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# **TRAFFIC AND PARKING ASSESSMENT REPORT**

**FOR**

## **PROPOSED CHINESE TEMPLE & PLACE OF WORSHIP**

**47-51 Edensor Road Cabramatta West**

**October 2012**

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**CLIENT**  
**Australian Chinese Teo Chew Association**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**  
**for**  
**PROPOSED CHINESE TEMPLE & PLACE OF WORSHIP**  
**47-51 Edensor Road, Cabramatta West**

## **1 Introduction**

### *1.1 Background*

Winning Traffic Solutions Pty. Ltd. has been engaged to prepare a report assessing the access, traffic and parking aspects of a proposed development at 47-51 Edensor Road, Cabramatta (refer Appendix 1) in support of the Development Application to Fairfield City Council.

The proposed development of the subject site is the demolition of existing single storey residential buildings and construction of a Chinese Temple and Place Of Worship accommodating ground floor car parking, three one storey buildings and one two-storey main multi-purpose Temple/Office building, separate amenities block and associated fit-out works and signage.

The subject site is located on the right bank of Green Valley Creek. It is understood Council issued a flood advise indicating that part or all of the site might be affected by the main stream flooding. A Flood Risk Management Study has been prepared by Kozarovski and Partners (January 2012) and is submitted separate to this Traffic report.

Given the nature of the adjoining road environment (described below), that provides access of the proposed development early advice was sought from both Roads & Maritime Services (RMS - formerly RTA) and Council to determine the desired vehicle access of the site.

Edensor Roar Road is an RMS classified road (SR 7228) that is administered by Council under delegated authority of the RMS.

As such, discussions with RMS deferred the decision of access to Council and Local Traffic Committee to determine.

Following an on-site meeting with Council Officers it was resolved that the preferred vehicle access is to be located toward the western end of the site and configured to allow left in/left out vehicle movements only that is to be supported by a raised central median within Edensor Road.

It was on this basis that the design of vehicle access, location of buildings and parking facilities of the site was determined (refer Appendix 2).

This report reviews the access, traffic and parking issues of the proposed development.

### *1.2 Scope of Report*

An evaluation of the traffic impacts, parking and access of the proposed development has been based on Australian Standards, Roads and Traffic Authority (2002) "*Guide to Traffic Engineering Developments*" (Issue 2.2) and relevant Council DCPs in particular Chapter 12 – Car Parking, Vehicle and Access Management (Version 17).

This statement provides an evaluation of the traffic impacts and parking requirements of the proposed development described below.

### *1.3 Site Description and Adjoining Road Network*

The site is located on the northern side of Edensor Road and identified as 47-51 Edensor Road, Cabramatta West and is understood might be affected by the main stream flooding of Green Valley Creek (refer Flood Risk Management Study).

The subject site is occupied by stand alone single storey fibro and corrugated iron buildings. The existing driveway access is located just to the west of the Meadows Road roundabout and pedestrian access via the same facility.

It is proposed to demolish existing buildings occupying the site and construct a Chinese Temple and associated works for the use as a Place Of Worship.

For the purpose of description Edensor Road is orientated in an east/west direction and the site is located on the northern side straddling the junction of Meadows Road.

Edensor Road is an RMS classified road (SR 7228 – to the west of Meadows Road) and managed by Council under delegated authority of RMS. Edensor Road to the east of Meadows Road is a local access road managed by Council.

Edensor Road operates as a two-lane, two-way road, is approximately 20m wide accommodating 12.6m wide bitumen sealed roadway with kerb and gutter, 3.7m wide footways with 1.2m wide concrete paved footpath in the southern footway only. The road network serves predominantly a residential environment.

At the junction of Edensor Road and Meadows Road single lane roundabout traffic management is employed and similarly at the junction of Humphries Road in the west.

The subject site is intermittently served by Bus public transport with Bus Stops located immediately to the east of Meadows Road. In the eastbound carriageway a Bus Stop is located in front of the subject site toward its eastern boundary that limits the availability of access.

Edensor Road is relatively flat vertical and relatively straight horizontal alignment and speed regulated at 60 km/hr.

Kerbside parking restrictions “No Stopping” are employed on all legs of the roundabout.

Traffic volume counts were undertaken of the Edensor Road/Meadows Road roundabout for the purpose of assessing traffic generated impacts and are shown in Appendix 3.

## **2 Evaluation of Traffic Generated Impacts**

### *2.1 Description of Proposed Development*

The proposed development of the subject site is the demolition of existing single storey residential buildings and construction of a Chinese Temple and Place Of Worship accommodating ground floor car parking, three one storey buildings and one two-storey main multi-purpose Temple/Office building, separate amenities block and associated fit-out works and signage.

Vehicle and pedestrian access will be via the designated areas abutting Edensor Road (refer Appendix 2).

Proposed vehicle access of the site is restricted to left in/left out only that is controlled by central median to be constructed as part of the development proposal extending from the existing splitter island at the Meadows Road roundabout (in the east) to the existing pedestrian refuge island just west of Green Valley Creek. In addition a 1.2m wide concrete pathway along the frontage of the site is proposed as part of the development works.

There are two residential properties opposite the proposed development along Edensor Road that will need to access the Meadows Road roundabout to gain vehicle access to driveways if approaching from the west. This is considered a minor impact as the deviation to the roundabout by vehicles is not great and is considered a safer operation for access.

On this basis the major impacts of generated traffic by the proposed development will be along Edensor Road and intersections at Meadows Road (in the east) and Humphries Road (in the west).

## 2.2 Times and Description of the use of the Buildings

Generally the proposed operation of the proposed development are anticipated as follows:

### Standard Operation/Prayer

|                     |                                    |
|---------------------|------------------------------------|
| Mondays to Sundays  | 9:00am to 5:00pm                   |
| Number of Staff     | Max. 3 administrative staff        |
| Expected Attendance | expected 20 people at any one time |

### Special Event Occasions

|   |                           |
|---|---------------------------|
| 1 <sup>st</sup> and 15 <sup>th</sup> days of every lunar month operating from 9:00am to 5:00pm          |                           |
| Expected peak attendance  | 50 people at any one time |
| 1 <sup>st</sup> and 15 <sup>th</sup> days of the lunar month coincides with School Holidays or weekends |                           |

### Chinese New Year (January/February)

|                     |   |
|---------------------|---|
| Operations          | 9:00am to Midnight                      |
| Expected attendance | 450 people during the course of the day |

### Buddha's Birthday (April)

|                     |   |
|---------------------|---|
| Operations          | 9:00am to 5pm                           |
| Expected attendance | 250-300 people during course of the day |

### Ullambana (July/August – 7 day festival)

|                     |   |
|---------------------|---|
| Monday to Sunday    | 9:00am to 5:00pm                                      |
| Expected Attendance | 180 people on the first Sunday during the 7 day event |

All relevant buildings will be used for prayer and the Main Temple for general administrative activities and prayer as required.

## 2.3 Evaluation of Traffic Generated Impacts

In the first instance consideration needs to be given to the proposed access driveway and connections to Edensor Road being left in/left out only controlled by central median in Edensor Road. Traffic entering the site must approach from the west and leave exiting to the east.

It is understood the demographics of clientele for the Chinese Temple reside mainly in the west and it is considered the major impacts will occur at the Meadows Road roundabout during times of peak Temple Worship activities.

Notwithstanding the single lane roundabout at the intersection of Edensor Road and Humphries Road will facilitate access of the Temple from the east but the impacts are considered not as great.

Further consideration must also be given to the times of Temple Worship activities. Those times are indicated above and are mainly weekend activities except during major events time on three occasions throughout the year.

Peak hour Traffic counts were undertaken at the Edensor Road/Meadows Road roundabout (refer Appendix 3) to assist with Council assessment and evaluate traffic generated impacts by the proposed development.

Calculated analysis of the existing roundabout operation provided a Level Of Service "A" with Average Delay per vehicle much less than 14 seconds and Degree Of Saturation less than 0.4. Thus these results indicate the existing roundabout provides "good operating conditions" with "good reserve capacity" in terms of operating efficiency.

The overall impact of generated traffic into the road network by the proposed development has been assessed on the basis of the operations listed in Section 2.2 above.

During Standard Operation (generally outside of commuter peak times) and Special Event Occasions (during weekends) generated traffic will have minimal impact on the adjoining road network.

On other occasions listed above are "one-off events" that will impact the Edensor Road roundabouts operation (mainly at weekends) to the extent that "Average Vehicle Delay" will increase as will the "Degree Of Saturation" but it is considered not to the extent that the "Level Of Service" currently provided at the Edensor Road roundabout would reduce below Level Of Service "B" – that provides a good operation with acceptable delays and spare capacity.

The above evaluation is similar to the Edensor Road/Humphries Road roundabout operation.

From the above information it can be seen that the attraction of worshipers to the facility is generally not great during commuter peak travel times and traffic impacts are considered negligible on the adjoining road network, except during "Special Occasions" three times a year.

In addition the time of attendance of worshipers, being outside of the normal commuter peak times, would also have minimal impact on the level of service of the adjoining road network and intersections.

In summary it is considered that peak hour generated traffic to and from the proposed development being outside of normal commuter peak times will have a minimal impact on the operation of Edensor Road and associated intersections.

### **3 Evaluation of Parking Requirements**

#### ***3.1 General***

Council DCPs in particular Chapter 12 – Car Parking, Vehicle and Access Management (Version 17) at section 12.1 Parking Rate requires the following controls for the type of facilities accommodated by the proposed development:

Place of Worship:

*1 space per 6 seats or 1 space per 5m<sup>2</sup> of gross leasable area (whichever is the greater). The appropriateness of this rate should be confirmed by traffic study.*

Offices:

*1 space per 40m<sup>2</sup> gross leasable area when provided on-site*

and as the site also provides a caretaker residence that is greater than 400m from railway station or major bus station, requires;

*3 or more bedroom unit (ie greater than 110m<sup>2</sup>) 2 spaces  
**plus** 0.25 spaces for visitor parking*

Due to the size of the proposed development and the nominated activities of the Temple and associated functions it was difficult to identify a similar facility that would allow confirmation of the required parking rate.

Notwithstanding it is offered for Council consideration that a more appropriate rate would be the calculated areas that would accommodate worshipers (where nominated) relative to generating parking demand whilst maintaining Council's DCP requirements for other proposed activities on the site.

The following parking assessment is offered for Council consideration as an appropriate evaluation of the Temple's parking needs.

### 3.2 Parking Assessment

The following car parking requirements have been assessed applying Council's DCP Guidelines listed above.

| Level        | Building                       | Calculated GFA         | GLFA                        | Nominated Worship Area | Car Parking Rate                                 | Number of car Parking Spaces Required |
|--------------|--------------------------------|------------------------|-----------------------------|------------------------|--|---------------------------------------|
| First Floor  | Kwan Kong Hall                 | 184.27 m <sup>2</sup>  | 169.47 m <sup>2</sup>       | 101.08 m <sup>2</sup>  | 1 space /5m <sup>2</sup>                         | 20.22                                 |
|              | Kwan Yin Hall                  | 184.27 m <sup>2</sup>  | 169.47 m <sup>2</sup>       | 101.08 m <sup>2</sup>  | 1 space /5m <sup>2</sup>                         | 20.22                                 |
|              | Columbarium                    | 258.19 m <sup>2</sup>  | 240.79 m <sup>2</sup>       | 42.83 m <sup>2</sup>   | 1 space /5m <sup>2</sup>                         | 8.56                                  |
|              | Office (1 <sup>st</sup> Floor) | 212.10 m <sup>2</sup>  | 200.47 m <sup>2</sup>       |                        | 1 space/40m <sup>2</sup>                         | 5.01                                  |
|              | Dining Hall and kitchen        | 143.51 m <sup>2</sup>  | 132.24 m <sup>2</sup>       |                        | (1 space /5m <sup>2</sup> )                      | <sup>(1)</sup> See Note below         |
|              | Caretaker Residence            | 118.04 m <sup>2</sup>  | 118.4 m <sup>2</sup>        |                        | 2 spaces<br>3 or more bedrooms<br>+ 0.25 visitor | 2.25                                  |
|              | Toilet Amenities               | 49.49 m <sup>2</sup>   |                             |                        |  |                                       |
| Second Floor | Main Hall                      | 317.46 m <sup>2</sup>  | 297.12 m <sup>2</sup>       | 178.43 m <sup>2</sup>  | 1 space /5m <sup>2</sup>                         | 35.68                                 |
|              | Store/ Future Columbarium      | 258.19 m <sup>2</sup>  | 240.79 m <sup>2</sup>       |                        | 1 space/40m <sup>2</sup>                         | <sup>(2)</sup> 6.02                   |
| Total        |                                | 1725.52 m <sup>2</sup> | <b>1568.75m<sup>2</sup></b> |                        |  | <b>97.96</b>                          |

#### NOTES

- (1) This area is considered part of the residential component of the development however will be utilised for serving afternoon teas/refreshments for worshippers during the first and fifteenth day of each lunar month and special events.
- (2) This area has been assessed initially as a storeroom that will ultimately accommodate ashes of the deceased but does not accommodate a prayer area that is provided on the first floor. It is anticipated it will take many years before this Columbarium space is required.

It is proposed to provide **107 car parking spaces** for the proposed development (refer Appendix 2) and is considered more than adequate to accommodate parking demand during normal operation and special events excepting "Special Occasions" three times a year (refer Section 2.2 above).

In addition and adjacent to Bay 41 is provision for Loading Bay with easy access to lift. This Loading Bay is provided for access of a SU Van for the delivery of goods and services that is expected to be minimal and infrequent for the operation of the Temple.

The assessed number of car parking spaces aligns with the requirements of Council's DCP and it is offered that peak parking demand would only occur at a maximum of 3 times per year. Most of this demand would occur outside of peak hour commuter traffic flows and

mainly on weekends. During these periods traffic management personnel would be engaged to manage the car parking activities.

At other times the car park would be near to empty.

### **3.3 Parking Layout**

Generally covered car parking facilities are provided in accordance with AS/NZS 2890.1, accommodates disabled parking in accordance with current AS 2890.6, bicycle parking (AS 2890.3) and pedestrian access including lift facilities to the first floor level of the development.

The car parking area accommodates 4 disabled parking bays (that exceeds Council requirements) and designed in accordance with current AS 2890.6 – Off-street Parking For People With Disabilities with access to lift facilities to the first floor. Ample space is provided to accommodate nominated bicycle parking facilities and an abundance of stairways for abled pedestrians to access first floor activities.

The minimum height/clearance of the ground floor undercover car park is nominated at 2.5m, to accommodate disabled vehicle access as per AS 2890.6 (refer Appendix 2).

The driveway facility accessing the car park accommodates a sliding access gate (1.8m high) for security purposes. The driveway accommodates sufficient storage length to accommodate stored vehicles awaiting access to Edensor Road. It is not anticipated the vehicle storage requirements would exceed 4 to 5 vehicles during busiest times (excluding special event occasions).

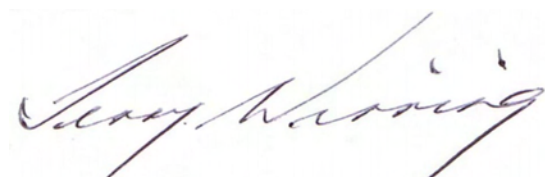
Vehicle access of Edensor Road is proposed as left in/left out only that is controlled by raised central median in Edensor Road and to be constructed as part of the development proposal in addition to a 1.2m wide concrete pathway along the frontage of the site.

## **4 Conclusions**

It is considered that the proposed development will not adversely impact the traffic operations within the site or on the surrounding road network during critical peak commuter times.

It is submitted that the proposed parking facilities and management provided on the site are more than adequate to meet the requirements of the proposed development during the majority of operational activities.

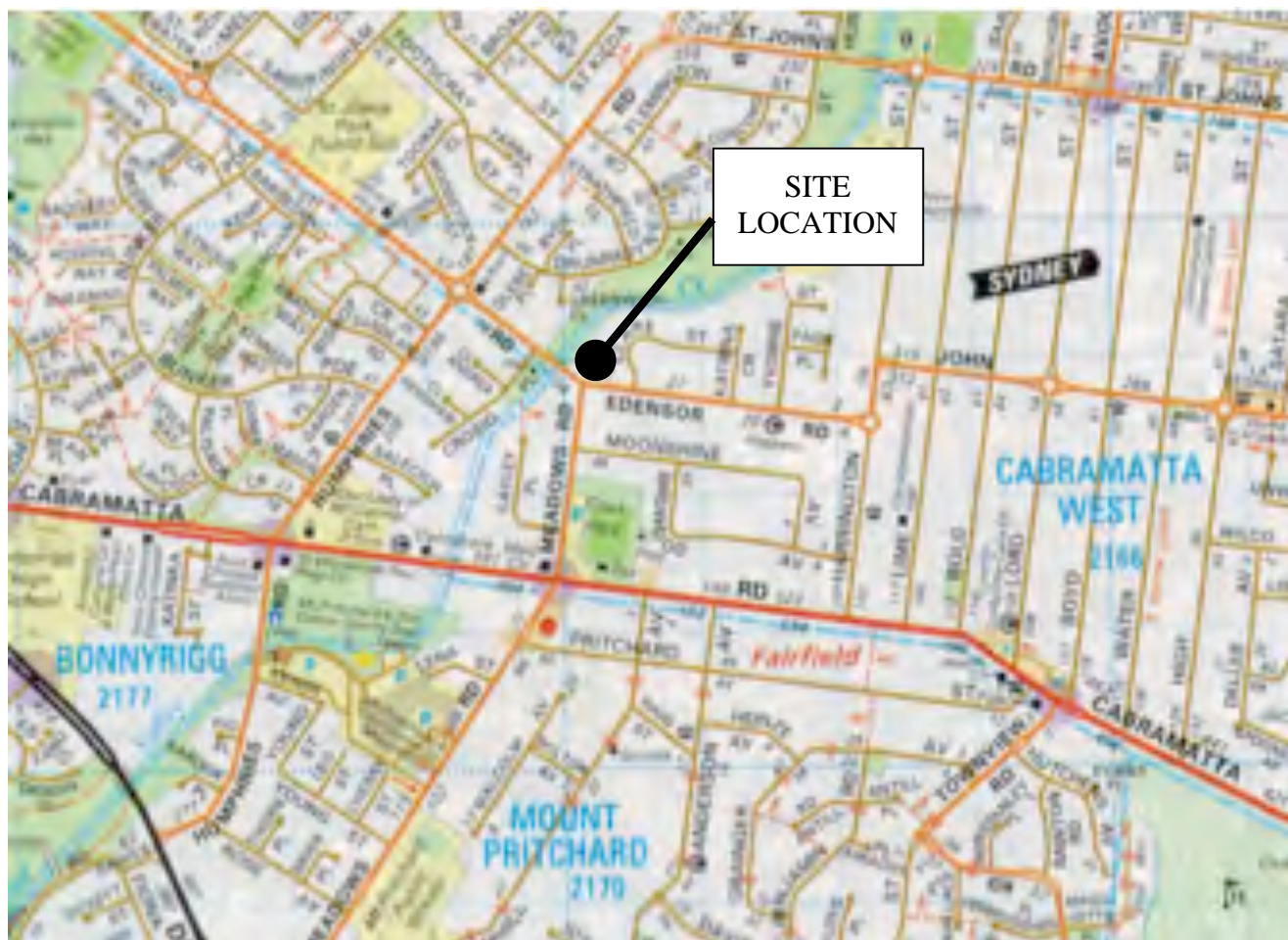
Overall it is considered that traffic/pedestrian flows and circulation, the vehicular access and parking provisions/supervision within and outside of the proposed development during peak Temple activity times, are adequate and meet Council requirements.



Terry. Winning  
Director  
Winning Traffic Solutions Pty. Ltd.



SITE LOCATION



## PROPOSED DEVELOPMENT



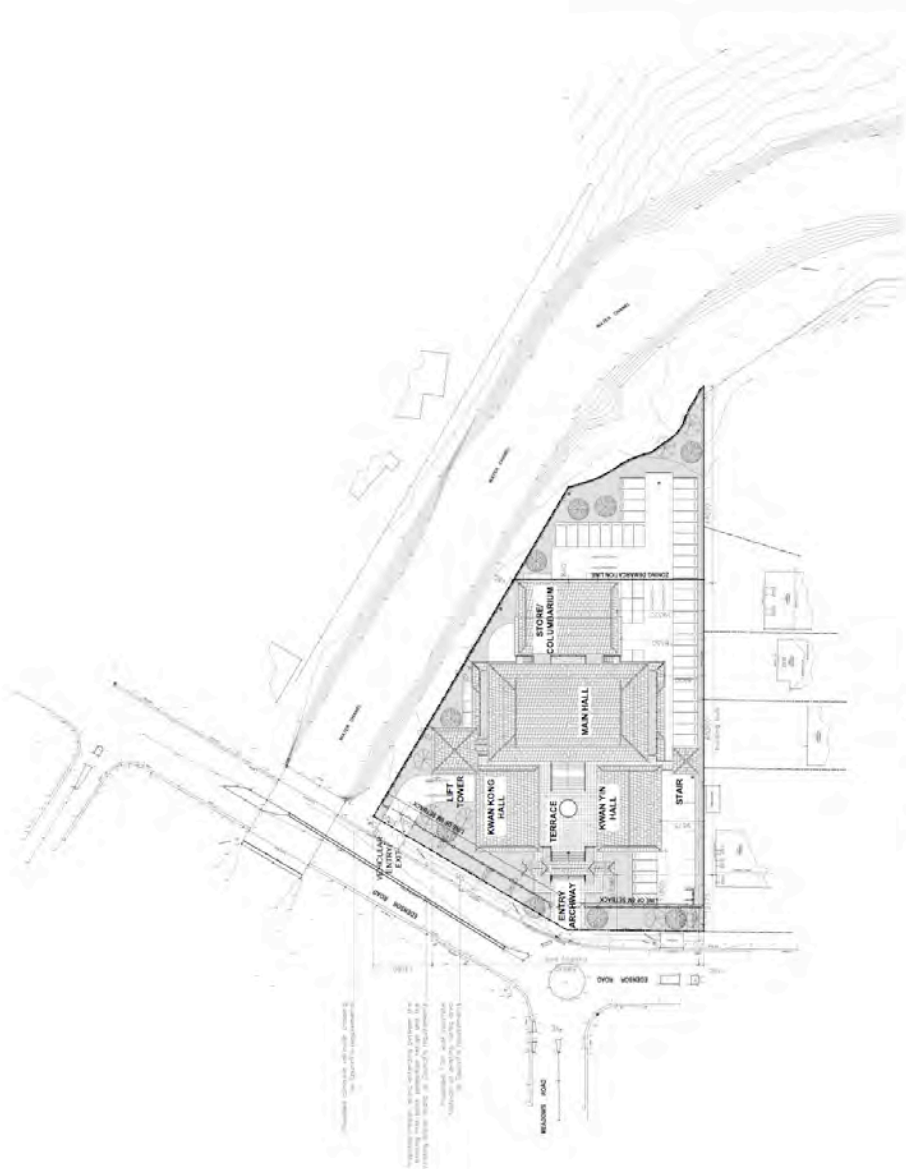
01 LOCATION PLAN

## Architectural Drawing Schedule

[illegible]

### Legend

- [illegible]



02 SITE/ROOF PLAN



Ronald J. Davis  
 Associate Engineer  
 Ray Designing Pty Ltd  
 25/26-27/28-29/30-31/32-33/34-35/36-37/38-39/40-41/42-43/44-45/46-47/48-49/50-51/52-53/54-55/56-57/58-59/60-61/62-63/64-65/66-67/68-69/70-71/72-73/74-75/76-77/78-79/80-81/82-83/84-85/86-87/88-89/90-91/92-93/94-95/96-97/98-99/100-101/102-103/104-105/106-107/108-109/110-111/112-113/114-115/116-117/118-119/120-121/122-123/124-125/126-127/128-129/130-131/132-133/134-135/136-137/138-139/140-141/142-143/144-145/146-147/148-149/150-151/152-153/154-155/156-157/158-159/160-161/162-163/164-165/166-167/168-169/170-171/172-173/174-175/176-177/178-179/180-181/182-183/184-185/186-187/188-189/190-191/192-193/194-195/196-197/198-199/200-201/202-203/204-205/206-207/208-209/210-211/212-213/214-215/216-217/218-219/220-221/222-223/224-225/226-227/228-229/230-231/232-233/234-235/236-237/238-239/240-241/242-243/244-245/246-247/248-249/250-251/252-253/254-255/256-257/258-259/260-261/262-263/264-265/266-267/268-269/270-271/272-273/274-275/276-277/278-279/280-281/282-283/284-285/286-287/288-289/290-291/292-293/294-295/296-297/298-299/300-301/302-303/304-305/306-307/308-309/310-311/312-313/314-315/316-317/318-319/320-321/322-323/324-325/326-327/328-329/330-331/332-333/334-335/336-337/338-339/340-341/342-343/344-345/346-347/348-349/350-351/352-353/354-355/356-357/358-359/360-361/362-363/364-365/366-367/368-369/370-371/372-373/374-375/376-377/378-379/380-381/382-383/384-385/386-387/388-389/390-391/392-393/394-395/396-397/398-399/400-401/402-403/404-405/406-407/408-409/410-411/412-413/414-415/416-417/418-419/420-421/422-423/424-425/426-427/428-429/430-431/432-433/434-435/436-437/438-439/440-441/442-443/444-445/446-447/448-449/450-451/452-453/454-455/456-457/458-459/460-461/462-463/464-465/466-467/468-469/470-471/472-473/474-475/476-477/478-479/480-481/482-483/484-485/486-487/488-489/490-491/492-493/494-495/496-497/498-499/500-501/502-503/504-505/506-507/508-509/510-511/512-513/514-515/516-517/518-519/520-521/522-523/524-525/526-527/528-529/530-531/532-533/534-535/536-537/538-539/540-541/542-543/544-545/546-547/548-549/550-551/552-553/554-555/556-557/558-559/560-561/562-563/564-565/566-567/568-569/570-571/572-573/574-575/576-577/578-579/580-581/582-583/584-585/586-587/588-589/590-591/592-593/594-595/596-597/598-599/600-601/602-603/604-605/606-607/608-609/610-611/612-613/614-615/616-617/618-619/620-621/622-623/624-625/626-627/628-629/630-631/632-633/634-635/636-637/638-639/640-641/642-643/644-645/646-647/648-649/650-651/652-653/654-655/656-657/658-659/660-661/662-663/664-665/666-667/668-669/670-671/672-673/674-675/676-677/678-679/680-681/682-683/684-685/686-687/688-689/690-691/692-693/694-695/696-697/698-699/700-701/702-703/704-705/706-707/708-709/710-711/712-713/714-715/716-717/718-719/720-721/722-723/724-725/726-727/728-729/730-731/732-733/734-735/736-737/738-739/740-741/742-743/744-745/746-747/748-749/750-751/752-753/754-755/756-757/758-759/760-761/762-763/764-765/766-767/768-769/770-771/772-773/774-775/776-777/778-779/780-781/782-783/784-785/786-787/788-789/790-791/792-793/794-795/796-797/798-799/800-801/802-803/804-805/806-807/808-809/810-811/812-813/814-815/816-817/818-819/820-821/822-823/824-825/826-827/828-829/830-831/832-833/834-835/836-837/838-839/840-841/842-843/844-845/846-847/848-849/850-851/852-853/854-855/856-857/858-859/860-861/862-863/864-865/866-867/868-869/870-871/872-873/874-875/876-877/878-879/880-881/882-883/884-885/886-887/888-889/890-891/892-893/894-895/896-897/898-899/900-901/902-903/904-905/906-907/908-909/910-911/912-913/914-915/916-917/918-919/920-921/922-923/924-925/926-927/928-929/930-931/932-933/934-935/936-937/938-939/940-941/942-943/944-945/946-947/948-949/950-951/952-953/954-955/956-957/958-959/960-961/962-963/964-965/966-967/968-969/970-971/972-973/974-975/976-977/978-979/980-981/982-983/984-985/986-987/988-989/990-991/992-993/994-995/996-997/998-999/1000-1001/1002-1003/1004-1005/1006-1007/1008-1009/1010-1011/1012-1013/1014-1015/1016-1017/1018-1019/1020-1021/1022-1023/1024-1025/1026-1027/1028-1029/1030-1031/1032-1033/1034-1035/1036-1037/1038-1039/1040-1041/1042-1043/1044-1045/1046-1047/104

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| Date     | Prepared      | By |
|----------|---------------|----|
| 10-10-17 | Year for 2018 | h  |
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PROPOSED DEMOLITION OF EXISTING BUILDINGS,  
PROPOSED PLACE OF PUBLIC WORKS  
CONSTRUCTION OF GROUND FLOOR CARPARK, A  
COMMON DECK WITH TWO ONE-STOREY BUILDINGS,  
TWO TWO-STOREY BUILDINGS AND A LIFT/STAIR  
CASE AND EXTERNAL SIGNAGE

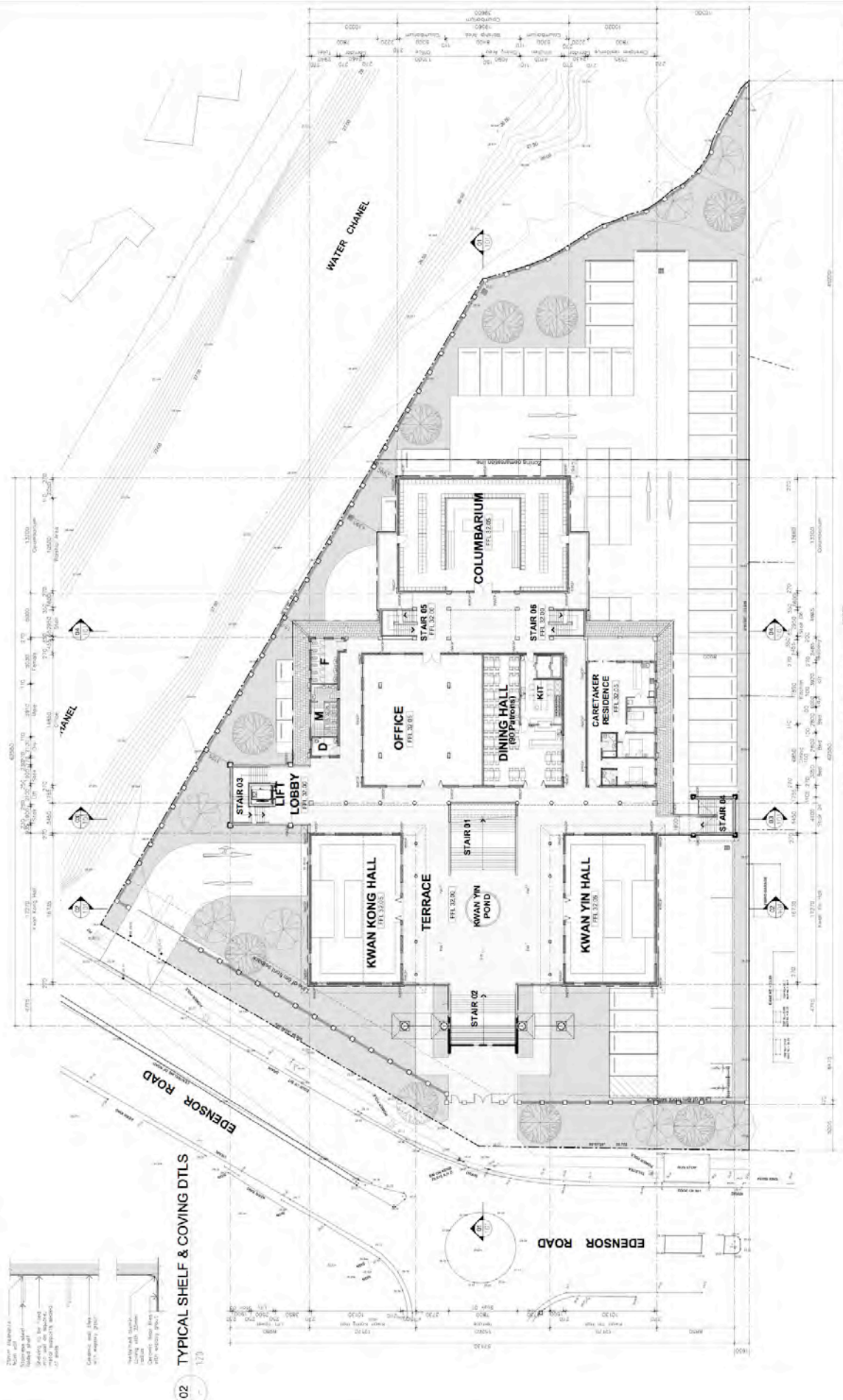
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| Location & Site/ Roof Plan | Drawn by | QC | Scale: | 1:50 (G.A.) |
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**NOTE**

1. This drawing is a preliminary drawing and is not for construction. It is subject to change without notice.

2. All dimensions are in millimeters unless otherwise stated.

3. All levels are in meters above sea level unless otherwise stated.

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**01 FIRST FLOOR**

**02 TYPICAL SHELF & COVING DTLS**

**03 TYPICAL SHELF & COVING DTLS**

**04 TYPICAL SHELF & COVING DTLS**

**05 TYPICAL SHELF & COVING DTLS**

**06 TYPICAL SHELF & COVING DTLS**

**07 TYPICAL SHELF & COVING DTLS**

**08 TYPICAL SHELF & COVING DTLS**

**09 TYPICAL SHELF & COVING DTLS**

**10 TYPICAL SHELF & COVING DTLS**

**11 TYPICAL SHELF & COVING DTLS**

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**97 TYPICAL SHELF & COVING DTLS**

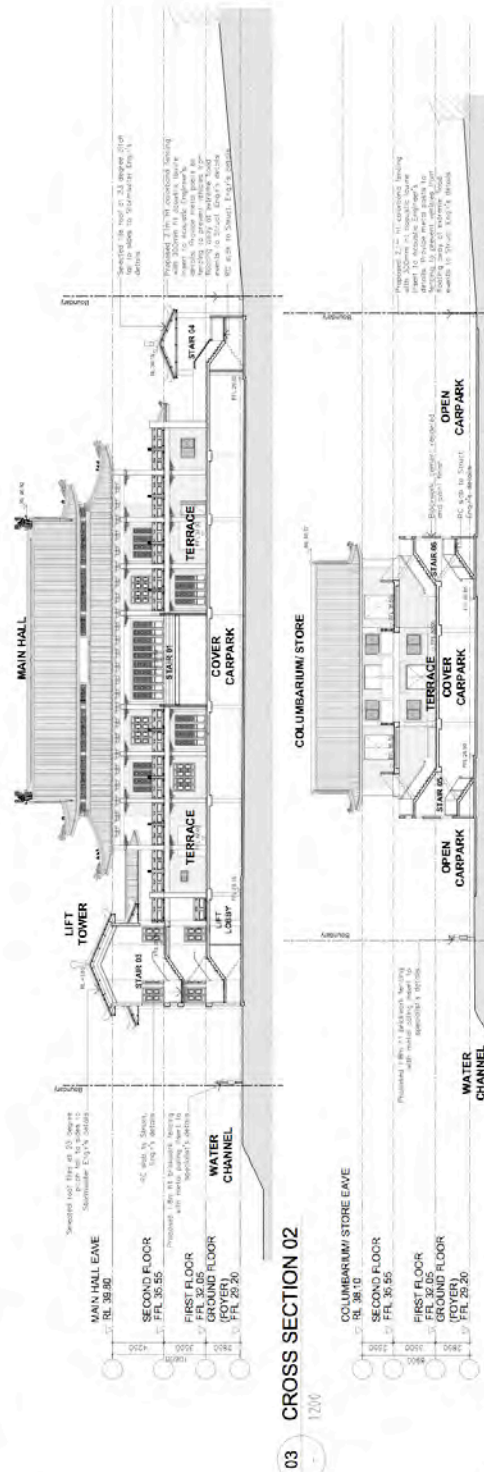
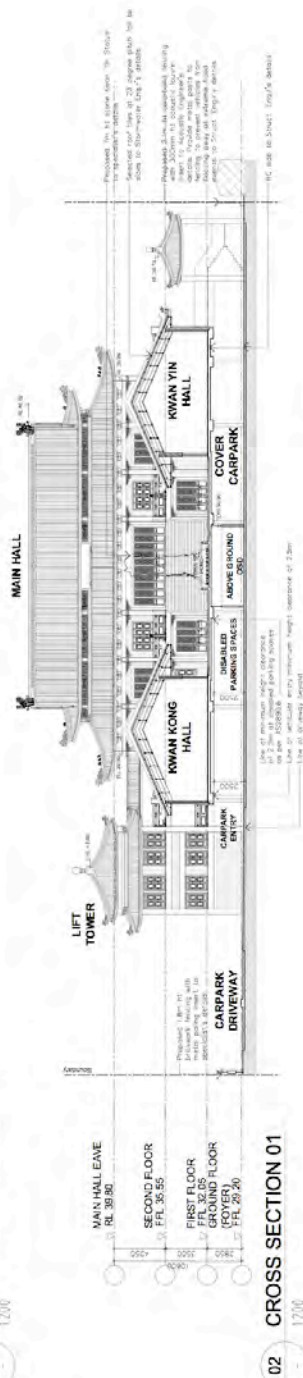
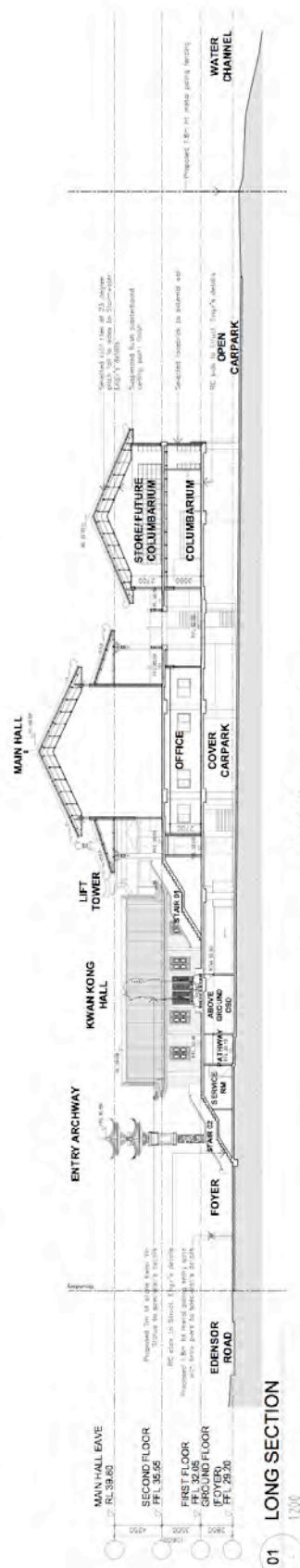
**98 TYPICAL SHELF & COVING DTLS**

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**100 TYPICAL SHELF & COVING DTLS**







**NOTES**

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Drawing list abbreviations:  
SK - Sketch Design  
DA - Detailed Architectural  
CD - Construction Details  
WD - Working Drawing

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| Date     | Amount      | By |
|----------|-------------|----|
| 10-10-12 | Rate for 24 | 1  |
|          |             |    |
|          |             |    |
|          |             |    |
|          |             |    |

**Consultants:**  
Savoyne  
John Lewis and Associates Pty Ltd  
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Melbourne VIC 3006  
Tel: 03 9612 0000 Fax: 03 9612 0009  
Traffic Engineer:  
Warring Traffic Solutions Pty Ltd  
PO Box 2100, Glenview Tce, Box 1110  
Melbourne VIC 3004  
Tel: 03 9596 0000 Fax: 03 9596 0001  
Structural Engineer:  
Azzel Engineers Pty Ltd  
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**Landscape Architect**  
 Ray F. Rogers & Associates P.C. Ltd.  
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TEO CHEW ASSOCIATION INC.**  
澳洲潮州同鄉會  
15 Park Road  
Caringbah NSW 2220

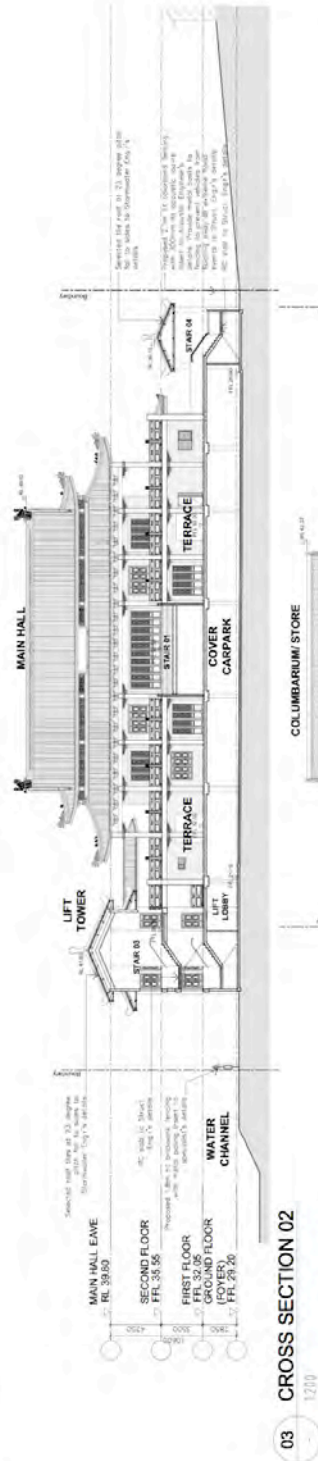
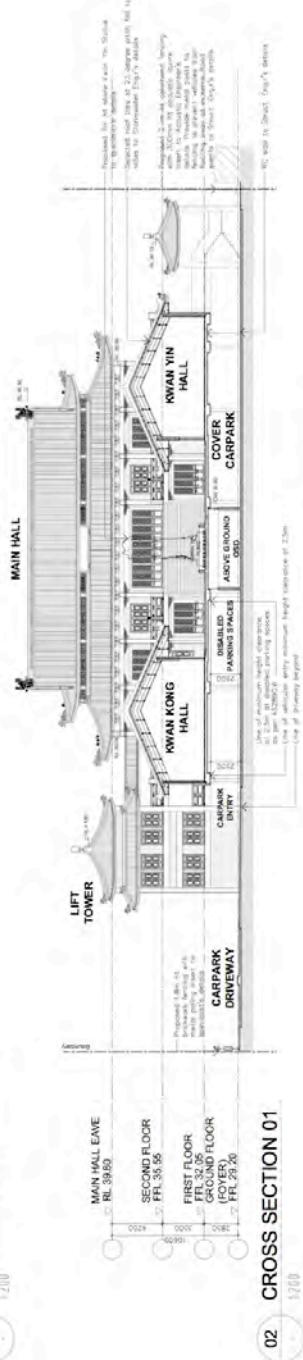
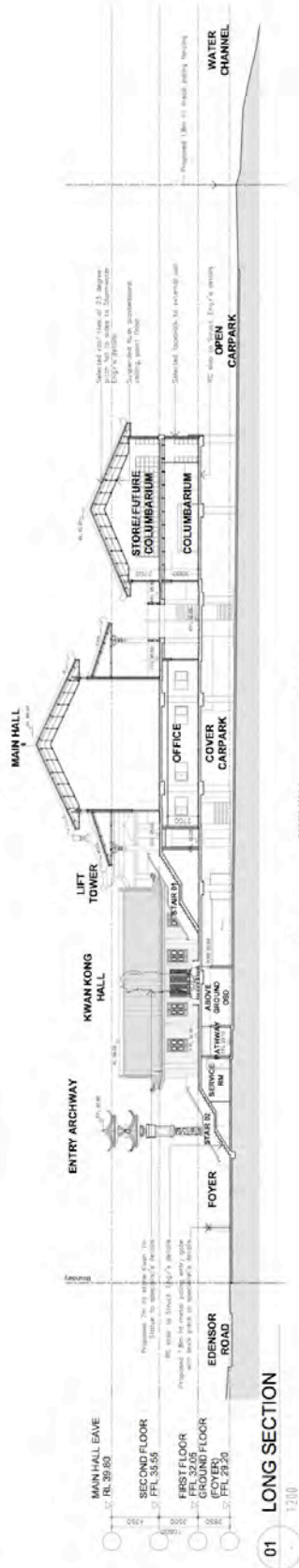


**Project:**  
PROPOSED DEMOLITION OF EXISTING DWELLING,  
PROPOSED PLACE OF PUBLIC WORKSHOP,  
CONSISTING OF GROUND FLOOR CARPARK, A  
PODIUM DECK WITH TWO ONE-STORY BUILDINGS,  
TWO TWO-STORY BUILDINGS AND A LIFT/STAIR  
TOWER AND 2 EXTERNAL SIGNAGE

47-51 Edensor Road  
Cibranegara, NW 2106

Page 12 of 12

DA SUBMISSION ONLY  
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**NOTES:**  
1. All dimensions are in millimetres unless otherwise stated.  
2. All dimensions are to the centre of the element unless otherwise stated.  
3. All dimensions are to the finished surface unless otherwise stated.  
4. All dimensions are to the top of the element unless otherwise stated.  
5. All dimensions are to the bottom of the element unless otherwise stated.  
6. All dimensions are to the side of the element unless otherwise stated.  
7. All dimensions are to the front of the element unless otherwise stated.  
8. All dimensions are to the back of the element unless otherwise stated.  
9. All dimensions are to the top of the element unless otherwise stated.  
10. All dimensions are to the bottom of the element unless otherwise stated.

| Date     | Revised  | By       | Check    |
|----------|----------|----------|----------|
| 12/08/12 | 12/08/12 | 12/08/12 | 12/08/12 |
| 12/08/12 | 12/08/12 | 12/08/12 | 12/08/12 |
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| 12/08/12 | 12/08/12 | 12/08/12 | 12/08/12 |

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**SECTIONS**  
Date: 12/08/12  
Drawn by: OC  
Checked by: 741/DA/101  
Scale: 1:2000  
Sheet: A



# TRAFFIC COUNTS EDENSOR ROAD ROUNDABOUT



Original & Authentic Results  
196847, Fax 88196849, Mob 0418-239019

Client : Terry Winning Traffic Solutions  
Job No/Name : 3836 CABRAMATTA WEST  
Day/Date : Thursday 27th October 2011



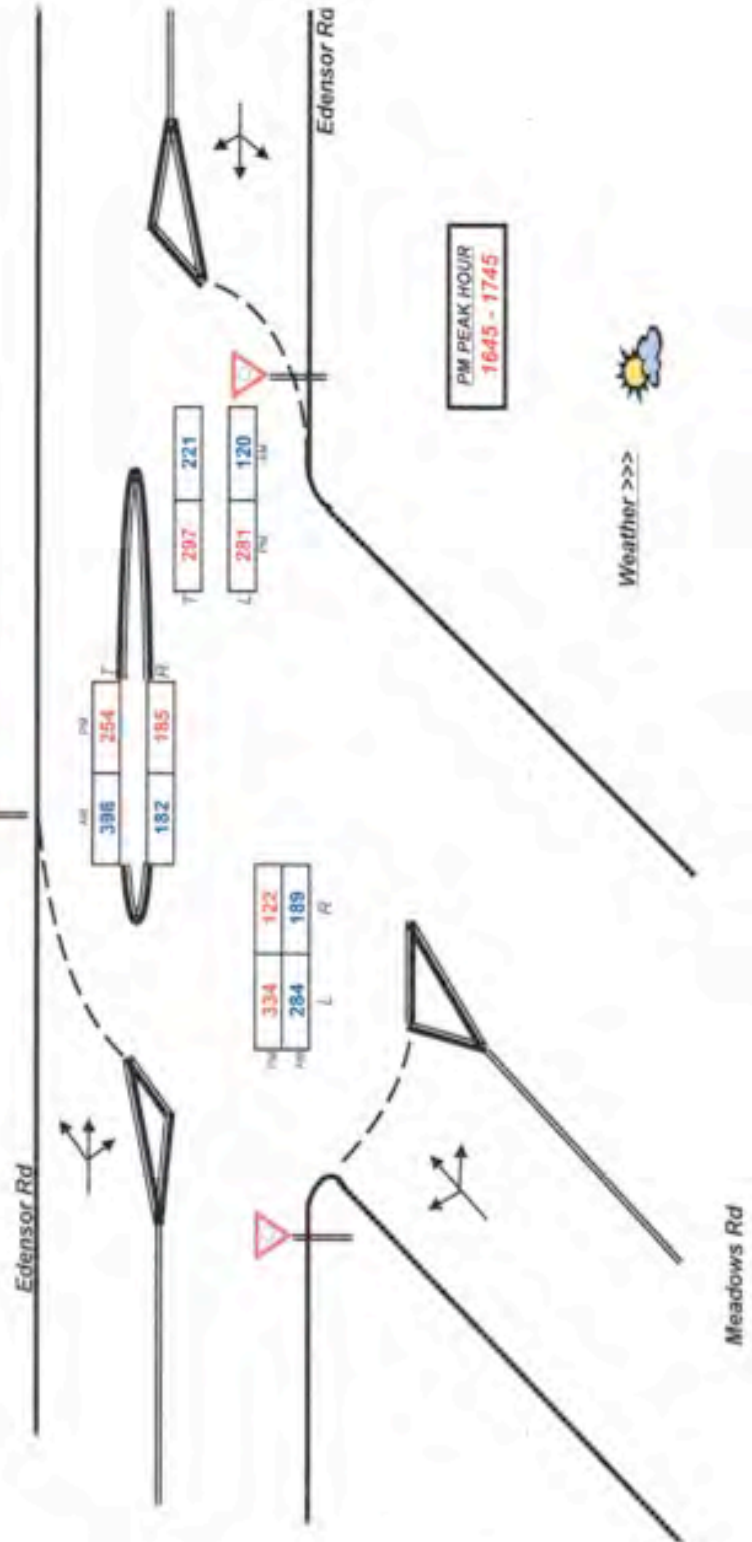
Intersection Details  
Obtained via satellite  
May be incorrect

AM PEAK HOUR  
0800 - 0900

PM PEAK HOUR  
1645 - 1745



Weather >>>





## R.O.A.R. DATA

*Reliable, Original & Authentic Results*

Ph 88196847, Fax 88196849, Mob. 0418-239019

Client

: Terry Winning Traffic Solutions

Job No/Name

: 3836 CABRAMATTA WEST Meadows Rd

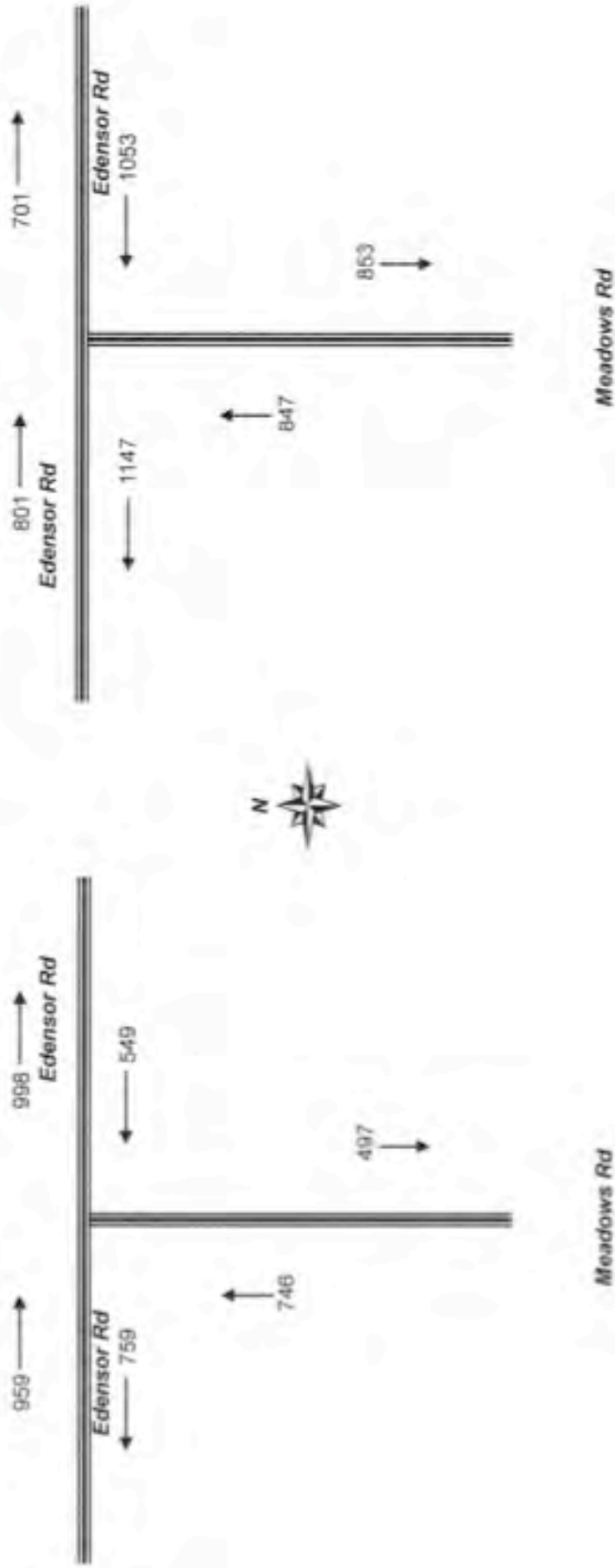
Day/Date

: Thursday 27th October 2011

TOTAL VOLUMES  
FOR COUNT  
PERIODS

AM

PM





# R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client

: Terry Winning Traffic Solutions

Job No/Name

: 3836 CABRAMATTA WEST Meadows Rd

Day/Date

: Thursday 27th October 2011

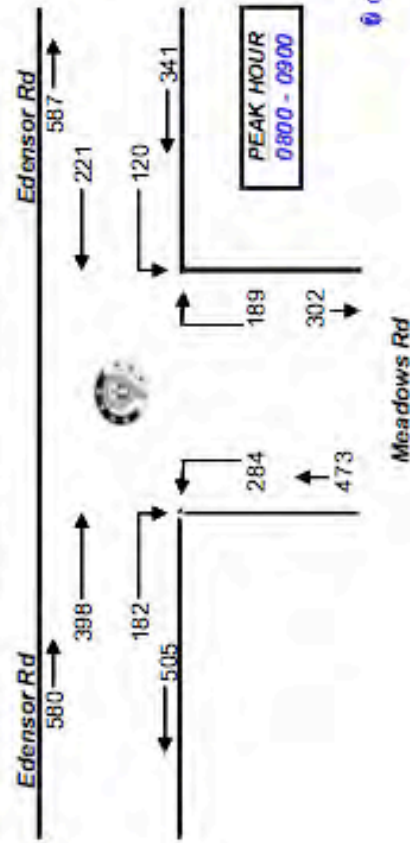
All Vehicles

All Vehicles

| Time Per    | WEST       |            |            | SOUTH      |            |            | EAST       |            |       |
|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
|             | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | TOTAL |
| 0700 - 0715 | 48         | 29         | 27         | 16         | 22         | 30         | 172        |            |       |
| 0715 - 0730 | 61         | 20         | 30         | 38         | 14         | 21         | 184        |            |       |
| 0730 - 0745 | 63         | 38         | 35         | 54         | 25         | 38         | 253        |            |       |
| 0745 - 0800 | 91         | 29         | 33         | 40         | 18         | 40         | 251        |            |       |
| 0800 - 0815 | 81         | 33         | 48         | 41         | 26         | 39         | 266        |            |       |
| 0815 - 0830 | 93         | 34         | 71         | 42         | 40         | 48         | 328        |            |       |
| 0830 - 0845 | 113        | 54         | 74         | 49         | 29         | 70         | 309        |            |       |
| 0845 - 0900 | 111        | 61         | 93         | 57         | 25         | 64         | 411        |            |       |
| Period End  | 661        | 298        | 409        | 337        | 199        | 350        | 2254       |            |       |

| Peak Per    | WEST       |            |            | SOUTH      |            |            | EAST       |            |       |
|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
|             | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | TOTAL |
| 0700 - 0800 | 263        | 116        | 125        | 148        | 79         | 129        | 860        |            |       |
| 0715 - 0815 | 296        | 120        | 144        | 173        | 83         | 138        | 954        |            |       |
| 0730 - 0830 | 326        | 134        | 185        | 177        | 109        | 165        | 1098       |            |       |
| 0745 - 0845 | 378        | 150        | 224        | 172        | 113        | 197        | 1234       |            |       |
| 0800 - 0900 | 398        | 182        | 264        | 189        | 120        | 221        | 1394       |            |       |

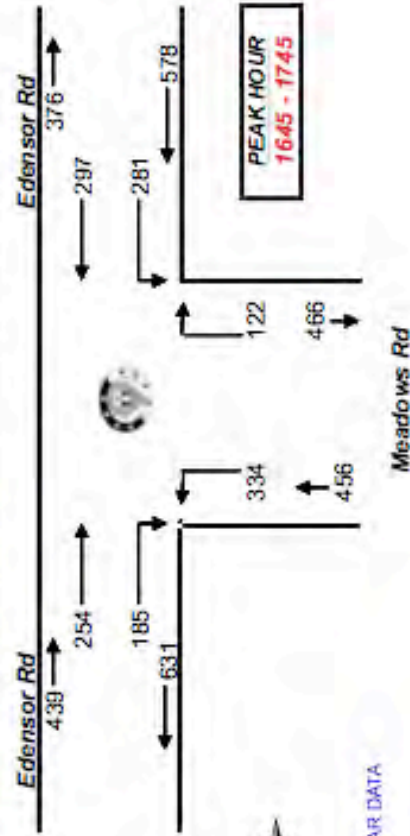
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|---------|-----|-----|-----|-----|-----|-----|------|--|--|
| PEAK HR | 398 | 182 | 284 | 189 | 120 | 221 | 1394 |  |  |
|---------|-----|-----|-----|-----|-----|-----|------|--|--|



| Time Per    | WEST       |            |            | SOUTH      |            |            | EAST       |            |       |
|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
|             | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | TOTAL |
| 1600 - 1615 | 48         | 39         | 23         | 48         | 41         | 256        |            |            |       |
| 1615 - 1630 | 54         | 42         | 68         | 33         | 51         | 290        |            |            |       |
| 1630 - 1645 | 56         | 38         | 72         | 29         | 62         | 333        |            |            |       |
| 1645 - 1700 | 55         | 37         | 95         | 32         | 65         | 359        |            |            |       |
| 1700 - 1715 | 73         | 52         | 97         | 32         | 87         | 416        |            |            |       |
| 1715 - 1730 | 67         | 47         | 70         | 24         | 57         | 336        |            |            |       |
| 1730 - 1745 | 59         | 49         | 72         | 34         | 72         | 362        |            |            |       |
| 1745 - 1800 | 45         | 40         | 72         | 37         | 67         | 349        |            |            |       |
| Period End  | 457        | 344        | 603        | 244        | 509        | 2701       |            |            |       |

| Peak Per    | WEST       |            |            | SOUTH      |            |            | EAST       |            |       |
|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------|
|             | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | Edensor Rd | Edensor Rd | Meadows Rd | TOTAL |
| 1600 - 1700 | 213        | 156        | 292        | 117        | 226        | 1238       |            |            |       |
| 1615 - 1715 | 238        | 169        | 332        | 126        | 265        | 1398       |            |            |       |
| 1630 - 1730 | 251        | 174        | 334        | 117        | 271        | 1444       |            |            |       |
| 1645 - 1745 | 254        | 185        | 334        | 122        | 281        | 1473       |            |            |       |
| 1700 - 1800 | 244        | 188        | 311        | 127        | 283        | 1463       |            |            |       |

|         |     |     |     |     |     |     |      |  |  |
|---------|-----|-----|-----|-----|-----|-----|------|--|--|
| PEAK HR | 254 | 185 | 334 | 122 | 281 | 297 | 1473 |  |  |
|---------|-----|-----|-----|-----|-----|-----|------|--|--|



Copyright ROAR DATA





## R.O.A.R DATA

Reliable, Original & Authentic Results  
Ph. 88196847, Fax 88196849, Mob 0418-239019

Client  
Job No/Name  
Day/Date

: Terry Winning Traffic Solutions  
: 3836 CABRAMATTA WEST Meadows Rd  
: Thursday 27th October 2011

AM

Meadows Rd & Edensor Rd

PM

