Figure 1: Location of the Subject Site on Aerial

Figure 2: Location of the Subject Site on Street Map

Figure 4a: Rezoning Site looking from Mount Druitt Road

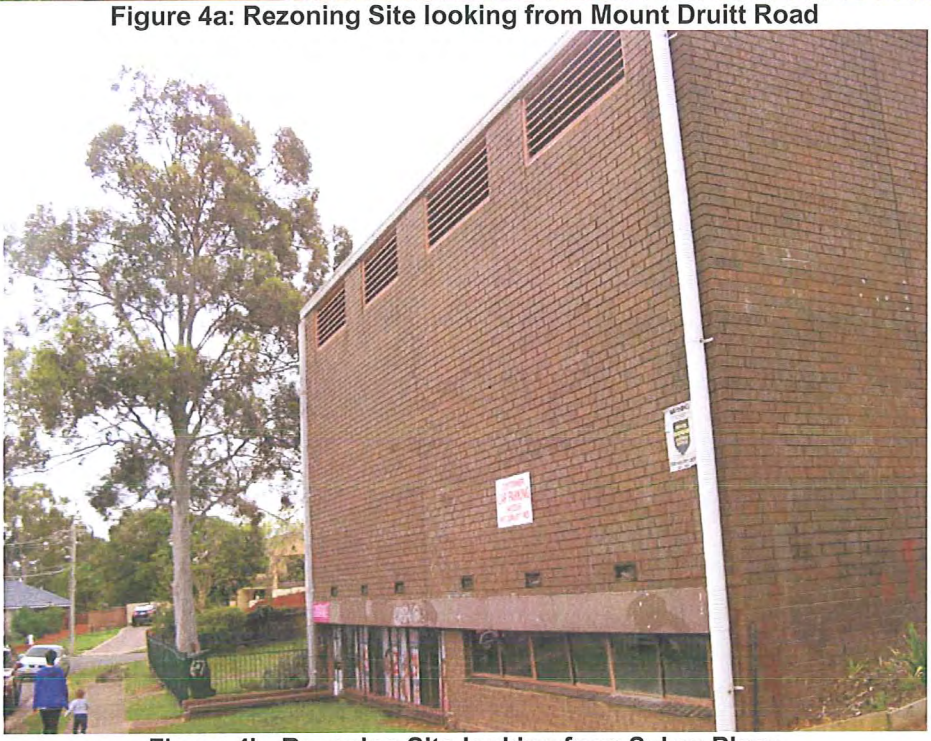

Figure 4b: Rezoning Site looking from Sykes Place

2.2 Road Network

This section discusses the road network adjacent to the site. The site has frontage to Mount Druitt Road and Sykes Place.

Sykes Place is a local road with one lane each with on street parking permitted on both sides of the road and ends in a cul de sac. The default speed limit is 50km/hr.

Mount Druitt Road is a Neighbourhood Centre road (in traffic and transport terms only) adjacent the development with one lane each way and parking on both sides of the road. The road experiences high pedestrian volumes walking across the road or along the footpaths during business hours. There are frequent parking manoeuvres as well. The default speed limit is 40km/hr within the Mount Druitt Village.

Figure 5: Mount Druitt Road looking north from near the Rezoning Site

2.3 Intersection Description

As part of this traffic impact assessment two intersections are assessed:

- The priority intersection of Mount Druitt Road with Beames Avenue
- Roundabout of Mount Druitt Road with Durham Street

External traffic to and from the proposed rezoning site will need to travel through one of the above intersections.

The priority intersection of Mount Druitt Road with Beames Avenue is a three leg intersection with all turn movements permitted with drivers from Mount Druitt Place need to give way to traffic on Mount Druitt Road and Beames Avenue. Figure 6 shows a layout of the intersection using SIDRA - an industry standard intersection assessment software.

The roundabout of Mount Druitt Road with Durham Street is a four leg roundabout with one circulating lane. Figure 7 shows a layout of the intersection using SIDRA. The number on the island is the diameter in metres.

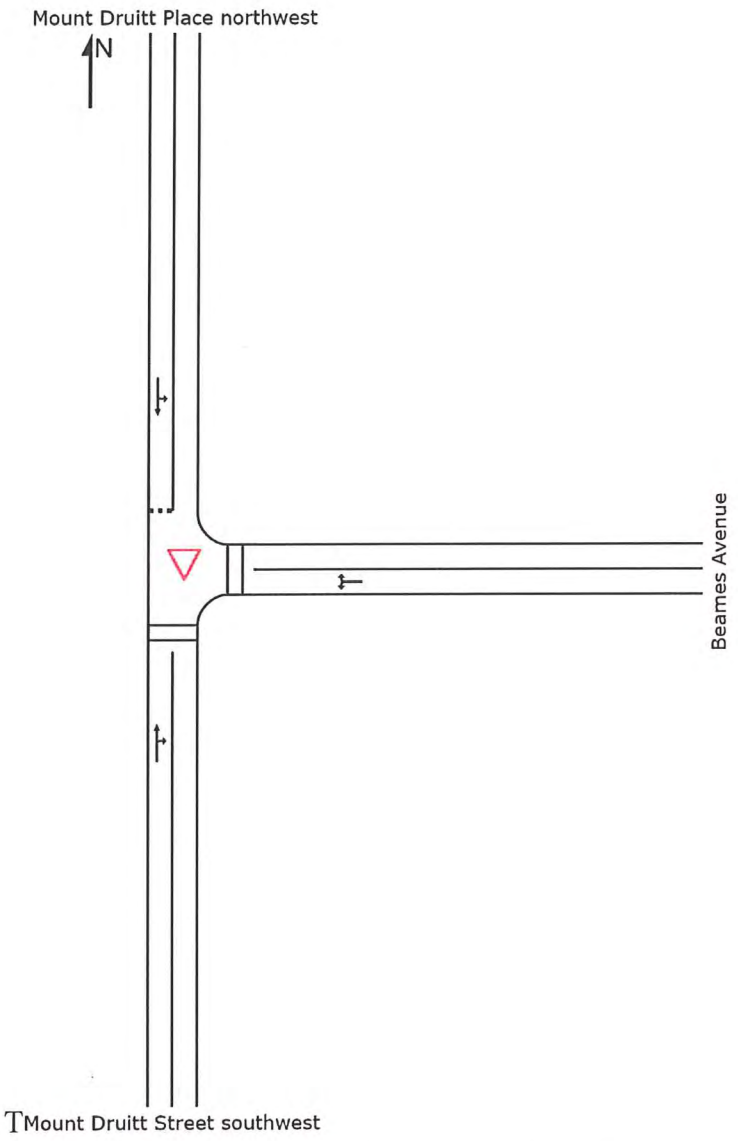

Figure 6: Priority Intersection Layout of Mount Druitt Road with Beames Avenue (SIDRA)

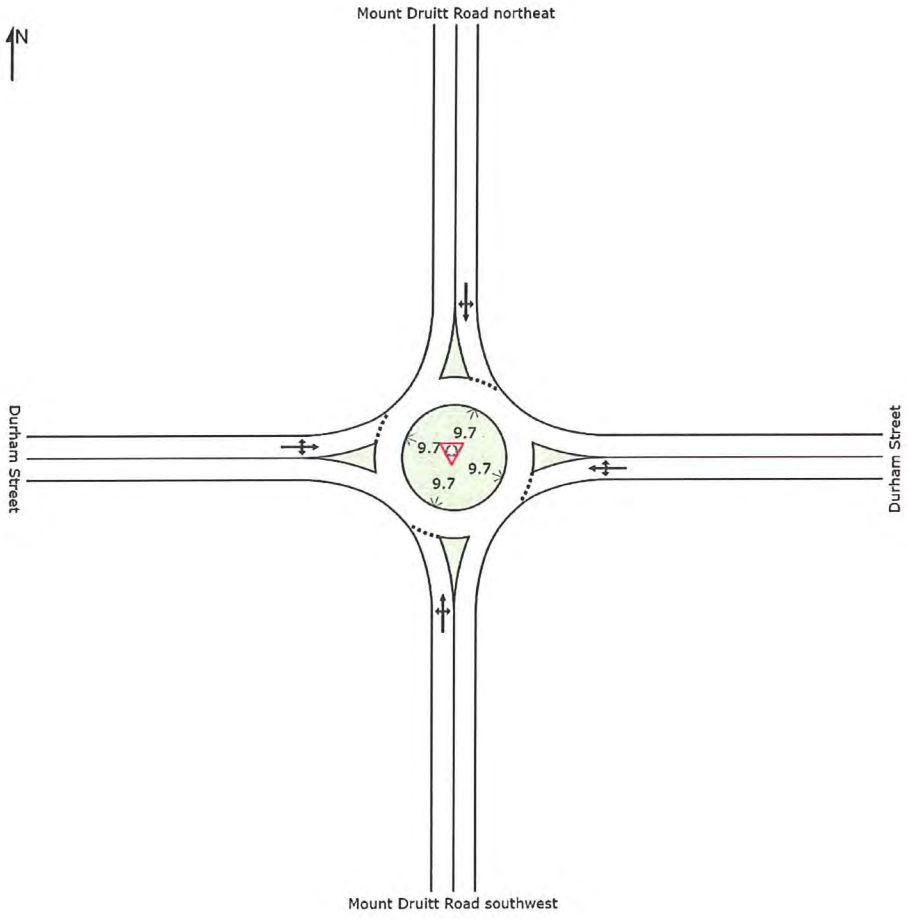

Figure 7: Roundabout Intersection Layout of Mount Druitt Road with Durham Street (SIDRA)

2.4 Existing Traffic Volumes

As part of the traffic assessment, traffic counts have been undertaken at the two intersections for the weekday AM and PM peak period. The peak hours were 7:45am to 8:45am and 5pm to 6pm for the weekday AM and PM peak hours respectively.

The following Figures present the traffic volumes in vehicles for the weekday peak hours.

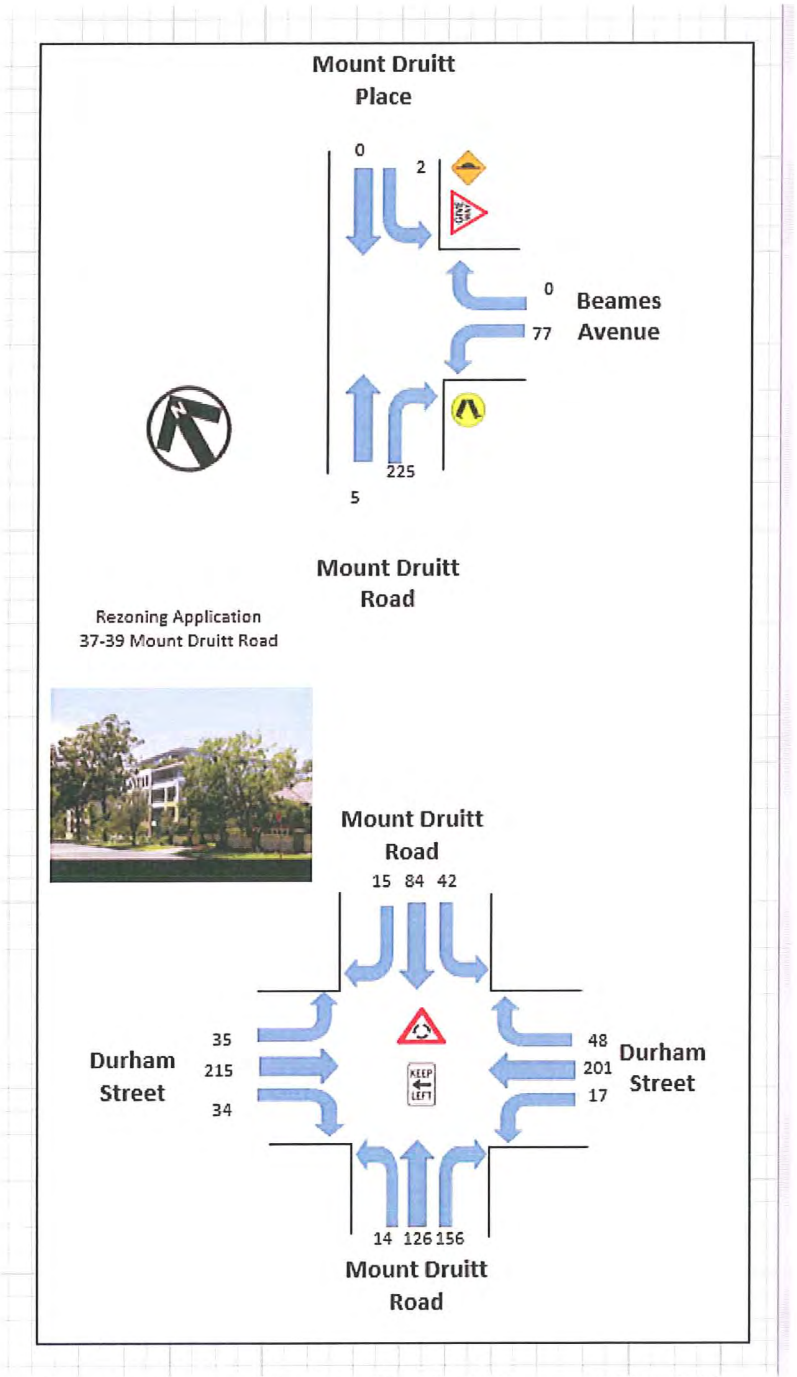

Figure 8: Existing Weekday Traffic Volumes AM Peak Hour

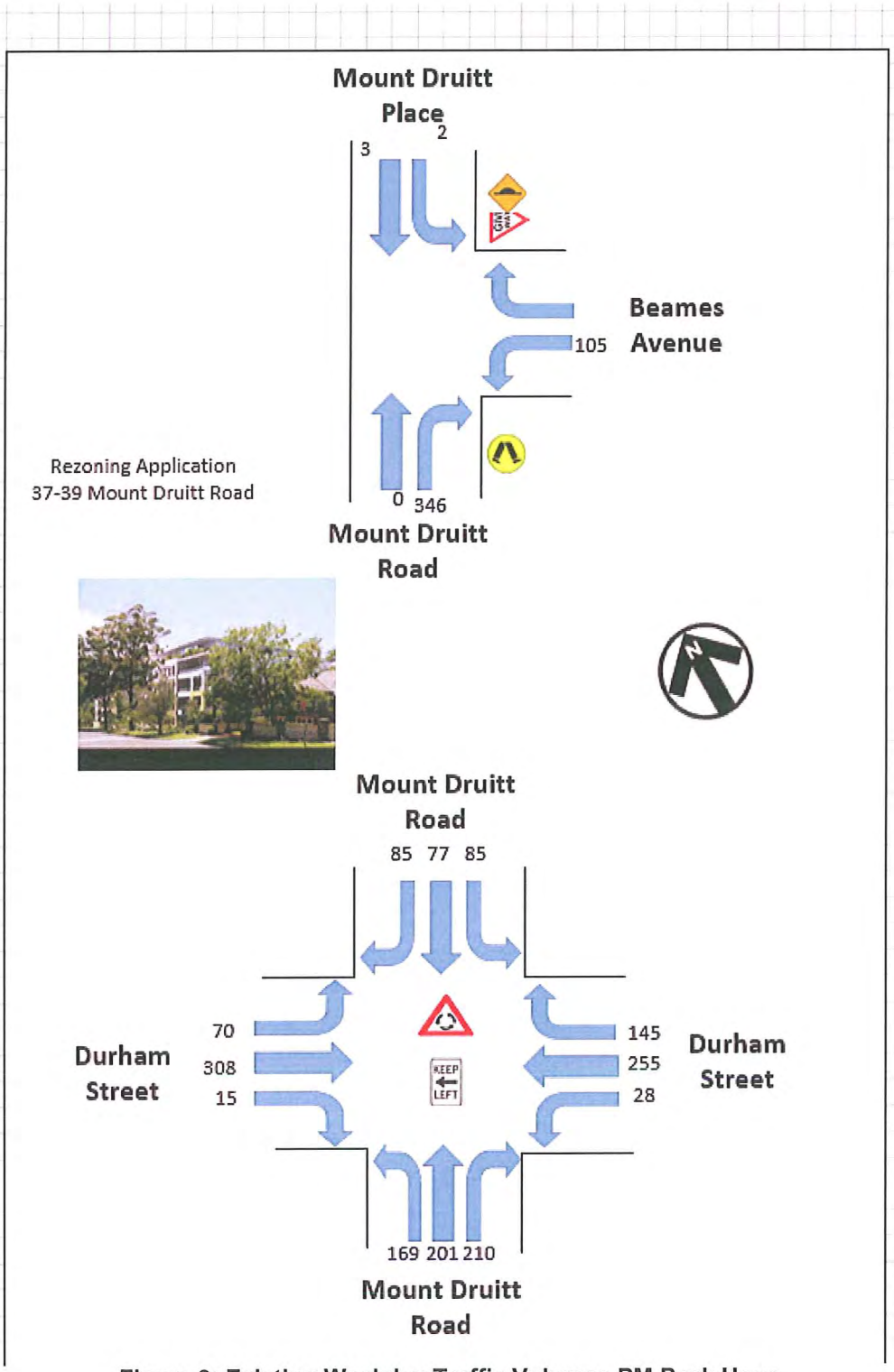

Figure 9: Existing Weekday Traffic Volumes PM Peak Hour

2.5 Intersection Assessment

The existing intersection operating performance was assessed using the SIDRA software package (version 6) to determine the Degree of Saturation (DS), Average Delay (AVD in seconds) and Level of Service (LoS) at each intersection.

The SIDRA program provides Level of Service Criteria Tables for various intersection types. The key indicator of intersection performance is Level of Service, where results are placed on a continuum from 'A' to 'F', as shown in Table 1.

LoS	Traffic Signal / Roundabout	Give Way / Stop Sign / T-Junction control
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 & accident study required
E	At capacity, at signals incidents will cause excessive delays.	At capacity, requires other control mode
F	Unsatisfactory and requires additional capacity, Roundabouts require other control mode	At capacity, requires other control mode

Table 1: Intersection Level of Service

The Average Vehicle Delay (AVD) provides a measure of the operational performance of an intersection as indicated below, which relates AVD to LOS. The AVD's should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route). For traffic signals, the average delay over all movements should be taken. For roundabouts and priority control intersections (sign control) the critical movement for level of service assessment should be that movement with the highest average delay.

LoS	Average Delay per Vehicles (seconds/vehicle)
A	Less than 14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	>70

Table 2: Intersection Average Delay (AVD)

The degree of saturation (DS) is another measure of the operational performance of individual intersections. For intersections controlled by traffic signals both queue length and delay increase rapidly as DS approaches 1. It is usual to attempt to keep DS to less than 0.9. Degrees of Saturation in the order of 0.7 generally represent satisfactory intersection operation. When DS exceed 0.9 queues can be anticipated.

The results of the intersection analysis are as follows:

Mount Druitt Road with Beames Avenue

- All turn movements have a LoS A or B for the AM and Peak hours respectively
- There is spare capacity at this intersection

Mount Druitt Road with Durham Street

- The overall intersection LoS is A for both AM and PM peak hour
- There is spare capacity at this intersection

The full Sidra results are presented in Appendix A.

2.6 Public Parking Opportunities

On street public parking is provided on Mount Druitt Road, and Beames Avenue and the roads that run off the Neighbourhood Centre Road. A small public car park is located on the corner of Mount Druitt Road with The Avenue. Like many

Neighbourhood Centres such as Mount Druitt Village, a visitor will need to circulate to find a public car space.

2.7 Public Transport

The Rezoning Site is within a ten-minute walking distance to the Mount Druitt Train Station and the bus services Beames Avenue– see Figure 10.

Overall the site has excellent access to public transport as a consequence of the train station.

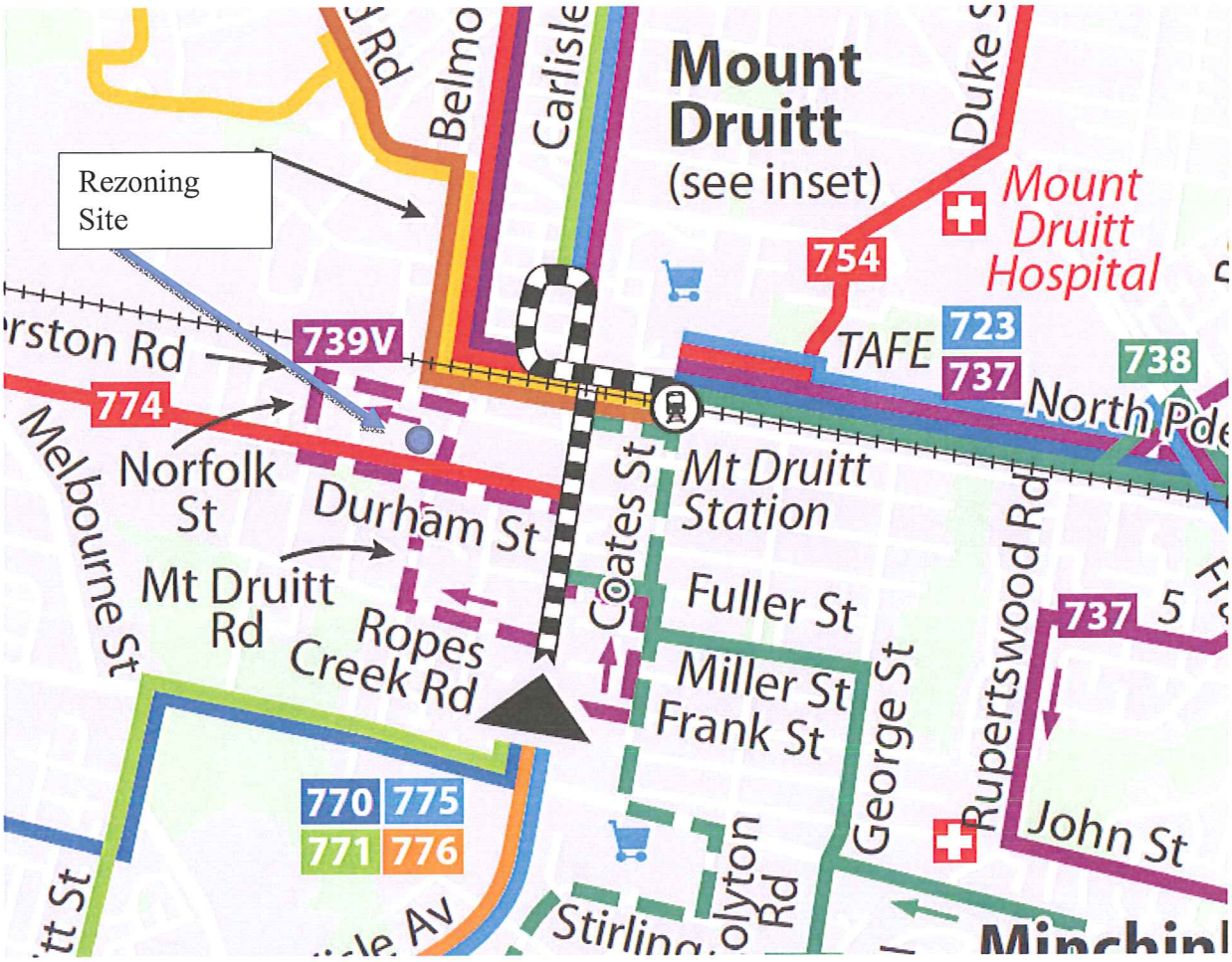

Figure 10: Local Public Transport Services

2.8 Conclusions on the Existing Conditions

The proposed rezoning application is located in an area where public parking is available as part of a Mount Druitt Village and where a visitor will need to circulate to find a car space.

The nearby intersection overall performs well with sufficient spare capacity to accommodate additional traffic.

The site has excellent access to public transport.

3. PROPOSED MIXED-USE REZONING APPLICATION

As part of the assessment of the rezoning application, a retail assessment has been prepared by Essential Economics titled "37-39 Mount Druitt Road, Mt Druitt, Retail Assessment" dated November 2015. The report makes the following conclusion (on page 15):

> *"The most likely development scenario is ... a multi-tenancy retail and commercial development on (the) ground floor, with the possibility of above-shop residential development."*

4. PARKING CONSIDERATIONS

4.1 Blacktown City Council's Planning Scheme for Car Parking Assessment

The parking requirements for parking are presented in Blacktown City Council's Development Control Plan. The parking requirements as it applies to a commercial and residential dwellings are as follows:

Commercial office

- 1 car space per $40m^2$

Retail

- 1 car space per $22m^2$ for total retail space greater than $200m^2$
- 1 car space per $30m^2$ for retail space less than 200m

Shop Top Housing (based on SEPP 65 and a metropolitan sub regional centre)

- 0.6 car spaces per 1-bedroom apartment
- 0.9 car spaces per 2-bedroom apartment
- 1 visitor space per five dwellings

Although it is unlikely such a development could accommodate the required amount of parking, the maximum development which could be accommodated on the site is a ground level based on maximum retail and commercial yield. The residential component and up to twenty-four two-bedroom apartments for two floors above ground level.

A loading bay for the retail and residential areas will be required if the maximum potential of the rezoning site is reached. The truck will be either a small rigid truck or a medium rigid truck and will be subject to a detailed waste management assessment.

5. VEHICLE TRAFFIC IMPACT CONSIDERATIONS

5.1 Development Traffic Generation

The RTA Guide to Traffic Generating Developments publishes car trip rates as follows in areas where public transport access is good and where train usage for commuting is available (such as Mount Druitt Train Station and the bus services at this station):

Commercial Apartments

- 0.15 trips per car space for the AM peak hour
- 0.12 trips per car space for the PM peak hour

Specialised Retail (worst case for

- 5.6 trips per $100m^2$ for the weekday PM peak hour
    - It is assumed that the retail is not active in the weekday AM peak hour

Table 4 summarises the proposed trip generation for the respective landuses.

Table 5 summarises the trip distribution for the proposed and existing observed to obtain the net trip generation.

The trips generated in the weekday AM peak hour is low with a net trip generation of one trip as a consequence that retail landuses are not active in the AM peak hour in general.

The rezoning application is a modest trip generator in the weekday PM peak hour.

Proposed AM Peak hour			
Apartments	Number of car spaces	Trip generation per car space	Trips
one bedroom	27	0.15	4
two bedroom			

Proposed PM Peak hour			
Apartments	Number	Trip generation per car space	Trips
one bedroom	27	0.12	3
two bedroom			

	Floor space m2	Trip generation per 100m2	Trips
Retail	600	5.6	33.6

Table 4: Summary of Trip Generation for the Maximum Retail and Residential Yield for the Proposed rezoning application

Weekday	Origin	Destination	Total
AM peak hour	0	2	0
PM peak hour	4	6	10

Proposed

Weekday	Origin	Destination	Total
AM peak hour			
Residential	3	1	4
Retail			
PM peak hour	**Origin**	**Destination**	**Total**
Residential	0	3	3
Retail	17	17	34

Nett

Weekday	Origin	Destination	Total
AM peak hour	3	-1	2
PM peak hour	13	14	27

Table 5: Trip Distribution for the Proposed rezoning application

5.2 Forecast Traffic Volumes

The following Figures present the existing and with development traffic volumes for the two peak hours distributed onto the on the two intersection with the development traffic.

The additional development traffic is in red for origin trips and blue for destination trips. The additional development traffic represents a small proportion of the existing traffic.

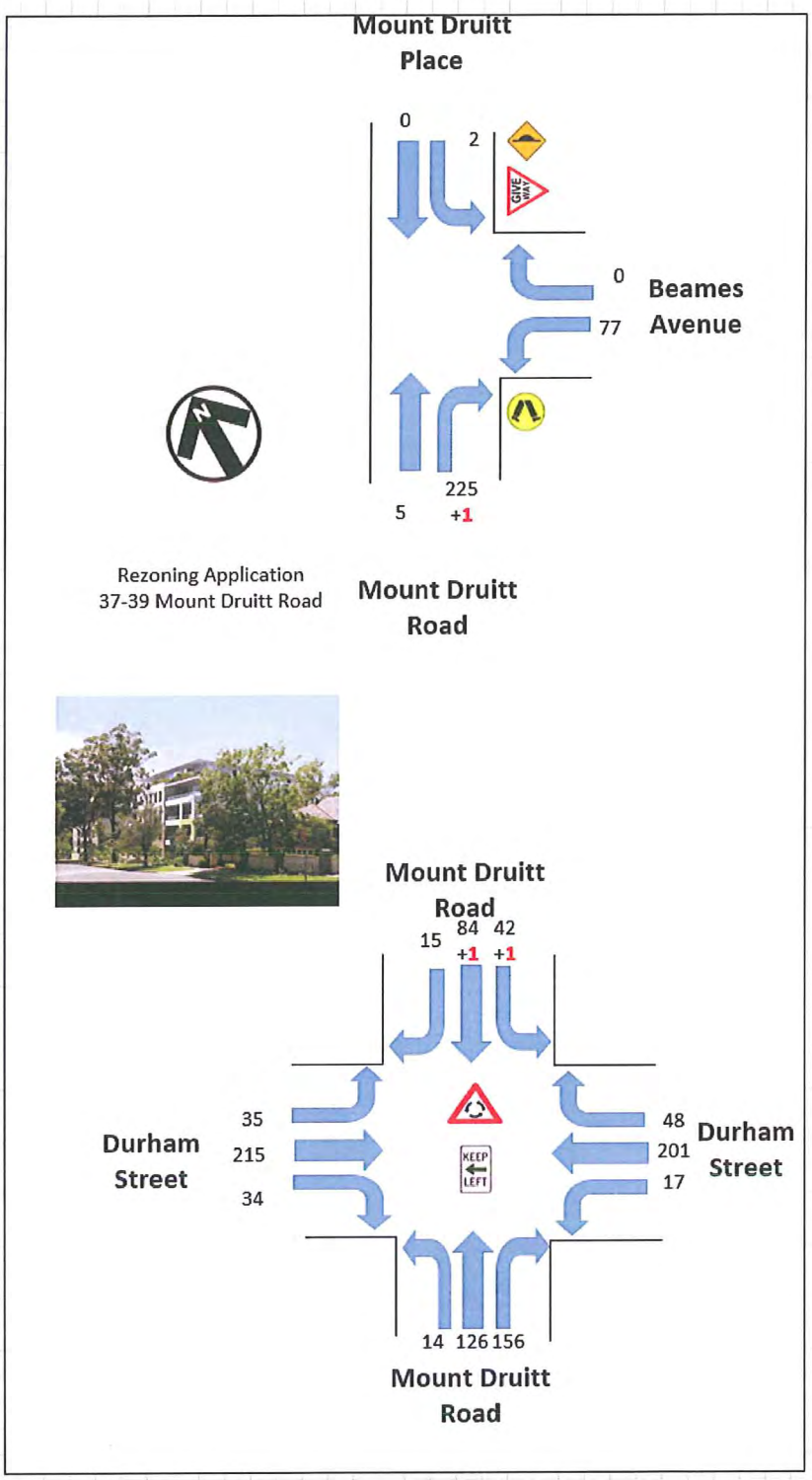

Figure 11: Existing Weekday AM Peak Hour Traffic Volumes with Development Traffic

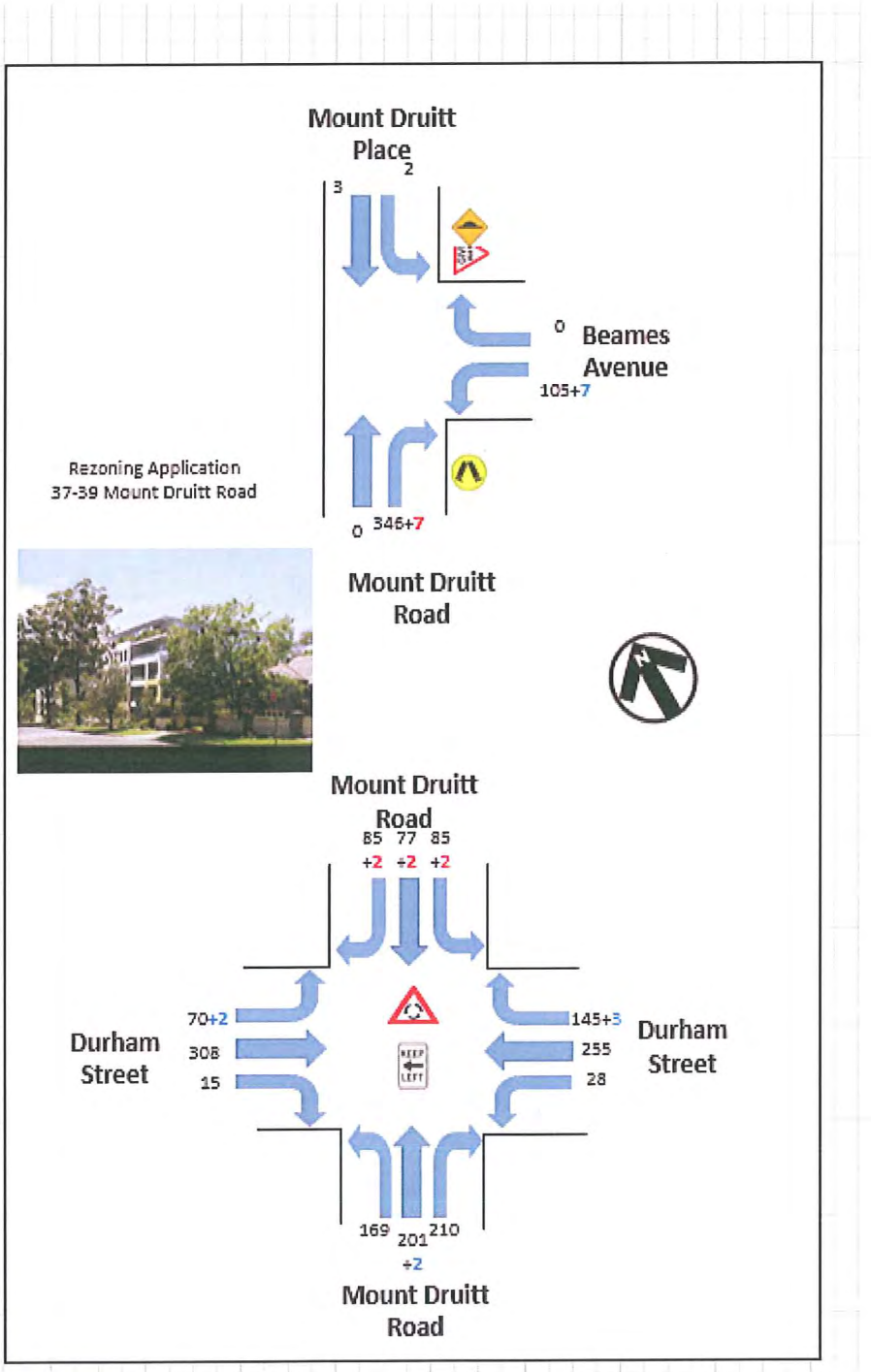

Figure 12: Existing Weekday PM Peak Hour Traffic Volumes with Development Traffic

5.3 Intersection Assessment

This section assesses the following intersections for the existing traffic with the additional traffic. The results of the intersection assessment are as follows:

Mount Druitt Road with Beames Avenue

- All turn movements have a LoS A or B for the AM and Peak hours respectively
- The additional trips do not change the LoS for the overall intersection or for any turn movement

Mount Druitt Road with Durham Street

- The overall intersection LoS is A for both AM and PM peak hour
- The additional trips do not change the LoS for the overall intersection or for any turn movement

The full SIDRA results are presented in Appendix B for the existing conditions with the rezoning traffic. The full SIDRA results are presented in Appendix A for the existing conditions.

6. CONCLUSIONS

Based on the considerations presented in this report, it is considered that:

Parking

- The proposed rezoning application will need to comply with Council's car parking requirements for commercial tenants and residential tenants

Traffic

- The proposed rezoning application is a low net trip generator for the weekday AM peak hour. and a modest trip generator for the PM peak hour.
- The additional trips from the proposed rezoning application can be accommodated at the nearby intersection without noticeably affecting intersection performance, delays or queues.
- There are no traffic engineering reasons why a planning permit for the proposed mixed-use rezoning application at 37-39 mount Druitt Road, in Mount Druitt, should be refused.

APPENDIX A

SIDRA Intersection Results for Existing Traffic Conditions

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Street southwest											
2	T1	5	0.0	0.128	3.6	LOS A	0.6	4.5	0.01	0.51	46.0
3	R2	225	0.0	0.128	3.6	LOS A	0.6	4.5	0.01	0.51	38.5
Approach		230	0.0	0.128	3.6	NA	0.6	4.5	0.01	0.51	38.6
East: Beames Avenue											
4	L2	77	0.0	0.042	5.6	LOS A	0.2	1.4	0.03	0.56	53.5
6	R2	1	0.0	0.042	5.5	LOS A	0.2	1.4	0.03	0.56	53.0
Approach		78	0.0	0.042	5.6	NA	0.2	1.4	0.03	0.56	53.5
North: Mount Druitt Place northwest											
7	L2	2	0.0	0.002	6.3	LOS A	0.0	0.1	0.31	0.52	53.0
8	T1	1	0.0	0.002	4.9	LOS A	0.0	0.1	0.31	0.52	53.2
Approach		3	0.0	0.002	5.9	LOS A	0.0	0.1	0.31	0.52	53.1
All Vehicles		311	0.0	0.128	4.1	NA	0.6	4.5	0.02	0.52	41.6

Table A1: Intersection Performance of Mount Druitt Road with Beames Avenue Weekday AM Peak Hour Existing Conditions

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Road southwest											
1	L2	14	0.0	0.298	5.6	LOS A	1.8	12.6	0.51	0.65	44.9
2	T1	126	0.0	0.298	5.4	LOS A	1.8	12.6	0.51	0.65	45.5
3	R2	156	0.0	0.298	8.6	LOS A	1.8	12.6	0.51	0.65	45.4
Approach		296	0.0	0.298	7.1	LOS A	1.8	12.6	0.51	0.65	45.4
East: Durham Street											
4	L2	17	0.0	0.229	4.5	LOS A	1.4	9.5	0.36	0.51	45.8
5	T1	201	0.0	0.229	4.4	LOS A	1.4	9.5	0.36	0.51	46.5
6	R2	48	0.0	0.229	7.5	LOS A	1.4	9.5	0.36	0.51	46.3
Approach		266	0.0	0.229	5.0	LOS A	1.4	9.5	0.36	0.51	46.4
North: Mount Druitt Road northeast											
7	L2	42	0.0	0.159	6.2	LOS A	0.9	6.1	0.56	0.64	45.3
8	T1	84	0.0	0.159	6.0	LOS A	0.9	6.1	0.56	0.64	46.0
9	R2	15	0.0	0.159	9.2	LOS A	0.9	6.1	0.56	0.64	45.8
Approach		141	0.0	0.159	6.4	LOS A	0.9	6.1	0.56	0.64	45.8
West: Durham Street											
10	L2	35	0.0	0.305	6.0	LOS A	1.9	13.2	0.58	0.65	45.3
11	T1	215	0.0	0.305	5.9	LOS A	1.9	13.2	0.58	0.65	45.9
12	R2	34	0.0	0.305	9.0	LOS A	1.9	13.2	0.58	0.65	45.8
Approach		284	0.0	0.305	6.3	LOS A	1.9	13.2	0.58	0.65	45.8
All Vehicles		987	0.0	0.305	6.2	LOS A	1.9	13.2	0.50	0.61	45.8

Table A2: Intersection Performance of Mount Druitt Road with Durham Street Weekday AM Peak Hour Existing Conditions

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Street southwest											
2	T1	1	0.0	0.193	3.6	LOS A	1.0	7.2	0.01	0.49	45.8
3	R2	346	0.0	0.193	3.5	LOS A	1.0	7.2	0.01	0.49	38.3
Approach		347	0.0	0.193	3.5	NA	1.0	7.2	0.01	0.49	38.3
East: Beames Avenue											
4	L2	105	0.0	0.057	5.5	LOS A	0.3	1.9	0.01	0.57	53.6
6	R2	1	0.0	0.057	5.4	LOS A	0.3	1.9	0.01	0.57	53.1
Approach		106	0.0	0.057	5.5	NA	0.3	1.9	0.01	0.57	53.6
North: Mount Druitt Place northwest											
7	L2	2	0.0	0.005	7.1	LOS A	0.0	0.1	0.41	0.56	53.0
8	T1	3	0.0	0.005	5.7	LOS A	0.0	0.1	0.41	0.56	53.2
Approach		5	0.0	0.005	6.3	LOS A	0.0	0.1	0.41	0.56	53.1
All Vehicles		458	0.0	0.193	4.0	NA	1.0	7.2	0.02	0.51	41.2

Table A3: Intersection Performance of Mount Druitt Road with Beames Avenue

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Road southwest											
1	L2	169	0.0	0.711	12.5	LOS B	8.4	58.8	0.90	1.05	41.7
2	T1	201	0.0	0.711	12.3	LOS B	8.4	58.8	0.90	1.05	42.3
3	R2	210	0.0	0.711	15.5	LOS B	8.4	58.8	0.90	1.05	42.1
Approach		580	0.0	0.711	13.5	LOS B	8.4	58.8	0.90	1.05	42.1
East: Durham Street											
4	L2	28	0.0	0.383	5.0	LOS A	2.8	19.3	0.49	0.58	45.3
5	T1	255	0.0	0.383	4.8	LOS A	2.8	19.3	0.49	0.58	45.9
6	R2	145	0.0	0.383	8.0	LOS A	2.8	19.3	0.49	0.58	45.7
Approach		428	0.0	0.383	5.9	LOS A	2.8	19.3	0.49	0.58	45.8
North: Mount Druitt Road northeast											
7	L2	85	0.0	0.320	7.5	LOS A	2.0	14.2	0.71	0.78	44.3
8	T1	77	0.0	0.320	7.4	LOS A	2.0	14.2	0.71	0.78	44.9
9	R2	85	0.0	0.320	10.5	LOS B	2.0	14.2	0.71	0.78	44.7
Approach		247	0.0	0.320	8.5	LOS A	2.0	14.2	0.71	0.78	44.6
West: Durham Street											
10	L2	70	0.0	0.538	9.9	LOS A	4.6	32.2	0.85	0.93	43.5
11	T1	308	0.0	0.538	9.7	LOS A	4.6	32.2	0.85	0.93	44.2
12	R2	15	0.0	0.538	12.9	LOS B	4.6	32.2	0.85	0.93	44.0
Approach		393	0.0	0.538	9.8	LOS A	4.6	32.2	0.85	0.93	44.0
All Vehicles		1648	0.0	0.711	9.9	LOS A	8.4	58.8	0.75	0.86	43.8

Table A4: Intersection Performance of Mount Druitt Road with Durham Street Weekday PM Peak Hour Existing Conditions

APPENDIX B

SIDRA Intersection Results for Existing Traffic with Rezoning Traffic

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Street southwest											
2	T1	5	0.0	0.128	3.6	LOS A	0.6	4.5	0.01	0.50	46.0
3	R2	226	0.0	0.128	3.6	LOS A	0.6	4.5	0.01	0.50	38.5
Approach		231	0.0	0.128	3.6	NA	0.6	4.5	0.01	0.50	38.6
East: Beames Avenue											
4	L2	77	0.0	0.042	5.6	LOS A	0.2	1.4	0.03	0.56	53.5
6	R2	1	0.0	0.042	5.5	LOS A	0.2	1.4	0.03	0.56	53.0
Approach		78	0.0	0.042	5.6	NA	0.2	1.4	0.03	0.56	53.5
North: Mount Druitt Place northwest											
7	L2	2	0.0	0.002	6.4	LOS A	0.0	0.1	0.31	0.52	53.0
8	T1	1	0.0	0.002	4.9	LOS A	0.0	0.1	0.31	0.52	53.2
Approach		3	0.0	0.002	5.9	LOS A	0.0	0.1	0.31	0.52	53.1
All Vehicles		312	0.0	0.128	4.1	NA	0.6	4.5	0.02	0.52	41.6

Table B1: Intersection Performance of Mount Druitt Road with Beames Avenue Weekday AM Peak Hour Existing Conditions with Rezoning Traffic

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Road southwest											
1	L2	14	0.0	0.298	5.6	LOS A	1.8	12.6	0.51	0.65	44.9
2	T1	126	0.0	0.298	5.4	LOS A	1.8	12.6	0.51	0.65	45.5
3	R2	156	0.0	0.298	8.6	LOS A	1.8	12.6	0.51	0.65	45.4
Approach		296	0.0	0.298	7.1	LOS A	1.8	12.6	0.51	0.65	45.4
East: Durham Street											
4	L2	17	0.0	0.229	4.5	LOS A	1.4	9.6	0.36	0.51	45.8
5	T1	201	0.0	0.229	4.4	LOS A	1.4	9.6	0.36	0.51	46.5
6	R2	48	0.0	0.229	7.6	LOS A	1.4	9.6	0.36	0.51	46.3
Approach		266	0.0	0.229	5.0	LOS A	1.4	9.6	0.36	0.51	46.4
North: Mount Druitt Road northeast											
7	L2	43	0.0	0.162	6.2	LOS A	0.9	6.2	0.56	0.64	45.3
8	T1	85	0.0	0.162	6.0	LOS A	0.9	6.2	0.56	0.64	46.0
9	R2	15	0.0	0.162	9.2	LOS A	0.9	6.2	0.56	0.64	45.8
Approach		143	0.0	0.162	6.4	LOS A	0.9	6.2	0.56	0.64	45.8
West: Durham Street											
10	L2	35	0.0	0.305	6.0	LOS A	1.9	13.2	0.58	0.65	45.3
11	T1	215	0.0	0.305	5.9	LOS A	1.9	13.2	0.58	0.65	45.9
12	R2	34	0.0	0.305	9.0	LOS A	1.9	13.2	0.58	0.65	45.8
Approach		284	0.0	0.305	6.3	LOS A	1.9	13.2	0.58	0.65	45.8

All Vehicles		989	0.0	0.305	6.2	LOS A	1.9	13.2	0.50	0.61	45.8

Table B2: Intersection Performance of Mount Druitt Road with Durham Street Weekday AM Peak Hour Existing Conditions with Rezoning Traffic

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Street southwest											
2	T1	1	0.0	0.197	3.6	LOS A	1.1	7.4	0.01	0.49	45.8
3	R2	353	0.0	0.197	3.5	LOS A	1.1	7.4	0.01	0.49	38.3
Approach		354	0.0	0.197	3.5	NA	1.1	7.4	0.01	0.49	38.3
East: Beames Avenue											
4	L2	112	0.0	0.061	5.5	LOS A	0.3	2.1	0.01	0.57	53.6
6	R2	1	0.0	0.061	5.4	LOS A	0.3	2.1	0.01	0.57	53.1
Approach		113	0.0	0.061	5.5	NA	0.3	2.1	0.01	0.57	53.6
North: Mount Druitt Place northwest											
7	L2	2	0.0	0.005	7.2	LOS A	0.0	0.1	0.42	0.57	53.0
8	T1	3	0.0	0.005	5.8	LOS A	0.0	0.1	0.42	0.57	53.1
Approach		5	0.0	0.005	6.4	LOS A	0.0	0.1	0.42	0.57	53.1
All Vehicles		472	0.0	0.197	4.1	NA	1.1	7.4	0.02	0.51	41.3

Table B3: Intersection Performance of Mount Druitt Road with Beames Avenue Weekday PM Peak Hour Existing Conditions with Rezoning Traffic

Movement Performance - Vehicles											
Mov ID	ODMov	Demand Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Mount Druitt Road southwest											
1	L2	169	0.0	0.718	12.8	LOS B	8.6	60.3	0.91	1.07	41.6
2	T1	203	0.0	0.718	12.6	LOS B	8.6	60.3	0.91	1.07	42.1
3	R2	210	0.0	0.718	15.8	LOS B	8.6	60.3	0.91	1.07	42.0
Approach		582	0.0	0.718	13.8	LOS B	8.6	60.3	0.91	1.07	41.9
East: Durham Street											
4	L2	28	0.0	0.388	5.0	LOS A	2.8	19.6	0.50	0.59	45.3
5	T1	255	0.0	0.388	4.9	LOS A	2.8	19.6	0.50	0.59	45.9
6	R2	148	0.0	0.388	8.0	LOS A	2.8	19.6	0.50	0.59	45.7
Approach		431	0.0	0.388	6.0	LOS A	2.8	19.6	0.50	0.59	45.8
North: Mount Druitt Road northeast											
7	L2	87	0.0	0.328	7.5	LOS A	2.1	14.6	0.72	0.79	44.3
8	T1	79	0.0	0.328	7.4	LOS A	2.1	14.6	0.72	0.79	44.9
9	R2	87	0.0	0.328	10.5	LOS B	2.1	14.6	0.72	0.79	44.7
Approach		253	0.0	0.328	8.5	LOS A	2.1	14.6	0.72	0.79	44.6
West: Durham Street											
10	L2	72	0.0	0.545	10.1	LOS B	4.7	32.9	0.85	0.94	43.5
11	T1	308	0.0	0.545	9.9	LOS A	4.7	32.9	0.85	0.94	44.1
12	R2	15	0.0	0.545	13.0	LOS B	4.7	32.9	0.85	0.94	43.9
Approach		395	0.0	0.545	10.0	LOS B	4.7	32.9	0.85	0.94	43.9
All Vehicles		1661	0.0	0.718	10.1	LOS B	8.6	60.3	0.76	0.87	43.8

Table B4: Intersection Performance of Mount Druitt Road with Durham Street Weekday PM Peak Hour Existing Conditions with Rezoning Traffic