

Proposed Rezoning for
Residential Development

**344-362 Park Road & 6-10 Jenkins Street,
Regents Park**

TRAFFIC AND PARKING ASSESSMENT REPORT

18 September 2014

Ref 12044

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1. INTRODUCTION

This report has been prepared to accompany a Rezoning Application to Auburn City Council to permit a residential development proposal to be located at 344-362 Park Road and 6-10 Jenkins Street, Regents Park (Figures 1 and 2).

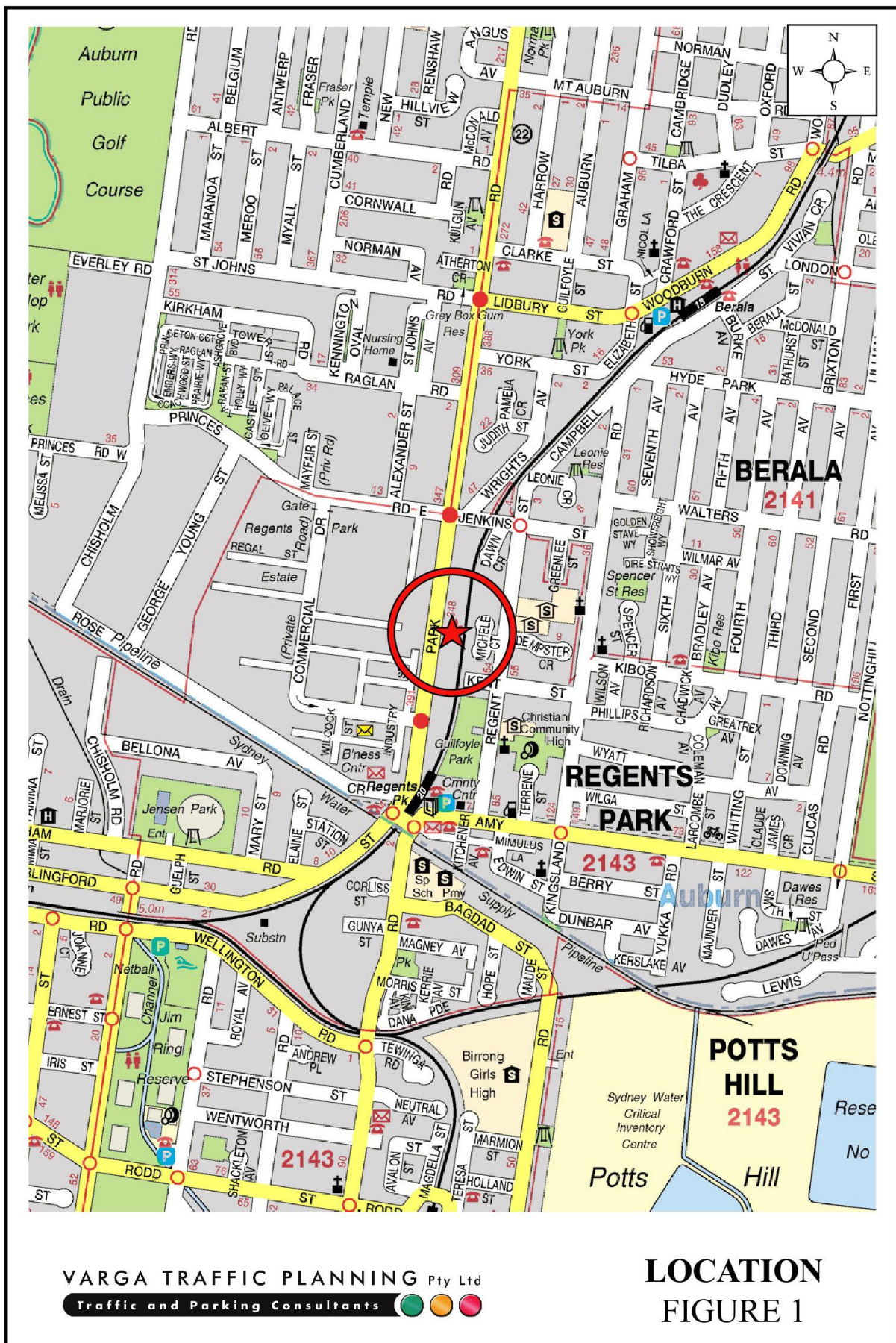
The proposed rezoning to *R4 High Density Residential* will involve the demolition of the existing buildings on the site to facilitate the construction of a new residential apartment development, including a small neighbourhood shop component. Car parking is to be provided in basement car parking areas in accordance with Council's requirements.

The proposed rezoning will yield significant benefits to the local community by effectively halving the traffic generation potential of the site. In particular, the replacement of the existing industrial uses with residential apartments will significantly reduce the amount of heavy vehicle truck traffic generated by the site.

The purpose of this report is to assess the traffic and parking implications of the rezoning proposal and to that end this report:

- describes the site and provides details of the rezoning proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- estimates the traffic generation potential of the rezoning proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the rezoning proposal in terms of road network capacity
- reviews the geometric design features of the proposed basement car parking facilities for compliance with the relevant codes and standards

- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.





2. PROPOSED DEVELOPMENT

Site

The subject site is located on the south-eastern corner of the Park Road and Jenkins Street intersection. The site has a street frontage approximately 353m in length to Park Road, 82m in length to Jenkins Street and occupies an area of approximately 19,128m².

The subject site is currently occupied by a number of dwelling houses and scout hall, as well as a service station and two industrial buildings, as follows:

Dwelling Houses:	10 Dwellings
Service Station:	Site Area = 826m ² ; Convenience Store = 196m ²
Large Industrial:	Industrial = 2,100m ² ; Office = 640m ²
Small Industrial:	Industrial = 750m ² ; Office = 750m ²

In addition, there are two storage yards located at the southern end of the site. It is unclear what the former uses of these two sites were.

Vehicular access to the dwelling houses is provided via respective driveways off either Park Road or Jenkins Street. Vehicular access to the service station, industrial premises and storage yards is provided via separate driveways located in Park Road.

Council recently rezoned the residential properties and scout hall to industrial. This results in an additional 4,781m² industrial/warehouse floor area on the site.

Proposed Development

The proposed rezoning of the site to *R4 High Density Residential* will facilitate the demolition of the existing buildings on the site enabling the construction of a new residential apartment development.

Based on the proposed FSR of 1.4:1, this may yield a dwelling density with an 85% efficiency of approximately 301 dwellings.

The zoning would permit residential apartments and neighbourhood shops.

Off-street car parking can be provided as required by Council's controls. Vehicular access to car parking facilities is likely to be provided via driveways off Park Road and Jenkins Street. The detailed design and configuration of the parking areas will be undertaken as part of the DA process.

The site is ideally located in close proximity to Regents Park Railway Station, approximately 5 minutes walking distance to the south of the site.

Pedestrian access to the railway station is available via the existing footpath which is located on the eastern side of Park Road. Pedestrians walking between the subject site and the railway station entrance can do so without the need to walk across any roads. In addition, a through-site pedestrian link is proposed from the Jenkins Road frontage of the site to Park Road via a new park and central focal point/piazza which will be open to the public.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Traffic Authority is illustrated on Figure 3.

Park Road and Carlingford Street are classified by the RTA as *Regional Roads* which provide a key road link in the area, linking Sefton to Auburn. They typically carry one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted.

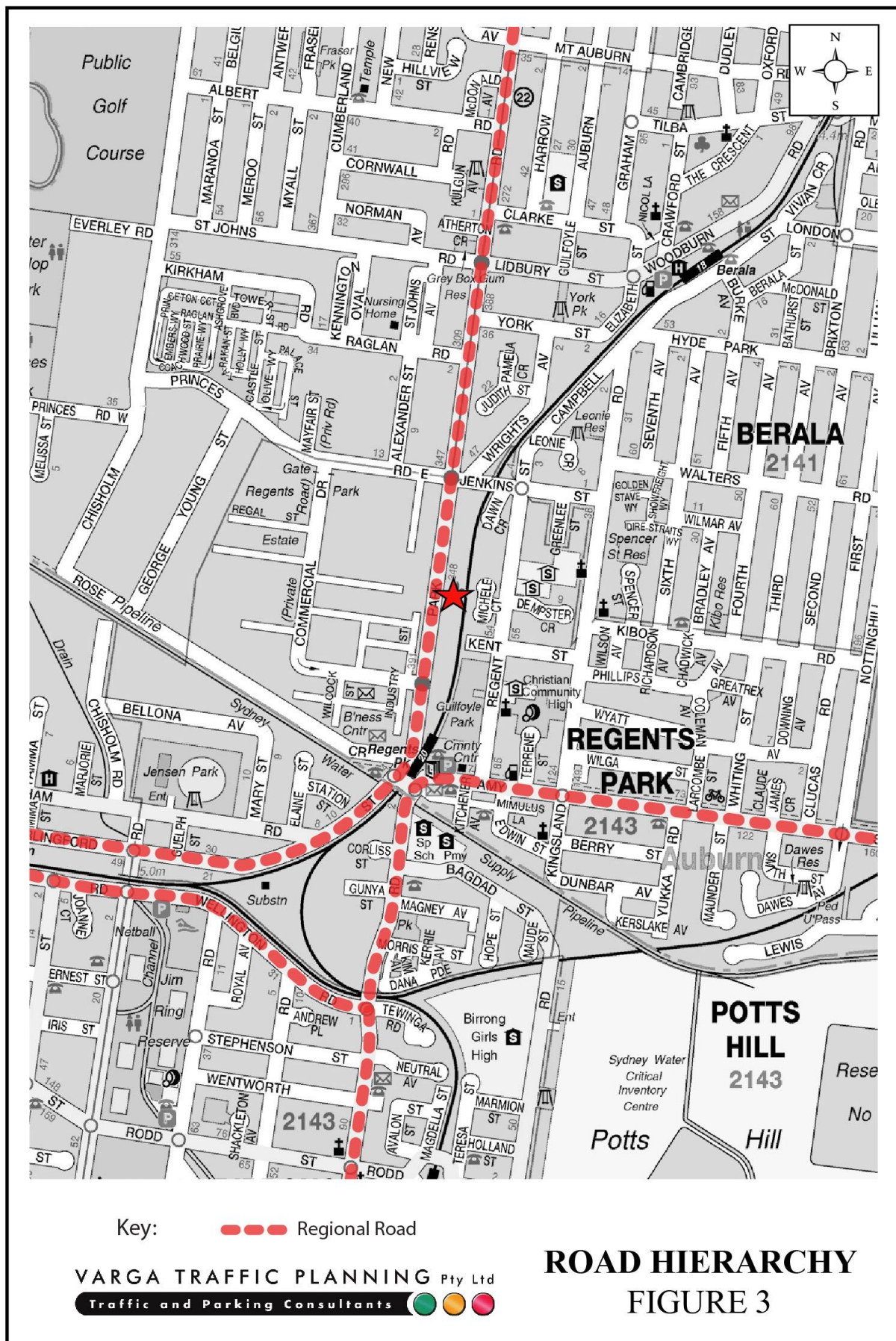
Auburn Road and Amy Street Road are also classified by the RTA as *Regional Roads* which provide another key road link in the area, linking the Hume Highway to Joseph Street. They typically carry one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted.

Jenkins Street is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the road.

Proposed Road Improvements

Council has allocated funding to upgrade the existing railway bridge across the railway near Regents Park Station. The proposed work will involve widening the existing railway bridge to 4 lanes (with a separate pedestrian bridge), and the upgrading of the 2 roundabouts located on either side of the bridge to two-lane circulating roadways. The upgrading work is scheduled for completion by December 2013.

Council has also resolved to upgrade the existing pedestrian crossing facilities across Park Road in the vicinity of Rose Crescent and the entrance to the railway station. Whilst the nature of the upgrading work is not yet known, it is likely to involve road narrowing/footpath widening in the immediate vicinity of the existing marked foot crossing across Park Road, adjacent to the pedestrian entrance to the railway station.



Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Park Road
- a 50 km/h SPEED LIMIT which applies to Jenkins Street and all other local roads in the area
- TRAFFIC SIGNALS in Park Road where it intersects with Commercial Road and also Jenkins Street/Princes Road East
- a LEFT-TURN ON RED permitted after stopping for westbound traffic on Jenkins Street turning onto Park Road.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by reference to the RTA's *Annual Average Daily Traffic* data. The relevant count stations nearest to the subject site are summarised in Table 3.1 below.

Table 3.1 - Roads & Traffic Authority of NSW
Annual Average Daily Traffic Volumes

Station No.	Location	1996	1999	2002	2005
47097	Park Road (south of Wellington Road)	11,656	12,705	12,934	12,342
43066	Carlingford Road (south of Park Road)	18,788	16,920	18,248	17,837

A more detailed indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken as part of this traffic study. The traffic surveys were undertaken at the following intersections:

- Park Road & Jenkins Street & Princes Road East
- Park Road & Commercial Road
- Park Road & Rose Crescent



- Park Road & Carlingford Street & Bridge Street
- Auburn Road & Amy Street & Bridge Street
- Jenkins Street & Kingsland Road

The results of the traffic surveys are summarised on Figure 5 and are reproduced in full in Appendix A, revealing that:

- two-way traffic flows in Park Road past the site frontage are typically in the order of 1,000 to 1,100 vehicles per hour (vph) during peak periods
- two-way traffic flows in Jenkins Street past the site frontage are typically in the order of 350 vph during peak periods.

Projected Traffic Generation

An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Traffic Authority's publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)*.

The RTA *Guidelines* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the rezoning proposal:

Commercial Premises

2.0 peak hour vehicle trips per 100m² GFA

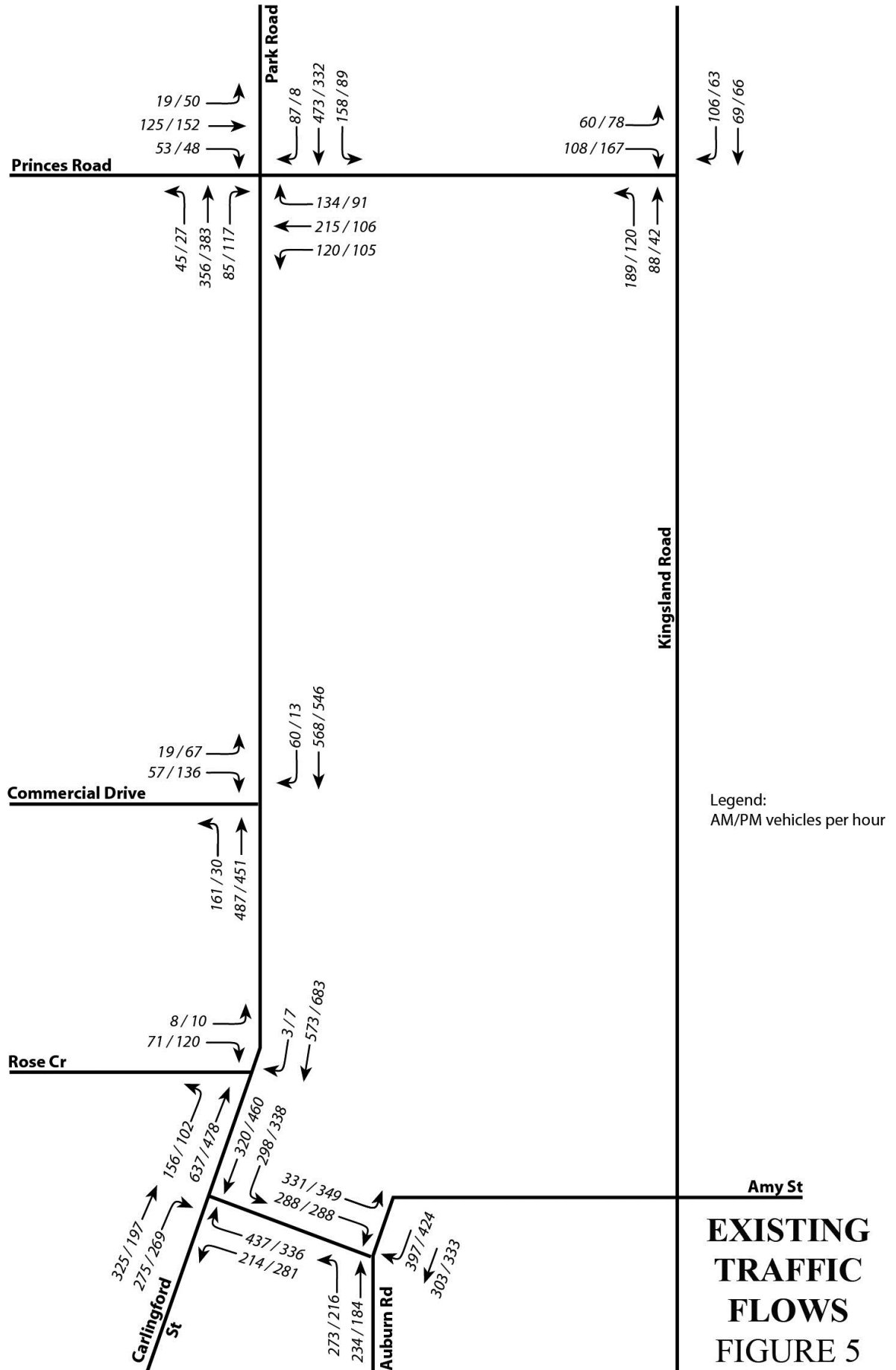
High Density Residential Flat Buildings in Sub-Regional Centres

0.29 peak hour vehicle trips/dwelling

The RTA *Guidelines* also make the following observation in respect of high density residential flat buildings:

Definition

A *high density residential flat building* refers to a building containing 20 or more dwellings. This does not include aged or disabled persons housing. *High density residential flat buildings* are usually more than 5 levels, have basement level carparking and are located in close proximity to public transport services. The building may contain a component of commercial use.



Factors

The above rates include visitors, staff, service/delivery and on-street movements such as taxis and pick-up/set-down activities.

Application of the above traffic generation rates to the residential and commercial components of the rezoning proposal yields a traffic generation potential of approximately 89 vehicle trips per hour during commuter peak periods as set out in Table 3.2 below:

Table 3.2 - Projected Future Traffic Generation Potential

Residential Apartments (301 Apartments):	87 peak hour vehicle trips
Neighbourhood Shop (100m ²):	2 peak hour vehicle trips
TOTAL TRAFFIC GENERATION POTENTIAL:	89 peak hour vehicle trips

That projected future traffic generation potential of the site should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in the traffic generation potential of the site which is expected to occur as a consequence of the rezoning proposal.

The RTA *Guidelines* nominates the following traffic generation rates which are applicable to the existing development:

Dwelling House

0.85 peak hour vehicle trips per dwelling

Industrial

1.0 peak hour vehicle trips per 100m² GFA

Commercial Premises

2.0 peak hour vehicle trips per 100m² GFA

Service Station & Convenience Store

0.04 A(S) + 0.3 A(F)

Where A(S) = Site Area, and A(F) = Floor Area of Convenience Store

Application of the above traffic generation rates to the various components of the existing development on the site yields an existing traffic generation potential of approximately 143 vehicle trips per hour during commuter peak periods as set out in Table 3.3 below:

Table 3.3 - Existing Traffic Generation Potential

Dwelling Houses (10 Houses):	9 peak hour vehicle trips
Industrial Premises (2,850m ²):	28 peak hour vehicle trips
Office Component (1,390m ²):	28 peak hour vehicle trips
Service Station & Convenience Store (826m ² & 196m ²):	92 peak hour vehicle trips
TOTAL TRAFFIC GENERATION POTENTIAL:	157 peak hour vehicle trips

Accordingly, it is likely that the proposed development will result in a *decrease* in the traffic generation potential the site of approximately 68 vph as set out in Table 3.4 below:

**Table 3.4 - Projected Nett Decrease in Peak Hour Traffic Generation Potential
as a consequence of the rezoning proposal**

Existing Traffic Generation Potential:	157 vehicle trips
Projected Future Traffic Generation Potential:	89 vehicle trips
NETT DECREASE IN TRAFFIC GENERATION POTENTIAL:	-68 vehicle trips

However, as noted in the foregoing, changes to the LEP which rezoned the land currently occupied by the existing residential dwelling houses and scout hall to industrial purposes yields an additional 4,781m² industrial floor area on the site which has the potential to generate an additional 47.8 peak hour vehicle trips.

Accordingly, the traffic generation potential of the subject site (ie; taking into account the additional industrial floor area) is therefore in the order of 196 vph, as set out in Table 3.5 below:

Table 3.5 - Existing Traffic Generation Potential

Industrial Premises (4,781m ²):	48 peak hour vehicle trips
Industrial Premises (2,850m ²):	28 peak hour vehicle trips
Office Component (1,390m ²):	28 peak hour vehicle trips
Service Station & Convenience Store (826m ² & 196m ²):	92 peak hour vehicle trips
TOTAL TRAFFIC GENERATION POTENTIAL:	196 peak hour vehicle trips

Accordingly, the rezoning proposal will result in a *net decrease* in the traffic generation potential of the site of approximately 107 vph as set out in Table 3.6 below:

**Table 3.6 - Projected Nett Decrease in Peak Hour Traffic Generation Potential
as a consequence of the rezoning proposal**

Existing Traffic Generation Potential:	196 vehicle trips
Projected Future Traffic Generation Potential:	89 vehicle trips
NETT DECREASE IN TRAFFIC GENERATION POTENTIAL:	-107 vehicle trips

In summary, the proposed rezoning from industrial to residential landuses is expected to more than *halve* the traffic generation potential of the subject site.

In particular, the proposed rezoning will significantly reduce (if not eliminate altogether) the heavy vehicle truck traffic currently generated by the site.

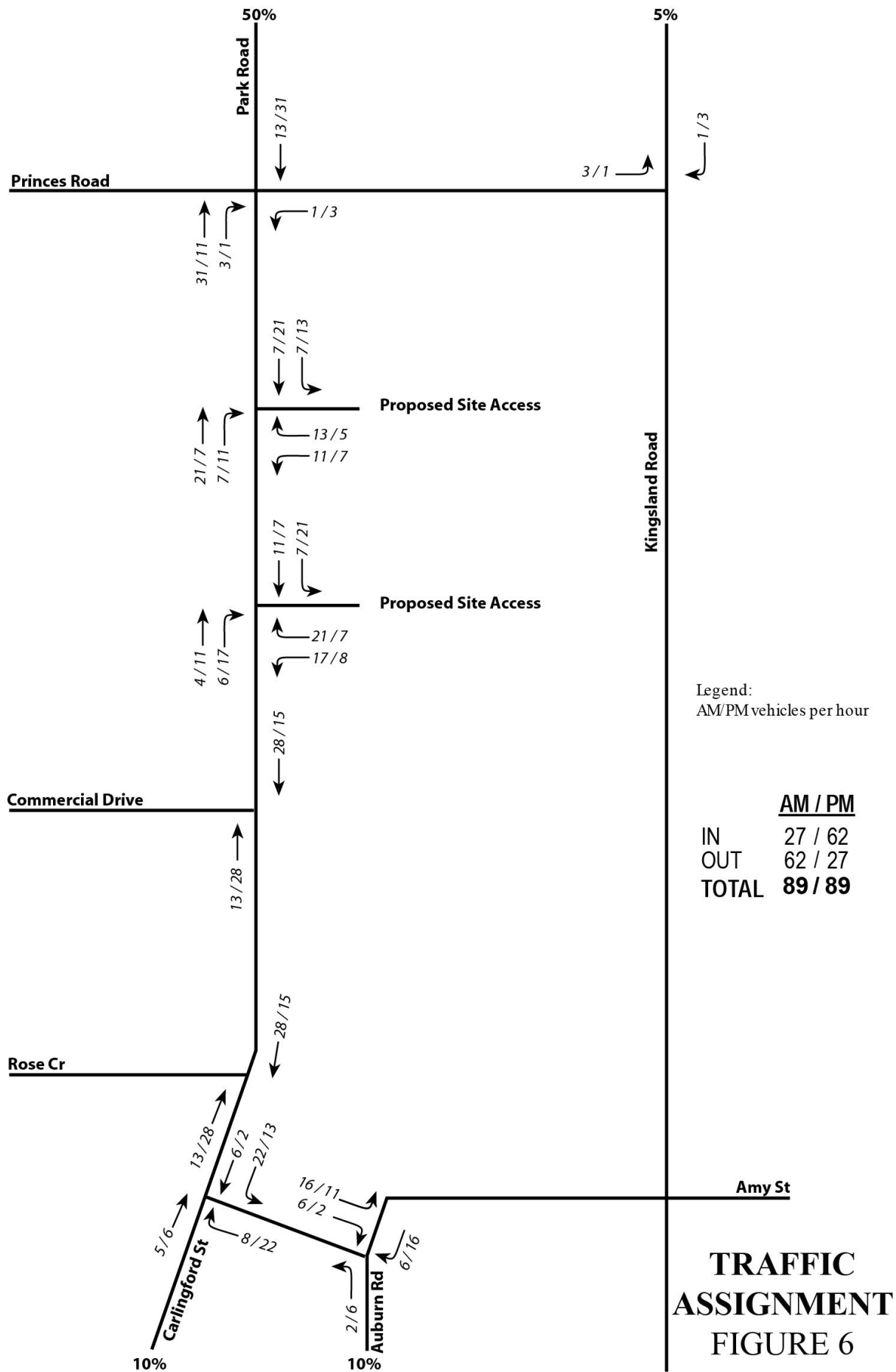
Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA program which is widely used by the RTA and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages.

For the purposes of this assessment, it has been assumed that *all* of the projected future traffic flows of 89 peak hour vehicle trips will be new or *additional* to the existing traffic flows currently using the adjacent road network, as illustrated on Figure 6.

The results of the SIDRA analysis of the Park Road & Jenkins Street & Princes Road East intersection are summarised on Table 3.7 below, revealing that:

- the Park Road & Jenkins Street & Princes Road East intersection currently operates at *Level of Service "B"* under the existing traffic demands with total average vehicle delays in the order of 27 seconds/vehicle during the *morning* commuter peak period, and 19 seconds/vehicle during the *afternoon* commuter peak period



- under the projected future traffic demands expected to be generated by the development proposal, the Park Road & Jenkins Street & Princes Road East intersection is expected to operate at *Level of Service “C”* under the proposed *morning* traffic conditions and *Level of Service “B”* under the proposed *afternoon* traffic demands, with increases in average vehicle delays of 1-2 seconds/vehicle.

The results of the SIDRA analysis of the Park Road & Commercial Road intersection are summarised on Table 3.8 below, revealing that:

- the Park Road & Commercial Road intersection currently operates at *Level of Service “A”* under the existing traffic demands with total average vehicle delays in the order of 12-14 seconds/vehicle
- under the projected future traffic demands expected to be generated by the rezoning proposal, the Park Road & Commercial Road intersection will continue to operate at *Level of Service “A”*, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the SIDRA analysis of the Park Road & Rose Crescent intersection are summarised on Table 3.9 below, revealing that:

- the Park Road & Rose Crescent intersection currently operates at *Level of Service “A”* under the existing traffic demands with total average vehicle delays in the order of 3-5 seconds/vehicle
- under the projected future traffic demands expected to be generated by the rezoning proposal, the Park Road & Rose Crescent intersection will continue to operate at *Level of Service “A”*, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the SIDRA analysis of the Park Road & Carlingford Road & Bridge Street intersection are summarised on Table 3.10 below, revealing that:

- the Park Road & Carlingford Road & Bridge Street intersection currently operates at *Level of Service “A”* under the existing *morning* traffic demands and *Level of Service “B”* under the existing *afternoon* traffic demands, with total average vehicle delays in the order of 14-15 seconds/vehicle
- under the projected future traffic demands expected to be generated by the rezoning proposal, the Park Road & Carlingford Road & Bridge Street intersection will continue to operate at *Level of Service “A”* and *“B”* respectively, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the SIDRA analysis of the Auburn Road & Amy Street & Bridge Street intersection are summarised on Table 3.11 below, revealing that:

- the Auburn Road & Amy Street & Bridge Street intersection currently operates at *Level of Service “A”* under the traffic demands, with total average vehicle delays in the order of 8 seconds/vehicle
- under the projected future traffic demands expected to be generated by the rezoning proposal, the Auburn Road & Amy Street & Bridge Street intersection will continue to operate at *Level of Service “A”* and *“B”* respectively, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the SIDRA analysis of the Jenkins Street & Kingsland Road intersection are summarised on Table 3.12 below, revealing that:

- the Jenkins Street & Kingsland Road intersection currently operates at *Level of Service “A”* under the traffic demands, with total average vehicle delays in the order of 6 seconds/vehicle
- under the projected future traffic demands expected to be generated by the rezoning proposal, the Jenkins Street & Kingsland Road intersection will continue to operate at *Level of Service “A”*, with ***zero*** increase in average vehicle delays.

The results of the SIDRA analysis of the Park Road & the proposed southern driveway intersection are summarised on Table 3.13 below, revealing that under the projected future traffic demands expected to be generated by the rezoning proposal, the intersection is expected to operate at *Level of Service “A”*, with average vehicle delays in the order of 3 seconds/vehicle.

The results of the SIDRA analysis of the Park Road & the proposed northern driveway intersection are summarised on Table 3.14 below, revealing that under the projected future traffic demands expected to be generated by the rezoning proposal, the intersection is expected to operate at *Level of Service “A”*, with average vehicle delays in the order of 3 seconds/vehicle.

In the circumstances, it is clear that the proposed rezoning will not have any unacceptable traffic implications in terms of road network capacity, and that no improvements to the road network are warranted by the rezoning proposal.

**TABLE 3.7 - RESULTS OF SIDRA ANALYSIS OF
PARK ROAD & JENKINS ROAD & PRINCES ROAD EAST**

Key Indicators	Existing Traffic Demand		Projected Development Traffic Demand	
	AM	PM	AM	PM
Level of Service	B	B	C	B
Degree of Saturation	0.905	0.716	0.889	0.746
Average Vehicle Delay (secs/veh)	26.8	19.4	28.9	19.6

PAR_JENX

PAR_JENP

**TABLE 3.8 - RESULTS OF SIDRA ANALYSIS OF
PARK ROAD & COMMERCIAL ROAD**

Key Indicators	Existing Traffic Demand		Projected Development Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.683	0.518	0.710	0.529
Average Vehicle Delay (secs/veh)	13.7	11.9	13.9	11.9

PAR_COMX

PAR_COMP

**TABLE 3.9 - RESULTS OF SIDRA ANALYSIS OF
PARK ROAD & ROSE CRESCENT**

Key Indicators	Existing Traffic Demand		Projected Development Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.500	0.716	0.534	0.762
Average Vehicle Delay (secs/veh)	3.1	5.1	3.2	5.6

PAR_ROSX

PAR_ROSP

TABLE 3.10 - RESULTS OF SIDRA ANALYSIS OF PARK ROAD & CARLINGFORD STREET & BRIDGE STREET				
Key Indicators	Existing Traffic Demand		Projected Development Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	B	A	B
Degree of Saturation	0.762	0.800	0.774	0.811
Average Vehicle Delay (secs/veh)	14.0	14.9	14.5	15.7
		PAR_BRIX	PAR_BRIP	

TABLE 3.11 - RESULTS OF SIDRA ANALYSIS OF AUBURN ROAD & AMY STREET & BRIDGE STREET				
Key Indicators	Existing Traffic Demand		Projected Development Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.600	0.575	0.620	0.582
Average Vehicle Delay (secs/veh)	8.6	8.2	8.7	8.3
		AMY_BRIX	AMY_BRIP	

TABLE 3.12 - RESULTS OF SIDRA ANALYSIS OF JENKINS STREET & KINGSLAND ROAD				
Key Indicators	Existing Traffic Demand		Projected Development Traffic Demand	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.269	0.334	0.273	0.336
Average Vehicle Delay (secs/veh)	6.0	6.2	6.0	6.2
		PAR_ROSX	PAR_ROSP	

**TABLE 3.13 - RESULTS OF SIDRA ANALYSIS OF
PARK ROAD & PROPOSED SOUTHERN DRIVEWAY**

Key Indicators	Projected Development Traffic Demand	
	AM	PM
Level of Service	A	A
Degree of Saturation	0.335	0.301
Average Vehicle Delay (secs/veh)	3.0	2.8

PAR_STHP

**TABLE 3.14 - RESULTS OF SIDRA ANALYSIS OF
PARK ROAD & PROPOSED NORTHERN DRIVEWAY**

Key Indicators	Projected Development Traffic Demand	
	AM	PM
Level of Service	A	A
Degree of Saturation	0.341	0.289
Average Vehicle Delay (secs/veh)	2.8	2.3

PAR_NTHP

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹ The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 7 and comprise:

- NO STOPPING restrictions along both sides of Jenkins Street including along the entire street frontage
- generally UNRESTRICTED kerbside parking along both sides of Park Road including along the site frontage
- BUS ZONES at regular intervals along both sides of Park Road.

Off-Street Parking Provisions

The off-street parking requirements applicable to the rezoning proposal are specified in Council's *Development Control Plan 2010 – Parking and Loading* document in the following terms:

Residential Flat Buildings

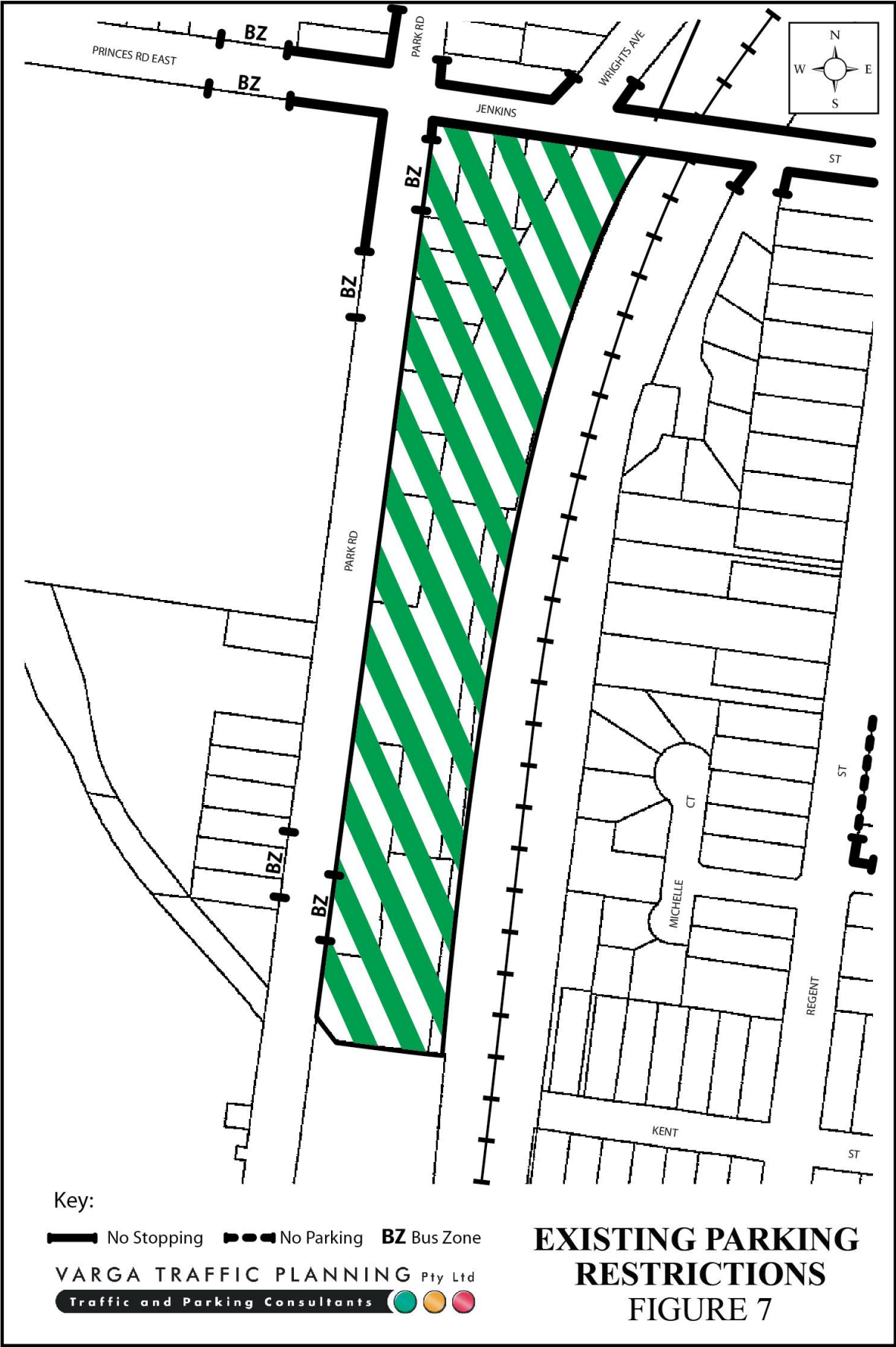
One bedroom apartment:	1 space per dwelling
Two bedroom apartment:	1 space per dwelling
Three bedroom apartment:	2 spaces per dwelling
Visitors:	0.2 spaces per dwelling

Business & Office Premises

1 space per 40m² GFA

Application of the above parking requirements to the various components of the development proposal yields an off-street parking requirement of approximately 360 parking spaces.

Off-street parking can be provided on the site in accordance with Council's requirements.



The geometric design layout of the proposed car parking facilities will be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 - 2004* in respect of parking bay dimensions, ramp gradients and aisle widths.

In summary, the rezoning proposal will ensure that the off-street carparking provisions satisfy Council's Car Parking Code requirements as well as the geometric design layout requirements specified by *AS2890.1 - 2004*.

It is therefore reasonable to conclude that the proposed rezoning will not have any unacceptable parking implications.

5. CONCLUSION

The foregoing analysis has found that:

- the traffic generation potential of the existing uses of the site is 157 peak hour vehicle trips, however this has been increased to 196 peak hour vehicle trips with the additional 4,781m² industrial floor area permitted on the site (following Council's rezoning of the residential properties and scout hall on the site to industrial)
- the traffic generation potential of the proposed rezoning of the entire site to *R4 High Density Residential* is 89 peak hour vehicle trips. Accordingly, the proposed rezoning to *R4 Residential* would effectively halve the traffic generation potential of the site as set out in the table below:

**Projected Nett Decrease in Peak Hour Traffic Generation Potential
as a consequence of the rezoning proposal**

Existing Traffic Generation Potential:	196 vehicle trips
Projected Future Traffic Generation Potential:	89 vehicle trips
NETT DECREASE IN TRAFFIC GENERATION POTENTIAL:	-107 vehicle trips

- in particular, the proposed rezoning would significantly reduce (if not eliminate altogether) the heavy vehicle truck traffic currently being generated by the site
- off-street carparking for the potential future *R4 Residential* uses can be provided in accordance with the requirements of Council's Parking Code and AS2890.1
- the reduction in the traffic generation potential of the site would clearly not have any unacceptable traffic implications in terms of road network capacity.

In summary, the proposed rezoning of the site to *R4 High Density Residential* would yield considerable benefits to the community by significantly reducing the traffic generation potential of the site. In particular, heavy vehicle truck traffic activity generated by the site would be largely eliminated.

It is therefore clear that the rezoning proposal would not have any unacceptable traffic or parking implications, and is therefore recommended for approval.

APPENDIX A

TRAFFIC SURVEY DATA



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.

Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 4006 REGENTS PARK Traffic Counts

Day/Date : Thursday 1st March 2012

PEDS	NORTH	WEST	SOUTH	
Time Per	Amy St	Bridge St	Auburn Rd	TOT
0630 - 0645	0	0	0	0
0645 - 0700	0	0	0	0
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
Per End	0	0	0	0

PEDS	NORTH	WEST	SOUTH	
Peak Per	Amy St	Bridge St	Auburn Rd	TOT
0630 - 0730	0	0	0	0
0645 - 0745	0	0	0	0
0700 - 0800	0	0	0	0
0715 - 0815	0	0	0	0
0730 - 0830	0	0	0	0
0745 - 0845	0	0	0	0
0800 - 0900	0	0	0	0
0815 - 0915	0	0	0	0
0830 - 0930	0	0	0	0
PEAK HR	0	0	0	0

Lights	NORTH		WEST		SOUTH		
	Amy St		Bridge St		Auburn Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	20	60	92	38	68	66	344
0645 - 0700	23	71	84	22	56	60	316
0700 - 0715	26	67	81	37	70	87	368
0715 - 0730	32	68	78	33	70	100	381
0730 - 0745	42	79	72	33	81	101	408
0745 - 0800	54	81	79	53	81	84	432
0800 - 0815	66	114	81	84	74	67	486
0815 - 0830	84	85	75	71	50	55	420
0830 - 0845	77	101	78	69	68	57	450
0845 - 0900	72	83	85	57	74	52	423
0900 - 0915	28	93	76	46	63	70	376
0915 - 0930	55	87	92	49	52	66	401
Per End	579	989	973	592	807	865	4805

Heavies	NORTH		WEST		SOUTH		
	Amy St		Bridge St		Auburn Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	1	2	7	1	1	1	13
0645 - 0700	0	2	5	1	0	0	8
0700 - 0715	2	4	6	0	2	1	15
0715 - 0730	0	7	5	1	0	1	14
0730 - 0745	1	4	5	0	0	0	10
0745 - 0800	0	4	2	0	0	4	10
0800 - 0815	1	2	2	1	2	0	8
0815 - 0830	1	7	1	2	1	1	13
0830 - 0845	1	0	3	0	0	2	6
0845 - 0900	1	5	6	4	4	0	20
0900 - 0915	0	3	6	2	1	1	13
0915 - 0930	2	4	5	0	2	0	13
Per End	10	44	53	12	13	11	143

Combined	NORTH		WEST		SOUTH		
	Amy St		Bridge St		Auburn Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	21	62	99	39	69	67	357
0645 - 0700	23	73	89	23	56	60	324
0700 - 0715	28	71	87	37	72	88	383
0715 - 0730	32	75	83	34	70	101	395
0730 - 0745	43	83	77	33	81	101	418
0745 - 0800	54	85	81	53	81	88	442
0800 - 0815	67	116	83	85	76	67	494
0815 - 0830	85	92	76	73	51	56	433
0830 - 0845	78	101	81	69	68	59	456
0845 - 0900	73	88	91	61	78	52	443
0900 - 0915	28	96	82	48	64	71	389
0915 - 0930	57	91	97	49	54	66	414
Per End	589	1033	1026	604	820	876	4948

Lights	NORTH		WEST		SOUTH		
	Amy St		Bridge St		Auburn Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	101	266	335	130	264	313	1409
0645 - 0745	123	285	315	125	277	348	1473
0700 - 0800	154	295	310	156	302	372	1589
0715 - 0815	194	342	310	203	306	352	1707
0730 - 0830	246	359	307	241	286	307	1746
0745 - 0845	281	381	313	277	273	263	1788
0800 - 0900	299	383	319	281	266	231	1779
0815 - 0915	261	362	314	243	255	234	1669
0830 - 0930	232	364	331	221	257	245	1650

Heavies	NORTH		WEST		SOUTH		
	Amy St		Bridge St		Auburn Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	3	15	23	3	3	3	50
0645 - 0745	3	17	21	2	2	2	47
0700 - 0800	3	19	18	1	2	6	49
0715 - 0815	2	17	14	2	2	5	42
0730 - 0830	3	17	10	3	3	5	41
0745 - 0845	3	13	8	3	3	7	37
0800 - 0900	4	14	12	7	7	3	47
0815 - 0915	3	15	16	8	6	4	52
0830 - 0930	4	12	20	6	7	3	52

Combined	NORTH		WEST		SOUTH		
	Amy St		Bridge St		Auburn Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	104	281	358	133	267	316	1459
0645 - 0745	126	302	336	127	279	350	1520
0700 - 0800	157	314	328	157	304	378	1638
0715 - 0815	196	359	324	205	308	357	1749
0730 - 0830	249	376	317	244	289	312	1787
0745 - 0845	284	394	321	280	276	270	1825
0800 - 0900	303	397	331	288	273	234	1826
0815 - 0915	264	377	330	251	261	238	1721
0830 - 0930	236	376	351	227	264	248	1702

PEAK HR	299	383	319	281	266	231	1779
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PEAK HR	4	14	12	7	7	3	47
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PEAK HR	303	397	331	288	273	234	1826
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.

Mobile.0418239019

Client : Varga Traffic Planning
 Job No/Name : 4006 REGENTS PARK Traffic Counts
 Day/Date : Thursday 1st March 2012

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Time Per	Amy St	Bridge St	Auburn Rd	TOT
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
1600 - 1615	0	1	0	1
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	0	0	0	0
Per End	0	1	0	1

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Peak Per	Amy St	Bridge St	Auburn Rd	TOT
1530 - 1630	0	1	0	1
1545 - 1645	0	1	0	1
1600 - 1700	0	1	0	1
1615 - 1715	0	0	0	0
1630 - 1730	0	0	0	0
1645 - 1745	0	0	0	0
1700 - 1800	0	0	0	0
1715 - 1815	0	0	0	0
1730 - 1830	0	0	0	0
PEAK HR	0	0	0	0

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Amy St		Bridge St		Auburn Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	77	91	101	75	48	29	421
1545 - 1600	71	94	67	104	50	42	428
1600 - 1615	66	106	69	81	40	36	398
1615 - 1630	89	121	85	79	59	51	484
1630 - 1645	102	116	89	88	58	49	502
1645 - 1700	80	111	78	73	46	34	422
1700 - 1715	85	93	93	62	52	45	430
1715 - 1730	93	110	84	75	55	61	478
1730 - 1745	72	93	88	78	62	42	435
1745 - 1800	79	94	74	66	45	36	394
1800 - 1815	65	107	75	48	42	41	378
1815 - 1830	68	104	68	59	50	32	381
Per End	947	1240	971	888	607	498	5151

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Amy St		Bridge St		Auburn Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	1	3	0	2	1	1	8
1545 - 1600	2	6	3	0	1	0	12
1600 - 1615	0	0	1	0	1	1	3
1615 - 1630	0	0	2	1	0	0	3
1630 - 1645	2	4	4	0	0	1	11
1645 - 1700	1	3	3	0	1	0	8
1700 - 1715	1	5	0	0	0	1	7
1715 - 1730	1	2	2	0	0	0	5
1730 - 1745	0	7	1	0	0	1	9
1745 - 1800	1	2	0	0	0	0	3
1800 - 1815	0	1	1	0	0	1	3
1815 - 1830	1	2	0	0	0	0	3
Per End	10	35	17	3	4	6	75

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Amy St		Bridge St		Auburn Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	78	94	101	77	49	30	429
1545 - 1600	73	100	70	104	51	42	440
1600 - 1615	66	106	70	81	41	37	401
1615 - 1630	89	121	87	80	59	51	487
1630 - 1645	104	120	93	88	58	50	513
1645 - 1700	81	114	81	73	47	34	430
1700 - 1715	86	98	93	62	52	46	437
1715 - 1730	94	112	86	75	55	61	483
1730 - 1745	72	100	89	78	62	43	444
1745 - 1800	80	96	74	66	45	36	397
1800 - 1815	65	108	76	48	42	42	381
1815 - 1830	69	106	68	59	50	32	384
Per End	957	1275	988	891	611	504	5226

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Amy St		Bridge St		Auburn Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	303	412	322	339	197	158	1731
1545 - 1645	328	437	310	352	207	178	1812
1600 - 1700	337	454	321	321	203	170	1806
1615 - 1715	356	441	345	302	215	179	1838
1630 - 1730	360	430	344	298	211	189	1832
1645 - 1745	330	407	343	288	215	182	1765
1700 - 1800	329	390	339	281	214	184	1737
1715 - 1815	309	404	321	267	204	180	1685
1730 - 1830	284	398	305	251	199	151	1588
PEAK HR	356	441	345	302	215	179	1838

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Amy St		Bridge St		Auburn Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	3	9	6	3	3	2	26
1545 - 1645	4	10	10	1	2	2	29
1600 - 1700	3	7	10	1	2	2	25
1615 - 1715	4	12	9	1	1	2	29
1630 - 1730	5	14	9	0	1	2	31
1645 - 1745	3	17	6	0	1	2	29
1700 - 1800	3	16	3	0	0	2	24
1715 - 1815	2	12	4	0	0	2	20
1730 - 1830	2	12	2	0	0	2	18
PEAK HR	4	12	9	1	1	2	29

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Amy St		Bridge St		Auburn Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	306	421	328	342	200	160	1757
1545 - 1645	332	447	320	353	209	180	1841
1600 - 1700	340	461	331	322	205	172	1831
1615 - 1715	360	453	354	303	216	181	1867
1630 - 1730	365	444	353	298	212	191	1863
1645 - 1745	333	424	349	288	216	184	1794
1700 - 1800	332	406	342	281	214	186	1761
1715 - 1815	311	416	325	267	204	182	1705
1730 - 1830	286	410	307	251	199	153	1606
PEAK HR	360	453	354	303	216	181	1867



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

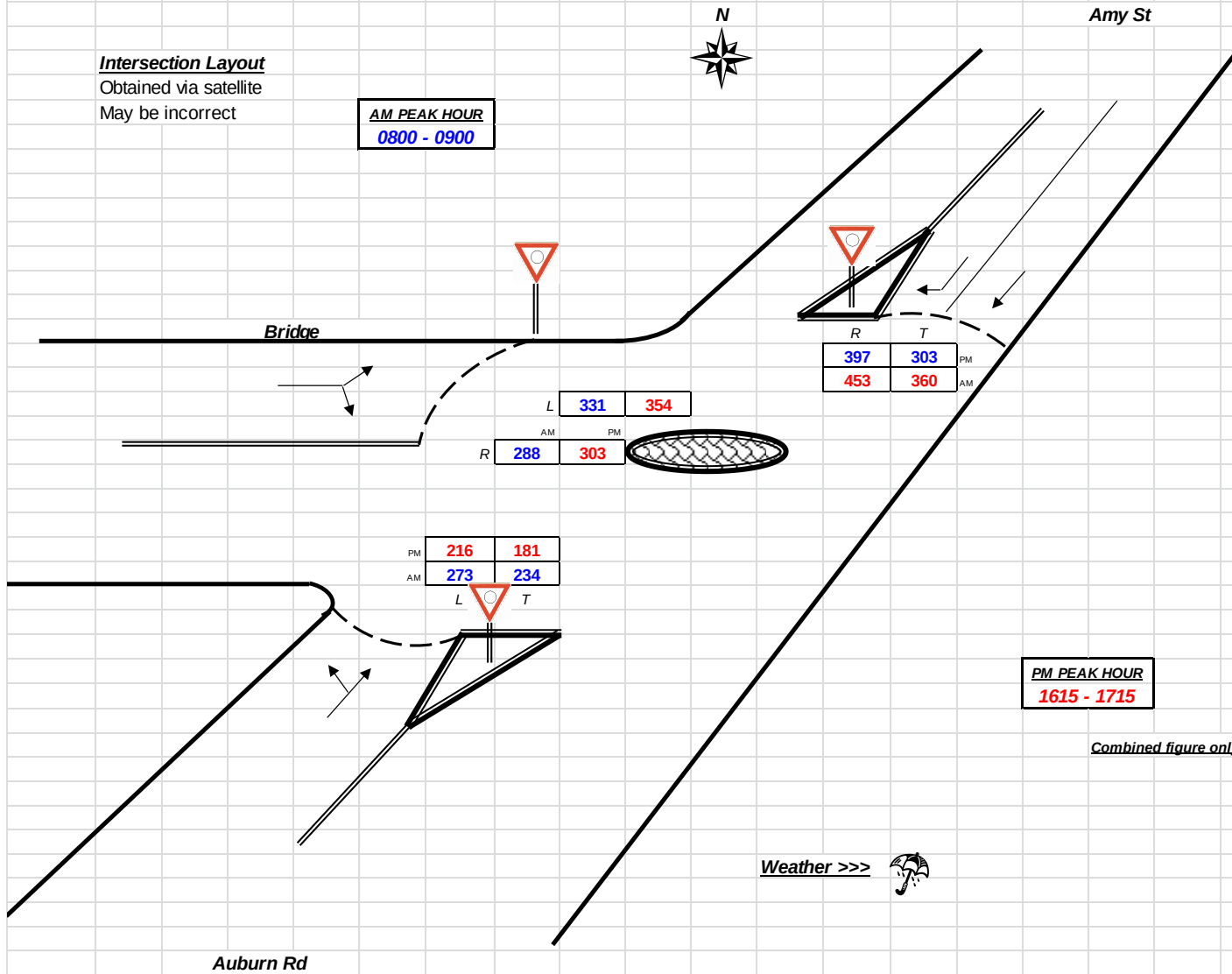
Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0800 - 0900





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.

Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

<u>PEDS</u>	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	
Time Per	Park Rd	Bridge St	Carlingford St	TOT
0630 - 0645	0	0	0	0
0645 - 0700	0	0	0	0
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	0	0	0	0
0800 - 0815	0	0	0	0
0815 - 0830	0	0	0	0
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
Per End	0	0	0	0

<u>PEDS</u>	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	
Peak Per	Park Rd	Bridge St	Carlingford St	TOT
0630 - 0730	0	0	0	0
0645 - 0745	0	0	0	0
0700 - 0800	0	0	0	0
0715 - 0815	0	0	0	0
0730 - 0830	0	0	0	0
0745 - 0845	0	0	0	0
0800 - 0900	0	0	0	0
0815 - 0915	0	0	0	0
0830 - 0930	0	0	0	0
PEAK HR	0	0	0	0

<u>Lights</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Park Rd		Bridge St		Carlingford St		
Time Per	I	L	R	L	R	I	TOT
0630 - 0645	38	54	88	30	79	83	372
0645 - 0700	54	41	98	48	89	88	418
0700 - 0715	32	44	98	30	68	94	366
0715 - 0730	56	38	96	32	63	104	389
0730 - 0745	62	45	108	41	57	86	399
0745 - 0800	51	67	128	48	57	55	406
0800 - 0815	71	80	118	59	72	78	478
0815 - 0830	92	77	98	56	69	84	476
0830 - 0845	78	67	111	50	66	76	448
0845 - 0900	75	59	93	47	64	81	419
0900 - 0915	69	64	103	59	63	58	416
0915 - 0930	71	50	81	51	81	61	395
Per End	749	686	1220	551	828	948	4982

<u>Heavies</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Park Rd		Bridge St		Carlingford St		
Time Per	I	L	R	L	R	I	TOT
0630 - 0645	0	5	2	1	3	0	11
0645 - 0700	0	4	2	0	2	0	8
0700 - 0715	0	2	3	2	3	0	10
0715 - 0730	0	5	3	3	1	2	14
0730 - 0745	0	5	6	0	1	1	13
0745 - 0800	0	2	3	0	0	0	5
0800 - 0815	1	3	3	0	0	0	7
0815 - 0830	0	2	7	2	1	1	13
0830 - 0845	3	2	0	0	1	3	9
0845 - 0900	0	8	7	0	2	2	19
0900 - 0915	0	6	6	0	2	3	17
0915 - 0930	0	5	4	2	0	1	12
Per End	4	49	46	10	16	13	138

<u>Combined</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Park Rd		Bridge St		Carlingford St		
Time Per	I	L	R	L	R	I	TOT
0630 - 0645	38	59	90	31	82	83	383
0645 - 0700	54	45	100	48	91	88	426
0700 - 0715	32	46	101	32	71	94	376
0715 - 0730	56	43	99	35	64	106	403
0730 - 0745	62	50	114	41	58	87	412
0745 - 0800	51	69	131	48	57	55	411
0800 - 0815	72	83	121	59	72	78	485
0815 - 0830	92	79	105	58	70	85	489
0830 - 0845	81	69	111	50	67	79	457
0845 - 0900	75	67	100	47	66	83	438
0900 - 0915	69	70	109	59	65	61	433
0915 - 0930	71	55	85	53	81	62	407
Per End	753	735	1266	561	844	961	5120

<u>Lights</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Park Rd		Bridge St		Carlingford St		
Peak Per	I	L	R	L	R	I	TOT
0630 - 0730	180	177	380	140	299	369	1545
0645 - 0745	204	168	400	151	277	372	1572
0700 - 0800	201	194	430	151	245	339	1560
0715 - 0815	240	230	450	180	249	323	1672
0730 - 0830	276	269	452	204	255	303	1759
0745 - 0845	292	291	455	213	264	293	1808
0800 - 0900	316	283	420	212	271	319	1821
0815 - 0915	314	267	405	212	262	299	1759
0830 - 0930	293	240	388	207	274	276	1678

<u>Heavies</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Park Rd		Bridge St		Carlingford St		
Peak Per	I	L	R	L	R	I	TOT
0630 - 0730	0	16	10	6	9	2	43
0645 - 0745	0	16	14	5	7	3	45
0700 - 0800	0	14	15	5	5	3	42
0715 - 0815	1	15	15	3	2	3	39
0730 - 0830	1	12	19	2	2	2	38
0745 - 0845	4	9	13	2	2	4	34
0800 - 0900	4	15	17	2	4	6	48
0815 - 0915	3	18	20	2	6	9	58
0830 - 0930	3	21	17	2	5	9	57

<u>Combined</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Park Rd		Bridge St		Carlingford St		
Peak Per	I	L	R	L	R	I	TOT
0630 - 0730	180	193	390	146	308	371	1588
0645 - 0745	204	184	414	156	284	375	1617
0700 - 0800	201	208	445	156	250	342	1602
0715 - 0815	241	245	465	183	251	326	1711
0730 - 0830	277	281	471	206	257	305	1797
0745 - 0845	296	300	468	215	266	297	1842
0800 - 0900	320	298	437	214	275	325	1869
0815 - 0915	317	285	425	214	268	308	1817
0830 - 0930	296	261	405	209	279	285	1735

PEAK HR	316	283	420	212	271	319	1821
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PEAK HR	4	15	17	2	4	6	48
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PEAK HR	320	298	437	214	275	325	1869
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R.O.A.R. DATA

Reliable, Original & Authentic Results

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Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 4006 REGENTS PARK Traffic Counts

Day/Date : Thursday 1st March 2012

<u>PEDS</u>	NORTH	EAST	SOUTH	
Time Per	Park Rd	Bridge St	Carlingford St	TOT
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	0	0	0	0
Per End	0	0	0	0

<u>PEDS</u>	NORTH	EAST	SOUTH	
Peak Per	Park Rd	Bridge St	Carlingford St	TOT
1530 - 1630	0	0	0	0
1545 - 1645	0	0	0	0
1600 - 1700	0	0	0	0
1615 - 1715	0	0	0	0
1630 - 1730	0	0	0	0
1645 - 1745	0	0	0	0
1700 - 1800	0	0	0	0
1715 - 1815	0	0	0	0
1730 - 1830	0	0	0	0
PEAK HR	0	0	0	0

<u>Lights</u>	NORTH		EAST		SOUTH		
	Park Rd		Bridge St		Carlingford St		
Time Per	I	L	R	L	R	I	TOT
1530 - 1545	115	78	71	74	85	63	486
1545 - 1600	117	109	68	75	70	33	472
1600 - 1615	110	70	50	80	68	42	420
1615 - 1630	114	82	74	95	67	47	479
1630 - 1645	96	94	80	86	71	46	473
1645 - 1700	118	80	76	80	68	47	469
1700 - 1715	115	77	81	61	70	50	454
1715 - 1730	97	91	72	71	68	49	448
1730 - 1745	125	88	95	66	60	51	485
1745 - 1800	117	65	77	65	76	38	438
1800 - 1815	133	68	75	57	56	41	430
1815 - 1830	78	70	85	61	53	56	403
Per End	1335	972	904	871	812	563	5457

<u>Heavies</u>	NORTH		EAST		SOUTH		
	Park Rd		Bridge St		Carlingford St		
Time Per	I	L	R	L	R	I	TOT
1530 - 1545	3	2	2	2	0	0	9
1545 - 1600	2	1	5	1	2	0	11
1600 - 1615	1	2	2	0	1	0	6
1615 - 1630	0	1	2	0	0	0	3
1630 - 1645	0	1	3	2	2	0	8
1645 - 1700	3	1	3	1	1	0	9
1700 - 1715	0	0	4	0	0	0	4
1715 - 1730	0	0	1	0	2	0	3
1730 - 1745	2	1	4	2	0	0	9
1745 - 1800	0	0	1	1	0	0	2
1800 - 1815	1	0	1	0	1	0	3
1815 - 1830	0	0	1	1	0	0	2
Per End	12	9	29	10	9	0	69

<u>Combined</u>	NORTH		EAST		SOUTH		
	Park Rd		Bridge St		Carlingford St		
Time Per	I	L	R	L	R	I	TOT
1530 - 1545	118	80	73	76	85	63	495
1545 - 1600	119	110	73	76	72	33	483
1600 - 1615	111	72	52	80	69	42	426
1615 - 1630	114	83	76	95	67	47	482
1630 - 1645	96	95	83	88	73	46	481
1645 - 1700	121	81	79	81	69	47	478
1700 - 1715	115	77	85	61	70	50	458
1715 - 1730	97	91	73	71	70	49	451
1730 - 1745	127	89	99	68	60	51	494
1745 - 1800	117	65	78	66	76	38	440
1800 - 1815	134	68	76	57	57	41	433
1815 - 1830	78	70	86	62	53	56	405
Per End	1347	981	933	881	821	563	5526

<u>Lights</u>	NORTH		EAST		SOUTH		
	Park Rd		Bridge St		Carlingford St		
Peak Per	I	L	R	L	R	I	TOT
1530 - 1630	456	339	263	324	290	185	1857
1545 - 1645	437	355	272	336	276	168	1844
1600 - 1700	438	326	280	341	274	182	1841
1615 - 1715	443	333	311	322	276	190	1875
1630 - 1730	426	342	309	298	277	192	1844
1645 - 1745	455	336	324	278	266	197	1856
1700 - 1800	454	321	325	263	274	188	1825
1715 - 1815	472	312	319	259	260	179	1801
1730 - 1830	453	291	332	249	245	186	1756

<u>Heavies</u>	NORTH		EAST		SOUTH		
	Park Rd		Bridge St		Carlingford St		
Peak Per	I	L	R	L	R	I	TOT
1530 - 1630	6	6	11	3	3	0	29
1545 - 1645	3	5	12	3	5	0	28
1600 - 1700	4	5	10	3	4	0	26
1615 - 1715	3	3	12	3	3	0	24
1630 - 1730	3	2	11	3	5	0	24
1645 - 1745	5	2	12	3	3	0	25
1700 - 1800	2	1	10	3	2	0	18
1715 - 1815	3	1	7	3	3	0	17
1730 - 1830	3	1	7	4	1	0	16

<u>Combined</u>	NORTH		EAST		SOUTH		
	Park Rd		Bridge St		Carlingford St		
Peak Per	I	L	R	L	R	I	TOT
1530 - 1630	462	345	274	327	293	185	1886
1545 - 1645	440	360	284	339	281	168	1872
1600 - 1700	442	331	290	344	278	182	1867
1615 - 1715	446	336	323	325	279	190	1899
1630 - 1730	429	344	320	301	282	192	1868
1645 - 1745	460	338	336	281	269	197	1881
1700 - 1800	456	322	335	266	276	188	1843
1715 - 1815	475	313	326	262	263	179	1818
1730 - 1830	456	292	339	253	246	186	1772

PEAK HR	443	333	311	322	276	190	1875
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PEAK HR	3	3	12	3	3	0	24
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PEAK HR	446	336	323	325	279	190	1899
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

Intersection Layout

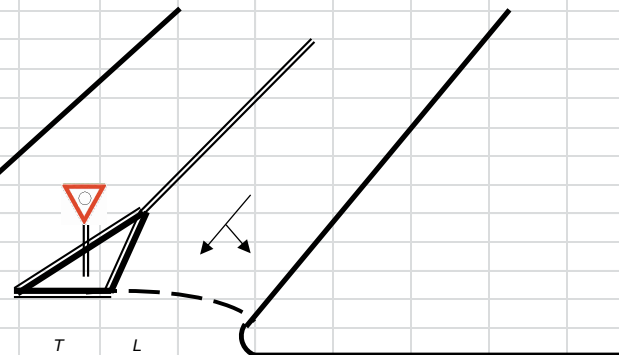
Obtained via satellite

May be incorrect

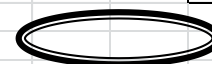
AM PEAK HOUR
0800 - 0900



Park Rd



T	L	
320	298	AM
446	336	PM



R	L	
323	437	AM
325	214	PM

T	R	
190	279	PM
325	275	AM

Bridge St

PM PEAK HOUR
1615 - 1715

Combined figures only

Weather >>>



Carlingford St



R.O.A.R. DATA

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Mobile.0418239019

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<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Time Per	Park Rd	Commercial Dr	Park Rd	TOT
0630 - 0645	0	0	1	1
0645 - 0700	0	0	1	1
0700 - 0715	0	0	1	1
0715 - 0730	0	0	6	6
0730 - 0745	0	1	4	5
0745 - 0800	0	1	4	5
0800 - 0815	0	0	4	4
0815 - 0830	0	0	2	2
0830 - 0845	0	0	0	0
0845 - 0900	0	0	2	2
0900 - 0915	0	0	1	1
0915 - 0930	0	1	0	1
Per End	0	3	26	29

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Peak Per	Park Rd	Commercial Dr	Park Rd	TOT
0630 - 0730	0	0	9	9
0645 - 0745	0	1	12	13
0700 - 0800	0	2	15	17
0715 - 0815	0	2	18	20
0730 - 0830	0	2	14	16
0745 - 0845	0	1	10	11
0800 - 0900	0	0	8	8
0815 - 0915	0	0	5	5
0830 - 0930	0	1	3	4
PEAK HR	0	0	8	8

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	63	6	1	3	34	106	213
0645 - 0700	67	8	3	5	45	77	205
0700 - 0715	60	4	3	6	46	91	210
0715 - 0730	93	15	4	8	49	106	275
0730 - 0745	85	20	2	9	56	100	272
0745 - 0800	108	17	5	9	63	93	295
0800 - 0815	135	12	2	10	40	124	323
0815 - 0830	158	10	2	12	31	111	324
0830 - 0845	140	23	9	12	47	127	358
0845 - 0900	126	14	5	18	33	121	317
0900 - 0915	113	13	6	14	33	105	284
0915 - 0930	91	7	4	13	26	105	246
Per End	1239	149	46	119	503	1266	3322

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	3	1	0	1	1	0	6
0645 - 0700	2	0	0	1	1	1	5
0700 - 0715	1	0	0	0	1	1	3
0715 - 0730	0	0	0	2	2	2	6
0730 - 0745	3	0	0	0	1	3	7
0745 - 0800	1	1	0	0	0	1	3
0800 - 0815	1	0	1	2	0	1	5
0815 - 0830	1	0	0	0	3	1	5
0830 - 0845	3	0	0	1	1	1	6
0845 - 0900	4	1	0	2	6	1	14
0900 - 0915	5	2	0	0	2	6	15
0915 - 0930	1	0	0	2	2	1	6
Per End	25	5	1	11	20	19	81

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	66	7	1	4	35	106	219
0645 - 0700	69	8	3	6	46	78	210
0700 - 0715	61	4	3	6	47	92	213
0715 - 0730	93	15	4	10	51	108	281
0730 - 0745	88	20	2	9	57	103	279
0745 - 0800	109	18	5	9	63	94	298
0800 - 0815	136	12	3	12	40	125	328
0815 - 0830	159	10	2	12	34	112	329
0830 - 0845	143	23	9	13	48	128	364
0845 - 0900	130	15	5	20	39	122	331
0900 - 0915	118	15	6	14	35	111	299
0915 - 0930	92	7	4	15	28	106	252
Per End	1264	154	47	130	523	1285	3403

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	283	33	11	22	174	380	903
0645 - 0745	305	47	12	28	196	374	962
0700 - 0800	346	56	14	32	214	390	1052
0715 - 0815	421	64	13	36	208	423	1165
0730 - 0830	486	59	11	40	190	428	1214
0745 - 0845	541	62	18	43	181	455	1300
0800 - 0900	559	59	18	52	151	483	1322
0815 - 0915	537	60	22	56	144	464	1283
0830 - 0930	470	57	24	57	139	458	1205
PEAK HR	559	59	18	52	151	483	1322

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	6	1	0	4	5	4	20
0645 - 0745	6	0	0	3	5	7	21
0700 - 0800	5	1	0	2	4	7	19
0715 - 0815	5	1	1	4	3	7	21
0730 - 0830	6	1	1	2	4	6	20
0745 - 0845	6	1	1	3	4	4	19
0800 - 0900	9	1	1	5	10	4	30
0815 - 0915	13	3	0	3	12	9	40
0830 - 0930	13	3	0	5	11	9	41
PEAK HR	9	1	1	5	10	4	30

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	289	34	11	26	179	384	923
0645 - 0745	311	47	12	31	201	381	983
0700 - 0800	351	57	14	34	218	397	1071
0715 - 0815	426	65	14	40	211	430	1186
0730 - 0830	492	60	12	42	194	434	1234
0745 - 0845	547	63	19	46	185	459	1319
0800 - 0900	568	60	19	57	161	487	1352
0815 - 0915	550	63	22	59	156	473	1323
0830 - 0930	483	60	24	62	150	467	1246
PEAK HR	568	60	19	57	161	487	1352

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Client : Varga Traffic Planning
 Job No/Name : 4006 REGENTS PARK Traffic Counts
 Day/Date : Thursday 1st March 2012

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Time Per	Park Rd	Commercial Dr	Park Rd	TOT
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
1600 - 1615	0	1	0	1
1615 - 1630	0	1	0	1
1630 - 1645	0	3	1	4
1645 - 1700	0	1	0	1
1700 - 1715	1	1	0	2
1715 - 1730	0	3	1	4
1730 - 1745	0	2	1	3
1745 - 1800	0	1	0	1
1800 - 1815	0	1	1	2
1815 - 1830	0	0	0	0
Per End	1	14	4	19

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Peak Per	Park Rd	Commercial Dr	Park Rd	TOT
1530 - 1630	0	2	0	2
1545 - 1645	0	5	1	6
1600 - 1700	0	6	1	7
1615 - 1715	1	6	1	8
1630 - 1730	1	8	2	11
1645 - 1745	1	7	2	10
1700 - 1800	1	7	2	10
1715 - 1815	0	7	3	10
1730 - 1830	0	4	2	6
PEAK HR	0	5	1	6

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Time Per	L	R	L	R	L	R	TOT
1530 - 1545	128	4	12	19	3	93	259
1545 - 1600	169	4	21	35	4	96	329
1600 - 1615	141	5	17	53	5	115	336
1615 - 1630	109	4	13	30	2	110	268
1630 - 1645	114	3	24	69	3	103	316
1645 - 1700	124	5	17	30	4	116	296
1700 - 1715	136	5	18	44	8	115	326
1715 - 1730	146	3	19	19	12	92	291
1730 - 1745	137	0	12	42	6	124	321
1745 - 1800	158	2	7	35	7	100	309
1800 - 1815	144	2	5	28	2	100	281
1815 - 1830	95	2	4	17	0	87	205
Per End	1601	39	169	421	56	1251	3537

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Time Per	L	R	L	R	L	R	TOT
1530 - 1545	0	0	0	3	0	2	5
1545 - 1600	1	0	0	0	1	0	2
1600 - 1615	2	0	0	0	0	1	3
1615 - 1630	1	0	0	0	0	0	1
1630 - 1645	0	1	0	0	0	1	2
1645 - 1700	2	0	0	0	0	2	4
1700 - 1715	0	0	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	1	0	0	1	0	1	3
1745 - 1800	0	0	0	1	0	0	1
1800 - 1815	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0
Per End	7	1	1	5	1	8	23

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Time Per	L	R	L	R	L	R	TOT
1530 - 1545	128	4	12	22	3	95	264
1545 - 1600	170	4	21	35	5	96	331
1600 - 1615	143	5	17	53	5	116	339
1615 - 1630	110	4	13	30	2	110	269
1630 - 1645	114	4	24	69	3	104	318
1645 - 1700	126	5	17	30	4	118	300
1700 - 1715	136	5	19	44	8	116	328
1715 - 1730	146	3	19	19	12	92	291
1730 - 1745	138	0	12	43	6	125	324
1745 - 1800	158	2	7	36	7	100	310
1800 - 1815	144	2	5	28	2	100	281
1815 - 1830	95	2	4	17	0	87	205
Per End	1608	40	170	426	57	1259	3560

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Peak Per	L	R	L	R	L	R	TOT
1530 - 1630	547	17	63	137	14	414	1192
1545 - 1645	533	16	75	187	14	424	1249
1600 - 1700	488	17	71	182	14	444	1216
1615 - 1715	483	17	72	173	17	444	1206
1630 - 1730	520	16	78	162	27	426	1229
1645 - 1745	543	13	66	135	30	447	1234
1700 - 1800	577	10	56	140	33	431	1247
1715 - 1815	585	7	43	124	27	416	1202
1730 - 1830	534	6	28	122	15	411	1116
PEAK HR	533	16	75	187	14	424	1249

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Peak Per	L	R	L	R	L	R	TOT
1530 - 1630	4	0	0	3	1	3	11
1545 - 1645	4	1	0	0	1	2	8
1600 - 1700	5	1	0	0	0	4	10
1615 - 1715	3	1	1	0	0	4	9
1630 - 1730	2	1	1	0	0	4	8
1645 - 1745	3	0	1	1	0	4	9
1700 - 1800	1	0	1	2	0	2	6
1715 - 1815	1	0	0	2	0	1	4
1730 - 1830	1	0	0	2	0	1	4
PEAK HR	4	1	0	0	1	2	8

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Commercial Dr		Park Rd		
Peak Per	L	R	L	R	L	R	TOT
1530 - 1630	551	17	63	140	15	417	1203
1545 - 1645	537	17	75	187	15	426	1257
1600 - 1700	493	18	71	182	14	448	1226
1615 - 1715	486	18	73	173	17	448	1215
1630 - 1730	522	17	79	162	27	430	1237
1645 - 1745	546	13	67	136	30	451	1243
1700 - 1800	578	10	57	142	33	433	1253
1715 - 1815	586	7	43	126	27	417	1206
1730 - 1830	535	6	28	124	15	412	1120
PEAK HR	537	17	75	187	15	426	1257



R.O.A.R. DATA

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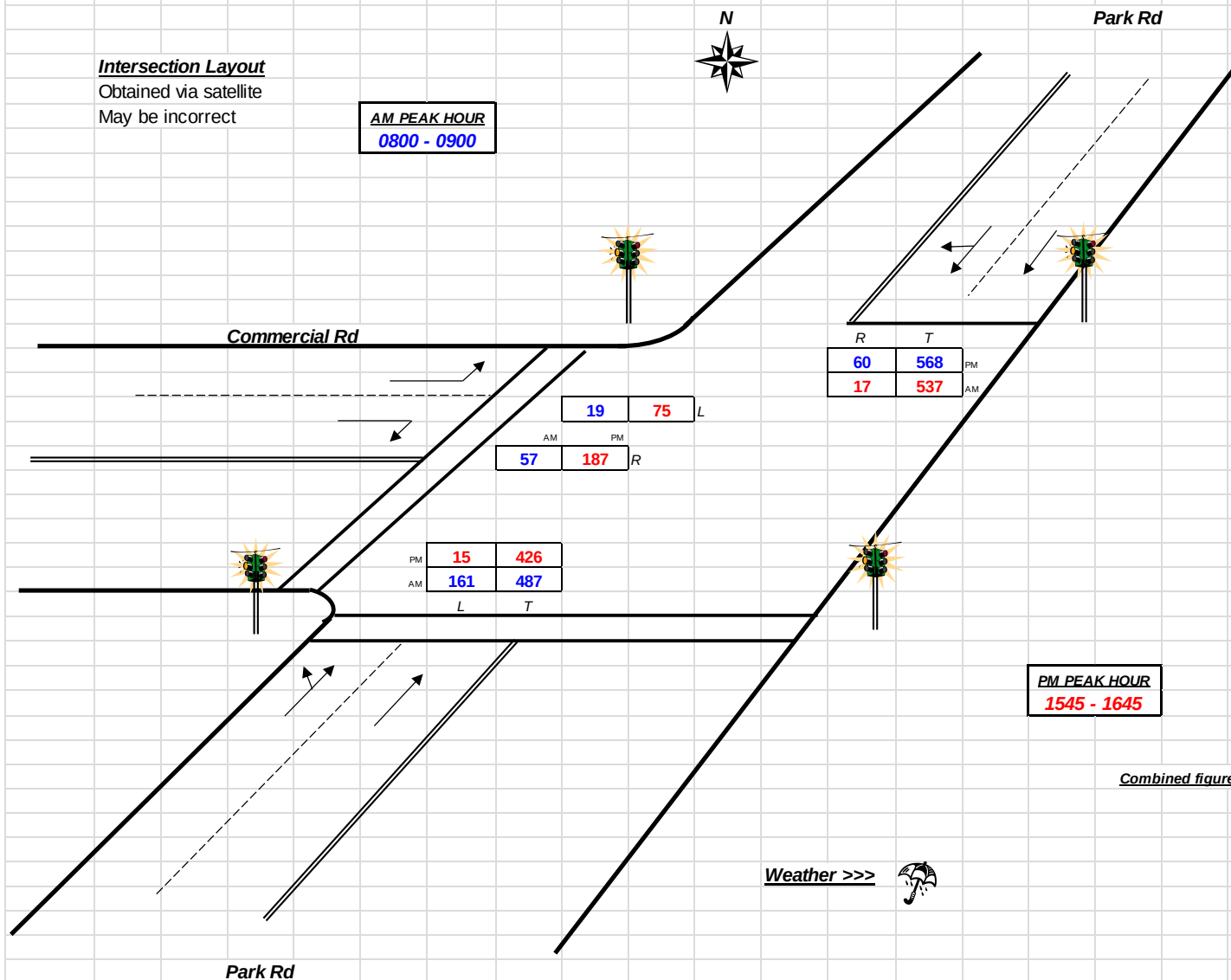
Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0800 - 0900





R.O.A.R. DATA

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Mobile.0418239019

Client : Varga Traffic Planning
 Job No/Name : 4006 REGENTS PARK Traffic Counts
 Day/Date : Thursday 1st March 2012

PEDS	NORTH	WEST	SOUTH	
Time Per	Kingsland Rd	Jenkins St	Kingsland Rd	TOT
0630 - 0645	0	0	0	0
0645 - 0700	0	0	1	1
0700 - 0715	0	0	0	0
0715 - 0730	0	5	0	5
0730 - 0745	0	0	2	2
0745 - 0800	0	1	0	1
0800 - 0815	1	2	0	3
0815 - 0830	0	1	0	1
0830 - 0845	0	0	0	0
0845 - 0900	3	2	0	5
0900 - 0915	0	1	0	1
0915 - 0930	0	0	0	0
Per End	4	12	3	19

PEDS	NORTH	WEST	SOUTH	
Peak Per	Kingsland Rd	Jenkins St	Kingsland Rd	TOT
0630 - 0730	0	5	1	6
0645 - 0745	0	5	3	8
0700 - 0800	0	6	2	8
0715 - 0815	1	8	2	11
0730 - 0830	1	4	2	7
0745 - 0845	1	4	0	5
0800 - 0900	4	5	0	9
0815 - 0915	3	4	0	7
0830 - 0930	3	3	0	6
PEAK HR	4	5	0	9

Lights	NORTH		WEST		SOUTH		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	6	7	5	15	8	6	47
0645 - 0700	3	9	8	21	16	10	67
0700 - 0715	7	5	4	23	19	11	69
0715 - 0730	7	12	6	21	17	16	79
0730 - 0745	9	13	9	21	18	9	79
0745 - 0800	11	17	10	30	33	13	114
0800 - 0815	12	17	18	29	40	17	133
0815 - 0830	20	22	11	21	42	28	144
0830 - 0845	20	36	9	37	59	28	189
0845 - 0900	16	31	21	18	41	15	142
0900 - 0915	10	17	22	21	22	11	103
0915 - 0930	12	7	13	22	28	9	91
Per End	133	193	136	279	343	173	1257

Heavies	NORTH		WEST		SOUTH		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	0	0	0	1	0	0	1
0645 - 0700	0	0	0	0	1	0	1
0700 - 0715	0	0	0	1	0	0	1
0715 - 0730	0	0	0	1	1	0	2
0730 - 0745	0	0	0	1	0	0	1
0745 - 0800	0	0	0	0	1	0	1
0800 - 0815	0	0	0	1	3	0	4
0815 - 0830	1	0	0	1	2	0	4
0830 - 0845	0	0	1	0	1	0	2
0845 - 0900	0	0	0	1	1	0	2
0900 - 0915	0	0	0	1	1	0	2
0915 - 0930	0	0	0	1	0	0	1
Per End	1	0	1	9	11	0	22

Combined	NORTH		WEST		SOUTH		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	6	7	5	16	8	6	48
0645 - 0700	3	9	8	21	17	10	68
0700 - 0715	7	5	4	24	19	11	70
0715 - 0730	7	12	6	22	18	16	81
0730 - 0745	9	13	9	22	18	9	80
0745 - 0800	11	17	10	30	34	13	115
0800 - 0815	12	17	18	30	43	17	137
0815 - 0830	21	22	11	22	44	28	148
0830 - 0845	20	36	10	37	60	28	191
0845 - 0900	16	31	21	19	42	15	144
0900 - 0915	10	17	22	22	23	11	105
0915 - 0930	12	7	13	23	28	9	92
Per End	134	193	137	288	354	173	1279

Lights	NORTH		WEST		SOUTH		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	23	33	23	80	60	43	262
0645 - 0745	26	39	27	86	70	46	294
0700 - 0800	34	47	29	95	87	49	341
0715 - 0815	39	59	43	101	108	55	405
0730 - 0830	52	69	48	101	133	67	470
0745 - 0845	63	92	48	117	174	86	580
0800 - 0900	68	106	59	105	182	88	608
0815 - 0915	66	106	63	97	164	82	578
0830 - 0930	58	91	65	98	150	63	525

Heavies	NORTH		WEST		SOUTH		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	0	0	0	3	2	0	5
0645 - 0745	0	0	0	3	2	0	5
0700 - 0800	0	0	0	3	2	0	5
0715 - 0815	0	0	0	3	5	0	8
0730 - 0830	1	0	0	3	6	0	10
0745 - 0845	1	0	1	2	7	0	11
0800 - 0900	1	0	1	3	7	0	12
0815 - 0915	1	0	1	3	5	0	10
0830 - 0930	0	0	1	3	3	0	7

Combined	NORTH		WEST		SOUTH		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	23	33	23	83	62	43	267
0645 - 0745	26	39	27	89	72	46	299
0700 - 0800	34	47	29	98	89	49	346
0715 - 0815	39	59	43	104	113	55	413
0730 - 0830	53	69	48	104	139	67	480
0745 - 0845	64	92	49	119	181	86	591
0800 - 0900	69	106	60	108	189	88	620
0815 - 0915	67	106	64	100	169	82	588
0830 - 0930	58	91	66	101	153	63	532

PEAK HR	68	106	59	105	182	88	608
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PEAK HR	1	0	1	3	7	0	12
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PEAK HR	69	106	60	108	189	88	620
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R.O.A.R. DATA

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Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 4006 REGENTS PARK Traffic Counts

Day/Date : Thursday 1st March 2012

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Time Per	Kingsland Rd	Jenkins St	Kingsland Rd	TOT
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
1600 - 1615	0	1	0	1
1615 - 1630	0	0	0	0
1630 - 1645	0	2	0	2
1645 - 1700	0	0	1	1
1700 - 1715	0	0	0	0
1715 - 1730	1	0	0	1
1730 - 1745	0	1	0	1
1745 - 1800	0	0	0	0
1800 - 1815	0	0	0	0
1815 - 1830	0	0	2	2
Per End	1	4	3	8

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Peak Per	Kingsland Rd	Jenkins St	Kingsland Rd	TOT
1530 - 1630	0	1	0	1
1545 - 1645	0	3	0	3
1600 - 1700	0	3	1	4
1615 - 1715	0	2	1	3
1630 - 1730	1	2	1	4
1645 - 1745	1	1	1	3
1700 - 1800	1	1	0	2
1715 - 1815	1	1	0	2
1730 - 1830	0	1	2	3
PEAK HR	1	1	1	3

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	9	21	17	30	21	7	105
1545 - 1600	17	16	21	34	26	9	123
1600 - 1615	15	20	26	42	29	14	146
1615 - 1630	19	12	20	34	34	3	122
1630 - 1645	22	8	19	31	36	14	130
1645 - 1700	16	17	14	33	33	10	123
1700 - 1715	14	12	22	45	21	8	122
1715 - 1730	22	18	23	44	30	14	151
1730 - 1745	14	16	19	42	34	10	135
1745 - 1800	15	12	11	40	27	12	117
1800 - 1815	19	9	14	30	28	6	106
1815 - 1830	11	18	13	28	23	9	102
Per End	193	179	219	433	342	116	1482

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	0	0	0	1	1	0	2
1545 - 1600	0	0	0	1	0	0	1
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	1	0	1
1630 - 1645	0	0	0	1	2	0	3
1645 - 1700	0	0	0	1	0	0	1
1700 - 1715	0	0	0	1	1	0	2
1715 - 1730	0	0	0	1	1	0	2
1730 - 1745	0	0	0	0	0	0	0
1745 - 1800	0	0	0	1	1	0	2
1800 - 1815	0	0	0	1	1	0	2
1815 - 1830	0	0	0	1	0	0	1
Per End	0	0	0	9	8	0	17

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	9	21	17	31	22	7	107
1545 - 1600	17	16	21	35	26	9	124
1600 - 1615	15	20	26	42	29	14	146
1615 - 1630	19	12	20	34	35	3	123
1630 - 1645	22	8	19	32	38	14	133
1645 - 1700	16	17	14	34	33	10	124
1700 - 1715	14	12	22	46	22	8	124
1715 - 1730	22	18	23	45	31	14	153
1730 - 1745	14	16	19	42	34	10	135
1745 - 1800	15	12	11	41	28	12	119
1800 - 1815	19	9	14	31	29	6	108
1815 - 1830	11	18	13	29	23	9	103
Per End	193	179	219	442	350	116	1499

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	60	69	84	140	110	33	496
1545 - 1645	73	56	86	141	125	40	521
1600 - 1700	72	57	79	140	132	41	521
1615 - 1715	71	49	75	143	124	35	497
1630 - 1730	74	55	78	153	120	46	526
1645 - 1745	66	63	78	164	118	42	531
1700 - 1800	65	58	75	171	112	44	525
1715 - 1815	70	55	67	156	119	42	509
1730 - 1830	59	55	57	140	112	37	460

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	0	0	0	2	2	0	4
1545 - 1645	0	0	0	2	3	0	5
1600 - 1700	0	0	0	2	3	0	5
1615 - 1715	0	0	0	3	4	0	7
1630 - 1730	0	0	0	4	4	0	8
1645 - 1745	0	0	0	3	2	0	5
1700 - 1800	0	0	0	3	3	0	6
1715 - 1815	0	0	0	3	3	0	6
1730 - 1830	0	0	0	3	2	0	5

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Kingsland Rd		Jenkins St		Kingsland Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	60	69	84	142	112	33	500
1545 - 1645	73	56	86	143	128	40	526
1600 - 1700	72	57	79	142	135	41	526
1615 - 1715	71	49	75	146	128	35	504
1630 - 1730	74	55	78	157	124	46	534
1645 - 1745	66	63	78	167	120	42	536
1700 - 1800	65	58	75	174	115	44	531
1715 - 1815	70	55	67	159	122	42	515
1730 - 1830	59	55	57	143	114	37	465

PEAK HR	66	63	78	164	118	42	531
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PEAK HR	0	0	0	3	2	0	5
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PEAK HR	66	63	78	167	120	42	536
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R.O.A.R. DATA

Reliable, Original & Authentic Results

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Client : Varga Traffic Planning

Job No/Name : 4006 REGENTS PARK Traffic Counts

Day/Date : Thursday 1st March 2012

Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0800 - 0900



Kingsland Rd

Jenskin St

R	T	
106	69	AM
63	66	PM

60	78	L
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AM	PM	
108	167	R

PM	AM	
120	42	L
189	88	T

PM PEAK HOUR
1645 - 1745

Combined figures only

Weather >>>



Kingsland Rd



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0645	6	54	7	2	7	2	7	76	32	15	16	5	229
0645 - 0700	8	56	11	7	14	3	6	47	24	16	22	7	221
0700 - 0715	7	57	8	4	20	9	7	74	20	14	18	12	250
0715 - 0730	17	80	11	3	12	5	10	68	31	24	21	10	292
0730 - 0745	14	63	13	5	18	8	17	75	18	33	24	14	302
0745 - 0800	21	90	33	2	35	10	28	67	16	30	45	17	394
0800 - 0815	45	120	21	3	37	12	8	87	16	22	45	26	442
0815 - 0830	49	120	24	3	36	10	4	90	20	38	54	41	489
0830 - 0845	46	113	28	9	24	13	16	80	26	37	63	38	493
0845 - 0900	18	118	14	3	25	12	13	97	23	22	50	26	421
0900 - 0915	28	92	17	9	25	13	13	83	18	18	29	25	370
0915 - 0930	24	83	12	10	14	7	12	66	25	21	25	22	321
Period End	283	1046	199	60	267	104	141	910	269	290	412	243	4224

Heavies	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0645	0	2	0	0	1	2	0	0	0	0	0	0	5
0645 - 0700	0	2	0	0	0	0	1	0	0	0	1	0	4
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	2
0715 - 0730	0	1	0	0	1	0	0	2	0	0	1	0	5
0730 - 0745	0	1	0	1	1	1	0	1	0	0	0	0	5
0745 - 0800	0	2	0	0	0	1	2	0	0	0	1	0	6
0800 - 0815	0	0	0	0	1	0	2	0	0	1	1	1	6
0815 - 0830	0	1	0	1	0	0	1	1	0	0	0	2	6
0830 - 0845	0	1	0	0	1	2	0	1	0	0	1	0	6
0845 - 0900	0	0	0	0	1	4	1	0	0	0	1	0	7
0900 - 0915	0	4	2	0	1	3	2	4	0	0	1	1	18
0915 - 0930	0	1	0	1	1	0	0	2	0	0	0	0	5
Period End	0	16	2	3	9	13	9	11	0	1	7	4	75

Combined	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0645	6	56	7	2	8	4	7	76	32	15	16	5	234
0645 - 0700	8	58	11	7	14	3	7	47	24	16	23	7	225
0700 - 0715	7	58	8	4	21	9	7	74	20	14	18	12	252
0715 - 0730	17	81	11	3	13	5	10	70	31	24	22	10	297
0730 - 0745	14	64	13	6	19	9	17	76	18	33	24	14	307
0745 - 0800	21	92	33	2	35	11	30	67	16	30	46	17	400
0800 - 0815	45	120	21	3	38	12	10	87	16	23	46	27	448
0815 - 0830	49	121	24	4	36	10	5	91	20	38	54	43	495
0830 - 0845	46	114	28	9	25	15	16	81	26	37	64	38	499
0845 - 0900	18	118	14	3	26	16	14	97	23	22	51	26	428
0900 - 0915	28	96	19	9	26	16	15	87	18	18	30	26	388
0915 - 0930	24	84	12	11	15	7	12	68	25	21	25	22	326
Period End	283	1062	201	63	276	117	150	921	269	291	419	247	4299

Client : Varga Traffic Planning
 Job No/Name : 4006 REGENTS PARK Traffic Counts
 Day/Date : Thursday 1st March 2012

Lights	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0730	38	247	37	16	53	19	30	265	107	69	77	34	992
0645 - 0745	46	256	43	19	64	25	40	264	93	87	85	43	1065
0700 - 0800	59	290	65	14	85	32	62	284	85	101	108	53	1238
0715 - 0815	97	353	78	13	102	35	63	297	81	109	135	67	1430
0730 - 0830	129	393	91	13	126	40	57	319	70	123	168	98	1627
0745 - 0845	161	443	106	17	132	45	56	324	78	127	207	122	1818
0800 - 0900	158	471	87	18	122	47	41	354	85	119	212	131	1845
0815 - 0915	141	443	83	24	110	48	46	350	87	115	196	130	1773
0830 - 0930	116	406	71	31	88	45	54	326	92	98	167	111	1605

PEAK HOUR	158	471	87	18	122	47	41	354	85	119	212	131	1845
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Heavies	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Peak Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0730	0	6	0	0	3	2	1	2	0	0	2	0	16
0645 - 0745	0	5	0	1	3	1	1	3	0	0	2	0	16
0700 - 0800	0	5	0	1	3	2	2	3	0	0	2	0	18
0715 - 0815	0	4	0	1	3	2	4	3	0	1	3	1	22
0730 - 0830	0	4	0	2	2	2	5	2	0	1	2	3	23
0745 - 0845	0	4	0	1	2	3	5	2	0	1	3	3	24
0800 - 0900	0	2	0	1	3	6	4	2	0	1	3	3	25
0815 - 0915	0	6	2	1	3	9	4	6	0	0	3	3	37
0830 - 0930	0	6	2	1	4	9	3	7	0	0	3	1	36

PEAK HOUR	0	2	0	1	3	6	4	2	0	1	3	3	25
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Combined	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Peak Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0730	38	253	37	16	56	21	31	267	107	69	79	34	1008
0645 - 0745	46	261	43	20	67	26	41	267	93	87	87	43	1081
0700 - 0800	59	295	65	15	88	34	64	287	85	101	110	53	1256
0715 - 0815	97	357	78	14	105	37	67	300	81	110	138	68	1452
0730 - 0830	129	397	91	15	128	42	62	321	70	124	170	101	1650
0745 - 0845	161	447	106	18	134	48	61	326	78	128	210	125	1842
0800 - 0900	158	473	87	19	125	53	45	356	85	120	215	134	1870
0815 - 0915	141	449	85	25	113	57	50	356	87	115	199	133	1810
0830 - 0930	116	412	73	32	92	54	57	333	92	98	170	112	1641

PEAK HOUR	158	473	87	19	125	53	45	356	85	120	215	134	1870
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R.O.A.R DATA

Reliable, Original & Authentic Results

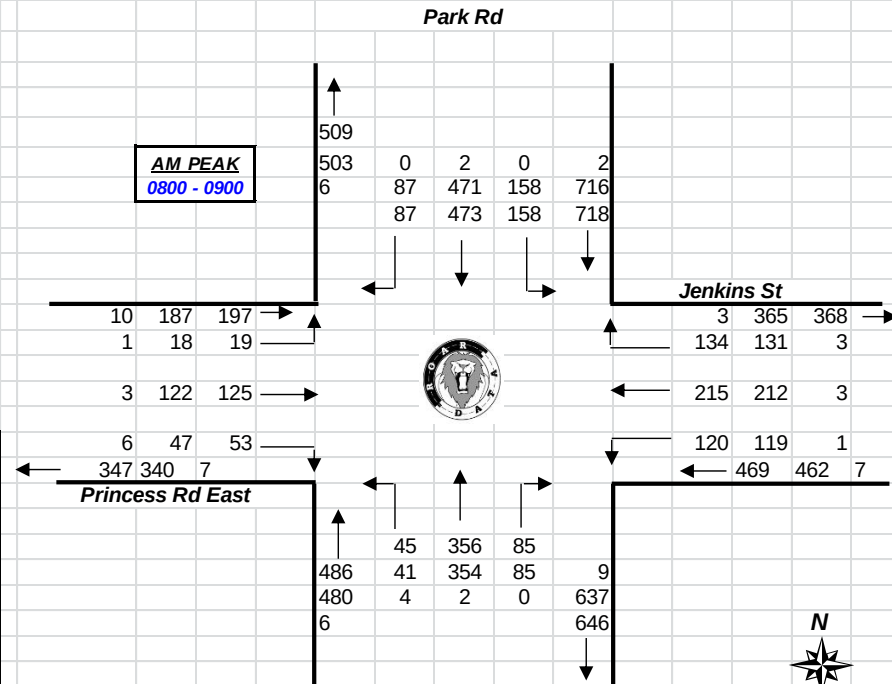
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
 Job No/Name : 4006 REGENTS PARK Traffic Counts
 Day/Date : Thursday 1st March 2012

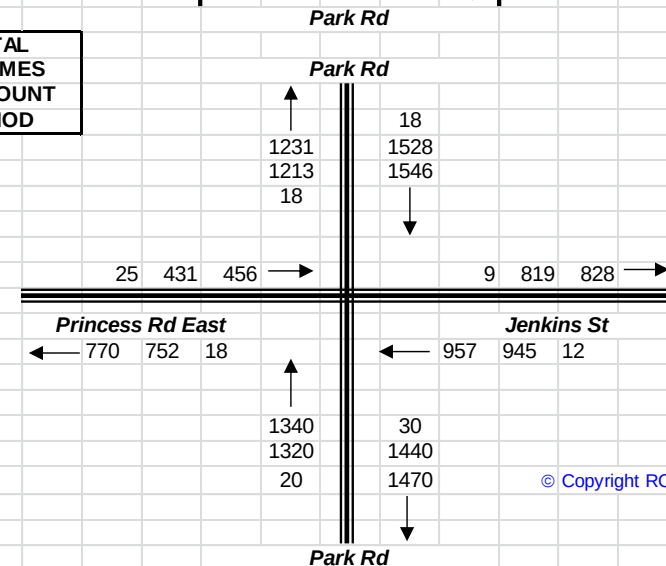
Peds	NORTH Park Rd	WEST Princess Rd East	SOUTH Park Rd	EAST Jenkins St	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0645	0	0	0	0	0
0645 - 0700	0	0	0	0	0
0700 - 0715	1	0	0	0	1
0715 - 0730	3	1	0	0	4
0730 - 0745	0	0	0	2	2
0745 - 0800	3	3	0	2	8
0800 - 0815	3	1	0	5	9
0815 - 0830	2	2	1	5	10
0830 - 0845	0	0	0	0	0
0845 - 0900	0	0	1	0	1
0900 - 0915	3	1	0	0	4
0915 - 0930	0	3	0	1	4
Period End	15	11	2	15	43

Peds	NORTH Park Rd	WEST Princess Rd East	SOUTH Park Rd	EAST Jenkins St	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0730	4	1	0	0	5
0645 - 0745	4	1	0	2	7
0700 - 0800	7	4	0	4	15
0715 - 0815	9	5	0	9	23
0730 - 0830	8	6	1	14	29
0745 - 0845	8	6	1	12	27
0800 - 0900	5	3	2	10	20
0815 - 0915	5	3	2	5	15
0830 - 0930	3	4	1	1	9

PEAK HR	5	3	2	10	20
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TOTAL
VOLUMES
FOR COUNT
PERIOD



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R.O.A.R. DATA

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Lights	NORTH			WEST			SOUTH			EAST			TOT
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1530 - 1545	26	110	7	5	19	11	8	105	28	22	25	21	387
1545 - 1600	24	119	13	9	22	13	12	83	24	34	34	29	416
1600 - 1615	23	89	5	17	46	19	14	101	32	27	28	16	417
1615 - 1630	28	76	6	18	41	23	11	97	22	10	35	15	382
1630 - 1645	18	69	3	10	36	14	3	98	18	19	26	14	328
1645 - 1700	15	67	2	13	28	6	3	104	22	16	28	15	319
1700 - 1715	20	81	4	16	47	13	8	95	33	32	25	28	402
1715 - 1730	26	101	1	9	40	17	8	80	37	16	23	29	387
1730 - 1745	28	80	1	12	35	12	7	100	25	41	27	19	387
1745 - 1800	25	107	1	14	28	7	12	80	18	31	13	19	355
1800 - 1815	28	95	0	7	23	7	7	81	18	29	28	21	344
1815 - 1830	18	97	0	6	19	5	7	74	21	25	21	17	310
Period End	279	1091	43	136	384	147	100	1098	298	302	313	243	4434

Heavies	NORTH			WEST			SOUTH			EAST			TOT	
	Park Rd			Princess Rd East			Park Rd			Jenkins St				
Time Per	L	I	R	L	I	R	L	I	R	L	I	R		
1530 - 1545	0	0	0	0	1	0	0	1	0	0	0	0	2	
1545 - 1600	0	0	0	0	0	1	0	1	0	0	1	0	3	
1600 - 1615	0	2	0	1	0	0	0	1	0	0	0	0	4	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	1	0	1	
1630 - 1645	0	0	0	0	1	1	0	2	0	0	1	0	5	
1645 - 1700	0	2	0	0	0	0	1	2	0	0	1	0	6	
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	2	
1715 - 1730	0	0	0	0	1	0	0	0	0	0	2	0	3	
1730 - 1745	0	1	0	0	0	0	0	1	0	0	0	0	2	
1745 - 1800	0	0	0	0	1	0	0	0	0	0	1	0	2	
1800 - 1815	0	0	0	0	1	0	0	0	0	0	0	0	1	
1815 - 1830	0	0	0	0	1	0	0	0	0	0	1	0	2	
Period End	0	5	0	1	7	2	1	9	0	0	8	0	33	

Combined	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1530 - 1545	26	110	7	5	20	11	8	106	28	22	25	21	389
1545 - 1600	24	119	13	9	22	14	12	84	24	34	35	29	419
1600 - 1615	23	91	5	18	46	19	14	102	32	27	28	16	421
1615 - 1630	28	76	6	18	41	23	11	97	22	10	36	15	383
1630 - 1645	18	69	3	10	37	15	3	100	18	19	27	14	333
1645 - 1700	15	69	2	13	28	6	4	106	22	16	29	15	325
1700 - 1715	20	81	4	16	48	13	8	96	33	32	25	28	404
1715 - 1730	26	101	1	9	41	17	8	80	37	16	25	29	390
1730 - 1745	28	81	1	12	35	12	7	101	25	41	27	19	389
1745 - 1800	25	107	1	14	29	7	12	80	18	31	14	19	357
1800 - 1815	28	95	0	7	24	7	7	81	18	29	28	21	345
1815 - 1830	18	97	0	6	20	5	7	74	21	25	22	17	312
Period End	279	1096	43	137	391	149	101	1107	298	302	321	243	4467

Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

Lights	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1530 - 1630	101	394	31	49	128	66	45	386	106	93	122	81	1602
1545 - 1645	93	353	27	54	145	69	40	379	96	90	123	74	1543
1600 - 1700	84	301	16	58	151	62	31	400	94	72	117	60	1446
1615 - 1715	81	293	15	57	152	56	25	394	95	77	114	72	1431
1630 - 1730	79	318	10	48	151	50	22	377	110	83	102	86	1436
1645 - 1745	89	329	8	50	150	48	26	379	117	105	103	91	1495
1700 - 1800	99	369	7	51	150	49	35	355	113	120	88	95	1531
1715 - 1815	107	383	3	42	126	43	34	341	98	117	91	88	1473
1730 - 1830	99	379	2	39	105	31	33	335	82	126	89	76	1396

PEAK HOUR	101	394	31	49	128	66	45	386	106	93	122	81	1602
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Heavies	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Peak Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1530 - 1630	0	2	0	1	1	1	0	3	0	0	2	0	10
1545 - 1645	0	2	0	1	1	2	0	4	0	0	3	0	13
1600 - 1700	0	4	0	1	1	1	1	5	0	0	3	0	16
1615 - 1715	0	2	0	0	2	1	1	5	0	0	3	0	14
1630 - 1730	0	2	0	0	3	1	1	5	0	0	4	0	16
1645 - 1745	0	3	0	0	2	0	1	4	0	0	3	0	13
1700 - 1800	0	1	0	0	3	0	0	2	0	0	3	0	9
1715 - 1815	0	1	0	0	3	0	0	1	0	0	3	0	8
1730 - 1830	0	1	0	0	3	0	0	1	0	0	2	0	7

PEAK HOUR	0	2	0	1	1	1	0	3	0	0	2	0	10
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Combined	NORTH			WEST			SOUTH			EAST			
	Park Rd			Princess Rd East			Park Rd			Jenkins St			
Peak Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
1530 - 1630	101	396	31	50	129	67	45	389	106	93	124	81	1612
1545 - 1645	93	355	27	55	146	71	40	383	96	90	126	74	1556
1600 - 1700	84	305	16	59	152	63	32	405	94	72	120	60	1462
1615 - 1715	81	295	15	57	154	57	26	399	95	77	117	72	1445
1630 - 1730	79	320	10	48	154	51	23	382	110	83	106	86	1452
1645 - 1745	89	332	8	50	152	48	27	383	117	105	106	91	1508
1700 - 1800	99	370	7	51	153	49	35	357	113	120	91	95	1540
1715 - 1815	107	384	3	42	129	43	34	342	98	117	94	88	1481
1730 - 1830	99	380	2	39	108	31	33	336	82	126	91	76	1403

PEAK HOUR	101	396	31	50	129	67	45	389	106	93	124	81	1612
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R.O.A.R DATA

Reliable, Original & Authentic Results

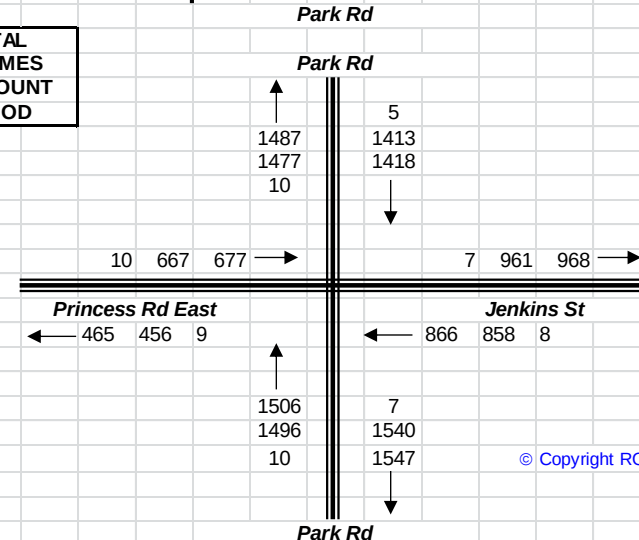
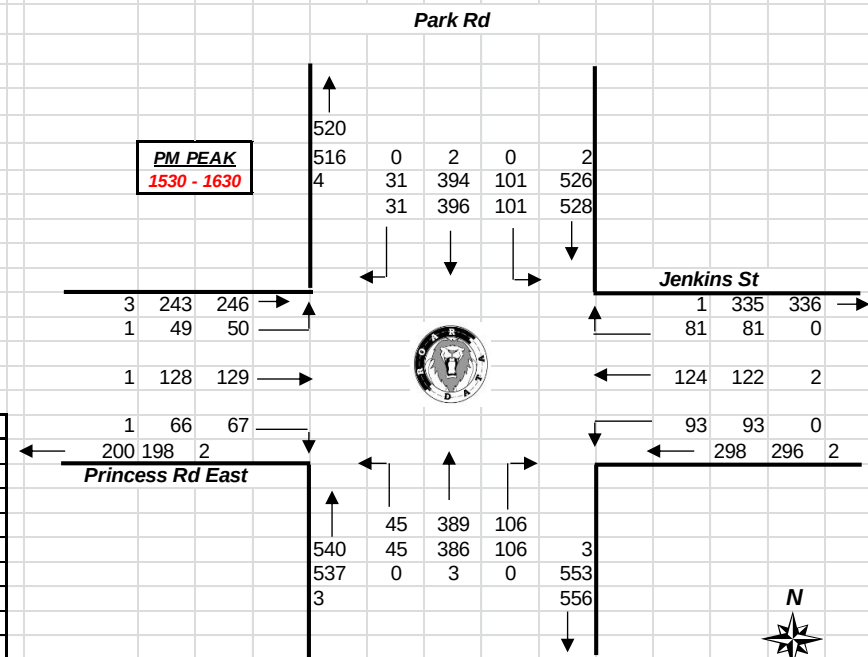
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

Peds	NORTH Park Rd	WEST Princess Rd East	SOUTH Park Rd	EAST Jenkins St	TOT
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
1530 - 1545	0	0	0	0	0
1545 - 1600	0	0	0	0	0
1600 - 1615	3	0	0	2	5
1615 - 1630	0	0	0	0	0
1630 - 1645	0	0	0	0	0
1645 - 1700	0	2	0	0	2
1700 - 1715	2	0	0	1	3
1715 - 1730	2	0	0	0	2
1730 - 1745	0	0	0	0	0
1745 - 1800	2	1	0	0	3
1800 - 1815	0	0	0	0	0
1815 - 1830	0	0	0	0	0
Period End	9	3	0	3	15

Peds	NORTH Park Rd	WEST Princess Rd East	SOUTH Park Rd	EAST Jenkins St	TOT
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
1530 - 1630	3	0	0	2	5
1545 - 1645	3	0	0	2	5
1600 - 1700	3	2	0	2	7
1615 - 1715	2	2	0	1	5
1630 - 1730	4	2	0	1	7
1645 - 1745	4	2	0	1	7
1700 - 1800	6	1	0	1	8
1715 - 1815	4	1	0	0	5
1730 - 1830	2	1	0	0	3

PEAK HR	3	0	0	2	5
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R.O.A.R. DATA

Reliable, Original & Authentic Results

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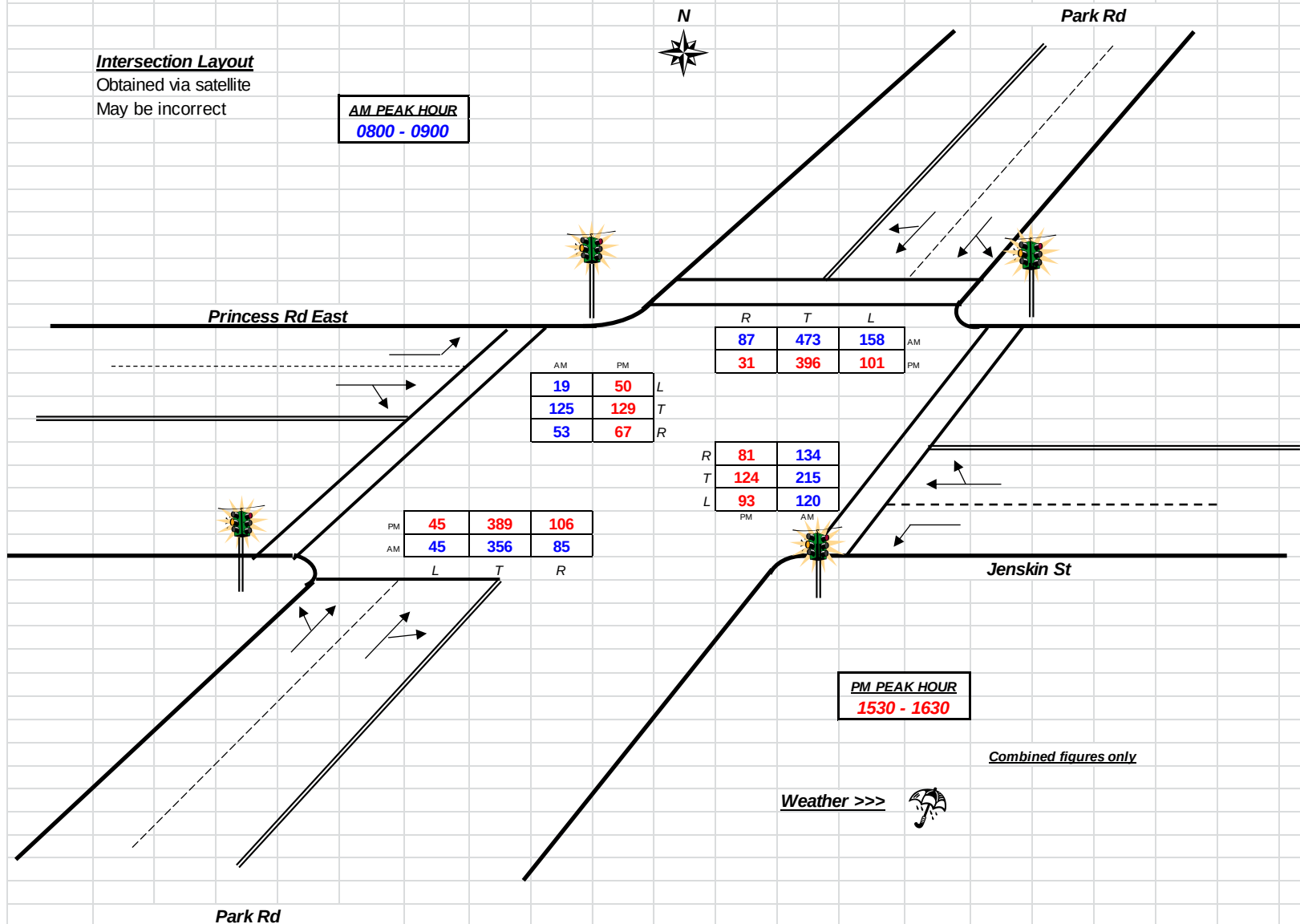
Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0800 - 0900





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.

Mobile.0418239019

Client : Varga Traffic Planning
 Job No/Name : 4006 REGENTS PARK Traffic Counts
 Day/Date : Thursday 1st March 2012

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Time Per	Park Rd	Rose Cres	Park Rd	TOT
0630 - 0645	1	3	21	25
0645 - 0700	0	7	34	41
0700 - 0715	1	6	33	40
0715 - 0730	0	9	56	65
0730 - 0745	0	13	56	69
0745 - 0800	0	14	48	62
0800 - 0815	0	9	45	54
0815 - 0830	0	8	35	43
0830 - 0845	0	4	34	38
0845 - 0900	0	13	40	53
0900 - 0915	0	8	37	45
0915 - 0930	0	2	14	16
Per End	2	96	453	551

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Peak Per	Park Rd	Rose Cres	Park Rd	TOT
0630 - 0730	2	25	144	171
0645 - 0745	1	35	179	215
0700 - 0800	1	42	193	236
0715 - 0815	0	45	205	250
0730 - 0830	0	44	184	228
0745 - 0845	0	35	162	197
0800 - 0900	0	34	154	188
0815 - 0915	0	33	146	179
0830 - 0930	0	27	125	152
PEAK HR	0	35	162	197

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Rose Cres		Park Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	58	1	2	10	26	95	192
0645 - 0700	72	1	0	22	44	110	249
0700 - 0715	55	2	1	9	31	133	231
0715 - 0730	99	7	0	8	41	165	320
0730 - 0745	77	1	2	12	31	145	268
0745 - 0800	123	3	2	16	48	170	362
0800 - 0815	129	0	1	20	46	158	354
0815 - 0830	144	2	1	18	32	134	331
0830 - 0845	151	0	3	19	34	188	395
0845 - 0900	136	1	3	9	36	144	329
0900 - 0915	128	6	5	21	43	136	339
0915 - 0930	110	1	1	24	35	113	284
Per End	1282	25	21	188	447	1691	3654

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Rose Cres		Park Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	1	0	0	1	1	1	4
0645 - 0700	3	0	0	1	0	2	6
0700 - 0715	4	0	0	1	1	4	10
0715 - 0730	2	0	0	2	1	4	9
0730 - 0745	3	0	0	0	3	2	8
0745 - 0800	2	0	1	1	3	1	8
0800 - 0815	2	0	0	1	1	0	4
0815 - 0830	1	0	0	1	3	5	10
0830 - 0845	4	0	0	1	1	1	7
0845 - 0900	6	0	0	2	3	7	18
0900 - 0915	5	0	0	2	0	9	16
0915 - 0930	3	0	0	5	2	4	14
Per End	36	0	1	18	19	40	114

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Rose Cres		Park Rd		
Time Per	I	R	L	R	L	I	TOT
0630 - 0645	59	1	2	11	27	96	196
0645 - 0700	75	1	0	23	44	112	255
0700 - 0715	59	2	1	10	32	137	241
0715 - 0730	101	7	0	10	42	169	329
0730 - 0745	80	1	2	12	34	147	276
0745 - 0800	125	3	3	17	51	171	370
0800 - 0815	131	0	1	21	47	158	358
0815 - 0830	145	2	1	19	35	139	341
0830 - 0845	155	0	3	20	35	189	402
0845 - 0900	142	1	3	11	39	151	347
0900 - 0915	133	6	5	23	43	145	355
0915 - 0930	113	1	1	29	37	117	298
Per End	1318	25	22	206	466	1731	3768

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Rose Cres		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	284	11	3	49	142	503	992
0645 - 0745	303	11	3	51	147	553	1068
0700 - 0800	354	13	5	45	151	613	1181
0715 - 0815	428	11	5	56	166	638	1304
0730 - 0830	473	6	6	66	157	607	1315
0745 - 0845	547	5	7	73	160	650	1442
0800 - 0900	560	3	8	66	148	624	1409
0815 - 0915	559	9	12	67	145	602	1394
0830 - 0930	525	8	12	73	148	581	1347

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Rose Cres		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	10	0	0	5	3	11	29
0645 - 0745	12	0	0	4	5	12	33
0700 - 0800	11	0	1	4	8	11	35
0715 - 0815	9	0	1	4	8	7	29
0730 - 0830	8	0	1	3	10	8	30
0745 - 0845	9	0	1	4	8	7	29
0800 - 0900	13	0	0	5	8	13	39
0815 - 0915	16	0	0	6	7	22	51
0830 - 0930	18	0	0	10	6	21	55

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Park Rd		Rose Cres		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
0630 - 0730	294	11	3	54	145	514	1021
0645 - 0745	315	11	3	55	152	565	1101
0700 - 0800	365	13	6	49	159	624	1216
0715 - 0815	437	11	6	60	174	645	1333
0730 - 0830	481	6	7	69	167	615	1345
0745 - 0845	556	5	8	77	168	657	1471
0800 - 0900	573	3	8	71	156	637	1448
0815 - 0915	575	9	12	73	152	624	1445
0830 - 0930	543	8	12	83	154	602	1402

PEAK HR	547	5	7	73	160	650	1442
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PEAK HR	9	0	1	4	8	7	29
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PEAK HR	556	5	8	77	168	657	1471
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R.O.A.R. DATA

Reliable, Original & Authentic Results

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Mobile.0418239019

Client : Varga Traffic Planning

Job No/Name : 4006 REGENTS PARK Traffic Counts

Day/Date : Thursday 1st March 2012

PEDS	NORTH	WEST	SOUTH	
Time Per	Park Rd	Rose Cres	Park Rd	TOT
1530 - 1545	0	2	32	34
1545 - 1600	0	3	26	29
1600 - 1615	0	10	23	33
1615 - 1630	2	14	26	42
1630 - 1645	0	8	34	42
1645 - 1700	0	4	17	21
1700 - 1715	0	7	42	49
1715 - 1730	0	8	30	38
1730 - 1745	0	7	39	46
1745 - 1800	0	6	38	44
1800 - 1815	0	11	29	40
1815 - 1830	0	2	11	13
Per End	2	82	347	431

PEDS	NORTH	WEST	SOUTH	
Peak Per	Park Rd	Rose Cres	Park Rd	TOT
1530 - 1630	2	29	107	138
1545 - 1645	2	35	109	146
1600 - 1700	2	36	100	138
1615 - 1715	2	33	119	154
1630 - 1730	0	27	123	150
1645 - 1745	0	26	128	154
1700 - 1800	0	28	149	177
1715 - 1815	0	32	136	168
1730 - 1830	0	26	117	143
PEAK HR	0	26	128	154

Lights	NORTH		WEST		SOUTH		
	Park Rd		Rose Cres		Park Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	148	1	2	50	36	106	343
1545 - 1600	200	1	8	44	31	90	374
1600 - 1615	184	2	4	26	22	83	321
1615 - 1630	144	2	4	31	24	94	299
1630 - 1645	142	0	5	18	23	101	289
1645 - 1700	160	2	1	27	21	114	325
1700 - 1715	164	2	4	35	32	111	348
1715 - 1730	175	1	3	25	15	113	332
1730 - 1745	180	2	2	30	24	136	374
1745 - 1800	167	4	5	19	25	96	316
1800 - 1815	165	5	6	28	19	88	311
1815 - 1830	130	1	1	28	31	89	280
Per End	1959	23	45	361	303	1221	3912

Heavies	NORTH		WEST		SOUTH		
	Park Rd		Rose Cres		Park Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	3	0	1	1	0	2	7
1545 - 1600	2	0	0	1	4	1	8
1600 - 1615	2	0	0	0	0	1	3
1615 - 1630	2	0	0	0	0	0	2
1630 - 1645	0	0	0	1	1	1	3
1645 - 1700	2	0	0	2	1	2	7
1700 - 1715	0	0	0	0	4	1	5
1715 - 1730	0	0	0	0	1	0	1
1730 - 1745	2	0	0	1	4	1	8
1745 - 1800	1	0	0	0	1	0	2
1800 - 1815	0	0	0	1	1	0	2
1815 - 1830	0	0	0	0	1	0	1
Per End	14	0	1	7	18	9	49

Combined	NORTH		WEST		SOUTH		
	Park Rd		Rose Cres		Park Rd		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	151	1	3	51	36	108	350
1545 - 1600	202	1	8	45	35	91	382
1600 - 1615	186	2	4	26	22	84	324
1615 - 1630	146	2	4	31	24	94	301
1630 - 1645	142	0	5	19	24	102	292
1645 - 1700	162	2	1	29	22	116	332
1700 - 1715	164	2	4	35	36	112	353
1715 - 1730	175	1	3	25	16	113	333
1730 - 1745	182	2	2	31	28	137	382
1745 - 1800	168	4	5	19	26	96	318
1800 - 1815	165	5	6	29	20	88	313
1815 - 1830	130	1	1	28	32	89	281
Per End	1973	23	46	368	321	1230	3961

Lights	NORTH		WEST		SOUTH		
	Park Rd		Rose Cres		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	676	6	18	151	113	373	1337
1545 - 1645	670	5	21	119	100	368	1283
1600 - 1700	630	6	14	102	90	392	1234
1615 - 1715	610	6	14	111	100	420	1261
1630 - 1730	641	5	13	105	91	439	1294
1645 - 1745	679	7	10	117	92	474	1379
1700 - 1800	686	9	14	109	96	456	1370
1715 - 1815	687	12	16	102	83	433	1333
1730 - 1830	642	12	14	105	99	409	1281

Heavies	NORTH		WEST		SOUTH		
	Park Rd		Rose Cres		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	9	0	1	2	4	4	20
1545 - 1645	6	0	0	2	5	3	16
1600 - 1700	6	0	0	3	2	4	15
1615 - 1715	4	0	0	3	6	4	17
1630 - 1730	2	0	0	3	7	4	16
1645 - 1745	4	0	0	3	10	4	21
1700 - 1800	3	0	0	1	10	2	16
1715 - 1815	3	0	0	2	7	1	13
1730 - 1830	3	0	0	2	7	1	13

Combined	NORTH		WEST		SOUTH		
	Park Rd		Rose Cres		Park Rd		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	685	6	19	153	117	377	1357
1545 - 1645	676	5	21	121	105	371	1299
1600 - 1700	636	6	14	105	92	396	1249
1615 - 1715	614	6	14	114	106	424	1278
1630 - 1730	643	5	13	108	98	443	1310
1645 - 1745	683	7	10	120	102	478	1400
1700 - 1800	689	9	14	110	106	458	1386
1715 - 1815	690	12	16	104	90	434	1346
1730 - 1830	645	12	14	107	106	410	1294

PEAK HR	679	7	10	117	92	474	1379
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PEAK HR	4	0	0	3	10	4	21
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PEAK HR	683	7	10	120	102	478	1400
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 4006 REGENTS PARK Traffic Counts
Day/Date : Thursday 1st March 2012

Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0745 - 0845



Park Rd

Rose Cres

R	T	
5	556	AM
7	683	PM

	L
8	10

AM	PM
77	120
	R

PM	102	478
AM	168	657
	L	T

PM PEAK HOUR
1645 - 1745

Combined figures only

Weather >>>



Park Rd