

24 June 2021

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**TRAFFIC, PARKING & VEHICULAR ACCESS – post S34  
L&EC CASE NUMBER 2020/00254301  
PROPOSED CHILDCARE CENTRE DEVELOPMENT  
339-377 FOREST ROAD, BEXLEY  
(DA-2019/255)**

Hemanote Consultants have reviewed the latest amended architectural plans for the proposed childcare centre development at **339-377 Forest Road, Bexley** in relation to the traffic, parking and vehicular access matters raised in the Statement of Facts and Contentions filed on 12 October 2020 for the Class 1 Appeal at the Land and Environment Court of NSW, case number 2020/00254301 and following the Section 34 conciliation conference held on 23 February 2021.

A reduced copy of the amended architectural plans prepared by Couvaras Architects (Issue X and dated 24/06/2021) is attached in **Appendix 'A'** of this report. This traffic and parking report provides the following additional information and justification.

**Amended proposed development plans**

The proposed development has been amended to address the issues raised in the Statement of Facts and Contentions and the discussions held at the Section 34 conciliation conference.

The proposed number of children places has been reduced to **60 children** (i.e. 15 places x 0-2 years old, 15 places x 2-3 years old and 30 places x 3-5 years old) with up to a maximum of 12 staff members at any one time (i.e. 11 educators and 1 director). The overall site will provide for a total of **117 on-site car parking spaces** (i.e. an increase of 17 car parking spaces from the required 100 car spaces under the previous development consent for the

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existing church and school), including 10 car parking spaces allocated for the staff and visitor parking for the subject childcare centre (i.e. 6 car spaces for staff and 4 visitor car spaces), including one accessible car space and adjacent shared zone in a basement level, which is in compliance with Council's DCP car parking requirements for childcare centres.

The proposed amended plans also provide further details in regard to the allocation of car parking for the school staff/teachers parking, accessible car parking (near Gate 1 and Gate 4 – away for the school playground), mini-bus shuttle parking, emergency vehicle bay, loading bays (for deliveries restricted to 10am – 3pm Mon-Fri – outside of peak periods). Refer to Sheet 43 of the amended architectural plans.

The proposed amended plans also illustrate the proposed two-way and one-way traffic arrangements within the site, aimed at improving the internal traffic flow and increasing the safety of school students in the school playground, by imposing the one-way restriction to the east of Gate 2, to restrict vehicles to drive away from the existing removable fence separating the school playground from the adjacent car parking spaces. The proposed amended plans further include additional signage aimed at increasing safety within the subject site, including an imposed signposted 10 km/h speed limit signs and 'Watch for pedestrians' signage. Refer to Sheet 43 of the amended architectural plans.

The proposed amended plans also provide recommendations to changes to the existing on-street parking signage at the front of the subject site in both Bayview Street and Broadford Street (Subject to Council approval), aiming at adjusting the existing time-limit parking restrictions in Bayview Street to match the current standard 'School Zone' AM and PM periods and increasing the number of on-street drop-off and pick-up spaces in Broadford Street. Refer to Sheet 43 of the amended architectural plans.

The proposed amended plans also provide an outline of the additional stacked carparking during special events for the subject site, as required for the previous development consent of the existing church and school to provide an additional 58 stacked car parking spaces within the traffic aisles. Refer to Sheet 34 of the amended architectural plans, which indicates the

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allocation of a total of 38 stacked car spaces within the traffic aisles (25 car spaces on ground level and 13 car spaces in the basement level), in addition to the proposed new/additional 17 car spaces (10 car spaces for the childcare centre and 7 additional car spaces). Therefore, there is a total of an additional 55 car spaces to be utilised during special events, in addition to the 100 car spaces. A total of 155 car spaces available on site during special events.

The stacked car parking arrangements will be fully managed by the management and staff of the church, who will allocate trained people to manage these parking arrangements and move vehicles around if needed within the site. The church will be responsible for the management of parking during its special events, to reduce impacts on the surrounding road network and adjoining neighbours and ensure a high level of road safety.

#### Off-street Parking provision

Council's DCP requires off-street car parking to be provided for childcare centres at the rate of 1 car space per 2 members of staff and 1 car space per 20 children places.

Refer to Table 1 below for the required and proposed car parking provision for the subject childcare centre development:

Age Group	0-2 years	2-3 years	3-5 years	Total
Number of children	15	15	30	60
Staff to children ratio	1 per 4	1 per 5	1 per 10	-
Number of Staff	4	4	3	11 + 1 director = 12
<b>Off-street parking required</b> (6 spaces for staff & 3 spaces for parents/visitors)				<b>9</b>
<b>Off-street parking proposed</b> (6 spaces staff & 4 spaces for parents/visitors)				<b>10</b>
<b>Compliance with off-street car parking</b>				<b>Yes</b>

Table 1: On-site car parking requirement and provision for Childcare centre

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Therefore, the proposed 10 on-site car parking spaces for the childcare centre, in addition to the remaining 107 on-site car parking spaces (i.e. Total of 117 on-site car spaces) is adequate for the subject site and in accordance with Council DCP for childcare centres and previous approved parking allocation for the other uses on site, including the existing church and the school.

The proposed amended plans provide an increase of 17 car parking spaces from the required 100 car spaces under the previous development consent for the existing church and school on the subject site (including a dedicated 10 car parking spaces for the proposed childcare centre and an additional 7 car parking spaces).

#### Current traffic volumes & queuing at nearby intersections & Traffic generation

A **traffic volume count and queuing survey** was undertaken by R.O.A.R. DATA Pty. Ltd. on behalf of Hemanote Consultants at the two intersections of **Bayview Street / Forest Road** and **Broadford Street / Forest Road** near the subject site on Wednesday 18 February 2021, during morning period (7.30am to 9.30am) and afternoon period (2.30pm to 5.30pm), considering the childcare centre proposed and school peak periods.

The traffic flows & queuing survey results at the two subject intersections in the morning & afternoon peak periods are attached in **Appendix 'C'** of this report.

The results of the traffic volume counts undertaken determined that the traffic morning peak period was between 7.30am to 8.30am and the afternoon peak period was between 3.30pm to 4.30pm on a typical weekday.

The traffic flows on Bayview Street and Broadford Street are typical and appropriate for local roads located in R2 low residential zoning and in close proximity to some commercial properties fronting Forest Road and near existing schools.

In general, current traffic on Bayview Street and Broadford Street is free flowing without major queuing or delays in peak hours, apart from some standard queuing during school peak

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periods at the T-intersections with Forest Road, with spare capacity. It should also be noted that the traffic and queuing surveys included the additional traffic generated by the temporary use of the high school students of the subject Bexley site, which would have exacerbated the results of the traffic surveys.

It is determined that the existing mid-block level of service on Bayview Street and Bradford Street is generally at level 'A' to 'B' at times in accordance with Table 4.4 of the Roads & Maritime Services' *"Guide to Traffic Generating Developments - 2002"*, where peak hour flow is less than or around 200 vehicles/hr.

The queuing surveys undertaken determined that the longest queue in Bradford Street at the Forest Road intersection was up to 4 vehicles at 8.50am and 5 vehicles at 3.20pm. The queuing survey also determined that the longest queue in Bayview Street at the Forest Road intersection was up to 10 vehicles at 8.35am and 3 vehicles at 3.20pm. These queues were cleared within few minutes. Outside of the school peak periods, the queuing was very minor or not existent.

It should be noted that the traffic and queuing surveys were undertaken of a typical weekday during the operation of the existing site including the current school operation, where all drop-off and pick-up of school students takes place utilising existing signposted on-street short-term parking spaces. As stated above, it should also be noted that the traffic and queuing surveys included the additional traffic generated by the temporary use of the high school students of the subject Bexley site, which would have exacerbated the results of the traffic surveys and impacts; and that once the high school students return back to their Rockdale campus, impacts on traffic would be further reduced.

Therefore, current traffic flows in the vicinity of the subject site are acceptable and typical in a mixed residential and commercial area near schools, with spare capacity.

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Estimated Traffic generation from the proposed childcare centre

An indication of the potential traffic generation of the proposed development is provided by the *RMS Guide to Traffic Generating Development - 2002*.

The Guide specifies the following traffic generation rates for long-day care centres:

- 0.8 peak period vehicle trips per child between 7.00am and 9.00am; and
- 0.7 peak period vehicle trips per child between 4.00pm and 6.00pm.

The proposed childcare centre with a total of 60 children places has a total estimated traffic generation as follows:

- 48 morning peak period vehicle trips (24 In and 24 Out trips); and
- 42 afternoon peak period vehicle trips (21 In and 21 Out trips).

It should be noted that the rate used by the RMS Guide is based on surveys of childcare centres, where it was determined that the mean proportion of children transported to the centre by car was 93% for long-day care centres.

The estimated peak period traffic generation is of low impact on existing flows on Bayview Street and the surrounding road network and can be readily accommodated without adverse impacts.

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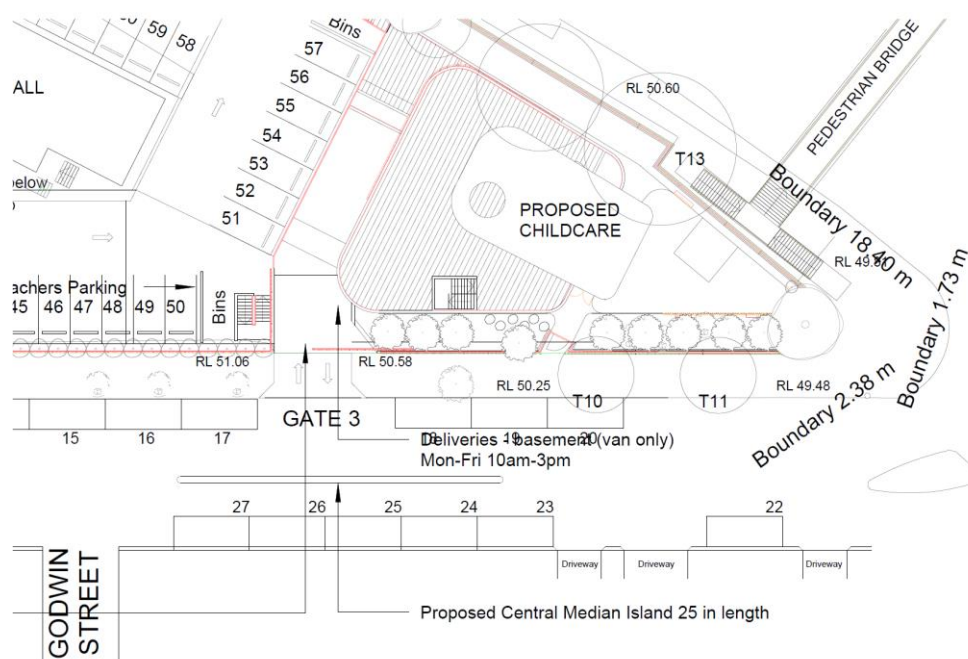
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## Proposed central median island in Bayview Street & retaining vehicular access to all existing driveways

It is recommended to install a concrete central median island in Bayview Street, between Forest Road and Godwin Street, to restrict traffic movements at the Gate 3 access driveway of the subject site to left-in and left-out movements, to reduce impacts on traffic flow and increase road safety at this location.

It is recommended that the central median island do not extend all the way between Forest Road and Godwin Street, to maintain vehicular access for existing driveways along the south side of Bayview Street near Forest Road. Therefore, the recommended length of the proposed central median island is metres, as shown in the diagram below.

Refer to the vehicle swept paths plans for left-in and left-out turning movements at Gate 3 attached in **Appendix 'B'** of this report.



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**Vehicular Access & Traffic Management measures**

- Vehicular access for the proposed childcare centre basement parking will be via Gate 3 only, located in Bayview Street. Gate 3 is to be opened during weekdays from 6.45am to 10.00pm and is to be patrolled during 'School Zone' periods.
- All drop-off and pick-up of school students takes place utilising existing signposted on-street short-term parking spaces along the north side in Bayview Street and possibly proposed short-term parking spaces along the south side of Broadford Street. No drop-off or pick-up of school students takes place on-site at any time. The existing signposted on-street drop-off and pick-up car parking spaces in Bayview Street will remain and will not be reduced by the proposed childcare centre development.
- It is recommended to continue to encourage all site users to utilise existing public transport services and other modes of travel where possible. A Green Travel Plan could be developed for the overall site, to aim to reduce the dependence on car use in general, where possible, to reduce any impacts on adjoining residents.
- It is recommended to signpost all car parking areas within the subject site with a 10km/h speed limit and 'Watch for pedestrians' signs. to further reduce the speed environment and increase safety within the site. It is also recommended to use safe removable bollards at the temporary fence separating the school playground and the adjacent carpark during school periods, to further increase safety for the school children and reduce the risk of injury from the adjacent carpark. The proposed amended plans also illustrate the proposed two-way and one-way traffic arrangements within the site, aimed at improving the internal traffic flow and increasing the safety of school students in the school playground, by imposing the one-way restriction to the east of Gate 2, to restrict vehicles to drive away from the existing removable fence separating the school playground from the adjacent car parking spaces.

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### Off-street parking layout

- The revised layout of the on-site parking areas and manoeuvring arrangements has been designed to enhance vehicular access, where vehicles can enter and exit the site in a forward direction at all times without the need to make more than a 3-point turn, through the provision of adequate internal aisles width and turning space, as demonstrated in the SRV, B99 and B85 vehicle swept paths diagrams attached in **Appendix 'B'** of this report.
- The off-street car parking spaces for the purpose of drop-off and pick-up of children are 2.6 metres in width and 5.4 metres in length, which is adequate and in accordance with class 3 parking of AS2890.1:2004.
- The accessible car parking spaces have a minimum width of 2.4 metres each, in addition to an adjacent 2.4 metres wide shared/no parking zone with a bollard, which is adequate in accordance with AS2890.6:2009.
- Car parking spaces adjacent to walls or obstructions have been made wider than the minimum width, to accommodate full door opening in accordance with Clause 2.4.2(d) of AS2890.1:2004.
- Clause 2.4.2 of AS2890.1:2004 requires a minimum aisle width of 5.8 metres for two-way aisles, adjacent to 90° angle parking. The proposed aisles within the car parking area have a minimum width of 5.8 and 6.1 metres, which is adequate for two-way traffic flow and for manoeuvring into & out of parking spaces.
- The proposed internal vehicular ramp has a clear width of 5.5 metres, in addition to a 300mm kerb on either side (total width of 6.1 metres), which is adequate in accordance with Clause 2.5.2 of AS2890.1:2004.
- The vehicular ramp grades are within the maximum grade of 1 in 5 (20%) and change in grade of 1:8 (12.5%) to prevent vehicle scrapping, with the first 6 metres within the site having a maximum grade of 1 in 20 (5%), which is adequate and in compliance with AS2890.1:2004.

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- A minimum 2.2 metres headroom clearance to be provided from the car park level to the underside of all services conduits and suspended stormwater pipelines, in accordance with Clause 5.3.1 of AS2890.1:2004. A “Maximum headroom clearance 2.2m” sign is to be erected at the entrance to the car parking area and is to be clearly visible to all drivers. A 2.5 meters headroom clearance is provided above the accessible parking spaces and adjacent shares zone in accordance with Clause 2.4 of AS2890.6:2009.
- Waste collection will be undertaken via a Mini-Real Loader (SRV – Small Rigid Vehicle 6.4 metres in length and will enter the subject site in a forward direction via Gate 2 and proceed to the east within the site (one-way movement) towards the waste bin areas and leave the site in a forward direction via the existing exit Gate 4 in Broadford Street, as demonstrated in the SRV swept paths diagrams attached in **Appendix ‘B’** of this report. Refer also to Sheet 18 of the amended architectural plans.
- Therefore, the proposed vehicular access, parking layout and vehicular circulation are adequate for the proposed development and in accordance with the requirements of AS2890.1:2004, AS2890.6:2009 and AS2890.2:2018, where vehicles are to enter and exit the site in a forward direction at all times.

### Conclusion

Given the above additional information and assessment, it is concluded that the proposed development in its revised form is in compliance with AS2890.1:2004 and AS2890.6:2009, with adequate additional traffic and parking management measures and is worthy of being supported in its revised form.

If you would like to discuss any of the above information, please do not hesitate to contact us.

Yours sincerely



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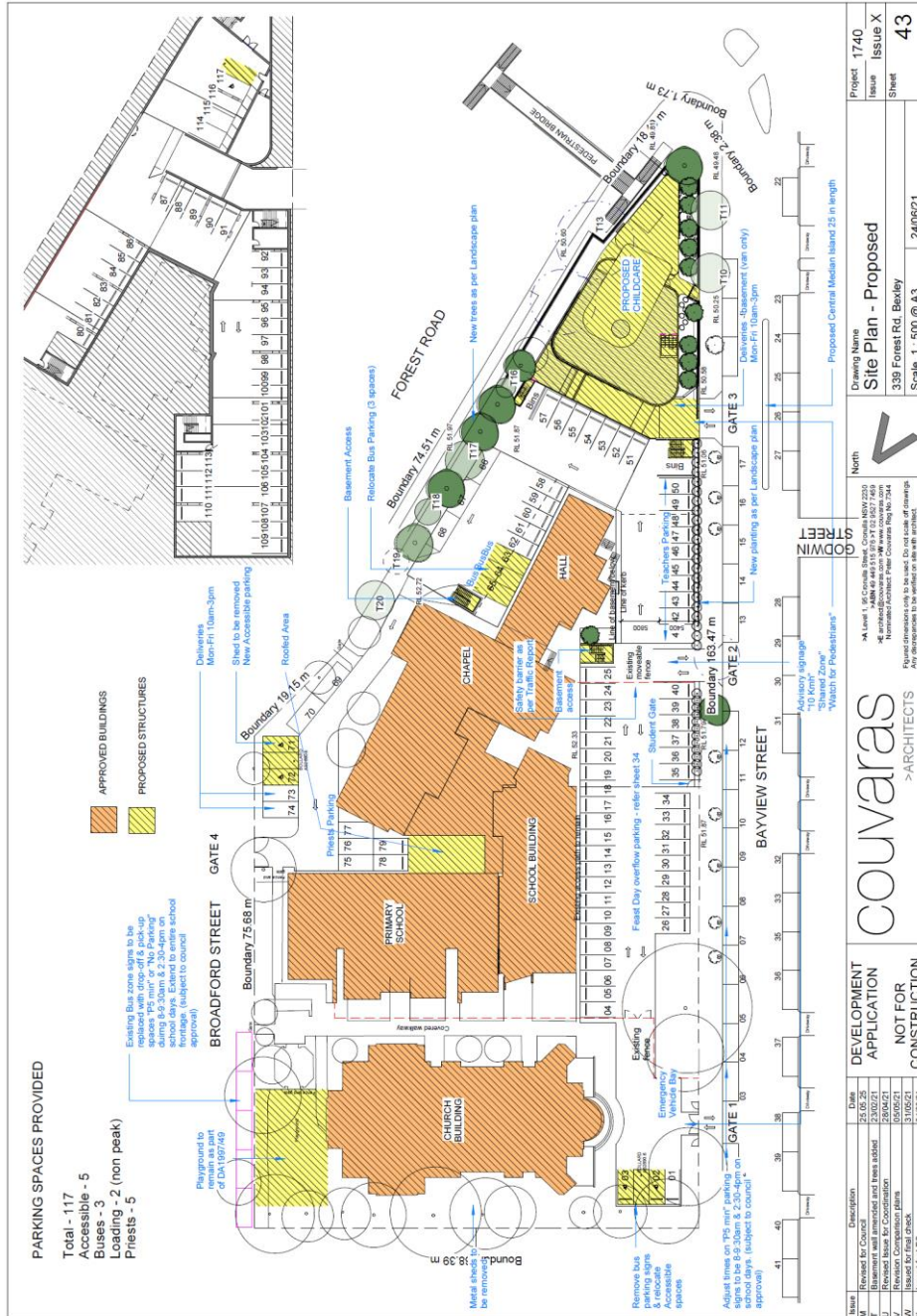
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## APPENDIX A – AMENDED DEVELOPMENT PLANS

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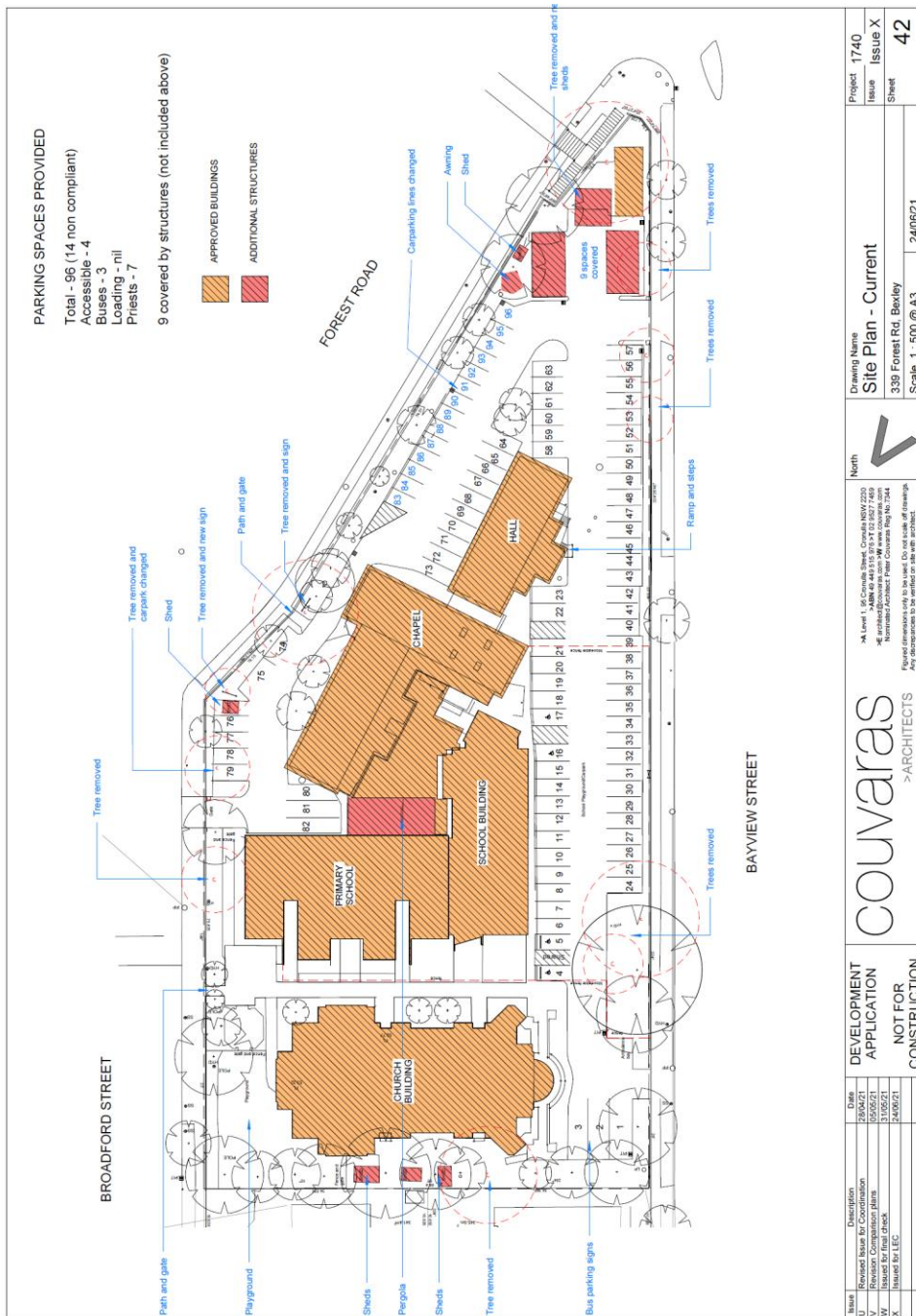
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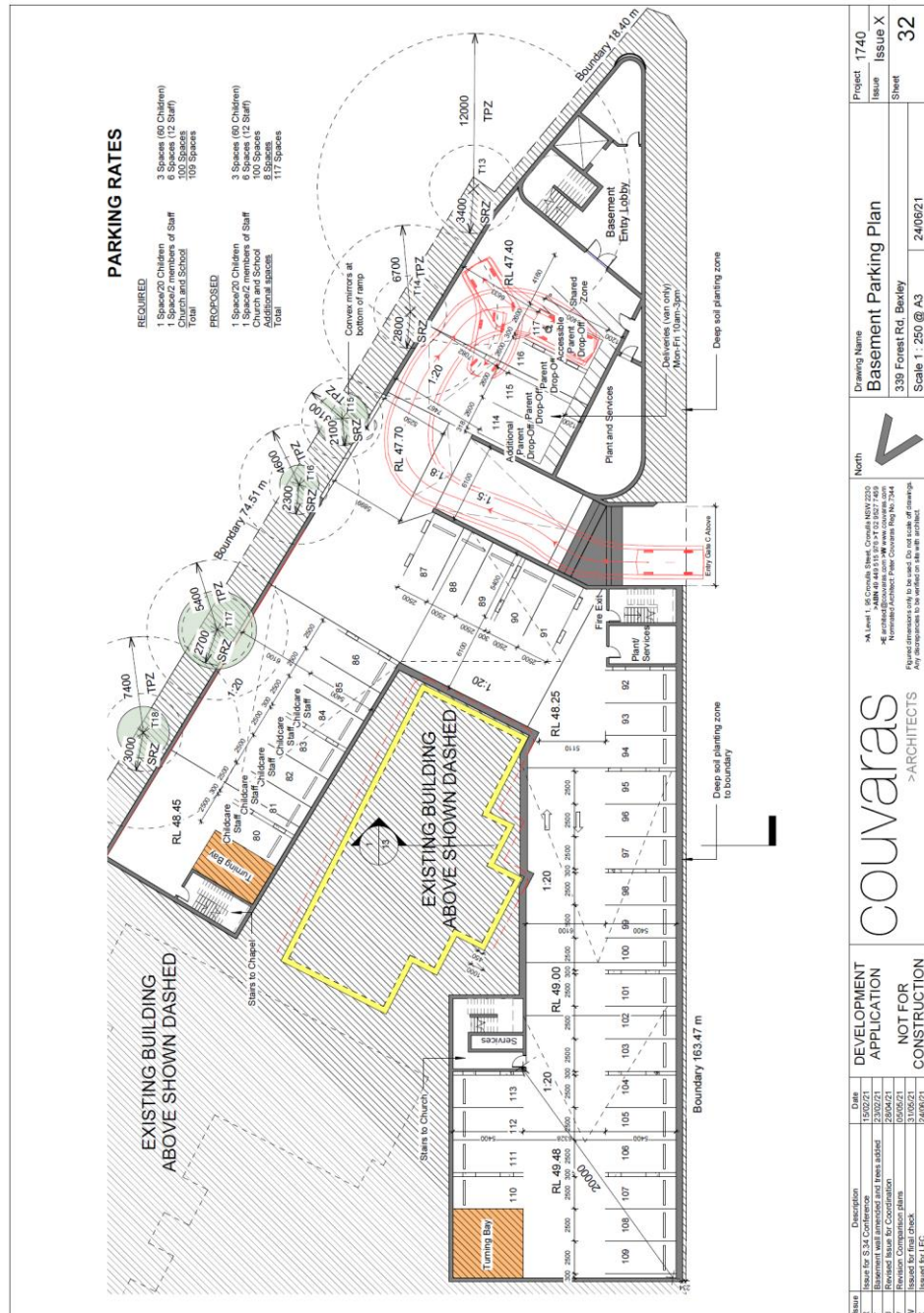
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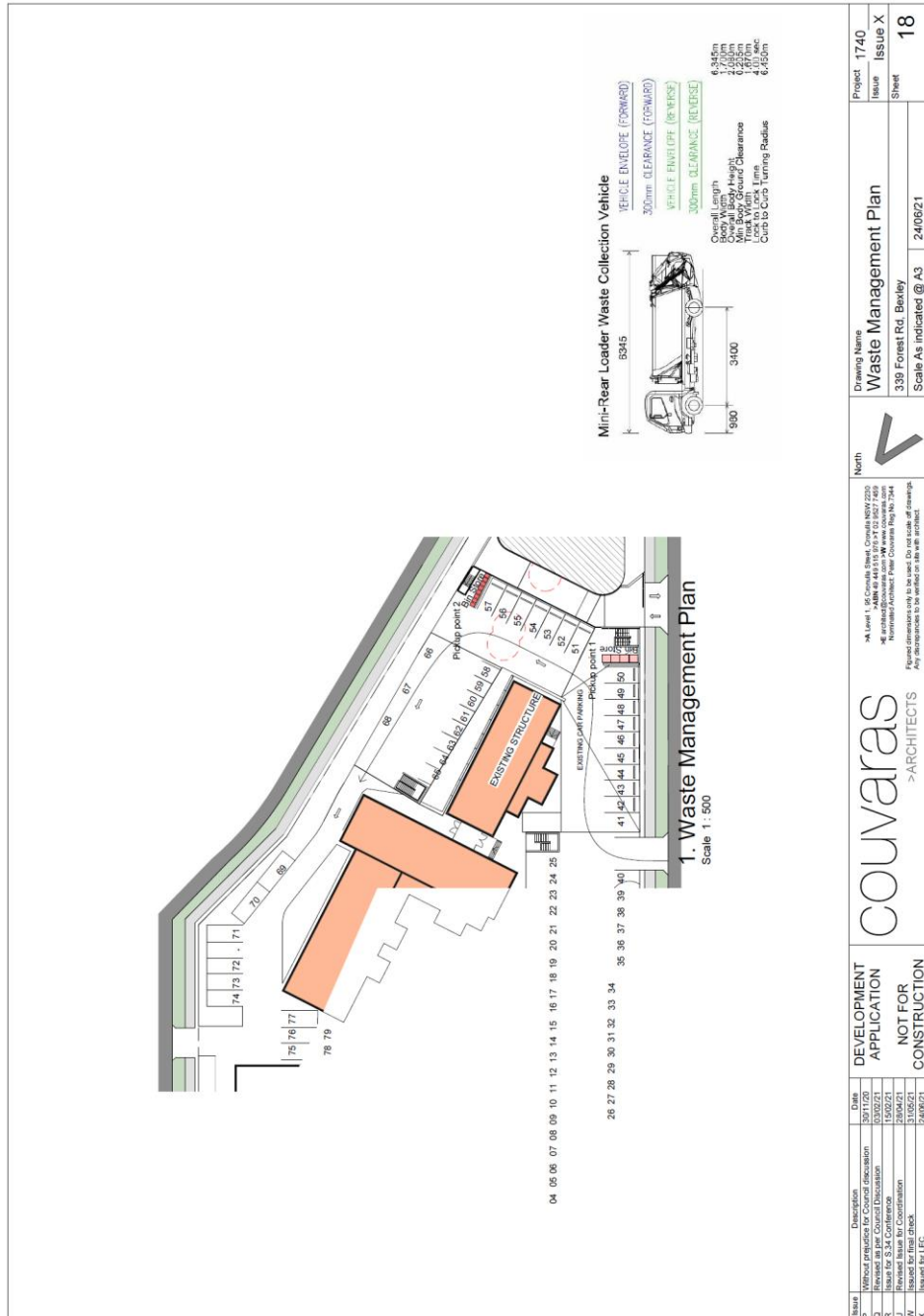




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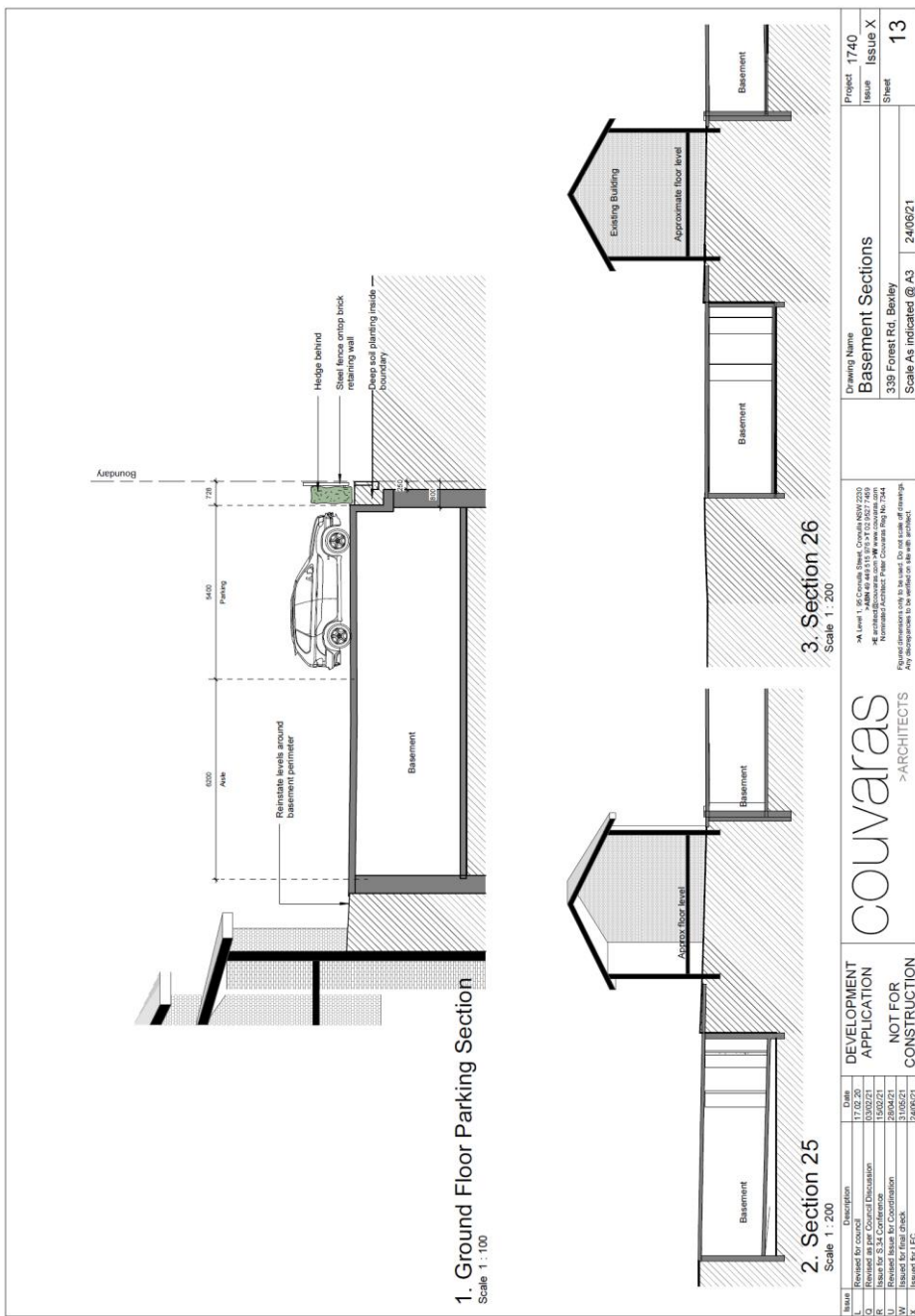
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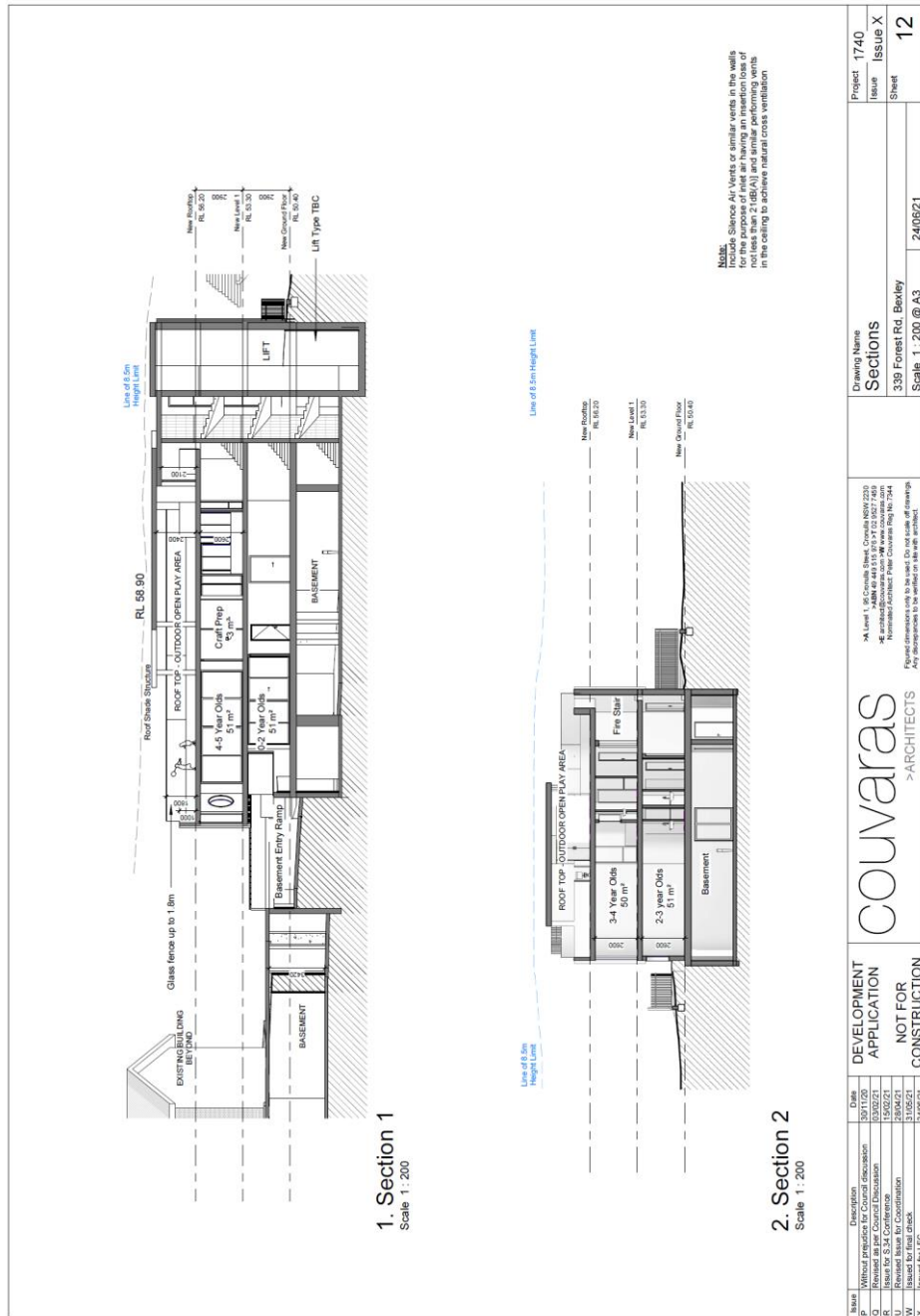
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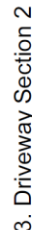


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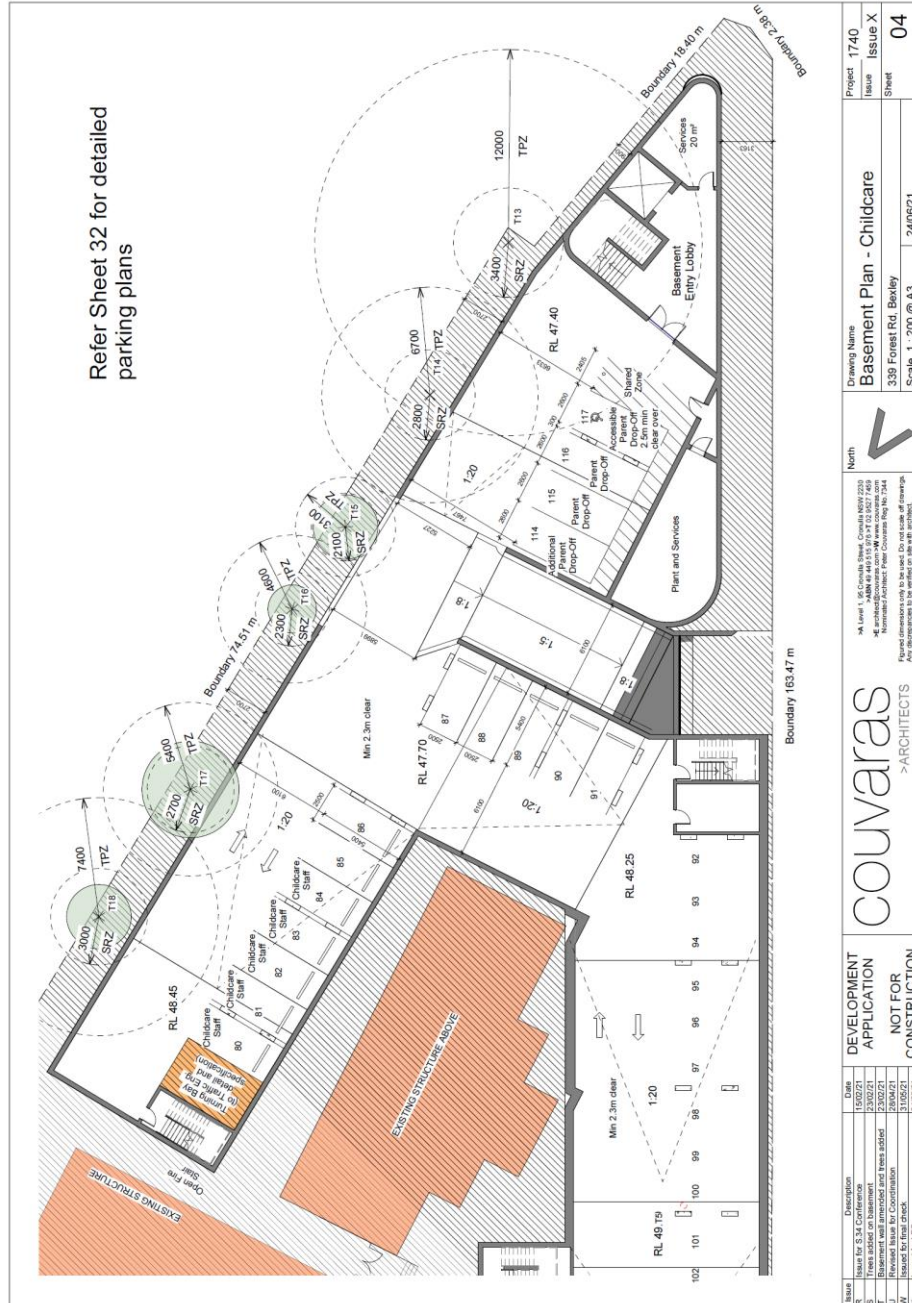
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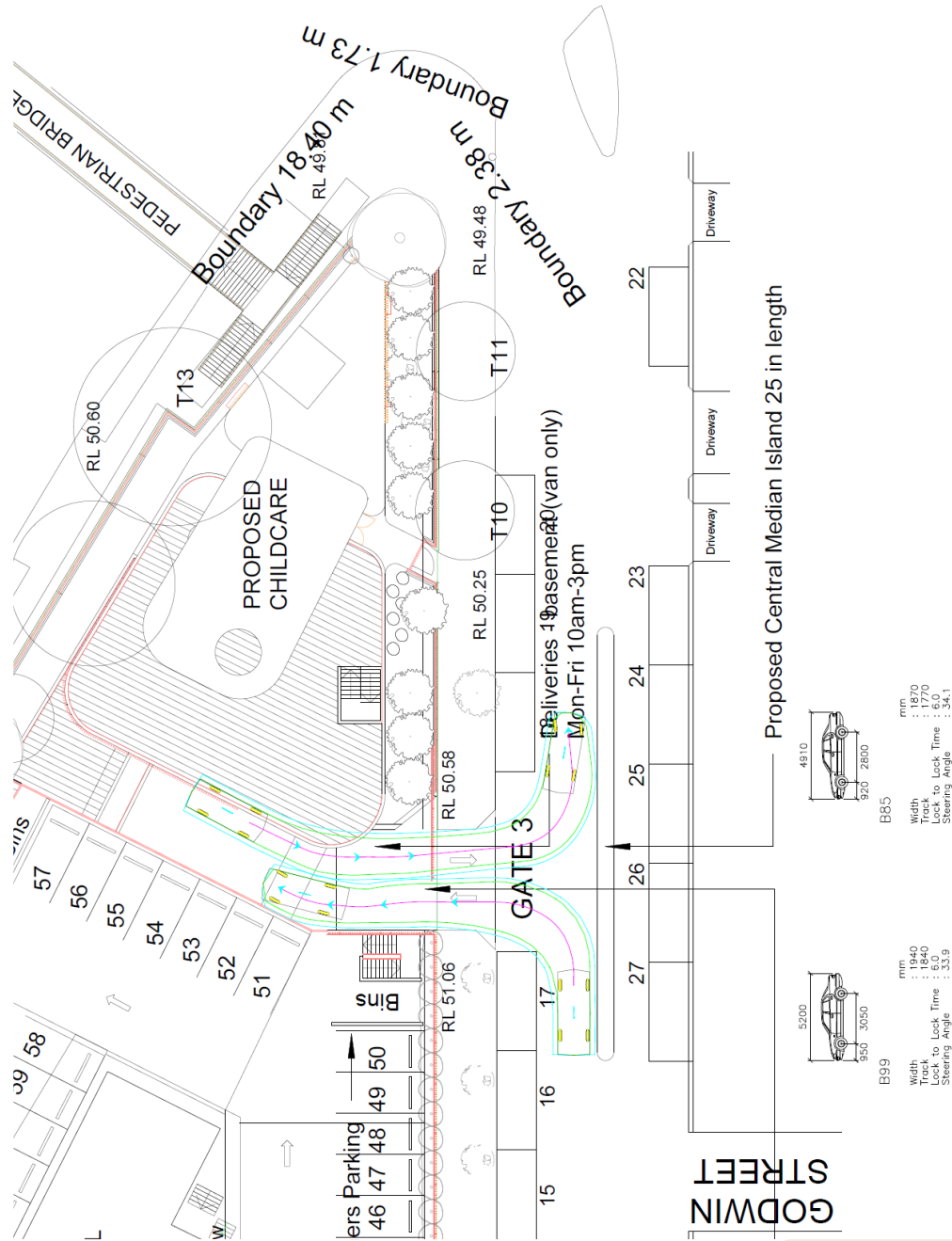
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## **APPENDIX B – UPDATED VECHILE SWEPT PATHS**

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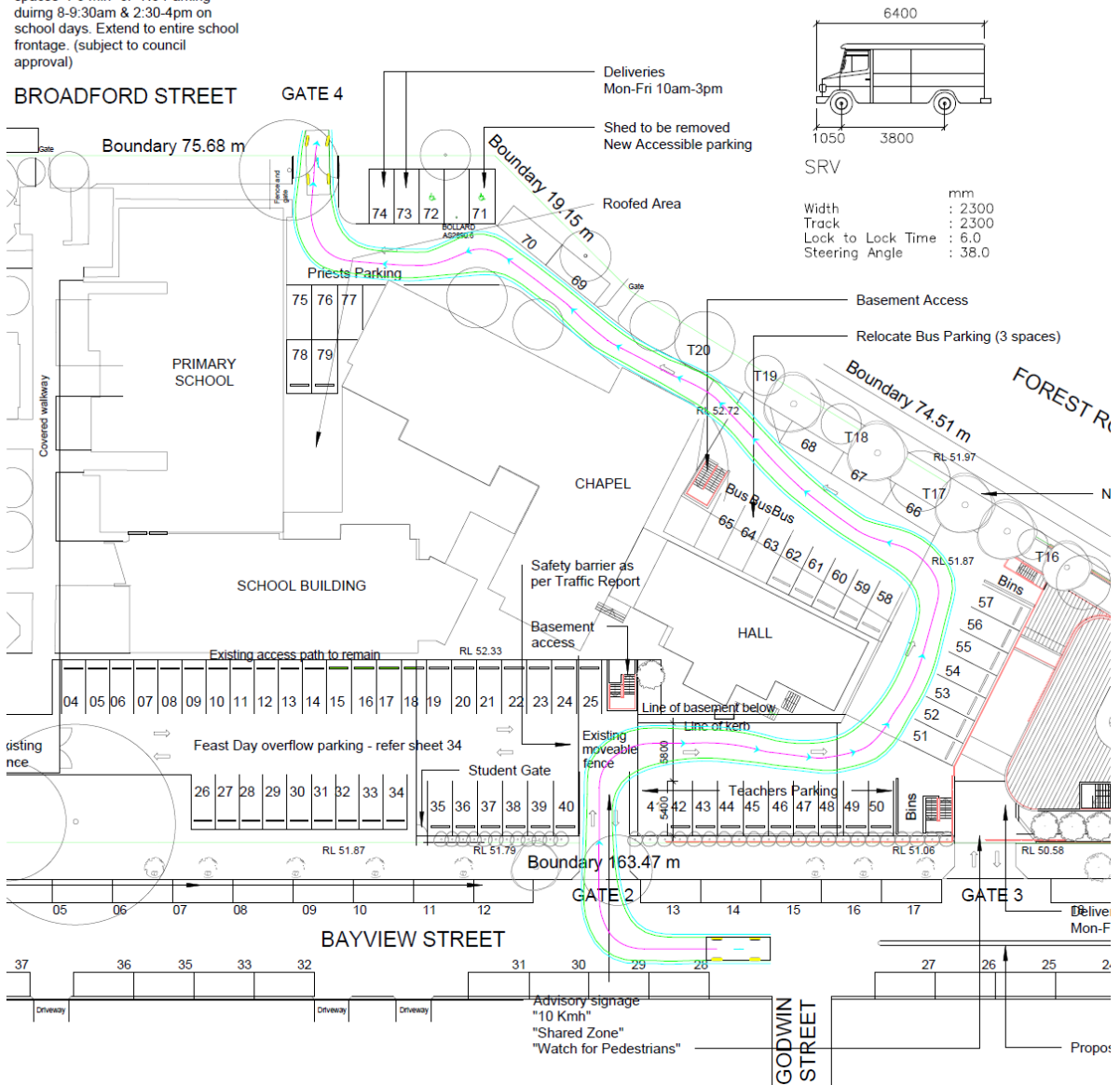
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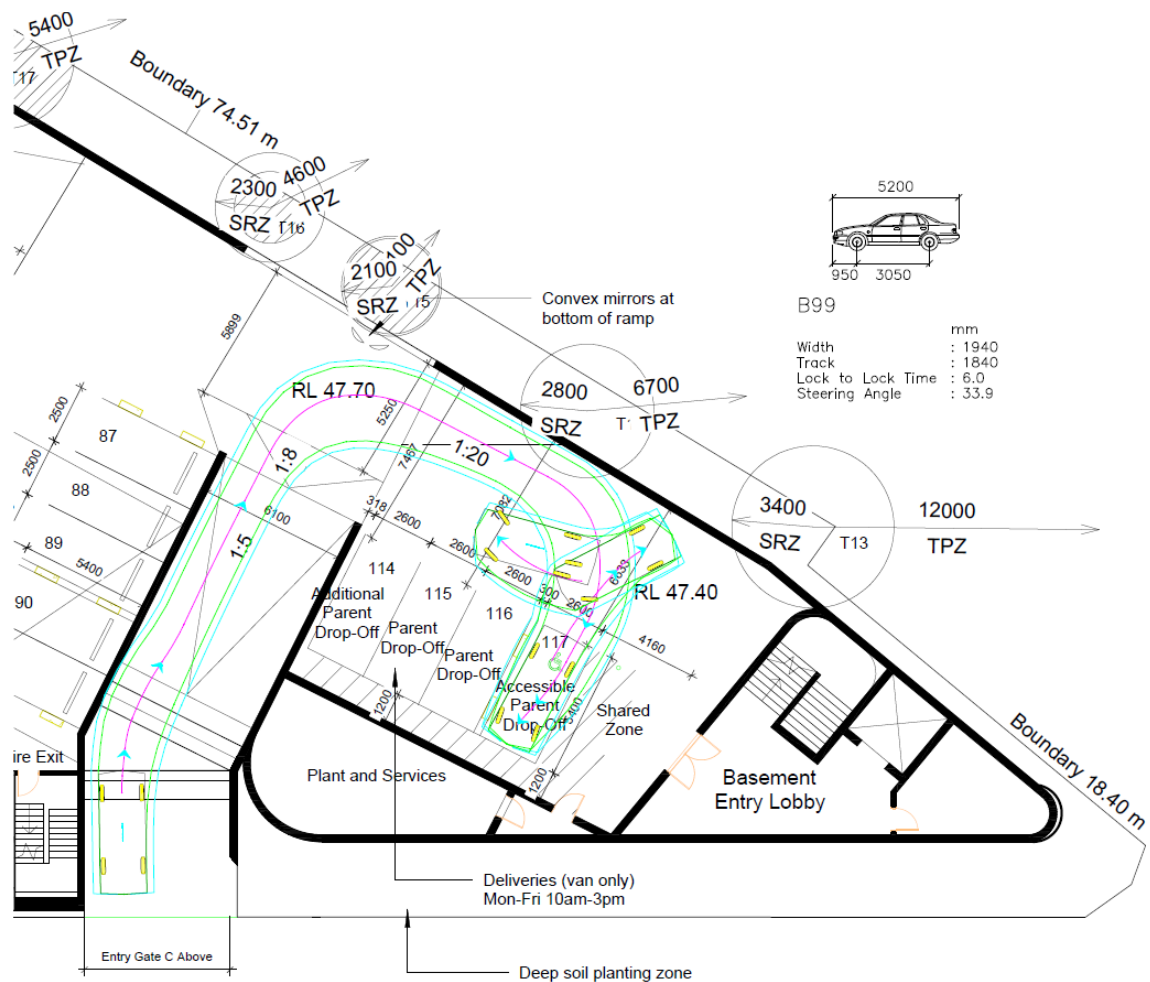
Existing Bus zone signs to be replaced with drop-off & pick-up spaces "P5 min" or "No Parking" during 8-9:30am & 2:30-4pm on school days. Extend to entire school frontage. (subject to council approval)



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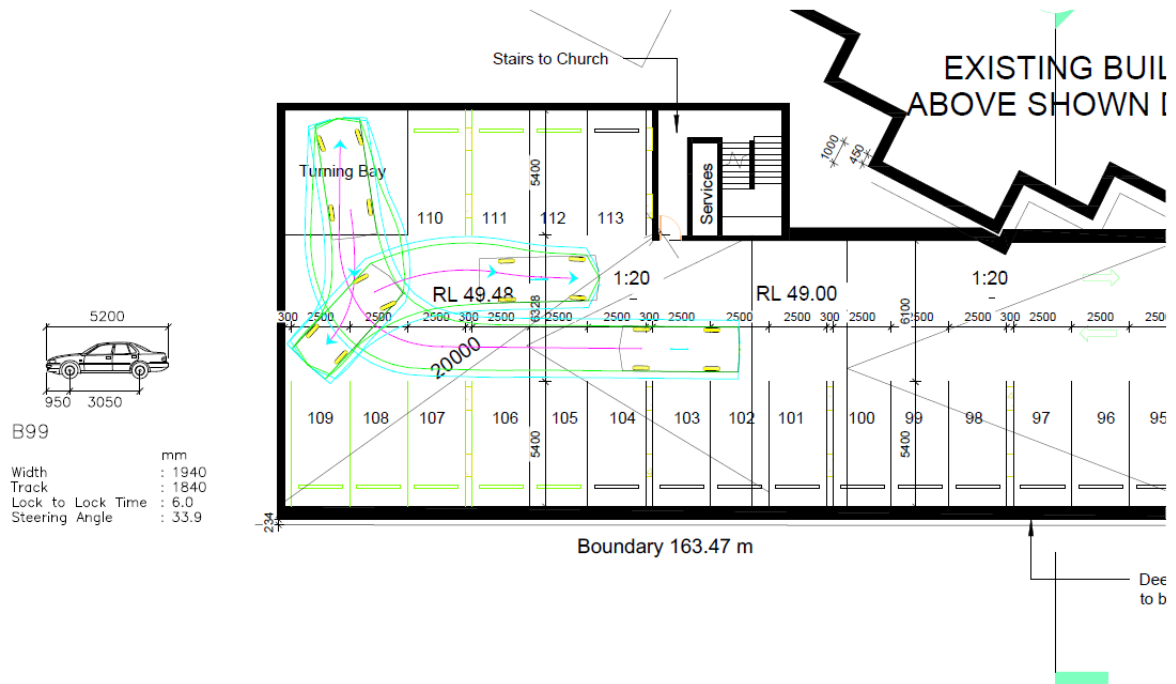
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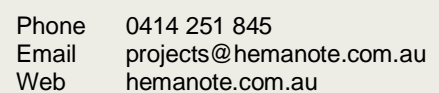


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	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



## **APPENDIX C – TRAFFIC VOLUMES & QUEUING SURVEY RESULTS**

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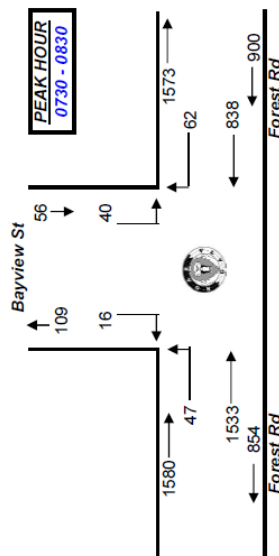
# R.O.A.R. DATA

Reliable, Original & Authentic Results  
Ph. Mob 0418-239019

Time Per	WEST			NORTH			EAST			TOTAL
	Forest Rd	L	T	Bayview St	R	L	Forest Rd	I	R	
0730 - 0745	2	345	2	1	225	7	582			
0745 - 0800	6	438	1	4	176	8	633			
0800 - 0815	14	419	2	10	225	17	687			
0815 - 0830	25	331	11	25	212	30	634			
0830 - 0845	19	327	15	29	167	24	581			
0845 - 0900	7	348	2	5	151	8	521			
0900 - 0915	9	308	1	3	122	10	453			
0915 - 0930	5	347	0	3	167	17	538			
Period End	87	2863	34	80	1445	121	4630			

Peak Per	WEST			NORTH			EAST			TOTAL
	Forest Rd	L	T	Bayview St	R	L	Forest Rd	I	R	
0730 - 0830	47	1533	16	40	838	62	2536			
0745 - 0845	64	1515	29	68	780	79	2538			
0800 - 0900	66	1425	30	69	755	79	2423			
0815 - 0915	60	1314	29	62	652	72	2189			
0830 - 0930	40	1330	18	40	607	59	2094			

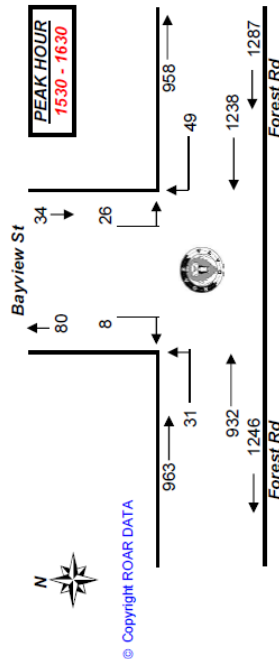
PEAK HR	47	1533	16	40	838	62	2536
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Client : Hemanote Consultants  
Job No/Name : 7484 BEXLEY Intersection Counts  
Day/Date : Wednesday 18th February 2021

Time Per	WEST			NORTH			EAST			TOTAL
	Forest Rd	L	T	Bayview St	R	L	Forest Rd	I	R	
1430 - 1445	3	202	0	0	185	7	387			
1445 - 1500	11	253	1	7	235	14	521			
1500 - 1515	12	277	9	16	257	16	587			
1515 - 1530	5	286	5	19	212	16	543			
1530 - 1545	10	253	4	12	268	16	563			
1545 - 1600	8	268	1	8	315	10	611			
1600 - 1615	6	216	2	3	317	9	553			
1615 - 1630	7	194	1	3	336	14	557			
1630 - 1645	5	218	0	1	327	5	556			
1645 - 1700	5	163	0	1	338	5	512			
1700 - 1715	3	143	0	5	356	8	515			
1715 - 1730	1	197	0	5	329	11	543			
Period End	76	2671	23	80	3477	131	6458			

Peak Per	WEST			NORTH			EAST			TOTAL
	Forest Rd	L	T	Bayview St	R	L	Forest Rd	I	R	
1430 - 1530	31	1018	15	42	889	53	2048			
1445 - 1545	38	1069	19	54	972	62	2214			
1500 - 1600	35	1065	19	55	1052	56	2304			
1515 - 1615	29	1024	12	42	1112	51	2270			
1530 - 1630	31	932	8	26	1238	49	2284			
1545 - 1645	26	897	4	15	1297	38	2277			
1600 - 1700	23	791	3	8	1320	33	2178			
1615 - 1715	20	718	1	10	1359	32	2140			
1630 - 1730	14	721	0	12	1350	29	2126			
PEAK HR	31	932	8	26	1238	49	2284			



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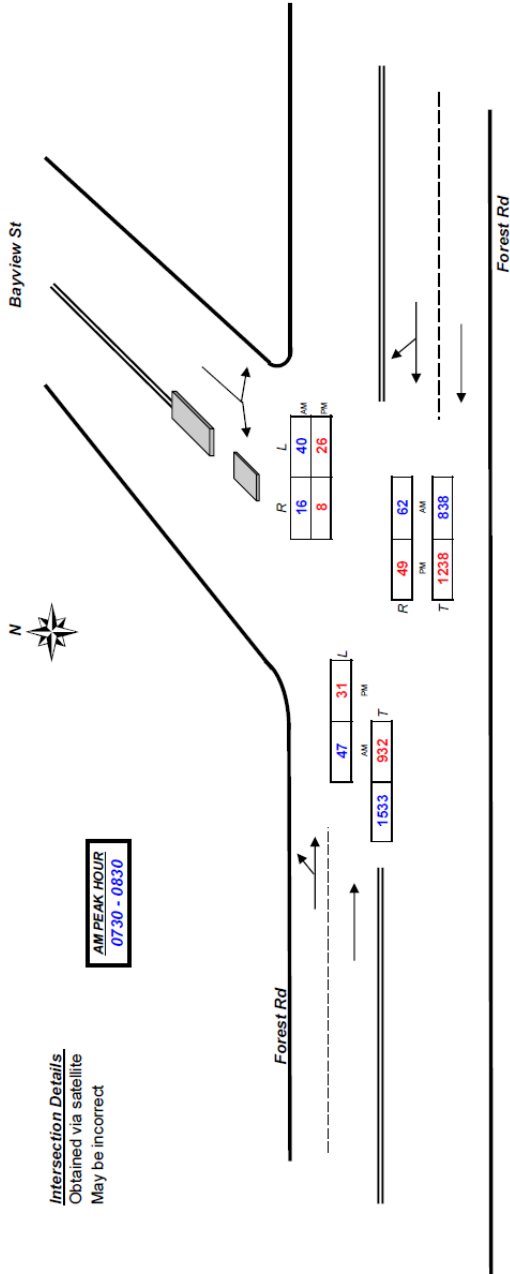
**R.O.A.R. DATA**  
Reliable, Original & Authentic Results  
Ph. Mob.0418-239019

Intersection Details  
Obtained via satellite  
May be incorrect

**AM PEAK HOUR**  
0730 - 0830

**PM PEAK HOUR**  
1530 - 1630

Weather >>>  
  

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 Job No/Name : 7484 BEXLEY Intersection Counts  
 Day/Date : Wednesday 18th February 2021

Queues NORTH Bayview St			
Longest Queue Every 5 Minutes			
Time Period	5	10	15
0730 - 0745	1	1	0
0745 - 0800	1	1	2
0800 - 0815	1	1	3
0815 - 0830	6	4	4
0830 - 0845	9	10	3
0845 - 0900	1	1	1
0900 - 0915	1	1	1
0915 - 0930	1	1	1

Queues NORTH Bayview St			
Longest Queue Every 5 Minutes			
Time Period	5	10	15
1430 - 1445	0	0	0
1445 - 1500	0	2	3
1500 - 1515	2	2	3
1515 - 1530	1	3	3
1530 - 1545	2	2	1
1545 - 1600	1	2	1
1600 - 1615	1	1	0
1615 - 1630	2	1	0
1630 - 1645	1	0	0
1645 - 1700	1	0	0
1700 - 1715	1	0	1
1715 - 1730	1	1	1

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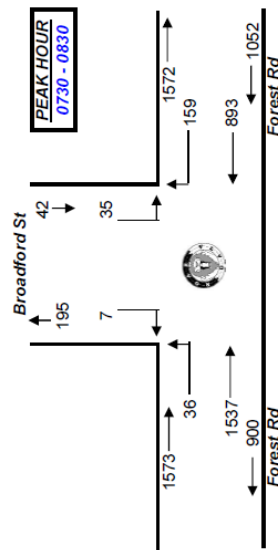
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Reliable, Original & Authentic Results  
Ph. Mob.04118-239019

Client : Hemanote Consultants  
Job No/Name : 7484 BEXLEY Intersection Counts  
Day/Date : Wednesday 18th February 2021

Time Per	WEST			NORTH			EAST			TOTAL
	L	I	R	L	I	R	L	I	R	
0730 - 0745	3	343	0	6	232	49	633			633
0745 - 0800	5	437	1	7	183	28	661			661
0800 - 0815	13	416	2	12	240	39	722			722
0815 - 0830	15	341	4	10	238	43	651			651
0830 - 0845	12	344	1	21	190	59	627			627
0845 - 0900	6	347	1	14	158	38	564			564
0900 - 0915	6	305	0	11	132	36	490			490
0915 - 0930	8	342	1	5	163	31	570			570
<b>Period End</b>	<b>68</b>	<b>2875</b>	<b>10</b>	<b>86</b>	<b>1556</b>	<b>323</b>	<b>4918</b>			

Peak Per	WEST			NORTH			EAST			TOTAL
	L	I	R	L	I	R	L	I	R	
<b>0730 - 0830</b>	<b>36</b>	<b>1537</b>	<b>7</b>	<b>35</b>	<b>893</b>	<b>159</b>	<b>2667</b>			
0745 - 0845	45	1538	8	50	851	169	2661			
0800 - 0900	46	1448	8	57	826	179	2664			
0815 - 0915	39	1337	8	56	718	176	2332			
0830 - 0930	32	1336	3	51	663	164	2251			

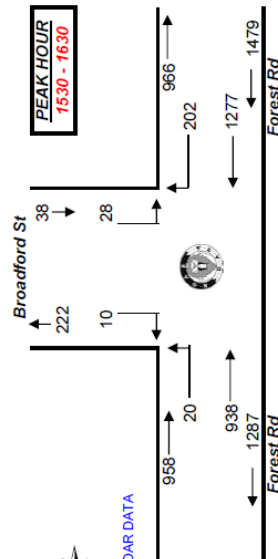
<b>PEAK HR</b>	<b>36</b>	<b>1537</b>	<b>7</b>	<b>35</b>	<b>893</b>	<b>159</b>	<b>2667</b>
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Time Per	WEST			NORTH			EAST			TOTAL
	L	I	R	L	I	R	L	I	R	
1430 - 1445	3	199	0	4	192	41	439			439
1445 - 1500	10	250	3	6	246	41	556			556
1500 - 1515	17	276	0	7	273	62	635			635
1515 - 1530	12	293	3	13	225	48	594			594
1530 - 1545	5	260	1	7	283	52	608			608
1545 - 1600	9	268	4	7	321	37	646			646
1600 - 1615	4	215	2	6	324	51	602			602
1615 - 1630	2	195	3	6	349	62	619			619
1630 - 1645	4	215	2	11	330	70	632			632
1645 - 1700	2	162	0	4	343	60	571			571
1700 - 1715	0	148	1	5	363	58	575			575
1715 - 1730	1	201	1	10	339	59	611			611
<b>Period End</b>	<b>69</b>	<b>2682</b>	<b>20</b>	<b>88</b>	<b>3588</b>	<b>641</b>	<b>7088</b>			

Peak Per	WEST			NORTH			EAST			TOTAL
	L	I	R	L	I	R	L	I	R	
<b>1530 - 1630</b>	<b>42</b>	<b>1018</b>	<b>6</b>	<b>30</b>	<b>936</b>	<b>192</b>	<b>2224</b>			
1445 - 1545	44	1079	7	33	1027	203	2393			
1500 - 1600	43	1097	8	34	1102	199	2483			
1515 - 1615	30	1036	10	33	1153	188	2490			
1545 - 1645	19	893	11	32	1324	220	2496			
1600 - 1700	12	787	7	29	1346	243	2424			
1615 - 1715	8	720	6	28	1385	250	2397			
1630 - 1730	7	726	4	30	1375	247	2389			

<b>PEAK HR</b>	<b>20</b>	<b>938</b>	<b>10</b>	<b>28</b>	<b>1277</b>	<b>202</b>	<b>2475</b>
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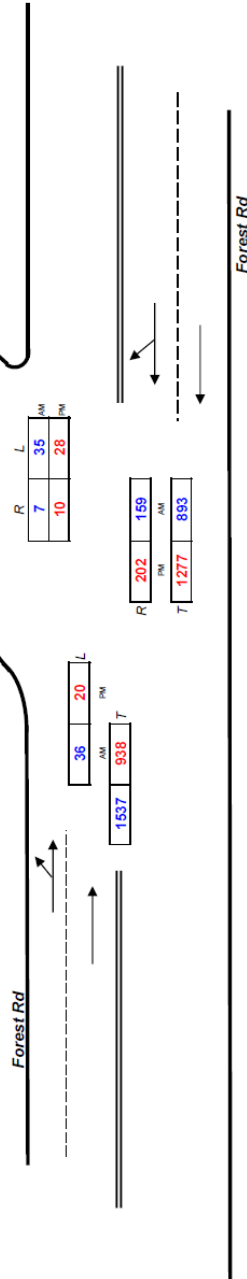
Client : Hemanote Consultants  
 Job No/Name : 7484 BEXLEY Intersection Counts  
 Day/Date : Wednesday 18th February 2021



Broadford St

Intersection Details  
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**AM PEAK HOUR**  
 0730 - 0830



**PM PEAK HOUR**  
 1530 - 1630



Weather >>>

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Queues NORTH Broadford St Longest Queue Every 5 Minutes			
Time Period	5	10	15
0730 - 0745	1	1	1
0745 - 0800	1	1	1
0800 - 0815	1	3	1
0815 - 0830	1	1	2
0830 - 0845	3	2	2
0845 - 0900	1	4	2
0900 - 0915	1	3	1
0915 - 0930	1	1	0

Queues NORTH Broadford St Longest Queue Every 5 Minutes			
Time Period	5	10	15
1430 - 1445	1	1	0
1445 - 1500	1	1	1
1500 - 1515	1	2	1
1515 - 1530	1	5	2
1530 - 1545	2	1	1
1545 - 1600	2	1	1
1600 - 1615	1	1	1
1615 - 1630	1	1	1
1630 - 1645	2	1	1
1645 - 1700	1	0	0
1700 - 1715	1	1	1
1715 - 1730	1	1	2

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