Residential Planning Proposal

27 Mitchell Street, Croydon Park

TRAFFIC AND PARKING ASSESSMENT REPORT

15 February 2018

Ref 16519

VARGA TRAFFIC PLANNING Pty Ltd
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1. INTRODUCTION

This report has been prepared to accompany a Planning Proposal application to Burwood City Council for a residential development to be located at 27 Mitchell Street, Croydon Park (Figures 1 and 2).

A Planning Proposal for the site was previously gazetted on 16th December 2016 (PP_2016_BURWO_001_00) which comprised rezoning the site from part *IN2 Light Industrial* and part *R2 Low Density Residential* to *R1 General Residential*, with a height control of 11m and FSR of 1.2:1. The approved changes to the planning controls resulted in a yield of 237 dwellings.

A detailed traffic study was prepared to accompany the previously approved Planning Proposal which concluded that the increase in traffic activity as a consequence of the Masterplan would not have any unacceptable traffic implications in terms of road network capacity, and that no other road improvements or intersection upgrades were required or warranted.

This Planning Proposal seeks to rezone part of the site from *R2 Low Density Residential* to *R1 General Residential*, increasing the height control of the entire site to 22m and FSR to 1.6:1. The proposed changes to the planning controls result in a yield of 323 dwellings (i.e. a *nett increase* of 86 dwellings) as well as a neighbourhood shop or shop-top housing.

Off-street parking is again likely to be provided within a new basement car parking area, in accordance with Council's requirements, with vehicular access to be provided via Mitchell Street and Tangarra Street East.

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

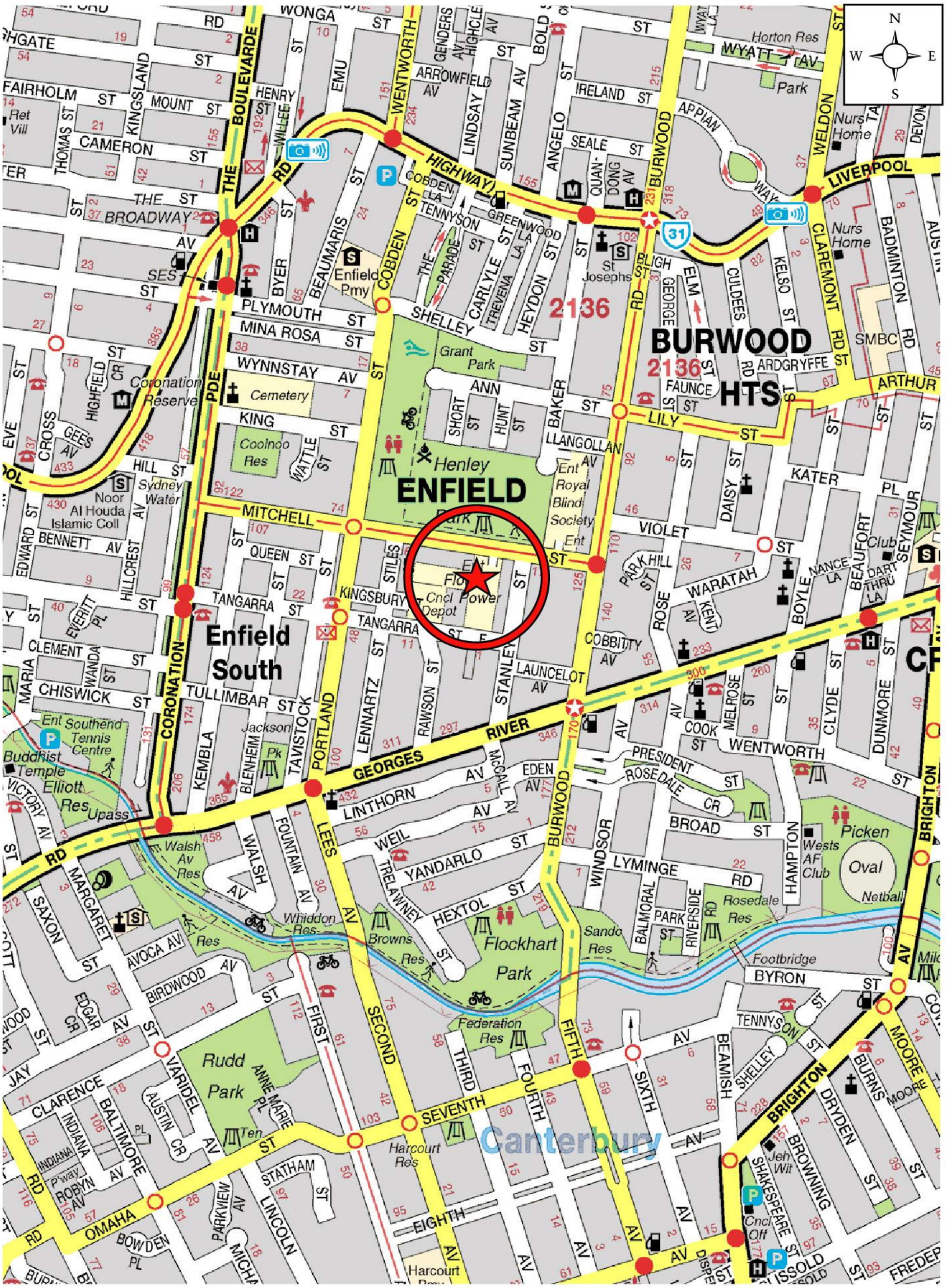
- describes the site and provides details of the indicative Masterplan

- reviews the public transport services and road network in the vicinity of the site, and the traffic conditions on that road network

- estimates the traffic generation potential of the indicative Masterplan, and assigns that traffic generation to the road network serving the site

- assesses the traffic implications of the indicative Masterplan in terms of road network capacity

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



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LOCATION
FIGURE 1


SHORT ST
HUNT ST
PORTLAND ST
N
W
E
S
MITCHELL
ST
STILES ST
KINGSBURY
ST
STANLEY ST
TANGARRA
ST
EAST
STILES ST
RAWSON ST
STANLEY ST
LAUNCELOT AVE
GEORGES RIVER RD
Road Closure
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
SITE
FIGURE 2

2. INDICATIVE MASTER PLAN

Site

The subject site is located on the southern side of Mitchell Street, in between Stiles Street and Stanley Street, and extends through to Tangarra Street East. The site has a street frontage approximately 63m in length to Mitchell Street, 67m in length to Tangarra Street East and occupies an area of approximately 19,269m^2.

The subject site is currently occupied by a Flower Power nursery which includes a fruit shop, pet shop and café. A recent aerial image of the site and its surroundings is reproduced below.

Source: Nearmap

Off-street parking for the Flower Power garden centre is currently provided for approximately 140 cars in a large outdoor car parking area. Vehicular access to the garden centre car parking area is provided via an entry/exit driveway located at the eastern end of the Mitchell Street site frontage.

Loading/servicing for the existing garden centre is currently undertaken by a variety of vehicles up to and including 8.8m long medium rigid trucks. The loading area is located at the rear of the site, with vehicular ingress provided via either the abovementioned driveway in Mitchell Street or an entry/exit driveway located at the eastern end of the Tangarra Street East site frontage. Vehicular egress from the loading area is provided via Tangarra Street East only.

Previously Approved Masterplan

A previously approved Planning Proposal envisaged the demolition of the existing nursery, fruit shop, pet shop and café buildings on the site to facilitate the construction of a new residential apartment/townhouse development comprising approximately eight buildings that range in height from two to three storeys.

Based on the approved maximum height of 11m and FSR of 1.2:1, the approved Masterplan attached to the Planning Proposal had identified a potential dwelling density in the order of 237 residential dwellings as follows:

1 bedroom dwelling:	64 dwellings
2 bedroom dwelling:	173 dwellings
TOTAL:	**237 dwellings**

Future off-street car parking was likely to be provided in basement car parking areas in accordance with Council's requirements. The approved Masterplan envisaged that vehicular access to the car parking facilities would be provided via two separate two-way driveways; one located at the eastern end of the Mitchell Street site frontage and the other located at the eastern end of the Tangarra Street East site frontage.

Proposed Indicative Masterplan

This Planning Proposal seeks to rezone part of the site from *R2 Low Density Residential* to *R1 General Residential*, increasing the height control of the entire site to 22m and FSR to 1.6:1. The proposed changes to the planning controls result in a yield of 323 dwellings (i.e. a *nett increase* of 86 dwellings) as follows:

1 bedroom dwelling:	51 dwellings
2 bedroom dwelling:	240 dwellings
3 bedroom dwelling:	32 dwellings
TOTAL:	**323 dwellings**

This Masterplan also envisages the inclusion of a neighbourhood shop or shop-top housing fronting Mitchell Street, with a cumulative floor area of approximately 427m^2.

Future off-street car parking is again likely to be provided in basement car parking areas in accordance with Council's requirements. It is envisaged that vehicular access to the car parking facilities is again to be provided via two separate two-way driveways; one located at the eastern end of the Mitchell Street site frontage and the other located just east of midway along the Tangarra Street East site frontage.

Notwithstanding the above, redevelopment of the site is subject to a future development application. Plans of the indicative Masterplan have been prepared by *Stanisic Architects* and are reproduced in Appendix A.

3. TRAFFIC ASSESSMENT

Road Hierarchy

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

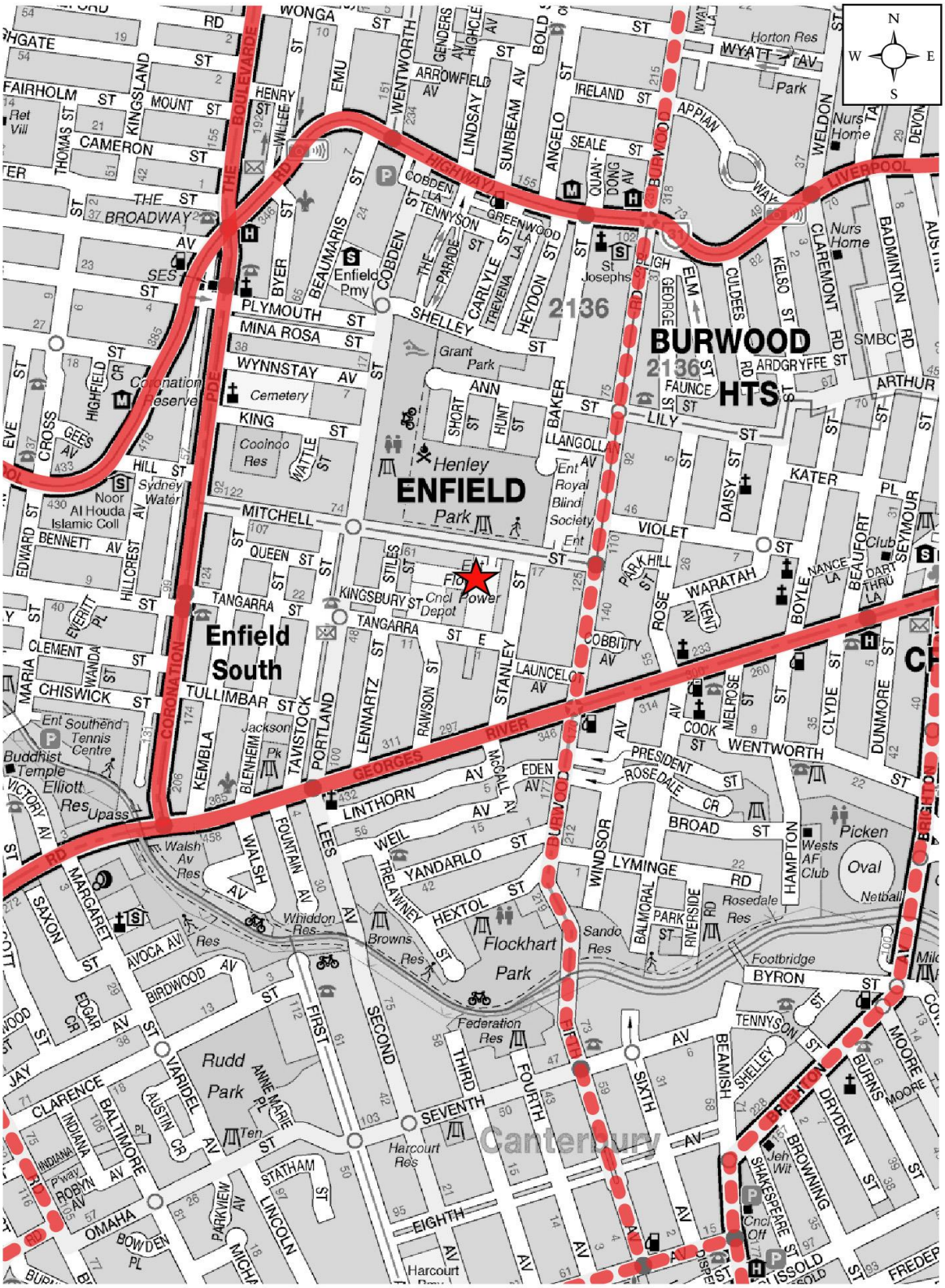
The Hume Highway is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Summer Hill to Campbelltown and beyond. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a centre median island.

Georges River Road is also classified by the RMS as a *State Road* and provides another key east-west road link in the area, linking Milton Street to Punchbowl Road. It typically carries two traffic lanes in each direction in the vicinity of the site, with kerbside parking generally permitted outside of commuter peak periods.

Coronation Parade is also classified by the RMS as a *State Road* and provides a key north-south road link in the area, linking Georges River Road to the Hume Highway. It typically carries two traffic lanes in each direction in the vicinity of the site, with kerbside parking generally permitted outside of commuter peak periods.

Burwood Road is classified by the RMS as a *Regional Road* which provides another key north-south road link in the area, linking Concord to Enfield. It typically carries one traffic lanes in each direction in the vicinity of the site, with additional lanes provided at key locations.

Mitchell Street and Tangarra Street East are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of both roads.



ROAD HIERARCHY
FIGURE 3

Existing Traffic Controls

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

- a 50 km/h SPEED LIMIT which applies to Mitchell Street, Tangarra Street East and all other local roads in the area

- TRAFFIC SIGNALS in Mitchell Street where it intersects with Burwood Road

- a ROUNDABOUT in Mitchell Street where it intersects with Portland Street.

Public Transport Services

The site is readily accessible by public transport, being located in easy walking distances of regular bus services traversing Coronation Parade, Georges River Road, Burwood Road and/or Liverpool Road, as illustrated on Figure 5. A summary of bus services available in the vicinity of the site on weekdays and weekends is summarised in the table below, revealing that:

- there are approximately 295 inbound bus services and 287 outbound bus services available in the vicinity of the site on weekdays

- weekend bus services comprise approximately 190 services in each direction on Saturday, and approximately 140 bus services on Sundays.

In addition, the bus services provide a direct link to Strathfield, Burwood and Campsie railway stations, connecting with the suburban rail network services, and with Country Link rail services at Strathfield and Central railway stations. Bus No.400 also services the Sydney International and Domestic Airports.

In the circumstances, it is reasonable to conclude that the proposed development site is well served by public transport.


SHORT ST
HUNT ST
N
W
E
S
PORTLAND ST
MITCHELL
50
ST
STILES ST
KINGSBURY
ST
STANLEY ST
TANGARRA
ST
EAST
STILES ST
RAWSON ST
LAUNCELOT AVE
STANLEY ST
GEORGES RIVER RD
Key:
Give Way Sign
Stop Sign
No Stopping
Roundabout
50 Speed Limit
VARGA TRAFFIC PLANNING Pty Ltd
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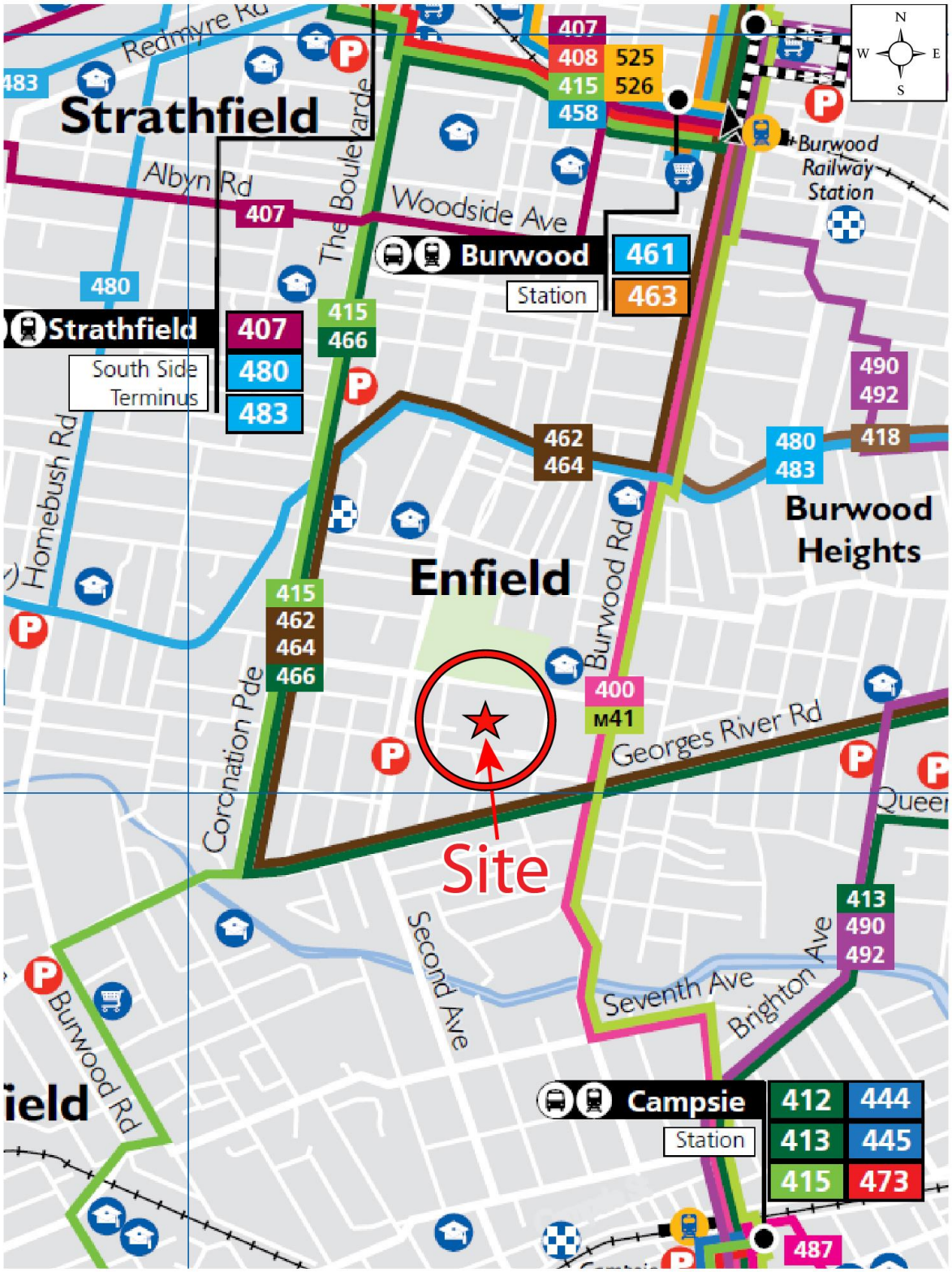
EXISTING TRAFFIC & PARKING CONTROLS
FIGURE 4



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PUBLIC TRANSPORT
FIGURE 5

NUMBER OF NEARBY BUS SERVICES							
Route No.	**Route**	**MON to FRI**		**SAT**		**SUN**	
		IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**
400	Burwood to Bondi Jctn via Airport	52	50	45	45	45	45
462, 466 & 468	Ashfield to Cabarita & Mortlake	74	70	46	53	25	31
415	Chiswick to Campsie	41	41	27	29	11	12
480 & 483	Strathfield to City	70	68	41	47	20	20
M41*	Marsfield, Ryde, Concord, Enfield, Campsie, Hurstville	58	58	33	33	33	33
TOTAL		**295**	**287**	**192**	**187**	**134**	**141**

*Approximate

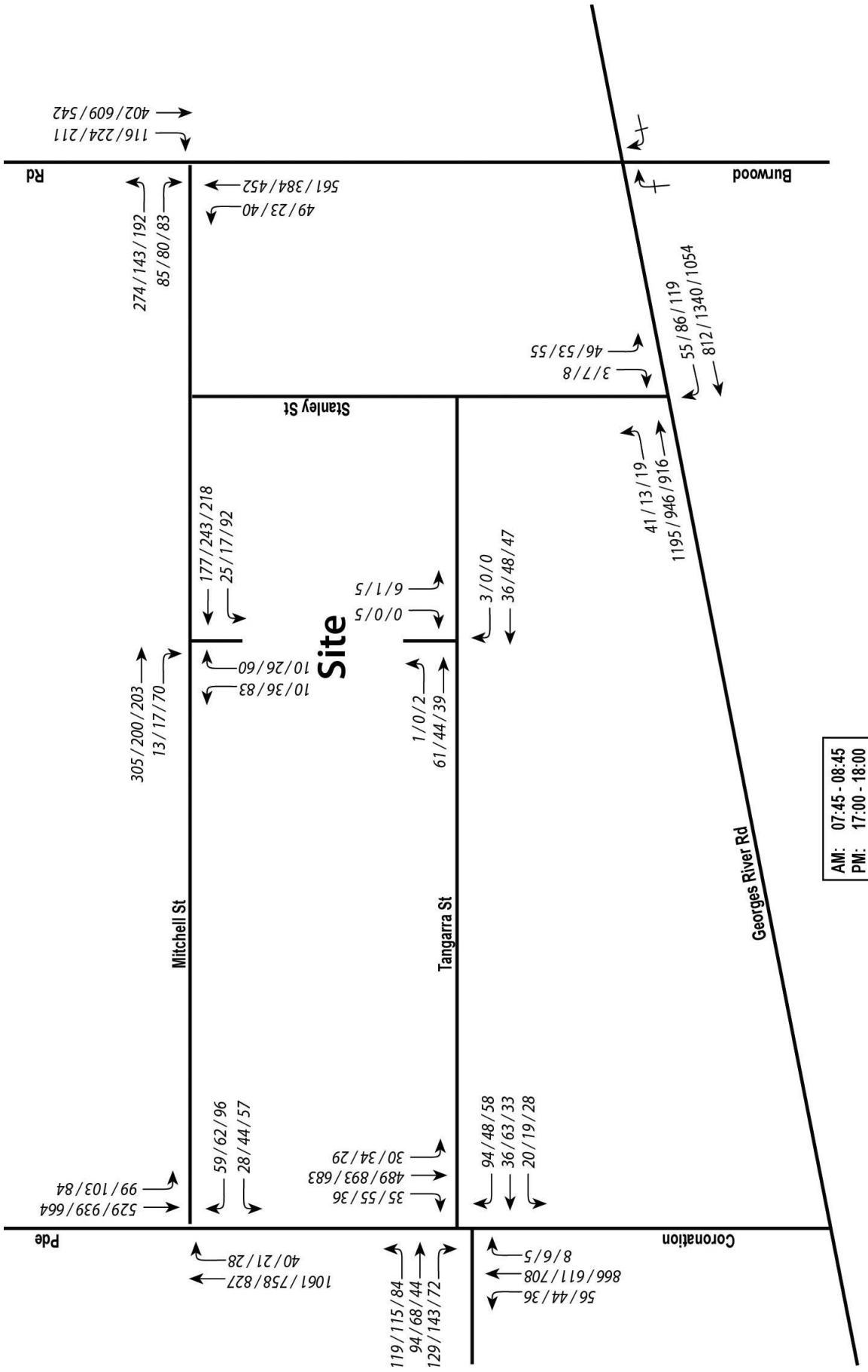
Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken as part of the previously approved 2016 Planning Proposal traffic study. The traffic surveys were undertaken during the on-road network peak periods, with the results reproduced in full in Appendix B. The traffic surveys were undertaken at the following intersections:

- Coronation Parade & Mitchell Street (give way)
- Coronation Parade, Dean Street & Tangarra Street (signalised)
- Burwood Road & Mitchell Street (signalised)
- Georges River Road & Stanley Street (give way)
- Mitchell Street & the site access driveway (give way)
- Tangarra Street & the site access driveway (give way)

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

- two-way traffic flows in Georges River Road are typically in the order of 2,000-2,300 vehicles per hour (vph) during the weekday morning and afternoon and Saturday "network" peak periods



EXISTING TRAFFIC VOLUMES
FIGURE 6

- two-way traffic flows in Coronation Parade are lower, typically in the order of 1,600-1,800 vph during the weekday morning and afternoon and Saturday "network" peak periods

- two-way traffic flows in Burwood Road are lower still, typically in the order of 1,100 vph during the weekday morning and afternoon and Saturday "network" peak periods

- two-way traffic flows in Mitchell Street and Tangarra Street past the site frontages are typically in the order of 200-300 vph during the weekday morning and afternoon and Saturday "network" peak periods

- two-way traffic flows in Stanley Street are typically in the order of 150-200 vph during the weekday morning and afternoon and Saturday "network" peak periods.

The traffic surveys also identified the traffic generation characteristics of the existing use of the site by Flower Power as follows:

- cumulative two-way traffic flows into and out of Flower Power site during the weekday morning "network" peak period are typically in the order of 70 vph

- cumulative two-way traffic flows in/out of Flower Power site during the afternoon "network" peak period are typically in the order of 100 vph

- cumulative two-way traffic flows in/out of Flower Power site during the Saturday peak period are typically in the order of 320 vph.

Projected Traffic Generation

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

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

High Density Residential Developments

0.29 peak hour vehicle trips/dwelling

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

Definition

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

Factors

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

Application of the above "high density" traffic generation rate to the potential for 323 dwellings on the site yields a traffic generation potential of approximately 94 vehicle trips per hour during commuter peak periods.

However, for the purposes of sensitivity testing, the higher traffic generation rates nominated in the RMS Guidelines for *medium density* residential developments have been adopted in this instance, as set out below:

Medium Density Residential Development

Up to 2-bedrooms:	0.4-05 peak hour vehicle trips/dwelling
3 or more bedrooms:	0.5-0.65 peak hour vehicle trips/dwelling

Application of the above "medium density" traffic generation rates to the potential for 323 dwellings on the site yields a traffic generation potential of approximately 161 vph during commuter peak periods (IN and OUT combined).

It is pertinent to note that the Roads and Maritime Services has recently published updated traffic generation rates for residential developments in its *Technical Direction (TDT 2013/04a)* document. The updated *TDT 2013/04a* data area based on extensive surveys of similar developments and nominate the following traffic generation rates which are applicable to the development proposal:

High Density Residential Developments
AM Peak: 0.19 peak hour vehicle trips/unit
PM Peak: 0.15 peak hour vehicle trips/unit

Application of the above traffic generation rates to the Planning Proposal yields a maximum traffic generation potential of 61 vph and 48 vph during the AM and PM peak periods respectively.

However in order to maintain consistency with the previously submitted traffic report the "old" traffic generation rates for "medium density" residential developments has been adopted in this analysis.

The RMS *Guidelines* do not nominate a traffic generation rate for small, local shops, referring only to major regional shopping centres incorporating supermarkets and department stores. For the purposes of this assessment therefore, the traffic generation rate of "2.0 peak hour vehicle trips/100m^2 GFA" nominated in the RMS *Guidelines* for "commercial premises" has been adopted in respect of the neighbourhood shop or shop-top housing component of the Planning Proposal.

Application of the above "commercial premises" traffic generation rate to the potential neighbourhood shop or shop-top housing on the site (427m^2) yields a traffic generation potential of approximately 9 vph during commuter peak periods (IN and OUT combined).

Accordingly, the Planning Proposal is expected to result in a total traffic generation potential of approximately 170 vph during commuter peak periods as set out below:

Projected Future Traffic Generation Potential

Residential (323 dwellings):	161 peak hour vehicle trips
Neighbourhood shop or shop-top housing (427m^2):	9 peak hour vehicle trips
TOTAL TRAFFIC GENERATION POTENTIAL:	**170 peak hour vehicle trips**

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the previously approved Masterplan for the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the current Planning Proposal.

Application of the above "medium density" traffic generation rates to the previously approved 237 dwellings on the site yields a traffic generation potential of approximately 112 vph during commuter peak periods (IN and OUT combined).

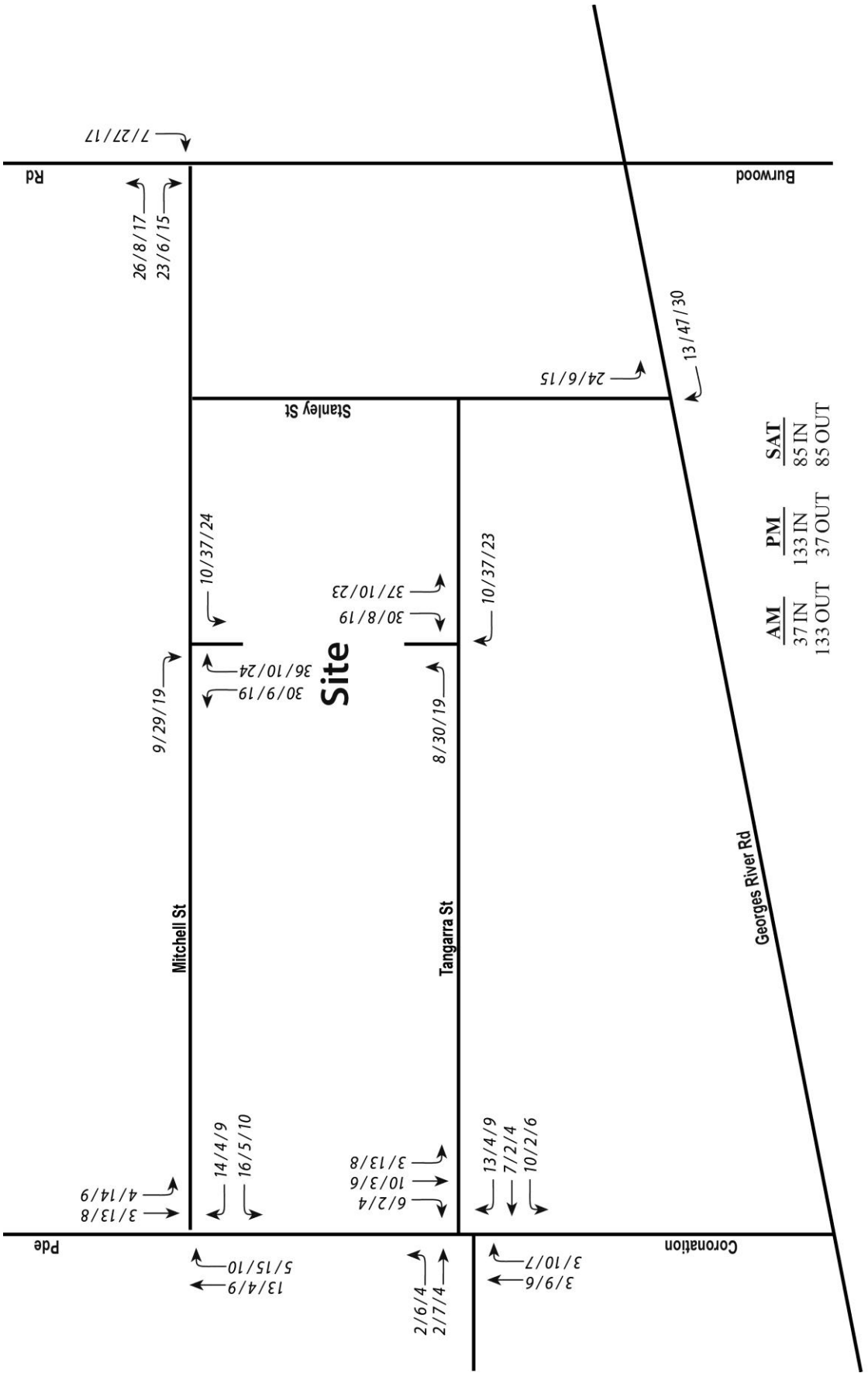
Accordingly, it is likely that the current Planning Proposal will result in a *nett increase* in the traffic generation potential of the site of approximately 58 vph as set out below:

Projected Nett Increase in Peak Hour Traffic Generation Potential of the Site as a consequence of the development proposal

Projected Future Traffic Generation Potential:	170 vehicle trips
Less Previously Approved Traffic Generation Potential:	-112 vehicle trips
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	**58 vehicle trips**

In practice, the *nett increase* in traffic generation potential between the approved and proposed Planning Proposals is likely to be *substantially less* than indicated above, particularly when compared with the reduced traffic generation rates nominated by the RMS in its *Technical Direction TDT 2013/04a* publication.

However, for the purposes of this assessment it has been assumed that *all* of the "medium density residential" projected future traffic flows of 170 peak hour vehicle trips will be new or *additional* to the *existing* traffic flows currently using the adjacent road network. That projected increase of 170 vph as a consequence of the proposed Masterplan has been added to the adjacent road network in accordance with Journey to Work data estimates and is illustrated on Figure 7.



PROJECTED ADDITIONAL TRAFFIC VOLUMES
FIGURE 7

Traffic Implications - Road Network Capacity

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

The results of the SIDRA capacity analysis of the four nearby and the site's two vehicular access driveways are summarised in the table on the following page, revealing that all intersections will essentially continue to operate at current *Levels of Service* with *minimal* increases in average vehicle delays, if any.

Notwithstanding the above, consideration could be given to the installation of a pedestrian refuge island in Mitchell Street outside the site frontage to cater for the potential increase in pedestrian and cycling activity which may be generated by the site as a consequence of future residents wishing to access the nearby sporting fields. Furthermore, it would be desirable to construct a new 1.2m wide standard footpath along the Tangarra Street site frontage which would connect to the existing footpaths at opposite ends.

In summary, subject to the installation of additional facilities for pedestrians in Mitchell Street and Tangarra Street, it is clear that the *nett increase* in traffic activity as a consequence of the Masterplan will not have any unacceptable traffic implications in terms of road network capacity, and that no other road improvements or intersection upgrades are required or warranted.

Key Indicators	Existing			Approved PP_2016_BURWO_001_00 Scheme on the Subject Site			Current Planning Proposal on the Subject Site		
	AM	**PM**	**SAT**	**AM**	**PM**	**SAT**	**AM**	**PM**	**SAT**
Coronation Pde & Mitchell St									
LOS	A	A	A	A	A	A	A	A	A
DOS	0.583	0.688	0.726	0.707	0.751	0.808	0.758	0.775	0.841
AVD (Sec/Veh)	**3.0**	**3.7**	**4.5**	**4.1**	**4.6**	**5.8**	**4.8**	**4.9**	**6.6**
Coronation Pde, Dean St & Tangarra St									
LOS	B	B	B	B	B	B	B	B	B
DOS	0.694	0.731	0.506	0.699	0.759	0.571	0.705	0.695	0.575
AVD (Sec/Veh)	**20.0**	**19.4**	**16.1**	**20.4**	**20.0**	**16.3**	**20.5**	**20.3**	**16.4**
Burwood Rd & Mitchell St									
LOS	B	A	A	B	A	B	B	B	B
DOS	0.704	0.694	0.719	0.752	0.686	0.690	0.818	0.669	0.733
AVD (Sec/Veh)	**15.1**	**13.9**	**14.4**	**16.2**	**14.3**	**14.9**	**17.3**	**14.6**	**15.5**
Georges River Rd & Stanley St									
LOS	A	A	A	A	A	A	A	A	A
DOS	0.321	0.425	0.379	0.321	0.457	0.398	0.321	0.468	0.405
AVD (Sec/Veh)	**1.6**	**1.9**	**2.0**	**1.8**	**2.4**	**2.2**	**1.8**	**2.5**	**2.3**
Mitchell St & Proposed Site Access									
LOS	A	A	A	A	A	A	A	A	A
DOS	0.220	0.194	0.228	0.217	0.192	0.171	0.222	0.197	0.176
AVD (Sec/Veh)	**3.7**	**3.5**	**4.2**	**3.3**	**3.8**	**3.5**	**3.3**	**3.9**	**3.6**
Tangarra St & Proposed Site Access									
LOS	A	A	A	A	A	A	A	A	A
DOS	0.032	0.025	0.025	0.036	0.041	0.034	0.049	0.047	0.038
AVD (Sec/Veh)	**0.3**	**0.2**	**0.3**	**0.6**	**2.4**	**1.6**	**0.8**	**2.8**	**1.9**

LOS – Level of Service; DOS – Degree of Saturation; AVD – Average Vehicle Delays

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

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

2. Average Vehicle Delay (AVD)

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

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

3. Degree of Saturation (DS)

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

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

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

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

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site comprise:

- NO STOPPING restrictions along a small section on the northern side of Tangarra Street East, just west of the site

- generally UNRESTRICTED kerbside parking elsewhere in Tangarra Street East as well as both sides of Mitchell Street and throughout the local area, including along both site frontages.

Off-Street Parking Provisions

The off-street parking requirements applicable to the Planning Proposal are specified in Council's *Development Control Plan Section 4.6, Table 4 – Car Parking Rates in Residential Zones* document in the following terms:

Multi-Dwelling Housing and Residential Flat Buildings (in Residential Zones)

1 bedroom apartments:	1 space per dwelling
2 bedroom apartments:	1 space per dwelling
3 bedroom apartments:	2 spaces per dwelling
Visitors:	1 space per 5 dwellings

Neighbourhood Shops (All Zones)

1 space per $50m^2$

Application of the above parking requirements to the various components of the Planning Proposal yields an off-street parking requirement of 429 parking spaces as set out below:

Residents (323 dwellings):	355 spaces
Visitors:	65 spaces
Neighbourhood shop or shop-top housing ($427m^2$):	9 spaces
TOTAL:	**429 spaces**

Whilst the number of car parking spaces to be provided is not yet known, it is envisaged that the parking requirements specified in Council's *DCP* could be satisfied through the provision of basement car parking, however this would be subject to a future development application.

Future vehicular access to the basement car parking facility is likely to be provided via two separate two-way driveways; one located at the eastern end of the Mitchell Street site frontage, the other located just east of midway along the Tangarra Street East site frontage. All passenger vehicles will be able to enter and exit the site in a forward direction at all times.

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

Off-Street Bicycle Parking Provisions

The off-street bicycle parking requirements for the proposed development have been assessed using the NSW Government's *Planning Guidelines for Walking & Cycling – Table 1* which specifies the following rates:

Residential Housing

Residents:	20%-30% of the total number of dwellings
Visitors:	5%-10% of the total number of dwellings

Retail Shops

Staff:	3%-5% of the total number of staff
Customers:	5%-10% of the total number of staff

As the precise number of staff working within the future neighbourhood shop or shop-top housing is not yet known, for the purposes of this assessment it has been assumed that the shop will have up to 5 staff on site at any given time.

Application of the above bicycle parking requirements to the various components of the development proposal yields an off-street bicycle parking requirement of between 82 spaces and 132 spaces.

Whilst the number of bicycle parking spaces to be provided is also not yet known, it is envisaged that the parking requirements specified in the NSW Government's *Planning Guidelines for Walking & Cycling – Table 1* could be satisfied throughout the site including within the basement parking areas.

Conclusion

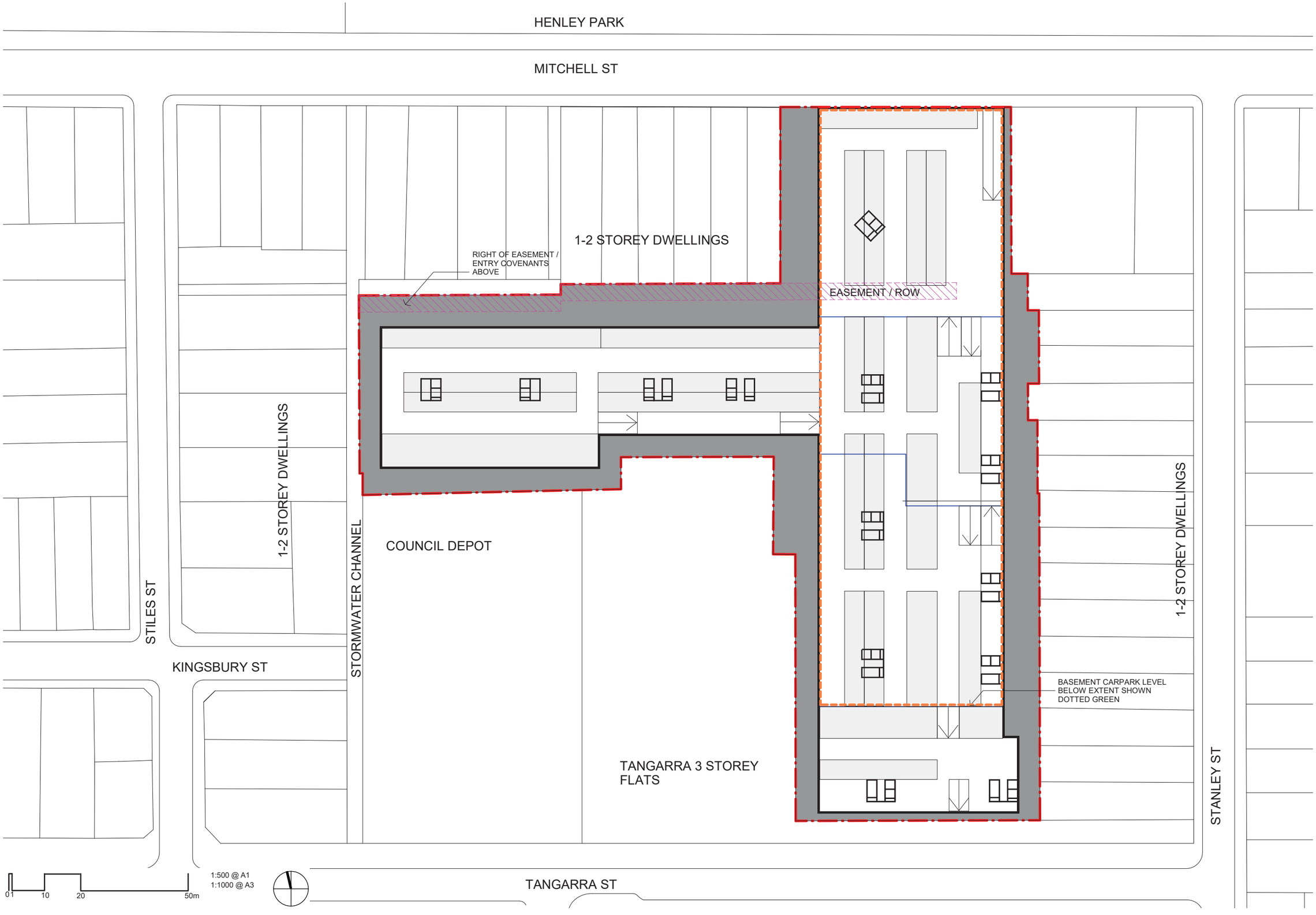
The foregoing assessment has found that *all* surrounding intersections are expected to continue to operate at essentially the same *Levels of Service* as the existing *and* approved Planning Proposal scheme scenarios under the current Planning Proposal (with *negligible* increases in average vehicle delays, if any), and that no further infrastructure upgrades will be required.

Furthermore, the proposed development will ultimately satisfy Council's off-street parking requirements as well as the Australian Standards. It is therefore reasonable to conclude that the Planning Proposal will not have any unacceptable implications in terms of road network capacity or off-street parking/access requirements.

APPENDIX A

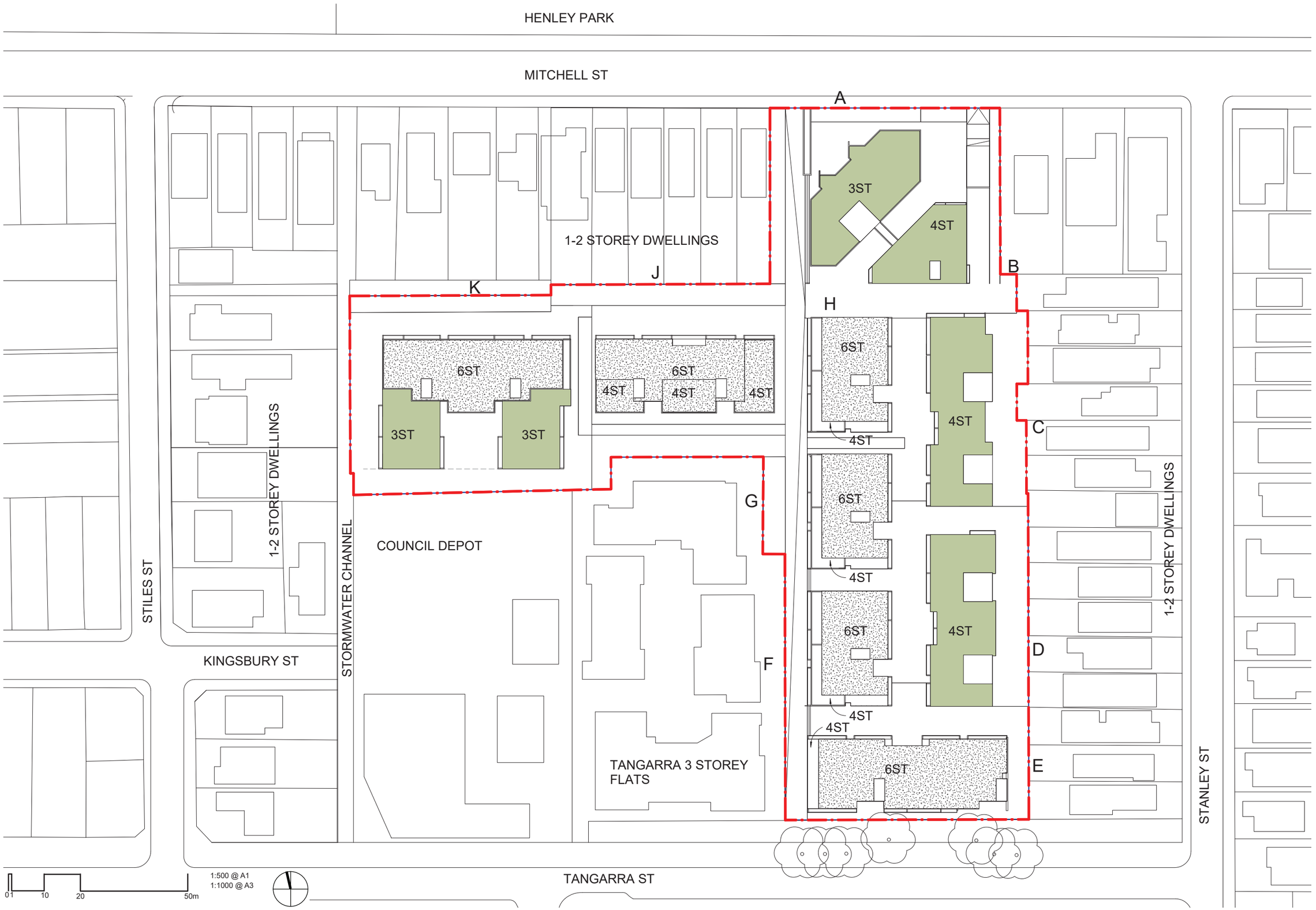
MASTERPLAN CONCEPT PLAN

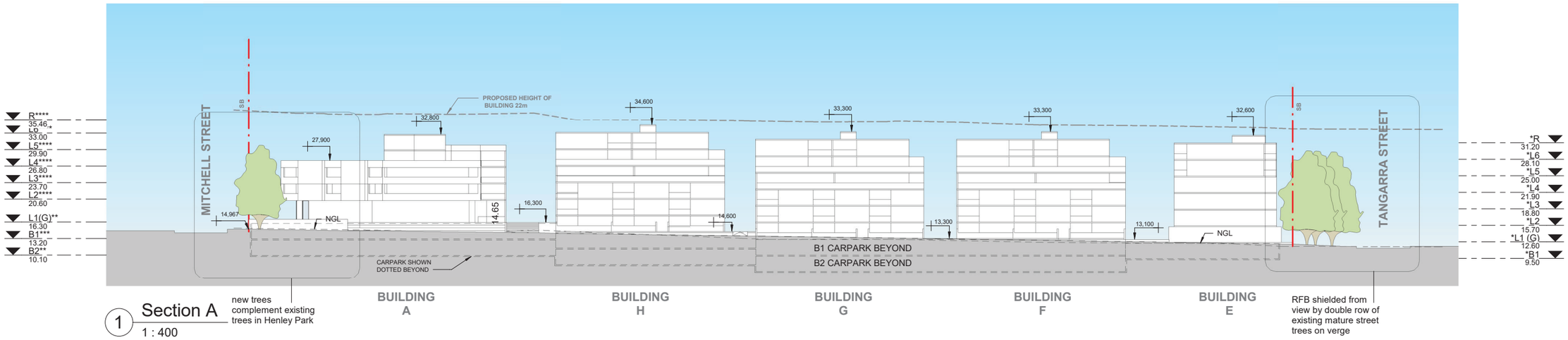
CAR PARK BASEMENT 1 PLAN



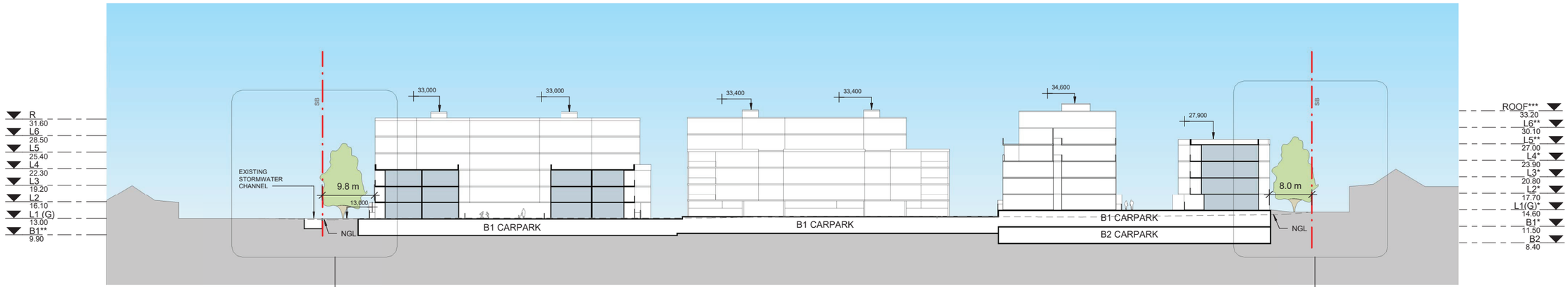
LEVEL 1(G) FRAMEWORK PLAN

ROOF PLAN

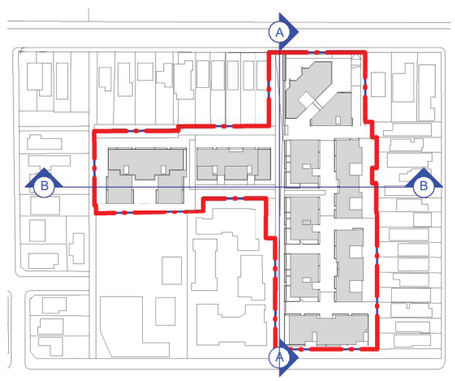

HENLEY PARK
MITCHELL ST
A
B
C
D
E
F
G
H
J
K
1-2 STOREY DWELLINGS
3ST
4ST
6ST
COUNCIL DEPOT
STORMWATER CHANNEL
STILES ST
KINGSBURY ST
TANGARRA 3 STOREY FLATS
TANGARRA ST
STANLEY ST
1:500 @ A1
1:1000 @ A3
0 1 10 20 50m



1 Section A
1 : 400



2 Section B
1 : 400



KEY PLAN

DEVELOPMENT DATA

SITE AREA	19,272 m2
ZONE BLEP 2012 (EXISTING)	R1 ZONE GENERAL RESIDENTIAL R2 ZONE LOW DENSITY RESIDENTIAL
MAX FSR PERMITTED	0.5/1.2 : 1
MAX GFA POTENTIAL	21,142 m2
MAX HOB PERMITTED	8.5/11m (2/3 STOREYS POTENTIAL)
ZONE BLEP 2012 (PROPOSED)	R1 ZONE GENERAL RESIDENTIAL
FSR PROPOSED	1.6:1
GFA PROPOSED POTENTIAL	30,835 m2
HOB PROPOSED	11m (3 STOREYS POTENTIAL) 15m (4 STOREYS POTENTIAL) 18m (5 STOREYS POTENTIAL) 22m (6 STOREYS POTENTIAL)

ACCOMMODATION MIX SCHEDULE

LEVEL	1BED	2BED	3BED	TOTAL
L1(G)	14	41	7	62
L2	13	54	5	72
L3	13	54	5	72
L4	9	42	5	56
L5	1	26	5	32
L6	1	23	5	29
TOTAL	51	240	32	323
PERCENTAGE	(16%)	(74%)	(10%)	(100%)

AREA SCHEDULE (GFA/FSR)

LEVEL	AREA m2	TYPE
L1(G)	427	RETAIL
L1(G)	5954	RESIDENTIAL
L2	6545	RESIDENTIAL
L3	6606	RESIDENTIAL
L4	5240	RESIDENTIAL
L5	3006	RESIDENTIAL
L6	2978	RESIDENTIAL
GFA	30,835	
FSR	1.6:1	

PARKING SCHEDULE

	RATE	UNITS	NO
1B	1	51	51
2B	1	240	240
3B	2	32	64
VISITORS	1 PER 5	323	65
RETAIL	1/50 M2		10
TOTAL			430

NOTE : RATES AS PER TRAFFIC REPORT
PREPARED FROM TRAFFIC CONSULTANT

ADG COMPLIANCE SCHEDULE (COMPLYING + OPTION)

	ACHIEVED	%	REQUIRED	%
CV	219	68	196	60% MIN
SA	247	76	229	70% MIN
SOUTH	35 UNITS	11	49 UNITS MAX	15% MAX
COS	10049 m2	52	4818 m2	25% MIN OF SITE
COS(DS)	5558 m2	55	2409 m2	50% MIN OF COS
DEEP SOIL	4510 m2	23	2890 m2	15% MIN OF SITE

issue	amendment	date
A	ISSUE FOR INFORMATION	08.11.17
B	ISSUE FOR INFORMATION	22.11.17
C	ISSUE FOR INFORMATION	15.01.18
D	ISSUE FOR INFORMATION	31.01.18
E	ISSUE FOR INFORMATION	07.02.18

legend

client
THE FLOWER POWER GROUP

stanisic architects
Level 2 243 Liverpool Street, East Sydney NSW 2010
T (61 2) 9358 2588
www.stanisic.com.au ABN 11002633481
NSW ARB frank stanisic 4480

project
FLOWER POWER
25-29 MITCHELL STREET CROYDON PARK

drawing
DEVELOPMENT DATA & SCHEDULES

checked FS
drawn NK
scale NTS @A1
project no 17 009
issue **E**
drawing no **SK 10**

do not scale from drawings.

the layout shown and the areas noted on this drawing are indicative only. layouts are to be read in conjunction with floor plans, elevations + sections.

scale bar

APPENDIX B

TRAFFIC SURVEY DATA

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	NORTH	EAST	SOUTH	
Time Per	*Coronation*	*Mitchell St*	*Coronation*	TOT
0700 - 0715	1	0	0	**1**
0715 - 0730	1	0	0	**1**
0730 - 0745	2	2	0	**4**
0745 - 0800	1	2	0	**3**
0800 - 0815	1	0	0	**1**
0815 - 0830	2	0	0	**2**
0830 - 0845	0	0	0	**0**
0845 - 0900	0	1	0	**1**
0900 - 0915	0	0	0	**0**
0915 - 0930	1	0	0	**1**
0930 - 0945	1	0	0	**1**
0945 - 1000	0	3	0	**3**
Per End	**10**	**8**	**0**	**18**

PEDS	NORTH	EAST	SOUTH	
Peak Per	*Coronation*	*Mitchell St*	*Coronation*	TOT
0700 - 0800	5	4	0	**9**
0715 - 0815	5	4	0	**9**
0730 - 0830	6	4	0	**10**
0745 - 0845	4	2	0	**6**
0800 - 0900	3	1	0	**4**
0815 - 0915	2	1	0	**3**
0830 - 0930	1	1	0	**2**
0845 - 0945	2	1	0	**3**
0900 - 1000	2	3	0	**5**
PEAK HR	**4**	**2**	**0**	**6**

Lights	NORTH		EAST		SOUTH		
	~~Coronation Rde~~		*Mitchell St*		~~Coronation Rde~~		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	95	26	9	2	4	220	**356**
0715 - 0730	123	14	12	1	9	259	**418**
0730 - 0745	112	11	11	3	5	258	**400**
0745 - 0800	140	31	23	10	10	251	**465**
0800 - 0815	120	25	12	4	7	313	**481**
0815 - 0830	112	23	8	7	7	247	**404**
0830 - 0845	137	18	15	6	16	228	**420**
0845 - 0900	111	19	28	14	18	257	**447**
0900 - 0915	140	22	12	13	9	206	**402**
0915 - 0930	113	15	16	10	8	221	**383**
0930 - 0945	102	23	14	4	7	180	**330**
0945 - 1000	95	22	14	8	7	155	**301**
Per End	**1400**	**249**	**174**	**82**	**107**	**2795**	**4807**

Heavies	NORTH		EAST		SOUTH		
	~~Coronation Rde~~		*Mitchell St*		~~Coronation Rde~~		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	4	0	0	0	0	3	**7**
0715 - 0730	4	0	0	0	0	6	**10**
0730 - 0745	5	0	0	0	0	6	**11**
0745 - 0800	7	1	0	0	0	4	**12**
0800 - 0815	4	0	0	1	0	9	**14**
0815 - 0830	5	0	0	0	0	4	**9**
0830 - 0845	4	1	1	0	0	5	**11**
0845 - 0900	2	0	0	0	0	5	**7**
0900 - 0915	6	0	0	0	1	4	**11**
0915 - 0930	4	0	1	0	0	6	**11**
0930 - 0945	3	0	0	1	0	4	**8**
0945 - 1000	4	0	1	0	0	4	**9**
Per End	**52**	**2**	**3**	**2**	**1**	**60**	**120**

Combined	NORTH		EAST		SOUTH		
	~~Coronation Rde~~		*Mitchell St*		~~Coronation Rde~~		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	99	26	9	2	4	223	**363**
0715 - 0730	127	14	12	1	9	265	**428**
0730 - 0745	117	11	11	3	5	264	**411**
0745 - 0800	147	32	23	10	10	255	**477**
0800 - 0815	124	25	12	5	7	322	**495**
0815 - 0830	117	23	8	7	7	251	**413**
0830 - 0845	141	19	16	6	16	233	**431**
0845 - 0900	113	19	28	14	18	262	**454**
0900 - 0915	146	22	12	13	10	210	**413**
0915 - 0930	117	15	17	10	8	227	**394**
0930 - 0945	105	23	14	5	7	184	**338**
0945 - 1000	99	22	15	8	7	159	**310**
Per End	**1452**	**251**	**177**	**84**	**108**	**2855**	**4927**

Lights	NORTH		EAST		SOUTH		
	~~Coronation Rde~~		*Mitchell St*		~~Coronation Rde~~		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	470	82	55	16	28	988	**1639**
0715 - 0815	495	81	58	18	31	1081	**1764**
0730 - 0830	484	90	54	24	29	1069	**1750**
0745 - 0845	509	97	58	27	40	1039	**1770**
0800 - 0900	480	85	63	31	48	1045	**1752**
0815 - 0915	500	82	63	40	50	938	**1673**
0830 - 0930	501	74	71	43	51	912	**1652**
0845 - 0945	466	79	70	41	42	864	**1562**
0900 - 1000	450	82	56	35	31	762	**1416**
PEAK HR	**509**	**97**	**58**	**27**	**40**	**1039**	**1770**

Heavies	NORTH		EAST		SOUTH		
	~~Coronation Rde~~		*Mitchell St*		~~Coronation Rde~~		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	20	1	0	0	0	19	**40**
0715 - 0815	20	1	0	1	0	25	**47**
0730 - 0830	21	1	0	1	0	23	**46**
0745 - 0845	20	2	1	1	0	22	**46**
0800 - 0900	15	1	1	1	0	23	**41**
0815 - 0915	17	1	1	0	1	18	**38**
0830 - 0930	16	1	2	0	1	20	**40**
0845 - 0945	15	0	1	1	1	19	**37**
0900 - 1000	17	0	2	1	1	18	**39**
PEAK HR	**20**	**2**	**1**	**1**	**0**	**22**	**46**

Combined	NORTH		EAST		SOUTH		
	~~Coronation Rde~~		*Mitchell St*		~~Coronation Rde~~		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	490	83	55	16	28	1007	**1679**
0715 - 0815	515	82	58	19	31	1106	**1811**
0730 - 0830	505	91	54	25	29	1092	**1796**
0745 - 0845	529	99	59	28	40	1061	**1816**
0800 - 0900	495	86	64	32	48	1068	**1793**
0815 - 0915	517	83	64	40	51	956	**1711**
0830 - 0930	517	75	73	43	52	932	**1692**
0845 - 0945	481	79	71	42	43	883	**1599**
0900 - 1000	467	82	58	36	32	780	**1455**
PEAK HR	**529**	**99**	**59**	**28**	**40**	**1061**	**1816**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	NORTH	EAST	SOUTH	
Time Per	Coronation Pde	Mitchell St	Coronation Pde	TOT
1530 - 1545	0	2	0	**2**
1545 - 1600	1	0	0	**1**
1600 - 1615	0	0	0	**0**
1615 - 1630	1	3	0	**4**
1630 - 1645	0	3	0	**3**
1645 - 1700	1	1	0	**2**
1700 - 1715	0	1	0	**1**
1715 - 1730	0	2	0	**2**
1730 - 1745	0	0	0	**0**
1745 - 1800	0	1	0	**1**
1800 - 1815	1	1	0	**2**
1815 - 1830	0	1	0	**1**
Per End	**4**	**15**	**0**	**19**

PEDS	NORTH	EAST	SOUTH	
Peak Per	Coronation Pde	Mitchell St	Coronation Pde	TOT
1530 - 1630	2	5	0	**7**
1545 - 1645	2	6	0	**8**
1600 - 1700	2	7	0	**9**
1615 - 1715	2	8	0	**10**
1630 - 1730	1	7	0	**8**
1645 - 1745	1	4	0	**5**
1700 - 1800	0	4	0	**4**
1715 - 1815	1	4	0	**5**
1730 - 1830	1	3	0	**4**
PEAK HR	**0**	**4**	**0**	**4**

Lights	NORTH		EAST		SOUTH		
	Coronation Pde		Mitchell St		Coronation Pde		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	242	30	14	10	8	136	**440**
1545 - 1600	259	24	16	20	6	174	**499**
1600 - 1615	213	15	13	5	1	153	**400**
1615 - 1630	223	28	9	13	8	161	**442**
1630 - 1645	226	28	19	11	3	168	**455**
1645 - 1700	205	29	9	9	8	172	**432**
1700 - 1715	253	30	13	8	4	172	**480**
1715 - 1730	251	21	18	11	8	201	**510**
1730 - 1745	216	31	16	9	4	157	**433**
1745 - 1800	203	21	15	16	5	217	**477**
1800 - 1815	226	23	8	12	2	191	**462**
1815 - 1830	226	25	15	11	4	221	**502**
Per End	**2743**	**305**	**165**	**135**	**61**	**2123**	**5532**

Heavies	NORTH		EAST		SOUTH		
	Coronation Pde		Mitchell St		Coronation Pde		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	3	0	0	0	0	2	**5**
1545 - 1600	7	0	0	0	0	4	**11**
1600 - 1615	3	0	0	0	0	8	**11**
1615 - 1630	6	0	1	0	0	3	**10**
1630 - 1645	6	0	0	0	0	5	**11**
1645 - 1700	2	0	0	0	0	5	**7**
1700 - 1715	6	0	0	0	0	2	**8**
1715 - 1730	3	0	0	0	0	2	**5**
1730 - 1745	4	0	0	0	0	4	**8**
1745 - 1800	3	0	0	0	0	3	**6**
1800 - 1815	4	0	0	0	0	2	**6**
1815 - 1830	4	0	0	0	0	5	**9**
Per End	**51**	**0**	**1**	**0**	**0**	**45**	**97**

Combined	NORTH		EAST		SOUTH		
	Coronation Pde		Mitchell St		Coronation Pde		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	245	30	14	10	8	138	**445**
1545 - 1600	266	24	16	20	6	178	**510**
1600 - 1615	216	15	13	5	1	161	**411**
1615 - 1630	229	28	10	13	8	164	**452**
1630 - 1645	232	28	19	11	3	173	**466**
1645 - 1700	207	29	9	9	8	177	**439**
1700 - 1715	259	30	13	8	4	174	**488**
1715 - 1730	254	21	18	11	8	203	**515**
1730 - 1745	220	31	16	9	4	161	**441**
1745 - 1800	206	21	15	16	5	220	**483**
1800 - 1815	230	23	8	12	2	193	**468**
1815 - 1830	230	25	15	11	4	226	**511**
Per End	**2794**	**305**	**166**	**135**	**61**	**2168**	**5629**

Lights	NORTH		EAST		SOUTH		
	Coronation Pde		Mitchell St		Coronation Pde		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	937	97	52	48	23	624	**1781**
1545 - 1645	921	95	57	49	18	656	**1796**
1600 - 1700	867	100	50	38	20	654	**1729**
1615 - 1715	907	115	50	41	23	673	**1809**
1630 - 1730	935	108	59	39	23	713	**1877**
1645 - 1745	925	111	56	37	24	702	**1855**
1700 - 1800	923	103	62	44	21	747	**1900**
1715 - 1815	896	96	57	48	19	766	**1882**
1730 - 1830	871	100	54	48	15	786	**1874**
PEAK HR	**923**	**103**	**62**	**44**	**21**	**747**	**1900**

Heavies	NORTH		EAST		SOUTH		
	Coronation Pde		Mitchell St		Coronation Pde		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	19	0	1	0	0	17	**37**
1545 - 1645	22	0	1	0	0	20	**43**
1600 - 1700	17	0	1	0	0	21	**39**
1615 - 1715	20	0	1	0	0	15	**36**
1630 - 1730	17	0	0	0	0	14	**31**
1645 - 1745	15	0	0	0	0	13	**28**
1700 - 1800	16	0	0	0	0	11	**27**
1715 - 1815	14	0	0	0	0	11	**25**
1730 - 1830	15	0	0	0	0	14	**29**
PEAK HR	**16**	**0**	**0**	**0**	**0**	**11**	**27**

Combined	NORTH		EAST		SOUTH		
	Coronation Pde		Mitchell St		Coronation Pde		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	956	97	53	48	23	641	**1818**
1545 - 1645	943	95	58	49	18	676	**1839**
1600 - 1700	884	100	51	38	20	675	**1768**
1615 - 1715	927	115	51	41	23	688	**1845**
1630 - 1730	952	108	59	39	23	727	**1908**
1645 - 1745	940	111	56	37	24	715	**1883**
1700 - 1800	939	103	62	44	21	758	**1927**
1715 - 1815	910	96	57	48	19	777	**1907**
1730 - 1830	886	100	54	48	15	800	**1903**
PEAK HR	**939**	**103**	**62**	**44**	**21**	**758**	**1927**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

Intersection Details

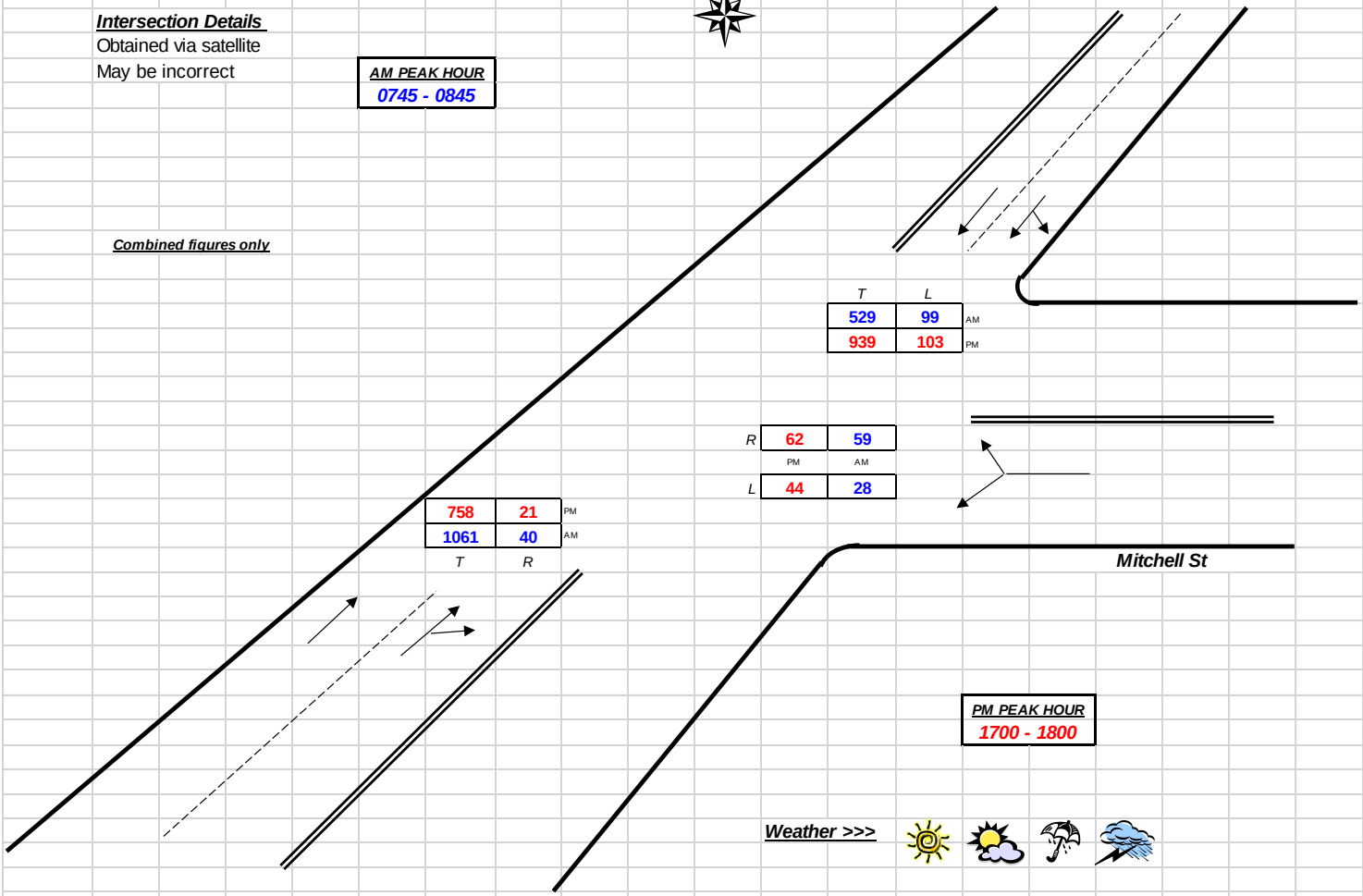
Obtained via satellite

May be incorrect

AM PEAK HOUR

0745 - 0845

Combined figures only



PM PEAK HOUR

1700 - 1800

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

Lights

	NORTH		EAST		SOUTH		
	Coronation		*Mitchell St*		*Coronation*		
Time Period	T	L	R	L	R	T	TOT
1000 - 1015	136	17	17	16	6	185	**377**
1015 - 1030	165	19	20	15	9	215	**443**
1030 - 1045	143	10	10	20	12	183	**378**
1045 - 1100	134	9	7	17	10	162	**339**
1100 - 1115	184	6	18	17	12	227	**464**
1115 - 1130	168	15	18	16	11	185	**413**
1130 - 1145	144	18	23	15	4	205	**409**
1145 - 1200	153	20	20	7	10	198	**408**
1200 - 1215	143	14	19	25	8	193	**402**
1215 - 1230	181	26	20	13	3	219	**462**
1230 - 1245	176	22	31	9	11	195	**444**
1245 - 1300	155	22	26	10	6	210	**429**
1300 - 1315	215	20	25	13	9	201	**483**
1315 - 1330	149	23	19	11	6	203	**411**
1330 - 1345	203	17	18	13	6	219	**476**
1345 - 1400	172	29	21	9	11	179	**421**
1400 - 1415	221	18	23	9	10	173	**454**
1415 - 1430	175	24	23	7	11	143	**383**
1430 - 1445	183	5	17	23	23	160	**411**
1445 - 1500	189	26	16	14	13	224	**482**
Period End	**3389**	**360**	**391**	**279**	**191**	**3879**	**8489**

Heavies

	NORTH		EAST		SOUTH		
	Coronation		*Mitchell St*		*Coronation*		
Time Period	T	L	R	L	R	T	TOT
1000 - 1015	2	0	0	0	0	3	**5**
1015 - 1030	2	0	0	0	0	3	**5**
1030 - 1045	3	0	0	0	0	2	**5**
1045 - 1100	2	0	0	0	0	1	**3**
1100 - 1115	2	0	0	0	0	2	**4**
1115 - 1130	2	0	0	0	0	3	**5**
1130 - 1145	2	0	0	0	0	3	**5**
1145 - 1200	2	0	0	0	0	1	**3**
1200 - 1215	1	0	0	0	0	2	**3**
1215 - 1230	3	0	0	0	0	2	**5**
1230 - 1245	2	0	0	0	0	3	**5**
1245 - 1300	3	0	0	0	0	3	**6**
1300 - 1315	1	0	0	0	0	3	**4**
1315 - 1330	3	0	0	0	0	4	**7**
1330 - 1345	3	0	0	0	0	1	**4**
1345 - 1400	0	0	0	0	0	3	**3**
1400 - 1415	4	1	0	0	0	2	**7**
1415 - 1430	2	0	0	0	0	2	**4**
1430 - 1445	2	0	0	0	0	2	**4**
1445 - 1500	2	0	0	0	0	2	**4**
Period End	**43**	**1**	**0**	**0**	**0**	**47**	**91**

Combined

	NORTH		EAST		SOUTH		
	Coronation		*Mitchell St*		*Coronation*		
Time Period	T	L	R	L	R	T	TOT
1000 - 1015	138	17	17	16	6	188	**382**
1015 - 1030	167	19	20	15	9	218	**448**
1030 - 1045	146	10	10	20	12	185	**383**
1045 - 1100	136	9	7	17	10	163	**342**
1100 - 1115	186	6	18	17	12	229	**468**
1115 - 1130	170	15	18	16	11	188	**418**
1130 - 1145	146	18	23	15	4	208	**414**
1145 - 1200	155	20	20	7	10	199	**411**
1200 - 1215	144	14	19	25	8	195	**405**
1215 - 1230	184	26	20	13	3	221	**467**
1230 - 1245	178	22	31	9	11	198	**449**
1245 - 1300	158	22	26	10	6	213	**435**
1300 - 1315	216	20	25	13	9	204	**487**
1315 - 1330	152	23	19	11	6	207	**418**
1330 - 1345	206	17	18	13	6	220	**480**
1345 - 1400	172	29	21	9	11	182	**424**
1400 - 1415	225	19	23	9	10	175	**461**
1415 - 1430	177	24	23	7	11	145	**387**
1430 - 1445	185	5	17	23	23	162	**415**
1445 - 1500	191	26	16	14	13	226	**486**
Period End	**3432**	**361**	**391**	**279**	**191**	**3926**	**8580**

Lights

	NORTH		EAST		SOUTH		
	Coronation		*Mitchell St*		*Coronation*		
Peak Period	T	L	R	L	R	T	TOT
1000 - 1100	578	55	54	68	37	745	**1537**
1015 - 1115	626	44	55	69	43	787	**1624**
1030 - 1130	629	40	53	70	45	757	**1594**
1045 - 1145	630	48	66	65	37	779	**1625**
1100 - 1200	649	59	79	55	37	815	**1694**
1115 - 1215	608	67	80	63	33	781	**1632**
1130 - 1230	621	78	82	60	25	815	**1681**
1145 - 1245	653	82	90	54	32	805	**1716**
1200 - 1300	655	84	96	57	28	817	**1737**
1215 - 1315	727	90	102	45	29	825	**1818**
1230 - 1330	695	87	101	43	32	809	**1767**
1245 - 1345	722	82	88	47	27	833	**1799**
1300 - 1400	739	89	83	46	32	802	**1791**
1315 - 1415	745	87	81	42	33	774	**1762**
1330 - 1430	771	88	85	38	38	714	**1734**
1345 - 1445	751	76	84	48	55	655	**1669**
1400 - 1500	768	73	79	53	57	700	**1730**
PEAK HOUR	**727**	**90**	**102**	**45**	**29**	**825**	**1818**

Heavies

	NORTH		EAST		SOUTH		
	Coronation		*Mitchell St*		*Coronation*		
Peak Period	T	L	R	L	R	T	TOT
1000 - 1100	9	0	0	0	0	9	**18**
1015 - 1115	9	0	0	0	0	8	**17**
1030 - 1130	9	0	0	0	0	8	**17**
1045 - 1145	8	0	0	0	0	9	**17**
1100 - 1200	8	0	0	0	0	9	**17**
1115 - 1215	7	0	0	0	0	9	**16**
1130 - 1230	8	0	0	0	0	8	**16**
1145 - 1245	8	0	0	0	0	8	**16**
1200 - 1300	9	0	0	0	0	10	**19**
1215 - 1315	9	0	0	0	0	11	**20**
1230 - 1330	9	0	0	0	0	13	**22**
1245 - 1345	10	0	0	0	0	11	**21**
1300 - 1400	7	0	0	0	0	11	**18**
1315 - 1415	10	1	0	0	0	10	**21**
1330 - 1430	9	1	0	0	0	8	**18**
1345 - 1445	8	1	0	0	0	9	**18**
1400 - 1500	10	1	0	0	0	8	**19**
PEAK HOUR	**9**	**0**	**0**	**0**	**0**	**11**	**20**

Combined

	NORTH		EAST		SOUTH		
	Coronation		*Mitchell St*		*Coronation*		
Peak Period	T	L	R	L	R	T	TOT
1000 - 1100	587	55	54	68	37	754	**1555**
1015 - 1115	635	44	55	69	43	795	**1641**
1030 - 1130	638	40	53	70	45	765	**1611**
1045 - 1145	638	48	66	65	37	788	**1642**
1100 - 1200	657	59	79	55	37	824	**1711**
1115 - 1215	615	67	80	63	33	790	**1648**
1130 - 1230	629	78	82	60	25	823	**1697**
1145 - 1245	661	82	90	54	32	813	**1732**
1200 - 1300	664	84	96	57	28	827	**1756**
1215 - 1315	736	90	102	45	29	836	**1838**
1230 - 1330	704	87	101	43	32	822	**1789**
1245 - 1345	732	82	88	47	27	844	**1820**
1300 - 1400	746	89	83	46	32	813	**1809**
1315 - 1415	755	88	81	42	33	784	**1783**
1330 - 1430	780	89	85	38	38	722	**1752**
1345 - 1445	759	77	84	48	55	664	**1687**
1400 - 1500	778	74	79	53	57	708	**1749**
PEAK HOUR	**736**	**90**	**102**	**45**	**29**	**836**	**1838**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

Peds	NORTH	EAST	SOUTH	
	Coronation	*Mitchell St*	*Coronation*	
Time Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1015	0	0	0	**0**
1015 - 1030	0	0	0	**0**
1030 - 1045	0	0	0	**0**
1045 - 1100	0	0	0	**0**
1100 - 1115	0	2	0	**2**
1115 - 1130	0	2	0	**2**
1130 - 1145	0	0	0	**0**
1145 - 1200	0	2	0	**2**
1200 - 1215	0	0	0	**0**
1215 - 1230	0	0	0	**0**
1230 - 1245	0	1	0	**1**
1245 - 1300	0	0	0	**0**
1300 - 1315	0	0	0	**0**
1315 - 1330	0	0	0	**0**
1330 - 1345	0	3	0	**3**
1345 - 1400	0	0	0	**0**
1400 - 1415	0	0	0	**0**
1415 - 1430	0	0	0	**0**
1430 - 1445	0	1	0	**1**
1445 - 1500	0	2	0	**2**
Period End	**0**	**13**	**0**	**13**

Peds	NORTH	EAST	SOUTH	
	Coronation	*Mitchell St*	*Coronation*	
Peak Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1100	0	0	0	**0**
1015 - 1115	0	2	0	**2**
1030 - 1130	0	7	0	**7**
1045 - 1145	0	7	0	**7**
1100 - 1200	0	7	0	**7**
1115 - 1215	0	5	0	**5**
1130 - 1230	0	6	0	**6**
1145 - 1245	0	6	0	**6**
1200 - 1300	0	4	0	**4**
1215 - 1315	0	4	0	**4**
1230 - 1330	0	1	0	**1**
1245 - 1345	0	3	0	**3**
1300 - 1400	0	3	0	**3**
1315 - 1415	0	3	0	**3**
1330 - 1430	0	3	0	**3**
1345 - 1445	0	0	0	**0**
1400 - 1500	0	3	0	**3**
PEAK HOUR	0	4	0	**4**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

Lights

Time Per	NORTH Coronation Pde L	T	R	WEST Dean St L	T	R	SOUTH Coronation Pde L	T	R	EAST Tangarra St E L	T	R	TOT
0700 - 0715	1	99	2	24	10	17	10	188	2	4	6	12	**375**
0715 - 0730	1	104	3	19	9	9	10	210	1	4	4	19	**393**
0730 - 0745	4	131	3	28	8	25	14	225	1	4	2	25	**470**
0745 - 0800	10	118	5	23	17	23	11	204	1	6	7	26	**451**
0800 - 0815	9	113	12	32	32	33	14	258	1	6	10	24	**544**
0815 - 0830	5	97	4	25	17	35	15	187	4	3	8	25	**425**
0830 - 0845	6	145	9	35	28	37	15	200	2	5	11	18	**511**
0845 - 0900	5	124	3	33	23	36	5	226	2	3	18	21	**499**
0900 - 0915	5	142	9	26	16	23	9	165	4	8	10	14	**431**
0915 - 0930	4	118	5	15	8	16	11	232	2	6	9	8	**434**
0930 - 0945	2	79	3	16	8	12	9	139	3	6	4	11	**292**
0945 - 1000	5	96	8	17	13	17	6	159	5	3	5	9	**343**
Period End	**57**	**1366**	**66**	**293**	**189**	**283**	**129**	**2393**	**28**	**58**	**94**	**212**	**5168**

Lights

0700 - 0800	NORTH Coronation Pde L	T	R	WEST Dean St L	T	R	SOUTH Coronation Pde L	T	R	EAST Tangarra St E L	T	R	TOT
0715 - 0815	16	452	13	94	44	74	45	827	5	18	19	82	**1689**
0730 - 0830	24	466	23	102	66	90	49	897	4	20	23	94	**1858**
0745 - 0845	28	459	24	108	74	116	54	874	7	19	27	100	**1890**
0800 - 0900	30	473	30	115	94	128	55	849	8	20	36	93	**1931**
0800 - 0900	25	479	28	125	100	141	49	871	9	17	47	88	**1979**
0830 - 0930	21	508	25	119	84	131	44	778	12	19	47	78	**1866**
0845 - 0945	20	529	26	109	75	112	40	823	10	22	48	61	**1875**
0900 - 1000	16	463	20	90	55	87	34	762	11	23	41	54	**1656**
0830 - 0930	16	435	25	74	45	68	35	695	14	23	28	42	**1500**
PEAK HOUR	**25**	**479**	**28**	**125**	**100**	**141**	**49**	**871**	**9**	**17**	**47**	**88**	**1979**

Heavies

Time Per	NORTH Coronation Pde L	T	R	WEST Dean St L	T	R	SOUTH Coronation Pde L	T	R	EAST Tangarra St E L	T	R	TOT
0700 - 0715	0	3	1	1	0	0	0	2	0	0	0	0	**7**
0715 - 0730	0	3	2	2	0	0	0	3	0	0	0	0	**10**
0730 - 0745	0	3	1	1	0	1	0	6	0	1	0	0	**13**
0745 - 0800	0	5	2	1	0	0	1	3	0	0	0	0	**12**
0800 - 0815	0	3	1	2	0	0	0	6	0	0	0	0	**12**
0815 - 0830	0	4	1	0	0	1	0	3	0	0	0	1	**10**
0830 - 0845	0	4	1	1	0	0	0	5	0	0	0	0	**11**
0845 - 0900	0	1	1	1	1	0	0	4	0	0	0	0	**8**
0900 - 0915	0	4	1	1	0	0	0	3	0	0	0	0	**9**
0915 - 0930	0	4	1	2	0	0	0	4	0	0	0	0	**11**
0930 - 0945	0	3	0	1	0	0	0	3	0	0	0	0	**7**
0945 - 1000	0	3	2	1	0	0	1	4	0	0	0	0	**11**
Period End	**0**	**40**	**14**	**14**	**1**	**2**	**2**	**46**	**0**	**1**	**0**	**1**	**121**

Heavies

Peak Per	NORTH Coronation Pde L	T	R	WEST Dean St L	T	R	SOUTH Coronation Pde L	T	R	EAST Tangarra St E L	T	R	TOT
0700 - 0800	0	14	6	5	0	1	1	14	0	1	0	0	**42**
0715 - 0815	0	14	6	6	0	1	1	18	0	1	0	0	**47**
0730 - 0830	0	15	5	4	0	2	1	18	0	1	0	1	**47**
0745 - 0845	0	16	5	4	0	1	1	17	0	0	0	1	**45**
0800 - 0900	0	12	4	4	1	1	0	18	0	0	0	1	**41**
0815 - 0915	0	13	4	3	1	1	0	15	0	0	0	1	**38**
0830 - 0930	0	13	4	5	1	0	0	16	0	0	0	0	**39**
0845 - 0945	0	12	3	5	1	0	0	14	0	0	0	0	**35**
0900 - 1000	0	14	4	5	0	0	1	14	0	0	0	0	**38**
PEAK HOUR	**0**	**12**	**4**	**4**	**1**	**1**	**0**	**18**	**0**	**0**	**0**	**1**	**41**

Combined

Time Per	NORTH Coronation Pde L	T	R	WEST Dean St L	T	R	SOUTH Coronation Pde L	T	R	EAST Tangarra St E L	T	R	TOT
0700 - 0715	1	102	3	25	10	17	10	190	2	4	6	12	**382**
0715 - 0730	1	107	5	21	9	9	10	213	1	4	4	19	**403**
0730 - 0745	4	134	4	29	8	26	14	231	1	5	2	25	**483**
0745 - 0800	10	123	7	24	17	23	12	207	1	6	7	26	**463**
0800 - 0815	9	116	13	34	32	33	14	264	1	6	10	24	**556**
0815 - 0830	5	101	5	25	17	36	15	190	4	3	8	26	**435**
0830 - 0845	6	149	10	36	28	37	15	205	2	5	11	18	**522**
0845 - 0900	5	125	4	34	24	36	5	230	2	3	18	21	**507**
0900 - 0915	5	146	10	27	16	23	9	168	4	8	10	14	**440**
0915 - 0930	4	122	6	17	8	16	11	236	2	6	9	8	**445**
0930 - 0945	2	82	3	17	8	12	9	142	3	6	4	11	**299**
0945 - 1000	5	99	10	18	13	17	7	163	5	3	5	9	**354**
Period End	**57**	**1406**	**80**	**307**	**190**	**285**	**131**	**2439**	**28**	**59**	**94**	**213**	**5289**

Combined

Peak Per	NORTH Coronation Pde L	T	R	WEST Dean St L	T	R	SOUTH Coronation Pde L	T	R	EAST Tangarra St E L	T	R	TOT
0700 - 0800	16	466	19	99	44	75	46	841	5	19	19	82	**1731**
0715 - 0815	24	480	29	108	66	91	50	915	4	21	23	94	**1905**
0730 - 0830	28	474	29	112	74	118	55	892	7	20	27	101	**1937**
0745 - 0845	30	489	35	119	94	129	56	866	8	20	36	94	**1976**
0800 - 0900	25	491	32	129	101	142	49	889	9	17	47	89	**2020**
0815 - 0915	21	521	29	122	85	132	44	793	12	19	47	79	**1904**
0830 - 0930	20	542	30	114	76	112	40	839	10	22	48	61	**1914**
0845 - 0945	16	475	23	95	56	87	34	776	11	23	41	54	**1691**
0900 - 1000	16	449	29	79	45	68	36	709	14	23	28	42	**1538**
PEAK HOUR	**25**	**491**	**32**	**129**	**101**	**142**	**49**	**889**	**9**	**17**	**47**	**89**	**2020**

R.O.A.R DATA

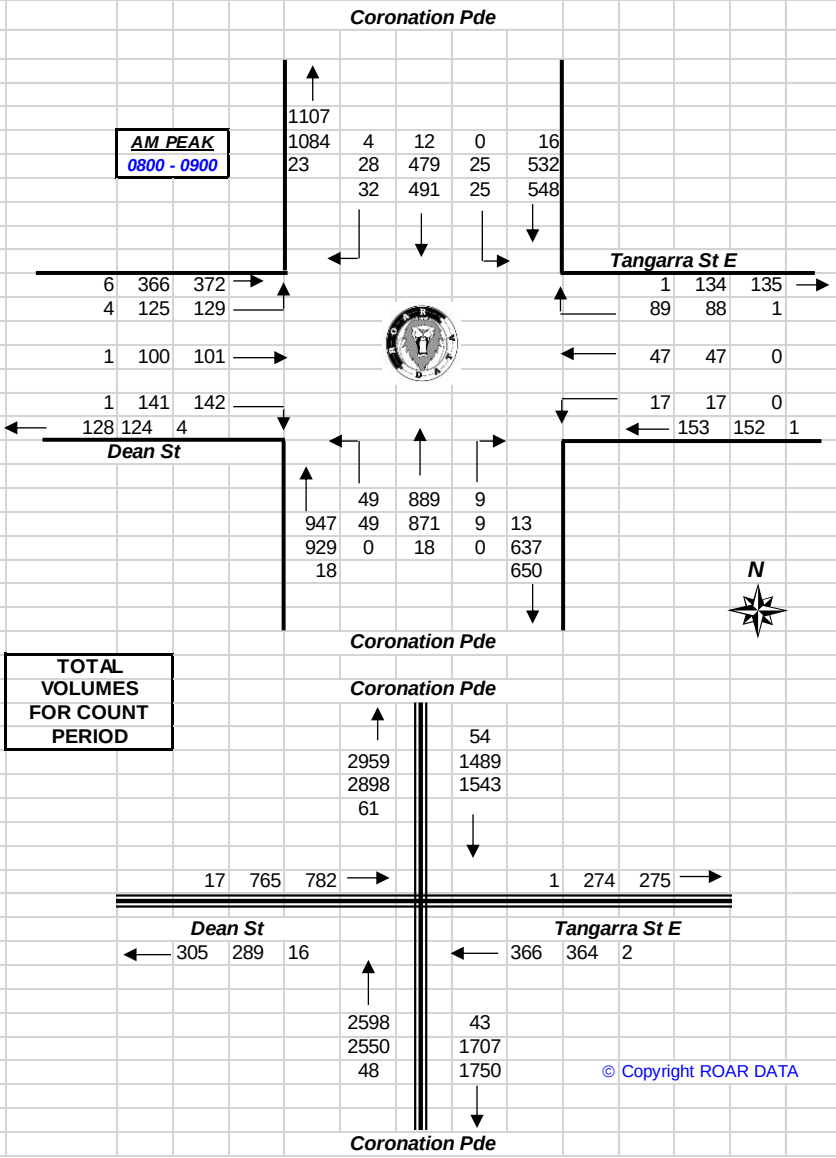
Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

Peds	NORTH	WEST	SOUTH	EAST	
	Coronation Pde	*Dean St*	*Coronation Pde*	*Tangarra St E*	
Time Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
0700 - 0715	0	0	5	5	**10**
0715 - 0730	0	0	5	5	**10**
0730 - 0745	0	1	6	6	**13**
0745 - 0800	0	0	9	1	**10**
0800 - 0815	0	0	9	0	**9**
0815 - 0830	0	1	6	0	**7**
0830 - 0845	0	0	3	0	**3**
0845 - 0900	0	0	9	1	**10**
0900 - 0915	0	0	7	0	**7**
0915 - 0930	1	0	10	0	**11**
0930 - 0945	0	0	0	0	**0**
0945 - 1000	0	0	2	1	**3**
Period End	**1**	**2**	**71**	**19**	**93**

Peds	NORTH	WEST	SOUTH	EAST	
	Coronation Pde	*Dean St*	*Coronation Pde*	*Tangarra St E*	
Peak Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
0700 - 0800	0	1	25	17	**43**
0715 - 0815	0	1	29	12	**42**
0730 - 0830	0	2	30	7	**39**
0745 - 0845	0	1	27	1	**29**
0800 - 0900	0	1	27	1	**29**
0815 - 0915	0	1	25	1	**27**
0830 - 0930	1	0	29	1	**31**
0845 - 0945	1	0	26	1	**28**
0900 - 1000	1	0	19	1	**21**
PEAK HR	**0**	**1**	**27**	**1**	**29**



R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

Lights

	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1530 - 1545	9	271	10	21	34	48	20	149	1	5	16	7	**591**
1545 - 1600	6	216	8	26	15	36	9	107	2	3	10	10	**448**
1600 - 1615	9	210	12	18	16	21	20	119	0	5	13	12	**455**
1615 - 1630	6	192	11	14	18	28	2	137	3	9	12	12	**444**
1630 - 1645	7	239	17	30	26	25	15	135	1	3	12	4	**514**
1645 - 1700	10	194	21	18	15	32	9	134	1	7	19	14	**474**
1700 - 1715	8	227	12	23	12	34	4	146	2	7	14	9	**498**
1715 - 1730	8	237	13	24	23	37	10	161	0	5	15	18	**551**
1730 - 1745	9	220	16	22	21	42	17	115	1	4	20	8	**495**
1745 - 1800	9	197	10	43	12	30	13	182	3	3	14	13	**529**
1800 - 1815	12	209	20	26	14	22	5	148	0	10	16	13	**495**
1815 - 1830	11	197	15	32	18	36	17	180	1	8	20	17	**552**
Period End	**104**	**2609**	**165**	**297**	**224**	**391**	**141**	**1713**	**15**	**69**	**181**	**137**	**6046**

Lights

	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1530 - 1630	30	889	41	79	83	133	51	512	6	22	51	41	**1938**
1545 - 1645	28	857	48	88	75	110	46	498	6	20	47	38	**1861**
1600 - 1700	32	835	61	80	75	106	46	525	5	24	56	42	**1887**
1615 - 1715	31	852	61	85	71	119	30	552	7	26	57	39	**1930**
1630 - 1730	33	897	63	95	76	128	38	576	4	22	60	45	**2037**
1645 - 1745	35	878	62	87	71	145	40	556	4	23	68	49	**2018**
1700 - 1800	34	881	51	112	68	143	44	604	6	19	63	48	**2073**
1715 - 1815	38	863	59	115	70	131	45	606	4	22	65	52	**2070**
1730 - 1830	41	823	61	123	65	130	52	625	5	25	70	51	**2071**
PEAK HOUR	**41**	**823**	**61**	**123**	**65**	**130**	**52**	**625**	**5**	**25**	**70**	**51**	**2071**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1530 - 1545	0	3	1	0	0	0	2	2	0	0	0	0	**8**
1545 - 1600	0	5	2	1	0	0	0	3	0	0	0	0	**11**
1600 - 1615	0	2	1	1	0	0	0	7	0	0	0	0	**11**
1615 - 1630	0	5	1	1	0	1	0	2	0	0	0	0	**10**
1630 - 1645	0	2	3	2	0	0	0	2	0	0	0	0	**9**
1645 - 1700	0	2	1	1	0	0	0	5	0	0	0	0	**9**
1700 - 1715	0	5	1	0	0	0	0	2	0	0	0	0	**8**
1715 - 1730	0	1	1	2	0	0	0	0	0	0	0	0	**4**
1730 - 1745	0	4	1	0	0	0	0	4	0	0	0	0	**9**
1745 - 1800	0	2	1	1	0	0	0	1	0	0	0	0	**5**
1800 - 1815	0	3	1	1	0	0	0	2	0	0	0	0	**7**
1815 - 1830	0	3	1	2	0	0	0	2	0	0	0	0	**8**
Period End	**0**	**37**	**15**	**12**	**0**	**1**	**2**	**32**	**0**	**0**	**0**	**0**	**99**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1530 - 1630	0	15	5	3	0	1	2	14	0	0	0	0	**40**
1545 - 1645	0	14	7	5	0	1	0	14	0	0	0	0	**41**
1600 - 1700	0	11	6	5	0	1	0	16	0	0	0	0	**39**
1615 - 1715	0	14	6	4	0	1	0	11	0	0	0	0	**36**
1630 - 1730	0	10	6	5	0	0	0	9	0	0	0	0	**30**
1645 - 1745	0	12	4	3	0	0	0	11	0	0	0	0	**30**
1700 - 1800	0	12	4	3	0	0	0	7	0	0	0	0	**26**
1715 - 1815	0	10	4	4	0	0	0	7	0	0	0	0	**25**
1730 - 1830	0	12	4	4	0	0	0	9	0	0	0	0	**29**
PEAK HOUR	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**29**

Combined

	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1530 - 1545	9	274	11	21	34	48	22	151	1	5	16	7	**599**
1545 - 1600	6	221	10	27	15	36	9	110	2	3	10	10	**459**
1600 - 1615	9	212	13	19	16	21	20	126	0	5	13	12	**466**
1615 - 1630	6	197	12	15	18	29	2	139	3	9	12	12	**454**
1630 - 1645	7	241	20	32	26	25	15	137	1	3	12	4	**523**
1645 - 1700	10	196	22	19	15	32	9	139	1	7	19	14	**483**
1700 - 1715	8	232	13	23	12	34	4	148	2	7	14	9	**506**
1715 - 1730	8	238	14	26	23	37	10	161	0	5	15	18	**555**
1730 - 1745	9	224	17	22	21	42	17	119	1	4	20	8	**504**
1745 - 1800	9	199	11	44	12	30	13	183	3	3	14	13	**534**
1800 - 1815	12	212	21	27	14	22	5	150	0	10	16	13	**502**
1815 - 1830	11	200	16	34	18	36	17	182	1	8	20	17	**560**
Period End	**104**	**2646**	**180**	**309**	**224**	**392**	**143**	**1745**	**15**	**69**	**181**	**137**	**6145**

Combined

	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1530 - 1630	30	904	46	82	83	134	53	526	6	22	51	41	**1978**
1545 - 1645	28	871	55	93	75	111	46	512	6	20	47	38	**1902**
1600 - 1700	32	846	67	85	75	107	46	541	5	24	56	42	**1926**
1615 - 1715	31	866	67	89	71	120	30	563	7	26	57	39	**1966**
1630 - 1730	33	907	69	100	76	128	38	585	4	22	60	45	**2067**
1645 - 1745	35	890	66	90	71	145	40	567	4	23	68	49	**2048**
1700 - 1800	34	893	55	115	68	143	44	611	6	19	63	48	**2099**
1715 - 1815	38	873	63	119	70	131	45	613	4	22	65	52	**2095**
1730 - 1830	41	835	65	127	65	130	52	634	5	25	70	51	**2100**
PEAK HOUR	**41**	**835**	**65**	**127**	**65**	**130**	**52**	**634**	**5**	**25**	**70**	**51**	**2100**

R.O.A.R DATA

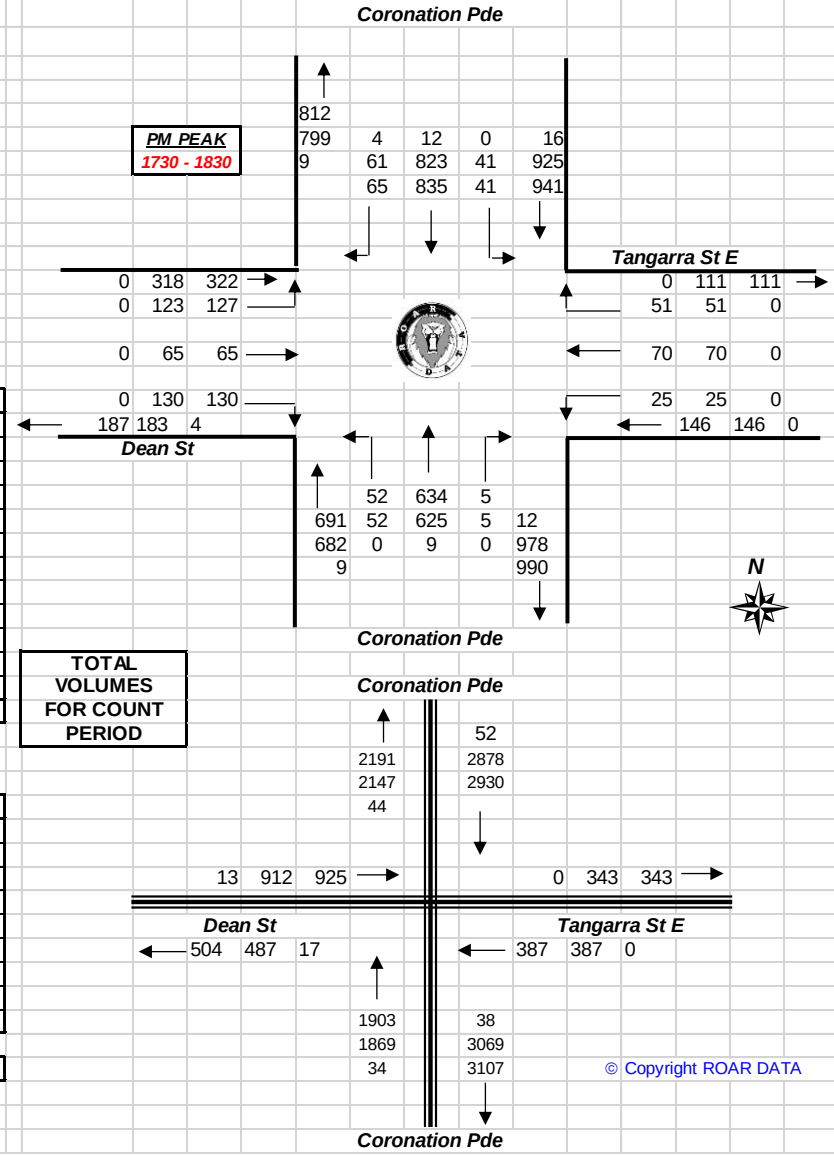
Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

Peds	NORTH	WEST	SOUTH	EAST	
	Coronation Pde	*Dean St*	*Coronation Pde*	*Tangarra St E*	
Time Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
1530 - 1545	0	1	5	1	**7**
1545 - 1600	0	1	7	1	**9**
1600 - 1615	0	0	5	0	**5**
1615 - 1630	0	1	6	1	**8**
1630 - 1645	0	2	6	1	**9**
1645 - 1700	0	0	3	1	**4**
1700 - 1715	0	0	3	0	**3**
1715 - 1730	0	0	3	0	**3**
1730 - 1745	0	0	4	1	**5**
1745 - 1800	0	0	4	0	**4**
1800 - 1815	0	0	7	1	**8**
1815 - 1830	0	0	8	2	**10**
Period End	**0**	**5**	**61**	**9**	**75**

Peds	NORTH	WEST	SOUTH	EAST	
	Coronation Pde	*Dean St*	*Coronation Pde*	*Tangarra St E*	
Peak Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
1530 - 1630	0	3	23	3	**29**
1545 - 1645	0	4	24	3	**31**
1600 - 1700	0	3	20	3	**26**
1615 - 1715	0	3	18	3	**24**
1630 - 1730	0	2	15	2	**19**
1645 - 1745	0	0	13	2	**15**
1700 - 1800	0	0	14	1	**15**
1715 - 1815	0	0	18	2	**20**
1730 - 1830	0	0	23	4	**27**
PEAK HR	**0**	**0**	**23**	**4**	**27**



R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

Intersection Details

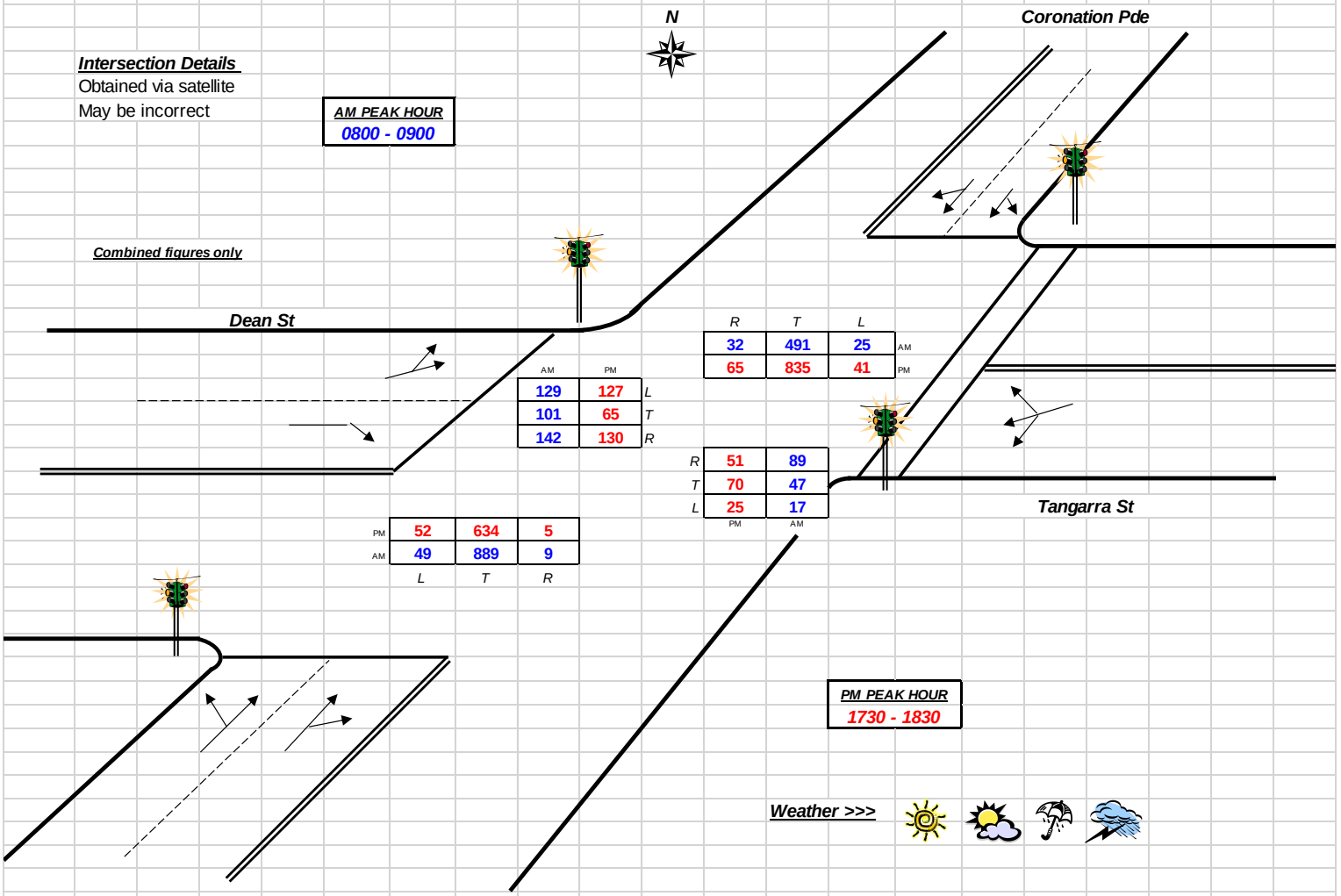
Obtained via satellite

May be incorrect

AM PEAK HOUR

0800 - 0900

Combined figures only



AM	PM	
129	127	L
101	65	T
142	130	R

	R	T	L	
	32	491	25	AM
	65	835	41	PM

R	51	89	
T	70	47	
L	25	17	
	PM	AM	

PM	52	634	5
AM	49	889	9
	L	T	R

PM PEAK HOUR

1730 - 1830

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

Lights	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Time Period	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1015	6	133	12	23	6	8	3	152	0	3	10	11	**367**
1015 - 1030	14	158	10	14	10	13	8	201	2	5	8	14	**457**
1030 - 1045	3	138	8	20	10	15	14	159	3	3	4	10	**387**
1045 - 1100	7	142	8	19	17	14	7	138	2	2	9	14	**379**
1100 - 1115	7	161	10	22	15	16	9	182	1	8	12	14	**457**
1115 - 1130	7	150	11	28	11	16	8	171	2	7	11	15	**437**
1130 - 1145	7	144	9	29	17	16	6	156	2	2	11	14	**413**
1145 - 1200	16	162	9	20	14	23	5	171	1	1	10	11	**443**
1200 - 1215	6	175	6	25	10	21	10	169	0	7	5	14	**448**
1215 - 1230	7	174	11	14	13	17	5	184	2	9	8	17	**461**
1230 - 1245	9	167	10	17	9	18	14	178	2	6	8	9	**447**
1245 - 1300	7	160	7	26	12	16	5	164	1	6	12	18	**434**
1300 - 1315	9	203	10	26	14	16	11	173	2	2	8	9	**483**
1315 - 1330	6	155	9	24	14	15	9	181	0	4	4	8	**429**
1330 - 1345	9	205	8	24	9	16	11	201	2	6	9	12	**512**
1345 - 1400	6	148	4	20	6	18	10	152	0	6	8	7	**385**
1400 - 1415	9	227	12	18	22	20	19	175	2	6	18	15	**543**
1415 - 1430	7	131	11	11	11	12	9	112	2	2	6	6	**320**
1430 - 1445	3	173	12	21	11	10	7	165	3	5	9	11	**430**
1445 - 1500	8	192	9	23	9	18	15	214	1	3	14	7	**513**
Period End	**153**	**3298**	**186**	**424**	**240**	**318**	**185**	**3398**	**30**	**93**	**184**	**236**	**8745**

Lights	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Peak Period	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1100	30	571	38	76	43	50	32	650	7	13	31	49	**1590**
1015 - 1115	31	599	36	75	52	58	38	680	8	18	33	52	**1680**
1030 - 1130	24	591	37	89	53	61	38	650	8	20	36	53	**1660**
1045 - 1145	21	453	29	69	43	46	24	491	5	17	32	43	**1273**
1100 - 1200	14	311	21	50	26	32	17	353	3	15	23	29	**894**
1115 - 1215	7	150	11	28	11	16	8	171	2	7	11	15	**437**
1130 - 1230	36	655	35	88	54	77	26	680	5	19	34	56	**1765**
1145 - 1245	38	678	36	76	46	79	34	702	5	23	31	51	**1799**
1200 - 1300	29	676	34	82	44	72	34	695	5	28	33	58	**1790**
1215 - 1315	32	704	38	83	48	67	35	699	7	23	36	53	**1825**
1230 - 1330	31	685	36	93	49	65	39	696	5	18	32	44	**1793**
1245 - 1345	31	723	34	100	49	63	36	719	5	18	33	47	**1858**
1300 - 1400	30	711	31	94	43	65	41	707	4	18	29	36	**1809**
1315 - 1415	30	735	33	86	51	69	49	709	4	22	39	42	**1869**
1330 - 1430	31	711	35	73	48	66	49	640	6	20	41	40	**1760**
1345 - 1445	25	679	39	70	50	60	45	604	7	19	41	39	**1678**
1400 - 1500	27	723	44	73	53	60	50	666	8	16	47	39	**1806**
PEAK HOUR	**30**	**735**	**33**	**86**	**51**	**69**	**49**	**709**	**4**	**22**	**39**	**42**	**1869**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Saturday 13th August 2016

Heavies	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Time Period	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1000 - 1015	0	2	1	2	0	0	0	1	0	0	0	0	**6**
1015 - 1030	0	1	0	0	0	0	0	3	0	0	0	0	**4**
1030 - 1045	0	1	1	1	0	0	0	0	0	0	0	0	**3**
1045 - 1100	0	2	1	0	0	0	0	2	0	0	0	0	**5**
1100 - 1115	0	2	1	1	0	0	1	3	0	0	0	0	**8**
1115 - 1130	0	1	0	0	0	1	0	1	0	0	0	0	**3**
1130 - 1145	0	1	0	2	0	0	0	1	0	0	0	0	**4**
1145 - 1200	0	1	2	0	0	0	0	2	0	0	0	0	**5**
1200 - 1215	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1215 - 1230	0	2	1	0	0	0	0	3	0	0	0	0	**6**
1230 - 1245	0	2	0	1	0	0	0	1	0	0	0	0	**4**
1245 - 1300	0	3	1	0	0	0	2	4	0	0	0	0	**10**
1300 - 1315	0	1	0	1	0	0	0	1	0	0	0	0	**3**
1315 - 1330	0	2	1	1	0	0	0	2	0	0	0	0	**6**
1330 - 1345	0	2	0	0	0	0	0	2	0	0	0	0	**4**
1345 - 1400	0	0	1	0	0	0	0	2	0	0	0	0	**3**
1400 - 1415	0	2	2	2	0	0	0	1	0	0	0	0	**7**
1415 - 1430	0	2	0	0	0	0	0	2	0	0	0	0	**4**
1430 - 1445	0	1	0	0	0	0	0	2	0	0	0	0	**3**
1445 - 1500	0	2	1	0	0	0	0	2	0	0	0	0	**5**
Period End	**0**	**30**	**13**	**12**	**0**	**1**	**3**	**35**	**0**	**0**	**0**	**0**	**94**

Heavies	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Peak Period	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1000 - 1100	0	6	3	3	0	0	0	6	0	0	0	0	**18**
1015 - 1115	0	4	2	1	0	0	0	5	0	0	0	0	**12**
1030 - 1130	0	3	2	1	0	0	0	2	0	0	0	0	**8**
1045 - 1145	0	2	1	0	0	0	0	2	0	0	0	0	**5**
1100 - 1200	0	5	3	3	0	1	1	7	0	0	0	0	**20**
1115 - 1215	0	3	2	3	0	1	0	4	0	0	0	0	**13**
1130 - 1230	0	4	3	3	0	0	0	6	0	0	0	0	**16**
1145 - 1245	0	5	3	2	0	0	0	6	0	0	0	0	**16**
1200 - 1300	0	7	2	2	0	0	2	8	0	0	0	0	**21**
1215 - 1315	0	8	2	2	0	0	2	9	0	0	0	0	**23**
1230 - 1330	0	8	2	3	0	0	2	8	0	0	0	0	**23**
1245 - 1345	0	8	2	2	0	0	2	9	0	0	0	0	**23**
1300 - 1400	0	5	2	2	0	0	0	7	0	0	0	0	**16**
1315 - 1415	0	6	4	3	0	0	0	7	0	0	0	0	**20**
1330 - 1430	0	6	3	2	0	0	0	7	0	0	0	0	**18**
1345 - 1445	0	5	3	2	0	0	0	7	0	0	0	0	**17**
1400 - 1500	0	7	3	2	0	0	0	7	0	0	0	0	**19**
PEAK HOUR	**0**	**6**	**4**	**3**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**20**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

COMBINED	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Time Period	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1015	6	135	13	25	6	8	3	153	0	3	10	11	**373**
1015 - 1030	14	159	10	14	10	13	8	204	2	5	8	14	**461**
1030 - 1045	3	139	9	21	10	15	14	159	3	3	4	10	**390**
1045 - 1100	7	144	9	19	17	14	7	140	2	2	9	14	**384**
1100 - 1115	7	163	11	23	15	16	10	185	1	8	12	14	**465**
1115 - 1130	7	151	11	28	11	17	8	172	2	7	11	15	**440**
1130 - 1145	7	145	9	31	17	16	6	157	2	2	11	14	**417**
1145 - 1200	16	163	11	20	14	23	5	173	1	1	10	11	**448**
1200 - 1215	6	175	6	26	10	21	10	169	0	7	5	14	**449**
1215 - 1230	7	176	12	14	13	17	5	187	2	9	8	17	**467**
1230 - 1245	9	169	10	18	9	18	14	179	2	6	8	9	**451**
1245 - 1300	7	163	8	26	12	16	7	168	1	6	12	18	**444**
1300 - 1315	9	204	10	27	14	16	11	174	2	2	8	9	**486**
1315 - 1330	6	157	10	25	14	15	9	183	0	4	4	8	**435**
1330 - 1345	9	207	8	24	9	16	11	203	2	6	9	12	**516**
1345 - 1400	6	148	5	20	6	18	10	154	0	6	8	7	**388**
1400 - 1415	9	229	14	20	22	20	19	176	2	6	18	15	**550**
1415 - 1430	7	133	11	11	11	12	9	114	2	2	6	6	**324**
1430 - 1445	3	174	12	21	11	10	7	167	3	5	9	11	**433**
1445 - 1500	8	194	10	23	9	18	15	216	1	3	14	7	**518**
Period End	**153**	**3328**	**199**	**436**	**240**	**319**	**188**	**3433**	**30**	**93**	**184**	**236**	**8839**

COMBINED	NORTH			WEST			SOUTH			EAST			
	Coronation Pde			*Dean St*			*Coronation Pde*			*Tangarra St E*			
Peak Period	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1000 - 1100	6	135	13	25	6	8	3	153	0	3	10	11	**373**
1015 - 1115	31	605	39	77	52	58	39	688	8	18	33	52	**1700**
1030 - 1130	24	597	40	91	53	62	39	656	8	20	36	53	**1679**
1045 - 1145	28	603	40	101	60	63	31	654	7	19	43	57	**1706**
1100 - 1200	37	622	42	102	57	72	29	687	6	18	44	54	**1770**
1115 - 1215	36	634	37	105	52	77	29	671	5	17	37	54	**1754**
1130 - 1230	36	659	38	91	54	77	26	686	5	19	34	56	**1781**
1145 - 1245	38	683	39	78	46	79	34	708	5	23	31	51	**1815**
1200 - 1300	29	683	36	84	44	72	36	703	5	28	33	58	**1811**
1215 - 1315	32	712	40	85	48	67	37	708	7	23	36	53	**1848**
1230 - 1330	31	693	38	96	49	65	41	704	5	18	32	44	**1816**
1245 - 1345	31	731	36	102	49	63	38	728	5	18	33	47	**1881**
1300 - 1400	30	716	33	96	43	65	41	714	4	18	29	36	**1825**
1315 - 1415	30	741	37	89	51	69	49	716	4	22	39	42	**1889**
1330 - 1430	31	717	38	75	48	66	49	647	6	20	41	40	**1778**
1345 - 1445	25	684	42	72	50	60	45	611	7	19	41	39	**1695**
1400 - 1500	27	730	47	75	53	60	50	673	8	16	47	39	**1825**
PEAK HOUR	**30**	**741**	**37**	**89**	**51**	**69**	**49**	**716**	**4**	**22**	**39**	**42**	**1889**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Saturday 13th August 2016

Peds	NORTH	WEST	SOUTH	EAST	
	Coronation Pde	*Dean St*	*Coronation Pde*	*Tangarra St E*	
Time Period	Unclassified	Unclassified	Unclassified	Unclassified	TOT
1000 - 1015	0	0	1	0	**1**
1015 - 1030	0	0	0	0	**0**
1030 - 1045	0	0	7	0	**7**
1045 - 1100	1	0	10	3	**14**
1100 - 1115	0	0	3	0	**3**
1115 - 1130	0	0	2	0	**2**
1130 - 1145	0	0	2	2	**4**
1145 - 1200	0	0	2	0	**2**
1200 - 1215	0	0	4	1	**5**
1215 - 1230	0	0	4	0	**4**
1230 - 1245	0	0	2	0	**2**
1245 - 1300	0	0	5	1	**6**
1300 - 1315	0	0	6	4	**10**
1315 - 1330	0	0	3	1	**4**
1330 - 1345	1	0	4	0	**5**
1345 - 1400	0	0	2	3	**5**
1400 - 1415	0	0	1	0	**1**
1415 - 1430	0	0	2	0	**2**
1430 - 1445	0	0	2	0	**2**
1445 - 1500	0	0	3	0	**3**
Period End	**2**	**0**	**65**	**15**	**82**

Peds	NORTH	WEST	SOUTH	EAST	
	Coronation Pde	*Dean St*	*Coronation Pde*	*Tangarra St E*	
Peak Period	Unclassified	Unclassified	Unclassified	Unclassified	TOT
1000 - 1100	1	0	18	3	**22**
1015 - 1115	1	0	17	3	**21**
1030 - 1130	1	0	17	3	**21**
1045 - 1145	1	0	10	3	**14**
1100 - 1200	0	0	9	2	**11**
1115 - 1215	0	0	10	3	**13**
1130 - 1230	0	0	12	3	**15**
1145 - 1245	0	0	12	1	**13**
1200 - 1300	0	0	15	2	**17**
1215 - 1315	0	0	17	5	**22**
1230 - 1330	0	0	16	6	**22**
1245 - 1345	1	0	18	6	**25**
1300 - 1400	1	0	15	8	**24**
1315 - 1415	1	0	10	4	**15**
1330 - 1430	1	0	9	3	**13**
1345 - 1445	0	0	7	3	**10**
1400 - 1500	0	0	8	0	**8**
PEAK HOUR	**1**	**0**	**10**	**4**	**15**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	NORTH	WEST	SOUTH	
Time Per	*Burwood Rd*	*Mitchell St*	*Burwood Rd*	TOT
0700 - 0715	2	2	0	**4**
0715 - 0730	4	0	0	**4**
0730 - 0745	2	2	0	**4**
0745 - 0800	3	2	0	**5**
0800 - 0815	1	2	0	**3**
0815 - 0830	8	2	0	**10**
0830 - 0845	5	3	0	**8**
0845 - 0900	8	2	0	**10**
0900 - 0915	4	6	0	**10**
0915 - 0930	2	3	0	**5**
0930 - 0945	3	3	0	**6**
0945 - 1000	5	2	0	**7**
Per End	**47**	**29**	**0**	**76**

PEDS	NORTH	WEST	SOUTH	
Peak Per	*Burwood Rd*	*Mitchell St*	*Burwood Rd*	TOT
0700 - 0800	11	6	0	**17**
0715 - 0815	10	6	0	**16**
0730 - 0830	14	8	0	**22**
0745 - 0845	17	9	0	**26**
0800 - 0900	22	9	0	**31**
0815 - 0915	25	13	0	**38**
0830 - 0930	19	14	0	**33**
0845 - 0945	17	14	0	**31**
0900 - 1000	14	14	0	**28**
PEAK HR	**17**	**9**	**0**	**26**

Lights	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	47	8	36	18	7	91	**207**
0715 - 0730	67	14	41	12	8	129	**271**
0730 - 0745	71	22	42	12	10	108	**265**
0745 - 0800	98	37	70	29	10	130	**374**
0800 - 0815	98	18	59	22	9	138	**344**
0815 - 0830	124	33	77	19	16	152	**421**
0830 - 0845	71	26	68	15	14	129	**323**
0845 - 0900	91	36	59	15	9	124	**334**
0900 - 0915	84	44	47	10	10	116	**311**
0915 - 0930	74	24	32	10	10	108	**258**
0930 - 0945	79	25	36	14	7	101	**262**
0945 - 1000	80	31	37	14	10	117	**289**
Per End	**984**	**318**	**604**	**190**	**120**	**1443**	**3659**

Heavies	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	3	0	0	0	0	3	**6**
0715 - 0730	3	0	0	1	0	2	**6**
0730 - 0745	2	0	0	0	0	2	**4**
0745 - 0800	3	0	0	0	0	3	**6**
0800 - 0815	3	0	0	0	0	4	**7**
0815 - 0830	3	1	0	0	0	3	**7**
0830 - 0845	2	1	0	0	0	2	**5**
0845 - 0900	4	0	0	0	0	4	**8**
0900 - 0915	2	0	0	0	0	2	**4**
0915 - 0930	2	0	0	0	0	2	**4**
0930 - 0945	1	0	0	0	0	3	**4**
0945 - 1000	3	0	0	0	0	4	**7**
Per End	**31**	**2**	**0**	**1**	**0**	**34**	**68**

Combined	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	50	8	36	18	7	94	**213**
0715 - 0730	70	14	41	13	8	131	**277**
0730 - 0745	73	22	42	12	10	110	**269**
0745 - 0800	101	37	70	29	10	133	**380**
0800 - 0815	101	18	59	22	9	142	**351**
0815 - 0830	127	34	77	19	16	155	**428**
0830 - 0845	73	27	68	15	14	131	**328**
0845 - 0900	95	36	59	15	9	128	**342**
0900 - 0915	86	44	47	10	10	118	**315**
0915 - 0930	76	24	32	10	10	110	**262**
0930 - 0945	80	25	36	14	7	104	**266**
0945 - 1000	83	31	37	14	10	121	**296**
Per End	**1015**	**320**	**604**	**191**	**120**	**1477**	**3727**

Lights	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	283	81	189	71	35	458	**1117**
0715 - 0815	334	91	212	75	37	505	**1254**
0730 - 0830	391	110	248	82	45	528	**1404**
0745 - 0845	391	114	274	85	49	549	**1462**
0800 - 0900	384	113	263	71	48	543	**1422**
0815 - 0915	370	139	251	59	49	521	**1389**
0830 - 0930	320	130	206	50	43	477	**1226**
0845 - 0945	328	129	174	49	36	449	**1165**
0900 - 1000	317	124	152	48	37	442	**1120**
PEAK HR	**391**	**114**	**274**	**85**	**49**	**549**	**1462**

Heavies	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	11	0	0	1	0	10	**22**
0715 - 0815	11	0	0	1	0	11	**23**
0730 - 0830	11	1	0	0	0	12	**24**
0745 - 0845	11	2	0	0	0	12	**25**
0800 - 0900	12	2	0	0	0	13	**27**
0815 - 0915	11	2	0	0	0	11	**24**
0830 - 0930	10	1	0	0	0	10	**21**
0845 - 0945	9	0	0	0	0	11	**20**
0900 - 1000	8	0	0	0	0	11	**19**
PEAK HR	**11**	**2**	**0**	**0**	**0**	**12**	**25**

Combined	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	294	81	189	72	35	468	**1139**
0715 - 0815	345	91	212	76	37	516	**1277**
0730 - 0830	402	111	248	82	45	540	**1428**
0745 - 0845	402	116	274	85	49	561	**1487**
0800 - 0900	396	115	263	71	48	556	**1449**
0815 - 0915	381	141	251	59	49	532	**1413**
0830 - 0930	330	131	206	50	43	487	**1247**
0845 - 0945	337	129	174	49	36	460	**1185**
0900 - 1000	325	124	152	48	37	453	**1139**
PEAK HR	**402**	**116**	**274**	**85**	**49**	**561**	**1487**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	NORTH	WEST	SOUTH	
Time Per	*Burwood Rd*	*Mitchell St*	*Burwood Rd*	TOT
1530 - 1545	6	7	0	**13**
1545 - 1600	8	0	0	**8**
1600 - 1615	4	3	0	**7**
1615 - 1630	8	2	2	**12**
1630 - 1645	11	1	0	**12**
1645 - 1700	6	2	0	**8**
1700 - 1715	2	3	0	**5**
1715 - 1730	8	0	0	**8**
1730 - 1745	5	0	0	**5**
1745 - 1800	4	0	0	**4**
1800 - 1815	4	1	0	**5**
1815 - 1830	4	2	0	**6**
Per End	**70**	**21**	**2**	**93**

PEDS	NORTH	WEST	SOUTH	
Peak Per	*Burwood Rd*	*Mitchell St*	*Burwood Rd*	TOT
1530 - 1630	26	12	2	**40**
1545 - 1645	31	6	2	**39**
1600 - 1700	29	8	2	**39**
1615 - 1715	27	8	2	**37**
1630 - 1730	27	6	0	**33**
1645 - 1745	21	5	0	**26**
1700 - 1800	19	3	0	**22**
1715 - 1815	21	1	0	**22**
1730 - 1830	17	3	0	**20**
PEAK HR	**19**	**3**	**0**	**22**

Lights	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	145	58	30	15	8	97	**353**
1545 - 1600	138	56	36	14	14	79	**337**
1600 - 1615	163	60	30	15	11	92	**371**
1615 - 1630	156	42	32	13	9	72	**324**
1630 - 1645	141	44	37	20	9	111	**362**
1645 - 1700	155	48	38	16	6	83	**346**
1700 - 1715	151	61	38	22	5	107	**384**
1715 - 1730	151	51	36	22	4	87	**351**
1730 - 1745	147	57	36	22	5	86	**353**
1745 - 1800	148	55	33	14	9	89	**348**
1800 - 1815	150	55	24	7	8	88	**332**
1815 - 1830	143	38	31	9	10	85	**316**
Per End	**1788**	**625**	**401**	**189**	**98**	**1076**	**4177**

Heavies	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	3	0	0	0	0	3	**6**
1545 - 1600	4	0	0	0	0	1	**5**
1600 - 1615	3	0	0	0	0	4	**7**
1615 - 1630	4	0	0	0	0	3	**7**
1630 - 1645	2	0	0	0	0	0	**2**
1645 - 1700	2	0	0	0	0	3	**5**
1700 - 1715	3	0	0	0	0	3	**6**
1715 - 1730	2	0	0	0	0	4	**6**
1730 - 1745	1	0	0	0	0	4	**5**
1745 - 1800	6	0	0	0	0	4	**10**
1800 - 1815	3	0	0	0	0	2	**5**
1815 - 1830	4	0	0	0	0	3	**7**
Per End	**37**	**0**	**0**	**0**	**0**	**34**	**71**

Combined	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	148	58	30	15	8	100	**359**
1545 - 1600	142	56	36	14	14	80	**342**
1600 - 1615	166	60	30	15	11	96	**378**
1615 - 1630	160	42	32	13	9	75	**331**
1630 - 1645	143	44	37	20	9	111	**364**
1645 - 1700	157	48	38	16	6	86	**351**
1700 - 1715	154	61	38	22	5	110	**390**
1715 - 1730	153	51	36	22	4	91	**357**
1730 - 1745	148	57	36	22	5	90	**358**
1745 - 1800	154	55	33	14	9	93	**358**
1800 - 1815	153	55	24	7	8	90	**337**
1815 - 1830	147	38	31	9	10	88	**323**
Per End	**1825**	**625**	**401**	**189**	**98**	**1110**	**4248**

Lights	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	602	216	128	57	42	340	**1385**
1545 - 1645	598	202	135	62	43	354	**1394**
1600 - 1700	615	194	137	64	35	358	**1403**
1615 - 1715	603	195	145	71	29	373	**1416**
1630 - 1730	598	204	149	80	24	388	**1443**
1645 - 1745	604	217	148	82	20	363	**1434**
1700 - 1800	597	224	143	80	23	369	**1436**
1715 - 1815	596	218	129	65	26	350	**1384**
1730 - 1830	588	205	124	52	32	348	**1349**
PEAK HR	**597**	**224**	**143**	**80**	**23**	**369**	**1436**

Heavies	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	14	0	0	0	0	11	**25**
1545 - 1645	13	0	0	0	0	8	**21**
1600 - 1700	11	0	0	0	0	10	**21**
1615 - 1715	11	0	0	0	0	9	**20**
1630 - 1730	9	0	0	0	0	10	**19**
1645 - 1745	8	0	0	0	0	14	**22**
1700 - 1800	12	0	0	0	0	15	**27**
1715 - 1815	12	0	0	0	0	14	**26**
1730 - 1830	14	0	0	0	0	13	**27**
PEAK HR	**12**	**0**	**0**	**0**	**0**	**15**	**27**

Combined	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	616	216	128	57	42	351	**1410**
1545 - 1645	611	202	135	62	43	362	**1415**
1600 - 1700	626	194	137	64	35	368	**1424**
1615 - 1715	614	195	145	71	29	382	**1436**
1630 - 1730	607	204	149	80	24	398	**1462**
1645 - 1745	612	217	148	82	20	377	**1456**
1700 - 1800	609	224	143	80	23	384	**1463**
1715 - 1815	608	218	129	65	26	364	**1410**
1730 - 1830	602	205	124	52	32	361	**1376**
PEAK HR	**609**	**224**	**143**	**80**	**23**	**384**	**1463**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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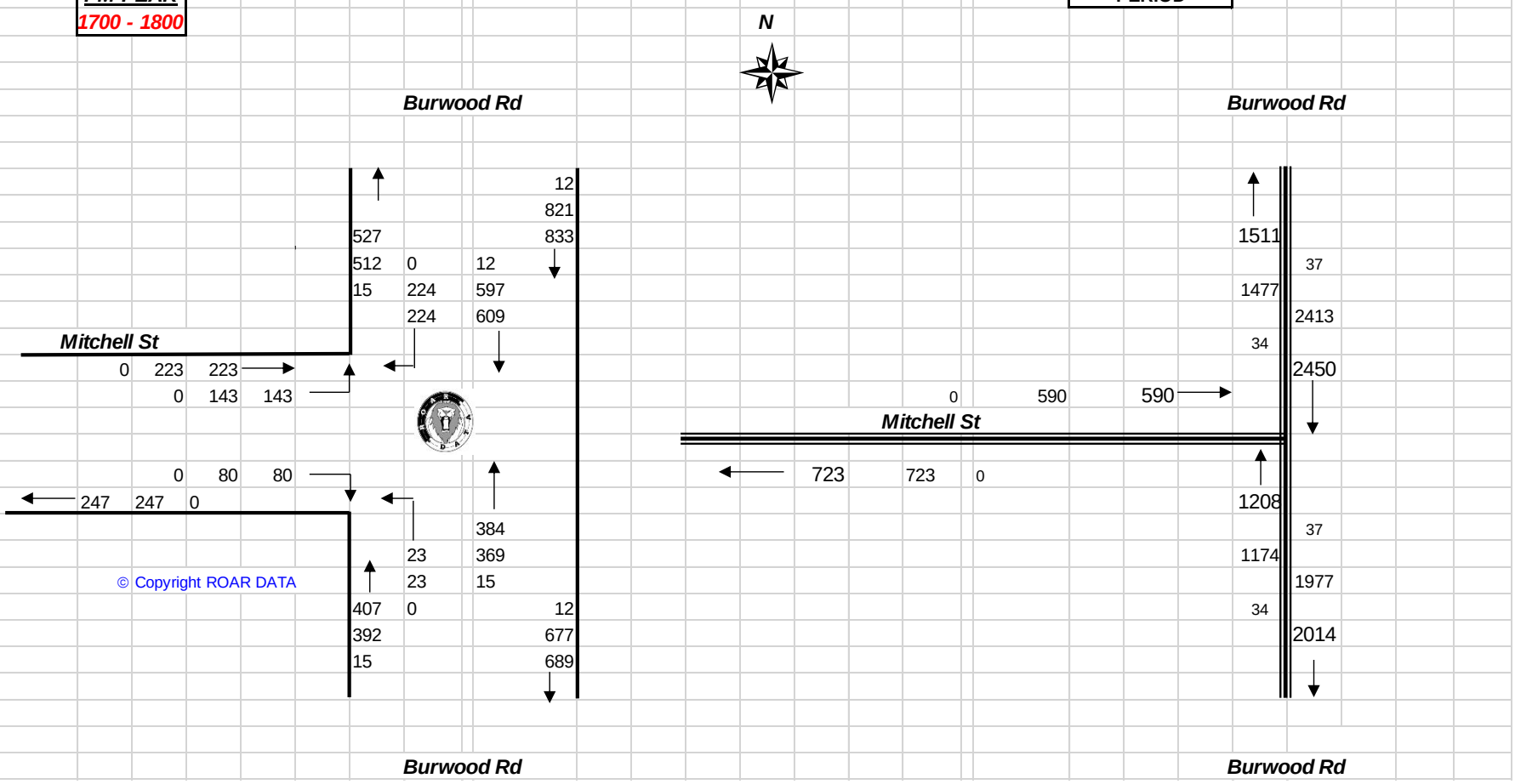
Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

1	2	3
4	5	6
7	8	9

PM PEAK
1700 - 1800

TOTAL VOLUMES FOR COUNT PERIOD



R.O.A.R. DATA

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Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

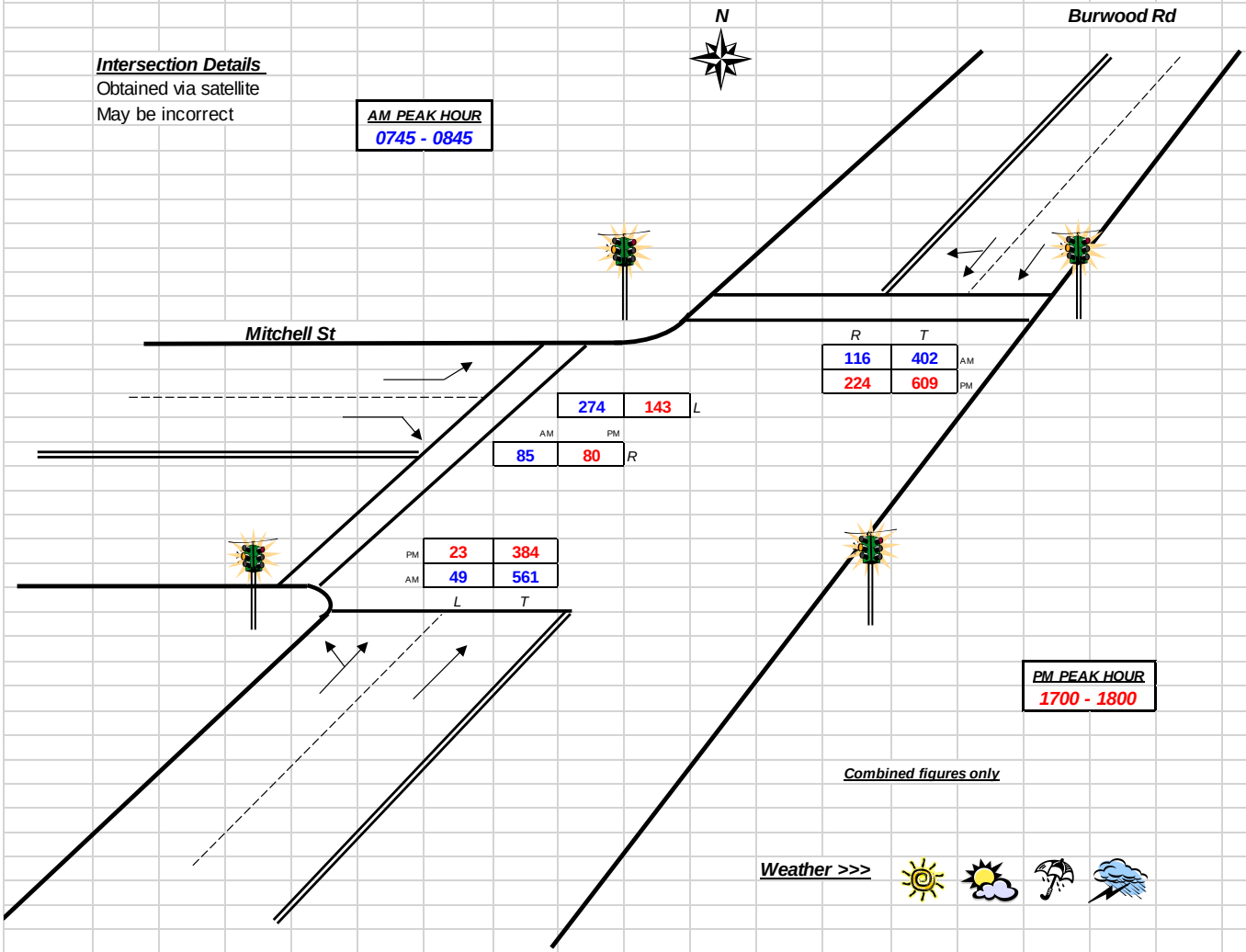
Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR

0745 - 0845



PM PEAK HOUR

1700 - 1800

Combined figures only

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Saturday 13th August 2016

Lights

	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	124	58	42	26	10	119	**379**
1015 - 1030	91	49	56	29	15	112	**352**
1030 - 1045	98	50	39	17	6	96	**306**
1045 - 1100	130	57	59	25	18	144	**433**
1100 - 1115	82	29	46	17	6	73	**253**
1115 - 1130	138	34	73	21	9	122	**397**
1130 - 1145	105	45	43	14	17	102	**326**
1145 - 1200	138	46	40	11	7	96	**338**
1200 - 1215	151	64	48	28	9	103	**403**
1215 - 1230	123	40	51	20	10	114	**358**
1230 - 1245	110	50	38	12	13	125	**348**
1245 - 1300	152	57	55	23	8	104	**399**
1300 - 1315	118	47	37	10	9	106	**327**
1315 - 1330	131	49	37	13	7	115	**352**
1330 - 1345	135	52	32	17	10	98	**344**
1345 - 1400	138	39	60	12	10	99	**358**
1400 - 1415	139	47	37	21	12	94	**350**
1415 - 1430	137	55	57	22	9	108	**388**
1430 - 1445	146	60	43	15	16	119	**399**
1445 - 1500	130	49	42	21	11	118	**371**
Per End	**2516**	**977**	**935**	**374**	**212**	**2167**	**7181**

Heavies

	NORTH		WEST		SOUTH		
	Burwood		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	2	0	0	0	0	2	**4**
1015 - 1030	1	0	0	0	0	0	**1**
1030 - 1045	2	0	0	0	0	2	**4**
1045 - 1100	2	0	0	0	0	3	**5**
1100 - 1115	0	0	0	0	0	1	**1**
1115 - 1130	3	0	0	0	0	1	**4**
1130 - 1145	0	0	0	0	0	0	**0**
1145 - 1200	1	0	0	0	0	1	**2**
1200 - 1215	1	0	0	0	0	0	**1**
1215 - 1230	3	0	0	0	0	3	**6**
1230 - 1245	1	0	0	0	0	0	**1**
1245 - 1300	1	0	0	0	0	3	**4**
1300 - 1315	3	0	0	0	0	1	**4**
1315 - 1330	2	0	0	0	0	2	**4**
1330 - 1345	1	0	0	0	0	1	**2**
1345 - 1400	2	0	0	0	0	2	**4**
1400 - 1415	1	0	0	0	0	0	**1**
1415 - 1430	3	0	0	0	0	3	**6**
1430 - 1445	3	0	0	0	0	2	**5**
1445 - 1500	2	0	0	0	0	2	**4**
Per End	**34**	**0**	**0**	**0**	**0**	**29**	**63**

Combined

	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	126	58	42	26	10	121	**383**
1015 - 1030	92	49	56	29	15	112	**353**
1030 - 1045	100	50	39	17	6	98	**310**
1045 - 1100	132	57	59	25	18	147	**438**
1100 - 1115	82	29	46	17	6	74	**254**
1115 - 1130	141	34	73	21	9	123	**401**
1130 - 1145	105	45	43	14	17	102	**326**
1145 - 1200	139	46	40	11	7	97	**340**
1200 - 1215	152	64	48	28	9	103	**404**
1215 - 1230	126	40	51	20	10	117	**364**
1230 - 1245	111	50	38	12	13	125	**349**
1245 - 1300	153	57	55	23	8	107	**403**
1300 - 1315	121	47	37	10	9	107	**331**
1315 - 1330	133	49	37	13	7	117	**356**
1330 - 1345	136	52	32	17	10	99	**346**
1345 - 1400	140	39	60	12	10	101	**362**
1400 - 1415	140	47	37	21	12	94	**351**
1415 - 1430	140	55	57	22	9	111	**394**
1430 - 1445	149	60	43	15	16	121	**404**
1445 - 1500	132	49	42	21	11	120	**375**
Per End	**2550**	**977**	**935**	**374**	**212**	**2196**	**7244**

Lights

	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	443	214	196	97	49	471	**1470**
1015 - 1115	401	185	200	88	45	425	**1344**
1030 - 1130	448	170	217	80	39	435	**1389**
1045 - 1145	455	165	221	77	50	441	**1409**
1100 - 1200	463	154	202	63	39	393	**1314**
1115 - 1215	532	189	204	74	42	423	**1464**
1130 - 1230	517	195	182	73	43	415	**1425**
1145 - 1245	522	200	177	71	39	438	**1447**
1200 - 1300	536	211	192	83	40	446	**1508**
1215 - 1315	503	194	181	65	40	449	**1432**
1230 - 1330	511	203	167	58	37	450	**1426**
1245 - 1345	536	205	161	63	34	423	**1422**
1300 - 1400	522	187	166	52	36	418	**1381**
1315 - 1415	543	187	166	63	39	406	**1404**
1330 - 1430	549	193	186	72	41	399	**1440**
1345 - 1445	560	201	197	70	47	420	**1495**
1400 - 1500	552	211	179	79	48	439	**1508**
PEAK HR	**552**	**211**	**179**	**79**	**48**	**439**	**1508**

Heavies

	NORTH		WEST		SOUTH		
	Burwood		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	7	0	0	0	0	7	**14**
1015 - 1115	5	0	0	0	0	6	**11**
1030 - 1130	7	0	0	0	0	7	**14**
1045 - 1145	5	0	0	0	0	5	**10**
1100 - 1200	4	0	0	0	0	3	**7**
1115 - 1215	5	0	0	0	0	2	**7**
1130 - 1230	5	0	0	0	0	4	**9**
1145 - 1245	6	0	0	0	0	4	**10**
1200 - 1300	6	0	0	0	0	6	**12**
1215 - 1315	8	0	0	0	0	7	**15**
1230 - 1330	7	0	0	0	0	6	**13**
1245 - 1345	7	0	0	0	0	7	**14**
1300 - 1400	8	0	0	0	0	6	**14**
1315 - 1415	6	0	0	0	0	5	**11**
1330 - 1430	7	0	0	0	0	6	**13**
1345 - 1445	9	0	0	0	0	7	**16**
1400 - 1500	9	0	0	0	0	7	**16**
PEAK HR	**9**	**0**	**0**	**0**	**0**	**7**	**16**

Combined

	NORTH		WEST		SOUTH		
	Burwood Rd		*Mitchell St*		*Burwood Rd*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	450	214	196	97	49	478	**1484**
1015 - 1115	406	185	200	88	45	431	**1355**
1030 - 1130	455	170	217	80	39	442	**1403**
1045 - 1145	460	165	221	77	50	446	**1419**
1100 - 1200	467	154	202	63	39	396	**1321**
1115 - 1215	537	189	204	74	42	425	**1471**
1130 - 1230	522	195	182	73	43	419	**1434**
1145 - 1245	528	200	177	71	39	442	**1457**
1200 - 1300	542	211	192	83	40	452	**1520**
1215 - 1315	511	194	181	65	40	456	**1447**
1230 - 1330	518	203	167	58	37	456	**1439**
1245 - 1345	543	205	161	63	34	430	**1436**
1300 - 1400	530	187	166	52	36	424	**1395**
1315 - 1415	549	187	166	63	39	411	**1415**
1330 - 1430	556	193	186	72	41	405	**1453**
1345 - 1445	569	201	197	70	47	427	**1511**
1400 - 1500	561	211	179	79	48	446	**1524**
PEAK HR	**561**	**211**	**179**	**79**	**48**	**446**	**1524**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Saturday 13th August 2016

Peds	**NORTH**	**WEST**	**SOUTH**	
	Burwood Rd	***Mitchell St***	***Burwood Rd***	
Time Period	**UnClassified**	**UnClassified**	**UnClassified**	**TOT**
1000 - 1015	7	4	0	**11**
1015 - 1030	5	2	0	**7**
1030 - 1045	6	0	0	**6**
1045 - 1100	3	1	0	**4**
1100 - 1115	8	2	0	**10**
1115 - 1130	5	6	0	**11**
1130 - 1145	3	0	0	**3**
1145 - 1200	2	5	0	**7**
1200 - 1215	4	0	0	**4**
1215 - 1230	5	2	0	**7**
1230 - 1245	7	1	0	**8**
1245 - 1300	5	2	0	**7**
1300 - 1315	9	3	0	**12**
1315 - 1330	4	3	0	**7**
1330 - 1345	3	4	0	**7**
1345 - 1400	0	1	0	**1**
1400 - 1415	4	0	2	**6**
1415 - 1430	7	1	0	**8**
1430 - 1445	5	0	0	**5**
1445 - 1500	3	0	2	**5**
Period End	**95**	**37**	**4**	**136**

Peds	**NORTH**	**WEST**	**SOUTH**	
	Burwood Rd	***Mitchell St***	***Burwood Rd***	
Peak Period	**UnClassified**	**UnClassified**	**UnClassified**	**TOT**
1000 - 1100	21	7	0	**28**
1015 - 1115	22	5	0	**27**
1030 - 1130	43	17	0	**60**
1045 - 1145	42	19	0	**61**
1100 - 1200	48	21	0	**69**
1115 - 1215	44	22	0	**66**
1130 - 1230	42	20	0	**62**
1145 - 1245	39	21	0	**60**
1200 - 1300	37	16	0	**53**
1215 - 1315	37	16	2	**55**
1230 - 1330	25	9	0	**34**
1245 - 1345	21	12	0	**33**
1300 - 1400	16	11	0	**27**
1315 - 1415	7	8	0	**15**
1330 - 1430	7	5	2	**14**
1345 - 1445	11	2	2	**15**
1400 - 1500	19	1	4	**24**
PEAK HOUR	19	1	4	**24**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	WEST	NORTH	EAST	
Time Per	*Georges River*	*Stanley St*	*Georges River*	TOT
0700 - 0715	0	0	0	**0**
0715 - 0730	1	0	1	**2**
0730 - 0745	0	1	0	**1**
0745 - 0800	0	0	0	**0**
0800 - 0815	0	0	0	**0**
0815 - 0830	0	1	1	**2**
0830 - 0845	0	0	0	**0**
0845 - 0900	0	1	0	**1**
0900 - 0915	0	4	0	**4**
0915 - 0930	1	0	0	**1**
0930 - 0945	0	0	0	**0**
0945 - 1000	0	1	0	**1**
Per End	**2**	**8**	**2**	**12**

PEDS	WEST	NORTH	EAST	
Peak Per	*Georges River*	*Stanley St*	*Georges River*	TOT
0700 - 0800	1	1	1	**3**
0715 - 0815	1	1	1	**3**
0730 - 0830	0	2	1	**3**
0745 - 0845	0	1	1	**2**
0800 - 0900	0	2	1	**3**
0815 - 0915	0	6	1	**7**
0830 - 0930	1	5	0	**6**
0845 - 0945	1	5	0	**6**
0900 - 1000	1	5	0	**6**
PEAK HR	**0**	**2**	**1**	**3**

Lights	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	345	8	0	4	4	130	**491**
0715 - 0730	307	5	0	5	4	171	**492**
0730 - 0745	321	6	0	5	9	193	**534**
0745 - 0800	291	11	0	12	13	197	**524**
0800 - 0815	310	7	1	14	9	212	**553**
0815 - 0830	294	13	0	11	13	210	**541**
0830 - 0845	279	10	2	9	20	179	**499**
0845 - 0900	274	7	0	8	13	178	**480**
0900 - 0915	287	5	0	7	13	202	**514**
0915 - 0930	239	1	2	6	13	160	**421**
0930 - 0945	243	2	1	5	10	145	**406**
0945 - 1000	224	3	1	7	15	169	**419**
Per End	**3414**	**78**	**7**	**93**	**136**	**2146**	**5874**

Heavies	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	4	0	0	0	0	3	**7**
0715 - 0730	4	0	0	0	0	5	**9**
0730 - 0745	5	0	0	0	0	5	**10**
0745 - 0800	6	0	0	0	0	5	**11**
0800 - 0815	5	0	0	0	0	4	**9**
0815 - 0830	7	0	0	0	0	3	**10**
0830 - 0845	3	0	0	0	0	2	**5**
0845 - 0900	4	0	0	0	0	5	**9**
0900 - 0915	10	0	0	0	0	5	**15**
0915 - 0930	4	0	0	0	0	4	**8**
0930 - 0945	4	0	0	0	0	3	**7**
0945 - 1000	4	0	0	0	0	7	**11**
Per End	**60**	**0**	**0**	**0**	**0**	**51**	**111**

Combined	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	349	8	0	4	4	133	**498**
0715 - 0730	311	5	0	5	4	176	**501**
0730 - 0745	326	6	0	5	9	198	**544**
0745 - 0800	297	11	0	12	13	202	**535**
0800 - 0815	315	7	1	14	9	216	**562**
0815 - 0830	301	13	0	11	13	213	**551**
0830 - 0845	282	10	2	9	20	181	**504**
0845 - 0900	278	7	0	8	13	183	**489**
0900 - 0915	297	5	0	7	13	207	**529**
0915 - 0930	243	1	2	6	13	164	**429**
0930 - 0945	247	2	1	5	10	148	**413**
0945 - 1000	228	3	1	7	15	176	**430**
Per End	**3474**	**78**	**7**	**93**	**136**	**2197**	**5985**

Lights	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	1264	30	0	26	30	691	**2041**
0715 - 0815	1229	29	1	36	35	773	**2103**
0730 - 0830	1216	37	1	42	44	812	**2152**
0745 - 0845	1174	41	3	46	55	798	**2117**
0800 - 0900	1157	37	3	42	55	779	**2073**
0815 - 0915	1134	35	2	35	59	769	**2034**
0830 - 0930	1079	23	4	30	59	719	**1914**
0845 - 0945	1043	15	3	26	49	685	**1821**
0900 - 1000	993	11	4	25	51	676	**1760**
PEAK HR	**1216**	**37**	**1**	**42**	**44**	**812**	**2152**

Heavies	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	19	0	0	0	0	18	**37**
0715 - 0815	20	0	0	0	0	19	**39**
0730 - 0830	23	0	0	0	0	17	**40**
0745 - 0845	21	0	0	0	0	14	**35**
0800 - 0900	19	0	0	0	0	14	**33**
0815 - 0915	24	0	0	0	0	15	**39**
0830 - 0930	21	0	0	0	0	16	**37**
0845 - 0945	22	0	0	0	0	17	**39**
0900 - 1000	22	0	0	0	0	19	**41**
PEAK HR	**23**	**0**	**0**	**0**	**0**	**17**	**40**

Combined	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	1283	30	0	26	30	709	**2078**
0715 - 0815	1249	29	1	36	35	792	**2142**
0730 - 0830	1239	37	1	42	44	829	**2192**
0745 - 0845	1195	41	3	46	55	812	**2152**
0800 - 0900	1176	37	3	42	55	793	**2106**
0815 - 0915	1158	35	2	35	59	784	**2073**
0830 - 0930	1100	23	4	30	59	735	**1951**
0845 - 0945	1065	15	3	26	49	702	**1860**
0900 - 1000	1015	11	4	25	51	695	**1801**
PEAK HR	**1239**	**37**	**1**	**42**	**44**	**829**	**2192**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	WEST	NORTH	EAST	
Time Per	*Georges*	*Stanley St*	*Georges*	TOT
1530 - 1545	0	1	0	**1**
1545 - 1600	0	0	0	**0**
1600 - 1615	0	1	1	**2**
1615 - 1630	0	3	1	**4**
1630 - 1645	0	4	0	**4**
1645 - 1700	0	2	0	**2**
1700 - 1715	0	0	0	**0**
1715 - 1730	0	0	0	**0**
1730 - 1745	0	0	0	**0**
1745 - 1800	0	1	0	**1**
1800 - 1815	0	0	0	**0**
1815 - 1830	0	0	0	**0**
Per End	**0**	**12**	**2**	**14**

PEDS	WEST	NORTH	EAST	
Peak Per	*Georges*	*Stanley St*	*Georges*	TOT
1530 - 1630	0	5	2	**7**
1545 - 1645	0	8	2	**10**
1600 - 1700	0	10	2	**12**
1615 - 1715	0	9	1	**10**
1630 - 1730	0	6	0	**6**
1645 - 1745	0	2	0	**2**
1700 - 1800	0	1	0	**1**
1715 - 1815	0	1	0	**1**
1730 - 1830	0	1	0	**1**
PEAK HR	**0**	**1**	**0**	**1**

Lights	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	182	1	3	19	8	339	**552**
1545 - 1600	197	2	3	6	21	354	**583**
1600 - 1615	205	6	0	15	24	345	**595**
1615 - 1630	186	1	5	13	21	353	**579**
1630 - 1645	225	6	2	5	14	378	**630**
1645 - 1700	193	3	1	5	19	313	**534**
1700 - 1715	239	3	2	12	27	334	**617**
1715 - 1730	243	2	2	13	20	328	**608**
1730 - 1745	249	4	1	17	23	336	**630**
1745 - 1800	208	4	2	11	16	336	**577**
1800 - 1815	238	4	4	16	15	317	**594**
1815 - 1830	229	7	1	16	20	324	**597**
Per End	**2594**	**43**	**26**	**148**	**228**	**4057**	**7096**

Heavies	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	1	0	0	0	0	2	**3**
1545 - 1600	1	0	0	0	0	5	**6**
1600 - 1615	4	0	0	0	0	5	**9**
1615 - 1630	4	0	0	0	0	4	**8**
1630 - 1645	2	0	0	0	0	4	**6**
1645 - 1700	2	0	0	0	0	3	**5**
1700 - 1715	3	0	0	0	0	1	**4**
1715 - 1730	2	0	0	0	0	0	**2**
1730 - 1745	2	0	0	0	0	3	**5**
1745 - 1800	0	0	0	0	0	2	**2**
1800 - 1815	1	0	0	0	0	2	**3**
1815 - 1830	1	0	0	0	0	0	**1**
Per End	**23**	**0**	**0**	**0**	**0**	**31**	**54**

Combined	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	183	1	3	19	8	341	**555**
1545 - 1600	198	2	3	6	21	359	**589**
1600 - 1615	209	6	0	15	24	350	**604**
1615 - 1630	190	1	5	13	21	357	**587**
1630 - 1645	227	6	2	5	14	382	**636**
1645 - 1700	195	3	1	5	19	316	**539**
1700 - 1715	242	3	2	12	27	335	**621**
1715 - 1730	245	2	2	13	20	328	**610**
1730 - 1745	251	4	1	17	23	339	**635**
1745 - 1800	208	4	2	11	16	338	**579**
1800 - 1815	239	4	4	16	15	319	**597**
1815 - 1830	230	7	1	16	20	324	**598**
Per End	**2617**	**43**	**26**	**148**	**228**	**4088**	**7150**

Lights	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	770	10	11	53	74	1391	**2309**
1545 - 1645	813	15	10	39	80	1430	**2387**
1600 - 1700	809	16	8	38	78	1389	**2338**
1615 - 1715	843	13	10	35	81	1378	**2360**
1630 - 1730	900	14	7	35	80	1353	**2389**
1645 - 1745	924	12	6	47	89	1311	**2389**
1700 - 1800	939	13	7	53	86	1334	**2432**
1715 - 1815	938	14	9	57	74	1317	**2409**
1730 - 1830	924	19	8	60	74	1313	**2398**
PEAK HR	**939**	**13**	**7**	**53**	**86**	**1334**	**2432**

Heavies	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	10	0	0	0	0	16	**26**
1545 - 1645	11	0	0	0	0	18	**29**
1600 - 1700	12	0	0	0	0	16	**28**
1615 - 1715	11	0	0	0	0	12	**23**
1630 - 1730	9	0	0	0	0	8	**17**
1645 - 1745	9	0	0	0	0	7	**16**
1700 - 1800	7	0	0	0	0	6	**13**
1715 - 1815	5	0	0	0	0	7	**12**
1730 - 1830	4	0	0	0	0	7	**11**
PEAK HR	**7**	**0**	**0**	**0**	**0**	**6**	**13**

Combined	WEST		NORTH		EAST		
	~~Georges River Rd~~		*Stanley St*		~~Georges River Rd~~		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	780	10	11	53	74	1407	**2335**
1545 - 1645	824	15	10	39	80	1448	**2416**
1600 - 1700	821	16	8	38	78	1405	**2366**
1615 - 1715	854	13	10	35	81	1390	**2383**
1630 - 1730	909	14	7	35	80	1361	**2406**
1645 - 1745	933	12	6	47	89	1318	**2405**
1700 - 1800	946	13	7	53	86	1340	**2445**
1715 - 1815	943	14	9	57	74	1324	**2421**
1730 - 1830	928	19	8	60	74	1320	**2409**
PEAK HR	**946**	**13**	**7**	**53**	**86**	**1340**	**2445**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

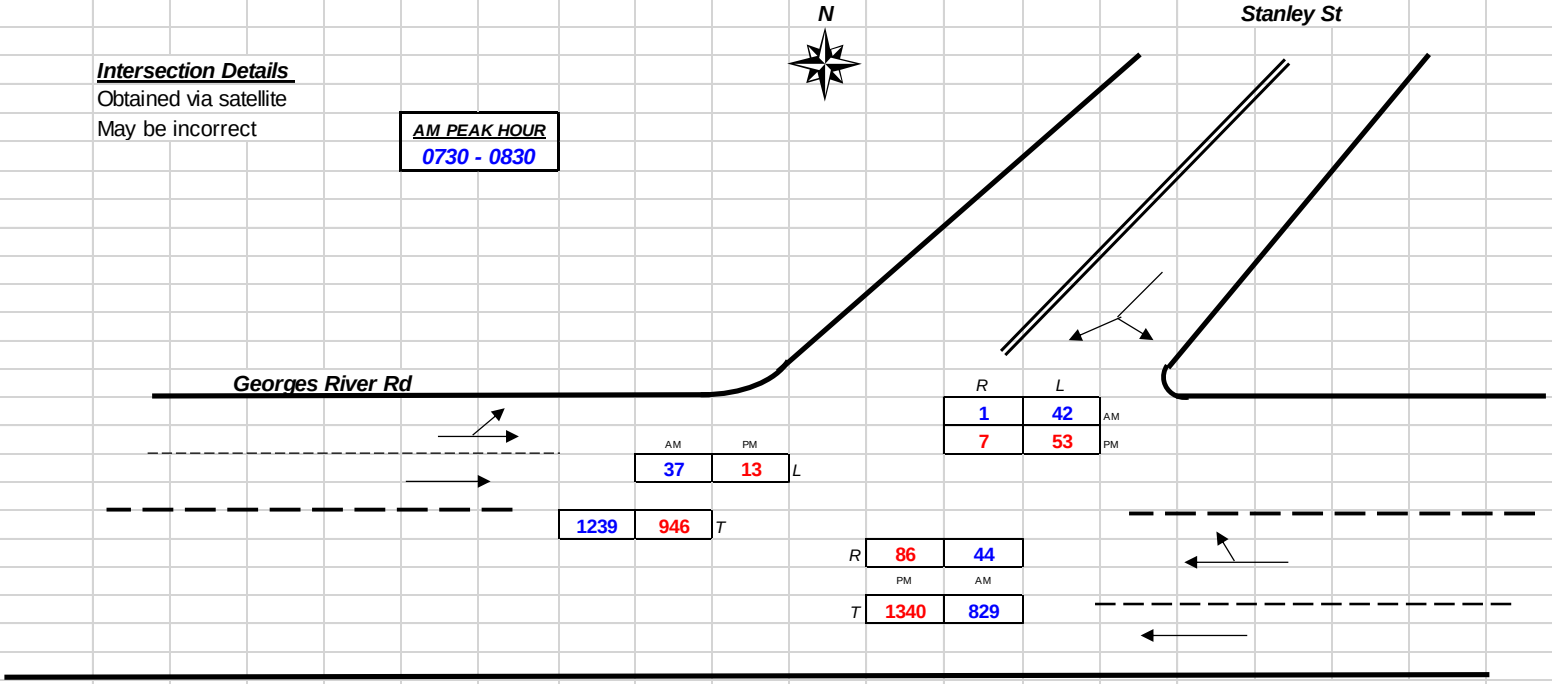
Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR
0730 - 0830



Combined figures only

PM PEAK HOUR
1700 - 1800

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Saturday 13th August 2016

Lights

	WEST		NORTH		EAST		
	Georges		*Stanley St*		*Georges*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	200	3	5	25	10	216	**459**
1015 - 1030	259	4	1	13	24	229	**530**
1030 - 1045	230	5	1	9	24	223	**492**
1045 - 1100	247	0	1	14	16	201	**479**
1100 - 1115	245	5	3	8	22	211	**494**
1115 - 1130	221	4	2	11	26	228	**492**
1130 - 1145	229	2	1	11	14	226	**483**
1145 - 1200	213	3	2	11	26	234	**489**
1200 - 1215	256	8	3	18	39	289	**613**
1215 - 1230	275	6	2	13	27	261	**584**
1230 - 1245	188	4	1	17	30	246	**486**
1245 - 1300	193	1	2	7	23	249	**475**
1300 - 1315	205	3	3	10	15	294	**530**
1315 - 1330	203	4	1	16	15	258	**497**
1330 - 1345	201	2	1	6	21	242	**473**
1345 - 1400	208	4	3	16	20	250	**501**
1400 - 1415	238	5	3	13	21	253	**533**
1415 - 1430	230	3	2	11	24	249	**519**
1430 - 1445	225	0	4	14	29	289	**561**
1445 - 1500	252	3	1	8	27	257	**548**
Per End	**4518**	**69**	**42**	**251**	**453**	**4905**	**10238**

Heavies

	WEST		NORTH		EAST		
	Georges		*Stanley St*		*Georges*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	3	0	0	0	0	1	**4**
1015 - 1030	3	0	0	0	0	1	**4**
1030 - 1045	1	0	0	0	0	1	**2**
1045 - 1100	3	0	0	0	0	5	**8**
1100 - 1115	0	0	0	0	0	4	**4**
1115 - 1130	3	0	0	0	0	3	**6**
1130 - 1145	2	0	0	0	0	1	**3**
1145 - 1200	1	0	0	0	0	2	**3**
1200 - 1215	0	0	0	0	0	1	**1**
1215 - 1230	2	0	0	0	0	3	**5**
1230 - 1245	1	0	0	0	0	2	**3**
1245 - 1300	1	0	0	0	0	3	**4**
1300 - 1315	1	0	0	0	0	1	**2**
1315 - 1330	3	0	0	0	0	2	**5**
1330 - 1345	1	0	0	0	0	1	**2**
1345 - 1400	1	0	0	0	0	1	**2**
1400 - 1415	0	1	0	0	0	2	**3**
1415 - 1430	1	0	0	0	0	5	**6**
1430 - 1445	2	0	0	0	0	1	**3**
1445 - 1500	2	0	0	0	0	3	**5**
Per End	**31**	**1**	**0**	**0**	**0**	**43**	**75**

Combined

	WEST		NORTH		EAST		
	Georges		*Stanley St*		*Georges*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	203	3	5	25	10	217	**463**
1015 - 1030	262	4	1	13	24	230	**534**
1030 - 1045	231	5	1	9	24	224	**494**
1045 - 1100	250	0	1	14	16	206	**487**
1100 - 1115	245	5	3	8	22	215	**498**
1115 - 1130	224	4	2	11	26	231	**498**
1130 - 1145	231	2	1	11	14	227	**486**
1145 - 1200	214	3	2	11	26	236	**492**
1200 - 1215	256	8	3	18	39	290	**614**
1215 - 1230	277	6	2	13	27	264	**589**
1230 - 1245	189	4	1	17	30	248	**489**
1245 - 1300	194	1	2	7	23	252	**479**
1300 - 1315	206	3	3	10	15	295	**532**
1315 - 1330	206	4	1	16	15	260	**502**
1330 - 1345	202	2	1	6	21	243	**475**
1345 - 1400	209	4	3	16	20	251	**503**
1400 - 1415	238	6	3	13	21	255	**536**
1415 - 1430	231	3	2	11	24	254	**525**
1430 - 1445	227	0	4	14	29	290	**564**
1445 - 1500	254	3	1	8	27	260	**553**
Per End	**4549**	**70**	**42**	**251**	**453**	**4948**	**10313**

Lights

	WEST		NORTH		EAST		
	Georges		*Stanley St*		*Georges*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	936	12	8	61	74	869	**1960**
1015 - 1115	981	14	6	44	86	864	**1995**
1030 - 1130	943	14	7	42	88	863	**1957**
1045 - 1145	942	11	7	44	78	866	**1948**
1100 - 1200	908	14	8	41	88	899	**1958**
1115 - 1215	919	17	8	51	105	977	**2077**
1130 - 1230	973	19	8	53	106	1010	**2169**
1145 - 1245	932	21	8	59	122	1030	**2172**
1200 - 1300	912	19	8	55	119	1045	**2158**
1215 - 1315	861	14	8	47	95	1050	**2075**
1230 - 1330	789	12	7	50	83	1047	**1988**
1245 - 1345	802	10	7	39	74	1043	**1975**
1300 - 1400	817	13	8	48	71	1044	**2001**
1315 - 1415	850	15	8	51	77	1003	**2004**
1330 - 1430	877	14	9	46	86	994	**2026**
1345 - 1445	901	12	12	54	94	1041	**2114**
1400 - 1500	945	11	10	46	101	1048	**2161**
PEAK HR	**932**	**21**	**8**	**59**	**122**	**1030**	**2172**

Heavies

	WEST		NORTH		EAST		
	Georges		*Stanley St*		*Georges*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	10	0	0	0	0	8	**18**
1015 - 1115	7	0	0	0	0	11	**18**
1030 - 1130	7	0	0	0	0	13	**20**
1045 - 1145	8	0	0	0	0	13	**21**
1100 - 1200	6	0	0	0	0	10	**16**
1115 - 1215	6	0	0	0	0	7	**13**
1130 - 1230	5	0	0	0	0	7	**12**
1145 - 1245	4	0	0	0	0	8	**12**
1200 - 1300	4	0	0	0	0	9	**13**
1215 - 1315	5	0	0	0	0	9	**14**
1230 - 1330	6	0	0	0	0	8	**14**
1245 - 1345	6	0	0	0	0	7	**13**
1300 - 1400	6	0	0	0	0	5	**11**
1315 - 1415	5	1	0	0	0	6	**12**
1330 - 1430	3	1	0	0	0	9	**13**
1345 - 1445	4	1	0	0	0	9	**14**
1400 - 1500	5	1	0	0	0	11	**17**
PEAK HR	**4**	**0**	**0**	**0**	**0**	**8**	**12**

Combined

	WEST		NORTH		EAST		
	Georges		*Stanley St*		*Georges*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	946	12	8	61	74	877	**1978**
1015 - 1115	988	14	6	44	86	875	**2013**
1030 - 1130	950	14	7	42	88	876	**1977**
1045 - 1145	950	11	7	44	78	879	**1969**
1100 - 1200	914	14	8	41	88	909	**1974**
1115 - 1215	925	17	8	51	105	984	**2090**
1130 - 1230	978	19	8	53	106	1017	**2181**
1145 - 1245	936	21	8	59	122	1038	**2184**
1200 - 1300	916	19	8	55	119	1054	**2171**
1215 - 1315	866	14	8	47	95	1059	**2089**
1230 - 1330	795	12	7	50	83	1055	**2002**
1245 - 1345	808	10	7	39	74	1050	**1988**
1300 - 1400	823	13	8	48	71	1049	**2012**
1315 - 1415	855	16	8	51	77	1009	**2016**
1330 - 1430	880	15	9	46	86	1003	**2039**
1345 - 1445	905	13	12	54	94	1050	**2128**
1400 - 1500	950	12	10	46	101	1059	**2178**
PEAK HR	**936**	**21**	**8**	**59**	**122**	**1038**	**2184**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

Peds	WEST	NORTH	EAST	
	Georges	*Stanley St*	*Georges*	
Time Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1015	0	0	0	**0**
1015 - 1030	0	2	0	**2**
1030 - 1045	0	1	0	**1**
1045 - 1100	0	0	0	**0**
1100 - 1115	0	0	0	**0**
1115 - 1130	0	0	0	**0**
1130 - 1145	0	0	0	**0**
1145 - 1200	1	0	0	**1**
1200 - 1215	0	0	0	**0**
1215 - 1230	0	0	0	**0**
1230 - 1245	1	0	0	**1**
1245 - 1300	0	0	0	**0**
1300 - 1315	0	1	1	**2**
1315 - 1330	0	0	0	**0**
1330 - 1345	0	0	0	**0**
1345 - 1400	0	0	0	**0**
1400 - 1415	0	1	2	**3**
1415 - 1430	0	0	0	**0**
1430 - 1445	0	0	0	**0**
1445 - 1500	0	0	0	**0**
Period End	**2**	**5**	**3**	**10**

Peds	WEST	NORTH	EAST	
	Georges	*Stanley St*	*Georges*	
Peak Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1100	0	3	0	**3**
1015 - 1115	0	3	0	**3**
1030 - 1130	2	1	0	**3**
1045 - 1145	2	0	0	**2**
1100 - 1200	2	1	1	**4**
1115 - 1215	2	1	1	**4**
1130 - 1230	2	1	1	**4**
1145 - 1245	2	1	1	**4**
1200 - 1300	1	1	1	**3**
1215 - 1315	1	2	3	**6**
1230 - 1330	1	1	1	**3**
1245 - 1345	0	1	1	**2**
1300 - 1400	0	1	1	**2**
1315 - 1415	0	0	0	**0**
1330 - 1430	0	1	2	**3**
1345 - 1445	0	1	2	**3**
1400 - 1500	0	1	2	**3**
PEAK HOUR	2	1	1	**4**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	WEST	SOUTH	EAST	
Time Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
0700 - 0715	0	1	1	**2**
0715 - 0730	0	1	0	**1**
0730 - 0745	0	0	0	**0**
0745 - 0800	1	1	0	**2**
0800 - 0815	0	1	0	**1**
0815 - 0830	0	2	1	**3**
0830 - 0845	0	0	0	**0**
0845 - 0900	0	2	0	**2**
0900 - 0915	2	1	0	**3**
0915 - 0930	2	0	0	**2**
0930 - 0945	1	0	0	**1**
0945 - 1000	0	5	0	**5**
Per End	**6**	**14**	**2**	**22**

PEDS	WEST	SOUTH	EAST	
Peak Per	*Mitchell St*	*Flower Power*	*Mitchell St*	TOT
0700 - 0800	1	3	1	**5**
0715 - 0815	1	3	0	**4**
0730 - 0830	1	4	1	**6**
0745 - 0845	1	4	1	**6**
0800 - 0900	0	5	1	**6**
0815 - 0915	2	5	1	**8**
0830 - 0930	4	3	0	**7**
0845 - 0945	5	3	0	**8**
0900 - 1000	5	6	0	**11**
PEAK HR	**2**	**5**	**1**	**8**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	42	1	2	0	1	20	**66**
0715 - 0730	53	1	0	2	2	22	**80**
0730 - 0745	53	1	0	1	1	23	**79**
0745 - 0800	84	4	0	0	1	55	**144**
0800 - 0815	67	5	2	3	6	25	**108**
0815 - 0830	78	1	1	4	6	44	**134**
0830 - 0845	76	1	6	3	11	52	**149**
0845 - 0900	64	5	5	4	5	53	**136**
0900 - 0915	46	8	5	4	11	41	**115**
0915 - 0930	35	4	8	7	9	33	**96**
0930 - 0945	51	11	4	8	14	26	**114**
0945 - 1000	33	5	6	14	10	30	**98**
Per End	**682**	**47**	**39**	**50**	**77**	**424**	**1319**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	1	0	0	0	0	0	**1**
0715 - 0730	0	0	0	0	0	0	**0**
0730 - 0745	0	0	0	0	0	0	**0**
0745 - 0800	0	1	1	0	0	0	**2**
0800 - 0815	0	0	0	0	0	0	**0**
0815 - 0830	0	0	0	0	0	0	**0**
0830 - 0845	0	1	0	0	1	1	**3**
0845 - 0900	0	0	0	0	0	0	**0**
0900 - 0915	0	1	0	0	0	0	**1**
0915 - 0930	0	0	1	0	0	0	**1**
0930 - 0945	0	0	1	0	0	0	**1**
0945 - 1000	0	0	0	0	0	0	**0**
Per End	**1**	**3**	**3**	**0**	**1**	**1**	**9**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
0700 - 0715	43	1	2	0	1	20	**67**
0715 - 0730	53	1	0	2	2	22	**80**
0730 - 0745	53	1	0	1	1	23	**79**
0745 - 0800	84	5	1	0	1	55	**146**
0800 - 0815	67	5	2	3	6	25	**108**
0815 - 0830	78	1	1	4	6	44	**134**
0830 - 0845	76	2	6	3	12	53	**152**
0845 - 0900	64	5	5	4	5	53	**136**
0900 - 0915	46	9	5	4	11	41	**116**
0915 - 0930	35	4	9	7	9	33	**97**
0930 - 0945	51	11	5	8	14	26	**115**
0945 - 1000	33	5	6	14	10	30	**98**
Per End	**683**	**50**	**42**	**50**	**78**	**425**	**1328**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	232	7	2	3	5	120	**369**
0715 - 0815	257	11	2	6	10	125	**411**
0730 - 0830	282	11	3	8	14	147	**465**
0745 - 0845	305	11	9	10	24	176	**535**
0800 - 0900	285	12	14	14	28	174	**527**
0815 - 0915	264	15	17	15	33	190	**534**
0830 - 0930	221	18	24	18	36	179	**496**
0845 - 0945	196	28	22	23	39	153	**461**
0900 - 1000	165	28	23	33	44	130	**423**
PEAK HR	**264**	**15**	**17**	**15**	**33**	**190**	**534**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	1	1	1	0	0	0	**3**
0715 - 0815	0	1	1	0	0	0	**2**
0730 - 0830	0	1	1	0	0	0	**2**
0745 - 0845	0	2	1	0	1	1	**5**
0800 - 0900	0	1	0	0	1	1	**3**
0815 - 0915	0	2	0	0	1	1	**4**
0830 - 0930	0	2	1	0	1	1	**5**
0845 - 0945	0	1	2	0	0	0	**3**
0900 - 1000	0	1	2	0	0	0	**3**
PEAK HR	**0**	**2**	**0**	**0**	**1**	**1**	**4**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
0700 - 0800	233	8	3	3	5	120	**372**
0715 - 0815	257	12	3	6	10	125	**413**
0730 - 0830	282	12	4	8	14	147	**467**
0745 - 0845	305	13	10	10	25	177	**540**
0800 - 0900	285	13	14	14	29	175	**530**
0815 - 0915	264	17	17	15	34	191	**538**
0830 - 0930	221	20	25	18	37	180	**501**
0845 - 0945	196	29	24	23	39	153	**464**
0900 - 1000	165	29	25	33	44	130	**426**
PEAK HR	**264**	**17**	**17**	**15**	**34**	**191**	**538**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	WEST	SOUTH	EAST	
Time Per	*Mitchell St*	*Flower*	*Mitchell St*	TOT
1530 - 1545	3	2	0	**5**
1545 - 1600	1	2	1	**4**
1600 - 1615	0	2	0	**2**
1615 - 1630	2	1	0	**3**
1630 - 1645	5	1	1	**7**
1645 - 1700	2	2	0	**4**
1700 - 1715	2	2	0	**4**
1715 - 1730	0	2	1	**3**
1730 - 1745	0	0	0	**0**
1745 - 1800	0	1	0	**1**
1800 - 1815	0	0	0	**0**
1815 - 1830	0	0	0	**0**
Per End	**15**	**15**	**3**	**33**

PEDS	WEST	SOUTH	EAST	
Peak Per	*Mitchell St*	*Flower*	*Mitchell St*	TOT
1530 - 1630	6	7	1	**14**
1545 - 1645	8	6	2	**16**
1600 - 1700	9	6	1	**16**
1615 - 1715	11	6	1	**18**
1630 - 1730	9	7	2	**18**
1645 - 1745	4	6	1	**11**
1700 - 1800	2	5	1	**8**
1715 - 1815	0	3	1	**4**
1730 - 1830	0	1	0	**1**
PEAK HR	**8**	**6**	**2**	**16**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	45	9	10	13	12	53	**142**
1545 - 1600	33	10	15	12	10	70	**150**
1600 - 1615	37	8	5	10	11	59	**130**
1615 - 1630	43	12	14	11	9	56	**145**
1630 - 1645	53	8	16	7	8	53	**145**
1645 - 1700	42	4	9	8	12	58	**133**
1700 - 1715	50	7	9	11	4	61	**142**
1715 - 1730	56	3	7	5	6	56	**133**
1730 - 1745	49	5	13	6	5	61	**139**
1745 - 1800	45	2	7	4	2	65	**125**
1800 - 1815	39	0	0	1	0	62	**102**
1815 - 1830	59	3	1	0	49	54	**166**
Per End	**551**	**71**	**106**	**88**	**128**	**708**	**1652**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	0	0	0	0	0	0	**0**
1545 - 1600	0	0	0	0	0	0	**0**
1600 - 1615	0	0	0	0	0	0	**0**
1615 - 1630	0	0	0	0	0	1	**1**
1630 - 1645	0	0	0	0	0	0	**0**
1645 - 1700	0	0	0	0	0	0	**0**
1700 - 1715	0	0	0	0	0	0	**0**
1715 - 1730	0	0	0	0	0	0	**0**
1730 - 1745	0	0	0	0	0	0	**0**
1745 - 1800	0	0	0	0	0	0	**0**
1800 - 1815	0	0	0	0	0	0	**0**
1815 - 1830	0	0	0	0	0	0	**0**
Per End	**0**	**0**	**0**	**0**	**0**	**1**	**1**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1530 - 1545	45	9	10	13	12	53	**142**
1545 - 1600	33	10	15	12	10	70	**150**
1600 - 1615	37	8	5	10	11	59	**130**
1615 - 1630	43	12	14	11	9	57	**146**
1630 - 1645	53	8	16	7	8	53	**145**
1645 - 1700	42	4	9	8	12	58	**133**
1700 - 1715	50	7	9	11	4	61	**142**
1715 - 1730	56	3	7	5	6	56	**133**
1730 - 1745	49	5	13	6	5	61	**139**
1745 - 1800	45	2	7	4	2	65	**125**
1800 - 1815	39	0	0	1	0	62	**102**
1815 - 1830	59	3	1	0	49	54	**166**
Per End	**551**	**71**	**106**	**88**	**128**	**709**	**1653**

Lights	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	158	39	44	46	42	238	**567**
1545 - 1645	166	38	50	40	38	238	**570**
1600 - 1700	175	32	44	36	40	226	**553**
1615 - 1715	188	31	48	37	33	228	**565**
1630 - 1730	201	22	41	31	30	228	**553**
1645 - 1745	197	19	38	30	27	236	**547**
1700 - 1800	200	17	36	26	17	243	**539**
1715 - 1815	189	10	27	16	13	244	**499**
1730 - 1830	192	10	21	11	56	242	**532**
PEAK HR	**166**	**38**	**50**	**40**	**38**	**238**	**570**

Heavies	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	0	0	0	0	0	1	**1**
1545 - 1645	0	0	0	0	0	1	**1**
1600 - 1700	0	0	0	0	0	1	**1**
1615 - 1715	0	0	0	0	0	1	**1**
1630 - 1730	0	0	0	0	0	0	**0**
1645 - 1745	0	0	0	0	0	0	**0**
1700 - 1800	0	0	0	0	0	0	**0**
1715 - 1815	0	0	0	0	0	0	**0**
1730 - 1830	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**1**	**1**

Combined	WEST		SOUTH		EAST		
	Mitchell St		*Flower Power*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1530 - 1630	158	39	44	46	42	239	**568**
1545 - 1645	166	38	50	40	38	239	**571**
1600 - 1700	175	32	44	36	40	227	**554**
1615 - 1715	188	31	48	37	33	229	**566**
1630 - 1730	201	22	41	31	30	228	**553**
1645 - 1745	197	19	38	30	27	236	**547**
1700 - 1800	200	17	36	26	17	243	**539**
1715 - 1815	189	10	27	16	13	244	**499**
1730 - 1830	192	10	21	11	56	242	**532**
PEAK HR	**166**	**38**	**50**	**40**	**38**	**239**	**571**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

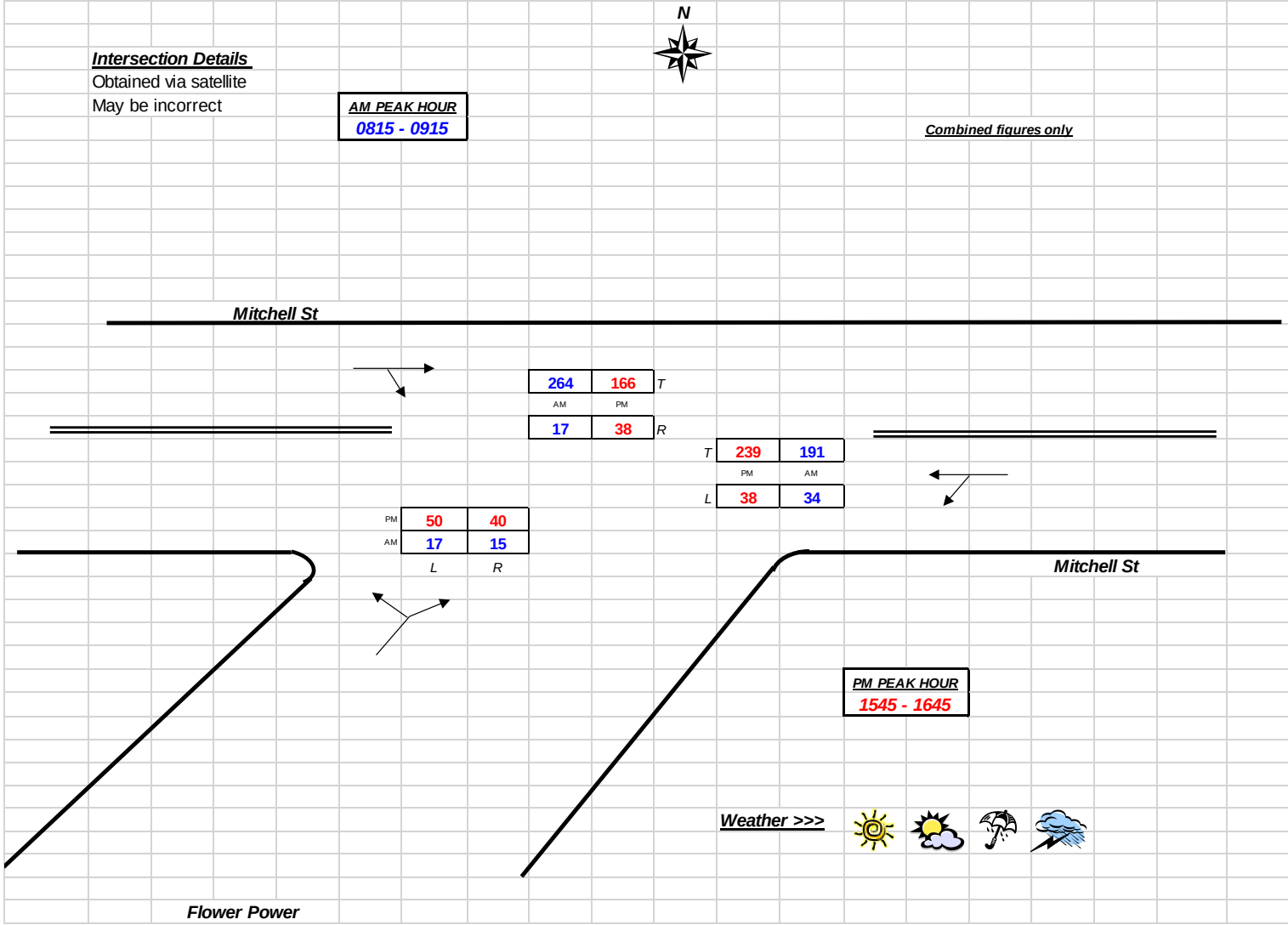
Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR
0815 - 0915

Combined figures only



PM PEAK HOUR
1545 - 1645

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

Lights

	WEST		SOUTH		EAST		
	Michell St		*Flower*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	69	19	10	16	16	52	**182**
1015 - 1030	62	11	16	13	24	53	**179**
1030 - 1045	41	16	20	10	29	39	**155**
1045 - 1100	62	20	19	15	28	43	**187**
1100 - 1115	46	18	18	20	19	38	**159**
1115 - 1130	64	18	13	17	20	44	**176**
1130 - 1145	43	21	24	9	24	46	**167**
1145 - 1200	35	13	21	17	15	58	**159**
1200 - 1215	60	14	19	14	27	63	**197**
1215 - 1230	43	28	19	16	17	52	**175**
1230 - 1245	49	15	19	12	34	54	**183**
1245 - 1300	51	13	26	18	14	49	**171**
1300 - 1315	33	15	14	10	18	49	**139**
1315 - 1330	38	16	14	22	22	40	**152**
1330 - 1345	38	15	23	17	20	50	**163**
1345 - 1400	54	12	14	20	21	45	**166**
1400 - 1415	35	17	16	17	20	38	**143**
1415 - 1430	58	19	17	22	23	55	**194**
1430 - 1445	40	19	20	20	23	63	**185**
1445 - 1500	45	11	15	23	28	48	**170**
Per End	**966**	**330**	**357**	**328**	**442**	**979**	**3402**

Heavies

	WEST		SOUTH		EAST		
	Michell St		*Flower*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	0	0	0	0	0	0	**0**
1015 - 1030	0	0	0	0	0	0	**0**
1030 - 1045	0	0	0	0	0	0	**0**
1045 - 1100	0	0	0	0	0	0	**0**
1100 - 1115	0	0	0	0	0	0	**0**
1115 - 1130	0	0	0	0	0	0	**0**
1130 - 1145	0	0	0	0	0	0	**0**
1145 - 1200	0	0	0	0	0	0	**0**
1200 - 1215	0	0	0	0	0	0	**0**
1215 - 1230	0	0	0	0	0	0	**0**
1230 - 1245	0	0	0	0	0	0	**0**
1245 - 1300	0	0	0	0	0	0	**0**
1300 - 1315	0	0	0	0	0	0	**0**
1315 - 1330	0	0	0	0	0	0	**0**
1330 - 1345	0	0	0	0	0	0	**0**
1345 - 1400	0	0	0	0	0	0	**0**
1400 - 1415	0	0	0	0	0	0	**0**
1415 - 1430	0	0	0	0	0	0	**0**
1430 - 1445	0	0	0	0	0	0	**0**
1445 - 1500	0	0	0	0	0	0	**0**
Per End	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined

	WEST		SOUTH		EAST		
	Michell St		*Flower*		*Mitchell St*		
Time Per	T	R	L	R	L	T	TOT
1000 - 1015	69	19	10	16	16	52	**182**
1015 - 1030	62	11	16	13	24	53	**179**
1030 - 1045	41	16	20	10	29	39	**155**
1045 - 1100	62	20	19	15	28	43	**187**
1100 - 1115	46	18	18	20	19	38	**159**
1115 - 1130	64	18	13	17	20	44	**176**
1130 - 1145	43	21	24	9	24	46	**167**
1145 - 1200	35	13	21	17	15	58	**159**
1200 - 1215	60	14	19	14	27	63	**197**
1215 - 1230	43	28	19	16	17	52	**175**
1230 - 1245	49	15	19	12	34	54	**183**
1245 - 1300	51	13	26	18	14	49	**171**
1300 - 1315	33	15	14	10	18	49	**139**
1315 - 1330	38	16	14	22	22	40	**152**
1330 - 1345	38	15	23	17	20	50	**163**
1345 - 1400	54	12	14	20	21	45	**166**
1400 - 1415	35	17	16	17	20	38	**143**
1415 - 1430	58	19	17	22	23	55	**194**
1430 - 1445	40	19	20	20	23	63	**185**
1445 - 1500	45	11	15	23	28	48	**170**
Per End	**966**	**330**	**357**	**328**	**442**	**979**	**3402**

Lights

	WEST		SOUTH		EAST		
	Michell St		*Flower*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	234	66	65	54	97	187	**703**
1015 - 1115	211	65	73	58	100	173	**680**
1030 - 1130	213	72	70	62	96	164	**677**
1045 - 1145	215	77	74	61	91	171	**689**
1100 - 1200	188	70	76	63	78	186	**661**
1115 - 1215	202	66	77	57	86	211	**699**
1130 - 1230	181	76	83	56	83	219	**698**
1145 - 1245	187	70	78	59	93	227	**714**
1200 - 1300	203	70	83	60	92	218	**726**
1215 - 1315	176	71	78	56	83	204	**668**
1230 - 1330	171	59	73	62	88	192	**645**
1245 - 1345	160	59	77	67	74	188	**625**
1300 - 1400	163	58	65	69	81	184	**620**
1315 - 1415	165	60	67	76	83	173	**624**
1330 - 1430	185	63	70	76	84	188	**666**
1345 - 1445	187	67	67	79	87	201	**688**
1400 - 1500	178	66	68	82	94	204	**692**
PEAK HR	**203**	**70**	**83**	**60**	**92**	**218**	**726**

Heavies

	WEST		SOUTH		EAST		
	Michell St		*Flower*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	0	0	0	0	0	0	**0**
1015 - 1115	0	0	0	0	0	0	**0**
1030 - 1130	0	0	0	0	0	0	**0**
1045 - 1145	0	0	0	0	0	0	**0**
1100 - 1200	0	0	0	0	0	0	**0**
1115 - 1215	0	0	0	0	0	0	**0**
1130 - 1230	0	0	0	0	0	0	**0**
1145 - 1245	0	0	0	0	0	0	**0**
1200 - 1300	0	0	0	0	0	0	**0**
1215 - 1315	0	0	0	0	0	0	**0**
1230 - 1330	0	0	0	0	0	0	**0**
1245 - 1345	0	0	0	0	0	0	**0**
1300 - 1400	0	0	0	0	0	0	**0**
1315 - 1415	0	0	0	0	0	0	**0**
1330 - 1430	0	0	0	0	0	0	**0**
1345 - 1445	0	0	0	0	0	0	**0**
1400 - 1500	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined

	WEST		SOUTH		EAST		
	Michell St		*Flower*		*Mitchell St*		
Peak Per	T	R	L	R	L	T	TOT
1000 - 1100	234	66	65	54	97	187	**703**
1015 - 1115	211	65	73	58	100	173	**680**
1030 - 1130	213	72	70	62	96	164	**677**
1045 - 1145	215	77	74	61	91	171	**689**
1100 - 1200	188	70	76	63	78	186	**661**
1115 - 1215	202	66	77	57	86	211	**699**
1130 - 1230	181	76	83	56	83	219	**698**
1145 - 1245	187	70	78	59	93	227	**714**
1200 - 1300	203	70	83	60	92	218	**726**
1215 - 1315	176	71	78	56	83	204	**668**
1230 - 1330	171	59	73	62	88	192	**645**
1245 - 1345	160	59	77	67	74	188	**625**
1300 - 1400	163	58	65	69	81	184	**620**
1315 - 1415	165	60	67	76	83	173	**624**
1330 - 1430	185	63	70	76	84	188	**666**
1345 - 1445	187	67	67	79	87	201	**688**
1400 - 1500	178	66	68	82	94	204	**692**
PEAK HR	**203**	**70**	**83**	**60**	**92**	**218**	**726**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

Peds	WEST	SOUTH	EAST	
	Michell St	*Flower*	*Mitchell St*	
Time Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1015	10	0	1	**11**
1015 - 1030	6	5	1	**12**
1030 - 1045	4	3	4	**11**
1045 - 1100	4	0	0	**4**
1100 - 1115	4	2	2	**8**
1115 - 1130	7	3	2	**12**
1130 - 1145	7	0	0	**7**
1145 - 1200	4	0	3	**7**
1200 - 1215	6	7	6	**19**
1215 - 1230	1	4	0	**5**
1230 - 1245	5	2	0	**7**
1245 - 1300	4	0	0	**4**
1300 - 1315	1	1	3	**5**
1315 - 1330	1	5	0	**6**
1330 - 1345	2	1	1	**4**
1345 - 1400	1	1	2	**4**
1400 - 1415	0	4	2	**6**
1415 - 1430	4	0	0	**4**
1430 - 1445	0	1	1	**2**
1445 - 1500	1	0	0	**1**
Period End	**72**	**39**	**28**	**139**

Peds	WEST	SOUTH	EAST	
	Michell St	*Flower*	*Mitchell St*	
Peak Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1100	24	8	6	**38**
1015 - 1115	18	10	7	**35**
1030 - 1130	42	21	17	**80**
1045 - 1145	42	18	13	**73**
1100 - 1200	39	19	16	**74**
1115 - 1215	36	22	14	**72**
1130 - 1230	31	20	13	**64**
1145 - 1245	25	21	15	**61**
1200 - 1300	21	21	12	**54**
1215 - 1315	15	18	8	**41**
1230 - 1330	11	8	3	**22**
1245 - 1345	8	7	4	**19**
1300 - 1400	5	8	6	**19**
1315 - 1415	4	7	3	**14**
1330 - 1430	3	6	5	**14**
1345 - 1445	5	5	4	**14**
1400 - 1500	5	5	3	**13**
PEAK HOUR	21	21	12	**54**

R.O.A.R. DATA

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Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	WEST	NORTH	EAST	
Time Per	*Tangarra St E*	*Flower Power*	*Tangarra St E*	TOT
0700 - 0715	0	0	0	**0**
0715 - 0730	0	0	0	**0**
0730 - 0745	0	0	0	**0**
0745 - 0800	0	0	0	**0**
0800 - 0815	0	0	0	**0**
0815 - 0830	2	0	1	**3**
0830 - 0845	0	1	1	**2**
0845 - 0900	0	0	0	**0**
0900 - 0915	0	0	0	**0**
0915 - 0930	0	0	0	**0**
0930 - 0945	0	0	1	**1**
0945 - 1000	1	0	0	**1**
Per End	**3**	**1**	**3**	7

PEDS	WEST	NORTH	EAST	
Peak Per	*Tangarra St E*	*Flower Power*	*Tangarra St E*	TOT
0700 - 0800	0	0	0	**0**
0715 - 0815	0	0	0	**0**
0730 - 0830	2	0	1	**3**
0745 - 0845	2	1	2	**5**
0800 - 0900	2	1	2	**5**
0815 - 0915	2	1	2	**5**
0830 - 0930	0	1	1	**2**
0845 - 0945	0	0	1	**1**
0900 - 1000	1	0	1	**2**
PEAK HR	**2**	**1**	**2**	**5**

Lights	WEST		NORTH		EAST		
	Tangarra St E		*Flower Power*		*Tangarra St E*		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	4	0	0	0	0	4	**8**
0715 - 0730	4	0	0	0	0	4	**8**
0730 - 0745	10	0	0	0	1	4	**15**
0745 - 0800	13	1	0	0	0	9	**23**
0800 - 0815	20	0	0	2	1	5	**28**
0815 - 0830	18	0	0	2	0	11	**31**
0830 - 0845	10	0	0	2	2	11	**25**
0845 - 0900	11	0	2	0	0	11	**24**
0900 - 0915	10	0	0	0	0	9	**19**
0915 - 0930	8	1	0	1	0	2	**12**
0930 - 0945	7	0	0	1	0	4	**12**
0945 - 1000	9	0	1	0	0	7	**17**
Per End	**124**	**2**	**3**	**8**	**4**	**81**	**222**

Heavies	WEST		NORTH		EAST		
	Tangarra St E		*Flower Power*		*Tangarra St E*		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	0	0	0	0	0	0	**0**
0715 - 0730	0	0	0	0	0	0	**0**
0730 - 0745	0	0	0	0	0	0	**0**
0745 - 0800	0	0	0	0	0	0	**0**
0800 - 0815	0	0	0	0	0	0	**0**
0815 - 0830	0	0	0	0	0	0	**0**
0830 - 0845	0	0	0	0	0	0	**0**
0845 - 0900	0	0	0	0	0	0	**0**
0900 - 0915	0	0	0	0	0	0	**0**
0915 - 0930	0	0	0	0	0	0	**0**
0930 - 0945	0	0	0	0	0	0	**0**
0945 - 1000	0	0	0	0	0	0	**0**
Per End	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined	WEST		NORTH		EAST		
	Tangarra St E		*Flower Power*		*Tangarra St E*		
Time Per	T	L	R	L	R	T	TOT
0700 - 0715	4	0	0	0	0	4	**8**
0715 - 0730	4	0	0	0	0	4	**8**
0730 - 0745	10	0	0	0	1	4	**15**
0745 - 0800	13	1	0	0	0	9	**23**
0800 - 0815	20	0	0	2	1	5	**28**
0815 - 0830	18	0	0	2	0	11	**31**
0830 - 0845	10	0	0	2	2	11	**25**
0845 - 0900	11	0	2	0	0	11	**24**
0900 - 0915	10	0	0	0	0	9	**19**
0915 - 0930	8	1	0	1	0	2	**12**
0930 - 0945	7	0	0	1	0	4	**12**
0945 - 1000	9	0	1	0	0	7	**17**
Per End	**124**	**2**	**3**	**8**	**4**	**81**	**222**

Lights	WEST		NORTH		EAST		
	Tangarra St E		*Flower Power*		*Tangarra St E*		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	31	1	0	0	1	21	**54**
0715 - 0815	47	1	0	2	2	22	**74**
0730 - 0830	61	1	0	4	2	29	**97**
0745 - 0845	61	1	0	6	3	36	**107**
0800 - 0900	59	0	2	6	3	38	**108**
0815 - 0915	49	0	2	4	2	42	**99**
0830 - 0930	39	1	2	3	2	33	**80**
0845 - 0945	36	1	2	2	0	26	**67**
0900 - 1000	34	1	1	2	0	22	**60**
PEAK HR	**59**	**0**	**2**	**6**	**3**	**38**	**108**

Heavies	WEST		NORTH		EAST		
	Tangarra St E		*Flower Power*		*Tangarra St E*		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	0	0	0	0	0	0	**0**
0715 - 0815	0	0	0	0	0	0	**0**
0730 - 0830	0	0	0	0	0	0	**0**
0745 - 0845	0	0	0	0	0	0	**0**
0800 - 0900	0	0	0	0	0	0	**0**
0815 - 0915	0	0	0	0	0	0	**0**
0830 - 0930	0	0	0	0	0	0	**0**
0845 - 0945	0	0	0	0	0	0	**0**
0900 - 1000	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined	WEST		NORTH		EAST		
	Tangarra St E		*Flower Power*		*Tangarra St E*		
Peak Per	T	L	R	L	R	T	TOT
0700 - 0800	31	1	0	0	1	21	**54**
0715 - 0815	47	1	0	2	2	22	**74**
0730 - 0830	61	1	0	4	2	29	**97**
0745 - 0845	61	1	0	6	3	36	**107**
0800 - 0900	59	0	2	6	3	38	**108**
0815 - 0915	49	0	2	4	2	42	**99**
0830 - 0930	39	1	2	3	2	33	**80**
0845 - 0945	36	1	2	2	0	26	**67**
0900 - 1000	34	1	1	2	0	22	**60**
PEAK HR	**59**	**0**	**2**	**6**	**3**	**38**	**108**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849.
Mobile.0418239019

Client : Varga Traffic Planning
Job No/Name : 6182 CROYDON PARK Flower Power
Day/Date : Friday 12th August 2016

PEDS	WEST	NORTH	EAST	
Time Per	*Tangarra St*	*Flower*	*Tangarra St*	TOT
1530 - 1545	0	1	0	**1**
1545 - 1600	1	1	0	**2**
1600 - 1615	1	0	0	**1**
1615 - 1630	3	3	0	**6**
1630 - 1645	0	1	0	**1**
1645 - 1700	0	1	0	**1**
1700 - 1715	0	0	0	**0**
1715 - 1730	1	0	0	**1**
1730 - 1745	0	0	0	**0**
1745 - 1800	0	0	0	**0**
1800 - 1815	0	0	0	**0**
1815 - 1830	0	0	0	**0**
Per End	**6**	**7**	**0**	**13**

PEDS	WEST	NORTH	EAST	
Peak Per	*Tangarra St*	*Flower*	*Tangarra St*	TOT
1530 - 1630	5	5	0	**10**
1545 - 1645	5	5	0	**10**
1600 - 1700	4	5	0	**9**
1615 - 1715	3	5	0	**8**
1630 - 1730	1	2	0	**3**
1645 - 1745	1	1	0	**2**
1700 - 1800	1	0	0	**1**
1715 - 1815	1	0	0	**1**
1730 - 1830	0	0	0	**0**
PEAK HR	**1**	**1**	**0**	**2**

Lights	WEST *Tangarra St*		NORTH *Flower Power*		EAST *Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	8	0	0	0	0	12	**20**
1545 - 1600	13	0	1	2	0	18	**34**
1600 - 1615	8	0	0	1	0	14	**23**
1615 - 1630	7	0	0	0	0	12	**19**
1630 - 1645	8	0	0	0	0	9	**17**
1645 - 1700	8	0	1	1	0	5	**15**
1700 - 1715	10	0	0	1	0	16	**27**
1715 - 1730	14	0	0	0	0	16	**30**
1730 - 1745	14	0	0	0	0	11	**25**
1745 - 1800	6	0	0	0	0	5	**11**
1800 - 1815	11	0	0	0	0	15	**26**
1815 - 1830	10	0	0	0	0	7	**17**
Per End	**117**	**0**	**2**	**5**	**0**	**140**	**264**

Heavies	WEST *Tangarra St*		NORTH *Flower Power*		EAST *Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	0	0	0	0	0	0	**0**
1545 - 1600	0	0	0	0	0	0	**0**
1600 - 1615	0	0	0	0	0	0	**0**
1615 - 1630	0	0	0	0	0	0	**0**
1630 - 1645	0	0	0	0	0	0	**0**
1645 - 1700	0	0	0	0	0	0	**0**
1700 - 1715	0	0	0	0	0	0	**0**
1715 - 1730	0	0	0	0	0	0	**0**
1730 - 1745	0	0	0	0	0	0	**0**
1745 - 1800	0	0	0	0	0	0	**0**
1800 - 1815	0	0	0	0	0	0	**0**
1815 - 1830	0	0	0	0	0	0	**0**
Per End	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined	WEST *Tangarra St*		NORTH *Flower Power*		EAST *Tangarra St*		
Time Per	T	L	R	L	R	T	TOT
1530 - 1545	8	0	0	0	0	12	**20**
1545 - 1600	13	0	1	2	0	18	**34**
1600 - 1615	8	0	0	1	0	14	**23**
1615 - 1630	7	0	0	0	0	12	**19**
1630 - 1645	8	0	0	0	0	9	**17**
1645 - 1700	8	0	1	1	0	5	**15**
1700 - 1715	10	0	0	1	0	16	**27**
1715 - 1730	14	0	0	0	0	16	**30**
1730 - 1745	14	0	0	0	0	11	**25**
1745 - 1800	6	0	0	0	0	5	**11**
1800 - 1815	11	0	0	0	0	15	**26**
1815 - 1830	10	0	0	0	0	7	**17**
Per End	**117**	**0**	**2**	**5**	**0**	**140**	**264**

Lights	WEST *Tangarra St*		NORTH *Flower Power*		EAST *Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	36	0	1	3	0	56	**96**
1545 - 1645	36	0	1	3	0	53	**93**
1600 - 1700	31	0	1	2	0	40	**74**
1615 - 1715	33	0	1	2	0	42	**78**
1630 - 1730	40	0	1	2	0	46	**89**
1645 - 1745	46	0	1	2	0	48	**97**
1700 - 1800	44	0	0	1	0	48	**93**
1715 - 1815	45	0	0	0	0	47	**92**
1730 - 1830	41	0	0	0	0	38	**79**
PEAK HR	**46**	**0**	**1**	**2**	**0**	**48**	**97**

Heavies	WEST *Tangarra St*		NORTH *Flower Power*		EAST *Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	0	0	0	0	0	0	**0**
1545 - 1645	0	0	0	0	0	0	**0**
1600 - 1700	0	0	0	0	0	0	**0**
1615 - 1715	0	0	0	0	0	0	**0**
1630 - 1730	0	0	0	0	0	0	**0**
1645 - 1745	0	0	0	0	0	0	**0**
1700 - 1800	0	0	0	0	0	0	**0**
1715 - 1815	0	0	0	0	0	0	**0**
1730 - 1830	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined	WEST *Tangarra St*		NORTH *Flower Power*		EAST *Tangarra St*		
Peak Per	T	L	R	L	R	T	TOT
1530 - 1630	36	0	1	3	0	56	**96**
1545 - 1645	36	0	1	3	0	53	**93**
1600 - 1700	31	0	1	2	0	40	**74**
1615 - 1715	33	0	1	2	0	42	**78**
1630 - 1730	40	0	1	2	0	46	**89**
1645 - 1745	46	0	1	2	0	48	**97**
1700 - 1800	44	0	0	1	0	48	**93**
1715 - 1815	45	0	0	0	0	47	**92**
1730 - 1830	41	0	0	0	0	38	**79**
PEAK HR	**46**	**0**	**1**	**2**	**0**	**48**	**97**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Friday 12th August 2016

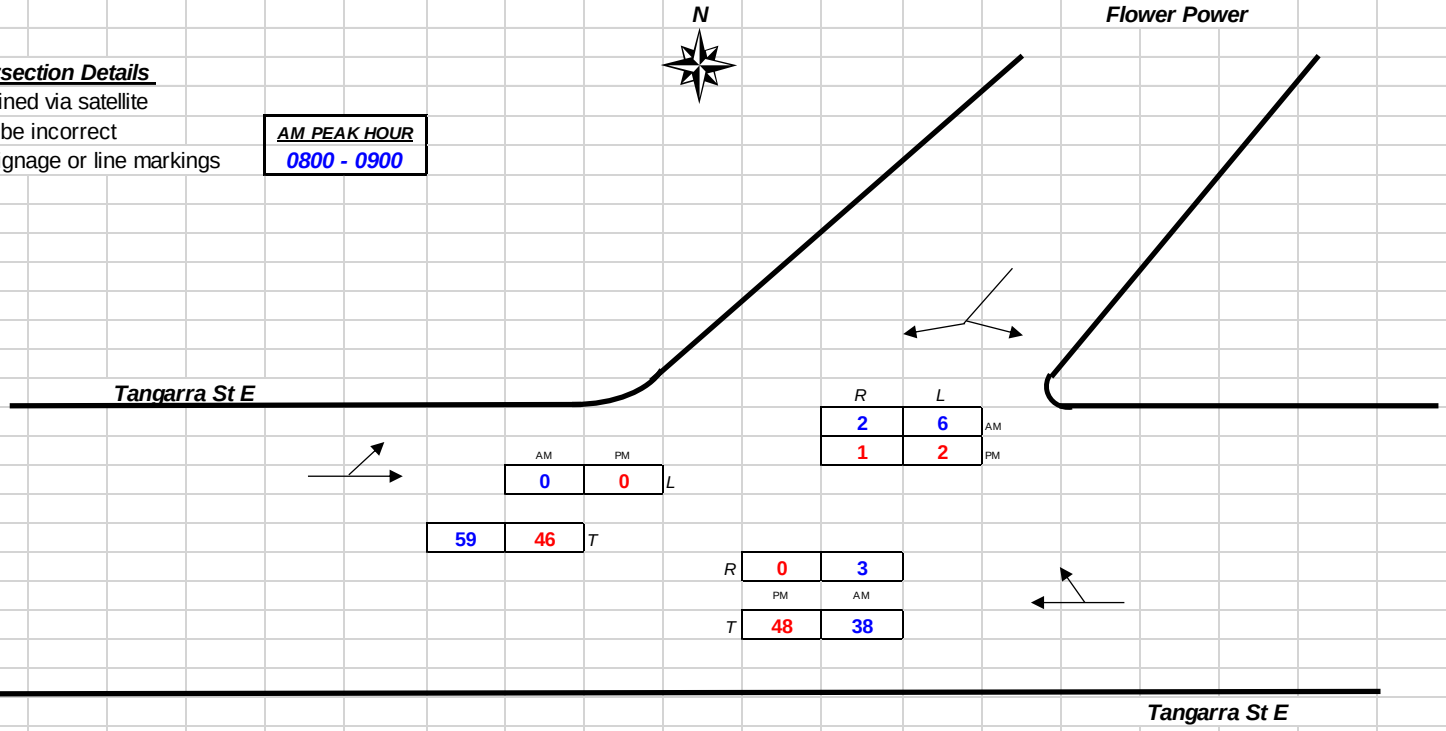
Intersection Details

Obtained via satellite

May be incorrect

No signage or line markings

AM PEAK HOUR
0800 - 0900



Combined figures only

PM PEAK HOUR
1645 - 1745

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client	: Varga Traffic Planning
Job No/Name	: 6182 CROYDON PARK Flower Power
Day/Date	: Saturday 13th August 2016

Lights

	WEST		NORTH		EAST		
	Tangarra Rd		*Flower*		*Tangarra Rd*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	16	0	1	1	0	6	**24**
1015 - 1030	8	0	0	1	2	6	**17**
1030 - 1045	6	0	1	2	1	9	**19**
1045 - 1100	9	0	1	2	0	5	**17**
1100 - 1115	8	0	1	3	0	8	**20**
1115 - 1130	12	0	0	1	0	14	**27**
1130 - 1145	14	0	0	2	0	10	**26**
1145 - 1200	10	0	1	1	2	12	**26**
1200 - 1215	11	0	1	2	0	15	**29**
1215 - 1230	12	0	3	1	0	10	**26**
1230 - 1245	7	2	1	1	0	9	**20**
1245 - 1300	9	0	0	1	0	13	**23**
1300 - 1315	11	1	0	0	0	9	**21**
1315 - 1330	4	0	0	2	0	7	**13**
1330 - 1345	9	1	1	1	1	14	**27**
1345 - 1400	12	0	0	3	0	6	**21**
1400 - 1415	9	0	1	1	0	8	**19**
1415 - 1430	7	0	1	1	1	13	**23**
1430 - 1445	9	0	1	0	0	12	**22**
1445 - 1500	5	0	0	2	0	8	**15**
Per End	**188**	**4**	**14**	**28**	**7**	**194**	**435**

Heavies

	WEST		NORTH		EAST		
	Tangarra Rd		*Flower*		*Tangarra Rd*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	0	0	0	1	0	0	**1**
1015 - 1030	0	0	0	0	0	0	**0**
1030 - 1045	0	0	0	0	0	0	**0**
1045 - 1100	0	0	0	0	0	0	**0**
1100 - 1115	0	0	0	0	0	0	**0**
1115 - 1130	0	0	0	0	0	0	**0**
1130 - 1145	0	0	0	0	0	0	**0**
1145 - 1200	0	0	0	0	0	0	**0**
1200 - 1215	0	0	0	0	0	0	**0**
1215 - 1230	0	0	0	0	0	0	**0**
1230 - 1245	0	0	0	0	0	0	**0**
1245 - 1300	0	0	0	0	0	0	**0**
1300 - 1315	0	0	0	0	0	0	**0**
1315 - 1330	0	0	0	0	0	0	**0**
1330 - 1345	0	0	0	0	0	0	**0**
1345 - 1400	0	0	0	0	0	0	**0**
1400 - 1415	0	0	0	0	0	0	**0**
1415 - 1430	0	0	0	0	0	0	**0**
1430 - 1445	0	0	0	0	0	0	**0**
1445 - 1500	0	0	0	0	0	0	**0**
Per End	**0**	**0**	**0**	**1**	**0**	**0**	**1**

Combined

	WEST		NORTH		EAST		
	Tangarra Rd		*Flower*		*Tangarra Rd*		
Time Per	T	L	R	L	R	T	TOT
1000 - 1015	16	0	1	2	0	6	**25**
1015 - 1030	8	0	0	1	2	6	**17**
1030 - 1045	6	0	1	2	1	9	**19**
1045 - 1100	9	0	1	2	0	5	**17**
1100 - 1115	8	0	1	3	0	8	**20**
1115 - 1130	12	0	0	1	0	14	**27**
1130 - 1145	14	0	0	2	0	10	**26**
1145 - 1200	10	0	1	1	2	12	**26**
1200 - 1215	11	0	1	2	0	15	**29**
1215 - 1230	12	0	3	1	0	10	**26**
1230 - 1245	7	2	1	1	0	9	**20**
1245 - 1300	9	0	0	1	0	13	**23**
1300 - 1315	11	1	0	0	0	9	**21**
1315 - 1330	4	0	0	2	0	7	**13**
1330 - 1345	9	1	1	1	1	14	**27**
1345 - 1400	12	0	0	3	0	6	**21**
1400 - 1415	9	0	1	1	0	8	**19**
1415 - 1430	7	0	1	1	1	13	**23**
1430 - 1445	9	0	1	0	0	12	**22**
1445 - 1500	5	0	0	2	0	8	**15**
Per End	**188**	**4**	**14**	**29**	**7**	**194**	**436**

Lights

	WEST		NORTH		EAST		
	Tangarra Rd		*Flower*		*Tangarra Rd*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	39	0	3	6	3	26	**77**
1015 - 1115	31	0	3	8	3	28	**73**
1030 - 1130	35	0	3	8	1	36	**83**
1045 - 1145	43	0	2	8	0	37	**90**
1100 - 1200	44	0	2	7	2	44	**99**
1115 - 1215	47	0	2	6	2	51	**108**
1130 - 1230	47	0	5	6	2	47	**107**
1145 - 1245	40	2	6	5	2	46	**101**
1200 - 1300	39	2	5	5	0	47	**98**
1215 - 1315	39	3	4	3	0	41	**90**
1230 - 1330	31	3	1	4	0	38	**77**
1245 - 1345	33	2	1	4	1	43	**84**
1300 - 1400	36	2	1	6	1	36	**82**
1315 - 1415	34	1	2	7	1	35	**80**
1330 - 1430	37	1	3	6	2	41	**90**
1345 - 1445	37	0	3	5	1	39	**85**
1400 - 1500	30	0	3	4	1	41	**79**
PEAK HR	**47**	**0**	**2**	**6**	**2**	**51**	**108**

Heavies

	WEST		NORTH		EAST		
	Tangarra Rd		*Flower*		*Tangarra Rd*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	0	0	0	1	0	0	**1**
1015 - 1115	0	0	0	0	0	0	**0**
1030 - 1130	0	0	0	0	0	0	**0**
1045 - 1145	0	0	0	0	0	0	**0**
1100 - 1200	0	0	0	0	0	0	**0**
1115 - 1215	0	0	0	0	0	0	**0**
1130 - 1230	0	0	0	0	0	0	**0**
1145 - 1245	0	0	0	0	0	0	**0**
1200 - 1300	0	0	0	0	0	0	**0**
1215 - 1315	0	0	0	0	0	0	**0**
1230 - 1330	0	0	0	0	0	0	**0**
1245 - 1345	0	0	0	0	0	0	**0**
1300 - 1400	0	0	0	0	0	0	**0**
1315 - 1415	0	0	0	0	0	0	**0**
1330 - 1430	0	0	0	0	0	0	**0**
1345 - 1445	0	0	0	0	0	0	**0**
1400 - 1500	0	0	0	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Combined

	WEST		NORTH		EAST		
	Tangarra Rd		*Flower*		*Tangarra Rd*		
Peak Per	T	L	R	L	R	T	TOT
1000 - 1100	39	0	3	7	3	26	**78**
1015 - 1115	31	0	3	8	3	28	**73**
1030 - 1130	35	0	3	8	1	36	**83**
1045 - 1145	43	0	2	8	0	37	**90**
1100 - 1200	44	0	2	7	2	44	**99**
1115 - 1215	47	0	2	6	2	51	**108**
1130 - 1230	47	0	5	6	2	47	**107**
1145 - 1245	40	2	6	5	2	46	**101**
1200 - 1300	39	2	5	5	0	47	**98**
1215 - 1315	39	3	4	3	0	41	**90**
1230 - 1330	31	3	1	4	0	38	**77**
1245 - 1345	33	2	1	4	1	43	**84**
1300 - 1400	36	2	1	6	1	36	**82**
1315 - 1415	34	1	2	7	1	35	**80**
1330 - 1430	37	1	3	6	2	41	**90**
1345 - 1445	37	0	3	5	1	39	**85**
1400 - 1500	30	0	3	4	1	41	**79**
PEAK HR	**47**	**0**	**2**	**6**	**2**	**51**	**108**

R.O.A.R. DATA

Reliable, Original & Authentic Results

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

Client : Varga Traffic Planning

Job No/Name : 6182 CROYDON PARK Flower Power

Day/Date : Saturday 13th August 2016

Peds	WEST	NORTH	EAST	
	Tangarra Rd	*Flower*	*Tangarra Rd*	
Time Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1015	1	0	0	**1**
1015 - 1030	0	0	2	**2**
1030 - 1045	1	0	1	**2**
1045 - 1100	0	0	0	**0**
1100 - 1115	3	0	0	**3**
1115 - 1130	2	0	1	**3**
1130 - 1145	1	0	1	**2**
1145 - 1200	1	4	1	**6**
1200 - 1215	0	1	0	**1**
1215 - 1230	0	2	2	**4**
1230 - 1245	2	0	0	**2**
1245 - 1300	1	0	3	**4**
1300 - 1315	2	1	2	**5**
1315 - 1330	0	0	1	**1**
1330 - 1345	0	1	0	**1**
1345 - 1400	2	0	0	**2**
1400 - 1415	0	1	0	**1**
1415 - 1430	0	0	1	**1**
1430 - 1445	0	1	2	**3**
1445 - 1500	0	0	0	**0**
Period End	**16**	**11**	**17**	**44**

Peds	WEST	NORTH	EAST	
	Tangarra Rd	*Flower*	*Tangarra Rd*	
Peak Period	UnClassified	UnClassified	UnClassified	TOT
1000 - 1100	2	0	3	**5**
1015 - 1115	4	0	3	**7**
1030 - 1130	10	7	6	**23**
1045 - 1145	10	7	8	**25**
1100 - 1200	12	8	10	**30**
1115 - 1215	9	8	11	**28**
1130 - 1230	7	9	10	**26**
1145 - 1245	8	9	9	**26**
1200 - 1300	7	5	8	**20**
1215 - 1315	7	5	8	**20**
1230 - 1330	5	1	6	**12**
1245 - 1345	3	2	6	**11**
1300 - 1400	4	2	3	**9**
1315 - 1415	2	1	1	**4**
1330 - 1430	2	2	0	**4**
1345 - 1445	2	1	1	**4**
1400 - 1500	0	2	3	**5**
PEAK HOUR	9	8	11	**28**

APPENDIX C

SIDRA MOVEMENT SUMMARIES

MOVEMENT SUMMARY

Site: Existing AM

Coronation Pade & Mitchell St, Croydon Park
Giveway / Yield (Two-Way)

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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coronation Pde (S)											
2	T1	1061	2.1	0.301	0.3	LOS A	0.7	5.0	0.06	0.02	59.2
3	R2	40	0.0	0.301	9.6	LOS A	0.7	5.0	0.14	0.05	56.5
Approach		1101	2.0	0.301	0.7	NA	0.7	5.0	0.07	0.02	59.1
East: Mitchell St (E)											
4	L2	28	3.6	0.583	22.0	LOS B	2.6	18.3	0.80	0.99	31.4
6	R2	59	1.7	0.583	59.3	LOS E	2.6	18.3	0.80	0.99	31.4
Approach		87	2.3	0.583	47.3	LOS D	2.6	18.3	0.80	0.99	31.4
North: Coronation Pde (N)											
7	L2	99	2.0	0.166	5.6	LOS A	0.0	0.0	0.00	0.19	56.6
8	T1	529	3.8	0.166	0.0	LOS A	0.0	0.0	0.00	0.08	59.3
Approach		628	3.5	0.166	0.9	NA	0.0	0.0	0.00	0.09	58.8
All Vehicles		1816	2.5	0.583	3.0	NA	2.6	18.3	0.08	0.09	56.6

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing PM

Coronation Pade & Mitchell St, Croydon Park
Giveway / Yield (Two-Way)

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: Coronation Pde (S)											
2	T1	758	1.5	0.218	0.6	LOS A	0.6	4.2	0.08	0.02	58.9
3	R2	21	0.0	0.218	13.8	LOS A	0.6	4.2	0.18	0.04	55.9
Approach		779	1.4	0.218	1.0	NA	0.6	4.2	0.08	0.02	58.9
East: Mitchell St (E)											
4	L2	44	0.0	0.688	30.7	LOS C	3.4	24.0	0.87	1.19	29.7
6	R2	62	0.0	0.688	71.0	LOS F	3.4	24.0	0.87	1.19	29.6
Approach		106	0.0	0.688	54.3	LOS D	3.4	24.0	0.87	1.19	29.6
North: Coronation Pde (N)											
7	L2	103	0.0	0.271	5.6	LOS A	0.0	0.0	0.00	0.12	57.3
8	T1	939	1.7	0.271	0.0	LOS A	0.0	0.0	0.00	0.05	59.5
Approach		1042	1.5	0.271	0.6	NA	0.0	0.0	0.00	0.06	59.2
All Vehicles		1927	1.4	0.688	3.7	NA	3.4	24.0	0.08	0.10	56.0

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing SAT

Coronation Pade & Mitchell St, Croydon Park
Giveway / Yield (Two-Way)

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: Coronation Pde (S)											
2	T1	827	1.2	0.234	0.4	LOS A	0.5	3.5	0.06	0.02	59.2
3	R2	28	0.0	0.234	10.3	LOS A	0.5	3.5	0.14	0.05	56.5
Approach		855	1.2	0.234	0.7	NA	0.5	3.5	0.07	0.02	59.1
East: Mitchell St (E)											
4	L2	57	0.0	0.726	26.1	LOS B	4.4	31.0	0.80	1.18	32.3
6	R2	96	0.0	0.726	55.0	LOS D	4.4	31.0	0.80	1.18	32.2
Approach		153	0.0	0.726	44.2	LOS D	4.4	31.0	0.80	1.18	32.3
North: Coronation Pde (N)											
7	L2	84	0.0	0.194	5.6	LOS A	0.0	0.0	0.00	0.13	57.2
8	T1	664	1.4	0.194	0.0	LOS A	0.0	0.0	0.00	0.06	59.4
Approach		748	1.2	0.194	0.6	NA	0.0	0.0	0.00	0.07	59.2
All Vehicles		1756	1.1	0.726	4.5	NA	4.4	31.0	0.10	0.14	55.1

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal AM

Coronation Pade & Mitchell St, Croydon Park
Giveway / Yield (Two-Way)

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: Coronation Pde (S)											
2	T1	1074	2.0	0.308	0.4	LOS A	0.8	5.7	0.07	0.03	59.1
3	R2	45	0.0	0.308	9.7	LOS A	0.8	5.7	0.16	0.06	56.3
Approach		1119	2.0	0.308	0.8	NA	0.8	5.7	0.07	0.03	59.0
East: Mitchell St (E)											
4	L2	44	2.3	0.758	39.1	LOS C	4.4	31.2	0.79	1.16	27.4
6	R2	73	1.4	0.758	79.4	LOS F	4.4	31.2	0.79	1.16	27.4
Approach		117	1.7	0.758	64.3	LOS E	4.4	31.2	0.79	1.16	27.4
North: Coronation Pde (N)											
7	L2	103	1.9	0.168	5.6	LOS A	0.0	0.0	0.00	0.19	56.6
8	T1	532	3.8	0.168	0.0	LOS A	0.0	0.0	0.00	0.08	59.3
Approach		635	3.5	0.168	0.9	NA	0.0	0.0	0.00	0.10	58.8
All Vehicles		1871	2.5	0.758	4.8	NA	4.4	31.2	0.09	0.12	55.0

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal PM

Coronation Pade & Mitchell St, Croydon Park
Giveway / Yield (Two-Way)

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: Coronation Pde (S)											
2	T1	762	1.4	0.236	1.1	LOS A	1.0	7.3	0.12	0.03	58.3
3	R2	36	0.0	0.236	14.2	LOS A	1.0	7.3	0.30	0.08	54.3
Approach		798	1.4	0.236	1.7	NA	1.0	7.3	0.13	0.03	58.1
East: Mitchell St (E)											
4	L2	49	0.0	0.775	42.9	LOS D	4.4	31.0	0.88	1.31	26.7
6	R2	66	0.0	0.775	86.2	LOS F	4.4	31.0	0.88	1.31	26.7
Approach		115	0.0	0.775	67.8	LOS E	4.4	31.0	0.88	1.31	26.7
North: Coronation Pde (N)											
7	L2	117	0.0	0.278	5.6	LOS A	0.0	0.0	0.00	0.13	57.2
8	T1	952	1.7	0.278	0.0	LOS A	0.0	0.0	0.00	0.06	59.4
Approach		1069	1.5	0.278	0.6	NA	0.0	0.0	0.00	0.07	59.2
All Vehicles		1982	1.4	0.775	4.9	NA	4.4	31.0	0.10	0.12	54.9

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal SAT

Coronation Pade & Mitchell St, Croydon Park
Giveway / Yield (Two-Way)

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: Coronation Pde (S)											
2	T1	836	1.2	0.244	0.5	LOS A	0.7	4.8	0.08	0.03	58.9
3	R2	38	0.0	0.244	10.5	LOS A	0.7	4.8	0.19	0.06	55.9
Approach		874	1.1	0.244	0.9	NA	0.7	4.8	0.09	0.03	58.8
East: Mitchell St (E)											
4	L2	67	0.0	0.841	42.1	LOS C	6.7	46.6	0.82	1.42	28.1
6	R2	105	0.0	0.841	73.5	LOS F	6.7	46.6	0.82	1.42	28.0
Approach		172	0.0	0.841	61.3	LOS E	6.7	46.6	0.82	1.42	28.0
North: Coronation Pde (N)											
7	L2	93	0.0	0.199	5.6	LOS A	0.0	0.0	0.00	0.15	57.1
8	T1	672	1.3	0.199	0.0	LOS A	0.0	0.0	0.00	0.06	59.4
Approach		765	1.2	0.199	0.7	NA	0.0	0.0	0.00	0.07	59.1
All Vehicles		1811	1.0	0.841	6.6	NA	6.7	46.6	0.12	0.18	53.3

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing AM

Coronation Parade & Tangarra ST/Dean St, Croydon Street
Signals - Fixed Time Isolated Cycle Time = 60 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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coronation Pde (S)											
1	L2	56	21.4	0.674	21.8	LOS B	11.6	97.7	0.87	0.78	43.1
2	T1	866	23.9	0.674	16.0	LOS B	11.6	97.7	0.87	0.78	47.3
3	R2	8	12.5	0.674	21.7	LOS B	11.3	95.5	0.87	0.77	43.5
Approach		930	23.7	0.674	16.4	LOS B	11.6	97.7	0.87	0.78	47.0
East: Tangarra St (E)											
4	L2	20	30.0	0.339	34.3	LOS C	1.7	14.0	0.97	0.73	36.1
5	T1	36	19.4	0.339	29.5	LOS C	1.7	14.0	0.97	0.73	35.1
6	R2	94	27.7	0.606	36.0	LOS C	2.9	25.5	1.00	0.83	34.4
Approach		150	26.0	0.606	34.2	LOS C	2.9	25.5	0.99	0.79	34.8
North: Coronation Pde (N)											
7	L2	30	33.3	0.477	19.9	LOS B	7.2	61.4	0.77	0.68	44.1
8	T1	489	25.2	0.477	15.5	LOS B	7.2	61.4	0.80	0.69	47.5
9	R2	35	20.0	0.477	23.5	LOS B	5.4	45.8	0.84	0.72	42.1
Approach		554	25.3	0.477	16.2	LOS B	7.2	61.4	0.80	0.69	46.9
West: Dean St (W)											
10	L2	119	20.2	0.694	32.2	LOS C	6.4	52.4	0.99	0.89	36.6
11	T1	94	18.1	0.694	27.5	LOS B	6.4	52.4	0.99	0.89	35.5
12	R2	129	17.8	0.427	29.4	LOS C	3.5	28.6	0.93	0.78	36.9
Approach		342	18.7	0.694	29.9	LOS C	6.4	52.4	0.97	0.85	36.4
All Vehicles		1976	23.4	0.694	20.0	LOS B	11.6	97.7	0.87	0.77	43.6

Level of Service (LOS) Method: Delay (RTA NSW).
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	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	1	16.9	LOS B	0.0	0.0	0.75	0.75
P3	North Full Crossing	28	18.4	LOS B	0.0	0.0	0.78	0.78
All Pedestrians		29	18.4	LOS B			0.78	0.78

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: Existing PM

Coronation Parade & Tangarra ST/Dean St, Croydon Street
Signals - Fixed Time Isolated Cycle Time = 60 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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coronation Pde (S)											
1	L2	44	9.1	0.448	18.1	LOS B	7.0	58.5	0.73	0.65	45.1
2	T1	611	24.2	0.448	12.8	LOS A	7.0	58.5	0.74	0.65	49.3
3	R2	6	33.3	0.448	19.1	LOS B	6.7	56.8	0.75	0.64	44.7
Approach		661	23.3	0.448	13.2	LOS A	7.0	58.5	0.74	0.65	48.9
East: Tangarra St (E)											
4	L2	19	36.8	0.396	34.6	LOS C	1.9	16.6	0.98	0.74	35.9
5	T1	63	22.2	0.396	29.7	LOS C	2.0	16.0	0.98	0.74	34.9
6	R2	48	18.8	0.396	34.4	LOS C	2.0	16.0	0.98	0.75	35.5
Approach		130	23.1	0.396	32.2	LOS C	2.0	16.6	0.98	0.74	35.3
North: Coronation Pde (N)											
7	L2	34	23.5	0.724	21.9	LOS B	13.9	118.4	0.87	0.82	43.2
8	T1	893	26.0	0.724	16.9	LOS B	13.9	118.4	0.88	0.83	46.7
9	R2	55	23.6	0.724	23.8	LOS B	11.8	100.8	0.89	0.85	42.0
Approach		982	25.8	0.724	17.5	LOS B	13.9	118.4	0.88	0.83	46.3
West: Dean St (W)											
10	L2	115	20.0	0.731	34.8	LOS C	5.8	46.9	1.00	0.92	35.6
11	T1	68	17.6	0.731	30.0	LOS C	5.8	46.9	1.00	0.92	34.5
12	R2	143	23.8	0.600	32.7	LOS C	4.3	35.9	0.98	0.83	35.6
Approach		326	21.2	0.731	32.9	LOS C	5.8	46.9	0.99	0.88	35.4
All Vehicles		2099	24.1	0.731	19.4	LOS B	13.9	118.4	0.86	0.77	44.1

Level of Service (LOS) Method: Delay (RTA NSW).
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	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	1	15.4	LOS B	0.0	0.0	0.72	0.72
P3	North Full Crossing	14	20.0	LOS C	0.0	0.0	0.82	0.82
All Pedestrians		15	19.7	LOS B			0.81	0.81

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: Existing SAT

Coronation Parade & Tangarra ST/Dean St, Croydon Street
Signals - Fixed Time Isolated Cycle Time = 55 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: Coronation Pde (S)											
1	L2	36	5.6	0.468	18.3	LOS B	7.4	52.7	0.77	0.67	45.1
2	T1	703	1.1	0.468	12.7	LOS A	7.4	52.7	0.77	0.67	49.5
3	R2	5	0.0	0.468	18.2	LOS B	7.3	51.6	0.77	0.66	45.5
Approach		744	1.3	0.468	13.0	LOS A	7.4	52.7	0.77	0.67	49.2
East: Tangarra St (E)											
4	L2	28	0.0	0.290	30.7	LOS C	1.6	11.2	0.96	0.73	37.7
5	T1	33	0.0	0.290	26.1	LOS B	1.6	11.2	0.96	0.73	36.1
6	R2	58	0.0	0.290	30.7	LOS C	1.6	11.0	0.96	0.74	36.7
Approach		119	0.0	0.290	29.4	LOS C	1.6	11.2	0.96	0.73	36.8
North: Coronation Pde (N)											
7	L2	29	0.0	0.506	18.5	LOS B	8.3	58.3	0.79	0.69	45.1
8	T1	683	1.0	0.506	13.3	LOS A	8.3	58.3	0.79	0.69	48.9
9	R2	36	5.6	0.506	19.3	LOS B	7.0	49.9	0.80	0.70	44.5
Approach		748	1.2	0.506	13.8	LOS A	8.3	58.3	0.79	0.69	48.6
West: Dean St (W)											
10	L2	84	2.4	0.471	29.4	LOS C	3.4	23.9	0.96	0.77	37.8
11	T1	44	0.0	0.471	24.8	LOS B	3.4	23.9	0.96	0.77	36.2
12	R2	72	0.0	0.267	28.4	LOS B	1.8	12.8	0.93	0.74	37.6
Approach		200	1.0	0.471	28.0	LOS B	3.4	23.9	0.95	0.76	37.4
All Vehicles		1811	1.2	0.506	16.1	LOS B	8.3	58.3	0.81	0.69	46.3

Level of Service (LOS) Method: Delay (RTA NSW).
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
P2	East Full Crossing	2	16.0	LOS B	0.0	0.0	0.76	0.76
P3	North Full Crossing	15	18.4	LOS B	0.0	0.0	0.82	0.82
All Pedestrians		17	18.1	LOS B			0.81	0.81

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: Planning Proposal AM

Coronation Parade & Tangarra ST/Dean St, Croydon Street
Signals - Fixed Time Isolated Cycle Time = 60 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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coronation Pde (S)											
1	L2	56	21.4	0.682	22.0	LOS B	11.9	99.9	0.87	0.79	43.0
2	T1	869	23.8	0.682	16.2	LOS B	11.9	99.9	0.87	0.79	47.1
3	R2	11	9.1	0.682	21.9	LOS B	11.5	96.5	0.87	0.78	43.4
Approach		936	23.5	0.682	16.7	LOS B	11.9	99.9	0.87	0.79	46.8
East: Tangarra St (E)											
4	L2	30	20.0	0.428	34.5	LOS C	2.2	17.7	0.98	0.75	36.0
5	T1	43	16.3	0.428	29.8	LOS C	2.2	17.7	0.98	0.75	34.9
6	R2	107	24.3	0.676	36.8	LOS C	3.4	28.9	1.00	0.87	34.3
Approach		180	21.7	0.676	34.7	LOS C	3.4	28.9	0.99	0.82	34.7
North: Coronation Pde (N)											
7	L2	33	30.3	0.504	20.1	LOS B	7.7	65.7	0.79	0.69	44.0
8	T1	499	24.6	0.504	15.9	LOS B	7.7	65.7	0.81	0.71	47.2
9	R2	41	17.1	0.504	24.4	LOS B	5.5	46.6	0.86	0.74	41.6
Approach		573	24.4	0.504	16.7	LOS B	7.7	65.7	0.82	0.71	46.5
West: Dean St (W)											
10	L2	121	19.8	0.705	32.5	LOS C	6.6	53.6	0.99	0.90	36.5
11	T1	96	17.7	0.705	27.7	LOS B	6.6	53.6	0.99	0.90	35.4
12	R2	129	17.8	0.427	29.4	LOS C	3.5	28.6	0.93	0.78	36.9
Approach		346	18.5	0.705	30.0	LOS C	6.6	53.6	0.97	0.85	36.3
All Vehicles		2035	22.8	0.705	20.5	LOS B	11.9	99.9	0.88	0.78	43.3

Level of Service (LOS) Method: Delay (RTA NSW).
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	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	1	16.9	LOS B	0.0	0.0	0.75	0.75
P3	North Full Crossing	28	18.4	LOS B	0.0	0.0	0.78	0.78
All Pedestrians		29	18.4	LOS B			0.78	0.78

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: Planning Proposal PM

Coronation Parade & Tangarra ST/Dean St, Croydon Street
Signals - Fixed Time Isolated Cycle Time = 70 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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coronation Pde (S)											
1	L2	44	9.1	0.451	18.5	LOS B	8.4	70.2	0.70	0.63	44.9
2	T1	620	23.9	0.451	13.8	LOS A	8.4	70.2	0.72	0.64	48.6
3	R2	16	12.5	0.451	20.5	LOS B	7.5	62.6	0.74	0.65	44.0
Approach		680	22.6	0.451	14.3	LOS A	8.4	70.2	0.72	0.64	48.2
East: Tangarra St (E)											
4	L2	21	33.3	0.487	40.8	LOS C	2.4	20.7	0.99	0.75	33.9
5	T1	65	21.5	0.487	35.9	LOS C	2.5	20.0	0.99	0.76	33.0
6	R2	52	17.3	0.487	40.6	LOS C	2.5	20.0	0.99	0.76	33.5
Approach		138	21.7	0.487	38.4	LOS C	2.5	20.7	0.99	0.76	33.3
North: Coronation Pde (N)											
7	L2	47	17.0	0.695	21.0	LOS B	15.1	128.8	0.83	0.75	43.6
8	T1	896	25.9	0.695	16.4	LOS B	15.1	128.8	0.85	0.77	46.9
9	R2	57	22.8	0.695	23.8	LOS B	12.6	107.4	0.86	0.79	42.0
Approach		1000	25.3	0.695	17.1	LOS B	15.1	128.8	0.85	0.77	46.4
West: Dean St (W)											
10	L2	121	19.0	0.679	36.7	LOS C	6.8	54.9	0.99	0.87	35.0
11	T1	75	16.0	0.679	31.9	LOS C	6.8	54.9	0.99	0.87	33.9
12	R2	143	23.8	0.525	34.8	LOS C	4.7	39.6	0.96	0.79	34.9
Approach		339	20.4	0.679	34.8	LOS C	6.8	54.9	0.98	0.84	34.7
All Vehicles		2157	23.5	0.695	20.3	LOS B	15.1	128.8	0.84	0.74	43.5

Level of Service (LOS) Method: Delay (RTA NSW).
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	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	1	15.1	LOS B	0.0	0.0	0.66	0.66
P3	North Full Crossing	14	22.4	LOS C	0.0	0.0	0.80	0.80
All Pedestrians		15	21.9	LOS C			0.79	0.79

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: Planning Proposal SAT

Coronation Parade & Tangarra ST/Dean St, Croydon Street
Signals - Fixed Time Isolated Cycle Time = 50 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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Coronation Pde (S)											
1	L2	36	5.6	0.533	19.0	LOS B	7.6	53.9	0.83	0.72	44.8
2	T1	709	1.1	0.533	13.4	LOS A	7.6	53.9	0.83	0.71	49.0
3	R2	12	0.0	0.533	18.9	LOS B	7.2	50.8	0.83	0.71	45.0
Approach		757	1.3	0.533	13.7	LOS A	7.6	53.9	0.83	0.71	48.7
East: Tangarra St (E)											
4	L2	34	0.0	0.306	27.9	LOS B	1.7	11.8	0.95	0.73	38.7
5	T1	37	0.0	0.306	23.3	LOS B	1.7	11.8	0.95	0.73	37.0
6	R2	67	0.0	0.306	27.9	LOS B	1.6	11.5	0.95	0.74	37.8
Approach		138	0.0	0.306	26.7	LOS B	1.7	11.8	0.95	0.74	37.8
North: Coronation Pde (N)											
7	L2	37	0.0	0.575	19.2	LOS B	8.4	59.3	0.85	0.74	44.7
8	T1	689	1.0	0.575	14.0	LOS A	8.4	59.3	0.85	0.74	48.5
9	R2	40	5.0	0.575	20.0	LOS B	7.0	49.9	0.86	0.74	44.1
Approach		766	1.2	0.575	14.6	LOS B	8.4	59.3	0.85	0.74	48.0
West: Dean St (W)											
10	L2	88	2.3	0.520	27.7	LOS B	3.3	23.5	0.97	0.78	38.5
11	T1	48	0.0	0.520	23.2	LOS B	3.3	23.5	0.97	0.78	36.9
12	R2	72	0.0	0.277	26.7	LOS B	1.7	11.8	0.93	0.74	38.3
Approach		208	1.0	0.520	26.3	LOS B	3.3	23.5	0.96	0.77	38.0
All Vehicles		1869	1.1	0.575	16.4	LOS B	8.4	59.3	0.86	0.73	46.0

Level of Service (LOS) Method: Delay (RTA NSW).
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	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	2	16.8	LOS B	0.0	0.0	0.82	0.82
P3	North Full Crossing	15	16.8	LOS B	0.0	0.0	0.82	0.82
All Pedestrians		17	16.8	LOS B			0.82	0.82

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: Existing AM

Burwood Rd & Mitchell St, Croydon Park
Signals - Fixed Time Isolated Cycle Time = 55 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 Rd (S)											
1	L2	49	0.0	0.163	15.4	LOS B	2.2	15.5	0.66	0.60	42.3
2	T1	561	2.1	0.704	14.2	LOS A	10.7	76.2	0.80	0.74	41.8
Approach		610	2.0	0.704	14.3	LOS A	10.7	76.2	0.79	0.73	41.8
North: Burwood Rd (N)											
8	T1	402	2.7	0.507	7.8	LOS A	7.0	50.2	0.64	0.56	44.6
9	R2	116	1.7	0.507	14.0	LOS A	7.0	50.2	0.75	0.66	43.1
Approach		518	2.5	0.507	9.2	LOS A	7.0	50.2	0.67	0.58	44.2
West: Mitchell St (W)											
10	L2	274	0.0	0.704	24.0	LOS B	6.7	47.2	0.86	0.82	37.4
12	R2	85	0.0	0.704	28.2	LOS B	6.7	47.2	0.96	0.88	35.8
Approach		359	0.0	0.704	25.0	LOS B	6.7	47.2	0.89	0.83	37.0
All Vehicles		1487	1.7	0.704	15.1	LOS B	10.7	76.2	0.77	0.70	41.3

Level of Service (LOS) Method: Delay (RTA NSW).
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	17	21.8	LOS C	0.0	0.0	0.89	0.89
P4	West Full Crossing	9	16.0	LOS B	0.0	0.0	0.76	0.76
All Pedestrians		26	19.8	LOS B			0.85	0.85

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: Existing PM

Burwood Rd & Mitchell St, Croydon Park
Signals - Fixed Time Isolated Cycle Time = 55 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 Rd (S)											
1	L2	23	0.0	0.154	20.5	LOS B	1.7	12.3	0.78	0.64	40.2
2	T1	384	3.9	0.663	18.7	LOS B	7.9	56.9	0.89	0.77	39.7
Approach		407	3.7	0.663	18.8	LOS B	7.9	56.9	0.88	0.77	39.8
North: Burwood Rd (N)											
8	T1	609	2.0	0.694	7.6	LOS A	11.8	83.3	0.67	0.63	44.6
9	R2	224	0.0	0.694	13.9	LOS A	11.8	83.3	0.80	0.77	43.0
Approach		833	1.4	0.694	9.3	LOS A	11.8	83.3	0.71	0.67	44.1
West: Mitchell St (W)											
10	L2	143	0.0	0.504	17.4	LOS B	3.2	22.2	0.68	0.71	40.1
12	R2	80	0.0	0.504	30.5	LOS C	3.2	22.2	0.98	0.78	35.0
Approach		223	0.0	0.504	22.1	LOS B	3.2	22.2	0.78	0.73	38.1
All Vehicles		1463	1.8	0.694	13.9	LOS A	11.8	83.3	0.77	0.71	41.8

Level of Service (LOS) Method: Delay (RTA NSW).
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	3	21.8	LOS C	0.0	0.0	0.89	0.89
All Pedestrians		22	21.8	LOS C			0.89	0.89

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: Existing SAT

Burwood Rd & Mitchell St, Croydon Park
Signals - Fixed Time Isolated Cycle Time = 50 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 Rd (S)											
1	L2	40	0.0	0.157	17.2	LOS B	1.8	12.4	0.73	0.63	41.4
2	T1	452	1.3	0.679	15.6	LOS B	8.4	59.8	0.86	0.77	41.1
Approach		492	1.2	0.679	15.7	LOS B	8.4	59.8	0.85	0.76	41.1
North: Burwood Rd (N)											
8	T1	542	1.1	0.719	8.8	LOS A	11.2	78.8	0.71	0.67	44.0
9	R2	211	0.0	0.719	15.8	LOS B	11.2	78.8	0.86	0.83	42.1
Approach		753	0.8	0.719	10.7	LOS A	11.2	78.8	0.75	0.71	43.5
West: Mitchell St (W)											
10	L2	192	0.0	0.575	19.9	LOS B	4.2	29.2	0.79	0.75	39.0
12	R2	83	0.0	0.575	26.4	LOS B	4.2	29.2	0.96	0.82	36.5
Approach		275	0.0	0.575	21.9	LOS B	4.2	29.2	0.84	0.77	38.2
All Vehicles		1520	0.8	0.719	14.4	LOS A	11.2	78.8	0.80	0.74	41.7

Level of Service (LOS) Method: Delay (RTA NSW).
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	37	19.4	LOS B	0.0	0.0	0.88	0.88
P4	West Full Crossing	16	18.5	LOS B	0.0	0.0	0.86	0.86
All Pedestrians		53	19.1	LOS B			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: Planning Proposal AM

Burwood Rd & Mitchell St, Croydon Park
Signals - Fixed Time Isolated Cycle Time = 50 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 Rd (S)											
1	L2	49	0.0	0.189	16.6	LOS B	2.2	15.6	0.72	0.63	41.7
2	T1	561	2.1	0.818	19.3	LOS B	12.3	87.4	0.88	0.91	39.5
Approach		610	2.0	0.818	19.1	LOS B	12.3	87.4	0.87	0.89	39.6
North: Burwood Rd (N)											
8	T1	402	2.7	0.560	8.6	LOS A	7.1	51.1	0.70	0.59	44.1
9	R2	123	1.6	0.560	15.1	LOS B	7.1	51.1	0.82	0.70	42.5
Approach		525	2.5	0.560	10.1	LOS A	7.1	51.1	0.73	0.62	43.7
West: Mitchell St (W)											
10	L2	300	0.0	0.765	22.3	LOS B	7.2	50.2	0.84	0.84	38.0
12	R2	108	0.0	0.765	27.7	LOS B	7.2	50.2	0.97	0.94	36.0
Approach		408	0.0	0.765	23.7	LOS B	7.2	50.2	0.88	0.87	37.5
All Vehicles		1543	1.6	0.818	17.3	LOS B	12.3	87.4	0.82	0.79	40.3

Level of Service (LOS) Method: Delay (RTA NSW).
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	17	19.4	LOS B	0.0	0.0	0.88	0.88
P4	West Full Crossing	9	17.6	LOS B	0.0	0.0	0.84	0.84
All Pedestrians		26	18.8	LOS B			0.87	0.87

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: Planning Proposal PM

Burwood Rd & Mitchell St, Croydon Park
Signals - Fixed Time Isolated Cycle Time = 65 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 Rd (S)											
1	L2	23	0.0	0.147	22.3	LOS B	2.0	14.3	0.76	0.63	39.4
2	T1	384	3.9	0.636	20.3	LOS B	8.7	63.3	0.86	0.73	39.0
Approach		407	3.7	0.636	20.4	LOS B	8.7	63.3	0.86	0.73	39.1
North: Burwood Rd (N)											
8	T1	609	2.0	0.669	7.3	LOS A	13.3	93.8	0.62	0.59	44.7
9	R2	251	0.0	0.669	13.8	LOS A	13.3	93.8	0.75	0.73	43.0
Approach		860	1.4	0.669	9.2	LOS A	13.3	93.8	0.66	0.63	44.2
West: Mitchell St (W)											
10	L2	151	0.0	0.589	17.3	LOS B	3.6	25.4	0.63	0.71	40.1
12	R2	86	0.0	0.589	37.1	LOS C	3.6	25.4	1.00	0.81	33.0
Approach		237	0.0	0.589	24.5	LOS B	3.6	25.4	0.76	0.74	37.2
All Vehicles		1504	1.8	0.669	14.6	LOS B	13.3	93.8	0.73	0.67	41.5

Level of Service (LOS) Method: Delay (RTA NSW).
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	26.8	LOS C	0.0	0.0	0.91	0.91
P4	West Full Crossing	3	23.3	LOS C	0.0	0.0	0.85	0.85
All Pedestrians		22	26.3	LOS C			0.90	0.90

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: Planning Proposal SAT

Burwood Rd & Mitchell St, Croydon Park
Signals - Fixed Time Isolated Cycle Time = 50 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 Rd (S)											
1	L2	40	0.0	0.168	18.0	LOS B	1.8	12.9	0.75	0.65	41.0
2	T1	452	1.3	0.724	17.3	LOS B	9.0	63.6	0.88	0.82	40.3
Approach		492	1.2	0.724	17.3	LOS B	9.0	63.6	0.87	0.81	40.4
North: Burwood Rd (N)											
8	T1	542	1.1	0.733	9.3	LOS A	11.4	80.3	0.72	0.70	43.7
9	R2	228	0.0	0.733	16.7	LOS B	11.4	80.3	0.87	0.88	41.6
Approach		770	0.8	0.733	11.5	LOS A	11.4	80.3	0.76	0.75	43.1
West: Mitchell St (W)											
10	L2	209	0.0	0.647	19.7	LOS B	4.7	32.8	0.78	0.77	39.1
12	R2	98	0.0	0.647	28.1	LOS B	4.7	32.8	0.98	0.86	35.9
Approach		307	0.0	0.647	22.4	LOS B	4.7	32.8	0.84	0.80	38.0
All Vehicles		1569	0.8	0.733	15.5	LOS B	11.4	80.3	0.81	0.78	41.1

Level of Service (LOS) Method: Delay (RTA NSW).
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	37	19.4	LOS B	0.0	0.0	0.88	0.88
P4	West Full Crossing	16	19.4	LOS B	0.0	0.0	0.88	0.88
All Pedestrians		53	19.4	LOS B			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: Existing AM

Georges River Rd & Stanley St, Croydon Park
Giveway / Yield (Two-Way)

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
East: Georges River Rd (E)											
5	T1	812	1.7	0.286	2.1	LOS A	2.0	14.0	0.17	0.05	57.5
6	R2	55	0.0	0.286	17.6	LOS B	2.0	14.0	0.54	0.15	48.1
Approach		867	1.6	0.286	3.0	NA	2.0	14.0	0.20	0.05	56.8
North: Stanley St (N)											
7	L2	46	0.0	0.062	7.6	LOS A	0.2	1.6	0.51	0.69	47.8
9	R2	3	0.0	0.054	66.7	LOS E	0.2	1.1	0.95	0.98	27.0
Approach		49	0.0	0.062	11.2	LOS A	0.2	1.6	0.54	0.71	45.7
West: Georges River Rd (W)											
10	L2	41	0.0	0.321	5.6	LOS A	0.0	0.0	0.00	0.04	58.0
11	T1	1195	1.8	0.321	0.0	LOS A	0.0	0.0	0.00	0.02	59.7
Approach		1236	1.7	0.321	0.2	NA	0.0	0.0	0.00	0.02	59.7
All Vehicles		2152	1.6	0.321	1.6	NA	2.0	14.0	0.09	0.05	58.1

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing PM

Georges River Rd & Stanley St, Croydon Park
Giveway / Yield (Two-Way)

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
East: Georges River Rd (E)											
5	T1	1340	0.4	0.425	1.4	LOS A	2.7	19.3	0.16	0.04	58.1
6	R2	86	0.0	0.425	14.6	LOS B	2.7	19.3	0.42	0.12	50.2
Approach		1426	0.4	0.425	2.2	NA	2.7	19.3	0.18	0.05	57.6
North: Stanley St (N)											
7	L2	53	0.0	0.063	6.8	LOS A	0.2	1.7	0.46	0.64	48.3
9	R2	7	0.0	0.271	159.7	LOS F	0.7	5.1	0.98	1.00	16.0
Approach		60	0.0	0.271	24.6	LOS B	0.7	5.1	0.52	0.68	39.1
West: Georges River Rd (W)											
10	L2	13	0.0	0.247	5.6	LOS A	0.0	0.0	0.00	0.02	58.2
11	T1	946	0.7	0.247	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		959	0.7	0.247	0.1	NA	0.0	0.0	0.00	0.01	59.9
All Vehicles		2445	0.5	0.425	1.9	NA	2.7	19.3	0.12	0.05	57.8

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing SAT

Georges River Rd & Stanley St, Croydon Park
Giveway / Yield (Two-Way)

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
East: Georges River Rd (E)											
5	T1	1054	0.9	0.379	1.6	LOS A	2.7	19.0	0.18	0.07	57.9
6	R2	119	0.0	0.379	13.4	LOS A	2.7	19.0	0.58	0.24	48.8
Approach		1173	0.8	0.379	2.8	NA	2.7	19.0	0.22	0.09	56.8
North: Stanley St (N)											
7	L2	55	0.0	0.064	6.7	LOS A	0.2	1.7	0.45	0.63	48.4
9	R2	8	0.0	0.167	80.5	LOS F	0.5	3.3	0.96	0.99	24.5
Approach		63	0.0	0.167	16.1	LOS B	0.5	3.3	0.52	0.68	43.1
West: Georges River Rd (W)											
10	L2	19	0.0	0.241	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
11	T1	916	0.4	0.241	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		935	0.4	0.241	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2171	0.6	0.379	2.0	NA	2.7	19.0	0.13	0.07	57.5

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal AM

Georges River Rd & Stanley St, Croydon Park
Giveway / Yield (Two-Way)

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
East: Georges River Rd (E)											
5	T1	812	1.7	0.303	2.2	LOS A	2.2	15.6	0.18	0.06	57.3
6	R2	68	0.0	0.303	17.6	LOS B	2.2	15.6	0.64	0.21	47.1
Approach		880	1.6	0.303	3.4	NA	2.2	15.6	0.21	0.07	56.4
North: Stanley St (N)											
7	L2	70	0.0	0.095	7.7	LOS A	0.4	2.5	0.52	0.71	47.8
9	R2	3	0.0	0.055	67.0	LOS E	0.2	1.1	0.95	0.98	26.9
Approach		73	0.0	0.095	10.2	LOS A	0.4	2.5	0.54	0.72	46.3
West: Georges River Rd (W)											
10	L2	41	0.0	0.321	5.6	LOS A	0.0	0.0	0.00	0.04	58.0
11	T1	1195	1.8	0.321	0.0	LOS A	0.0	0.0	0.00	0.02	59.7
Approach		1236	1.7	0.321	0.2	NA	0.0	0.0	0.00	0.02	59.7
All Vehicles		2189	1.6	0.321	1.8	NA	2.2	15.6	0.10	0.06	57.8

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal PM

Georges River Rd & Stanley St, Croydon Park
Giveway / Yield (Two-Way)

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
East: Georges River Rd (E)											
5	T1	1340	0.4	0.468	1.8	LOS A	3.8	26.9	0.19	0.07	57.6
6	R2	133	0.0	0.468	14.9	LOS B	3.8	26.9	0.60	0.22	48.5
Approach		1473	0.4	0.468	3.0	NA	3.8	26.9	0.23	0.08	56.7
North: Stanley St (N)											
7	L2	59	0.0	0.070	6.8	LOS A	0.3	1.9	0.46	0.64	48.3
9	R2	7	0.0	0.330	204.8	LOS F	0.9	6.2	0.99	1.01	13.4
Approach		66	0.0	0.330	27.8	LOS B	0.9	6.2	0.52	0.68	37.8
West: Georges River Rd (W)											
10	L2	13	0.0	0.247	5.6	LOS A	0.0	0.0	0.00	0.02	58.2
11	T1	946	0.7	0.247	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		959	0.7	0.247	0.1	NA	0.0	0.0	0.00	0.01	59.9
All Vehicles		2498	0.5	0.468	2.5	NA	3.8	26.9	0.15	0.07	57.1

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal SAT

Georges River Rd & Stanley St, Croydon Park
Giveway / Yield (Two-Way)

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
East: Georges River Rd (E)											
5	T1	1054	0.9	0.405	1.6	LOS A	3.0	21.3	0.17	0.09	57.8
6	R2	149	0.0	0.405	13.6	LOS A	3.0	21.3	0.67	0.33	47.8
Approach		1203	0.7	0.405	3.1	NA	3.0	21.3	0.23	0.12	56.4
North: Stanley St (N)											
7	L2	70	0.0	0.081	6.7	LOS A	0.3	2.2	0.46	0.64	48.4
9	R2	8	0.0	0.185	89.9	LOS F	0.5	3.6	0.97	0.99	23.0
Approach		78	0.0	0.185	15.3	LOS B	0.5	3.6	0.51	0.68	43.5
West: Georges River Rd (W)											
10	L2	19	0.0	0.241	5.6	LOS A	0.0	0.0	0.00	0.02	58.1
11	T1	916	0.4	0.241	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
Approach		935	0.4	0.241	0.1	NA	0.0	0.0	0.00	0.01	59.8
All Vehicles		2216	0.6	0.405	2.3	NA	3.0	21.3	0.14	0.09	57.2

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing AM

Mitchell St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Site Access (S)											
1	L2	10	10.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
3	R2	10	0.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
Approach		20	5.0	0.011	0.0	NA	0.0	0.0	0.00	0.00	10.0
East: Mitchell St (E)											
4	L2	25	4.0	0.150	8.2	LOS A	0.5	3.8	0.23	0.53	16.4
5	T1	177	0.6	0.150	3.9	LOS A	0.5	3.8	0.23	0.53	46.7
Approach		202	1.0	0.150	4.4	LOS A	0.5	3.8	0.23	0.53	38.0
West: Mitchell St (W)											
11	T1	305	0.0	0.220	3.2	LOS A	0.9	6.6	0.06	0.47	47.3
12	R2	13	15.4	0.220	8.0	LOS A	0.9	6.6	0.06	0.47	16.5
Approach		318	0.6	0.220	3.4	LOS A	0.9	6.6	0.06	0.47	44.0
All Vehicles		540	0.9	0.220	3.7	NA	0.9	6.6	0.12	0.47	37.1

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing PM

Mitchell St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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: Site Access (S)											
1	L2	36	0.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
3	R2	26	0.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
Approach		62	0.0	0.033	0.0	NA	0.0	0.0	0.00	0.00	10.0
East: Mitchell St (E)											
4	L2	17	0.0	0.194	8.2	LOS A	0.7	4.9	0.22	0.51	16.5
5	T1	243	0.0	0.194	3.8	LOS A	0.7	4.9	0.22	0.51	46.8
Approach		260	0.0	0.194	4.1	LOS A	0.7	4.9	0.22	0.51	41.8
West: Mitchell St (W)											
11	T1	200	0.0	0.156	3.3	LOS A	0.6	4.3	0.11	0.48	47.1
12	R2	17	0.0	0.156	8.0	LOS A	0.6	4.3	0.11	0.48	16.5
Approach		217	0.0	0.156	3.7	LOS A	0.6	4.3	0.11	0.48	41.1
All Vehicles		539	0.0	0.194	3.5	NA	0.7	4.9	0.15	0.44	30.4

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing SAT

Mitchell St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Site Access (S)											
1	L2	83	0.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
3	R2	60	0.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
Approach		143	0.0	0.077	0.0	NA	0.0	0.0	0.00	0.00	10.0
East: Mitchell St (E)											
4	L2	92	0.0	0.226	8.2	LOS A	0.9	6.4	0.29	0.58	16.4
5	T1	218	0.0	0.226	4.5	LOS A	0.9	6.4	0.29	0.58	46.0
Approach		310	0.0	0.226	5.6	LOS A	0.9	6.4	0.29	0.58	29.9
West: Mitchell St (W)											
11	T1	203	0.0	0.228	3.5	LOS A	0.9	6.6	0.22	0.57	46.5
12	R2	70	0.0	0.228	8.8	LOS A	0.9	6.6	0.22	0.57	16.4
Approach		273	0.0	0.228	4.9	LOS A	0.9	6.6	0.22	0.57	31.6
All Vehicles		726	0.0	0.228	4.2	NA	0.9	6.6	0.21	0.46	21.8

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal AM

Mitchell St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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: Site Access (S)											
1	L2	30	3.3	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
3	R2	36	0.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
Approach		66	1.5	0.036	0.0	NA	0.0	0.0	0.00	0.00	10.0
East: Mitchell St (E)											
4	L2	10	10.0	0.147	8.3	LOS A	0.5	3.6	0.26	0.52	16.4
5	T1	177	0.6	0.147	4.0	LOS A	0.5	3.6	0.26	0.52	46.8
Approach		187	1.1	0.147	4.2	LOS A	0.5	3.6	0.26	0.52	42.6
West: Mitchell St (W)											
11	T1	305	0.0	0.222	3.4	LOS A	0.9	6.7	0.14	0.46	47.2
12	R2	9	22.2	0.222	8.3	LOS A	0.9	6.7	0.14	0.46	16.5
Approach		314	0.6	0.222	3.5	LOS A	0.9	6.7	0.14	0.46	44.8
All Vehicles		567	0.9	0.222	3.3	NA	0.9	6.7	0.16	0.43	31.5

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal PM

Mitchell St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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: Site Access (S)											
1	L2	9	0.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
3	R2	10	0.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
Approach		19	0.0	0.010	0.0	NA	0.0	0.0	0.00	0.00	10.0
East: Mitchell St (E)											
4	L2	37	0.0	0.197	8.2	LOS A	0.7	5.2	0.19	0.52	16.4
5	T1	243	0.0	0.197	3.7	LOS A	0.7	5.2	0.19	0.52	46.7
Approach		280	0.0	0.197	4.3	LOS A	0.7	5.2	0.19	0.52	37.6
West: Mitchell St (W)											
11	T1	200	0.0	0.165	3.2	LOS A	0.7	4.6	0.05	0.51	47.1
12	R2	29	0.0	0.165	8.0	LOS A	0.7	4.6	0.05	0.51	16.5
Approach		229	0.0	0.165	3.8	LOS A	0.7	4.6	0.05	0.51	38.1
All Vehicles		528	0.0	0.197	3.9	NA	0.7	5.2	0.12	0.50	34.4

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal SAT

Mitchell St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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: Site Access (S)											
1	L2	19	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
3	R2	24	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	10.0
Approach		43	0.0	0.023	0.0	NA	0.0	0.0	0.00	0.00	10.0
East: Mitchell St (E)											
4	L2	24	0.0	0.176	8.2	LOS A	0.6	4.5	0.21	0.51	16.4
5	T1	218	0.0	0.176	3.7	LOS A	0.6	4.5	0.21	0.51	46.8
Approach		242	0.0	0.176	4.2	LOS A	0.6	4.5	0.21	0.51	39.5
West: Mitchell St (W)											
11	T1	203	0.0	0.158	3.3	LOS A	0.6	4.4	0.09	0.48	47.1
12	R2	19	0.0	0.158	7.9	LOS A	0.6	4.4	0.09	0.48	16.5
Approach		222	0.0	0.158	3.7	LOS A	0.6	4.4	0.09	0.48	40.7
All Vehicles		507	0.0	0.176	3.6	NA	0.6	4.5	0.14	0.46	31.9

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing AM

Tangarra St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Tangarra St (E)											
5	T1	36	0.0	0.020	0.0	LOS A	0.0	0.1	0.03	0.07	49.6
6	R2	3	0.0	0.020	6.8	LOS A	0.0	0.1	0.03	0.07	16.7
Approach		39	0.0	0.020	0.5	NA	0.0	0.1	0.03	0.07	43.1
North: Site Access (N)											
7	L2	6	0.0	0.005	0.2	LOS A	0.0	0.1	0.14	0.04	16.3
9	R2	1	0.0	0.005	0.3	LOS A	0.0	0.1	0.14	0.04	16.3
Approach		7	0.0	0.005	0.2	LOS A	0.0	0.1	0.14	0.04	16.3
West: Tangarra St (W)											
10	L2	1	0.0	0.032	8.2	LOS A	0.0	0.0	0.00	0.02	48.6
11	T1	61	0.0	0.032	0.0	LOS A	0.0	0.0	0.00	0.02	49.9
Approach		62	0.0	0.032	0.1	NA	0.0	0.0	0.00	0.02	49.9
All Vehicles		108	0.0	0.032	0.3	NA	0.0	0.1	0.02	0.04	41.9

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing PM

Tangarra St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Tangarra St (E)											
5	T1	48	0.0	0.025	0.0	LOS A	0.0	0.0	0.01	0.02	49.9
6	R2	1	0.0	0.025	6.8	LOS A	0.0	0.0	0.01	0.02	16.8
Approach		49	0.0	0.025	0.1	NA	0.0	0.0	0.01	0.02	48.0
North: Site Access (N)											
7	L2	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.12	0.03	16.4
9	R2	1	0.0	0.001	0.3	LOS A	0.0	0.0	0.12	0.03	16.3
Approach		2	0.0	0.001	0.2	LOS A	0.0	0.0	0.12	0.03	16.3
West: Tangarra St (W)											
10	L2	1	0.0	0.024	8.2	LOS A	0.0	0.0	0.00	0.02	48.6
11	T1	46	0.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.02	49.9
Approach		47	0.0	0.024	0.2	NA	0.0	0.0	0.00	0.02	49.8
All Vehicles		98	0.0	0.025	0.2	NA	0.0	0.0	0.01	0.02	47.0

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Existing SAT

Tangarra St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Tangarra St (E)											
5	T1	47	0.0	0.025	0.0	LOS A	0.0	0.0	0.01	0.02	49.9
6	R2	1	0.0	0.025	6.7	LOS A	0.0	0.0	0.01	0.02	16.8
Approach		48	0.0	0.025	0.1	NA	0.0	0.0	0.01	0.02	47.9
North: Site Access (N)											
7	L2	5	0.0	0.007	0.1	LOS A	0.0	0.2	0.11	0.03	16.4
9	R2	5	0.0	0.007	0.3	LOS A	0.0	0.2	0.11	0.03	16.3
Approach		10	0.0	0.007	0.2	LOS A	0.0	0.2	0.11	0.03	16.3
West: Tangarra St (W)											
10	L2	2	0.0	0.021	8.2	LOS A	0.0	0.0	0.00	0.06	48.4
11	T1	39	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.06	49.7
Approach		41	0.0	0.021	0.4	NA	0.0	0.0	0.00	0.06	49.7
All Vehicles		99	0.0	0.025	0.3	NA	0.0	0.2	0.01	0.04	40.6

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal AM

Tangarra St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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
East: Tangarra St (E)											
5	T1	36	0.0	0.025	0.1	LOS A	0.1	0.4	0.07	0.19	48.9
6	R2	10	0.0	0.025	6.8	LOS A	0.1	0.4	0.07	0.19	16.6
Approach		46	0.0	0.025	1.5	NA	0.1	0.4	0.07	0.19	34.4
North: Site Access (N)											
7	L2	37	0.0	0.049	0.2	LOS A	0.2	1.3	0.15	0.06	16.4
9	R2	30	0.0	0.049	0.4	LOS A	0.2	1.3	0.15	0.06	16.3
Approach		67	0.0	0.049	0.3	LOS A	0.2	1.3	0.15	0.06	16.3
West: Tangarra St (W)											
10	L2	8	0.0	0.036	8.2	LOS A	0.0	0.0	0.00	0.13	48.1
11	T1	61	0.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.13	49.4
Approach		69	0.0	0.036	0.9	NA	0.0	0.0	0.00	0.13	49.2
All Vehicles		182	0.0	0.049	0.8	NA	0.2	1.3	0.07	0.12	26.6

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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 SUMMARY

Site: Planning Proposal PM

Tangarra St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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
East: Tangarra St (E)											
5	T1	48	0.0	0.047	0.1	LOS A	0.2	1.3	0.14	0.36	47.8
6	R2	37	0.0	0.047	6.8	LOS A	0.2	1.3	0.14	0.36	16.5
Approach		85	0.0	0.047	3.1	NA	0.2	1.3	0.14	0.36	26.2
North: Site Access (N)											
7	L2	10	0.0	0.013	0.1	LOS A	0.0	0.3	0.12	0.04	16.4
9	R2	8	0.0	0.013	0.5	LOS A	0.0	0.3	0.12	0.04	16.3
Approach		18	0.0	0.013	0.3	LOS A	0.0	0.3	0.12	0.04	16.3
West: Tangarra St (W)											
10	L2	30	0.0	0.040	8.2	LOS A	0.0	0.0	0.00	0.43	46.7
11	T1	46	0.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.43	47.9
Approach		76	0.0	0.040	3.2	NA	0.0	0.0	0.00	0.43	47.4
All Vehicles		179	0.0	0.047	2.8	NA	0.2	1.3	0.08	0.36	30.1

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: Planning Proposal SAT

Tangarra St & Site Access, Croydon Park
Giveway / Yield (Two-Way)

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
East: Tangarra St (E)											
5	T1	47	0.0	0.038	0.1	LOS A	0.1	0.9	0.10	0.28	48.3
6	R2	23	0.0	0.038	6.8	LOS A	0.1	0.9	0.10	0.28	16.6
Approach		70	0.0	0.038	2.3	NA	0.1	0.9	0.10	0.28	29.7
North: Site Access (N)											
7	L2	23	0.0	0.031	0.1	LOS A	0.1	0.8	0.11	0.04	16.4
9	R2	19	0.0	0.031	0.4	LOS A	0.1	0.8	0.11	0.04	16.3
Approach		42	0.0	0.031	0.2	LOS A	0.1	0.8	0.11	0.04	16.3
West: Tangarra St (W)											
10	L2	19	0.0	0.030	8.2	LOS A	0.0	0.0	0.00	0.36	47.0
11	T1	39	0.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.36	48.2
Approach		58	0.0	0.030	2.7	NA	0.0	0.0	0.00	0.36	47.8
All Vehicles		170	0.0	0.038	1.9	NA	0.1	0.9	0.07	0.25	27.7

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road 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.