

Planning Proposal for a
Proposed Mixed Use Development

**156-168 Queen Street, 3 & 11 Cordeaux Street and
1 Carberry Lane, Campbelltown**

TRAFFIC AND PARKING ASSESSMENT REPORT

11 February 2020

Ref 18436

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1. INTRODUCTION

This report has been prepared to accompany a Planning Proposal for a mixed-use development to be located at 156-168 Queen Street, 3 & 11 Cordeaux Street and 1 Carberry Lane, Campbelltown (Figures 1 and 2).

In late-May 2018, a draft planning proposal for the subject site was lodged with the *Campbelltown Local Planning Panel* to increase the permissible height controls from 32m to 45m for 156-168 Queen Street and from 32m to 85m for 3 Cordeaux Street and 1 Carberry Lane. Council subsequently requested the inclusion of the adjacent site at No.11 Cordeaux Street, Campbelltown into the Planning Proposal.

This planning proposal envisages the construction of three residential apartment buildings across the southern portion of the site, with a commercial/retail component proposed on the ground floor and podium levels of the new residential buildings.

A new hotel development is proposed along the northern portion of the site, with the existing *Campbelltown RSL Club* to be relocated to the ground floor and podium levels within the new hotel building, fronting Queen Street. It is envisaged that the new *RSL* will have a reduced trading floor area of approximately 1,747m².

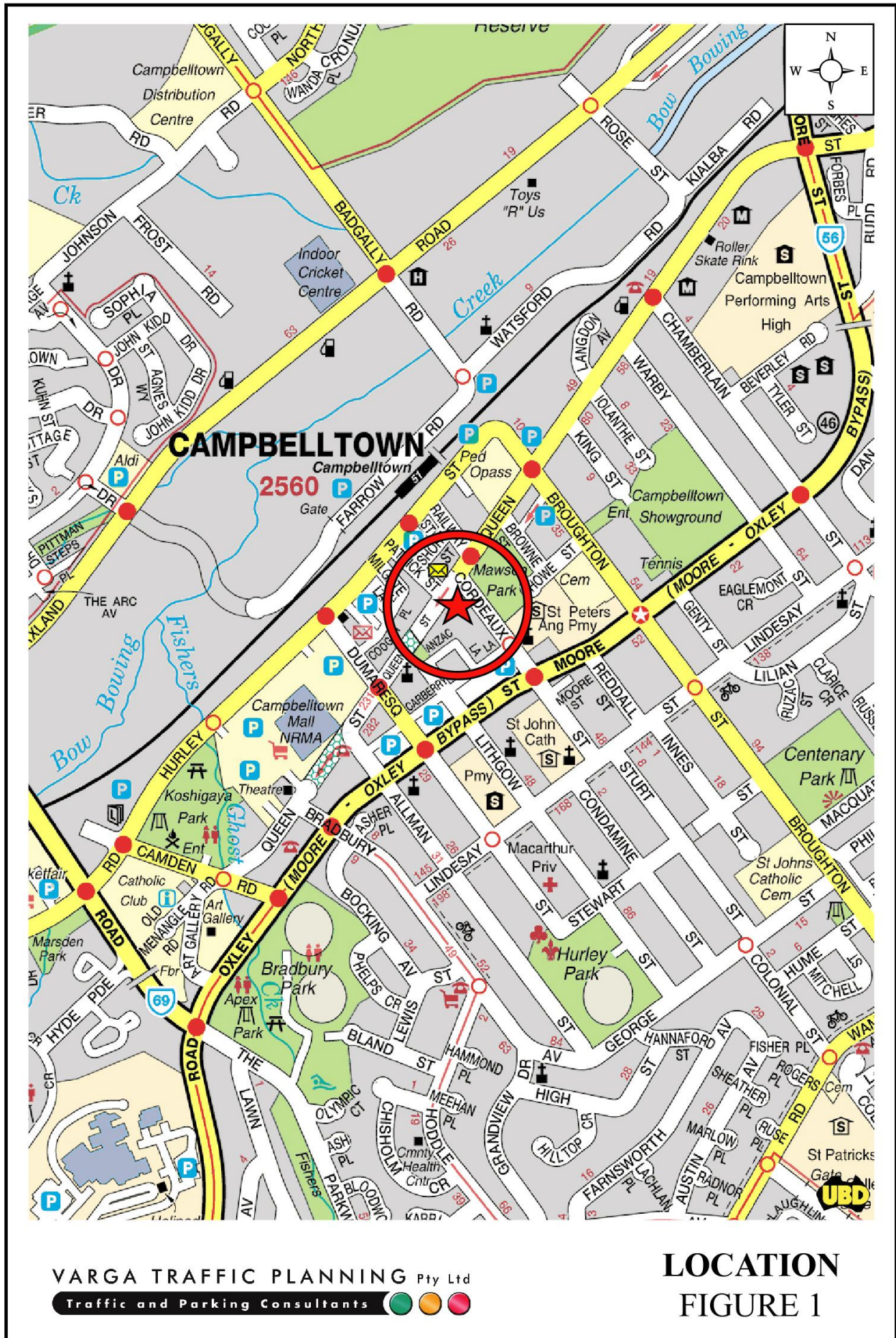
The Planning Proposal has been prepared in accordance with the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the Department of Planning and Environment's – *A Guide to Preparing Planning Proposals* (August 2016).

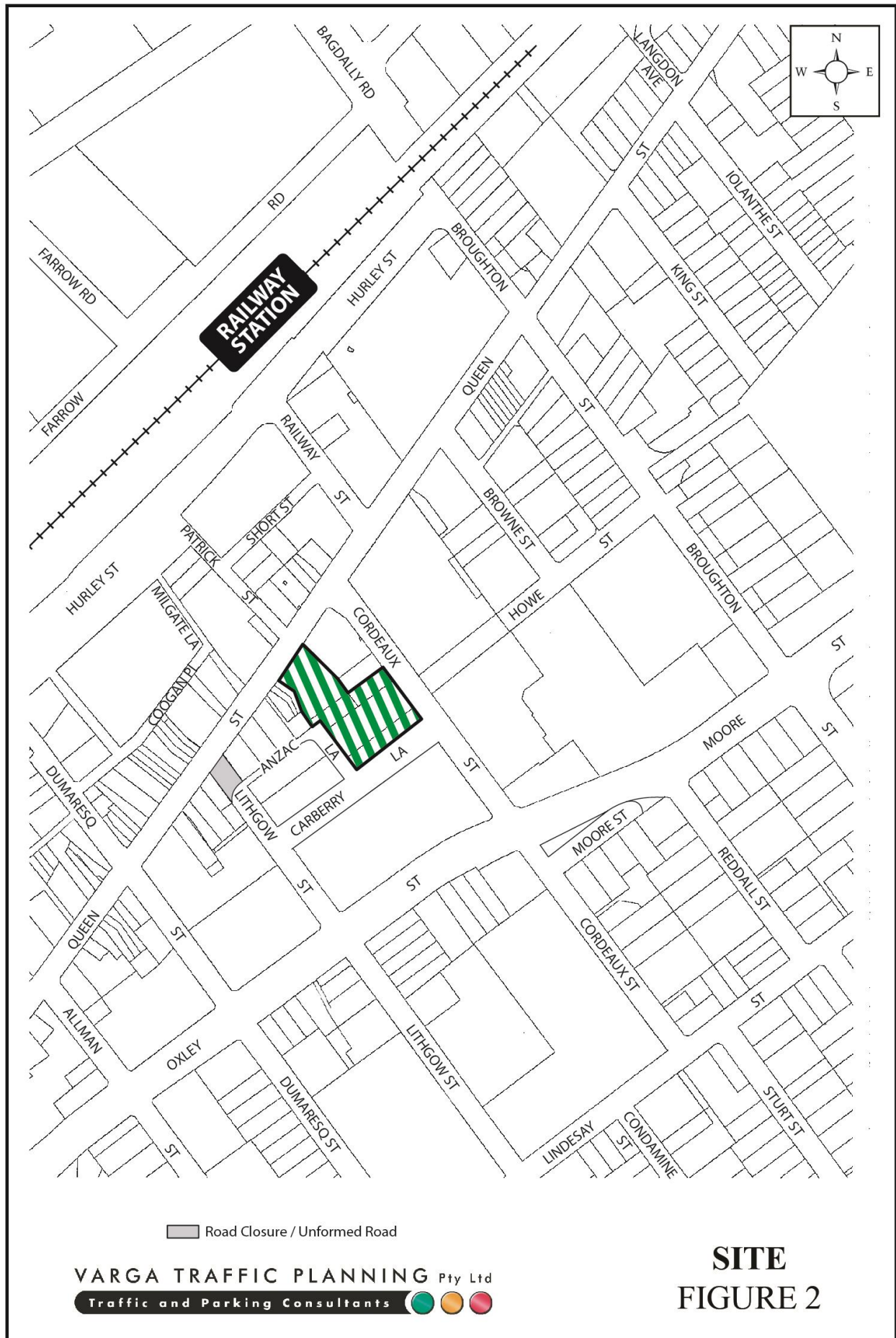
Off-street parking will be provided in a new basement car parking area located beneath the new buildings and will ultimately be designed to comply with Council and *SEPP 65* requirements as well as the relevant Australian Standards. Vehicular access to the site is to be provided via a new entry/exit driveway located at the northern end of the Anzac Lane site frontage.

The site is situated approximately 450m walking distance south of Campbelltown Railway Station & Bus Interchange and forms part of the commercial core of the Campbelltown CBD.

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

- describes the site and provides details of the Planning 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 Planning Proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the Planning Proposal in terms of road network capacity
- reviews the parking requirements of the Planning Proposal under Council's *DCP & SEPP 65*.





2. PLANNING PROPOSAL

Site

The subject site is located on the northern side of Carberry Lane, between Cordeaux Street and Anzac Lane and extends through to Queen Street. The site has street frontages of approximately 71m in length to Carberry Lane, approximately 82m in length to both Cordeaux Street and Anzac Lane and approximately 39m in length to Queen Street. The site occupies an area of approximately 7,965m².

The site is currently zoned *B3 – Commercial Core* and is situated approximately 450m walking distance south of Campbelltown Railway Station & Bus Interchange. A recent aerial image of the site and its surroundings is reproduced below.



No. 156-168 Queen Street are currently occupied by *City Arcade*, which comprises a number of retail and commercial office premises, including a pharmacy and a newsagent. The existing development occupies an estimated cumulative floor area of 1,200m². No off-street parking or loading facilities is provided for the existing development.

No. 3 Cordeaux Street is currently occupied by *Macarthur Infant Child and Adolescent Mental Health Services* which is a specialist mental health service for children and adolescents. No off-street parking is provided for the existing building.

No. 11 Cordeaux Street is currently occupied by a two-storey commercial building. No off-street parking is provided for the existing building.

No. 1 Carberry Lane is currently occupied by *Campbelltown RSL Club* comprising licenced premises, restaurants / bistro, TAB and gaming facilities, function centres, as well as several rooms which may be leased out to various community groups. The RSL club has a trading floor area of approximately 5,064m². Car parking for the existing RSL club is provided in the public car parking area which is located directly opposite the site Carberry Lane under an agreement with the Council. The public car parking area is operated by the Council, with parking ticket validation for club patrons being provided at the club.

The RSL Club also provides a courtesy bus service for patrons, with up to 4 courtesy buses being operated during peak trading periods so that patrons do not have to drive a car.

Existing Planning Controls

The primary instrument that governs the mass and scale of the development on the site are contained within the *Campbelltown Local Environment Plan 2015 (CLEP2015)*.

The subject site is zoned *B3 – Commercial Core* and is not subject to any FSR control. The scale of any development on the site is currently constrained by a building height of 32m.

It is therefore envisaged that a mixed-use development comprising 232 apartments, 78 hotel rooms, 2,635m² of retail/commercial and 1,885m² of RSL floor space (total 4,520m²) is achievable under the *existing* planning controls of the site.

Planning Proposal

The planning proposal is seeking an amendment to the *Campbelltown Local Environmental Plan (CLEP) 2015* to increase the permissible height controls from 32m to 45m for 156-168 Queen Street and from 32m to 85m for 3 & 11 Cordeaux Street and 1 Carberry Lane.

The proposed changes to the planning controls have the potential to achieve an increase in the residential apartment yields, with a total of 438 apartments located across the 3 new residential apartment buildings in the southern portion of the site, as follows:

1 bedroom apartments:	56
2 bedroom apartments:	304
3 bedroom apartments:	78
TOTAL APARTMENTS:	438

A commercial/retail component is also proposed on the ground floor and podium levels of the new residential tower buildings.

It is envisaged the existing two-storey building located on the corner of Cordeaux Street and Carberry Lane (No. 11 Cordeaux St) will be redeveloped as a four-storey commercial building. The cumulative floor area of the proposed commercial/retail component is approximately 2,213m².

Off-street parking will be provided in a new basement car parking area and will ultimately be designed to comply with Council and *SEPP 65* requirements, as well as the relevant Australian Standards. Vehicular access to the site is to be provided via a new entry/exit driveway located at the northern end of the Anzac Lane site frontage.

The northern portion of the site, fronting Queen Street, will comprise a new hotel and club development. The existing *Campbelltown RSL Club* will be relocated from No.1 Carberry Lane to the ground and podium levels of the new building, with the floor area of the new Club premises to be *reduced* by 65%, from 5,064m² to approximately 1,747m².

The RSL Club will continue to operate its courtesy bus service at the new premises, with up to 4 courtesy buses to be provided during peak trading periods to enable patrons to visit the Club *without* driving a car.

A total of 152 hotel rooms (~4,118m²) are proposed in the new building which includes a communal area located above the podium level. It is expected that up to 16 hotel staff will be present on site at any given time.

The proposed hotel will cater for the needs of business travellers, tourists and other visitors to the *Campbelltown CBD* who require short-term accommodation. It is noted in this regard that the site is located within *easy walking distance* of nearby essential shops and services including the new RSL Club, pubs, banks, supermarkets, gymnasiums, restaurants and specialty stores.

The site is also located within an easy 450 metres walking distance to the Campbelltown Railway Station, which services both the T8 Airport & South Line and also the intra-urban Southern Highlands Line (SHL).

Off-street parking for the hotel/club component is proposed in a new two-level basement car parking area. Vehicular access to the site is to be provided via a new entry/exit driveway located at the northern end of the Anzac Lane site frontage.

Loading/servicing for the proposed hotel development is expected to comprise:

- light commercial vehicles such as white vans, utilities and small 6.4m long SRV trucks for most food and drink deliveries, and
- approximately 4 truck movements per week (up to 8.8m long MRV trucks) for garbage collection, linen services and keg deliveries.

Loading/servicing for the RSL Club is expected to be undertaken by a variety of commercial vehicles up to and including 11m long rigid trucks. A dedicated loading area is to be located on the ground floor level in the north-eastern corner of the site, at the rear of the RSL component. Vehicular access to the loading facilities is to be provided via the abovementioned site access driveway located at the northern end of the Anzac Lane site frontage.

3. TRAFFIC ASSESSMENT

Road Hierarchy

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

Oxley Street / Moore Street are classified by the RMS as a *State Road* which provides the key north-south road link through the Campbelltown area. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Kerbside parking is generally not permitted on either side of the road.

Hurley Street / Broughton Street / Queen Street (east of Broughton Street) are classified by the RMS as a *Regional Road* which provides a *collector route* throughout the Campbelltown area. It typically carries one to two traffic lanes in each direction in the vicinity of the site.

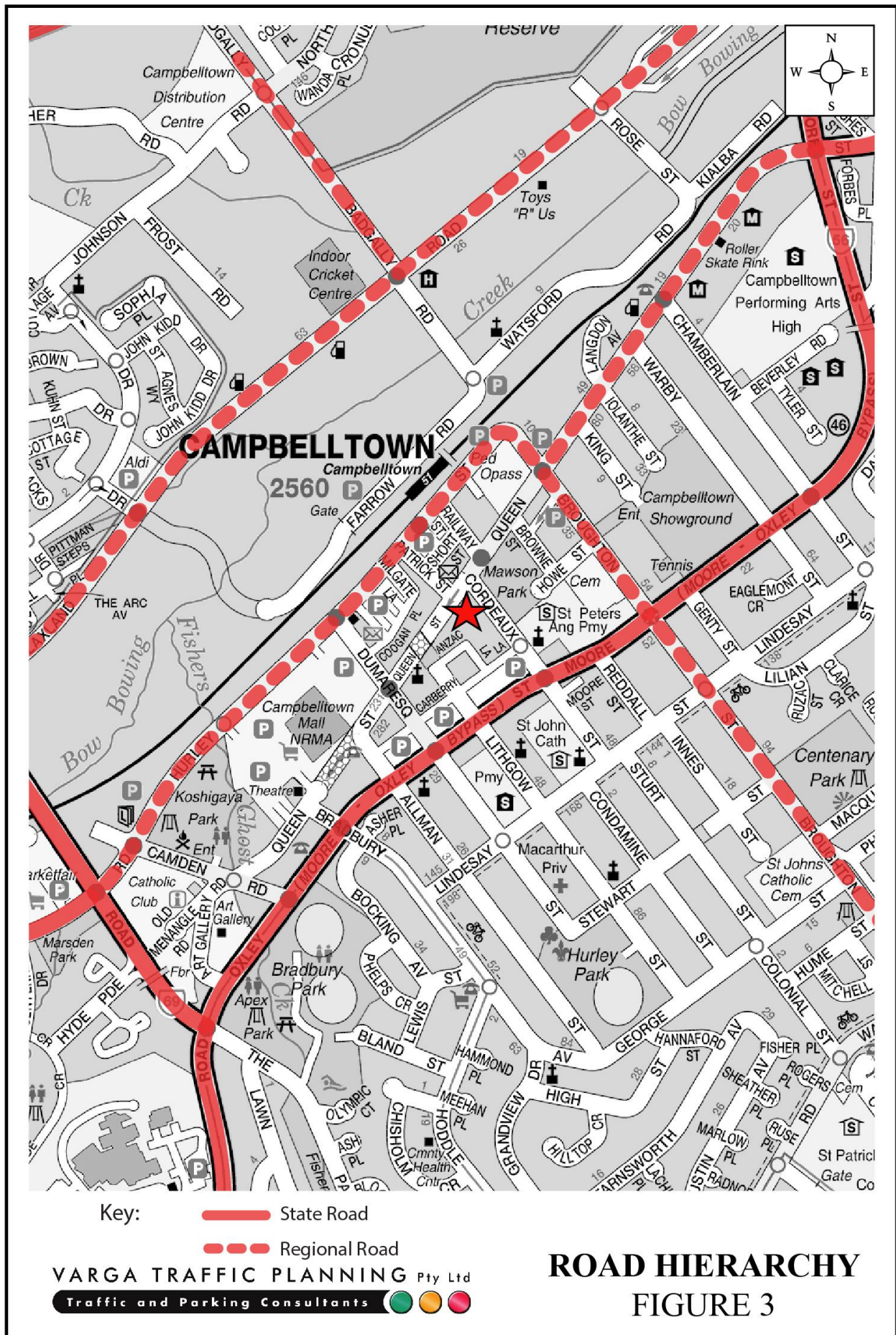
Queen Street (west of Broughton Street) and Cordeaux Street are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on either side of the roads in the vicinity of the site frontage.

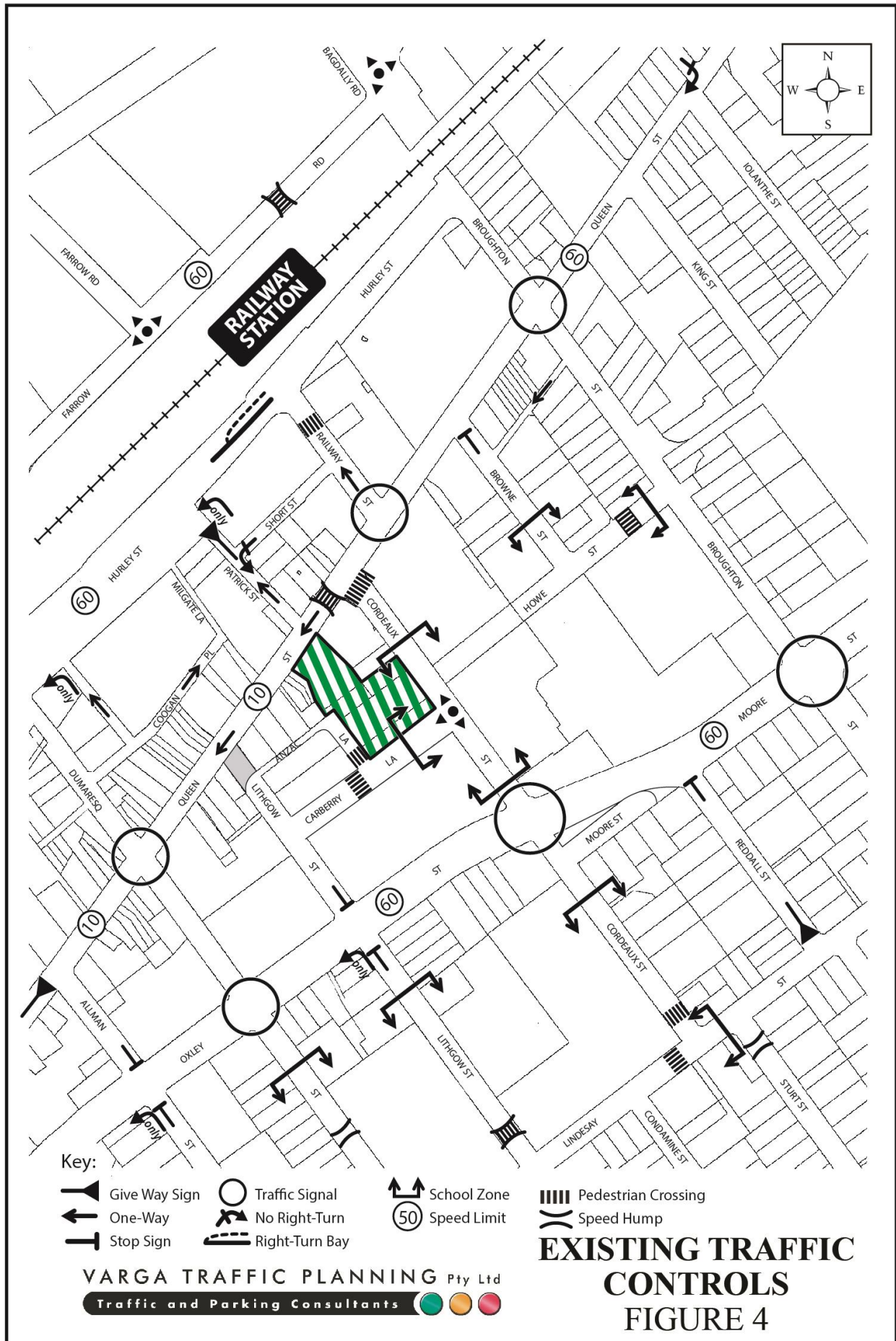
Carberry Lane and Anzac Lane are local, unclassified service lanes which are primarily used to provide rear vehicular and pedestrian access to properties fronting Cordeaux Street, Queen Street and Lithgow Street. Kerbside parking is generally prohibited along both sides of the laneways. Notwithstanding, a number of Loading Zones are provided along the northern side of Anzac Lane, just west of the site, for deliveries to local shops and businesses.

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 Oxley Street / Moore Street and Cordeaux Street





- a 50 km/h SPEED LIMIT which applies to Cordeaux Street (north of Carberry Lane intersection), Carberry Lane and all other local roads in the area
- a 10 km/h SPEED LIMIT which applies to Queen Street in the vicinity of Campbelltown CBD
- a 40 km/h SCHOOL ZONE in Cordeaux Street, and also Carberry Lane, along the site frontages, in the vicinity of the *St Peter's Anglican Primary School*
- TRAFFIC SIGNALS in Oxley Street/Moore Street where it intersects with Cordeaux Street, Dumaresq Street and also Broughton Street
- TRAFFIC SIGNALS in Queen Street where it intersects with Railway Street, Dumaresq Street and also Broughton Street
- a ROUNDABOUT in Cordeaux Street where it intersects with Carberry Lane
- PEDESTRIAN CROSSINGS along Cordeaux Street in the vicinity of Queen Street and Lindsay Street
- PEDESTRIAN CROSSINGS in Carberry Lane and Anzac Lane in the vicinity of the Carberry Lane/Anzac Lane intersection
- NO RIGHT TURN southbound restriction along Anzac Lane onto Carberry Lane
- a ONE-WAY westbound restriction in Queen Street, in between Cordeaux Street and Dumaresq Street
- a ONE-WAY eastbound/southbound restriction in Anzac Lane Street.
- a STOP SIGN in Anzac Lane where it intersects Carberry Lane
- STOP SIGNS in Lithgow Street where it intersects with Oxley Street/Moore Street.

Existing Public Transport Services

The existing public transport services available to the site are illustrated on Figure 5.

The subject site is conveniently located within 450 metres walking distance to the Campbelltown railway Station, which services both the T8 Airport & South Line and also the intra-urban Southern Highlands Line (SHL).

The T8 Airport & South Line operates between Macarthur, Campbelltown, Turrella, Wollie Creek, International/Domestic Airports and the Sydney CBD, passing by major rail network interchanges at Glenfield and Sydenham. These services typically operate every 5-10 minutes during commuter peak periods and every 15 minutes at other times, commuter wait times are therefore expected to be minimal throughout the day.

In addition to the train services, a significant number of bus services currently operate at the Campbelltown Railway Station bus terminal, with a number of those bus services also traversing along Cordeaux Street, directly along the site frontage.

Accordingly, it is clear that the site is readily accessible by public transport services, and is therefore ideally located to reduce reliance on private car usage and to encourage increased usage of public transport services.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by detailed peak period traffic surveys undertaken as part of this traffic study.

The detailed traffic surveys were undertaken at the 8 intersections located around the perimeter of the site (including the 2 additional intersections in Queen Street nominated by the Council) as follows:

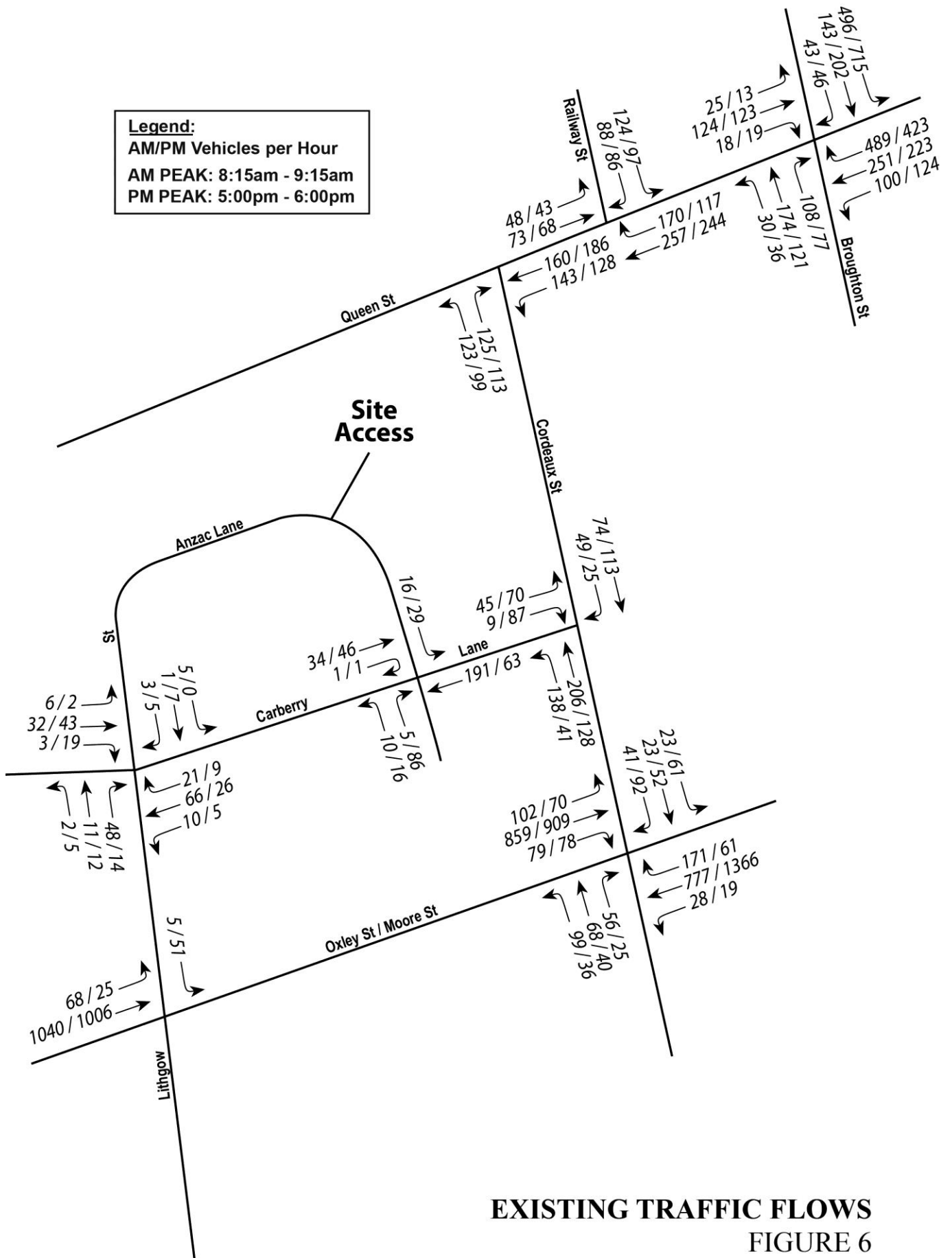
- Cordeaux Street/Moore-Oxley Street
- Lithgow Street/Moore-Oxley Street
- Cordeaux Street/Queen Street
- Railway Street/Queen Street
- Cordeaux Street/Carberry Lane
- Lithgow Street/Carberry Lane
- Anzac Lane/Carberry Lane, and
- Broughton Street/Queen Street

The results of those traffic surveys are reproduced in full in Appendix A and are summarised on Figure 6, revealing that:

- two-way traffic flows in Moore-Oxley Streets are typically in the order of 2000 vph during the AM peak period, increasing to 2500 vph during the PM peak period
- two-way traffic flows in Cordeaux Street in the vicinity of the site are typically in the order of 300 vph during peak periods
- two-way traffic flows in Queen Street in the vicinity of the Broughton Street intersection are typically in the order of 1000 vph during the peak periods
- two-way traffic flows in Queen Street in the vicinity of the Railway Street intersection are typically in the order of 450-550 vph during peak periods
- one-way westbound traffic flows in Queen Street past the site frontage are typically in the order of 300 vph during peak periods
- one-way southbound traffic flows in Railway Street are typically in the order of 200 vph during peak periods
- two-way traffic flows in Lithgow Street are typically in the order of 50 - 70 vph during peak periods
- two-way traffic flows in Carberry Lane are typically in the order of 50 vph during the AM peak period, increasing to 170 vph during the PM peak period
- two-way traffic flows in Anzac Lane are typically in the order of 10-30 vph during peak periods.

Projected Traffic Generation

The existing *Campbelltown RSL Club* is to be reinstated in the new building along the northern portion of the site, with a reduction in floor area from 5,064m² to 1,747m².



EXISTING TRAFFIC FLOWS
 FIGURE 6

As such, the traffic generated by the existing RSL Club is *already included* in the abovementioned traffic surveys and accordingly, it is reasonable to conclude there will not be any appreciable increase in the traffic generation potential of the site as a consequence of the RSL Club component of the development.

An indication of the traffic generation potential of the planning proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published RMS *Technical Direction (TDT 2013/04a)* document.

The *TDT 2013/04a* document specifies that it replaces those sections of the RMS *Guidelines* indicated, and that it must be followed when RMS is undertaken trip generation and/or parking demand assessments.

The RMS *Guidelines* and the updated *TDT 2013/04a* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

High Density Residential Flat Dwellings

AM: 0.19 peak hour vehicle trips per unit

PM: 0.15 peak hour vehicle trips per unit

Office Blocks

AM: 1.6 peak hour vehicle trips per 100m² GFA

PM: 1.2 peak hour vehicle trips per 100m² GFA

The RMS *Guidelines* do not nominate a traffic generation rate for small, local shops, referring only to major regional shopping centres incorporating supermarkets and department stores. It also does not nominate a traffic generation for hotels, referring only to “motels”.

For the purpose of this assessment therefore, the abovementioned traffic generation rate for *office blocks* has been adopted in respect of the retail component, and the traffic generation rate of *0.4 evening peak hour vehicle trips per room* nominated in the RMS *Guidelines* for “motels” has been adopted in respect of the hotel component of the planning proposal.

It is readily acknowledged however, that “motels” primarily cater for the needs of car travellers who usually only require overnight accommodation before continuing their journey. Motels are usually located near highways, remote from public transport.

By contrast, “hotels” cater for the needs of business travellers and visitors who may require accommodation for several days or several weeks, and are usually located in CBDs with good access to public transport.

For the purposes this assessment however, the relatively high traffic generation rate of *0.4 evening peak hour vehicle trips per room* nominated in the *RMS Guidelines* for “motels” has been adopted in respect of the hotel component of the development proposal.

It should also be noted that the *RMS Guidelines* does not provide a traffic generation rate for motels during the *morning* peak period, only the *evening* peak period. For the purposes of a rigorous assessment it has been assumed that the *morning* peak hour traffic generation rate is 50% of the *evening* traffic generation rate.

Application of the above traffic generation rates to the various components of the planning proposal yields a traffic generation potential of approximately 119 vph during the *morning* commuter peak period and approximately 153 vph during the *afternoon* commuter peak period as set out below:

Planning Proposal		
Projected Peak Hour Traffic Generation Potential		
	AM	PM
Residential (438 apartments):	83.2 vph	65.7 vph
Commercial / Retail / RSL Club* (2,213m ²):	35.4 vph	26.5 vph
Hotel (152 rooms):	0.0 vph	61.2 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	118.6 vph	153.4 vph

* No change, already included in existing peak hour traffic survey data

That projected future traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by a development permitted under the current *CLEP 2015* planning controls in order to determine the *nett*

increase in the traffic generation potential of the site as a consequence of the planning proposal.

Application of the abovementioned traffic generation rates to the development potential of the site under the current *CLEP 2015* planning controls yields a peak hour traffic generation potential of approximately 86 vph during the AM commuter peak period and a traffic generation potential of approximately 98 vph during the PM commuter peak period, as set out below:

Peak Hour Traffic Generation Potential		
Projected Existing Planning Controls		
	AM	PM
Residential (232 apartments):	44.1 vph	34.8 vph
Commercial / Retail / RSL Club* (2,635m ²):	42.2 vph	31.6 vph
Hotel (78 rooms):	0.0 vph	31.2 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	86.3 vph	97.6 vph

* No change, already included in existing peak hour traffic survey data

Thus the planning proposal could result in a *nett increase* in the traffic generation potential of the site of some 32 vph to 56 vph during commuter peak periods when compared with a development that would be permitted under the existing planning controls, as set out below:

Projected Nett Increase in the Traffic Generation Potential of the Site		
as a Consequence of the Planning Proposal		
	AM	PM
Planning Proposal Traffic Generation Potential:	118.6 vph	153.4 vph
Less Existing Planning Controls Traffic Generation Potential:	-86.3 vph	-97.6 vph
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	32.3 vph	55.8 vph

However, for the purposes of this assessment it has been assumed that *all* of the projected future traffic flows of 119 vph and 153 vph during the AM and PM commuter peak periods respectively will be new or *additional* to the existing traffic flows currently using the adjacent road network.

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 RMS and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages.

Following discussions with Council it was agreed that the traffic modelling should take into account an *uplift* in density in the surrounding area. For the purposes of this assessment therefore, the traffic modelling therefore includes a 10% increase in existing traffic flows at all of the intersections modelled, in addition to the traffic volumes expected to be generated by the subject planning proposal.

The traffic modelling also includes the two additional intersections in Queen Street as requested by Council.

The results of the SIDRA capacity analysis of the 8 surrounding intersections are summarised on Table 3.1 – 3.8 below, revealing that:

Cordeaux Street/Moore Street Intersection

- the Cordeaux Street and Moore Street intersection currently operates at *Level of Service "A"* during the *morning* peak period and at a *Level of Service "B"* during the *afternoon* peak period under the existing traffic demands with total average vehicle delays in the order of approximately 14.3 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would operate at *Level of Service "B"* during the AM and PM commuter peak periods, with increases in average vehicle delays of approximately 1.0 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also operate at *Level of Service "B"* during the AM

and PM commuter peak periods, with increases in average vehicle delays of approximately 1.6 seconds/vehicle.

Cordeaux Street/Queen Street Intersection

- the Cordeaux Street and Queen Street intersection currently operates at *Level of Service “A”* under the existing traffic demands with total average vehicle delays in the order of approximately 2.8 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in the order of ***less than*** 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in total average vehicle delays of ***less than*** 1 second/vehicle.

Cordeaux Street/Carberry Lane Intersection

- the Cordeaux Street and Carberry Lane intersection currently operates at *Level of Service “A”* under the existing traffic demands with total average vehicle delays in the order of approximately 4.4 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in average vehicle delays of ***less than*** 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

Anzac Lane/Carberry Lane Intersection

- the Anzac Lane and Carberry Lane intersection currently operates at *Level of Service “A”* under the existing traffic demands with total average vehicle delays in the order of approximately 2.2 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in the order of ***less than*** 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in total average vehicle delays of ***less than*** 1 second/vehicle.

Lithgow Street/Carberry Lane Intersection

- the Lithgow Street and Carberry Lane intersection currently operates at *Level of Service “A”* under the existing traffic demands with total average vehicle delays in the order of approximately 4 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with decreases in average vehicle delays of ***less than*** 1 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with decreases in average vehicle delays of ***less than*** 1 second/vehicle.

Lithgow Street/Moore Street Intersection

- the Cordeaux Street and Carberry Lane intersection currently operates at *Level of Service “A”* under the existing traffic demands with total average vehicle delays in the order of approximately 0.4 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in average vehicle delays of ***less than*** 1 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service “A”* during the AM and PM commuter peak periods, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

Broughton Street/Queen Street Intersection

- the Broughton Street and Queen Street intersection currently operates at *Level of Service “B”* under the existing traffic demands with total average vehicle delays in the order of approximately 20.0 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service “B”* during the AM and PM commuter peak periods, with decreases in average vehicle delays of ***less than*** 1 second/vehicle
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service “B”* during the AM and PM commuter peak periods, with decreases in average vehicle delays of ***less than*** 1 second/vehicle.

Railway Street/Queen Street Intersection

- the Railway Street and Queen Street intersection currently operates at *Level of Service “B”* under the existing traffic demands with total average vehicle delays in the order of approximately 25.7 seconds/vehicle
- under the projected future traffic demands which could be generated by the development permitted under the *existing planning controls*, the intersection would continue to operate at *Level of Service “B”* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle.
- under the projected future traffic demands expected to be generated by the *planning proposal*, the intersection would also continue to operate at *Level of Service “B”* during the AM and PM commuter peak periods, with increases in average vehicle delays of *less than* 1 second/vehicle.

In summary, the capacity analysis demonstrates that the planning proposal will not have any unacceptable traffic implications in terms of road network capacity, and that no road improvements or intersection upgrades will be required as a consequence of the planning proposal.

**TABLE 3.1 - RESULTS OF SIDRA ANALYSIS OF
CORDEAUX STREET & MOORE STREET/OXLEY STREET**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM
Level of Service	A	B	B	B	B	B	B	B
Degree of Saturation	0.414	0.375	0.439	0.385	0.441	0.404	0.520	0.451
Average Vehicle Delay (secs/veh)								
Cordeaux Street (south) L	46.8	39.7	45.8	38.1	45.8	36.5	48.1	38.2
T	46.7	38.0	46.9	35.5	46.9	33.9	49.6	35.8
R	49.9	42.5	50.1	40.0	50.1	38.4	52.8	40.3
Moore Street (east) L	12.5	16.7	12.9	17.7	12.9	18.8	12.2	18.2
T	7.0	11.1	7.3	12.2	7.3	13.3	6.7	12.6
R	17.5	19.1	18.3	21.1	18.3	22.4	18.8	22.4
Cordeaux Street (north) L	44.6	40.4	44.1	39.0	44.4	37.4	46.5	39.2
T	44.5	40.0	43.2	38.9	43.3	36.9	44.9	39.1
R	50.2	45.0	51.4	43.5	52.8	42.1	55.6	44.5
Oxley Street (west) L	12.7	15.8	13.1	16.7	13.1	17.7	12.5	17.0
T	7.2	10.2	7.6	11.2	7.6	12.2	6.9	11.4
R	14.5	24.1	15.3	26.0	15.3	27.5	14.7	28.8
TOTAL AVERAGE VEHICLE DELAY	13.8	14.8	14.7	15.9	15.1	16.7	15.0	16.4

COR_MOOX

COR_MOO_Permissible

COR_MOOP

CAR_MOOP (10%)

**TABLE 3.2 - RESULTS OF SIDRA ANALYSIS OF
CORDEAUX STREET & QUEEN STREET**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	AM	AM	PM	AM	PM	AM	PM
Level of Service	A	A	A	A	A	A	A	A
Degree of Saturation	0.103	0.095	0.125	0.109	0.135	0.126	0.151	0.141
Average Vehicle Delay (secs/veh)								
Cordeaux Street (south) L	3.9	5.2	3.9	5.2	3.9	5.2	4.0	5.2
R	4.2	5.3	4.2	5.3	4.2	5.3	4.3	5.4
Queen Street (east) L	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL AVERAGE VEHICLE DELAY	2.7	2.9	2.8	3.1	2.8	3.1	2.9	3.2

COR_QUEX

COR_QUE_Permissible

COR_QUEP

COR_QUEP (10%)

**TABLE 3.3 - RESULTS OF SIDRA ANALYSIS OF
CORDEAUX STREET & CARBERRY LANE**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM
Level of Service	A	A	A	A	A	A	A	A
Degree of Saturation	0.254	0.137	0.273	0.173	0.276	0.183	0.306	0.204
Average Vehicle Delay (secs/veh)								
Cordeaux Street (south) L	3.4	4.3	3.5	4.5	3.6	4.6	3.6	4.6
T	2.9	3.9	3.0	4.1	3.0	4.2	3.1	4.3
Cordeaux Street (north) T	3.9	4.3	4.1	4.5	4.3	4.6	4.3	4.6
R	6.6	7.1	6.8	7.2	6.9	7.3	7.0	7.4
Carberry Lane (west) L	4.3	4.9	4.3	4.9	4.4	4.9	4.5	5.0
R	6.5	7.4	6.6	7.4	6.6	7.4	6.8	7.5
TOTAL AVERAGE VEHICLE DELAY	3.7	5.0	4.1	5.3	4.3	5.5	4.3	5.5

COR_CARX

COR_CAR_Permissible

COR_CARP

COR_CARP (10%)

**TABLE 3.4 - RESULTS OF SIDRA ANALYSIS OF
ANZAC LANE & CARBERRY LANE**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM
Level of Service	A	A	A	A	A	A	A	A
Degree of Saturation	0.099	0.088	0.115	0.096	0.117	0.101	0.129	0.114
Average Vehicle Delay (secs/veh)								
Council Car Park (south) L	6.1	5.7	6.2	5.8	6.2	5.9	6.2	6.0
R	6.8	6.4	7.4	6.9	7.6	7.2	7.8	7.3
Carberry Lane (east) T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
U	6.0	6.0	6.0	6.1	6.0	6.1	6.0	6.1
Anzac Lane (north) L	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6
Carberry Lane (west) T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL AVERAGE VEHICLE DELAY	0.7	3.6	1.9	3.8	2.3	3.7	2.4	3.7

ANZ_CARX

ANZ_CAR_Permissible

ANZ_CARP

ANZ_CARP (10%)

**TABLE 3.5 - RESULTS OF SIDRA ANALYSIS OF
LITHGOW STREET & CARBERRY LANE**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM
Level of Service	A	A	A	A	A	A	A	A
Degree of Saturation	0.079	0.053	0.112	0.078	0.117	0.109	0.130	0.122
Average Vehicle Delay (secs/veh)								
Lithgow Street (south) L	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
T	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
R	4.3	4.4	4.3	4.4	4.3	4.4	4.3	4.4
Carberry Lane (east) L	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
T	3.4	3.3	3.5	3.4	3.5	3.5	3.6	3.6
R	5.0	4.9	5.2	5.1	5.2	5.2	5.3	5.3
Lithgow Street (north) L	4.6	4.6	4.6	4.7	4.6	4.7	4.6	4.7
T	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
R	4.6	4.6	4.6	4.7	4.7	4.7	4.7	4.8
Council Car Park (west) L	5.6	5.6	5.6	5.7	5.6	5.7	5.6	5.7
T	4.4	4.3	4.5	4.4	4.5	4.5	4.5	4.5
R	6.1	5.8	6.2	5.9	6.2	6.0	6.3	6.1
TOTAL AVERAGE VEHICLE DELAY	4.0	3.9	3.8	3.6	3.8	3.6	3.9	3.7

LIT_CARX

LIT_CAR_Permissible

LIT_CARP

LIT_CARP (10%)

**TABLE 3.6 - RESULTS OF SIDRA ANALYSIS OF
LITHGOW STREET & MOORE STREET/OXLEY STREET**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM
Level of Service	A	A	A	A	A	A	A	A
Degree of Saturation	0.191	0.177	0.195	0.183	0.195	0.186	0.215	0.205
Average Vehicle Delay (secs/veh)								
Lithgow Street (north) L	5.2	5.4	5.2	5.3	5.2	5.2	5.3	5.4
Oxley Street (west) L T	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0	5.5 0.0
TOTAL AVERAGE VEHICLE DELAY	0.4	0.4	0.5	0.5	0.5	0.6	0.5	0.6

LIT_MOOX

LIT_MOO_Permissible

LIT_MOOP

LIT_MOOP (10%)

**TABLE 3.7 - RESULTS OF SIDRA ANALYSIS OF
RAILWAY STREET & QUEEN STREET**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM
Level of Service	B	B	B	B	B	B	B	B
Degree of Saturation	0.232	0.191	0.238	0.198	0.239	0.202	0.268	0.224
Average Vehicle Delay (secs/veh)								
Queen Street (east) T	14.7	13.8	14.0	13.2	14.0	13.5	14.3	13.0
R	20.0	18.5	18.7	18.0	19.9	18.3	20.6	17.8
Railway Street (north) L	33.0	33.4	33.9	34.3	33.9	33.4	34.1	33.6
R	32.4	33.1	33.4	34.2	33.4	33.5	33.6	33.7
Queen Street (west) L	13.0	12.5	12.6	12.1	12.6	12.5	12.6	12.6
T	9.6	9.1	9.3	8.8	9.3	9.2	9.4	9.3
TOTAL AVERAGE VEHICLE DELAY	20.4	19.5	19.7	19.2	20.0	19.3	20.2	19.1

RAI_QUEX

RAI_QUE_Permissible

RAI_QUEP

RAI_QUEP (10%)

**TABLE 3.8 - RESULTS OF SIDRA ANALYSIS OF
BROUGHTON STREET & QUEEN STREET**

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand		Planning Proposal Traffic Demands		Planning Proposal Traffic Demands + 10% Volumes	
	AM	PM	AM	PM	AM	PM	AM	PM
Level of Service	B	B	B	B	B	B	C	B
Degree of Saturation	0.731	0.728	0.740	0.735	0.742	0.740	0.826	36.5
Average Vehicle Delay (secs/veh)								
Broughton Street (south) L	42.2	37.8	42.3	37.0	42.3	37.1	41.7	36.5
T	41.0	36.2	41.3	36.2	41.4	36.5	41.8	36.1
R	52.5	47.5	52.8	47.5	52.9	47.5	55.2	48.0
Queen Street (east) L	18.3	20.6	18.3	20.6	18.3	20.6	19.0	21.4
T	19.4	22.7	19.4	22.8	19.5	22.9	24.2	29.1
R	25.1	27.5	25.1	27.6	25.1	27.7	30.7	34.1
Broughton Street (north) L	7.4	7.4	7.4	7.4	7.4	7.4	7.7	7.7
T	43.2	40.8	43.7	42.2	43.7	42.7	45.7	44.7
R	48.8	46.4	49.3	47.8	49.3	48.2	51.3	50.3
Queen Street (west) L	54.7	54.4	54.7	54.4	54.7	54.4	55.1	54.6
T	50.1	49.7	50.1	49.6	50.1	49.6	50.5	49.9
R	54.7	54.2	54.7	54.1	54.7	54.1	55.1	54.4
TOTAL AVERAGE VEHICLE DELAY	26.8	24.6	27.1	25.0	27.2	25.1	29.6	27.5

BRO_QUEX

BRO_QUE_Permissible

BRO_QUEP

BRO_QUEP (10%)

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.

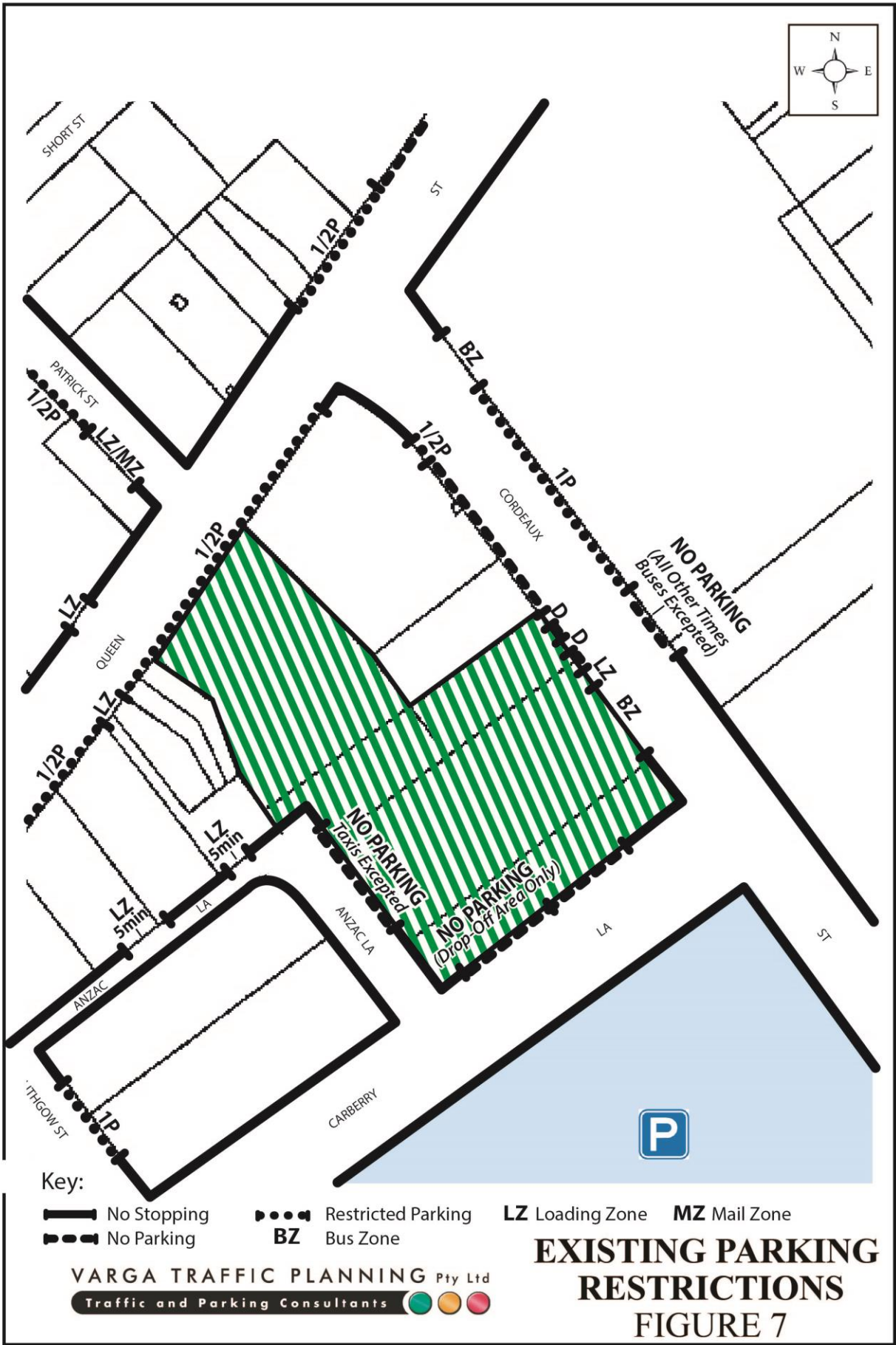
¹ The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.

4. PARKING ASSESSMENT

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:

- generally ½ HOUR PARKING restrictions along the southern side of Queen Street, including along the site frontage
- generally NO STOPPING / NO PARKING restrictions along the northern side of Queen Street
- 1 HOUR PARKING restrictions along the eastern side of Cordeaux Street, in between Queen Street and Carberry Lane
- DISABLED PARKING restrictions located along the western side of Cordeaux Street, including along the northern end of the site frontage
- LOADING ZONE restrictions located at regular intervals along both sides of Queen Street, Cordeaux Street and also Anzac Lane, in the vicinity of the Campbelltown Commercial Core area
- generally NO STOPPING / NO PARKING restrictions elsewhere along both sides of Cordeaux Street
- a COUNCIL PUBLIC CAR PARK located at the rear of the site with access provided off Carberry Lane
- BUS ZONES located along both sides of Cordeaux Street, including along the southern end of the site frontage
- generally NO STOPPING / NO PARKING restrictions elsewhere along both sides of Carberry Lane and also Anzac Lane, including along the site frontages.



Off-Street Parking Provisions

The off-street parking rates for hotel premises and registered clubs (Campbelltown RSL) in *B3 Commercial Core* zones are specified in Council's *DCP – Part 6, Commercial Development* document in the following terms:

Hotel or Motel Accommodation

1.5 car parking spaces per 10m² GFA, *plus*
1 car parking space per 2 employees

Registered Club

1.5 car parking spaces per 10m² GFA

Application of the above car parking requirement to the development proposal yields an off-street parking requirement of 888 spaces as set out below:

Hotel (4,118m ² with 152 rooms):	617.7 spaces
Hotel (16 employees):	8.0 spaces
RSL Club (1,747m ²):	262.1 spaces
TOTAL:	887.8 spaces

It is clear however, that Council's DCP car parking rate for "hotel or motel accommodation" is unrealistic, noting that it *equates* to approximately **4 parking spaces per hotel room**.

By way of *comparison*, reference is therefore made to the *maximum* parking provisions permitted in the Parramatta LGA for hotels under its Parramatta Local Environmental Plan 2011 as follows:

Hotel accommodation: a maximum of 1 parking space to be provided for every 5 hotel rooms or suites, plus 1 parking space to be provided for every 3 employees

Reference is also made to the Roads and Maritime Service's publication *Guide to Traffic Generating Developments, Section 5 – Parking Requirements for Specific Land Uses* (October 2002).

The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and provides the following suggested parking rate for 3, 4 and 5 star hotels which more closely reflects the type of accommodation proposed:

1 space per 4 rooms for 3 and 4 star hotels

1 space per 5 rooms for 5 star hotels

In essence, the *comparison* parking rates indicate that the appropriate parking rate for the proposed hotel would be in the order of 1 space per 4 or 5 hotel rooms, in the range 30 to 38 spaces. Application of that higher parking requirement for 4-star hotels to the hotel component yields a cumulative off-street car parking requirement of 38 spaces.

It is also clear that the DCP parking rate for “registered club” is excessive, and would appear to be based on the results of surveys conducted by the then *Traffic Authority of NSW* in 1977 and 1978, prior to the advent of random breath testing in January 1982. There has been a substantial shift in community attitudes towards drink-driving in the subsequent 37 years, resulting in a substantial reduction in car driver rates for patrons attending licensed premises.

Accordingly, reference is made to surveys undertaken at the nearby Liverpool RSL Club which identified a peak parking demand of 1 space/70m² which occurred at 8pm on Saturday night. The Liverpool RSL Club is located in a similar socio-economic area with similar demographics and is located in a similar distance from the nearby bus rail interchange. That peak parking rate has therefore been adopted for the purposes of this assessment.

It is pertinent to note that the RSL Club will continue to provide a courtesy bus service for patrons, without up to 4 courtesy buses to be provided during the Club peak trading periods.

In summary, application of the *comparison* parking rates to the hotel and club components of the planning proposal yields an off-street car parking requirement of 63 spaces as set out in the table below:

Off-Street Parking Requirements	
Hotel & Club Component	
Hotel (152 rooms):	38 spaces
RSL Club (1,747m ²):	25 spaces
TOTAL PARKING REQUIRED:	63 spaces

Parking for the hotel & RSL Club components will be provided in a dedicated car park with 86 spaces which is expected to result in a *surplus* parking provision which could be shared by the hotel and Club on a “needs” basis to accommodate any variations in parking demands which may arise from time to time.

In addition, car parking for the RSL Club will also be available in the public car parking area opposite the site, should the need ever arise.

The off-street parking requirements applicable to the development proposal are specified in Council’s *Development Control Plan (2015) – Part 5.5 Residential Flat Buildings and Mixed-Use Development* document in the following terms:

Residential Apartments

- 1 residential space per dwelling, plus
- 1 additional residential space for every 4 dwellings, and
- 1 visitor space for every 10 dwellings

Commercial/Retail Premises

- 1 car parking space per 25m² leasable floor area at ground level
- 1 car parking space per 35m² leasable floor area at upper levels

However, the subject site is located “within 800 metres” of a railway station in the Sydney metropolitan area (i.e. 450m from Campbelltown Railway Station), and therefore the residential component of the development is also subject to the parking requirements specified in the *State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (Amendment No 3), 2015* in the following terms:

30 Standards that cannot be used to refuse development consent or modification of development consent

- (1) If an application for the modification of a development consent or a development application for the carrying out of development to which this Policy applies satisfies the following design criteria, the consent authority must not refuse the application because of those matters:
 - a) if the car parking for the building will be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide.

Reference is therefore made to the *Apartment Design Guide 2015, Section 3J – Bicycle and Car Parking* document which nominates the following car parking requirements:

Objective 3J-1

Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas

For development in the following locations:

- on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or
- on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre

the minimum car parking requirements for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.

The car parking needs for a development must be provided off street.

Comparison therefore needs to be drawn between the off-street car parking requirements for residential flat buildings outlined in the Council's *DCP 2015* and also the *RMS Guidelines* to determine the *lesser* requirement. The relevant car parking rates outlined in the *RMS Guidelines* are reproduced below:

RMS Guidelines – High Density Residential Flat Buildings

0.4 spaces per 1 bedroom unit

0.7 spaces per 2 bedroom unit

1.2 spaces per 3 bedroom unit

1 space per 7 units for visitor parking

Whilst the cumulative number of parking spaces to be provided as part of the planning proposal is not yet known, it is clear that the above parking requirements can be satisfied with the provision of a number of basement parking levels, based on the concept architectural plans which have been prepared for the purposes of the Planning Proposal.

The geometric design layout of the future car parking facilities will ultimately 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* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6*.

Off-Street Bicycle Parking Provisions

The off-street bicycle parking requirements applicable to the development proposal are specified in *Campbelltown (Sustainable City) DCP 2015* in the following terms:

Residential Accommodation

1 space per 5 dwellings

Whilst the number of bicycle parking spaces to be provided as part of the planning proposal is not yet known, it is clear that the above parking requirements can be satisfied within the provision of basement parking area on the subject site.

Loading/Service Provisions

The proposed new development is expected to be serviced by a variety of light commercial vehicles and rigid trucks up to and including 11m long heavy rigid trucks.

The service area will be designed to accommodate a number of service vehicles such as garbage trucks and removalist trucks. The loading dock and manoeuvring area will ultimately be designed to accommodate the swept turning path requirements of these trucks, allowing them to enter and exit the site in a forward direction at all times.

5. CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the planning proposal seeks approval to increase the allowable height controls for the site, resulting in the potential for approximately 438 apartments, 152 hotel rooms, 2,213m² of retail/commercial and 1,747m² of RSL Club floor space
- the SIDRA capacity analysis of the 8 nearby intersections located around the perimeter of the site indicate that:
 - the projected additional traffic flows as a consequence of the planning proposal will not have any adverse effects on the operational performance of the intersection, and
 - no road improvements or intersection upgrades would be required as a consequence of the planning proposal
- the future car parking, motorcycle, bicycle and loading facilities are capable of being provided in accordance with Council, *SEPP 65* and the relevant Australian Standards requirements, with detailed analysis to be undertaken at DA stage
- the future vehicular access arrangements will be designed in accordance with Council and RMS requirements.

It is therefore reasonable to conclude that the planning proposal will not have any unacceptable implications in terms of road network capacity or off-street parking/loading requirements.

APPENDIX A

TRAFFIC SURVEY DATA



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0645	1	61	7	0	3	4	9	211	9	3	6	8	322
0645 - 0700	2	60	9	3	1	4	10	234	11	1	4	3	342
0700 - 0715	2	46	9	0	3	7	7	240	10	2	3	3	332
0715 - 0730	2	75	15	1	2	9	14	234	11	2	2	5	372
0730 - 0745	1	96	19	2	3	5	14	228	13	4	4	8	397
0745 - 0800	1	168	30	4	2	7	14	240	14	6	10	4	500
0800 - 0815	5	174	34	1	3	17	23	235	18	3	13	8	534
0815 - 0830	5	174	37	3	7	12	19	211	19	24	16	15	542
0830 - 0845	4	212	45	5	3	8	33	244	13	21	22	15	625
0845 - 0900	14	210	53	6	5	8	26	203	31	30	12	17	615
0900 - 0915	5	169	36	9	5	10	24	195	15	15	13	9	505
0915 - 0930	2	155	25	7	5	8	19	205	17	4	8	2	457
Period End	44	1600	319	41	42	99	212	2680	181	115	113	97	5543

Heavies	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0645	0	2	0	0	0	0	0	3	0	0	1	0	6
0645 - 0700	0	4	0	1	0	0	0	0	0	0	0	0	5
0700 - 0715	0	2	0	0	1	0	0	2	0	0	1	0	6
0715 - 0730	0	1	0	0	1	0	0	5	0	0	2	0	9
0730 - 0745	0	5	0	0	0	0	0	3	0	0	0	0	8
0745 - 0800	0	5	0	0	0	0	0	6	1	0	1	0	13
0800 - 0815	0	2	0	0	2	0	0	4	0	0	0	0	8
0815 - 0830	0	6	0	0	3	0	0	1	0	0	3	0	13
0830 - 0845	0	5	0	0	0	0	0	3	0	0	0	0	8
0845 - 0900	0	0	0	0	0	3	0	1	0	8	2	0	14
0900 - 0915	0	1	0	0	0	0	0	1	1	1	0	0	4
0915 - 0930	0	1	0	0	0	0	0	2	1	2	0	0	6
Period End	0	34	0	1	7	3	0	31	3	11	10	0	100

Combined	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0645	1	63	7	0	3	4	9	214	9	3	7	8	328
0645 - 0700	2	64	9	4	1	4	10	234	11	1	4	3	347
0700 - 0715	2	48	9	0	4	7	7	242	10	2	4	3	338
0715 - 0730	2	76	15	1	3	9	14	239	11	2	4	5	381
0730 - 0745	1	101	19	2	3	5	14	231	13	4	4	8	405
0745 - 0800	1	173	30	4	2	7	14	246	15	6	11	4	513
0800 - 0815	5	176	34	1	5	17	23	239	18	3	13	8	542
0815 - 0830	5	180	37	3	10	12	19	212	19	24	19	15	555
0830 - 0845	4	217	45	5	3	8	33	247	13	21	22	15	633
0845 - 0900	14	210	53	6	5	11	26	204	31	38	14	17	629
0900 - 0915	5	170	36	9	5	10	24	196	16	16	13	9	509
0915 - 0930	2	156	25	7	5	8	19	207	18	6	8	2	463
Period End	44	1634	319	42	49	102	212	2711	184	126	123	97	5643

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Lights	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	7	242	40	4	9	24	40	919	41	8	15	19	1368
0645 - 0745	7	277	52	6	9	25	45	936	45	9	13	19	1443
0700 - 0800	6	385	73	7	10	28	49	942	48	14	19	20	1601
0715 - 0815	9	513	98	8	10	38	65	937	56	15	29	25	1803
0730 - 0830	12	612	120	10	15	41	70	914	64	37	43	35	1973
0745 - 0845	15	728	146	13	15	44	89	930	64	54	61	42	2201
0800 - 0900	28	770	169	15	18	45	101	893	81	78	63	55	2316
0815 - 0915	28	765	171	23	20	38	102	853	78	90	63	56	2287
0830 - 0930	25	746	159	27	18	34	102	847	76	70	55	43	2202

PEAK HOUR	15	728	146	13	15	44	89	930	64	54	61	42	2201
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Heavies	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	0	9	0	1	2	0	0	10	0	0	4	0	26
0645 - 0745	0	12	0	1	2	0	0	10	0	0	3	0	28
0700 - 0800	0	13	0	0	2	0	0	16	1	0	4	0	36
0715 - 0815	0	13	0	0	3	0	0	18	1	0	3	0	38
0730 - 0830	0	18	0	0	5	0	0	14	1	0	4	0	42
0745 - 0845	0	18	0	0	5	0	0	14	1	0	4	0	42
0800 - 0900	0	13	0	0	5	3	0	9	0	8	5	0	43
0815 - 0915	0	12	0	0	3	3	0	6	1	9	5	0	39
0830 - 0930	0	7	0	0	0	3	0	7	2	11	2	0	32

PEAK HOUR	0	18	0	0	5	0	0	14	1	0	4	0	42
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Combined	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	7	251	40	5	11	24	40	929	41	8	19	19	1394
0645 - 0745	7	289	52	7	11	25	45	946	45	9	16	19	1471
0700 - 0800	6	398	73	7	12	28	49	958	49	14	23	20	1637
0715 - 0815	9	526	98	8	13	38	65	955	57	15	32	25	1841
0730 - 0830	12	630	120	10	20	41	70	928	65	37	47	35	2015
0745 - 0845	15	746	146	13	20	44	89	944	65	54	65	42	2243
0800 - 0900	28	783	169	15	23	48	101	902	81	86	68	55	2359
0815 - 0915	28	777	171	23	23	41	102	859	79	99	68	56	2326
0830 - 0930	25	753	159	27	18	37	102	854	78	81	57	43	2234

PEAK HOUR	15	746	146	13	20	44	89	944	65	54	65	42	2243
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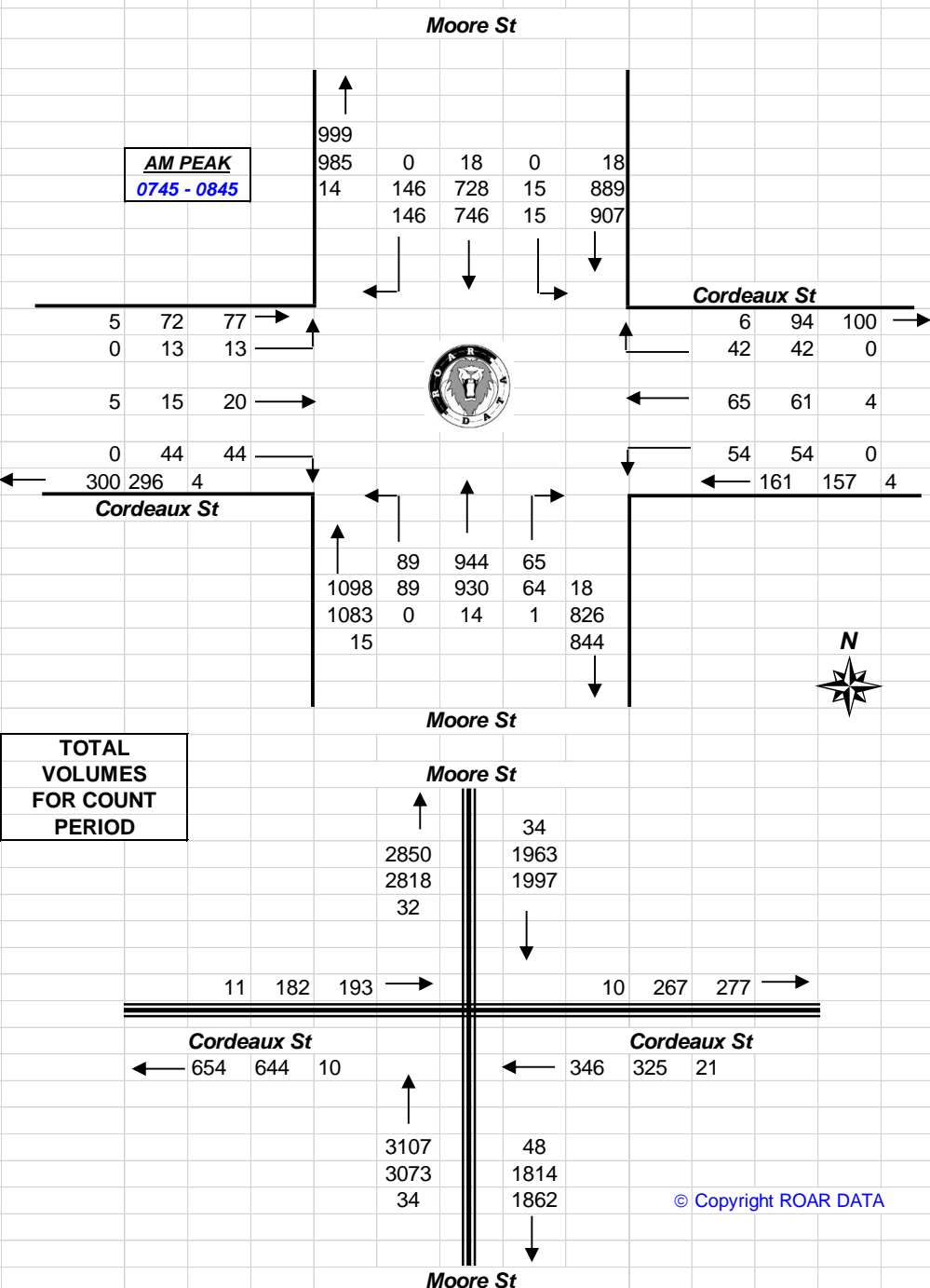


Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Plan
Job No/Name	: 6929 CAMPBELLTOWN Intersection Counts
Day/Date	: Wednesday 24th October 2018

<u>Peds</u>	NORTH			WEST			SOUTH			EAST			
	<i>Moore St</i>			<i>Cordeaux St</i>			<i>Moore St</i>			<i>Cordeaux St</i>			
Peak Per	<u>UNCLASSIFIED</u>			<u>UNCLASSIFIED</u>			<u>UNCLASSIFIED</u>			<u>UNCLASSIFIED</u>			TOT
0630 - 0730	15			0			1			0			16
0645 - 0745	17			0			2			0			19
0700 - 0800	18			0			2			0			20
0715 - 0815	17			0			2			0			19
0730 - 0830	21			0			1			9			31
0745 - 0845	31			0			0			12			43
0800 - 0900	39			0			0			12			51
0815 - 0915	41			0			0			22			63
0830 - 0930	50			1			0			15			66
PEAK HR	31			0			0			12			43





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	6	330	25	13	16	28	10	211	23	33	16	10	721
1545 - 1600	2	300	12	5	7	16	25	200	18	10	10	3	608
1600 - 1615	1	349	13	16	7	16	19	226	10	9	9	2	677
1615 - 1630	2	225	18	12	9	18	20	208	19	6	5	8	550
1630 - 1645	0	250	23	13	14	15	18	217	13	11	10	3	587
1645 - 1700	3	312	24	13	14	20	12	237	17	7	9	8	676
1700 - 1715	2	382	17	21	17	28	17	228	16	17	4	8	757
1715 - 1730	1	371	12	10	10	19	21	212	16	5	11	7	695
1730 - 1745	11	330	12	19	13	26	15	256	21	7	9	5	724
1745 - 1800	5	280	20	9	12	19	16	212	21	6	14	5	619
1800 - 1815	2	354	16	9	11	25	24	188	16	7	4	5	661
1815 - 1830	1	298	17	6	14	16	14	170	20	4	10	1	571
Period End	36	3781	209	146	144	246	211	2565	210	122	111	65	7846

Heavies	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	0	3	0	1	0	7	0	1	0	1	4	3	20
1545 - 1600	0	2	0	0	0	0	0	0	0	0	2	0	4
1600 - 1615	0	2	0	0	0	0	0	3	4	0	0	0	9
1615 - 1630	0	0	0	0	0	0	0	4	2	1	1	0	8
1630 - 1645	0	2	0	0	0	0	0	2	1	1	0	0	6
1645 - 1700	0	0	0	0	0	0	0	0	1	0	1	0	2
1700 - 1715	0	2	0	0	0	0	0	0	1	1	1	0	5
1715 - 1730	0	1	0	0	0	0	0	1	1	0	0	0	3
1730 - 1745	0	0	0	1	0	0	0	0	2	0	1	0	4
1745 - 1800	0	0	0	1	0	0	1	0	0	0	0	0	2
1800 - 1815	0	2	0	0	0	0	0	1	2	0	0	0	5
1815 - 1830	0	0	0	1	0	0	0	0	0	0	1	0	2
Period End	0	14	0	4	0	7	1	12	14	4	11	3	70

Combined	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	6	333	25	14	16	35	10	212	23	34	20	13	741
1545 - 1600	2	302	12	5	7	16	25	200	18	10	12	3	612
1600 - 1615	1	351	13	16	7	16	19	229	14	9	9	2	686
1615 - 1630	2	225	18	12	9	18	20	212	21	7	6	8	558
1630 - 1645	0	252	23	13	14	15	18	219	14	12	10	3	593
1645 - 1700	3	312	24	13	14	20	12	237	18	7	10	8	678
1700 - 1715	2	384	17	21	17	28	17	228	17	18	5	8	762
1715 - 1730	1	372	12	10	10	19	21	213	17	5	11	7	698
1730 - 1745	11	330	12	20	13	26	15	256	23	7	10	5	728
1745 - 1800	5	280	20	10	12	19	17	212	21	6	14	5	621
1800 - 1815	2	356	16	9	11	25	24	189	18	7	4	5	666
1815 - 1830	1	298	17	7	14	16	14	170	20	4	11	1	573
Period End	36	3795	209	150	144	253	212	2577	224	126	122	68	7916

Client : Varga Traffic Planning
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

Lights	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	11	1204	68	46	39	78	74	845	70	58	40	23	2556
1545 - 1645	5	1124	66	46	37	65	82	851	60	36	34	16	2422
1600 - 1700	6	1136	78	54	44	69	69	888	59	33	33	21	2490
1615 - 1715	7	1169	82	59	54	81	67	890	65	41	28	27	2570
1630 - 1730	6	1315	76	57	55	82	68	894	62	40	34	26	2715
1645 - 1745	17	1395	65	63	54	93	65	933	70	36	33	28	2852
1700 - 1800	19	1363	61	59	52	92	69	908	74	35	38	25	2795
1715 - 1815	19	1335	60	47	46	89	76	868	74	25	38	22	2699
1730 - 1830	19	1262	65	43	50	86	69	826	78	24	37	16	2575
PEAK HOUR	17	1395	65	63	54	93	65	933	70	36	33	28	2852

Heavies	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	0	7	0	1	0	7	0	8	6	2	7	3	41
1545 - 1645	0	6	0	0	0	0	0	9	7	2	3	0	27
1600 - 1700	0	4	0	0	0	0	0	9	8	2	2	0	25
1615 - 1715	0	4	0	0	0	0	0	6	5	3	3	0	21
1630 - 1730	0	5	0	0	0	0	0	3	4	2	2	0	16
1645 - 1745	0	3	0	1	0	0	0	1	5	1	3	0	14
1700 - 1800	0	3	0	2	0	0	1	1	4	1	2	0	14
1715 - 1815	0	3	0	2	0	0	1	2	5	0	1	0	14
1730 - 1830	0	2	0	3	0	0	1	1	4	0	2	0	13
PEAK HOUR	0	3	0	1	0	0	0	1	5	1	3	0	14

Combined	NORTH			WEST			SOUTH			EAST			
	Moore St			Cordeaux St			Moore St			Cordeaux St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	11	1211	68	47	39	85	74	853	76	60	47	26	2597
1545 - 1645	5	1130	66	46	37	65	82	860	67	38	37	16	2449
1600 - 1700	6	1140	78	54	44	69	69	897	67	35	35	21	2515
1615 - 1715	7	1173	82	59	54	81	67	896	70	44	31	27	2591
1630 - 1730	6	1320	76	57	55	82	68	897	66	42	36	26	2731
1645 - 1745	17	1398	65	64	54	93	65	934	75	37	36	28	2866
1700 - 1800	19	1366	61	61	52	92	70	909	78	36	40	25	2809
1715 - 1815	19	1338	60	49	46	89	77	870	79	25	39	22	2713
1730 - 1830	19	1264	65	46	50	86	70	827	82	24	39	16	2588
PEAK HOUR	17	1398	65	64	54	93	65	934	75	37	36	28	2866



R.O.A.R DATA

Reliable, Original & Authentic Results

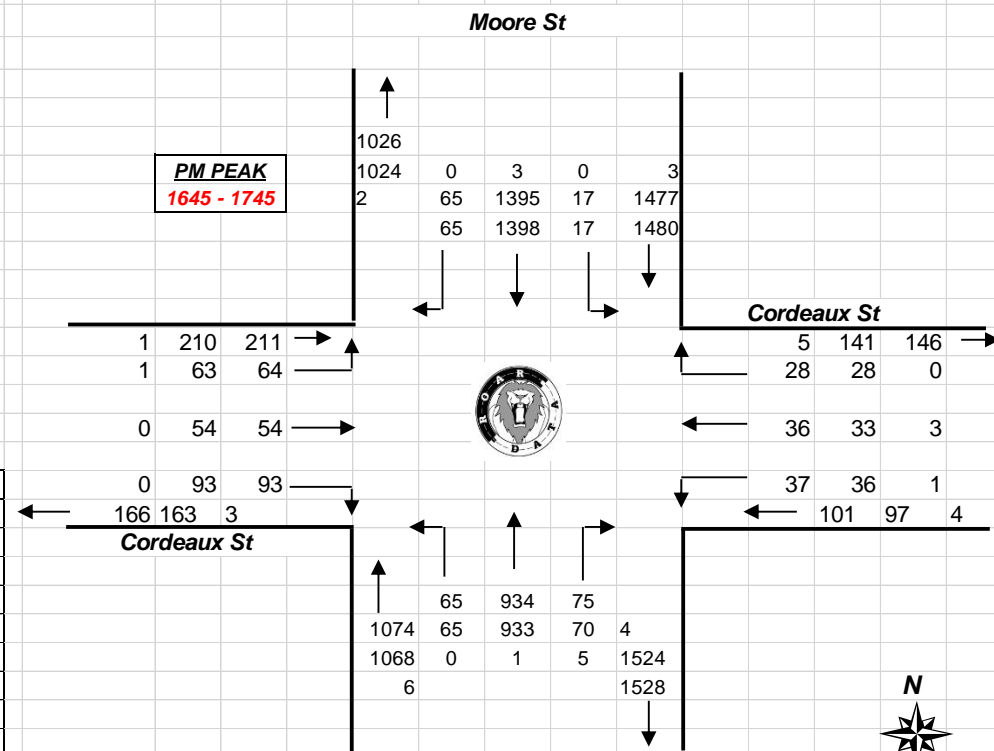
Ph.88196847, Mob.0418-239019

Client : Varga Traffic Pla
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

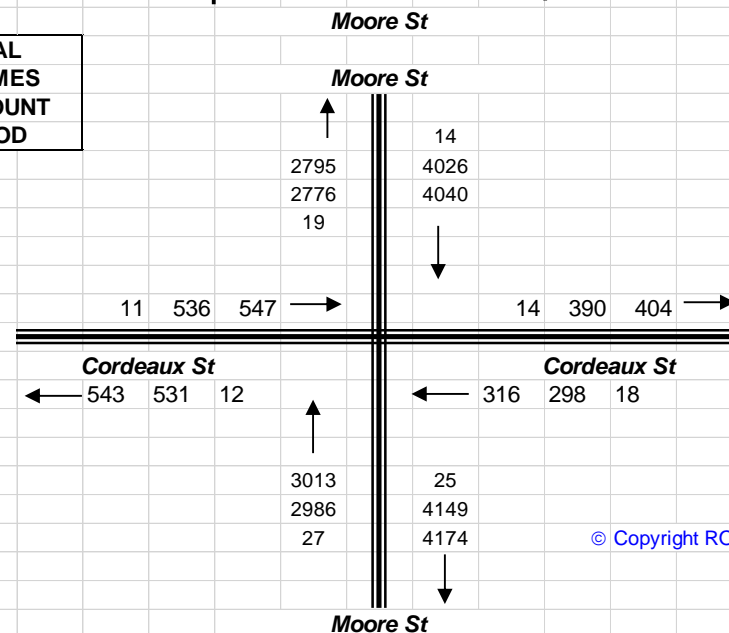
Peds	NORTH Moore St	WEST Cordeaux St	SOUTH Moore St	EAST Cordeaux St	TOT
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
1530 - 1545	9	0	0	1	10
1545 - 1600	11	0	0	2	13
1600 - 1615	4	0	1	0	5
1615 - 1630	4	0	3	0	7
1630 - 1645	5	0	0	4	9
1645 - 1700	5	1	1	0	7
1700 - 1715	11	3	0	0	14
1715 - 1730	2	0	0	0	2
1730 - 1745	3	2	0	0	5
1745 - 1800	1	0	1	0	2
1800 - 1815	5	0	0	0	5
1815 - 1830	1	0	0	0	1
Period End	61	6	6	7	80

Peds	NORTH Moore St	WEST Cordeaux St	SOUTH Moore St	EAST Cordeaux St	TOT
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
1530 - 1630	28	0	4	3	35
1545 - 1645	24	0	4	6	34
1600 - 1700	18	1	5	4	28
1615 - 1715	25	4	4	4	37
1630 - 1730	23	4	1	4	32
1645 - 1745	21	6	1	0	28
1700 - 1800	17	5	1	0	23
1715 - 1815	11	2	1	0	14
1730 - 1830	10	2	1	0	13

PEAK HR	21	6	1	0	28
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**TOTAL
VOLUMES
FOR COUNT
PERIOD**



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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

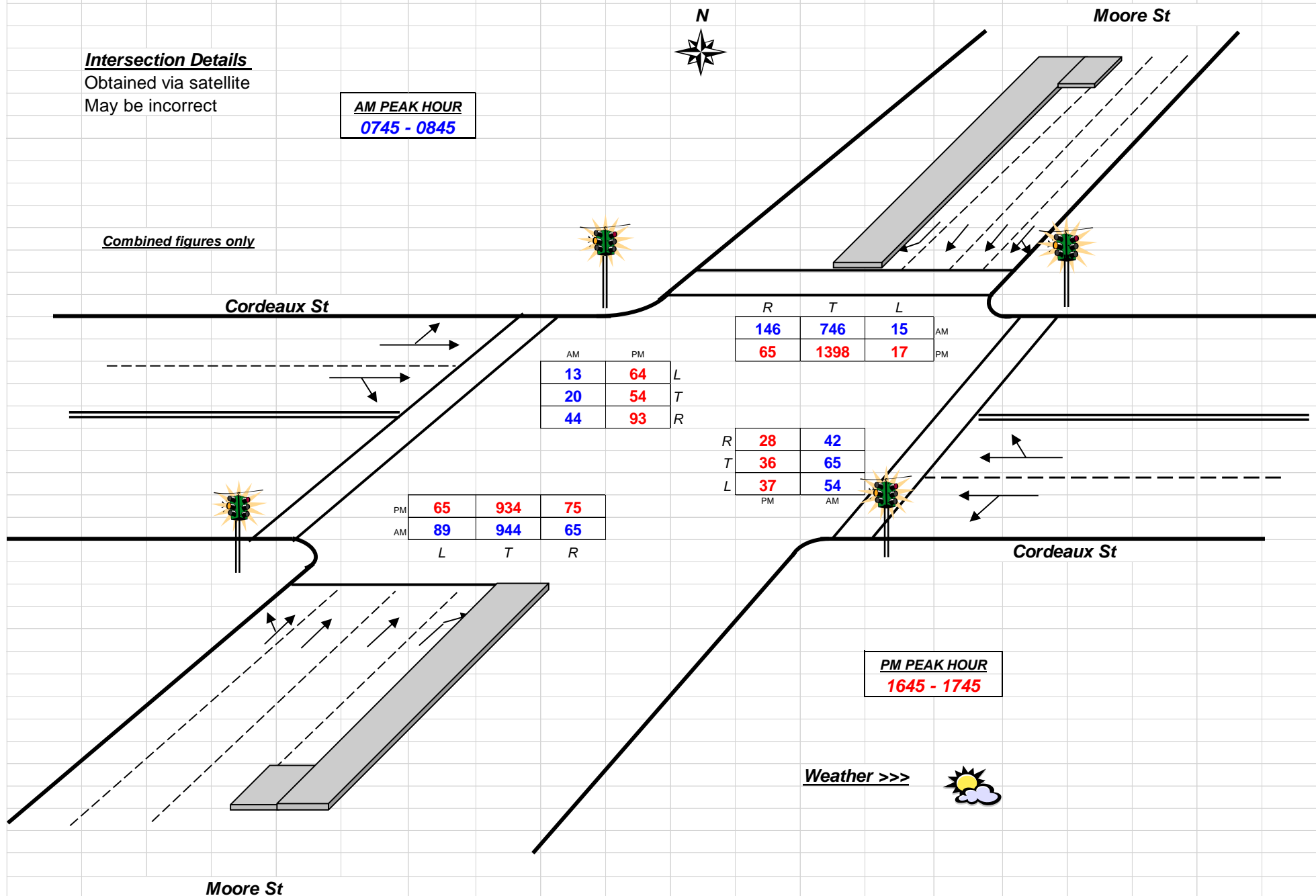
Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR
0745 - 0845

Combined figures only





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

PEDS	NORTH	EAST	SOUTH	
Time Per	Queen St	Cordeaux St	Queen St	TOT
0630 - 0645	2	3	3	8
0645 - 0700	2	4	2	8
0700 - 0715	1	5	1	7
0715 - 0730	2	5	3	10
0730 - 0745	6	6	6	18
0745 - 0800	6	13	12	31
0800 - 0815	4	16	13	33
0815 - 0830	2	14	10	26
0830 - 0845	5	21	40	66
0845 - 0900	6	18	34	58
0900 - 0915	6	15	15	36
0915 - 0930	3	25	32	60
Per End	45	145	171	361

PEDS	NORTH	EAST	SOUTH	
Peak Per	Queen St	Cordeaux St	Queen St	TOT
0630 - 0730	7	17	9	33
0645 - 0745	11	20	12	43
0700 - 0800	15	29	22	66
0715 - 0815	18	40	34	92
0730 - 0830	18	49	41	108
0745 - 0845	17	64	75	156
0800 - 0900	17	69	97	183
0815 - 0915	19	68	99	186
0830 - 0930	20	79	121	220
PEAK HR	20	79	121	220

Lights	NORTH		EAST		SOUTH		
	Queen St		Cordeaux St		Queen St		
Time Per	<u>I</u>	<u>L</u>	<u>R</u>	<u>L</u>	<u>R</u>	<u>I</u>	TOT
0630 - 0645	25	6	13	6	0	0	50
0645 - 0700	16	9	9	9	0	0	43
0700 - 0715	20	14	5	12	0	0	51
0715 - 0730	22	18	21	10	0	0	71
0730 - 0745	24	21	18	13	0	0	76
0745 - 0800	26	21	23	14	0	0	84
0800 - 0815	37	25	21	27	0	0	110
0815 - 0830	35	27	23	22	0	0	107
0830 - 0845	43	33	28	33	0	0	137
0845 - 0900	38	43	34	33	0	0	148
0900 - 0915	44	34	35	35	0	0	148
0915 - 0930	45	23	18	28	0	0	114
Per End	375	274	248	242	0	0	1139

Heavies	NORTH		EAST		SOUTH		
	Queen St		Cordeaux St		Queen St		
Time Per	<u>I</u>	<u>L</u>	<u>R</u>	<u>L</u>	<u>R</u>	<u>I</u>	TOT
0630 - 0645	0	1	1	0	0	0	2
0645 - 0700	0	0	0	0	0	0	0
0700 - 0715	0	1	1	0	0	0	2
0715 - 0730	0	1	2	0	0	0	3
0730 - 0745	0	0	1	0	0	0	1
0745 - 0800	0	0	1	0	0	0	1
0800 - 0815	0	2	0	0	0	0	2
0815 - 0830	0	3	3	0	0	0	6
0830 - 0845	0	1	0	0	0	0	1
0845 - 0900	0	2	2	0	0	0	4
0900 - 0915	0	0	0	0	0	0	0
0915 - 0930	1	0	0	0	0	0	1
Per End	1	11	11	0	0	0	23

Combined	NORTH		EAST		SOUTH		
	Queen St		Cordeaux St		Queen St		
Time Per	<u>I</u>	<u>L</u>	<u>R</u>	<u>L</u>	<u>R</u>	<u>I</u>	TOT
0630 - 0645	25	7	14	6	0	0	52
0645 - 0700	16	9	9	9	0	0	43
0700 - 0715	20	15	6	12	0	0	53
0715 - 0730	22	19	23	10	0	0	74
0730 - 0745	24	21	19	13	0	0	77
0745 - 0800	26	21	24	14	0	0	85
0800 - 0815	37	27	21	27	0	0	112
0815 - 0830	35	30	26	22	0	0	113
0830 - 0845	43	34	28	33	0	0	138
0845 - 0900	38	45	36	33	0	0	152
0900 - 0915	44	34	35	35	0	0	148
0915 - 0930	46	23	18	28	0	0	115
Per End	376	285	259	242	0	0	1162

Lights	NORTH		EAST		SOUTH		
	Queen St		Cordeaux St		Queen St		
Peak Per	<u>I</u>	<u>L</u>	<u>R</u>	<u>L</u>	<u>R</u>	<u>I</u>	TOT
0630 - 0730	83	47	48	37	0	0	215
0645 - 0745	82	62	53	44	0	0	241
0700 - 0800	92	74	67	49	0	0	282
0715 - 0815	109	85	83	64	0	0	341
0730 - 0830	122	94	85	76	0	0	377
0745 - 0845	141	106	95	96	0	0	438
0800 - 0900	153	128	106	115	0	0	502
0815 - 0915	160	137	120	123	0	0	540
0830 - 0930	170	133	115	129	0	0	547
PEAK HR	170	133	115	129	0	0	547

Heavies	NORTH		EAST		SOUTH		
	Queen St		Cordeaux St		Queen St		
Peak Per	<u>I</u>	<u>L</u>	<u>R</u>	<u>L</u>	<u>R</u>	<u>I</u>	TOT
0630 - 0730	0	3	4	0	0	0	7
0645 - 0745	0	2	4	0	0	0	6
0700 - 0800	0	2	5	0	0	0	7
0715 - 0815	0	3	4	0	0	0	7
0730 - 0830	0	5	5	0	0	0	10
0745 - 0845	0	6	4	0	0	0	10
0800 - 0900	0	8	5	0	0	0	13
0815 - 0915	0	6	5	0	0	0	11
0830 - 0930	1	3	2	0	0	0	6
PEAK HR	1	3	2	0	0	0	6

Combined	NORTH		EAST		SOUTH		
	Queen St		Cordeaux St		Queen St		
Peak Per	<u>I</u>	<u>L</u>	<u>R</u>	<u>L</u>	<u>R</u>	<u>I</u>	TOT
0630 - 0730	83	50	52	37	0	0	222
0645 - 0745	82	64	57	44	0	0	247
0700 - 0800	92	76	72	49	0	0	289
0715 - 0815	109	88	87	64	0	0	348
0730 - 0830	122	99	90	76	0	0	387
0745 - 0845	141	112	99	96	0	0	448
0800 - 0900	153	136	111	115	0	0	515
0815 - 0915	160	143	125	123	0	0	551
0830 - 0930	171	136	117	129	0	0	553
PEAK HR	171	136	117	129	0	0	553



R.O.A.R. DATA

Reliable, Original & Authentic Results

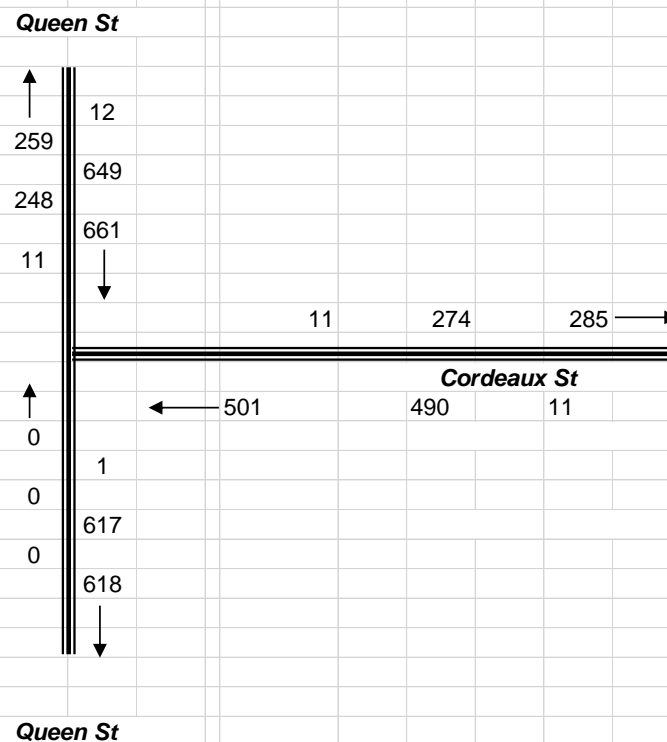
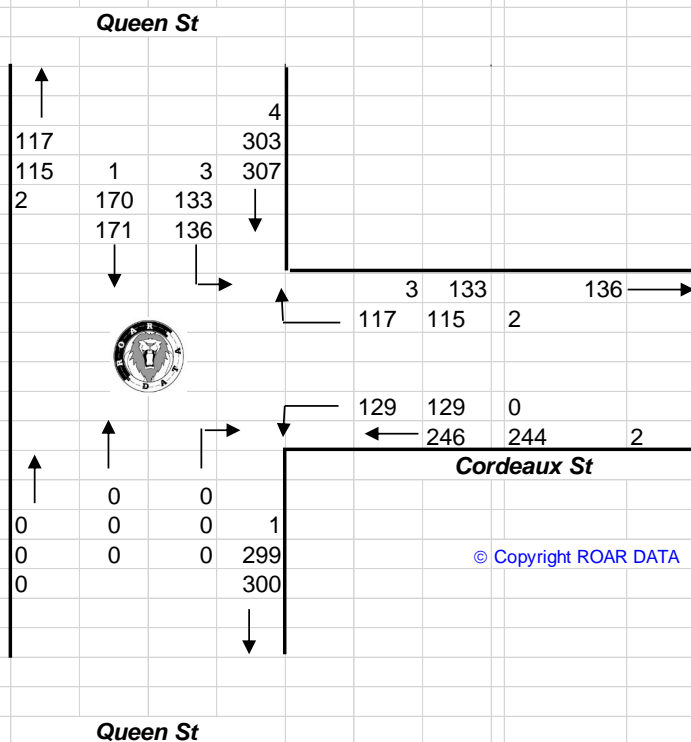
: Wednesday 24th October 2018

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

AM PEAK
0830 - 0930

1	2	3
4	5	6
7	8	9

**TOTAL VOLUMES
FOR COUNT
PERIOD**





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6929 CAMPBELLTOWN Intersection Counts

Day/Date : Wednesday 24th October 2018

<u>PEDS</u>	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	
Time Per	Queen St	Cordeaux St	Queen St	TOT
1530 - 1545	2	42	32	76
1545 - 1600	3	29	18	50
1600 - 1615	1	16	14	31
1615 - 1630	0	15	14	29
1630 - 1645	3	33	12	48
1645 - 1700	0	14	11	25
1700 - 1715	3	13	11	27
1715 - 1730	0	10	11	21
1730 - 1745	0	6	6	12
1745 - 1800	0	17	2	19
1800 - 1815	4	9	4	17
1815 - 1830	1	8	9	18
Per End	17	212	144	373

<u>PEDS</u>	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	
Peak Per	Queen St	Cordeaux St	Queen St	TOT
1530 - 1630	6	102	78	186
1545 - 1645	7	93	58	158
1600 - 1700	4	78	51	133
1615 - 1715	6	75	48	129
1630 - 1730	6	70	45	121
1645 - 1745	3	43	39	85
1700 - 1800	3	46	30	79
1715 - 1815	4	42	23	69
1730 - 1830	5	40	21	66
PEAK HR	6	102	78	186

<u>Lights</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Queen St		Cordeaux St		Queen St		
Time Per	I	L	R	L	R	I	TOT
1530 - 1545	66	44	28	30	0	0	168
1545 - 1600	57	21	25	32	0	0	135
1600 - 1615	51	28	24	27	0	0	130
1615 - 1630	48	26	24	25	0	0	123
1630 - 1645	60	37	33	28	0	0	158
1645 - 1700	46	22	18	27	0	0	113
1700 - 1715	50	27	29	20	0	0	126
1715 - 1730	50	23	33	33	0	0	139
1730 - 1745	35	41	24	18	0	0	118
1745 - 1800	51	34	25	28	0	0	138
1800 - 1815	54	35	24	24	0	0	137
1815 - 1830	37	31	12	20	0	0	100
Per End	605	369	299	312	0	0	1585

<u>Heavies</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Queen St		Cordeaux St		Queen St		
Time Per	I	L	R	L	R	I	TOT
1530 - 1545	0	6	2	0	0	0	8
1545 - 1600	0	0	3	0	0	0	3
1600 - 1615	0	0	1	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0
1645 - 1700	0	0	1	0	0	0	1
1700 - 1715	0	1	1	0	0	0	2
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	0	1	1	0	0	0	2
1745 - 1800	0	1	0	0	0	0	1
1800 - 1815	0	0	1	0	0	0	1
1815 - 1830	0	0	1	0	0	0	1
Per End	0	9	11	0	0	0	20

<u>Combined</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Queen St		Cordeaux St		Queen St		
Time Per	I	L	R	L	R	I	TOT
1530 - 1545	66	50	30	30	0	0	176
1545 - 1600	57	21	28	32	0	0	138
1600 - 1615	51	28	25	27	0	0	131
1615 - 1630	48	26	24	25	0	0	123
1630 - 1645	60	37	33	28	0	0	158
1645 - 1700	46	22	19	27	0	0	114
1700 - 1715	50	28	30	20	0	0	128
1715 - 1730	50	23	33	33	0	0	139
1730 - 1745	35	42	25	18	0	0	120
1745 - 1800	51	35	25	28	0	0	139
1800 - 1815	54	35	25	24	0	0	138
1815 - 1830	37	31	13	20	0	0	101
Per End	605	378	310	312	0	0	1605

<u>Lights</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Queen St		Cordeaux St		Queen St		
Peak Per	I	L	R	L	R	I	TOT
1530 - 1630	222	119	101	114	0	0	556
1545 - 1645	216	112	106	112	0	0	546
1600 - 1700	205	113	99	107	0	0	524
1615 - 1715	204	112	104	100	0	0	520
1630 - 1730	206	109	113	108	0	0	536
1645 - 1745	181	113	104	98	0	0	496
1700 - 1800	186	125	111	99	0	0	521
1715 - 1815	190	133	106	103	0	0	532
1730 - 1830	177	141	85	90	0	0	493
PEAK HR	222	119	101	114	0	0	556

<u>Heavies</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Queen St		Cordeaux St		Queen St		
Peak Per	I	L	R	L	R	I	TOT
1530 - 1630	0	6	6	0	0	0	12
1545 - 1645	0	0	4	0	0	0	4
1600 - 1700	0	0	2	0	0	0	2
1615 - 1715	0	1	2	0	0	0	3
1630 - 1730	0	1	2	0	0	0	3
1645 - 1745	0	2	3	0	0	0	5
1700 - 1800	0	3	2	0	0	0	5
1715 - 1815	0	2	2	0	0	0	4
1730 - 1830	0	2	3	0	0	0	5
PEAK HR	0	6	6	0	0	0	12

<u>Combined</u>	<u>NORTH</u>		<u>EAST</u>		<u>SOUTH</u>		
	Queen St		Cordeaux St		Queen St		
Peak Per	I	L	R	L	R	I	TOT
1530 - 1630	222	125	107	114	0	0	568
1545 - 1645	216	112	110	112	0	0	550
1600 - 1700	205	113	101	107	0	0	526
1615 - 1715	204	113	106	100	0	0	523
1630 - 1730	206	110	115	108	0	0	539
1645 - 1745	181	115	107	98	0	0	501
1700 - 1800	186	128	113	99	0	0	526
1715 - 1815	190	135	108	103	0	0	536
1730 - 1830	177	143	88	90	0	0	498
PEAK HR	222	125	107	114	0	0	568



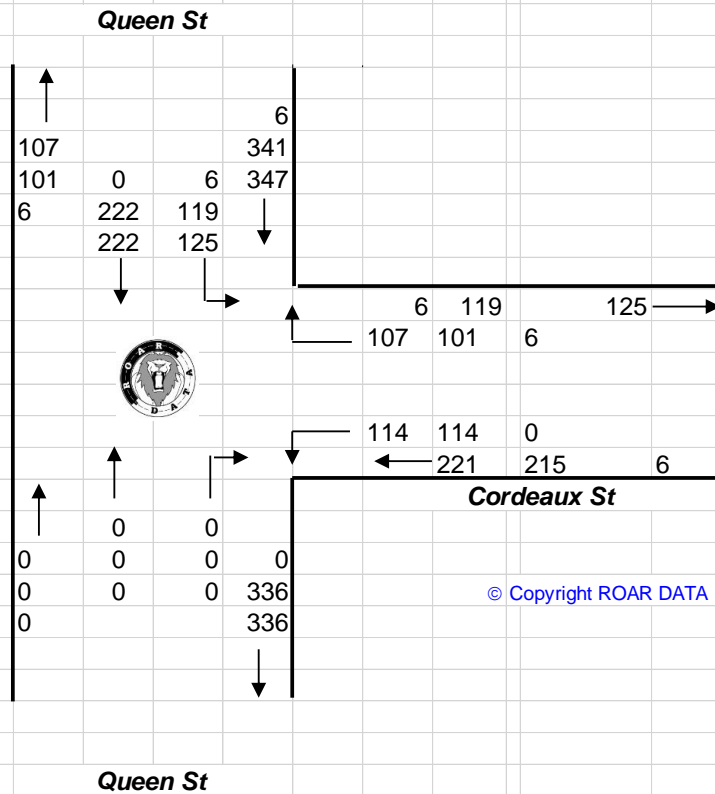
R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

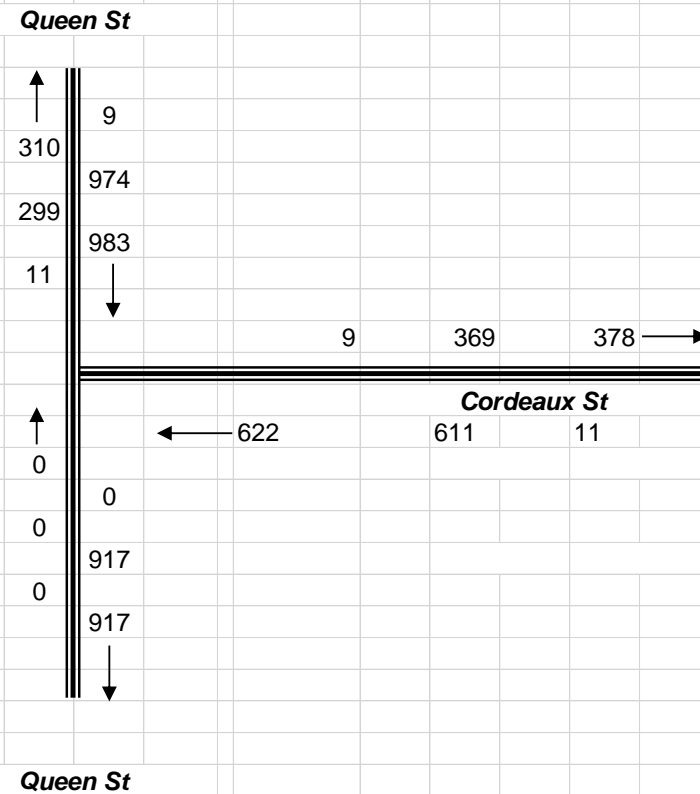
1	2	3
4	5	6
7	8	9

PM PEAK
1530 - 1630

**TOTAL VOLUMES
FOR COUNT
PERIOD**



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R.O.A.R. DATA

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Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR
0830 - 0930

Combined figures only



Queen St

T	L	
171	136	AM
222	125	PM

R	107	117	
	PM	AM	
L	114	129	



Cordeaux St

One Way

PM PEAK HOUR
1530 - 1630

Weather >>>



Queen St



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6929 CAMPBELLTOWN Intersection Counts

Day/Date : Wednesday 24th October 2018

<u>PEDS</u>	WEST	SOUTH	EAST	
Time Per	Cordeaux St	Carberry L	Cordeaux St	TOT
0630 - 0645	0	1	0	1
0645 - 0700	1	0	0	1
0700 - 0715	0	0	0	0
0715 - 0730	0	0	0	0
0730 - 0745	0	0	0	0
0745 - 0800	2	1	1	4
0800 - 0815	0	3	0	3
0815 - 0830	1	3	0	4
0830 - 0845	2	11	5	18
0845 - 0900	2	9	11	22
0900 - 0915	1	4	1	6
0915 - 0930	1	8	3	12
Per End	10	40	21	71

<u>PEDS</u>	WEST	SOUTH	EAST	
Peak Per	Cordeaux St	Carberry L	Cordeaux St	TOT
0630 - 0730	1	1	0	2
0645 - 0745	1	0	0	1
0700 - 0800	2	1	1	4
0715 - 0815	2	4	1	7
0730 - 0830	3	7	1	11
0745 - 0845	5	18	6	29
0800 - 0900	5	26	16	47
0815 - 0915	6	27	17	50
0830 - 0930	6	32	20	58
PEAK HR	6	27	17	50

<u>Lights</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	6	1	4	0	3	19	33
0645 - 0700	7	2	1	2	5	18	35
0700 - 0715	12	2	6	0	6	13	39
0715 - 0730	12	2	5	1	6	25	51
0730 - 0745	14	4	6	1	14	19	58
0745 - 0800	8	8	14	4	18	35	87
0800 - 0815	15	5	4	3	26	41	94
0815 - 0830	19	10	7	3	33	39	111
0830 - 0845	15	10	13	2	41	54	135
0845 - 0900	15	14	11	0	40	56	136
0900 - 0915	19	15	14	4	24	52	128
0915 - 0930	14	10	13	5	14	39	95
Per End	156	83	98	25	230	410	1002

<u>Heavies</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	0	0	0	0	0	1	1
0645 - 0700	1	0	0	0	0	0	1
0700 - 0715	1	0	0	0	0	1	2
0715 - 0730	1	0	1	0	0	2	4
0730 - 0745	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	1	1
0800 - 0815	2	0	0	0	0	0	2
0815 - 0830	3	0	0	0	0	3	6
0830 - 0845	1	0	0	0	0	0	1
0845 - 0900	2	0	0	0	0	2	4
0900 - 0915	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0
Per End	11	0	1	0	0	10	22

<u>Combined</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	6	1	4	0	3	20	34
0645 - 0700	8	2	1	2	5	18	36
0700 - 0715	13	2	6	0	6	14	41
0715 - 0730	13	2	6	1	6	27	55
0730 - 0745	14	4	6	1	14	19	58
0745 - 0800	8	8	14	4	18	36	88
0800 - 0815	17	5	4	3	26	41	96
0815 - 0830	22	10	7	3	33	42	117
0830 - 0845	16	10	13	2	41	54	136
0845 - 0900	17	14	11	0	40	58	140
0900 - 0915	19	15	14	4	24	52	128
0915 - 0930	14	10	13	5	14	39	95
Per End	167	83	99	25	230	420	1024

<u>Lights</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	37	7	16	3	20	75	158
0645 - 0745	45	10	18	4	31	75	183
0700 - 0800	46	16	31	6	44	92	235
0715 - 0815	49	19	29	9	64	120	290
0730 - 0830	56	27	31	11	91	134	350
0745 - 0845	57	33	38	12	118	169	427
0800 - 0900	64	39	35	8	140	190	476
0815 - 0915	68	49	45	9	138	201	510
0830 - 0930	63	49	51	11	119	201	494

<u>Heavies</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	3	0	1	0	0	4	8
0645 - 0745	3	0	1	0	0	3	7
0700 - 0800	2	0	1	0	0	4	7
0715 - 0815	3	0	1	0	0	3	7
0730 - 0830	5	0	0	0	0	4	9
0745 - 0845	6	0	0	0	0	4	10
0800 - 0900	8	0	0	0	0	5	13
0815 - 0915	6	0	0	0	0	5	11
0830 - 0930	3	0	0	0	0	2	5

<u>Combined</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	40	7	17	3	20	79	166
0645 - 0745	48	10	19	4	31	78	190
0700 - 0800	48	16	32	6	44	96	242
0715 - 0815	52	19	30	9	64	123	297
0730 - 0830	61	27	31	11	91	138	359
0745 - 0845	63	33	38	12	118	173	437
0800 - 0900	72	39	35	8	140	195	489
0815 - 0915	74	49	45	9	138	206	521
0830 - 0930	66	49	51	11	119	203	499

PEAK HR	68	49	45	9	138	201	510
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PEAK HR	6	0	0	0	0	5	11
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PEAK HR	74	49	45	9	138	206	521
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6929 CAMPBELLTOWN Intersection Counts

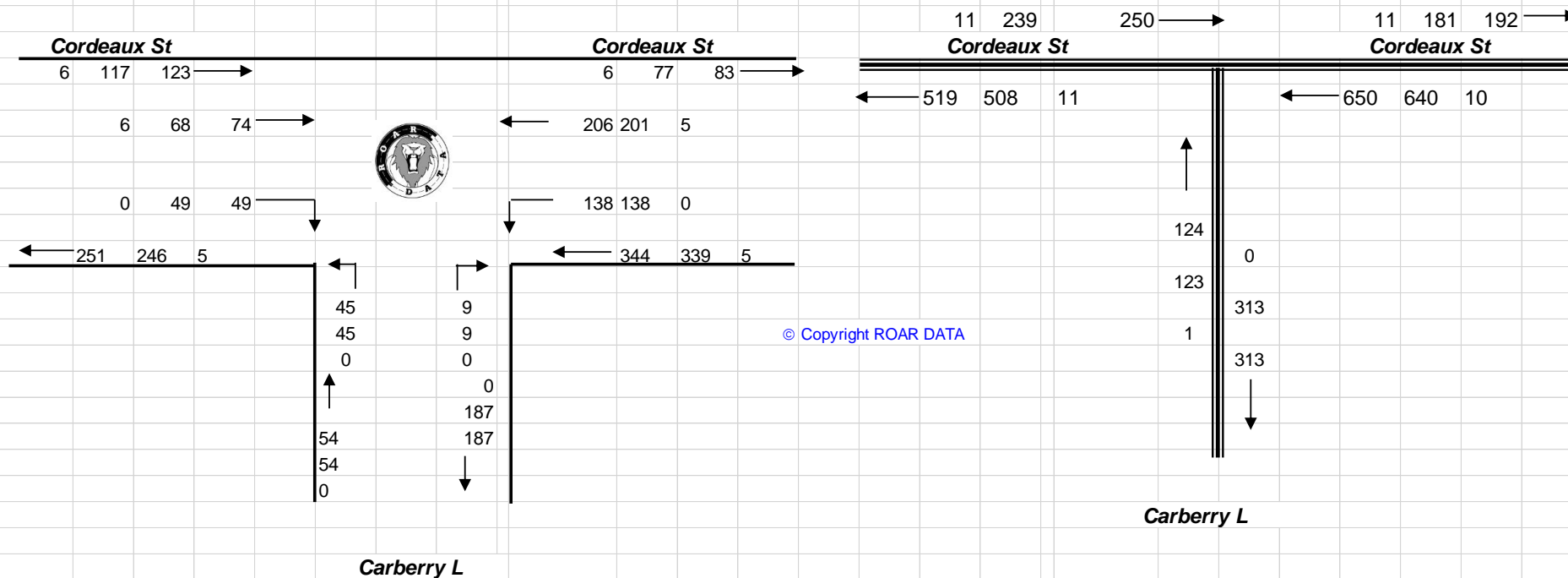
Day/Date : Wednesday 24th October 2018

1	2	3
4	5	6
7	8	9

AM PEAK
0815 - 0915



TOTAL VOLUMES
FOR COUNT
PERIOD





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6929 CAMPBELLTOWN Intersection Counts

Day/Date : Wednesday 24th October 2018

<u>PEDS</u>	WEST	SOUTH	EAST	
Time Per	Cordeaux St	Carberry L	Cordeaux St	TOT
1530 - 1545	6	6	5	17
1545 - 1600	1	1	1	3
1600 - 1615	0	8	2	10
1615 - 1630	0	6	0	6
1630 - 1645	4	4	0	8
1645 - 1700	1	6	1	8
1700 - 1715	1	4	1	6
1715 - 1730	3	0	0	3
1730 - 1745	0	2	0	2
1745 - 1800	4	1	1	6
1800 - 1815	4	2	0	6
1815 - 1830	0	2	0	2
Per End	24	42	11	77

<u>PEDS</u>	WEST	SOUTH	EAST	
Peak Per	Cordeaux St	Carberry L	Cordeaux St	TOT
1530 - 1630	7	21	8	36
1545 - 1645	5	19	3	27
1600 - 1700	5	24	3	32
1615 - 1715	6	20	2	28
1630 - 1730	9	14	2	25
1645 - 1745	5	12	2	19
1700 - 1800	8	7	2	17
1715 - 1815	11	5	1	17
1730 - 1830	8	7	1	16
PEAK HR	5	12	2	19

<u>Lights</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	37	7	16	15	8	41	124
1545 - 1600	15	4	11	12	8	41	91
1600 - 1615	23	6	22	15	7	34	107
1615 - 1630	27	2	19	14	8	34	104
1630 - 1645	25	5	12	19	9	44	114
1645 - 1700	28	1	15	20	12	32	108
1700 - 1715	32	4	21	29	7	29	122
1715 - 1730	24	4	24	18	9	36	115
1730 - 1745	32	7	15	30	10	27	121
1745 - 1800	23	10	10	10	15	33	101
1800 - 1815	32	9	9	13	7	36	106
1815 - 1830	26	5	12	7	14	26	90
Per End	324	64	186	202	114	413	1303

<u>Heavies</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	8	0	0	0	0	4	12
1545 - 1600	0	0	0	0	0	2	2
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	1	1
1630 - 1645	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	1	1
1700 - 1715	0	0	0	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	1	0	0	0	0	1	2
1745 - 1800	1	0	0	0	0	1	2
1800 - 1815	0	0	0	0	0	0	0
1815 - 1830	1	0	0	0	0	1	2
Per End	11	0	0	0	0	12	23

<u>Combined</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	45	7	16	15	8	45	136
1545 - 1600	15	4	11	12	8	43	93
1600 - 1615	23	6	22	15	7	34	107
1615 - 1630	27	2	19	14	8	35	105
1630 - 1645	25	5	12	19	9	44	114
1645 - 1700	28	1	15	20	12	33	109
1700 - 1715	32	4	21	29	7	30	123
1715 - 1730	24	4	24	18	9	36	115
1730 - 1745	33	7	15	30	10	28	123
1745 - 1800	24	10	10	10	15	34	103
1800 - 1815	32	9	9	13	7	36	106
1815 - 1830	27	5	12	7	14	27	92
Per End	335	64	186	202	114	425	1326

<u>Lights</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	102	19	68	56	31	150	426
1545 - 1645	90	17	64	60	32	153	416
1600 - 1700	103	14	68	68	36	144	433
1615 - 1715	112	12	67	82	36	139	448
1630 - 1730	109	14	72	86	37	141	459
1645 - 1745	116	16	75	97	38	124	466
1700 - 1800	111	25	70	87	41	125	459
1715 - 1815	111	30	58	71	41	132	443
1730 - 1830	113	31	46	60	46	122	418

<u>Heavies</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	8	0	0	0	0	7	15
1545 - 1645	0	0	0	0	0	3	3
1600 - 1700	0	0	0	0	0	2	2
1615 - 1715	0	0	0	0	0	3	3
1630 - 1730	0	0	0	0	0	2	2
1645 - 1745	1	0	0	0	0	3	4
1700 - 1800	2	0	0	0	0	3	5
1715 - 1815	2	0	0	0	0	2	4
1730 - 1830	3	0	0	0	0	3	6

<u>Combined</u>	WEST		SOUTH		EAST		
	Cordeaux St		Carberry L		Cordeaux St		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	110	19	68	56	31	157	441
1545 - 1645	90	17	64	60	32	156	419
1600 - 1700	103	14	68	68	36	146	435
1615 - 1715	112	12	67	82	36	142	451
1630 - 1730	109	14	72	86	37	143	461
1645 - 1745	117	16	75	97	38	127	470
1700 - 1800	113	25	70	87	41	128	464
1715 - 1815	113	30	58	71	41	134	447
1730 - 1830	116	31	46	60	46	125	424

PEAK HR	116	16	75	97	38	124	466
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PEAK HR	1	0	0	0	0	3	4
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PEAK HR	117	16	75	97	38	127	470
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

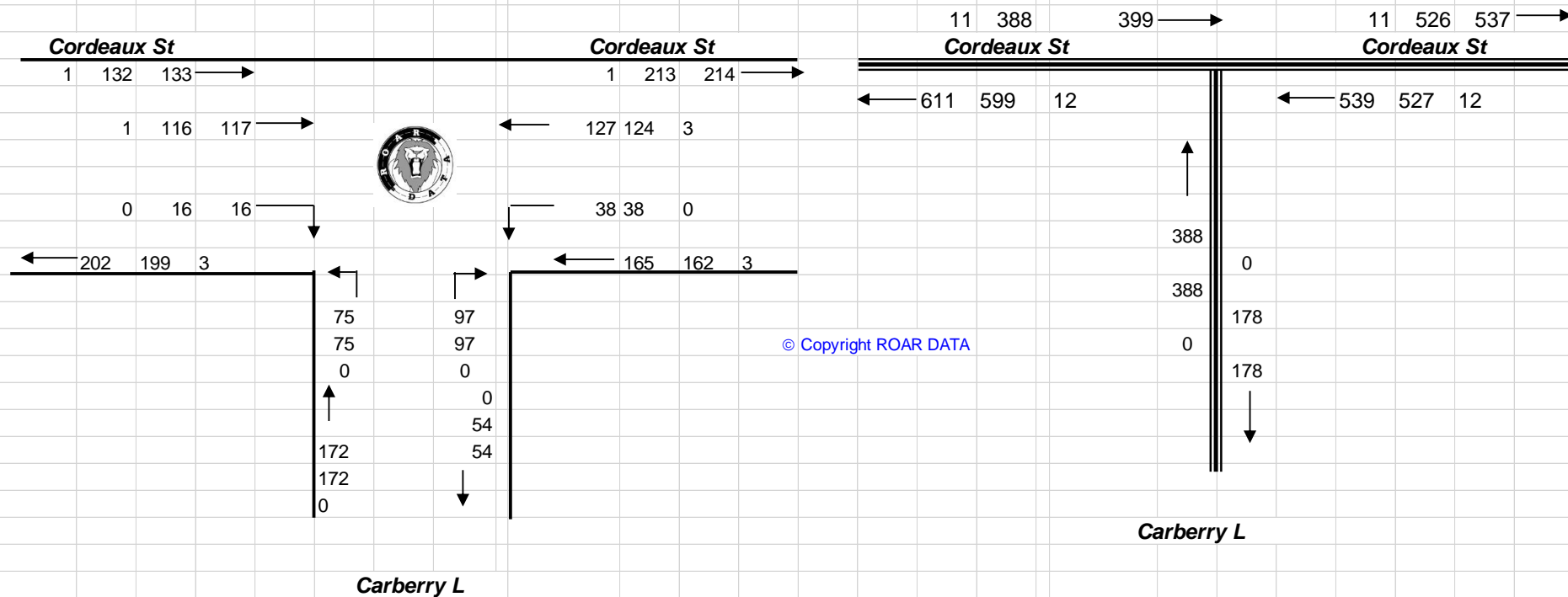
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts

Day/Date : Wednesday 24th October 2018

1	2	3
4	5	6 PM PEAK
7	8	9 1645 - 1745



TOTAL VOLUMES
FOR COUNT
PERIOD





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 6929 CAMPBELLTOWN Intersection Counts

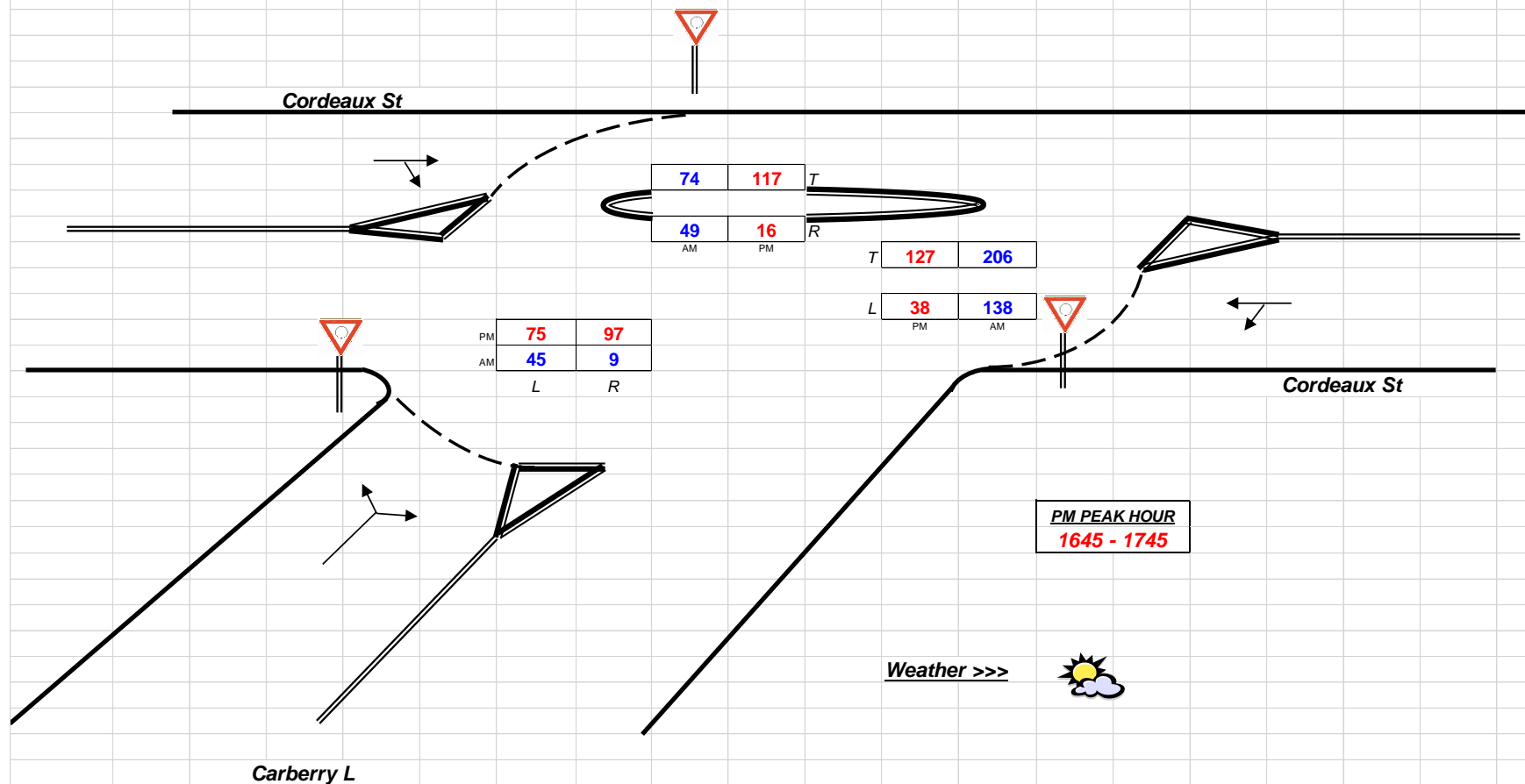
Day/Date : Wednesday 24th October 2018

Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0815 - 0915





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0645	0	4	0	3	0	0	0	2	0	0	0	0	9
0645 - 0700	0	7	0	0	0	0	0	1	0	0	0	1	9
0700 - 0715	0	8	0	2	0	0	0	4	0	0	0	0	14
0715 - 0730	0	10	0	2	0	0	0	6	0	0	0	0	18
0730 - 0745	0	18	0	1	0	0	0	6	0	0	0	0	25
0745 - 0800	0	25	0	5	0	0	0	11	0	0	0	1	42
0800 - 0815	0	30	0	2	0	0	0	5	0	0	0	0	37
0815 - 0830	0	43	0	5	0	0	0	4	0	0	0	0	52
0830 - 0845	0	38	0	2	0	0	0	13	0	0	0	1	54
0845 - 0900	0	69	0	1	0	0	0	7	0	0	0	3	80
0900 - 0915	0	41	0	8	0	0	0	10	0	0	0	1	60
0915 - 0930	0	24	0	8	0	0	0	8	0	0	0	4	44
Period End	0	317	0	39	0	0	0	77	0	0	0	11	444

Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
Period End	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0645	0	4	0	3	0	0	0	2	0	0	0	0	9
0645 - 0700	0	7	0	0	0	0	0	1	0	0	0	1	9
0700 - 0715	0	8	0	2	0	0	0	4	0	0	0	0	14
0715 - 0730	0	10	0	2	0	0	0	6	0	0	0	0	18
0730 - 0745	0	18	0	1	0	0	0	6	0	0	0	0	25
0745 - 0800	0	25	0	5	0	0	0	11	0	0	0	1	42
0800 - 0815	0	30	0	2	0	0	0	5	0	0	0	0	37
0815 - 0830	0	43	0	5	0	0	0	4	0	0	0	0	52
0830 - 0845	0	38	0	2	0	0	0	13	0	0	0	1	54
0845 - 0900	0	69	0	1	0	0	0	7	0	0	0	3	80
0900 - 0915	0	41	0	8	0	0	0	10	0	0	0	1	60
0915 - 0930	0	24	0	8	0	0	0	8	0	0	0	4	44
Period End	0	317	0	39	0	0	0	77	0	0	0	11	444

Client : Varga Traffic Planning
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

Lights	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	0	29	0	7	0	0	0	13	0	0	0	1	50
0645 - 0745	0	43	0	5	0	0	0	17	0	0	0	1	66
0700 - 0800	0	61	0	10	0	0	0	27	0	0	0	1	99
0715 - 0815	0	83	0	10	0	0	0	28	0	0	0	1	122
0730 - 0830	0	116	0	13	0	0	0	26	0	0	0	1	156
0745 - 0845	0	136	0	14	0	0	0	33	0	0	0	2	185
0800 - 0900	0	180	0	10	0	0	0	29	0	0	0	4	223
0815 - 0915	0	191	0	16	0	0	0	34	0	0	0	5	246
0830 - 0930	0	172	0	19	0	0	0	38	0	0	0	9	238
PEAK HOUR	0	191	0	16	0	0	0	34	0	0	0	5	246

Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	0	29	0	7	0	0	0	13	0	0	0	1	50
0645 - 0745	0	43	0	5	0	0	0	17	0	0	0	1	66
0700 - 0800	0	61	0	10	0	0	0	27	0	0	0	1	99
0715 - 0815	0	83	0	10	0	0	0	28	0	0	0	1	122
0730 - 0830	0	116	0	13	0	0	0	26	0	0	0	1	156
0745 - 0845	0	136	0	14	0	0	0	33	0	0	0	2	185
0800 - 0900	0	180	0	10	0	0	0	29	0	0	0	4	223
0815 - 0915	0	191	0	16	0	0	0	34	0	0	0	5	246
0830 - 0930	0	172	0	19	0	0	0	38	0	0	0	9	238
PEAK HOUR	0	191	0	16	0	0	0	34	0	0	0	5	246



ROAR DATA

Reliable, Original & Authentic Results

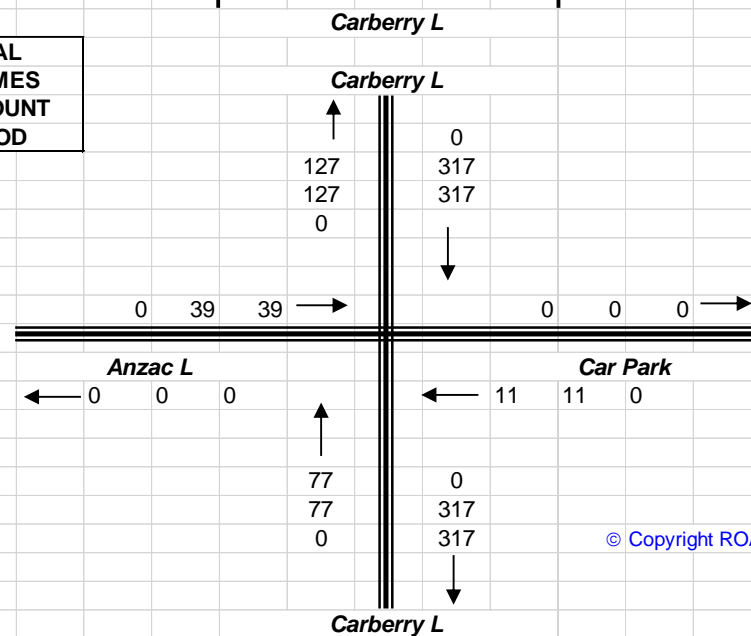
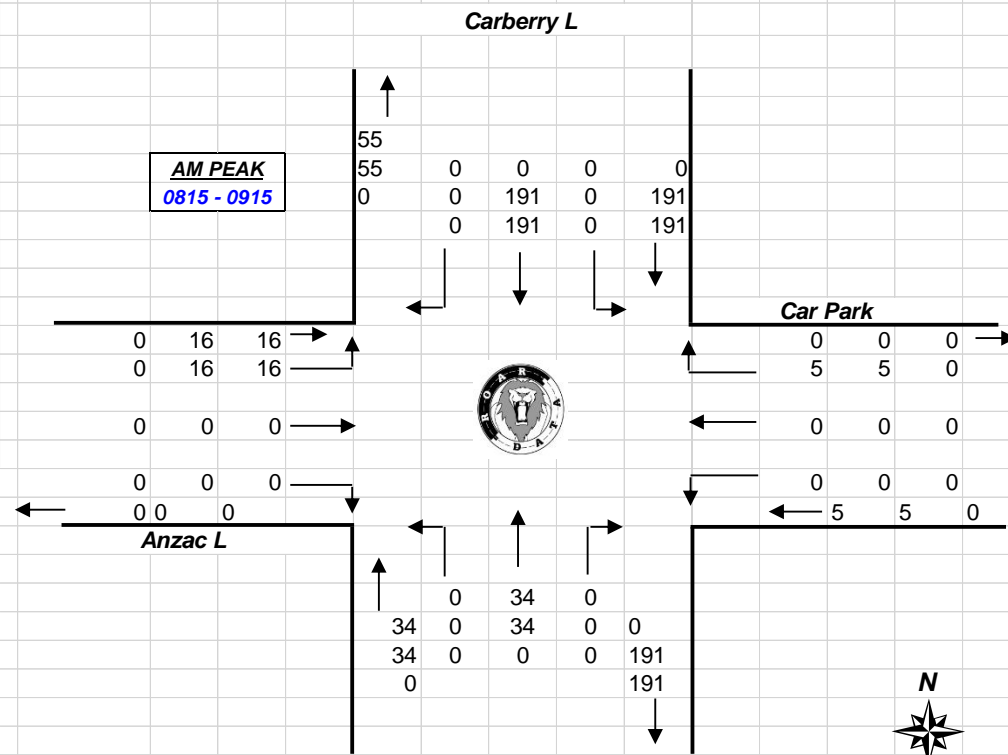
Ph.88196847, Mob.0418-239019

Client : Varga Traffic Plan
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

Peds	NORTH Carberry L	WEST Anzac L	SOUTH Carberry L	EAST Car Park	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0645	0	2	2	1	5
0645 - 0700	5	1	0	0	6
0700 - 0715	1	2	0	0	3
0715 - 0730	2	1	1	0	4
0730 - 0745	4	8	2	0	14
0745 - 0800	6	6	2	0	14
0800 - 0815	5	18	4	1	28
0815 - 0830	20	10	12	1	43
0830 - 0845	12	18	20	3	53
0845 - 0900	20	18	27	8	73
0900 - 0915	17	14	19	4	54
0915 - 0930	8	5	8	6	27
Period End	100	103	97	24	324

Peds	NORTH Carberry L	WEST Anzac L	SOUTH Carberry L	EAST Car Park	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0730	8	6	3	1	18
0645 - 0745	12	12	3	0	27
0700 - 0800	13	17	5	0	35
0715 - 0815	17	33	9	1	60
0730 - 0830	35	42	20	2	99
0745 - 0845	43	52	38	5	138
0800 - 0900	57	64	63	13	197
0815 - 0915	69	60	78	16	223
0830 - 0930	57	55	74	21	207

PEAK HR	69	60	78	16	223
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Lights	NORTH			WEST			SOUTH			EAST			TOT
	Carberry L			Anzac L			Carberry L			Car Park			
	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	
1530 - 1545	0	18	0	8	0	0	0	14	0	5	0	7	52
1545 - 1600	0	12	0	4	0	0	0	12	0	0	0	8	36
1600 - 1615	0	12	0	9	0	0	0	17	0	6	0	15	59
1615 - 1630	0	9	0	6	0	0	0	13	0	1	0	11	40
1630 - 1645	0	14	0	8	0	0	0	11	0	8	0	14	55
1645 - 1700	0	14	0	6	0	0	0	9	0	2	0	20	51
1700 - 1715	0	8	0	6	0	0	0	17	0	5	0	30	66
1715 - 1730	0	13	0	5	0	0	0	12	0	4	0	23	57
1730 - 1745	0	17	0	10	0	0	0	13	0	4	0	21	65
1745 - 1800	0	25	0	8	0	0	0	4	0	3	0	12	52
1800 - 1815	0	20	0	6	0	0	0	13	0	3	0	6	48
1815 - 1830	0	19	0	5	0	0	0	11	0	1	0	5	41
Period End	0	181	0	81	0	0	0	146	0	42	0	172	622

Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
Period End	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
1530 - 1545	0	18	0	8	0	0	0	14	0	5	0	7	52
1545 - 1600	0	12	0	4	0	0	0	12	0	0	0	8	36
1600 - 1615	0	12	0	9	0	0	0	17	0	6	0	15	59
1615 - 1630	0	9	0	6	0	0	0	13	0	1	0	11	40
1630 - 1645	0	14	0	8	0	0	0	11	0	8	0	14	55
1645 - 1700	0	14	0	6	0	0	0	9	0	2	0	20	51
1700 - 1715	0	8	0	6	0	0	0	17	0	5	0	30	66
1715 - 1730	0	13	0	5	0	0	0	12	0	4	0	23	57
1730 - 1745	0	17	0	10	0	0	0	13	0	4	0	21	65
1745 - 1800	0	25	0	8	0	0	0	4	0	3	0	12	52
1800 - 1815	0	20	0	6	0	0	0	13	0	3	0	6	48
1815 - 1830	0	19	0	5	0	0	0	11	0	1	0	5	41
Period End	0	181	0	81	0	0	0	146	0	42	0	172	622

Day, Date: _____ Week: _____ Year: _____													
Lights	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Peak Time	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
1530 - 1630	0	51	0	27	0	0	0	56	0	12	0	41	187
1545 - 1645	0	47	0	27	0	0	0	53	0	15	0	48	190
1600 - 1700	0	49	0	29	0	0	0	50	0	17	0	60	205
1615 - 1715	0	45	0	26	0	0	0	50	0	16	0	75	212
1630 - 1730	0	49	0	25	0	0	0	49	0	19	0	87	229
1645 - 1745	0	52	0	27	0	0	0	51	0	15	0	94	239
1700 - 1800	0	63	0	29	0	0	0	46	0	16	0	86	240
1715 - 1815	0	75	0	29	0	0	0	42	0	14	0	62	222
1730 - 1830	0	81	0	29	0	0	0	41	0	11	0	44	206
PEAK HOUR	0	63	0	29	0	0	0	46	0	16	0	86	240

Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Peak Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
1530 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Anzac L			Carberry L			Car Park			
Peak Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
1530 - 1630	0	51	0	27	0	0	0	56	0	12	0	41	187
1545 - 1645	0	47	0	27	0	0	0	53	0	15	0	48	190
1600 - 1700	0	49	0	29	0	0	0	50	0	17	0	60	205
1615 - 1715	0	45	0	26	0	0	0	50	0	16	0	75	212
1630 - 1730	0	49	0	25	0	0	0	49	0	19	0	87	229
1645 - 1745	0	52	0	27	0	0	0	51	0	15	0	94	239
1700 - 1800	0	63	0	29	0	0	0	46	0	16	0	86	240
1715 - 1815	0	75	0	29	0	0	0	42	0	14	0	62	222
1730 - 1830	0	81	0	29	0	0	0	41	0	11	0	44	206
PEAK HOUR	0	63	0	29	0	0	0	46	0	16	0	86	240



R.O.A.R DATA

Reliable, Original & Authentic Results

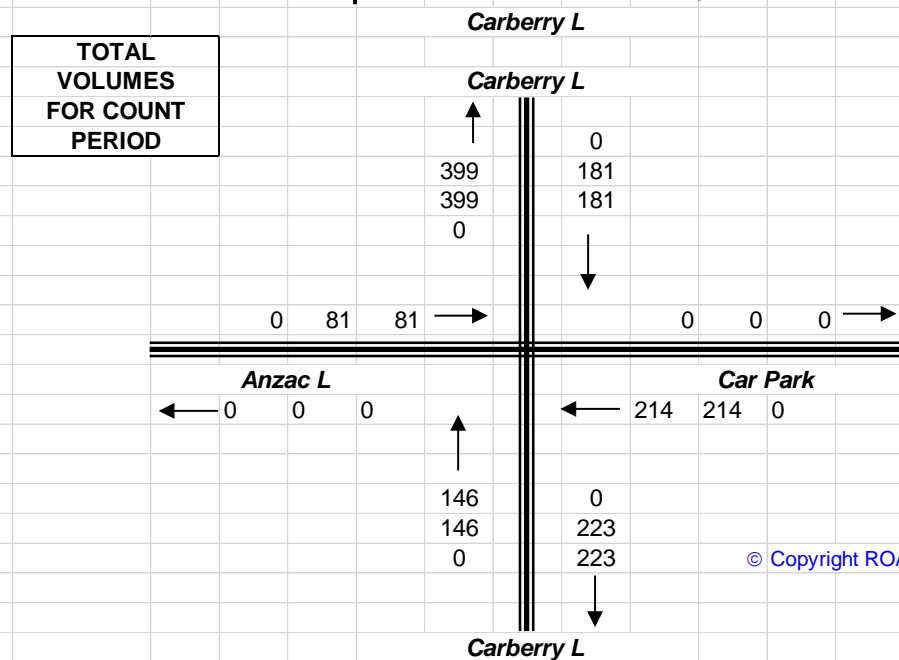
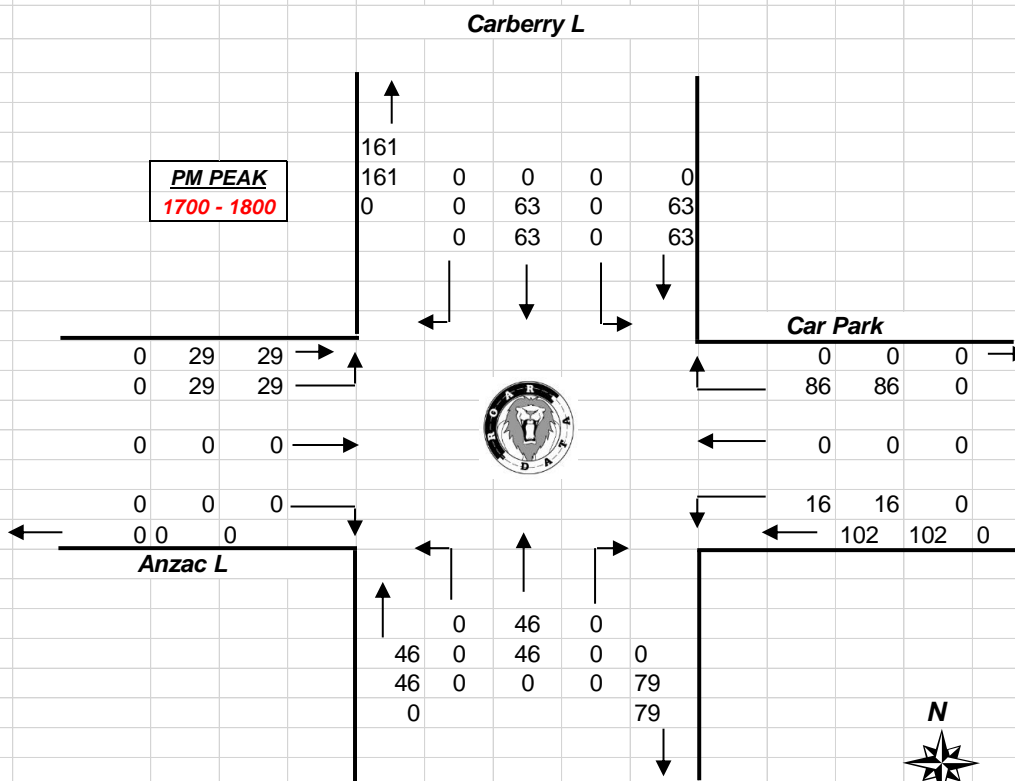
Ph.88196847, Mob.0418-239019

Client : Varga Traffic Pla
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Peds	NORTH Carberry L	WEST Anzac L	SOUTH Carberry L	EAST Car Park	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1530 - 1545	10	10	7	1	28
1545 - 1600	7	8	7	2	24
1600 - 1615	23	18	11	0	52
1615 - 1630	14	12	6	1	33
1630 - 1645	9	24	23	1	57
1645 - 1700	15	13	14	1	43
1700 - 1715	16	22	19	5	62
1715 - 1730	39	16	13	1	69
1730 - 1745	22	12	17	1	52
1745 - 1800	22	21	11	0	54
1800 - 1815	36	10	4	3	53
1815 - 1830	42	15	7	0	64
Period End	255	181	139	16	591

Peds	NORTH Carberry L	WEST Anzac L	SOUTH Carberry L	EAST Car Park	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1530 - 1630	54	48	31	4	137
1545 - 1645	53	62	47	4	166
1600 - 1700	61	67	54	3	185
1615 - 1715	54	71	62	8	195
1630 - 1730	79	75	69	8	231
1645 - 1745	92	63	63	8	226
1700 - 1800	99	71	60	7	237
1715 - 1815	119	59	45	5	228
1730 - 1830	122	58	39	4	223

PEAK HR	99	71	60	7	237
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

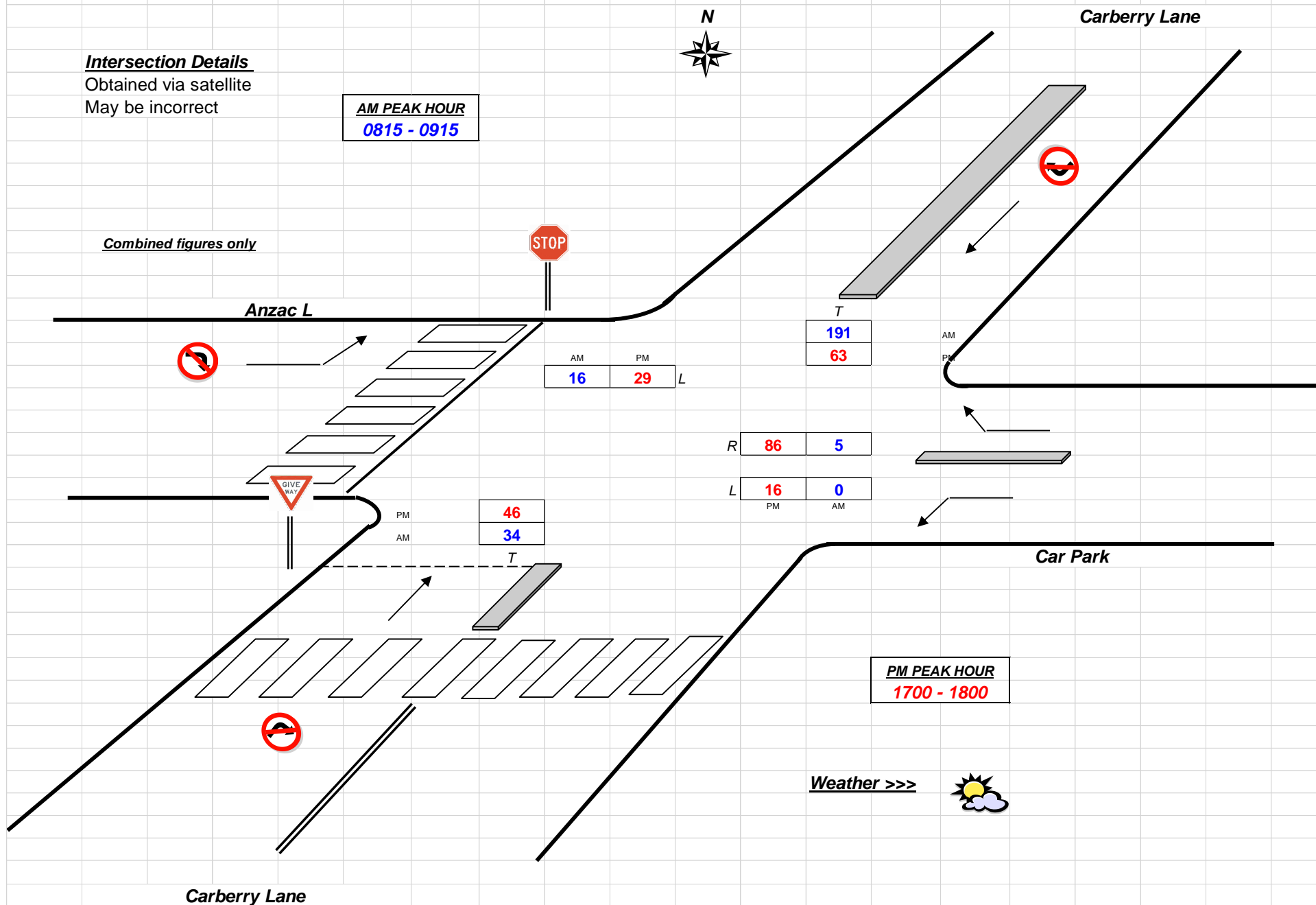
Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Intersection Details

Obtained via satellite
May be incorrect

AM PEAK HOUR
0815 - 0915

Combined figures only





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Lights	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0645	0	2	2	0	0	0	1	2	1	0	2	1	11
0645 - 0700	0	4	1	1	0	0	1	0	0	1	1	1	10
0700 - 0715	0	4	0	1	1	0	1	2	1	1	2	3	16
0715 - 0730	1	5	1	0	0	0	0	4	0	0	1	2	14
0730 - 0745	3	10	2	1	0	0	0	5	0	1	1	4	27
0745 - 0800	1	13	5	0	1	0	0	10	0	0	4	6	40
0800 - 0815	1	11	5	0	1	0	1	6	0	0	2	8	35
0815 - 0830	1	12	6	1	0	1	2	5	0	0	1	7	36
0830 - 0845	4	15	4	1	1	0	1	7	1	0	3	16	53
0845 - 0900	3	27	8	2	0	2	1	10	1	0	5	15	74
0900 - 0915	2	12	3	1	0	0	2	10	1	2	2	10	45
0915 - 0930	2	8	4	0	1	0	3	9	3	1	1	6	38
Period End	18	123	41	8	5	3	13	70	8	6	25	79	399

Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0645	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0700	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
Period End	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0645	0	2	2	0	0	0	1	2	1	0	2	1	11
0645 - 0700	0	4	1	1	0	0	1	0	0	1	1	1	10
0700 - 0715	0	4	0	1	1	0	1	2	1	1	2	3	16
0715 - 0730	1	5	1	0	0	0	0	4	0	0	1	2	14
0730 - 0745	3	10	2	1	0	0	0	5	0	1	1	4	27
0745 - 0800	1	13	5	0	1	0	0	10	0	0	4	6	40
0800 - 0815	1	11	5	0	1	0	1	6	0	0	2	8	35
0815 - 0830	1	12	6	1	0	1	2	5	0	0	1	7	36
0830 - 0845	4	15	4	1	1	0	1	7	1	0	3	16	53
0845 - 0900	3	27	8	2	0	2	1	10	1	0	5	15	74
0900 - 0915	2	12	3	1	0	0	2	10	1	2	2	10	45
0915 - 0930	2	8	4	0	1	0	3	9	3	1	1	6	38
Period End	18	123	41	8	5	3	13	70	8	6	25	79	399

Lights	NORTH Carberry L			WEST Lithgow St			SOUTH Car Park			EAST Lithgow St			
Peak Time	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	R	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0730	1	15	4	2	1	0	3	8	2	2	6	7	51
0645 - 0745	4	23	4	3	1	0	2	11	1	3	5	10	67
0700 - 0800	5	32	8	2	2	0	1	21	1	2	8	15	97
0715 - 0815	6	39	13	1	2	0	1	25	0	1	8	20	116
0730 - 0830	6	46	18	2	2	1	3	26	0	1	8	25	138
0745 - 0845	7	51	20	2	3	1	4	28	1	0	10	37	164
0800 - 0900	9	65	23	4	2	3	5	28	2	0	11	46	198
0815 - 0915	10	66	21	5	1	3	6	32	3	2	11	48	208
0830 - 0930	11	62	19	4	2	2	7	36	6	3	11	47	210
PEAK HOUR	11	62	19	4	2	2	7	36	6	3	11	47	210

Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Peak Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0645 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0700 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Peak Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	TOT
0630 - 0730	1	15	4	2	1	0	3	8	2	2	6	7	51
0645 - 0745	4	23	4	3	1	0	2	11	1	3	5	10	67
0700 - 0800	5	32	8	2	2	0	1	21	1	2	8	15	97
0715 - 0815	6	39	13	1	2	0	1	25	0	1	8	20	116
0730 - 0830	6	46	18	2	2	1	3	26	0	1	8	25	138
0745 - 0845	7	51	20	2	3	1	4	28	1	0	10	37	164
0800 - 0900	9	65	23	4	2	3	5	28	2	0	11	46	198
0815 - 0915	10	66	21	5	1	3	6	32	3	2	11	48	208
0830 - 0930	11	62	19	4	2	2	7	36	6	3	11	47	210
PEAK HOUR	11	62	19	4	2	2	7	36	6	3	11	47	210



R.O.A.R DATA

Reliable, Original & Authentic Results

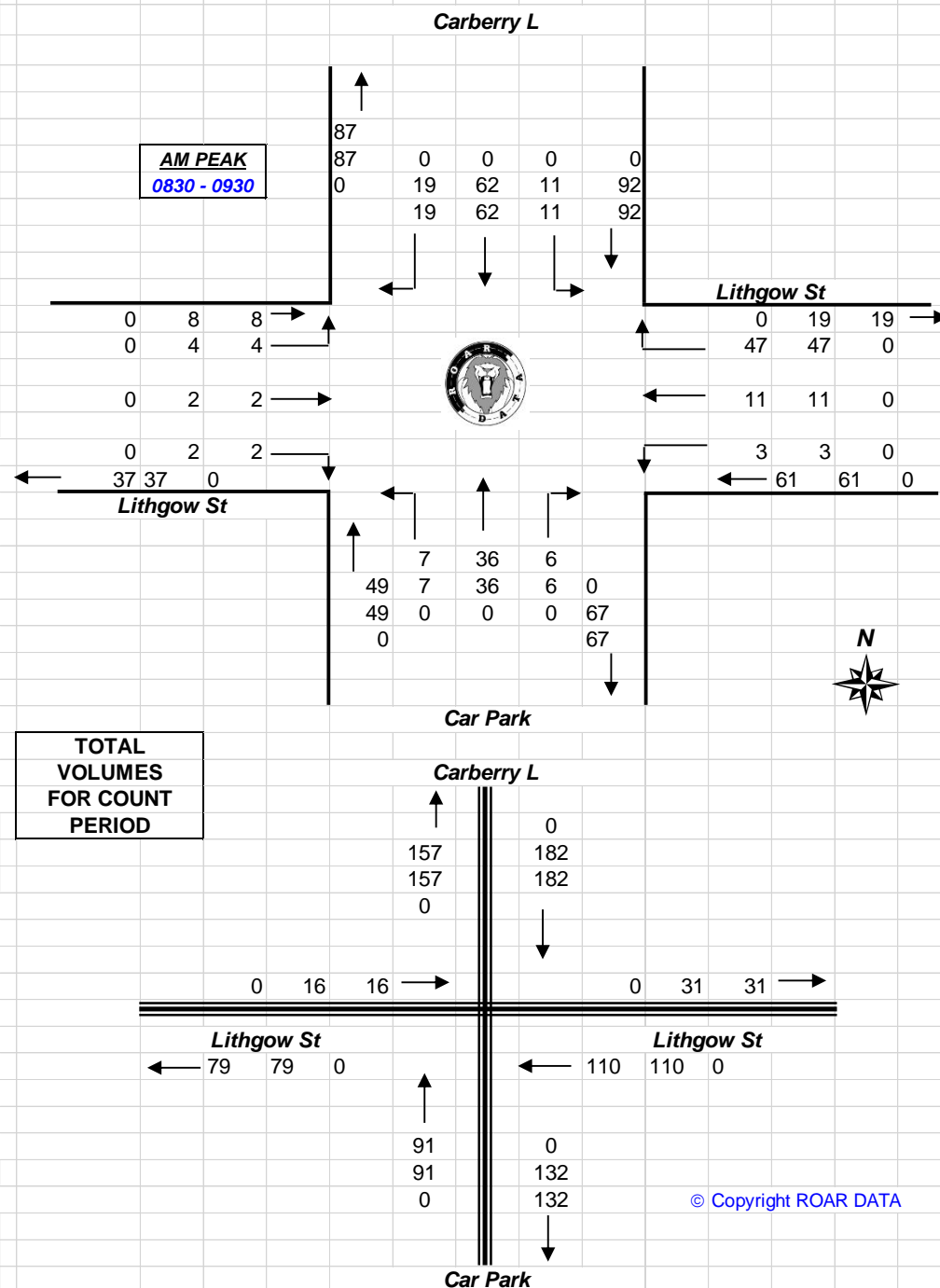
Ph.88196847, Mob.0418-239019

Client : Varga Traffic Plan
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Peds	NORTH Carberry L	WEST Lithgow St	SOUTH Car Park	EAST Lithgow St	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0645	1	2	0	2	5
0645 - 0700	1	1	4	0	6
0700 - 0715	1	3	2	1	7
0715 - 0730	3	3	3	0	9
0730 - 0745	2	3	5	2	12
0745 - 0800	2	5	15	0	22
0800 - 0815	2	5	18	0	25
0815 - 0830	2	6	10	0	18
0830 - 0845	1	4	16	1	22
0845 - 0900	2	4	17	2	25
0900 - 0915	2	7	12	2	23
0915 - 0930	1	12	13	0	26
Period End	20	55	115	10	200

Peds	NORTH Carberry L	WEST Lithgow St	SOUTH Car Park	EAST Lithgow St	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0730	6	9	9	3	27
0645 - 0745	7	10	14	3	34
0700 - 0800	8	14	25	3	50
0715 - 0815	9	16	41	2	68
0730 - 0830	8	19	48	2	77
0745 - 0845	7	20	59	1	87
0800 - 0900	7	19	61	3	90
0815 - 0915	7	21	55	5	88
0830 - 0930	6	27	58	5	96

PEAK HR	6	27	58	5	96
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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	3	13	5	0	3	4	7	8	7	1	5	5	61
1545 - 1600	3	6	4	1	2	1	1	11	8	0	1	3	41
1600 - 1615	3	7	5	1	2	1	6	13	5	2	3	3	51
1615 - 1630	1	6	2	1	2	0	4	13	7	2	1	2	41
1630 - 1645	2	12	4	0	0	0	1	4	4	1	5	6	39
1645 - 1700	1	4	7	0	2	0	0	6	6	1	1	4	32
1700 - 1715	0	7	1	0	3	0	0	13	1	0	1	0	26
1715 - 1730	0	6	5	0	4	3	0	14	4	0	5	6	47
1730 - 1745	2	7	1	0	0	2	2	14	11	1	4	4	48
1745 - 1800	3	6	2	0	0	0	1	2	3	4	2	4	27
1800 - 1815	0	7	2	0	3	2	1	7	2	0	2	9	35
1815 - 1830	0	5	8	0	2	1	4	12	1	1	3	8	45
Period End	18	86	46	3	23	14	27	117	59	13	33	54	493

Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
Period End	0	0	0	0	0	0	0	0	0	0	0	0	0

Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	3	13	5	0	3	4	7	8	7	1	5	5	61
1545 - 1600	3	6	4	1	2	1	1	11	8	0	1	3	41
1600 - 1615	3	7	5	1	2	1	6	13	5	2	3	3	51
1615 - 1630	1	6	2	1	2	0	4	13	7	2	1	2	41
1630 - 1645	2	12	4	0	0	0	1	4	4	1	5	6	39
1645 - 1700	1	4	7	0	2	0	0	6	6	1	1	4	32
1700 - 1715	0	7	1	0	3	0	0	13	1	0	1	0	26
1715 - 1730	0	6	5	0	4	3	0	14	4	0	5	6	47
1730 - 1745	2	7	1	0	0	2	2	14	11	1	4	4	48
1745 - 1800	3	6	2	0	0	0	1	2	3	4	2	4	27
1800 - 1815	0	7	2	0	3	2	1	7	2	0	2	9	35
1815 - 1830	0	5	8	0	2	1	4	12	1	1	3	8	45
Period End	18	86	46	3	23	14	27	117	59	13	33	54	493

Client : Varga Traffic Planning
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

Lights	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	10	32	16	3	9	6	18	45	27	5	10	13	194
1545 - 1645	9	31	15	3	6	2	12	41	24	5	10	14	172
1600 - 1700	7	29	18	2	6	1	11	36	22	6	10	15	163
1615 - 1715	4	29	14	1	7	0	5	36	18	4	8	12	138
1630 - 1730	3	29	17	0	9	3	1	37	15	2	12	16	144
1645 - 1745	3	24	14	0	9	5	2	47	22	2	11	14	153
1700 - 1800	5	26	9	0	7	5	3	43	19	5	12	14	148
1715 - 1815	5	26	10	0	7	7	4	37	20	5	13	23	157
1730 - 1830	5	25	13	0	5	5	8	35	17	6	11	25	155

PEAK HOUR	10	32	16	3	9	6	18	45	27	5	10	13	194
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Heavies	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR	0	0	0	0	0	0	0	0	0	0	0	0	0
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Combined	NORTH			WEST			SOUTH			EAST			
	Carberry L			Lithgow St			Car Park			Lithgow St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	10	32	16	3	9	6	18	45	27	5	10	13	194
1545 - 1645	9	31	15	3	6	2	12	41	24	5	10	14	172
1600 - 1700	7	29	18	2	6	1	11	36	22	6	10	15	163
1615 - 1715	4	29	14	1	7	0	5	36	18	4	8	12	138
1630 - 1730	3	29	17	0	9	3	1	37	15	2	12	16	144
1645 - 1745	3	24	14	0	9	5	2	47	22	2	11	14	153
1700 - 1800	5	26	9	0	7	5	3	43	19	5	12	14	148
1715 - 1815	5	26	10	0	7	7	4	37	20	5	13	23	157
1730 - 1830	5	25	13	0	5	5	8	35	17	6	11	25	155

PEAK HOUR	10	32	16	3	9	6	18	45	27	5	10	13	194
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3





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR
0830 - 0930

Combined figures only



Carberry Lane

Lithgow St

AM	PM	
4	3	L
2	9	T
2	6	R

R	T	L	
19	62	11	AM
16	32	10	PM

R	13	47
T	10	11
L	5	3
	PM	AM

PM	18	45	27
AM	7	36	6
	L	T	R

Lithgow St

PM PEAK HOUR
1530 - 1630

Weather >>>



Car Park



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

Lights	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0645	1	67	0	0	0	0	3	229	0	0	0	0	300
0645 - 0700	1	64	0	0	0	0	2	255	0	0	0	0	322
0700 - 0715	1	54	0	1	0	0	3	257	0	0	0	0	316
0715 - 0730	3	83	0	0	0	0	4	259	0	1	0	0	350
0730 - 0745	4	101	0	1	0	0	8	255	0	0	0	0	369
0745 - 0800	5	176	0	1	0	0	12	268	0	0	0	0	462
0800 - 0815	5	189	0	1	0	0	10	276	0	1	0	0	482
0815 - 0830	6	204	0	0	0	0	11	249	0	0	0	0	470
0830 - 0845	11	230	0	2	0	0	24	290	0	0	0	0	557
0845 - 0900	6	242	0	1	0	0	19	260	0	1	0	0	529
0900 - 0915	12	182	0	2	0	0	14	234	0	11	0	0	455
0915 - 0930	3	164	0	3	0	0	5	241	0	14	0	0	430
Period End	58	1756	0	12	0	0	115	3073	0	28	0	0	5042

Heavies	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0645	0	2	0	0	0	0	0	3	0	0	0	0	5
0645 - 0700	0	4	0	0	0	0	0	0	0	0	0	0	4
0700 - 0715	0	2	0	0	0	0	0	2	0	0	0	0	4
0715 - 0730	0	1	0	0	0	0	0	5	0	0	0	0	6
0730 - 0745	0	5	0	0	0	0	0	3	0	0	0	0	8
0745 - 0800	0	5	0	0	0	0	0	7	0	0	0	0	12
0800 - 0815	0	2	0	0	0	0	0	4	0	0	0	0	6
0815 - 0830	0	6	0	0	0	0	0	1	0	0	0	0	7
0830 - 0845	0	5	0	0	0	0	0	3	0	0	0	0	8
0845 - 0900	0	10	0	0	0	0	0	1	0	0	0	0	11
0900 - 0915	0	2	0	0	0	0	0	2	0	0	0	0	4
0915 - 0930	0	3	0	0	0	0	0	3	0	0	0	0	6
Period End	0	47	0	0	0	0	0	34	0	0	0	0	81

Combined	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0645	1	69	0	0	0	0	3	232	0	0	0	0	305
0645 - 0700	1	68	0	0	0	0	2	255	0	0	0	0	326
0700 - 0715	1	56	0	1	0	0	3	259	0	0	0	0	320
0715 - 0730	3	84	0	0	0	0	4	264	0	1	0	0	356
0730 - 0745	4	106	0	1	0	0	8	258	0	0	0	0	377
0745 - 0800	5	181	0	1	0	0	12	275	0	0	0	0	474
0800 - 0815	5	191	0	1	0	0	10	280	0	1	0	0	488
0815 - 0830	6	210	0	0	0	0	11	250	0	0	0	0	477
0830 - 0845	11	235	0	2	0	0	24	293	0	0	0	0	565
0845 - 0900	6	252	0	1	0	0	19	261	0	1	0	0	540
0900 - 0915	12	184	0	2	0	0	14	236	0	11	0	0	459
0915 - 0930	3	167	0	3	0	0	5	244	0	14	0	0	436
Period End	58	1803	0	12	0	0	115	3107	0	28	0	0	5123

Lights	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	6	268	0	1	0	0	12	1000	0	1	0	0	1288
0645 - 0745	9	302	0	2	0	0	17	1026	0	1	0	0	1357
0700 - 0800	13	414	0	3	0	0	27	1039	0	1	0	0	1497
0715 - 0815	17	549	0	3	0	0	34	1058	0	2	0	0	1663
0730 - 0830	20	670	0	3	0	0	41	1048	0	1	0	0	1783
0745 - 0845	27	799	0	4	0	0	57	1083	0	1	0	0	1971
0800 - 0900	28	865	0	4	0	0	64	1075	0	2	0	0	2038
0815 - 0915	35	858	0	5	0	0	68	1033	0	12	0	0	2011
0830 - 0930	32	818	0	8	0	0	62	1025	0	26	0	0	1971

PEAK HOUR	35	858	0	5	0	0	68	1033	0	12	0	0	2011
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Heavies	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	0	9	0	0	0	0	0	10	0	0	0	0	19
0645 - 0745	0	12	0	0	0	0	0	10	0	0	0	0	22
0700 - 0800	0	13	0	0	0	0	0	17	0	0	0	0	30
0715 - 0815	0	13	0	0	0	0	0	19	0	0	0	0	32
0730 - 0830	0	18	0	0	0	0	0	15	0	0	0	0	33
0745 - 0845	0	18	0	0	0	0	0	15	0	0	0	0	33
0800 - 0900	0	23	0	0	0	0	0	9	0	0	0	0	32
0815 - 0915	0	23	0	0	0	0	0	7	0	0	0	0	30
0830 - 0930	0	20	0	0	0	0	0	9	0	0	0	0	29

PEAK HOUR	0	23	0	0	0	0	0	7	0	0	0	0	30
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Combined	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
0630 - 0730	6	277	0	1	0	0	12	1010	0	1	0	0	1307
0645 - 0745	9	314	0	2	0	0	17	1036	0	1	0	0	1379
0700 - 0800	13	427	0	3	0	0	27	1056	0	1	0	0	1527
0715 - 0815	17	562	0	3	0	0	34	1077	0	2	0	0	1695
0730 - 0830	20	688	0	3	0	0	41	1063	0	1	0	0	1816
0745 - 0845	27	817	0	4	0	0	57	1098	0	1	0	0	2004
0800 - 0900	28	888	0	4	0	0	64	1084	0	2	0	0	2070
0815 - 0915	35	881	0	5	0	0	68	1040	0	12	0	0	2041
0830 - 0930	32	838	0	8	0	0	62	1034	0	26	0	0	2000

PEAK HOUR	35	881	0	5	0	0	68	1040	0	12	0	0	2041
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R.O.A.R DATA

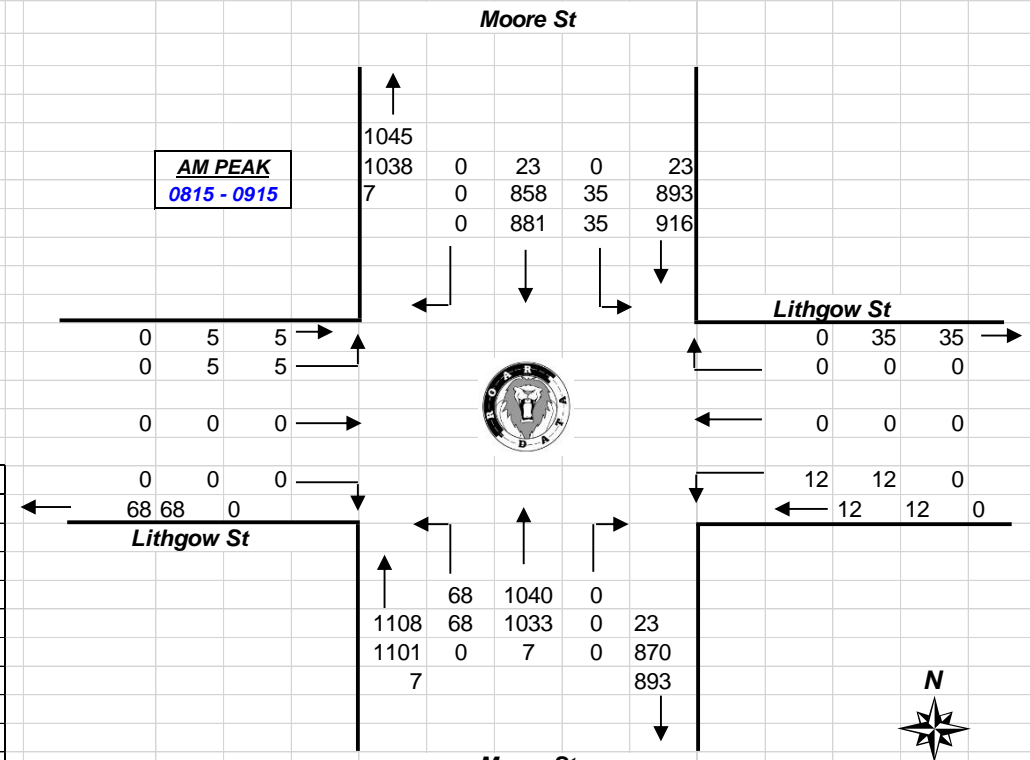
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

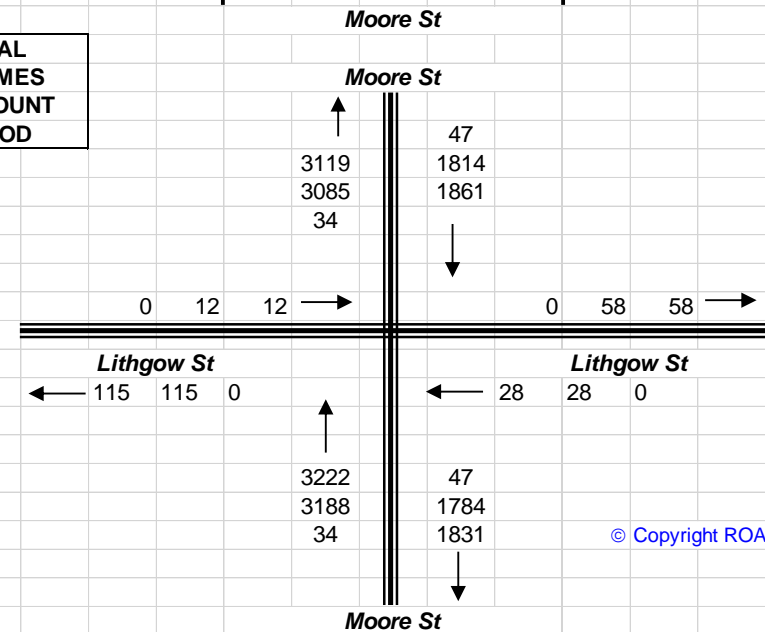
Client : Varga Traffic Plan
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

Peds	NORTH Moore St	WEST Lithgow St	SOUTH Moore St	EAST Lithgow St	TOT
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
0630 - 0645	2	0	0	0	2
0645 - 0700	1	0	0	0	1
0700 - 0715	0	3	0	0	3
0715 - 0730	0	1	0	0	1
0730 - 0745	1	0	0	0	1
0745 - 0800	1	1	2	0	4
0800 - 0815	2	1	2	0	5
0815 - 0830	0	0	0	0	0
0830 - 0845	2	0	0	0	2
0845 - 0900	3	3	0	0	6
0900 - 0915	7	3	7	14	31
0915 - 0930	2	1	5	0	8
Period End	21	13	16	14	64

Peds	NORTH Moore St	WEST Lithgow St	SOUTH Moore St	EAST Lithgow St	TOT
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	
0630 - 0730	3	4	0	0	7
0645 - 0745	2	4	0	0	6
0700 - 0800	2	5	2	0	9
0715 - 0815	4	3	4	0	11
0730 - 0830	4	2	4	0	10
0745 - 0845	5	2	4	0	11
0800 - 0900	7	4	2	0	13
0815 - 0915	12	6	7	14	39
0830 - 0930	14	7	12	14	47
PEAK HR	12	6	7	14	39



**TOTAL
VOLUMES
FOR COUNT
PERIOD**



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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	6	385	0	5	0	0	14	239	0	14	0	0	663
1545 - 1600	3	323	0	9	0	0	11	234	0	8	0	0	588
1600 - 1615	2	372	0	14	0	0	7	241	0	5	0	0	641
1615 - 1630	1	248	0	4	0	0	6	243	0	7	0	0	509
1630 - 1645	2	274	0	14	0	0	8	234	0	15	0	0	547
1645 - 1700	1	338	0	14	0	0	4	252	0	4	0	0	613
1700 - 1715	2	425	0	17	0	0	2	244	0	3	0	0	693
1715 - 1730	12	383	0	16	0	0	9	233	0	5	0	0	658
1730 - 1745	7	356	0	8	0	0	7	284	0	5	0	0	667
1745 - 1800	3	302	0	10	0	0	7	239	0	1	0	0	562
1800 - 1815	1	385	0	9	0	0	13	219	0	5	0	0	632
1815 - 1830	7	311	0	5	0	0	10	199	0	2	0	0	534
Period End	47	4102	0	125	0	0	98	2861	0	74	0	0	7307

Heavies	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	0	11	0	0	0	0	0	1	0	0	0	0	12
1545 - 1600	0	2	0	0	0	0	0	0	0	0	0	0	2
1600 - 1615	0	2	0	0	0	0	0	7	0	0	0	0	9
1615 - 1630	0	1	0	0	0	0	0	6	0	0	0	0	7
1630 - 1645	0	3	0	0	0	0	0	3	0	0	0	0	6
1645 - 1700	0	0	0	0	0	0	0	1	0	0	0	0	1
1700 - 1715	0	3	0	0	0	0	0	1	0	0	0	0	4
1715 - 1730	0	1	0	0	0	0	0	2	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	2	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	1	0	0	0	0	1
1800 - 1815	0	2	0	0	0	0	0	3	0	0	0	0	5
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0
Period End	0	25	0	0	0	0	0	27	0	0	0	0	52

Combined	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	6	396	0	5	0	0	14	240	0	14	0	0	675
1545 - 1600	3	325	0	9	0	0	11	234	0	8	0	0	590
1600 - 1615	2	374	0	14	0	0	7	248	0	5	0	0	650
1615 - 1630	1	249	0	4	0	0	6	249	0	7	0	0	516
1630 - 1645	2	277	0	14	0	0	8	237	0	15	0	0	553
1645 - 1700	1	338	0	14	0	0	4	253	0	4	0	0	614
1700 - 1715	2	428	0	17	0	0	2	245	0	3	0	0	697
1715 - 1730	12	384	0	16	0	0	9	235	0	5	0	0	661
1730 - 1745	7	356	0	8	0	0	7	286	0	5	0	0	669
1745 - 1800	3	302	0	10	0	0	7	240	0	1	0	0	563
1800 - 1815	1	387	0	9	0	0	13	222	0	5	0	0	637
1815 - 1830	7	311	0	5	0	0	10	199	0	2	0	0	534
Period End	47	4127	0	125	0	0	98	2888	0	74	0	0	7359

Client : Varga Traffic Planning
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

Lights	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	12	1328	0	32	0	0	38	957	0	34	0	0	2401
1545 - 1645	8	1217	0	41	0	0	32	952	0	35	0	0	2285
1600 - 1700	6	1232	0	46	0	0	25	970	0	31	0	0	2310
1615 - 1715	6	1285	0	49	0	0	20	973	0	29	0	0	2362
1630 - 1730	17	1420	0	61	0	0	23	963	0	27	0	0	2511
1645 - 1745	22	1502	0	55	0	0	22	1013	0	17	0	0	2631
1700 - 1800	24	1466	0	51	0	0	25	1000	0	14	0	0	2580
1715 - 1815	23	1426	0	43	0	0	36	975	0	16	0	0	2519
1730 - 1830	18	1354	0	32	0	0	37	941	0	13	0	0	2395

PEAK HOUR	22	1502	0	55	0	0	22	1013	0	17	0	0	2631
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Heavies	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	0	16	0	0	0	0	0	14	0	0	0	0	30
1545 - 1645	0	8	0	0	0	0	0	16	0	0	0	0	24
1600 - 1700	0	6	0	0	0	0	0	17	0	0	0	0	23
1615 - 1715	0	7	0	0	0	0	0	11	0	0	0	0	18
1630 - 1730	0	7	0	0	0	0	0	7	0	0	0	0	14
1645 - 1745	0	4	0	0	0	0	0	6	0	0	0	0	10
1700 - 1800	0	4	0	0	0	0	0	6	0	0	0	0	10
1715 - 1815	0	3	0	0	0	0	0	8	0	0	0	0	11
1730 - 1830	0	2	0	0	0	0	0	6	0	0	0	0	8

PEAK HOUR	0	4	0	0	0	0	0	6	0	0	0	0	10
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Combined	NORTH Moore St			WEST Lithgow St			SOUTH Moore St			EAST Lithgow St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	12	1344	0	32	0	0	38	971	0	34	0	0	2431
1545 - 1645	8	1225	0	41	0	0	32	968	0	35	0	0	2309
1600 - 1700	6	1238	0	46	0	0	25	987	0	31	0	0	2333
1615 - 1715	6	1292	0	49	0	0	20	984	0	29	0	0	2380
1630 - 1730	17	1427	0	61	0	0	23	970	0	27	0	0	2525
1645 - 1745	22	1506	0	55	0	0	22	1019	0	17	0	0	2641
1700 - 1800	24	1470	0	51	0	0	25	1006	0	14	0	0	2590
1715 - 1815	23	1429	0	43	0	0	36	983	0	16	0	0	2530
1730 - 1830	18	1356	0	32	0	0	37	947	0	13	0	0	2403

PEAK HOUR	22	1506	0	55	0	0	22	1019	0	17	0	0	2641
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ROAR DATA

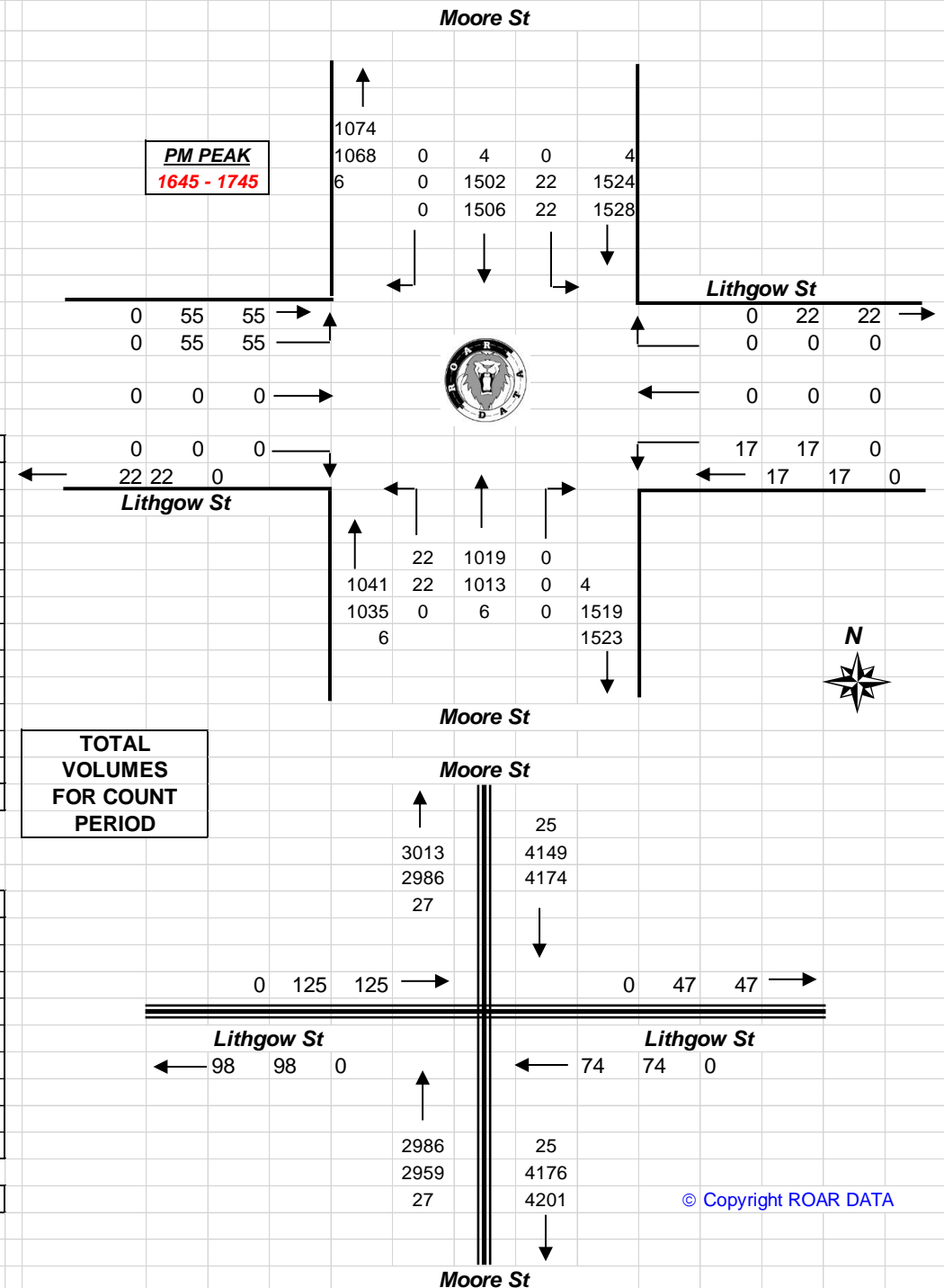
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Pla
 Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
 Day/Date : Wednesday 24th October 2018

Peds	NORTH	WEST	SOUTH	EAST	
	Moore St	Lithgow St	Moore St	Lithgow St	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1530 - 1545	1	2	3	1	7
1545 - 1600	1	1	4	1	7
1600 - 1615	5	0	0	0	5
1615 - 1630	1	0	0	0	1
1630 - 1645	1	1	1	0	3
1645 - 1700	0	4	2	0	6
1700 - 1715	2	3	7	3	15
1715 - 1730	4	0	2	0	6
1730 - 1745	1	0	0	0	1
1745 - 1800	3	3	0	0	6
1800 - 1815	2	0	0	1	3
1815 - 1830	0	3	1	1	5
Period End	21	17	20	7	65

Peds	NORTH	WEST	SOUTH	EAST	
	Moore St	Lithgow St	Moore St	Lithgow St	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1530 - 1630	8	3	7	2	20
1545 - 1645	8	2	5	1	16
1600 - 1700	7	5	3	0	15
1615 - 1715	4	8	10	3	25
1630 - 1730	7	8	12	3	30
1645 - 1745	7	7	11	3	28
1700 - 1800	10	6	9	3	28
1715 - 1815	10	3	2	1	16
1730 - 1830	6	6	1	2	15
PEAK HR	7	7	11	3	28





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 6929 CAMPBELLTOWN Intersection Counts
Day/Date : Wednesday 24th October 2018

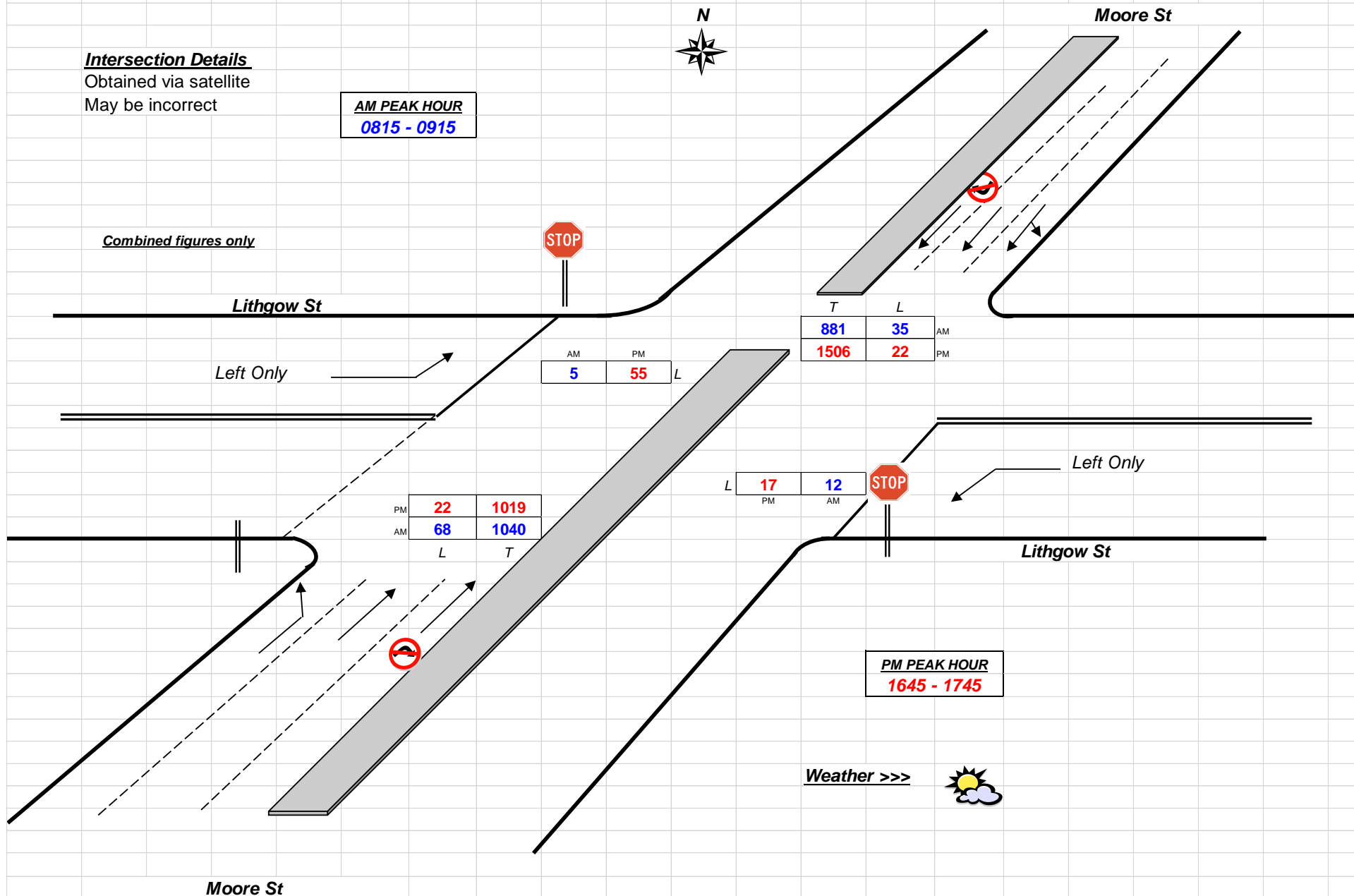
Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR
0815 - 0915

Combined figures only





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
 Job No/Name : 7158 CAMPBELLTOWN Queen St
 Day/Date : Wednesday 14th August 2019

PEDS	NORTH	WEST	SOUTH	
Time Per	Queen St	Railway St	Queen St	TOT
0630 - 0645	0	0	1	1
0645 - 0700	1	2	2	5
0700 - 0715	0	1	2	3
0715 - 0730	1	4	3	8
0730 - 0745	3	6	14	23
0745 - 0800	3	3	15	21
0800 - 0815	1	2	19	22
0815 - 0830	3	16	13	32
0830 - 0845	5	26	15	46
0845 - 0900	4	44	44	92
0900 - 0915	3	35	35	73
0915 - 0930	5	38	25	68
Per End	29	177	188	394

PEDS	NORTH	WEST	SOUTH	
Peak Per	Queen St	Railway St	Queen St	TOT
0630 - 0730	2	7	8	17
0645 - 0745	5	13	21	39
0700 - 0800	7	14	34	55
0715 - 0815	8	15	51	74
0730 - 0830	10	27	61	98
0745 - 0845	12	47	62	121
0800 - 0900	13	88	91	192
0815 - 0915	15	121	107	243
0830 - 0930	17	143	119	279
PEAK HR	15	121	107	243

Lights	NORTH		WEST		SOUTH		
	Queen St		Railway St		Queen St		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	14	6	6	10	3	5	44
0645 - 0700	18	10	4	8	4	14	58
0700 - 0715	27	19	7	6	3	4	66
0715 - 0730	23	12	8	14	5	7	69
0730 - 0745	34	19	18	14	2	9	96
0745 - 0800	29	20	10	12	2	11	84
0800 - 0815	44	34	38	22	8	17	163
0815 - 0830	57	33	45	19	7	14	175
0830 - 0845	55	38	20	21	10	15	159
0845 - 0900	65	51	28	20	9	20	193
0900 - 0915	79	44	25	21	16	23	208
0915 - 0930	55	37	21	21	9	10	153
Per End	500	323	230	188	78	149	1468

Heavies	NORTH		WEST		SOUTH		
	Queen St		Railway St		Queen St		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	0	0	2	0	0	0	2
0645 - 0700	1	4	2	0	0	1	8
0700 - 0715	1	0	1	2	1	0	5
0715 - 0730	0	2	1	0	2	0	5
0730 - 0745	0	1	2	1	1	0	5
0745 - 0800	0	1	3	1	1	0	6
0800 - 0815	0	0	0	2	1	0	3
0815 - 0830	0	1	2	3	2	0	8
0830 - 0845	0	1	0	1	1	0	3
0845 - 0900	0	1	1	3	3	1	9
0900 - 0915	1	1	3	0	0	0	5
0915 - 0930	1	2	1	0	0	0	4
Per End	4	14	18	13	12	2	63

Combined	NORTH		WEST		SOUTH		
	Queen St		Railway St		Queen St		
Time Per	T	R	L	R	L	T	TOT
0630 - 0645	14	6	8	10	3	5	46
0645 - 0700	19	14	6	8	4	15	66
0700 - 0715	28	19	8	8	4	4	71
0715 - 0730	23	14	9	14	7	7	74
0730 - 0745	34	20	20	15	3	9	101
0745 - 0800	29	21	13	13	3	11	90
0800 - 0815	44	34	38	24	9	17	166
0815 - 0830	57	34	47	22	9	14	183
0830 - 0845	55	39	20	22	11	15	162
0845 - 0900	65	52	29	23	12	21	202
0900 - 0915	80	45	28	21	16	23	213
0915 - 0930	56	39	22	21	9	10	157
Per End	504	337	248	201	90	151	1531

Lights	NORTH		WEST		SOUTH		
	Queen St		Railway St		Queen St		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	82	47	25	38	15	30	237
0645 - 0745	102	60	37	42	14	34	289
0700 - 0800	113	70	43	46	12	31	315
0715 - 0815	130	85	74	62	17	44	412
0730 - 0830	164	106	111	67	19	51	518
0745 - 0845	185	125	113	74	27	57	581
0800 - 0900	221	156	131	82	34	66	690
0815 - 0915	256	166	118	81	42	72	735
0830 - 0930	254	170	94	83	44	68	713
PEAK HR	256	166	118	81	42	72	735

Heavies	NORTH		WEST		SOUTH		
	Queen St		Railway St		Queen St		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	2	6	6	2	3	1	20
0645 - 0745	2	7	6	3	4	1	23
0700 - 0800	1	4	7	4	5	0	21
0715 - 0815	0	4	6	4	5	0	19
0730 - 0830	0	3	7	7	5	0	22
0745 - 0845	0	3	5	7	5	0	20
0800 - 0900	0	3	3	9	7	1	23
0815 - 0915	1	4	6	7	6	1	25
0830 - 0930	2	5	5	4	4	1	21
PEAK HR	1	4	6	7	6	1	25

Combined	NORTH		WEST		SOUTH		
	Queen St		Railway St		Queen St		
Peak Per	T	R	L	R	L	T	TOT
0630 - 0730	84	53	31	40	18	31	257
0645 - 0745	104	67	43	45	18	35	312
0700 - 0800	114	74	50	50	17	31	336
0715 - 0815	130	89	80	66	22	44	431
0730 - 0830	164	109	118	74	24	51	540
0745 - 0845	185	128	118	81	32	57	601
0800 - 0900	221	159	134	91	41	67	713
0815 - 0915	257	170	124	88	48	73	760
0830 - 0930	256	175	99	87	48	69	734
PEAK HR	257	170	124	88	48	73	760



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7158 CAMPBELLTOWN Queen St

Day/Date : Wednesday 14th August 2019

AM PEAK
0815 - 0915

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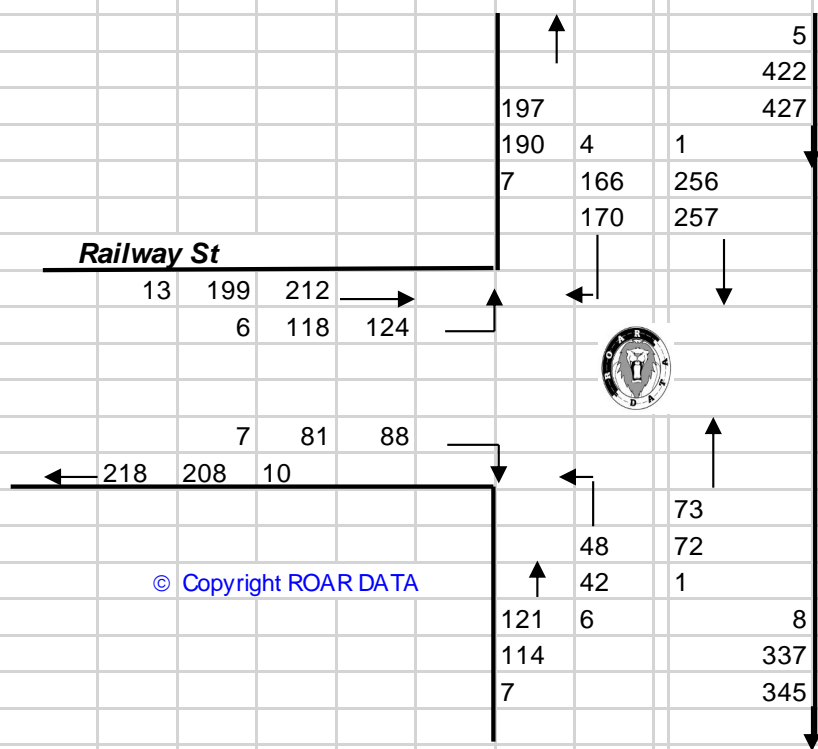
**TOTAL VOLUMES
FOR COUNT
PERIOD**

N

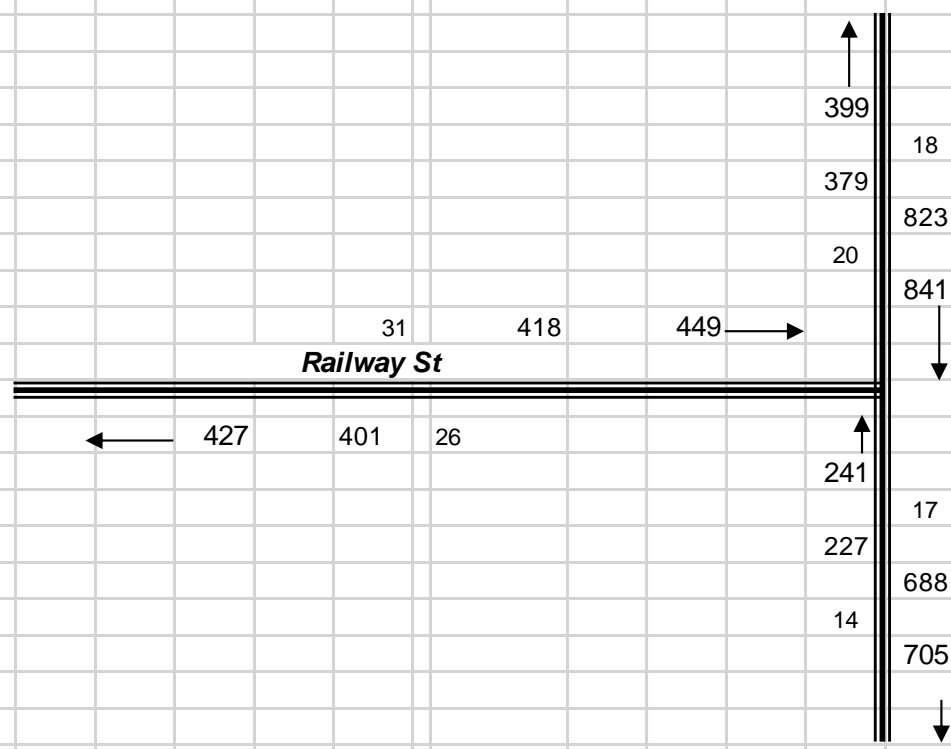


Queen St

Queen St



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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
 Job No/Name : 7158 CAMPBELLTOWN Queen St
 Day/Date : Wednesday 14th August 2019

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Time Per	Queen St	Railway St	Queen St	TOT
1530 - 1545	1	23	14	38
1545 - 1600	1	18	23	42
1600 - 1615	2	21	14	37
1615 - 1630	2	16	14	32
1630 - 1645	2	14	5	21
1645 - 1700	1	14	12	27
1700 - 1715	5	23	32	60
1715 - 1730	1	1	24	26
1730 - 1745	1	9	7	17
1745 - 1800	5	5	10	20
1800 - 1815	2	3	11	16
1815 - 1830	1	2	14	17
Per End	24	149	180	353

<u>PEDS</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	
Peak Per	Queen St	Railway St	Queen St	TOT
1530 - 1630	6	78	65	149
1545 - 1645	7	69	56	132
1600 - 1700	7	65	45	117
1615 - 1715	10	67	63	140
1630 - 1730	9	52	73	134
1645 - 1745	8	47	75	130
1700 - 1800	12	38	73	123
1715 - 1815	9	18	52	79
1730 - 1830	9	19	42	70
PEAK HR	7	69	56	132

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Queen St		Railway St		Queen St		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	68	23	23	10	7	11	142
1545 - 1600	80	35	25	19	10	20	189
1600 - 1615	65	36	19	17	14	17	168
1615 - 1630	57	28	32	21	12	17	167
1630 - 1645	62	29	23	25	16	15	170
1645 - 1700	55	25	17	16	5	11	129
1700 - 1715	75	28	35	20	14	23	195
1715 - 1730	55	29	17	18	10	23	152
1730 - 1745	55	26	23	23	8	12	147
1745 - 1800	59	23	14	21	7	10	134
1800 - 1815	65	21	15	18	8	9	136
1815 - 1830	50	20	11	14	10	8	113
Per End	746	323	254	222	121	176	1842

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Queen St		Railway St		Queen St		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	1	1	0	5	0	1	8
1545 - 1600	1	3	1	5	4	1	15
1600 - 1615	0	2	1	0	0	0	3
1615 - 1630	0	0	1	0	1	0	2
1630 - 1645	0	3	2	0	1	0	6
1645 - 1700	0	4	1	0	1	0	6
1700 - 1715	0	5	5	1	1	0	12
1715 - 1730	0	1	0	2	1	0	4
1730 - 1745	0	4	2	1	1	0	8
1745 - 1800	0	1	1	0	1	0	3
1800 - 1815	0	1	0	1	1	0	3
1815 - 1830	0	1	1	0	1	0	3
Per End	2	26	15	15	13	2	73

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Queen St		Railway St		Queen St		
Time Per	I	R	L	R	L	I	TOT
1530 - 1545	69	24	23	15	7	12	150
1545 - 1600	81	38	26	24	14	21	204
1600 - 1615	65	38	20	17	14	17	171
1615 - 1630	57	28	33	21	13	17	169
1630 - 1645	62	32	25	25	17	15	176
1645 - 1700	55	29	18	16	6	11	135
1700 - 1715	75	33	40	21	15	23	207
1715 - 1730	55	30	17	20	11	23	156
1730 - 1745	55	30	25	24	9	12	155
1745 - 1800	59	24	15	21	8	10	137
1800 - 1815	65	22	15	19	9	9	139
1815 - 1830	50	21	12	14	11	8	116
Per End	748	349	269	237	134	178	1915

<u>Lights</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Queen St		Railway St		Queen St		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	270	122	99	67	43	65	666
1545 - 1645	264	128	99	82	52	69	694
1600 - 1700	239	118	91	79	47	60	634
1615 - 1715	249	110	107	82	47	66	661
1630 - 1730	247	111	92	79	45	72	646
1645 - 1745	240	108	92	77	37	69	623
1700 - 1800	244	106	89	82	39	68	628
1715 - 1815	234	99	69	80	33	54	569
1730 - 1830	229	90	63	76	33	39	530
PEAK HR	264	128	99	82	52	69	694

<u>Heavies</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Queen St		Railway St		Queen St		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	2	6	3	10	5	2	28
1545 - 1645	1	8	5	5	6	1	26
1600 - 1700	0	9	5	0	3	0	17
1615 - 1715	0	12	9	1	4	0	26
1630 - 1730	0	13	8	3	4	0	28
1645 - 1745	0	14	8	4	4	0	30
1700 - 1800	0	11	8	4	4	0	27
1715 - 1815	0	7	3	4	4	0	18
1730 - 1830	0	7	4	2	4	0	17
PEAK HR	1	8	5	5	6	1	26

<u>Combined</u>	<u>NORTH</u>		<u>WEST</u>		<u>SOUTH</u>		
	Queen St		Railway St		Queen St		
Peak Per	I	R	L	R	L	I	TOT
1530 - 1630	272	128	102	77	48	67	694
1545 - 1645	265	136	104	87	58	70	720
1600 - 1700	239	127	96	79	50	60	651
1615 - 1715	249	122	116	83	51	66	687
1630 - 1730	247	124	100	82	49	72	674
1645 - 1745	240	122	100	81	41	69	653
1700 - 1800	244	117	97	86	43	68	655
1715 - 1815	234	106	72	84	37	54	587
1730 - 1830	229	97	67	78	37	39	547
PEAK HR	265	136	104	87	58	70	720



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7158 CAMPBELLTOWN Queen St

Day/Date : Wednesday 14th August 2019

PM PEAK

1545 - 1645

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**TOTAL VOLUMES
FOR COUNT
PERIOD**

N



Queen St

Queen St

Railway St

Railway St



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Queen St

Queen St



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 7158 CAMPBELLTOWN Queen St
Day/Date : Wednesday 14th August 2019

Intersection Details

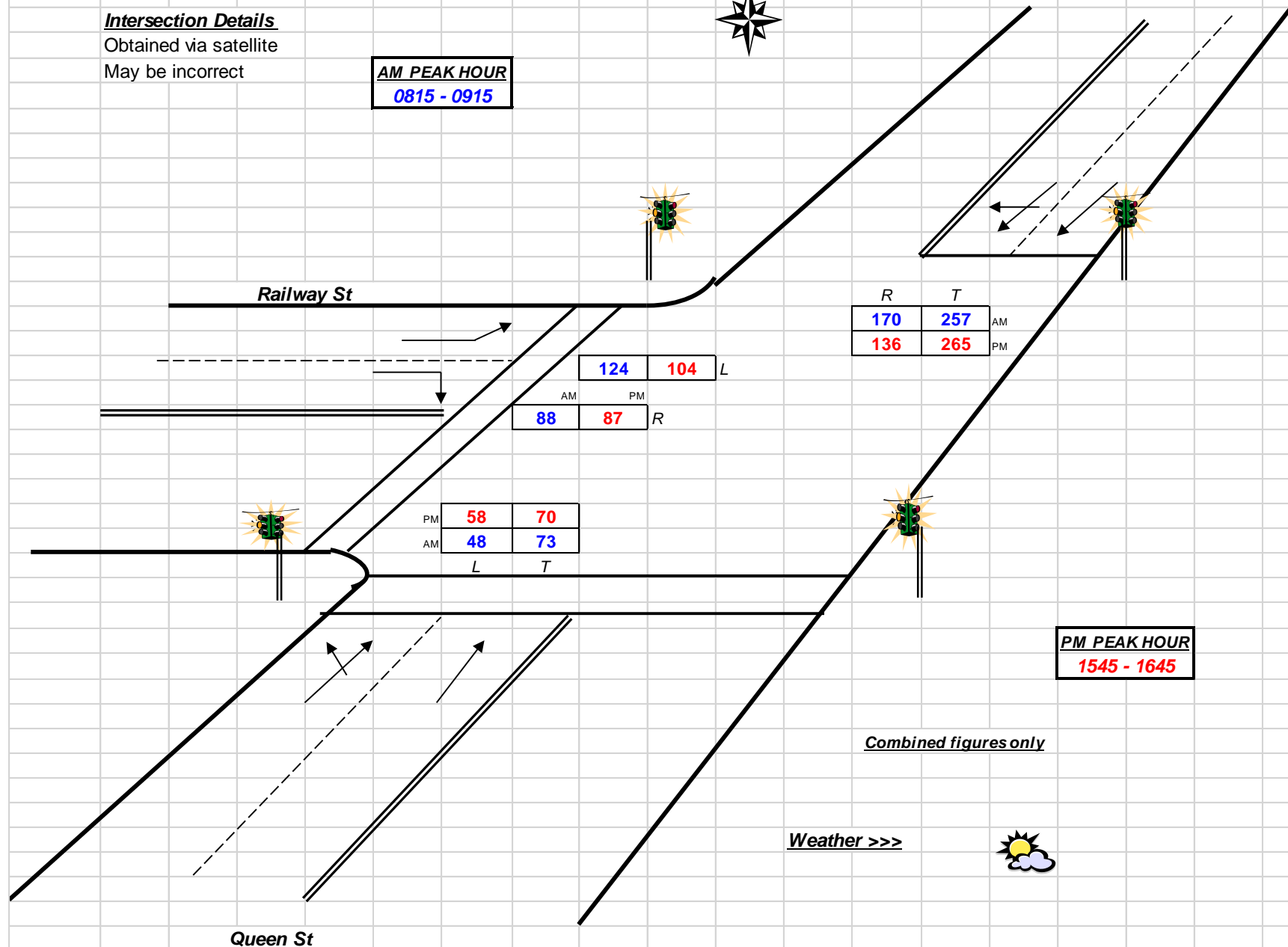
Obtained via satellite

May be incorrect

AM PEAK HOUR
0815 - 0915



Queen St





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0645	4	18	25	52	9	5	1	13	1	1	28	24	181
0645 - 0700	1	18	31	64	16	11	2	22	3	4	31	20	223
0700 - 0715	6	13	36	72	22	23	0	10	3	8	26	21	240
0715 - 0730	4	16	34	90	25	14	0	10	0	3	18	24	238
0730 - 0745	8	22	63	115	26	15	1	21	3	4	29	30	337
0745 - 0800	5	31	76	95	31	17	2	15	1	1	35	25	334
0800 - 0815	16	43	85	114	41	13	4	30	3	2	26	34	411
0815 - 0830	23	51	111	113	28	15	6	27	5	9	28	16	432
0830 - 0845	23	64	129	128	37	7	6	27	3	9	52	23	508
0845 - 0900	31	70	117	133	50	13	5	32	3	4	52	26	536
0900 - 0915	22	63	129	117	26	6	7	34	6	8	38	43	499
0915 - 0930	25	72	142	90	23	5	4	21	6	8	46	18	460
Period End	168	481	978	1183	334	144	38	262	37	61	409	304	4399

Heavies	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0645	0	0	0	0	1	0	1	1	0	0	0	0	3
0645 - 0700	1	3	1	1	0	0	0	1	0	0	2	0	9
0700 - 0715	1	0	1	0	1	0	1	1	0	0	0	0	5
0715 - 0730	0	2	0	1	1	1	0	1	0	0	1	0	7
0730 - 0745	0	0	0	1	2	0	2	0	0	0	0	0	5
0745 - 0800	0	1	0	1	1	0	0	3	0	0	2	0	8
0800 - 0815	0	0	0	1	1	0	0	0	0	0	0	0	2
0815 - 0830	0	1	1	1	0	0	0	1	0	0	1	0	5
0830 - 0845	1	1	0	1	2	0	0	0	0	0	0	0	5
0845 - 0900	0	0	1	3	0	1	0	2	0	0	2	0	9
0900 - 0915	0	1	1	0	0	1	1	1	1	0	1	0	7
0915 - 0930	0	3	2	2	0	0	0	1	0	0	0	0	8
Period End	3	12	7	12	9	3	5	12	1	0	9	0	73

Combined	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Time Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0645	4	18	25	52	10	5	2	14	1	1	28	24	184
0645 - 0700	2	21	32	65	16	11	2	23	3	4	33	20	232
0700 - 0715	7	13	37	72	23	23	1	11	3	8	26	21	245
0715 - 0730	4	18	34	91	26	15	0	11	0	3	19	24	245
0730 - 0745	8	22	63	116	28	15	3	21	3	4	29	30	342
0745 - 0800	5	32	76	96	32	17	2	18	1	1	37	25	342
0800 - 0815	16	43	85	115	42	13	4	30	3	2	26	34	413
0815 - 0830	23	52	112	114	28	15	6	28	5	9	29	16	437
0830 - 0845	24	65	129	129	39	7	6	27	3	9	52	23	513
0845 - 0900	31	70	118	136	50	14	5	34	3	4	54	26	545
0900 - 0915	22	64	130	117	26	7	8	35	7	8	39	43	506
0915 - 0930	25	75	144	92	23	5	4	22	6	8	46	18	468
Period End	171	493	985	1195	343	147	43	274	38	61	418	304	4472

Client : Varga Traffic Planning
 Job No/Name : 7158 CAMPBELLTOWN Queen St
 Day/Date : Wednesday 14th August 2019

Lights	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Peak Time	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0730	15	65	126	278	72	53	3	55	7	16	103	89	882
0645 - 0745	19	69	164	341	89	63	3	63	9	19	104	95	1038
0700 - 0800	23	82	209	372	104	69	3	56	7	16	108	100	1149
0715 - 0815	33	112	258	414	123	59	7	76	7	10	108	113	1320
0730 - 0830	52	147	335	437	126	60	13	93	12	16	118	105	1514
0745 - 0845	67	189	401	450	137	52	18	99	12	21	141	98	1685
0800 - 0900	93	228	442	488	156	48	21	116	14	24	158	99	1887
0815 - 0915	99	248	486	491	141	41	24	120	17	30	170	108	1975
0830 - 0930	101	269	517	468	136	31	22	114	18	29	188	110	2003
PEAK HOUR	101	269	517	468	136	31	22	114	18	29	188	110	2003

Heavies	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Peak Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0730	2	5	2	2	3	1	2	4	0	0	3	0	24
0645 - 0745	2	5	2	3	4	1	3	3	0	0	3	0	26
0700 - 0800	1	3	1	3	5	1	3	5	0	0	3	0	25
0715 - 0815	0	3	0	4	5	1	2	4	0	0	3	0	22
0730 - 0830	0	2	1	4	4	0	2	4	0	0	3	0	20
0745 - 0845	1	3	1	4	4	0	0	4	0	0	3	0	20
0800 - 0900	1	2	2	6	3	1	0	3	0	0	3	0	21
0815 - 0915	1	3	3	5	2	2	1	4	1	0	4	0	26
0830 - 0930	1	5	4	6	2	2	1	4	1	0	3	0	29
PEAK HOUR	1	5	6	1	2	2	1	4	1	0	3	0	29

Combined	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Peak Per	L	I	R	L	I	R	L	I	R	L	I	R	TOT
0630 - 0730	17	70	128	280	75	54	5	59	7	16	106	89	906
0645 - 0745	21	74	166	344	93	64	6	66	9	19	107	95	1064
0700 - 0800	24	85	210	375	109	70	6	61	7	16	111	100	1174
0715 - 0815	33	115	258	418	128	60	9	80	7	10	111	113	1342
0730 - 0830	52	149	336	441	130	60	15	97	12	16	121	105	1534
0745 - 0845	68	192	402	454	141	52	18	103	12	21	144	98	1705
0800 - 0900	94	230	444	494	159	49	21	119	14	24	161	99	1908
0815 - 0915	100	251	489	496	143	43	25	124	18	30	174	108	2001
0830 - 0930	102	274	521	474	138	33	23	118	19	29	191	110	2032
PEAK HOUR	102	274	521	474	138	33	23	118	19	29	191	110	2032



ROAR DATA

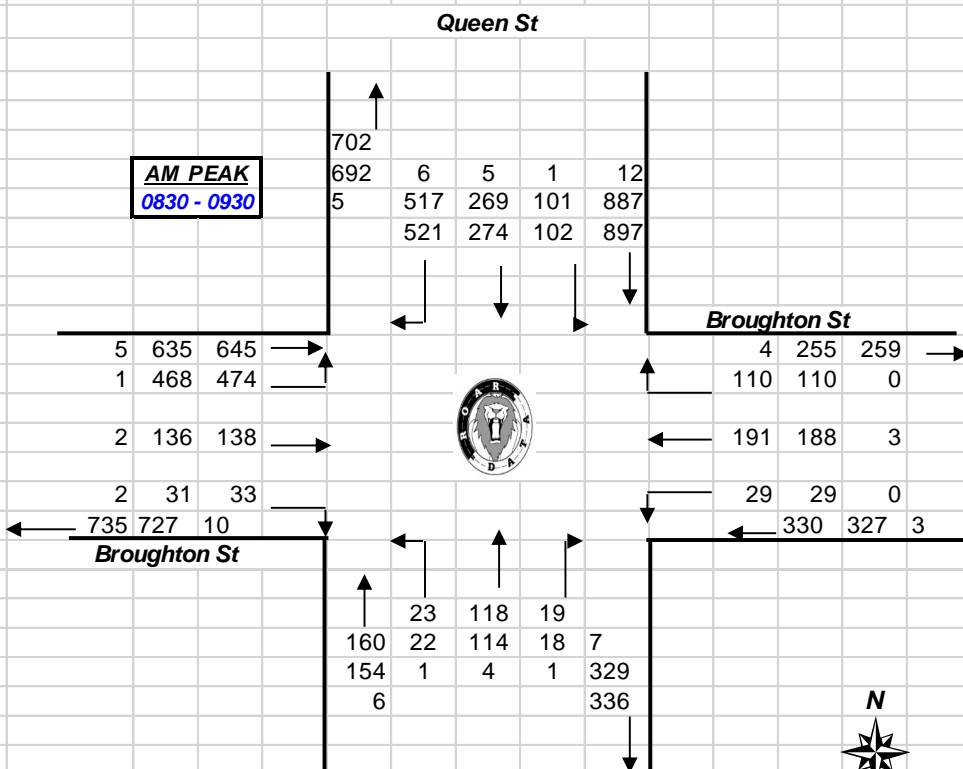
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Ph.88196847, Mob.0418-239019

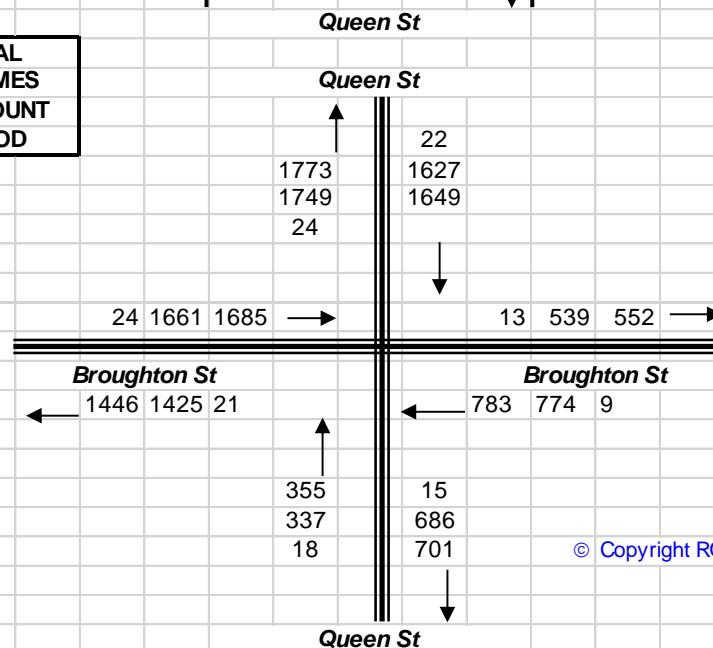
Client : Varga Traffic Plai
Job No/Name : 7158 CAMPBELLTOWN Queen St
Day/Date : Wednesday 14th August 2019

Peds	NORTH Queen St	WEST Broughton St	SOUTH Queen St	EAST Broughton St	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0645	4	1	1	2	8
0645 - 0700	6	1	2	3	12
0700 - 0715	7	3	1	1	12
0715 - 0730	13	2	2	5	22
0730 - 0745	12	8	4	6	30
0745 - 0800	10	1	0	6	17
0800 - 0815	5	5	8	7	25
0815 - 0830	13	12	9	19	53
0830 - 0845	10	8	6	23	47
0845 - 0900	18	16	3	8	45
0900 - 0915	10	13	3	14	40
0915 - 0930	7	14	7	13	41
Period End	115	84	46	107	352

Peds	NORTH Queen St	WEST Broughton St	SOUTH Queen St	EAST Broughton St	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0630 - 0730	30	7	6	11	54
0645 - 0745	38	14	9	15	76
0700 - 0800	42	14	7	18	81
0715 - 0815	40	16	14	24	94
0730 - 0830	40	26	21	38	125
0745 - 0845	38	26	23	55	142
0800 - 0900	46	41	26	57	170
0815 - 0915	51	49	21	64	185
0830 - 0930	45	51	19	58	173
PEAK HR	45	51	19	58	173



TOTAL
VOLUMES
FOR COUNT
PERIOD



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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	32	88	136	121	37	4	5	37	6	11	41	27	545
1545 - 1600	22	72	118	127	36	6	1	32	8	12	45	23	502
1600 - 1615	18	72	121	139	20	5	1	20	7	9	29	18	459
1615 - 1630	27	49	103	182	44	8	4	27	7	8	25	21	505
1630 - 1645	23	61	111	148	49	6	3	37	3	3	39	18	501
1645 - 1700	34	58	117	177	56	5	2	23	6	11	29	23	541
1700 - 1715	45	59	128	193	45	10	3	39	4	10	29	29	594
1715 - 1730	32	54	117	181	62	9	4	37	6	7	32	14	555
1730 - 1745	33	46	85	188	51	9	2	24	2	11	31	17	499
1745 - 1800	14	60	90	151	44	18	2	19	7	8	27	17	457
1800 - 1815	16	49	95	104	35	14	3	23	5	10	27	20	401
1815 - 1830	14	52	72	90	38	13	0	21	2	4	20	18	344
Period End	310	720	1293	1801	517	107	30	339	63	104	374	245	5903

Heavies	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	0	2	2	2	1	1	0	1	0	0	1	0	10
1545 - 1600	0	2	0	1	0	0	1	0	0	0	0	0	4
1600 - 1615	0	1	2	1	1	1	0	2	0	0	1	0	9
1615 - 1630	0	1	1	0	0	0	0	0	0	0	2	0	4
1630 - 1645	0	3	1	1	0	1	1	1	0	0	1	0	9
1645 - 1700	0	1	1	0	0	1	0	1	0	0	1	0	5
1700 - 1715	0	1	1	1	0	0	0	1	0	0	0	0	4
1715 - 1730	0	1	0	0	0	0	1	1	0	0	1	0	4
1730 - 1745	0	1	0	0	0	0	0	2	0	0	1	0	4
1745 - 1800	0	1	2	1	0	0	1	0	0	0	0	0	5
1800 - 1815	0	1	0	0	0	0	1	1	0	0	3	0	6
1815 - 1830	0	1	0	0	0	0	0	1	0	0	2	0	4
Period End	0	16	10	7	2	4	5	11	0	0	13	0	68

Combined	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1545	32	90	138	123	38	5	5	38	6	11	42	27	555
1545 - 1600	22	74	118	128	36	6	2	32	8	12	45	23	506
1600 - 1615	18	73	123	140	21	6	1	22	7	9	30	18	468
1615 - 1630	27	50	104	182	44	8	4	27	7	8	27	21	509
1630 - 1645	23	64	112	149	49	7	4	38	3	3	40	18	510
1645 - 1700	34	59	118	177	56	6	2	24	6	11	30	23	546
1700 - 1715	45	60	129	194	45	10	3	40	4	10	29	29	598
1715 - 1730	32	55	117	181	62	9	5	38	6	7	33	14	559
1730 - 1745	33	47	85	188	51	9	2	26	2	11	32	17	503
1745 - 1800	14	61	92	152	44	18	3	19	7	8	27	17	462
1800 - 1815	16	50	95	104	35	14	4	24	5	10	30	20	407
1815 - 1830	14	53	72	90	38	13	0	22	2	4	22	18	348
Period End	310	736	1303	1808	519	111	35	350	63	104	387	245	5971

Client : Varga Traffic Planning
 Job No/Name : 7158 CAMPBELLTOWN Queen St
 Day/Date : Wednesday 14th August 2019

Lights	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	99	281	478	569	137	23	11	116	28	40	140	89	2011
1545 - 1645	90	254	453	596	149	25	9	116	25	32	138	80	1967
1600 - 1700	102	240	452	646	169	24	10	107	23	31	122	80	2006
1615 - 1715	129	227	459	700	194	29	12	126	20	32	122	91	2141
1630 - 1730	134	232	473	699	212	30	12	136	19	31	129	84	2191
1645 - 1745	144	217	447	739	214	33	11	123	18	39	121	83	2189
1700 - 1800	124	219	420	713	202	46	11	119	19	36	119	77	2105
1715 - 1815	95	209	387	624	192	50	11	103	20	36	117	68	1912
1730 - 1830	77	207	342	533	168	54	7	87	16	33	105	72	1701
PEAK HOUR	144	217	447	739	214	33	11	123	18	39	121	83	2189

Heavies	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	0	6	5	4	2	2	1	3	0	0	4	0	27
1545 - 1645	0	7	4	3	1	2	2	3	0	0	4	0	26
1600 - 1700	0	6	5	2	1	3	1	4	0	0	5	0	27
1615 - 1715	0	6	4	2	0	2	1	3	0	0	4	0	22
1630 - 1730	0	6	3	2	0	2	2	4	0	0	3	0	22
1645 - 1745	0	4	2	1	0	1	1	5	0	0	3	0	17
1700 - 1800	0	4	3	2	0	0	2	4	0	0	2	0	17
1715 - 1815	0	4	2	1	0	0	3	4	0	0	5	0	19
1730 - 1830	0	4	2	1	0	0	2	4	0	0	6	0	19
PEAK HOUR	0	4	2	1	0	1	1	5	0	0	3	0	17

Combined	NORTH			WEST			SOUTH			EAST			
	Queen St			Broughton St			Queen St			Broughton St			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1530 - 1630	99	287	483	573	139	25	12	119	28	40	144	89	2038
1545 - 1645	90	261	457	599	150	27	11	119	25	32	142	80	1993
1600 - 1700	102	246	457	648	170	27	11	111	23	31	127	80	2033
1615 - 1715	129	233	463	702	194	31	13	129	20	32	126	91	2163
1630 - 1730	134	238	476	701	212	32	14	140	19	31	132	84	2213
1645 - 1745	144	221	449	740	214	34	12	128	18	39	124	83	2206
1700 - 1800	124	223	423	715	202	46	13	123	19	36	121	77	2122
1715 - 1815	95	213	389	625	192	50	14	107	20	36	122	68	1931
1730 - 1830	77	211	344	534	168	54	9	91	16	33	111	72	1720
PEAK HOUR	144	221	449	740	214	34	12	128	18	39	124	83	2206



Ph.88196847, Mob.0418-239019

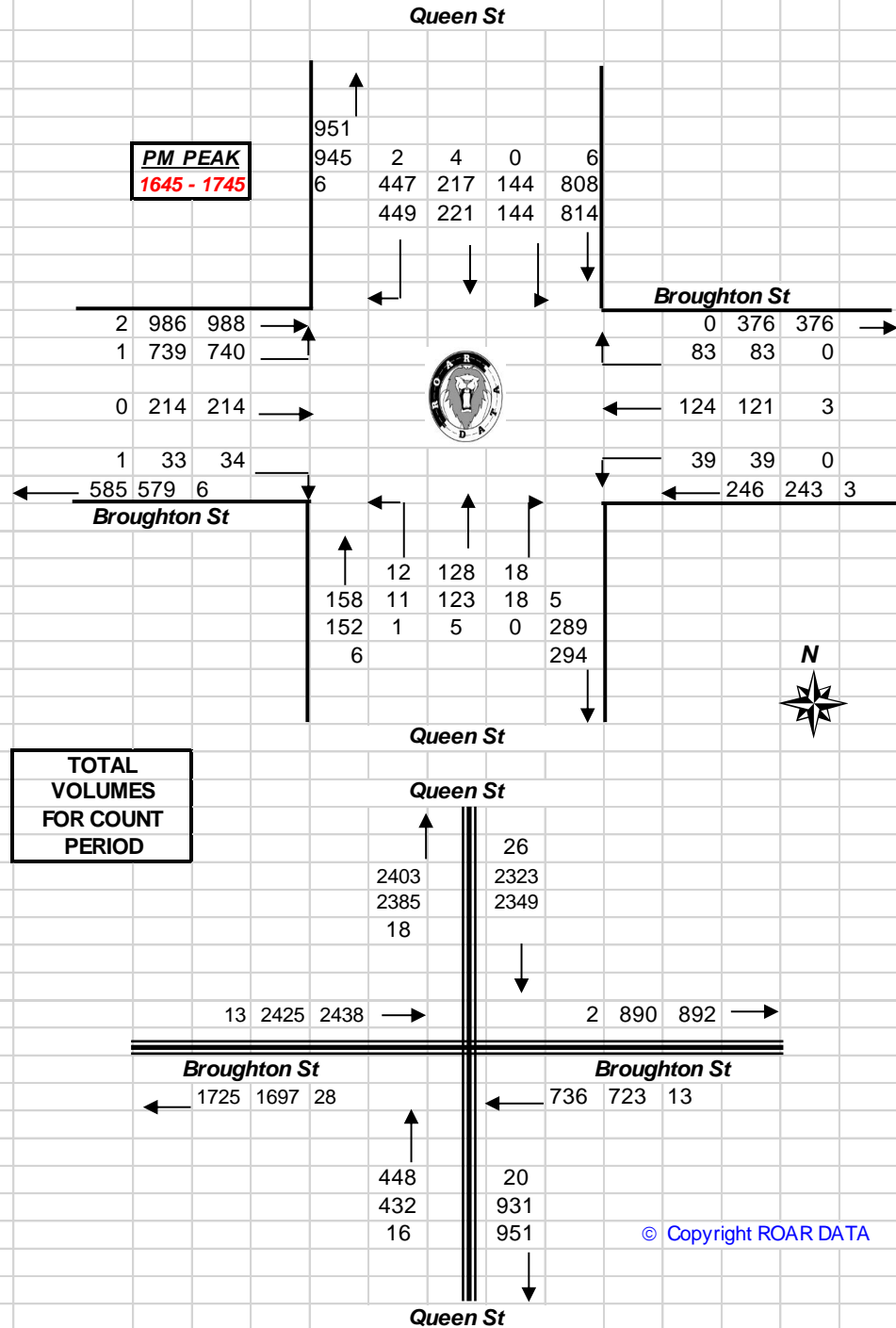
Client	: Varga Traffic Pl
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Job No/Name	: 7158 CAMPBELLTOWN Queen St
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Day/Date	: Wednesday 14th August 2019
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Peds	NORTH	WEST	SOUTH	EAST	
	<i>Queen St</i>	<i>Broughton St</i>	<i>Queen St</i>	<i>Broughton St</i>	
Time Per	<u>UNCLASSIFIED</u>	<u>UNCLASSIFIED</u>	<u>UNCLASSIFIED</u>	<u>UNCLASSIFIED</u>	TOT
1530 - 1545	11	21	13	51	96
1545 - 1600	9	14	7	13	43
1600 - 1615	6	11	10	11	38
1615 - 1630	3	9	9	9	30
1630 - 1645	12	8	6	12	38
1645 - 1700	5	6	4	9	24
1700 - 1715	8	4	3	9	24
1715 - 1730	1	7	5	14	27
1730 - 1745	11	9	5	7	32
1745 - 1800	0	5	4	5	14
1800 - 1815	1	5	3	1	10
1815 - 1830	1	3	5	5	14
Period End	68	102	74	146	390

<u>Peds</u>	<u>NORTH</u>	<u>WEST</u>	<u>SOUTH</u>	<u>EAST</u>	
	<i>Queen St</i>	<i>Broughton St</i>	<i>Queen St</i>	<i>Broughton St</i>	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1530 - 1630	29	55	39	84	207
1545 - 1645	30	42	32	45	149
1600 - 1700	26	34	29	41	130
1615 - 1715	28	27	22	39	116
1630 - 1730	26	25	18	44	113
1645 - 1745	25	26	17	39	107
1700 - 1800	20	25	17	35	97
1715 - 1815	13	26	17	27	83
1730 - 1830	13	22	17	18	70
PEAK HR	25	26	17	39	107





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 7158 CAMPBELLTOWN Queen St
Day/Date : Wednesday 14th August 2019

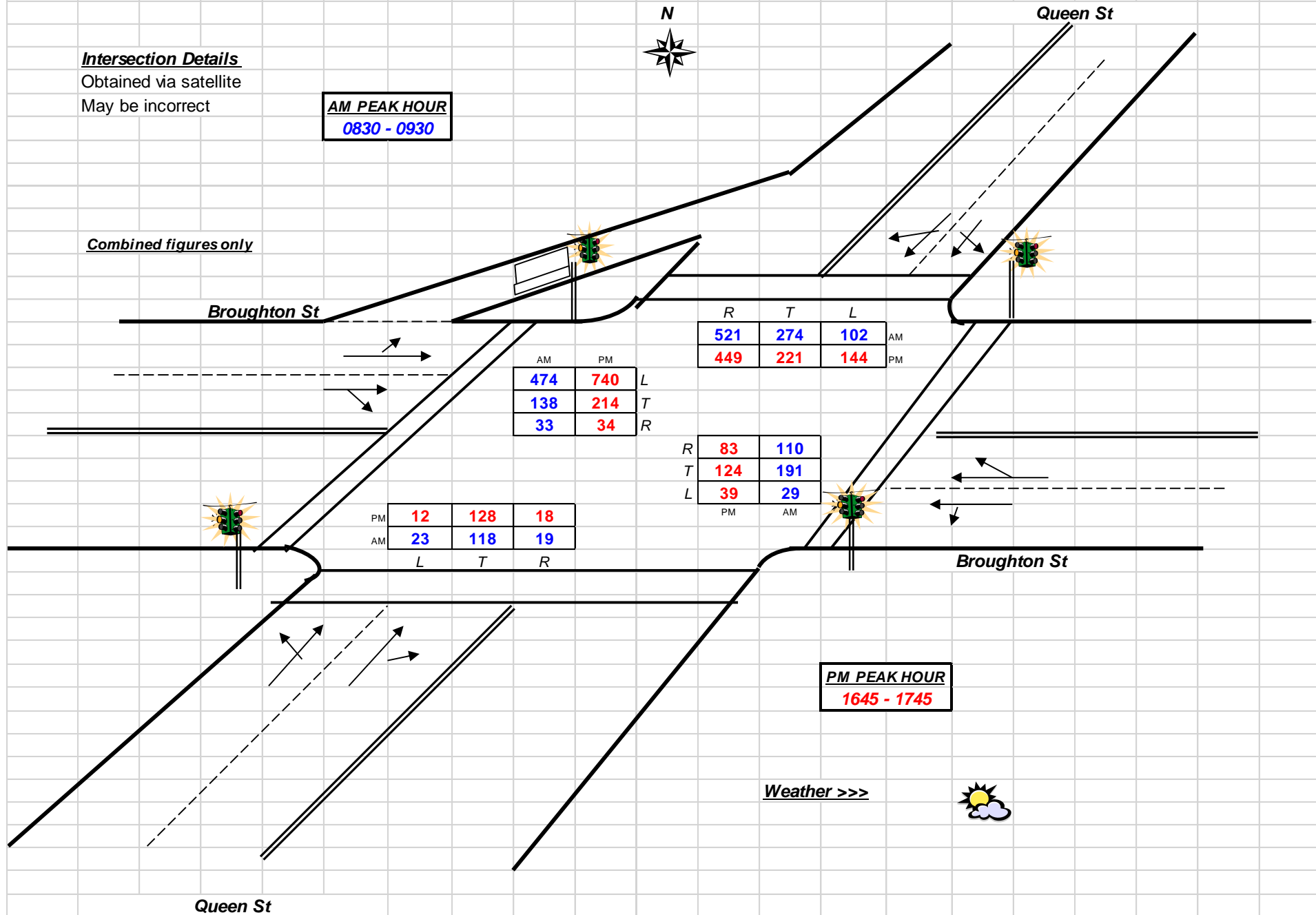
Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR
0830 - 0930

Combined figures only



	AM	PM	
L	474	740	L
T	138	214	T
R	33	34	R

	R	T	L	
AM	521	274	102	AM
PM	449	221	144	PM

	PM		
L	12	128	18
T	23	118	19
R			

	R	T	L	
AM	83	110		AM
PM	124	191		PM
	39	29		

PM PEAK HOUR
1645 - 1745

Weather >>>

