

3.2 Vehicle Access

It is anticipated that vehicle access to Stage 1 will be via Canal Street East and the extension of Brighton Parade. Access to Stage 2 will be via Culburra Road. Access to the new industrial area is anticipated to be direct from Culburra Road or via Regmoore Close, in the adjacent existing industrial area which currently has access to Culburra Road via Strathstone Street.

A new Collector Road is proposed as part of the development to provide access to Stages 3, 4 and 5 with two connections to Culburra Road as shown in Figure 3.3.

Figure 3.3: Proposed Collector Road and Access Locations

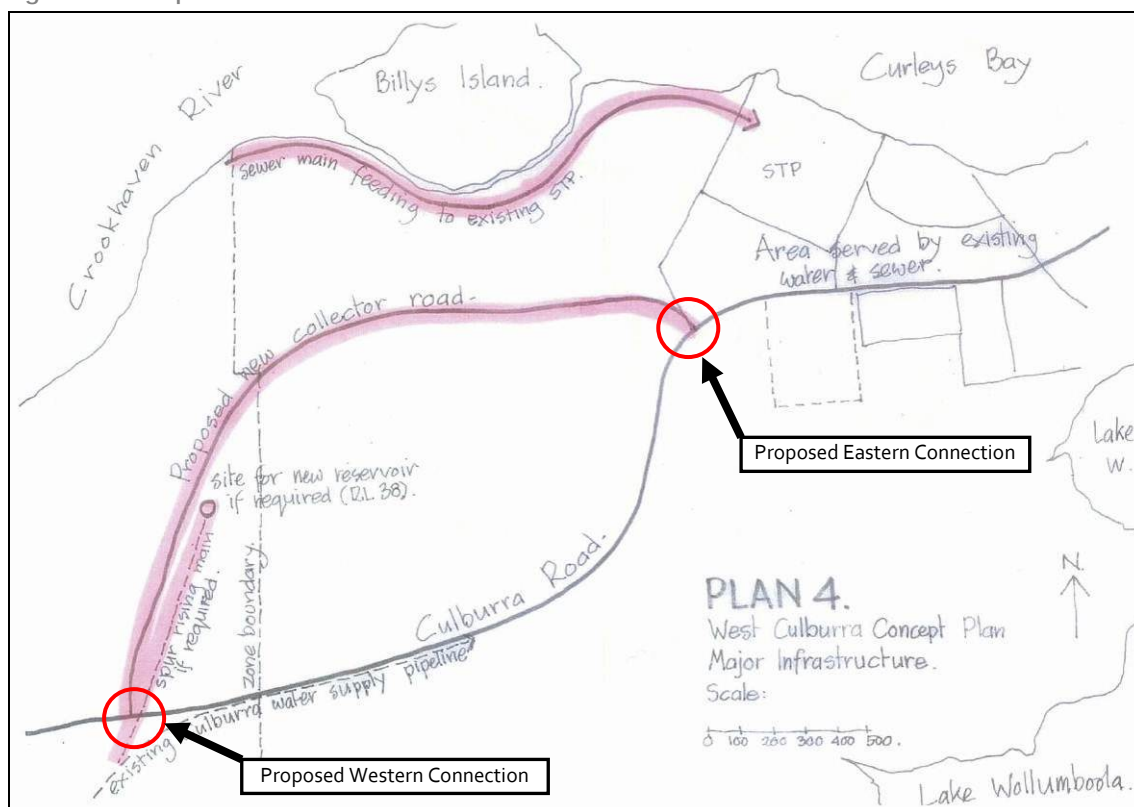


Image Source: John Toon Pty Ltd, 2010

As GTA Consultants understands it, the eastern access will be the primary means of accessing Stages 3, 4 and 5. Plans prepared by Allen, Price and Associates propose the new Collector Road to be set within a 25 metre wide road reserve. It is understood that the western access to the development will not be provided at this stage. The location of the western access is anticipated to be in the vicinity of the existing unsealed access track.

Further discussion on vehicle access arrangements are contained in Section 4 of this report.

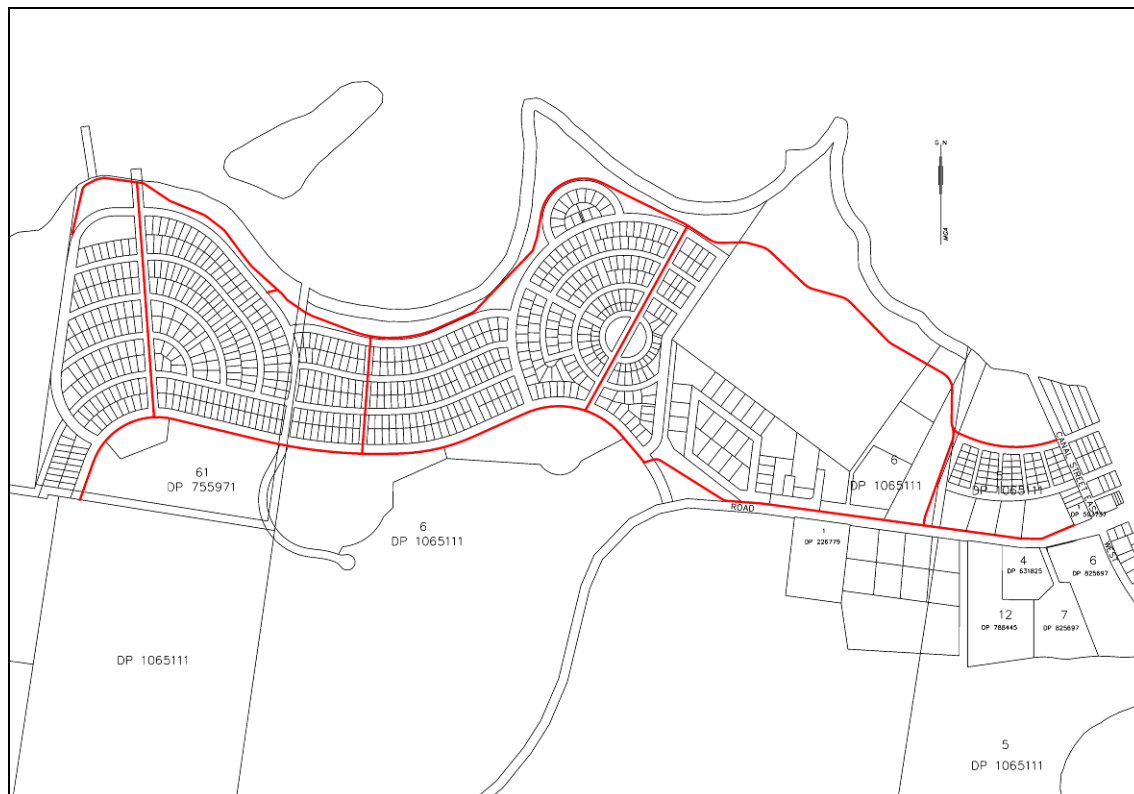
3.3 Pedestrian and Bicycle Facilities

The new Collector Road is considered to be the optimal alignment for a cycleway connecting the development Stages 3, 4 and 5 to Culburra shops in the established area of Culburra to the east of the

development. A cycleway following the alignment of the foreshore adjacent to Stages 3, 4 and 5 is also proposed as part of the development.

The indicative alignment of cycleways proposed as part of the development is shown in Figure 3.4.

Figure 3.4: Proposed Cycleways



Source: Modified from Allen, Price & Associates (July, 2012)

It is anticipated that the proposed cycleway shown in Figure 3.4 will operate as off-road shared pedestrian and cyclist paths or as separated off-road paths.

Further discussion on pedestrian and bicycle facilities are contained in Section 5 of this report.

3.4 Parking

The car parking requirements for different development types are contained in Shoalhaven City Council Car Parking Code (DCP 18). It is anticipated that car parking for the development will be provided in accordance with the requirements of DCP 18.

4. Vehicle Access

4.1 Introduction

It is proposed that access to the site is provided by means of a roundabout at the proposed eastern intersection of the new Collector Road with Culburra Road. Ultimately a western access to the development will be provided which will also form an intersection at Culburra Road.

4.2 Intersection Assessment and Concept Design

GTA Consultants undertook an assessment of the proposed eastern intersection of the new Collector Road with Culburra Road to determine the most appropriate location, layout and dimensional requirements with consideration of the topography, sight distances and road geometry. Based on this assessment, GTA Consultants produced an indicative concept design of the intersection consisting of a four arm single lane roundabout layout as shown in Figure 4.1.

The roundabout has been sketched to be generally in accordance with *Austroads Guide to Road Design, Part 4B: Roundabouts* (second edition, 2011) and has an island diameter of 28m and a circulating carriageway width of 7.2m. The roundabout has been designed to accommodate an Austroads standard 19 metre long articulated semi-trailer. GTA Consultants undertook a swept path assessment of the proposed layout to confirm vehicle manoeuvrability.

Figure 4.1: Eastern Access Preliminary Concept Layout



The southern leg of the roundabout has been included in the concept design to show an alternative access point to the proposed Long Bow Point golf course described in Section 2.3. This location is approximately 350 metres north of the golf course access proposed on the straight section of Culburra Road shown in Figure 2.5. An unsealed access road to the land on which the Long Bow Golf Point golf

course is proposed is located on the inside of the bend, where the southern leg of the roundabout is proposed.

Combining the eastern access of the Collector Road with an access for the proposed Long Bow golf course would offer safety advantages over an independent, priority controlled intersection for the golf course, particularly on a rural road within a 100km/hr speed limit zone. It is understood that the golf course development is subject to consent by Shoalhaven City Council.

DCP 100 requires the subdivision road network to connect with the external road network in a manner which maximises movement efficiency for all traffic routes. A roundabout will offer the most effective means of managing traffic at the intersection, minimising the average delay on all approaches.

The preliminary concept design of the proposed roundabout, including long sections is contained in Appendix F.

4.2.1 Speed Zonings

It is anticipated that the existing 50km/hr speed limit in place on Culburra Road, approximately 350 metres east of Strathstone Street, will be extended to a point west of the roundabout intersection to provide a 50km/hr speed limit on the western approach in line with the *NSW Speed Zoning Guidelines* (RMS, 2011). It is also anticipated that the proposed Collector Road will be subject to a 50km/hr speed limit in line with the *NSW Speed Zoning Guidelines* and *Shoalhaven City Council Subdivision Code – DCP 100* (2002).

The proposed roundabout will form the entrance to the largest section of the development within Stages 3, 4 and 5, providing access to 800 dwellings. It is considered appropriate for the 50km/hr speed zone to be extended westwards beyond the proposed roundabout to provide a 50km/hr speed limit on all approaches to the intersection. Such a speed zoning is considered appropriate to the proposed road environment and conducive to a safer environment for pedestrians, cyclists and vehicles. The lowering of vehicle speeds along Culburra Road will result in intersection spacing becoming more appropriate to road speed.

5. Sustainable Transport Infrastructure

5.1 Policy and Planning Guidelines

5.1.1 NSW 2021: A Plan to Make NSW Number One (2011)

NSW 2021: A Plan to Make NSW Number One, Illawarra Regional Action Plan (2011) sets out priorities for the Illawarra subregion which is comprised of Wingecarribee, Wollongong, Shellharbour, Kiama and Shoalhaven LGA's in line with the State plan; *NSW 2021*. The *Regional Action Plan* states that to provide effective and integrated regional transport, 'whole of region' transport planning is required to improve:

- Public transport links
- Patronage on public transport
- Public transport access to key employment areas
- Planning for local and regional road infrastructure.

These local priorities relate to the following *NSW 2021* goals:

- Goal 7: Reduce travel times
- Goal 8: Grow patronage on public transport by making it a more attractive choice
- Goal 10: Improve road safety.

The *Illawarra Regional Action Plan* contains a priority action to develop an Illawarra transport strategy in line with the *NSW Long Term Master Plan* to provide a clear direction for all transport modes.

5.1.2 Integrating Land Use and Transport (2001)

The NSW Department of Urban Affairs and Planning's *Integrating Land Use and Transport* (2001) policy package provides guidelines for planning and development which aim to encourage development that:

- increases access to public transport, walking and cycling
- encourages people to travel shorter distances and make fewer trips
- reduces car dependency.

The aim of integrating land use and transport is to ensure that urban structures, building forms, land use locations, development designs, subdivisions and street layouts achieve the following planning objectives:

- improving access to housing, jobs and services by walking, cycling and public transport
- increasing the choice of available transport and reducing dependence on cars
- reducing travel demand including the number of trips generated by development and the distances travelled, especially by car
- supporting the efficient and viable operation of public transport services.

Integrating Land Use and Transport identifies the following key transport planning concepts which recognise people's basic travel needs:

- **Convenience** — the transport mode needs to be easy to find and use, and to transfer from one mode to another.

- **Information** — reliable information at accessible locations is essential to encourage use of various travel alternatives.
- **Proximity** — transport facilities and services, such as cycle paths and bus services, need to be in close, convenient and obvious locations to people's trip origins and destinations.
- **Destination choice** — the more destinations that can be linked on a public transport route, the more attractive it will be.
- **Directness** — routes should take the shortest and least deviating course, with priority to achieve fast travel times for walking, cycling and public transport (e.g. pedestrian links, dedicated bus lanes, and bikeways).
- **Security** — the environment for walking and waiting needs to be comfortable and safe from personal attack or conflicts with traffic (e.g. waiting areas sheltered from the elements, natural surveillance, good lighting, bike lanes on major roads).

5.1.3 NSW Planning Guidelines for Walking and Cycling (2004)

The *NSW Planning Guidelines for Walking and Cycling* (2004) aims to assist land-use planners and related professionals to improve consideration of walking and cycling in their work. The guidelines have been designed to provide a walking and cycling focus to the NSW Government's *Integrating Land Use & Transport Planning* policy package.

5.1.4 Shoalhaven Integrated Transport Strategy (2000)

The *Shoalhaven Integrated Transport Strategy* (2000) aims to promote the Shoalhaven as a place where:

- Public transport is readily available, safe, efficient and regarded as a viable alternative to private car use
- Alternative forms of transport, other than motor car are promoted and encouraged.

The Transport Strategy highlights that the difficulties of public bus transport provision in Shoalhaven LGA, given the dispersed coastal communities and population:

"At the moment the bus operators are providing services that are generally only just viable. This does not include the school routes. The bus operators would provide improved services (frequencies and destinations) if the patronage justified it".

The *Transport Strategy* notes the issues raised by residents related to public transport around the Shoalhaven as:

- Lack of timetable integration for bus to bus and bus to train
- Door to door journey time
- Fare structure; both cost and lack of a single ticket system
- Safety
- Comfort and convenience
- Lack of transport after hours and during weekends, public holidays and school holidays.

The Transport Strategy contains the following critical implementation actions:

- **Action 11** – Require the provision of bus routes, footpaths and cycleways in all new housing development areas.

5.1.5 Shoalhaven Subdivision Code - DCP 100 (2002)

DCP 100 contains the following objectives to promote sustainable transport as part of subdivision developments in the Shoalhaven LGA:

- *All residents should have the opportunity to walk or cycle to the nearest community facilities, such as shops and schools. They should also be provided with safe and convenient links to other major destinations external to the neighbourhood. The design of the street network should encourage walking and cycling along quieter local streets, reducing the need for separate rights of way for cycle and pedestrian linkages.*
- *Increase opportunities for choice in mode of transport and provide cost effective and energy efficient public transport services that are accessible and convenient to the community.*

5.2 Bus Routes

Culburra and the adjoining village of Orient Point currently have very limited public transport with only five weekday bus services between Nowra and no weekend or public holiday services.

It is envisaged that the proposed Collector Road through Stages 3, 4 and 5 will serve as the key route for the Culburra-Nowra public bus service and for school bus services. Given this, all access points to the development from Culburra Road must be designed to accommodate bus turning manoeuvres. As a result, the concept layout for the eastern Collector Road/ Culburra Road intersection described in Section 4 has been designed to accommodate bus turning movements.

DCP 67 states that the road network should be designed so that generally all residential development is within 400 metres of the bus network and possible bus stops. *Integrating Land Use and Transport* states that 400 metres is a desirable walking distance to access a bus route as it is within a 5 minute walk. DCP 100 suggests that 85% of dwellings within a subdivision be within 500 metres safe walking distance from an existing or potential bus route. Approximately 90% of the lots in Stages 3, 4 and 5 are within 400 metre walking distance of the proposed Collector Road, the likely key bus route through the development. All lots within Stages 1 and 2, as well as the industrial area, are proposed to be located within 200 metres of Culburra Road.

Following full site development it is anticipated that the Culburra to Nowra bus services will deviate from Culburra Road into the proposed development at the eastern access, travel the new Collector Road and return to Culburra Road at the western access, with the reverse scenario occurring for Nowra to Culburra services. In the interim, Stages 3, 4 and 5 will be accessible solely by the eastern access. As such, it is anticipated that bus services both to and from Culburra will travel a 'loop' route, entering and exiting the development at the eastern access.

The key destinations for residents of the development are likely to be similar to destinations for current Culburra and Orient Point residents; Nowra town centre, Bomaderry Railway Station and Culburra shops.

The development offers the opportunity to provide improved public transport services to all residents of Culburra and Orient Point through higher frequency weekday services and the provision of weekend and public holiday services. It is anticipated that increased residential density attributed to the development will improve the economic viability of increased public transport provision and justify significant improvements in public transport infrastructure for Culburra and Orient Point.

5.2.1 Consultation with Bus Operator

Shoalhaven Integrated Transport Strategy highlights the importance of early consultation with bus operators to ensure early provision of bus services in new residential developments which offers advantages for:

- The vendor – the availability of public transport can be a strong selling point
- The bus operator – if new families move into a new development and have a service available immediately it is likely that the operator will have regular patrons. Once a family has to purchase a second car it is unlikely that the family will use the bus again.

GTA Consultants liaised with the current bus service provider of the Culburra-Nowra service, Kennedy's Bus and Coach to discuss future bus service provision in light of the proposed development. Initial consultation with David Tagg of Kennedy's has indicated that the operator welcomes additional patronage within their normal bus operations and would be happy to extend their current service arrangements.

The operator highlighted the road geometry requirements for the development to allow for a minimum 12.5 to 13.5 metre long bus and noted that consideration needs to be given to the provision of disabled access for low floor wheelchair buses which will be compulsory on all route services by 2020.

Correspondence with Kennedy's Coaches is contained in Appendix G.

5.3 Bus Stops

Integrating Land Use and Transport outlines that public transport stops should be designed and managed to provide the following:

- good pedestrian access from surrounding areas, including direct, safe and well-lit street connections or pedestrian links, safe pedestrian crossings and clear lines of sight to the stop
- safe, well-lit and comfortable waiting areas with shelter and information on available services
- direct and convenient connections from the footpath to the shelter/ waiting area and from the shelter/ waiting area to the doors of the public transport vehicle, and vice versa
- clear identification of the public transport nodes and access points by attractive design and signage
- access for all users, including appropriate provision for people with disabilities
- bus stops with adequate lighting, shelter and passive security.

DCP 100 contains the requirements for the location and design of bus stops within subdivision developments:

- Public transport stops provide for pedestrian safety, security, comfort and convenience
- Bus stops are designed to prevent vehicles from overtaking a stationary bus, or vehicle speeds are reduced to ensure safe pedestrian crossing
- Bus stops are located and designed to provide shelter, seats, adequate lighting and timetable information, are overlooked from nearby buildings, and are located to minimise adverse impact on the amenity of nearby dwellings.

DCP 100 suggests the following measures are considered as part of the development:

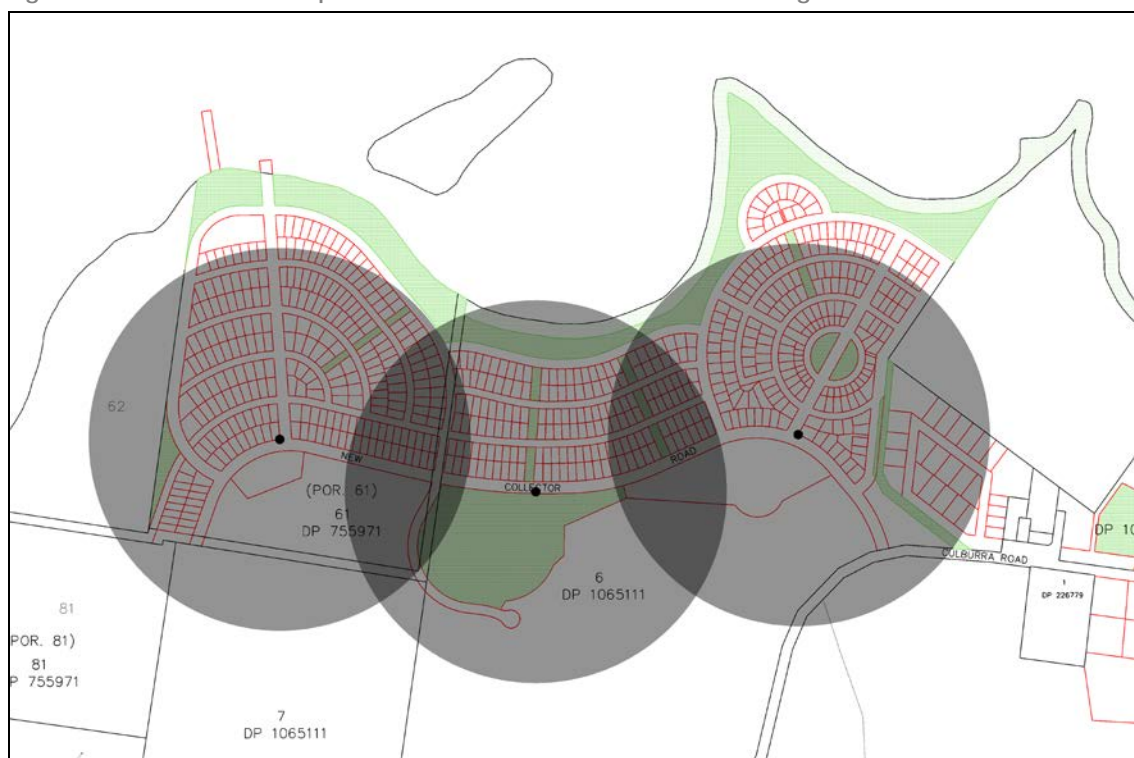
- Routes for regular bus services are designed for a minimum pavement width of 9.0 metres
- Bus stops are, or are planned for 400 metre spacings where the route serves residential development
- The siting of bus stops is related to the pedestrian path network.

Given the proximity of Stages 3, 4 and 5 to the proposed Collector Road, the location of bus stops is crucial to ensure ease of access for residents and in turn encourage the use of sustainable transport. Figure 5.1 has been prepared to show indicative locations of three possible bus stops along the Collector Road and to show the residential and industrial lots within a 400 metre/ 5 minute walking catchment of each stop. It is anticipated that new bus stops will also be provided on Culburra Road adjacent to Stages 1 and 2 to encourage public transport usage by residents.

It is recommended that all new bus stops provide the following as a minimum:

- Shelter
- Seating
- Lighting
- Timetable information.

Figure 5.1: Potential bus stop locations and indicative 400 metre walking catchment



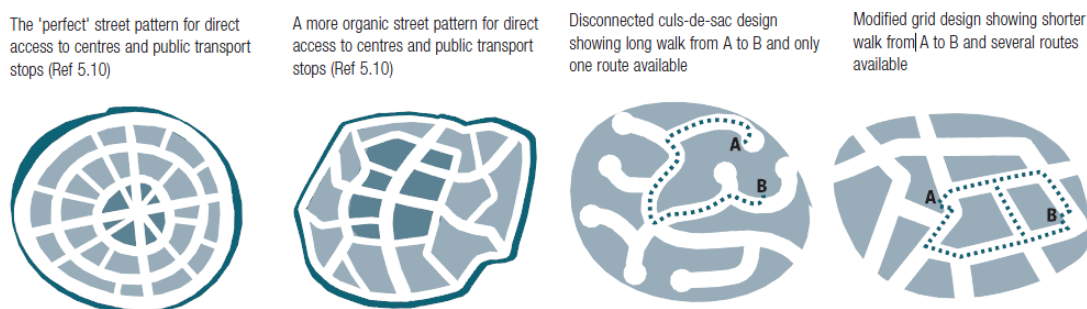
5.4 Walking and Cycling Network

5.4.1 Street Pattern

The *NSW Planning Guidelines for Walking and Cycling* highlights the importance of street pattern as a determinant of walkability and cycleability. Street pattern determines how far a person can travel by foot or by bicycle within a set timeframe, as well as the feel of a neighbourhood from a pedestrian's or

cyclist's perspective. Local streets such as those within Stages 3, 4 and 5 should be highly interconnected with many junctions onto main road making walking and cycling trips short and direct. In contrast, layouts with unconnected cul-de-sacs make walking and cycling trips longer and less interesting as sight lines are limited and there are few (if any) alternative route options available for any one trip as shown in Figure 5.2.

Figure 5.2: Street Patterns and Accessibility



Source: NSW Planning Guidelines for Walking and Cycling

The indicative street layout for development Stages 3, 4 and 5 shown in Figure 3.2 has many similarities to the 'perfect' street pattern shown in Figure 5.2, offering many options for access through the development. This through site permeability is vital for encouraging walking and cycling for short trips within these stages and to key destinations.

5.4.2 Key Destinations

The key walking and cycling destinations in proximity of development areas are likely to be:

- Culburra shops – east of the development area
- Crookhaven River foreshore area – north of the development area
- Beaches – east of the established urban area of Culburra.

Providing direct and easy walking and cycling access to these locations via dedicated, high quality facilities is imperative to promote walking. The indicative street layout for Stages 3, 4 and 5 shown in Figure 3.2 has numerous streets aligned in a north-south direction enabling direct walking access to the Crookhaven River foreshore area from within the development. The proposed public reserves shown as green in Figure 3.2 provide further options for direct walking and cycling access to the foreshore area.

5.4.3 Walking and Cycling Infrastructure

The *Shoalhaven Integrated Transport Strategy* lists the following as a critical implementation action:

- **Action 4** – Build a network of cycleways and footpaths which link schools, shops, employment areas, bus interchanges and also link outlying villages to Park and Ride interchanges along the trunk corridor.

The cycle network proposed as part of the development (Figure 3.4) includes two key routes:

- i East-west route along the foreshore area providing access to Culburra shops
- ii East-west route along the proposed Collector Road and the northern side of Culburra Road providing access to Culburra shops and the sports oval.

As stated previously, it is anticipated that these key routes will be either a shared pedestrian/ cyclist paths or as separate pedestrian and cyclist paths. The foreshore route offers an excellent opportunity as a recreational walking and cycling route and to promote cycle tourism. The connection of both of these routes to the established areas of Culburra and in particular to Culburra shops is crucial in discouraging private car use for short trips within the area. The connection of these proposed routes to the existing footpath network requires further consideration. It is recommended that the walking and cycling network within the established areas of Culburra be upgraded to provide a consistent standard of facility and in particular to improve access to the beaches, east of the town as shown in Figure 2.7 and Figure 3.4.

The provision of a dedicated, high quality facility adjacent to the proposed Collector Road is imperative to improve accessibility within the development area. As stated previously, approximately 80% of the land in spatial units 3, 4 and 5 are within 400 metre walking distance of the Collector Road and as such a dedicated facility aligned along the Collector will serve as the key route for cycling and walking within the development area.

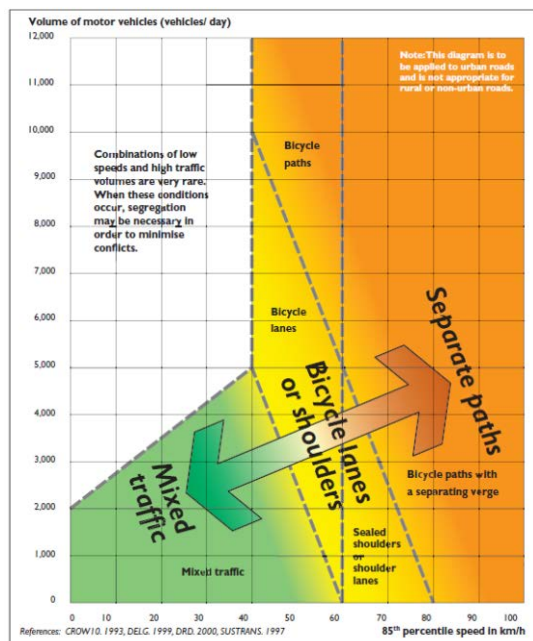
Bicycle Infrastructure Selection

The NSW Bicycle Guidelines (RMS, 2005) derive appropriate cycling facilities based on vehicle speeds and volumes as shown in Figure 5.3 with the different methods of separation shown in Figure 5.4.

The traffic generation of the development is discussed in Section 7, where it is estimated that Stages 3, 4 and 5 will generate in the order of 6,480 vehicle movements (two-way) per day along the proposed Collector Road. Given this, and assuming a 50km/hr speed limit along the Collector Road, Figure 5.3 indicates that bicycle lanes or shoulders would likely be inappropriate for the Collector Road. As such it is recommended that a separated facility be provided along this alignment.

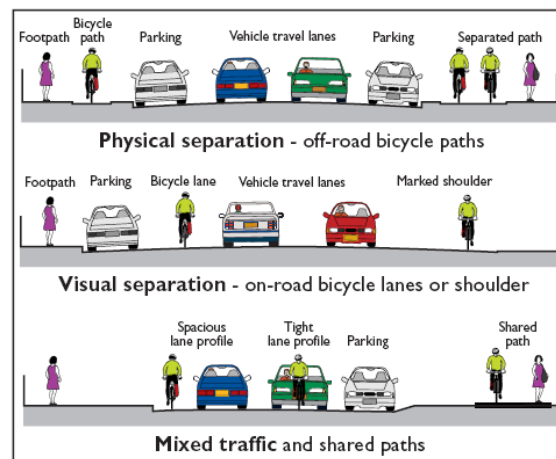
Given the higher traffic volumes along Culburra Road, it is recommended to provide a separated facility along the northern side of Culburra Road to provide access between Stages 3, 4 and 5, Culburra shops and Stage 1.

Figure 5.3: Appropriate cycling facilities based on vehicle speeds and volumes



Source: NSW Bicycle Guidelines (RMS)

Figure 5.4: Methods of Separation



Source: NSW Bicycle Guidelines (RMS)

Separated and Shared Paths

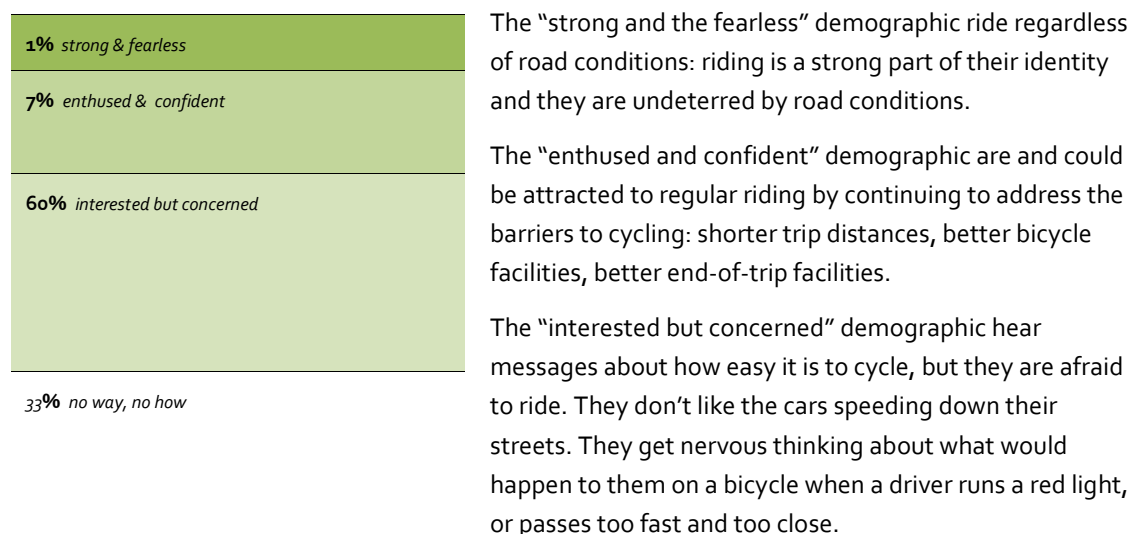
There are advantages and disadvantages associated with shared and separated paths as summarised in Table 5.1.

Table 5.1: Pros and Cons for Shared and Separated Paths

Type of Path	Pros	Cons
Shared	<ul style="list-style-type: none"> Suitable for most users Lower construction cost than separated paths Require less road reserve space 	<ul style="list-style-type: none"> Not satisfactory in high usage areas – may discourage walking amongst the young, seniors and people with disabilities May be ineffective if thorough planning (consultation, observation and demand estimation) has not been carried out
Separated	<ul style="list-style-type: none"> Eliminates conflicts occurring between different user types Will allow the bicycle path to operate at a higher speed than in the case of shared paths, which may make it more desirable for commuter cyclists 	<ul style="list-style-type: none"> Ineffective if pedestrian movement along or across the bicycle path is not minimised Ineffective if both paths are not of a comparable standard relative to the requirements of each type of user

The provision of separated cycleways is an important element in creating an attractive cycling environment. As shown in Figure 5.5, the general population fit into four categories of cyclists: strong and fearless, enthused and confident, interested but concerned and no way, no how.

Figure 5.5: Four Types of Cyclists



The "no Way, no How" group is not interested in cycling at all, for reasons of topography, inability, or simply a complete and utter lack of interest (PBT, 2010).

For NSW, 2006 Census data indicates that less than 1% of work trips were made by bicycles – the cyclists that are "strong and fearless". To achieve the *NSW 2021* target to more than double the mode share of all bicycle trips, the occasional or non-riders of the "enthused and confident" and "interested but concerned" demographic must take up cycling.

Australian research conducted in 2008 by RACQ Market and Communications Research (December 2008) revealed 85% of people support the provision of off-road bicycle paths and 69% of males and 74% of females would bicycle more regularly if dedicated lanes and off-road routes were more readily available (refer to Table 5.2). Recent bicycle counts in the City of Sydney show increases of 60% and 48% in the AM and PM periods, respectively, over the past year on routes where separated cycleways have been constructed. Dedicated cycling lanes and off-road routes must connect to all popular destinations to encourage high levels of uptake.

Table 5.2: Non-regular cyclists preference for separation from vehicles

What would make you bicycle more regularly?	Male	Female
Availability of bicycle dedicated lanes and off road routes	69%	74%
Increased driver awareness of bicycle safety and sharing the road	49%	56%
Availability of bicycle parking or bicycle lockers	33%	41%
Having more cyclists on the road	31%	36%
Increased knowledge of the road rules	12%	22%

Source: Environmetrics Pty Ltd (2006) Sydney Cycleway Research: Internet survey for the City of Sydney

Implementing safe cycling routes, separated from vehicles, is more likely to encourage this group and increase levels of cycling.

5.4.4 Design Requirements

DCP 100 outlines the design requirements for walking and cycling infrastructure within subdivision developments. A minimum of a 1.2 metre wide footpath is required on local and collector streets within

a subdivision. As such it is anticipated that footpaths will be provided on both sides of all local streets within the subdivision at a minimum 1.2 metres wide.

The design requirements for bicycle facilities are included in the *NSW Bicycle Guidelines* and *Austroads Part 6A: Pedestrian and Cyclist Paths* (2009). The width requirements for shared paths are summarised in Table 5.3.

Table 5.3: Separated Path Widths

	Path width (m)		
	Local access path	Commuter path	Recreational path
Desirable minimum width	2.5	3.0	3.5
Minimum width – typical maximum	2.5 ¹ – 3.0 ²	2.5 ¹ – 4.0 ²	3.0 ¹ – 4.0 ²

1. A lesser width should only to be adopted where cyclist volumes and operational speeds will remain low.

2. A greater width may be required where the numbers of cyclists and pedestrians are very high or there is a high probability of conflict between users (e.g. people walking dogs, roller bladders and skaters etc.).

Source: Austroads Part 6A: Pedestrian and Cyclist Paths

If the cycleways proposed as part of the development are determined to be shared paths, it is recommended to provide a minimum 3 metre width given their potential as recreational routes.

5.5 Sustainable Transport Infrastructure Summary

- The development offers the opportunity to provide improved public transport services to all residents of Culburra and Orient Point through higher frequency weekday bus services and the provision of weekend and public holiday services.
- The early provision of bus services for the development areas is considered paramount in promoting public transport usage. Initial consultation with the bus operator indicates that the operator welcomes additional patronage within their normal bus operations and would be happy to extend their current service arrangements.
- The indicative street layout for Stages 3, 4 and 5 offers many options for access through the development area, providing vital through site permeability. The street layout is consistent with the aims of the *NSW Planning Guidelines for Walking and Cycling* to promote walking and cycling, particularly for short trips.
- A minimum of a 1.2 metre wide footpath is required on local and collector streets within a subdivision in line with DCP 100.
- The proposed alignment of cycleways; adjacent to the foreshore and Collector Road, and also providing access to Culburra shops is considered conducive to promoting pedestrian and cyclist access, particularly for short trips.
- The foreshore route is considered to be an excellent opportunity as a recreational cycle route and to promote cycle tourism in the region.
- With consideration of likely vehicle speeds and volumes along the Collector Road, it is recommended that a separated cycle facility be provided along this alignment in line with the *NSW Bicycle Guidelines*.
- For shared pedestrian and cycle paths associated within the development, it is recommended to provide a minimum 3 metre width given their potential as recreational routes.

- Given the traffic volumes along Culburra Road, it is recommended to provide a separated facility along the northern side of Culburra Road to provide access between Stages 3, 4 and 5, Culburra shops and Stage 1.

6. Loading Facilities

It is understood that refuse collection for the residential areas of the subdivision will involve kerbside collection by a 12.5 metre long Council garbage vehicle and as such the eastern and western accesses from Culburra Road to Stages 3, 4 and 5 must be able to accommodate such a vehicle.

The concept roundabout layout at the eastern access of the Collector Road and Culburra Road has been designed to accommodate a 12.5m long rigid vehicle and subject to a swept path assessment.

7. Traffic Impact Assessment

7.1 Traffic Generation

7.1.1 Design Rates

Traffic generation estimates for the proposed development would usually be sourced from the *Guide to Traffic Generating Developments* (RMS, 2002). Estimates of peak hour and daily traffic volumes using this guide are set out in Table 7.1.

Table 7.1: Estimated Development Traffic Generation (RMS Rates)

Stage	Land Use	Design Generation Rates		Traffic Generation Estimates (vehicles)	
		Peak Hour	Daily	Peak Hour	Daily
2	Residential (48 x 2 bedroom apartments)	0.4-0.5 vehicle movements/dwelling	4-5 vehicle movements/dwelling	20-24 vehicle movements/hour	192-240 vehicle movements/day
	Residential 55+ aged group (21 x small-lot 2 bedroom single storey villas)	0.2 vehicle movements/dwelling	1-2 vehicle movements/dwelling	5 vehicle movements/hour	21-44 vehicle movements/day
3-5	Residential 500 dwelling houses	0.85 vehicle movements/dwelling	9 vehicle movements/dwelling	425 vehicle movements/hour	4,500 vehicle movements/day
	Residential 30 x mixed-use, 3 bedroom town houses (The Circus)	0.5-0.65 vehicle movements/dwelling	5-6.5 vehicle movements/dwelling	15-20 vehicle movements/hour	150-195 vehicle movements/day
	Residential 26 x 2 bedroom small lot dwellings for the 55+ aged group (behind The Circus)	0.2 vehicle movements/dwelling	1-2 vehicle movements/dwelling	3-6 vehicle movements/hour	26-52 vehicle movements/day
	Residential 10 x 1 bedroom units	0.4-0.5 vehicle movements/dwelling	4-5 vehicle movements/dwelling	4-5 vehicle movements/hour	40-50 vehicle movements/day
	Residential 35 x 2 bedroom units	0.4-0.5 vehicle movements/dwelling	4-5 vehicle movements/dwelling	14-18 vehicle movements/hour	140-175 vehicle movements/day
	Residential 15 x 3 bedroom units	0.5-0.65 vehicle movements/dwelling	5-6.5 vehicle movements/dwelling	8-10 vehicle movements/hour	75-98 vehicle movements/day
Sub-Total				494-513 vehicle movements/hour	5,144-5,354 vehicle movements/day
6	Industrial (6.8 hectares)	8.9 vehicle movements/per hectare	-	60 vehicle movements/hour	-
			Total	554-573 vehicle movements/hour	-

Table 7.1 indicates that based on the adoption of the traffic generation rates contained in the RMS' *Guide to Traffic Generating Developments*:

- the residential component of the proposed development (Stages 2 to 5) could be expected to generate up to 513 vehicle movements (two-way) and the industrial component of the development (Stage 6) up to 60 vehicle movements (two-way) during a typical weekday peak hour.
- Following full-site development, the west Culburra subdivision development could be expected to generate up to 573 vehicle movements (two-way) during a typical weekday peak hour.

7.1.2 Empirical Traffic Generation Leaving the Culburra Area

The Traffic and Transport Unit of Shoalhaven City Council provided empirical traffic generation rates for the established area of Culburra. The trip rates were calculated by using traffic volume data from 2008 annual hourly counts on Greenwell Point Road and Forest Road and residential occupancy data from the 2011 census to determine the number of vehicle trips entering the regional road network (west of Culburra) per occupied dwelling in the relevant peak hours. Table 7.2 summarises the empirical traffic generation rates with further details contained in Appendix C.

Table 7.2: Empirical Traffic Generation Rates (Shoalhaven City Council)

Peak Hour Scenario	Traffic Generation Rate (vehicles per occupied dwelling per peak hour)
Friday AM	0.22
Friday PM	0.21
Saturday	0.23

Source: Shoalhaven City Council (Appendix C)

As shown in Table 7.2, based on analysis of the existing traffic generating characteristics of the established urban area of Culburra, it is anticipated that the proposed development would generate 0.22, 0.21 and 0.23 vehicle trips per dwelling during the respective Friday AM, Friday PM and Saturday peak hours. As advised by Shoalhaven City Council these rates are based on detached dwellings and reductions could be justified for semi-detached or non-detached dwellings.

Application of the empirical traffic generation rates provided by Shoalhaven City Council to the proposed development results in an estimated traffic generation estimates as summarised in Table 7.3.

Table 7.3: Estimated Development Traffic Generation (Shoalhaven City Council Empirical Traffic Generation Rates)

Peak Hour Scenario	Traffic Generation Rate (Shoalhaven City Council)	Proposed Residential Dwellings (Stages 2-5)	Traffic Generation Estimates (vehicles)
Friday AM	0.22	685	151
Friday PM	0.21		144
Saturday	0.23		158

As shown in Table 7.3, based on the adoption of the traffic generation rates provided by Shoalhaven City Council the proposed development is expected to generate 151, 144 and 158 vehicle trips per occupied dwelling during the respective Friday AM, Friday PM and Saturday peak hours on the regional road network (west of Culburra).

It is noted that approx one quarter of the residential dwellings proposed as part of the development are either semi-detached or non-detached (160 of the 685 total dwellings proposed). As such the traffic generation estimates contained in Table 7.3 represents a conservative estimate of the traffic that is likely to be generated by the development (i.e. greater than what could be expected).

Given the existing traffic generating characteristics of the established area of Culburra on the regional road network (west of Culburra) and the proportion of dedicated housing for the over 55 aged group proposed as part of the development, the adoption of the empirical traffic generation estimate is considered appropriate.

Council did however indicate that the remainder of the peak hour traffic generation (that is the RMS rate of 0.85 per dwelling minus the 0.22 leaving Culburra) would travel to the village of Culburra, This is discussed later in Section 7.4.

7.2 Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposed development will be influenced by a number of factors, including the:

- i configuration of the arterial road network in the immediate vicinity of the site
- ii existing operation of intersections providing access between the local and arterial road network
- iii distribution of households in the vicinity of the site
- iv surrounding employment centres, retail centres and schools in relation to the site
- v configuration of access points to the site.

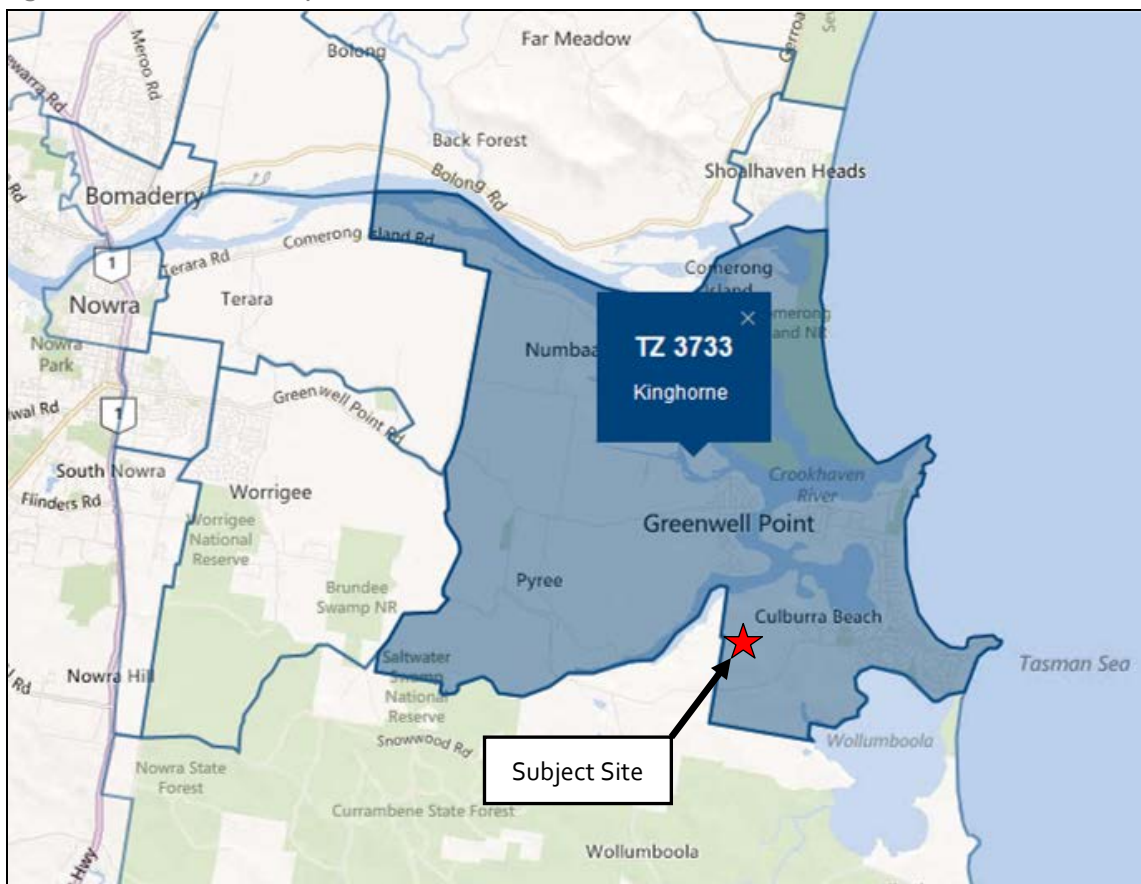
The distribution and assignment of traffic generated by the proposed development has been informed by the following:

- Analysis 2006 Census Journey to Work Data
- Analysis of the May 2012 Traffic Count Data
- Consultation with Shoalhaven City Council's Traffic and Transport Unit.

7.2.1 2006 Census Journey to Work Data

To determine the distribution of development traffic on the surrounding road network, 2006 Census Journey to Work (JTW) data (Bureau of Transport Statistics, 2001) has been analysed to provide an understanding of the existing travel patterns of residents of the area. JTW data provides information relating to the origin and destination of journeys to work and includes the mode of travel. The smallest geographical area for which Journey to Work data is available is a Travel Zone. The development areas are located in Travel Zone 3733; Kinghorne, as shown in Figure 7.1.

Figure 7.1: Bureau of Transport Statistics Travel Zone

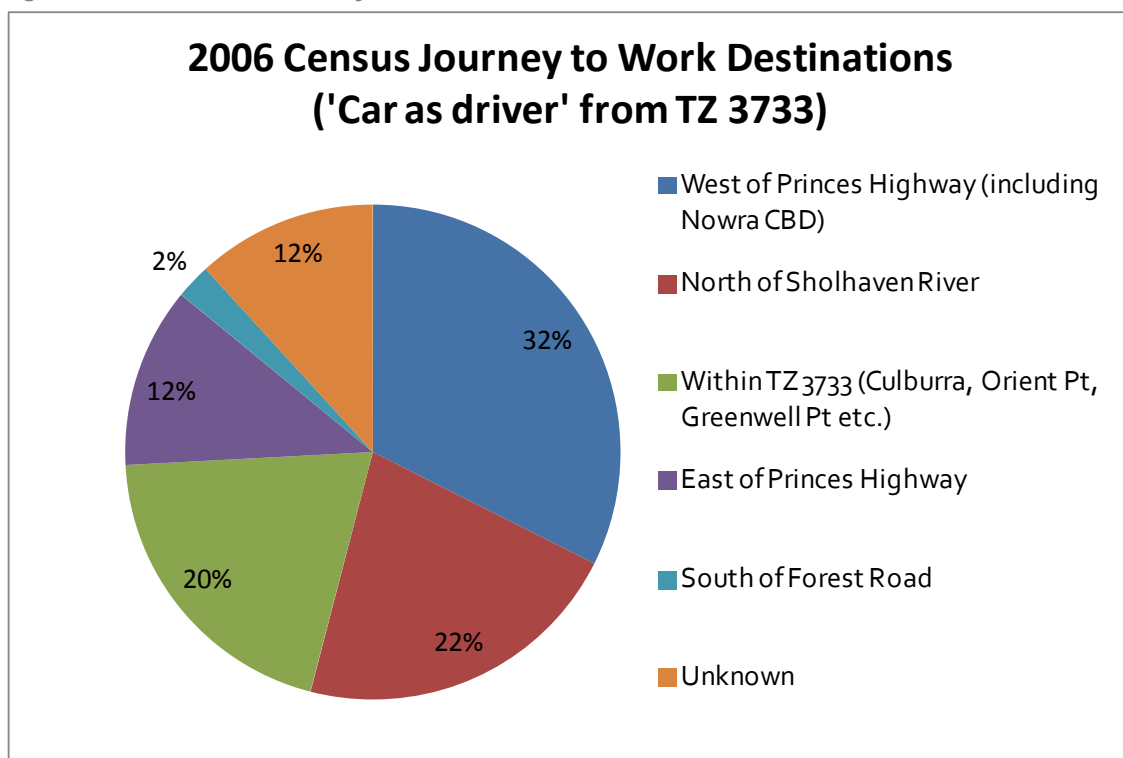


Source: Bureau of Transport Statistics website: <http://www.bts.nsw.gov.au/> (accessed 12 September 2012)

GTA Consultants undertook analysis of all trips made from Travel Zone 3733 by the JTW mode of 'Car as Driver (including 'Truck and Motorbike'), which represented 65% of all journeys to work in the travel zone. Destinations of these trips were grouped into four broad geographical categories; north, south, east of Princes Highway and west of Princes Highway. There were also a number of trips that were classified as 'Unknown', 'Sydney Undefined', 'NSW Undefined' or 'No Fixed Address' in the data. These results have been grouped together into a category referred to as 'Unknown'.

The results of the 2006 Census JTW data for residents of Travel Zone 3733 travelling by a mode of car/truck /motorcycle as driver is summarised in Figure 7.2 below.

Figure 7.2: 2006 Census Journey to Work Destinations



Data Source: Bureau of Transport Statistics website: <http://www.bts.nsw.gov.au/> (accessed 12 September 2012)

Further analysis of the JTW data revealed the following:

- Approximately 26% of all journeys to work made from travel zone 3733 had a destination within the same travel zone
- Approximately 30% of all journeys to work made from travel zone 3733 were to destinations east of the Princes Highway, i.e. they did not cross the Princes Highway.

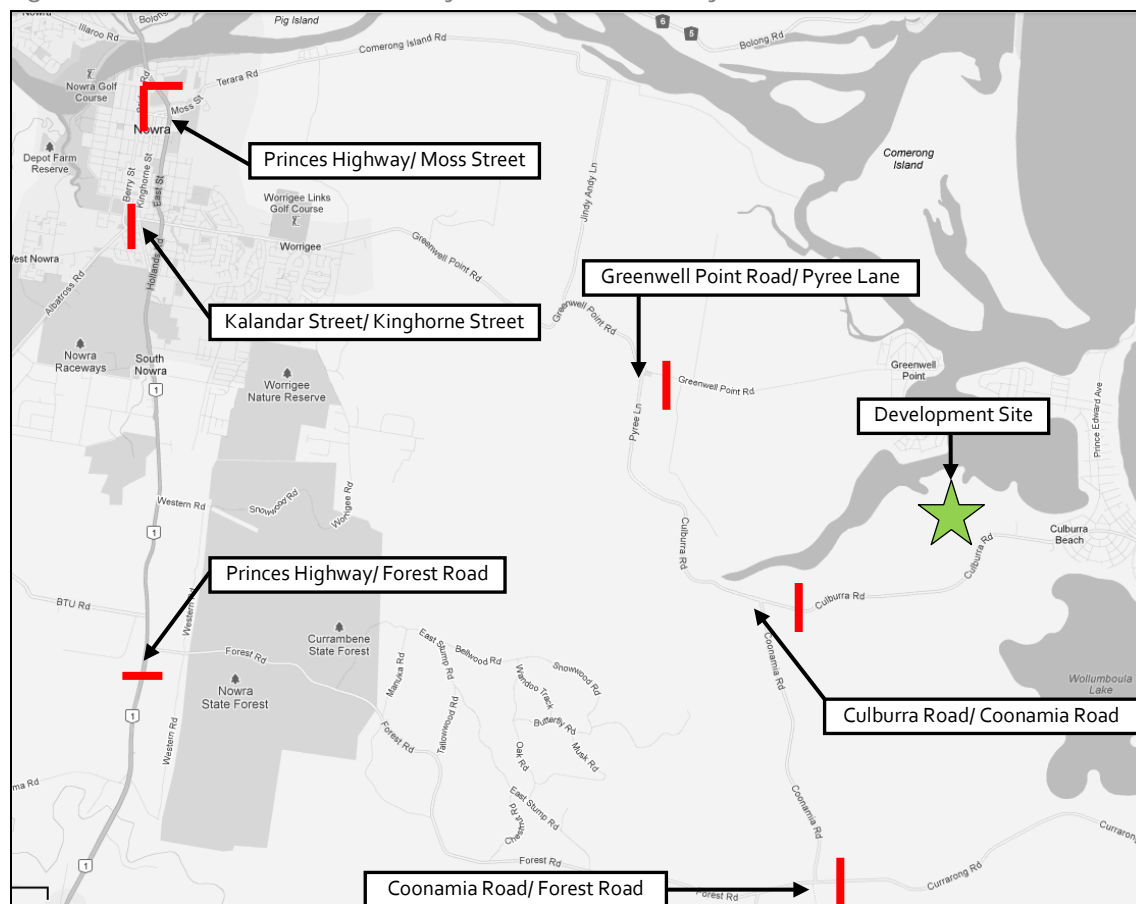
It is noted that whilst a high proportion of existing residents have work destinations within travel zone 3733, new residents are more likely to work further afield and as such are likely to travel to Nowra and beyond for work.

7.2.2 May 2012 Traffic Count Data

The May 2012 traffic count data was analysed to determine the relative distribution of vehicles into and out of the road network under consideration. This was determined by calculating the percentage of vehicles entering or exiting this network during the respective peak hours based on the May 2012 intersection traffic counts. The six entry/exit points to the network are shown graphically in Figure 7.3 and includes the following intersections:

- NORTH – Princes Highway/ Moss Street
- WEST – Princes Highway/ Moss Street, Kalandar Street/ Kinghorne Street
- SOUTH – Princes Highway/ Forest Road
- EAST – Greenwell Point/ Pyree, Culburra Road/ Coonamia Road and the Coonamia Road/ Currarong Road.

Figure 7.3: Directional Distribution Analysis – Road Network Entry/Exit Locations



Background Image Source: Google Maps

While this area does not represent a 'closed' network, whereby there are other entry and exit points to the road network, the analysis was undertaken to provide an indication of the existing directional distribution of vehicles into and out of the road network under consideration. The existing directional distribution of vehicles into and out of this road network during the Friday AM, Friday PM and Saturday peak hours is summarised in Table 7.4, Table 7.5 and Table 7.6 respectively.

Table 7.4: Existing Directional Distribution – Friday AM Peak Hour (May 2012 Traffic Counts)

Direction	Entry/Exit Location	Outbound		Inbound	
West	Moss Street	518	19%	260	7%
	Kinghorne Street	417	15%	405	10%
North	North of Moss Street	1085	40%	1680	42%
South	South of Forest Road	468	17%	1211	30%
East	Culburra Road	143	6%	225	6%
	Curarong Road	22	1%	45	1%
	Greenwell Point Road	66	2%	142	4%
Total		2719	100%	3968	100%

Table 7.5: Existing Directional Distribution – Friday PM Peak Hour (May 2012 Traffic Counts)

Direction	Entry/Exit Location	Outbound		Inbound	
West	Moss Street	383	10%	597	17%
	Kinghorne Street	388	10%	432	13%
North	North of Moss Street	1489	37%	1580	46%
South	South of Forest Road	1342	33%	600	17%
East	Culburra Road	239	6%	127	4%
	Curarong Road	48	1%	20	1%
	Greenwell Point Road	137	3%	64	2%
Total		4026	100%	3420	100%

Table 7.6: Existing Directional Distribution – Saturday Peak Hour (May 2012 Traffic Counts)
Development Traffic Distribution

Direction	Entry/Exit Location	Outbound		Inbound	
West	Moss Street	266	8%	431	14%
	Kinghorne Street	269	8%	299	9%
North	North of Moss Street	1287	40%	1332	42%
South	South of Forest Road	962	30%	683	22%
East	Culburra Road	176	6%	190	6%
	Curarong Road	36	1%	28	1%
	Greenwell Point Road	207	7%	186	6%
Total		3203	100%	3149	100%

7.2.3 Consultation with Shoalhaven City Council

Shoalhaven City Council's Traffic and Transport Unit was consulted extensively in relation to the directional distribution of traffic generated by the proposed development in an effort to gain an understanding of known local traffic patterns and key trip generators. In addition to the empirical traffic generation rates shown in Table 7.3, Council's Traffic and Transport Unit provided directional splits for traffic generated by the development in the relevant peak hours as shown in Table 7.7.

Table 7.7: Empirical Traffic Generation Rates and 120th HH Directional Splits (Shoalhaven City Council)

Peak Hour Scenario	Traffic Generation Rate (Shoalhaven City Council)	Directional Split – 120 th HH	
		Outbound (westbound)	Inbound (eastbound)
Friday AM	0.22	76%	24%
Friday PM	0.21	25%	75%
Saturday	0.23	50%	50%

Source: Shoalhaven City Council (Appendix C)

On the basis of the above, the directional distribution of traffic generated by the development on the road network west of Culburra during the Friday AM, Friday PM and Saturday peak hours are summarised in Table 7.8, Table 7.9 and Table 7.10 respectively (the numbers in brackets in the 'Outbound' and 'Inbound' columns represent the corresponding number of vehicles).

This distribution is also shown graphically in Figure 7.4, Figure 7.5 and Figure 7.6.

Figure 7.7, Figure 7.8 and Figure 7.9 have been prepared to show the estimated increase in turning movements on the surrounding road network following full site development.

Table 7.8: Proposed Directional Distribution – Friday AM Peak Hour

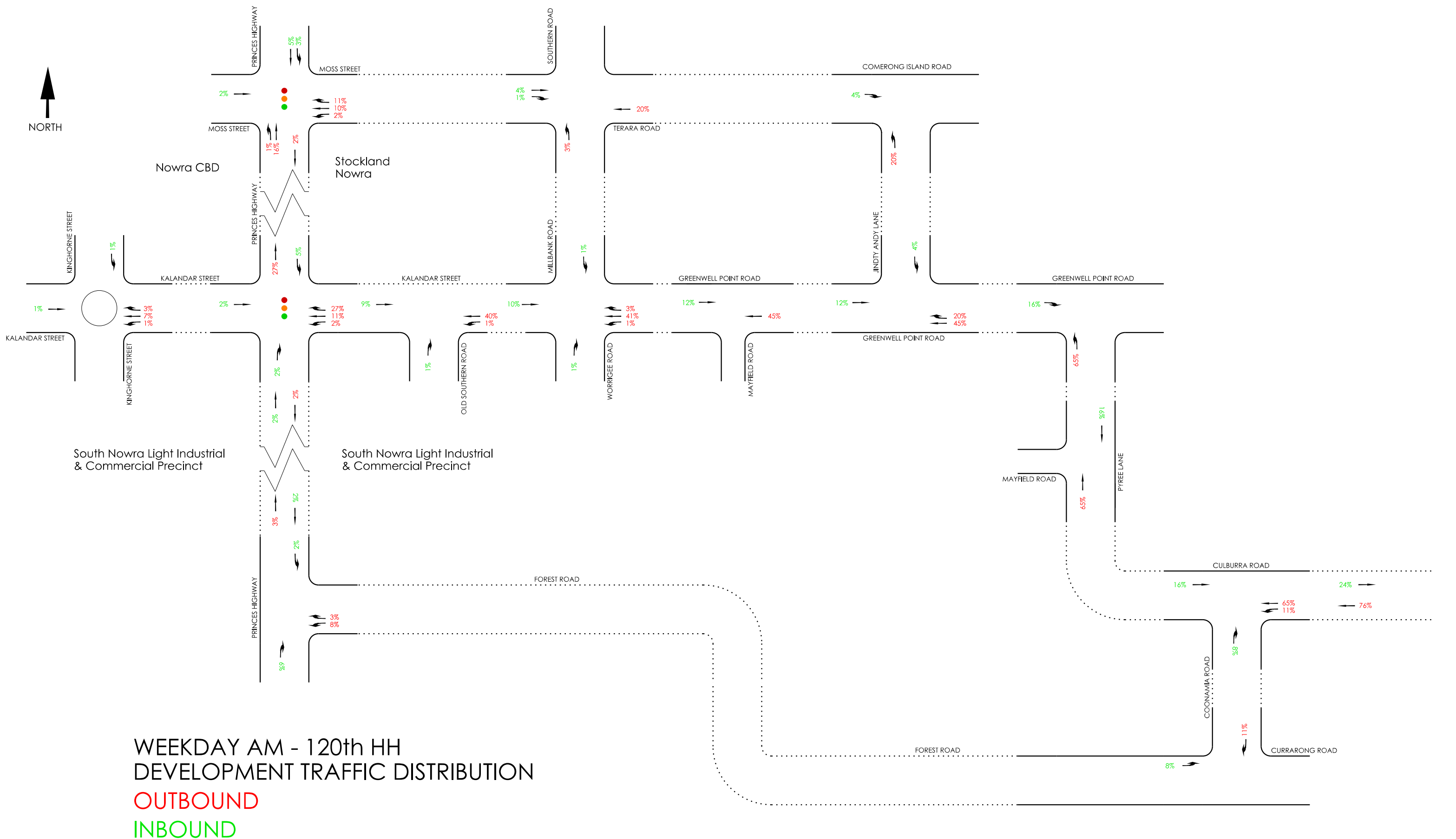
Direction	Route	Outbound	Inbound
West	West of Princes Highway (via Jindy Andy Lane)	10% (15)	2% (3)
	West of Princes Highway (via Millbank Road)		
	West of Princes Highway (via Kalandar Street)	11% (17)	2% (3)
North	North of the Shoalhaven River (via Jindy Andy Lane)	11% (17)	3% (5)
	North of the Shoalhaven River (via Millbank Road)		
	North of the Shoalhaven River (via Kalandar Street)	16% (23)	5% (7)
South	South of Forest Road	8% (12)	6% (9)
East	East of Princes Highway (via Jindy Andy Lane)	2% (3)	0% (0)
	East of Princes Highway (via Millbank Road)		
	East of Princes Highway (via Kalandar Street)	13% (20)	2% (3)
	East of Princes Highway (via Worrigee Road or Old Southern Road)	2% (3)	2% (3)
	East of Princes Highway (via Forest Road)	3% (5)	2% (3)
Total		76% (115)	24% (36)

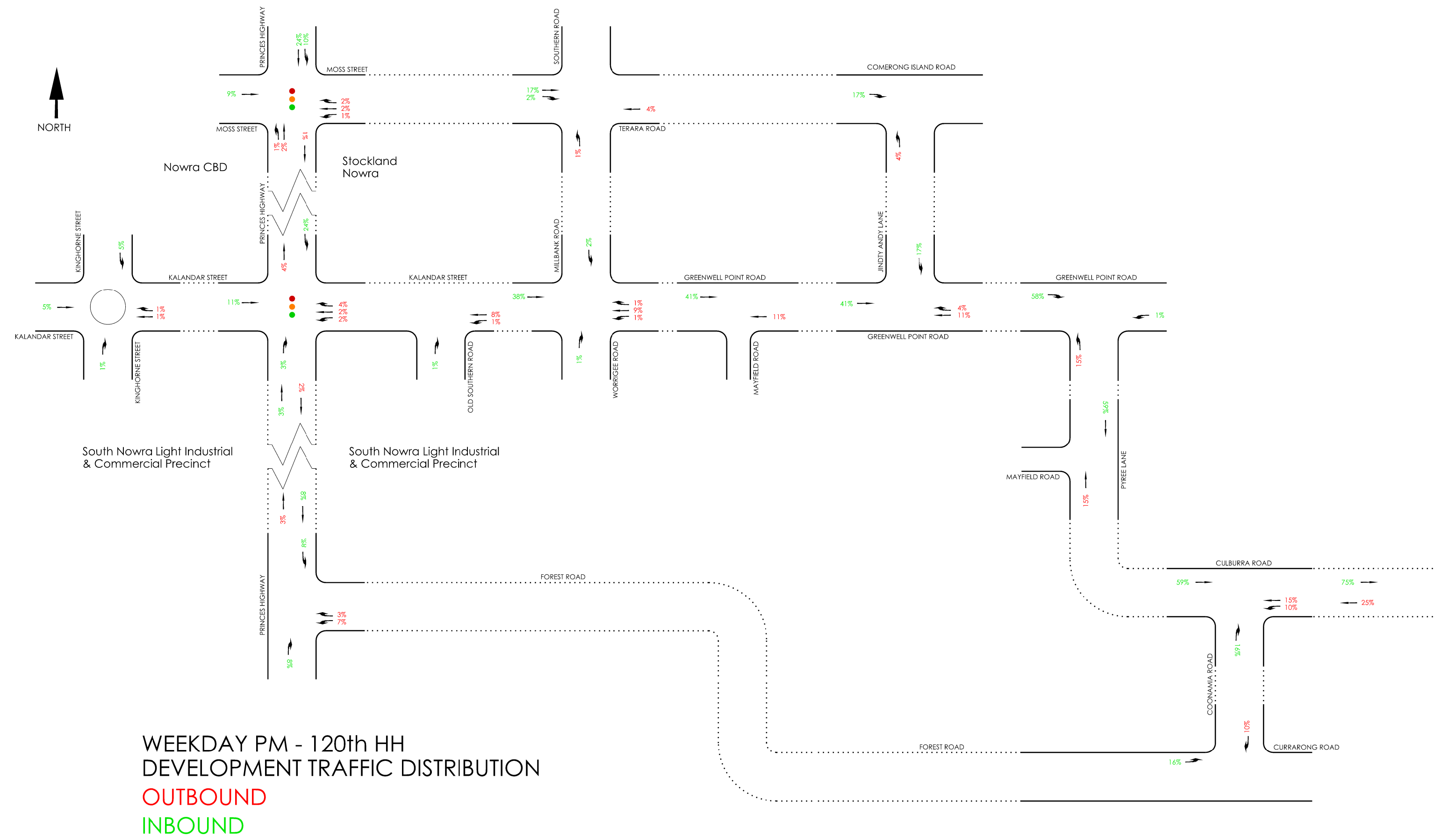
Table 7.9: Proposed Directional Distribution – Friday PM Peak Hour

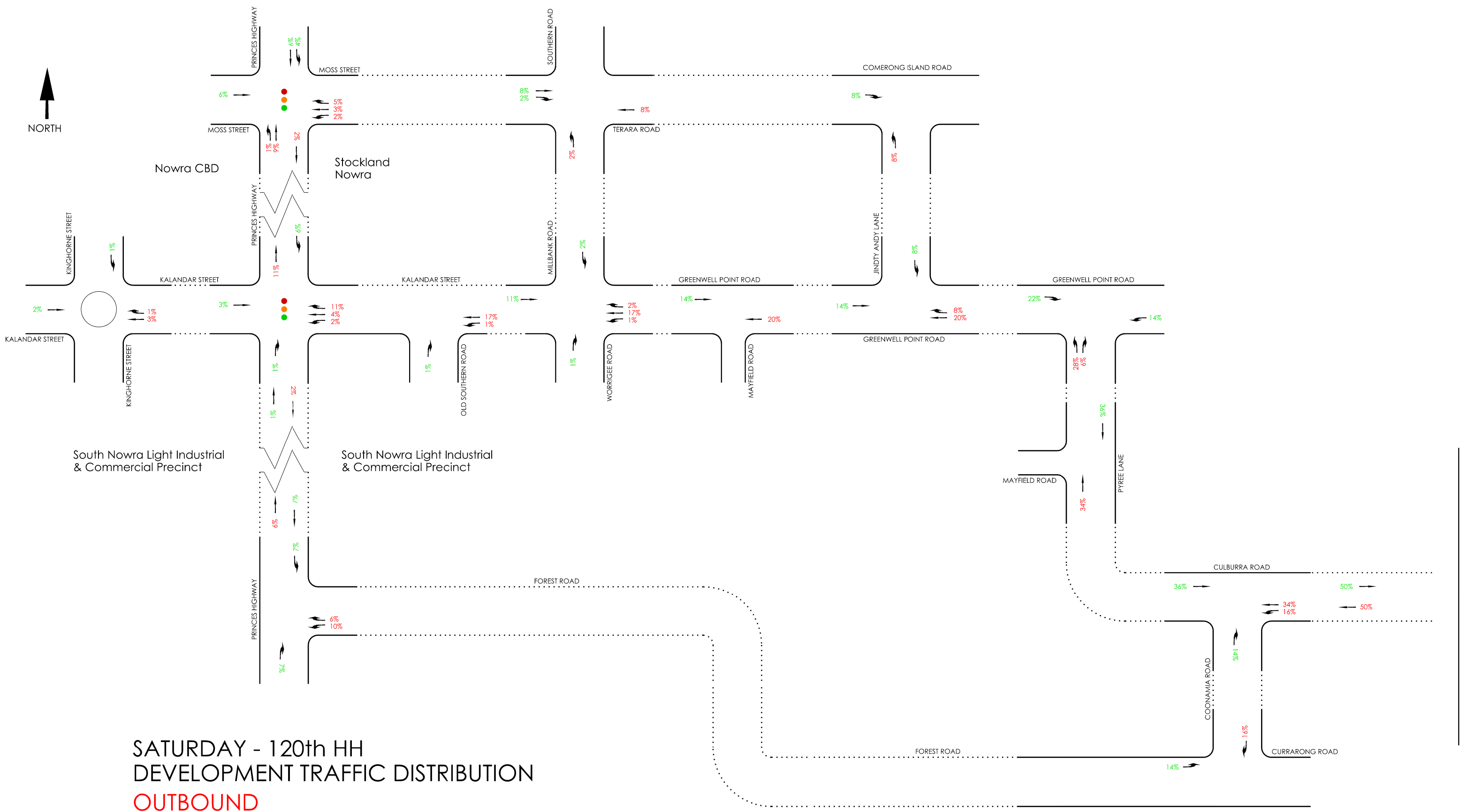
Direction	Route	Outbound	Inbound
West	West of Princes Highway (via Jindy Andy Lane)	2% (3)	9% (13)
	West of Princes Highway (via Millbank Road)		
	West of Princes Highway (via Kalandar Street)	3% (4)	11% (16)
North	North of the Shoalhaven River (via Jindy Andy Lane)	2% (3)	10% (14)
	North of the Shoalhaven River (via Millbank Road)		
	North of the Shoalhaven River (via Kalandar Street)	2% (3)	24% (35)
South	South of Forest Road	7% (10)	8% (12)
East	East of Princes Highway (via Jindy Andy Lane)	1% (2)	0% (0)
	East of Princes Highway (via Millbank Road)		
	East of Princes Highway (via Kalandar Street)	3% (4)	3% (4)
	East of Princes Highway (via Worrigee Road or Old Southern Road)	2% (3)	2% (3)
	East of Princes Highway (via Forest Road)	3% (4)	8% (11)
Total		25% (36)	75% (108)

Table 7.10: Proposed Directional Distribution – Saturday Peak Hour

Direction	Route	Outbound	Inbound
West	West of Princes Highway (via Jindy Andy Lane)	3% (5)	6% (9)
	West of Princes Highway (via Millbank Road)		
	West of Princes Highway (via Kalandar Street)	5% (8)	3% (5)
North	North of the Shoalhaven River (via Jindy Andy Lane)	5% (8)	4% (6)
	North of the Shoalhaven River (via Millbank Road)		
	North of the Shoalhaven River (via Kalandar Street)	9% (15)	6% (9)
South	South of Forest Road	10% (16)	7% (11)
East	East of Princes Highway (via Jindy Andy Lane)	2% (3)	0% (0)
	East of Princes Highway (via Millbank Road)		
	East of Princes Highway (via Kalandar Street)	2% (3)	1% (2)
	East of Princes Highway (via Worrigee Road or Old Southern Road)	2% (3)	2% (3)
	East of Princes Highway (via Forest Road)	6% (9)	7% (11)
	Greenwell Point	6% (9)	14% (23)
Total		50% (79)	50% (79)



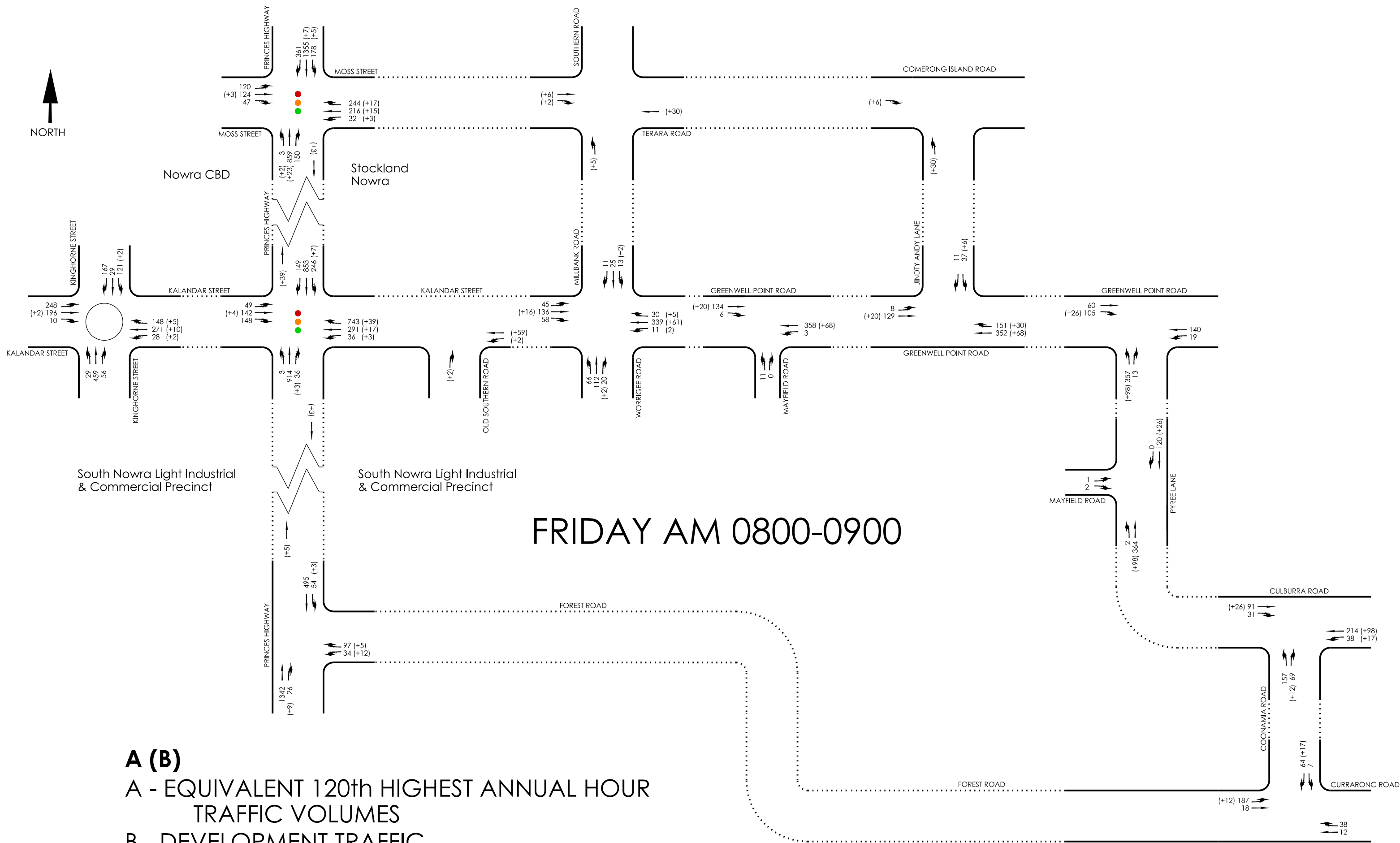




SATURDAY - 120th HH
DEVELOPMENT TRAFFIC DISTRIBUTION

OUTBOUND

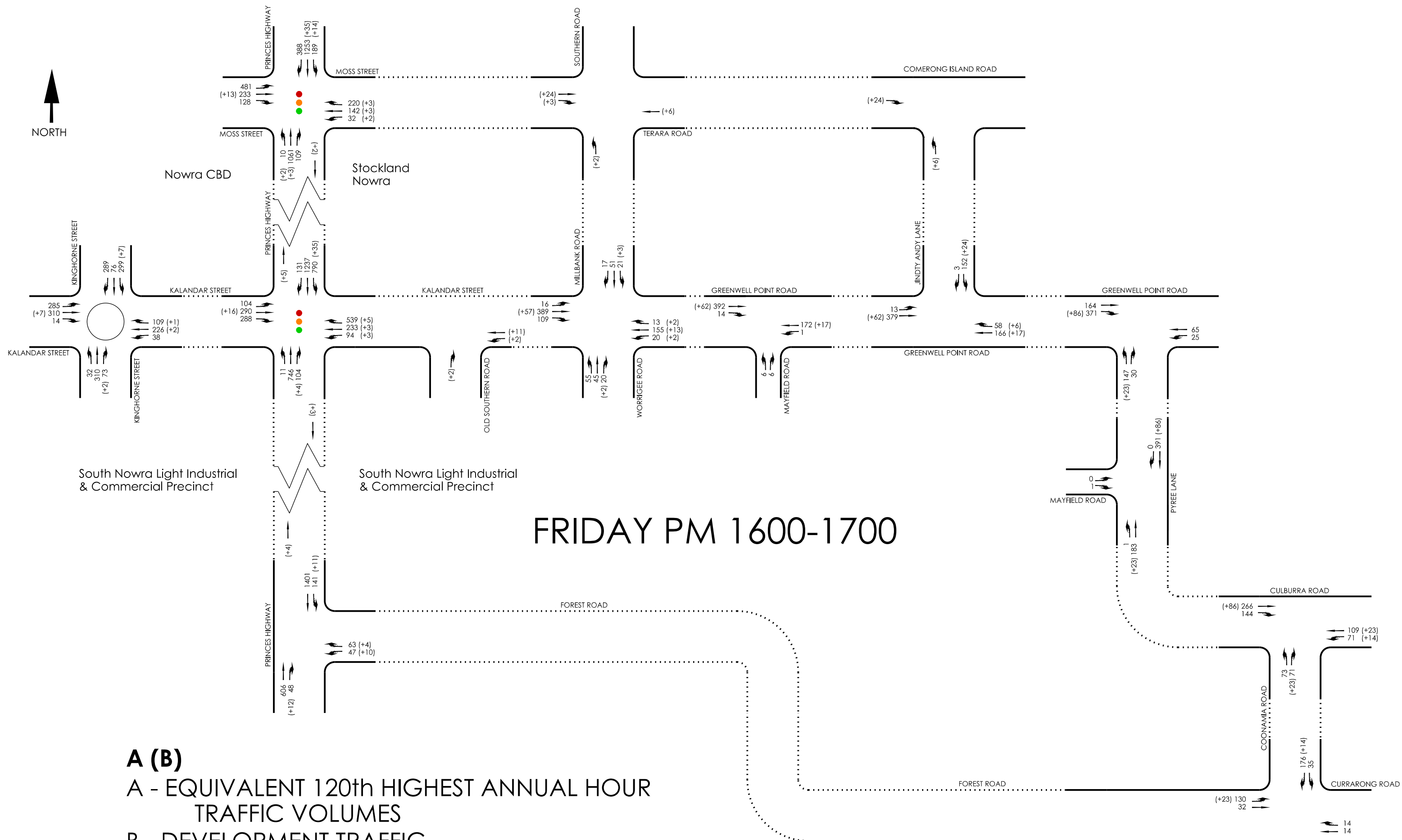
INBOUND



A (B)

A - EQUIVALENT 120th HIGHEST ANNUAL HOUR
TRAFFIC VOLUMES

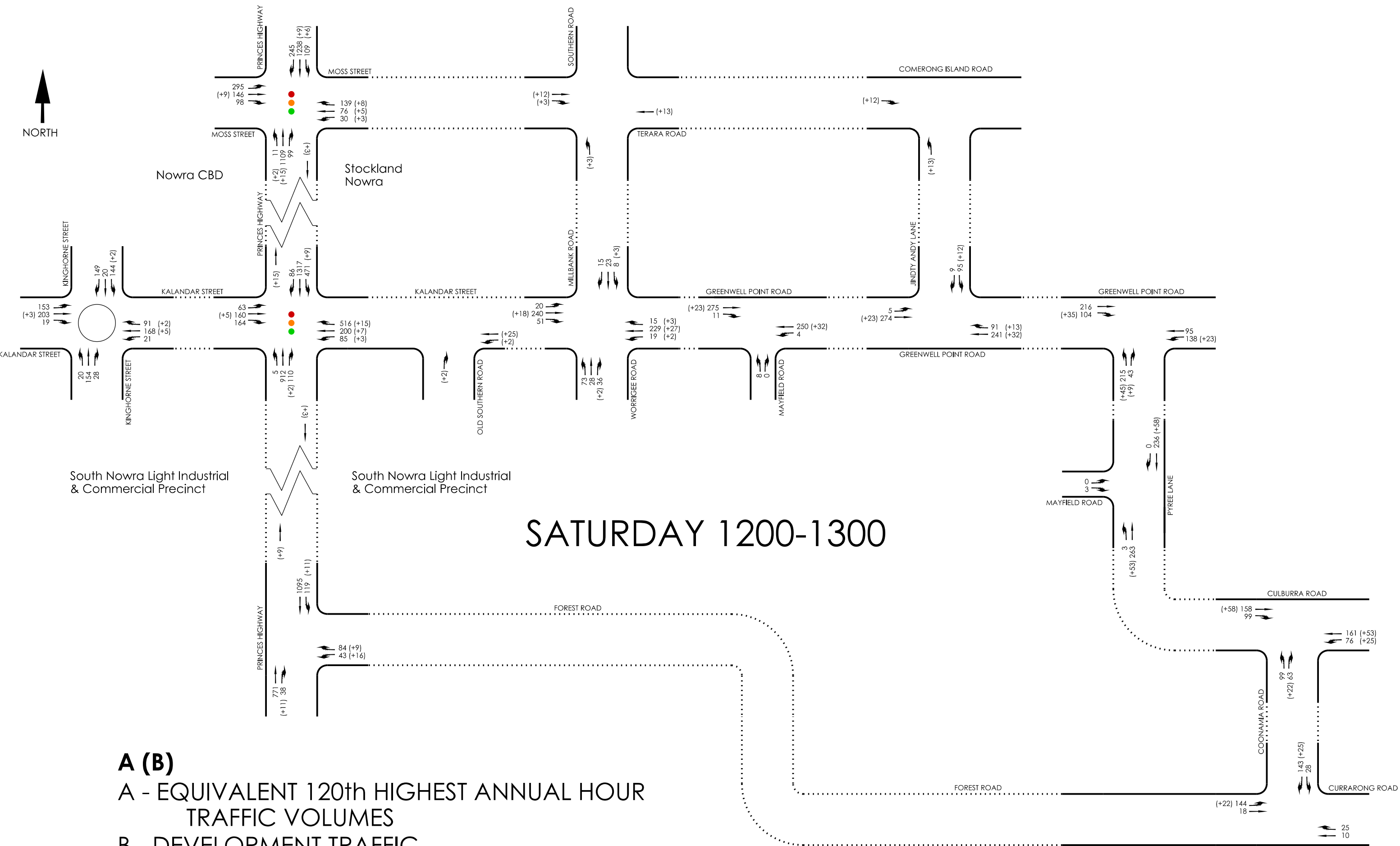
B - DEVELOPMENT TRAFFIC



A (B)

A - EQUIVALENT 120th HIGHEST ANNUAL HOUR
TRAFFIC VOLUMES

B - DEVELOPMENT TRAFFIC



7.3 Traffic Impact

The West Culburra subdivision development will be the major source of growth in the Culburra area over the next 10 years. It is anticipated that the development will be completed in stages, with full site development reached approx. 8 years after commencement.

An assessment of the impacts that the anticipated development traffic would have on the surrounding road network can be made by comparing intersection performance prior to and following full site development.

The proposed development is anticipated to generate an additional 151, 144 and 158 vehicle movements (two-way) on the road network west of Culburra during the respective Friday AM, Friday PM and Saturday peak hours.

Table 7.11 presents a summary of intersection operating conditions following full site development while full results are contained in Appendix D.

Table 7.11: Future Operating Conditions (Equivalent 120th HH plus Development Traffic)

Intersection	Peak	Degree of Saturation (DOS)	Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Culburra Road/ Coonamia Road	Friday AM	0.234	6.3	6	NA
	Friday PM	0.191	6.0	5	NA
	Saturday	0.177	6.4	5	NA
Culburra Road/ Mayfield Road	Friday AM	0.251	0.8	5	NA
	Friday PM	0.261	1.0	15	NA
	Saturday	0.173	1.0	9	NA
Greenwell Point Road/ Pyree Lane	Friday AM	0.306	9.7	11	NA
	Friday PM	0.701	12.1	68	NA
	Saturday	0.307	8.4	10	NA
Greenwell Point Road/ Jindy Andy Lane	Friday AM	0.283	3.7	9	NA
	Friday PM	0.273	4.4	8	NA
	Saturday	0.218	3.8	6	NA
Greenwell Point Road/ Mayfield Road	Friday AM	0.237	2.1	11	NA
	Friday PM	0.270	2.6	25	NA
	Saturday	0.183	2.5	18	NA
Greenwell Point Road/ Millbank Road/ Worrigee Road	Friday AM	0.448	7.6	18	NA
	Friday PM	0.270	6.3	8	NA
	Saturday	0.163	5.6	4	NA
Princes Highway/ Kalandar Street	Friday AM	1.082	100.2	461	F
	Friday PM	1.109	129.3	539	F
	Saturday	0.983	67.6	415	E
Coonamia Road/ Currarong Road/ Forest Road	Friday AM	0.124	12.1	4	NA
	Friday PM	0.274	12.3	9	NA
	Saturday	0.238	12.4	8	NA
Kalandar Street/ Kinghorne Street	Friday AM	0.738	15.8	73	B
	Friday PM	0.786	16.2	82	B
	Saturday	0.377	9.9	18	A
Princes Highway/ Forest Road	Friday AM	0.739	2.1	6	NA
	Friday PM	0.766	5.7	20	NA
	Saturday	0.598	3.8	15	NA
Princes Highway/ Moss Street	Friday AM	1.066	109.1	472	F
	Friday PM	1.243	223.2	795	F
	Saturday	0.873	48.3	199	D

On the basis of the above assessment, under equivalent 120th HH traffic volumes with the addition of traffic generated by the development:

- the priority controlled intersections operate well with minimal delays and queues on all approaches during the three respective peak periods

- As stated earlier, the Princes Highway intersections at Kalandar Street and Moss Street experience significant delays particularly during the Friday AM and Friday PM peak periods. However there is no significant change to the intersection Level of Service with the addition of development traffic.

7.3.1 Princes Highway/ Forest Road Intersection

It is noted that the Princes Highway/ Forest Road intersection will be upgraded as part of the upgrade of the Princes Highway between Kinghorne Street and Forest Road. No detailed plans of the upgraded intersection were available for this assessment but it is understood that a kerbed seagull arrangement will be provided allowing all turning movements as shown in the concept intersection layout shown in Figure 2.14. Given this, the SIDRA assessment with the addition of development traffic was undertaken using the existing intersection arrangement. In reality the new intersection will be upgraded prior to the development being completed.

7.3.2 Princes Highway Signalised Intersections

Table 7.12 provides a summary of the increase in traffic volumes from development traffic at the key Princes Highway signalised intersections of Kalandar Street and Moss Street. Unfortunately no detailed

Table 7.12: Signalised Intersection Traffic Volume Comparison

Intersection	Existing Equivalent 120 th HH Traffic Volumes through Intersection (vehicles)			Development Traffic Increase through Intersection		
	Friday AM	Friday PM	Saturday	Friday AM	Friday PM	Saturday
Princes Highway/ Kalandar Street	3,611	4,463	4,089	73 (%2)	66 (2%)	41 (1%)
Princes Highway/ Moss Street	3,690	4,246	3,595	75 (2%)	75 (2%)	57 (2%)

As shown in Table 7.12 the addition of development traffic at the Princes Highway intersections of Kalandar Street and Moss Street represents only a marginal increase in the total volume of traffic travelling through the intersections following full site development. During the three peak hours examined, a maximum increase of 2% on existing traffic volumes is anticipated.

The impact of this additional traffic on intersections on the wider road network has been assessed using SIDRA INTERSECTION. Table 7.11 presents a summary of the anticipated future operation of the intersections following the full development of the site under 120th HH equivalent traffic volumes, with full results included in Appendix D.

7.3.3 Culburra Road/ new Collector Road intersection

GTA Consultants assessed the operation of the proposed eastern roundabout intersection of the new Collector Road with Culburra Road following full site development using SIDRA under equivalent 120th HH traffic volumes.

For the purposes of assessment a 28 metre wide roundabout was modelled without a southern arm to the golf course (not withstanding this, a sensitivity test was undertaken using the predicted golf club traffic). A 1% linear growth rate was applied to the existing Culburra Road through traffic for full site development around 2032.

Table 7.13 presents a summary of the operation of a roundabout at the intersection following full site development, with full results presented in Appendix D of this report.

Table 7.13: Post-Development Intersection Operating Conditions – Three Arm Roundabout

Intersection	Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Culburra Road Road/ Collector Road (east)	AM	East	0.212	4.1	9	A
		North	0.254	4.8	11	A
		West	0.155	2.9	6	A
	PM	East	0.285	6.4	14	A
		North	0.099	5.4	4	A
		West	0.319	4.3	14	A
	Sat	East	0.255	5.3	12	A
		North	0.171	4.8	7	A
		West	0.194	3.5	7	A

On the basis of the above assessment, it is clear that a roundabout at the intersection of Culburra Road and the eastern access to the new Collector Road would be expected to operate well with minimal delays on all approaches.

Furthermore, a sensitivity test was undertaken to assess the additional effect of a fourth, southern arm roundabout to access the proposed Long Bow Point Golf Course. Traffic volumes for the golf club development were used in the assessment were taken from the Traffic and Parking Assessment of the golf course development prepared by Traffic Solutions Pty Ltd (Section 2.3.1). Table 7.14 presents a summary of the operation of a four arm roundabout at the intersection following full site development, with full results presented in Appendix D of this report.

Table 7.14: Post-Development Intersection Operating Conditions – Four Arm Roundabout

Intersection	Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Culburra Road/ Collector Road (east)/ Golf Course	AM	South	0.009	9.5	0	A
		East	0.237	4.3	10	A
		North	0.259	4.9	11	A
		West	0.166	3.5	6	A
	PM	South	0.047	10.6	2	A
		East	0.298	6.4	14	A
		North	0.103	5.5	4	A
		West	0.331	4.6	14	A
	Sat	South	0.036	10.2	1	A
		East	0.286	5.4	13	A
		North	0.177	5.0	7	A
		West	0.212	4.2	8	A

On the basis of the above assessment, it is clear that with the addition of a four arm roundabout to provide access to the proposed Long Bow Point Golf Course, the intersection would be expected to operate well with minimal delays on all approaches.

7.4 Possible Traffic Impact In Culburra

As stated in Section 7.1.1, Council believe that the traffic generation from the site to Culburra would be 0.63 trips per dwelling in a Friday AM peak based on the premise that one dwelling generates 0.85 trips.

GTA undertook a survey of 3 residential areas in Culburra which appeared fully occupied on 26 February 2013. The traffic entering Glenhouse Way, Eastwood Avenue and Wentworth Street was recorded on a weekday AM & PM peak. These 71 dwellings generated 45 trips which equates to 0.64 trips per dwelling. Assuming 0.22 of these head to destinations west of Culburra, the proposed development could generate 0.42 trips per dwelling to/within Culburra. This equates to 288 trips per hour, which is 4/5 per minute in the busiest hour.

The intersections in Culburra are very lightly trafficked and most are observed to operate at Level of Service A/B. The addition of the development traffic will not cause any significant changes in their operational performance.

8. Rural Road Assessment

As part of the assessment, Shoalhaven City Council has requested that GTA Consultants consider the following:

- i Austroads cross-section warrants based on existing road characteristics.
- ii Annual Average Daily Traffic (AADT) of study roads to understand the expected impact on an average day.
- iii Peak Seasonal Daily Traffic (PSDT) to understand the expected impact during peak seasonal times of the year such as school holidays and across the summer period. This is based on the 120th highest hour.
- iv Warrants for overtaking lanes on roads in the study area.

GTA Consultants has responded to each assessment criteria as requested and they are set out in the following sections.

8.1 Austroads Cross-Section Warrants

Guidance on single land rural road cross-sections have been sourced from Austroads Guide to Road Design Part 3: Geometric Design Table 4.5 which is reproduced in Figure 8.1.

Figure 8.1: Austroads Table 4.5: Single carriageway rural road widths (m)

Element	Design AADT				
	1 – 150	150 – 500	500 – 1,000	1,000 – 3,000	> 3,000
Traffic lanes ⁽¹⁾	3.7 (1 x 3.7)	6.2 (2 x 3.1)	6.2 – 7.0 (2 x 3.1/3.5)	7.0 (2 x 3.5)	7.0 (2 x 3.5)
Total shoulder	2.5	1.5	1.5	2.0	2.5
Minimum shoulder seal ^{(2),(3),(4),(5),(6)}	0	0.5	0.5	1.0	1.5
Total carriageway	8.7	9.2	9.2 – 10.0	11.0	12.0

1. Traffic lane widths include centre-lines but are exclusive of edge-lines.

2. Where significant numbers of cyclists use the roadway, consideration should be given to fully sealing the shoulders. Suggest use of a maximum size 10mm seal within a 20 km radius of towns.

3. Wider shoulder seals may be appropriate depending on requirements for maintenance costs, soil and climatic conditions or to accommodate the tracked width requirements for Large Combination Vehicles.

4. Short lengths of wider shoulder seal or lay-bys to be provided at suitable locations to provide for discretionary stops.

5. Full width shoulder seals may be appropriate adjacent to safety barriers and on the high side of superelevation.

6. A minimum 7.0 m seal should be provided on designated heavy vehicle routes (or where the AADT contains more than 15% heavy vehicles).

GTA Consultants has reviewed each of the study area roads identified in Figure 8.2 based on information from aerial photography (Nearmap, Six Maps, Google), Google Streetview and our previous site inspections of the study area, to categorise each section of road according to Figure 8.1. The results for rural sections of roads are summarised in Table 8.1 with the urban roads summarised in Table 8.2.

A rural road was considered any road without a formal kerb and an urban road was considered as any of those roads with a formal kerb passing through residential areas.

Table 8.1: Summary of Existing Rural Road Characteristics

Road	From	To	Urban / Rural	Speed Limit	Carriageway Width (m)	Average Sealed Shoulder (N/W)	Average Sealed Shoulder (S/E)	Average Gravel Shoulder (N/W)	Average Gravel Shoulder (S/E)	Total Carriageway Width	Rural Design AADT
Forest Road	Coonamia Road	Callala Beach Road	Rural	80	6	0	0	0.5	0.5	7	150 to 500
Forest Road	Callala Beach Road	East Stump Road	Rural	80/90/100	6	1	1	0	0	8	150 to 500
Forest Road	East Stump Road	Chesnut Road	Rural	100	6	0.5	0.5	1	1	9	150 to 500
Forest Road	Chesnut Road	Manuka Road	Rural	100	6	1	1	0.5	0.5	9	150 to 500
Forest Road	Manuka Road	Gimlet Road	Rural	100/90	6	1	1	1	1	10	150 to 500
Forest Road	Gimlet Road	Vineyard Road	Rural	90	6	1	1	1	1	10	150 to 500
Forest Road	Vineyard Road	Western Road	Rural	90	6	1	1	1	1	10	150 to 500
Forest Road	Western Road	Princes Highway	Rural	60	6	0	0	0	0	6	150 to 500
Comerong Island Road	Jindy Andy Lane	90 degree left turn	Rural	60	6	0	0	0	0	6	150 to 500
Comerong Island Road	90 degree left turn	Milbank Road	Rural	60/80	6	0	0	0	0	6	150 to 500
Terara Road	Milbank Road	Wondalga Crescent	Rural	50/60	6	0	0	0	0	6	150 to 500
Greenwell Point Road	West Street	Pyree Lane	Rural	100/80/50	5.4	0 to 0.3	0 to 0.3	0	0	5.4 to 6	150 to 500
Greenwell Point Road	Pyree Lane	Jindy Andy Lane	Rural	80	6.4	0.3 to 0.5	0.3 to 0.5	0	0	7 to 8.4	500 to 1000
Greenwell Point Road	Jindy Andy Lane	Apperleys Lane	Rural	80	6.2	0 to 0.3	0 to 0.3	0	0	6.2 to 6.8	150 to 500
Greenwell Point Road	Apperleys Lane	Worrigea Road	Rural	60/80	7	0.5 to 1	0.5 to 1	0	0	8 to 9	1000 to 3000
Greenwell Point Road	Worrigea Road	Old Southern Road	Rural	60	6.2	0 to 3m	0 to 2m	0	0	6.2 to 11.2	500 to 1000
Greenwell Point Road	Old Southern Road	Clipper Road	Rural	60	6.7	0.3	0.3	0	0	7.3	150 to 500

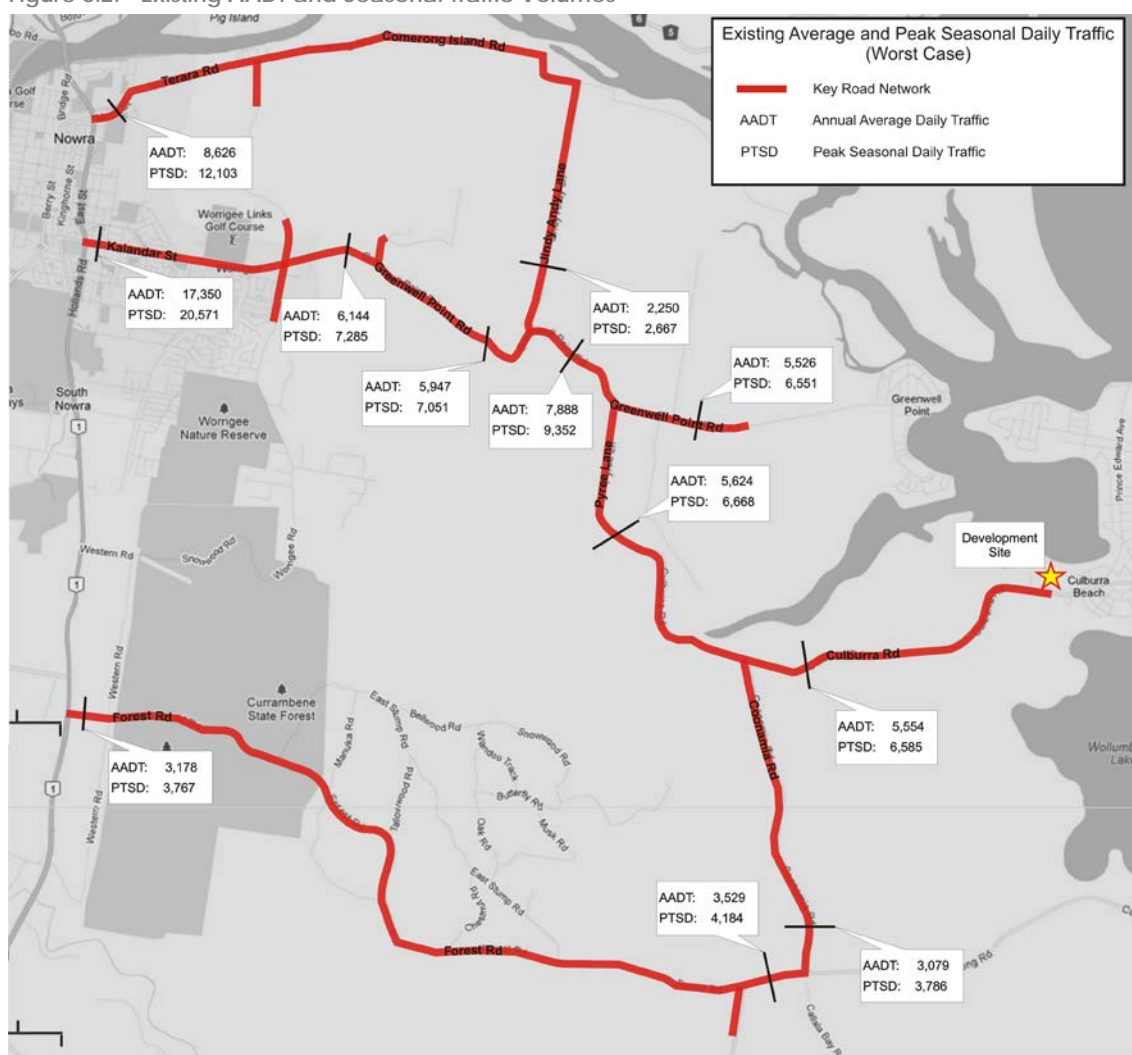
Table 8.2: Summary of Existing Rural Road Characteristics

Road	From	To	Urban / Rural	Speed Limit	Carriageway Width (m)	Average Sealed Shoulder (N/W)	Average Sealed Shoulder (S/E)	Average Gravel Shoulder (N/W)	Average Gravel Shoulder (S/E)	Total Carriageway Width	Rural Design AADT
Moss Street	Wondalga Crescent	Princes Highway	Urban	50	12	Kerb	Kerb	N/A	N/A	12	N/A
Greenwell Point Road	Clipper Road	McKay Street	Urban	60	12	Kerb	Kerb	N/A	N/A	12	N/A
Kalandar Street	McKay Street	Stuart Street	Urban	60	10.4	Kerb	Kerb	N/A	N/A	10.4	N/A
Kalandar Street	Stuart Street	Wallace Street	Urban	60	10.8	Kerb	Kerb	N/A	N/A	10.8	N/A
Kalandar Street	Wallace Street	Princes Highway	Urban	60	12	Kerb	Kerb	N/A	N/A	12	N/A

8.2 Existing Daily Traffic

Shoalhaven City Council provided GTA Consultants with peak to daily traffic conversion factors to apply to the May 2012 volumes counted at the study intersections to determine AADT and PSDT. These factors have been applied to the existing May 2012 turning movement volumes, and are shown in Figure 8.2. Shoalhaven City Council provided two conversion factors for both AADT and PSDT, and each were based on the Friday (8-9am) or Saturday (12-1pm) peak hours. When applied to the turning volumes, in some cases the factors yielded different daily volumes. In these cases, as requested by Council, the higher or 'worst case' value has been selected for assessment.

Figure 8.2: Existing AADT and Seasonal Traffic Volumes



Base Map Source: maps.google.com.au

The existing daily traffic based on the factors provided by Shoalhaven City Council has been compared to the design capacity based on Austroads requirements. The comparison is provided in Table 8.3.

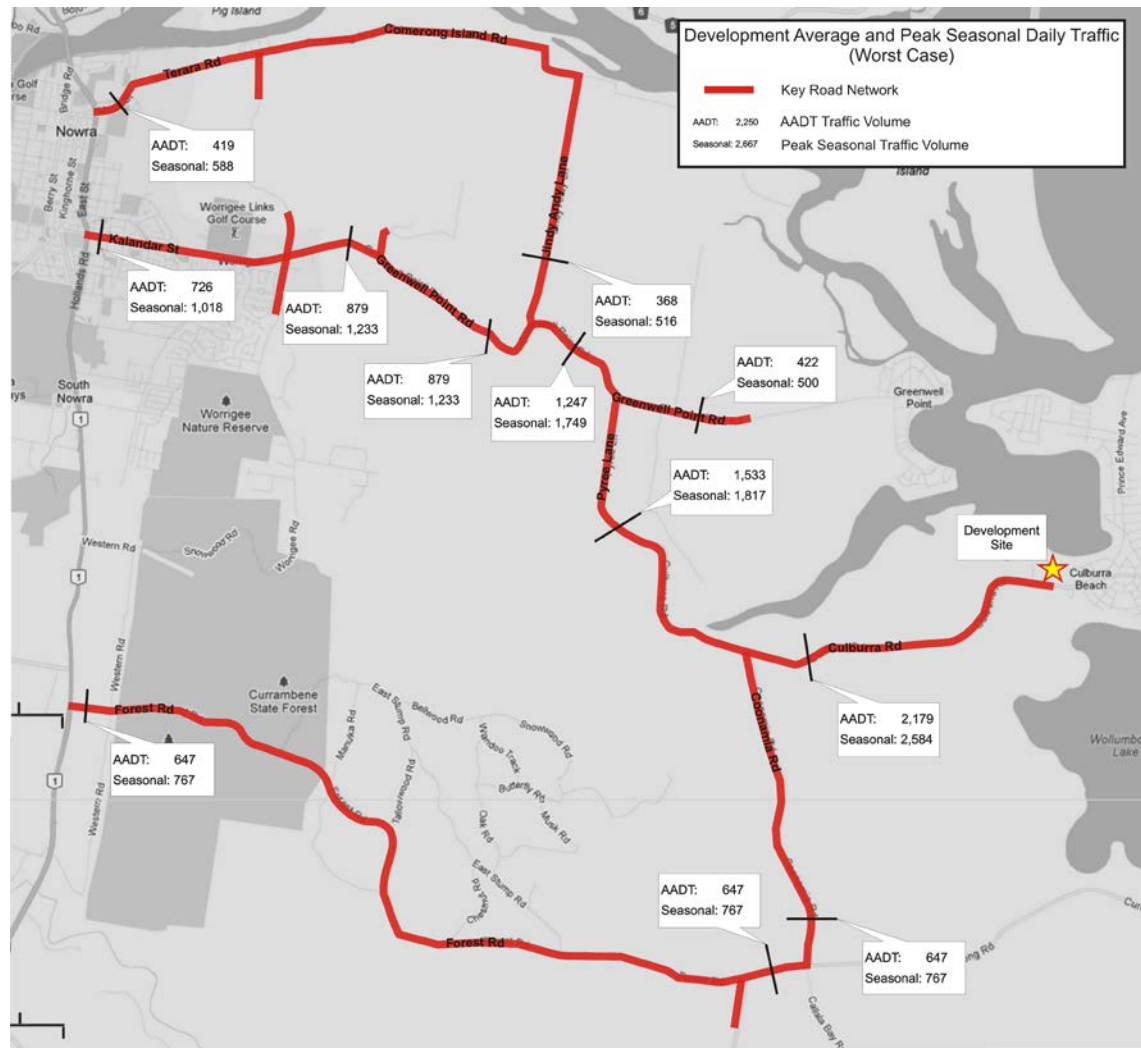
Table 8.3: Design AADT and Existing Daily Traffic

Road	From	To	Rural Design AADT	Existing AADT	Existing PSDT
Coonamia Road	Culburra Road	Forest Road	150 to 500	3,079	3,786
Forest Road	Coonamia Road	Callala Beach Road	150 to 500	3,529	4,184
Forest Road	Callala Beach Road	Princes Highway	150 to 500	3,178	3,767
Greenwell Point Road	West Street	Pyree Lane	150 to 500	5,526	6,551
Greenwell Point Road	Pyree Lane	Jindy Andy Lane	500 to 1000	7,888	9,352
Greenwell Point Road	Jindy Andy Lane	Apperleys Lane	150 to 1000	5,947	7,051
Greenwell Point Road	Apperleys Lane	Worrigee Road	1,000 to 3,000	6,144	7,285
Jindy Andy Lane	Greenwell Point Road	Comerong Island Road	150 to 500	2,250	2,667
Pyree Lane	Coonamia Road	Jindy Andy Lane	150 to 500	5,624	6,668

8.3 Anticipated Daily Development Traffic

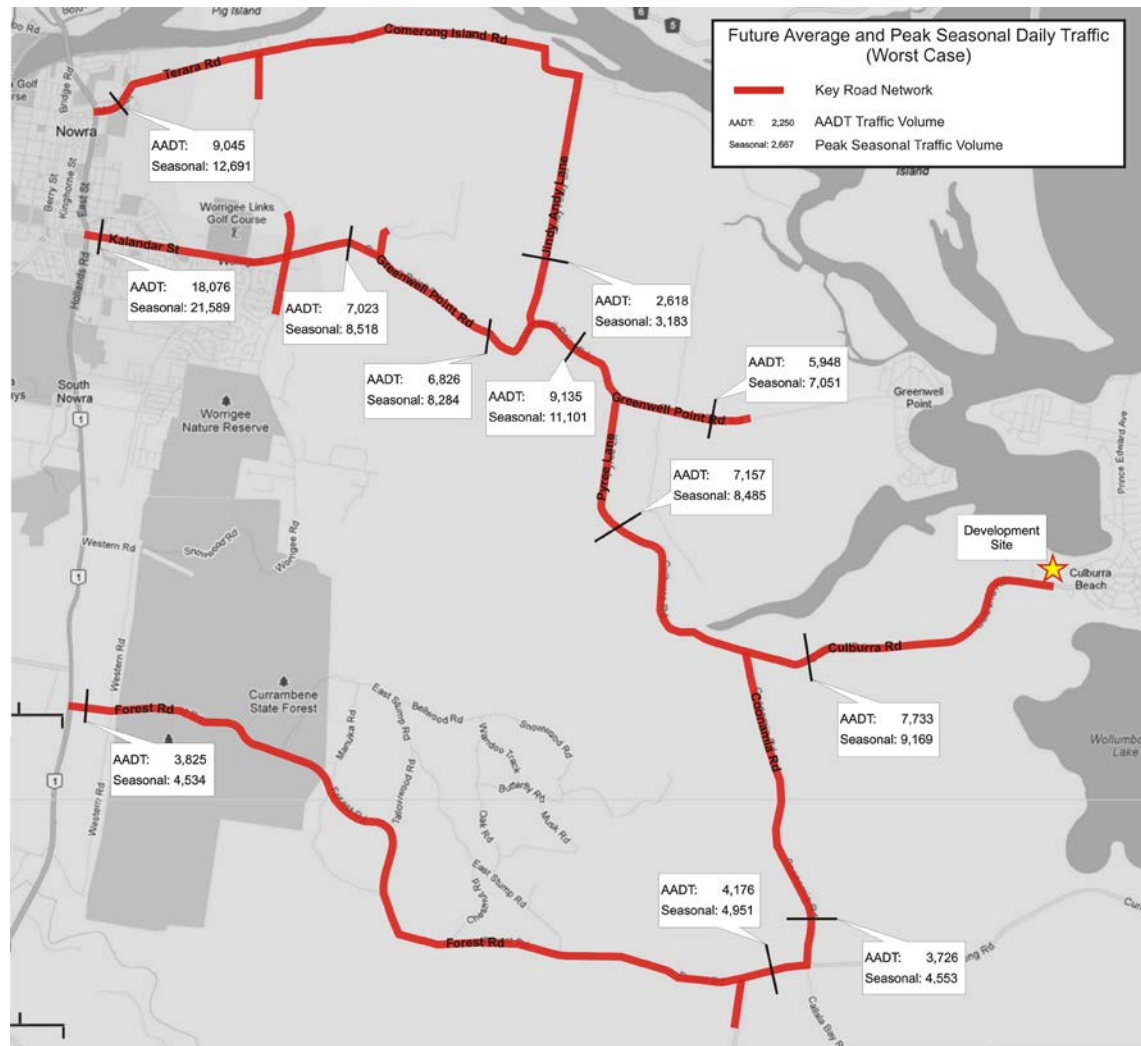
The anticipated average and peak seasonal daily traffic has been estimated based on discussions with Council and investigations by GTA Consultants. The additional development traffic and expected future traffic post development is summarised in Figure 8.3 and Figure 8.4 respectively.

Figure 8.3: Anticipated Development Daily Traffic



The methods for calculating the traffic volumes generated by the development are explained in Section 7. According to GTA calculations, the worst case day for peak hour traffic generation onto the road network west of Culburra was found to be Saturday and traffic distribution was assigned accordingly.

Figure 8.4: Anticipated Post Development Daily Traffic



Base Map Source: maps.google.com.au

Figure 8.3 and Figure 8.4 indicate that the rural road network surrounding Culburra is expected to experience increases of between 368 and 2,179 vehicles on an average day, and between 500 and 2,584 vehicles at seasonal peaks. Culburra Road is expected to experience the greatest increases, originating directly from the development at 2,179 vpd (AADT) and 2,584 vpd (PSDT). Greenwell Point Road, Pyree Lane and Forest Road are also expected to see increased volumes.

However, it is also recognised that the performance of the road is more likely to be dictated by the peak hour performance of the intersections along its length. As shown in Section 7 the surveyed intersections Level of Service is unchanged with the addition of development traffic under 120th HH conditions.

8.4 S94 Requirements

Council currently has a Section 94 Plan which will raise funding towards parts of the roadway network which are considered deficient. This includes the following road related works:

- Pyree Lane Improvements \$129.86 per dwelling
- Greenwell Point Road \$34.44 per dwelling

- Culburra Road/ Prince Highway \$213.69 per dwelling.

The developer will pay these S94 contributions to help address Councils concerns about the deficiencies of certain sections of the road to the site.

8.5 Warrants for Overtaking Lanes

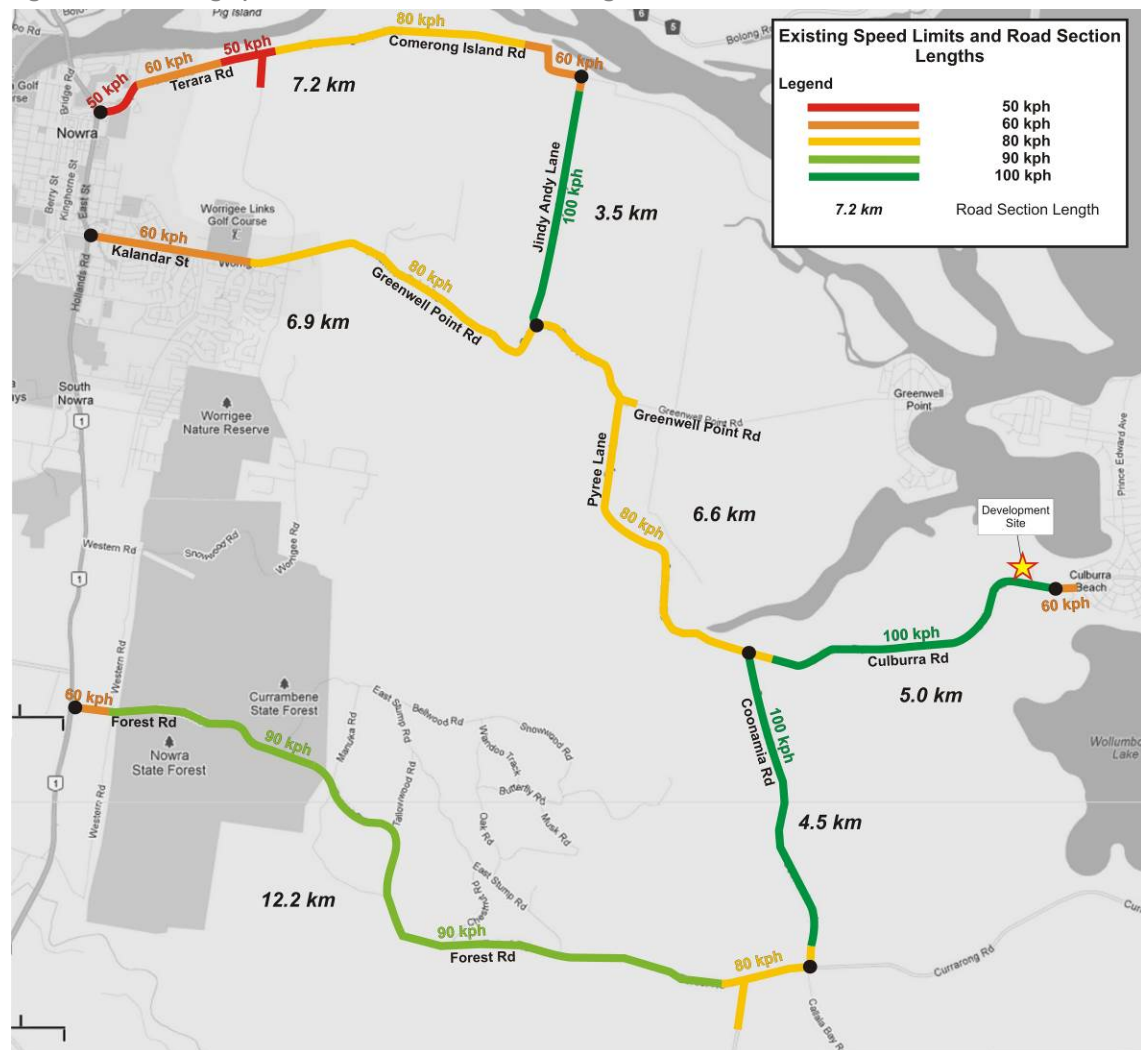
GTA Consultants has also investigated the warrants for overtaking lanes for the study roads identified in Figure 8.5. Guidance on the warrants and installation of overtaking lanes is provided in Austroads Guide to Road Design Part 3: Geometric Design Section 9.4 and Section 5.6.4.

Section 9.4 notes that *"in deciding whether an overtaking lane is warranted, the evaluation needs to be carried out over a significant route length and not be isolated to the particular length over which the additional lane may be constructed."*

Table 9.1 of Austroads Guide to Road Design Part 3: Geometric Design provides the traffic volume guidelines for providing overtaking lanes. The document also states that *"Table 9.1 gives the current-year design volumes (AADT) at which overtaking lanes would normally be justified. These guidelines apply for short low-cost overtaking lanes at spacings of 10 to 15 km or more along a road in a given direction. If spacing is less than this, a specific cost benefit analysis will need to justify the construction at the shorter spacing."*

The existing speed limits and road section lengths are provided in Figure 8.5.

Figure 8.5: Existing Speed Limit and Road Section Lengths



Base Map Source: maps.google.com.au

Figure 8.5 shows that study roads contain a mixture of 50, 60, 80 and 100km/h speed limits. Speed limits on all roads reduce as they approach the Princes Highway from the proposed development.

Typically, overtaking lanes are provided on high speed rural roads or where there are significant grades that could result in slow moving vehicles. The routes to and from the development from Princes Highway are mostly flat with minor grades with a single lane in each direction.

The longest stretch of existing rural road is 12.2 km and that is through a recently upgraded section of Forest Road. For the vast majority of this road, double barrier lines are in place and sight distance is not sufficient for any overtaking.

The longest stretch of 100 km/h speed limit on Culburra Road is 5 km and a review of that stretch shows there are only a couple of short sections (approximately 500m long) without barrier lines. None of those sections of Culburra Road is considered appropriate to provide an overtaking lane on.

Jindy Andy Lane and Coonemia Road are also 100km/h roads but their length is not considered long enough to warrant overtaking lanes.

Given the existing geometry and speed zones on the study roads, and the typical guidelines which suggest providing overtaking lanes every 10 to 15km, overtaking lanes are not considered necessary for any of the study roads and are not proposed to be provided.

8.6 Summary

The following conclusions from this rural road analysis can be drawn:

- The existing shoulder widths, including sealed shoulders, of the rural roads assessed do not accord with current Austroads guidance.
- Notwithstanding this, the road and the intersections along it are operating satisfactorily (this reports shows that the intersections will continue to operate adequately following completion of the development).
- Council has a Section 94 Plan to address a number of the existing deficiencies. The development will contribute the requisite financial sums to address the identified issues.
- GTA believe there are no locations where overtaking lanes could be easily introduced and does not believe they are necessary.

9. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i The West Culburra subdivision development involves approximately 110 ha on land west of the established area of Culburra.
- ii The subdivision is comprised of six key stages, proposed to be developed in phases over a period of approximately 8 years. On completion, the West Culburra Development will include a mixture of medium density housing types, ranging from small lots 2 bedroom villas for the 55+ aged group to multi-storey units.
- iii The overall development includes a total of 685 dwellings consisting of:
 - 500 dwelling houses
 - 47 x small-lot two bedroom, single storey villas for the 55+ aged group
 - 30 x mixed-use, 3 bedroom town houses
 - 10 x 1 bedroom units
 - 83 x 2 bedroom apartments
 - 15 x 3 bedroom units
- iv The majority of development will be concentrated in Stages 3, 4 and 5 which will include:
 - 500 dwelling houses
 - 30 x mixed-use, 3 bedroom town houses (The Circus)
 - 26 x 2 bedroom small lot dwellings for the 55+ aged group
 - 10 x 1 bedroom units
 - 35 x 2 bedroom units
 - 15 x 3 bedroom units.
- v A new Collector Road within a 25 metre wide road reserve is proposed through Stages 3, 4 and 5 which will have two connections to Culburra Road. The eastern access will be the primary means of accessing these areas, as the western access will not be provided until a later stage of the development.
- vi GTA Consultants undertook an assessment of the proposed eastern intersection of the Collector Road with Culburra Road to determine the most appropriate location, layout and dimensional requirements of the intersection. Based on this assessment, GTA Consultants produced an indicative concept design of the intersection consisting of a four arm single lane roundabout layout. The southern leg of the roundabout has been included in the concept design to show an alternative access point to the proposed Long Bow Point golf course.
- vii It is anticipated that the existing 50km/hr speed limit in place on Culburra Road, approximately 350 metres east of Strathstone Street, will be extended west of the intersection to provide a 50km/hr speed limit on the western approach in line with the *NSW Speed Zoning Guidelines* (RMS, 2011).
- viii The cycle network proposed as part of the development includes two key routes:
 - East-west route along the foreshore area providing access to Culburra shops
 - East-west route along the proposed Collector Road and the northern side of Culburra Road providing access to Culburra shops.

The foreshore route is considered to be an excellent opportunity for a recreational cycle route and to promote cycle tourism in the region. The new Collector Road is considered to be the optimum alignment for a cycleway through Stages 3, 4 and 5 to connect with Culburra shops to the east.

- ix The Collector Road through Stages 3, 4 and 5 will serve as the key route for the Culburra-Nowra public bus service and for school bus services and as such all accesses to the Collector Road are required to accommodate bus turning movements.
- x It is recommended that the existing bus stops within Culburra and Orient Point be upgraded as part of the development to improve amenity and promote the use of public transport for existing residents outside the development areas.
- xi It is recommended that all new bus stops provide shelter, seating, lighting, timetable information as a minimum.
- xii A minimum of a 1.2 metre wide footpath is required on local and collector streets within a subdivision in line with DCP 100.
- xiii With consideration of likely vehicle speeds and volumes along the Collector Road, it is recommended that a separated cycle facility be provided along this alignment in line with the NSW Bicycle Guidelines.
- xiv For shared pedestrian and cycle paths associated within the development, it is recommended to provide a minimum 3 metre width given their potential as recreational routes.
- xv Given the traffic volumes along Culburra Road, it is recommended to provide a separated facility along the northern side of Culburra Road to provide access between Stages 3, 4 and 5, Culburra shops and Stage 1.
- xvi Further consideration is required for the connection of footways and cycleways constructed as part of the development with the existing cycling network to provide a consistent standard of facility.
- xvii It is anticipated that refuse collection for the new development areas will be undertaken by a standard 12.5 metre long Council garbage vehicle.
- xviii Based on empirical traffic generation rates calculated from analysis of historical traffic volume data and residential occupancy data, the proposed development is expected to generate 151, 144 and 158 vehicle trips per occupied dwelling during the respective Friday AM, Friday PM and Saturday peak hours on the regional road network (west of Culburra).
- xix In assessing intersection performance on the road network surrounding the site, growth factors were applied to the recorded traffic volumes (May 2012) to represent the equivalent 120th Highest Annual Hour (HH). This was done to reflect the significant seasonal increases in traffic volumes in the region.
- xx Under equivalent 120th HH traffic volumes the performance of intersections surrounding the site was not significantly changed with the addition of development traffic
- xxi Under equivalent 120th HH traffic volumes the Princes Highway intersections at Kalandar Street and Moss Street currently experience significant delays, particularly during the Friday AM and Friday PM peak periods. The addition of development traffic at these intersections (which would compromise only 2% of the flow at these intersections) would not result in any discernible change in intersection performance.
- xxii There would be traffic increases in Culburra but the additional traffic generated by the development would not cause any existing roads/intersections to experience any operational problems.

- xxiii The existing shoulder widths, including sealed shoulders, of the rural roads assessed do not accord with current Austroads guidance.
- xxiv Notwithstanding this, the road and the intersections along it are operating satisfactorily (this reports shows that the intersections will continue to operate adequately following completion of the development).
- xxv Council has a Section 94 Plan to address a number of the existing deficiencies. The development will contribute the requisite financial sums to address the identified issues.
- xxvi GTA believe there are no locations where overtaking lanes could be easily introduced and does not believe they are necessary.

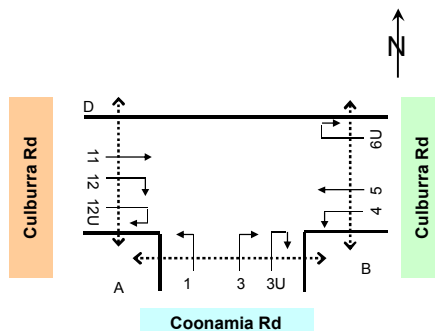
In conclusion, provided that the developer provides the roundabout access into the site and pays the requisite S94 contributions to upgrade deficiencies in the road network, the traffic generated by the development can be successfully accommodated.

Appendix A

Survey Results

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 1. Culburra Rd / Coonamia Rd

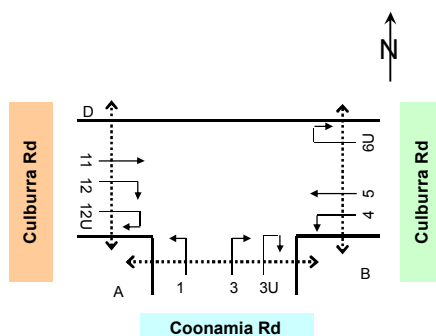
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



Approach	Coonamia Rd									Culburra Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	14	1	15	3	0	3	0	0	0	12	0	12	29	3	32	0	0	0
7:15 to 7:30	19	0	19	8	1	9	0	0	0	14	1	15	39	0	39	0	0	0
7:30 to 7:45	24	4	28	7	0	7	0	0	0	8	1	9	57	2	59	0	0	0
7:45 to 8:00	34	1	35	8	1	9	0	0	0	4	1	5	52	3	55	0	0	0
8:00 to 8:15	45	0	45	13	1	14	0	0	0	10	1	11	52	1	53	0	0	0
8:15 to 8:30	34	0	34	14	1	15	0	0	0	11	0	11	44	2	46	0	0	0
8:30 to 8:45	32	0	32	17	1	18	0	0	0	5	0	5	53	3	56	0	0	0
8:45 to 9:00	29	0	29	14	1	15	0	0	0	7	0	7	35	1	36	0	0	0
AM Totals	231	6	237	84	6	90	0	0	0	71	4	75	361	15	376	0	0	0
16:00 to 16:15	20	2	22	16	0	16	0	0	0	15	0	15	26	1	27	0	0	0
16:15 to 16:30	16	1	17	10	0	10	0	0	0	14	1	15	13	0	13	0	0	0
16:30 to 16:45	5	0	5	12	1	13	0	0	0	11	0	11	17	1	18	0	0	0
16:45 to 17:00	7	1	8	11	0	11	0	0	0	9	0	9	19	0	19	0	0	0
17:00 to 17:15	8	0	8	10	0	10	0	0	0	13	0	13	26	0	26	1	0	1
17:15 to 17:30	15	0	15	8	0	8	0	0	0	10	0	10	22	0	22	0	0	0
17:30 to 17:45	10	0	10	8	0	8	0	0	0	7	0	7	15	0	15	0	0	0
17:45 to 18:00	7	1	8	11	0	11	0	0	0	9	0	9	12	0	12	0	0	0
PM Totals	88	5	93	86	1	87	0	0	0	88	1	89	150	2	152	1	0	1

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 1. Culburra Rd / Coonamia Rd

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

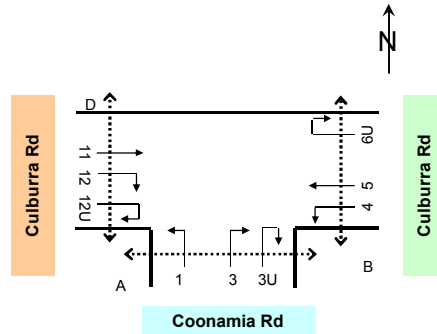


Approach	Culburra Rd								
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	7	7	14	3	1	4	0	0	0
7:15 to 7:30	6	4	10	3	3	6	0	0	0
7:30 to 7:45	13	4	17	4	2	6	0	0	0
7:45 to 8:00	15	0	15	2	0	2	0	0	0
8:00 to 8:15	10	2	12	6	1	7	0	0	0
8:15 to 8:30	18	5	23	6	0	6	0	0	0
8:30 to 8:45	21	0	21	8	0	8	0	0	0
8:45 to 9:00	22	3	25	7	0	7	0	0	0
AM Totals	112	25	137	39	7	46	0	0	0

16:00 to 16:15		42	1	43	25	2	27	0	0	0
16:15 to 16:30		41	1	42	30	1	31	0	0	0
16:30 to 16:45		56	0	56	23	1	24	0	0	0
16:45 to 17:00		48	0	48	20	0	20	0	0	0
17:00 to 17:15		44	0	44	31	0	31	0	0	0
17:15 to 17:30		55	0	55	32	0	32	0	0	0
17:30 to 17:45		58	1	59	29	0	29	0	0	0
17:45 to 18:00		50	2	52	32	0	32	0	0	0
PM Totals		394	5	399	222	4	226	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 1. Culburra Rd / Coonamia Rd

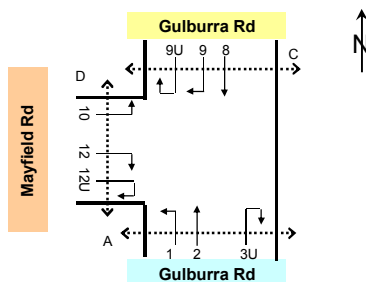
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Coonamia Rd						Culburra Rd					
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	91	6	97	26	2	28	0	0	0	38	3	41
7:15 to 8:15	122	5	127	36	3	39	0	0	0	36	4	40
7:30 to 8:30	137	5	142	42	3	45	0	0	0	33	3	36
7:45 to 8:45	145	1	146	52	4	56	0	0	0	30	2	32
8:00 to 9:00	140	0	140	58	4	62	0	0	0	33	1	34
AM Totals	231	6	237	84	6	90	0	0	0	71	4	75
16:00 to 17:00	48	4	52	49	1	50	0	0	0	49	1	50
16:15 to 17:15	36	2	38	43	1	44	0	0	0	47	1	48
16:30 to 17:30	35	1	36	41	1	42	0	0	0	43	0	43
16:45 to 17:45	40	1	41	37	0	37	0	0	0	39	0	39
17:00 to 18:00	40	1	41	37	0	37	0	0	0	39	0	39
PM Totals	88	5	93	86	1	87	0	0	0	88	1	89

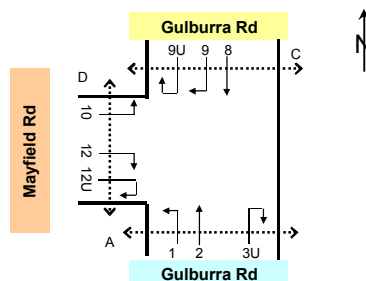
Approach	Culburra Rd					
Direction	Direction 11 (Through)			Direction 12 (Right Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	41	15	56	12	6	18
7:15 to 8:15	44	10	54	15	6	21
7:30 to 8:30	56	11	67	18	3	21
7:45 to 8:45	64	7	71	22	1	23
8:00 to 9:00	71	10	81	27	1	28
AM Totals	112	25	137	39	7	46
16:00 to 17:00	187	2	189	98	4	102
16:15 to 17:15	189	1	190	104	2	106
16:30 to 17:30	203	0	203	106	1	107
16:45 to 17:45	205	1	206	112	0	112
17:00 to 18:00	207	3	210	124	0	124
PM Totals	394	5	399	222	4	226

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 2. Gulburra Rd / Mayfield Rd
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



Approach	Gulburra Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	0	0	0	43	4	47	0	0	0
7:15 to 7:30	0	0	0	58	0	58	0	0	0
7:30 to 7:45	0	1	1	83	5	88	0	0	0
7:45 to 8:00	0	0	0	86	4	90	0	0	0
8:00 to 8:15	0	0	0	92	2	94	0	0	0
8:15 to 8:30	1	0	1	81	1	82	0	0	0
8:30 to 8:45	0	0	0	85	3	88	0	0	0
8:45 to 9:00	1	0	1	60	1	61	0	0	0
AM Totals	2	1	3	588	20	608	0	0	0
16:00 to 16:15	0	0	0	46	3	49	0	0	0
16:15 to 16:30	1	0	1	28	1	29	0	0	0
16:30 to 16:45	0	0	0	22	1	23	0	0	0
16:45 to 17:00	0	0	0	28	1	29	0	0	0
17:00 to 17:15	0	0	0	32	0	32	1	0	1
17:15 to 17:30	0	0	0	38	0	38	0	0	0
17:30 to 17:45	0	0	0	25	0	25	0	0	0
17:45 to 18:00	0	0	0	20	0	20	0	0	0
PM Totals	1	0	1	239	6	245	1	0	1

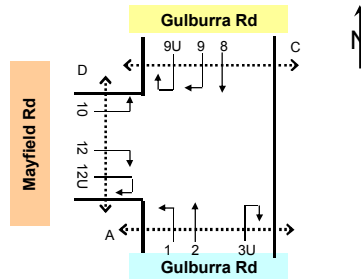
Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 2. Gulburra Rd / Mayfield Rd
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



Approach	Gulburra Rd												Mayfield Rd					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	11	9	20	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0
7:15 to 7:30	16	10	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 7:45	12	1	13	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
7:45 to 8:00	18	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 8:15	18	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 8:30	28	1	29	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
8:30 to 8:45	34	1	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:00	20	1	21	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0
AM Totals	157	28	185	0	0	0	0	0	0	2	2	4	3	0	3	0	0	0
16:00 to 16:15	62	3	65	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
16:15 to 16:30	71	1	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 16:45	76	1	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:00	63	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 17:15	84	0	84	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0

17:15 to 17:30	89	0	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 17:45	83	1	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:00	76	1	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	604	7	611	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 2. Gulburra Rd / Mayfield Rd
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
Hourly Summary

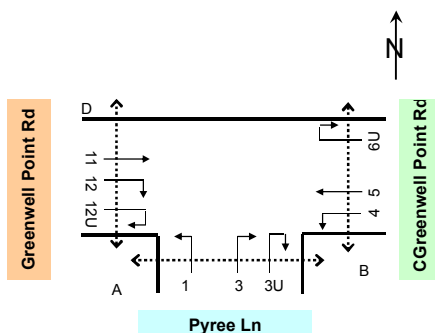


Approach	Gulburra Rd																	
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)											
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total									
7:00 to 8:00	0	1	1	270	13	283	0	0	0									
7:15 to 8:15	0	1	1	319	11	330	0	0	0									
7:30 to 8:30	1	1	2	342	12	354	0	0	0									
7:45 to 8:45	1	0	1	344	10	354	0	0	0									
8:00 to 9:00	2	0	2	318	7	325	0	0	0									
AM Totals	2	1	3	588	20	608	0	0	0									
16:00 to 17:00	1	0	1	124	6	130	0	0	0									
16:15 to 17:15	1	0	1	110	3	113	1	0	1									
16:30 to 17:30	0	0	0	120	2	122	1	0	1									
16:45 to 17:45	0	0	0	123	1	124	1	0	1									
17:00 to 18:00	0	0	0	115	0	115	1	0	1									
PM Totals	1	0	1	239	6	245	1	0	1									

Approach	Gulburra Rd										Mayfield Rd									
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 12 (Right Turn)			Direction 12U (U Turn)				
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total		
7:00 to 8:00	57	21	78	0	0	0	0	0	0	1	2	3	1	0	1	0	0	0		
7:15 to 8:15	64	16	80	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0		
7:30 to 8:30	76	7	83	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0		
7:45 to 8:45	98	7	105	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0		
8:00 to 9:00	100	7	107	0	0	0	0	0	0	1	0	1	2	0	2	0	0	0		
AM Totals	157	28	185	0	0	0	0	0	0	2	2	4	3	0	3	0	0	0		
16:00 to 17:00	272	5	277	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0		
16:15 to 17:15	294	2	296	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0		
16:30 to 17:30	312	1	313	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0		
16:45 to 17:45	319	1	320	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0		
17:00 to 18:00	332	2	334	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0		
PM Totals	604	7	611	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0		

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 3. Greenwell Point Rd / Pyree Ln

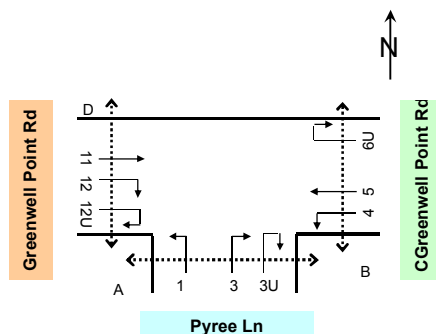
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



Approach	Pyree Ln									CGreenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	43	2	45	1	5	6	0	0	0	1	0	1	26	0	26	0	0	0
7:15 to 7:30	58	0	58	2	0	2	0	0	0	4	1	5	12	1	13	0	0	0
7:30 to 7:45	81	4	85	2	0	2	0	0	0	3	0	3	33	0	33	0	0	0
7:45 to 8:00	79	5	84	2	0	2	0	0	0	3	1	4	24	2	26	0	0	0
8:00 to 8:15	100	1	101	2	0	2	0	0	0	7	2	9	37	2	39	0	0	0
8:15 to 8:30	76	2	78	2	0	2	0	0	0	1	0	1	24	3	27	0	0	0
8:30 to 8:45	76	2	78	4	1	5	0	0	0	5	0	5	27	1	28	0	0	0
8:45 to 9:00	61	1	62	3	0	3	0	0	0	2	0	2	30	1	31	0	0	0
AM Totals	574	17	591	18	6	24	0	0	0	26	4	30	213	10	223	0	0	0
16:00 to 16:15	42	3	45	5	0	5	0	0	0	7	0	7	13	0	13	0	0	0
16:15 to 16:30	18	1	19	7	0	7	0	0	0	4	0	4	12	1	13	0	0	0
16:30 to 16:45	18	1	19	3	0	3	0	0	0	7	0	7	10	0	10	0	0	0
16:45 to 17:00	20	1	21	6	0	6	0	0	0	0	0	0	9	1	10	0	0	0
17:00 to 17:15	30	3	33	0	0	0	0	0	0	4	0	4	12	0	12	0	0	0
17:15 to 17:30	34	0	34	3	0	3	0	0	0	3	0	3	12	0	12	0	0	0
17:30 to 17:45	22	0	22	5	0	5	0	0	0	5	1	6	13	0	13	0	0	0
17:45 to 18:00	14	1	15	4	0	4	0	0	0	1	0	1	8	0	8	0	0	0
PM Totals	198	10	208	33	0	33	0	0	0	31	1	32	89	2	91	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 3. Greenwell Point Rd / Pyree Ln

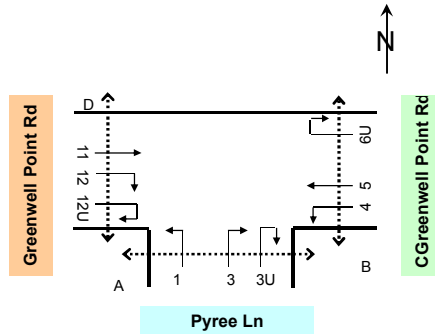
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



Approach	Greenwell Point Rd								
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	10	6	16	11	11	22	0	0	0
7:15 to 7:30	15	2	17	11	8	19	0	0	0
7:30 to 7:45	7	2	9	10	0	10	0	0	0
7:45 to 8:00	10	1	11	15	1	16	0	0	0
8:00 to 8:15	10	1	11	17	5	22	0	0	0
8:15 to 8:30	13	0	13	26	0	26	0	0	0
8:30 to 8:45	13	0	13	28	1	29	0	0	0
8:45 to 9:00	15	2	17	16	1	17	0	0	0
AM Totals	93	14	107	134	27	161	0	0	0

16:00 to 16:15	30	1	31	62	2	64	0	0	0
16:15 to 16:30	25	0	25	67	1	68	0	0	0
16:30 to 16:45	32	1	33	68	1	69	0	0	0
16:45 to 17:00	27	0	27	62	0	62	0	0	0
17:00 to 17:15	25	0	25	84	0	84	0	0	0
17:15 to 17:30	22	0	22	84	0	84	0	0	0
17:30 to 17:45	25	0	25	82	0	82	0	0	0
17:45 to 18:00	19	1	20	61	2	63	0	0	0
PM Totals	205	3	208	570	6	576	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 3. Greenwell Point Rd / Pyree Ln
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

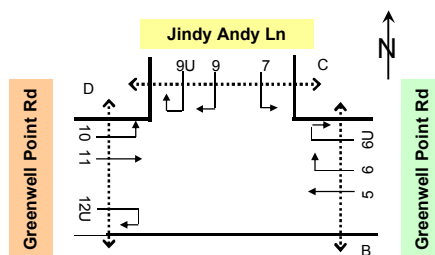


Approach	Pyree Ln									CGreenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	261	11	272	7	5	12	0	0	0	11	2	13	95	3	98	0	0	0
7:15 to 8:15	318	10	328	8	0	8	0	0	0	17	4	21	106	5	111	0	0	0
7:30 to 8:30	336	12	348	8	0	8	0	0	0	14	3	17	118	7	125	0	0	0
7:45 to 8:45	331	10	341	10	1	11	0	0	0	16	3	19	112	8	120	0	0	0
8:00 to 9:00	313	6	319	11	1	12	0	0	0	15	2	17	118	7	125	0	0	0
AM Totals	574	17	591	18	6	24	0	0	0	26	4	30	213	10	223	0	0	0
16:00 to 17:00	98	6	104	21	0	21	0	0	0	18	0	18	44	2	46	0	0	0
16:15 to 17:15	86	6	92	16	0	16	0	0	0	15	0	15	43	2	45	0	0	0
16:30 to 17:30	102	5	107	12	0	12	0	0	0	14	0	14	43	1	44	0	0	0
16:45 to 17:45	106	4	110	14	0	14	0	0	0	12	1	13	46	1	47	0	0	0
17:00 to 18:00	100	4	104	12	0	12	0	0	0	13	1	14	45	0	45	0	0	0
PM Totals	198	10	208	33	0	33	0	0	0	31	1	32	89	2	91	0	0	0

Approach	Greenwell Point Rd								
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	42	11	53	47	20	67	0	0	0
7:15 to 8:15	42	6	48	53	14	67	0	0	0
7:30 to 8:30	40	4	44	68	6	74	0	0	0
7:45 to 8:45	46	2	48	86	7	93	0	0	0
8:00 to 9:00	51	3	54	87	7	94	0	0	0
AM Totals	93	14	107	134	27	161	0	0	0
16:00 to 17:00	114	2	116	259	4	263	0	0	0
16:15 to 17:15	109	1	110	281	2	283	0	0	0
16:30 to 17:30	106	1	107	298	1	299	0	0	0
16:45 to 17:45	99	0	99	312	0	312	0	0	0
17:00 to 18:00	91	1	92	311	2	313	0	0	0
PM Totals	205	3	208	570	6	576	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 4. Greenwell Point Rd / Jindy Andy Ln

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

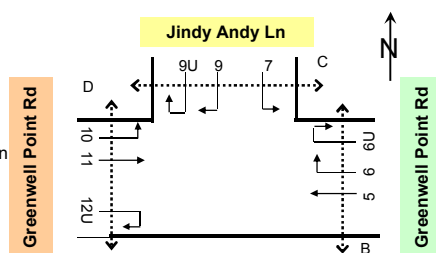


SKYHIGH - THE TRAFFIC SURVEY COMPANY

Approach	Greenwell Point Rd								
Direction									
Time Period									
7:00 to 7:15	Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
7:15 to 7:30	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:30 to 7:45	53	1	54	13	0	13	0	0	0
7:45 to 8:00	43	2	45	16	0	16	0	0	0
8:00 to 8:15	81	4	85	25	0	25	0	0	0
8:15 to 8:30	77	6	83	32	1	33	0	0	0
8:30 to 8:45	92	6	98	38	0	38	0	0	0
8:45 to 9:00	74	4	78	33	0	33	0	0	0
AM Totals	65	2	67	36	1	37	0	0	0
16:00 to 16:15	68	3	71	27	0	27	0	0	0
16:15 to 16:30	553	28	581	220	2	222	0	0	0
16:30 to 16:45	36	3	39	11	1	12	0	0	0
16:45 to 17:00	31	2	33	15	0	15	0	0	0
17:00 to 17:15	22	1	23	8	0	8	0	0	0
17:15 to 17:30	22	1	23	6	0	6	0	0	0
17:30 to 17:45	29	1	30	4	0	4	1	0	1
17:45 to 18:00	38	0	38	14	0	14	0	0	0
PM Totals	27	0	27	7	0	7	0	0	0
	24	1	25	7	0	7	0	0	0
	229	9	238	72	1	73	1	0	1

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 4. Greenwell Point Rd / Jindy Andy Ln

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



SKYHIGH - THE TRAFFIC SURVEY COMPANY

Approach	Jindy Andy Ln						Greenwell Point Rd					
Direction	Direction 7 (Left Turn)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	3	0	3	1	0	1	0	0	0	1	1	2
7:15 to 7:30	5	0	5	0	0	0	0	0	0	1	1	2
7:30 to 7:45	1	1	2	0	0	0	0	0	0	1	1	2
7:45 to 8:00	3	0	3	0	0	0	0	0	0	1	1	2
8:00 to 8:15	8	0	8	0	1	1	0	0	0	2	0	2
8:15 to 8:30	5	0	5	3	1	4	0	0	0	2	0	2
8:30 to 8:45	10	1	11	0	0	0	0	0	0	0	0	0
8:45 to 9:00	9	0	9	1	0	1	0	0	0	2	2	4
AM Totals	44	2	46	3	2	5	1	0	1	0	1	1
				8	4	12	1	0	1	7	6	13
										178	49	227

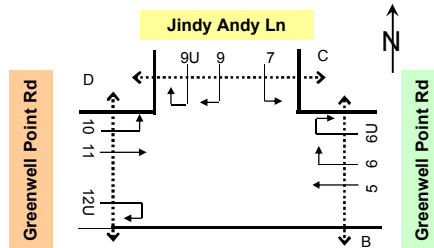
16:00 to 16:15	27	1	28
16:15 to 16:30	24	1	25
16:30 to 16:45	28	0	28
16:45 to 17:00	27	0	27
17:00 to 17:15	32	0	32
17:15 to 17:30	37	0	37
17:30 to 17:45	26	0	26
17:45 to 18:00	23	1	24
PM Totals	224	3	227

0	0	0	0	0	0	3	0	3	65	2	67
1	0	1	0	0	0	1	1	2	67	0	67
0	0	0	0	0	0	3	0	3	73	3	76
1	0	1	0	0	0	1	0	1	59	0	59
3	0	3	0	0	0	1	0	1	77	0	77
2	0	2	0	0	0	1	0	1	79	0	79
1	0	1	0	0	0	3	0	3	77	0	77
1	0	1	0	0	0	1	0	1	64	2	66
9	0	9	0	0	0	14	1	15	561	7	568

0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 4. Greenwell Point Rd / Jindy Andy Ln

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

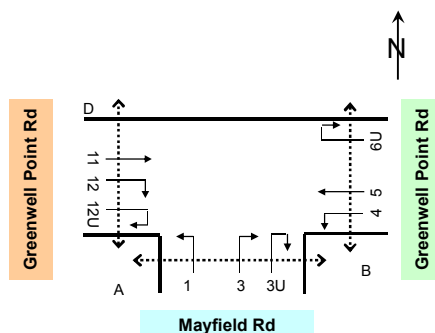


Approach	Greenwell Point Rd								
Direction									
Time Period									
	Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	254	13	267	86	1	87	0	0	0
7:15 to 8:15	293	18	311	111	1	112	0	0	0
7:30 to 8:30	324	20	344	128	1	129	0	0	0
7:45 to 8:45	308	18	326	139	2	141	0	0	0
8:00 to 9:00	299	15	314	134	1	135	0	0	0
AM Totals	553	28	581	220	2	222	0	0	0
16:00 to 17:00	111	7	118	40	1	41	0	0	0
16:15 to 17:15	104	5	109	33	0	33	1	0	1
16:30 to 17:30	111	3	114	32	0	32	1	0	1
16:45 to 17:45	116	2	118	31	0	31	1	0	1
17:00 to 18:00	118	2	120	32	0	32	1	0	1
PM Totals	229	9	238	72	1	73	1	0	1

Approach	Jindy Andy Ln						Greenwell Point Rd					
Direction	Direction 7 (Left Turn)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	12	1	13	1	1	2	0	0	0	3	3	6
7:15 to 8:15	17	1	18	3	2	5	0	0	0	4	2	6
7:30 to 8:30	17	1	18	3	2	5	0	0	0	3	1	4
7:45 to 8:45	26	1	27	4	2	6	0	0	0	5	2	7
8:00 to 9:00	32	1	33	7	3	10	1	0	1	4	3	7
AM Totals	44	2	46	8	4	12	1	0	1	7	6	13
16:00 to 17:00	106	2	108	2	0	2	0	0	0	8	1	9
16:15 to 17:15	111	1	112	5	0	5	0	0	0	6	1	7
16:30 to 17:30	124	0	124	6	0	6	0	0	0	6	0	6
16:45 to 17:45	122	0	122	7	0	7	0	0	0	6	0	6
17:00 to 18:00	118	1	119	7	0	7	0	0	0	6	0	6
PM Totals	224	3	227	9	0	9	0	0	0	14	1	15

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 5. Greenwell Point Rd / Mayfield Rd

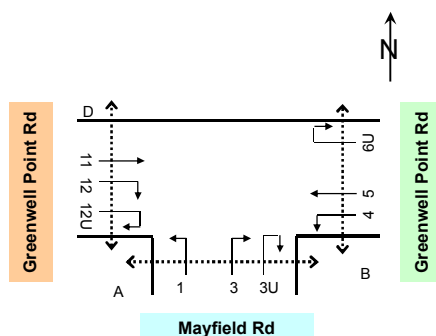
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



Approach	Mayfield Rd									Greenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	52	1	53	0	0	0
7:15 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	44	2	46	0	0	0
7:30 to 7:45	1	1	2	0	1	1	0	0	0	0	0	0	80	3	83	0	0	0
7:45 to 8:00	7	0	7	0	0	0	0	0	0	0	0	0	73	7	80	0	0	0
8:00 to 8:15	2	0	2	0	0	0	0	0	0	1	0	1	100	4	104	0	2	2
8:15 to 8:30	3	0	3	0	0	0	0	0	0	0	0	0	73	3	76	0	0	0
8:30 to 8:45	2	0	2	0	0	0	0	0	0	0	0	0	63	1	64	0	0	0
8:45 to 9:00	3	0	3	0	0	0	0	0	0	2	0	2	72	4	76	0	0	0
AM Totals	18	1	19	0	1	1	0	0	0	3	0	3	557	25	582	0	2	2
16:00 to 16:15	1	0	1	1	0	1	0	0	0	0	0	0	36	3	39	1	0	1
16:15 to 16:30	1	0	1	0	1	1	0	0	0	1	0	1	31	2	33	0	0	0
16:30 to 16:45	1	0	1	2	0	2	0	0	0	0	0	0	23	1	24	0	0	0
16:45 to 17:00	1	0	1	0	0	0	0	0	0	0	0	0	25	1	26	0	0	0
17:00 to 17:15	0	0	0	0	0	0	0	0	0	1	0	1	30	1	31	0	0	0
17:15 to 17:30	5	0	5	0	0	0	0	0	0	1	0	1	42	0	42	0	0	0
17:30 to 17:45	0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	0	0
17:45 to 18:00	5	0	5	0	0	0	0	0	0	0	0	0	28	1	29	0	0	0
PM Totals	14	0	14	3	1	4	0	0	0	3	0	3	242	9	251	1	0	1

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 5. Greenwell Point Rd / Mayfield Rd

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

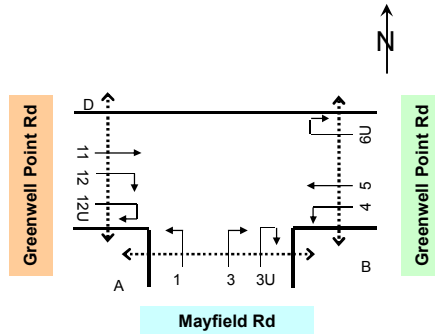


Approach	Greenwell Point Rd								
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	16	18	34	1	0	1	0	0	0
7:15 to 7:30	21	15	36	1	0	1	0	0	0
7:30 to 7:45	15	4	19	0	0	0	0	0	0
7:45 to 8:00	23	4	27	1	0	1	0	0	0
8:00 to 8:15	20	5	25	1	0	1	0	0	0
8:15 to 8:30	34	0	34	0	0	0	0	0	0
8:30 to 8:45	33	3	36	2	0	2	0	0	0
8:45 to 9:00	22	3	25	2	0	2	0	0	0
AM Totals	184	52	236	8	0	8	0	0	0

16:00 to 16:15	65	2	67	0	0	0	0	0	0
16:15 to 16:30	72	0	72	4	0	4	0	0	0
16:30 to 16:45	73	2	75	3	0	3	0	0	0
16:45 to 17:00	64	0	64	3	0	3	0	0	0
17:00 to 17:15	76	0	76	2	0	2	0	0	0
17:15 to 17:30	79	0	79	1	0	1	0	0	0
17:30 to 17:45	83	0	83	4	0	4	0	0	0
17:45 to 18:00	62	2	64	3	0	3	0	0	0
PM Totals	574	6	580	20	0	20	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 5. Greenwell Point Rd / Mayfield Rd

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Mayfield Rd									Greenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	8	1	9	0	1	1	0	0	0	0	0	0	249	13	262	0	0	0
7:15 to 8:15	10	1	11	0	1	1	0	0	0	1	0	1	297	16	313	0	2	2
7:30 to 8:30	13	1	14	0	1	1	0	0	0	1	0	1	326	17	343	0	2	2
7:45 to 8:45	14	0	14	0	0	0	0	0	0	1	0	1	309	15	324	0	2	2
8:00 to 9:00	10	0	10	0	0	0	0	0	0	3	0	3	308	12	320	0	2	2
AM Totals	18	1	19	0	1	1	0	0	0	3	0	3	557	25	582	0	2	2
16:00 to 17:00	4	0	4	3	1	4	0	0	0	1	0	1	115	7	122	1	0	1
16:15 to 17:15	3	0	3	2	1	3	0	0	0	2	0	2	109	5	114	0	0	0
16:30 to 17:30	7	0	7	2	0	2	0	0	0	2	0	2	120	3	123	0	0	0
16:45 to 17:45	6	0	6	0	0	0	0	0	0	2	0	2	124	2	126	0	0	0
17:00 to 18:00	10	0	10	0	0	0	0	0	0	2	0	2	127	2	129	0	0	0
PM Totals	14	0	14	3	1	4	0	0	0	3	0	3	242	9	251	1	0	1

Approach	Greenwell Point Rd								
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	75	41	116	3	0	3	0	0	0
7:15 to 8:15	79	28	107	3	0	3	0	0	0
7:30 to 8:30	92	13	105	2	0	2	0	0	0
7:45 to 8:45	110	12	122	4	0	4	0	0	0
8:00 to 9:00	109	11	120	5	0	5	0	0	0
AM Totals	184	52	236	8	0	8	0	0	0
16:00 to 17:00	274	4	278	10	0	10	0	0	0
16:15 to 17:15	285	2	287	12	0	12	0	0	0
16:30 to 17:30	292	2	294	9	0	9	0	0	0
16:45 to 17:45	302	0	302	10	0	10	0	0	0
17:00 to 18:00	300	2	302	10	0	10	0	0	0
PM Totals	574	6	580	20	0	20	0	0	0

[illegible]

Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	6	0	6	4	2	6	0	2	2	0	0	0	5	0	5	47	2	49	7	0	7	0	0	0
7:15 to 7:30	7	1	8	4	0	4	1	1	2	0	0	0	5	0	5	43	0	43	8	1	9	0	0	0
7:30 to 7:45	9	1	10	2	0	2	3	0	3	0	0	0	3	0	3	81	6	87	7	0	7	0	0	0
7:45 to 8:00	21	1	22	9	0	9	2	0	2	0	0	0	4	3	7	73	4	77	3	1	4	0	0	0
8:00 to 8:15	18	2	20	19	3	22	4	0	4	0	0	0	3	0	3	100	1	101	4	2	6	0	0	0
8:15 to 8:30	15	1	16	30	0	30	8	0	8	0	0	0	1	0	1	59	2	61	5	0	5	0	0	0
8:30 to 8:45	8	0	8	35	0	35	4	0	4	0	0	0	2	0	2	70	3	73	13	0	13	0	0	0
8:45 to 9:00	15	0	15	13	0	13	2	0	2	0	0	0	4	0	4	65	3	68	3	0	3	0	0	0
AM Totals	99	6	105	116	5	121	24	3	27	0	0	0	27	3	30	538	21	559	50	4	54	0	0	0
16:00 to 16:15	10	0	10	4	0	4	2	0	2	0	0	0	5	0	5	38	3	41	2	0	2	0	0	0
16:15 to 16:30	9	0	9	12	0	12	6	0	6	0	0	0	3	0	3	21	2	23	3	0	3	0	0	0
16:30 to 16:45	7	0	7	7	0	7	7	1	8	0	0	0	4	0	4	22	1	23	2	0	2	0	0	0
16:45 to 17:00	13	0	13	9	0	9	3	0	3	0	0	0	1	1	2	23	0	23	2	0	2	0	0	0
17:00 to 17:15	9	1	10	7	0	7	10	0	10	0	0	0	8	0	8	26	0	26	4	0	4	0	0	0
17:15 to 17:30	5	0	5	4	0	4	6	0	6	0	0	0	3	0	3	32	0	32	3	0	3	0	0	0
17:30 to 17:45	9	0	9	7	0	7	6	0	6	0	0	0	3	0	3	32	0	32	1	1	2	0	0	0
17:45 to 18:00	11	0	11	6	0	6	5	0	5	0	0	0	2	0	2	20	1	21	6	0	6	0	0	0
PM Totals	73	1	74	56	0	56	45	1	46	0	0	0	29	1	30	214	7	221	23	1	24	0	0	0

[illegible]

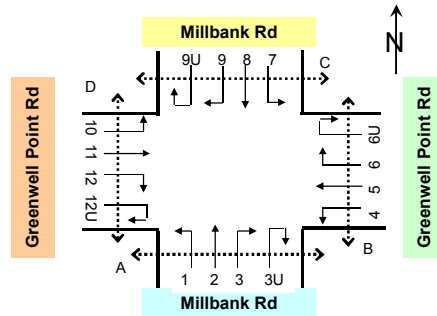
SKYHIGH - THE TRAFFIC SURVEY COMPANY

Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	2	1	3	1	0	1	1	1	2	0	0	0	3	0	3	20	8	28	2	0	2	0	0	0
7:15 to 7:30	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	16	6	22	1	1	2	0	0	0
7:30 to 7:45	3	0	3	0	0	0	4	0	4	0	0	0	2	0	2	16	4	20	6	1	7	0	0	0
7:45 to 8:00	3	0	3	2	0	2	0	0	0	0	0	0	2	0	2	20	4	24	5	0	5	0	0	0
8:00 to 8:15	4	0	4	3	1	4	2	0	2	0	0	0	11	1	12	23	2	25	3	0	3	0	0	0
8:15 to 8:30	1	0	1	8	1	9	2	0	2	0	0	0	14	0	14	32	4	36	5	0	5	0	0	0
8:30 to 8:45	3	0	3	6	1	7	3	0	3	0	0	0	9	0	9	23	1	24	5	1	6	0	0	0
8:45 to 9:00	2	2	4	2	0	2	3	0	3	0	0	0	3	2	5	32	4	36	36	2	38	0	0	0
AM Totals	18	3	21	22	4	26	16	1	17	0	0	0	44	3	47	182	33	215	63	5	68	0	0	0

16:00 to 16:15	2	0	2	9	1	10	4	0	4	0	0	4	0	4	72	0	72	21	0	21	0	0	0
16:15 to 16:30	5	0	5	9	0	9	3	0	3	0	0	3	0	3	69	1	70	17	1	18	0	0	0
16:30 to 16:45	2	0	2	8	0	8	3	0	3	0	0	3	0	3	67	1	68	19	0	19	0	0	0
16:45 to 17:00	6	0	6	9	0	9	2	0	2	0	0	1	0	1	66	0	66	19	0	19	0	0	0
17:00 to 17:15	4	0	4	8	0	8	2	0	2	0	0	4	0	4	64	1	65	21	0	21	0	0	0
17:15 to 17:30	2	0	2	8	0	8	4	0	4	0	0	2	0	2	83	0	83	22	1	23	0	0	0
17:30 to 17:45	2	0	2	8	0	8	4	0	4	0	0	1	0	1	71	5	76	15	0	15	0	0	0
17:45 to 18:00	4	0	4	6	0	6	0	0	0	0	0	3	0	3	57	0	57	17	0	17	0	0	0
PM Totals	27	0	27	65	1	66	22	0	22	0	0	21	0	21	549	8	557	151	2	153	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 6. Greenwell Point Rd / Millbank Rd

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

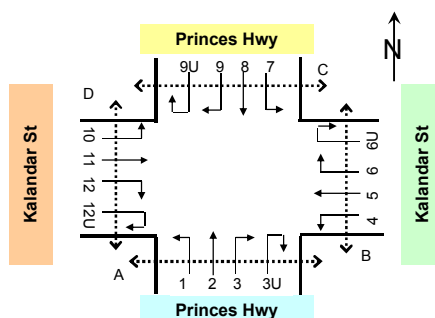


Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	43	3	46	19	2	21	6	3	9	0	0	0	17	3	20	244	12	256	25	2	27	0	0	0
7:15 to 8:15	55	5	60	34	3	37	10	1	11	0	0	0	15	3	18	297	11	308	22	4	26	0	0	0
7:30 to 8:30	63	5	68	60	3	63	17	0	17	0	0	0	11	3	14	313	13	326	19	3	22	0	0	0
7:45 to 8:45	62	4	66	93	3	96	18	0	18	0	0	0	10	3	13	302	10	312	25	3	28	0	0	0
8:00 to 9:00	56	3	59	97	3	100	18	0	18	0	0	0	10	0	10	294	9	303	25	2	27	0	0	0
AM Totals	99	6	105	116	5	121	24	3	27	0	0	0	27	3	30	538	21	559	50	4	54	0	0	0
16:00 to 17:00	39	0	39	32	0	32	18	1	19	0	0	0	13	1	14	104	6	110	9	0	9	0	0	0
16:15 to 17:15	38	1	39	35	0	35	26	1	27	0	0	0	16	1	17	92	3	95	11	0	11	0	0	0
16:30 to 17:30	34	1	35	27	0	27	26	1	27	0	0	0	16	1	17	103	1	104	11	0	11	0	0	0
16:45 to 17:45	36	1	37	27	0	27	25	0	25	0	0	0	15	1	16	113	0	113	10	1	11	0	0	0
17:00 to 18:00	34	1	35	24	0	24	27	0	27	0	0	0	16	0	16	110	1	111	14	1	15	0	0	0
PM Totals	73	1	74	56	0	56	45	1	46	0	0	0	29	1	30	214	7	221	23	1	24	0	0	0

Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	8	1	9	3	1	4	6	1	7	0	0	0	7	0	7	72	22	94	14	2	16	0	0	0
7:15 to 8:15	10	0	10	5	2	7	7	0	7	0	0	0	15	1	16	75	16	91	15	2	17	0	0	0
7:30 to 8:30	11	0	11	13	2	15	8	0	8	0	0	0	29	1	30	91	14	105	19	1	20	0	0	0
7:45 to 8:45	11	0	11	19	3	22	7	0	7	0	0	0	36	1	37	98	11	109	18	1	19	0	0	0
8:00 to 9:00	10	2	12	19	3	22	10	0	10	0	0	0	37	3	40	110	11	121	49	3	52	0	0	0
AM Totals	18	3	21	22	4	26	16	1	17	0	0	0	44	3	47	182	33	215	63	5	68	0	0	0
16:00 to 17:00	15	0	15	35	1	36	12	0	12	0	0	0	11	0	11	274	2	276	76	1	77	0	0	0
16:15 to 17:15	17	0	17	34	0	34	10	0	10	0	0	0	11	0	11	266	3	269	76	1	77	0	0	0
16:30 to 17:30	14	0	14	33	0	33	11	0	11	0	0	0	10	0	10	280	2	282	81	1	82	0	0	0
16:45 to 17:45	14	0	14	33	0	33	12	0	12	0	0	0	8	0	8	284	6	290	77	1	78	0	0	0
17:00 to 18:00	12	0	12	30	0	30	10	0	10	0	0	0	10	0	10	275	6	281	75	1	76	0	0	0
PM Totals	27	0	27	65	1	66	22	0	22	0	0	0	21	0	21	549	8	557	151	2	153	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 7. Kalandar St / Princes Hwy

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

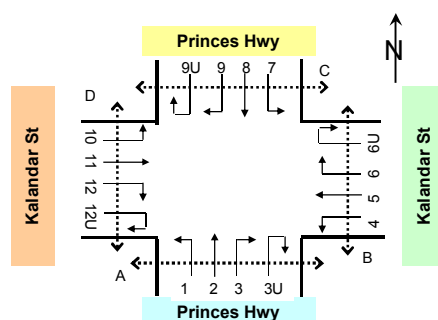


SKYHIGH - THE TRAFFIC SURVEY COMPANY

Approach	Princes Hwy												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	0	0	0	67	23	90	5	2	7	0	0	0	9	1	10	35	0	35	47	2	49	0	0	0
7:15 to 7:30	0	0	0	120	4	124	9	0	9	0	0	0	6	1	7	36	2	38	78	0	78	0	0	0
7:30 to 7:45	1	0	1	136	20	156	6	0	6	0	0	0	8	0	8	29	0	29	83	3	86	0	0	0
7:45 to 8:00	0	0	0	164	7	171	6	1	7	0	0	0	13	1	14	62	0	62	114	0	114	0	0	0
8:00 to 8:15	1	0	1	184	15	199	9	0	9	0	0	0	5	0	5	47	1	48	130	5	135	0	0	0
8:15 to 8:30	1	0	1	185	8	193	4	0	4	0	0	0	7	0	7	75	2	77	172	6	178	0	0	0
8:30 to 8:45	1	0	1	200	10	210	11	0	11	0	0	0	8	2	10	64	0	64	182	5	187	0	0	0
8:45 to 9:00	0	0	0	195	12	207	8	0	8	0	0	0	9	1	10	66	5	71	160	3	163	0	0	0
AM Totals	4	0	4	1251	99	1350	58	3	61	0	0	0	65	6	71	414	10	424	966	24	990	0	0	0
16:00 to 16:15	5	0	5	163	6	169	18	0	18	0	0	0	18	1	19	44	0	44	101	3	104	0	0	0
16:15 to 16:30	0	0	0	184	4	188	22	1	23	0	0	0	15	0	15	42	1	43	88	1	89	0	0	0
16:30 to 16:45	1	0	1	161	2	163	22	0	22	0	0	0	18	0	18	35	2	37	98	3	101	0	0	0
16:45 to 17:00	2	0	2	171	6	177	11	0	11	0	0	0	15	0	15	40	1	41	88	0	88	0	0	0
17:00 to 17:15	1	0	1	156	4	160	16	2	18	0	0	0	20	1	21	44	1	45	99	0	99	0	0	0
17:15 to 17:30	0	0	0	130	2	132	14	0	14	0	0	0	19	0	19	47	1	48	110	1	111	0	0	0
17:30 to 17:45	1	0	1	162	5	167	15	0	15	0	0	0	13	0	13	38	0	38	91	1	92	0	0	0
17:45 to 18:00	3	0	3	126	4	130	10	0	10	0	0	0	15	0	15	51	0	51	100	0	100	0	0	0
PM Totals	13	0	13	1253	33	1286	128	3	131	0	0	0	133	2	135	341	6	347	775	9	784	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 7. Kalandar St / Princes Hwy

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

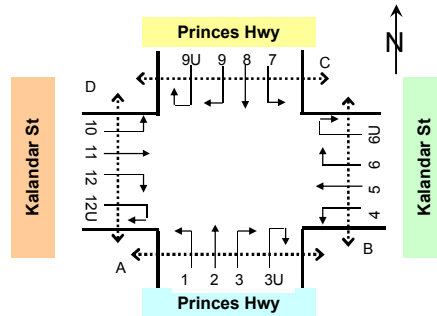


SKYHIGH - THE TRAFFIC SURVEY COMPANY

Approach	Princes Hwy												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	22	5	27	101	15	116	18	2	20	0	0	0	2	2	4	11	5	16	19	0	19	0	0	0
7:15 to 7:30	29	4	33	118	17	135	9	1	10	0	0	0	3	2	5	12	1	13	19	0	19	0	0	0
7:30 to 7:45	21	2	23	151	15	166	18	3	21	0	0	0	11	1	12	11	3	14	14	1	15	0	0	0
7:45 to 8:00	41	2	43	178	12	190	21	0	21	0	0	0	6	2	8	14	1	15	28	0	28	0	0	0
8:00 to 8:15	49	2	51	195	10	205	27	4	31	0	0	0	8	2	10	20	1	21	34	4	38	0	0	0
8:15 to 8:30	40	2	42	185	12	197	35	5	40	0	0	0	10	2	12	26	0	26	33	1	34	0	0	0
8:30 to 8:45	46	5	51	150	16	166	33	2	35	0	0	0	12	1	13	27	0	27	30	0	30	0	0	0
8:45 to 9:00	69	7	76	170	17	187	23	4	27	0	0	0	8	1	9	52	1	53	28	2	30	0	0	0
AM Totals	317	29	346	1248	114	1362	184	21	205	0	0	0	60	13	73	173	12	185	205	8	213	0	0	0

16:00 to 16:15	150	6	156	289	8	297	29	2	31	0	0	0	15	3	18	55	0	55	61	1	62	0	0	0
16:15 to 16:30	128	0	128	259	8	267	20	1	21	0	0	0	24	1	25	49	0	49	53	0	53	0	0	0
16:30 to 16:45	128	0	128	268	7	275	22	2	24	0	0	0	15	3	18	50	0	50	50	1	51	0	0	0
16:45 to 17:00	148	0	148	304	13	317	17	0	17	0	0	0	13	0	13	52	0	52	38	0	38	0	0	0
17:00 to 17:15	149	1	150	284	4	288	15	1	16	0	0	0	16	0	16	67	0	67	45	0	45	0	0	0
17:15 to 17:30	156	2	158	282	6	288	12	0	12	0	0	0	8	0	8	47	1	48	44	0	44	0	0	0
17:30 to 17:45	157	4	161	280	7	287	22	1	23	0	0	0	8	0	8	51	2	53	38	0	38	0	0	0
17:45 to 18:00	127	3	130	258	7	265	10	1	11	0	0	0	10	2	12	52	0	52	41	0	41	0	0	0
PM Totals	1143	16	1159	2224	60	2284	147	8	155	0	0	0	109	9	118	423	3	426	370	2	372	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 7. Kalandar St / Princes Hwy
 Day/Date : Fri, 4th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Princes Hwy												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	1	0	1	487	54	541	26	3	29	0	0	0	36	3	39	162	2	164	322	5	327	0	0	0
7:15 to 8:15	2	0	2	604	46	650	30	1	31	0	0	0	32	2	34	174	3	177	405	8	413	0	0	0
7:30 to 8:30	3	0	3	669	50	719	25	1	26	0	0	0	33	1	34	213	3	216	499	14	513	0	0	0
7:45 to 8:45	3	0	3	733	40	773	30	1	31	0	0	0	33	3	36	248	3	251	598	16	614	0	0	0
8:00 to 9:00	3	0	3	764	45	809	32	0	32	0	0	0	29	3	32	252	8	260	644	19	663	0	0	0
AM Totals	4	0	4	1251	99	1350	58	3	61	0	0	0	65	6	71	414	10	424	966	24	990	0	0	0
16:00 to 17:00	8	0	8	679	18	697	73	1	74	0	0	0	66	1	67	161	4	165	375	7	382	0	0	0
16:15 to 17:15	4	0	4	672	16	688	71	3	74	0	0	0	68	1	69	161	5	166	373	4	377	0	0	0
16:30 to 17:30	4	0	4	618	14	632	63	2	65	0	0	0	72	1	73	166	5	171	395	4	399	0	0	0
16:45 to 17:45	4	0	4	619	17	636	56	2	58	0	0	0	67	1	68	169	3	172	388	2	390	0	0	0
17:00 to 18:00	5	0	5	574	15	589	55	2	57	0	0	0	67	1	68	180	2	182	400	2	402	0	0	0
PM Totals	13	0	13	1253	33	1286	128	3	131	0	0	0	133	2	135	341	6	347	775	9	784	0	0	0

Approach	Princes Hwy												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	113	13	126	548	59	607	66	6	72	0	0	0	22	7	29	48	10	58	80	1	81	0	0	0
7:15 to 8:15	140	10	150	642	54	696	75	8	83	0	0	0	28	7	35	57	6	63	95	5	100	0	0	0
7:30 to 8:30	151	8	159	709	49	758	101	12	113	0	0	0	35	7	42	71	5	76	109	6	115	0	0	0
7:45 to 8:45	176	11	187	708	50	758	116	11	127	0	0	0	36	7	43	87	2	89	125	5	130	0	0	0
8:00 to 9:00	204	16	220	700	55	755	118	15	133	0	0	0	38	6	44	125	2	127	125	7	132	0	0	0
AM Totals	317	29	346	1248	114	1362	184	21	205	0	0	0	60	13	73	173	12	185	205	8	213	0	0	0
16:00 to 17:00	554	6	560	1120	36	1156	88	5	93	0	0	0	67	7	74	206	0	206	202	2	204	0	0	0
16:15 to 17:15	553	1	554	1115	32	1147	74	4	78	0	0	0	68	4	72	218	0	218	186	1	187	0	0	0
16:30 to 17:30	581	3	584	1138	30	1168	66	3	69	0	0	0	52	3	55	216	1	217	177	1	178	0	0	0
16:45 to 17:45	610	7	617	1150	30	1180	66	2	68	0	0	0	45	0	45	217	3	220	165	0	165	0	0	0
17:00 to 18:00	589	10	599	1104	24	1128	59	3	62	0	0	0	42	2	44	217	3	220	168	0	168	0	0	0
PM Totals	1143	16	1159	2224	60	2284	147	8	155	0	0	0	109	9	118	423	3	426	370	2	372	0	0	0

[illegible]

Approach		Currarong Rd								
Direction		Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15		3	0	3	5	0	5	0	0	0
7:15 to 7:30		5	0	5	4	0	4	0	0	0
7:30 to 7:45		6	0	6	6	0	6	0	0	0
7:45 to 8:00		2	0	2	5	0	5	0	0	0
8:00 to 8:15		6	0	6	8	0	8	0	0	0
8:15 to 8:30		2	0	2	8	0	8	0	0	0
8:30 to 8:45		2	0	2	10	0	10	0	0	0
8:45 to 9:00		1	0	1	8	0	8	0	0	0
AM Totals		27	0	27	54	0	54	0	0	0
16:00 to 16:15		4	0	4	2	0	2	0	0	0
16:15 to 16:30		2	0	2	2	0	2	0	0	0
16:30 to 16:45		2	0	2	2	0	2	0	0	0
16:45 to 17:00		2	0	2	4	0	4	0	0	0
17:00 to 17:15		2	0	2	3	0	3	0	0	0
17:15 to 17:30		2	0	2	5	0	5	0	0	0
17:30 to 17:45		1	0	1	2	0	2	0	0	0
17:45 to 18:00		3	0	3	4	0	4	0	0	0
PM Totals		18	0	18	24	0	24	0	0	0



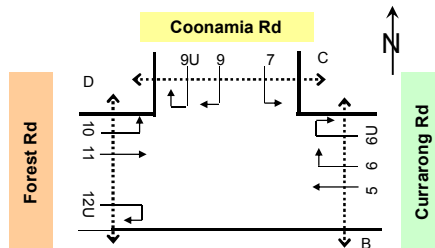
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Approach	Coonamia Rd									Forest Rd										
Direction	Direction 7 (Left Turn)				Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)				Direction 12U (U Turn)		
Time Period	Light	Heavy	Total		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total		Light	Heavy	Total
7:00 to 7:15	2	0	2		13	0	13	0	0	0	12	1	13	3	0	3		0	0	0
7:15 to 7:30	4	0	4		12	0	12	0	0	0	27	1	28	2	0	2		0	0	0
7:30 to 7:45	3	0	3		10	0	10	0	0	0	25	3	28	2	0	2		0	0	0
7:45 to 8:00	1	0	1		7	0	7	0	0	0	38	1	39	4	0	4		0	0	0
8:00 to 8:15	0	0	0		13	0	13	0	0	0	48	1	49	1	1	2		0	0	0
8:15 to 8:30	1	0	1		14	1	15	0	0	0	41	1	42	4	0	4		0	0	0
8:30 to 8:45	2	0	2		16	0	16	0	0	0	39	1	40	6	0	6		0	0	0
8:45 to 9:00	3	0	3		13	0	13	0	0	0	36	0	36	4	0	4		0	0	0
AM Totals	16	0	16	98	1	99	0	0	0	266	9	275	26	1	27	0	0	0		

16:00 to 16:15	9	0	9	32	2	34	0	0	0	32	2	34	9	0	9	0	0	0
16:15 to 16:30	9	0	9	32	2	34	0	0	0	26	1	27	7	1	8	0	0	0
16:30 to 16:45	4	0	4	28	0	28	0	0	0	15	1	16	3	0	3	0	0	0
16:45 to 17:00	3	0	3	28	1	29	0	0	0	14	1	15	3	0	3	0	0	0
17:00 to 17:15	6	0	6	35	0	35	0	0	0	18	0	18	2	0	2	0	0	0
17:15 to 17:30	4	0	4	42	0	42	0	0	0	19	0	19	4	0	4	0	0	0
17:30 to 17:45	9	0	9	25	0	25	0	0	0	16	1	17	4	0	4	0	0	0
17:45 to 18:00	5	0	5	33	0	33	0	0	0	15	0	15	5	0	5	0	0	0
PM Totals	49	0	49	255	5	260	0	0	0	155	6	161	37	1	38	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 8. Forest Rd / Coonamia Rd

Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
 : Hourly Summary

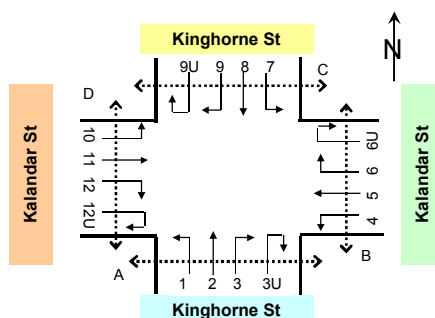


Approach	Currarong Rd								
Direction									
Time Period									
7:00 to 8:00	Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
7:15 to 8:15	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:30 to 8:30	16	0	16	20	0	20	0	0	0
7:45 to 8:45	19	0	19	23	0	23	0	0	0
8:00 to 9:00	16	0	16	27	0	27	0	0	0
AM Totals	12	0	12	31	0	31	0	0	0
16:00 to 17:00	11	0	11	34	0	34	0	0	0
16:15 to 17:15	27	0	27	54	0	54	0	0	0
16:30 to 17:30	10	0	10	10	0	10	0	0	0
16:45 to 17:45	8	0	8	11	0	11	0	0	0
17:00 to 18:00	8	0	8	14	0	14	0	0	0
PM Totals	7	0	7	14	0	14	0	0	0
	8	0	8	14	0	14	0	0	0
	18	0	18	24	0	24	0	0	0

Approach	Coonamia Rd						Forest Rd					
Direction	Direction 7 (Left Turn)			Direction 9 (Right Turn)			Direction 10 (Left Turn)			Direction 11 (Through)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	10	0	10	42	0	42	102	6	108	11	0	11
7:15 to 8:15	8	0	8	42	0	42	138	6	144	9	1	10
7:30 to 8:30	5	0	5	44	1	45	152	6	158	11	1	12
7:45 to 8:45	4	0	4	50	1	51	166	4	170	15	1	16
8:00 to 9:00	6	0	6	56	1	57	164	3	167	15	1	16
AM Totals	16	0	16	98	1	99	266	9	275	26	1	27
16:00 to 17:00	25	0	25	120	5	125	87	5	92	22	1	23
16:15 to 17:15	22	0	22	123	3	126	73	3	76	15	1	16
16:30 to 17:30	17	0	17	133	1	134	66	2	68	12	0	12
16:45 to 17:45	22	0	22	130	1	131	67	2	69	13	0	13
17:00 to 18:00	24	0	24	135	0	135	68	1	69	15	0	15
PM Totals	49	0	49	255	5	260	155	6	161	37	1	38

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 9. Kalandar St / Kinghorne St

Day/Date : Fri, 4th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data

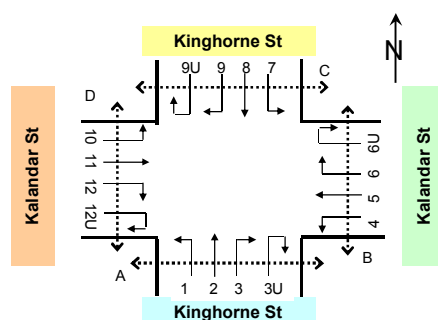


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Approach	Kinghorne St												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	3	2	5	21	1	22	6	1	7	0	0	0	1	0	1	47	2	49	4	0	4	0	0	0
7:15 to 7:30	5	3	8	37	0	37	8	0	8	0	0	0	2	0	2	34	2	36	11	1	12	0	0	0
7:30 to 7:45	6	0	6	55	1	56	4	1	5	0	0	0	8	0	8	28	3	31	11	0	11	0	0	0
7:45 to 8:00	6	0	6	71	2	73	5	1	6	0	0	0	6	0	6	49	0	49	27	0	27	0	0	0
8:00 to 8:15	3	1	4	87	3	90	11	0	11	0	0	0	5	0	5	49	4	53	21	1	22	0	0	0
8:15 to 8:30	7	0	7	106	4	110	10	0	10	0	0	0	5	0	5	70	5	75	41	1	42	0	0	0
8:30 to 8:45	7	1	8	109	2	111	14	0	14	0	0	0	3	0	3	54	2	56	41	0	41	0	0	0
8:45 to 9:00	7	0	7	94	5	99	15	0	15	0	0	0	12	0	12	49	9	58	26	1	27	0	0	0
AM Totals	44	7	51	580	18	598	73	3	76	0	0	0	42	0	42	380	27	407	182	4	186	0	0	0
16:00 to 16:15	3	0	3	69	0	69	15	0	15	0	0	0	9	0	9	43	4	47	24	0	24	0	0	0
16:15 to 16:30	7	1	8	73	1	74	21	0	21	0	0	0	8	0	8	35	2	37	20	0	20	0	0	0
16:30 to 16:45	4	0	4	44	0	44	9	0	9	1	0	1	5	1	6	39	2	41	13	0	13	0	0	0
16:45 to 17:00	8	0	8	33	0	33	7	0	7	0	0	0	4	0	4	35	0	35	19	1	20	1	0	1
17:00 to 17:15	3	1	4	40	1	41	10	0	10	0	0	0	5	0	5	27	2	29	23	0	23	0	0	0
17:15 to 17:30	8	0	8	43	0	43	10	0	10	0	0	0	7	0	7	32	2	34	15	0	15	0	0	0
17:30 to 17:45	3	0	3	32	0	32	13	1	14	0	0	0	14	0	14	36	1	37	18	0	18	1	0	1
17:45 to 18:00	1	0	1	32	0	32	15	0	15	0	0	0	6	0	6	30	1	31	23	0	23	1	0	1
PM Totals	37	2	39	366	2	368	100	1	101	1	0	1	58	1	59	277	14	291	155	1	156	3	0	3

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 9. Kalandar St / Kinghorne St

Day/Date : Fri, 4th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



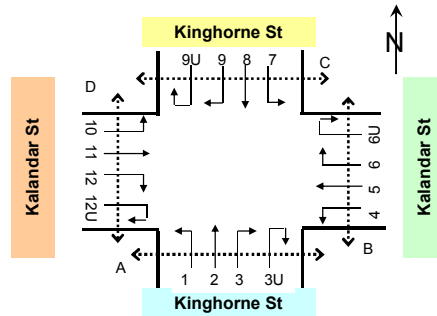
SKYHIGH - THE TRAFFIC SURVEY COMPANY

Approach	Kinghorne St												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	9	1	10	2	0	2	110	1	111	0	0	0	19	0	19	15	5	20	0	1	1	0	0	0
7:15 to 7:30	15	1	16	2	0	2	101	1	102	0	0	0	27	1	28	10	2	12	2	0	2	0	0	0
7:30 to 7:45	12	1	13	4	0	4	42	1	43	0	0	0	27	2	29	21	3	24	1	0	1	0	0	0
7:45 to 8:00	18	0	18	6	0	6	52	2	54	0	0	0	33	0	33	21	3	24	0	0	0	0	0	0
8:00 to 8:15	19	1	20	7	0	7	35	1	36	0	0	0	43	1	44	45	7	52	1	1	2	0	0	0
8:15 to 8:30	16	0	16	3	0	3	39	2	41	2	0	2	54	3	57	35	3	38	1	0	1	0	0	0
8:30 to 8:45	20	0	20	7	0	7	38	1	39	1	0	1	63	3	66	38	1	39	3	0	3	0	0	0
8:45 to 9:00	49	3	52	9	0	9	32	1	33	2	0	2	51	3	54	44	2	46	2	1	3	0	0	0
AM Totals	158	7	165	40	0	40	449	10	459	5	0	5	317	13	330	229	26	255	10	3	13	0	0	0

16:00 to 16:15	60	1	61	14	1	15	52	2	54	1	0	1	65	0	65	53	2	55	2	0	2	0	0	0
16:15 to 16:30	48	0	48	15	0	15	49	3	52	1	0	1	58	1	59	61	1	62	3	0	3	0	0	0
16:30 to 16:45	47	1	48	16	1	17	45	2	47	0	0	0	42	1	43	61	1	62	4	0	4	0	0	0
16:45 to 17:00	55	0	55	7	0	7	52	0	52	0	0	0	35	0	35	41	0	41	1	0	1	0	0	0
17:00 to 17:15	75	0	75	16	0	16	42	2	44	0	0	0	50	2	52	56	1	57	3	0	3	0	0	0
17:15 to 17:30	46	0	46	12	0	12	53	2	55	2	0	2	40	0	40	42	0	42	4	0	4	0	0	0
17:30 to 17:45	49	0	49	9	0	9	53	1	54	0	0	0	31	1	32	50	1	51	0	0	0	0	0	0
17:45 to 18:00	39	0	39	10	0	10	35	1	36	0	0	0	46	1	47	37	1	38	1	0	1	0	0	0
PM Totals	419	2	421	99	2	101	381	13	394	4	0	4	367	6	373	401	7	408	18	0	18	0	0	0

Job No. : N790
Client : Realty Realizations
Suburb : Nowra
Location : 9. Kalandar St / Kinghorne St

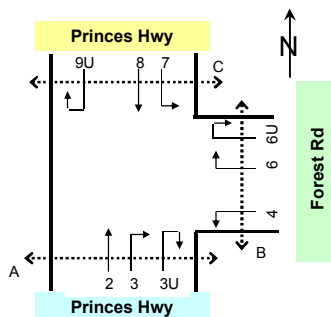
Day/Date : Fri, 4th May 2012
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Kinghorne St												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	20	5	25	184	4	188	23	3	26	0	0	0	17	0	17	158	7	165	53	1	54	0	0	0
7:15 to 8:15	20	4	24	250	6	256	28	2	30	0	0	0	21	0	21	160	9	169	70	2	72	0	0	0
7:30 to 8:30	22	1	23	319	10	329	30	2	32	0	0	0	24	0	24	196	12	208	100	2	102	0	0	0
7:45 to 8:45	23	2	25	373	11	384	40	1	41	0	0	0	19	0	19	222	11	233	130	2	132	0	0	0
8:00 to 9:00	24	2	26	396	14	410	50	0	50	0	0	0	25	0	25	222	20	242	129	3	132	0	0	0
AM Totals	44	7	51	580	18	598	73	3	76	0	0	0	42	0	42	380	27	407	182	4	186	0	0	0
16:00 to 17:00	22	1	23	219	1	220	52	0	52	1	0	1	26	1	27	152	8	160	76	1	77	1	0	1
16:15 to 17:15	22	2	24	190	2	192	47	0	47	1	0	1	22	1	23	136	6	142	75	1	76	1	0	1
16:30 to 17:30	23	1	24	160	1	161	36	0	36	1	0	1	21	1	22	133	6	139	70	1	71	1	0	1
16:45 to 17:45	22	1	23	148	1	149	40	1	41	0	0	0	30	0	30	130	5	135	75	1	76	2	0	2
17:00 to 18:00	15	1	16	147	1	148	48	1	49	0	0	0	32	0	32	125	6	131	79	0	79	2	0	2
PM Totals	37	2	39	366	2	368	100	1	101	1	0	1	58	1	59	277	14	291	155	1	156	3	0	3

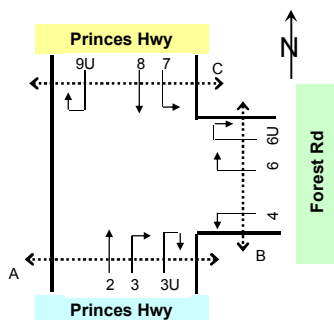
Approach	Kinghorne St												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	54	3	57	14	0	14	305	5	310	0	0	0	106	3	109	67	13	80	3	1	4	0	0	0
7:15 to 8:15	64	3	67	19	0	19	230	5	235	0	0	0	130	4	134	97	15	112	4	1	5	0	0	0
7:30 to 8:30	65	2	67	20	0	20	168	6	174	2	0	2	157	6	163	122	16	138	3	1	4	0	0	0
7:45 to 8:45	73	1	74	23	0	23	164	6	170	3	0	3	193	7	200	139	14	153	5	1	6	0	0	0
8:00 to 9:00	104	4	108	26	0	26	144	5	149	5	0	5	211	10	221	162	13	175	7	2	9	0	0	0
AM Totals	158	7	165	40	0	40	449	10	459	5	0	5	317	13	330	229	26	255	10	3	13	0	0	0
16:00 to 17:00	210	2	212	52	2	54	198	7	205	2	0	2	200	2	202	216	4	220	10	0	10	0	0	0
16:15 to 17:15	225	1	226	54	1	55	188	7	195	1	0	1	185	4	189	219	3	222	11	0	11	0	0	0
16:30 to 17:30	223	1	224	51	1	52	192	6	198	2	0	2	167	3	170	200	2	202	12	0	12	0	0	0
16:45 to 17:45	225	0	225	44	0	44	200	5	205	2	0	2	156	3	159	189	2	191	8	0	8	0	0	0
17:00 to 18:00	209	0	209	47	0	47	183	6	189	2	0	2	167	4	171	185	3	188	8	0	8	0	0	0
PM Totals	419	2	421	99	2	101	381	13	394	4	0	4	367	6	373	401	7	408	18	0	18	0	0	0

Job No.	: N790
Client	: Realty Realizations
Suburb	: Nowra
Location	: 10. Forest Rd / Princes Hwy
Day/Date	: Fri, 4th May 2012
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data



Approach		Princes Hwy									Forest Rd								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15		211	10	221	4	0	4	0	0	0	5	0	5	22	0	22	0	0	0
7:15 to 7:30		248	10	258	5	0	5	0	0	0	9	0	9	34	0	34	0	0	0
7:30 to 7:45		287	11	298	5	0	5	1	0	1	10	0	10	26	0	26	0	0	0
7:45 to 8:00		334	16	350	6	1	7	0	0	0	7	3	10	29	1	30	0	0	0
8:00 to 8:15		342	9	351	5	1	6	0	0	0	8	0	8	26	0	26	0	0	0
8:15 to 8:30		285	10	295	3	0	3	0	0	0	10	0	10	21	0	21	0	0	0
8:30 to 8:45		277	8	285	8	2	10	0	0	0	8	1	9	24	1	25	0	0	0
8:45 to 9:00		247	10	257	4	0	4	0	0	0	3	0	3	14	1	15	0	0	0
AM Totals		2231	84	2315	40	4	44	1	0	1	60	4	64	196	3	199	0	0	0
16:00 to 16:15		125	10	135	8	1	9	0	0	0	10	0	10	9	0	9	0	0	0
16:15 to 16:30		157	12	169	11	0	11	0	0	0	10	0	10	12	1	13	0	0	0
16:30 to 16:45		139	6	145	6	0	6	0	0	0	6	0	6	5	0	5	0	0	0
16:45 to 17:00		111	6	117	8	0	8	0	0	0	7	0	7	18	0	18	0	0	0
17:00 to 17:15		107	6	113	5	0	5	0	0	0	6	1	7	6	0	6	0	0	0
17:15 to 17:30		122	5	127	7	0	7	0	0	0	7	0	7	7	0	7	0	0	0
17:30 to 17:45		120	4	124	5	0	5	0	0	0	3	0	3	13	0	13	0	0	0
17:45 to 18:00		82	4	86	3	0	3	0	0	0	4	0	4	12	0	12	0	0	0
PM Totals		963	53	1016	53	1	54	0	0	0	53	1	54	82	1	83	0	0	0

Job No.	: N790
Client	: Realty Realizations
Suburb	: Nowra
Location	: 10. Forest Rd / Princes Hwy
Day/Date	: Fri, 4th May 2012
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

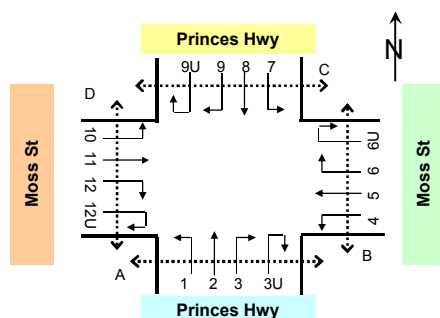


Approach	Princes Hwy									
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total		Light	Heavy	Total
7:00 to 7:15	8	2	10	69	25	94		0	0	0
7:15 to 7:30	9	2	11	73	22	95		0	0	0
7:30 to 7:45	12	3	15	84	18	102		0	0	0
7:45 to 8:00	15	1	16	90	9	99		0	0	0
8:00 to 8:15	12	2	14	102	18	120		0	0	0
8:15 to 8:30	13	2	15	77	16	93		0	0	0
8:30 to 8:45	11	0	11	99	17	116		0	0	0
8:45 to 9:00	8	0	8	90	19	109		0	0	0
AM Totals	88	12	100	684	144	828	0	0	0	

[illegible]

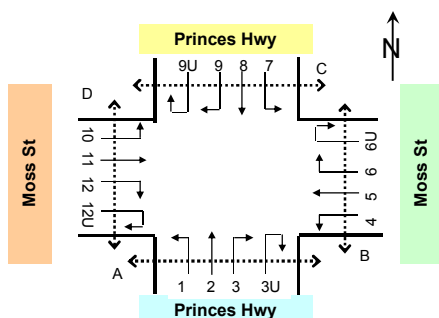
Approach	Princes Hwy									
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total		Light	Heavy	Total
7:00 to 8:00	44	8	52	316	74	390		0	0	0
7:15 to 8:15	48	8	56	349	67	416	0	0	0	
7:30 to 8:30	52	8	60	353	61	414	0	0	0	
7:45 to 8:45	51	5	56	368	60	428	0	0	0	
8:00 to 9:00	44	4	48	368	70	438	0	0	0	
AM Totals	88	12	100	684	144	828	0	0	0	
16:00 to 17:00	98	2	100	1283	26	1309	1	0	1	
16:15 to 17:15	110	3	113	1264	24	1288	1	0	1	
16:30 to 17:30	111	1	112	1282	21	1303	1	0	1	
16:45 to 17:45	112	1	113	1297	21	1318	0	0	0	
17:00 to 18:00	107	2	109	1221	24	1245	0	0	0	
PM Totals	205	4	209	2504	50	2554	1	0	1	

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 11. Moss St / Princes Hwy
 Day/Date : Fri, 4th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Princes Hwy												Moss St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	0	0	0	95	26	121	3	0	3	0	0	0	3	0	3	13	0	13	6	0	6	0	0	0
7:15 to 7:30	2	0	2	138	11	149	5	1	6	0	0	0	2	0	2	5	0	5	19	5	24	0	0	0
7:30 to 7:45	0	0	0	145	22	167	4	1	5	0	0	0	4	0	4	18	0	18	36	0	36	0	0	0
7:45 to 8:00	0	0	0	153	12	165	9	0	9	0	0	0	1	0	1	33	0	33	23	0	23	0	0	0
8:00 to 8:15	0	0	0	143	16	159	12	2	14	0	0	0	5	0	5	37	3	40	42	1	43	0	0	0
8:15 to 8:30	0	0	0	188	15	203	22	3	25	0	0	0	4	1	5	41	2	43	42	4	46	0	0	0
8:30 to 8:45	3	0	3	202	13	215	47	0	47	0	0	0	8	0	8	48	3	51	66	5	71	0	0	0
8:45 to 9:00	0	0	0	169	14	183	48	0	48	0	0	0	11	0	11	59	0	59	58	0	58	0	0	0
AM Totals	5	0	5	1233	129	1362	150	7	157	0	0	0	38	1	39	254	8	262	292	15	307	0	0	0
16:00 to 16:15	2	0	2	250	8	258	21	0	21	1	0	1	5	0	5	28	0	28	51	2	53	0	0	0
16:15 to 16:30	1	0	1	216	8	224	22	0	22	0	0	0	6	1	7	31	0	31	37	0	37	0	0	0
16:30 to 16:45	0	0	0	273	11	284	21	0	21	0	0	0	5	0	5	23	0	23	34	1	35	0	0	0
16:45 to 17:00	4	0	4	222	4	226	13	0	13	0	0	0	6	0	6	19	0	19	31	0	31	0	0	0
17:00 to 17:15	0	0	0	272	4	276	9	0	9	0	0	0	2	0	2	18	0	18	28	1	29	0	0	0
17:15 to 17:30	1	0	1	239	3	242	21	0	21	0	0	0	1	0	1	11	0	11	27	0	27	0	0	0
17:30 to 17:45	1	0	1	217	6	223	11	0	11	1	0	1	2	0	2	25	0	25	32	0	32	0	0	0
17:45 to 18:00	1	0	1	194	6	200	7	0	7	0	0	0	0	0	0	15	0	15	25	0	25	0	0	0
PM Totals	10	0	10	1883	50	1933	125	0	125	2	0	2	27	1	28	170	0	170	265	4	269	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 11. Moss St / Princes Hwy
 Day/Date : Fri, 4th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data

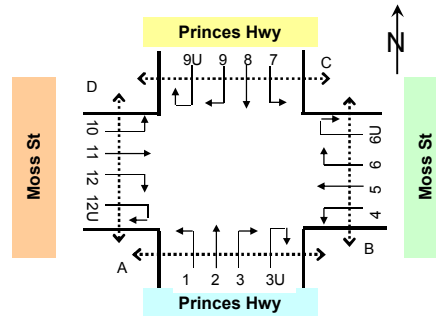


Approach	Princes Hwy												Moss St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 7:15	9	1	10	214	22	236	34	2	36	0	0	0	10	0	10	0	0	0	2	1	3	0	0	0
7:15 to 7:30	6	1	7	220	16	236	27	2	29	0	0	0	13	1	14	7	1	8	5	1	6	0	0	0
7:30 to 7:45	14	1	15	247	15	262	57	3	60	0	0	0	16	2	18	7	0	7	5	2	7	0	0	0
7:45 to 8:00	23	1	24	282	19	301	82	4	86	0	0	0	16	0	16	10	1	11	7	0	7	0	0	0
8:00 to 8:15	27	0	27	271	17	288	72	0	72	0	0	0	21	4	25	20	0	20	6	2	8	0	0	0
8:15 to 8:30	43	2	45	289	23	312	74	3	77	0	0	0	30	3	33	25	2	27	9	1	10	0	0	0
8:30 to 8:45	39	4	43	261	15	276	73	5	78	0	0	0	20	2	22	34	2	36	14	2	16	0	0	0
8:45 to 9:00	42	2	44	296	27	323	91	4	95	0	0	0	25	2	27	28	0	28	8	0	8	0	0	0
AM Totals	203	12	215	2080	154	2234	510	23	533	0	0	0	151	14	165	131	6	137	56	9	65	0	0	0

16:00 to 16:15	28	1	29	267	15	282	81	1	82	0	0	0	85	0	85	40	0	40	20	0	20	0	0	0
16:15 to 16:30	36	2	38	273	6	279	69	1	70	0	0	0	91	2	93	42	0	42	28	1	29	0	0	0
16:30 to 16:45	31	1	32	343	13	356	62	0	62	0	0	0	65	2	67	27	0	27	14	0	14	0	0	0
16:45 to 17:00	34	1	35	247	7	254	61	0	61	0	0	0	96	0	96	56	0	56	28	0	28	1	0	1
17:00 to 17:15	35	1	36	308	7	315	74	0	74	0	0	0	83	0	83	51	0	51	35	1	36	0	0	0
17:15 to 17:30	25	0	25	273	10	283	48	1	49	0	0	0	70	1	71	32	0	32	17	0	17	0	0	0
17:30 to 17:45	33	0	33	280	7	287	58	1	59	0	0	0	78	0	78	32	0	32	25	0	25	0	0	0
17:45 to 18:00	19	0	19	268	10	278	47	0	47	0	0	0	60	0	60	26	0	26	15	0	15	0	0	0
PM Totals	241	6	247	2259	75	2334	500	4	504	0	0	0	628	5	633	306	0	306	182	2	184	1	0	1

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 11. Moss St / Princes Hwy

Day/Date : Fri, 4th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary

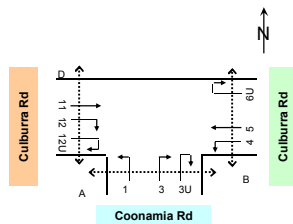


SKYHIGH - THE TRAFFIC SURVEY COMPANY

Approach	Princes Hwy												Moss St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	2	0	2	531	71	602	21	2	23	0	0	0	10	0	10	69	0	69	84	5	89	0	0	0
7:15 to 8:15	2	0	2	579	61	640	30	4	34	0	0	0	12	0	12	93	3	96	120	6	126	0	0	0
7:30 to 8:30	0	0	0	629	65	694	47	6	53	0	0	0	14	1	15	129	5	134	143	5	148	0	0	0
7:45 to 8:45	3	0	3	686	56	742	90	5	95	0	0	0	18	1	19	159	8	167	173	10	183	0	0	0
8:00 to 9:00	3	0	3	702	58	760	129	5	134	0	0	0	28	1	29	185	8	193	208	10	218	0	0	0
AM Totals	5	0	5	1233	129	1362	150	7	157	0	0	0	38	1	39	254	8	262	292	15	307	0	0	0
16:00 to 17:00	7	0	7	961	31	992	77	0	77	1	0	1	22	1	23	101	0	101	153	3	156	0	0	0
16:15 to 17:15	5	0	5	983	27	1010	65	0	65	0	0	0	19	1	20	91	0	91	130	2	132	0	0	0
16:30 to 17:30	5	0	5	1006	22	1028	64	0	64	0	0	0	14	0	14	71	0	71	120	2	122	0	0	0
16:45 to 17:45	6	0	6	950	17	967	54	0	54	1	0	1	11	0	11	73	0	73	118	1	119	0	0	0
17:00 to 18:00	3	0	3	922	19	941	48	0	48	1	0	1	5	0	5	69	0	69	112	1	113	0	0	0
PM Totals	10	0	10	1883	50	1933	125	0	125	2	0	2	27	1	28	170	0	170	265	4	269	0	0	0

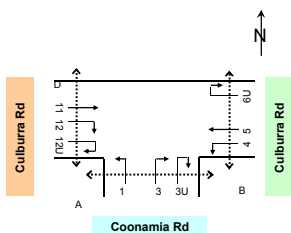
Approach	Princes Hwy												Moss St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
7:00 to 8:00	52	4	56	963	72	1035	200	11	211	0	0	0	55	3	58	24	2	26	19	4	23	0	0	0
7:15 to 8:15	70	3	73	1020	67	1087	238	9	247	0	0	0	66	7	73	44	2	46	23	5	28	0	0	0
7:30 to 8:30	107	4	111	1089	74	1163	285	10	295	0	0	0	83	9	92	62	3	65	27	5	32	0	0	0
7:45 to 8:45	132	7	139	1103	74	1177	301	12	313	0	0	0	87	9	96	89	5	94	36	5	41	0	0	0
8:00 to 9:00	151	8	159	1117	82	1199	310	12	322	0	0	0	96	11	107	107	4	111	37	5	42	0	0	0
AM Totals	203	12	215	2080	154	2234	510	23	533	0	0	0	151	14	165	131	6	137	56	9	65	0	0	0
16:00 to 17:00	129	5	134	1130	41	1171	273	2	275	0	0	0	337	4	341	165	0	165	90	1	91	1	0	1
16:15 to 17:15	136	5	141	1171	33	1204	266	1	267	0	0	0	335	4	339	176	0	176	105	2	107	1	0	1
16:30 to 17:30	125	3	128	1171	37	1208	245	1	246	0	0	0	314	3	317	166	0	166	94	1	95	1	0	1
16:45 to 17:45	127	2	129	1108	31	1139	241	2	243	0	0	0	327	1	328	171	0	171	105	1	106	1	0	1
17:00 to 18:00	112	1	113	1129	34	1163	227	2	229	0	0	0	291	1	292	141	0	141	92	1	93	0	0	0
PM Totals	241	6	247	2259	75	2334	500	4	504	0	0	0	628	5	633	306	0	306	182	2	184	1	0	1

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 1. Culburra Rd / Coonamia Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



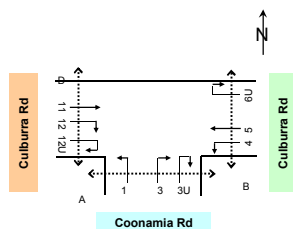
Approach	Coonamia Rd									Culburra Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	16	0	16	10	0	10	0	0	0	18	0	18	22	1	23	0	0	0
12:15 to 12:30	25	0	25	12	0	12	0	0	0	12	0	12	25	0	25	0	0	0
12:30 to 12:45	26	1	27	13	0	13	0	0	0	17	0	17	50	0	50	0	0	0
12:45 to 13:00	11	0	11	15	0	15	0	0	0	14	0	14	31	0	31	0	0	0
13:00 to 13:15	14	0	14	10	0	10	0	0	0	9	0	9	22	0	22	0	0	0
13:15 to 13:30	12	0	12	12	0	12	0	0	0	10	1	11	10	0	10	0	0	0
13:30 to 13:45	19	1	20	16	0	16	0	0	0	8	0	8	21	0	21	0	0	0
13:45 to 14:00	15	0	15	15	0	15	0	0	0	13	0	13	30	0	30	0	0	0
Totals	138	2	140	103	0	103	0	0	0	101	1	102	211	1	212	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 1. Culburra Rd / Coonamia Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Culburra Rd								
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	30	1	31	19	1	20	0	0	0
12:15 to 12:30	27	0	27	22	0	22	0	0	0
12:30 to 12:45	33	0	33	13	0	13	0	0	0
12:45 to 13:00	35	0	35	23	1	24	0	0	0
13:00 to 13:15	28	0	28	14	0	14	0	0	0
13:15 to 13:30	32	2	34	17	0	17	0	0	0
13:30 to 13:45	35	0	35	12	0	12	0	0	0
13:45 to 14:00	40	0	40	18	0	18	0	0	0
Totals	260	3	263	138	2	140	0	0	0

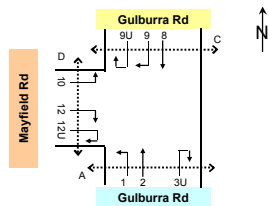
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 1. Culburra Rd / Coonamia Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Coonamia Rd									Culburra Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	78	1	79	50	0	50	0	0	0	61	0	61	128	1	129	0	0	0
12:15 to 13:15	76	1	77	50	0	50	0	0	0	52	0	52	128	0	128	0	0	0
12:30 to 13:30	63	1	64	50	0	50	0	0	0	50	1	51	113	0	113	0	0	0
12:45 to 13:45	56	1	57	53	0	53	0	0	0	41	1	42	84	0	84	0	0	0
13:00 to 14:00	60	1	61	53	0	53	0	0	0	40	1	41	83	0	83	0	0	0
Totals	138	2	140	103	0	103	0	0	0	101	1	102	211	1	212	0	0	0

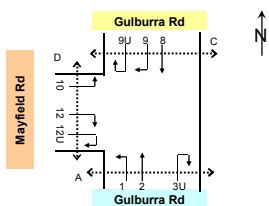
Approach	Culburra Rd									
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)			
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	
12:00 to 13:00	125	1	126	77	2	79	0	0	0	
12:15 to 13:15	123	0	123	72	1	73	0	0	0	
12:30 to 13:30	128	2	130	67	1	68	0	0	0	
12:45 to 13:45	130	2	132	66	1	67	0	0	0	
13:00 to 14:00	135	2	137	61	0	61	0	0	0	
Totals	260	3	263	138	2	140	0	0	0	

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 2. Gulburra Rd / Mayfield Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



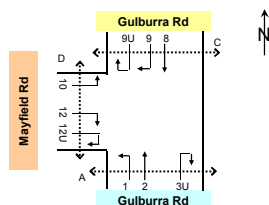
Approach	Gulburra Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	0	0	0	38	1	39	0	0	0
12:15 to 12:30	1	0	1	51	0	51	0	0	0
12:30 to 12:45	1	0	1	75	0	75	0	0	0
12:45 to 13:00	0	0	0	45	0	45	0	0	0
13:00 to 13:15	0	0	0	33	0	33	0	0	0
13:15 to 13:30	1	0	1	21	0	21	0	0	0
13:30 to 13:45	0	0	0	40	1	41	0	0	0
13:45 to 14:00	0	0	0	45	0	45	0	0	0
Totals	3	0	3	348	2	350	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 2. Gulburra Rd / Mayfield Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Gulburra Rd						Mayfield Rd					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	47	0	47	0	0	0	0	0	0	1	0	1
12:15 to 12:30	45	0	45	0	0	0	0	0	0	0	0	0
12:30 to 12:45	57	0	57	0	0	0	0	0	0	1	0	1
12:45 to 13:00	39	1	40	0	0	0	0	0	0	0	0	0
13:00 to 13:15	44	1	45	0	1	1	0	0	0	1	0	1
13:15 to 13:30	53	0	53	0	0	0	0	0	0	0	0	0
13:30 to 13:45	60	0	60	0	0	0	0	0	0	1	0	1
13:45 to 14:00	46	0	46	0	0	0	0	0	0	1	0	1
Totals	391	2	393	0	1	1	0	0	0	5	0	5

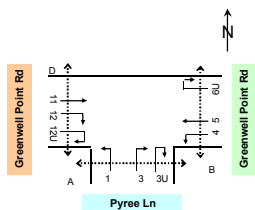
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 2. Gulburra Rd / Mayfield Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Gulburra Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	2	0	2	209	1	210	0	0	0
12:15 to 13:15	2	0	2	204	0	204	0	0	0
12:30 to 13:30	2	0	2	174	0	174	0	0	0
12:45 to 13:45	1	0	1	139	1	140	0	0	0
13:00 to 14:00	1	0	1	139	1	140	0	0	0
Totals	3	0	3	348	2	350	0	0	0

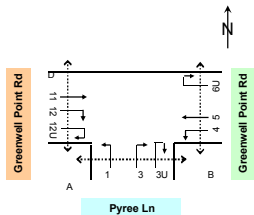
Approach	Gulburra Rd						Mayfield Rd					
Direction	Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	188	1	189	0	0	0	0	0	0	2	0	2
12:15 to 13:15	185	2	187	0	1	1	0	0	0	2	0	2
12:30 to 13:30	193	2	195	0	1	1	0	0	0	2	0	2
12:45 to 13:45	196	2	198	0	1	1	0	0	0	2	0	2
13:00 to 14:00	203	1	204	0	1	1	0	0	0	3	0	3
Totals	391	2	393	0	1	1	0	0	0	5	0	5

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 3. Greenwell Point Rd / Pyree Ln
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



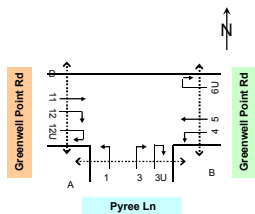
Approach	Pyree Ln									Greenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	38	1	39	2	0	2	0	0	0	23	0	23	17	1	18	0	0	0
12:15 to 12:30	38	0	38	9	0	9	0	0	0	31	1	32	20	1	21	0	0	0
12:30 to 12:45	60	1	61	16	0	16	0	0	0	26	1	27	22	1	23	0	0	0
12:45 to 13:00	34	0	34	7	0	7	0	0	0	27	1	28	14	0	14	0	0	0
13:00 to 13:15	27	0	27	10	0	10	0	0	0	17	1	18	17	0	17	0	0	0
13:15 to 13:30	19	0	19	2	0	2	0	0	0	19	1	20	14	0	14	0	0	0
13:30 to 13:45	35	1	36	5	0	5	0	0	0	23	0	23	18	0	18	0	0	0
13:45 to 14:00	46	0	46	1	0	1	0	0	0	23	1	24	21	0	21	0	0	0
Totals	297	3	300	82	0	82	0	0	0	189	6	195	143	3	146	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 3. Greenwell Point Rd / Pyree Ln
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach													
Direction													
Time Period													
12:00 to 12:15		Light		Heavy		Total		Direction 11 (Through)		Direction 12 (Right Turn)		Direction 12U (U Turn)	
12:15 to 12:30		45	1	46	21	0	21	0	0	0	0	0	0
12:30 to 12:45		39	0	39	21	0	21	0	0	0	0	0	0
12:45 to 13:00		54	0	54	20	0	20	0	0	0	0	0	0
13:00 to 13:15		33	1	34	21	1	22	0	0	0	0	0	0
13:15 to 13:30		39	0	39	38	1	39	0	0	0	0	0	0
13:30 to 13:45		41	0	41	30	1	31	0	0	0	0	0	0
13:45 to 14:00		52	0	52	26	0	26	0	0	0	0	0	0
Totals		38	0	38	24	0	24	0	0	0	0	0	0
		341	2	343	201	3	204	0	0	0	0	0	0

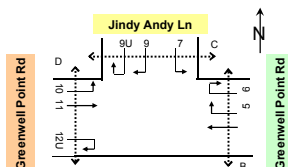
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 3. Greenwell Point Rd / Pyree Ln
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Pyree Ln									Greenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	170	2	172	34	0	34	0	0	0	107	3	110	73	3	76	0	0	0
12:15 to 13:15	159	1	160	42	0	42	0	0	0	101	4	105	73	2	75	0	0	0
12:30 to 13:30	140	1	141	35	0	35	0	0	0	89	4	93	87	1	88	0	0	0
12:45 to 13:45	115	1	116	24	0	24	0	0	0	86	3	89	63	0	63	0	0	0
13:00 to 14:00	127	1	128	18	0	18	0	0	0	82	3	85	70	0	70	0	0	0
Totals	297	3	300	82	0	82	0	0	0	189	6	195	143	3	146	0	0	0

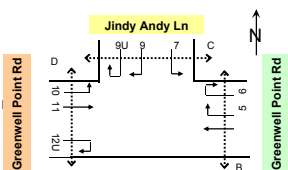
Approach	Greenwell Point Rd									
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)			
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	
12:00 to 13:00	171	2	173	83	1	84	0	0	0	
12:15 to 13:15	165	1	166	100	2	102	0	0	0	
12:30 to 13:30	167	1	168	109	3	112	0	0	0	
12:45 to 13:45	165	1	166	115	3	118	0	0	0	
13:00 to 14:00	170	0	170	118	2	120	0	0	0	
Totals	341	2	343	201	3	204	0	0	0	

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 4. Greenwell Point Rd / Jindy Andy Ln
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



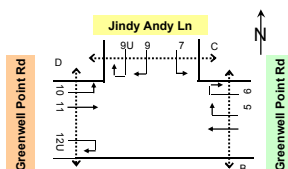
Approach	Greenwell Point Rd								
Direction	Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	42	3	45	23	0	23	0	0	0
12:15 to 12:30	42	0	42	18	1	19	0	0	0
12:30 to 12:45	49	1	50	14	0	14	0	0	0
12:45 to 13:00	54	2	56	17	0	17	0	0	0
13:00 to 13:15	34	0	34	20	0	20	0	0	0
13:15 to 13:30	23	0	23	8	0	8	0	0	0
13:30 to 13:45	34	1	35	16	0	16	0	0	0
13:45 to 14:00	51	0	51	14	0	14	0	0	0
Totals	329	7	336	130	1	131	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 4. Greenwell Point Rd / Jindy Andy Ln
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Jindy Andy Ln						Greenwell Point Rd					
Direction	Direction 7 (Left Turn)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	17	0	17	1	0	1	0	0	0	46	2	48
12:15 to 12:30	17	0	17	2	0	2	0	0	0	59	1	60
12:30 to 12:45	22	0	22	2	0	2	0	0	0	54	0	54
12:45 to 13:00	20	0	20	2	0	2	0	0	0	53	4	57
13:00 to 13:15	18	0	18	1	0	1	0	0	0	42	0	42
13:15 to 13:30	19	0	19	1	0	1	0	0	0	48	1	49
13:30 to 13:45	11	0	11	0	0	0	0	0	0	57	1	58
13:45 to 14:00	18	0	18	1	0	1	0	0	0	53	1	54
Totals	142	0	142	10	0	10	0	0	0	412	10	422

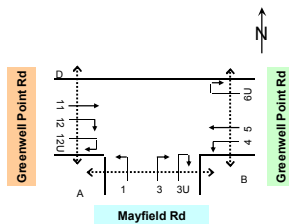
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 4. Greenwell Point Rd / Jindy Andy Ln
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Greenwell Point Rd								
Direction	Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	187	6	193	72	1	73	0	0	0
12:15 to 13:15	179	3	182	69	1	70	0	0	0
12:30 to 13:30	160	3	163	59	0	59	0	0	0
12:45 to 13:45	145	3	148	61	0	61	0	0	0
13:00 to 14:00	142	1	143	58	0	58	0	0	0
Totals	329	7	336	130	1	131	0	0	0

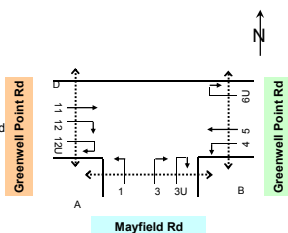
Approach	Jindy Andy Ln						Greenwell Point Rd					
Direction	Direction 7 (Left Turn)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	76	0	76	7	0	7	0	0	0	4	0	4
12:15 to 13:15	77	0	77	7	0	7	0	0	0	6	0	6
12:30 to 13:30	79	0	79	6	0	6	0	0	0	6	0	6
12:45 to 13:45	68	0	68	4	0	4	0	0	0	7	0	7
13:00 to 14:00	66	0	66	3	0	3	0	0	0	7	0	7
Totals	142	0	142	10	0	10	0	0	0	11	0	11

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 5. Greenwell Point Rd / Mayfield Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



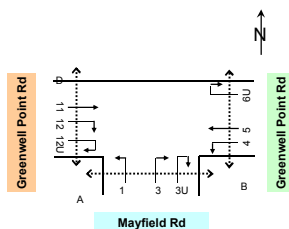
Approach	Mayfield Rd									Greenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	1	0	1	0	0	0	0	0	0	0	0	0	46	1	47	0	0	0
12:15 to 12:30	1	0	1	0	0	0	0	0	0	0	0	0	44	0	44	0	0	0
12:30 to 12:45	1	0	1	0	0	0	0	0	0	0	1	1	62	0	62	0	0	0
12:45 to 13:00	3	0	3	0	0	0	0	0	0	1	1	2	46	1	47	0	0	0
13:00 to 13:15	2	0	2	3	0	3	0	0	0	1	1	2	34	0	34	0	0	0
13:15 to 13:30	4	0	4	0	0	0	0	0	0	0	0	0	25	0	25	0	0	0
13:30 to 13:45	0	0	0	0	0	0	0	0	0	1	0	1	38	1	39	0	0	0
13:45 to 14:00	0	0	0	0	0	0	0	0	0	2	0	2	49	0	49	0	0	0
Totals	12	0	12	3	0	3	0	0	0	5	3	8	344	3	347	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 5. Greenwell Point Rd / Mayfield Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Greenwell Point Rd									
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)			
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	
12:00 to 12:15	53	1	54	0	0	0	0	0	0	
12:15 to 12:30	58	0	58	5	0	5	0	0	0	
12:30 to 12:45	58	1	59	1	0	1	0	0	0	
12:45 to 13:00	47	2	49	3	0	3	0	0	0	
13:00 to 13:15	46	1	47	1	0	1	0	0	0	
13:15 to 13:30	45	1	46	2	0	2	0	0	0	
13:30 to 13:45	67	0	67	0	0	0	0	0	0	
13:45 to 14:00	46	2	48	1	0	1	0	0	0	
Totals	420	8	428	13	0	13	0	0	0	

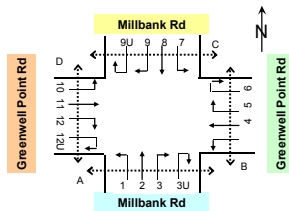
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 5. Greenwell Point Rd / Mayfield Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Mayfield Rd									Greenwell Point Rd								
Direction	Direction 1 (Left Turn)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	6	0	6	0	0	0	0	0	0	1	2	3	198	2	200	0	0	0
12:15 to 13:15	7	0	7	3	0	3	0	0	0	2	3	5	186	1	187	0	0	0
12:30 to 13:30	10	0	10	3	0	3	0	0	0	2	3	5	167	1	168	0	0	0
12:45 to 13:45	9	0	9	3	0	3	0	0	0	3	2	5	143	2	145	0	0	0
13:00 to 14:00	6	0	6	3	0	3	0	0	0	4	1	5	146	1	147	0	0	0
Totals	12	0	12	3	0	3	0	0	0	5	3	8	344	3	347	0	0	0

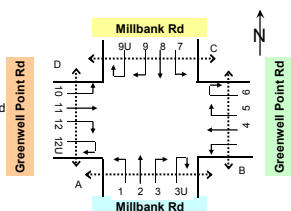
Approach	Greenwell Point Rd									
Direction	Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)			
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	
12:00 to 13:00	216	4	220	9	0	9	0	0	0	
12:15 to 13:15	209	4	213	10	0	10	0	0	0	
12:30 to 13:30	196	5	201	7	0	7	0	0	0	
12:45 to 13:45	205	4	209	6	0	6	0	0	0	
13:00 to 14:00	204	4	208	4	0	4	0	0	0	
Totals	420	8	428	13	0	13	0	0	0	

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 6. Greenwell Point Rd / Millbank Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



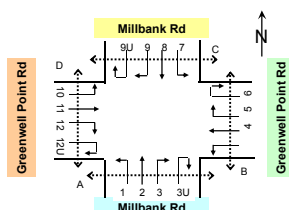
Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	19	0	19	7	0	7	6	0	6	0	0	0	3	0	3	37	2	39	2	0	2	0	0	0
12:15 to 12:30	9	0	9	2	0	2	8	1	9	0	0	0	3	0	3	48	0	48	8	0	8	0	0	0
12:30 to 12:45	15	0	15	6	0	6	11	0	11	0	0	0	4	1	5	60	0	60	0	0	0	0	0	0
12:45 to 13:00	15	0	15	6	1	7	3	0	3	0	0	0	4	0	4	36	0	36	2	0	2	0	0	0
13:00 to 13:15	6	0	6	7	0	7	6	0	6	0	0	0	4	0	4	33	0	33	3	0	3	0	0	0
13:15 to 13:30	5	0	5	8	0	8	10	1	11	0	0	0	3	0	3	26	1	27	1	0	1	0	0	0
13:30 to 13:45	9	0	9	7	1	8	6	0	6	0	0	0	5	0	5	35	1	36	1	1	2	0	0	0
13:45 to 14:00	11	1	12	6	0	6	3	0	3	0	0	0	3	14	17	45	0	45	2	0	2	0	0	0
Totals	89	1	90	49	2	51	53	2	55	0	0	0	29	15	44	320	4	324	19	1	20	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 6. Greenwell Point Rd / Millbank Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	0	0	0	5	2	7	5	0	5	0	0	0	4	0	4	55	0	55	14	0	14	0	0	0
12:15 to 12:30	2	0	2	2	0	2	4	0	4	0	0	0	1	0	1	52	0	52	7	0	7	0	0	0
12:30 to 12:45	0	0	0	3	0	3	2	0	2	0	0	0	3	1	4	47	2	49	8	0	8	0	0	0
12:45 to 13:00	3	1	4	6	0	6	1	0	1	0	0	0	7	0	7	36	0	36	12	0	12	0	0	0
13:00 to 13:15	1	0	1	2	0	2	2	0	2	0	0	0	3	0	3	42	1	43	9	0	9	0	0	0
13:15 to 13:30	2	0	2	6	0	6	3	0	3	0	0	0	7	0	7	47	1	48	10	0	10	0	0	0
13:30 to 13:45	1	0	1	2	0	2	2	0	2	0	0	0	8	0	8	57	2	59	11	0	11	0	0	0
13:45 to 14:00	1	0	1	3	0	3	3	0	3	0	0	0	4	0	4	49	1	50	11	0	11	0	0	0
Totals	10	1	11	29	2	31	22	0	22	0	0	0	37	1	38	385	7	392	82	0	82	0	0	0

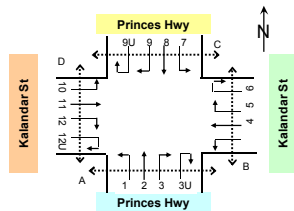
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 6. Greenwell Point Rd / Millbank Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	58	0	58	21	1	22	28	1	29	0	0	0	14	1	15	181	2	183	12	0	12	0	0	0
12:15 to 13:15	45	0	45	21	1	22	28	1	29	0	0	0	15	1	16	177	0	177	13	0	13	0	0	0
12:30 to 13:30	41	0	41	27	1	28	30	1	31	0	0	0	15	1	16	155	1	156	6	0	6	0	0	0
12:45 to 13:45	35	0	35	28	2	30	25	1	26	0	0	0	16	0	16	130	2	132	7	1	8	0	0	0
13:00 to 14:00	31	1	32	28	1	29	25	1	26	0	0	0	15	14	29	139	2	141	7	1	8	0	0	0
Totals	89	1	90	49	2	51	53	2	55	0	0	0	29	15	44	320	4	324	19	1	20	0	0	0

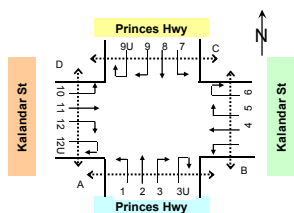
Approach	Millbank Rd												Greenwell Point Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	5	1	6	16	2	18	12	0	12	0	0	0	15	1	16	190	2	192	41	0	41	0	0	0
12:15 to 13:15	6	1	7	13	0	13	9	0	9	0	0	0	14	1	15	177	3	180	36	0	36	0	0	0
12:30 to 13:30	6	1	7	17	0	17	8	0	8	0	0	0	20	1	21	172	4	176	39	0	39	0	0	0
12:45 to 13:45	7	1	8	16	0	16	8	0	8	0	0	0	25	0	25	162	4	166	42	0	42	0	0	0
13:00 to 14:00	5	0	5	13	0	13	10	0	10	0	0	0	22	0	22	195	5	200	41	0	41	0	0	0
Totals	10	1	11	29	2	31	22	0	22	0	0	0	37	1	38	385	7	392	82	0	82	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 7. Kalandar St / Princes Hwy
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



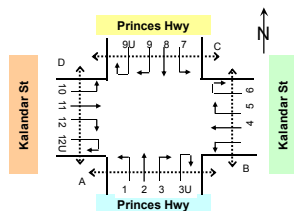
Approach	Princes Hwy												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	0	0	0	183	5	188	14	1	15	0	0	0	19	0	19	48	0	48	105	1	106	0	0	0
12:15 to 12:30	2	1	3	191	5	196	15	1	16	0	0	0	16	0	16	44	1	45	123	0	123	0	0	0
12:30 to 12:45	0	0	0	190	5	195	28	1	29	0	0	0	15	0	15	28	0	28	81	2	83	0	0	0
12:45 to 13:00	1	0	1	189	5	194	27	1	28	0	0	0	18	0	18	39	0	39	100	1	101	0	0	0
13:00 to 13:15	3	0	3	154	1	155	22	0	22	0	0	0	15	0	15	23	0	23	73	0	73	0	0	0
13:15 to 13:30	0	0	0	166	1	167	18	0	18	0	0	0	13	0	13	32	1	33	78	0	78	0	0	0
13:30 to 13:45	3	0	3	186	2	188	20	0	20	0	0	0	11	0	11	35	0	35	90	0	90	0	0	0
13:45 to 14:00	1	0	1	175	3	178	13	0	13	0	0	0	14	0	14	23	1	24	85	0	85	0	0	0
Totals	10	1	11	1434	27	1461	157	4	161	0	0	0	121	0	121	272	3	275	735	4	739	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 7. Kalandar St / Princes Hwy
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Princes Hwy												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	88	0	88	253	2	255	12	2	14	0	0	0	10	0	10	40	0	40	35	0	35	0	0	0
12:15 to 12:30	95	1	96	298	3	301	10	2	12	0	0	0	20	0	20	19	0	19	24	0	24	0	0	0
12:30 to 12:45	97	0	97	314	4	318	17	4	21	0	0	0	10	1	11	34	0	34	39	1	40	0	0	0
12:45 to 13:00	86	0	86	240	2	242	22	0	22	0	0	0	9	0	9	35	0	35	32	0	32	0	0	0
13:00 to 13:15	112	0	112	231	2	233	24	1	25	0	0	0	6	0	6	42	0	42	26	0	26	0	0	0
13:15 to 13:30	79	0	79	275	8	283	27	0	27	0	0	0	7	1	8	34	0	34	36	2	38	0	0	0
13:30 to 13:45	94	1	95	253	3	256	11	0	11	0	0	0	10	0	10	25	1	26	27	0	27	0	0	0
13:45 to 14:00	84	2	86	271	2	273	17	0	17	0	0	0	7	1	8	21	0	21	29	1	30	0	0	0
Totals	745	4	749	2135	26	2161	140	9	149	0	0	0	79	3	82	250	1	251	248	4	252	0	0	0

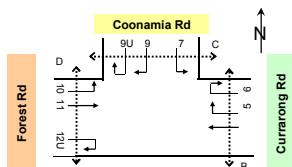
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 7. Kalandar St / Princes Hwy
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Princes Hwy												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	3	1	4	753	20	773	84	4	88	0	0	0	68	0	68	159	1	160	409	4	413	0	0	0
12:15 to 13:15	6	1	7	724	16	740	92	3	95	0	0	0	64	0	64	134	1	135	377	3	380	0	0	0
12:30 to 13:30	4	0	4	699	12	711	95	2	97	0	0	0	61	0	61	122	1	123	332	3	335	0	0	0
12:45 to 13:45	7	0	7	695	9	704	87	1	88	0	0	0	57	0	57	129	1	130	341	1	342	0	0	0
13:00 to 14:00	7	0	7	681	7	688	73	0	73	0	0	0	53	0	53	113	2	115	326	0	326	0	0	0
Totals	10	1	11	1434	27	1461	157	4	161	0	0	0	121	0	121	272	3	275	735	4	739	0	0	0

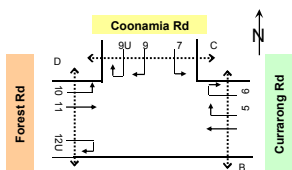
Approach	Princes Hwy												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	376	1	377	1105	11	1116	61	8	69	0	0	0	49	1	50	128	0	128	130	1	131	0	0	0
12:15 to 13:15	390	1	391	1083	11	1094	73	7	80	0	0	0	45	1	46	130	0	130	121	1	122	0	0	0
12:30 to 13:30	374	0	374	1060	16	1076	90	5	95	0	0	0	32	2	34	145	0	145	133	3	136	0	0	0
12:45 to 13:45	371	1	372	999	15	1014	84	1	85	0	0	0	32	1	33	136	1	137	121	2	123	0	0	0
13:00 to 14:00	369	3	372	1030	15	1045	79	1	80	0	0	0	30	2	32	122	1	123	118	3	121	0	0	0
Totals	745	4	749	2135	26	2161	140	9	149	0	0	0	79	3	82	250	1	251	248	4	252	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 8. Forest Rd / Coonamia Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



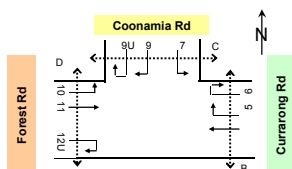
Approach	Currarong Rd								
Direction	Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	1	0	1	5	0	5	0	0	0
12:15 to 12:30	3	0	3	6	0	6	0	0	0
12:30 to 12:45	3	0	3	5	0	5	0	0	0
12:45 to 13:00	1	0	1	4	0	4	0	0	0
13:00 to 13:15	2	0	2	3	0	3	0	0	0
13:15 to 13:30	1	0	1	5	0	5	0	0	0
13:30 to 13:45	2	0	2	7	0	7	0	0	0
13:45 to 14:00	3	0	3	5	0	5	0	0	0
Totals	16	0	16	40	0	40	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 8. Forest Rd / Coonamia Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Coonamia Rd						Forest Rd					
Direction	Direction 7 (Left Turn)			Direction 9 (Right Turn)			Direction 10 (Left Turn)			Direction 11 (Through)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	6	0	6	29	1	30	23	0	23	3	0	3
12:15 to 12:30	5	0	5	27	0	27	32	0	32	4	0	4
12:30 to 12:45	5	0	5	25	0	25	34	1	35	5	0	5
12:45 to 13:00	6	0	6	31	1	32	25	0	25	2	0	2
13:00 to 13:15	4	0	4	18	0	18	20	0	20	3	0	3
13:15 to 13:30	4	0	4	22	1	23	20	0	20	2	0	2
13:30 to 13:45	3	0	3	18	0	18	29	1	30	3	0	3
13:45 to 14:00	5	0	5	24	0	24	28	0	28	4	0	4
Totals	38	0	38	194	3	197	211	2	213	26	0	26

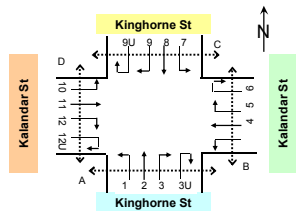
Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 8. Forest Rd / Coonamia Rd
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Currarong Rd								
Direction	Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	8	0	8	20	0	20	0	0	0
12:15 to 13:15	9	0	9	18	0	18	0	0	0
12:30 to 13:30	7	0	7	17	0	17	0	0	0
12:45 to 13:45	6	0	6	19	0	19	0	0	0
13:00 to 14:00	8	0	8	20	0	20	0	0	0
Totals	16	0	16	40	0	40	0	0	0

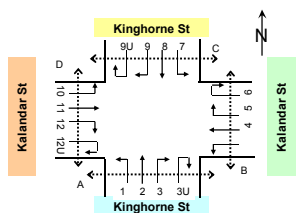
Approach	Coonamia Rd						Forest Rd					
Direction	Direction 7 (Left Turn)			Direction 9 (Right Turn)			Direction 10 (Left Turn)			Direction 11 (Through)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	22	0	22	112	2	114	114	1	115	14	0	14
12:15 to 13:15	20	0	20	101	1	102	111	1	112	14	0	14
12:30 to 13:30	19	0	19	96	2	98	99	1	100	12	0	12
12:45 to 13:45	17	0	17	89	2	91	94	1	95	10	0	10
13:00 to 14:00	16	0	16	82	1	83	97	1	98	12	0	12
Totals	38	0	38	194	3	197	211	2	213	26	0	26

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 9. Kalandar St / Kinghorn St
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



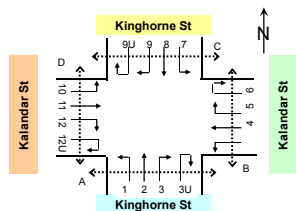
Approach	Kinghorn St												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	3	1	4	27	1	28	6	0	6	0	0	0	3	0	3	35	2	37	18	0	18	1	0	1
12:15 to 12:30	3	0	3	33	1	34	5	0	5	0	0	0	4	0	4	32	3	35	17	0	17	2	0	2
12:30 to 12:45	5	0	5	25	0	25	8	0	8	0	0	0	4	0	4	25	3	28	16	1	17	0	0	0
12:45 to 13:00	3	1	4	36	0	36	3	0	3	0	0	0	6	0	6	33	1	34	21	0	21	1	0	1
13:00 to 13:15	4	0	4	23	1	24	6	0	6	0	0	0	2	0	2	30	1	31	19	1	20	0	0	0
13:15 to 13:30	3	0	3	34	0	34	11	1	12	0	0	0	5	1	6	32	0	32	15	0	15	3	1	4
13:30 to 13:45	3	0	3	31	1	32	7	0	7	0	0	0	4	0	4	26	0	26	16	0	16	1	0	1
13:45 to 14:00	6	0	6	29	0	29	3	0	3	0	0	0	3	0	3	28	1	29	13	0	13	1	0	1
Totals	30	2	32	238	4	242	49	1	50	0	0	0	31	1	32	241	11	252	135	2	137	9	1	10

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 9. Kalandar St / Kinghorn St
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Kinghorn St												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	32	1	33	3	0	3	21	1	22	1	0	1	24	0	24	41	0	41	2	1	3	1	0	1
12:15 to 12:30	28	0	28	4	0	4	27	0	27	0	0	0	28	1	29	34	0	34	3	0	3	0	0	0
12:30 to 12:45	27	0	27	6	0	6	29	2	31	1	1	2	32	0	32	45	1	46	5	0	5	1	1	2
12:45 to 13:00	31	0	31	3	0	3	35	0	35	0	0	0	36	1	37	41	0	41	3	1	4	0	0	0
13:00 to 13:15	27	0	27	2	0	2	26	1	27	2	0	2	27	1	28	40	1	41	5	0	5	2	0	2
13:15 to 13:30	26	0	26	5	0	5	28	2	30	0	1	1	26	0	26	33	1	34	4	0	4	0	1	1
13:30 to 13:45	26	0	26	3	0	3	33	0	33	2	0	2	25	1	26	29	1	30	3	0	3	2	0	2
13:45 to 14:00	27	1	28	3	0	3	29	1	30	1	0	1	30	1	31	27	1	28	5	1	6	1	0	1
Totals	224	2	226	29	0	29	228	7	235	7	2	9	228	5	233	290	5	295	30	3	33	7	2	9

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 9. Kalandar St / Kinghorn St
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Kinghorn St												Kalandar St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	14	2	16	121	2	123	22	0	22	0	0	0	17	0	17	125	9	134	72	1	73	4	0	4
12:15 to 13:15	15	1	16	117	2	119	22	0	22	0	0	0	16	0	16	120	8	128	73	2	75	3	0	3
12:30 to 13:30	15	1	16	118	1	119	28	1	29	0	0	0	17	1	18	120	5	125	71	2	73	4	1	5
12:45 to 13:45	13	1	14	124	2	126	27	1	28	0	0	0	17	1	18	121	2	123	71	1	72	5	1	6
13:00 to 14:00	16	0	16	117	2	119	27	1	28	0	0	0	14	1	15	116	2	118	63	1	64	5	1	6
Totals	30	2	32	238	4	242	49	1	50	0	0	0	31	1	32	241	11	252	135	2	137	9	1	10

Approach	Kinghorn St												Kalandar St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	118	1	119	16	0	16	112	3	115	2	1	3	120	2	122	161	1	162	13	2	15	2	1	3
12:15 to 13:15	113	0	113	15	0	15	117	3	120	3	1	4	123	3	126	160	2	162	16	1	17	3	1	4
12:30 to 13:30	111	0	111	16	0	16	118	5	123	3	2	5	121	2	123	159	3	162	17	1	18	3	2	5
12:45 to 13:45	110	0	110	13	0	13	122	3	125	4	1	5	114	3	117	143	3	146	15	1	16	4	1	5
13:00 to 14:00	106	1	107	13	0	13	116	4	120	5	1	6	108	3	111	129	4	133	17	1	18	5	1	6
Totals	224	2	226	29	0	29	228	7	235	7	2	9	228	5	233	290	5	295	30	3	33	7	2	9



Approach	Princes Hwy												Forest Rd											
Direction	Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
Time Period	Light	Heavy	Total		Light	Heavy	Total		Light	Heavy	Total		Light	Heavy	Total		Light	Heavy	Total		Light	Heavy	Total	
12:00 to 12:15	166	4	170	10	0	10	0	0	0	0	0	0	6	0	6	0	14	0	14	0	0	0	0	0
12:15 to 12:30	150	3	153	6	0	6	0	0	0	0	0	0	15	0	15	0	22	2	24	0	0	0	0	0
12:30 to 12:45	178	2	180	8	0	8	0	0	0	0	0	0	10	0	10	0	15	0	15	0	0	0	0	0
12:45 to 13:00	148	2	150	6	0	6	0	0	0	0	0	0	3	0	3	0	14	0	14	0	0	0	0	0
13:00 to 13:15	153	3	156	6	0	6	0	0	0	0	0	0	8	0	8	0	19	0	19	0	0	0	0	0
13:15 to 13:30	142	4	146	11	0	11	0	0	0	0	0	0	7	0	7	0	11	0	11	0	0	0	0	0
13:30 to 13:45	175	3	178	8	0	8	0	0	0	0	0	0	14	1	15	0	15	0	15	0	0	0	0	0
13:45 to 14:00	134	6	142	4	0	4	0	0	0	0	0	0	12	1	13	0	25	0	25	0	0	0	0	0
Totals	1246	29	1275	59	0	59	0	0	0	0	0	0	75	2	77	0	135	2	137	0	0	0	0	0

The diagram illustrates a four-way intersection of Princes Hwy and Forest Rd. Princes Hwy runs vertically, with traffic flowing in both directions. The top half of the road has lanes labeled 9U, 8, 7, and 6U. The bottom half has lanes labeled 2, 3, 3U, and 4. Forest Rd runs horizontally, intersecting Princes Hwy. The left side of Forest Rd has lanes for 2, 3, and 3U, while the right side has a lane for 4. Accident locations are marked with letters: 'A' is at the intersection of the bottom of Princes Hwy and the left side of Forest Rd; 'B' is at the intersection of the bottom of Princes Hwy and the right side of Forest Rd; 'C' is at the intersection of the top of Princes Hwy and the right side of Forest Rd; and 'D' is at the intersection of the top of Princes Hwy and the left side of Forest Rd. A north arrow is located in the top right corner, pointing upwards.



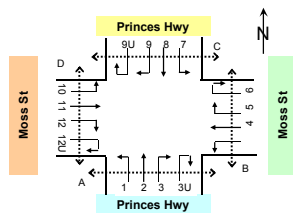
Approach	Princes Hwy											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)					
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total			
12:00 to 12:15	17	0	17	206	4	210	0	0	0			
12:15 to 12:30	22	0	22	242	4	246	0	0	0			
12:30 to 12:45	34	0	34	249	4	253	0	0	0			
12:45 to 13:00	22	0	22	215	4	219	0	0	0			
13:00 to 13:15	25	0	25	197	2	199	0	0	0			
13:15 to 13:30	19	0	19	203	4	207	0	0	0			
13:30 to 13:45	19	0	19	234	4	238	0	0	0			
13:45 to 14:00	22	0	22	239	2	241	0	0	0			
Totals	180	0	180	1785	28	1813	0	0	0			



Approach	Princes Hwy												Forest Rd											
Direction	Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)							
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total						
12:00 to 13:00	642	11	653	30	0	30	0	0	0	34	0	34				65	2	67	0	0	0			
12:15 to 13:15	629	10	639	26	0	26	0	0	0	36	0	36	0	0	0	70	2	72	0	0	0			
12:30 to 13:30	621	11	632	31	0	31	0	0	0	28	0	28				59	0	59	0	0	0			
12:45 to 13:45	618	12	630	31	0	31	0	0	0	32	1	33				59	0	59	0	0	0			
13:00 to 14:00	604	18	622	29	0	29	0	0	0	41	2	43				70	0	70	0	0	0			
Totals	1246	29	1275	99	0	99	0	0	0	76	2	77				135	2	137	0	0	0			

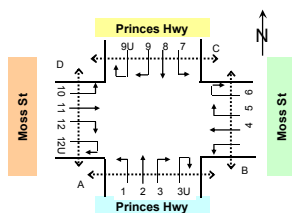
Approach	Princes Hwy								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	95	0	95	512	16	928	0	0	0
12:15 to 13:15	103	0	103	803	14	917	0	0	0
12:30 to 13:30	100	0	100	864	14	878	0	0	0
12:45 to 13:45	85	0	85	649	14	863	0	0	0
13:00 to 14:00	85	0	85	873	12	885	0	0	0
Totals	190	0	190	1785	28	1813	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 11. Moss St / Princes Hwy
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



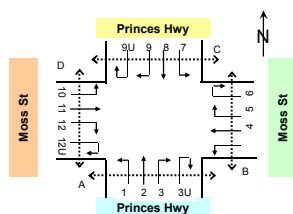
Approach	Princes Hwy												Moss St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	5	0	5	232	9	241	25	0	25	0	0	0	6	0	6	12	0	12	24	1	25	0	0	0
12:15 to 12:30	3	0	3	210	3	213	24	0	24	0	0	0	10	0	10	29	0	29	24	0	24	0	0	0
12:30 to 12:45	0	0	0	242	6	248	14	0	14	0	0	0	5	0	5	12	0	12	27	0	27	0	0	0
12:45 to 13:00	1	0	1	231	7	238	16	0	16	0	0	0	3	0	3	8	0	8	34	1	35	0	0	0
13:00 to 13:15	3	0	3	173	1	174	20	0	20	0	0	0	6	0	6	14	0	14	24	1	25	0	0	0
13:15 to 13:30	2	0	2	177	2	179	17	1	18	1	0	1	7	0	7	13	0	13	26	0	26	0	0	0
13:30 to 13:45	3	0	3	230	5	235	12	0	12	1	0	1	7	0	7	12	0	12	22	0	22	0	0	0
13:45 to 14:00	1	0	1	184	4	188	18	0	18	0	0	0	6	0	6	10	0	10	30	1	31	0	0	0
Totals	18	0	18	1679	37	1716	146	1	147	2	0	2	50	0	50	110	0	110	211	4	215	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 11. Moss St / Princes Hwy
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Approach	Princes Hwy												Moss St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 12:15	26	2	28	288	6	294	47	0	47	0	0	0	51	0	51	41	0	41	21	0	21	0	0	0
12:15 to 12:30	21	0	21	245	5	250	65	2	67	0	0	0	58	0	58	35	0	35	22	0	22	0	0	0
12:30 to 12:45	20	0	20	271	2	273	44	0	44	0	0	0	57	0	57	17	0	17	15	1	16	0	0	0
12:45 to 13:00	18	0	18	229	3	232	38	0	38	0	0	0	60	0	60	24	0	24	19	0	19	0	0	0
13:00 to 13:15	27	0	27	234	2	236	58	1	59	0	0	0	73	0	73	34	0	34	23	1	24	0	0	0
13:15 to 13:30	17	0	17	271	6	277	54	0	54	0	0	0	57	0	57	18	0	18	13	2	15	0	0	0
13:30 to 13:45	25	0	25	277	4	281	37	0	37	0	0	0	46	0	46	20	0	20	10	1	11	0	0	0
13:45 to 14:00	25	0	25	271	3	274	58	0	58	0	0	0	51	0	51	34	0	34	11	0	11	0	0	0
Totals	179	2	181	2086	31	2117	401	3	404	0	0	0	463	0	463	223	0	223	134	5	139	0	0	0

Job No. : N790
 Client : Realty Realizations
 Suburb : Nowra
 Location : 11. Moss St / Princes Hwy
 Day/Date : Sat, 5th May 2012
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary



Approach	Princes Hwy												Moss St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	9	0	9	915	25	940	79	0	79	0	0	0	24	0	24	61	0	61	109	2	111	0	0	0
12:15 to 13:15	7	0	7	856	17	873	74	0	74	0	0	0	24	0	24	63	0	63	109	2	111	0	0	0
12:30 to 13:30	6	0	6	823	16	839	67	1	68	1	0	1	21	0	21	47	0	47	111	2	113	0	0	0
12:45 to 13:45	9	0	9	811	15	826	65	1	66	2	0	2	23	0	23	47	0	47	106	2	108	0	0	0
13:00 to 14:00	9	0	9	764	12	776	67	1	68	2	0	2	26	0	26	49	0	49	102	2	104	0	0	0
Totals	18	0	18	1679	37	1716	146	1	147	2	0	2	50	0	50	110	0	110	211	4	215	0	0	0

Approach	Princes Hwy												Moss St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total
12:00 to 13:00	85	2	87	1033	16	1049	194	2	196	0	0	0	236	0	236	117	0	117	77	1	78	0	0	0
12:15 to 13:15	86	0	86	979	12	991	205	3	208	0	0	0	248	0	248	110	0	110	79	2	81	0	0	0
12:30 to 13:30	82	0	82	1005	13	1018	194	1	195	0	0	0	247	0	247	93	0	93	70	4	74	0	0	0
12:45 to 13:45	87	0	87	1011	15	1026	187	1	188	0	0	0	236	0	236	96	0	96	65	4	69	0	0	0
13:00 to 14:00	94	0	94	1053	15	1068	207	1	208	0	0	0	227	0	227	106	0	106	57	4	61	0	0	0
Totals	179	2	181	2086	31	2117	401	3	404	0	0	0	463	0	463	223	0	223	134	5	139	0	0	0

Appendix B

RMS Crash Data

Detailed Crash Report

Crash No.	Date	Day of Week	Time	Distance	ID Feature	Loc Type	Alignment	Weather	Surface Condition	Speed Limit	No. of Tus	Tu Type/Obj	Age/Sex	Street Travelling	Speed Travelling	Manoeuvre	Degree of Crash	Killed	Injured	Factors		
AS F																						
Southern Region																						
Shoalhaven City LGA																						
Culburra																						
Coonemia Rd																						
715825	28/05/2010	Fri	16:40		at CULBURRA RD	TJN	STR	Fine	Dry	80	2	CAR	M41	N in COONEMIA RD	20	Turning right	I	0	2			
E41295549						RUM:	13	Right rear				CAR	F75	W in CULBURRA RD	60	Proceeding in lane						
Wollumboola																						
Culburra Rd																						
668769	30/04/2009	Thu	13:20	20 m W	COONAMIA RD	2WY	STR	Raining	Wet	80	2	CAR	M69	W in CULBURRA RD	80	Proceeding in lane	I	0	1			
E38076353						RUM:	32	Right rear				CAR	F70	W in CULBURRA RD	5	Turning right						
Report Totals:			Total Crashes: 2			Fatal Crashes: 0			Injury Crashes: 2			Killed: 0			Injured: 3							
Crashid dataset 1 - Culburra Road - Coonamia Road - July 2007 to June 2012																						

LOCATION
Culburra Rd
Coonamia Road
Wollumboola

Crash Data Period
01/07/2007 to 30/06/2012

Legend

Daily Dataset

Fatal Crash

Injury Crash

Non-casualty Crash

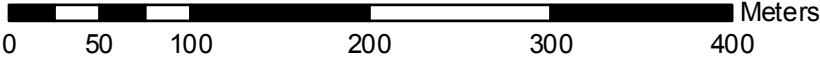
Classified Roads

State Road

Regional Road



Prepared 05/02/2013
Planning & Analysis
Southern Region



Detailed Crash Report

Crash No.	Date	Day of Week	Time	Distance	ID Feature	Loc Type	Alignment	Weather	Surface Condition	Speed Limit	No. of Tus	Tu Type/Obj	Age/Sex	Street Travelling	Speed Travelling	Manoeuvre	Degree of Crash	Killed	Injured	Factors
Southern Region																				
Shoalhaven City LGA																				
Pyree																				
Culburra Rd																				
596512	06/11/2007	Tue	22:20	100 m E	PYREE LANE	2WY	CRV	Raining	Wet	80	1	UTE	F23	W in CULBURRA RD	80	Proceeding in lane	I	0	1	S
E31755936						RUM:	85	Off rt/lft bnd=>obj					Tree/bush							
Mayfield Rd																				
774848	18/11/2011	Fri	17:54	100 m W	PYREE LANE	2WY	CRV	Fine	Dry	60	1	4WD	M19	E in MAYFIELD RD	50	Proceeding in lane	N	0	0	
E46394926						RUM:	82	Off right/right bend												
Report Totals:			Total Crashes: 2			Fatal Crashes: 0			Injury Crashes: 1			Killed: 0			Injured: 1					
Crashid dataset 2 - Culburra Road - Mayfield Road - July 2007 to June 2012																				