# 4 MITCHELL STREET, ENFIELD

# PROPOSED MEDIUM DENSITY MIXED-USE DEVELOPMENT TRAFFIC AND PARKING IMPACT ASSESSMENT FOR PLANNING PROPOSAL

FOR

TIAN AN AUSTRALIA LIMITED


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# DOCUMENT CONTROL SHEET

## Issue History

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# CONTENTS

# 1. INTRODUCTION

## 1.1 BACKGROUND

Bitzios Consulting has been engaged by Tian An Australia Limited to prepare a Traffic and Parking Impact Assessment report for a preliminary development application to Burwood Council consisting of 183 residential dwellings and retail shops. The proposed site is located at 4 Mitchell Street, Enfield, and is currently zoned as R1 General Residential. The site location is shown below in Figure 1.1.


Adapted from Google Maps

Figure 1.1: Site Location

## 1.2 SCOPE

The purpose of this preliminary report is to assess the traffic impacts of the proposed development on the operation of the surrounding road network. The report includes a review of:

- existing traffic operations and the proposed site access locations on Mitchell Street and Baker Street;
- existing traffic operations at the Burwood Road/Mitchell Street intersection during the weekday morning and afternoon peak periods, and Saturday late morning;
- likely traffic impacts resulting from the development-generated traffic at the site access;
- SIDRA modelling of the Burwood Road/Mitchell Street intersection of the existing and future conditions, and the distribution onto the surrounding road network; and
- development plans and parking provisions in accordance with Australian Standards and Burwood Council's Development Control Plan (DCP).

### 1.3 REFERENCE DOCUMENTS

The following documents have been reviewed and referenced in this report:

- Burwood Council Development Control Plan (DCP 2016);
- Roads and Maritime Services Guide to Traffic Generating Developments (RTA, 2002);
- Roads and Maritime Services Technical Direction for Traffic, Safety and Transport Practitioners (2013);
- AS_NZS2890.1-2004 Parking Facilities-Off Street Car Parking; and
- Cycling Aspects of Austroads Guides (2014).

## 2. EXISTING CONDITIONS

### 2.1 SITE DEVELOPMENT

The existing two and three-storey site (approximately 12,665m$^2$) is currently occupied by the disability service provider Vision Australia and is the location of its NSW Head Office.

### 2.2 ONSITE ACCESS AND PARKING

The site is currently accessible off Mitchell Street via a driveway to the main carpark along the eastern side, a staff only carpark on the western side and a carpark on the northern side of the site off Baker Street, totalling 66 spaces (including seven persons with a disability spaces). The existing development is located approximately 55 metres west of the Burwood Road/Mitchell Street intersection. The existing parking provisions on the site and carpark locations are depicted below in Table 2.1 and Figure 2.1 respectively.

Table 2.1: Existing Parking Provisions

| Location | Car Spaces | Disabled Spaces | Total |
|---|---|---|---|
| Main Carpark | 6 (visitors) | 3 | 29 |
| | 17 (staff) | 3 | |
| Staff Carpark | 28 | 1 | 29 |
| Baker Street Carpark | 8 | 0 | 8 |


Adapted from Google Maps

Figure 2.1: Site Carpark Locations

## 2.3 Mitchell Street Parking Demand and Turnover

On-street parking along Mitchell Street is unrestricted, and there is generally low demand and turnover during weekday daytime hours. Parking demand and turnover is particularly high during weeknights for sports training and on weekends for sporting competitions at Henley Park in winter months. During the site inspection on Saturday 9 September (11:00am-1:00pm), a club cricket match was being played at Henley Park and there was low parking demand. This may be attributed to the completion of winter sports competitions when parking demand is at the highest.

## 2.4 Road Network

The existing road network surrounding the development at 4 Mitchell Street, Enfield consists of:

- Mitchell Street;
- Burwood Road; and
- Baker Street.

### 2.4.1 Mitchell Street

Mitchell Street is a two-way collector road which runs east to west and forms the western approach to the Burwood Road/Mitchell Street signalised intersection. It is a two-lane road with kerbside parking and a non-signposted 50km/h speed limit. Mitchell Street is located in a low-density residential area, with a Flower Power Centre via an access road on the southern side, side streets, as well as Henley Park located immediately west of the subject site.

### 2.4.2 Burwood Road

Burwood Road is a sub-arterial road which runs north to south, connecting Concord and Campsie via Burwood. It is primarily a two-lane road with kerbside parking and a signposted 50km/h speed limit. Burwood Road near the proposed development include signalised intersections at Mitchell Street, the Hume Highway and Georges River Road, several roundabouts and side streets. It is used as a main thoroughfare for vehicles in Enfield and provides access to/from the wider road network, including the Hume Highway and Parramatta Road.

### 2.4.3 Baker Street

Baker Street is a two lane, two-way local road with a signposted 50km/h speed limit. It provides access to the northern end of the site via the existing Baker Street Carpark. Baker Street is a low traffic volume road and limited on-street parking is available. On some sections of the road, when vehicles are parked in both sides of the road, two-way traffic operations are not possible due to road width constraints.

Roads and Maritime Services (RMS) road functional classification levels are described in Table 2.2.

Table 2.2: Road Classifications

| | |
|---|---|
| Arterial Road | This is typically a main road carrying in excess of 15,000 vehicles per day and over 1,500 vehicles per hour in the peak period. They predominantly carry traffic from one region to another, forming principal avenues of communication for metropolitan traffic movements. |
| Sub-Arterial Road | This is typically a secondary road carrying between 5,000 and 20,000 vehicles per day, and over 500 to 2,000 vehicles per hour in the peak period. They predominantly carry traffic from one sub-region to another forming secondary inter-regional transport links. |
| Collector Road | This is typically a minor road carrying between 2,000 and 10,000 vehicles per day, and over 250 to 10,000 vehicles per hour in the peak period. They provide a link between local areas and regional roads, carrying low traffic volumes. At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably. |
| Local Road | This is typically a local street carrying less than 2,000 vehicles per day and 250 vehicles per hour in the peak period. They provide immediate access to individual houses and carry low volumes of traffic. |

*Source: RMS Functional Classification of Roads*

## 2.5 SITE INSPECTIONS

Site inspections were undertaken during the AM peak (7:30am-9:00am) on Tuesday 22 August 2017 (8:20am-9:30am), Thursday 14 September 2017, PM peak (4:30pm-6:00pm) on Tuesday 12 September 2017 and during the midday peak (11:00am-1:00pm) on Saturday 9 September 2017.

Key observations from the site inspections include that:

- there were a total of 45 vehicles accessing the site between 8:20am and 9:30am, including 32 in the main carpark (9 of which were taxis) and 13 in the staff carpark;
- the Burwood Street/Mitchell Street intersection appeared to operate with minimal delays;
- phase times and sequences varied based on the number of vehicles present at each approach during a particular cycle; and
- while there were some back-of-queues along Burwood Road during a green phase (4 vehicles), only 2 vehicles incurred delays of only 1 cycle given the varying traffic volumes and phasing times.

## 2.6 INTERSECTION SURVEYS

Traffic volume counts were undertaken at the Burwood Road/Mitchell Street intersection on Tuesday 9 September 2017 and Saturday 12 September 2017. The critical peak hours identified were:

- AM Peak: 7:45-8:45am;
- PM Peak: 5:00-6:00pm; and
- Saturday Peak: 11:15am-12:15pm.

The traffic counts for light and heavy vehicles at the Burwood Road/Mitchell Street intersection during the AM, PM and Saturday peak hours are shown from Figure 2.2 to Figure 2.4 respectively.

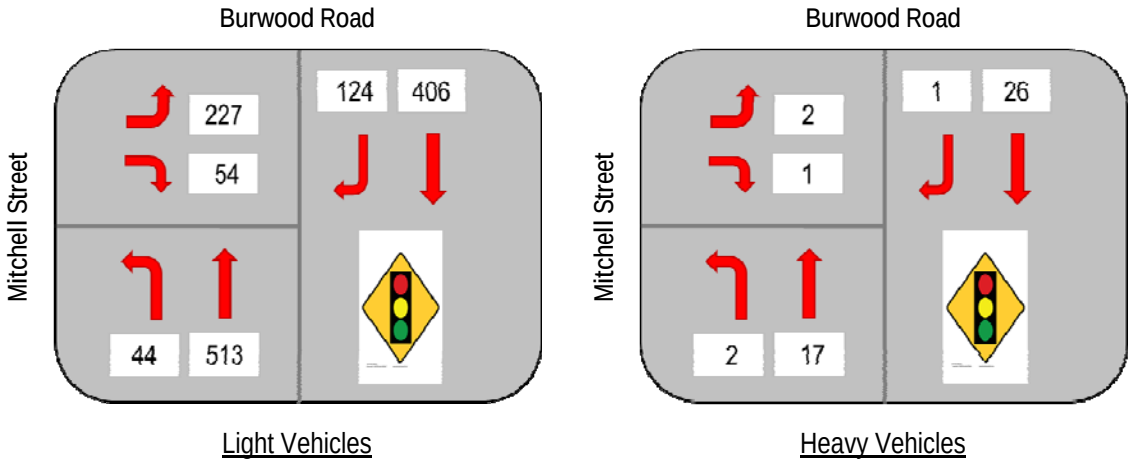



Figure 2.2: Burwood Road/Mitchell Street Intersection Count – AM Peak

The AM peak intersection counts indicate the main traffic flow is along Burwood Road northbound, with over 750 vehicles per hour travelling towards the Hume Highway and Burwood Town Centre within the hour. There are moderate traffic volumes of over 280 vehicles per hour turning from Mitchell Street onto Burwood Road, though there are relatively free-flowing conditions and minimal delays along Mitchell Street between the intersection and the site.

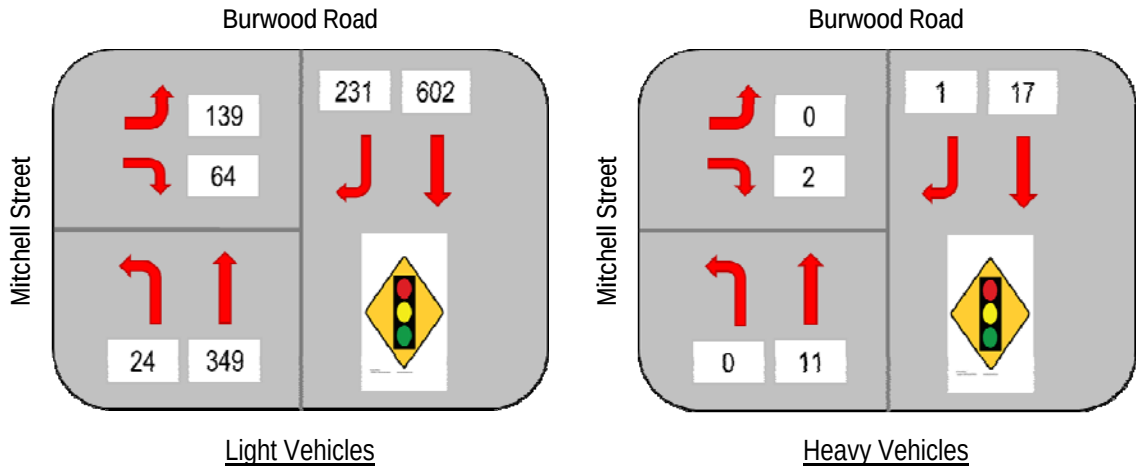



Figure 2.3: Burwood Road/Mitchell Street Intersection Count – PM Peak

The PM peak intersection counts indicate that the main traffic flow along Burwood Road southbound is from Burwood Town Centre and the Hume Highway, with over 850 vehicles per hour. There are lower traffic volumes of 230 vehicles per hour turning from Burwood Road onto Mitchell Street, with relatively free-flowing conditions and minimal delays along Mitchell Street between the intersection and the site.

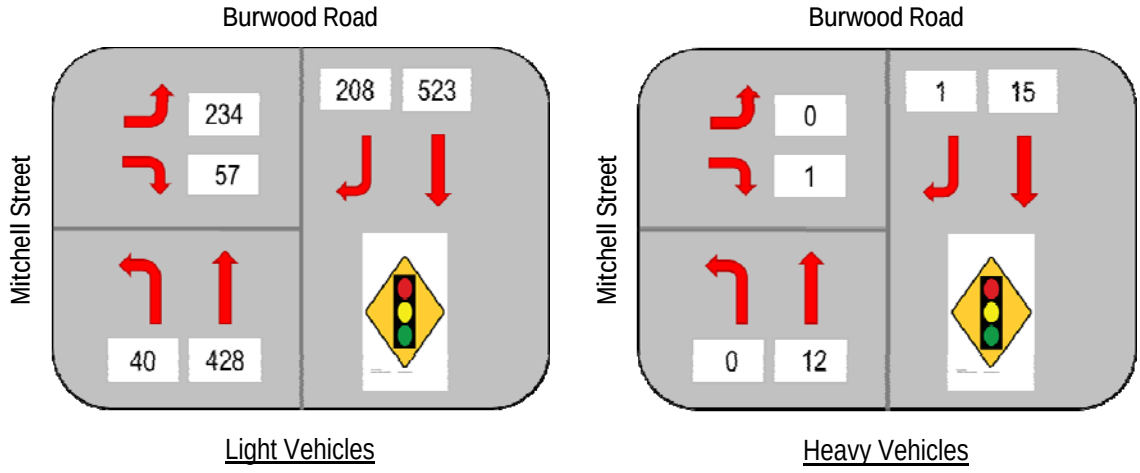



Figure 2.4: Burwood Road/Mitchell Street Intersection Count – Saturday Peak

The Saturday peak intersection counts indicate that both directions along Burwood Road traffic volumes of over 670 and 740 vehicles per hour travelling northbound and southbound respectively. There are lower traffic volumes of over 290 and 240 vehicles per hour turning from Mitchell Street onto Burwood Road and from Burwood Road onto Mitchell Street respectively, with relatively free-flowing conditions and minimal delays along Mitchell Street between the intersection and the site.

A copy of the full intersection counts is included in Appendix A.

## 2.7 PARKING SURVEYS

Parking counts across three sections of the subject site were undertaken across seven-day periods as follows:

- Main Carpark: Saturday 9 September to Friday 15 September 2017;
- Staff Carpark: Monday 11 September to Sunday 17 September 2017; and
- Baker Street Carpark: Monday 11 September to Sunday 17 September 2017.

The parking counts for each peak period are summarised from Table 2.3 to Table 2.5.

Table 2.3: Parking Counts – AM Peak

| Tuesday 12/9 | Main Carpark | Staff Carpark | Baker Street Carpark |
|---|---|---|---|
| 7:00am | 9 | 1 | 1 |
| 8:00am | 22 | 16 | 2 |
| 9:00am | 17 | 12 | 2 |
| 10:00am | 21 | 5 | 1 |

During the AM peak, the highest demand for parking at the site was between 7:00am and 10:00am. The main carpark experienced the highest number of vehicles at each hour, peaking at 22 vehicles at 8:00am. The Baker Street Carpark had the lowest demand throughout the AM peak, with a maximum of two vehicles at any time. The staff carpark experienced an increase of 15 vehicles entering the carpark between 7:00am and 8:00am which coincides with business operating hours.

Table 2.4: Parking Counts – PM Peak

| Tuesday 12/9 | Main Carpark | Staff Carpark | Baker Street Carpark |
|---|---|---|---|
| 3:00pm | 5 | 1 | 4 |
| 4:00pm | 17 | 5 | 3 |
| 5:00pm | 12 | 7 | 6 |
| 6:00pm | 3 | 0 | 4 |

During the PM peak, the highest demand for parking at the site was between 3:00pm and 6:00pm. The main carpark experienced the highest number of vehicles at each hour, peaking at 17 vehicles at 4:00pm. The Staff Carpark had the lowest total demand in the PM peak period but experienced a higher peak than Baker Street. The Main Carpark experienced a large increase of 12 vehicles entering the carpark between 3:00pm and 4:00pm, with a decrease of nine vehicles between 5:00pm and 6:00pm. This coincides with business operating hours.

Table 2.5: Parking Counts – Saturday Peak

| Saturday 9/9 | Main Carpark | Staff Carpark | Baker Street Carpark |
|---|---|---|---|
| 1:00pm | 1 | 0 | 0 |
| 2:00pm | 0 | 0 | 0 |
| 3:00pm | 2 | 0 | 0 |
| 4:00pm | 0 | 0 | 0 |
| 5:00pm | 1 | 0 | 0 |

During the Saturday peak, no vehicles were recorded in the Staff and Baker Street carparks. This is attributed to the business not operating during weekends. The Main Carpark experienced a small number of vehicles between 1:00pm and 5:00pm, with a maximum of only two vehicles at 3:00pm.

A copy of the full parking counts is included in Appendix B.

# 3. PROPOSED DEVELOPMENT

The current proposal aims to demolish the existing office/industrial building and construct a residential development with ancillary retail spaces, featuring a combined floor space ratio of 1.43:1. Specifically, the development includes 183 residential dwellings, consisting of 1, 2 and 3 bedroom apartments, along with a 400m$^2$ allocation for ancillary retail space.

The distribution of each proposed floor use is indicated below in Table 3.1.

Table 3.1: Proposed Development

| Floor Use | Bedrooms | Dwellings | GFA |
|---|---|---|---|
| Residential Development | 1 bedroom | 74 dwellings | 17,668m$^2$ |
| | 2 bedrooms | 82 dwellings | |
| | 3 bedrooms | 27 dwellings | |
| Ancillary Retail | N/A | N/A | 400m$^2$ |

# 4. TRAFFIC ASSESSMENT

## 4.1 DEVELOPMENT TRAFFIC GENERATION

The trips generated by the existing site and the proposed development have been calculated individually in order to determine the net additional trips generated onto the surrounding road network. Traffic generation development for the existing site and proposed development were calculated using rates provided in the *Roads and Maritime Services Guide to Traffic Generating Developments (GTGD 2002)* and the *RMS Technical Direction for Traffic, Safety and Transport Practitioners (2013)*.

The trip generation rates adopted are as follows:

- Existing site uses office blocks rate specified in the *Roads and Maritime Services Technical Direction*, however, as this is a standard rate, results from an onsite trip survey undertaken in August 2017 were also adopted;
- Proposed one-bedroom and two-bedroom residential dwellings use rates smaller units and flats for medium residential flat buildings (specified in the *Roads and Maritime Services GTGD*);
- Proposed three-bedroom residential dwellings use rates for large units and town houses for medium residential flat buildings (specified in the *Roads and Maritime Services GTGD);* and
- Proposed ancillary retail uses peak hour rates for restaurants (specified in *Roads and Maritime GTGD*).

The residential dwellings utilise rates for medium density residential flat buildings as a conservative estimate as the proposed development is located outside of a major regional or town centre, and is not located within 1km of a railway station or 400m of a major bus interchange.

Retail space utilisation is expected to food-orientated, comprising of use by restaurants, cafes, and neighbourhood shops.

Table 4.1 below provides the net AM and PM peak hour traffic volumes generated by the proposed development when considering the existing approved development over the subject site.

Table 4.1: Traffic Generation

| Land Use | Dwellings /GFA | AM Peak Trip Generation Rate | PM Peak Trip Generation Rate | AM Peak Generated Traffic Volume | PM Peak Generated Traffic Volume |
|---|---|---|---|---|---|
| EXISTING SITE | | | | | |
| Office Block | N/A | 1.6/100m$^2$ | 1.2/100m$^2$ | 134 trips | 101 trips |
| Surveyed Trip Generation Aug 2017 | N/A | 34 trips to site, 11 trips from site, total 45 trips | N/A | 45 trips | N/A |
| PROPOSED DEVELOPMENT | | | | | |
| One and Two Bedroom Residential Units | 156 | 0.5/dwelling | 0.5/dwelling | 78 trips | 78 trips |
| Three Bedroom Residential Units | 27 | 0.65/dwelling | 0.65/dwelling | 18 trips | 18 trips |
| Retail | 400m$^2$ | - | 5/100m$^2$ | - | 20 trips |
| Total proposed trips | | | | 96 trips | 116 trips |
| Net trips based on RMS trip generation rates | | | | -38 trips | -15 trips |
| Net trips based on surveyed trip generation | | | | +51 trips | N/A |

The proposed development is therefore expected to generate 96 trips in the AM peak and 116 trips in the PM peak. As shown above, there is expected to be an net increase in trips relative to the existing use of the site during the AM peak, and a slight increase in net trips during the PM peak. No AM peak trip generation is expected for the Café/Restaurant component of the development, as it is highly unlikely to be an attractor to the site during that AM peak period. The visitors would most likely be residents of the development or customers from the neighbouring park and nearby houses.

For the purposes of this assessment, the traffic analysis will assess the impacts of the development to the surrounding road network.

There are currently 129 Vision Australia employees at the existing site, including 72 full-time, 49 part-time and 8 casual workers. Their overall parking usage rarely causes any capacity constraints. The direction of this office traffic at the existing site is to the site in the AM peak and from the site in the PM peak. It is assumed, however, that future residential traffic will be the opposite, with traffic from the site in the AM peak and to the site in in the PM peak. Due to the generated traffic volumes, this is not expected to cause any capacity constraints on the surrounding road network (refer to Section 4.2.2 for detailed assessment).

A traffic travelling to the site versus traffic travelling from the site split of 30% to 70% during the peak hours was assumed due to the primarily residential nature of the site. For traffic leaving the proposed site via the exit on Mitchell Street and heading east to Burwood Road, based on the traffic counts it is assumed that approximately 80% of the trips will be travelling northbound towards the Hume Highway and Burwood Town Centre, while the remaining 20% will be southbound towards Georges River Road and Campsie Town Centre.

## 4.2 SIDRA ANALYSIS

The commonly used measure of intersection performance, as defined by Roads and Maritime Services is vehicle delay. SIDRA modelling software determines the average delay that vehicles encounter at an intersection and provides a measure of the level of service. Table 4.2 shows the criteria adopted by Roads and Maritime in assessing the level of service for signalised intersections.

Table 4.2: Roads and Maritime Services Level of Service Criteria for Signalised Intersections

| Level of Service | Average Delay (seconds/vehicle) | Traffic Signals |
|---|---|---|
| A | < 14 | Good operation |
| B | 15 to 28 | Good with acceptable delays and spare capacity |
| C | 29 to 42 | Satisfactory |
| D | 43 to 56 | Operating near capacity |
| E | 57 to 70 | At capacity, at signals, incidents will cause excessive delays |

*Source: Roads and Maritime Services Guide to Traffic Development (2002)*

### 4.2.1 Existing Operation

The existing operation of the Burwood Road/Mitchell Street intersection during the AM, PM and Saturday peak traffic periods was analysed in SIDRA Intersection analysis software. A summary of the results is shown in Table 4.3.

Table 4.3: Burwood Road/Mitchell Street SIDRA Results Summary – Existing

| Peak Period | Level of Service | Average Delay (sec/veh) | 95th Percentile Queue (m) | Degree of Saturation (v/c) |
|---|---|---|---|---|
| AM Peak | B | 17 | 95 | 0.84 |
| PM Peak | A | 13 | 74 | 0.84 |
| Saturday Peak | A | 14 | 77 | 0.78 |

Key points from the SIDRA outputs for the existing operation of the Burwood Street/Mitchell Street signalised intersection include:

- that it operates at an optimal Level of Service A during the PM and Saturday peaks, and at an acceptable Level of Service B during the AM peak, with an average delay of 13, 14 and 17 seconds per vehicle respectively;
- the AM peak has the longest 95th percentile queue of 95 metres; and
- the AM and PM peaks operate with the highest degree of saturation (0.84).

### 4.2.2 Future Operation

The future operation of the Burwood Road/Mitchell Street intersection during the AM peak traffic period, being the worst-case scenario, was also analysed in SIDRA. The scenarios analysed were 2022 and 2027 both with and without the proposed development. These scenarios use an Optimum Cycle Time of 120 seconds. This method allows for cycle times of more than the existing 63 seconds to cater for local and development traffic growth, and to optimise the performance measures indicated in the SIDRA outputs (refer to Appendix C). It should be noted that the results in Table 4.4 assume that the Burwood Road/Mitchell Street intersection will operate with cycle times of more than 63 seconds. As such, the future operation may be more optimal than the existing, which does not use the Optimal Cycle Time method.

Table 4.4: Burwood Road/Mitchell Street SIDRA Results Summary – AM Peak Future

| Scenario | Level of Service | Average Delay (sec/veh) | 95th Percentile Queue (m) | Degree of Saturation (v/c) |
|---|---|---|---|---|
| 2022 No Development | A | 13 | 77 | 0.67 |
| 2022 With Development | A | 14 | 72 | 0.57 |
| 2027 No Development | A | 14 | 85 | 0.70 |
| 2027 With Development | A | 14 | 74 | 0.60 |

Key points from the SIDRA outputs for the future operation of the Burwood Street/Mitchell Street signalised intersection include that:

- it is forecast to operate at a Level of Service A in all assessed scenarios, both 2022 and 2027 and with and without the development;
- the increases in delay per vehicle due to the development are forecast to be negligible in all assessed scenarios; and
- the 95th percentile queues and degrees of saturation are lower in the 'with development' scenarios for both 2022 and 2027.

Therefore, it is assumed, based on the SIDRA analysis and site observations, the development's traffic generation and impacts to the surrounding road network can be adequately catered for by the existing intersection configuration, assuming the existing cycle time can be increased.

A copy of the detailed outputs for the Burwood Road/Mitchell Street intersection is included in Appendix C.

# 5. PARKING ASSESSMENT

## 5.1 PARKING REQUIREMENTS AND PROVISION

The required car parking provisions for developments in R1 General Residential zoning areas are outlined in Burwood Council's Development Control Plan in Section 4.6 Table 4. The bicycle parking requirements are outlined in the *Cycling Aspects of Austroads Guides*. Table 5.1 below summarises the parking requirements of the development.

Table 5.1: Car and Bicycle Parking Requirements

| Land Use | Dwellings/ GFA | Type | Space | Parking Rate | Parking Required |
|---|---|---|---|---|---|
| 1 and 2 bedroom dwellings | 156 | Residential | Car | 1 space per dwelling | 156 spaces |
| | | Visitor | | 1 space per 5 dwellings | 31 spaces |
| | | Residential | Bicycle | 1 space per 4 dwellings | 39 spaces |
| | | Visitors | | 1 space per 16 dwellings | 10 spaces |
| 3 bedroom dwellings | 27 | Residential | Car | 2 spaces per dwelling | 54 spaces |
| | | Visitor | | 1 space per 5 dwellings | 5 spaces |
| | | Residential | Bicycle | 1 space per 4 dwellings | 7 spaces |
| | | Visitors | | 1 space per 16 dwellings | 2 spaces |
| Ancillary Retail | 400m$^2$ | Employees/ Visitors | Car | 1 space per 50m$^2$ | 8 spaces |
| | | | | Total (Vehicle) | 254 spaces |
| | | | | Total (Bicycle) | 58 spaces |

The proposed development requires a minimum 308 parking spaces, comprising 254 car spaces and 58 bicycle spaces. At minimum the bicycle parking facilities for residents are to consist of Class 2 lockable enclosures, while facilities for visitors are to be Class 3 rails or racks, in accordance with the *Cycling Aspects of Austroads Guides*. For the purpose of this parking assessment, the retail premises are assumed to be neighbourhood shops and adopt the corresponding rates.

These parking provisions are appropriate given the walking distance to alternative transport modes (see Section 6.1), and proximity to other local facilities. Additionally, the availability of on-street parking on Mitchell Street provides alternative parking options for visitors to the site.

## 5.2 PARKING LAYOUT AND ACCESS

Access to the basement carpark will be provided via two driveway ramps, one which connects to Mitchell Street, and one to Baker Street. The carpark will comprise of two-way aisles with 90-degree angled parking spaces, and two-way aisles at both ends. No detailed plans have been reviewed as part of this assessment.

# 6. ALTERNATE TRANSPORT MODES

## 6.1 BUS

Bus service routes 400 and M41 run along Burwood Road. There is a northbound bus stop (TSN 213628) and a southbound bus stop (TSN 213319) on Burwood Road just north of Mitchell Street, both less than 200m walk east of the site. Services operating along Burwood Road are shown below in Table 6.1.

Table 6.1: Bus Services Along Burwood Road

| Route No. | Destination | Direction | Frequency |
|---|---|---|---|
| 400 | Burwood to Bondi Junction via Eastgardens (Limited Stops) | Both Directions | 20 mins (daily) |
| M41 | Hurstville to Macquarie Park | Both Directions | 10 mins (peak periods)<br>15 mins (off-peak periods)<br>20 mins (weekends) |

# 7. CONCLUSIONS

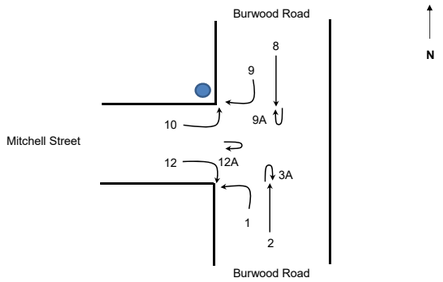
The key findings from the traffic impact and parking assessment for the proposed residential development at 4 Mitchell Street, Enfield, are summarised as follows:

- there are significant existing traffic volumes along Burwood Road during the AM, PM and Saturday peaks, however only minimal delays are predicted at the Mitchell Street/Burwood intersection and the subject site;
- traffic generated by the proposed development is expected to be slightly less than the existing site based upon trip generation, and more based on the conducted site survey. However, it is not expected to impose any significant impacts on the surrounding road network;
- the SIDRA analysis and site observations conclude that the difference in future performance of the Mitchell Street/Burwood intersection between the with development and without development scenarios in 2022 and 2027 are negligible (certain intersection parameters are better with the new development). Further, the impacts to the surrounding road network can at worst, be satisfactorily catered for by the existing intersection's configuration, assuming that the cycle time can be increased; and
- although private vehicle trips may be utilised by residents, given the site's proximity to local facilities, the site's walking access to frequent bus services should encourage public transport as a good alternative option for transport to and from the proposed development.

# APPENDIX A

## TRAFFIC AND PEDESTRIAN SURVEYS

| | |
|---|---|
| **Client** | **: Bitzios Consulting** |
| **Job** | **: Mitchell Street Enfield** |
| **Day/Date** | **: Tuesday, 12 September 2017** |
| **Survey Location** | **: Mitchell Street & Burwood Road** |
| **Weather** | **: Fine** |





**AM**

| Time | Movement 1 | | | | Movement 2 | | | | Movement 3A | | | | Movement 8 | | | | Movement 9 | | | | Movement 9A | | | | Movement 10 | | | | Movement 12 | | | | Movement 12A | | | | Total of all Movements | Peak Hour Volume Determination | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | | | |
| **7:00 - 7:15** | 7 | 1 | 0 | **8** | 90 | 8 | 0 | **98** | 0 | 0 | 0 | **0** | 58 | 8 | 0 | **66** | 10 | 1 | 0 | **11** | 0 | 0 | 0 | **0** | 32 | 1 | 0 | **33** | 12 | 0 | 0 | **12** | 0 | 0 | 0 | **0** | **228** | **7:00 - 8:00** | **1174** |
| **7:15 - 7:30** | 11 | 1 | 0 | **12** | 90 | 11 | 1 | **102** | 0 | 0 | 0 | **0** | 63 | 3 | 0 | **66** | 15 | 1 | 0 | **16** | 0 | 0 | 0 | **0** | 32 | 6 | 0 | **38** | 3 | 0 | 0 | **3** | 0 | 0 | 0 | **0** | **237** | **7:15 - 8:15** | **1278** |
| **7:30 - 7:45** | 10 | 1 | 0 | **11** | 137 | 9 | 0 | **146** | 0 | 0 | 0 | **0** | 85 | 6 | 0 | **91** | 21 | 0 | 0 | **21** | 0 | 0 | 0 | **0** | 54 | 1 | 0 | **55** | 16 | 0 | 0 | **16** | 0 | 0 | 0 | **0** | **340** | **7:30 - 8:30** | **1391** |
| **7:45 - 8:00** | 10 | 0 | 0 | **10** | 138 | 5 | 0 | **143** | 0 | 0 | 0 | **0** | 107 | 4 | 0 | **111** | 25 | 0 | 0 | **25** | 0 | 0 | 0 | **0** | 63 | 0 | 0 | **63** | 17 | 0 | 0 | **17** | 0 | 0 | 0 | **0** | **369** | **7:45 - 8:45** | **1417** |
| **8:00 - 8:15** | 11 | 1 | 0 | **12** | 112 | 2 | 0 | **114** | 0 | 0 | 0 | **0** | 90 | 8 | 0 | **98** | 28 | 1 | 0 | **29** | 0 | 0 | 0 | **0** | 62 | 2 | 0 | **64** | 15 | 0 | 0 | **15** | 0 | 0 | 0 | **0** | **332** | **8:00 - 9:00** | **1394** |
| **8:15 - 8:30** | 10 | 0 | 0 | **10** | 128 | 4 | 0 | **132** | 0 | 0 | 0 | **0** | 107 | 8 | 0 | **115** | 33 | 0 | 0 | **33** | 0 | 0 | 0 | **0** | 49 | 0 | 0 | **49** | 10 | 1 | 0 | **11** | 0 | 0 | 0 | **0** | **350** | **AM Peak** | **1417** |
| **8:30 - 8:45** | 13 | 1 | 0 | **14** | 135 | 6 | 0 | **141** | 0 | 0 | 0 | **0** | 102 | 6 | 0 | **108** | 38 | 0 | 0 | **38** | 0 | 0 | 0 | **0** | 53 | 0 | 0 | **53** | 12 | 0 | 0 | **12** | 0 | 0 | 0 | **0** | **366** | | |
| **8:45 - 9:00** | 8 | 0 | 0 | **8** | 119 | 5 | 0 | **124** | 0 | 0 | 0 | **0** | 97 | 6 | 1 | **104** | 31 | 2 | 0 | **33** | 0 | 0 | 0 | **0** | 49 | 2 | 0 | **51** | 26 | 0 | 0 | **26** | 0 | 0 | 0 | **0** | **346** | | |
| **Total** | **80** | **5** | **0** | **85** | **949** | **50** | **1** | **1000** | **0** | **0** | **0** | **0** | **709** | **49** | **1** | **759** | **201** | **5** | **0** | **206** | **0** | **0** | **0** | **0** | **394** | **12** | **0** | **406** | **111** | **1** | **0** | **112** | **0** | **0** | **0** | **0** | **2568** | | |
| **AM Peak** | **44** | **2** | **0** | **46** | **513** | **17** | **0** | **530** | **0** | **0** | **0** | **0** | **406** | **26** | **0** | **432** | **124** | **1** | **0** | **125** | **0** | **0** | **0** | **0** | **227** | **2** | **0** | **229** | **54** | **1** | **0** | **55** | **0** | **0** | **0** | **0** | **1417** | | |

**PM**

| Time | Movement 1 | | | | Movement 2 | | | | Movement 3A | | | | Movement 8 | | | | Movement 9 | | | | Movement 9A | | | | Movement 10 | | | | Movement 12 | | | | Movement 12A | | | | Total of all Movements | Peak Hour Volume Determination | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | | | |
| **15:00 - 15:15** | 4 | 0 | 0 | **4** | 95 | 1 | 0 | **96** | 0 | 0 | 0 | **0** | 148 | 3 | 0 | **151** | 37 | 3 | 0 | **40** | 0 | 0 | 0 | **0** | 46 | 1 | 0 | **47** | 17 | 0 | 0 | **17** | 0 | 0 | 0 | **0** | **355** | **15:00 - 16:00** | **1451** |
| **15:15 - 15:30** | 5 | 0 | 0 | **5** | 84 | 7 | 0 | **91** | 0 | 0 | 0 | **0** | 148 | 5 | 1 | **154** | 70 | 0 | 0 | **70** | 0 | 0 | 0 | **0** | 35 | 0 | 0 | **35** | 10 | 0 | 0 | **10** | 0 | 0 | 0 | **0** | **365** | **15:15 - 16:15** | **1423** |
| **15:30 - 15:45** | 8 | 1 | 0 | **9** | 91 | 7 | 0 | **98** | 0 | 0 | 0 | **0** | 158 | 7 | 0 | **165** | 67 | 1 | 0 | **68** | 0 | 0 | 0 | **0** | 49 | 0 | 0 | **49** | 13 | 1 | 0 | **14** | 0 | 0 | 0 | **0** | **403** | **15:30 - 16:30** | **1420** |
| **15:45 - 16:00** | 7 | 0 | 0 | **7** | 84 | 3 | 0 | **87** | 0 | 0 | 0 | **0** | 128 | 7 | 0 | **135** | 39 | 0 | 0 | **39** | 0 | 0 | 0 | **0** | 44 | 0 | 0 | **44** | 15 | 1 | 0 | **16** | 0 | 0 | 0 | **0** | **328** | **15:45 - 16:45** | **1382** |
| **16:00 - 16:15** | 7 | 0 | 0 | **7** | 69 | 5 | 0 | **74** | 0 | 0 | 0 | **0** | 144 | 5 | 0 | **149** | 52 | 0 | 0 | **52** | 0 | 0 | 0 | **0** | 29 | 0 | 0 | **29** | 16 | 0 | 0 | **16** | 0 | 0 | 0 | **0** | **327** | **16:00 - 17:00** | **1399** |
| **16:15 - 16:30** | 7 | 0 | 0 | **7** | 67 | 4 | 1 | **72** | 0 | 0 | 0 | **0** | 161 | 9 | 0 | **170** | 56 | 0 | 0 | **56** | 0 | 0 | 0 | **0** | 45 | 0 | 0 | **45** | 12 | 0 | 0 | **12** | 0 | 0 | 0 | **0** | **362** | **16:15 - 17:15** | **1425** |
| **16:30 - 16:45** | 5 | 0 | 0 | **5** | 82 | 3 | 0 | **85** | 0 | 0 | 0 | **0** | 147 | 4 | 0 | **151** | 62 | 0 | 0 | **62** | 0 | 0 | 0 | **0** | 39 | 1 | 0 | **40** | 22 | 0 | 0 | **22** | 0 | 0 | 0 | **0** | **365** | **16:30 - 17:30** | **1433** |
| **16:45 - 17:00** | 4 | 1 | 0 | **5** | 63 | 5 | 0 | **68** | 0 | 0 | 0 | **0** | 150 | 1 | 0 | **151** | 64 | 0 | 0 | **64** | 0 | 0 | 0 | **0** | 40 | 1 | 0 | **41** | 16 | 0 | 0 | **16** | 0 | 0 | 0 | **0** | **345** | **16:45 - 17:45** | **1431** |
| **17:00 - 17:15** | 2 | 0 | 0 | **2** | 72 | 4 | 0 | **76** | 0 | 0 | 0 | **0** | 159 | 4 | 0 | **163** | 55 | 0 | 0 | **55** | 0 | 0 | 0 | **0** | 40 | 0 | 0 | **40** | 17 | 0 | 0 | **17** | 0 | 0 | 0 | **0** | **353** | **17:00 - 18:00** | **1442** |
| **17:15 - 17:30** | 7 | 0 | 0 | **7** | 70 | 3 | 0 | **73** | 0 | 0 | 0 | **0** | 162 | 4 | 1 | **167** | 63 | 1 | 0 | **64** | 0 | 0 | 0 | **0** | 41 | 0 | 0 | **41** | 18 | 0 | 0 | **18** | 0 | 0 | 0 | **0** | **370** | **PM Peak** | **1451** |
| **17:30 - 17:45** | 5 | 0 | 0 | **5** | 106 | 3 | 0 | **109** | 0 | 0 | 0 | **0** | 144 | 4 | 0 | **148** | 63 | 0 | 0 | **63** | 0 | 0 | 0 | **0** | 21 | 0 | 1 | **22** | 15 | 1 | 0 | **16** | 0 | 0 | 0 | **0** | **363** | | |
| **17:45 - 18:00** | 10 | 0 | 0 | **10** | 101 | 1 | 0 | **102** | 0 | 0 | 0 | **0** | 137 | 5 | 0 | **142** | 50 | 0 | 0 | **50** | 0 | 0 | 0 | **0** | 37 | 0 | 0 | **37** | 14 | 1 | 0 | **15** | 0 | 0 | 0 | **0** | **356** | | |
| **Total** | **71** | **2** | **0** | **73** | **984** | **46** | **1** | **1031** | **0** | **0** | **0** | **0** | **1786** | **58** | **2** | **1846** | **678** | **5** | **0** | **683** | **0** | **0** | **0** | **0** | **466** | **3** | **1** | **470** | **185** | **4** | **0** | **189** | **0** | **0** | **0** | **0** | **4292** | | |
| **PM Peak** | **24** | **1** | **0** | **25** | **354** | **18** | **0** | **372** | **0** | **0** | **0** | **0** | **582** | **22** | **1** | **605** | **213** | **4** | **0** | **217** | **0** | **0** | **0** | **0** | **174** | **1** | **0** | **175** | **55** | **2** | **0** | **57** | **0** | **0** | **0** | **0** | **1451** | | |

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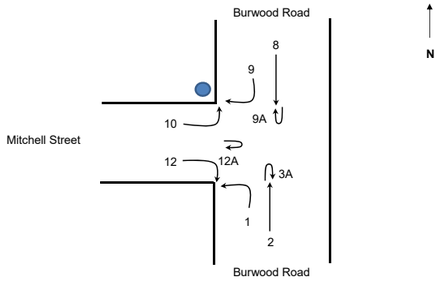
|---|---|
| **Client** | **: Bitzios Consulting** |
| **Job** | **: Mitchell Street Enfield** |
| **Day/Date** | **: Tuesday, 12 September 2017** |
| **Survey Location** | **: Mitchell Street & Burwood Road** |
| **Weather** | **: Fine** |





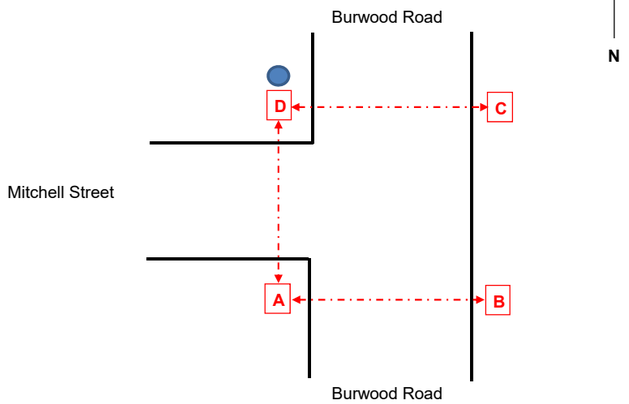
**HOURLY FLOW**

| TIME PERIOD | Movement 1 | | | | Movement 2 | | | | Movement 3A | | | | Movement 8 | | | | Movement 9 | | | | Movement 9A | | | | Movement 10 | | | | Movement 12 | | | | Movement 12A | | | | Grand Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | |
| **7:00 - 8:00** | 38 | 3 | 0 | **41** | 455 | 33 | 1 | **489** | 0 | 0 | 0 | **0** | 313 | 21 | 0 | **334** | 71 | 2 | 0 | **73** | 0 | 0 | 0 | **0** | 181 | 8 | 0 | **189** | 48 | 0 | 0 | **48** | 0 | 0 | 0 | **0** | 1106 | 67 | 1 | **1174** | FALSE |
| **7:15 - 8:15** | 42 | 3 | 0 | **45** | 477 | 27 | 1 | **505** | 0 | 0 | 0 | **0** | 345 | 21 | 0 | **366** | 89 | 2 | 0 | **91** | 0 | 0 | 0 | **0** | 211 | 9 | 0 | **220** | 51 | 0 | 0 | **51** | 0 | 0 | 0 | **0** | 1215 | 62 | 1 | **1278** | FALSE |
| **7:30 - 8:30** | 41 | 2 | 0 | **43** | 515 | 20 | 0 | **535** | 0 | 0 | 0 | **0** | 389 | 26 | 0 | **415** | 107 | 1 | 0 | **108** | 0 | 0 | 0 | **0** | 228 | 3 | 0 | **231** | 58 | 1 | 0 | **59** | 0 | 0 | 0 | **0** | 1338 | 53 | 0 | **1391** | FALSE |
| **7:45 - 8:45** | 44 | 2 | 0 | **46** | 513 | 17 | 0 | **530** | 0 | 0 | 0 | **0** | 406 | 26 | 0 | **432** | 124 | 1 | 0 | **125** | 0 | 0 | 0 | **0** | 227 | 2 | 0 | **229** | 54 | 1 | 0 | **55** | 0 | 0 | 0 | **0** | 1368 | 49 | 0 | **1417** | TRUE |
| **8:00 - 9:00** | 42 | 2 | 0 | **44** | 494 | 17 | 0 | **511** | 0 | 0 | 0 | **0** | 396 | 28 | 1 | **425** | 130 | 3 | 0 | **133** | 0 | 0 | 0 | **0** | 213 | 4 | 0 | **217** | 63 | 1 | 0 | **64** | 0 | 0 | 0 | **0** | 1338 | 55 | 1 | **1394** | FALSE |

**HOURLY FLOW**

| TIME PERIOD | Movement 1 | | | | Movement 2 | | | | Movement 3A | | | | Movement 8 | | | | Movement 9 | | | | Movement 9A | | | | Movement 10 | | | | Movement 12 | | | | Movement 12A | | | | Grand Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | |
| **15:00 - 16:00** | 24 | 1 | 0 | **25** | 354 | 18 | 0 | **372** | 0 | 0 | 0 | **0** | 582 | 22 | 1 | **605** | 213 | 4 | 0 | **217** | 0 | 0 | 0 | **0** | 174 | 1 | 0 | **175** | 55 | 2 | 0 | **57** | 0 | 0 | 0 | **0** | 1402 | 48 | 1 | **1451** | TRUE |
| **15:15 - 16:15** | 27 | 1 | 0 | **28** | 328 | 22 | 0 | **350** | 0 | 0 | 0 | **0** | 578 | 24 | 1 | **603** | 228 | 1 | 0 | **229** | 0 | 0 | 0 | **0** | 157 | 0 | 0 | **157** | 54 | 2 | 0 | **56** | 0 | 0 | 0 | **0** | 1372 | 50 | 1 | **1423** | FALSE |
| **15:30 - 16:30** | 29 | 1 | 0 | **30** | 311 | 19 | 1 | **331** | 0 | 0 | 0 | **0** | 591 | 28 | 0 | **619** | 214 | 1 | 0 | **215** | 0 | 0 | 0 | **0** | 167 | 0 | 0 | **167** | 56 | 2 | 0 | **58** | 0 | 0 | 0 | **0** | 1368 | 51 | 1 | **1420** | FALSE |
| **15:45 - 16:45** | 26 | 0 | 0 | **26** | 302 | 15 | 1 | **318** | 0 | 0 | 0 | **0** | 580 | 25 | 0 | **605** | 209 | 0 | 0 | **209** | 0 | 0 | 0 | **0** | 157 | 1 | 0 | **158** | 65 | 1 | 0 | **66** | 0 | 0 | 0 | **0** | 1339 | 42 | 1 | **1382** | FALSE |
| **16:00 - 17:00** | 23 | 1 | 0 | **24** | 281 | 17 | 1 | **299** | 0 | 0 | 0 | **0** | 602 | 19 | 0 | **621** | 234 | 0 | 0 | **234** | 0 | 0 | 0 | **0** | 153 | 2 | 0 | **155** | 66 | 0 | 0 | **66** | 0 | 0 | 0 | **0** | 1359 | 39 | 1 | **1399** | FALSE |
| **16:15 - 17:15** | 18 | 1 | 0 | **19** | 284 | 16 | 1 | **301** | 0 | 0 | 0 | **0** | 617 | 18 | 0 | **635** | 237 | 0 | 0 | **237** | 0 | 0 | 0 | **0** | 164 | 2 | 0 | **166** | 67 | 0 | 0 | **67** | 0 | 0 | 0 | **0** | 1387 | 37 | 1 | **1425** | FALSE |
| **16:30 - 17:30** | 18 | 1 | 0 | **19** | 287 | 15 | 0 | **302** | 0 | 0 | 0 | **0** | 618 | 13 | 1 | **632** | 244 | 1 | 0 | **245** | 0 | 0 | 0 | **0** | 160 | 2 | 0 | **162** | 73 | 0 | 0 | **73** | 0 | 0 | 0 | **0** | 1400 | 32 | 1 | **1433** | FALSE |
| **16:45 - 17:45** | 18 | 1 | 0 | **19** | 311 | 15 | 0 | **326** | 0 | 0 | 0 | **0** | 615 | 13 | 1 | **629** | 245 | 1 | 0 | **246** | 0 | 0 | 0 | **0** | 142 | 1 | 1 | **144** | 66 | 1 | 0 | **67** | 0 | 0 | 0 | **0** | 1397 | 32 | 2 | **1431** | FALSE |
| **17:00 - 18:00** | 24 | 0 | 0 | **24** | 349 | 11 | 0 | **360** | 0 | 0 | 0 | **0** | 602 | 17 | 1 | **620** | 231 | 1 | 0 | **232** | 0 | 0 | 0 | **0** | 139 | 0 | 1 | **140** | 64 | 2 | 0 | **66** | 0 | 0 | 0 | **0** | 1409 | 31 | 2 | **1442** | FALSE |

**Client** : Bitzios Consulting
**Job** : Mitchell Street Enfield
**Day/Date** : Tuesday, 12 September 2017
**Survey Location** : Mitchell Street & Burwood Road
**Weather** : Fine





AM

| Time Period | A - B | | | B - A | | | B - C | | | C - B | | | C - D | | | D - C | | | D - A | | | A - D | | | Total of all Movements | Peak Hour Volume Determination | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | | | |
| 7:00 - 7:15 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 4 | 0 | **4** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **4** | 7:00 - 8:00 | 28 |
| 7:15 - 7:30 | 1 | 0 | **1** | 1 | 0 | **1** | | | | | | | 5 | 0 | **5** | 4 | 0 | **4** | 0 | 0 | **0** | 0 | 0 | **0** | **11** | 7:15 - 8:15 | 35 |
| 7:30 - 7:45 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 1 | 0 | **1** | 2 | 0 | **2** | 1 | 0 | **1** | 0 | 0 | **0** | **4** | 7:30 - 8:30 | 33 |
| 7:45 - 8:00 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 5 | 0 | **5** | 0 | 0 | **0** | 1 | 1 | **2** | 2 | 0 | **2** | **9** | 7:45 - 8:45 | 34 |
| 8:00 - 8:15 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 4 | 0 | **4** | 1 | 0 | **1** | 6 | 0 | **6** | 0 | 0 | **0** | **11** | 8:00 - 9:00 | 32 |
| 8:15 - 8:30 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 7 | 0 | **7** | 1 | 0 | **1** | 0 | 0 | **0** | 1 | 0 | **1** | **9** | AM Peak | 35 |
| 8:30 - 8:45 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 3 | 0 | **3** | 1 | 0 | **1** | 0 | 0 | **0** | 1 | 0 | **1** | **5** | | |
| 8:45 - 9:00 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 4 | 0 | **4** | 1 | 0 | **1** | 1 | 0 | **1** | 1 | 0 | **1** | **7** | | |
| **Total** | **1** | **0** | **1** | **1** | **0** | **1** | | | | | | | **33** | **0** | **33** | **10** | **0** | **10** | **9** | **1** | **10** | **5** | **0** | **5** | **60** | | |
| **AM Peak** | **1** | **0** | **1** | **1** | **0** | **1** | | | | | | | **15** | **0** | **15** | **7** | **0** | **7** | **8** | **1** | **9** | **2** | **0** | **2** | **35** | | |

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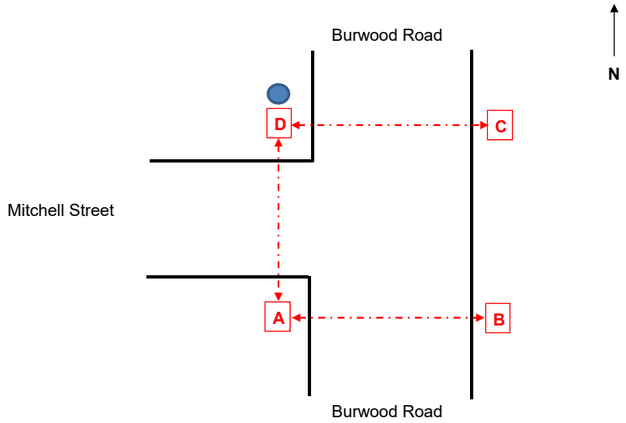
| **Client** | **: Bitzios Consulting** |
| **Job** | **: Mitchell Street Enfield** |
| **Day/Date** | **: Tuesday, 12 September 2017** |
| **Survey Location** | **: Mitchell Street & Burwood Road** |
| **Weather** | **: Fine** |





**PM**

| Time Period | A - B | | | B - A | | | B - C | | | C - B | | | C - D | | | D - C | | | D - A | | | A - D | | | Total of all Movements |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | |
| **15:00 - 15:15** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 5 | 0 | **5** | 4 | 0 | **4** | 3 | 0 | **3** | 1 | 0 | **1** | **13** |
| **15:15 - 15:30** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 4 | 0 | **4** | 1 | 0 | **1** | 6 | 0 | **6** | 1 | 0 | **1** | **12** |
| **15:30 - 15:45** | 0 | 0 | **0** | 1 | 0 | **1** | | | | | | | 5 | 0 | **5** | 1 | 0 | **1** | 0 | 0 | **0** | 2 | 0 | **2** | **9** |
| **15:45 - 16:00** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 3 | 0 | **3** | 4 | 0 | **4** | 1 | 1 | **2** | 0 | 0 | **0** | **9** |
| **16:00 - 16:15** | 1 | 0 | **1** | 1 | 0 | **1** | | | | | | | 3 | 0 | **3** | 2 | 0 | **2** | 0 | 0 | **0** | 1 | 0 | **1** | **8** |
| **16:15 - 16:30** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 1 | 0 | **1** | 6 | 0 | **6** | 0 | 0 | **0** | 0 | 0 | **0** | **7** |
| **16:30 - 16:45** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 2 | 0 | **2** | 4 | 0 | **4** | 0 | 0 | **0** | 1 | 0 | **1** | **7** |
| **16:45 - 17:00** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 4 | 0 | **4** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **4** |
| **17:00 - 17:15** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 2 | 0 | **2** | 5 | 0 | **5** | 0 | 0 | **0** | 2 | 0 | **2** | **9** |
| **17:15 - 17:30** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 5 | 0 | **5** | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | **6** |
| **17:30 - 17:45** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 1 | 0 | **1** | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 1 | **1** | **3** |
| **17:45 - 18:00** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 0 | 0 | **0** | 3 | 1 | **4** | 2 | 0 | **2** | 0 | 0 | **0** | **6** |
| **Total** | **1** | **0** | **1** | **2** | **0** | **2** | | | | | | | **35** | **0** | **35** | **32** | **1** | **33** | **12** | **1** | **13** | **8** | **1** | **9** | **93** |
| **PM Peak** | **0** | **0** | **0** | **1** | **0** | **1** | | | | | | | **17** | **0** | **17** | **10** | **0** | **10** | **10** | **1** | **11** | **4** | **0** | **4** | **43** |

| Peak Hour Volume Determination | |
|---|---|
| **15:00 - 16:00** | **43** |
| **15:15 - 16:15** | **38** |
| **15:30 - 16:30** | **33** |
| **15:45 - 16:45** | **31** |
| **16:00 - 17:00** | **26** |
| **16:15 - 17:15** | **27** |
| **16:30 - 17:30** | **26** |
| **16:45 - 17:45** | **22** |
| **17:00 - 18:00** | **24** |
| **PM Peak** | **43** |

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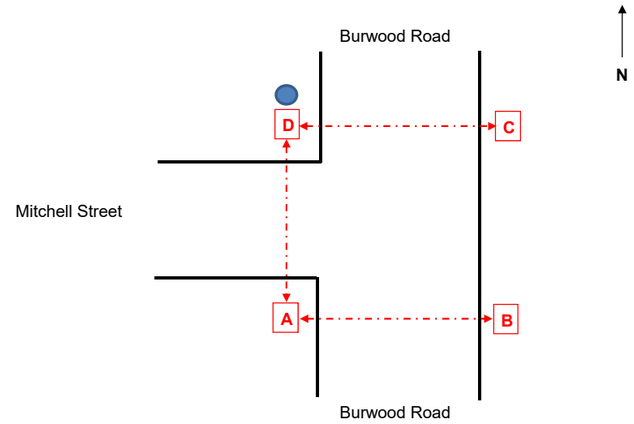
| **Client** | **: Bitzios Consulting** |
| **Job** | **: Mitchell Street Enfield** |
| **Day/Date** | **: Tuesday, 12 September 2017** |
| **Survey Location** | **: Mitchell Street & Burwood Road** |
| **Weather** | **: Fine** |





**HOURLY FLOW**

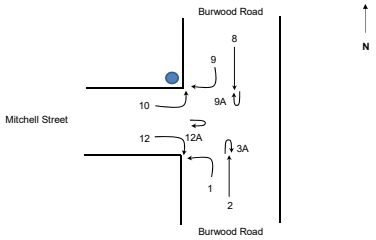
| TIME PERIOD | A - B | | | B - A | | | B - C | | | C - B | | | C - D | | | D - C | | | D - A | | | A - D | | | Grand Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total |
| **7:00 - 8:00** | 1 | 0 | **1** | 1 | 0 | **1** | | | | | | | 15 | 0 | **15** | 6 | 0 | **6** | 2 | 1 | **3** | 2 | 0 | **2** | 27 | 1 | **28** |
| **7:15 - 8:15** | 1 | 0 | **1** | 1 | 0 | **1** | | | | | | | 15 | 0 | **15** | 7 | 0 | **7** | 8 | 1 | **9** | 2 | 0 | **2** | 34 | 1 | **35** |
| **7:30 - 8:30** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 17 | 0 | **17** | 4 | 0 | **4** | 8 | 1 | **9** | 3 | 0 | **3** | 32 | 1 | **33** |
| **7:45 - 8:45** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 19 | 0 | **19** | 3 | 0 | **3** | 7 | 1 | **8** | 4 | 0 | **4** | 33 | 1 | **34** |
| **8:00 - 9:00** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 18 | 0 | **18** | 4 | 0 | **4** | 7 | 0 | **7** | 3 | 0 | **3** | 32 | 0 | **32** |

**HOURLY FLOW**

| TIME PERIOD | A - B | | | B - A | | | B - C | | | C - B | | | C - D | | | D - C | | | D - A | | | A - D | | | Grand Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total |
| **15:00 - 16:00** | 0 | 0 | **0** | 1 | 0 | **1** | | | | | | | 17 | 0 | **17** | 10 | 0 | **10** | 10 | 1 | **11** | 4 | 0 | **4** | 42 | 1 | **43** |
| **15:15 - 16:15** | 1 | 0 | **1** | 2 | 0 | **2** | | | | | | | 15 | 0 | **15** | 8 | 0 | **8** | 7 | 1 | **8** | 4 | 0 | **4** | 37 | 1 | **38** |
| **15:30 - 16:30** | 1 | 0 | **1** | 2 | 0 | **2** | | | | | | | 12 | 0 | **12** | 13 | 0 | **13** | 1 | 1 | **2** | 3 | 0 | **3** | 32 | 1 | **33** |
| **15:45 - 16:45** | 1 | 0 | **1** | 1 | 0 | **1** | | | | | | | 9 | 0 | **9** | 16 | 0 | **16** | 1 | 1 | **2** | 2 | 0 | **2** | 30 | 1 | **31** |
| **16:00 - 17:00** | 1 | 0 | **1** | 1 | 0 | **1** | | | | | | | 10 | 0 | **10** | 12 | 0 | **12** | 0 | 0 | **0** | 2 | 0 | **2** | 26 | 0 | **26** |
| **16:15 - 17:15** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 9 | 0 | **9** | 15 | 0 | **15** | 0 | 0 | **0** | 3 | 0 | **3** | 27 | 0 | **27** |
| **16:30 - 17:30** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 13 | 0 | **13** | 10 | 0 | **10** | 0 | 0 | **0** | 3 | 0 | **3** | 26 | 0 | **26** |
| **16:45 - 17:45** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 12 | 0 | **12** | 7 | 0 | **7** | 0 | 0 | **0** | 2 | 1 | **3** | 21 | 1 | **22** |
| **17:00 - 18:00** | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 8 | 0 | **8** | 10 | 1 | **11** | 2 | 0 | **2** | 2 | 1 | **3** | 22 | 2 | **24** |

austraffic

**Client** : Bitzios Consulting
**Job** : Mitchell Street Enfield
**Day/Date** : Saturday, 9 September 2017
**Survey Location** : Mitchell Street & Burwood Road
**Weather** : Fine



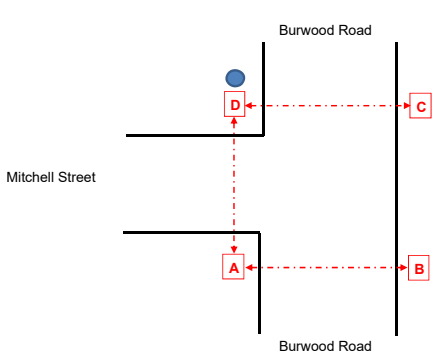

| Time Period | Movement 1 | | | | Movement 2 | | | | Movement 3A | | | | Movement 8 | | | | Movement 9 | | | | Movement 9A | | | | Movement 10 | | | | Movement 12 | | | | Movement 12A | | | | Total of all Movements | Peak Hour Volume Determination | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | | | |
| 11:00 - 11:15 | 9 | 0 | 0 | 9 | 119 | 5 | 0 | 124 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 132 | 54 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 52 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 388 | 11:00 - 12:00 | 1517 |
| 11:15 - 11:30 | 9 | 0 | 0 | 9 | 115 | 2 | 0 | 117 | 0 | 0 | 0 | 0 | 122 | 7 | 0 | 129 | 47 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 378 | 11:15 - 12:15 | 1519 |
| 11:30 - 11:45 | 10 | 0 | 0 | 10 | 100 | 6 | 0 | 106 | 0 | 0 | 0 | 0 | 134 | 2 | 0 | 136 | 54 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 62 | 0 | 0 | 62 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 383 | 11:30 - 12:30 | 1494 |
| 11:45 - 12:00 | 8 | 0 | 0 | 8 | 97 | 2 | 0 | 99 | 0 | 0 | 0 | 0 | 136 | 4 | 0 | 140 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 368 | 11:45 - 12:45 | 1470 |
| 12:00 - 12:15 | 13 | 0 | 0 | 13 | 116 | 2 | 0 | 118 | 0 | 0 | 0 | 0 | 131 | 2 | 0 | 133 | 56 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 60 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 390 | 12:00 - 13:00 | 1484 |
| 12:15 - 12:30 | 9 | 0 | 0 | 9 | 101 | 5 | 0 | 106 | 0 | 0 | 0 | 0 | 124 | 4 | 0 | 128 | 39 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 51 | 1 | 0 | 52 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 353 | Peak | 1519 |
| 12:30 - 12:45 | 10 | 0 | 0 | 10 | 104 | 4 | 0 | 108 | 0 | 0 | 0 | 0 | 123 | 3 | 0 | 126 | 51 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 359 | | |
| 12:45 - 13:00 | 13 | 0 | 0 | 13 | 94 | 5 | 0 | 99 | 0 | 0 | 0 | 0 | 144 | 2 | 0 | 146 | 48 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 382 | | |
| Total | 81 | 0 | 0 | 81 | 846 | 31 | 0 | 877 | 0 | 0 | 0 | 0 | 1046 | 24 | 0 | 1070 | 400 | 3 | 0 | 403 | 0 | 0 | 0 | 0 | 443 | 1 | 0 | 444 | 124 | 2 | 0 | 126 | 0 | 0 | 0 | 0 | 3001 | | |
| Peak | 40 | 0 | 0 | 40 | 428 | 12 | 0 | 440 | 0 | 0 | 0 | 0 | 523 | 15 | 0 | 538 | 208 | 1 | 0 | 209 | 0 | 0 | 0 | 0 | 234 | 0 | 0 | 234 | 57 | 1 | 0 | 58 | 0 | 0 | 0 | 0 | 1519 | | |

HOURLY FLOW

| TIME PERIOD | Movement 1 | | | | Movement 2 | | | | Movement 3A | | | | Movement 8 | | | | Movement 9 | | | | Movement 9A | | | | Movement 10 | | | | Movement 12 | | | | Movement 12A | | | | Grand Total | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | Light | Heavy | Cyc | Total | |
| 11:00 - 12:00 | 36 | 0 | 0 | 36 | 431 | 15 | 0 | 446 | 0 | 0 | 0 | 0 | 524 | 13 | 0 | 537 | 206 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 226 | 0 | 0 | 226 | 66 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 1489 | 28 | 0 | 1517 | FALSE |
| 11:15 - 12:15 | 40 | 0 | 0 | 40 | 428 | 12 | 0 | 440 | 0 | 0 | 0 | 0 | 523 | 15 | 0 | 538 | 208 | 1 | 0 | 209 | 0 | 0 | 0 | 0 | 234 | 0 | 0 | 234 | 57 | 1 | 0 | 58 | 0 | 0 | 0 | 0 | 1490 | 29 | 0 | 1519 | TRUE |
| 11:30 - 12:30 | 40 | 0 | 0 | 40 | 414 | 15 | 0 | 429 | 0 | 0 | 0 | 0 | 525 | 12 | 0 | 537 | 200 | 3 | 0 | 203 | 0 | 0 | 0 | 0 | 229 | 1 | 0 | 230 | 53 | 2 | 0 | 55 | 0 | 0 | 0 | 0 | 1461 | 33 | 0 | 1494 | FALSE |
| 11:45 - 12:45 | 40 | 0 | 0 | 40 | 418 | 13 | 0 | 431 | 0 | 0 | 0 | 0 | 514 | 13 | 0 | 527 | 197 | 3 | 0 | 200 | 0 | 0 | 0 | 0 | 215 | 1 | 0 | 216 | 54 | 2 | 0 | 56 | 0 | 0 | 0 | 0 | 1438 | 32 | 0 | 1470 | FALSE |
| 12:00 - 13:00 | 45 | 0 | 0 | 45 | 415 | 16 | 0 | 431 | 0 | 0 | 0 | 0 | 522 | 11 | 0 | 533 | 194 | 3 | 0 | 197 | 0 | 0 | 0 | 0 | 217 | 1 | 0 | 218 | 58 | 2 | 0 | 60 | 0 | 0 | 0 | 0 | 1451 | 33 | 0 | 1484 | FALSE |

austraffic

**Client** : Bitzios Consulting
**Job** : Mitchell Street Enfield
**Day/Date** : Saturday, 9 September 2017
**Survey Location** : Mitchell Street & Burwood Road
**Weather** : Fine





| Time Period | A - B | | | B - A | | | B - C | | | C - B | | | C - D | | | D - C | | | D - A | | | A - D | | | Total of all Movements | Peak Hour Volume Determination | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | | | |
| 11:00 - 11:15 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 0 | 0 | **0** | 4 | 0 | **4** | 0 | 0 | **0** | 0 | 0 | **0** | **4** | 11:00 - 12:00 | **22** |
| 11:15 - 11:30 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 4 | 0 | **4** | 5 | 0 | **5** | 1 | 0 | **1** | 0 | 0 | **0** | **10** | 11:15 - 12:15 | **22** |
| 11:30 - 11:45 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 5 | 0 | **5** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **5** | 11:30 - 12:30 | **23** |
| 11:45 - 12:00 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 2 | 0 | **2** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **3** | 11:45 - 12:45 | **27** |
| 12:00 - 12:15 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 0 | 0 | **0** | 2 | 0 | **2** | 0 | 0 | **0** | 2 | 0 | **2** | **4** | 12:00 - 13:00 | **28** |
| 12:15 - 12:30 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 4 | 0 | **4** | 3 | 0 | **3** | 1 | 0 | **1** | 3 | 0 | **3** | **11** | Peak | **28** |
| 12:30 - 12:45 | 1 | 0 | **1** | 0 | 0 | **0** | | | | | | | 5 | 0 | **5** | 1 | 0 | **1** | 1 | 0 | **1** | 1 | 0 | **1** | **9** | | |
| 12:45 - 13:00 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 1 | 0 | **1** | 3 | 0 | **3** | 0 | 0 | **0** | 0 | 0 | **0** | **4** | | |
| **Total** | **1** | **0** | **1** | **0** | **0** | **0** | | | | | | | **21** | **0** | **21** | **18** | **0** | **18** | **4** | **0** | **4** | **6** | **0** | **6** | **50** | | |
| **Peak** | **1** | **0** | **1** | **0** | **0** | **0** | | | | | | | **10** | **0** | **10** | **9** | **0** | **9** | **2** | **0** | **2** | **6** | **0** | **6** | **28** | | |

**HOURLY FLOW**

| TIME PERIOD | A - B | | | B - A | | | B - C | | | C - B | | | C - D | | | D - C | | | D - A | | | A - D | | | Grand Total | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | Ped | Cyc | Total | |
| 11:00 - 12:00 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 11 | 0 | **11** | 9 | 0 | **9** | 2 | 0 | **2** | 0 | 0 | **0** | 22 | 0 | **22** | FALSE |
| 11:15 - 12:15 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 11 | 0 | **11** | 7 | 0 | **7** | 2 | 0 | **2** | 2 | 0 | **2** | 22 | 0 | **22** | FALSE |
| 11:30 - 12:30 | 0 | 0 | **0** | 0 | 0 | **0** | | | | | | | 11 | 0 | **11** | 5 | 0 | **5** | 2 | 0 | **2** | 5 | 0 | **5** | 23 | 0 | **23** | FALSE |
| 11:45 - 12:45 | 1 | 0 | **1** | 0 | 0 | **0** | | | | | | | 11 | 0 | **11** | 6 | 0 | **6** | 3 | 0 | **3** | 6 | 0 | **6** | 27 | 0 | **27** | FALSE |
| 12:00 - 13:00 | 1 | 0 | **1** | 0 | 0 | **0** | | | | | | | 10 | 0 | **10** | 9 | 0 | **9** | 2 | 0 | **2** | 6 | 0 | **6** | 28 | 0 | **28** | TRUE |

# APPENDIX B

## PARKING SURVEYS

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #1 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Staff Parking NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_1_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Monday 11/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | 21.0 | | **PM Peak** | 16:00 | 12.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 8:00 | 21 | 0 | 0 | 0 | 0 | 21 |
| 9:00 | 10 | 0 | 0 | 0 | 0 | 10 |
| 10:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 12:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 15:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 12 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 70 | 0 | 0 | 0 | 0 | 70 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #1 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Staff Parking NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_1_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Tuesday 12/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | | 16.0 | **PM Peak** | 17:00 | 7.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 16 | 0 | 0 | 0 | 0 | 16 |
| 9:00 | 12 | 0 | 0 | 0 | 0 | 12 |
| 10:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 11:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 12:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 7 | 0 | 0 | 0 | 0 | 7 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 64 | 0 | 0 | 0 | 0 | 64 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #1 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Staff Parking NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_1_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Wednesday 13/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 09:00 | | 14.0 | **PM Peak** | 16:00 | 11.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 11 | 0 | 0 | 0 | 0 | 11 |
| 9:00 | 14 | 0 | 0 | 0 | 0 | 14 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 12:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 11 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 67 | 0 | 0 | 0 | 0 | 67 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #1 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Staff Parking NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_1_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Thursday 14/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | | 12.0 | **PM Peak** | 17:00 | 9.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 12 | 0 | 0 | 0 | 0 | 12 |
| 9:00 | 11 | 0 | 0 | 0 | 0 | 11 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 13:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 14:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 51 | 0 | 0 | 0 | 0 | 51 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #1 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Staff Parking NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_1_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Friday 15/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | | 10.0 | **PM Peak** | 16:00 | 11.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 8:00 | 10 | 0 | 0 | 0 | 0 | 10 |
| 9:00 | 8 | 0 | 0 | 0 | 0 | 8 |
| 10:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 13:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 11 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 53 | 0 | 0 | 0 | 0 | 53 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #1 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Staff Parking NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_1_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Saturday 16/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 00:00 | | | **PM Peak** | 23:00 | 1.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 |

| | | | | | |
|---|---|---|---|---|---|
| **Road** | Access #1 | | | **Light Vehicles** | 100.0% |
| **Location** | Off Mitchell St Staff Parking NB Entry | | | **Small Trucks** | 0.0% |
| **Site No.** | 7965_1_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% |
| **Displayed** | Sunday 17/09/2017 Two ways | | | **Unclassified** | 0.0% |
| **AM Peak** | 00:00 | 1.0 | | **PM Peak** | 12:00 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | | | | | | |
| 2:00 | | | | | | |
| 3:00 | | | | | | |
| 4:00 | | | | | | |
| 5:00 | | | | | | |
| 6:00 | | | | | | |
| 7:00 | | | | | | |
| 8:00 | | | | | | |
| 9:00 | | | | | | |
| 10:00 | | | | | | |
| 11:00 | | | | | | |
| 12:00 | | | | | | |
| 13:00 | | | | | | |
| 14:00 | | | | | | |
| 15:00 | | | | | | |
| 16:00 | | | | | | |
| 17:00 | | | | | | |
| 18:00 | | | | | | |
| 19:00 | | | | | | |
| 20:00 | | | | | | |
| 21:00 | | | | | | |
| 22:00 | | | | | | |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 0 | 0 | 1 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #2 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Main Entrance NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_2_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Saturday 09/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Saturday 09/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 00:00 | | | **PM Peak** | 15:00 | 2.0 |

| Time | Vehicle Classification | | | | | Hour |
|---|---|---|---|---|---|---|
| Starting | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4 | 0 | 0 | 0 | 0 | 4 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #2 | | | **Light Vehicles** | 100.0% | |
| **Location** | Off Mitchell St Main Entrance NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_2_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Saturday 09/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Sunday 10/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 10:00 | | 2.0 | **PM Peak** | 15:00 | 3.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5 | 0 | 0 | 0 | 0 | 5 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #2 | | | **Light Vehicles** | 98.3% | |
| **Location** | Off Mitchell St Main Entrance NB Entry | | | **Small Trucks** | 1.7% | |
| **Site No.** | 7965_2_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Saturday 09/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Monday 11/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | | 26.0 | **PM Peak** | 16:00 | 10.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 7 | 0 | 0 | 0 | 0 | 7 |
| 7:00 | 13 | 0 | 0 | 0 | 0 | 13 |
| 8:00 | 25 | 1 | 0 | 0 | 0 | 26 |
| 9:00 | 15 | 0 | 0 | 0 | 0 | 15 |
| 10:00 | 3 | 1 | 0 | 0 | 0 | 4 |
| 11:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 12:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 16:00 | 10 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 115 | 2 | 0 | 0 | 0 | 117 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #2 | | | **Light Vehicles** | 98.0% | |
| **Location** | Off Mitchell St Main Entrance NB Entry | | | **Small Trucks** | 1.3% | |
| **Site No.** | 7965_2_N | **Suburb** | Enfield | **Medium Trucks** | 0.7% | |
| **Start Date** | Saturday 09/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Tuesday 12/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | 23.0 | | **PM Peak** | 16:00 | 17.0 |

| Time | Vehicle Classification | | | | | Hour |
|---|---|---|---|---|---|---|
| Starting | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 8:00 | 22 | 1 | 0 | 0 | 0 | 23 |
| 9:00 | 17 | 0 | 0 | 0 | 0 | 17 |
| 10:00 | 21 | 0 | 0 | 0 | 0 | 21 |
| 11:00 | 4 | 0 | 1 | 0 | 0 | 5 |
| 12:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 13:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 14:00 | 7 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 17 | 0 | 0 | 0 | 0 | 17 |
| 17:00 | 12 | 1 | 0 | 0 | 0 | 13 |
| 18:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 20:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 146 | 2 | 1 | 0 | 0 | 149 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #2 | | | **Light Vehicles** | 96.9% | |
| **Location** | Off Mitchell St Main Entrance NB Entry | | | **Small Trucks** | 3.1% | |
| **Site No.** | 7965_2_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Saturday 09/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Wednesday 13/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 09:00 | 22.0 | | **PM Peak** | 16:00 | 17.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 7:00 | 12 | 0 | 0 | 0 | 0 | 12 |
| 8:00 | 17 | 1 | 0 | 0 | 0 | 18 |
| 9:00 | 22 | 0 | 0 | 0 | 0 | 22 |
| 10:00 | 15 | 0 | 0 | 0 | 0 | 15 |
| 11:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 12:00 | 8 | 1 | 0 | 0 | 0 | 9 |
| 13:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 15 | 2 | 0 | 0 | 0 | 17 |
| 17:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 123 | 4 | 0 | 0 | 0 | 127 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #2 | | | **Light Vehicles** | 97.5% | |
| **Location** | Off Mitchell St Main Entrance NB Entry | | | **Small Trucks** | 2.5% | |
| **Site No.** | 7965_2_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Saturday 09/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Thursday 14/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | | 28.0 | **PM Peak** | 16:00 | 18.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:00 | 10 | 0 | 0 | 0 | 0 | 10 |
| 8:00 | 27 | 1 | 0 | 0 | 0 | 28 |
| 9:00 | 16 | 0 | 0 | 0 | 0 | 16 |
| 10:00 | 0 | 1 | 0 | 0 | 0 | 1 |
| 11:00 | 8 | 0 | 0 | 0 | 0 | 8 |
| 12:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 13:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 14:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 15:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 16:00 | 17 | 1 | 0 | 0 | 0 | 18 |
| 17:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 18:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 21:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 118 | 3 | 0 | 0 | 0 | 121 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #2 | | | **Light Vehicles** | 93.3% | |
| **Location** | Off Mitchell St Main Entrance NB Entry | | | **Small Trucks** | 6.7% | |
| **Site No.** | 7965_2_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Saturday 09/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Friday 15/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | | 14.0 | **PM Peak** | 12:00 | 9.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 6:00 | 2 | 1 | 0 | 0 | 0 | 3 |
| 7:00 | 7 | 1 | 0 | 0 | 0 | 8 |
| 8:00 | 14 | 0 | 0 | 0 | 0 | 14 |
| 9:00 | 5 | 1 | 0 | 0 | 0 | 6 |
| 10:00 | 7 | 0 | 0 | 0 | 0 | 7 |
| 11:00 | 9 | 1 | 0 | 0 | 0 | 10 |
| 12:00 | 8 | 1 | 0 | 0 | 0 | 9 |
| 13:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 14:00 | 7 | 0 | 0 | 0 | 0 | 7 |
| 15:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 5 | 1 | 0 | 0 | 0 | 6 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 84 | 6 | 0 | 0 | 0 | 90 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #3 | | | **Light Vehicles** | 97.4% | |
| **Location** | Entrance and Exit off Baker St NB Entry | | | **Small Trucks** | 2.6% | |
| **Site No.** | 7965_3_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Monday 11/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 08:00 | | 9.0 | **PM Peak** | 14:00 | 5.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 8 | 1 | 0 | 0 | 0 | 9 |
| 9:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 13:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 15:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 38 | 1 | 0 | 0 | 0 | 39 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #3 | | | **Light Vehicles** | 90.0% | |
| **Location** | Entrance and Exit off Baker St NB Entry | | | **Small Trucks** | 3.3% | |
| **Site No.** | 7965_3_N | **Suburb** | Enfield | **Medium Trucks** | 6.7% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Tuesday 12/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 09:00 | | 3.0 | **PM Peak** | 17:00 | 7.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 9:00 | 2 | 1 | 0 | 0 | 0 | 3 |
| 10:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 11:00 | 0 | 0 | 1 | 0 | 0 | 1 |
| 12:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 13:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 16:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 17:00 | 6 | 0 | 1 | 0 | 0 | 7 |
| 18:00 | 4 | 0 | 0 | 0 | 0 | 4 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 27 | 1 | 2 | 0 | 0 | 30 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #3 | | | **Light Vehicles** | 97.4% | |
| **Location** | Entrance and Exit off Baker St NB Entry | | | **Small Trucks** | 2.6% | |
| **Site No.** | 7965_3_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Wednesday 13/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 09:00 | | 3.0 | **PM Peak** | 16:00 | 8.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 8:00 | 1 | 1 | 0 | 0 | 0 | 2 |
| 9:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 10:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 11:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 13:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 8 | 0 | 0 | 0 | 0 | 8 |
| 17:00 | 8 | 0 | 0 | 0 | 0 | 8 |
| 18:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 37 | 1 | 0 | 0 | 0 | 38 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #3 | | | **Light Vehicles** | 92.3% | |
| **Location** | Entrance and Exit off Baker St NB Entry | | | **Small Trucks** | 7.7% | |
| **Site No.** | 7965_3_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Thursday 14/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 10:00 | | 3.0 | **PM Peak** | 17:00 | 9.0 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 1 | 1 | 0 | 0 | 0 | 2 |
| 10:00 | 2 | 1 | 0 | 0 | 0 | 3 |
| 11:00 | 1 | 1 | 0 | 0 | 0 | 2 |
| 12:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 13:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 15:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 16:00 | 6 | 0 | 0 | 0 | 0 | 6 |
| 17:00 | 9 | 0 | 0 | 0 | 0 | 9 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 36 | 3 | 0 | 0 | 0 | 39 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #3 | | | **Light Vehicles** | 95.8% | |
| **Location** | Entrance and Exit off Baker St NB Entry | | | **Small Trucks** | 4.2% | |
| **Site No.** | 7965_3_N | **Suburb** | Enfield | **Medium Trucks** | 0.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Friday 15/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 10:00 | | 2.0 | **PM Peak** | 15:00 | 5.0 |

| Time | Vehicle Classification | | | | | Hour |
|---|---|---|---|---|---|---|
| Starting | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 9:00 | 0 | 1 | 0 | 0 | 0 | 1 |
| 10:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 13:00 | 3 | 0 | 0 | 0 | 0 | 3 |
| 14:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 15:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 16:00 | 5 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 18:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 19:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 23 | 1 | 0 | 0 | 0 | 24 |

| | | | | | |
|---|---|---|---|---|---|
| **Road** | Access #3 | | | **Light Vehicles** | |
| **Location** | Entrance and Exit off Baker St NB Entry | | | **Small Trucks** | |
| **Site No.** | 7965_3_N | **Suburb** | Enfield | **Medium Trucks** | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | |
| **Displayed** | Saturday 16/09/2017 Two ways | | | **Unclassified** | |
| **AM Peak** | 00:00 | | | **PM Peak** | 12:00 |

| Time Starting | Vehicle Classification | | | | | Hour Total |
|---|---|---|---|---|---|---|
| | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Road** | Access #3 | | | **Light Vehicles** | 80.0% | |
| **Location** | Entrance and Exit off Baker St NB Entry | | | **Small Trucks** | 0.0% | |
| **Site No.** | 7965_3_N | **Suburb** | Enfield | **Medium Trucks** | 20.0% | |
| **Start Date** | Monday 11/09/2017 | | | **Large Trucks** | 0.0% | |
| **Displayed** | Sunday 17/09/2017 Two ways | | | **Unclassified** | 0.0% | |
| **AM Peak** | 00:00 | | | **PM Peak** | 13:00 | 2.0 |

| Time | Vehicle Classification | | | | | Hour |
|---|---|---|---|---|---|---|
| Starting | Light Vehicles | Small Trucks | Medium Trucks | Large Trucks | Unclassified | Total |
| 0:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 0 | 0 | 0 | 2 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20:00 | 0 | 0 | 1 | 0 | 0 | 1 |
| 21:00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| 23:00 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 4 | 0 | 1 | 0 | 0 | 5 |

# APPENDIX C

## SIDRA OUTPUTS

# MOVEMENT SUMMARY

## Site: 101 [Burwood Road & Mitchell Street_AM Peak 2017 Base]

0745 - 0845
Signals - Fixed Time Coordinated  Cycle Time = 63 seconds (User-Given Phase Times)

**Movement Performance - Vehicles**

| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Burwood Road | | | | | | | | | | | |
| 9 | L2 | 46 | 4.3 | 0.200 | 19.3 | LOS B | 2.3 | 16.8 | 0.62 | 0.57 | 27.5 |
| 8 | T1 | 530 | 3.2 | 0.844 | 22.8 | LOS B | 13.1 | 94.5 | 0.81 | 0.84 | 21.5 |
| Approach | | 576 | 3.3 | 0.844 | 22.6 | LOS B | 13.1 | 94.5 | 0.79 | 0.82 | 22.0 |
| North: Burwood Road | | | | | | | | | | | |
| 2 | T1 | 432 | 6.0 | 0.586 | 9.7 | LOS A | 9.4 | 68.2 | 0.67 | 0.58 | 30.9 |
| 1 | R2 | 125 | 0.8 | 0.586 | 16.1 | LOS B | 9.4 | 68.2 | 0.77 | 0.68 | 24.8 |
| Approach | | 557 | 4.8 | 0.586 | 11.1 | LOS A | 9.4 | 68.2 | 0.69 | 0.60 | 29.5 |
| West: Mitchell Street | | | | | | | | | | | |
| 12 | L2 | 229 | 0.9 | 0.301 | 16.0 | LOS B | 4.4 | 31.1 | 0.66 | 0.73 | 22.2 |
| 10 | R2 | 55 | 1.8 | 0.152 | 27.4 | LOS B | 1.4 | 10.2 | 0.85 | 0.73 | 21.3 |
| Approach | | 284 | 1.1 | 0.301 | 18.2 | LOS B | 4.4 | 31.1 | 0.70 | 0.73 | 21.9 |
| All Vehicles | | 1417 | 3.5 | 0.844 | 17.2 | LOS B | 13.1 | 94.5 | 0.73 | 0.72 | 24.4 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**Movement Performance - Pedestrians**

| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Average Back of Queue Distance m | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| P3 | North Full Crossing | 22 | 25.8 | LOS C | 0.0 | 0.0 | 0.91 | 0.91 |
| P4 | West Full Crossing | 11 | 19.1 | LOS B | 0.0 | 0.0 | 0.78 | 0.78 |
| All Pedestrians | | 33 | 23.6 | LOS C | | | 0.86 | 0.86 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Burwood Road & Mitchell Street_PM Peak 2017 Base]

1700 - 1800
Signals - Fixed Time Coordinated  Cycle Time = 55 seconds (User-Given Phase Times)

**Movement Performance - Vehicles**

| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Burwood Road | | | | | | | | | | | |
| 9 | L2 | 24 | 0.0 | 0.156 | 24.2 | LOS B | 2.1 | 15.2 | 0.95 | 0.75 | 24.8 |
| 8 | T1 | 360 | 3.1 | 0.655 | 23.0 | LOS B | 8.0 | 57.6 | 0.99 | 0.84 | 21.4 |
| Approach | | 384 | 2.9 | 0.655 | 23.1 | LOS B | 8.0 | 57.6 | 0.99 | 0.83 | 21.6 |
| North: Burwood Road | | | | | | | | | | | |
| 2 | T1 | 619 | 2.7 | 0.842 | 5.8 | LOS A | 10.4 | 74.1 | 0.40 | 0.51 | 35.8 |
| 1 | R2 | 232 | 0.4 | 0.842 | 12.8 | LOS A | 10.4 | 74.1 | 0.57 | 0.72 | 28.0 |
| Approach | | 851 | 2.1 | 0.842 | 7.7 | LOS A | 10.4 | 74.1 | 0.45 | 0.56 | 33.6 |
| West: Mitchell Street | | | | | | | | | | | |
| 12 | L2 | 139 | 0.0 | 0.159 | 12.9 | LOS A | 2.1 | 14.5 | 0.58 | 0.69 | 24.5 |
| 10 | R2 | 66 | 3.0 | 0.189 | 25.2 | LOS B | 1.5 | 11.1 | 0.87 | 0.73 | 22.3 |
| Approach | | 205 | 1.0 | 0.189 | 16.9 | LOS B | 2.1 | 14.5 | 0.67 | 0.71 | 23.5 |
| All Vehicles | | 1440 | 2.2 | 0.842 | 13.1 | LOS A | 10.4 | 74.1 | 0.62 | 0.66 | 27.7 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**Movement Performance - Pedestrians**

| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Average Back of Queue Distance m | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| P3 | North Full Crossing | 19 | 21.8 | LOS C | 0.0 | 0.0 | 0.89 | 0.89 |
| P4 | West Full Crossing | 5 | 19.2 | LOS B | 0.0 | 0.0 | 0.84 | 0.84 |
| All Pedestrians | | 24 | 21.3 | LOS C | | | 0.88 | 0.88 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Burwood Road & Mitchell Street_SAT Peak 2017 Base]

1115 - 1215
Signals - Fixed Time Coordinated  Cycle Time = 60 seconds (User-Given Phase Times)

**Movement Performance - Vehicles**

| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Burwood Road | | | | | | | | | | | |
| 9 | L2 | 40 | 0.0 | 0.165 | 23.8 | LOS B | 2.9 | 20.5 | 0.94 | 0.76 | 24.7 |
| 8 | T1 | 440 | 2.7 | 0.694 | 23.5 | LOS B | 10.7 | 76.9 | 0.99 | 0.86 | 21.2 |
| Approach | | 480 | 2.5 | 0.694 | 23.5 | LOS B | 10.7 | 76.9 | 0.99 | 0.85 | 21.5 |
| North: Burwood Road | | | | | | | | | | | |
| 2 | T1 | 538 | 2.8 | 0.780 | 4.6 | LOS A | 8.6 | 61.3 | 0.36 | 0.43 | 37.5 |
| 1 | R2 | 209 | 0.5 | 0.780 | 11.4 | LOS A | 8.6 | 61.3 | 0.53 | 0.64 | 29.6 |
| Approach | | 747 | 2.1 | 0.780 | 6.5 | LOS A | 8.6 | 61.3 | 0.41 | 0.49 | 35.3 |
| West: Mitchell Street | | | | | | | | | | | |
| 12 | L2 | 234 | 0.0 | 0.299 | 15.3 | LOS B | 4.3 | 29.8 | 0.65 | 0.73 | 22.7 |
| 10 | R2 | 58 | 1.7 | 0.165 | 26.8 | LOS B | 1.5 | 10.4 | 0.86 | 0.73 | 21.6 |
| Approach | | 292 | 0.3 | 0.299 | 17.5 | LOS B | 4.3 | 29.8 | 0.69 | 0.73 | 22.4 |
| All Vehicles | | 1519 | 1.9 | 0.780 | 14.0 | LOS A | 10.7 | 76.9 | 0.64 | 0.65 | 26.7 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**Movement Performance - Pedestrians**

| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Average Back of Queue Distance m | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| P3 | North Full Crossing | 18 | 24.3 | LOS C | 0.0 | 0.0 | 0.90 | 0.90 |
| P4 | West Full Crossing | 4 | 18.4 | LOS B | 0.0 | 0.0 | 0.78 | 0.78 |
| All Pedestrians | | 22 | 23.2 | LOS C | | | 0.88 | 0.88 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Burwood Road & Mitchell Street_AM Peak 2022 No Development]

0745 - 0845
Signals - Fixed Time Coordinated  Cycle Time = 80 seconds (Optimum Cycle Time - Minimum Delay)

**Movement Performance - Vehicles**

| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Burwood Road | | | | | | | | | | | |
| 9 | L2 | 50 | 6.0 | 0.160 | 15.5 | LOS B | 2.2 | 15.9 | 0.45 | 0.48 | 30.4 |
| 8 | T1 | 557 | 3.2 | 0.672 | 13.3 | LOS A | 10.8 | 77.4 | 0.60 | 0.53 | 28.1 |
| Approach | | 607 | 3.5 | 0.672 | 13.5 | LOS A | 10.8 | 77.4 | 0.58 | 0.53 | 28.3 |
| North: Burwood Road | | | | | | | | | | | |
| 2 | T1 | 455 | 6.2 | 0.460 | 4.6 | LOS A | 8.0 | 58.2 | 0.43 | 0.42 | 37.8 |
| 1 | R2 | 133 | 1.5 | 0.460 | 10.1 | LOS A | 8.0 | 58.2 | 0.50 | 0.51 | 31.5 |
| Approach | | 588 | 5.1 | 0.460 | 5.8 | LOS A | 8.0 | 58.2 | 0.45 | 0.44 | 36.4 |
| West: Mitchell Street | | | | | | | | | | | |
| 12 | L2 | 242 | 1.2 | 0.424 | 23.4 | LOS B | 6.8 | 47.8 | 0.75 | 0.76 | 18.0 |
| 10 | R2 | 59 | 3.4 | 0.453 | 46.0 | LOS D | 2.4 | 17.2 | 1.00 | 0.75 | 15.5 |
| Approach | | 301 | 1.7 | 0.453 | 27.8 | LOS B | 6.8 | 47.8 | 0.80 | 0.76 | 17.3 |
| All Vehicles | | 1496 | 3.7 | 0.672 | 13.4 | LOS A | 10.8 | 77.4 | 0.57 | 0.54 | 27.4 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**Movement Performance - Pedestrians**

| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Average Back of Queue Distance m | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| P3 | North Full Crossing | 22 | 34.3 | LOS D | 0.0 | 0.0 | 0.93 | 0.93 |
| P4 | West Full Crossing | 11 | 16.3 | LOS B | 0.0 | 0.0 | 0.64 | 0.64 |
| All Pedestrians | | 33 | 28.3 | LOS C | | | 0.83 | 0.83 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Burwood Road & Mitchell Street_AM Peak 2022 With Development]

0745 - 0845
Signals - Fixed Time Coordinated  Cycle Time = 90 seconds (Optimum Cycle Time - Minimum Delay)

**Movement Performance - Vehicles**

| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Burwood Road | | | | | | | | | | | |
| 9 | L2 | 56 | 5.4 | 0.135 | 12.0 | LOS A | 1.7 | 12.7 | 0.32 | 0.42 | 33.6 |
| 8 | T1 | 557 | 3.2 | 0.570 | 9.0 | LOS A | 8.7 | 62.9 | 0.43 | 0.40 | 32.6 |
| Approach | | 613 | 3.4 | 0.570 | 9.3 | LOS A | 8.7 | 62.9 | 0.42 | 0.40 | 32.7 |
| North: Burwood Road | | | | | | | | | | | |
| 2 | T1 | 455 | 6.2 | 0.536 | 5.8 | LOS A | 9.8 | 71.6 | 0.46 | 0.45 | 35.8 |
| 1 | R2 | 156 | 1.3 | 0.536 | 11.6 | LOS A | 9.8 | 71.6 | 0.54 | 0.55 | 29.3 |
| Approach | | 611 | 4.9 | 0.536 | 7.2 | LOS A | 9.8 | 71.6 | 0.48 | 0.48 | 34.2 |
| West: Mitchell Street | | | | | | | | | | | |
| 12 | L2 | 253 | 1.2 | 0.551 | 30.8 | LOS C | 8.9 | 62.8 | 0.84 | 0.79 | 15.2 |
| 10 | R2 | 89 | 2.2 | 0.416 | 45.8 | LOS D | 3.8 | 27.0 | 0.97 | 0.77 | 15.5 |
| Approach | | 342 | 1.5 | 0.551 | 34.7 | LOS C | 8.9 | 62.8 | 0.87 | 0.79 | 15.3 |
| All Vehicles | | 1566 | 3.6 | 0.570 | 14.1 | LOS A | 9.8 | 71.6 | 0.54 | 0.51 | 26.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**Movement Performance - Pedestrians**

| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Average Back of Queue Distance m | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| P3 | North Full Crossing | 22 | 39.2 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 |
| P4 | West Full Crossing | 11 | 13.3 | LOS B | 0.0 | 0.0 | 0.54 | 0.54 |
| All Pedestrians | | 33 | 30.6 | LOS D | | | 0.80 | 0.80 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Burwood Road & Mitchell Street_AM Peak 2027 No Development]

0745 - 0845
Signals - Fixed Time Coordinated  Cycle Time = 85 seconds (Optimum Cycle Time - Minimum Delay)

**Movement Performance - Vehicles**

| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Burwood Road | | | | | | | | | | | |
| 9 | L2 | 52 | 5.8 | 0.165 | 15.7 | LOS B | 2.4 | 17.4 | 0.44 | 0.47 | 30.2 |
| 8 | T1 | 584 | 3.3 | 0.696 | 13.7 | LOS A | 11.9 | 85.4 | 0.59 | 0.53 | 27.8 |
| Approach | | 636 | 3.5 | 0.696 | 13.9 | LOS A | 11.9 | 85.4 | 0.58 | 0.53 | 28.0 |
| North: Burwood Road | | | | | | | | | | | |
| 2 | T1 | 476 | 6.1 | 0.483 | 5.0 | LOS A | 9.2 | 66.9 | 0.44 | 0.43 | 37.1 |
| 1 | R2 | 139 | 1.4 | 0.483 | 10.8 | LOS A | 9.2 | 66.9 | 0.52 | 0.52 | 30.5 |
| Approach | | 615 | 5.0 | 0.483 | 6.3 | LOS A | 9.2 | 66.9 | 0.46 | 0.45 | 35.6 |
| West: Mitchell Street | | | | | | | | | | | |
| 12 | L2 | 253 | 1.2 | 0.446 | 24.7 | LOS B | 7.5 | 53.3 | 0.76 | 0.77 | 17.5 |
| 10 | R2 | 62 | 3.2 | 0.505 | 49.1 | LOS D | 2.7 | 19.4 | 1.00 | 0.76 | 14.8 |
| Approach | | 315 | 1.6 | 0.505 | 29.5 | LOS C | 7.5 | 53.3 | 0.81 | 0.77 | 16.7 |
| All Vehicles | | 1566 | 3.7 | 0.696 | 14.0 | LOS A | 11.9 | 85.4 | 0.58 | 0.54 | 26.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

**Movement Performance - Pedestrians**

| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Average Back of Queue Distance m | Prop. Queued | Effective Stop Rate per ped |
|---|---|---|---|---|---|---|---|---|
| P3 | North Full Crossing | 22 | 36.7 | LOS D | 0.0 | 0.0 | 0.93 | 0.93 |
| P4 | West Full Crossing | 11 | 16.5 | LOS B | 0.0 | 0.0 | 0.62 | 0.62 |
| All Pedestrians | | 33 | 30.0 | LOS D | | | 0.83 | 0.83 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

## Site: 101 [Burwood Road & Mitchell Street_AM Peak 2027 With Development]

0745 - 0845
Signals - Fixed Time Coordinated  Cycle Time = 85 seconds (Optimum Cycle Time - Minimum Delay)

**Movement Performance - Vehicles**

| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | 95% Back of Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Burwood Road | | | | | | | | | | | |
| 9 | L2 | 58 | 5.2 | 0.143 | 11.8 | LOS A | 1.8 | 12.8 | 0.33 | 0.42 | 33.9 |
| 8 | T1 | 584 | 3.3 | 0.602 | 8.9 | LOS A | 9.0 | 64.9 | 0.45 | 0.41 | 32.8 |
| Approach | | 642 | 3.4 | 0.602 | 9.2 | LOS A | 9.0 | 64.9 | 0.44 | 0.41 | 32.9 |
| North: Burwood Road | | | | | | | | | | | |
| 2 | T1 | 476 | 6.1 | 0.570 | 5.8 | LOS A | 10.2 | 74.1 | 0.48 | 0.47 | 35.7 |
| 1 | R2 | 162 | 1.2 | 0.570 | 11.7 | LOS A | 10.2 | 74.1 | 0.57 | 0.57 | 29.2 |
| Approach | | 638 | 4.9 | 0.570 | 7.3 | LOS A | 10.2 | 74.1 | 0.50 | 0.49 | 34.1 |
| West: Mitchell Street | | | | | | | | | | | |
| 12 | L2 | 264 | 1.1 | 0.584 | 30.0 | LOS C | 8.9 | 62.9 | 0.85 | 0.80 | 15.5 |
| 10 | R2 | 92 | 2.2 | 0.446 | 44.2 | LOS D | 3.7 | 26.7 | 0.97 | 0.77 | 15.9 |
| Approach | | 356 | 1.4 | 0.584 | 33.6 | LOS C | 8.9 | 62.9 | 0.88 | 0.79 | 15.6 |
| All Vehicles | | 1636 | 3.5 | 0.602 | 13.8 | LOS A | 10.2 | 74.1 | 0.56 | 0.53 | 27.1 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
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SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
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**Movement Performance - Pedestrians**

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|---|---|---|---|---|---|---|---|---|
| P3 | North Full Crossing | 22 | 36.7 | LOS D | 0.0 | 0.0 | 0.93 | 0.93 |
| P4 | West Full Crossing | 11 | 13.0 | LOS B | 0.0 | 0.0 | 0.55 | 0.55 |
| All Pedestrians | | 33 | 28.8 | LOS C | | | 0.80 | 0.80 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.