cir

Select Day

Friday

Select Direction

NB

Speed Bin (Kph)	Vehicles
10-20	227
20-30	524
30-40	936
40-50	1250
50-60	349
60-70	41
70-80	7
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

Bin	Percentage
10-20	6.8%
20-30	15.7%
30-40	28.1%
40-50	37.5%
50-60	10.5%
60-70	1.2%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>38.3</b>
<b>85%ile</b>	<b>48.6</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	12	2	1	0	0	0	0	0	0	47.0	52.6
1:00	0	0	1	5	2	0	0	0	0	0	0	0	45.5	-
2:00	0	0	0	2	2	0	0	0	0	0	0	0	48.3	-
3:00	0	1	1	3	1	0	0	0	0	0	0	0	41.7	-
4:00	0	0	2	3	2	0	0	0	0	0	0	0	43.9	-
5:00	1	0	5	16	8	0	0	0	0	0	0	0	46.2	56.5
6:00	3	5	14	23	16	0	1	0	0	0	0	0	43.1	53.7
7:00	5	21	44	86	23	2	0	0	0	0	0	0	40.7	49.6
8:00	46	72	116	80	14	1	1	0	0	0	0	0	33.5	44.7
9:00	11	38	78	109	20	1	0	0	0	0	0	0	38.6	47.5
10:00	11	26	49	64	14	2	0	0	0	0	0	0	38.3	47.5
11:00	11	26	38	77	28	3	1	0	0	0	0	0	40.4	51.0
12:00	10	27	58	74	30	4	0	0	0	0	0	0	39.5	51.2
13:00	5	23	69	99	18	1	0	0	0	0	0	0	40.1	48.4
14:00	18	44	57	69	31	5	2	0	0	0	0	0	38.0	50.7
15:00	15	36	60	111	25	6	0	0	0	0	0	0	39.6	49.1
16:00	33	68	73	90	24	1	0	0	0	0	0	0	35.1	46.9
17:00	29	62	87	103	21	3	1	0	0	0	0	0	36.1	46.6
18:00	14	32	65	90	14	2	0	0	0	0	0	0	37.9	47.3
19:00	6	15	44	44	12	1	1	0	0	0	0	0	38.6	48.5
20:00	1	9	19	27	8	1	0	0	0	0	0	0	40.7	49.4
21:00	5	4	19	19	11	4	0	0	0	0	0	0	41.4	52.9
22:00	3	6	23	25	6	1	0	0	0	0	0	0	39.9	49.2
23:00	0	9	14	19	17	2	0	0	0	0	0	0	43.4	55.7
Total	227	524	936	1250	349	41	7	0	0	0	0	0	38.3	48.6

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** Monday  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

  
**Select Day**

Monday

**Select Direction**

NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	281
20-30	580
30-40	866
40-50	1054
50-60	268
60-70	26
70-80	4
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	9.1%
20-30	18.8%
30-40	28.1%
40-50	34.2%
50-60	8.7%
60-70	0.8%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>36.5</b>
<b>85%ile</b>	<b>46.2</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	1	0	0	0	0	0	0	0	0	46.1	-
1:00	0	0	0	1	0	0	0	0	0	0	0	0	43.3	-
2:00	0	0	0	0	2	0	0	0	0	0	0	0	59.0	-
3:00	0	0	1	2	0	0	0	0	0	0	0	0	43.9	-
4:00	0	0	1	4	2	0	0	0	0	0	0	0	46.1	-
5:00	0	2	2	15	7	0	2	0	0	0	0	0	46.9	52.9
6:00	1	9	8	32	10	2	0	0	0	0	0	0	42.9	52.6
7:00	5	22	49	80	20	0	0	0	0	0	0	0	40.3	49.5
8:00	20	68	119	103	14	1	0	0	0	0	0	0	35.6	45.2
9:00	11	30	70	100	22	0	0	0	0	0	0	0	38.8	47.9
10:00	6	17	44	67	19	4	0	0	0	0	0	0	40.5	49.9
11:00	5	29	47	62	11	0	0	0	0	0	0	0	37.4	46.4
12:00	8	23	47	58	17	2	0	0	0	0	0	0	38.9	48.7
13:00	5	18	65	81	28	1	0	0	0	0	0	0	40.8	50.0
14:00	5	20	41	80	25	4	0	0	0	0	0	0	41.0	50.3
15:00	14	29	67	71	16	0	0	0	0	0	0	0	37.0	46.4
16:00	54	90	80	60	6	2	0	0	0	0	0	0	30.4	42.1
17:00	110	130	45	7	1	0	0	0	0	0	0	0	22.8	31.1
18:00	18	53	67	57	16	1	1	0	0	0	0	0	34.7	46.4
19:00	8	9	22	54	11	1	0	0	0	0	0	0	39.8	48.2
20:00	2	9	39	42	19	4	0	0	0	0	0	0	41.8	52.6
21:00	6	9	29	43	16	2	1	0	0	0	0	0	40.8	52.0
22:00	2	10	14	21	4	0	0	0	0	0	0	0	38.4	47.1
23:00	1	3	9	13	2	2	0	0	0	0	0	0	41.1	51.0
Total	281	580	866	1054	268	26	4	0	0	0	0	0	36.5	46.2



**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** Saturday  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

  
**Select Day**

Saturday

**Select Direction**

NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	55
20-30	132
30-40	336
40-50	669
50-60	251
60-70	36
70-80	2
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	3.7%
20-30	8.9%
30-40	22.7%
40-50	45.1%
50-60	16.9%
60-70	2.4%
70-80	0.1%
80-90	0.1%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Total</b>	<b>42.2</b>
<b>85th Mile</b>	<b>51.1</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85th Mile
0:00	0	3	4	8	7	2	0	0	0	0	0	0	45.0	57.3
1:00	1	2	2	3	8	1	1	0	0	0	0	0	47.5	60.6
2:00	0	0	0	1	2	1	0	0	0	0	0	0	52.6	-
3:00	0	0	0	1	3	0	0	0	0	0	0	0	54.6	-
4:00	0	1	1	5	2	2	0	0	0	0	0	0	47.3	65.3
5:00	1	0	7	7	3	1	0	0	0	0	0	0	43.1	52.6
6:00	0	2	3	9	6	0	0	0	0	0	0	0	45.1	57.0
7:00	5	5	9	18	12	2	0	0	0	0	0	0	41.9	53.0
8:00	2	10	12	46	14	1	0	0	0	0	0	0	42.8	50.4
9:00	0	10	12	40	18	0	0	0	0	0	0	0	43.4	51.1
10:00	4	11	27	44	24	2	0	0	0	0	0	0	42.0	51.7
11:00	6	8	23	38	12	2	0	0	0	0	0	0	40.6	50.2
12:00	3	6	24	54	19	1	0	0	0	0	0	0	42.8	50.9
13:00	7	5	18	44	13	4	0	0	0	0	0	0	42.3	52.8
14:00	3	6	14	36	15	1	1	1	0	0	0	0	43.5	51.2
15:00	7	9	23	64	12	0	0	0	0	0	0	0	40.7	48.8
16:00	4	16	24	60	14	5	0	0	0	0	0	0	41.2	50.3
17:00	2	4	26	45	14	1	0	0	0	0	0	0	42.4	50.4
18:00	0	8	19	35	21	3	0	0	0	0	0	0	44.0	52.9
19:00	1	4	19	19	6	3	0	0	0	0	0	0	41.7	51.5
20:00	2	4	12	20	4	0	0	0	0	0	0	0	40.3	48.1
21:00	4	8	18	21	6	2	0	0	0	0	0	0	38.8	48.2
22:00	2	5	25	26	8	0	0	0	0	0	0	0	40.0	48.9
23:00	1	5	14	25	8	2	0	0	0	0	0	0	42.6	50.3
Total	55	132	336	669	251	36	2	1	0	0	0	0	42.2	51.1

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** Sunday  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

  
**Select Day** Sunday **Select Direction** NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	46
20-30	125
30-40	219
40-50	410
50-60	209
60-70	34
70-80	8
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	4.4%
20-30	11.9%
30-40	20.8%
40-50	39.0%
50-60	19.9%
60-70	3.2%
70-80	0.8%
80-90	0.1%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Total</b>	<b>42.1</b>
<b>85th Mile</b>	<b>52.8</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85th Mile
0:00	0	5	10	18	9	1	0	0	0	0	0	0	42.5	50.8
1:00	0	3	4	6	5	0	0	0	0	0	0	0	42.8	53.5
2:00	0	1	0	3	4	0	0	0	0	0	0	0	46.7	-
3:00	0	1	1	0	2	0	1	0	0	0	0	0	48.6	-
4:00	0	1	1	1	0	0	0	0	0	0	0	0	32.1	-
5:00	0	0	2	2	4	0	1	0	0	0	0	0	51.6	-
6:00	0	0	1	1	1	1	1	0	0	0	0	0	53.5	-
7:00	4	1	4	8	5	4	0	0	0	0	0	0	43.8	61.6
8:00	1	5	9	23	3	0	0	0	0	0	0	0	39.8	47.2
9:00	5	9	20	31	9	5	1	0	0	0	0	0	41.5	52.8
10:00	3	8	17	34	16	2	0	0	0	0	0	0	42.0	52.7
11:00	7	15	19	43	20	1	0	0	0	0	0	0	40.8	51.7
12:00	4	9	16	55	19	2	0	0	0	0	0	0	43.1	52.0
13:00	2	10	25	29	10	2	0	0	0	0	0	0	40.6	50.8
14:00	7	9	20	43	8	0	0	0	0	0	0	0	39.4	48.9
15:00	4	9	9	24	20	3	0	1	0	0	0	0	43.8	54.8
16:00	3	5	9	20	12	2	0	0	0	0	0	0	42.8	53.6
17:00	0	6	6	20	14	1	0	0	0	0	0	0	44.6	54.4
18:00	2	4	11	16	12	2	1	0	0	0	0	0	43.3	54.5
19:00	1	8	7	14	15	2	2	0	0	0	0	0	44.0	57.3
20:00	2	4	17	7	8	2	0	0	0	0	0	0	39.9	52.3
21:00	1	7	4	6	9	2	1	0	0	0	0	0	42.9	57.1
22:00	0	5	4	4	4	1	0	0	0	0	0	0	40.3	56.9
23:00	0	0	3	2	0	1	0	0	0	0	0	0	42.7	-
Total	46	125	219	410	209	34	8	1	0	0	0	0	42.1	52.8

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** Thursday  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

  
**Select Day**

Thursday

**Select Direction**

NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	252
20-30	608
30-40	1041
40-50	1311
50-60	332
60-70	40
70-80	2
80-90	1
90-100	0
100-110	1
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	7.0%
20-30	16.9%
30-40	29.0%
40-50	36.5%
50-60	9.3%
60-70	1.1%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>37.7</b>
<b>85%ile</b>	<b>47.9</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	2	4	4	1	0	0	0	0	0	0	46.4	59.0
1:00	0	0	0	1	0	0	0	0	0	0	0	0	43.6	-
2:00	0	0	1	0	0	0	0	0	0	0	0	0	39.9	-
3:00	0	0	1	1	1	0	0	0	0	0	0	0	42.5	-
4:00	0	0	3	2	2	1	0	0	0	0	0	0	46.7	-
5:00	0	0	9	17	8	2	0	0	0	0	0	0	45.4	52.4
6:00	1	8	15	28	19	3	0	0	0	0	0	0	43.3	53.8
7:00	8	20	68	91	24	3	0	0	0	0	0	0	40.2	49.6
8:00	63	110	99	69	9	0	0	0	0	0	0	0	30.7	43.1
9:00	23	31	74	83	23	3	0	0	0	0	0	0	37.2	47.4
10:00	6	23	43	92	14	2	0	0	0	0	0	0	39.9	48.8
11:00	5	15	47	96	21	1	0	0	0	0	0	0	41.2	48.8
12:00	15	35	70	96	27	2	0	0	0	0	0	0	38.6	48.8
13:00	5	35	78	90	17	0	0	0	0	0	0	0	38.3	46.1
14:00	6	26	68	82	23	3	0	0	0	0	0	0	39.8	49.7
15:00	11	38	64	92	22	3	0	0	0	0	0	0	38.6	47.9
16:00	25	67	99	111	25	3	0	0	0	0	0	0	36.7	47.5
17:00	45	106	103	101	23	4	1	1	0	0	0	0	34.3	46.3
18:00	18	40	73	92	15	2	0	0	0	0	0	0	37.2	47.5
19:00	9	13	40	59	16	1	0	0	0	0	0	0	39.9	49.3
20:00	4	15	31	34	7	1	0	0	0	0	0	0	37.7	47.9
21:00	6	9	19	22	13	1	0	0	0	0	0	0	39.7	51.5
22:00	2	9	21	30	12	2	1	0	0	0	0	0	41.2	52.5
23:00	0	7	13	18	7	2	0	0	0	1	0	0	43.0	52.1
Total	252	608	1041	1311	332	40	2	1	0	1	0	0	37.7	47.9

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** Tuesday  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

  
**Select Day** Tuesday **Select Direction** NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	203
20-30	572
30-40	1045
40-50	1315
50-60	299
60-70	43
70-80	1
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	5.8%
20-30	16.4%
30-40	30.0%
40-50	37.8%
50-60	8.6%
60-70	1.2%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>38.0</b>
<b>85%ile</b>	<b>47.7</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	1	4	6	2	1	0	0	0	0	0	0	44.2	52.6
1:00	1	1	1	1	1	0	0	0	0	0	0	0	34.9	-
2:00	0	1	2	0	1	0	0	0	0	0	0	0	39.2	-
3:00	0	0	0	2	1	0	0	0	0	0	0	0	49.7	-
4:00	0	0	1	5	1	0	0	0	0	0	0	0	45.7	-
5:00	2	7	0	11	9	3	0	0	0	0	0	0	43.1	57.3
6:00	5	14	9	36	15	1	1	0	0	0	0	0	41.2	52.3
7:00	8	19	69	84	14	2	0	0	0	0	0	0	39.2	46.6
8:00	15	80	133	104	11	6	0	0	0	0	0	0	35.9	45.5
9:00	5	25	52	92	30	3	0	0	0	0	0	0	40.9	50.4
10:00	5	15	34	71	14	5	0	0	0	0	0	0	40.9	49.2
11:00	7	22	41	59	20	0	0	0	0	0	0	0	39.3	49.7
12:00	9	25	57	88	11	4	0	0	0	0	0	0	39.1	47.3
13:00	11	37	81	71	13	2	0	0	0	0	0	0	37.0	46.0
14:00	11	24	65	86	21	2	0	0	0	0	0	0	39.4	49.2
15:00	9	40	77	69	20	4	0	0	0	0	0	0	37.8	48.1
16:00	35	80	77	115	16	3	0	0	0	0	0	0	35.1	45.9
17:00	46	97	105	104	14	2	0	0	0	0	0	0	33.5	44.9
18:00	12	38	71	85	11	1	0	0	0	0	0	0	37.0	46.4
19:00	8	17	66	57	21	2	0	0	0	0	0	0	38.9	49.7
20:00	6	12	45	62	17	2	0	0	0	0	0	0	40.2	49.4
21:00	3	3	29	56	19	0	0	0	0	0	0	0	42.6	50.6
22:00	5	11	24	37	12	0	0	0	0	0	0	0	39.7	49.2
23:00	0	3	2	14	5	0	0	0	0	0	0	0	42.5	51.7
Total	203	572	1045	1315	299	43	1	0	0	0	0	0	38.0	47.7

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** Wednesday  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

  
**Select Day**

Wednesday

**Select Direction**

NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	223
20-30	555
30-40	1005
40-50	1297
50-60	321
60-70	34
70-80	2
80-90	2
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	6.5%
20-30	16.1%
30-40	29.2%
40-50	37.7%
50-60	9.3%
60-70	1.0%
70-80	0.1%
80-90	0.1%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>38.0</b>
<b>85%ile</b>	<b>47.8</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	3	2	0	0	0	0	0	0	0	47.1	-
1:00	1	0	1	1	0	0	0	0	0	0	0	0	34.0	-
2:00	0	0	1	1	0	0	0	0	0	0	0	0	41.0	-
3:00	0	0	0	2	1	0	0	0	0	0	0	0	49.3	-
4:00	0	1	1	1	2	0	0	0	0	0	0	0	42.7	-
5:00	1	1	5	19	2	2	0	0	0	0	0	0	44.0	49.8
6:00	1	8	18	26	15	1	0	0	0	0	0	0	42.4	52.2
7:00	7	20	52	74	14	3	0	0	0	0	0	0	39.5	48.3
8:00	32	80	124	96	19	1	0	0	0	0	0	0	34.5	44.4
9:00	13	32	90	110	13	0	0	0	0	0	0	0	38.1	46.1
10:00	11	15	48	96	16	0	0	0	0	0	0	0	39.8	48.1
11:00	7	25	43	71	20	1	1	0	0	0	0	0	40.0	49.6
12:00	12	26	66	98	16	2	1	0	0	0	0	0	39.0	48.1
13:00	8	31	89	88	16	2	0	0	0	0	0	0	38.3	47.7
14:00	10	23	56	92	17	6	0	0	0	0	0	0	39.9	48.8
15:00	17	39	63	71	22	3	0	0	0	0	0	0	37.0	49.0
16:00	31	90	71	96	32	2	0	0	0	0	0	0	35.2	48.1
17:00	48	88	111	88	22	1	0	0	0	0	0	0	33.3	43.9
18:00	17	42	62	82	23	0	0	0	0	0	0	0	37.4	48.2
19:00	2	9	32	68	21	1	0	0	0	0	0	0	42.4	50.2
20:00	3	9	26	45	14	2	0	0	0	0	0	0	41.3	50.0
21:00	1	6	25	31	15	0	0	1	0	0	0	0	42.4	51.7
22:00	1	7	15	20	12	2	0	1	0	0	0	0	42.8	53.8
23:00	0	3	6	18	7	5	0	0	0	0	0	0	46.7	57.1
Total	223	555	1005	1297	321	34	2	2	0	0	0	0	38.0	47.8

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - NB  
**Start Date** 18-Oct-19  
**Day** Weekday Ave  
**Direction** NB  
**Description** Speed Summary  
**Select Site**  

3 - NB - National Cir

**Select Day** Weekday Ave
 **Select Direction** NB

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	237
20-30	568
30-40	979
40-50	1245
50-60	314
60-70	37
70-80	3
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	7.0%
20-30	16.8%
30-40	28.9%
40-50	36.8%
50-60	9.3%
60-70	1.1%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>37.7</b>
<b>85%ile</b>	<b>47.6</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	1	5	2	1	0	0	0	0	0	0	46.2	54.7
1:00	0	0	1	2	1	0	0	0	0	0	0	0	40.3	0
2:00	0	0	1	1	1	0	0	0	0	0	0	0	45.5	0
3:00	0	0	1	2	1	0	0	0	0	0	0	0	45.4	0
4:00	0	0	2	3	2	0	0	0	0	0	0	0	45.0	0
5:00	1	2	4	16	7	1	0	0	0	0	0	0	45.1	53.8
6:00	2	9	13	29	15	1	0	0	0	0	0	0	42.6	52.9
7:00	7	20	56	83	19	2	0	0	0	0	0	0	40.0	48.7
8:00	35	82	118	90	13	2	0	0	0	0	0	0	34.0	44.6
9:00	13	31	73	99	22	1	0	0	0	0	0	0	38.7	47.9
10:00	8	19	44	78	15	3	0	0	0	0	0	0	39.9	48.7
11:00	7	23	43	73	20	1	0	0	0	0	0	0	39.7	49.1
12:00	11	27	60	83	20	3	0	0	0	0	0	0	39.0	48.8
13:00	7	29	76	86	18	1	0	0	0	0	0	0	38.9	47.6
14:00	10	27	57	82	23	4	0	0	0	0	0	0	39.6	49.7
15:00	13	36	66	83	21	3	0	0	0	0	0	0	38.0	48.1
16:00	36	79	80	94	21	2	0	0	0	0	0	0	34.5	46.1
17:00	56	97	90	81	16	2	0	0	0	0	0	0	32.0	42.6
18:00	16	41	68	81	16	1	0	0	0	0	0	0	36.8	47.2
19:00	7	13	41	56	16	1	0	0	0	0	0	0	39.9	49.2
20:00	3	11	32	42	13	2	0	0	0	0	0	0	40.3	49.9
21:00	4	6	24	34	15	1	0	0	0	0	0	0	41.4	51.7
22:00	3	9	19	27	9	1	0	0	0	0	0	0	40.4	50.4
23:00	0	5	9	16	8	2	0	0	0	0	0	0	43.3	53.5
Total	237	568	979	1245	314	37	3	1	0	0	0	0	37.7	47.6

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - SB  
**Start Date** 18-Oct-19  
**Day** 7 Day Ave  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

3 - SB - National Cir

  
**Select Day** 7 Day Ave **Select Direction** Combined

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	36
20-30	481
30-40	743
40-50	1095
50-60	446
60-70	44
70-80	5
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	1.3%
20-30	16.9%
30-40	26.1%
40-50	38.4%
50-60	15.7%
60-70	1.6%
70-80	0.2%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Ave</b>	<b>35.1</b>
<b>85%ile</b>	<b>41.1</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	2	4	5	4	1	0	0	0	0	0	0	33.5	37.0
1:00	0	0	1	1	2	0	0	0	0	0	0	0	38.1	0
2:00	0	0	0	1	1	0	0	0	0	0	0	0	32.7	0
3:00	0	1	2	1	1	0	0	0	0	0	0	0	31.2	0
4:00	0	0	1	2	2	1	0	0	0	0	0	0	35.2	0
5:00	0	3	5	9	6	2	0	0	0	0	0	0	37.7	45.3
6:00	1	11	11	17	12	2	0	0	0	0	0	0	36.1	42.8
7:00	4	42	40	62	31	3	1	0	0	0	0	0	36.6	42.8
8:00	8	81	93	92	21	1	0	0	0	0	0	0	35.3	41.5
9:00	3	40	53	78	30	2	0	0	0	0	0	0	35.6	41.7
10:00	1	16	29	58	26	2	0	0	0	0	0	0	34.1	39.7
11:00	0	23	31	62	31	3	0	0	0	0	0	0	34.2	40.5
12:00	2	24	41	78	30	2	0	0	0	0	0	0	35.2	41.9
13:00	1	23	41	74	27	2	0	0	0	0	0	0	35.8	41.7
14:00	2	19	34	73	30	3	0	0	0	0	0	0	35.4	40.8
15:00	1	21	49	73	33	3	0	0	0	0	0	0	35.2	40.8
16:00	2	33	70	102	40	4	0	0	0	0	0	0	35.7	41.4
17:00	5	63	104	104	29	3	0	0	0	0	0	0	35.3	41.2
18:00	2	35	64	69	27	2	0	0	0	0	0	0	34.1	40.0
19:00	1	14	25	45	17	1	0	0	0	0	0	0	34.4	40.8
20:00	1	10	16	33	13	1	0	0	0	0	0	0	33.3	39.0
21:00	1	9	13	22	12	2	0	0	0	0	0	0	32.5	38.8
22:00	0	5	10	22	12	2	0	0	0	0	0	0	33.1	39.2
23:00	0	3	6	11	9	2	0	0	0	0	0	0	32.1	39.0
Total	36	481	743	1095	446	44	5	0	0	0	0	0	35.1	41.1

<b>Job No</b>	A111 Barton		<b>Bin Summary</b>		
<b>Client</b>	Northrop		10-20	1.3%	
<b>Site</b>	National Cir		20-30	17.7%	
<b>Location</b>	Nth of Darling St		30-40	25.5%	
<b>Site No</b>	3 - SB		40-50	38.8%	
<b>Start Date</b>	18-Oct-19		50-60	15.1%	
<b>Day</b>	Friday		60-70	1.4%	
<b>Direction</b>	Combined		70-80	0.2%	
<b>Description</b>	Speed Summary	80-90	0.0%		
<b>Select Site</b>	<input type="text" value="3 - SB - National Cir"/>		90-100	0.0%	
<b>Select Day</b>	<input type="text" value="Friday"/>	<b>Select Direction</b>	<input type="text" value="Combined"/>	100-110	0.0%
				110-120	0.0%
				120+	0.0%
				<b>#VALUE!</b>	<b>40.4</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	2	0	7	1	0	0	0	0	0	0	0	38.6	-
1:00	0	0	0	0	2	1	0	0	0	0	0	0	36.5	-
2:00	0	0	0	2	1	1	1	0	0	0	0	0	35.4	-
3:00	1	3	2	0	2	1	0	0	0	0	0	0	-	-
4:00	0	0	0	4	2	3	0	0	0	0	0	0	38.9	-
5:00	0	5	5	15	13	2	2	0	0	0	0	0	34.9	42.0
6:00	2	14	13	24	9	1	1	0	0	0	0	0	36.1	44.0
7:00	5	52	58	81	34	1	2	0	0	0	0	0	36.8	42.4
8:00	12	109	112	125	17	1	0	0	0	0	0	0	33.8	39.4
9:00	4	42	76	94	40	3	0	0	0	0	0	0	33.0	38.9
10:00	1	23	49	69	34	2	0	0	0	0	0	0	33.2	38.7
11:00	0	29	43	75	49	2	0	0	0	0	0	0	34.5	39.3
12:00	3	33	51	92	31	3	0	0	0	0	0	0	36.4	42.6
13:00	1	26	45	97	23	1	0	0	0	0	0	0	34.6	39.2
14:00	1	30	40	88	38	3	0	0	0	0	0	0	35.4	41.6
15:00	0	31	53	95	44	3	0	0	0	0	0	0	33.6	40.4
16:00	2	34	58	137	60	3	1	0	0	0	0	0	35.6	41.6
17:00	4	52	94	119	36	7	0	0	0	0	0	0	35.5	40.8
18:00	3	59	97	67	28	1	1	0	0	0	0	0	34.0	40.0
19:00	2	26	29	54	15	2	0	0	0	0	0	0	34.6	40.3
20:00	2	16	16	35	11	2	0	0	0	0	0	0	31.6	38.2
21:00	0	14	12	20	15	0	0	0	0	0	0	0	31.6	36.6
22:00	1	9	25	24	10	3	0	0	0	0	0	0	34.6	42.1
23:00	2	4	6	20	10	1	0	0	0	0	0	0	33.7	-
Total	46	613	884	1344	525	47	8	0	0	0	0	0	#VALUE!	40.4



**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - SB  
**Start Date** 18-Oct-19  
**Day** Monday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

3 - SB - National Cir

  
**Select Day**

Monday

**Select Direction**

Combined

**Bin Summary**

10-20	2.0%
20-30	22.9%
30-40	30.0%
40-50	33.5%
50-60	10.8%
60-70	0.8%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>34.6</b>	<b>40.5</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	2	0	1	0	0	0	0	0	0	0	34.3	-
1:00	0	0	1	1	1	0	0	0	0	0	0	0	37.1	-
2:00	0	0	0	1	0	0	0	0	0	0	0	0	26.5	-
3:00	0	0	1	1	0	0	0	0	0	0	0	0	22.8	-
4:00	0	0	2	1	2	1	0	0	0	0	0	0	35.4	-
5:00	1	2	6	9	3	1	0	0	0	0	0	0	39.7	46.7
6:00	1	11	11	17	20	2	0	0	0	0	0	0	35.1	41.0
7:00	3	59	29	67	41	2	0	0	0	0	0	0	38.3	43.5
8:00	13	126	126	134	19	1	0	0	0	0	0	0	36.4	42.0
9:00	3	38	63	97	28	3	0	0	0	0	0	0	35.4	41.4
10:00	2	17	23	62	21	2	0	0	0	0	0	0	34.7	43.2
11:00	0	22	23	61	35	1	0	0	0	0	0	0	32.8	38.9
12:00	1	22	25	88	27	2	0	0	0	0	0	0	34.2	40.4
13:00	1	27	40	79	28	0	0	0	0	0	0	0	34.7	41.6
14:00	2	39	55	80	28	2	0	0	0	0	0	0	35.9	40.5
15:00	4	37	126	94	26	3	0	0	0	0	0	0	33.6	39.2
16:00	9	94	160	134	20	1	0	0	0	0	0	0	35.7	41.1
17:00	25	219	225	88	17	0	0	0	0	0	0	0	33.2	39.5
18:00	6	90	114	65	23	3	0	0	0	0	0	0	32.4	38.9
19:00	1	15	27	48	16	1	0	0	0	0	0	0	33.8	40.5
20:00	0	10	13	43	11	1	0	1	0	0	0	0	33.1	36.6
21:00	1	10	18	31	17	1	0	0	0	0	0	0	31.0	36.5
22:00	0	6	9	26	11	1	0	0	0	0	0	0	33.5	-
23:00	0	0	8	8	4	1	0	0	0	0	0	0	30.8	-
Total	73	844	1107	1235	399	29	0	1	0	0	0	0	34.6	40.5

**Job No** A111 Barton  
**Client** Northrop  
**Site** National Cir  
**Location** Nth of Darling St  
**Site No** 3 - SB  
**Start Date** 18-Oct-19  
**Day** Saturday  
**Direction** Combined  
**Description** Speed Summary  
**Select Site**  

3 - SB - National Cir

  
**Select Day**

Saturday

**Select Direction**

Combined

**MATRIX**  
Traffic and Transport Data

Speed Bin (Kph)	Vehicles
10-20	7
20-30	179
30-40	381
40-50	717
50-60	385
60-70	43
70-80	5
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

**Bin Summary**

Bin	Percentage
10-20	0.4%
20-30	10.4%
30-40	22.2%
40-50	41.8%
50-60	22.4%
60-70	2.5%
70-80	0.3%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
<b>Total</b>	<b>35.3</b>
<b>85thile</b>	<b>41.6</b>

Hour Starting	Vehicle Speed Bins (kph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	3	5	2	10	1	0	0	0	0	0	0	33.5	37.0
1:00	0	0	4	4	2	1	0	0	0	0	0	0	37.8	-
2:00	0	0	0	1	2	1	0	0	0	0	0	0	33.2	-
3:00	0	0	2	2	1	0	0	0	0	0	0	0	38.5	-
4:00	0	0	3	2	2	0	0	0	0	0	0	0	33.6	-
5:00	0	0	2	6	3	0	0	0	0	0	0	0	41.2	-
6:00	1	4	4	7	6	2	0	0	0	0	0	0	36.4	41.1
7:00	1	4	9	11	16	4	1	0	0	0	0	0	35.0	41.8
8:00	0	12	16	31	31	2	0	0	0	0	0	0	33.4	42.5
9:00	0	2	12	50	40	3	0	0	0	0	0	0	36.4	42.8
10:00	1	2	17	36	22	1	0	0	0	0	0	0	35.4	39.8
11:00	0	14	17	46	27	2	0	0	0	0	0	0	35.6	42.0
12:00	0	13	32	39	22	1	0	0	0	0	0	0	35.8	43.1
13:00	0	6	34	92	34	6	0	0	0	0	0	0	35.7	42.0
14:00	3	13	28	69	24	1	0	0	0	0	0	0	33.8	39.6
15:00	0	16	28	40	23	4	0	0	0	0	0	0	35.8	41.2
16:00	1	13	25	45	23	4	1	0	0	0	0	0	35.5	40.6
17:00	0	14	24	44	23	4	2	0	0	0	0	0	36.2	42.8
18:00	0	22	37	65	24	1	1	0	0	0	0	0	35.0	41.2
19:00	0	9	21	42	13	0	0	0	0	0	0	0	35.8	42.7
20:00	0	10	22	26	6	1	0	0	0	0	0	0	35.5	44.3
21:00	0	8	18	21	6	1	0	0	0	0	0	0	32.9	39.0
22:00	0	6	12	25	11	1	0	0	0	0	0	0	35.1	42.6
23:00	0	8	9	11	14	2	0	0	0	0	0	0	33.2	39.0
Total	7	179	381	717	385	43	5	0	0	0	0	0	35.3	41.6