

# **A CASE FOR SIGNALISATION**

## **KNOX AND ANTILL STREET INTERSECTION WATSON ACT**

### **WATSON COMMUNITY ASSOCIATION**

**February 2009**

#### **1. SUMMARY**

It is apparent that signalisation of the Knox Street – Antill Street intersection should have been investigated as early as 2002 (see Appendix 1). Signalisation or other solutions warrants discussion within the wider Watson community and between the community and the ACT government . It is noted in the extract from Appendix 1 that:

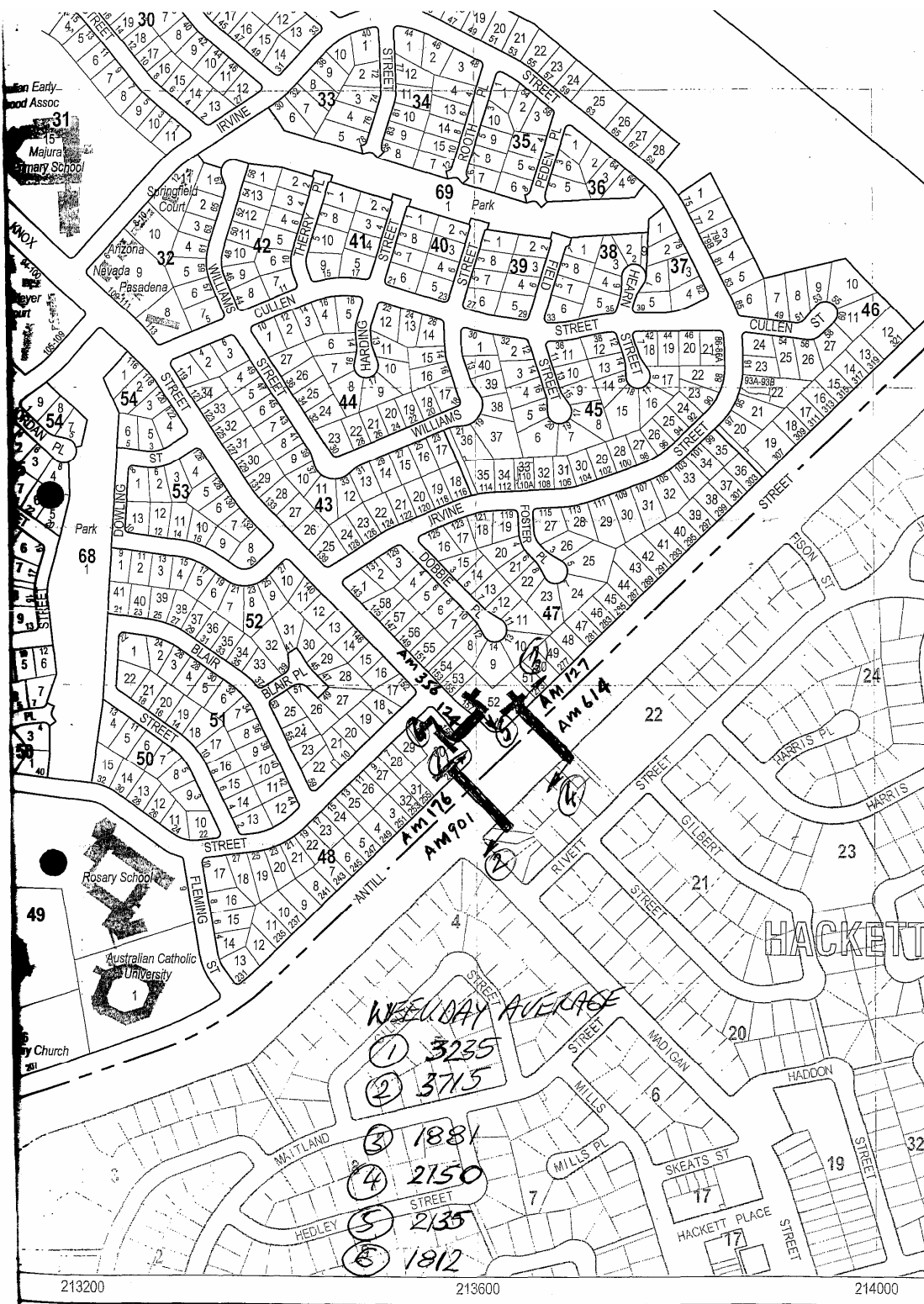
‘The current traffic volumes at the Antill Street – Knox Street intersection warrant further investigation for signalisation due to relatively high numbers on opposing manoeuvres (right turn from Knox Street to Antill Street versus Antill Street through volumes). The need for signalization is not related to the North Watson development and is beyond the scope of this study. The intersection upgrade should be further assessed and funded from the Territory’s Capital Works Program.

Other downstream traffic impacts could be assessed only by long term strategic transport modelling, which is beyond the scope of this study’.

Directly comparable results of separate traffic studies in November 2002 and September 2008 clearly show a dramatic increase in traffic volumes during the morning peak hour between 7:45 and 9:15 (see Figure 1, and Tables 1 – 6). The 2002 data inserted into Tables 1 – 6 have been extracted using Figure 8 in Appendix 1.

The weekday comparisons between 2002 and 2008 are most dramatic for peak hour traffic volumes on Antill Street, especially for morning peak hour south west bound traffic. There has been an increase from 539 to 901 vph (vehicles per hour) just south of the Knox Street – Antill Street intersection (Data point 2), and from 311 vph to 614 vph just north of the Knox Street – Antill Street intersection (Data point 4). There is also an increase in returning traffic during the evening peak on Antill Street shown in Data point 1 and Data point 3 from 409 vph to 495 vph and 204 vph to 294 vph respectively.

These figures represent an increase in traffic volume between 67 – 97 percent during the morning peak and 20 – 30 per cent in the evening peak. The Summary Table following Figure 1 lists these figures. There has also been an increase of 25% in traffic volumes existing Knox Street to Antill Street during the morning peak hour, and an increase of 15% entering Knox Street from Antill Street during the morning peak hour since 2002.



**FIGURE 1: MAP OF 2008 TRAFFIC STUDY 20/11/08 – 27/11/08  
SHOWING DATA POINTS 1 -6, AND WEEKDAY AVERAGES**

<b>Data point 1 time</b>	<b>Wednesday Nov 20 2002</b>	<b>Weekday average Sep 20 – 27 2008</b>	<b>Percentage increase/decrease</b>
8:00 – 9:00	149	176	18
17:00 – 18:00	409	495	21
<b>Data point 2</b>			
8:00 – 9:00	539	901	67
17:00 – 18:00	236	228	- 3
<b>Data point 3</b>			
8:00 – 9:00	97	127	30
17:00 – 18:00	204	294	44
<b>Data point 4</b>			
8:00 – 9:00	311	614	97
17:00 – 18:00	116	129	11
<b>Data point 5</b>			
8:00 – 9:00	284	356	25
17:00 – 18:00	165	159	- 4
<b>Data point 6</b>			
8:00 – 9:00	108	124	15
17:00 – 18:00	250	242	- 3

**SUMMARY TABLE:**

**COMPARISONS BETWEEN MIDWEEK (ONE DAY) NOVEMBER 2002  
and FIVE DAY WORKING WEEK PEAK HOUR AVERAGE SEPTEMBER 2008**

## **APPENDIX 1 (extract)**

### **DRAFT LAND USE MASTER PLAN – NORTH WATSON**

**Purdon Associates  
WP Brown & Partners  
JEA Landscape  
Egan National Valuers  
TT Architecture  
Clarke & Di Pauli**

**28 March 2003**

## **5.9 Traffic Analysis**

### **5.9.1 Existing Road Network**

North Watson is bordered by the following roads:

- Federal Highway to north and north-west;
- Stirling Avenue (a sub-arterial road) to the west; and
- Antill Street (a sub-arterial road to the east and north-east).

To the south-west and south, North Watson is bordered with Stirling Reserve, an old gazetted road reserve which is now a public open space.

At present the main access to the study area is from the Federal Highway via Antill Street and Stirling Avenue. There is a secondary access from Knox Street into Aspinall Street, and access to individual properties around the perimeter of the study area.

The existing road network within North Watson is split in two distinct sections divided by a private access road to the Carotel Motel (Block 7 Section 64 Watson).

The western part of the suburb accesses Watson via Knox Street (an extension of Aspinall Street west of the Stirling Avenue). North Canberra is accessed via Stirling Avenue and the Federal Highway.

Based on the traffic counts of 20 November 2002, the Aspinall Street – Knox Street – Stirling Avenue intersection has adequate capacity to service the existing developments in the current form. The Aspinall Street – Stirling Avenue existing intersection has more than adequate capacity to service the existing developments in its current form.

There is a major roundabout at the intersection of Federal Highway – Antill Street.

The private road accessing the Carotel Motel is serviced directly off the Federal Highway. The existing “T” intersection is constructed with appropriately defined turning and deceleration lanes.

The Federal Highway – Stirling Avenue intersection is signalized. All three Federal Highway intersections have been recently upgraded (in 2000) and have adequate spare capacity.

There is currently no through road in the study area, although potential exists to connect Aspinall Street and Negus Crescent to Antill Street.

Future access onto the Federal Highway would require a variation to the Territory Plan and an amendment to the National Capital Plan and DCP before any such access could be achieved and this would require detailed assessment.

### **5.9.2 Traffic Volumes**

Whilst some traffic counts have been done recently for parts of the study area, a detailed traffic assessment of the proposed draft Master Plan for North Watson has not been undertaken for this current planning study.

Traffic volumes for this study in November 2002 confirm that Aspinall Street at the intersection with Knox Street carries relatively small traffic volumes for its current capacity. A similar assessment has been made of the traffic volumes in Stirling Avenue and the intersection with Aspinall and Knox Streets. **Figures 8 and 9** refer.

Development of the full potential of the study area for residential uses will require completion of road connections between Aspinall, Negus and Antill Streets, as well as at least one formal public street connection to the Federal Highway. This will reduce pressure on the Aspinall – Knox – Stirling intersection and allow better connectivity into and from the study area.

### **5.9.3 Wider Area Impacts**

The development of North Watson will lead to the increased traffic volumes on Antill Street and Knox Street. According to the recent traffic surveys (November 2002), in the immediate vicinity of North Watson both roads currently operate below the expected capacity for a sub-arterial and distributor road respectively. However, near the Antill Street – Knox Street intersection traffic volumes are much higher. This is attributed to the Majura Primary School and Watson Shops related traffic. The surveyed traffic volumes are:

- Antill Street: 2700 vpd (vehicles per day) between the Federal Highway and Knox Street and 7000 vpd just south of Knox Street.
- Knox Street: 2000 vph at the Stirling Avenue intersection and 4000 vpd at Antill Street intersection

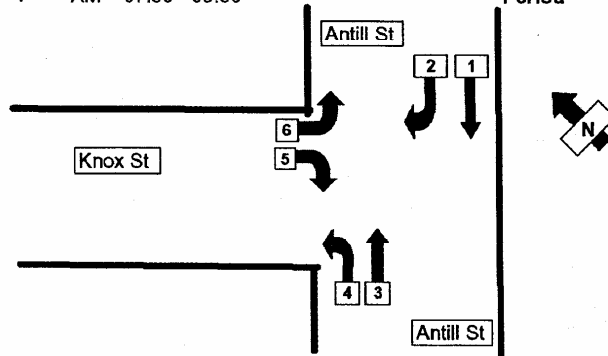
The current traffic volumes at the Antill Street – Knox Street intersection warrant further investigation for signalization due to relatively high numbers on opposing maneuvers (right turn from Knox Street to Antill Street versus Antill Street through volumes). The need for signalization is not related to the North Watson development and is beyond the scope of this study. The intersection upgrade should be further assessed and funded from the Territory’s Capital Works Program.

Other downstream traffic impacts could be assessed only by long term strategic transport modelling, which is beyond the scope of this study.

**Traffic & Transport Surveys Pty Ltd**

**Job** : A056 Watson  
**Client** : WP Brown & Partners  
**Location** : Antill & Knox Sts; Watson  
**Period** : AM 07:30 - 09:30

**Day** : Wednesday  
**Date** : 20/November/2002  
**Weather** : AM Fine, PM Overcast and Windy  
**Period** : PM 16:30 - 18:30



Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
07:30 to 07:45	23	0	6	14	36	2	81
07:45 to 08:00	28	3	9	14	42	3	99
08:00 to 08:15	58	6	18	17	58	3	160
08:15 to 08:30	75	5	20	11	69	3	183
08:30 to 08:45	68	7	14	23	63	6	181
08:45 to 09:00	76	16	23	23	72	10	220
09:00 to 09:15	26	4	22	25	51	4	132
09:15 to 09:30	22	2	16	17	33	5	95
<b>Total</b>	<b>376</b>	<b>43</b>	<b>128</b>	<b>144</b>	<b>424</b>	<b>36</b>	<b>1151</b>

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
16:00 to 16:15	19	6	28	33	16	2	104
16:15 to 16:30	17	3	27	30	23	2	102
16:30 to 16:45	19	2	28	25	37	0	111
16:45 to 17:00	24	5	29	41	22	4	125
17:00 to 17:15	16	7	41	47	37	5	153
17:15 to 17:30	19	5	41	63	34	7	169
17:30 to 17:45	35	8	42	67	42	6	200
17:45 to 18:00	22	4	59	49	31	3	168
<b>Total</b>	<b>171</b>	<b>40</b>	<b>295</b>	<b>355</b>	<b>242</b>	<b>29</b>	<b>1132</b>

**Hourly Flows**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
07:30 to 08:30	184	14	53	56	205	11	523
07:45 to 08:45	229	21	61	65	232	15	623
08:00 to 09:00	277	34	75	74	262	22	744
08:15 to 09:15	245	32	79	82	255	23	716
08:30 to 09:30	192	29	75	88	219	25	628

**Hourly Flows**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
18:00 to 17:00	79	16	112	129	98	8	442
18:15 to 17:15	76	17	125	143	119	11	491
18:30 to 17:30	78	19	139	176	130	16	558
18:45 to 17:45	94	25	153	218	135	22	647
17:00 to 18:00	92	24	183	226	144	21	690

**Peak Hour**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
08:00 to 09:00	277	34	75	74	262	22	744

**Peak Hour**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
17:00 to 18:00	92	24	183	226	144	21	690

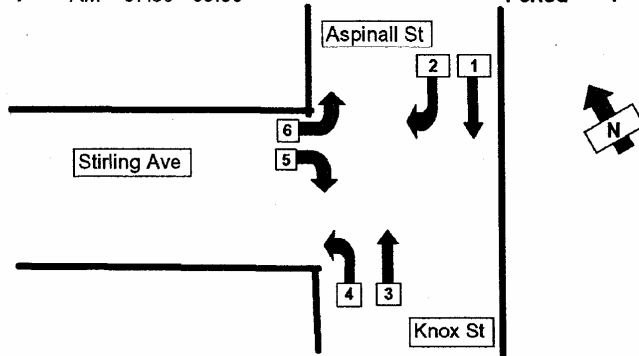


NORTH WATSON  
**INTERSECTION COUNTS**  
 ANTILL & KNOX ST  
 Fig. 8

**Traffic & Transport Surveys Pty Ltd**

**Job :** A056 Watson  
**Client :** WP Brown & Partners  
**Location :** Aspinall, Stirling & Knox; Watson  
**Period :** AM 07:30 - 09:30

**Day :** Wednesday  
**Date :** 20/November/2002  
**Weather :** AM Fine, PM Overcast and Windy  
**Period :** PM 16:30 - 18:30



Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
07:30 to 07:45	10	14	3	15	6	2	50
07:45 to 08:00	23	21	5	18	14	7	88
08:00 to 08:15	15	20	3	12	11	6	67
08:15 to 08:30	16	15	6	12	15	11	75
08:30 to 08:45	17	8	7	13	11	3	59
08:45 to 09:00	24	8	7	14	13	6	72
09:00 to 09:15	7	3	5	12	9	10	46
09:15 to 09:30	5	8	3	9	5	5	35
<b>Total</b>	<b>117</b>	<b>97</b>	<b>39</b>	<b>105</b>	<b>84</b>	<b>50</b>	<b>492</b>

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
16:00 to 16:15	3	9	13	15	12	5	57
16:15 to 16:30	5	5	4	12	8	9	43
16:30 to 16:45	3	5	8	14	16	8	54
16:45 to 17:00	3	8	17	10	16	11	65
17:00 to 17:15	4	13	10	17	12	16	72
17:15 to 17:30	5	13	17	12	13	14	74
17:30 to 17:45	14	21	16	17	12	19	99
17:45 to 18:00	6	10	13	10	18	15	72
<b>Total</b>	<b>43</b>	<b>84</b>	<b>98</b>	<b>107</b>	<b>107</b>	<b>97</b>	<b>536</b>

**Hourly Flows**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
07:30 to 08:30	64	70	17	57	46	26	280
07:45 to 08:45	71	64	21	55	51	27	289
08:00 to 09:00	72	51	23	51	50	26	273
08:15 to 09:15	64	34	25	51	48	30	252
08:30 to 09:30	53	27	22	48	38	24	212

**Hourly Flows**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
16:00 to 17:00	14	27	42	51	52	33	219
16:15 to 17:15	15	31	39	53	52	44	234
16:30 to 17:30	15	39	52	53	57	49	265
16:45 to 17:45	26	55	60	56	53	60	310
17:00 to 18:00	29	57	56	56	55	64	317

**Peak Hour**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
07:45 to 08:45	71	64	21	55	51	27	289

**Peak Hour**

Time Period	Vehicle Movements						Total
	1	2	3	4	5	6	
17:00 to 18:00	29	57	56	56	55	64	317



NORTH WATSON  
**INTERSECTION COUNTS**  
 Aspinall, Stirling & Knox  
 Fig. 9



Day	2008 Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	2002 Wed 20	Thur 25	Fri 26	Sat 27	W/Day Ave	Week Ave
0:00		24	10	11	8		20	16	28	13.0	16.7
1:00		29	2	8	8		11	13	17	8.4	12.6
2:00		18	3	1	6		3	6	9	3.8	6.6
3:00		7	2	3	1		1	5	9	2.4	4.0
4:00		4	3	4	2		6	11	10	5.2	5.7
5:00		11	15	5	9		11	9	15	9.8	10.7
6:00		18	39	40	42		60	51	49	46.4	42.7
7:00		38	83	94	98		101	82	106	91.6	86.0
8:00		88	173	172	167	149	175	191	136	175.6	156.4
9:00		107	144	138	137		120	150	195	137.8	141.6
10:00		165	96	108	119		133	129	201	117.0	135.9
11:00		203	131	146	122		143	145	188	137.4	154.0
12:00		198	170	166	128		139	181	253	156.8	176.4
13:00		211	159	135	161		177	210	218	168.4	181.6
14:00		213	159	176	186		212	208	207	188.2	194.4
15:00		210	231	249	255		259	308	175	260.4	241.0
16:00		213	343	396	366		338	348	193	358.2	313.9
17:00	228	243	514	493	508	409	496	462	220	494.6	420.0
18:00	181	180	324	323	334		304	314	182	319.8	280.1
19:00	121	123	131	213	203		197	197	98	188.2	167.6
20:00	70	91	89	120	170		159	125		132.6	117.7
21:00	69	69	80	95	122		129	126		110.4	98.6
22:00	78	42	52	63	83		87	106		78.2	73.0
23:00	64	12	27	31	20		39	43		32.0	33.7
Total	2820	2517	2980	3190	3255		3320	3436	2790	3236.2	3070.8

TABLE 1: DATA POINT 1 2008

Day	2008					2002					
Time	Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	Wed 20	Thur 25	Fri 26	Sat27	W/Day	Week
										Ave	Ave
0:00		28	7	7	3		7	9	22	6.6	11.9
1:00		14	5	5	5		10	11	12	7.2	8.9
2:00		11	1	2	1		1	3	7	1.6	3.7
3:00		1	5	4	5		3	3	9	4.0	4.3
4:00		10	7	6	11		6	13	8	8.6	8.7
5:00		17	38	34	33		40	40	18	37.0	31.4
6:00		13	126	121	129		130	108	65	122.8	98.9
7:00		66	427	477	490		508	461	95	472.6	360.6
8:00		99	936	941	915	539	893	818	243	900.6	692.1
9:00		207	246	284	289		274	276	264	273.8	262.9
10:00		207	152	141	129		169	175	253	153.2	175.1
11:00		209	135	136	131		148	177	255	145.4	170.1
12:00		199	215	156	139		150	200	196	172.0	179.3
13:00		198	231	148	146		133	150	200	161.6	172.3
14:00		169	191	145	142		155	156	177	157.8	162.1
15:00		179	172	182	203		192	193	153	188.4	182.0
16:00		211	168	180	199		176	191	146	182.8	181.6
17:00	196	198	191	245	221	236	236	248	196	228.2	219.3
18:00	172	187	153	189	230		209	228	168	201.8	195.1
19:00	153	90	86	109	112		116	155	88	115.6	112.6
20:00	52	62	50	58	70		78	81		67.4	64.4
21:00	31	50	48	42	55		50	49		48.8	46.4
22:00	41	26	30	40	36		33	51		38.0	36.7
23:00	42	12	15	12	12		21	26		17.2	20.0
Total	2810	2463	3635	3664	3706		3738	3822	2741	3713.0	3400.5

TABLE 2: DATA POINT 2 2008

ROADS ACT

D:\RTA\DATA\03483000.RTC

Antill Street travelling NE  
between Knox Street and  
Fison Street

Data point 3 2008  
Movements 3 + 6 2008

20/9/2008 - 27/9/2008  
comparison 20/11/2002

Day	2008 Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	2002 Wed 20	Thur 25	Fri 26	Sat27	W/Day Ave	Week Ave
0:00		15	8	6	4		7	7	12	6.4	8.4
1:00		10	2	4	1		7	9	7	4.6	5.7
2:00		7	2	1	2		3	4	5	2.4	3.4
3:00		3	3	2	2		0	3	5	2.0	2.6
4:00		1	2	1	2		3	6	9	2.8	3.4
5:00		4	9	5	4		8	9	10	7.0	7.0
6:00		13	30	35	36		52	40	31	38.6	33.9
7:00		27	56	63	65		73	55	41	62.4	54.3
8:00		59	128	124	112	97	136	133	74	126.6	109.4
9:00		61	83	81	84		69	100	99	83.4	82.4
10:00		85	64	54	73		57	87	118	67.0	76.9
11:00		115	83	81	67		75	87	108	78.6	88.0
12:00		112	101	95	79		85	100	133	92.0	100.7
13:00		126	83	83	95		118	134	110	102.6	107.0
14:00		112	85	94	107		124	119	108	105.8	107.0
15:00		110	142	163	154		163	196	90	163.6	145.4
16:00		113	207	253	199		207	219	111	217.0	187.0
17:00		133	300	305	302	204	299	266	118	294.4	246.1
18:00	82	87	167	169	196		162	171	76	173.0	147.3
19:00	49	51	70	99	94		85	83	49	86.2	75.9
20:00	34	40	34	61	87		69	64		63.0	55.6
21:00	27	28	38	37	43		57	67		48.4	42.4
22:00	40	15	21	34	38		41	60		38.8	35.6
23:00	31	8	10	16	9		19	14		13.6	15.3
Total	1452	1335	1728	1866	1855		1919	2033	1446	1880.2	1740.7

TABLE 3: DATA POINT 3 2008

ROADS ACT

D:\RTA\DATA\03483000.RTC

Antill Street travelling SW  
between Fison Street and  
Knox Street

Data point 4 2008  
Movements 1 + 2 2002

20/9/2008 - 27/9/2008  
comparison 20/9/2002

Day	2008 Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	2002 Wed 20	Thur 25	Fri 26	Sat27	W/Day Ave	Week Ave
0:00		15	5	6	3		1	5	8	4.0	6.1
1:00		6	4	4	3		9	11	4	6.2	5.9
2:00		3	1	1	1		0	3	4	1.2	1.9
3:00		1	3	2	1		2	1	4	1.8	2.0
4:00		2	4	2	5		2	4	3	3.4	3.1
5:00		5	11	10	11		16	13	4	12.2	10.0
6:00		6	53	52	57		56	47	27	53.0	42.6
7:00		37	289	314	320		313	293	48	305.8	230.6
8:00		63	632	641	630	311	602	566	135	614.2	467.0
9:00		100	135	142	150		149	162	115	147.6	447.5
10:00		88	92	73	78		83	78	108	80.8	85.7
11:00		100	57	72	65		69	87	113	70.0	80.4
12:00		100	170	95	81		79	129	93	110.8	106.7
13:00		113	174	76	74		70	86	98	96.0	98.7
14:00		93	140	75	80		76	94	84	93.0	91.7
15:00		91	74	100	100		96	111	89	96.2	94.4
16:00		132	92	104	95		92	102	81	97.0	99.7
17:00		129	118	130	137	116	123	136	96	128.8	124.1
18:00	104	112	68	107	113		94	130	88	102.4	102.9
19:00	44	49	32	50	49		42	73	41	49.2	48.2
20:00	19	32	30	20	32		35	35		30.4	29.0
21:00	12	23	21	17	19		19	25		20.2	19.4
22:00	20	12	14	15	14		20	26		17.8	17.3
23:00	21	7	10	6	7		11	12		9.2	10.6
Total	1334	1319	2229	2114	2125		2059	2229	1315	2151.2	2225.6

TABLE 4: DATA POINT 4 2008

ROADS ACT

D:\RTA\DATA\03483000.RTC

Day	2008 Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	2002 Wed 20	Thur 25	Fri 26	Sat27	W/Day 12 Ave	Week Ave
0:00		18	2	2	0		5	2	10	2.2	5.6
1:00		13	1	1	3		7	2	5	2.8	4.6
2:00		6	1	1	1		1	1	5	1.0	2.3
3:00		2	6	2	5		1	2	8	3.2	3.7
4:00		8	5	6	6		5	11	14	6.6	7.9
5:00		13	32	23	23		29	30	45	27.4	27.9
6:00		12	81	73	78		80	69	74	76.2	66.7
7:00		34	165	189	196		215	202	134	193.4	162.1
8:00		60	377	376	341	284	357	327	202	355.6	291.4
9:00		131	130	170	178		152	145	183	155.0	155.6
10:00		145	87	102	71		105	131	185	99.2	118.0
11:00		141	107	91	93		114	124	162	105.8	118.9
12:00		137	83	103	88		103	121	135	99.6	110.0
13:00		127	87	102	96		96	97	125	95.6	104.3
14:00		104	90	104	95		109	109	96	101.4	101.0
15:00		125	148	142	146		150	150	109	147.2	138.6
16:00		127	122	127	148		121	143	139	132.2	132.4
17:00		134	141	178	143	165	169	165	117	159.2	149.6
18:00		119	124	130	179		171	161	91	153.0	139.3
19:00	122	66	80	86	84		93	102	11	89.0	82.5
20:00	45	40	38	49	50		57	61		51.0	48.6
21:00	25	36	34	36	42		42	37		38.2	36.0
22:00	31	13	20	33	28		17	40		27.6	26.0
23:00	25	9	9	11	7		19	20		13.2	14.3
Total	2087	1620	1970	2137	2101		2218	2252	1976	2135.6	2047.1

TABLE 5: DATA POINT 5 2008

ROADS ACT

D:\RTA\DATA\03483000.RTC

Traffic exiting from Antill Street  
 heading NW on Knox St  
 towards Watson shops and schools

Data point 6 2008  
 Movements 2 + 4, 2002

20/9/2008 - 27/9/2008  
 comparison 20/11/2002

Day	2008					2002					
Time	Sat 20	Sun 21	Mon 22	Tue 23	Wed 24	Wed 20	Thur 25	Fri 26	Sat27	W/Day	Week
										Ave	Ave
0:00		12	2	6	3		10	8	14	5.8	7.9
1:00		22	0	4	6		7	5	9	4.4	7.6
2:00		10	2	0	5		0	4	4	2.2	3.6
3:00		4	2	2	0		1	2	4	1.4	2.1
4:00		3	3	5	0		5	6	4	3.8	3.7
5:00		8	9	1	5		7	3	5	5.0	5.4
6:00		8	15	11	14		19	20	29	15.8	16.6
7:00		15	51	49	66		51	40	83	51.4	50.7
8:00		46	116	123	116	108	115	150	87	124.0	107.6
9:00		60	87	77	93		75	76	128	81.6	85.1
10:00		106	55	78	66		84	79	127	72.4	85.0
11:00		122	78	93	72		99	90	121	86.4	96.4
12:00		115	105	91	77		80	125	161	95.6	107.7
13:00		119	100	72	96		94	103	135	93.0	102.7
14:00		120	113	104	104		117	127	119	113.0	114.9
15:00		130	142	127	127		142	172	110	142.0	135.7
16:00		139	174	176	205		167	178	121	180.0	165.7
17:00		154	257	230	257	250	243	221	145	241.6	215.3
18:00		124	170	181	192		181	192	133	183.2	167.6
19:00	89	86	73	117	110		124	126	91	110.0	103.7
20:00	45	54	58	61	87		98	76	13	76.0	66.1
21:00	46	46	43	59	79		73	63		63.4	58.4
22:00	46	27	29	34	47		46	52		41.6	40.1
23:00	37	5	15	13	11		21	34		18.8	19.4
Total	1802	1535	1699	1714	1838		1859	1952	1772	1812.4	1769.1

TABLE 6: DATA POINT 6 2008

ROADS ACT

D:\RTA\DATA\03483000.RTC