

04 April 2024

Sophie Griffiths
Development Assessment Officer
Canterbury Bankstown Council

**ADDENDUM TRAFFIC & PARKING STATEMENT
IN REPLY TO COUNCIL'S RFI LETTER
PROPOSED CHILDCARE CENTRE DEVELOPMENT
32 BAGDAD STREET, REGENTS PARK
(DA-1433/2023)**

We refer to Council's RFI letter dated 20 February 2024 in relation to DA-1433/2023 for the proposed childcare centre development at 32 Bagdad Street, Regents Park, and provide the following assessment and information, for Council's consideration.

This Statement is to be read in conjunction with the amended architectural plans prepared by Boris Grgurevic & Associates Pty Ltd (reduced copy of the amended plans – Revision 3 - attached in Appendix 'A' of this statement).

- The proposed basement parking layout has been amended to remove one car parking space and install a set of emergency fire exit stairs. The development provides for a total of twelve (12) on-site car parking spaces, which is adequate and in accordance with Chapter 3.2, Section 2 of Canterbury Bankstown DCP 2023.
- Updated vehicular swept paths have been undertaken at the site access driveway, demonstrating a B99 design vehicle can pass a B85 design vehicle simultaneously when turning from and exiting onto Bagdad Street. Refer to the updated vehicle swept path plans attached in Appendix 'B'.

Traffic Flow Modelling

- a. The estimated traffic generated from the proposed development has been correctly allocated to the existing traffic volumes at the modelled intersections based on the post-development trip distribution diagrams for AM & PM peak hours. The movement summary reports have been updated and attached to Appendix 'C' of this statement.

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- b. The inbound traffic split percentage generated from the proposed development at the subject intersections of Auburn Road/Bagdad Street and Cooper Road/Moriarty Way was based on the pre-development traffic distribution during AM and PM peaks. The outbound traffic split percentage generated from the development was equally adopted as per the inbound traffic split percentage.
- c. Pre-development trip distribution models for Base Year 2023 and Future Year 2033 have been produced; with copies attached in Appendix 'D' of this statement.

Given the above additional information, it is considered that the proposed childcare centre development is satisfactory and in compliance with the requirements of AS2890.1:2004, and addresses Council's concerns.

If you require any further information, please do not hesitate to contact us.

Yours sincerely



Ramy Selim
Senior Traffic Engineer
Hemanote Consultants Pty Ltd

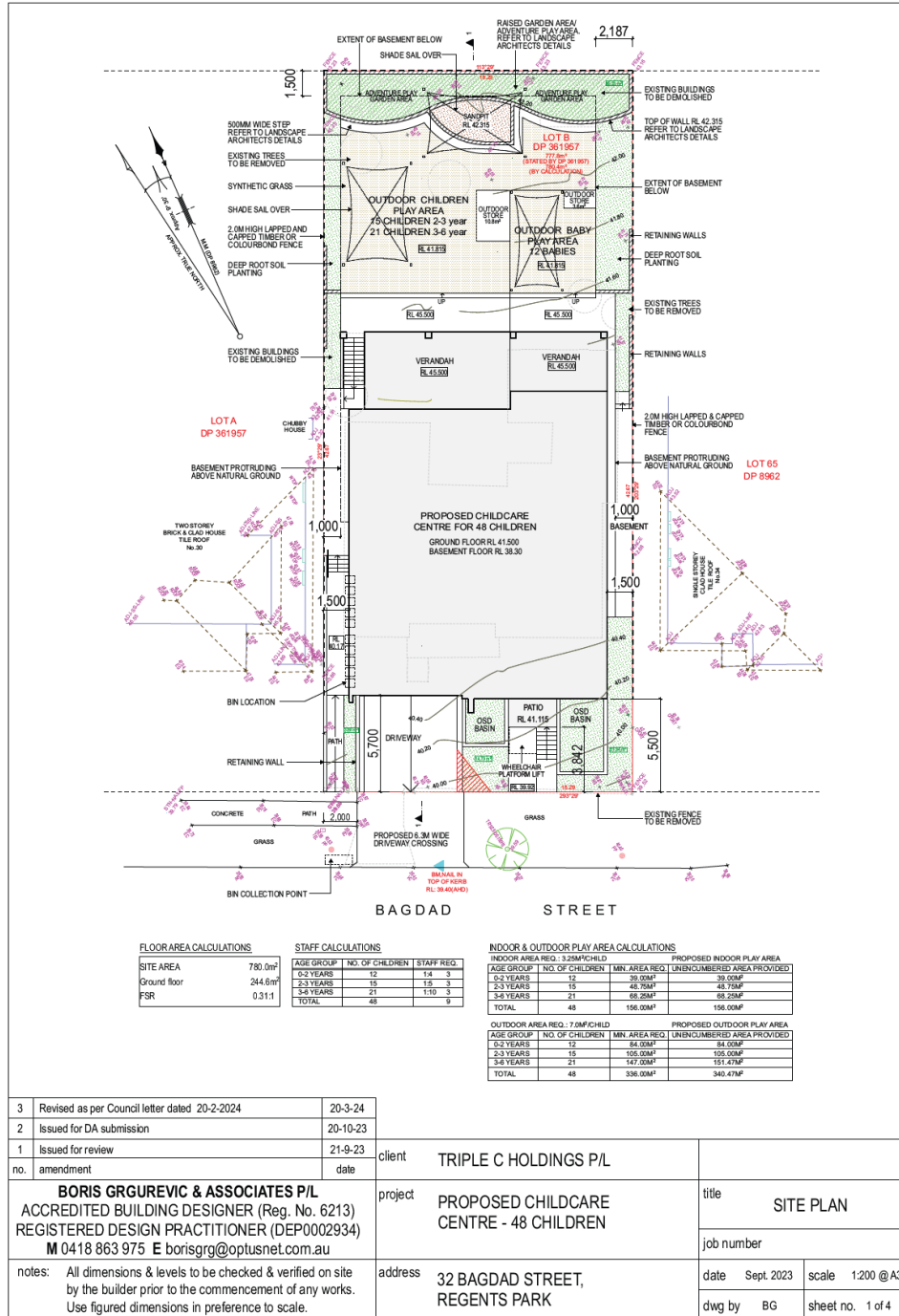
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Appendix A – Amended Development Plans

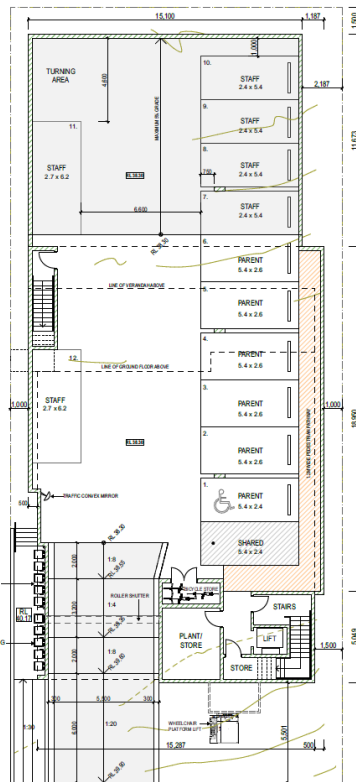
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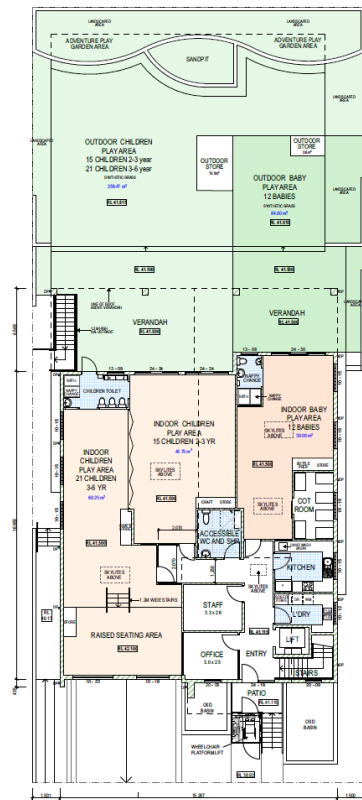


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BASEMENT PLAN



GROUND FLOOR PLAN

| | | | | | | | | |
|---|---|----------|---------|--|------------|--|-----------|------------|
| 3 | Revised as per Council letter dated 20-2-2024 | 20-3-24 | client | TRIPLE C HOLDINGS P/L | title | GROUND FLOOR PLAN AND BASEMENT PLAN | | |
| 2 | Issued for DA submission | 20-10-23 | | | | | | |
| 1 | Issued for review | 21-9-23 | | | | | | |
| no. | amendment | date | project | PROPOSED CHILDCARE CENTRE - 48 CHILDREN | job number | | | |
| BORIS GRGUREVIC & ASSOCIATES P/L ACCREDITED BUILDING DESIGNER (Reg. No. 6213) REGISTERED DESIGN PRACTITIONER (DEP0002934) M 0418 863 975 E borisgrg@optusnet.com.au | | | | | | | | |
| notes: All dimensions & levels to be checked & verified on site by the builder prior to the commencement of any works. Use figured dimensions in preference to scale. | | | address | 32 BAGDAD STREET, REGENTS PARK | date | Sept 2023 | scale | 1:200 @ A3 |
| | | | | | dwg by | BG | sheet no. | 2 of 4 |

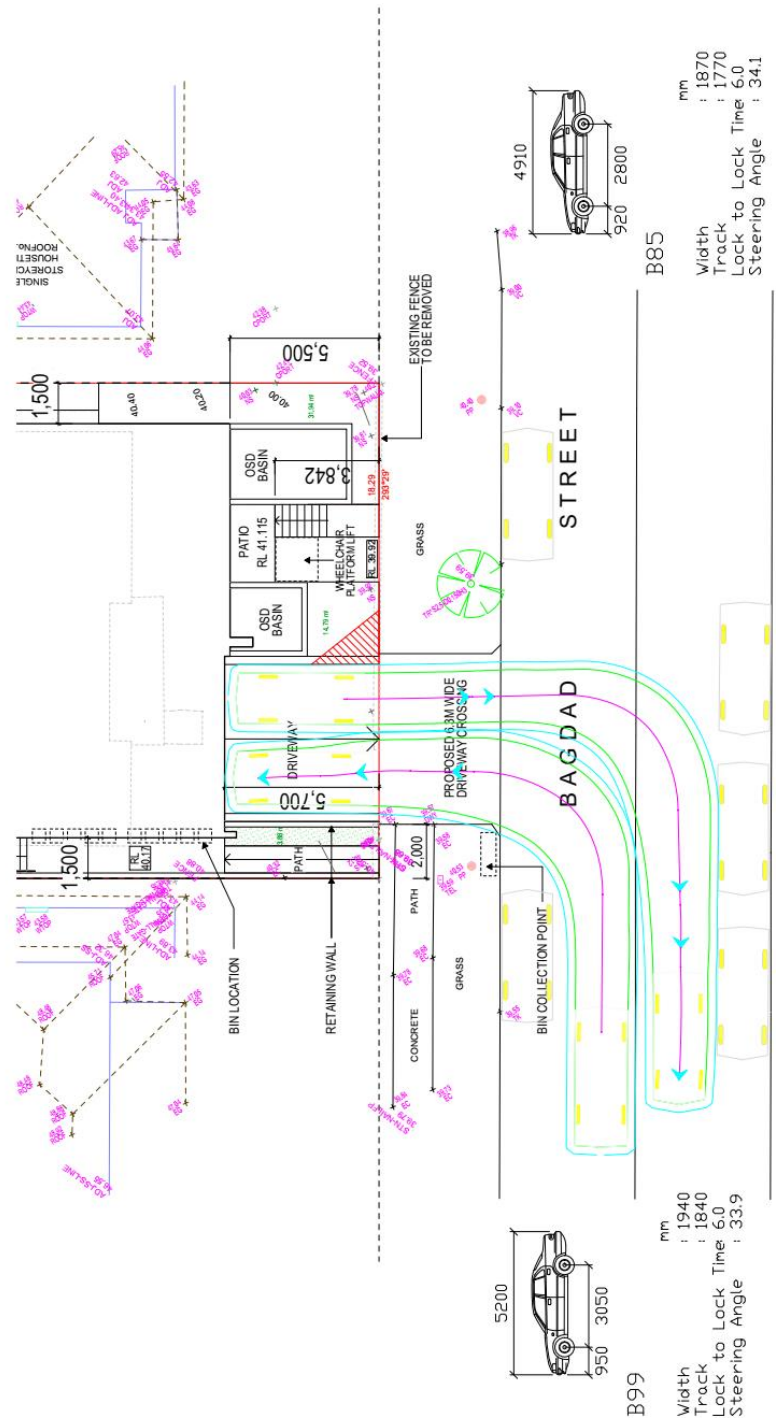
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Appendix B – Updated Vehicular Swept Paths at Driveway

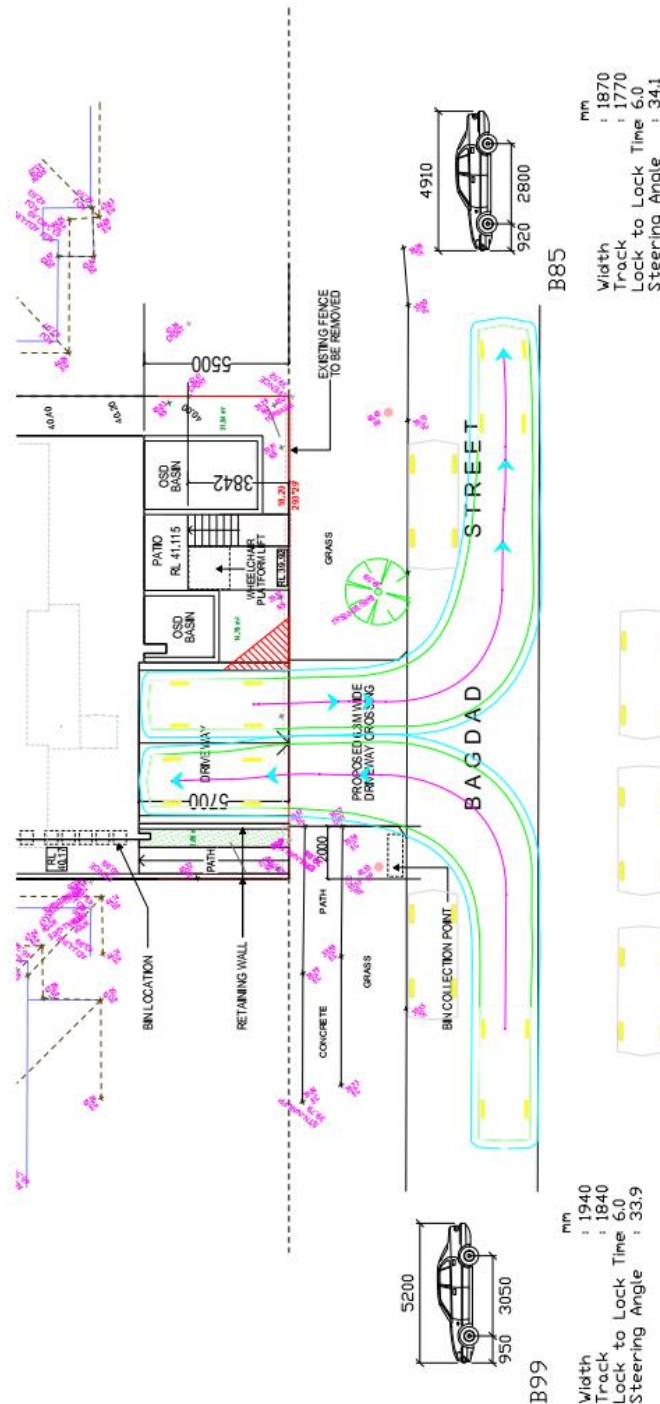
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Appendix C – SIDRA Intersection Analysis

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MOVEMENT SUMMARY – 7.30am – 8.30am – Base Year 2023 – Bagdad Street / Auburn Road

| Pre-Development | | | | | | | | | | | | | | | Post-Development | | | | | | | | | | | | | | |
|------------------------------|------|--------------|------|---------------|-----------|--------------------------|------------|------|-----------------------|-------|------------------|-------|------|-----------|------------------------------|------------------------|-----------------------|------|-----------|--------------------------|------------|------|---------|------|--|--|--|--|--|
| Vehicle Movement Performance | | | | | | | | | | | | | | | Vehicle Movement Performance | | | | | | | | | | | | | | |
| Mov ID | Turn | DEMAND FLOWS | | ARRIVAL FLOWS | Prop. Que | Effective/Avg No. Cycles | Avg. Speed | Rate | AVERAGE BACK OF-QUEUE | | Level of Service | Delay | v/c | Deg. Satn | Aver. Delay | Aver. Level of Service | AVERAGE BACK OF-QUEUE | | Prop. Que | Effective/Avg No. Cycles | Avg. Speed | Rate | | | | | | | |
| | | [Total] | [HV] | | | | | | [Total] | [HV] | | | | | | | [Total] | [HV] | | | | | [Total] | [HV] | | | | | |
| South Auburn Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Tl | 537 | 0.0 | 537 | 0.0 | 0.00 | 0.00 | 0.00 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.0 | 0.0 | 0.00 | 0.00 | 59.8 | | | | | | | | |
| 3 | R2 | 26 | 0.0 | 26 | 0.0 | 0.45 | 0.60 | 0.45 | 0.3 | LOS A | 0.0 | 0.3 | 0.45 | 0.60 | 0.45 | 0.3 | 0.0 | 0.3 | 0.45 | 0.61 | 24.5 | | | | | | | | |
| Approach | | 563 | 0.0 | 563 | 0.0 | 0.02 | 0.03 | 0.02 | 0.3 | NA | 0.0 | 0.3 | 0.02 | 0.03 | 0.02 | 0.3 | 0.0 | 0.3 | 0.02 | 0.03 | 0.02 | 58.8 | | | | | | | |
| East Bayonet Street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | L2 | 14 | 0.0 | 14 | 0.0 | 0.89 | 1.30 | 0.89 | 2.4 | LOS B | 2.4 | 16.7 | 0.89 | 1.30 | 2.30 | 36.5 | | 2.7 | 18.7 | 0.90 | 1.45 | 2.56 | 35.4 | | | | | | |
| 6 | R2 | 301 | 0.0 | 301 | 0.0 | 0.89 | 1.38 | 0.89 | 2.4 | LOS B | 2.4 | 16.7 | 0.89 | 1.38 | 2.30 | 38.9 | | 2.7 | 18.7 | 0.90 | 1.45 | 2.56 | 37.9 | | | | | | |
| Approach | | 315 | 0.0 | 315 | 0.0 | 0.89 | 1.38 | 0.89 | 2.4 | LOS B | 2.4 | 16.7 | 0.89 | 1.38 | 2.30 | 38.8 | | 2.7 | 18.7 | 0.90 | 1.45 | 2.56 | 37.6 | | | | | | |
| North Auburn Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | L2 | 118 | 0.0 | 118 | 0.0 | 0.00 | 0.17 | 0.00 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.17 | 0.00 | 52.9 | | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 52.6 | | | | | | |
| 8 | Tl | 299 | 0.0 | 299 | 0.0 | 0.00 | 0.17 | 0.00 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.17 | 0.00 | 54.2 | | 0.0 | 0.0 | 0.00 | 0.18 | 0.00 | 53.9 | | | | | | |
| Approach | | 417 | 0.0 | 417 | 0.0 | 0.00 | 0.17 | 0.00 | 0.0 | NA | 0.0 | 0.0 | 0.00 | 0.17 | 0.00 | 53.9 | | NA | 0.0 | 0.00 | 0.18 | 0.00 | 53.6 | | | | | | |
| All Vehicles | | 1265 | 0.0 | 1265 | 0.0 | 0.89 | 1.38 | 0.89 | 2.4 | NA | 2.4 | 16.7 | 0.89 | 1.38 | 2.30 | 44.5 | | NA | 2.7 | 18.7 | 0.93 | 0.43 | 0.64 | 44.5 | | | | | |

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MOVEMENT SUMMARY – 7.30am – 8.30am – Base Year 2023 – Cooper Road / Moriarty Way

| Pre-Development | | | | | | | | | | | | | | Post-Development | | | | | | | | | | | | | | | |
|------------------------------|------|------------------|------------------|-------------|------------------|----------|-----------------------|----------------------|-------------|--------------------|------|------------------|------------------|------------------------------|------------------|----------|-----------------------|----------------------|-------------|-----|-------|-----|-------|-----|-----|------|------|------|------|
| Vehicle Movement Performance | | | | | | | | | | | | | | Vehicle Movement Performance | | | | | | | | | | | | | | | |
| Mov ID | Turn | DEMAND FLOWS | ARRIVAL FLOWS | Aver. Delay | Level of Service | Pop. Que | AVERAGE BACK OF QUEUE | Effec. No. of Cycles | Aver. Speed | Mov ID | Turn | DEMAND FLOWS | ARRIVAL FLOWS | Aver. Delay | Level of Service | Pop. Que | AVERAGE BACK OF QUEUE | Effec. No. of Cycles | Aver. Speed | | | | | | | | | | |
| | | [Total HV] veh/h | [Total HV] veh/h | % | veh | sec | [Veh. Delay] m | | km/h | | | [Total HV] veh/h | [Total HV] veh/h | % | veh | sec | [Veh. Delay] m | | km/h | | | | | | | | | | |
| South: Cooper Road | | | | | | | | | | South: Cooper Road | | | | | | | | | | | | | | | | | | | |
| 2 | T1 | 127 | 0.0 | 127 | 0.0 | 0.133 | 5.1 | LOS A | 0.3 | 2.0 | 0.20 | 0.52 | 0.20 | 39.8 | 2 | T1 | 136 | 0.0 | 136 | 0.0 | 0.140 | 5.1 | LOS A | 0.3 | 2.1 | 0.21 | 0.52 | 0.21 | 39.8 |
| 3 | R2 | 34 | 0.0 | 34 | 0.0 | 0.133 | 8.0 | LOS A | 0.3 | 2.0 | 0.20 | 0.52 | 0.20 | 39.0 | 3 | R2 | 34 | 0.0 | 34 | 0.0 | 0.140 | 8.0 | LOS A | 0.3 | 2.1 | 0.21 | 0.52 | 0.21 | 39.0 |
| Approach | | | | | | | | | | Approach | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
| 0.0 | | | | | | | | | | 0.0 | | | | | | | | | | | | | | | | | | | |
| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
| 0.0 | | | | | | | | | | 0.0 | | | | | | | | | | | | | | | | | | | |
| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
| 0.0 | | | | | | | | | | 0.0 | | | | | | | | | | | | | | | | | | | |
| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
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| 161 | | | | | | | | | | 169 | | | | | | | | | | | | | | | | | | | |
| 0.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

MOVEMENT SUMMARY – 2.45pm – 3.45pm – Base Year 2023 – Bagdad Street / Auburn Road

Pre-Development

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|-------------------------|-----------------------|----------|----------------|------------------|-------------------------------|-----------|---------------------|----------------|----------------|------|------|------|
| Mov ID | Turn | DEMAND FLOWS [Total HV] | ARRIVAL FLOWS % veh/h | Deg Satn | Aver Delay sec | Level of Service | AVERAGE BACK OF QUEUE [Veh] m | Prop. Que | Effective Stop Rate | Ave No. Cycles | Ave Speed km/h | | | |
| South Auburn Road | | | | | | | | | | | | | | |
| 2 | Tl | 327 | 0.0 | 0.327 | 0.0 | 0.169 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 59.9 | | |
| 3 | R2 | 26 | 0.0 | 0.26 | 0.0 | 0.027 | 6.1 | LOS A | 0.0 | 0.3 | 0.67 | 23.3 | | |
| Approach | | 354 | 0.0 | 0.354 | 0.0 | 0.169 | 0.5 | NA | 0.0 | 0.3 | 0.05 | 58.0 | | |
| East Bagdad Street | | | | | | | | | | | | | | |
| 4 | L2 | 23 | 0.0 | 0.23 | 0.0 | 0.446 | 11.6 | LOS A | 0.8 | 5.5 | 0.70 | 1.06 | 10.0 | 42.9 |
| 6 | R2 | 181 | 0.0 | 0.181 | 0.0 | 0.446 | 17.1 | LOS B | 0.8 | 5.5 | 0.70 | 1.08 | 1.00 | 45.0 |
| Approach | | 204 | 0.0 | 0.204 | 0.0 | 0.446 | 16.5 | LOS B | 0.8 | 5.5 | 0.70 | 1.08 | 1.00 | 44.8 |
| North Auburn Road | | | | | | | | | | | | | | |
| 7 | L2 | 212 | 0.0 | 0.212 | 0.0 | 0.306 | 5.6 | LOS A | 0.0 | 0.0 | 0.21 | 0.00 | 51.2 | |
| 8 | Tl | 374 | 0.0 | 0.374 | 0.0 | 0.306 | 0.0 | LOS A | 0.0 | 0.0 | 0.21 | 0.00 | 52.7 | |
| Approach | | 586 | 0.0 | 0.586 | 0.0 | 0.306 | 2.0 | NA | 0.0 | 0.0 | 0.21 | 0.00 | 52.2 | |
| All Vehicles | | 1143 | 0.0 | 1.143 | 0.0 | 0.446 | 4.1 | NA | 0.8 | 5.5 | 0.14 | 0.32 | 0.19 | 49.6 |

Post-Development

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|-------------------------|-----------------------|----------|----------------|------------------|-------------------------------|-----------|---------------------|----------------|----------------|------|------|------|
| Mov ID | Turn | DEMAND FLOWS [Total HV] | ARRIVAL FLOWS % veh/h | Deg Satn | Aver Delay sec | Level of Service | AVERAGE BACK OF QUEUE [Veh] m | Prop. Que | Effective Stop Rate | Ave No. Cycles | Ave Speed km/h | | | |
| South Auburn Road | | | | | | | | | | | | | | |
| 2 | Tl | 327 | 0.0 | 0.327 | 0.0 | 0.169 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 59.9 | | |
| 3 | R2 | 28 | 0.0 | 0.28 | 0.0 | 0.030 | 6.2 | LOS A | 0.0 | 0.3 | 0.68 | 22.1 | | |
| Approach | | 356 | 0.0 | 0.356 | 0.0 | 0.169 | 0.5 | NA | 0.0 | 0.3 | 0.05 | 57.0 | | |
| East Bagdad Street | | | | | | | | | | | | | | |
| 4 | L2 | 25 | 0.0 | 0.25 | 0.0 | 0.468 | 11.8 | LOS A | 0.8 | 5.9 | 0.71 | 1.09 | 1.04 | 42.7 |
| 6 | R2 | 198 | 0.0 | 0.198 | 0.0 | 0.468 | 17.4 | LOS B | 0.8 | 5.9 | 0.71 | 1.09 | 1.04 | 44.8 |
| Approach | | 214 | 0.0 | 0.214 | 0.0 | 0.468 | 16.8 | LOS B | 0.8 | 5.9 | 0.71 | 1.09 | 1.04 | 44.6 |
| North Auburn Road | | | | | | | | | | | | | | |
| 7 | L2 | 219 | 0.0 | 0.219 | 0.0 | 0.310 | 5.6 | LOS A | 0.0 | 0.0 | 0.22 | 0.00 | 51.0 | |
| 8 | Tl | 374 | 0.0 | 0.374 | 0.0 | 0.310 | 0.0 | LOS A | 0.0 | 0.0 | 0.22 | 0.00 | 52.6 | |
| Approach | | 593 | 0.0 | 0.593 | 0.0 | 0.310 | 2.1 | NA | 0.0 | 0.0 | 0.22 | 0.00 | 52.1 | |
| All Vehicles | | 1162 | 0.0 | 1.162 | 0.0 | 0.468 | 4.3 | NA | 0.8 | 5.9 | 0.14 | 0.33 | 0.20 | 49.4 |

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MOVEMENT SUMMARY – 2.45pm – 3.45pm – Base Year 2023 – Cooper Road / Moriarty Way

| Pre-Development | | | | | | | | | | | | | | Post-Development | | | | | | | | | | | | | | | |
|------------------------------|------|-------------------------|--------------------------|---------|-----|----------|----------------|------------------|------------------------------|-------|---------------------------------|-----------|------------------|------------------------------|------|-------------------------|--------------------------|---------|-----|----------|----------------|------------------|------------------------------|-------|---------------------------------|-----------|------------------|------|------|
| Vehicle Movement Performance | | | | | | | | | | | | | | Vehicle Movement Performance | | | | | | | | | | | | | | | |
| Mov ID | Turn | DEMAND FLOWS [Total HV] | ARRIVAL FLOWS [Total HV] | % veh/h | % | Deg Satn | Aver Delay sec | Level of Service | AVERAGE BACK OF QUEUE [Veh.] | Queue | Prop. Effective Ave. No. Cycles | Stop Rate | Aver. Speed km/h | Mov ID | Turn | DEMAND FLOWS [Total HV] | ARRIVAL FLOWS [Total HV] | % veh/h | % | Deg Satn | Aver Delay sec | Level of Service | AVERAGE BACK OF QUEUE [Veh.] | Queue | Prop. Effective Ave. No. Cycles | Stop Rate | Aver. Speed km/h | | |
| South Cooper Road | | | | | | | | | | | | | | South Cooper Road | | | | | | | | | | | | | | | |
| 2 | T1 | 94 | 0.0 | 94 | 0.0 | 0.076 | 4.8 | LOS A | 0.2 | 1.1 | 0.04 | 0.53 | 0.04 | 41.5 | 2 | T1 | 94 | 0.0 | 94 | 0.0 | 0.076 | 4.8 | LOS A | 0.2 | 1.1 | 0.04 | 0.53 | 0.04 | 41.5 |
| 3 | R2 | 20 | 0.0 | 20 | 0.0 | 0.076 | 7.7 | LOS A | 0.2 | 1.1 | 0.04 | 0.53 | 0.04 | 40.2 | 3 | R2 | 20 | 0.0 | 20 | 0.0 | 0.076 | 7.7 | LOS A | 0.2 | 1.1 | 0.04 | 0.53 | 0.04 | 40.2 |
| Approach | | | | | | | | | | | | | | Approach | | | | | | | | | | | | | | | |
| 114 | | | | | | | | | | | | | | 114 | | | | | | | | | | | | | | | |
| East Moriarty Way | | | | | | | | | | | | | | East Moriarty Way | | | | | | | | | | | | | | | |
| 4 | L2 | 23 | 0.0 | 23 | 0.0 | 0.025 | 5.2 | LOS A | 0.0 | 0.3 | 0.26 | 0.56 | 0.26 | 40.6 | 4 | L2 | 23 | 0.0 | 23 | 0.0 | 0.025 | 5.2 | LOS A | 0.0 | 0.3 | 0.26 | 0.56 | 0.26 | 40.6 |
| 6 | R2 | 4 | 0.0 | 4 | 0.0 | 0.025 | 8.0 | LOS A | 0.0 | 0.3 | 0.26 | 0.56 | 0.26 | 29.2 | 6 | R2 | 4 | 0.0 | 4 | 0.0 | 0.025 | 8.0 | LOS A | 0.0 | 0.3 | 0.26 | 0.56 | 0.26 | 29.2 |
| Approach | | | | | | | | | | | | | | Approach | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | 27 | | | | | | | | | | | | | | | |
| North Cooper Road | | | | | | | | | | | | | | North Cooper Road | | | | | | | | | | | | | | | |
| 7 | L2 | 55 | 0.0 | 55 | 0.0 | 0.117 | 5.0 | LOS A | 0.2 | 1.5 | 0.10 | 0.50 | 0.10 | 46.5 | 7 | L2 | 55 | 0.0 | 55 | 0.0 | 0.117 | 5.0 | LOS A | 0.2 | 1.5 | 0.10 | 0.50 | 0.10 | 46.5 |
| 8 | T1 | 104 | 0.0 | 104 | 0.0 | 0.117 | 4.9 | LOS A | 0.2 | 1.5 | 0.10 | 0.50 | 0.10 | 53.4 | 8 | T1 | 104 | 0.0 | 104 | 0.0 | 0.117 | 4.9 | LOS A | 0.2 | 1.5 | 0.10 | 0.50 | 0.10 | 53.4 |
| Approach | | | | | | | | | | | | | | Approach | | | | | | | | | | | | | | | |
| 151 | | | | | | | | | | | | | | 151 | | | | | | | | | | | | | | | |
| All Vehicles | | | | | | | | | | | | | | All Vehicles | | | | | | | | | | | | | | | |
| 263 | | | | | | | | | | | | | | 263 | | | | | | | | | | | | | | | |
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| 263 | | | | | | | | | | | | | | 263 | | | | | | | | | | | | | | | |
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MOVEMENT SUMMARY – 7.30am – 8.30am – Future Year 2033 – Bagdad Street / Auburn Road

Pre-Development

Post-Development

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|-------------------------|--------------------------|---------------|------------------|-----------------------|-------|--------------------|-------------------------|----------------|------|------|-------|------|
| Mov ID | Turn | DEMAND FLOWS [Total HV] | ARRIVAL FLOWS [Total HV] | Avg Delay v/c | Level of Service | AVERAGE BACK OF QUEUE | | Prop. Que | Effective No. of Cycles | Avg Speed km/h | | | | |
| | | | | | | [Veh] | [m] | | | | | | | |
| | | | | | | veh | m | | | | | | | |
| South Auburn Road | | | | | | | | | | | | | | |
| 2 | T1 | 644 | 0.0 | 644 | 0.0 | 0.333 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 59.8 |
| 3 | R2 | 34 | 0.0 | 34 | 0.0 | 0.032 | 5.7 | LOS A | 0.1 | 0.4 | 0.50 | 0.65 | 0.50 | 23.3 |
| Approach | | 678 | 0.0 | 678 | 0.0 | 0.333 | 0.3 | NA | 0.1 | 0.4 | 0.03 | 0.03 | 0.03 | 58.6 |
| East Bagdad Street | | | | | | | | | | | | | | |
| 4 | L2 | 16 | 0.0 | 16 | 0.0 | 1.344 | 329.9 | LOS F ¹ | 28.1 | 195.5 | 1.00 | 4.93 | 16.25 | 6.6 |
| 6 | R2 | 361 | 0.0 | 361 | 0.0 | 1.292 | 295.7 | LOS F ¹ | 24.5 | 171.3 | 1.00 | 4.55 | 14.80 | 8.7 |
| Approach | | 378 | 0.0 | 378 | 0.0 | 1.292 | 295.2 | LOS F ¹ | 24.5 | 171.3 | 1.00 | 4.55 | 14.80 | 8.7 |
| North Auburn Road | | | | | | | | | | | | | | |
| 7 | L2 | 141 | 0.0 | 141 | 0.0 | 0.260 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.17 | 0.00 | 52.9 |
| 8 | T1 | 359 | 0.0 | 359 | 0.0 | 0.260 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.17 | 0.00 | 54.1 |
| Approach | | 500 | 0.0 | 500 | 0.0 | 0.260 | 1.6 | NA | 0.0 | 0.0 | 0.00 | 0.17 | 0.00 | 53.8 |
| All Vehicles | | 1554 | 0.0 | 1554 | 0.0 | 1.292 | 72.4 | NA | 24.5 | 171.3 | 0.25 | 1.17 | 3.61 | 14.3 |

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MOVEMENT SUMMARY – 7.30am – 8.30am – Future Year 2033 – Cooper Road / Moriarty Way

Pre-Development

Post-Development

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MOVEMENT SUMMARY – 2.45pm – 3.45pm – Future Year 2033 – Bagdad Street / Auburn Road

Pre-Development

Post-Development

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|--------------|---------------|-------------|------------------|-----------|-----------------|-------------|-----------|-----------------|-------------|-----------|-----------------|-------------|
| Mov ID | Turn | DEMAND FLOWS | ARRIVAL FLOWS | Aver. Delay | Level of Service | Stop Rate | Effective Queue | Aver. Delay | Stop Rate | Effective Queue | Aver. Delay | Stop Rate | Effective Queue | Aver. Delay |
| | | veh/h | % | sec | | % | veh | m | | | veh | m | | km/h |
| South Auburn Road | | | | | | | | | | | | | | |
| 2 | Tl | 393 | 0.0 | 393 | 0.0 | 0.203 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 59.9 |
| 3 | R2 | 32 | 0.0 | 32 | 0.0 | 0.039 | 7.0 | LOS A | 0.1 | 0.4 | 0.58 | 0.73 | 0.58 | 20.4 |
| Approach | | 424 | 0.0 | 424 | 0.0 | 0.203 | 0.5 | NA | 0.1 | 0.4 | 0.04 | 0.05 | 0.04 | 57.7 |
| East Bagdad Street | | | | | | | | | | | | | | |
| 4 | L2 | 28 | 0.0 | 28 | 0.0 | 0.678 | 16.2 | LOS B | 1.5 | 10.2 | 0.85 | 1.21 | 1.62 | 38.5 |
| 6 | R2 | 217 | 0.0 | 217 | 0.0 | 0.678 | 24.8 | LOS B | 1.5 | 10.2 | 0.85 | 1.21 | 1.62 | 40.8 |
| Approach | | 245 | 0.0 | 245 | 0.0 | 0.678 | 23.8 | LOS B | 1.5 | 10.2 | 0.85 | 1.21 | 1.62 | 40.6 |
| North Auburn Road | | | | | | | | | | | | | | |
| 7 | L2 | 254 | 0.0 | 254 | 0.0 | 0.367 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.21 | 0.00 | 51.2 |
| 8 | Tl | 448 | 0.0 | 448 | 0.0 | 0.367 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.21 | 0.00 | 52.7 |
| Approach | | 702 | 0.0 | 702 | 0.0 | 0.367 | 2.0 | NA | 0.0 | 0.0 | 0.00 | 0.21 | 0.00 | 52.2 |
| All Vehicles | | 1372 | 0.0 | 1372 | 0.0 | 0.678 | 5.5 | NA | 1.5 | 10.2 | 0.16 | 0.34 | 0.30 | 47.2 |

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|------------------------------|------|--------------|---------------|-------------|------------------|-----------|-----------------|-------------|-----------|-----------------|-------------|-----------|-----------------|-------------|
| Mov ID | Turn | DEMAND FLOWS | ARRIVAL FLOWS | Aver. Delay | Level of Service | Stop Rate | Effective Queue | Aver. Delay | Stop Rate | Effective Queue | Aver. Delay | Stop Rate | Effective Queue | Aver. Delay |
| | | veh/h | % | sec | | % | veh | m | | | veh | m | | km/h |
| South Auburn Road | | | | | | | | | | | | | | |
| 2 | Tl | 393 | 0.0 | 393 | 0.0 | 0.203 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 59.9 |
| 3 | R2 | 34 | 0.0 | 34 | 0.0 | 0.042 | 7.1 | LOS A | 0.1 | 0.5 | 0.59 | 0.74 | 0.59 | 20.2 |
| Approach | | 427 | 0.0 | 427 | 0.0 | 0.203 | 0.6 | NA | 0.1 | 0.5 | 0.05 | 0.06 | 0.05 | 57.5 |
| East Bagdad Street | | | | | | | | | | | | | | |
| 4 | L2 | 30 | 0.0 | 30 | 0.0 | 0.714 | 17.2 | LOS B | 1.6 | 11.4 | 0.86 | 1.25 | 1.76 | 37.8 |
| 6 | R2 | 226 | 0.0 | 226 | 0.0 | 0.714 | 26.1 | LOS B | 1.6 | 11.4 | 0.86 | 1.25 | 1.76 | 40.2 |
| Approach | | 256 | 0.0 | 256 | 0.0 | 0.714 | 25.0 | LOS B | 1.6 | 11.4 | 0.86 | 1.25 | 1.76 | 36.9 |
| North Auburn Road | | | | | | | | | | | | | | |
| 7 | L2 | 263 | 0.0 | 263 | 0.0 | 0.371 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.22 | 0.00 | 51.0 |
| 8 | Tl | 448 | 0.0 | 448 | 0.0 | 0.371 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.22 | 0.00 | 52.6 |
| Approach | | 711 | 0.0 | 711 | 0.0 | 0.371 | 2.1 | NA | 0.0 | 0.0 | 0.00 | 0.22 | 0.00 | 52.1 |
| All Vehicles | | 1395 | 0.0 | 1395 | 0.0 | 0.714 | 5.8 | NA | 1.6 | 11.4 | 0.17 | 0.36 | 0.34 | 46.6 |

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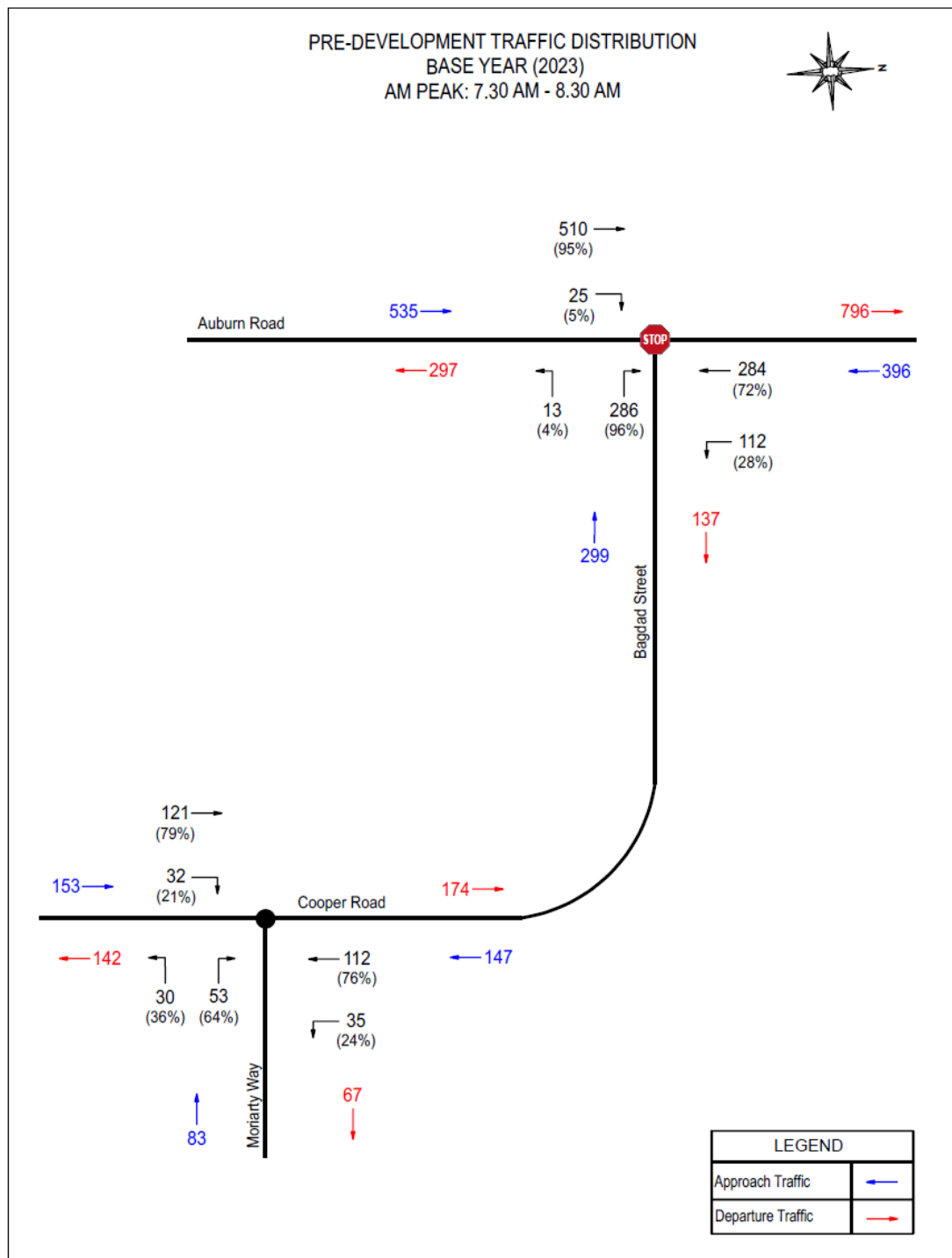
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Appendix D – Pre-Development (Base Year & Future Year) Trip Distribution Model Diagrams

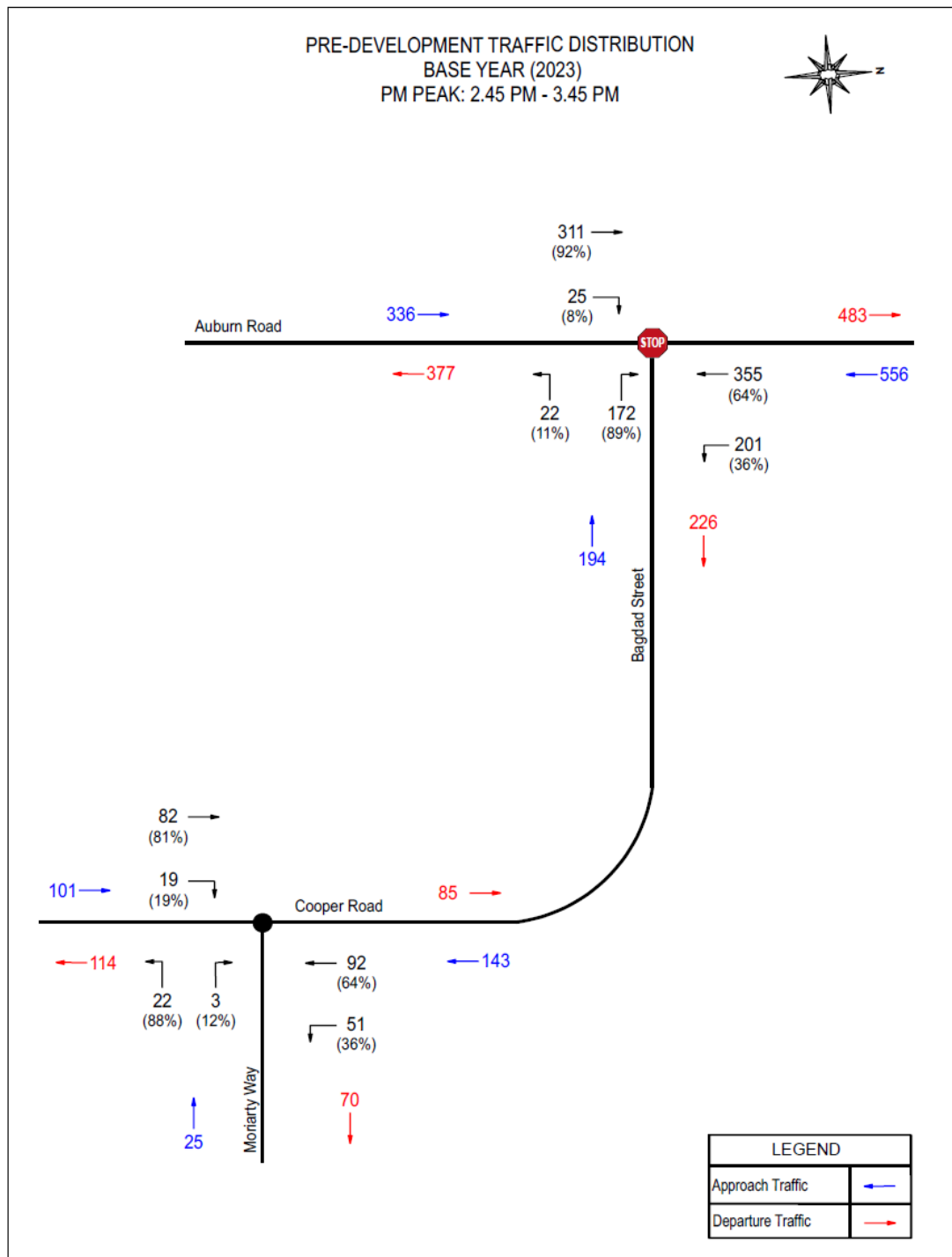
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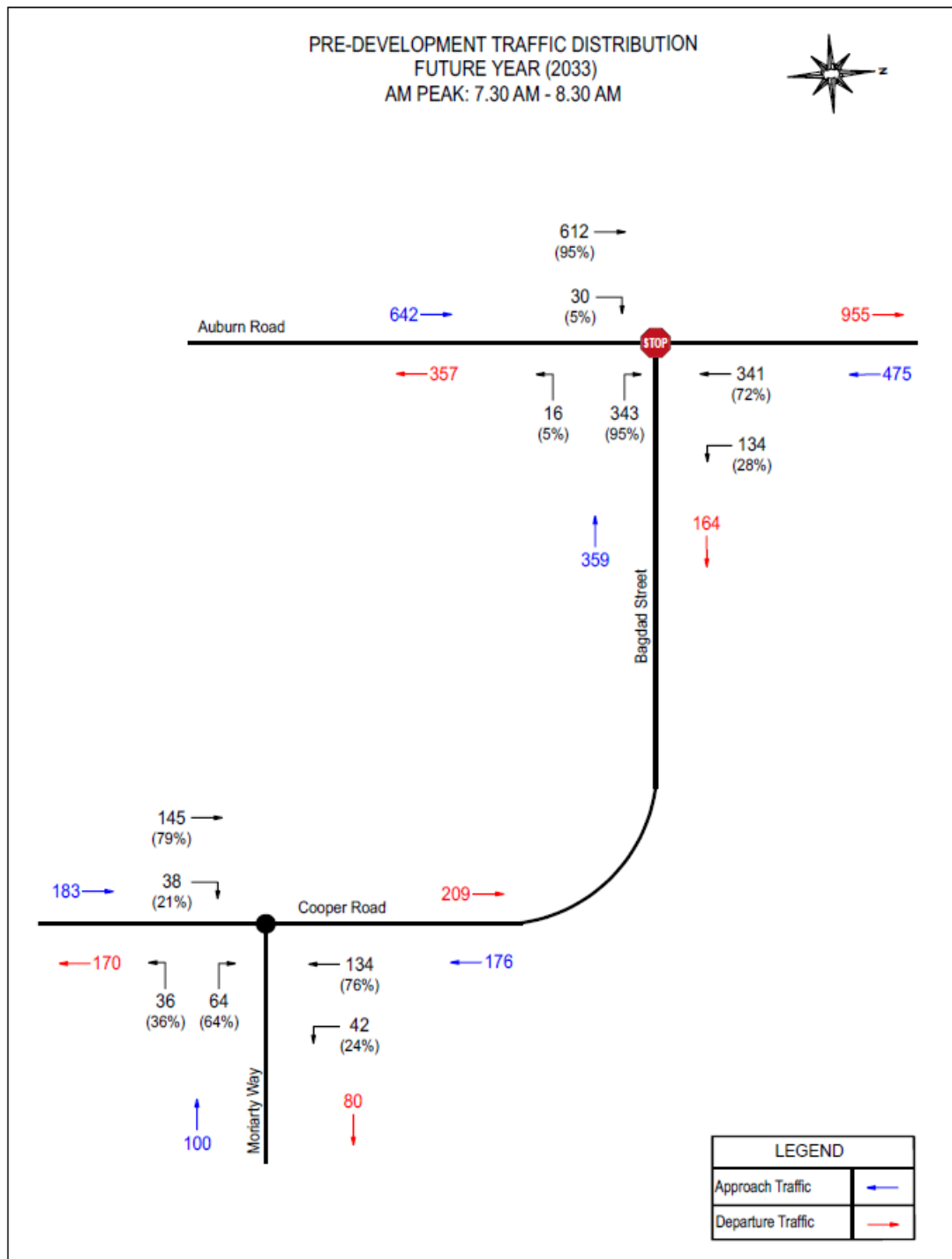
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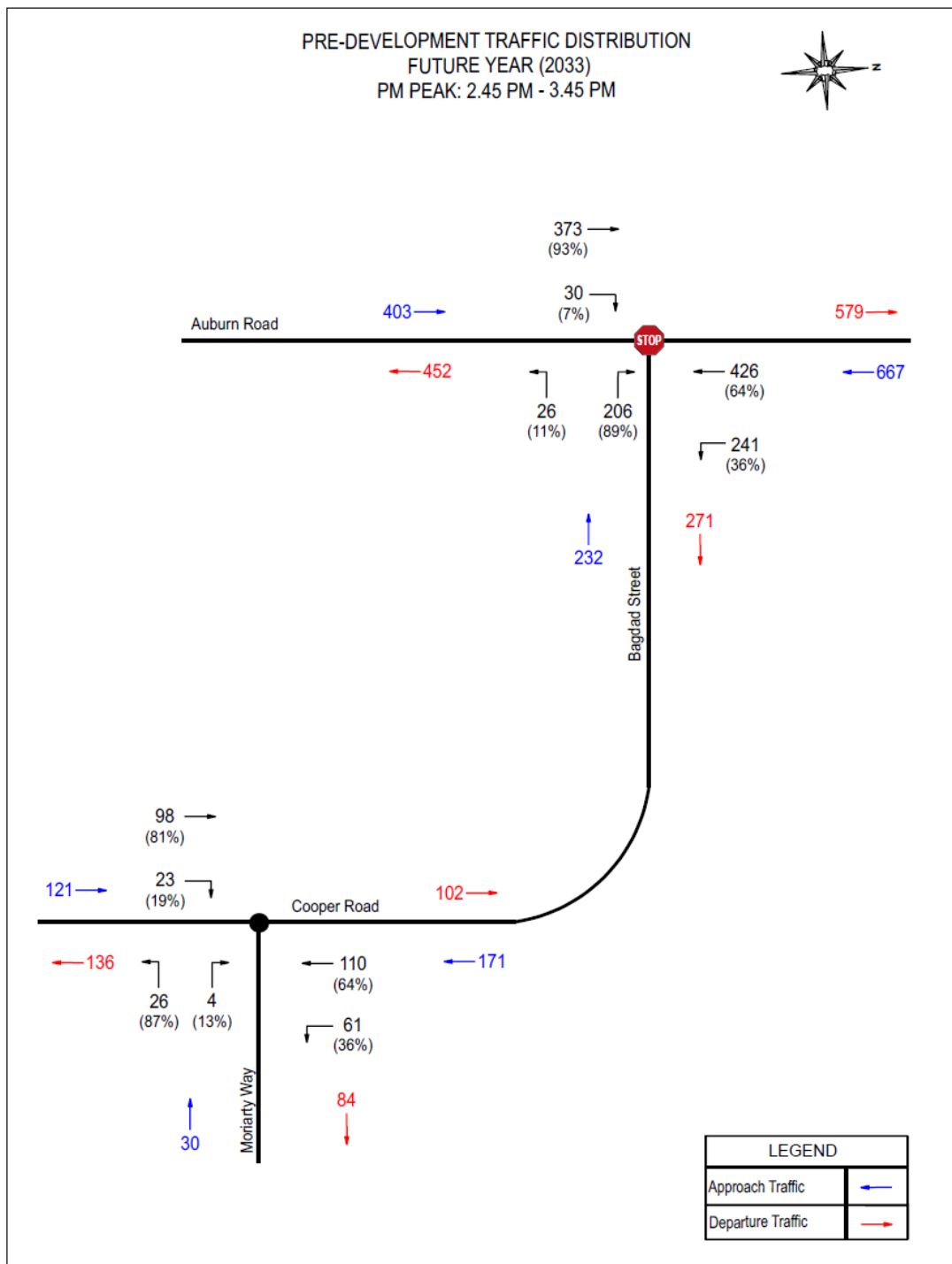
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