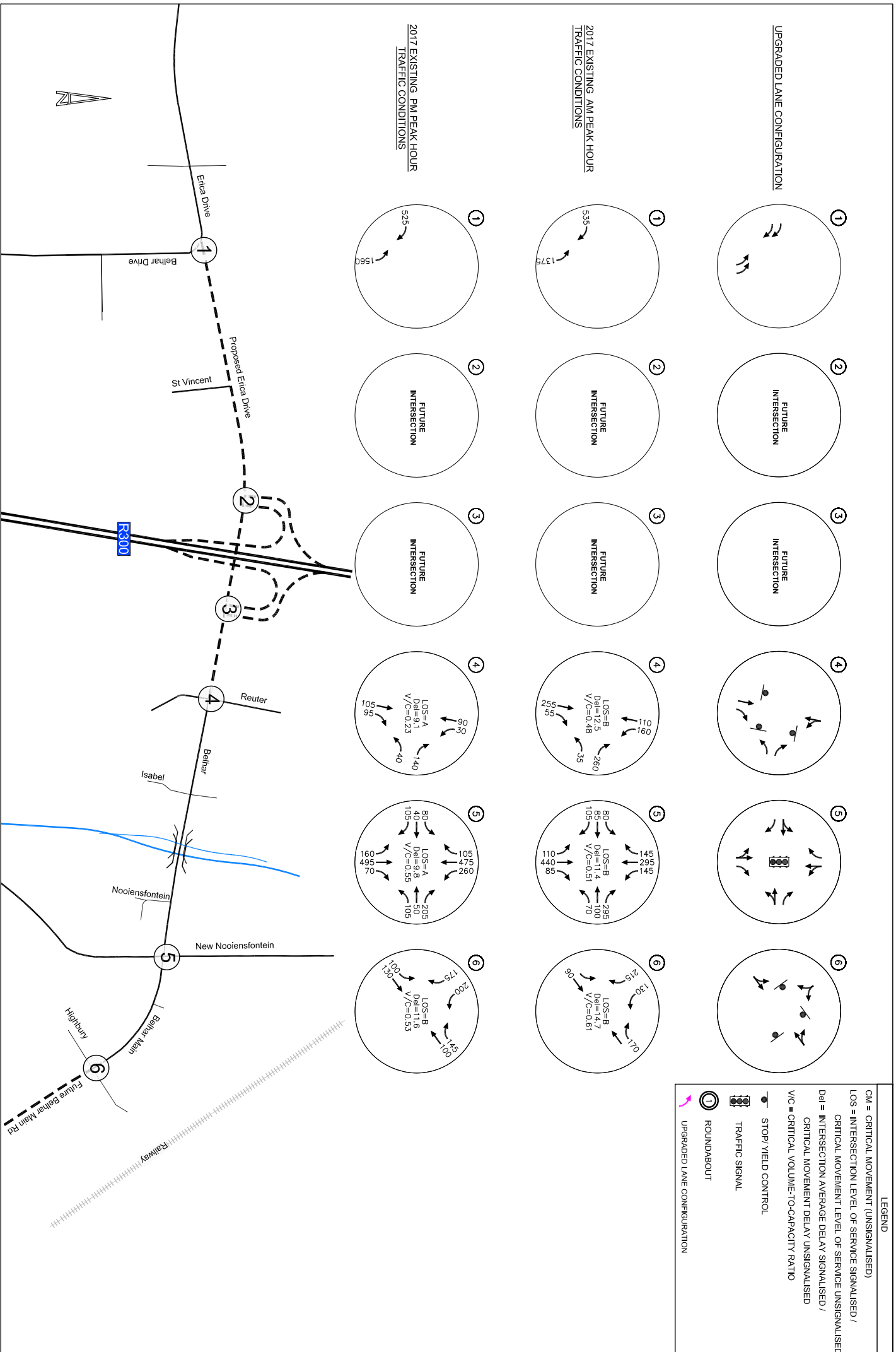
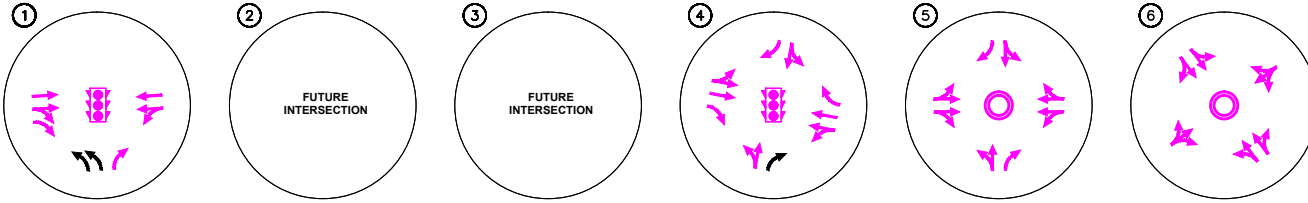


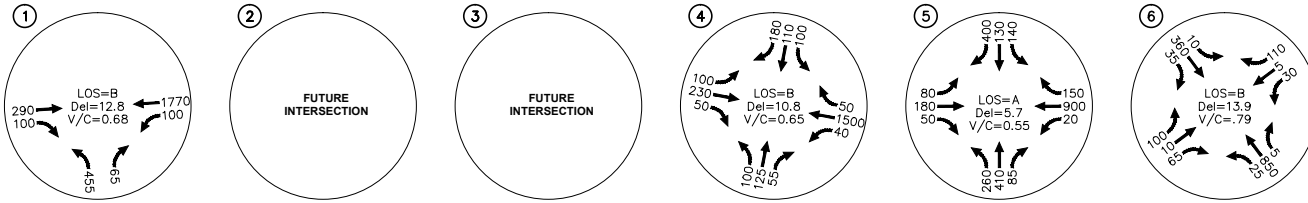
Annexure C:
Traffic Results



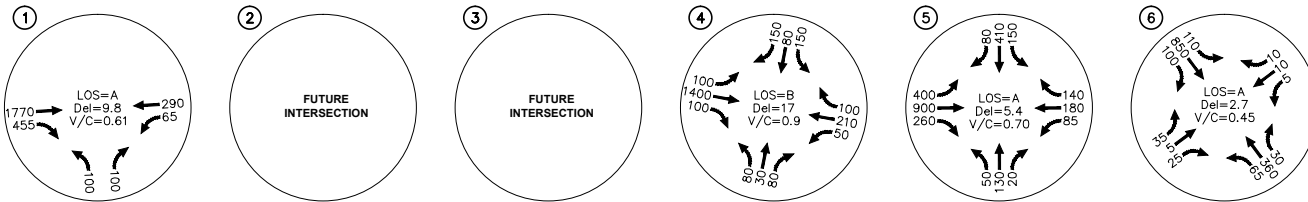
PROPOSED LANE CONFIGURATION



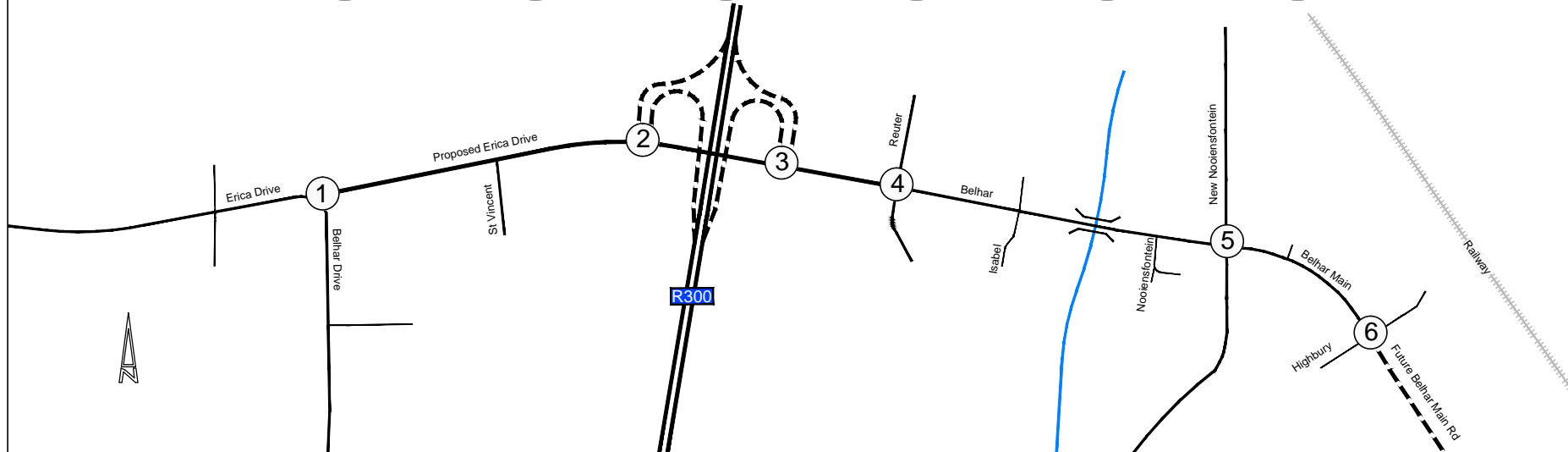
2016 MODELLED AM PEAK HOUR TRAFFIC CONDITIONS



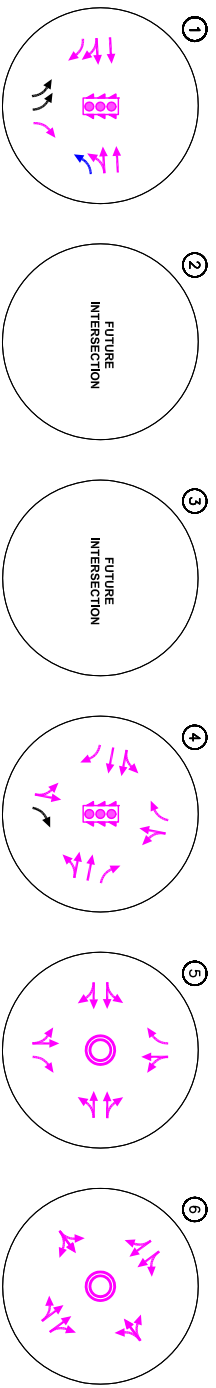
2016 MODELLED PM PEAK HOUR TRAFFIC CONDITIONS



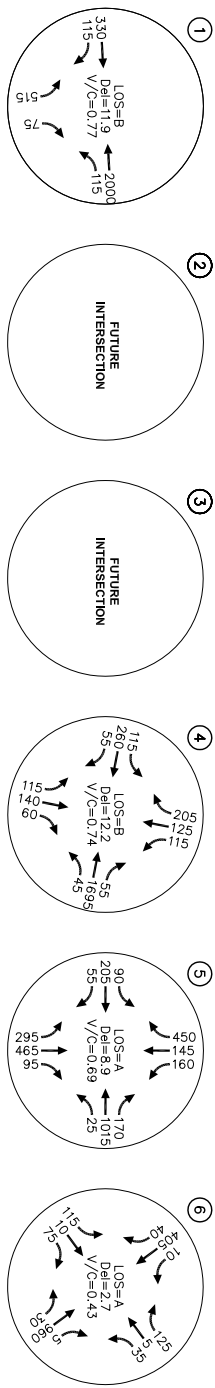
LEGEND	
CM	= CRITICAL MOVEMENT (UNSIGNALISED)
LOS	= INTERSECTION LEVEL OF SERVICE SIGNALISED / CRITICAL MOVEMENT LEVEL OF SERVICE UNSIGNALISED
Del	= INTERSECTION AVERAGE DELAY SIGNALISED / CRITICAL MOVEMENT DELAY UNSIGNALISED
V/C	= CRITICAL VOLUME-TO-CAPACITY RATIO
	STOP/ YIELD CONTROL
	TRAFFIC SIGNAL
	ROUNDBABOUT
	UPGRADED LANE CONFIGURATION
	ALTERNATIVE UPGRADED LANE CONFIGURATION



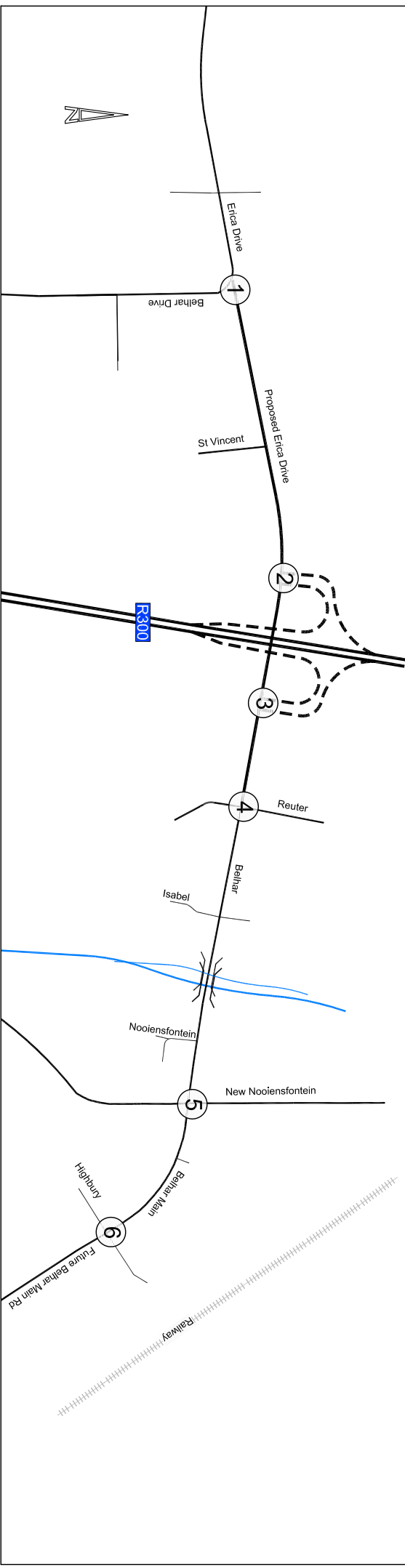
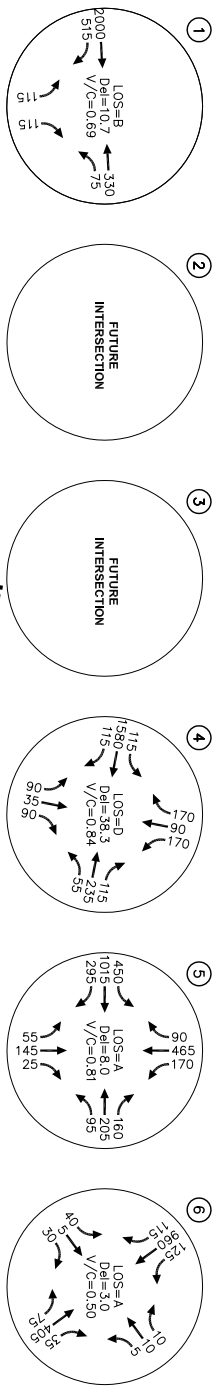
PROPOSED LANE CONFIGURATION



2022 EXISTING AM PEAK HOUR TRAFFIC CONDITIONS



2022 EXISTING PM PEAK HOUR TRAFFIC CONDITIONS



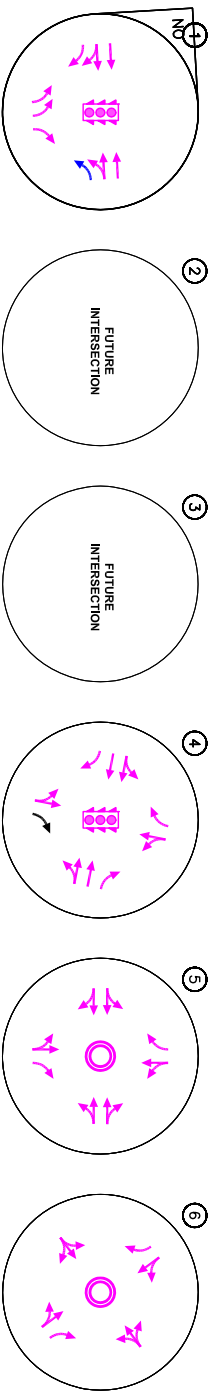
LEGEND

- CM = CRITICAL MOVEMENT (UNSIGNALISED)
- LOS = INTERSECTION LEVEL OF SERVICE SIGNALISED /
- CRITICAL MOVEMENT LEVEL OF SERVICE UNSIGNALISED
- Del = INTERSECTION AVERAGE DELAY SIGNALISED /
- CRITICAL MOVEMENT DELAY UNSIGNALISED
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

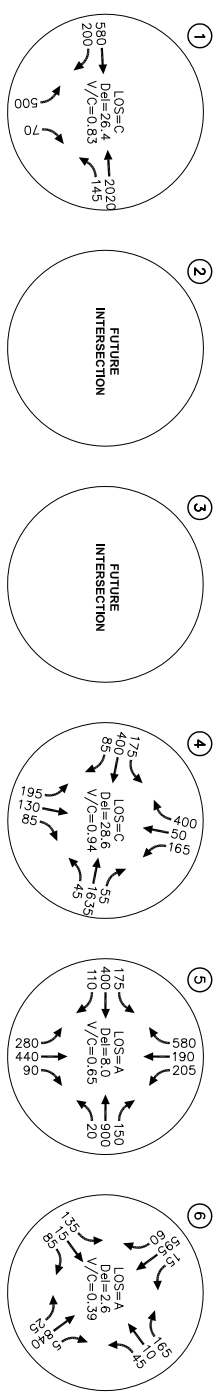
- STOP / YIELD CONTROL
- TRAFFIC SIGNAL
- ROUNDABOUT
- UPGRADED LANE CONFIGURATION
- ALTERNATIVE UPGRADED LANE CONFIGURATION

- 2% GROWTH RATE OVER 6 YEARS
- NETWORK UPGRADES INCLUDED:
 - ERICA DRIVE LINK BETWEEN BELHAR DRIVE AND BELHAR MAIN
 - EXTENSION OF BELHAR MAIN ROAD TO THE SOUTH

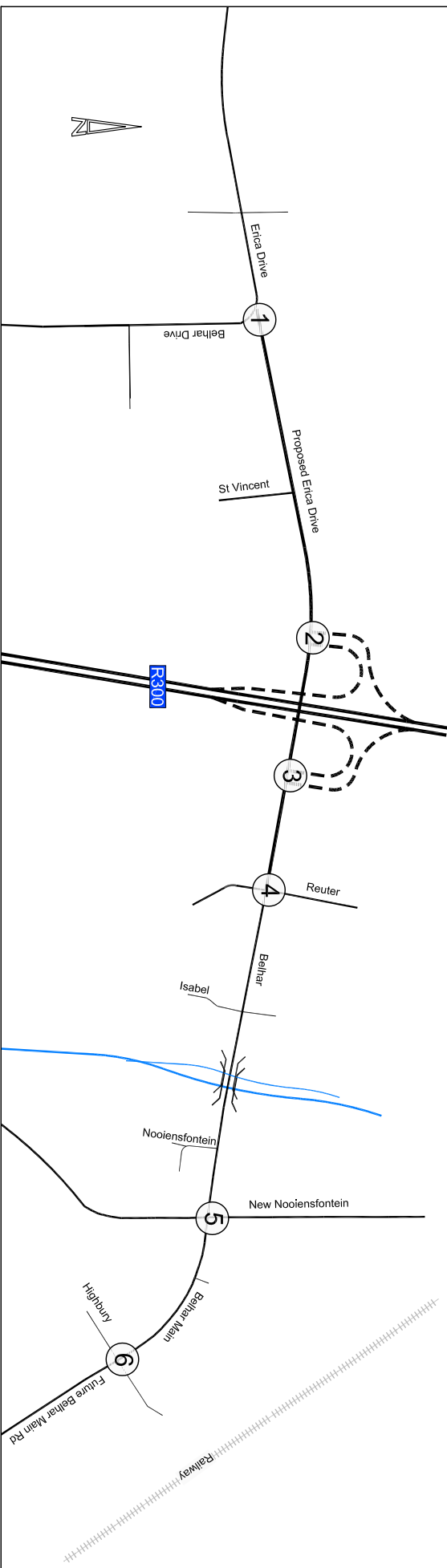
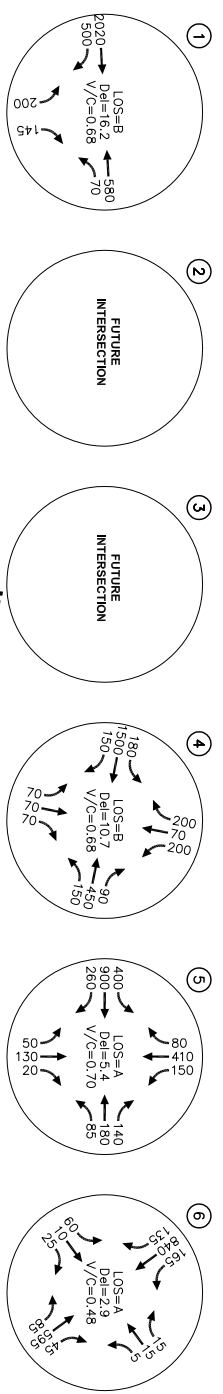
PROPOSED LANE CONFIGURATION



2032 AM PEAK HOUR
TRAFFIC CONDITIONS



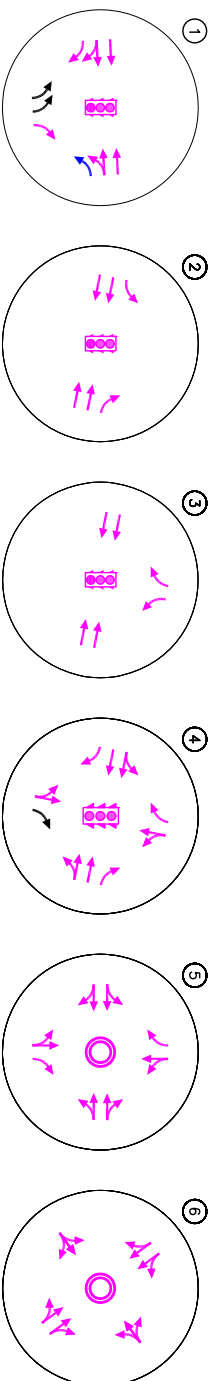
2032 PM PEAK HOUR
TRAFFIC CONDITIONS



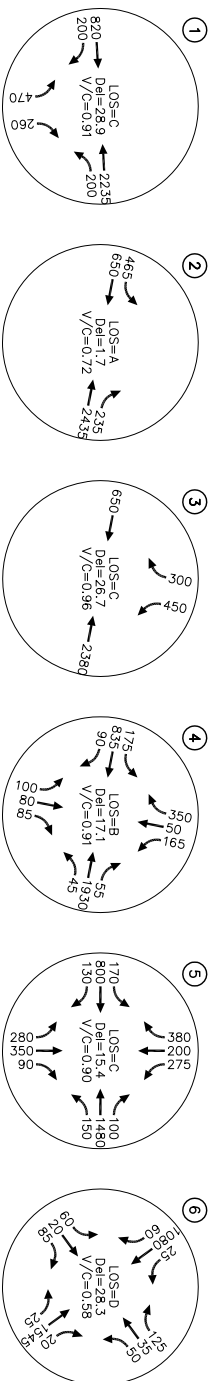
LEGEND

- CM = CRITICAL MOVEMENT (UNSIGNALISED)
- LOS = INTERSECTION LEVEL OF SERVICE SIGNALISED /
- CRITICAL MOVEMENT LEVEL OF SERVICE UNSIGNALISED
- Del = INTERSECTION AVERAGE DELAY SIGNALISED /
- CRITICAL MOVEMENT AVERAGE DELAY UNSIGNALISED
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
- STOP / YIELD CONTROL
- TRAFFIC SIGNAL
- ROUNDABOUT
- UPGRADED LANE CONFIGURATION
- ALTERNATIVE UPGRADED LANE CONFIGURATION
- NETWORK UPGRADES INCLUDED:
 - ERICA DRIVE LINK BETWEEN BELHAR DRIVE AND BELHAR MAIN
 - EXTENSION OF BELHAR MAIN ROAD TO THE SOUTH

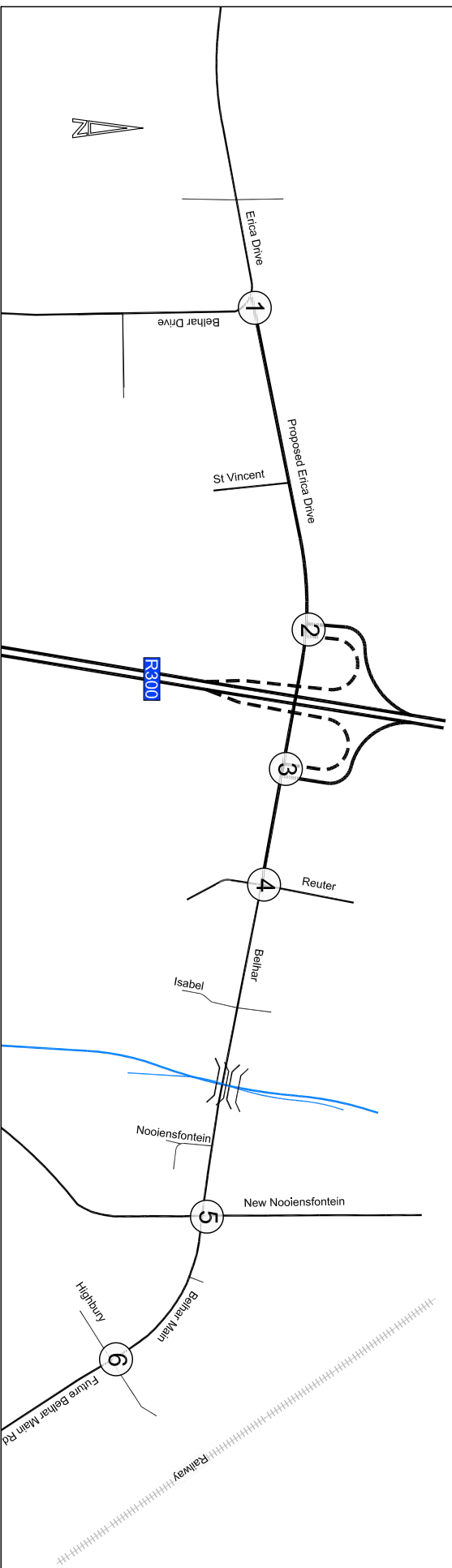
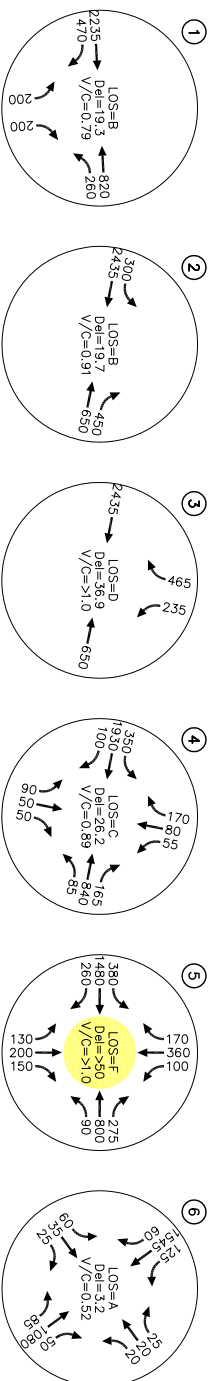
PROPOSED LANE CONFIGURATION



2032 EXISTING AM PEAK HOUR TRAFFIC CONDITIONS

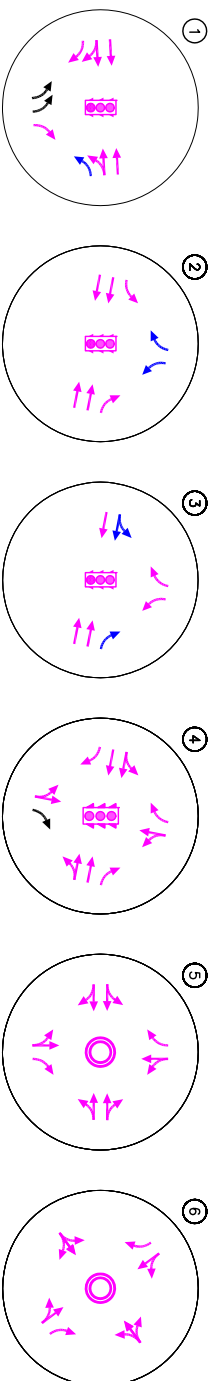


2032 EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

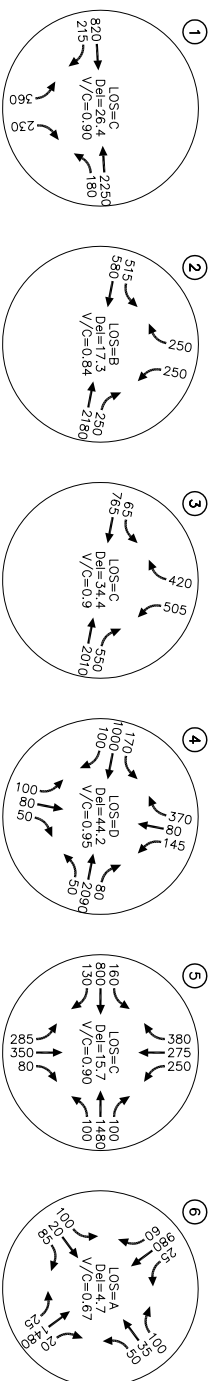


- LEGEND**
- CM = CRITICAL MOVEMENT (UNSIGNALLISED)
 - LOS = INTERSECTION LEVEL OF SERVICE SIGNALISED / CRITICAL MOVEMENT LEVEL OF SERVICE UNSIGNALISED
 - Del = INTERSECTION AVERAGE DELAY SIGNALISED / CRITICAL MOVEMENT DELAY UNSIGNALISED
 - V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
 - STOP / YIELD CONTROL
 - TRAFFIC SIGNAL
 - ROUNDABOUT
 - UPGRADED LANE CONFIGURATION
 - ALTERNATIVE UPGRADED LANE CONFIGURATION
- NETWORK UPGRADES INCLUDED:**
- ERICA DRIVE LINK BETWEEN BELHAR DRIVE AND BELHAR MAIN
 - ERICA DRIVE DUALED
 - ERICA DRIVE / ROAD HALF DIAMOND INTERCHANGE
 - EXTENSION OF BELHAR MAIN ROAD TO THE SOUTH

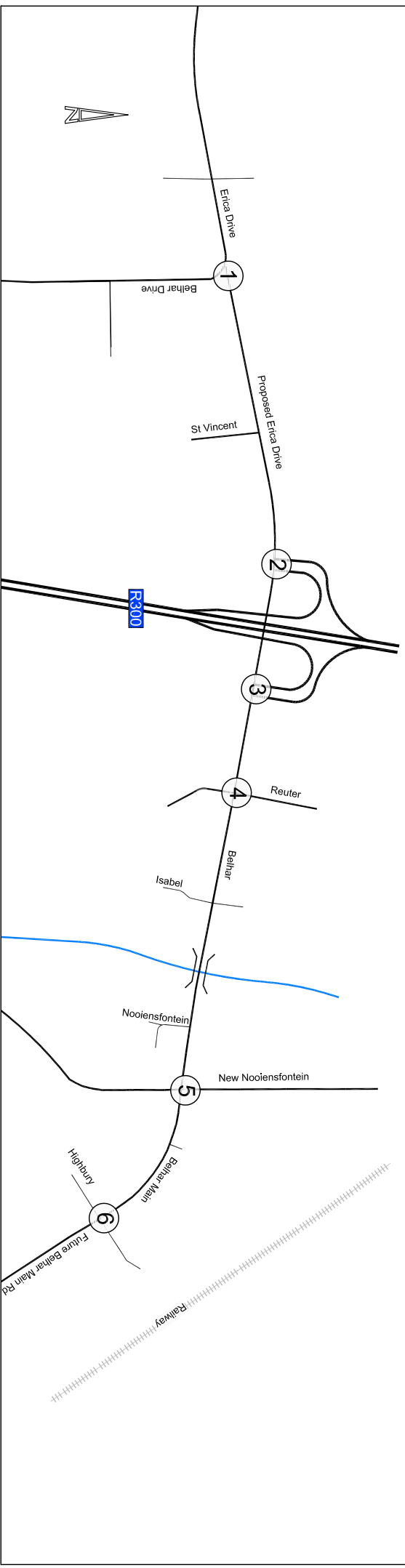
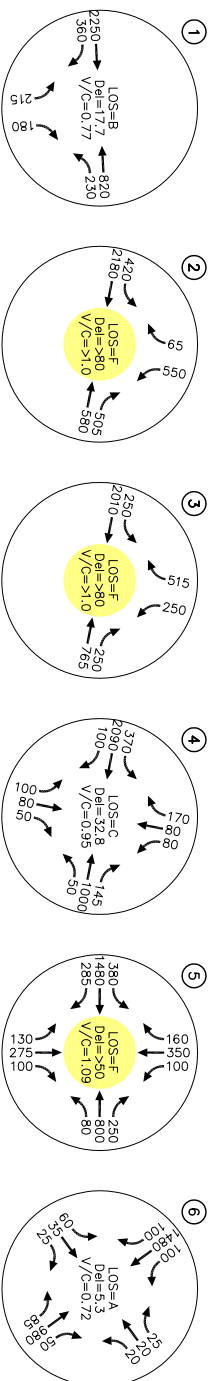
PROPOSED LANE CONFIGURATION



2032 EXISTING AM PEAK HOUR TRAFFIC CONDITIONS



2032 EXISTING PM PEAK HOUR TRAFFIC CONDITIONS



LEGEND

- CM = CRITICAL MOVEMENT (UNSIGNALISED)
- LOS = INTERSECTION LEVEL OF SERVICE SIGNALISED /
- CRITICAL MOVEMENT LEVEL OF SERVICE UNSIGNALISED /
- Del = INTERSECTION AVERAGE DELAY SIGNALISED /
- CRITICAL MOVEMENT DELAY UNSIGNALISED
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
- STOP / YIELD CONTROL
- TRAFFIC SIGNAL
- ROUNDABOUT
- UPGRADED LANE CONFIGURATION
- ALTERNATIVE UPGRADED LANE CONFIGURATION
- FUTURE ROAD LINK
- NETWORK UPGRADES INCLUDED:
 - ERICA DRIVE LINK BETWEEN BELHAR DRIVE AND BELHAR MAIN
 - ERICA DRIVE DUALLIED
 - ERICA DRIVE / R300 PARCLO INTERCHANGE
 - EXTENSION OF BELHAR MAIN ROAD TO THE SOUTH



