

AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 18 SEPTEMBER 2023

11.00am

Function of the Local Traffic Committee

Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

Committee Chair

Council's representative will chair the meetings.

Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.

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Nil at time of printing.

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Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Meeting

Meeting commenced at 11.01am

ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON

I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.

COMMITTEE REPRESENTATIVES PRESENT

Mayor Darcy Byrne
Bill Holliday
Graeme McKay
Patricia Arcilla

Sgt Charles Buttrose
Nina Fard

Councillor – Baludarri-Balmain Ward (Chair)
Representative for Kobi Shetty MP, Member for Balmain
Representative for Jo Haylen MP, Member for Summer Hill
Representative for Jenny Leong MP, Member for Newtown
(Apology for second half of meeting)
NSW Police – Leichhardt Police Area Command
Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Manod Wickramasinghe
Sunny Jo
George Tsaprounis
James Nguyen
Amir Falamarzi
Boris Muha
Colin Jones
Christy Li

IWC's Acting Director Infrastructure
IWC's Acting Traffic and Transport Services Manager
IWC's Coordinator Traffic Engineering Services (South)
IWC's Traffic Engineer
IWC's Traffic Engineer
IWC's Traffic Engineer
Inner West Bicycle Coalition (IWBC)
IWC's Business Administration Officer

VISITORS

Annalise Ifield
Camille Guyot
Julie Elstub-Ross
Laura McCloud
Michael Carvosso
Bob Stephenson
Shaun Carter

Hassan Kharroubi
Huw Davies
Iona Steinle
Rory Steinle- Davis

IWC's Senior Planner
IWC's Development Assessment Planner
Police Representative
Resident (Item 1)
Resident (Item 1)
Resident (Item 2)
Principle Architect at Carter Williamson Architects
Representative for Resident (Item 2)
Resident (Item 2)
Resident (Item 2)
Resident (Item 2)
Resident (Item 2)

APOLOGIES:

Nil.

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee Meeting held on Monday, 17 July 2023 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Local Traffic Committee meeting recommendations of its meeting held on 15 May 2023 were adopted at Council's meeting on 8 August 2023.

The Local Traffic Committee meeting recommendations of its meeting held on 19 June 2023 were adopted at Council's meeting on 8 August 2023 subject to the follow amendment:

1. 19 June 2023 LTC0623 (1) Item 12 be deferred pending an onsite meeting to identify alternative solutions.

The Local Traffic Committee meeting recommendations of its meeting held on 17 July 2023 were adopted at Council's meeting on 8 August 2023.

LTC0823(1) Item 1 Hurlstone Avenue, Summer Hill- Proposed Kerb blister narrowing of Hurlstone Avenue at Prospect Road and No Left Turn 7.30-9.30am.,3-5pm Mon-Fri from Prospect Road into Hurlstone Avenue. (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Concerns have been raised regarding traffic and pedestrian safety issues at the intersection of Prospect Road and Hurlstone Avenue and through Hurlstone Avenue, Summer Hill.

Council is proposing to implement a safety treatment at the intersection of Hurlstone Avenue and Prospect Road by improving the sight lines of pedestrians and movement of vehicles. This will be achieved through constructing kerb blister islands or kerb extensions with pram ramps and narrow Hurlstone Avenue at the intersection of Prospect Road.

Council is also proposing to introduce time restricted 'No Left Turn from 7.30-9.30am and 3-5pm, Monday to Friday from Prospect Road into Hurlstone Avenue. This proposal aims to relieve traffic volumes and congestion issues at this intersection and through Hurlstone Avenue during peak hours. Vehicles will be able to travel along Prospect Road and turn left or right into Old Canterbury Road from Prospect Road which is the preferred traffic route.

Officer's Recommendation:

That:

1. The construction of kerb-blister or kerb extensions to narrow Hurlstone Avenue at Prospect Road with associated signs and markings as shown in the concept plan Attachment 1 be approved in principle.
2. A 'No Left Turn; 7.30am-9.30am, 3pm-5pm Mon-Fri' restriction be installed at the intersection of Prospect Road and Hurlstone Avenue, Summer Hill, prohibiting left turn movement during the above peak hour times from Prospect Road into Hurlstone Avenue.

3. A Traffic Management Plan be issued to Transport for NSW seeking approval for the above part-time 'No Left Turn' ban.

DISCUSSION:

Public Speaker: Laura McCloud entered at 11.03am

Ms McCloud objected to the recommendation due to concerns that the restrictions proposed at the intersection will cause traffic to migrate over to Seaview Street and other local streets. She stated that Seaview Street is a narrow street, which already experiences traffic and parking issues and is concerned the proposed recommendation will exasperate existing traffic issues within the street.

(Ms McCloud left at 11:08am)

Public speaker: Michael Carvoss entered 11:09am

Mr Carvoss objected to the proposed 'No Left Turn' due to concerns with increased traffic congestion as well as concerns for pedestrian safety as the roads affected are near a school. He stated that the exit into Old Canterbury Road from Prospect Street is not wide enough for two cars and the existing traffic at this point will coincide with the high pedestrian activity due to students crossing to get to Trinity Grammar School. He is also concerned as there are no safety measures for the students.

(Ms Carvoss left at 11.15am)

The representative for Summer Hill raised the question of whether 'No Left Turn' restrictions that has been proposed to Hurlstone Street can be provided to Seaview Street. Council Officers responded that Hurlstone Street received a relatively high volume of traffic and was raised as a concern by the community. Council will submit a Traffic Management Plan (TMP) and will include a traffic analysis of the area. The TfNSW representative said they will review the TMP once ready and provide Council with their comments.

The representative for Summer Hill supported the recommendation, with further traffic review after 6 months of implementation to determine the level of impact on adjacent streets. The TfNSW representative also requested crash data be included in the TMP.

The IWBC representative asked if Council could incorporate a 'Bicycles excepted' sign on the proposed restrictions on Prospect Road at Hurlstone Avenue. Council Officers raised no objections to the suggested changes.

COMMITTEE RECOMMENDATION:

That:

1. **The construction of kerb-blinders or kerb extensions to narrow Hurlstone Avenue at Prospect Road with associated signs and markings as shown in the concept plan Attachment 1 be approved in principle.**
2. **A 'No Left Turn; 7.30am-9.30am, 3pm-5pm Mon-Fri 'bicycles excepted' restriction be installed at the intersection of Prospect Road and Hurlstone Avenue, Summer Hill, prohibiting left turn movement during the above peak hour times from Prospect Road into Hurlstone Avenue.**
3. **A review of the 'No Left Turn; 7.30am-9.30am, 3pm-5pm Mon-Fri bicycles excepted' restriction be undertaken after a 6 month period from installation.**

4. A Traffic Management Plan be issued to Transport for NSW seeking approval for the above part-time 'No Left Turn' ban.

For motion: Unanimous

LTC0823(1) Item 2 Jaggers Lane, Balmain - Proposed Permanent Full Road Closure (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt Pac)

SUMMARY

A petition has been submitted from residents for a permanent full road closure of Jaggers Lane, Balmain, to be implemented to prioritize pedestrian safety and thoroughfare in the laneway.

Jaggers Lane is a narrow laneway and does not feature footpaths on either side, it is used by many residents for access to shops and public transport located on Darling Street. Furthermore, residents of Waterview Street between Duncan Street and Caroline Street frequently use Jaggers Lane to store waste and recycling bins and for rear property access.

Though Jaggers Lane is currently providing two-way traffic functions, the permanent road closure is expected to have minimal effects on surrounding traffic movements whilst improving pedestrian safety.

Officer's Recommendation:

That:

1. The permanent full road closure of Jaggers Lane, Balmain, between Duncan Street and Caroline Street be approved in principle, subject to the approval of the Traffic Management Plan by Transport for NSW.
2. Council undertake a 28-day Public Exhibition, including engagement with NSW Police, emergency services, and other relevant authorities, with the results to be reported back to the Traffic Committee.

DISCUSSION:

Public Speaker Bob Stephenson entered at 11.17am

Mr Stephenson supported the recommendation as there has never been access off the lane for private car-parking as the lane is too narrow. He stated that Waterview Street does not have a footpath so residents have been using the Jaggers Lane to access amenities and transport. He is concerned that if Jaggers Lane was to be made permanently accessible to vehicles, it would create safety issues for residents and pedestrians.

(Mr Stephenson left the meeting 11.22am)

Public Speaker Shawn Carter entered at 11.23am

Mr Carter is speaking on behalf of his client (a resident of Caroline Street) and objected to the recommendation as his client was recently granted carparking off Jaggers Lane. He stated that a traffic study and road widening proposal to turn Jaggers Lane into a road has been undertaken previously. He notes the proposed removal of vehicular access in the Lane will take away the residents ability to charge their electric vehicles within their private properties. Mr Carter raised that possibility of turning the Lane into a shared zone so both pedestrians and vehicles can use the Lane. Council Officers responded advising that a

'Shared Zone' would need a safe passing opportunity for pedestrians and vehicle, with the lane being 3m wide, this would not be possible.

(Mr Carter left the meeting 11.29am)

Public Speaker Hassan Kharroubi entered at 11.30am

Mr Kharroubi objected to the recommendation as he believes the recommendation will contribute to traffic congestions onto nearby streets. He is concerned about emergency vehicle access in the area and how it will affect pedestrians in the nearby streets. He noted his concerns for elderly citizens and people with mobility issues within the community who may rely heavily on vehicles and the issues this may cause if the lane is restricted to pedestrian only. He stated his concerns of the proposed recommendation causing a loss of parking, which is already a prevalent issue in the area. He is also concerned that by taking away parking in the lane, this will also have a negative effect on the property values on the residences affected.

(Mr Kharroubi left the meeting at 11.37am)

Public Speakers Huw Davis and Iona Steinle entered at 11.38am

Mr Davis and Ms Steinle objected to the recommendation as there are no footpaths connecting Jaggars Lane to Waterview Street which could accommodate pedestrians. He is also concerned about emergency vehicle access and noted that a vehicle can drive in and out of the lane. He noted that trade vehicles use the lane regularly and residents use the lane to unload their cars as well as for deliveries.

(Mr Davis and Ms Steinle left the meeting at 11.44am)

Public Speaker Rory Steinle- Davis entered at 11:45am

Mr Steinle-Davis objected to the recommendation as he uses the lane to load and unload his building tools and materials at the back of his parents property. He stated that he doesn't believe the community has been able to have a fair say as there has not been public consultation. He notes that there is no footpath to get to Jaggars Lane from Waterview Street. This means there is no safe pedestrian access of the lane, putting pedestrians at risk when they use the lane.

(Mr Steinle-Davis left the meeting at 11.52am)

The representative for the Member for Balmain is opposed to the recommendation and suggested that it be amended to recommend 'No Parking' in the laneway. Council Officers advised that 'No Parking' would apply in the laneway as it is already illegal to obstruct the carriageway as it is too narrow.

The IWBC representative requested that the closure include 'Cyclists excepted' signs in the laneway.

COMMITTEE RECOMMENDATION (MAJORITY SUPPORT):

That:

- 1. The permanent full road closure of Jaggars Lane, Balmain, between Duncan Street and Caroline Street be approved in principle, subject to the approval of the Traffic Management Plan by Transport for NSW.**

2. Council undertake a 28-day Public Exhibition, including engagement with NSW Police, emergency services, and other relevant authorities, with the results to be reported back to the Traffic Committee.

For motion: Council, TfNSW and NSW Police.

Against Motion: Representative for Balmain.

LTC0823(1) Item 3 Carrington Road, Marrickville - Cycleway Upgrade

SUMMARY

Council has finalised a design to provide continuous cycling access on the existing Carrington Road cycleway consistent with current NSW guidelines for cycling infrastructure. The proposal involves line marking and signage at five intersections on the cycleway to improve clarity and safety for bike riders and motorists and provide continuous cycling access for people using the cycleway.

Officer's Recommendation:

That the proposed Carrington Road Cycleway, line marking and signage modifications plan (drawing no's IWC2023-01 to IWC2023-05) be approved subject to the flexible bollards not extending into the kerb radius at each of the intersections along Carrington Road, Marrickville.

DISCUSSION:

The IWBC representative requested additional treatments adjacent to the Carrington Road Cycleway. Council officer's will investigate and setup an on-site meeting to discuss further.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed Carrington Road Cycleway, line marking and signage modifications plan (drawing no's IWC2023-01 to IWC2023-05) be approved subject to the flexible bollards not extending into the kerb radius at each of the intersections along Carrington Road, Marrickville.

For motion: Unanimous

LTC0823(1) Item 4 Marrickville Road, Marrickville – Temporary Full Road Closures for Marrickville Music Festival - Sunday 15 October 2023 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Inner West Council is presenting Marrickville Music Festival on Sunday 15 October from 12:00pm noon until 6:00pm. The event will feature multiple outdoor live music stages across the festival site. Including activation of Marrickville laneways through music and art. As part of the event there will be a partial road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. Event bump in will occur from 12:30am and bump out will conclude by 12:00pm midnight. It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure.

Officer's Recommendation:

1. That the proposed temporary full road closure of Marrickville Road (between Illawarra Road and Victoria Road), Central Lane (between Victoria Road and Meeks Road), Seymour Lane (between Garners Lane and Garners Avenue and between Frampton Avenue and Garners Lane), Garners Lane (north of Seymour Lane) along with short sections of Silver Street, Garners Avenue, Gladstone Street, and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville be approved for the purpose of holding the 'Marrickville Music Festival' Event on Sunday 15 October 2023 between 12:30am and 12:00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed temporary full road closure of Marrickville Road (between Illawarra Road and Victoria Road), Central Lane (between Victoria Road and Meeks Road), Seymour Lane (between Garners Lane and Garners Avenue and between Frampton Avenue and Garners Lane), Garners Lane (north of Seymour Lane) along with short sections of Silver Street, Garners Avenue, Gladstone Street, and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville be approved for the purpose of holding the 'Marrickville Music Festival' Event on Sunday 15 October 2023 between 12:30am and 12:00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.

5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC0823(1) Item 5 Carrington Road at Cary Street, Marrickville – Pedestrian Safety Improvement Works – Raised Pedestrian Crossing (Midjuburi - Marrickville Ward/Summer Hill Electorate/Inner West PAC)

SUMMARY

Council is planning to improve pedestrian safety in Carrington Road, Marrickville (at Cary Street) by converting the existing at-grade pedestrian crossing to a raised pedestrian crossing. The proposal aims to improve pedestrian safety and motorist safety and addresses concerns with pedestrian and driver behaviour in the area, particularly during busy periods.

Officer's Recommendation:

That the detailed design plan for the raising of the existing pedestrian crossing and associated signs and line markings in Carrington Road at Cary Street, Marrickville be approved (as per Design Plan No.10248).

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan for the raising of the existing pedestrian crossing and associated signs and line markings in Carrington Road at Cary Street, Marrickville be approved (as per Design Plan No.10248).

For motion: Unanimous

LTC0823(1) Item 6 Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue And (Lower) Railway Parade, Sydenham - Temporary Parking Changes During Major Rail Shutdown of T3 Line For Sydney Metro Upgrade Works - Bus Replacements Saturday 23 September To Thursday 5 October 2023 And Tuesday 26 December 2023 To Thursday 25 January 2024 (Midjuburi -Marrickville Ward / Summer Hill Electorate / Inner West Pac)

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve major rail shutdown of the Sydenham to Bankstown rail line (T3) for the following periods: Saturday, 23 September to Thursday, 5 October 2023 (inclusive) and Tuesday, 26 December 2023 to Thursday, 25 January 2024 (inclusive). During the shutdowns buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of

locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns.

All changes to street signage will be made by TfNSW contractor(s) from 10pm the night before the closures and will be reinstated at the completion of the planned shutdowns.

Officer's Recommendation:

1. That the following temporary short-term parking changes for the periods of Saturday, 23 September to Thursday, 5 October 2023 (inclusive) and Tuesday, 26 December 2023 to Thursday, 25 January 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
 - b) Marrickville Station Precinct - Illawarra Road (1 parking space): The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
 - c) Sydenham Station Precinct - Burrows Avenue (23 parking spaces): The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - d) The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - e) Sydenham Station Precinct – Railway Road (3 parking spaces): The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone';
 - f) Sydenham Station Precinct - Gleeson Avenue (2 parking spaces): The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone';
 - g) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
 - h) The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
2. That the applicant and Council Rangers be advised in terms of this report.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the following temporary short-term parking changes for the periods of Saturday, 23 September to Thursday, 5 October 2023 (inclusive) and Tuesday, 26 December 2023 to Thursday, 25 January 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
 - b) Marrickville Station Precinct - Illawarra Road (1 parking space): The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
 - c) Sydenham Station Precinct - Burrows Avenue (23 parking spaces): The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - d) The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - e) Sydenham Station Precinct – Railway Road (3 parking spaces): The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone';
 - f) Sydenham Station Precinct - Gleeson Avenue (2 parking spaces): The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone';
 - g) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
 - h) The short-term conversion of 32m (11 parking spaces) 45 degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
2. That the applicant and Council Rangers be advised in terms of this report.

For motion: Unanimous

LTC0823(1) Item 7 Percival Road, Stanmore – Temporary Full Road Closures for Stanmore Music Festival – Saturday 18 November 2023 (Damum-Stanmore Ward /Newtown Electorate/ Inner West Lac)

SUMMARY

Inner West Council is presenting Stanmore Music Festival on Saturday 18 November 2023 from 12:00pm noon until 6:00pm. This community festival has been organised by local residents who are supported by Council as part of EDGE Newtown.

To facilitate the event there will be a partial road closure of Percival Road, between Salisbury Road and Myrtle Street. This will require some road detours in surrounding streets. Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:00pm.

Officer's Recommendation:

1. That the proposed temporary full road closure (ENRC/2023/0051) of Percival Road, from Salisbury Road to the pedestrian crossing at Myrtle Street; partial closure of Temple Street from Percival Road to Percival Lane; and partial closure of Myrtle Street, from Percival Road to Percival Laneway, Stanmore be approved for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 18 November 2023 between 6.00am and 9.00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the proposed temporary full road closure (ENRC/2023/0051) of Percival Road, from Salisbury Road to the pedestrian crossing at Myrtle Street; partial closure of Temple Street from Percival Road to Percival Lane; and partial closure of Myrtle Street, from Percival Road to Percival Laneway, Stanmore be approved for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 18 November 2023 between 6.00am and 9.00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.

3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

For motion: Unanimous

LTC0823(1) Item 8 Holbeach Avenue, Tempe – Temporary Full Road Closures for Ms Sydney To The Gong Bike Ride On Sunday 5 November 2023 – (Midjuburi - Marrickville Ward/Heffron Electorate/Newtown Lac)

SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 5 November 2023. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 5 November 2023.

The comments of the Local Traffic Committee will be referred to Council's Development Assessment Section for consideration in determining the Development Application.

Officer's Recommendation:

That the Local Traffic Committee receive and note the report.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the Local Traffic Committee receive and note the report.

For motion: Unanimous

LTC0823(1) Item 9 West Street Near Brighton Street, Petersham – Proposed New Kerb Blister and Footpath Realignment (Damun-Stanmore Ward / Newtown Electorate / Inner West Pac)

SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in West Street (near Brighton Street), Petersham. Council is planning to improve safety for pedestrians in West Street at Brighton Street intersection, Petersham by constructing landscaped kerb blister island, kerb ramps and realigning the footpath. The proposal aims to improve safety for pedestrians and motorists by better defining pedestrian crossing points and reducing conflicts with traffic movements. This will help address concerns with pedestrian and motorist behaviour at these locations, particularly during busy times.

Officer's Recommendation:

That the detailed design plan for the construction of a new landscaped kerb blister island, kerb ramps and realignment of the footpath in West Street near Brighton Street, Petersham and associated signs and line markings at the intersection be approved (as per Design Plan No.10251).

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the detailed design plan for the construction of a new landscaped kerb blister island, kerb ramps and realignment of the footpath in West Street near Brighton Street, Petersham and associated signs and line markings at the intersection be approved (as per Design Plan No.10251).

For motion: Unanimous

LTC0823(1) Item 10 Ellen Street Carpark, Rozelle - Proposed Extension of '2P 8.00am-8.00pm' Timed Parking Restrictions to '4P 8.00am-8.00pm' (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt Pac)

SUMMARY

Local businesses and residents have requested that Council extend the timed parking restrictions at Ellen Street Carpark, Rozelle. Council has undertaken a review of the existing parking occupancy levels of Ellen Street Carpark and found that the current carpark utilisation is low. Therefore, it is proposed to extend the timed parking restrictions from '2P 8.00am-8.00pm' to '4P 8.00am-8.00pm'.

Officer's Recommendation:

That the timed parking restrictions at Ellen Street Carpark, Rozelle, be extended from 2P 8.00AM-8.00PM' to '4P 8.00AM-8.00PM'.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the timed parking restrictions at Ellen Street Carpark, Rozelle, be extended from 2P 8.00AM-8.00PM' to '4P 8.00AM-8.00PM'.

For motion: Unanimous

LTC0823(1) Item 11 Trafalgar Street, Enmore - Proposed installation of 'No Parking' restrictions outside No.35-39A Trafalgar Street (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)

SUMMARY

Council has received concerns that vehicles are parking in a manner that limits the ability of residents accessing their driveways. This is as a result of short sections of kerb between driveways when the site was redeveloped. In order to alleviate this issue, it is proposed to signpost "No Parking" restrictions outside Nos.35-39A Trafalgar Street, Enmore. Currently the restrictions are '1P 6pm-10pm Permit Holders Excepted Area M3'.

Officer's Recommendation:

That the installation of full-time 'No Parking' restrictions on the southern side of Trafalgar Street, Enmore (outside property Nos.35-39A Trafalgar Street for a length of 36 metres) be approved, in order to improve vehicular access to off-street parking spaces.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the installation of full-time 'No Parking' restrictions on the southern side of Trafalgar Street, Enmore (outside property Nos.35-39A Trafalgar Street for a length of 36 metres) be approved, in order to improve vehicular access to off-street parking spaces.

For motion: Unanimous

LTC0823(1) Item 12 Part Yeend Street, Birchgrove - road closure & sale (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

Council has received an application to purchase a portion of the road reserve adjacent to No.18 Ballast Point Road which fronts Yeend Street, Birchgrove. Council at the meeting on 25 October 2022 has provided 'in principle' support to consider the partial road closure of road reserve in Yeend Street, Birchgrove and subsequent sale to the adjoining owner. The matter has been referred to the Local Traffic Committee for endorsement.

Officer's Recommendation:

That the partial road closure of Yeend Street, Birchgrove at the rear of No. 18 Ballast Point Road (as shown in Attachment 1) and sale to the adjoining landowner be endorsed.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the partial road closure of Yeend Street, Birchgrove at the rear of No. 18 Ballast Point Road (as shown in Attachment 1) and sale to the adjoining landowner be endorsed.

For motion: Unanimous

General Business

Item 13 Pedestrian safety Robert Street, Rozelle

The representative for the Member for Balmain suggested that to improve pedestrian safety at the bus stop on Robert Street, Rozelle, Council could either move the bus stop uphill, widen the footpath at the bus stop or move the bus stop around the corner to Mullens Street.

Council officers will investigate the relocation of the bus stop.

Item 14 Traffic Calming Lilyfield Road at Victoria Road

The representative for the Member for Balmain suggested a pedestrian crossing on Lilyfield Road at the intersection of Victoria Road as well as reducing the speed limits on Lilyfield Road

Council officers will investigate the request for a pedestrian crossing on Lilyfield Road.

Item 15 Reclassification of Victoria Road

The representative for the Member for Balmain asked whether TfNSW has considered reclassifying Victoria Road between Iron Cove Bridge and City West Link as a Council managed road.

The representative for TfNSW stated that this has not been considered.

Item 16 Request for additional parking permits for the Inner Sydney Montessori School

The representative for the Member for Balmain raised concerns on behalf of Inner Sydney Montessori School regarding parking around the school and would like to request additional parking permits for the teachers at the school. The representative for the Member for Balmain suggested that Council turn some of the 2 hour resident parking zones into 4 hour parking as well as implement paid parking.

The Mayor ruled the item as out of order as no written correspondence was provided.

Item 17 Traffic Calming in Toelle Street, Rozelle.

The representative for the Member for Balmain raised concerns on behalf of a resident that Toelle Street, Rozelle is now the major access route through to King George Park. He noted that the street has a speed limit of 50km/h and is narrow and with parked cars on both sides. He suggested that we investigate the implementation of a 'Shared Zone.'

The Mayor ruled the item as out of order as no written correspondence was provided.

Item 18 Parking availability in Wemyss Street, Marrickville

The Mayor tabled correspondence concerned about the lack of parking available on Wemyss Street, Marrickville and requested further investigation. Council Officers will investigate this request and the resident will be notified of the investigation.

Item 19 Speed bumps be placed in Alt Street Ashfield to address speeding concerns

The Mayor tabled correspondence in regards to a request for speed bumps to be placed in Alt Street Ashfield to address speeding concerns and requested further investigation. Council Officers will investigate this request and the resident will be notified of the investigation.

Item 20 Audit of plants in Kerbside garden beds

The representative for the Member for Summer Hill suggested that Council undertake an audit of planting in kerbside garden beds to ensure that they do not impede sightlines for pedestrians. Council Officers advised that species are selected and maintained to 50cm to ensure sightlines are maintained for pedestrians and motorists. Specific locations identified can be addressed.

Item 21 Traffic Flow in McCleer Street, Rozelle

The Mayor tabled correspondence concerned about rat running on McCleer Street, Rozelle and requested further investigation. Council Officers will investigate this request and the resident will be notified of the investigation.

Meeting closed at 12.28pm.

Item No: LTC0923(1) Item 1

Subject: BALMAIN LOCAL AREA TRAFFIC MANAGEMENT PLAN (BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Jason Scoufis - Coordinator Traffic Studies and Road Safety

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the treatments (listed below) from the Balmain LATM be approved and be considered in Council's Traffic Facilities program and operational linemarking/signposting program as required and prioritised as identified in the attached report.

1. That kerb extensions be installed at:
 - a) The Evans Street/Roseberry Street intersection;
 - b) The Evans Street/Carrington Street intersection;
 - c) The Evans Street/Henry Street intersection;
 - d) The Evans Street/Goodsir Street intersection;
 - e) The Evans Street/Brent Street intersection;
 - f) The Montague Street/Llewellyn Street intersection and;
 - g) In Crescent Street at Robert Street intersection.
2. That Council undertake further investigation of kerb extensions at:
 - a) Montague Street/Theodore Street;
 - b) Clare Street/Evans Street and;
 - c) Nelson Street/Evans Street.
3. That a raised pedestrian (zebra) crossing be installed at Evans Street between Napoleon Street and Mansfield Street.
4. That a raised pedestrian (zebra) crossing be installed at Beattie Street west of Mullens Street.
5. That a raised pedestrian (zebra) crossing be installed at Beattie Street east of Darling Street.
6. That the existing raised pedestrian (zebra) crossing in Mullens Street north of Mansfield Street be upgraded.
7. That the existing raised pedestrian (zebra) crossing in Mullens Street north of Reynolds Street be upgraded and investigate opportunity to incorporate cyclists' crossing into the design.
8. That a raised threshold be installed in:
 - a) Mullens Street south of Roseberry Street;
 - b) two raised thresholds be installed in Mullens Street between Goodsir Street and Reynolds Street;
 - c) Mullens Street south of Parsons Street;
 - d) Darling Street between Norman Street and Thornton Street; and
 - e) Darling Street between Young Street and Hampton Street
9. That a speed hump be installed in:
 - a) Beattie Street between Elliott Street and Mullens Street;

-
- b) Evans Street between Brent Street and Victoria Road and;
 - c) Beattie Street between Ewell Street and Wisbeach Lane.
10. That subject to TfNSW approval, a 10 km/h Shared Zone be installed in:
- a) Clare Lane, Balmain;
 - b) northern section of Prosper Lane, Rozelle and;
 - c) Ellen Street, Rozelle.
11. That Council install 'Cyclists Excepted' signposting in the one-way streets of Prosper Lane, Ewell Street and Bruce Street including convex safety mirrors in Prosper Lane road bends and short sections of linemarked contra flow lanes at each end of Ewell Street.
12. That subject to TfNSW approval, one way counter clockwise traffic flow be introduced in Hanover Street north of Collins Street (Collins Street to Evans Street) including kerb extensions at Evans Street/Hanover Street and Hanover Street north of Collins Street.
13. That Council install a one lane slow point in Parsons Street east of Moore Lane.
14. That Council install a mobility parking space on the northern side of Llewellyn Street west of Montague Street.
15. That Council install rumble strips at Mansfield Street/Crescent Street intersection and remark intersection linemarking.
16. That Council linemark parking bays in Darling Street between Wisbeach Street and Beattie Street.
17. That Council modify on street parking along the frontage of Hannaford Centre in Nelson Street to improve access for visitors.
18. That Council support for further investigation of traffic signals at Robert Street/Mullens Street intersection.
-

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This is a recommendation to endorse the findings of the Final Balmain LATM Study report. Council has recently undertaken Public Exhibition of the Final Draft Balmain LATM Study through Yoursay Inner West.

The response results indicate that the community generally supported all the proposed changes.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the LATM Study recommendations and some additional recommendations added.

The recommended treatments will be included for consideration for funding in Council's Capital Works Programs and State Government Funding Programs where possible.

BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program, Council engaged TEF Consulting to prepare the Balmain LATM study.

The Balmain LATM (area L9) precinct is bounded by Darling Street, Mullens Street, Montague Street, Robert Street and Victoria Road.

The objective of the study is to reduce traffic volumes and speeds in local streets to increase liveability and improve safety and access for pedestrians and cyclists. It also includes a review of the original LATM Study which was completed in the year 2000.

The map of the study area is included in a copy of the final report as provided in *Attachment 1*.

PUBLIC CONSULTATION

Council undertook an initial survey through Council's Yoursay website in October/November 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 245 responses were received.

The main outcomes of the first stage of consultation are that residents were concerned with excessive speeding, followed by too much traffic and sight obstructions.

In regard to particular streets, Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction.

Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit whilst Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

The final draft report was placed on public exhibition in May 2023. A total of 500 visitors accessed the Yoursay website material of which 35 contributions were made. An additional 10 emails were received regarding the final draft report during the public consultation period.

All the recommendations noted in the final draft report have been included in the final report with some adjustments. Some additional recommendations are also included.

The Engagement Outcomes Report is included in *Attachment 1*.

FINANCIAL IMPLICATIONS

The financial implications applicable to the implementation of the proposed recommendations. The cost of proposed treatments as listed in the draft report placed on public exhibition was estimated to cost approximately \$1,037,300 (including GST). The final report includes recommendations totalling \$1,075,800 (including GST). This includes the additional costs associated with the additional recommendations/modifications.

This cost takes into consideration 10% contingency. Once the LATM Study is adopted, detailed design and construction would be undertaken in stages as prioritised commencing from the 2024/2025 year.

The cost to implement the Balmain LATM Study will be funded from Council's traffic facilities budget, subject to Local Traffic Committee support and adoption by Council. Subsequent reports during implementation of the recommendations of the study will provide further detailed plans if required.

ATTACHMENTS

1. [Download](#) Balmain LATM Final Report



PO Box 215 Bondi NSW 2026 | ph: (02) 9332 2024 | fax: (02) 9332 2022 | mob: 0414 978 067 | email: o.s@tefconsult.com.au | www.tefconsult.com.au

Item 1

BALMAIN LATM

FINAL REPORT

August 2023

Prepared for

Inner West Council

Attachment 1

Report Document Control

Project	A Local Area Traffic Management Plan for Balmain
Date	21 August 2023
Author(s)	O Sannikov, V Pantiukhin, M Thompson
Client	Inner West Council
Job No.	20095
Keywords	Traffic Engineering/Local Transport Planning/Traffic Calming
Disclaimer	This report is believed to be true and correct at the time of writing. It is based on the information and data provided by the client and other relevant organisations during preparation. TEF Consulting does not accept any contractual, tortuous or other form of liability for any consequences arising from its use. People using the information in the report should apply and rely on their own skill and judgement to a particular issue they are considering.

Title	Date	Author/s	Re-viewer
Final Report	21 August 2023	VP / MT / OS	OS



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1 EXECUTIVE SUMMARY

1.1 LAND USE AND POPULATION GROWTH

1.1.1 Land Use and Population Growth

- The study area consists of about 56 hectares of the previous Leichhardt Council area. Within this area, the area is principally zoned General Residential R1.
- Retailing is located principally in the B2 (local centre) zoning on Darling Street (north east and south west corners).
- Food retailing is located along Darling Street, with Nature Spot gourmet grocery store lying within the area boundary and IGA X-press Rozelle, Woolworths Rozelle Metro and QE Food Stores just outside of it.
- The area comprises a very modest amount of open space. Ann Cashman Reserve, Stimson Reserve and Goodsir Street Reserve are small local parks situated directly within the boundaries.
- The area is serviced by buses which run along its borders on Darling Street, Mullens Street, Robert Street and Victoria Road.
- Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus. Both are situated outside the study area boundaries.

1.1.2 Mode of Travel to Work

- Census 2011 and 2016 data was reviewed for the study area.
- Of the 4,122 residents in the employable age groups in the area in 2016, 2,436 persons (60%) were in the labour force compared to 62% in 2011.
- In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 3%, although travelling by car is still the leading mode to travel to work.
- Almost half of the study area is within walking distance of bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode.

1.1.3 State and Council Strategies and Plans

- The Local Government Road Safety Management Guidance document by Austroads dated January 2020 provides extensive notes in relation to road safety and speed guidance.
- The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the



road system and the interactions among roads and roadsides, travel speeds, vehicle and road users.

- The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill.
- The Our Inner West 2036 acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy.
- The Draft Inner West Integrated Transport Strategy 2019 states its aim as providing move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport.
- Leichhardt LATM 2000 Vol.1 mentions Mullens Street and Montague Street to be reclassified as limited sub arterials for their functional classification.
- The 2016 Bike Plan prepared by GTA Consultants recommended the following one-way roads suitable for two-way bicycle flow: Ewell Street and Little Darling Street.
- Leichhardt Pedestrian Access Mobility Plan 2014 outlined a number of issues in the LGA and proposed a number of treatments, some in the study area. The majority of the treatments is related to bicycles interfering with pedestrians, especially along Victoria Road.
- WestConnex Stage 3 (M4-M5 Link) includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL) near the study area. There are no significant permanent changes within the study area.
- Inner West Pedestrian Access and Mobility Plan 2021 intends to provide Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity.
- Draft Inner West Cycling Strategy 2021 specifies local streets designated for Prioritised cycling access and main streets, such as Darling Street, designated for Place-based cycling access.

1.1.4 Traffic and Transport

- In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably.
- A review of the traffic volumes and speeds in Balmain reveals that in the study area there were 2 streets (Darling Street and Mullens Street) where the 85th percentile speed was 10% over the posted speed limit. Speeds on Beattie Street exceed the posted speed limit at one location, with up to 7.5% exceedance level.



- The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings.
- The locations of bus stop and bus routes passing through the study are illustrated in **Map 6**. Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.
- Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.

1.1.5 Road Crashes

- There were 67 recorded incidents over the latest 5-year period (January 2015 to December 2019).
- Of the 67 crashes in the study area, most were at intersections with 47 incidents (70.2%), with the remaining 20 crashes occurring mid-block (29.8%).
- Beattie Street / Mullens Street / Montague Street intersection – 5 crashes. Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles. Crash type RUM Code 21 (Right through) and crash type RUM Code 10 (Cross traffic) were also noted at this intersection. The existing traffic management at this intersection is a small mountable roundabout, with limited deflection and other limitations potentially due to the space available.
- Mullen Street / Roseberry Street intersection – 3 crashes. Crash type RUM Code 19 (other accident) occurred twice at this intersection. This intersection is located within the High Pedestrian Activity Area (HPAA) and does not have any traffic management in place (with the exception of a pedestrian crossing at the northern part of the intersection). Crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.
- Mullens Street midblock crashes (between Roseberry Street and Reynolds Street) – 3 crashes. Crash type RUM Code 71 (left off carriageway into parked vehicle or object) occurred twice at this intersection. The reason for this pattern is due to cars constantly being parked on both sides of Mullens Street and limited road width to park on the street. Crash type RUM Code 20 (head on – not overtaking) occurred once at this intersection.
- Robert Street / Mullens Street intersection – 3 crashes. Crash type RUM Code 30 (rear end collision) occurred twice at this intersection. This pattern has occurred due to the existing traffic management. There are only Give Way controls at this intersection (with no roundabout or traffic signals). This might cause confusion for arriving vehicles and increases the probability of a rear end collision. Crash type RUM Code 21 (right through collision) occurred once at this intersection.



- Robert Street midblock crashes (between Crescent Street and Mullens Street – 2 crashes. Crash type RUM Code 31 (left rear collision) and crash type RUM Code 74 (out of control on carriageway collision) occurred once at this intersection.
- Darling Street / Montague Street intersection – 2 crashes. Crash type RUM Code 30 (rear end collision) and crash type RUM Code 2 (far side collision) occurred once at this intersection.
- Darling Street / Elliott Street intersection – 2 crashes. Crash type RUM Code 21 (right through collision) and crash type RUM Code 63 (vehicle door) occurred once at this intersection.
- Beattie Street / Darling Street / Wise Street intersection – 2 crashes. Crash type RUM Code 2 (far side collision) and crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.
- Reynolds Street / Evans Street intersection – 2 crashes. Crash type RUM Code 39 (other – same direction) and crash type RUM Code 71 (left-off carriageway into object or parked vehicle) occurred once at this intersection.

1.2 COMMUNITY INPUT

1.2.1 Community Survey - Initial Insights

- In total 245 persons responded.
- It indicates that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week.
- Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstructions.
- Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit.
- Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

1.2.2 Community Survey – Public Exhibition of Final Draft Report

- The final draft report was placed on public exhibition in May 2023.
- A total of 500 visitors accessed the Yoursay website material, of which 35 contributions were made. An additional 10 emails were received regarding the final draft report during the public consultation period.
- All the recommendations noted in the final draft report have been included in the final report with some adjustments.
- Additional recommendations are included for investigation of kerb extensions at Montague Street / Theodore Street, Clare Street / Evans Street and Nelson Street / Evans Street.



- Additional recommendation for kerb extension at Crescent Street / Robert Street.

1.3 FINAL RECOMMENDATIONS

1.3.1 Evans Street / Roseberry Street T-intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, with the provision of statutory No Stopping zones.

1.3.2 Evans Street / Carrington Street T-intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.3 Evans Street / Henry Street T-intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection with the provision of statutory No Stopping zones.

1.3.4 Evans Street / Goodsir Street T-intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.5 Evans Street / Hanover Street and Hanover Street / Collins Street T-intersections

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/ garden beds are installed around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones and one-way system (northbound and westbound) be introduced in Hanover Street north of Collins Street, including installation of a kerb extensions/garden bed within the existing No Stopping zone.

1.3.6 Evans Street / Mansfield Street T-intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones.

1.3.7 Evans Street / Brent Street T-intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.8 Clare Lane

Based on the safety assessment and community feedback, it is proposed that a Shared Zone be installed in Clare Lane.

1.3.9 Prosper Lane

Based on the intersection operation and safety assessment and community feedback, it is proposed that a Shared Zone be installed in Prosper Lane. Also, a "No Through Road" sign is to be installed at the northern end of the lane, facing north.



1.3.10 Beattie Street between Elliot Street and Mullens Street

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Beattie Street near No. 117.

1.3.11 Mullens Street / Beattie Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the western approach to the roundabout, with kerb extensions/garden beds on the western side. The existing speed cushion at this location is proposed to be removed.

1.3.12 Mullens Street / Roseberry Street intersection

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Mullens Street south of Roseberry Street.

1.3.13 Mullens Street between Goodsir Street and Reynolds Street

Based on the intersection operation and safety assessment and community feedback, it is proposed that raised thresholds be installed on both approaches to the street bend.

1.3.14 Mullens Street / Mansfield Street T-intersection

Based on the safety assessment and community feedback, it is proposed that the raised platform for the zebra crossing be widened to feature extended setbacks. It is also proposed to install larger R3-1 signs at the crossing and additional warning signs W6-2 on both approaches.

1.3.15 Mullens Street between Robert Street and Parsons Street

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed south of Parsons Street.

1.3.16 Evans Street between Victoria Street and Brent Street

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed near No. 132.

1.3.17 Llewellyn Street

Based on the safety assessment and community feedback, it is proposed that a mobility (accessible) space be installed in Llewellyn Street near "Doctors on Darling".

1.3.18 Darling Street between Wisbeach Street and Beattie Street

Based on the safety assessment and community feedback, it is proposed that all kerbside parking spaces be marked at this location.

1.3.19 Mansfield Street / Crescent Street T-intersection

Based on the intersection operation observations, safety assessment and community feedback, it is proposed that the existing painted traffic islands be repainted and complemented by rumble bars.

1.3.20 Darling Street between Norman Street and Thornton Street

Based on the safety assessment and community feedback, it is proposed that a raised threshold be installed at this location.

1.3.21 Darling Street between Young Street and Hampton Street

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed between Young and Hampton Streets.



1.3.22 Mullens Street at Reynolds Street

Based on the safety assessment and community and Council feedback, it is proposed that the existing raised pedestrian crossing be upgraded (to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps). The detailed design is to consider incorporating a cyclists' crossing if possible.

1.3.23 Parsons Street east of Moore Lane

Based on the intersection operation and safety assessment and community feedback, it is proposed that a one lane slow point with a raised threshold be installed in Parsons Street just east of Moore Lane.

1.3.24 Ellen Street

Based on the safety assessment and Council feedback, it is proposed that a Shared Zone be installed in Ellen Street.

1.3.25 Darling Street / Wise Street / Beattie Street

Based on the intersection operation and safety assessment and community/Council feedback, it is proposed that a raised pedestrian crossing be installed on the eastern side of the roundabout (Beattie Street approach).

1.3.26 Beattie Street between Ewell Street and Wisbeach Lane

Based on the safety assessment and community/Council feedback, it is proposed that a concrete speed hump be installed instead of the existing rubber speed cushions.

1.3.27 Robert Street / Mullens Street intersection

Council's request: the potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

1.3.28 Montague Street / Llewellyn Street intersection

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

1.3.29 Nelson Street east of Darling Street

Council requested changes to signposting in order to assist patrons of the Hannaford Centre to access the Council facility.

1.3.30 Prosper Lane, Ewell Street and Bruce Street

In view of safe conditions for two-way bicycle travel (no angle car parking) and to optimise bicycle links, it is proposed to install "Bicycles excepted" sign plates at the "One way" signs on these streets. This will require a short section of cycle lane at both ends of Ewell Street and additional convex safety mirrors in Prosper Lane. The overall review cost is estimated at \$12,000.

1.3.31 Montague Street / Theodore Street T-intersection

Further investigation to be undertaken into kerb extensions at Montague Street / Theodore Street to improve safety for vehicles exiting Theodore Street.



1.3.32 Clare Street / Evans Street T-intersection

Further investigation to be undertaken into kerb extensions at Clare Street / Evans Street to improve safety for vehicles exiting Clare Street.

1.3.33 Nelson Street / Evans Street T-intersection

Further investigation to be undertaken into kerb extensions at Nelson Street / Evans Street to improve safety for vehicles exiting Nelson Street.

1.3.34 Crescent Street / Robert Street intersection

A kerb extension is proposed in Crescent Street at Robert Street to improve pedestrian and cyclists' safety at a cost of \$25,000.

1.3.35 Estimated Cost of all proposals

It is estimated that the total cost of all proposals will be approximately \$978,000; with a 10 per cent contingency this amount would be approximately \$1,075,800.



2 INTRODUCTION

The purpose of this project is to develop a Local Area Traffic Management (LATM) scheme for the Balmain area (Area L9). This area is bounded by Darling Street, Montague Street, Mullens Street, Robert Street and Victoria Road as shown in **Figure 2-1**.

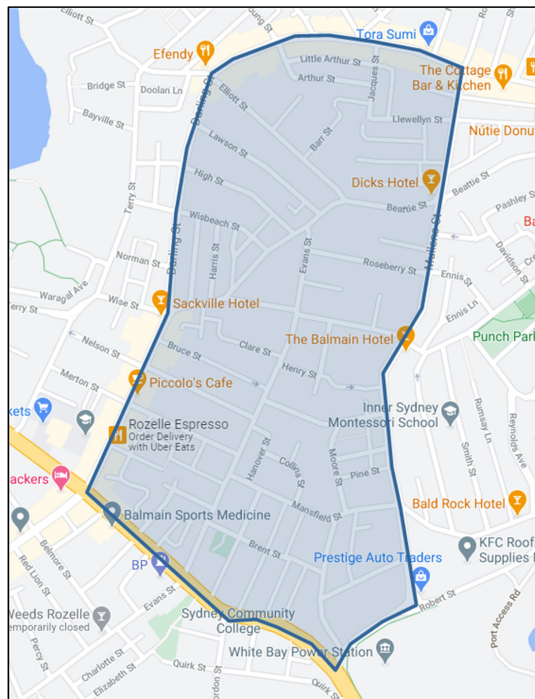


Figure 2-1: Balmain study area

The general objectives of this project as stated in the Brief are to:

- Investigate and review the performance of the existing Local Area Traffic Management (LATM) schemes and recommend proposed LATM works.
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To assess vehicles' speed across the study area and propose additional control measures where applicable.
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To investigate traffic intrusion into the predominantly residential study area and propose solutions as required.
- To improve pedestrian and cyclist accessibility through the study area (taking into account measures proposed in the Inner West Council Bicycle Plan) and strategies for LATM management including price control techniques, quality control techniques and countermeasure techniques.

In developing recommendations for LATM Strategy, the Brief states that consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.



- Minimise crash risk.
- Improve local amenity by:
 - Reducing car use.
 - Increasing use of public transport.
 - Increasing walking and cycling.
 - Improving the streetscape.



3 CONTEXT

3.1 LAND USE AND POPULATION GROWTH

3.1.1 Leichhardt LEP 2013

The study area consists of about 56 hectares of the previous Leichhardt Council area. Within this area, the area is principally zoned General Residential R1, as in **Figure 3-2** below. Retailing is located principally in the B2 (local centre) zoning on Darling Street (north east and south west corners).

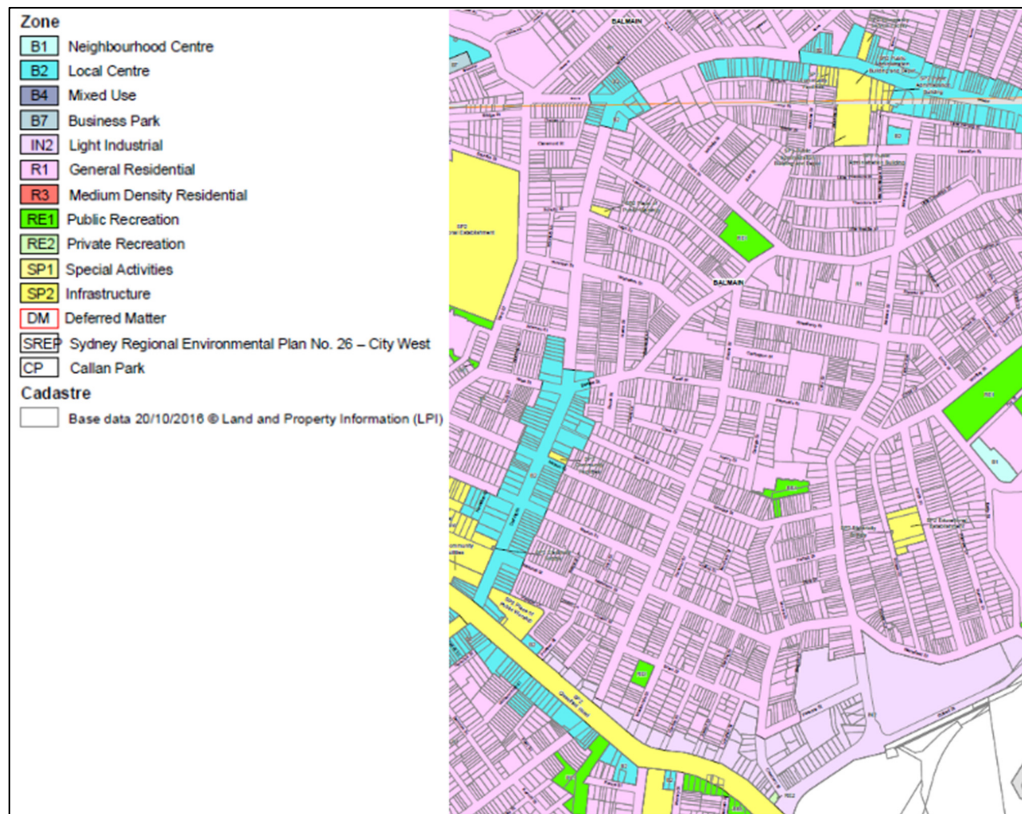


Figure 3-2: Leichhardt LEP 2013

Source: NSW Legislation



3.1.2 Surrounding land use attractors

The area comprises a very modest amount of open space. Ann Cashman Reserve, Stimson Reserve and Goodsir Street Reserve are small local parks situated directly within the boundaries.

Food retailing is located along Darling Street, with Nature Spot gourmet grocery store lying within the area boundary and IGA X-press Rozelle, Woolworths Rozelle Metro and QE Food Stores just outside of it.

Balmain Wharf is about 800 metres to the east and Rozelle Bay Light Rail station is about 700 m to the south.

The area is serviced by buses which run along its borders on Darling Street, Mullens Street, Robert Street and Victoria Road.

Primary education is provided by Rozelle Public School (approximately 630 students), which is located to the south west of the study area. Sydney Secondary College Balmain Campus, located to the west of the study area, provides education to about 800 students of years 7 to 10.

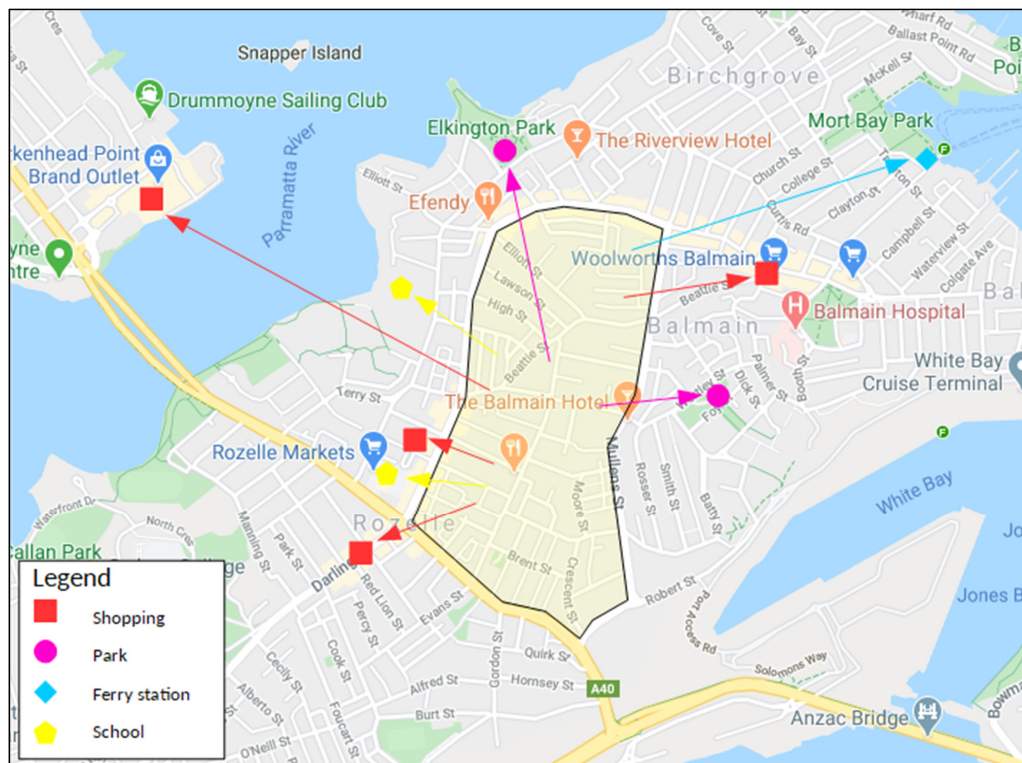


Figure 3-3: Land use attractors outside the study area.



3.1.3 Public school catchments

Two public schools service the area, these being Rozelle Public School and Sydney Secondary College Balmain Campus. The catchments of each are illustrated below in **Figure 2.3**. To attend these schools, children from the study area would have to cross Darling Street if they live within walking distance. Other children use school buses or get delivered by car.

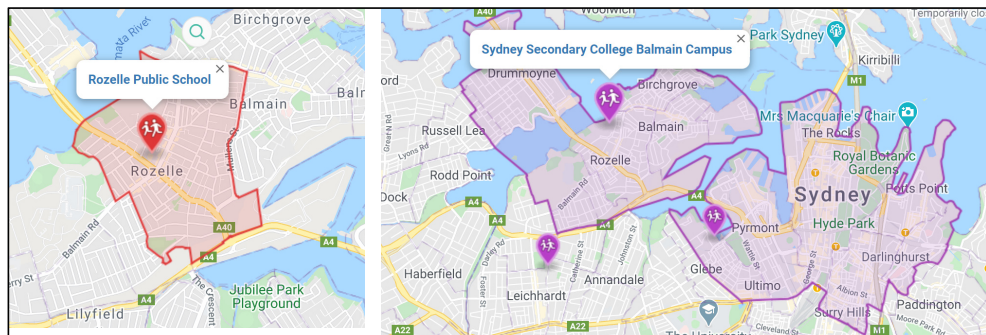


Figure 3-4: Local primary and secondary school catchments.

Source: Australian Public-School Website

3.2 LEICHHARDT DCP 2013

The **Leichhardt DCP 2013** states the Objectives within General Provisions are:

Council will, regardless of location, promote urban design that produces walkable, cycle-able neighbourhoods that will support a socially, environmentally and economically resilient community. Development is to make a positive contribution to implementing the following urban design objectives:

- O2 – Accessible: places and spaces can be accessed by the community via safe, convenient and efficient movement systems.
- O5 – Connected: places and spaces encourage people to interact with the physical environment and each other through a network of safe, convenient travel routes and alternatives which are accessible for all users. Places and spaces accommodate a variety of uses and activities which attract people and enhance social activity. (C1.0)

The **Leichhardt DCP 2013** Desired Future Character of the area includes:

- C1 – Preserve the established setback and street crossing patterns for each street. (C2.2.5.4 Iron Cove Distinctive Neighbourhood)
- C5 – Improve pedestrian and cycle accessibility, safety and facilities to take full advantage of low cost/public transport services in the area.
- C10 – Discourage additional vehicle access to sites from Darling Street and Victoria Road. (C2.2.5.5 Rozelle Commercial Distinctive Neighbourhood)
- C1 – Preserve and improve the pedestrian safety, amenity and focus of Darling Street and adjacent streets. (C2.2.5.5(a) Darling Street Sub Area)



3.3 MODE OF TRAVEL TO WORK OF RESIDENTS

Census 2011 and 2016 data were reviewed for the study area. **Figure 3-5** below outlines in yellow ten SA1 areas which cover the study area outlined in a black broken line.

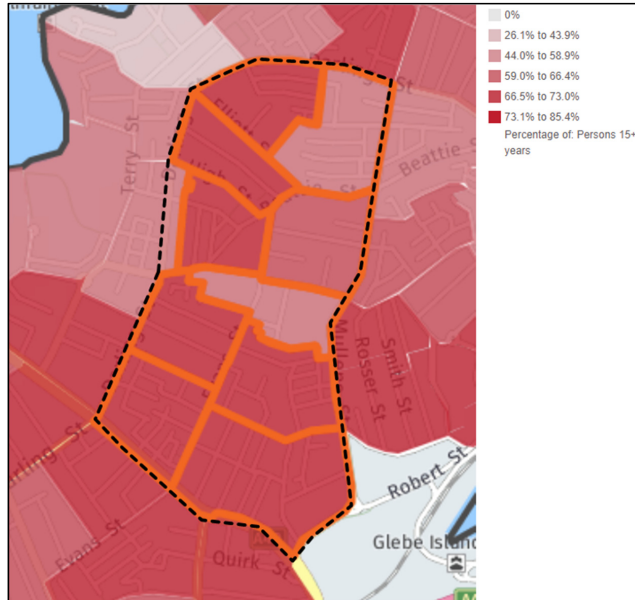


Figure 3-5: Statistical areas within Balmain.

Source: IWC Social Atlas



Of the 4,122 residents in the employable age groups in the area in 2016, 2,436 persons (60%) were in the labour force compared to 62% in 2011. In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 2% and public transport use – up by 3%, although travelling by car is still the leading mode to travel to work.

TABLE 3-1: WORKFORCE METHOD OF TRAVEL TO WORK.

Main method of travel	2016 Labour force participation			2011 Labour force participation			% change
	Number	%	Total responses	Number	%	Total responses	2011 to 2016
Public transport	752	33%	2287	718	30%	2388	+3%
Car	880	38%	2287	966	40%	2388	-2%
Walk	167	7%	2287	188	8%	2388	-1%
Cycle	35	2%	2287	63	3%	2388	-1%
Worked at home	110	5%	2291	108	5%	2306	0%
Households without car	212	12%	1732	225	13%	1704	-1%

Source: 2016 ABS Census



Almost half of the study area is within walking distance of bus stops on Victoria Road. The improvements in public transport since 2011 as well as the growth in road congestion may account for this change in mode. **Figure 3-6** illustrates the catchments for the bus stops (400m). The rest of the area is serviced by bus routes that stop on Darling Street, Montague Street, Mullens Street and Roberts Street – with connections to the City and to the Inner West areas.

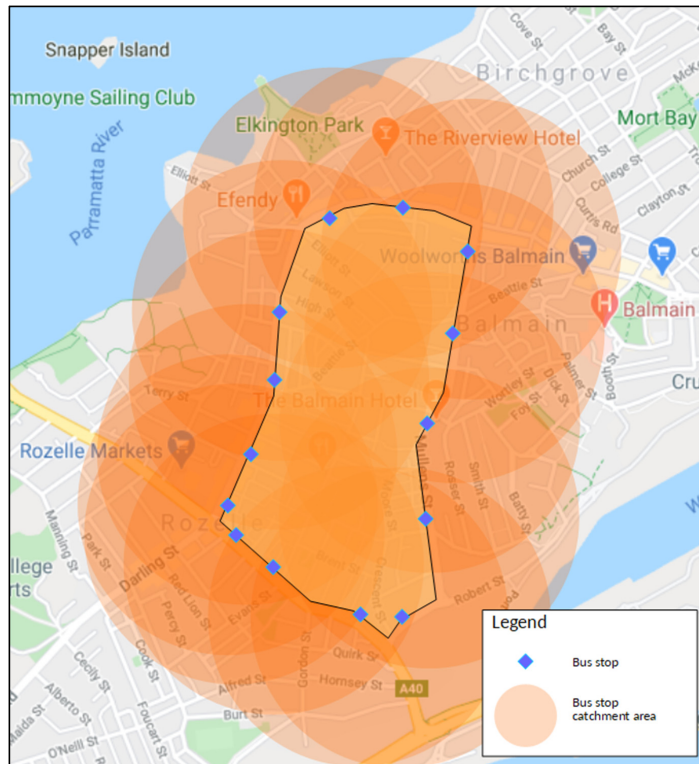


Figure 3-6: Walking catchments to bus stops.



4 STATE AND COUNCIL STRATEGIES AND PLANS

4.1 ROAD SAFETY SPEED RESEARCH

The *Local Government Road Safety Management Guidance* document by Austroads dated January 2020 notes the following in relation to road safety and speed guidance. Local Government roads tend to have vulnerable pedestrians and cyclists present, which may make these types of roads more difficult to manage because of the variability in road types and complex interactions between a wider range of users. This is the case in the study area, with three different local road types being present, these include local accessways and streets (such as Elliott Street and Nelson Street) and collector roads (such as parts of Evans Street and all of Robert Street, Montague Street, Mullens Street and Darling Street). As such this guide provides the relevant road safety approaches and practices that are most likely to be applicable in the local government context.

The Safe System approach that underpins the NSW Government's Road Safety Approach called "Towards Zero". This is a holistic approach to the safety of the road system and the interactions among roads and roadsides, travel speeds, vehicle and road users. The role of speed in this system based on the relationship between impact speed and the probability of a fatality for different scenarios demonstrates that at during a collision at 30 km/h involving a pedestrian or cyclist, there is a 10 per cent probability of a fatality (Wrangborg curbs developed in 2005, refer to **Figure 4-7** below). This leads to the safe impact speed for road sections used by cars and vulnerable road users, as would be the case for the local accessways and streets in the study area, would have a Target Safe System speed of 30km/h. This document also notes that there are the highest occurrences of under-reporting amongst the most vulnerable road users, including pedestrians and cyclists and therefore any crash data analysis may need to be supported by traffic engineering base principals when determining any implemented changes, not simply relying on crash data as a source alone.

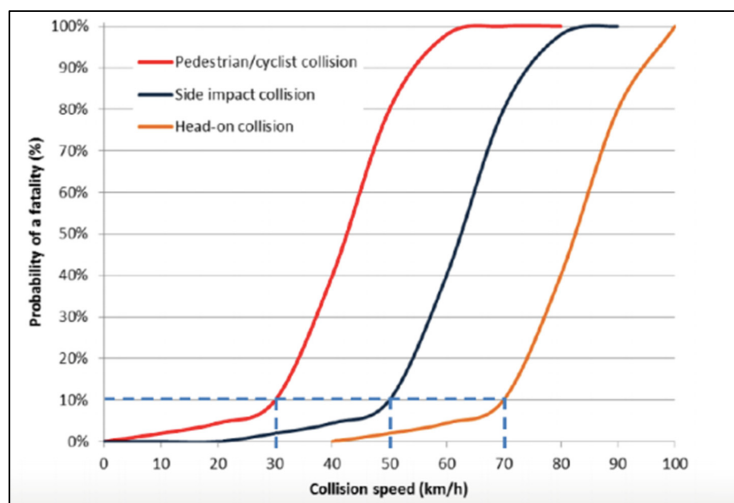


Figure 4-7: Relationship between impact speed and probability of a fatality for different scenarios.

Source: Austroads, January 2020

The Safe Systems approach as outlined in the above document is further considered in *Integrating Safe System with Movement and Place for Vulnerable Road Users*, Austroads, January 2020. Appendix B



provides Safe System Aligned Measures for Pedestrians and Cyclists. Some of the key items that assist in implementing a 30km/h zone should include:

- Raised signalised intersections with 30km/h ramps (or lower) – which could be used for entry treatments to the study area
- Signalised intersections with 30km/h platforms (or lower) which could be used should any intersections be proposed to be signalised in the study area.
- 30km/h speed limits or lower, where in local streets, both speed and traffic volumes not only affect safety, but also the amenity of the street and surrounding areas, which would be effective based on feedback in the study area.
- Wombat crossings (30km/h or lower platforms) – which provides an example in Darling Street, Rozelle on the corner of Wisbeach Road, just outside the study area.
- Kerb blisters or road narrowing, where reducing the roadway width to be crossed by pedestrians reduces the time spent by the pedestrian exposed to crash risk, especially where traffic approaches in one direction only and the speed limit is 30km/h.

4.2 GREATER SYDNEY COMMISSION EASTERN DISTRICT PLAN 2018

The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill. In the study area, in line with the Leichhardt DCP, there is no proposed urban renewal or increased housing growth as illustrated in **Figure 4-8** overleaf.

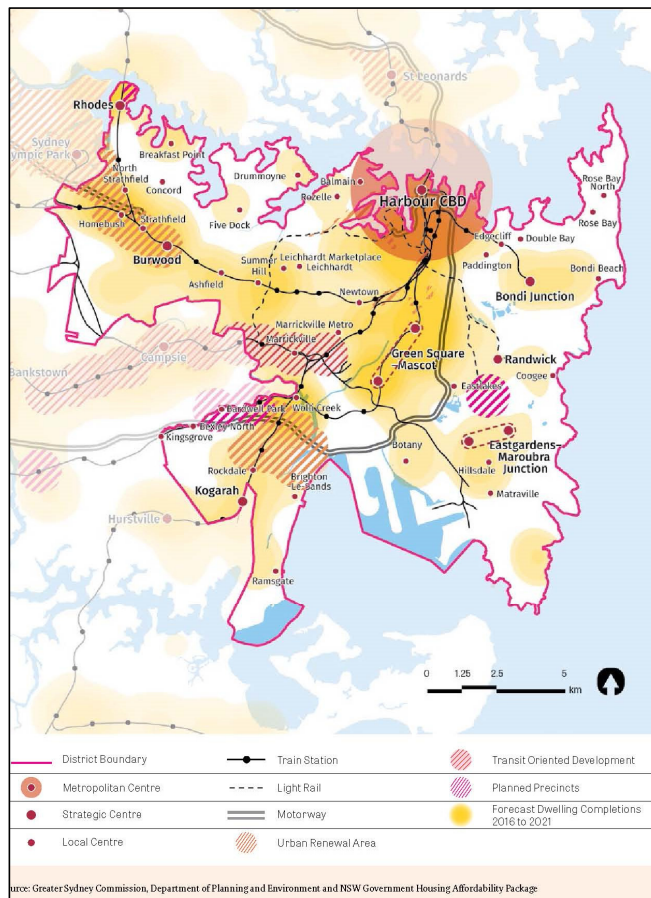


Figure 4-8: Eastern City District future housing supply.

Source: Greater Sydney Commission

4.3 COUNCIL STRATEGIES

4.3.1 Our Inner West 2036

This is a community strategic plan for the inner West community endorsed in June 2018. Among the list of its key community challenges, it acknowledges that, compared to many parts of Sydney, Inner West is well serviced by public transport to get in and out of the area but getting around within the area is still not easy: the routes that link neighbourhoods and destinations throughout Inner West are limited.

even though fewer people drive to work (38%) compared to Greater Sydney (56.6%), traffic congestion is an issue for people living and working adjacent to main roads such as Victoria Road.



4.3.2 Draft Inner West Integrated Transport Strategy 2019 ('Going Places Integrated Transport Strategy' and Technical Report May 2019)

This strategy states its aim as providing:

...move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport. It is integrated in that it considers land use and transport as an interconnected system that influences movement and behaviour.

In order to achieve that aim, it is proposed to support a shift from single vehicle travel to public transport and active transport such as pedestrians and cyclists; improve safety for all users, including working towards 40 km/h vehicle speeds throughout Inner West.



Figure 4-9: Current transport network.

Source: Going Places Integrated Transport Strategy

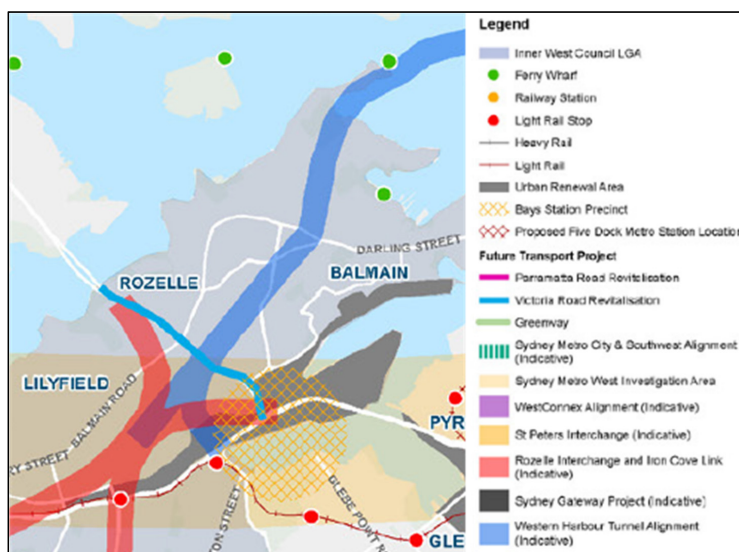


Figure 4-10: Key planning transport projects.

Source: Going Places Integrated Transport Strategy

4.3.3 Leichhardt Local Area Traffic Management Studies 2000

Leichhardt LATM 2000 Vol.1 mentions Mullens Street and Montague Street to be reclassified as limited sub arterials for their functional classification. This LATM Study, being 20 years old, has limited value in terms of analysis of traffic flows and safety issues. Many treatments, proposed by LATM 2000, have been implemented, notably kerb extensions at Darling Street/Elliott Street. A 40km/h speed limit is in place for the whole of the Balmain Peninsula where the study area is located. A midblock rubber speed hump between Evans Street and Mullens Street has been installed. A 3-tonne load limit has also been placed on Beattie Street for its whole length.

4.4 COUNCIL PLANS

4.4.1 Leichhardt Bike Plan 2016

The 2016 Bike Plan prepared by GTA Consultants recommended the following:

One-way roads suitable for two-way bicycle flow: Ewell Street and Little Darling Street.

Regional bike routes on:

- Iron Cove Bridge to Pyrmont via Victoria Road and Anzac Bridge (Section A: Victoria Road). Proposed improvement: Path condition on both sides need repair. All vehicle conflict points to have alternative pavement treatment/markings.

Local bike routes on:

- Glassop Street to Balmain East (Darling Street Wharf) via Elliott Street, Beattie Street and Darling Street.

Regional/local:

- Victoria Road alternative via Terry Street, Wellington Street, Nelson Street or Merton Street, Evans Street, Hanover Street, Mansfield Street, Crescent Street and Robert Street.

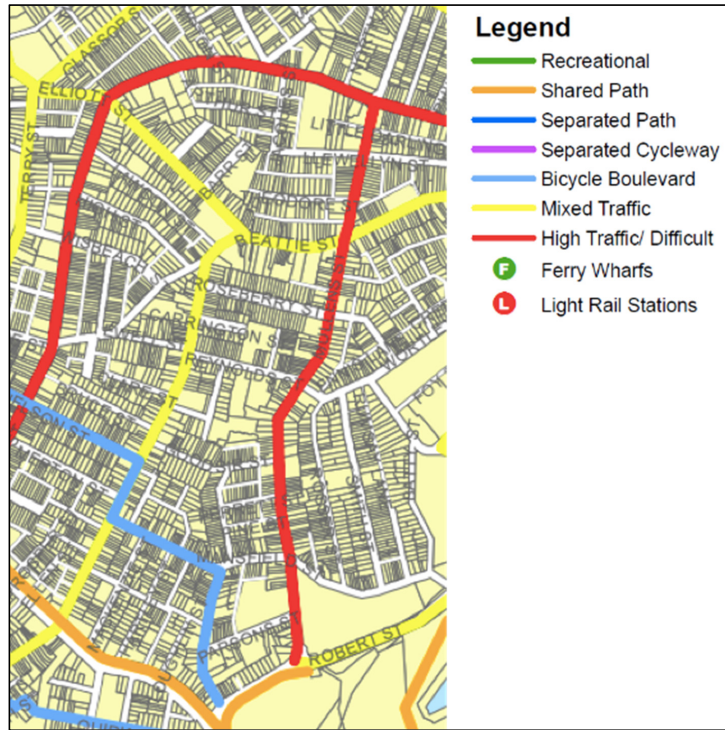


Figure 4-11: Proposed bicycle network.

Source: Leichhardt Bike Plan 2016 (GTA)

4.4.2 Leichhardt Pedestrian Access Mobility Plan 2014

The Pedestrian Access Mobility Plan (PAMP), adopted in 2004, was reviewed and updated in 2014 by Urban Arc to

"...ensure that the planning, design and construction of all future pedestrian facilities link with existing facilities, are designed to incorporate planned future development sites and enhance the safety of existing pedestrian facilities."

The 2014 PAMP update outlined a number of issues in the LGA and proposed a number of treatments, some in the study area. The summary of treatments can be found in **Appendix A** along with their current implementation status, based on the site inspection conducted by TEF Consulting. The majority of the treatments is related to bicycles interfering with pedestrians, especially along Victoria Road.

4.4.3 WestConnex Stage 3 (M4-M5 Link)

Near the study area, the M4-M5 link project includes construction of a ventilation facility on Victoria Road, Iron Cove Link Surface works and a connection (tunnel end) to the future Western Harbour Tunnel and Beaches Link (WHTBL). There are no significant permanent changes within the study area.

Of primary Council's concern related to the M4-M5 link is the potential future increase of traffic flows within Inner West LGA (including Rozelle) and that it does not provide the transport solutions that will best serve the movement of vehicles and people in Sydney's Inner West. There are also concerns



about this project focusing on road transport and not paying sufficient attention to public transportation.

Council also has concerns about the full range of construction impacts – including, traffic, parking, noise and dust – around all Stage 3 construction sites. Construction works started in April 2020 and are planned to continue until 2024. The construction impacts may have an impact on the study area.

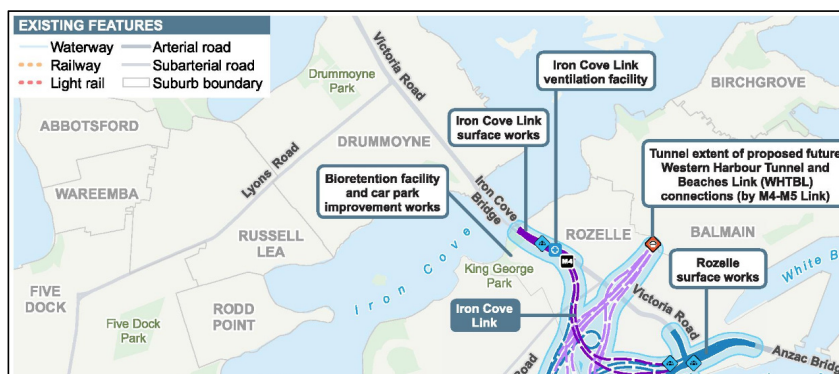


Figure 4-12: WestConnex Stage 3 (M4-M5 Link) works near the study area.

Source: <https://www.westconnex.com.au>

4.4.4 Inner West Pedestrian Access and Mobility Plan (PAMP) 2021

Bitzios Consulting was commissioned by Inner West Council to undertake and develop the Inner West PAMP to provide an updated and consolidated PAMP that covers the entire LGA. The PAMP intends to provide Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity. The PAMP includes a detailed works program that identified issues associated with access, connectivity, crossing deficiency, infrastructure condition, missing footpath, narrow footpath, obstruction and safety issues.

A number of projects identified in the PAMP of relevance to the LATM are detailed in Appendix A. These projects relate to the installation of continuous footpath treatments and will require further assessment to determine whether they meet TfNSW requirements for such facilities.

4.4.5 Draft Inner West Cycling Strategy 2021

The draft Inner West Cycling Strategy (IWCS) was publicly exhibited in November 2022 with finalisation and adoption by Council anticipated in 2023. The draft Cycling Strategy outlines 6 priorities with actions to provide a safer cycling network and support more people cycling.

The draft Cycling Strategy applies the NSW Government's Movement and Place framework. Movement and Place is a cross-government framework for planning, designing and managing the street network to maximise benefits for the people and places they serve. The draft bike network map specifies local streets designated for Prioritised cycling access and main streets, such as Darling Street, designated for Place-based cycling access. The NSW Design and Roads and Streets Guide (last updated: 13 Jan 2023) and the Network Planning in Precincts Guide (last updated: 14 Jul 2022) aim to shift the emphasis in network planning from a hierarchy of roads towards a network that is place-based and prioritises walk-



ing, cycling, public transport use. This approach will form the basis of planning the Inner West bike network.

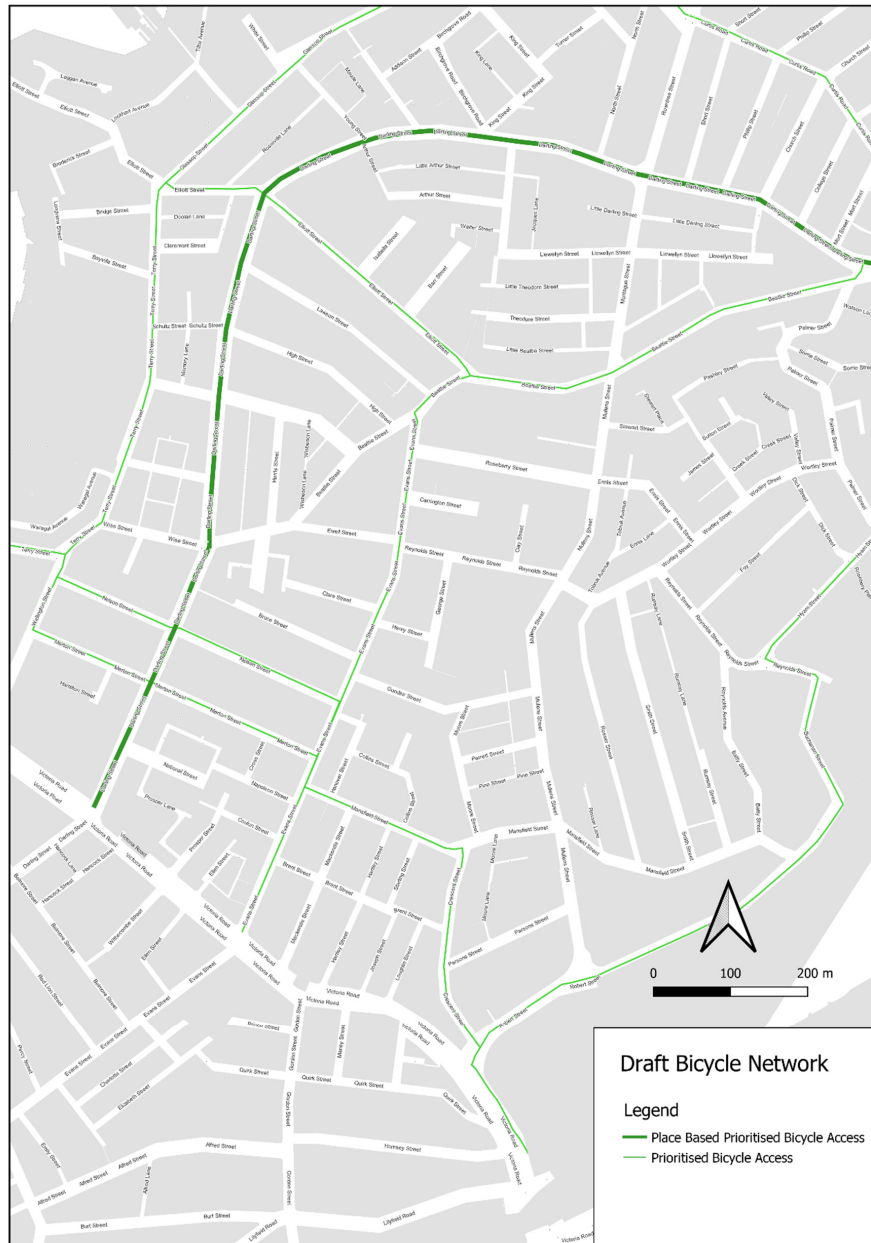


Figure 4-13: Draft Bicycle Network (draft IWCS 2021).



5 TRAFFIC AND TRANSPORT MOVEMENT AND CONTROL

5.1 ROAD HIERARCHY, TRAFFIC VOLUMES AND SPEEDS

Two types of road classification are used in NSW. Each type of classification caters for a different purpose as discussed below.

5.1.1 Funding classification

This is an administrative classification based on funding where the State and Local Authority allocate responsibilities between them. Thus:

- State roads are fully funded by the NSW Government;
- Regional roads involve shared funding between the NSW Government and the Local Council; and
- Local roads are fully funded by Local Councils.

Around the study area, there is one State road which carries large volumes of traffic including heavy vehicles. The State road within the study area is:

- Victoria Road.

The Regional roads within the study area are:

- Darling Street, Robert Street, Mullens Street and Montague Street.

All other roads in the study area are local roads within the care and control of Inner West Council.

5.1.2 Functional classification

This classification includes Arterial, Sub-arterial, Collector and Local roads. Together the roads make up a road network. The functional road classification can be described as:

- | | |
|------------------------------------|--|
| • Arterial | : Predominantly carry through traffic from one region to another, forming principal avenues of communication for urban traffic movements. |
| • Sub-Arterial | : Connect the Arterial roads to areas of development and carries traffic directly from one part of a region to another. They may also relieve traffic on Arterial roads in some circumstances. |
| • Major Collector (or Distributor) | : Connect the Sub-Arterial roads to the Local Road system in developed areas. May also be commercial collectors which connect to a commercial centre such as East Gardens or Eastlakes |
| • Residential Collector | : sub-divisional roads within a particular developed area. These are used solely as local access roads |

Map 1 illustrates the functional road hierarchy in the study area based on RMS classification and traffic volumes as well as roads with 3 tonne load limits. The RMS (previously RTA) functional road classification parameters for the metropolitan area are in **Table 5-2**.



TABLE 5-2- ROAD CLASSIFICATION PARAMETERS.

Factor	Measure of Effectiveness	Desirable Feature for Each Road Class			
		Arterial	Sub Arterial	Collector	Local
Vehicle speed	Operating speed	60-100 km/h	50-60 km/h	40-50 km/h	40 km/h or less
Traffic use	Daily volume (vehicles per day)	No limit	20,000 vehicles per day max	5,000 vehicles per day max	2,000 vehicles per day max
	Residential area				
	Other area	No limit	20,000 vehicles per day max	10,000 vehicles per day max	4,000 vehicles per day max
Intersection spacing	Cross street interference	Approx 1 km	Approx 0.5 km		
Road geometry	Number of travel lanes	4 or more	2 or more	2 or more	1 or more
	Medians	Yes	As needed	No	No
	Min. carriageway width	13 m	7 m	7 m	4 m
Traffic management	Parking	None	Prefer none	Yes	Yes
	Lane and separation lines	Yes	Yes	Maybe	No
	Property access	Minimised	Minimised	Yes	Yes
	Control of turning vehicles	Median control	Maybe control	No	No
	Right turn bays	Yes	Preferred	No	No
	Road closures	None	None	Possible	Yes
	LATM devices		Yes	Yes	Yes
Pedestrian crossings	SATM devices				
	Type of crossing	Grade separated or signals	Signals or refuge	Marked crossing, children's crossing or refuge	Marked crossing, children's crossing or refuge

Source: RMS

5.1.3 Environmental Capacity

The **RMS' (2002) Guide to Traffic Generating Developments** gives the guidance on the environmental capacity of residential streets (used for new residential subdivision design) as set out in **Table 5-3**. The Guide also states that speed is an important contributor to environmental capacity:

The Environmental Capacity of a street can be increased through a reduction in speed. For example, on an existing residential street where traffic volumes reach the Environmental Capacity maximum (and a proposed development could cope with the volume over the standard), traffic speed may be reduced by the introduction of traffic calming methods.....

In existing residential environments, 40km/h is an acceptable speed objective, usually achieved by LATM schemes e.g. adjusting existing roadways with retrofitted design items such as speed humps and slow points.



TABLE 5-3: ENVIRONMENTAL CAPACITY PERFORMANCE STANDARDS ON RESIDENTIAL STREETS.

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goals
			300 maximum
Collector	Street	50	300 environmental goals
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.



In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably. These volumes will be applied to the Inner West roads and conclusions on performance based thereon.

5.1.4 Implications For The LATM

The main implication of a road hierarchy is that some Council roads have a higher traffic function than others, usually by virtue of:

- connectivity, particularly to the State and Regional road system;
- the traffic attracting/generating land uses such as shops, schools, industry;
- road design such as road width, sight distance, design speed;
- access control to the main road system such as signals.

From an environmental point of view, it is desirable to have traffic volume of less than 2,000 vehicles per day on residential streets and 3,000 vehicles per day on residential collectors. However, in existing residential areas, residential collectors usually carry higher traffic volumes due to their geometry and connectivity, therefore using the maximum (5,000 vehicles per day) would be more realistic).

The Guidelines state that in order to achieve a better amenity and safety in residential areas, lowering of the speed limit can address the negative impacts of higher vehicle volumes. A residential speed limit of 40 km/h has already been established for most of the study area, excluding Darling Street. Thus, the undesirable impacts of higher volume levels on residential streets can be tempered to some degree by the existing 40 km/h speed limit. Where 85th percentile speeds are presently over 45 km/h in current 40 km/h zones, speed reduction treatments may need to be implemented to lower the speed within acceptable limits.

Traffic volume and speed counts for a number of streets were made available for this study (refer to **Map 2** for locations). **Table 5-4** illustrates the vehicles per day and the 85th percentile speeds for those streets that are included in the LATM study area.

In the absence of a formal local road hierarchy, the following volumes are applied:

- Sub-Arterials / Regional - are roads with 10 -20,000 vehicles per day,
- Major Collectors - are roads with 5-10,000 vehicles per day,
- Collector - are residential roads with 3-5,000 vehicles per day,
- Local - are residential roads with less than 3,000 vehicles per day.

These are applied in **Table 5-4** overleaf. Locations where volume clearly exceeds the guidelines are highlighted in the table.

A review of the overleaf reveals that in the study area there were 2 streets (Darling Street and Mullens Street) where the 85th percentile speed was 10% over the posted speed limit. Speeds on Beattie Street exceed the posted speed limit at one location, with up to 7.5% exceedance level. Current speed limits are shown on **Map 3**.

It is noted that there were 2 roads with traffic volume non-compliance. These roads are Beattie Street and Evans Street.

5.2 EXISTING TRAFFIC MANAGEMENT

Map 4 summarizes the traffic and parking management in Balmain.

5.2.1 Traffic signals



The following intersections are signalised:

Victoria Road / Darling Street

Darling Street / National Street

Darling Street / Montague Street

Robert Street / Victoria Road

Victoria Road / Gordon Street (Gordon Street is outside the L9 zone, but as part of the T-junction there are traffic signals on Victoria Road between MacKenzie Street and Hartley Street)

Victoria Road / Evans Street

There are no midblock traffic signals.

5.2.2 Traffic calming and road closures treatments

The following treatments are installed to manage the speed of traffic in the study area:

Roundabouts are at the intersections of:

- Beattie Street / Montague Street / Mullens Street
- Darling Street / Beattie Street / Wise Street (with refuge islands)

Speed humps, cushions and thresholds (rubber speed humps are marked as per Council's request) are located:

- At midblock locations:
 - Darling Street (between High Street and Lawson Street)
 - Evans Street (between Coulon Street and Napoleon Street)
 - Evans Street (between Merton Street and Nelson Street)
 - Evans Street (between Bruce Street and Henry Street)
 - Evans Street (between Clare Street and Reynolds Street)
 - Evans Street (between Carrington Street and Roseberry Street)
 - Reynolds Street
 - Mansfield Street (between Evans Street and Hanover Street)
 - Hartley Street 3 rubber speed humps
 - Mullens Street (between Beattie Street and Steward Street)
 - Mullen Street (between Goodsir Street and Perret Street)
 - Mullen Street (between Pine Street and Mansfield Street)
 - Ewell Street – 2 rubber speed humps
 - Beattie Street (between Ewell Street and Wisbech Lane) – rubber speed cushions
 - Beattie Street (between Wisbeach Lane and Wisbeach Street)
 - Beattie Street (between Lawson Street and Elliott Street) – rubber speed hump
 - Bruce Street (north of Darling Street)
 - Nelson Street 2 speed humps
 - Merton Street 2 speed humps
 - National Street speed hump
- At intersections:
 - Merton Street / Darling Street
 - Darling Street / National Street



- Darling Street / Nelson Street
- Darling Street / Elliot Street
- Darling Street / Wisbeach Street

Pedestrian refuge islands with kerb extensions are situated at the following locations:

- Elliott Street / Darling Street
- Evans Street/Beattie Street
- Montague Street north and south of Beattie Street
- At the roundabout Beattie Street/Montague Street/Mullens Street

Pedestrian refuge islands are situated at the following locations:

- Beattie Street / Elliott Street
- Beattie Street (between Ewell Street and Wisbeach Lane)
- Robert Street/Mullens Street
- Robert Street (on intersection with Victoria Road)
- Reynolds Street after intersection with Mullens Street

Raised zebra crossings are situated at the following locations:

- Darling Street (north of intersection with Nelson Street)
- Darling Street (south of roundabout with Wise Street / Beattie Street)
- Darling Street (north of intersection with Wisbeach Street)
- Darling Street (north of intersection with Elliot Street)
- Darling Street (east of intersection with Kings Street)
- Darling Street (south of T-section with Jacques Street)
- Mullens Street (between Roseberry Street and Reynolds Street)

Kerb extensions are situated at the following location:

- Darling street (south of intersection with Merton Street)
- Elliott Street / Darling Street

5.2.3 Bicycle facilities

The bicycle routes are indicated in **Map 5** as per the Inner West Cycling Route Map on the Inner West Council website. The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings. The Mixed Traffic routes are located on the following streets:

- Beattie Street
- Crescent Street
- Darling Street
- Elliott Street
- Evans Street
- Mansfield Street
- Mullens Street



- Nelson Street

There is also a shared path along the northern side of Victoria Road near the study area.

5.2.4 Parking facilities

A site inspection was carried out by TEF Consulting to determine car parking facilities in the study area aside from standard kerbside parking. It was observed that there is:

- A Council carpark on the corner Victoria Road and Ellen Street, operating between 8.00 am and 8.00 pm, free and limited 2 hours per day. Parking capacity is 20 car spaces.
- 45° parking opportunities on National Street which include 21 car parking spaces.
- 90° parking opportunities in a parking on Merton Street which include 24 car parking spaces.
- 45° parking opportunities are available on Merton Street and Nelson Street.

5.3 PUBLIC TRANSPORT

5.3.1 Buses

The locations of bus stops and bus routes passing through the study are illustrated in **Map 6**. Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations.

Bus routes and stops are relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.



TABLE 5-4: TRAFFIC VOLUMES AND SPEEDS IN BALMAIN.

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit in km/hr	85 %tile speed (NB/EB) in km/hr	85 %tile speed (SB/WB) in km/hr	Acceptable speed
Beattie Street	Balmain	Darling St & Wisbeach Ln	09/12/20 – 15/12/20	Collector	2,470 (EB) 1,636 (WB)	Y	40	39.7	40.0	Y
Beattie Street	Balmain	Elliot St & Montague St	09/12/20 – 15/12/20	Collector	3,200 (EB) 2,692 (WB)	N	40	43.3	43.4	Y
Brent Street	Balmain	MacKenzie St & Hartley St	09/12/20 – 15/12/20	Local	154 (EB) 356 (WB)	Y	40	35.4	35.6	Y
Darling Street	Balmain	Victoria Rd & Merton Street	09/12/20 – 15/12/20	Regional	6,744 (NB) 5,526 (SB)	Y	40	34.8	35.7	Y
Darling Street	Balmain	Beattie St & Wisbeach St	10/12/20 – 16/12/20	Regional	5,732 (NB) 5,272 (SB)	Y	40	46.0	44.8	N
Darling Street	Balmain	Young St & Hampton St	10/12/20 – 16/12/20	Regional	5,752 (EB) 5,515 (WB)	Y	40	45.4	45.1	N
Evans Street	Balmain	Victoria Rd & Brent St	10/12/20 – 16/12/20	Collector	2,163 (NB) 3,214 (SB)	N	40	36.1	35.4	Y
Evans Street	Balmain	Nelson St & Goodsir St	10/12/20 – 16/12/20	Collector	2,159 (NB) 2,386 (SB)	Y	40	38.1	39.6	Y
Evans Street	Balmain	Ewell St & Carrington St	10/12/20 – 16/12/20	Collector	1,434 (NB) 1,983 (SB)	Y	40	38.2	37.0	Y



Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit in km/hr	85 %tile speed (NB/EB) in km/hr	85 %tile speed (SB/WB) in km/hr	Acceptable speed
Mansfield Street	Balmain	Starling St & Crescent St	10/12/20 – 16/12/20	Local	651 (EB) 1,221 (WB)	Y	40	40.1	40.1	Y
Montague Street	Balmain	Theodore St & Llewellyn St	10/12/20 – 16/12/20	Regional	4,658 (NB) 4,634 (SB)	Y	40	41.3	41.1	Y
Mullens Street	Balmain	Parsons St & Mansfield St	10/12/20 – 16/12/20	Regional	7,408 (NB) 7,713 (SB)	Y	40	45.9	48.4	N
Mullens Street	Balmain	Goodsir St & Reynolds St	10/12/20 – 16/12/20	Regional	6,952 (NB) 7,433 (SB)	Y	40	37.8	41.3	Y

6 ROAD CRASHES

6.1 VEHICULAR, CYCLIST AND PEDESTRIAN CRASH PROFILE

Crashes for the latest 5-year period (January 2015 to December 2019) from the Transport for NSW crash data base have been examined. There were 67 recorded incidents over this period, the findings from this examination are:

- **Age and sex**
 - Age of people involved was not identified for a small proportion of crashes (7.5%). Where the ages of the people involved was known, the largest group was the 35-49 age group (29.3%) and the 20-34 age group (25.6%).
 - 62% of the total number of people involved in the accidents were males, 26% were females and 13% were unknown.
- **Breakdown by type and severity**
 - In total there were 108 vehicles (81.2%), 9 pedestrians (6.8%), 4 bicycles (3.0%) and 12 motorcycles/scooters (9.0%) involved across all accidents.
 - No fatal incidents were recorded, with 64 injuries (48.1%) and 69 (51.2%) non-casualties.
- **Time of crashes**
 - High prevalence of crashes during the working week with 48 incidents (71.6%)
 - 13 crashes occurred during the morning commuter peak (19.4%), with the morning peak period occurring between 6:00 a.m. and 9:00 a.m.
 - 14 crashes occurred during the afternoon commuter peak (20.9%), with the afternoon peak period occurring between 3:00 p.m. and 6:00 p.m.

TABLE 6-5: CRASH AGE GROUPS.

Age Group	0-9	10-19	20-34	35-49	50-59	60+	Unknown	Total
No of persons involved	0	5	34	39	23	22	10	133
% of persons involved	0.0%	3.8%	25.6%	29.3%	17.3%	16.5%	7.5%	100.0%

Types of crashes	Vehicles	Pedestrians	Bicycles	Motorcycles/ Scooters	Total
No of TUs involved	108	9	4	12	133
% of TUs	81.2%	6.8%	3.0%	9.0%	100.0%

Note: TU - traffic unit

6.2 LOCATION OF CRASHES

The documented locations of crashes from the Transport for NSW database are depicted in **Map 7**. Most crashes were on Victoria Road, which is a major arterial road:

- | | | |
|----------------------------------|---|--|
| Suburb and road hierarchy | - | Most crashes occurred on the State road (Victoria Road) (38.8%). The rest were on the Regional roads (Darling Street, Robert Street, Mullens Street and Montague Street) (49.3%) and on Council roads (11.9%). |
|----------------------------------|---|--|

6.3 CRASH TYPES

Of the 67 crashes in the study area, most were at intersections with 47 incidents (70.2%), with the remaining 20 crashes occurring mid-block (29.8%).

- | | | |
|-----------------------------|---|--|
| Intersection crashes | - | The majority were RUM Code 21 (right through collisions) which had 7 incidents |
| | - | RUM Code 30 (rear end collision) had 6 incidents |
| | - | RUM Code 0 (near side), RUM Code 2 (far side) and RUM Code 10 (cross traffic collision) had 4 incidents each |
| Midblock crashes | - | RUM Code 71 (left off - carriageway into object or parked vehicle) had 3 incidents. |

Crashes were prevalent at intersections, compared with mid-block locations. **Appendix B** can be used for reference of the definitions and notes on RUM codes.

6.4 CRASH ANALYSIS

The location and crash types were further analysed to determine if there were certain recurring patterns, and if so, what may be the cause of the particular issue.

While crash data is a good indicator of potential road safety incidents in particular areas, it is good to be aware from Definitions and notes to support road crash data, NSW Centre for Road Safety, September 2019 which states that under the Road Transport (General) Act 1999 and the Road Transport (Safety and Traffic Management) Act 1999 and the regulations made under those Acts, Rule 287 (3) of the Road Rules requires a crash to be reported to police when any person is killed or injured; when drivers involved in the crash do not exchange particulars; or when a vehicle involved in the crash is towed away. Therefore, all minor incidents that do not have an injury, where drivers exchange details, or a vehicle is not towed are not included in the statistics and therefore only a snapshot of the crashes in a particular area. Further to this, near misses are not included in the statistics and these can be considered as part of on-site observations and videos taken at each of the locations in this study.

There are three intersections with high crash occurrences and crash patterns that occurred on a State Road. The majority of the analysed crashes occurred at the intersection of Victoria Road and Darling Street. A smaller number of crashes also took place at the intersection of Victoria Road and Robert Street and the intersection of Victoria Road and Mackenzie Street. These intersections are a TfNSW (RMS) responsibility and therefore treatment of safety problems at these intersections is beyond the scope of this study.

The following is a breakdown of all observations on Regional and Council roads:

Beattie Street / Mullens Street / Montague Street intersection – 5 crashes

Crash type RUM Code 30 (rear end collision) occurred 3 times at this intersection, with all three incidents involving vehicles. Crash type RUM Code 21 (Right through) and crash type RUM Code 10 (Cross traffic) were also noted at this intersection. The existing traffic management at this intersection is a small mountable roundabout, with limited deflection and other limitations potentially due to the space available.

Mullen Street / Roseberry Street intersection – 3 crashes

Crash type RUM Code 19 (other accident) occurred twice at this intersection. This intersection is located within the High Pedestrian Activity Area (HPAA) and does not have any traffic management in place (with the exception of a pedestrian crossing at the northern part of the intersection). Crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.

Mullens Street midblock crashes (between Roseberry Street and Reynolds Street) – 3 crashes

Crash type RUM Code 71 (left off carriageway into parked vehicle or object) occurred twice at this intersection. The reason for this pattern is due to cars constantly being parked on both sides of Mullens Street and limited road width to park on the street. Crash type RUM Code 20 (head on – not overtaking) occurred once at this intersection.

Robert Street / Mullens Street intersection – 3 crashes

Crash type RUM Code 30 (rear end collision) occurred twice at this intersection. This pattern has occurred due to the existing traffic management. There are only Give Way controls at this intersection (with no roundabout or traffic signals). This might cause confusion for arriving vehicles and increases the probability of a rear end collision. Crash type RUM Code 21 (right through collision) occurred once at this intersection.

Robert Street midblock crashes (between Crescent Street and Mullens Street – 2 crashes

Crash type RUM Code 31 (left rear collision) and crash type RUM Code 74 (out of control on carriageway collision) occurred once at this intersection.

Darling Street / Montague Street intersection – 2 crashes

Crash type RUM Code 30 (rear end collision) and crash type RUM Code 2 (far side collision) occurred once at this intersection.

Darling Street / Elliott Street intersection – 2 crashes

Crash type RUM Code 21 (right through collision) and crash type RUM Code 63 (vehicle door) occurred once at this intersection.

Beattie Street / Darling Street / Wise Street intersection – 2 crashes

Crash type RUM Code 2 (far side collision) and crash type RUM Code 10 (cross traffic collision) occurred once at this intersection.

Reynolds Street / Evans Street intersection – 2 crashes

Crash type RUM Code 39 (other – same direction) and crash type RUM Code 71 (left-off carriageway into object or parked vehicle) occurred once at this intersection.

The remaining few crashes in the area are single occurrences without any specific patterns.

7 IDENTIFIED COMMUNITY ISSUES – INITIAL COMMUNITY INSIGHTS

7.1 COMMUNITY SURVEY

A short questionnaire was put on Council's web page at the commencement of the project. In total 245 persons responded. The Figure below indicates a spread of responses from the study area.

Summary of neighbourhood traffic problems:

The Figure below indicates that the highest-rated problem in the area is motorists exceeding the speed limit.

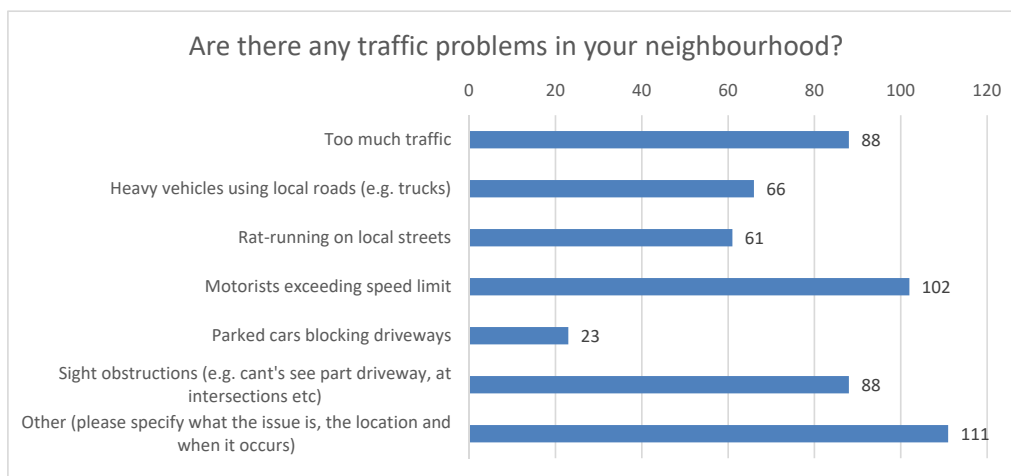


Figure 7-14: Overall rating of traffic problems.

The figures below indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.

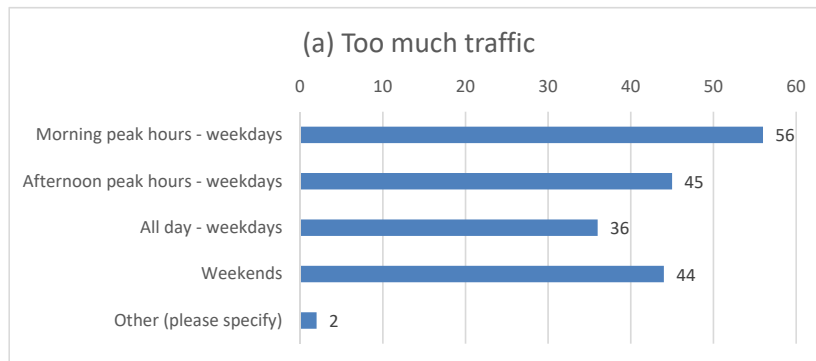


Figure 7-15: Detailed rating – Too much traffic.

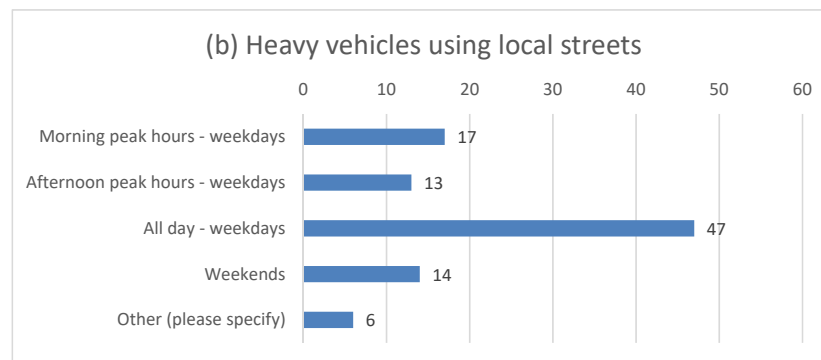


Figure 7-16: Detailed rating – Heavy vehicles using local streets.

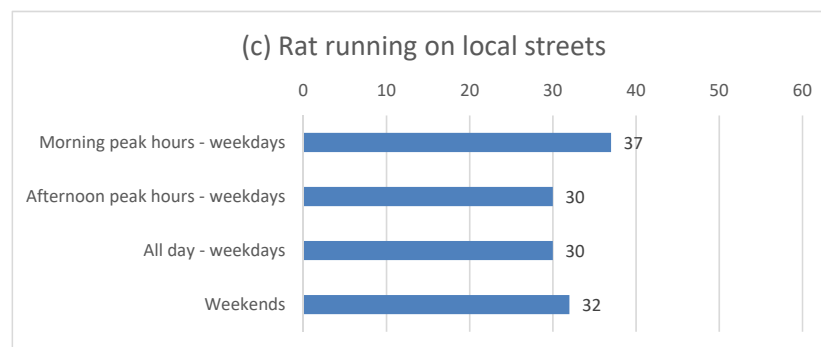


Figure 7-17: Detailed rating – Rat running on local streets.

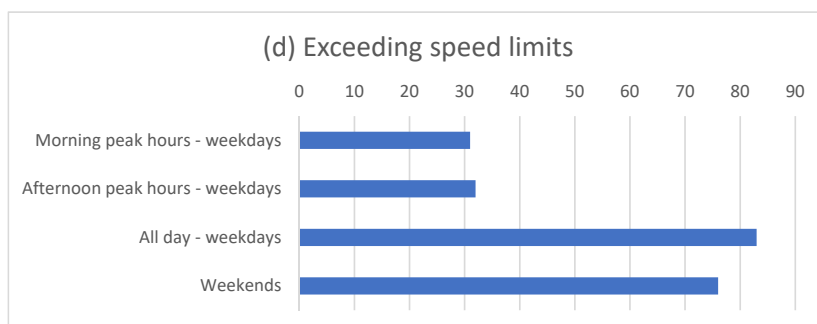


Figure 7-18: Detailed rating – Exceeding speed limits.

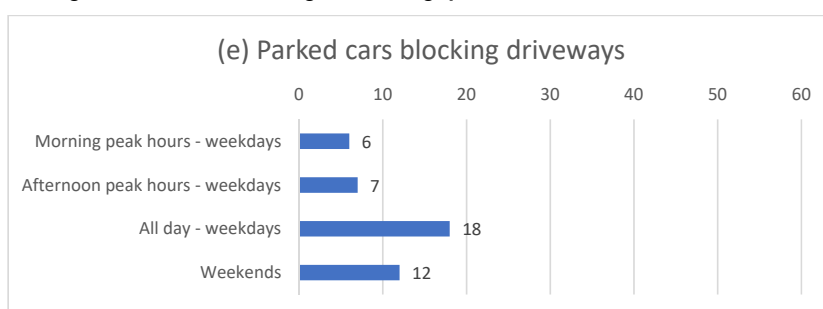


Figure 7-19: Detailed rating – Parked cars blocking driveways.

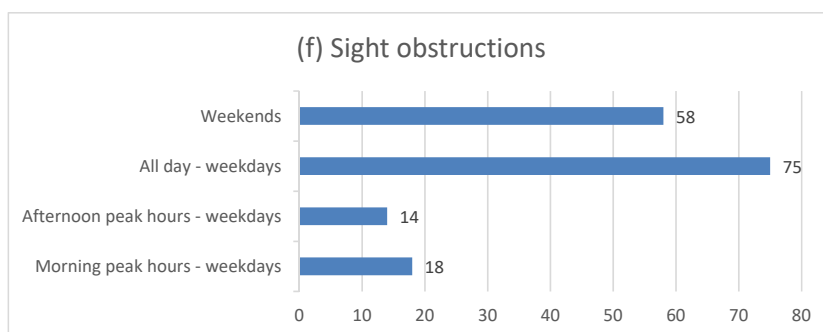


Figure 7-20: Detailed rating – Sight obstructions.

7.2 PROBLEMS IDENTIFIED IN SPECIFIC STREETS

An examination by problem by street is graphically illustrated in **Map 8**. The following table lists the issues and streets where these issues are most frequently mentioned. The highest level of concern is in:

Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction;

Darling street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit;

Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

TABLE 7-6: PROBLEMS RATED BY STREET.

STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Beattie Street	13	9	12	15	0	6
Brent Street	7	5	8	6	2	8
Crescent Street	2	2	8	3	3	0
Darling Street	21	8	15	24	0	10
Victoria Road	16	4	6	6	0	6
Elliott Street	0	2	0	3	1	3
Evans Street	26	13	19	16	3	26
Hartley Street	2	2	2	3	1	4
Llewellyn Street	1	0	1	1	1	1
Mackenzie Street	0	2	1	0	2	3
Mansfield Street	11	5	14	21	0	20
Merton Street	1	0	3	0	0	1
Montague Street	3	3	2	3	1	5
Mullens Street	28	15	13	29	1	17
Parsons Street	2	5	0	4	0	2
Perrett Street	3	1	1	0	0	1
Reynolds Street	4	2	1	6	0	5
Roberts Street	6	2	1	4	0	0
Starling Street	3	0	1	1	0	3
Wisbeach Street	0	2	2	3	0	0

Council's report on community engagement outcomes can be found in **Appendix C**.



8 AUDITS OF EXISTING SITUATION

8.1 INTRODUCTION

There are 90 intersections in the study area. These are shown in **Table 8-7**. Each intersection has been prioritised based on information presented in **Section 6**. Each intersection in the study area was assessed at a high level based on the priority assessment, this is provided in **Table 8-7**.

The assessment criteria are broadly as follows:

- High – requires assessment based on issues raised by the community or identified in **Section 6**.
- Moderate – may require future assessment, however, not in the context of a Local Area Traffic Management Plan.
- Low – existing conditions at this intersection / location do not require any modifications as part of this LATM plan.
- Limited – intersection located on a State Road and therefore under control of Transport for NSW, therefore outside of the scope of this study, however, included in nearby intersections / locations for completeness.

TABLE 8-7: LIST OF INTERSECTIONS IN STUDY AREA, EXISTING TREATMENT AND PRIORITY FOR ASSESSMENT.

Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
1	Victoria Road	Darling Street		Traffic Signals	Limited
2	Darling Street	National Street		Traffic Signals	Low
3	Darling Street	Merton Street		Priority	Low
4	Darling Street	Nelson Street		One way entry to Nelson Street	Low
5	Darling Street	Bruce Street		One way entry to Bruce Street	Low
6	Darling Street	Beattie Street	Wise Street	Roundabout	High
7	Darling Street	Norman Street		Priority	Low
8	Darling Street	Wisbeach Street	Thornton	Stop Signs	Low
9	Darling Street	High Street	Schultz Street	Priority	Low
10	Darling Street	Lawson Street		One way from	Low

Intersec- tion Num- ber	Street 1	Street 2	Street 3	Existing Treatment	Priority for As- sessment
				Lawson street	
11	Darling Street	Elliot Street		Give Way Sign east - Stop Sign west	Low
12	Darling Street	Arthur Street	Young Street	Priority	Low
13	Darling Street	Jacques Street		Priority	Low
14	Darling Street	Montague Street	Rowntree Street	Traffic Signals	Low
15	Montague Street	Little Darling Street		Priority	Low
16	Montague Street	Llewellyn Street		Priority	High
17	Montague Street	Theodore Street		Priority	Low
18	Montague Street	Little Beattie Street		Priority	Low
19	Montague Street	Beattie Street	Mullen Street	Roundabout	High
20	Mullens Street	Roseberry Street	Ennis Street	Priority	High
21	Mullens Street	Goodsir Street		Priority	High
22	Mullens Street	Reynolds Street		Priority	High
23	Mullens Street	Perrett Street		Priority	Low
24	Mullens Street	Pine Street		Priority	Low
25	Mullens Street	Mansfield Street		Stop Sign	High
26	Mullens Street	Parsons Street		Priority	High
27	Mullens Street	Robert Street		Priority	High
28	Robert Street	Crescent Street		Priority	Low
29	Robert Street	Victoria Road		Traffic Signals	Limited



Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
30	Victoria Road	Loughlin Street		Priority	Limited
31	Victoria Road	Joseph Street		Priority	Limited
32	Victoria Road	Hartley Street		Priority	Limited
33	Victoria Road	MacKenzie Street		Priority	Limited
34	Victoria Road	Evans Street		Traffic Signals	Limited
35	Victoria Road	Ellen Street		Priority	Limited
36	Victoria Road	Prosper Street		Priority	Limited
37	Prosper Street	Prosper Lane		Priority	High
38	Evans Street	Brent Street		Priority	High
39	Evans Street	Coulon Street		Priority	Low
40	Evans Street	Napoleon Street		Priority	Low
41	Evans Street	Mansfield Street		Priority	High
42	Evans Street	Merton Street		Priority	Low
43	Evans Street	Hanover Street		Priority	High
44	Evans Street	Nelson Street		One way from Nelson Street	Low
45	Evans Street	Goodsir Street		Priority	High
46	Evans Street	Bruce Street		One way from Bruce Street	Low
47	Evans Street	Henry Street		Priority	High
48	Evans Street	Clare Street		Priority	Low
49	Evans Street	Reynolds Street		Priority	Low
50	Evans Street	Ewell Street		One way entry to Ewell Street	Low

Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
51	Evans Street	Carrington Street		Priority	High
52	Evans Street	Roseberry Street		Priority	High
53	Evans Street	Beattie Street		Priority	Low
54	Merton Street	Cross Street		Priority	Low
55	National Street	Prosper Line		Priority	Low
56	Merton Street	Prosper Line		One way entry to Merton Street	Low
57	Clare Lane	Slade Street		Priority	High
58	Beattie Street	Harris Street		Priority	Low
59	Beattie Street	Wisbeach Street		Priority	Low
60	Beattie Street	High Street		Priority	Low
61	Beattie Street	Lawson Street		One way entry to Lawson Street	Low
62	Beattie Street	Elliot Street		Priority	High
63	Harris Street	Wisbeach Street		Priority	Low
64	Elliot Street	Barr Street		Priority	Low
65	Elliot Street	Isabella Street		Priority	Low
66	Artur Street	Little Artur Street		Priority	Low
67	Artur Street	Jacques Street		Priority	Low
68	Little Artur Street	Jacques Street		Priority	Low
69	Montague Street	Little Darling Street		Priority	Low
70	Theodore Street	Little Montague Street		Priority	Low



Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
71	Reynolds Street	Clay Street		Priority	Low
72	Reynolds Street	George Street		Priority	Low
73	George Street	Henry Street		Priority	Low
74	Goodsir Street	Moore Street		Priority	Low
75	Evans Street	Hanover Street		Priority	Low
76	Mansfield Street	Hanover Street		Priority	Low
77	Moore Street	Perret Street		Priority	Low
78	Moore Street	Pine Street		Priority	Low
79	Moore Street	Mansfield Street		Priority	Low
80	Mansfield Street	Collins Street		Priority	Low
81	Mansfield Street	MacKenzie Street		Priority	Low
82	Mansfield Street	Hartley Street		Priority	Low
83	Mansfield Street	Starling Street		Priority	Low
84	Mansfield Street	Crescent Street		Priority	High
85	Brent Street	MacKenzie Street		Stop Signs	Low
86	Brent Street	Hartley Street		Priority	Low
87	Brent Street	Starling Street		Priority	Low
88	Brent Street	Joseph Street		Priority	Low
89	Brent Street	Loughilin Street		Priority	Low

Intersection Number	Street 1	Street 2	Street 3	Existing Treatment	Priority for Assessment
90	Parsons Street	Crescent Street		Priority	Low

8.2 TRAFFIC MANAGEMENT DEVICES

The existing traffic management devices in the study area are generally of reasonable quality and condition. The location of these devices is provided in **Appendix A**.

It has been identified that there are currently 4 rubber speed cushions / humps located in the study area which may require replacement. These were identified in Working Paper 1 and are located at:

- Ewell Street – 2 rubber speed humps
- Beattie Street (between Ewell Street and Wisbech Lane) – rubber speed cushions
- Beattie Street (between Lawson Street and Elliott Street) – rubber speed hump.



9 ISSUES AND RECOMMENDED ACTIONS

9.1 INTRODUCTION

The Local Area Traffic Management should meet broadly with the management principles outlined in the Going Places: An Integrated Transport Strategy for Inner West (2019). The brief states that: “In developing recommendations for the LATM Strategy, consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds;
- Minimise traffic levels and intruding traffic in a local street;
- Minimise crash risk;
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increasing walking and cycling
 - Improving the streetscape”

9.2 LATM AND ACTIVE TRANSPORT UPGRADE ACTIONS

A number of actions are required as part of this LATM assessment. Due to the extensive nature of these works, these are provided in detail in **Appendix A**. A summary of the actions is provided below based on each type of improvement.

9.2.1 Pedestrian facilities

Improving the existing pedestrian environment can be implemented through improvements outlined in **Section 10.3** mainly at intersections and narrow streets within the study area.

9.2.2 Bicycle facilities

The bicycle network in the study area should be designed to the following Bicycle Planning Principles for mixed traffic cycling facilities:

- Signage
- W6-7 & W8-23 on side roads approaching an intersection
- G8-14 every 150 metres
- Lane lines
- Solid edge lines to delineate traffic lane where width 12m+
- No edge lines where width <12m
- Centre line
- Logos
- PS-2 in Shared Lane before and after every intersection

9.3 LATM IMPROVEMENT RECOMMENDATIONS PLACED ON PUBLIC EXHIBITION

The proposed recommendations for each intersection, section of road and residential area are provided below:

9.3.1 Evans Street / Roseberry Street T-intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, with the provision of statutory No Stopping zones. This proposal is presented in **Figure 9-21**.

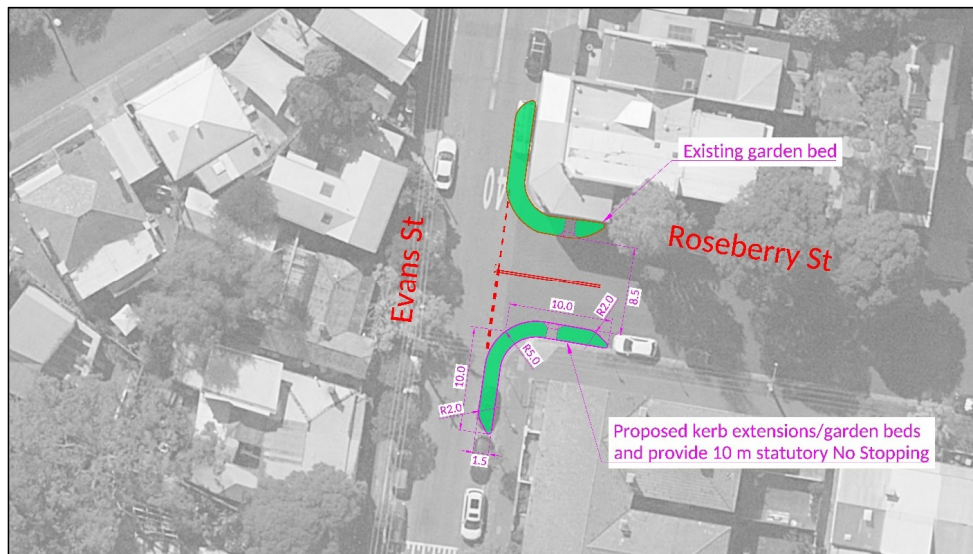


Figure 9-21: Evans Street / Roseberry Street T-intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through movements at the intersection.



The key points that need further consideration for this proposed recommendation are:

- An adjustment of the location of the existing accessible parking space in Roseberry Street may be required.

The estimated cost of this proposal is \$10,000.

9.3.2 Evans Street / Carrington Street T-Intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - One crash was reported, RUM 39 "other same direction"
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-22**.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through movements at the intersection.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$20,000.

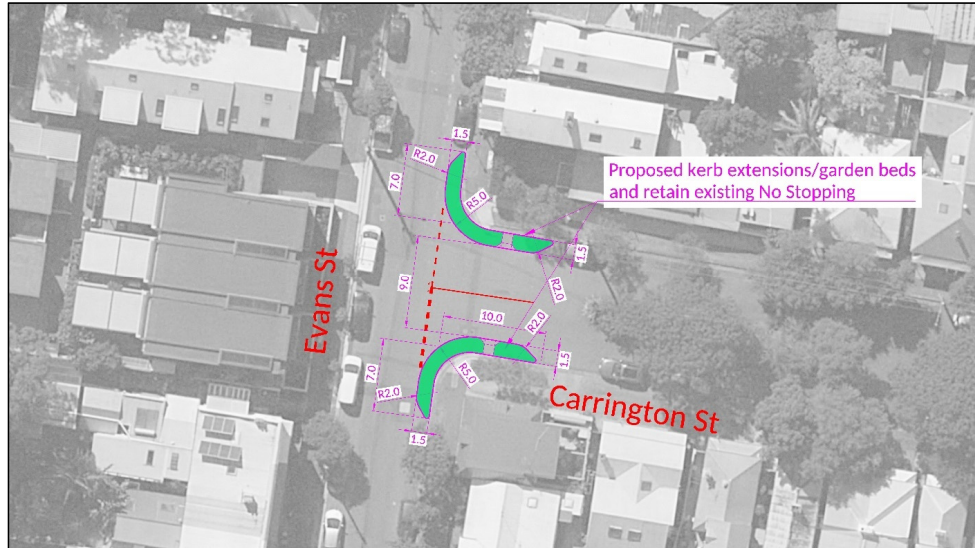


Figure 9-22: Evans Street / Carrington Street T-intersection proposal.

9.3.3 Evans Street / Henry Street T-intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection with the provision of statutory No Stopping zones. This proposal is presented in **Figure 9-23**.



Figure 9-23: Evans Street / Henry Street T-intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.4 Evans Street / Goodsir Street T-intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - One crash was reported, RUM code 00 "pedestrian near side"
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-24**.



Figure 9-24: Evans Street / Goodsir Street T-intersection proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.5 Evans Street / Hanover Street and Hanover Street / Collins Street T-intersections

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
 - Concerns about Hanover Street used by rat-runners and the unsafe blind corner.
- Crash data
 - No crashes were reported for these intersections.



- Council's request
 - Council's Traffic Engineer recommended installing one-way operation in Hanover Street.

Based on the intersection operation and safety assessment and community feedback, it is proposed that

- Kerb extensions/ garden beds are installed around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones.
- One-way system (northbound and westbound) be introduced in Hanover Street north of Collins Street, including installation of a kerb extension/garden bed within the existing No Stopping zone.

This proposal is presented in **Figure 9-25**.



Figure 9-25: Evans Street / Hanover Street / Collins Street T-intersections proposal.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the Evans Street / Hanover Street intersection
- Improved safety in Hanover Street
- Reduced rat-running in Hanover Street

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$20,000.

9.3.6 Evans Street / Mansfield Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
 - Also, the responses suggested a need for a pedestrian crossing facility due to a high level of pedestrian movement, including school children, across Evans Street.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-26**.

- According to AS1742.10-2009 Part 10 - Pedestrian Control and Protection as quoted in the RMS Supplement to Manual of Uniform Traffic Control Devices (AS 1742) Version 2.1 the following requirements must be met:

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.
If the crossing is used predominantly by school children, is not suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:-
(a) $P \geq 30$
AND
(b) $V \geq 200$
a pedestrian (Zebra) Crossing may be installed.

- Traffic surveys carried out on Tuesday 08/12/2020 and Wednesday 09/12/2020 confirmed that the reduced warrant which supports the installation of a zebra crossing is met on Evans Street at this location.

The key points in support of this proposed recommendation are:

- Improved safety of pedestrians, including schoolchildren, on Evans Street with the zebra pedestrian crossing at the desire lines.



- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$100,000.

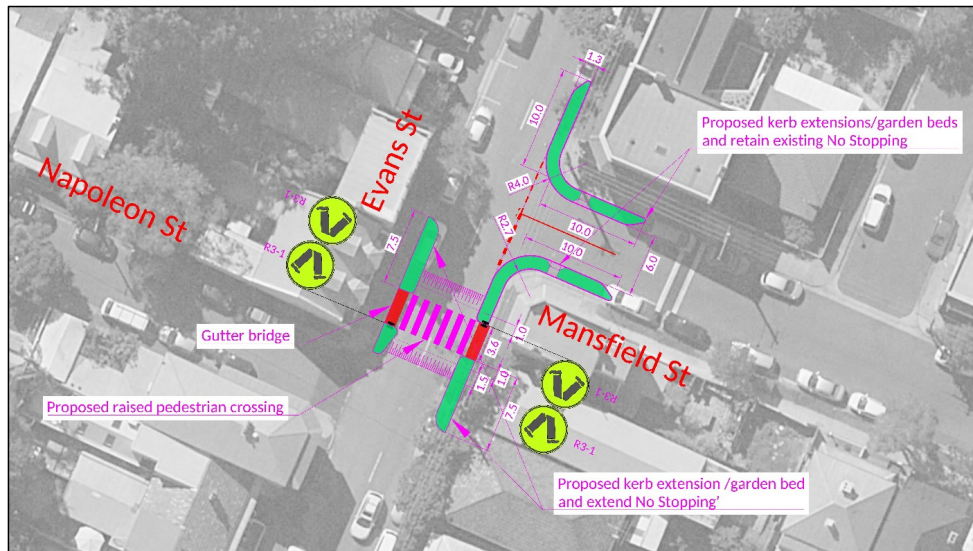


Figure 9-26: Evans Street / Mansfield Street T-intersection proposal.

9.3.7 Evans Street / Brent Street T-intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Evans Street at all intersections with side streets. This behaviour results in visibility obstruction for drivers trying to make turns into Evans Street.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-27**.

The key points in support of this proposed recommendation are:

- Improved visibility and safety for both turning and through vehicles at the intersection

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.



Figure 9-27: Evans Street/ Brent Street T-intersection proposal.

9.3.8 Clare Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about the narrow width of the lane near the westernmost bend, coupled with speeding vehicles and the resulting reduced pedestrian safety.
- Crash data
 - One crash was reported, RUM 42 "leaving parking"
- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a Shared Zone be installed in Clare Lane. This proposal is presented in **Figure 9-28**.

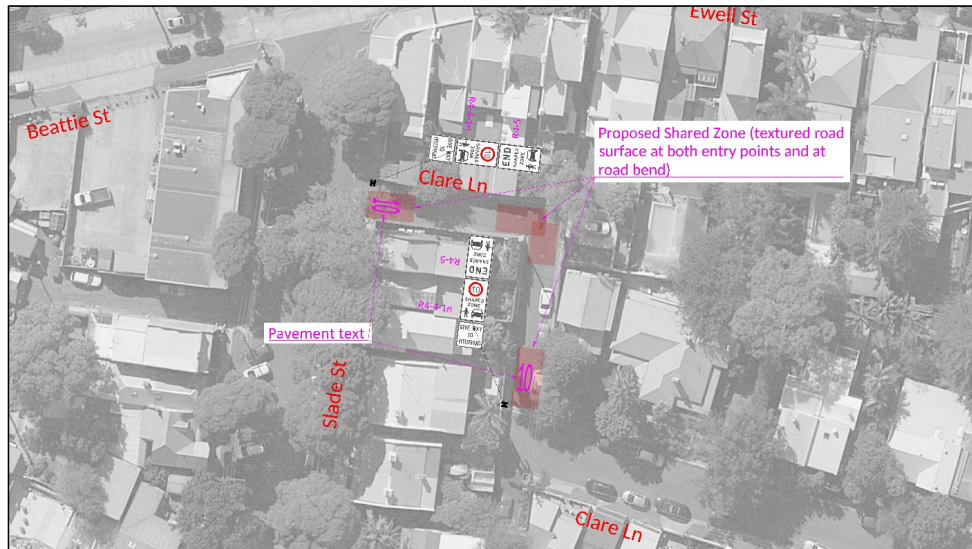


Figure 9-28: Clare Lane proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Clare Lane.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.9 Prosper Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about rat running, vehicles travelling the wrong way in the one-way section of the lane, the narrow width of the lane and the resulting reduced pedestrian safety.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a Shared Zone be installed in Prosper Lane. Also, a “No Through Road” sign is to be installed at the northern end of the lane, facing north. This proposal is presented in **Figure 9-29**.



Figure 9-29: Prosper Lane proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Prosper Lane.
- Improved driver awareness and reduced illegal travel in one-way section of the lane.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$20,000.

9.3.10 Beattie Street between Elliot Street and Mullens Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
 - No crashes were reported for this location.



- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Beattie Street near No. 117. This proposal is presented in **Figure 9-30**.



Figure 9-30: Beattie Street between Elliot Street and Mullens Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Beattie Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.11 Mullens Street / Beattie Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high number of near-misses at the roundabout
 - Requests for a pedestrian crossing facility in Beattie Street
- Crash data

- Three crashes RUM 30 “rear end”
- One crash RUM 10 “cross traffic”
- One crash RUM 21 “right through”
- Council's request
 - Council requested to install a pedestrian crossing facility.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised pedestrian crossing be installed on the western approach to the roundabout, with kerb extensions/garden beds on the western side. The existing speed cushion at this location is proposed to be removed. This proposal is presented in **Figure 9-31**.



Figure 9-31: Mullens Street / Beattie Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Beattie Street.
- Reduced speeds and improved driver awareness on the western approach to the roundabout.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.12 Mullens Street / Roseberry Street intersection



The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in the southern direction (on an approach to the street bend and a pedestrian crossing).
- Crash data
 - Two crashes RUM 71 “left off carriageway into object/parked vehicle” near the bend.
 - One crash RUM 20 “head on (not overtaking)” near the bend.
- Council’s request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed in Mullens Street south of Roseberry Street. This proposal is presented in **Figure 9-32**.



Figure 9-32: Mullens Street / Roseberry Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Mullens Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.13 Mullens Street between Goodsir Street and Reynolds Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in the southern direction (on an approach to the street bend and a pedestrian crossing).
- Crash data
 - One crashes RUM 81 “off carriageway left on the right bend into object/parked vehicle” at the bend.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that raised thresholds be installed on both approaches to the street bend. This proposal is presented in **Figure 9-33**.



Figure 9-33: Mullens Street between Goodsir Street and Reynolds Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety in Mullens Street.



- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.14 Mullens Street / Mansfield Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern about vehicles speeding, not slowing down and not giving way to pedestrians at the raised pedestrian crossing north of the intersection.
- Crash data
 - One crash RUM 30 "rear end".
- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that the raised platform for the zebra crossing be widened to feature extended setbacks. It is also proposed to install larger R3-1 signs at the crossing and additional warning signs W6-2 on both approaches. This proposal is presented in **Figure 9-34**.



Figure 9-34: Mullens Street / Mansfield Street intersection proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety.
- Improved driver awareness.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.15 Mullens Street between Robert Street and Parsons Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern about speeding vehicles. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speeds well above the 40 km/h speed limit in both directions of travel.
- Crash data
 - One crash RUM 30 "rear end" on the northern approach to the intersection with Robert Street.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed south of Parsons Street. This proposal is presented in **Figure 9-35**.

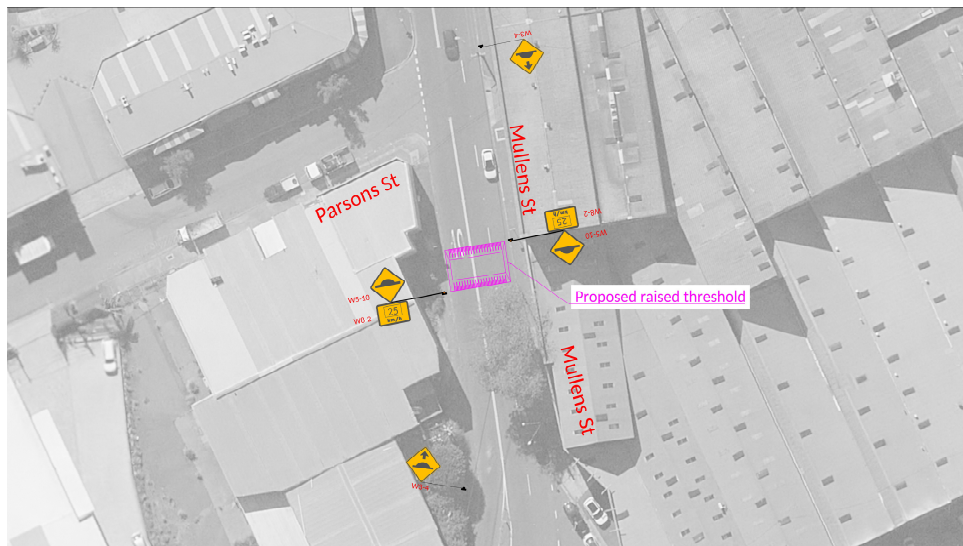




Figure 9-35: Mullens Street between Robert Street and Parsons Street proposal.

The key points in support of this proposed recommendation are:

- Improved vehicular safety in Mullens Street and the intersections with Parsons Street and Robert Street.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.16 Evans Street between Victoria Street and Brent Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concern about congestion at this location, coupled with short green times at the traffic signals for the Evans Street approach. Also complaints about speeding on the same approach. Although measured speeds did not exceed the speed limit, there were concerns about motorists speeding up to make it to the green light.
- Crash data
 - Three crashes RUM 30 “rear end” on the Evans Street approach to the Victoria Road intersection.
- Council’s request
 - Council requested that a speed hump be installed for this location.

Based on the safety assessment and community feedback, it is proposed that a speed hump be installed near No. 132. This proposal is presented in **Figure 9-36**.



Figure 9-36: Evans Street between Victoria Street and Brent Street proposal.

The key points in support of this proposed recommendation are:

- Improved vehicular safety in Evans Street.
- Reduced speeds.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.17 Llewellyn Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a need for an accessible parking space (for mobility impaired users) near "Doctors on Darling".
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location, except suggestions for the design of the mobility space.



Based on the safety assessment and community feedback, it is proposed that a mobility (accessible) space be installed in Llewellyn Street near “Doctors on Darling”. This proposal is presented in **Figure 9-37**.



Figure 9-37: Llewellyn Street proposal.

The key points in support of this proposed recommendation are:

- Improved safety and convenience safety for people with mobility issues.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.

9.3.18 Darling Street between Wisbeach Street and Beattie Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about the reduced efficiency of the use of the kerb-side parking space due to a lack of space markings. This leads to poor kerb-side parking discipline and unsafe parking.
- Crash data
 - No crashes were reported for this intersection.
- Council's request

- No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that all kerbside parking spaces be marked at this location. This proposal is presented in **Figure 9-38**.



Figure 9-38: Darling Street between Wisbeach Street and Beattie Street proposal.

The key points in support of this proposed recommendation are:

- Improve parking efficiency and driver discipline
- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.19 Mansfield Street / Crescent Street T-intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about vehicles speeding and not keeping in their lanes, making it unsafe for all movements at the intersection. Chanellisation using concrete islands or a roundabout was suggested by local residents, however this is not possible due to the limited space for heavy vehicle travel.
- Crash data



- No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation observations, safety assessment and community feedback, it is proposed that the existing painted traffic islands be repainted and complemented by rumble bars. This proposal is presented in **Figure 9-39**.



Figure 9-39: Mansfield Street / Crescent Street proposal.

The key points in support of this proposed recommendation are:

- Improved driver discipline.
- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.

9.3.20 Darling Street between Norman Street and Thornton Street

The issues identified for this location were based on the following:

- Community consultation responses

- The community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
 - No crashes were reported for this intersection.
- Council's request
 - No specific requests from Council were received for this location.

Based on the safety assessment and community feedback, it is proposed that a raised threshold be installed at this location. This proposal is presented in **Figure 9-40**.



Figure 9-40: Darling Street between Norman Street and Thornton Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.



9.3.21 Darling Street between Young Street and Hampton Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.
- Crash data
 - One crash RUM 42 "leaving parking".
- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a raised threshold be installed between Young and Hampton Streets. This proposal is presented in **Figure 9-41**.



Figure 9-41: Darling Street between Young Street and Hampton Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.22 Mullens Street at Reynolds Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about vehicles speeding despite the existing calming device.
- Crash data
 - One crash RUM 02 “far side” (collision with a pedestrian on the crossing).
- Council's request
 - Council recommended an upgrade for the existing crossing.

Based on the safety assessment and community and Council feedback, it is proposed that the existing raised pedestrian crossing be upgraded (to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps). This proposal is presented in **Figure 9-42**.



Figure 9-42: Mullens Street at Reynolds Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety and comfort.
- Reduced speeding.



The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.23 Parsons Street east of Moore Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about speeding, unsafe driver behaviour and the high volume of heavy vehicles using the western (residential) part of Parsons Street.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - Council recommended a one lane slow point to be installed.

Based on the intersection operation and safety assessment and community feedback, it is proposed that a one lane slow point with a raised threshold be installed in Parsons Street just east of Moore Lane. This proposal is presented in **Figure 9-43**.



Figure 9-43: Parsons Street east of Moore Lane proposal.

The key points in support of this proposed recommendation are:

- Reduced speeds.
- A deterrence for heavy vehicles attempting to use the western side of Parsons Street.

- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.24 Ellen Street

The issues identified for this location were based on the following:

- Community consultation responses
 - There were community responses specific to this location
 - Field observations noted that the street is very narrow with some parking in the western section of the loop and a narrow footpath on one side, whilst on the other side there are multiple pedestrian access points to properties and no footpath. The eastern part of the loop has access to multiple properties and no footpaths.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - Council recommended the installation of a Shared Zone for this location.

Based on the safety assessment and Council feedback, it is proposed that a Shared Zone be installed in Ellen Street. This proposal is presented in **Figure 9-44**.



Figure 9-44: Ellen Street proposal.



The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$40,000.

9.3.25 Darling Street / Wise Street / Beattie Street

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated high demand for a marked pedestrian crossing on the eastern side of the roundabout. This was confirmed by the surveys of pedestrian and vehicular traffic.
- Crash data
 - One crash RUM 02 "far side" (collision with a pedestrian, exact location not specified).
- Council's request
 - Council recommended the installation of a raised pedestrian crossing.

Based on the intersection operation and safety assessment and community/Council feedback, it is proposed that a raised pedestrian crossing be installed on the eastern side of the roundabout (Beattie Street approach). This proposal is presented in **Figure 9-45**.



Figure 9-45: Darling Street / Wise Street / Beattie Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian safety.
- Reduced speeds on the roundabout approach.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$80,000.

9.3.26 Beattie Street between Ewell Street and Wisbeach Lane

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated concerns about speeding in Beattie Street.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - Council requested to replace the existing rubber speed cushions with a full length concrete speed hump (both for efficiency and durability reasons).

Based on the safety assessment and community/Council feedback, it is proposed that a concrete speed hump be installed instead of the existing rubber speed cushions. This proposal is presented in **Figure 9-46**.



Figure 9-46: Beattie Street between Ewell Street and Wisbeach Lane proposal.

The key points in support of this proposed recommendation are:

- Improved efficiency of the calming device.
- Reduced speeding.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$10,000.

9.3.27 Robert Street / Mullens Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated high levels of traffic. This is confirmed by observations and traffic counts.
- Crash data
 - Two crashes RUM 30 "rear end".
 - One crash RUM 21 "right through".
- Council's advice
 - The potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and

NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

This proposal is presented in **Figure 9-47**.



Figure 9-47: Robert Street / Mullens Street proposal.

The key points that need further consideration for this proposed recommendation are:

- Improved intersection capacity.
- Improved pedestrian and vehicular safety.

Costs are not included in the current LATM scheme as this project will be carried out as part of Bays Station works.

9.3.28 Montague Street / Llewellyn Street intersection

The issues identified for this location were based on the following:

- Community consultation responses
 - The community responses indicated a high level of concern with vehicles parking in No Stopping zones in Montague Street. This behaviour results in visibility obstruction for drivers trying to make turns from Llewellyn Street.
- Crash data
 - No crashes were reported for this location.



- Council's request
 - No specific requests from Council were received for this location.

Based on the intersection operation and safety assessment and community feedback, it is proposed that kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones. This proposal is presented in **Figure 9-48**.



Figure 9-48: Montague Street / Llewellyn Street proposal.

The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular safety.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$15,000.

9.3.29 Nelson Street east of Darling Street

The issues identified for this location were based on the following:

- Community consultation responses
 - No community responses for this location.
- Crash data
 - No crashes were reported for this location.
- Council's request
 - Council requested changes to signposting in order to assist patrons of the Hannaford Centre to access the Council facility.

This proposal is presented in **Figure 9-49**.

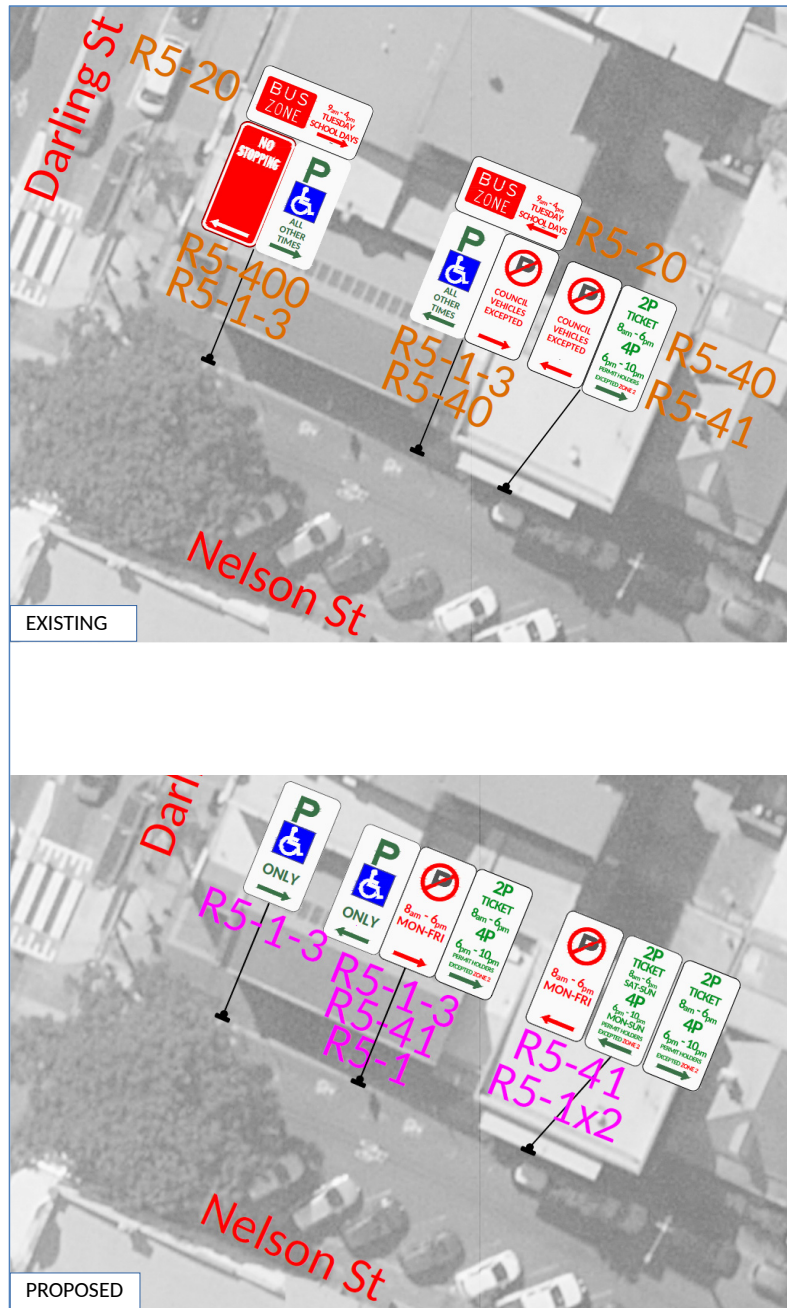


Figure 9-49: Nelson Street east of Darling Street proposal.

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The key points in support of this proposed recommendation are:

- Improved pedestrian and vehicular access to Council's facility.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.

9.3.30 Prosper Lane, Ewell Street and Bruce Street

- Council's request
 - Council recommended removing one way restrictions for bicycles on these streets.

In view of safe conditions for two-way bicycle travel (no angle car parking) and to optimise bicycle links it is proposed to install "Bicycles excepted" sign plates at the "One way" signs on these streets. This proposal is presented in **Figure 9-49**.

The key points in support of this proposed recommendation are:

- Improved bicycle connectivity.

The key points that need further consideration for this proposed recommendation are:

- None.

The estimated cost of this proposal is \$2,000.



Figure 9-50: Prosper Lane, Ewell Street and Bruce Street proposal.



9.4 ESTIMATED COST OF ALL PROPOSALS PLACED ON PUBLIC EXHIBITION

It is estimated that the total cost of all proposals will be approximately \$943,000, with a 10 per cent contingency this amount would be approximately \$1,037,300.

10 ENGAGEMENT OUTCOMES

10.1 INTRODUCTION

The final draft report was placed on public exhibition in May 2023. This includes recommendations above in Section 9.3. A total of 500 visitors accessed the Yoursay website material and 35 contributions were made. In addition, 10 emails were received regarding the final draft report during the public consultation period. A summary of responses is provided below which includes all responses from the community.

10.2 RESPONSES RELATING TO SPECIFIC PROPOSALS

10.2.1 Treatment 1 - Installation of kerb extensions / garden beds around the corners of the Evans Street / Roseberry Street T-intersection, with the provision of statutory No Stopping zones.

70% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Kerb extensions will provide a visual aid for turning.

Those who did not support the proposal provided the following comments:

- Extending the garden beds would make turning from Roseberry Street into Evans Street even more difficult than it already is, due to narrow size of Evans Street.
- The proposal blocks travel for cyclists.

TEF comment: the necessary design tests were undertaken to ensure safe movements for all transport modes.

This proposal is included in the final recommendation.

10.2.2 Treatment 2 - Installation of kerb extensions / garden beds around the corners of the Evans Street / Carrington Street T-intersection, within the existing No Stopping zones.

68% of residents who responded to this proposal were supportive.

Those who did not support the proposal provided the following comments:

- It will block the width of the road.
- It may compromise the safety of cyclists.

TEF comment: the necessary design tests were undertaken to ensure safe movements for all transport modes.

This proposal is included in the final recommendation.



10.2.3 Treatment 3 – Installation of kerb extensions / garden beds in Evans Street at Henry Street with the provision of statutory No Stopping zones.

68% of residents who responded to this proposal were supportive.

No comments were provided.

This proposal is included in the final recommendation.

10.2.4 Treatment 4 – Installation of kerb extensions / garden beds around the corners of the Evans Street / Goodsir Street T-intersection, with the existing No Stopping zones.

71% of residents who responded to this proposal were supportive.

Those who did not support the proposal provided the following comments:

- Turning at the intersection is already difficult due to narrow road widths. Extending the garden beds will make it more difficult.

TEF comment: the necessary design tests were undertaken to ensure safe movements for all transport modes.

This proposal is included in the final recommendation.

10.2.5 Treatment 5 – Installation of kerb extensions / garden beds around the corners of the Evans Street / Hanover Street intersection, within the existing No Stopping zones. Introduction of one-way system (northbound and westbound) in Hanover Street north of Collins Street, with installation of a kerb extension / garden bed within the existing No Stopping zone.

69% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Make proposed one-way operation bidirectional for cyclists.
- Request similar treatment to this corner on both sides, so visibility is improved when existing Nelson on to Evans Street. Poor visibility is caused by cars on Evans Street illegally parking too close to the intersection.

This proposal is included in the final recommendation.

- It is recommended to undertake further investigation of kerb extensions at Nelson Street / Evans Street subject to further consultation. Refer to **Figure 10-51**.

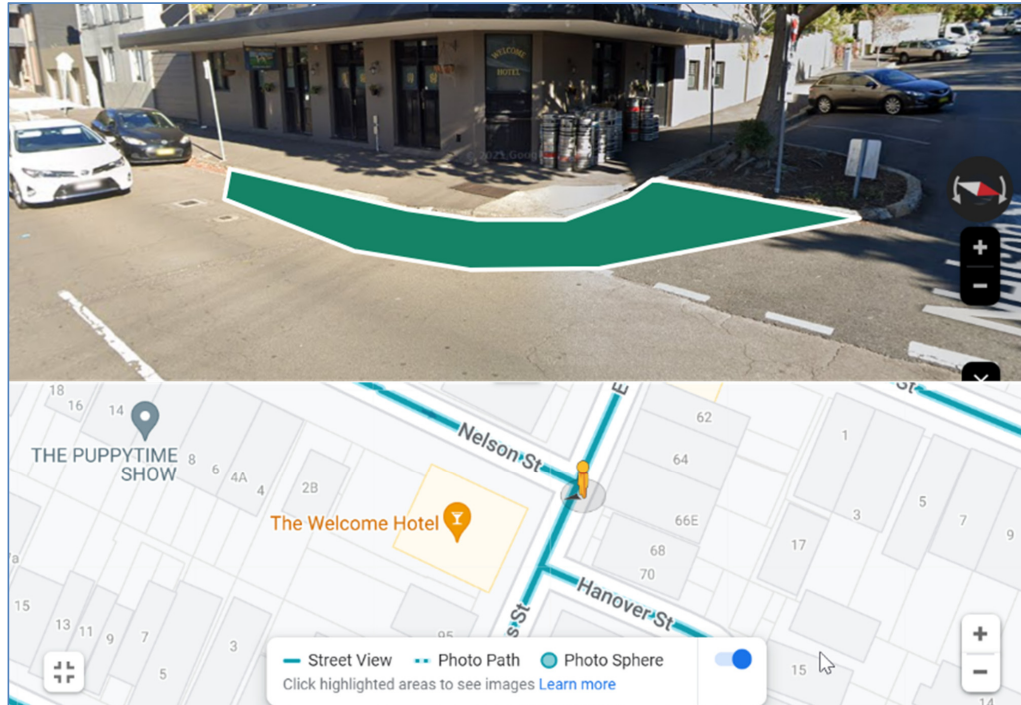


Figure 10-51: Potential kerb extensions at Nelson Street / Evans Street for further investigation.

10.2.6 Treatment 6 - Installation of a raised pedestrian crossing with garden beds on the southern approach of the Evans Street / Mansfield Street T-intersection, within the existing No Stopping zones and additional No Stopping zones in Evans Street.

68% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Merton Street's one way system needs to be more visible as many drivers disregard the One Way sign and drive down Merton Street to turn left into Evans Street.
- Cars are coming out of Cross Street and turning right onto Merton Street.
- Pedestrians and drivers pulling out of a parking spot are endangered because they do not look in both directions knowing that this is a one-way street.

Those who did not support the proposal provided the following comments:

- A pedestrian crossing there is going to cause another bottleneck with driving and cycling residents unable to effectively and timely get through to the traffic lights.
- It will hold up the cars coming off Victoria Road from Lilyfield at the green lights peak hours.

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TEF comment: The issue of safety for crossing children was raised in multiple submissions. The crossing meets TfNSW warrants for both pedestrian and vehicular traffic.

This proposal is included in the final recommendation.

- Amend the design if necessary to accommodate DA determination for adjacent proposal for off-street car space in Evans Street.

10.2.7 Treatment 7 – Installation of kerb extensions / garden beds around the corners of the Evans Street / Brent Street T-intersection, within the existing No Stopping zones.

71% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Many cars almost crash here at peak times trying to do U-turns.

Those who did not support the proposal provided the following comments:

- It is not safe for cyclists as it blocks roadway.

TEF comment: the necessary design tests were undertaken to ensure safe movements for all transport modes.

This proposal is included in the final recommendation.

10.2.8 Treatment 8 – Installation of a 10 km/h Shared Zone in Clare Lane.

71% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Mirror to see around the corner needs replacement.
- Install fish-eye mirror and include pedestrian/bicycle signage.
- Consider marking where cars can park or add No Stopping signs to show where they cannot.
- Major issue with cars parking too close to the bend.

This proposal is included in the final recommendation.

- Convex safety mirror is to be replaced.

10.2.9 Treatment 9 – Installation of a Shared Zone in Prosper Lane.

69% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Noting that bicycles will be excepted from the No Through rule.
- Other treatments to ensure car speeds are kept low could include pinch-points and planter boxes.
- 'Shared Zone' signage needs to be installed at the Prosper Street end as well as the National Street end.

This proposal is included in the final recommendation.

10.2.10 Treatment 10 – Installation of a speed hump on Beattie Street near No. 117.

74% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- A speed bump would also be of benefit midway along Elliott St. I live at 130 Beattie and there is a problem with cars gathering speed on Elliott and then whipping onto Beattie St.
- I would encourage multiple bicycle-friendly speed humps on Beattie Street.

Those who did not support the proposal provided the following comments:

- Unnecessary on an already slow section of road.
- It is counterproductive to have a 40 km/h speed limit and a speed bump to slow speed down from 40 km/h. The speed limit should change from 40 if you want to reduce the speed.
- The resulting noise from cars slowing down and speeding up at the hump and of vans etc. going over the bump with their load clanging is too much for a piece of road that has had no accidents.
- Needs to provide a separated pathway for cyclists.

This proposal is included in the final recommendation.

10.2.11 Treatment 11 – Installation of a raised pedestrian crossing with kerb extensions / garden beds on the western approach to the Mullens Street / Beattie Street roundabout. The existing speed cushion at this location is proposed to be removed.

75% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Supportive of any measure to calm traffic on Mullens, it is very much needed.
- It is well overdue. Make this a priority.

Those who did not support the proposal provided the following comments:

- This will likely cause more driver confusion at the roundabout and could increase collisions.



- It will reduce the width of the road for cyclists and make it unsafe for them.
- There should also be a pedestrian crossing on the eastern side of the roundabout on Beattie St as that side of the road is much more heavily used. Ideally there should be crossings on every side of this roundabout as there is a high level of pedestrian traffic along Mullens and Beattie Streets.

TEF comment: the necessary design tests were undertaken to ensure safe movements for all transport modes.

This proposal is included in the final recommendation.

10.2.12 Treatment 12 – Installation of a speed hump at Mullens Street south of Roseberry Street.

56% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Bicycles cross and enter Mullens Street at this intersection. Include bicycle crossing signage.
- Traffic on Mullens Street often exceeds the 40 km/h limit, making it unsafe for pedestrians.

Those who did not support the proposal provided the following comments:

- This should be a pedestrian crossing with raised platform instead.
- There are existing raised crossings approximately 100 m north and 100 m south of this proposed location. The value of another raised threshold in between is questionable.
- Slowing down traffic here will increase emissions and noise pollution.

TEF comment: Speed measurements and crash history support the proposal. A pedestrian crossing wouldn't meet a TfNSW warrant.

This proposal is included in the final recommendation.

10.2.13 Treatment 13 – Installation of raised thresholds on both approaches to the street bend at Mullens Street between Goodsir Street and Reynolds Street.

68% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Crossing to the bus stop here is often difficult due to the cars exceeding the speed limit.
- We need a zebra crossing on Mullens Street between Goodsir Street and Perret Street so that we can safely reach the bus stop.
- Supportive of any measure to calm traffic on Mullens Street, it is very much needed.

Those who did not support the proposal provided the following comments:

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- It is counterproductive to have a 40 km/h speed limit and a speed bump to slow speed down from 40 km/h. The speed limit should change from 40 if you want to reduce the speed.
- The resulting noise from cars slowing down and speeding up at the hump and of vans etc. going over the bump with their load clanging is too much for a piece of road that has had no accidents.
- Needs to provide a separated pathway for cyclists.

TEF comment: Speed measurements and crash history support the proposal.

This proposal is included in the final recommendation.

10.2.14 Treatment 14 – Widening of the raised platform for the zebra crossing to feature extended setbacks and installation of larger R3-1 signs at Mullens Street / Mansfield Street intersection and additional W6-2 signs on both approaches.

77% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Supportive of any measure to calm traffic on Mullens Street, it is very much needed.
- Go further and include raised bicycle crossing. This will shield cyclists from car traffic attempting to cross Mullens Street into Mansfield Street.
- A pedestrian push button to activate a flashing light would be perfect to warn drivers.

Those who did not support the proposal provided the following comments:

- Needs to provide a separated pathway for cyclists.

This proposal is included in the final recommendation.

10.2.15 Treatment 15 – Installation of a raised threshold at Mullens Street south of Parsons Street.

67% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Supportive of any measure to calm traffic on Mullens Street, it is very much needed.
- It would be even better if it was a pedestrian crossing since Bunnings has increased foot traffic considerably in this area.

Those who did not support the proposal provided the following comments:

- The speed bump at Parsons Street would not be seen and would come as a surprise to speeding vehicles.

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- Mullens Street is a thoroughfare and should allow traffic to move freely.
- Needs to provide a separated pathway for cyclists.

This proposal is included in the final recommendation.

10.2.16 Treatment 16 – Installation of a speed hump at Evans Street near No. 132.

61% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- This will stop speeding drivers racing before the red light.

Those who did not support the proposal provided the following comments:

- There are already plenty of speed bumps in the area.
- More often than not traffic is backed up here from the traffic lights anyway.
- Speed humps cause more traffic noise for those next to the hump to endure.

TEF comment: Crash history supports the proposal.

This proposal is included in the final recommendation.

10.2.17 Treatment 17 – Installation of a mobility (accessible) space in Llewelyn Street near “Doctors on Darling”.

71% of residents who responded to this proposal were supportive.

Those who did not support the proposal provided the following comments:

- A separated passageway for cyclists needs to be provided in order to avoid the main roadway.

TEF comment: The necessary design tests were undertaken to ensure safe movements for all transport modes.

This proposal is included in the final recommendation.

10.2.18 Treatment 18 – Marking of all kerbside parking spaces on Darling Street between Wisbeach Street and Beattie Street.

77% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- It is urgently required, please prioritise.

This proposal is included in final recommendation.

10.2.19 Treatment 19 – Repainting the existing traffic islands at Mansfield Street / Crescent Street T-intersection and complementing them by rumble bars.

74% of residents who responded to this proposal were supportive.

Those who did not support the proposal provided the following comments:

- Unsafe for cyclists. Vehicles need to be separated so cyclists are not forced into vehicular traffic. Cyclists need separated passageway around the vehicle traffic.

TEF supports Council's Officer comment: Mixed traffic conditions are available for cyclists. Rumble bars will be located within the painted traffic islands so as to reduce hazard to cyclists.

This proposal is included in the final recommendation.

10.2.20 Treatment 20 – Installation of a raised threshold on Darling Street between Norman Street and Thornton Street.

65% of residents who responded to this proposal were supportive.

Those who did not support the proposal provided the following comments:

- The resulting noise from cars slowing down and speeding up at the threshold and of vans etc. going over it with their load is not necessary for a road that has had no accidents.
- Traffic in this area precludes to speeding anyway, therefore an additional speed bump may be redundant.

TEF comment: Initial community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel. The proposed threshold will have a reduced height profile and thus low noise impact.

This proposal is included in the final recommendation.

10.2.21 Treatment 21 – Installation of a raised threshold on Darling Street between Young Street and Hampton Street.

56% of residents who responded to this proposal were supportive.

Those who did not support the proposal provided the following comments:

- Vehicles speeding away from the raised threshold and heavy vehicles driving over it will contribute to increased noise pollution.
- Funds should be allocated to repairing existing road damage before implementing additional traffic calming measures.

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- Council should consider potential flooding during heavy rain events and use alternative measures which may be better suited to this location, such as an electronic speed sign.

TEF comment: Speed measurements and crash history support the proposal.

This proposal is included in the final recommendation.

10.2.22 Treatment 22 – Upgrade of an existing raised pedestrian crossing at Mullens Street next to Reynolds Street, to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps.

84% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Include a raised bicycle crossing adjacent to Reynolds Street.
- The crossing is currently dangerous as drivers often overtake buses that are stopped nearby. This should be a focus of a police crackdown to eliminate this dangerous behaviour.

This proposal is included in the final recommendation and it is also recommended to include assessment of the opportunity to include cyclists' crossing facility in the detailed design.

10.2.23 Treatment 23 – Installation of a one-lane slow point with a raised threshold in Parsons Street just east of Moore Lane.

52% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Supporting the proposal, but would prefer if Parsons Street was blocked rather than a one-lane slow point raised threshold.
- There is a considerable increase in traffic in this area now that Bunnings has been opened and cars speed around the corner from Crescent Street onto Parsons Street.

Those who did not support the proposal provided the following comments:

- Parking occupancy in this street is very high. Even though a slow point is needed, a raised part/speed bump is a better option to enable continued parking in this area.

TEF comment: Blocking Parsons Street completely would have negative impacts on traffic circulation. Replacing one lane slow point with a raised threshold will reduce loss of parking but will not provide the same level of deterrent for traffic.

This proposal is included in the final recommendation.

10.2.24 Treatment 24 – Installation of a 10 km/h Shared Zone in Ellen Street.

65% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Include pinch-points and planter boxes to help encourage driver speed compliance and safety.

TEF comment: The road is not wide enough to provide planter boxes.

This proposal is included in the final recommendation.

10.2.25 Treatment 25 – Installation of a raised pedestrian crossing on the eastern side of the Darling Street / Wise Street / Beattie Street roundabout (Beattie Street approach).

84% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- A pedestrian crossing at this location is a great idea; however, its exact position should not be so close to the roundabout but rather 20-30 metres east (Beattie Street). This will avoid cars entering Beattie Street from getting caught in the intersection as pedestrians use the crossing.

TEF comment: The proposed location is consistent with the pedestrian desire lines and observations of pedestrian behaviour.

This proposal is included in the final recommendation.

10.2.26 Treatment 26 – Installation of a concrete speed hump on Beattie Street between Ewell Street and Wisbeach Lane instead of the existing rubber speed cushions.

65% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Greater effectiveness will be achieved by placing this concrete speed hump nearer to Harris Street / Beattie Street. This will greatly reduce the speeds of vehicles coming down the steepness of Beattie Street from Darling Street – the current position of the speed hump is unsighted to vehicles as it is positioned around the corner.

This proposal is included in the final recommendation.

10.2.27 Treatment 27 – The potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

45% of residents who responded to this proposal were supportive.

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The respondents provided the following suggestions and observations:

- A roundabout should be installed instead of traffic signals.
- Clearer and more logical lane markings are needed heading eastbound in Robert Street, as the left lane ends and vehicles in the right lane cut left, resulting in near misses.

Those who did not support the proposal provided the following comments:

- The intersection is currently operating acceptably. The proposed signals would result in additional delays and congestion.

TEF supports Council's Officer comment: Parking is permitted in the Robert Street kerbside lane with the exception of the part time No Stopping signposting which is active 3pm-7pm Mon -Fri. The centre travel lane is continuous at all times, and 'lane change pavement arrows' are marked in the kerbside lane to notify motorist to merge right (two lanes to one lane) during the 3pm - 7pm Monday to Friday period when two travel lanes are operational. Council will undertake maintenance of linemarking in this section of road. A Form 1 Lane sign is also located to advise motorists to merge at this location.

Whist acknowledging the low support rate, the intersection will need to be signalised in the future as it will provide access to the Bays Precinct and also significant pedestrian movements which are not accommodated adequately under the existing intersection configuration.

This proposal is included in the final recommendation.

10.2.28 Treatment 28 - Installation of kerb extensions / garden beds around the corners of the Montague Street / Llewellyn Street intersection, within the existing No Stopping zones.

76% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Bicycles cross and enter Mullens Street at this intersection. Include bicycle crossing signage.
- Cars speeding in Montague Street at this location is the major problem. Turning right out of Llewellyn Street into Montague Street is very difficult due to poor visibility.

TEF comment: The proposed kerb extensions serve two purposes: reducing traffic speeds by narrowing the road carriageway and improving the visibility of vehicles in Montague Street for vehicles exiting Llewellyn Street. Llewellyn Street is not a designated bike route hence bicycle crossing signposting is not proposed.

This proposal is included in the final recommendation.

The respondents also requested a similar treatment for the intersection of Montague Street and Theodore Street. A recommendation for an investigation into the installation of kerb extensions / garden beds at this intersection is included in the final recommendation.



Figure 10-52: Potential kerb extensions at Montague Street / Theodore Street for further investigation.

10.2.29 Treatment 29 - Changes to signposting on Nelson Street east of Darling Street to assist patrons of the Hannaford Centre to access the Council facility.

68% of residents who responded to this proposal were supportive.

The respondents that supported the proposal provided the following suggestions and observations:

- Include bicycle parking rings for patrons cycling to the centre.

TEF comment: Council to investigate bicycle parking opportunities near Hannaford Centre.

This proposal is included in the final recommendation.

10.2.30 Treatment 30 - Removing one-way restrictions for bicycles on Prosper Lane, Ewell Street and Bruce Street.

59% of residents who responded to this proposal were supportive.

Those who did not support the proposal provided the following comments:



- The removal of restrictions for bicycles in Ewell Street poses an unnecessary safety risk. The speed with which a bicycle can enter Ewell Street coming down from Beattie Street would not give an incoming biker any option to avoid a car using the Ewell Street exit at the same time.
- Ewell Street drops away with greater steepness as the biker would exit, and traffic entering Ewell Street from Evans Street will have no prior warning of a bicycle, as the motorist is swinging into a 'one way street'.

This proposal is included in the final recommendation.

- It is recommended to include the provision of a short separate cycle lane in Ewell Street near Evans Street and Ewell Street at Beattie Street, and additional convex safety mirrors in Prosper Lane at road bends.

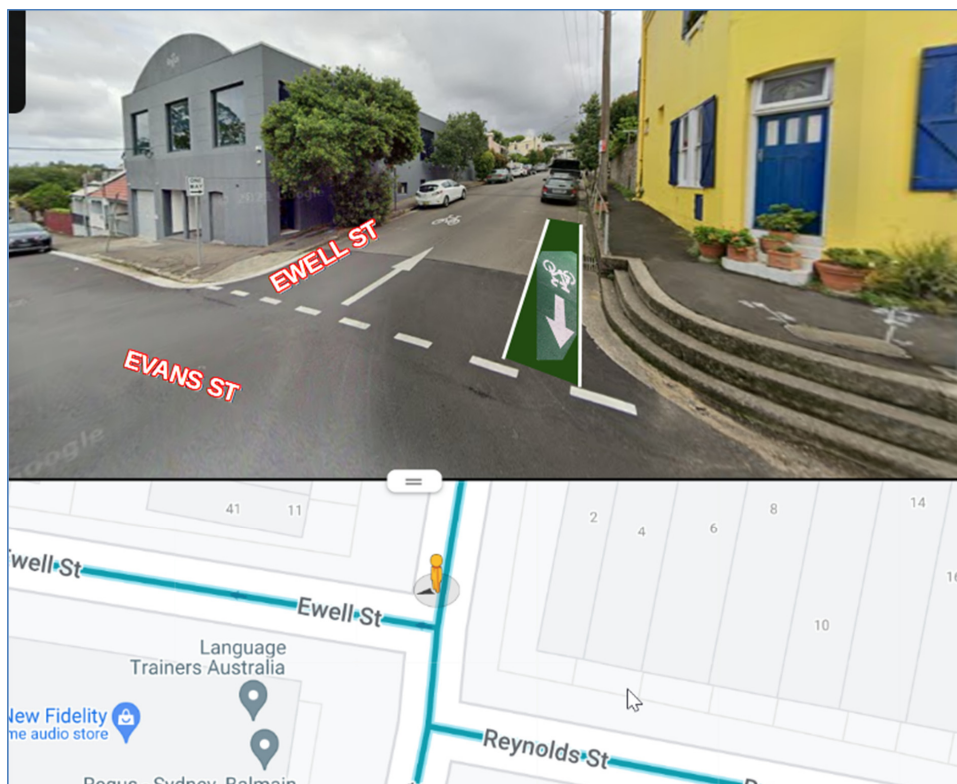


Figure 10-53: Proposed short separate cycle lane in Ewell Street near Evans Street.

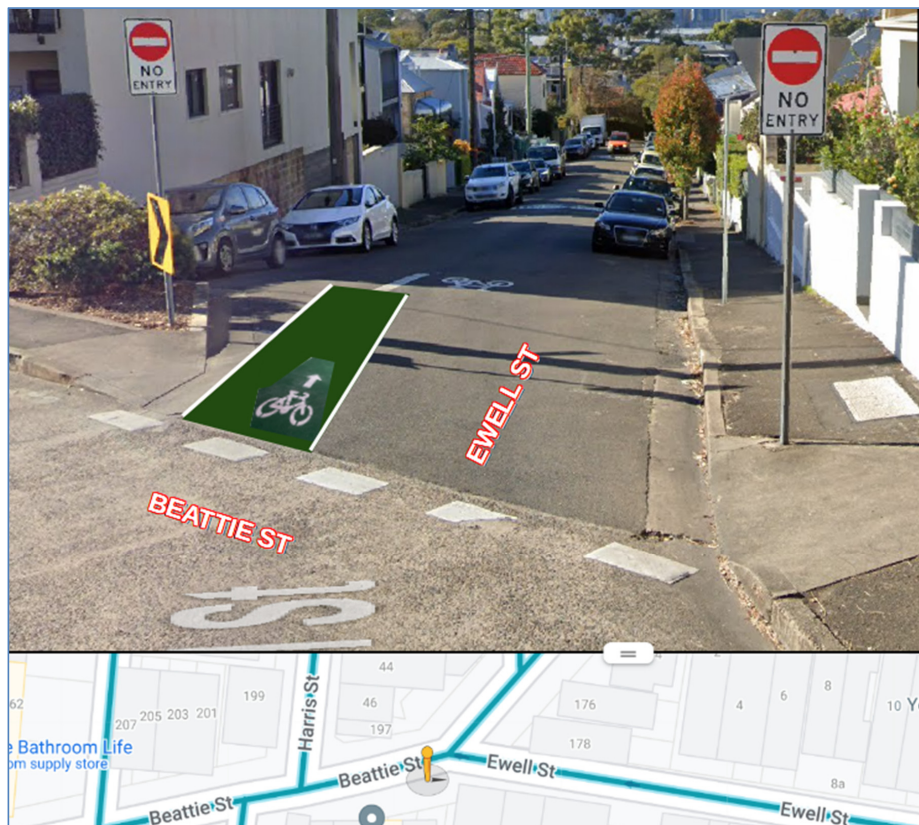


Figure 10-54: Proposed short separate cycle lane in Ewell Street near Beattie Street.

Additional recommendations following residents' comments not related to the exhibited proposals are listed below.

- 10.2.31 Undertake further investigation into kerb extensions at Montague Street / Theodore Street T-intersection.
- 10.2.32 Undertake further investigation into kerb extensions at Clare Street / Evans Street T-intersection.
- 10.2.33 Undertake further investigation into kerb extensions at Nelson Street / Evans Street T-intersection.
- 10.2.34 Install kerb extensions at Crescent Street / Robert Street, on the western side of Crescent Street.

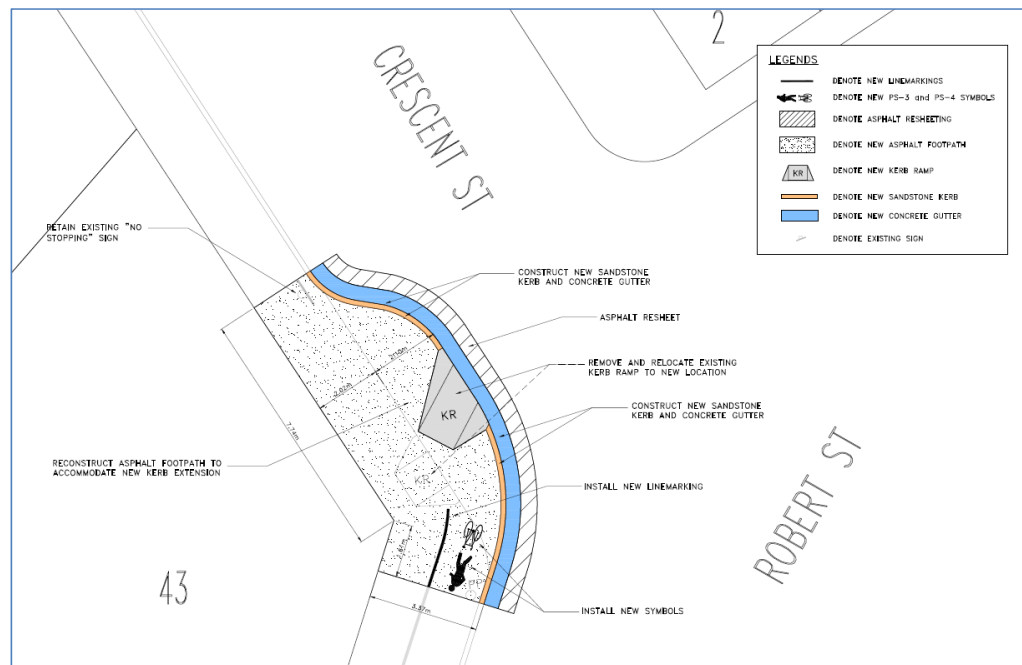


Figure 10-55: Proposed kerb extensions at Crescent Street / Robert Street.

10.3 FINAL RECOMMENDATIONS

Following the feedback from the public exhibition of the final draft report held in May 2023, the recommendations were reviewed and adjusted, as detailed in **Table 10-8**.

TABLE 10-8- ROAD CLASSIFICATION PARAMETERS.

Short term (0-5 years)			
Item No.	Description	Streets affected	Priority
1	Install kerb extensions/garden beds and provide 10 m statutory No Stopping at Evans Street and Roseberry Street T-intersection.	Evans Street / Roseberry Street	Low
2	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street and Carrington Street T-intersection.	Evans Street / Carrington Street	Low
3	Install kerb extensions/garden beds and provide 10 m statutory No Stopping at Evans Street part of the Evans Street and Henry Street T-intersection.	Evans Street / Henry Street	Low
4	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street part of an Evans Street and Goodsir Street T-intersection.	Evans Street / Goodsir Street	Medium
5	Install kerb extensions/garden beds around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones. Introduce a one-way system (northbound and westbound) in Hanover Street north of Collins Street, including installation of a kerb extension/garden bed within the existing No Stopping zone.	Evans Street, Hanover Street, Collins Street	Medium
6	Install a raised pedestrian crossing on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones.	Evans Street / Mansfield Street	High
7	Install kerb extensions/garden beds and retain existing No Stopping at Evans Street part of an Evans Street and Brent Street T-intersection.	Evans Street / Brent Street	Medium
8	Implement a Shared Zone with the textured road surface at both entry points and road bend. Pavement text at both entry points.	Clare Lane	Medium
9	Implement a Shared Zone with the textured road surface and pavement text at both entry points.	Prosper Lane	Medium
10	Install a speed hump on Beattie Street between Elliot Street and Mullens Street.	Beattie Street	Low
11	Remove existing speed cushions and install kerb extensions/garden beds and a raised pedestrian crossing on Beattie Street west of Beattie Street and Mullens Street intersection. Install kerb extensions/garden beds at the existing raised zebra crossing on Mullens Street south of the intersection.	Beattie Street / Mullens Street	High



Short term (0-5 years)			
Item No.	Description	Streets affected	Priority
12	Install a raised threshold on Mullens Street just south of Roseberry Street.	Mullens Street	High
13	Install two raised thresholds on Mullens Street between Goodsir Street and Reynolds Street.	Mullens Street	High
14	Install R3-1 (b) signs (Size 750x750) on Mullens Street before the Mullens Street and Mansfield Street intersection and widened existing raised pedestrian crossing.	Mullens Street, Mansfield Street	Low
15	Install a raised threshold on Mullens Street just south of Parsons Street.	Mullens Street	High
16	Install a speed hump on Evans Street between Brent Street and Victoria Road.	Evans Street	Low
17	Install a mobility parking space on Llewellyn Street just west of Montague Street, outside the Doctors on Darling clinic.	Llewellyn Street	High
18	Mark parking bays in a high parking turnover area between Wisbeach Street and Beattie Street to improve efficiency for people visiting local businesses and schoolchildren drop-off-pick-up.	Darling Street	Low
19	Repaint traffic islands using rumble strips to help keep cars in traffic lanes at the intersection of Mansfield Street and Crescent Street.	Mansfield Street / Crescent Street	Low
20	Install a raised threshold on Darling Street between Norman Street and Thornton Street.	Darling Street	Medium
21	Install a raised threshold on Darling Street between Young Street and Hampton Street.	Darling Street	Medium
22	Upgrade the existing pedestrian crossing in concrete at grade with a footpath on Mullens Street, immediately north of Reynolds Street, and assess the opportunity to incorporate a cyclists' crossing facility.	Mullens Street, Reynolds Street	Low
23	Install kerb extensions/garden beds and one lane slow point raised threshold east of Moore Lane.	Parsons Street, Moore Lane	High
24	Implement a Shared Zone with a textured road surface in Ellen Street.	Ellen Street	Medium
25	Install a raised pedestrian crossing on Beattie Street near the intersection of Beattie Street, Darling Street and Wise Street.	Beattie Street, Darling Street, Wise Street	High
26	Install a speed hump in Beattie Street between Ewell Street and Wisbeach Lane.	Beattie Street	Medium
27	Potential signalisation of the Robert Street / Mullens Street intersection as part of Metro West Bays Precinct works	Robert Street / Mullens Street	Medium
28	Install kerb extensions/garden beds and retain existing No Stopping on Montague Street at the intersection with Llewellyn Street.	Montague Street, Llewellyn Street	Medium
29	Changes to signposting (parking restrictions)	Nelson Street east of Darling Street	High

Short term (0-5 years)			
Item No.	Description	Streets affected	Priority
30	Install "Cyclists Excepted" signposting in one way street sections, including short sections of contra flow in Ewell Street and convex safety mirrors in Prosper Lane.	Prosper Lane, Ewell Street and Bruce Street	Medium
31	Undertake further investigation into kerb extensions at Montague Street and Theodore Street T-intersection.	Montague Street, Theodore Street	Low
32	Undertake further investigations into kerb extensions at Clare Street and Evans Street T-intersection.	Clare Street, Evans Street	Low
33	Undertake further investigation into kerb extensions at Nelson Street and Evans Street T-intersection.	Nelson Street, Evans Street	Low
34	Install kerb extensions at Crescent Street and Robert Street intersection, on the western side of Crescent Street.	Crescent Street, Robert Street	Medium



Appendix A.

Leichhardt PAMP 2014 Action Plan

2021 PAMP Schedule of Works

LEICHHARDT PAMP 2014 ACTION PLAN



Suburb	REF	Location	Intersections or Exact Location	Problem or Issue	Recommendation	Exact Facility	Estimate	Priority	Implemented (Yes/No)
Balmain	88	Beattie St / Mullens St	Beattie St / Mullens St	Report attached as Appendix to this PAMP	Traffic signals recommended for this location	traffic signals	\$ 300,000	High	No
Rozelle	6	Victoria Rd	Darling St	Existing double bus shelters	Conflict cyclists and bus patrons limited pedestrian movements. Separate bus shelters to allow for better pedestrian flow.	Detailed assessment required	\$ 10,000	High	No
Rozelle	7	Victoria Rd	Prosper St at Manning Funerals	Conflict pedestrians and cyclists	Give way signs and pavement marking required to enable cyclists to give way at each intersection	signposting and linemarking Share the Path as per Appendix S	\$ 600	High	No
Rozelle	9	Victoria Rd	Darling St	Speed problem down hill	Install raised speed cushions on the footpath	speed cushions	\$ 10,000	High	Yes
Rozelle	13	Darling St	Wise St	Pedestrian crossing approved at this location	Concur with Council's decision to provide facilities	at grade zebra crossing with blisters	\$ 25,000	High	Yes
Rozelle	16	Merton St	Blister islands at Evans St	Approved location for blister islands	Concur with Council's decision to provide facilities	concur with Council's decision to provide facilities	funding allocated & project completed	High	Yes



2021 PAMP RELEVANT WORKS PROGRAM WITHIN BALMAIN LATM STUDY AREA

Issue ID		Suburb	Category	Recommendation	Cost	Priority
SA212	Merton St east of Darling St	Rozelle	Safety issue	Install continuous raised footpath treatment	\$30k	HIGH
SA214	Nelson St east of Darling St	Rozelle	Safety issue	Install continuous raised footpath treatment	\$30k	HIGH
SA50	Jacques St at Darling St	Balmain	Safety issue	Install continuous raised footpath treatment	\$30k	HIGH

Appendix B.

5 Appendix B - Road user movement code table

PEDESTRIANS (on foot or in toy/pram)	VEHICLES FROM ADJACENT DIRECTION (intersections only)	VEHICLES FROM OPPOSING DIRECTION	VEHICLES FROM SAME DIRECTION	MANOEUVRING	OVERTAKING	ON PATH	OFF PATH, ON STRAIGHT	OFF PATH, ON CURVE OR TURNING	MISCELLANEOUS
NEAR SIDE 00	CROSS TRAFFIC 10	HEAD ON (not overtaking) 20	HEAD END 30	U-TURN 40	HEAD ON (including side swipes) 50	PARKED 60	OFF CARRIAGEWAY TO LEFT 70	OFF CARRIAGEWAY LEFT ON RIGHT BEND 80	FELL IN / FROM VEHICLE 90
EMERGING 01	RIGHT FAR 11	RIGHT THROUGH 21	LEFT REAR 31	U-TURN INTO FIXED OBJECT / PARKED VEHICLE 41	OUT OF CONTROL 51	DOUBLE PARKED 61	LEFT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE 71	OFF CARRIAGEWAY LEFT ON RIGHT BEND INTO OBJECT / PARKED VEHICLE 81	LOAD OR MISUSE STRUCK VEHICLE 91
FAR SIDE 02	LEFT FAR 12	LEFT THROUGH 22	RIGHT REAR 32	LEAVING PARKING 42	PULLING OUT 52	ACCIDENT OR BROKEN DOWN 62	OFF CARRIAGEWAY TO RIGHT 72	OFF CARRIAGEWAY RIGHT ON RIGHT BEND 82	STRUCK STAIR / AIRCRAFT 92
PLAYING, WORKING, STANDING ON CARRIAGEWAY 03	RIGHT NEAR 13	RIGHT / LEFT 23	LANE SIDE SWIPE 33	ENTERING PARKING 43	OVERTAKE TURNING 53	VEHICLE DOOR 63	RIGHT OFF CARRIAGEWAY INTO OBJECT / PARKED VEHICLE 73	OFF CARRIAGEWAY RIGHT ON RIGHT BEND INTO OBJECT / PARKED VEHICLE 83	PARKED VEHICLE RUN AWAY INTO OBJECT / PARKED VEHICLE 93
WALKING WITH TRAFFIC 04	TWO RIGHT TURNING 14	RIGHT / RIGHT 24	LANE CHANGE RIGHT (not overtaking) 34	PARKING CHANGES ONLY 44	CUTTING IN 54	PERMANENT OBSTRUCTION ON CARRIAGEWAY 64	OUT OF CONTROL ON CARRIAGEWAY 74	OFF CARRIAGEWAY LEFT ON LEFT BEND 84	PARKED VEHICLE RUN AWAY INTO VEHICLE 94
FACING TRAFFIC 05	RIGHT / LEFT FAR 15	LEFT / LEFT 25	LANE CHANGE LEFT 35	REVERSING 45	PULLING OUT REAR END 55	TEMPORARY ROADWORKS 65	OFF END OF ROAD / T-INTERSECTION 75	OFF CARRIAGEWAY RIGHT ON LEFT BEND INTO OBJECT / PARKED VEHICLE 85	STRUCK WHILE HANDLING OR ALIGHTING VEHICLE 95
ON FOOTPATH / MEDIAN 06	LEFT NEAR 16		RIGHT TURN SIDE SWIPE 36	REVERSING INTO FIXED OBJECT / PARKED VEHICLE 46		STUCK OBJECT ON CARRIAGEWAY 66	OFF CARRIAGEWAY LEFT ON LEFT BEND 86		
DRIVEWAY 07	LEFT / RIGHT FAR 17		LEFT TURN SIDE SWIPE 37	EMERGING FROM DRIVEWAY 47		ANIMAL (not dogs) 67	OFF CARRIAGEWAY LEFT ON LEFT BEND INTO OBJECT / PARKED VEHICLE 87		
	TO LEFT TURNING 18								
				FROM FOOTPATH 48			OUT OF CONTROL ON CARRIAGEWAY 88		
OTHER PEDESTRIAN 09	OTHER ADJACENT 19	OTHER OPPOSING 29	OTHER SAME DIRECTION 39	OTHER MANOEUVRING 49	OTHER OVERTAKING 59	OTHER ON PATH 69	OTHER STRAIGHT 79	OTHER CURVE 89	UNKNOWN 99

Definitions and notes to support road crash data – June 2014



Appendix C.

Final Engagement Outcomes Report

INNER WEST



Engagement outcomes
Final Report
Balmain LATM

Contents

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Summary

This Engagement Outcomes Report outlines the feedback received during the first stage and final stage of community engagement comprising the initial insights and feedback through public exhibition of the final draft report which included recommended treatments that was placed on public exhibition.

Council undertook an initial survey through Council's Yoursay website in October/November 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 245 responses were received.

The main outcomes of the first stage of consultation are that residents were concerned with excessive speeding, followed by too much traffic and sight obstructions.

In regard to particular streets, Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction.

Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit whilst Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

The final draft report was placed on public exhibition in May 2023. A total of 500 visitors accessed the Yoursay website material of which 35 contributions were made. An additional 10 emails were received regarding the final draft report during the public consultation period.

All the recommendations noted in the final draft report have been included in the final report with some adjustments. Some additional recommendations are also included.

Background

The Balmain LATM was initiated as part of Council's LATM Strategy Program. The study aims to;

- Reduce vehicle speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk

- Improve local amenity by:
 - o Reducing car use
 - o Increasing use of public transport
 - o Increasing walking and cycling
 - o Improving the streetscape

Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website
- email

Engagement methods

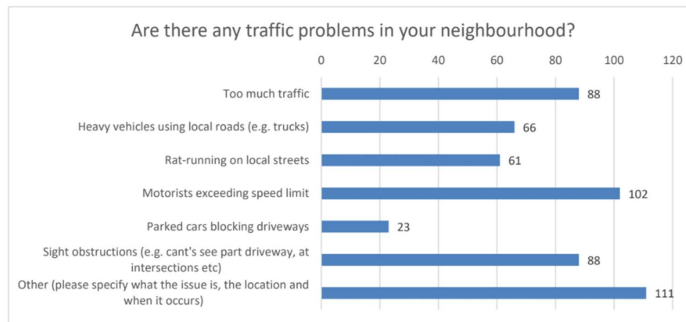
The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post.

Initial Insights Engagement outcomes

Council undertook an initial survey through Council's Yoursay website in October/November 2020 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 245 responses were received.

The figure below indicates that the highest rated problem in the area is the high volume of traffic.

Figure 1.1. Overall Rating of Traffic, Cycling or Pedestrian Problems



The figures below indicate that weekends are rated almost as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. Heavy vehicles using local streets and rat running on local streets are rated more highly for the working week. Exceeding speed limits and parked cars blocking the driveways are rated higher on weekends than on weekdays.

Figure 1.2 Too Much Traffic

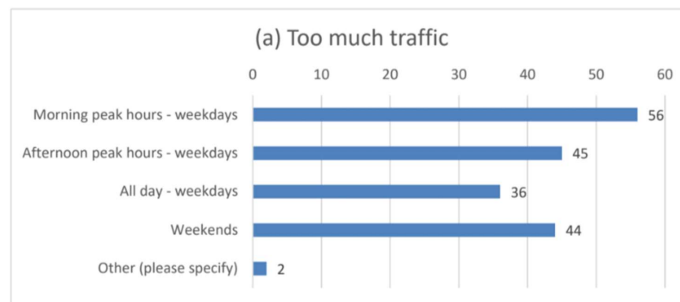


Figure 1.3 Heavy Vehicles

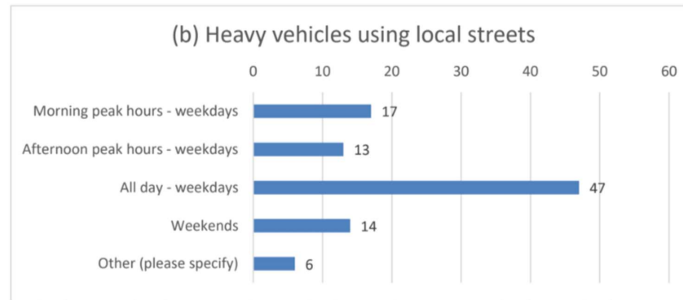


Figure 1.4 Rat Running



Figure 1.5 Exceeding Speed Limits

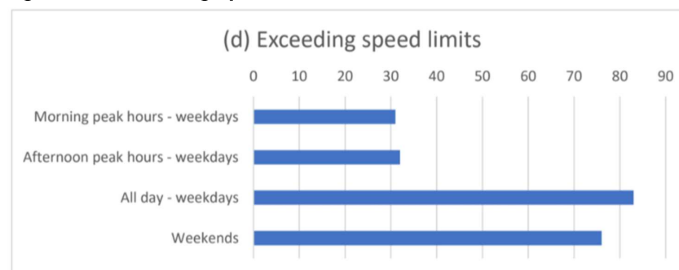


Figure 1.6 Parked Cars

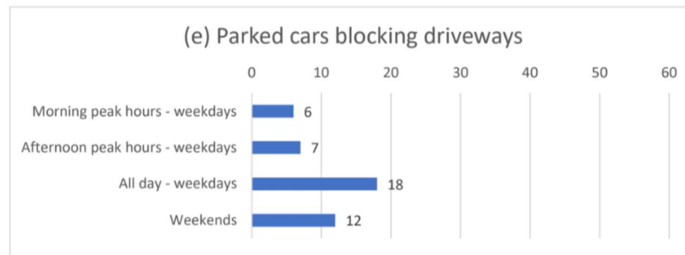
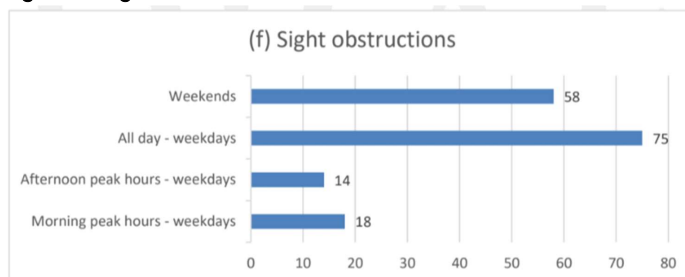


Figure 1.7 Sight Obstructions



An examination by problem by street is illustrated in Figure 1.8. The table lists the issues and streets where these issues are most frequently mentioned.

Mullens Street and Evans Street have the highest level of concern for too much traffic, heavy vehicle use, rat running, exceeding the speed limit and sight obstruction.

Darling Street and Beattie Street also have a high level of concern for too much traffic and exceeding the speed limit whilst Mansfield Street has rat running, exceeding speed limit and sight obstruction concerns.

Figure 1.8 Problems rated by street

STREET NAME	TOO MUCH TRAFFIC	HEAVY VEHICLES	RAT RUNNING	EXCEEDING SPEED LIMITS	PARKED CARS BLOCKING DRIVEWAYS	SIGHT OBSTRUCTIONS
Beattie Street	13	9	12	15	0	6
Brent Street	7	5	8	6	2	8
Crescent Street	2	2	8	3	3	0
Darling Street	21	8	15	24	0	10
Victoria Road	16	4	6	6	0	6
Elliott Street	0	2	0	3	1	3
Evans Street	26	13	19	16	3	26
Hartley Street	2	2	2	3	1	4
Llewellyn Street	1	0	1	1	1	1
Mackenzie Street	0	2	1	0	2	3
Mansfield Street	11	5	14	21	0	20
Merton Street	1	0	3	0	0	1
Montague Street	3	3	2	3	1	5
Mullens Street	28	15	13	29	1	17
Parsons Street	2	5	0	4	0	2
Perrett Street	3	1	1	0	0	1
Reynolds Street	4	2	1	6	0	5
Roberts Street	6	2	1	4	0	0
Starling Street	3	0	1	1	0	3
Wisbeach Street	0	2	2	3	0	0

Public exhibition of Final Draft Report

Engagement outcomes

The final draft report was placed on public exhibition in May 2023. The responses relating to specific proposals are detailed below.

Treatment 1 Evans Street and Roseberry Street intersection.

Kerb extensions/garden beds to be installed around the corners of the intersection, with the provision of statutory No Stopping zones.

- Result - 70% of respondents supported this proposal

Residents' Comments	Officer Comments
The respondents that were supportive noted that the kerb extension will provide a visual aid for turning. The respondents that did not support the proposal noted that turning from Roseberry Street into Evans Street is already difficult enough due to the narrow size of Evans Street and extending the garden beds would make it more difficult. It was also raised that the proposal blocks travel for cyclists.	Swept path assessment has demonstrated that adequate road width is provided with kerb extensions. Proposal will slow traffic speeds of vehicles providing safer conditions for cyclists.

- Included in Final Recommendation

Treatment 2 Evans Street and Carrington Street intersection.

Kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

- Result - 68% of respondents supported this proposal.

Residents' Comments	Officer Comments
The respondent that did not support the proposal noted that the proposal blocks the width of the road and was concerned for cyclist safety.	Proposal will slow traffic speeds of vehicles providing safer conditions for cyclists.

Included in Final Recommendation

Treatment 3 Evans Street and Henry Street intersection.

Kerb extensions/garden beds be installed in Evans Street at Henry Street with the provision of statutory No Stopping zones.

Result - 68% of respondents supported this proposal hence it has been included in final recommendations

Residents' Comments	Officer Comments
No comments received.	

Included in Final Recommendation

Treatment 4 Evans and Goodsir Street intersection.

Kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

Result - 71% of respondents supported this proposal.

Residents' Comments	Officer Comments
A respondent that did not support the proposal noted that turning at the intersection is already difficult due to narrow road widths and extending garden beds will make it more difficult.	Swept path assessment has demonstrated that adequate road width is provided with kerb extensions.

Included in Final Recommendation

Treatment 5 Evans Street and Hanover Street and Hanover Street and Collins Street intersection.

Kerb extensions/ garden beds are installed around the corners of the intersection of Evans Street and Hanover Street, within the existing No Stopping zones. One-way system (northbound and westbound) be introduced in Hanover Street north of Collins Street, including installation of a kerb extensions/garden bed within the existing No Stopping zone

Result – 69% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>A respondent that was supportive suggested to make proposed one-way operation, bidirectional for cyclists.</p> <p>In addition to the change a resident advised that it is very difficult/dangerous to turn both left and right out of Nelson Street onto to Evans Street. Cars on Evans Street are frequently parking illegally (too close to the intersection) making visibility very difficult. This is compounded by small trucks delivering to the pub. Requested similar treatment to this corner on both sides, so visibility is improved when existing Nelson on to Evans Street.</p>	<p>The concerns raised by the resident are noted regarding the request to provide kerb extensions at the Evans Street/Nelson Street intersection. This will however require separate consultation with the Welcome Hotel and residents as it was not part of the public exhibition.</p> <p>In regard to allowing cyclists to travel in the opposing direction this is not supported as there is sight line restriction associated with the 90-degree bend and Hannover Street is being narrowed at Evans Street to restrict access from Evans Street.</p>

Included in Final Recommendation. An additional recommendation is to be included to further investigate kerb extensions at Nelson Street/Evans Street subject to further consultation.

Treatment 6 Evans Street and Mansfield Street intersection.

Raised pedestrian crossing be installed on the southern approach of the intersection, incorporating garden beds around the corners of the intersection, within the existing No Stopping zones and additional No Stopping Zones in Evans Street

Result - 68% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Resident requested to make Merton Street one way restriction more visible as they find a lot of drivers disregard the one way and drive down Merton Street to turn left into Evans Street. Resident advised that this is not only dangerous for pedestrians but drivers pulling out of a parking spot and not looking in both directions as it is a one-way street. There are also cars coming out of Cross Street and turning right onto Merton Street.</p> <p>The respondents that did not support the proposal noted that the proposed introduction of a zebra crossing and planting verge at Evans and Mansfield Street intersection is welcomed amenity to a high traffic street. Advised that the proposal impacts a DA currently under consideration.</p> <p>Another respondent advised that a pedestrian crossing on Evans at Mansfield Street is not supported due to traffic queues to Victoria Road already being significant. A resident suggested lights need to be incorporated into the design.</p> <p>Concerns was also raised from other resident regarding its impact on traffic queueing and delay.</p>	<p>The detailed design of the raised pedestrian crossing can be accommodated with or without the proposed driveway which is subject to a DA. The additional delays for vehicles associated with the pedestrian crossing is minor and considered to be outweighed by the benefit of providing the crossing.</p> <p>In regard to vehicles travelling the wrong way in Merton Street, additional pavement arrow markings will be provided in Evans Street at the car park access to note 'right in' and 'left out' at arrangement.</p>

Included in Final Recommendation.

Treatment 7 Evans Street and Brent Street intersection.

Kerb extensions/garden beds be installed around the corners of the intersection, within the existing No Stopping zones.

Result - 71% of respondents supported this proposal

Residents' Comments	Officer Comments

A resident that did not support the proposal advised it is not safer for cyclists as it blocks the roadway. Another resident that supported the proposal stated that Many cars almost crash here at peak times trying to do u-turns.	Proposal will slow traffic speeds of vehicles providing safer conditions for cyclists.
--	--

Included in Final Recommendation

Treatment 8 – Clare Lane.

A 10km/h Shared Zone be installed in Clare Lane.

Result - 71% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Supports proposal and requested that damaged convex safety mirror be replaced and pedestrian/bicycle signage.</p> <p>A resident requested the whole length of Shared Zone be painted. An issue was raised that cars park too close to the road bend resulting in vehicles have to make a 3-point turn to negotiate the corner. Requested to consider marking where cars can park or add no stopping signs to show where they can't.</p>	<p>Convex safety mirror to be replaced.</p> <p>The detailed design of the shared zone will incorporate parking bays to prevent vehicles from parking in inappropriate locations.</p>

Included in Final Recommendation.

Treatment 9 – Prosper Lane.

A 10km/h Shared Zone be installed in Prosper Lane.

Results - 69% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Supports noting that that bicycles will be excepted from the No Through rule.</p> <p>Supports and suggests including other treatments to ensure car speeds are kept low, such as pinch-points and planter boxes.</p>	<p>Final design to include convex safety mirrors at all road bends. Further investigation into extending the 10 km/h Shared Zone the full length of Prosper Lane can be undertaken post implementation of the short section proposed in this recommendation.</p>

<p>Resident notes the proposal to install 'shared Zone' signage at the National St end but no additional warning to car drivers at the Prosper Street end.</p> <p>Advises that Prosper Lane near Prosper Street has no footpath hence locals are walking on the footpath and requires Shared Zone.</p>	<p>Included in Final Recommendation. A review of the potential to extend the 10 km/h Shared Zone the full length of Proposer Lane can be considered post installation of the proposed short section of Shared Zone.</p>
--	---

Included in Final Recommendation.

Treatment 10 Beattie Street between Elliot Street and Mullens Street.

A speed hump be installed in Beattie Street adjacent to No. 117.

Results - 74% of respondents supported this proposal hence it has been included in final recommendations

Residents' Comments	Officer Comments
<p>Resident advises that unnecessary on an already slow section of road and suggests speed limit should change from 40 km/h if you want to reduce the speed. Concerned regarding noise from cars slowing down and speeding up at the speed hump and already a speed hump nearby.</p>	<p>The community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.</p>

Included in Final Recommendation.

Treatment 11 Mullens Street and Beattie Street intersection.

A raised pedestrian crossing be installed on the western approach to the roundabout, with kerb extensions/garden beds on the western side. The existing speed cushion at this location is proposed to be removed.

Results - 75% of respondents supported this proposal.

Residents' Comments	Officer Comments

Does not support as it will likely cause more driver confusion at the roundabout and could increase collisions. Another resident suggested that the crossing should be in Beattie Street east of the roundabout as it is more heavily used. It was suggested that it should be signalised.	Lack of road width to adequately provide for traffic signals that could accommodate all traffic movements. Proposal does not preclude further pedestrian crossing on other legs of intersection in the future.
--	--

Included in Final Recommendation.

Treatment 12 Mullens Street and Roseberry Street intersection.

Speed hump be installed in Mullens Street south of Roseberry Street.

Results - 56% of respondents supported this proposal.

Residents' Comments	Officer Comments
Does not support as there are existing raised crossings approximately 100m north and 100m south of this proposed location. The value of adding another raised threshold the existing crossings is questionable, given the proposed raised threshold would add noise and have a visual impact on the amenity and street scape of the surrounding area. It was suggested that it should include a pedestrian crossing with the raised platform.	Unlikely to meet warrant for pedestrian crossing and would also result in a significant loss of on street parking.

Included in Final Recommendation.

Treatment 13 Mullens Street between Goodsir Street and Reynolds Street.

Raised thresholds be installed on both approaches to the road bend in Mullens Street including one immediately north of Goodsir Street and one adjacent to NO. 88/84 Mullens Street

Results - 68% of respondents supported this proposal.

Residents' Comments	Officer Comments

Resident is unsure of proposal as concerned that it is very difficult to turn from Goodsir street left into Mullens (narrow road and tight turn) and whether the raised threshold would hinder this even further. A few residents did not support due to issues including noise and considered unnecessary as Mullens Street is a thoroughfare. Also did not notice speeding, Residents who supported proposal advised that it is difficult to cross Mullens Street to access bus stop. Other suggestion including upgrade to zebra crossing.	<p>Whist acknowledging the noise associated with raised thresholds, the community responses indicated frequent occurrences of vehicles exceeding the speed limit. This was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in the southern direction (on an approach to the street bend and a pedestrian crossing). The noise associated with the device will be reduced as it located on a bus route hence has a reduced height profile.</p> <p>Unlikely to meet warrant for pedestrian crossing and would also result in a significant loss of on street parking.</p>
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Included in Final Recommendation.

Treatment 14 Mullens Street and Mansfield Street intersection.

The raised platform for the zebra crossing be widened to feature extended setbacks and larger R3-1 signs at the crossing and additional warning signs W6-2 on both approaches to be installed.

Results - 77% of respondents supported this proposal.

Residents' Comments	Officer Comments
Resident requested to include raised Bicycle Crossing to protect cyclists from car traffic attempting to cross Mullens into Mansfield, east and west of Mullens. A resident suggested it was not necessary and should have a separated pathway for cyclists. Another resident requested a zebra crossing in Mullens Street between Goodsir Street and Perret Street.	Mullens Street is not wide enough to provide for a separate cyclist facility. It is not proposed to include a raised bicycle crossing as Mansfield Street does not form part of Council's bike routes.

Included in Final Recommendation.

Treatment 15 Mullens Street between Robert Street and Parsons Street.

A raised threshold be installed south of Parsons Street.

Results - 67% of respondents supported this proposal.

Residents' Comments	Officer Comments
Several residents suggested that a pedestrian crossing on Parsons Street is required to protect shoppers and residents attempting to cross that street. Another resident requested it would be easier to see for approaching vehicles if it were relocated to Robert Street	Pedestrian crossings not permitted across two travel lanes in same direction which is the case in Mullens Street in AM peak hours hence not supported. Robert Street/Mullens Street likely to be signalised in the future to cater for White Bay. Which will provide improved pedestrian access.

Included in Final Recommendation.

Treatment 16 Evans Street between Victoria Street and Brent Street.

A speed hump be installed adjacent to No. 132.

Results - 61% of respondents supported this proposal.

Residents' Comments	Officer Comments
Does not support as advises that often traffic is backed up here from the traffic lights hence cars are mostly stationary. Another resident advised that already a significant number of traffic calming devices in Evans Street. Resident advised that should also consider marking two lanes in Evans Street on the southbound approach to Victoria Road. Advised that locals already form two lanes to exit Evans Street (one for turning right into Victoria Road and one for going straight or turning left) however the lack of road markings results in backed up traffic and dangerous driver behaviour further up Evans St. Another resident supported the proposal stating it that will stop speeding drivers racing before the red light.	Will reduce speeds entering the study area. Traffic signal configuration is TfNSW responsibility. Intersection configuration to be considered as part of Rozelle Town Centre Precinct Masterplan.

Included in Final Recommendation.

Treatment 17 Llewellyn Street.

A mobility (accessible) space be installed in Llewellyn Street near “Doctors on Darling”.

Results - 71% of respondents supported this proposal.

Residents' Comments	Officer Comments
Does not support as need to provide separated passageway for cyclists to avoid main roadway.	Llewellyn Street does not form part of Council's Bike Plan. The proposal will not impede cyclists.

Included in Final Recommendation.

Treatment 18 Darling Street between Wise Street and Beattie Street.

All kerbside parking spaces be marked

Results - 77% of respondents supported this proposal.

Residents' Comments	Officer Comments
No comments received.	

Included in Final Recommendation.

Treatment 19 Mansfield Street and Crescent Street intersection.

The existing painted traffic islands be repainted and complemented by rumble bars.

Results - 74% of respondents supported this proposal.

Residents' Comments	Officer Comments

Unsafe for cyclists. Vehicles need to be separated so cyclists are not forced into vehicular traffic. Cyclists need separated passageway around the vehicle traffic.	Mixed traffic conditions available for cyclists. Rumble bars will be located within the painted traffic islands to reduce hazard to cyclists.
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Included in Final Recommendation.

Treatment 20 Darling Street between Norman Street and Thornton Street.

A raised threshold be installed at this location adjacent to No. 434.

Results - 65% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Resident advises that resulting noise from cars slowing down and speeding up at the threshold and of vans etc. going over it with their load is not necessary for a road that has had no accidents.</p> <p>The resident suggested that traffic in this area precludes to speeding anyway and unsure what a further speed bump would do.</p>	<p>Whist acknowledging the noise associated with raised thresholds, the community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel. The noise associated with the device will be reduced as it located on a bus route hence has a reduced height profile.</p>

Included in Final Recommendation.

Treatment 21 Darling Street between Young Street and Hampton Street.

A raised threshold be installed between Young and Hampton Streets.

Results - 56% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Resident advised that vehicles speeding away from the raised threshold and heavy vehicles driving over it will contribute to increased noise pollution. Suggests that considerable noise is already generated by heavy vehicles passing over potholes. Funds should be allocated to</p>	<p>Whist acknowledging the noise associated with raised thresholds, the community responses indicated concerns about speeding and unsafe driver behaviour in the area where high turnover street parking takes place. The concern about speeding was confirmed by the</p>

<p>repairing existing road damage before implementing additional traffic calming measures.</p> <p>Concern raised regarding potential for flooding associated with the device and alternate request to install a radar speed display sign. Objection raised stating that there are already enough speed humps on thoroughfares in the area. All drivers shouldn't have to suffer because a tiny minority don't drive calmly.</p>	<p>results of the 24-hour tube counts showing the 85th percentile speed above the 40 km/h speed limit in both directions of travel.</p> <p>The noise associated with the device will be reduced as it located on a bus route hence has a reduced height profile.</p>
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Included in Final Recommendation.

Treatment 22 Mullens Street at Reynolds Street.

The existing raised pedestrian crossing be upgraded (to be made in concrete and level with the footpath to eliminate changes of gradients between pram ramps and threshold ramps).

Results - 84% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Requests to include a raised bicycle crossing adjacent to Reynolds Street.</p> <p>Resident advised that crossing is currently dangerous as drivers often overtake buses that are stopped nearby. Suggest this be a focus of a police crackdown to eliminate this dangerous behaviour</p>	<p>Concerns regarding illegal behaviour of motorists driving through the existing pedestrian crossing across double centreline markings have been forwarded to NSW Police for investigation.</p> <p>The suggestion to incorporate a bicycle crossing as part of the raised pedestrian crossing is noted. The detailed design will assess the opportunity to incorporate a cyclists' crossing facility.</p>

Included in Final Recommendation with detailed design to include assessment of opportunity to include cyclists crossing facility.

Treatment 23 Parson Street east of Moore Lane.

One lane slow point with a raised threshold be installed in Parsons Street just east of Moore Lane.

Results - 52% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Supports proposal but would prefer if Parsons Street was blocked rather than a one lane slow point raised threshold. There is a considerable increase in traffic in this area now that Bunnings has opened and cars speed around the corner from Crescent Street onto Parsons Street. Dog was hit and killed by an out-of-control car last weekend. Traffic needs to be slowed at Crescent Street intersection.</p> <p>Does not support as parking occupancy in this street is very high. Suggests that even though a slow point is needed a raised part/speed bump is a better option to enable continued parking in the area.</p>	<p>Replacing one lane slow point with a raised threshold will reduce loss of parking but will not provide the same level of deterrent for traffic.</p>

Included in Final Recommendation.

Treatment 24 Ellen Street.

A 10km/h Shared Zone be installed in Ellen Street.

Results - 65% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Request to include pinch-points and planter boxes to help encourage driver speed compliance and safety.</p>	<p>The road is not wide enough to provide planter boxes.</p>

Included in Final Recommendation.

Treatment 25 Darling Street, Wise Street and Beattie Street.

A raised pedestrian crossing be installed on the eastern side of the roundabout (Beattie Street approach).

Results - 84% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Suggests that the study overwhelmingly understates the volume of traffic along Beattie St and the actual speeds of vehicles (consistently well over the 40kms speed limit by a significant degree)</p> <p>Resident supports idea of pedestrian crossing however suggests its exact position should not be this close to the roundabout intersection with Darling Street but rather 20-30 metres east (Beattie St) from the intersection. This will avoid cars entering Beattie St from getting caught in the intersection as pedestrians use the crossing (as it often does on the other side of this intersection at Wise St where cars are then stuck in the middle of the intersection roundabout which increases congestion and risk of crashes)</p>	<p>Relocating proposed crossing further east will relocate it away from the pedestrian desire line and is therefore not supported. The proposal will reduce speeds in Beattie Street.</p>

Included in Final Recommendation.

Treatment 26 Beattie Street between Ewell Street and Wisbeach Lane.

A concrete speed hump be installed instead of the existing rubber speed cushions.

Results - 65% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Supports proposal however suggests effectiveness will be achieved by placing the concrete speed hump nearer to Harris Street/Beattie Street intersection advising that</p>	<p>A traffic calming device is also proposed in Beattie Street east of Darling Street in the form of a raised pedestrian (zebra) crossing. This will reduce speeds on approach to the speed hump.</p>

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it will greatly reduce the speeds of vehicles coming downhill. The current position of the speed hump is unsighted to vehicles as it's positioned around the corner.	
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Included in Final Recommendation.

Treatment 27 Robert Street and Mullens Street intersection.

The potential signalisation of the Robert Street / Mullens Street intersection to improve future year level of service is to be investigated in consultation with Inner West Council and NSW Department of Planning and Environment as part of the Bays Station works for the Sydney Metro West.

Results - 45% of respondents supported this proposal hence it has been included in final recommendations.

Residents' Comments	Officer Comments
<p>Supportive of any measure to calm traffic on Mullens Street. A number of residents did not support proposal suggesting that the intersection is currently operating acceptably, the proposed signals would result in additional delays and congestion.</p> <p>Another resident requested a roundabout be installed as opposed traffic signals.</p> <p>Another resident raised concern regarding existing lane markings heading eastbound in Robert Street as the left lane ends and vehicles in the right lane 'cut' left, resulting in near misses. Requests clearer & more logical markings.</p>	<p>Parking is permitted in the Robert Street kerbside lane with the exception of the part time No Stopping signposting which is active 3pm-7pm Mon -Fri. The centre travel lane is continuous at all times, and 'lane change pavement arrows' are marked in the kerbside lane to notify motorist to merge right (two lanes to one lane) during the 3pm – 7pm Monday to Friday period when two travel lanes are operational. Council will undertake maintenance of linemarking in this section of road. A Form 1 Lane sign is also located to advise motorists to merge at this location.</p> <p>Whist acknowledging the low support rate, the intersection will need to be signalised in the future as it will provide access to the Bays Precinct and also significant pedestrian movements which are not accommodated adequately under the existing intersection configuration.</p>

Included in Final Recommendation.

Treatment 28 Montague Street and Llewellyn Street intersection.

Kerb extensions/garden beds be installed around the corners of the intersection in Montague Street within the existing No Stopping zones.

Results - 76% of respondents supported this proposal hence it has been included in final recommendations

Residents' Comments	Officer Comments
Resident advises that bicycles cross and enter Mullens at this intersection. Include bicycle crossing signage. A resident suggested that cars speeding in Montague Street at this location is the major problem and very difficult turning right out of Llewellyn Street into Montague Street due to poor visibility.	The proposed kerb extensions will reduce traffic speeds by narrowing the road carriageway. They will also allow vehicles exiting Llewellyn Street to move forward to sight vehicles in Montague Street before negotiating a movement. Llewellyn Street is not a designated bike route hence bicycle crossing signposting not proposed.

Included in Final Recommendation.

Treatment 29 Nelson Street east of Darling Street.

Changes to signposting to assist patrons of the Hannaford Centre to access the Council facility.

Results - 68% of respondents supported this proposal.

Residents' Comments	Officer Comments
Include bicycle parking rings for patrons cycling to the centre.	Council investigating bicycle parking opportunities near Hannaford Centre.

Included in Final Recommendation.

Treatment 30 Prosper Lane,

Ewell Street and Bruce Lane.

In view of safe conditions for two-way bicycle travel (no angle car parking) and to optimise bicycle links it is proposed to install "Bicycles excepted" sign plates at the "One way" signs on these streets

Results - 59% of respondents supported this proposal.

Residents' Comments	Officer Comments
<p>Does not support and suggests that allowing contra flow of bicycles down Ewell Street creates significant safety risks as Ewell St is a downhill gradient for bicycles heading against traffic ending in a T intersection from which traffic (leaving Evans St into Ewell) will be confronted with a downhill bicycle including delivery bicycles. The impact of the intersection of Evans with Reynolds, slightly misaligned to Ewell, makes the intersection slightly more technical, and increases risk to this proposal.</p> <p>Another who did not support the proposal noted two safety issues, in particular for Ewell Street:</p> <ul style="list-style-type: none"> bicycles will be travelling downhill against vehicle traffic and the bicycles will travel at a speed that will make collision avoidance difficult, especially at the end of the street where it drops away quickly, and cars will be turning from Evans Street the street is not wide enough for there to be a one metre distance between a travelling vehicle and a bicycle. <p>A few residents that supported the proposal suggested it was an excellent idea.</p> <p>Another resident supported Prosper Lane and Bruce Street for contra flow bicycle movements but did not support Ewell Street due to its downhill grade and intersection with Evans Street and Beattie Street not providing adequate separation if arriving at the same time. The resident also raised an issue with residents leaving driveways and conflict with cyclists.</p> <p>A resident did not support Bruce Street as many pedestrians use the road in the narrow section of Bruce Street thereby resulting in a risk to pedestrians.</p>	<p>Final Recommendation modified to include convex safety mirrors at Prosper Lane road bends and Ewell Street to include short sections of contra flow linemarking at each end of Ewell Street.</p>

Final Recommendation modified to include convex safety mirrors at Prosper Lane Road bends and contra flow bike lane linemarking at each end of Ewell Street.

OTHER COMMENTS

Additional comments received during the public exhibition period that did not relate to any proposals are detailed below.

Residents' Comments	Officer Comments
Request for linemarking of parking spaces in Slade Street as busy due to close proximity to Darling Street and vehicles are parked poorly reducing parking capacity.	Linemarking of bays generally only considered in Main Street location.
Requests changes to Resident Parking Scheme to allow more flexibility for Coulon Street residents to park in surrounding resident streets (i.e., National Street) and Council car park	Outside of the scope of the LATM study. Concerns forwarded to appropriate Council team for their consideration.
General comment requesting improved enforcement of Load Limit restrictions in the area.	Forwarded to NSW Police for their consideration of enforcement
Resident of Theodore Street Balmain advises that safety issues occur due to limited sight lines when existing Theodore Street at Montague Street in particular when negotiating a right turn. Resident advises that because of Theodore Street being a dead end there are no alternate routes.	To be included as an additional recommendation for further investigation
Request consideration be given to reinstating eastbound and westbound right hand turns from Victoria Road into Evans Street post opening of the Iron Cove - City West Link tunnel.	Outside of scope of project. Intersection configuration to be considered as part of Rozelle Town Centre Precinct Masterplan.
Resident advises that there is a lack of adequate street lighting in Evans Street (eastern side) between Brent Street and Beattie Street and also in pedestrian link between Ellen Street and Evans Street. Concern was also raised regarding the uneven pavement surface in the pedestrian link due to drainage channel.	Forwarded to Council's Design Team for investigation
Resident requests making Coulon Street one way westbound as the street is too narrow for two-way traffic and parking leading to conflict at the Coulon Street/Prosper Street intersection.	The introduction of a one-way traffic restriction will lead to a significant loss of amenity as all traffic exiting will need to head eastbound in Victoria Road. Furthermore, you will not be able to turn around in Prosper Street leading to unsafe 3 point turns at Prosper Street/Coulon

	Street intersection if you access Prosper Street via Victoria Road and wish to park on the eastern side of Prosper Street.
Resident advises of safety issue associated with Clare Street/Evans Street intersection due to sight line restrictions.	To be included as additional recommendation for further investigation
Advised by Council design staff that bicycle/pedestrian safety issue being addressed at the Crescent Street/Robert Street by installing a kerb extension on western side of Crescent Street at Robert Street. Concept design provided.	Added to recommendations.

In this regard the addition of the following recommendations is proposed:

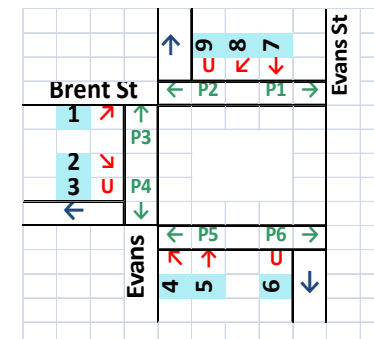
- Further investigation be undertaken into kerb extensions at Montague/Theodore Street to improve safety for vehicles exiting Theodore Street
- Further investigation be undertaken into kerb extensions at Clare Street/ Evans Street to improve safety for vehicles exiting Clare Street
- Further investigation be undertaken into kerb extensions at Nelson Street/Evans Street to improve safety for vehicles exiting Nelson Street
- Kerb extension be installed at Crescent Street/Robert Street intersection on the western side of Crescent Street



Appendix D.

Traffic counts

C02 Weekday, Evans Street and Brent Street

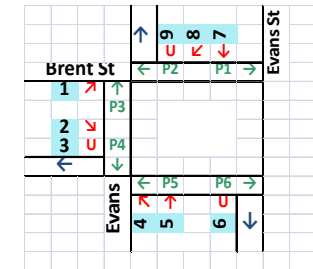


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9:15 - 9:30		4	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
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9:15 - 9:30		4	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
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C02 Weekday, Evans Street and Brent Street

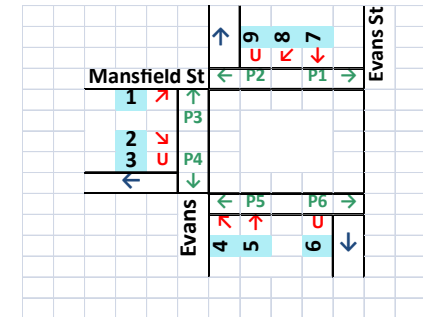


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17:45	- 18:00	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	54	0	0	0	0	0	0	42	0	0	0	2	5	0	0	0	1	115			
18:00	- 18:15	14	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	46	0	0	1	0	0	0	42	0	0	0	8	0	0	0	0	0	117			
18:15	- 18:30	15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	42	1	0	1	1	0	0	47	0	0	4	3	0	0	0	0	0	116			
18:30	- 18:45	10	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	32	0	0	1	0	0	0	37	2	0	1	3	0	0	0	0	0	92			
18:45	- 19:00	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	34	0	0	1	0	0	0	31	0	0	0	4	0	0	0	0	0	75			
TOTAL		141	2	0	0	44	0	0	2	0	0	0	0	57	0	0	0	955	10	0	8	1	0	0	675	8	0	15	68	0	0	3	12	0	0	1718		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	3	2	4	2	0	0
2	4	0	3	2	3	0	0
0	0	1	0	5	2	0	0
0	0	1	1	0	2	0	0
1	0	6	1	1	0	0	0
3	1	5	2	0	1	0	0
1	0	1	1	0	1	0	0
0	0	1	1	1	2	0	0
1	0	1	1	0	3	0	0
1	0	1	1	2	3	0	0
0	0	2	0	1	0	0	0
2	1	0	1	6	0	0	0
2	2	3	4	3	1	0	0
0	1	0	2	3	1	0	0
0	0	7	1	5	1	0	0
0	1	0	1	0	1	0	0
0	1	1	3	3	0	0	0
14	13	33	26	36	23	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00	- 15:00	7	0	0	0	6	0	0	0	0	0	0	0	5	0	0	0	90	1	0	1	0	0	0	59	0	0	1	7	0	0	0	2	0	0	0	179	
14:15	- 15:15	13	0	0	0	9	0	0	0	0	0	0	0	11	0	0	0	167	2	0	2	0	0	0	91	1	0	1	8	0	0	0	2	0	0	0	307	
14:30	- 15:30	24	1	0	0	11	0	0	0	0	0	0	0	13	0	0	0	243	3	0	2	0	0	0	126	1	0	2	16	0	0	0	2	0	0	0	444	
14:45	- 15:45	25	1	0	0	13	0	0	1	0	0	0	0	13	0	0	0	275	6	0	2	0	0	0	144	3	0	1	17	0	0	0	2	0	0	0	503	
15:00	- 16:00	32	1	0	0	11	0	0	2	0	0	0	0	14	0	0	0	265	8	0	2	0	0	0	138	3	0	1	18	0	0	0	3	0	0	0	498	
15:15	- 16:15	33	1	0	0	11	0	0	2	0	0	0	0	11	0	0	0	236	7	0	1	0	0	0	139	2	0	1	20	0	0	0	4	0	0	0	468	
15:30	- 16:30	29	0	0	0	10	0	0	2	0	0	0	0	16	0	0	0	230	6	0	1	0	0	0	140	2	0	0	16	0	0	0	5	0	0	0	457	
15:45	- 16:45	27	0	0	0	7	0	0	1	0	0	0	0	18	0	0	0	212	2	0	2	0	0	0	158	0	0	3	18	0	0	0	6	0	0	0	454	
16:00	- 17:00	25	0	0	0	7	0	0	0	0	0	0	0	20	0	0	0	212	0	0	1	0	0	0	149	1	0	3	17	0	0	0	3	0	0	0	438	
16:15	- 17:15	28	0	0	0	5	0	0	0	0	0	0	0	20	0	0	0	219	0	0	1	0	0	0	160	3	0	4	15	0	0	0	4	0	0	0	459	
16:30	- 17:30	30	0	0	0	6	0	0	0	0	0	0	0	16	0	0	0	210	0	0	1	0	0	0	173	3	0	4	12	0	0	0	4	0	0	0	459	
16:45	- 17:45	39	1	0	0	7	0	0	0	0	0	0	0	15	0	0	0	228	0	0	0	0	0	0	164	3	0	3	6	0	0	0	3	0	0	0	472	
17:00	- 18:00	36	1	0	0	9	0	0	0	0	0	0	0	12	0	0	0	234	0	0	0	0	0	0	172	2	0	5	8	0	0	0	3	4	0	0	486	
17:15	- 18:15	40	1	0	0	13	0	0	0	0	0	0	0	10	0	0	0	225	0	0	1	0	0	0	170	0	0	4	15	0	0	0	3	2	0	0	484	
17:30	- 18:30	46	1	0	0	11	0	0	0	0	0	0	0	9	0	0	0	206	1	0	2	1	0	0	168	0	0	8	17	0	0	0	3	1	0	0	474	
17:45	- 18:45	43	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	174	1	0	3	1	0	0	168	2	0	7	19	0	0	0	1	0	0	0	440	
18:00	- 19:00	41	0	0	0	11	0	0	0	0	0	0	0	6	0	0	0	154	1	0	4	1	0	0	157	2	0	5	18	0	0	0	0	0	0	0	400	

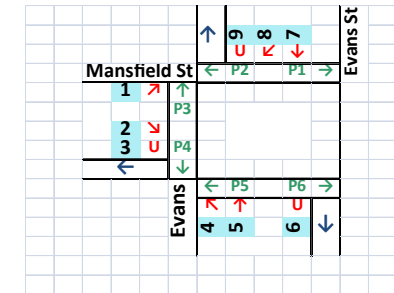
C03 Weekday, Evans Street and Mansfield Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.														
6:15	- 6:30	1	1	0	0	3	0	0	0	0	0	0	0	7	1	0	0	12	1	0	1	0	0	0	0	7	0	0	1	2	0	0	1	0	0	0	0	38	0	0	0	0	0	0	0	0	0
6:30	- 6:45	10	0	0	0	4	1	0	0	0	0	0	0	5	0	0	1	28	2	0	1	0	0	0	0	6	1	0	0	3	0	0	0	0	0	0	0	62	2	0	2	0	0	1	0	0	0
6:45	- 7:00	7	0	0	0	8	0	0	1	0	0	0	0	5	0	0	1	34	1	0	2	0	0	0	0	12	0	0	0	3	0	0	0	0	0	0	0	74	1	1	0	2	0	0	0	0	0
7:00	- 7:15	7	1	0	0	6	0	0	0	0	0	0	0	5	0	0	1	40	1	0	4	0	0	0	0	16	0	0	0	4	0	0	0	0	0	0	0	85	1	0	2	0	1	0	0	0	0
7:15	- 7:30	9	0	0	0	6	0	0	0	0	0	0	0	4	0	0	1	37	1	0	2	0	0	0	0	12	0	0	1	3	0	0	0	0	0	0	76	2	2	5	4	0	3	0	0	0	
7:30	- 7:45	21	1	0	0	10	0	0	1	0	0	0	0	7	0	0	1	53	0	0	2	0	0	0	0	23	1	0	1	2	0	0	0	0	0	0	123	1	1	2	1	0	2	0	0	0	
7:45	- 8:00	12	1	0	0	10	0	0	1	0	0	0	0	9	1	0	1	56	0	0	1	0	0	0	0	33	1	0	0	3	1	0	0	0	0	0	130	3	0	1	2	1	3	0	0	0	
8:00	- 8:15	11	0	0	1	7	0	0	0	0	0	0	0	3	0	0	0	65	1	0	0	0	0	0	0	28	0	0	0	8	0	0	0	0	0	0	124	3	2	4	5	0	1	0	0	0	
8:15	- 8:30	15	0	0	0	15	1	0	1	0	0	0	0	8	1	0	0	65	2	0	1	0	0	0	0	32	0	0	1	3	0	0	0	0	0	0	145	2	3	3	3	0	3	0	0	0	
8:30	- 8:45	21	0	0	0	21	0	0	0	0	0	0	0	9	0	0	0	81	0	0	1	0	0	0	0	47	0	0	3	6	0	0	0	0	0	0	189	0	1	2	2	0	5	0	0	0	
8:45	- 9:00	22	0	0	1	12	0	0	0	0	0	0	0	7	0	0	1	66	5	0	1	0	0	0	0	38	0	0	1	10	0	0	0	0	0	0	164	5	2	6	2	1	6	0	0	0	
9:00	- 9:15	12	0	0	1	9	1	0	0	0	0	0	0	10	0	0	0	63	2	0	1	0	0	0	0	28	0	0	0	7	1	0	0	2	0	0	137	1	3	1	0	0	1	0	0	0	
9:15	- 9:30	9	0	0	0	11	0	0	0	0	0	0	0	10	0	0	1	49	1	0	1	0	0	0	0	29	0	0	0	3	0	0	0	0	0	0	114	1	1	1	1	0	3	0	0	0	
9:30	- 9:45	11	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	40	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	86	4	3	0	2	1	1	0	0	0	
9:45	- 10:00	19	0	0	0	5	0	0	0	0	0	0	0	7	0	0	0	42	1	0	0	0	0	0	0	21	0	0	0	1	0	0	0	0	0	0	96	2	0	3	3	1	4	0	0	0	
10:00	- 10:15	12	0	0	1	3	1	0	0	0	0	0	0	5	0	0	0	37	1	0	4	0	0	0	0	21	1	0	1	4	0	0	0	0	0	0	91	2	2	1	1	0	1	0	0	0	
10:15	- 10:30	10	0	0	0	8	0	1	0	0	0	0	0	8	0	0	0	54	3	0	0	0	0	0	0	24	0	0	0	4	0	0	0	0	0	0	112	3	2	1	1	0	3	0	0	0	
TOTAL		209	4	0	4	144	4	1	4	0	0	0	0	113	3	0	8	822	22	0	22	0	0	0	0	401	5	0	9	66	2	0	1	2	0	0	0	1846	33	23	34	29	5	37	0	0	0

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.														
6:15	- 7:15	25	2	0	0	21	1	0	1	0	0	0	0	22	1	0	3	114	5	0	8	0	0	0	0	41	1	0	1	12	0	0	1	0	0	0	0	259	4	1	4	2	1	1	0	0	
6:30	- 7:30	33	1	0	0	24	1	0	1	0	0	0	0	19	0	0	4	139	5	0	9	0	0	0	0	46	1	0	1	13	0	0	0	0	0	0	0	297	6	3	9	6	1	4	0	0	
6:45	- 7:45	44	2	0	0	30	0	0	2	0	0	0	0	21	0	0	4	164	3	0	10	0	0	0	0	63	1	0	2	12	0	0	0	0	0	0	0	358	5	4	9	7	1	5	0	0	
7:00	- 8:00	49	3	0	0	32	0	0	2	0	0	0	0	25	1	0	4	186	2	0	9	0	0	0	0	84	2	0	2	12	1	0	0	0	0	0	0	414	7	3	10	7	2	8	0	0	
7:15	- 8:15	53	2	0	1	33	0	0	2	0	0	0	0	23	1	0	3	211	2	0	5	0	0	0	0	96	2	0	2	16	1	0	0	0	0	0	0	453	9	5	12	12	1	9	0	0	
7:30	- 8:30	59	2	0	1	42	1	0	3	0	0	0	0	27	2	0	2	239	3	0	4	0	0	0	0	116	2	0	2	2	16	1	0	0	0	0	0	0	522	9	6	10	11	1	9	0	0
7:45	- 8:45	59	1	0	1	53	1	0	2	0	0	0	0	29	2	0	1	267	3	0	3	0	0	0	0	140	1	0	4	20	1	0	0	0	0	0	0	588	8	6	10	12	1	12	0	0	
8:00	- 9:00	69	0	0	2	55	1	0	1	0	0	0	0	27	1	0	1	277	8	0	3	0	0	0	0	145	0	0	5	27	0	0	0	0	0	0	0	622	10	8	15	12	1	15	0	0	
8:15	- 9:15	70	0	0	2	57	2	0	1	0	0	0	0	34	1	0	1	275	9	0	4	0	0	0	0	145	0	0	5	26	1	0	0	2	0	0	0	635	8	9	12	7	1	15	0	0	
8:30	- 9:30	64	0	0	2	53	1	0	0	0	0	0	0	36	0	0	2	259	8	0	4	0	0	0	0	142	0	0	4	26	1	0	0	2	0	0	0	604	7	7	10	5	1	15	0	0	
8:45	- 9:45	54	0	0	2	38	1	0	0	0	0	0	0	31	0	0	2	218	8	0	3	0	0	0	0	119	1	0	1	20	1	0	0	2	0	0	0	501	11	9	8	5	2	11	0	0	
9:00	- 10:00	51	0	0	1	31	1	0	0	0	0	0	0	31	0	0	1	194	4	0	2	0	0	0	0	102	1	0	0	11	1	0	0	2	0	0	0	433	8	7	5	6	2	9	0	0	
9:15	- 10:15	51	0	0	1	25	1	0	0	0	0	0	0	26	0	0	1	168	3	0	5	0	0	0	0	95	2	0	1	8	0	0	0	0	0	0	0	387	9	6	5	7	2	9	0	0	
9:30	- 10:30	52	0	0	1	22	1	1	0	0	0	0	0	24	0	0	0	173	5	0	4	0	0	0	0	90	2	0	1	9	0	0	0	0	0	0	0	385	11	7	5	7	2	9	0	0	

C03 Weekday, Evans Street and Mansfield Street

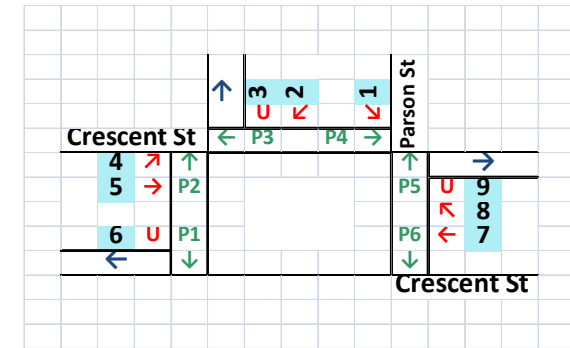


FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00	- 14:15	10	1	0	0	7	1	0	0	0	0	0	0	2	0	0	0	26	1	0	0	0	0	0	0	19	1	0	0	7	0	0	0	0	0	75		
14:15	- 14:30	10	0	0	0	9	0	0	0	1	0	0	0	7	0	0	0	31	1	1	0	0	0	0	0	25	2	0	0	5	0	0	0	0	0	92		
14:30	- 14:45	11	0	0	0	11	0	0	1	0	0	0	0	2	0	0	0	41	1	0	0	0	0	0	0	28	0	0	1	3	0	0	0	0	0	99		
14:45	- 15:00	9	0	0	0	7	0	0	0	0	0	0	0	2	0	0	0	52	0	0	1	0	0	0	0	35	0	0	0	10	0	0	1	0	0	117		
15:00	- 15:15	25	0	0	0	13	0	0	0	0	0	0	0	8	0	0	0	64	1	0	1	0	0	0	0	34	1	0	0	9	0	0	0	0	0	156		
15:15	- 15:30	12	0	0	0	10	0	0	1	0	0	0	0	8	0	0	0	76	1	0	0	0	0	0	0	34	0	0	1	5	0	0	0	0	0	148		
15:30	- 15:45	17	0	0	0	13	2	0	0	0	0	0	0	7	0	0	0	57	4	0	0	0	0	0	0	31	2	0	1	4	0	0	0	0	0	138		
15:45	- 16:00	10	1	0	1	12	0	0	0	0	0	0	0	7	0	0	0	43	1	0	0	0	0	0	0	31	0	0	4	11	0	0	0	0	0	121		
16:00	- 16:15	12	0	0	0	15	0	0	0	0	0	0	0	2	0	0	0	40	0	0	0	0	0	0	0	32	0	0	0	10	0	0	0	0	0	111		
16:15	- 16:30	14	0	0	0	20	0	0	1	0	0	0	0	5	0	0	0	63	0	0	1	0	0	0	0	29	0	0	2	7	0	0	0	0	0	142		
16:30	- 16:45	7	0	0	0	11	0	0	2	0	0	0	0	8	0	0	0	44	0	0	1	0	0	0	0	42	0	0	2	5	0	0	0	0	0	122		
16:45	- 17:00	12	0	0	0	19	0	0	1	0	0	0	0	12	1	0	0	45	0	0	1	0	0	0	0	50	0	0	0	7	0	0	0	0	0	148		
17:00	- 17:15	14	0	0	1	11	1	0	1	0	0	0	0	4	0	0	0	52	0	0	0	0	0	0	0	39	2	0	1	6	0	0	0	0	0	132		
17:15	- 17:30	17	0	0	0	19	1	0	0	0	0	0	0	7	0	0	0	40	0	0	0	0	0	0	0	37	0	0	1	12	0	0	0	0	0	134		
17:30	- 17:45	19	0	0	0	12	0	0	1	0	0	0	0	5	0	0	0	46	0	0	0	0	0	0	0	32	0	0	2	7	0	0	0	0	0	124		
17:45	- 18:00	9	0	0	0	14	0	0	0	0	0	0	0	5	0	0	0	48	0	0	0	0	0	0	0	39	0	0	2	4	0	0	0	0	0	121		
18:00	- 18:15	12	0	0	0	14	0	0	0	0	0	0	0	3	0	0	0	36	0	0	1	0	0	0	0	40	0	0	0	8	0	0	0	1	0	115		
18:15	- 18:30	9	0	0	0	14	0	0	1	0	0	0	0	2	0	0	0	37	1	0	2	0	0	0	0	35	0	0	5	10	0	0	0	0	0	116		
18:30	- 18:45	10	0	0	0	16	0	0	0	0	0	0	0	2	0	0	0	24	0	0	1	0	0	0	0	36	2	0	1	5	0	0	0	0	0	97		
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL		220	2	0	2	217	5	0	8	1	0	0	0	94	1	0	0	804	10	1	6	0	0	0	0	577	8	0	17	120	0	0	1	1	0	0	3941	

P1	P2	P3	P4	P5	P6	P7	P8
1	1	2	0	1	0	0	0
5	1	0	0	0	1	0	0
0	2	2	0	1	4	0	0
0	2	1	5	1	5	0	0
0	2	2	2	8	0	0	0
1	8	3	2	1	0	0	0
1	3	2	1	0	0	0	0
0	2	1	0	0	1	0	0
1	1	2	2	0	0	0	0
1	1	1	0	2	2	0	0
0	1	1	1	1	2	0	0
1	2	2	1	0	3	0	0
0	1	2	3	0	0	0	0
1	6	1	1	2	3	0	0
0	0	2	0	1	5	0	0
2	1	5	6	2	2	0	0
0	5	2	4	0	1	0	0
1	1	5	3	1	2	0	0
0	0	1	2	0	4	0	0
0	0	0	0	0	0	0	0
15	63	71	62	26	72	0	0

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00	- 15:00	40	1	0	0	34	1	0	1	1	0	0	0	13	0	0	0	150	3	1	1	0	0	0	0	107	3	0	1	25	0	0	1	0	0	0	383	
14:15	- 15:15	55	0	0	0	40	0	0	1	1	0	0	0	19	0	0	0	188	3	1	2	0	0	0	0	122	3	0	1	27	0	0	1	0	0	0	464	
14:30	- 15:30	57	0	0	0	41	0	0	2	0	0	0	0	20	0	0	0	233	3	0	2	0	0	0	0	131	1	0	2	27	0	0	1	0	0	0	520	
14:45	- 15:45	63	0	0	0	43	2	0	1	0	0	0	0	25	0	0	0	249	6	0	2	0	0	0	0	134	3	0	2	28	0	0	1	0	0	0	559	
15:00	- 16:00	64	1	0	1	48	2	0	1	0	0	0	0	30	0	0	0	240	7	0	1	0	0	0	0	130	3	0	6	29	0	0	0	0	0	0	563	
15:15	- 16:15	51	1	0	1	50	2	0	1	0	0	0	0	24	0	0	0	216	6	0	0	0	0	0	0	128	2	0	6	30	0	0	0	0	0	0	518	
15:30	- 16:30	53	1	0	1	60	2	0	1	0	0	0	0	21	0	0	0	203	5	0	1	0	0	0	0	123	2	0	7	32	0	0	0	0	0	0	512	
15:45	- 16:45	43	1	0	1	58	0	0	3	0	0	0	0	22	0	0	0	190	1	0	2	0	0	0	0	134	0	0	8	33	0	0	0	0	0	0	496	
16:00	- 17:00	45	0	0	0	65	0	0	4	0	0	0	0	27	1	0	0	192	0	0	3	0	0	0	0	153	0	0	4	29	0	0	0	0	0	0	523	
16:15	- 17:15	47	0	0	1	61	1	0	5	0	0	0	0	29	1	0	0	204	0	0	3	0	0	0	0	160	2	0	5	25	0	0	0	0	0	0	544	
16:30	- 17:30	50	0	0	1	60	2	0	4	0	0	0	0	31	1	0	0	181	0	0	2	0	0	0	0	168	2	0	4	30	0	0	0	0	0	0	536	
16:45	- 17:45	62	0	0	1	61	2	0	3	0	0	0	0	28	1	0	0	183	0	0	1	0	0	0	0	158	2	0	4	32	0	0	0	0	0	0	538	
17:00	- 18:00	59	0	0	1	56	2	0	2	0	0	0	0	21	0	0	0	186	0	0	0	0	0	0	0	147	2	0	6	29	0	0	0	0	0	0	511	
17:15	- 18:15	57	0	0	0	59	1	0	1	0	0	0	0	20	0	0	0	170	0	0	1	0	0	0	0	148	0	0	5	31	0	0	0	1	0	0	494	
17:30	- 18:30	49	0	0	0	54	0	0	2	0	0	0	0	15	0	0	0	167	1	0	3	0	0	0	0	146	0	0	9	29	0	0	0	1	0	0	476	
17:45	- 18:45	40	0	0	0	58	0	0	1	0	0	0	0	12	0	0	0	145	1	0	4	0	0	0	0	150	2	0	8	27	0	0	0	1	0	0	449	
18:00	- 19:00	31	0	0	0	44	0	0	1	0	0	0	0	7	0	0	0	97	1	0	4	0	0	0	0	111	2	0	6	23	0	0	0	1	0	0	328	

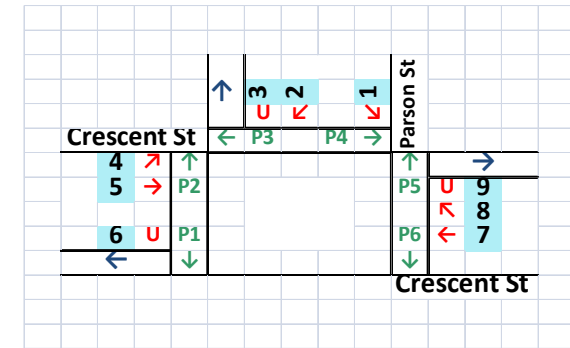
C07 Weekday, Crescent Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.												
6:00	- 6:15	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	9	0	0	0	1	0	0	0		
6:15	- 6:30	1	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0	19	0	0	1	0	1	0	0		
6:30	- 6:45	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	0	0	0	7	0	0	0	3	0	0	0	0	0	0	19	0	0	1	1	0	0	0		
6:45	- 7:00	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	5	0	0	1	1	0	0	13	1	0	8	4	0	0	0	0	0	39	0	0	0	0	0	0	0			
7:00	- 7:15	1	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	5	0	0	3	0	0	0	11	0	0	2	2	1	0	0	0	0	30	0	0	0	0	0	2	0			
7:15	- 7:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	2	0	0	0	16	1	0	0	4	0	0	0	0	0	29	1	0	0	1	1	1	0			
7:30	- 7:45	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	7	0	0	3	0	0	0	8	1	0	2	4	0	0	0	1	0	34	0	0	3	1	0	0	0			
7:45	- 8:00	6	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	7	1	0	1	0	0	0	12	0	0	3	7	1	0	0	0	0	45	3	0	1	2	0	0	0			
8:00	- 8:15	5	0	0	0	5	0	0	0	1	0	0	0	2	0	0	0	3	0	0	4	0	0	0	14	2	0	1	4	0	0	0	0	0	41	0	0	2	1	0	1	0			
8:15	- 8:30	6	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	6	0	0	3	0	0	0	21	0	0	2	3	0	0	0	0	0	51	0	0	3	1	0	1	0			
8:30	- 8:45	3	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	9	0	0	1	0	0	0	24	0	0	4	5	0	0	0	0	0	52	0	0	1	1	0	0	0			
8:45	- 9:00	1	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	5	0	0	4	0	0	0	23	0	0	1	3	0	1	0	0	0	48	0	0	1	1	0	0	0			
9:00	- 9:15	2	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	12	0	0	1	0	0	0	13	1	0	1	2	1	0	0	1	0	43	0	0	0	1	0	0	0			
9:15	- 9:30	7	0	0	0	5	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	0	14	1	0	0	4	0	0	1	0	0	49	0	0	0	2	0	0	0			
9:30	- 9:45	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	7	0	1	0	2	0	0	0	0	0	19	0	0	0	0	0	0	0			
9:45	- 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
TOTAL		42	0	0	0	43	2	0	0	1	0	0	0	47	1	0	0	76	2	0	26	1	0	0	196	7	1	24	51	3	1	2	0	0	527	4	0	13	13	2	5	0	0		

Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL								
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
6:00 - 7:00		6	0	0	0	6	1	0	0	0	0	0	0	5	1	0	0	9	0	0	4	1	0	0	33	1	0	8	11	0	0	0	0	0	0	86	0	0	2	2	1	0	0	0		
6:15 - 7:15		6	0	0	0	9	2	0	0	0	0	0	0	5	1	0	0	12	0	0	7	1	0	0	41	1	0	10	11	1	0	0	0	0	107	0	0	2	1	1	2	0	0			
6:30 - 7:30		5	0	0	0	7	1	0	0	0	0	0	0	6	1	0	0	14	0	0	9	1	0	0	47	2	0	10	13	1	0	0	0	0	117	1	0	1	2	1	3	0	0			
6:45 - 7:45		7	0	0	0	8	1	0	0	0	0	0	0	8	0	0	0	19	0	0	9	1	0	0	48	3	0	12	14	1	0	0	1	0	132	1	0	3	2	1	3	0	0			
7:00 - 8:00		10	0	0	0	9	1	0	0	0	0	0	0	11	0	0	0	21	1	0	9	0	0	0	47	2	0	7	17	2	0	0	1	0	138	4	0	4	4	1	3	0	0			
7:15 - 8:15		14	0	0	0	11	0	0	0	1	0	0	0	12	0	0	0	19	1	0	10	0	0	0	50	4	0	6	19	1	0	0	1	0	149	4	0	6	5	1	2	0	0			
7:30 - 8:30		20	0	0	0	14	0	0	0	1	0	0	0	15	0	0	0	23	1	0	11	0	0	0	55	3	0	8	18	1	0	0	1	0	171	3	0	9	5	0	2	0	0			
7:45 - 8:45		20	0	0	0	14	0	0	0	1	0	0	0	16	0	0	0	25	1	0	9	0	0	0	71	2	0	10	19	1	0	0	0	0	189	3	0	7	5	0	2	0	0			
8:00 - 9:00		15	0	0	0	17	0	0	0	1	0	0	0	16	0	0	0	23	0	0	12	0	0	0	82	2	0	8	15	0	1	0	0	0	192	0	0	7	4	0	2	0	0			
8:15 - 9:15		12	0	0	0	15	0	0	0	0	0	0	0	20	0	0	0	32	0	0	9	0	0	0	81	1	0	8	13	1	1	0	1	0	194	0	0	5	4	0	1	0	0			
8:30 - 9:30		13	0	0	0	17	0	0	0	0	0	0	0	21	0	0	0	34	1	0	6	0	0	0	74	2	0	6	14	1	1	1	1	0	192	0	0	2	5	0	0	0	0			
8:45 - 9:45		12	0	0	0	17	0	0	0	0	0	0	0	19	0	0	0	28	1	0	5	0	0	0	57	2	1	2	11	1	1	1	1	0	159	0	0	1	4	0	0	0	0			
9:00 - 10:00		11	0	0	0	11	0	0	0	0	0	0	0	15	0	0	0	23	1	0	1	0	0	0	34	2	1	1	8	1	0	1	1	0	111	0	0	0	3	0	0	0	0			

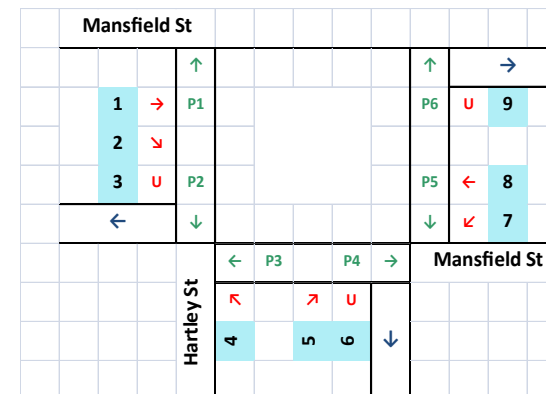
C07 Weekday, Crescent Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
14:45	- 15:00	1	0	0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	15	0	0	0	2	0	0	0	1	0	0	0	27	0	0	0	0	0	0	0	0	0
15:00	- 15:15	3	0	0	0	2	0	0	0	0	0	0	4	0	0	1	9	0	0	0	0	0	0	24	0	0	0	3	0	1	0	0	0	0	0	47	1	0	1	0	0	0	0	0	0	
15:15	- 15:30	2	0	0	0	5	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	0	0	16	0	0	2	5	0	0	0	0	0	0	46	0	0	1	1	1	1	0	0	0		
15:30	- 15:45	7	0	0	1	6	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	31	3	0	0	5	0	1	0	0	0	0	59	0	0	1	1	0	0	0	0	0		
15:45	- 16:00	2	0	0	0	1	0	0	0	0	0	0	6	0	0	0	10	0	0	0	1	0	0	21	0	0	1	5	2	0	0	0	0	49	0	0	0	0	1	0	0	0	0			
16:00	- 16:15	4	0	0	0	1	0	0	0	0	0	0	5	0	0	0	3	0	0	1	0	0	0	24	1	0	1	1	0	0	0	0	0	41	2	0	0	1	0	0	0	0	0			
16:15	- 16:30	4	0	0	0	4	0	0	0	0	0	0	2	0	0	0	7	0	0	0	1	0	0	22	0	0	4	2	0	0	0	0	0	46	1	0	1	0	0	0	0	0	0			
16:30	- 16:45	2	0	0	0	3	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	20	1	0	3	1	0	0	0	0	0	35	2	0	3	2	0	0	0	0	0			
16:45	- 17:00	3	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	33	1	0	5	2	0	1	0	0	0	51	0	0	0	0	0	0	0	0	0			
17:00	- 17:15	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	22	1	0	3	1	1	1	0	0	0	39	0	0	2	0	0	0	0	0	0			
17:15	- 17:30	2	0	0	0	3	0	0	0	0	0	0	3	0	0	0	2	0	0	1	0	0	0	28	0	0	3	2	0	0	0	0	0	44	0	0	2	0	0	0	0	0	0			
17:30	- 17:45	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	21	0	0	4	1	0	0	0	0	0	39	0	0	3	0	0	0	0	0	0			
17:45	- 18:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	19	0	0	2	2	0	0	0	0	0	34	2	0	2	1	1	3	0	0	0			
18:00	- 18:15	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	26	0	0	2	1	0	0	0	0	0	41	0	0	4	0	0	0	0	0	0			
18:15	- 18:30	4	0	0	0	2	0	0	0	0	0	0	3	0	0	0	2	0	0	1	0	0	0	20	0	0	2	4	0	0	0	0	0	38	0	0	2	1	0	0	0	0	0			
18:30	- 18:45	1	0	0	0	3	0	0	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	22	1	0	3	1	0	0	1	0	0	40	0	0	3	0	0	0	0	0	0			
18:45	- 19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	19	0	0	1	2	0	0	1	0	0	27	0	0	0	0	0	0	0	0	0			
TOTAL		45	0	0	1	45	0	0	0	0	0	0	43	0	0	2	82	0	0	4	4	0	0	383	8	0	36	40	3	4	2	1	0	0	1230	8	0	25	7	2	5	0	0	0		

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL								
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	P1	P2	P3	P4		P5	P6	P7	P8				
14:45	- 15:45	13	0	0	1	14	0	0	0	0	0	0	14	0	0	2	24	0	0	0	2	0	0	0	86	3	0	2	15	0	2	0	1	0	0	0	179	1	0	3	2	1	1	0	0	0
15:00	- 16:00	14	0	0	1	14	0	0	0	0	0	0	16	0	0	2	32	0	0	0	2	0	0	0	92	3	0	3	18	2	2	0	0	0	0	201	1	0	3	2	1	2	0	0	0	
15:15	- 16:15	15	0	0	1	13	0	0	0	0	0	0	17	0	0	1	26	0	0	1	2	0	0	0	92	4	0	4	16	2	1	0	0	0	0	195	2	0	2	3	1	2	0	0	0	
15:30	- 16:30	17	0	0	1	12	0	0	0	0	0	0	13	0	0	1	23	0	0	1	3	0	0	0	98	4	0	6	13	2	1	0	0	0	0	195	3	0	2	2	0	1	0	0	0	
15:45	- 16:45	12	0	0	0	9	0	0	0	0	0	0	15	0	0	0	23	0	0	1	2	0	0	0	87	2	0	9	9	2	0	0	0	0	0	171	5	0	4	3	0	1	0	0	0	
16:00	- 17:00	13	0	0	0	9	0	0	0	0	0	0	11	0	0	0	16	0	0	1	1	0	0	0	99	3	0	13	6	0	1	0	0	0	0	173	5	0	4	3	0	0	0	0	0	
16:15	- 17:15	11	0	0	0	10	0	0	0	0	0	0	7	0	0	0	18	0	0	0	1	0	0	0	97	3	0	15	6	1	2	0	0	0	0	171	3	0	6	2	0	0	0	0	0	
16:30	- 17:30	9	0	0	0	9	0	0	0	0	0	0	8	0	0	0	13	0	0	1	0	0	0	0	103	3	0	14	6	1	2	0	0	0	0	169	2	0	7	2	0	0	0	0	0	
16:45	- 17:45	10	0	0	0	14	0	0	0	0	0	0	6	0	0	0	11	0	0	2	0	0	0	0	104	2	0	15	6	1	2	0	0	0	0	173	0	0	7	0	0	0	0	0	0	
17:00	- 18:00	9	0	0	0	15	0	0	0	0	0	0	4	0	0	0	15	0	0	2	0	0	0	0	90	1	0	12	6	1	1	0	0	0	0	156	2	0	9	1	1	3	0	0	0	
17:15	- 18:15	9	0	0	0	14	0	0	0	0	0	0	3	0	0	0	19	0	0	2	0	0	0	0	94	0	0	11	6	0	0	0	0	0	0	158	2	0	11	1	1	3	0	0	0	
17:30	- 18:30	11	0	0	0	13	0	0	0	0	0	0	3	0	0	0	19	0	0	2	0	0	0	0	86	0	0	10	8	0	0	0	0	0	0	152	2	0	11	2	1	3	0	0	0	
17:45	- 18:45	9	0	0	0	8	0	0	0	0	0	0	8	0	0	0	21	0	0	1	0	0	0	0	87	1	0	9	8	0	0	1	0	0	0	153	2	0	11	2	1	3	0	0	0	
18:00	- 19:00	8	0	0	0	6	0	0	0	0	0	0	8	0	0	0	17	0	0	1	0	0	0	0	87	1	0	8	8	0	0	2	0	0	0	146	0	0	9	1	0	0	0	0	0	

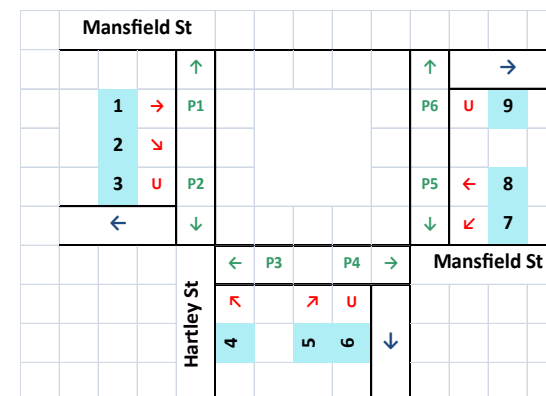
C14 Weekday Mansfield Street and Hartley Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
8:30	- 8:45	29	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	22	0	0	0	0	0	0	0	59	0	0	2	7	2	0	0	0
8:45	- 9:00	11	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	35	1	1	4	1	0	0	0	0
9:00	- 9:15	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	44	2	0	0	3	0	0	0	0	
9:15	- 9:30	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	
9:30	- 9:45	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	26	0	0	2	3	0	0	0	0	
9:45	- 10:00	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	1	0	0	0	0	39	0	0	1	1	0	0	0	0	
10:00	- 10:15	13	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	31	0	2	1	0	0	0	0	0	
10:15	- 10:30	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	28	0	0	0	1	0	0	0	0	
10:30	- 10:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0		
TOTAL		111	2	0	1	2	0	0	0	1	0	0	0	14	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	143	2	0	1	0	0	0	0	289	3	3	11	16	2	0	0	0

Morning peak	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
HOURLY COUNTS	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
8:30 - 9:30	70	1	0	1	2	0	0	0	1	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	76	2	0	0	0	0	0	0	162	3	1	6	11	2	0	0	0
8:45 - 9:45	48	1	0	1	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	70	2	0	0	0	0	0	0	129	3	1	6	7	0	0	0	0
9:00 - 10:00	44	1	0	1	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	75	2	0	1	0	0	0	0	133	2	0	3	7	0	0	0	0
9:15 - 10:15	37	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	66	0	0	1	0	0	0	0	120	0	2	4	4	0	0	0	0
9:30 - 10:30	38	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	67	0	0	1	0	0	0	0	124	0	2	4	5	0	0	0	0
9:45 - 10:45	34	1	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	51	0	0	1	0	0	0	0	101	0	2	3	2	0	0	0	0

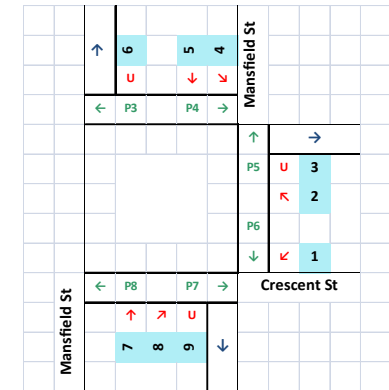
C14 Weekday Mansfield Street and Hartley Street



FROM TO		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
15:15 - 15:30		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37					
15:30 - 15:45		11	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38					
15:45 - 16:00		2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40					
16:00 - 16:15		8	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40					
16:15 - 16:30		8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30					
16:30 - 16:45		11	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	51					
16:45 - 17:00		9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38					
17:00 - 17:15		13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	48					
17:15 - 17:30		13	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30				
17:30 - 17:45		10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32				
17:45 - 18:00		8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	28				
18:00 - 18:15		10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44				
18:15 - 18:30		8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36				
18:30 - 18:45		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21				
18:45 - 19:00		5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25				
19:00 - 19:15		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16				
TOTAL		133	2	0	1	3	0	0	0	4	0	0	0	15	0	0	0	9	1	0	0	0	0	0	0	5	0	0	4	0	0	0	0	843				

FROM TO		1				2				3							
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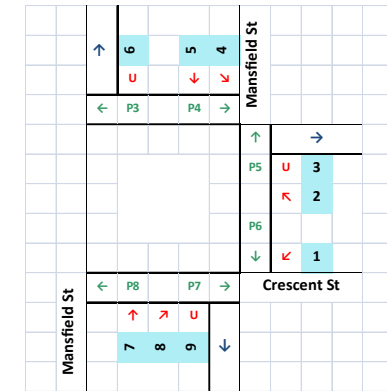
C15 Weekday Crescent Street and Mansfield Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
9:00	- 9:15	2	0	0	1	5	0	0	0	0	0	0	5	0	0	0	6	1	0	0	0	0	0	5	1	0	0	3	1	0	0	0	0	0	0	30	0	0	2	1	0	0	1	1		
9:15	- 9:30	6	0	0	0	4	0	0	0	0	0	0	5	0	0	0	9	1	0	0	0	0	0	6	0	0	0	7	0	0	0	0	0	0	0	38	0	0	1	0	0	0	4	3		
9:30	- 9:45	8	0	0	0	7	0	1	0	0	0	0	4	0	1	0	10	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	37	0	0	0	0	0	0	3	4		
9:45	- 10:00	11	0	0	0	3	0	0	1	0	0	0	6	0	0	0	12	0	0	1	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	42	0	0	1	0	0	0	2	2		
10:00	- 10:15	3	1	0	0	5	0	0	1	0	0	0	8	0	0	0	11	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	0	39	0	0	0	1	0	0	1	3		
10:15	- 10:30	3	0	0	0	4	1	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	21	0	0	1	0	0	0	0	0		
TOTAL		33	1	0	1	28	1	1	2	0	0	0	30	0	1	0	52	2	0	1	0	0	0	28	1	0	0	23	1	0	0	1	0	0	0	207	0	0	5	2	0	0	11	13		

Morning peak		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
9:00	- 10:00	27	0	0	1	19	0	1	1	0	0	0	0	20	0	1	0	37	2	0	1	0	0	0	18	1	0	0	17	1	0	0	0	0	0	147	0	0	4	1	0	0	10	10		
9:15	- 10:15	28	1	0	0	19	0	1	2	0	0	0	0	23	0	1	0	42	1	0	1	0	0	0	19	0	0	0	18	0	0	0	0	0	0	156	0	0	2	1	0	0	10	12		
9:30	- 10:30	25	1	0	0	19	1	1	2	0	0	0	0	20	0	1	0	37	0	0	1	0	0	0	17	0	0	0	13	0	0	0	1	0	0	139	0	0	2	1	0	0	6	9		

C15 Weekday Crescent Street and Mansfield Street



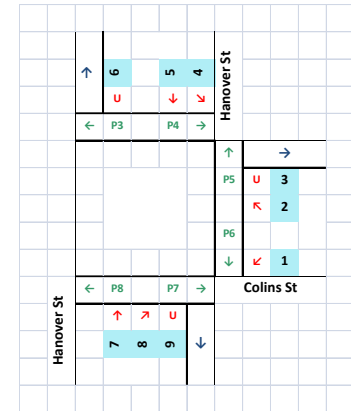
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:30	- 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
14:45	- 15:00	6	0	0	0	15	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	0	0	0	0	11	0	0	0	7	0	0	0	0	0	55		
15:00	- 15:15	10	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	23	0	0	2	0	0	0	0	14	1	0	0	4	0	0	0	0	0	63		
15:15	- 15:30	10	0	0	1	5	0	0	1	0	0	0	0	7	0	0	0	10	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	0	45		
15:30	- 15:45	10	2	0	0	3	0	0	0	0	0	0	0	2	0	0	1	18	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0	0	48		
15:45	- 16:00	9	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	9	1	0	1	0	0	0	0	7	0	0	0	5	0	0	0	0	0	42		
16:00	- 16:15	14	0	0	0	9	0	0	1	0	0	0	0	3	0	0	0	12	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	0	0	51		
16:15	- 16:30	15	0	0	0	8	0	0	3	0	0	0	0	4	0	0	0	12	0	0	0	0	0	0	0	8	0	0	0	6	0	0	0	0	0	56		
16:30	- 16:45	12	0	0	2	6	0	0	1	0	0	0	0	0	0	0	0	9	0	0	1	0	0	0	0	11	0	0	0	1	0	0	0	0	0	43		
16:45	- 17:00	19	0	0	1	5	0	0	5	0	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	12	1	0	0	2	0	0	0	0	0	56		
17:00	- 17:15	13	0	0	2	6	0	0	0	0	0	0	0	3	0	0	0	12	1	0	0	0	0	0	0	7	0	0	0	2	0	0	0	0	0	46		
17:15	- 17:30	16	1	0	1	9	0	0	2	0	0	0	0	4	0	0	1	15	0	0	0	0	0	0	0	14	0	0	0	1	0	0	0	0	0	64		
17:30	- 17:45	13	0	0	1	5	0	0	2	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	0	9	0	0	0	2	0	0	0	0	0	47		
17:45	- 18:00	15	0	0	0	2	0	0	5	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	7	0	0	2	0	0	0	0	0	0	37		
18:00	- 18:15	14	0	0	0	6	0	0	1	0	0	0	0	3	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	40		
18:15	- 18:30	16	0	0	1	6	0	0	1	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	13	0	0	1	2	0	0	1	0	0	50		
18:30	- 18:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4		
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL		194	3	0	9	93	0	0	22	0	0	0	0	48	0	0	2	177	2	0	4	0	0	0	0	143	2	0	3	44	0	0	1	0	0	0	954	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	2	0	0	0	1	2
0	0	1	0	1	0	0	0
0	0	0	1	0	2	0	1
0	0	1	0	0	0	0	0
0	0	0	2	0	0	0	0
0	0	1	1	0	0	1	6
0	0	0	0	1	0	1	0
0	0	0	3	0	0	0	1
0	0	2	0	0	0	0	2
0	0	2	0	0	0	0	1
0	0	3	1	0	1	0	1
0	0	0	0	2	0	0	4
0	0	1	0	0	0	0	2
0	0	2	1	1	0	0	2
0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0
0	0	15	11	5	3	4	25

Afternoon peak		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
14:30	- 15:30	26	0	0	1	25	0	0	1	0	0	0	0	12	0	0	0	48	0	0	2	0	0	0	0	31	1	0	0	16	0	0	0	0	0	0	0	163
14:45	- 15:45	36	2	0	1	28	0	0	1	0	0	0	0	14	0	0	1	66	0	0	2	0	0	0	0	40	1	0	0	19	0	0	0	0	0	0	0	211
15:00	- 16:00	39	2	0	1	16	0	0	1	0	0	0	0	20	0	0	1	60	1	0	3	0	0	0	0	36	1	0	0	17	0	0	0	0	0	0	0	198
15:15	- 16:15	43	2	0	1	20	0	0	2	0	0	0	0	19	0	0	1	49	1	0	1	0	0	0	0	31	0	0	0	16	0	0	0	0	0	0	0	186
15:30	- 16:30	48	2	0	0	23	0	0	4	0	0	0	0	16	0	0	1	51	1	0	1	0	0	0	0	33	0	0	0	17	0	0	0	0	0	0	0	197
15:45	- 16:45	50	0	0	2	26	0	0	5	0	0	0	0	14	0	0	0	42	1	0	2	0	0	0	0	35	0	0	0	15	0	0	0	0	0	0	0	192
16:00	- 17:00	60	0	0	3	28	0	0	10	0	0	0	0	9	0	0	0	42	0	0	1	0	0	0	0	40	1	0	0	12	0	0	0	0	0	0	0	206
16:15	- 17:15	59	0	0	5	25	0	0	9	0	0	0	0	9	0	0	0	42	1	0	1	0	0	0	0	38	1	0	0	11	0	0	0	0	0	0	0	201
16:30	- 17:30	60	1	0	6	26	0	0	8	0	0	0	0	9	0	0	1	45	1	0	1	0	0	0	0	44	1	0	0	6	0	0	0	0	0	0	0	209
16:45	- 17:45	61	1	0	5	25	0	0	9	0	0	0	0	10	0	0	1	50	1	0	0	0	0	0	0	42	1	0	0	7	0	0	0	0	0	0	0	213
17:00	- 18:00	57	1	0	4	22	0	0	9	0	0	0	0	11	0	0	1	44	1	0	0	0	0	0	0	37	0	0	2	5	0	0	0	0	0	0	0	194
17:15	- 18:15	58	1	0	2	22	0	0	10	0	0	0	0	11	0	0	1	42	0	0	0	0	0	0	0	35	0	0	2	4	0	0	0	0	0	0	0	188
17:30	- 18:30	58	0	0	2	19	0	0	9	0	0	0	0	11	0	0	0	32	0	0	0	0	0	0	0	34	0	0	3	5	0	0	1	0	0	0	0	174
17:45	- 18:45	47	0	0	1	14	0	0	7	0	0	0	0	10	0	0	0	19	0	0	0	0	0	0	0	26	0	0	3	3	0	0	1	0	0	0	0	131
18:00	- 19:00	32	0	0	1	12	0	0	2	0	0	0	0	7	0	0	0	16	0	0	0	0	0	0	0	19	0	0	1	3	0	0	1	0	0	0	0	94

P1	P2	P3	P4	P5	P6	P7	P8
0	0	3	1	1	2	1	3
0	0	4	1	1	2	1	3
0	0	2	3	1	2	0	1
0	0	2	4	0	2	1	7
0	0	2	3	1	0	2	6
0	0	1	6	1	0	3	10
0	0	3	4	1	0	3	12
0	0	4	3	1	0	2	7
0	0	7	4	0	1	1	8
0	0	7	1	2	1	0	8
0	0	6	1	2	1	0	8
0	0	6	2	3	1	0	9
0	0	3	1	3	0	0	8
0	0	3	2	1	0	0	4
0	0	17	13	6	3	4	27

C16 Weekday Hanover Street and Collins Street

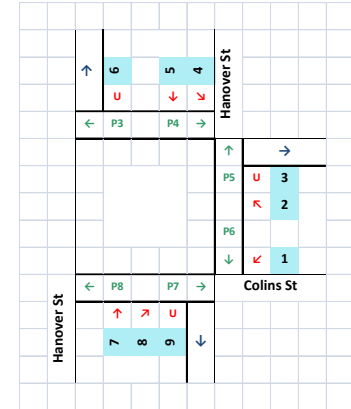


FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00 - 6:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 - 6:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 - 6:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
6:45 - 7:00		0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
7:00 - 7:15		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	
7:15 - 7:30		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 - 7:45		0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	
7:45 - 8:00		1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	
8:00 - 8:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:15 - 8:30		1	0	0	0	1	0	0	0	0	0	0	1	0	0	2	5	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	15	
8:30 - 8:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:45 - 9:00		0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	
9:00 - 9:15		2	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	11	
9:15 - 9:30		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
9:30 - 9:45		0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	5		
9:45 - 10:00		0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
10:00 - 10:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
10:15 - 10:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL		4	0	0	0	4	0	0	10	0	0	0	0	7	1	0	4	26	1	0	5	0	0	0	0	10	1	0	3	4	0	0	0	0	0	80		

FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00 - 7:00		0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
6:15 - 7:15		0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14	
6:30 - 7:30		0	0	0	0	0	0	0	9	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	
6:45 - 7:45		0	0	0	0	1	0	0	9	0	0	0	0	2	1	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	19	
7:00 - 8:00		1	0	0	0	1	0	0	2	0	0	0	0	3	1	0	5	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	18	
7:15 - 8:15		1	0	0	0	1	0	0	1	0	0	0	2	1	0	0	5	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	16	
7:30 - 8:30		2	0	0	0	2	0	0	1	0	0	0	0	2	1	0	10	1	0	1	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	30		
7:45 - 8:45		2	0	0	0	1	0	0	1	0	0	0	0	2	0	0	10	0	0	1	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	27		
8:00 - 9:00		1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	7	0	0	2	0	0	0	5	1	0	1	1	0	0	0	0	0	0	0	25		
8:15 - 9:15		3	0	0	0	2	0	0	0	0	0	0	0	2	0	0	11	0	0	3	0	0	0	5	1	0	2	1	0	0	0	0	0	0	0	34		
8:30 - 9:30		2	0	0	0	1	0	0	0	0	0	0	0	2	0	0	8	0	0	4	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	23		
8:45 - 9:45		2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	8	0	0	4	0	0	0	2	1	0	2	1	0	0	0	0	0	0	0	26		
9:00 - 10:00		2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	11	0	0	2	0	0	0	2	0	0	2	3	0	0	0	0	0	0	0	26		
9:15 - 10:15		0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	7	0	0	1	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	16		
9:30 - 10:30		0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	12		

FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00 - 7:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 - 7:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 - 7:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 - 7:45		0	0	0	0	1	0	0	9	0	0	0	0	2	1	0	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:00 - 8:00		1	0	0	0	1	0	0	2	0	0	0	0	3	1	0	5	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 - 8:15		1	0	0	0	1	0	0	1	0	0	0	0	2	1	0	5	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 - 8:30		2	0	0	0	2	0	0	1	0	0	0	0	2	1	0	10	1	0	1	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	0	0	
7:45 - 8:45		2	0	0	0	1	0	0	1	0	0	0	0	2	0	0	10	0	0	1	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	0	0	
8:00 - 9:00		1	0	0	0	1																																

C16 Weekday Hanover Street and Collins Street



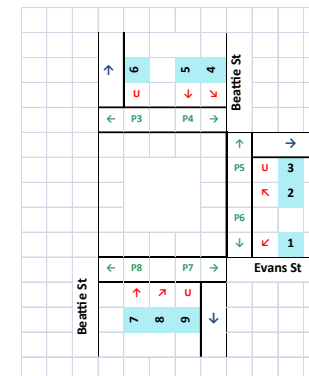
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00	- 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
14:15	- 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5					
14:30	- 14:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	5					
14:45	- 15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3					
15:00	- 15:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	7					
15:15	- 15:30	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4					
15:30	- 15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4					
15:45	- 16:00	1	0	0	0	1	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	8					
16:00	- 16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
16:15	- 16:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4					
16:30	- 16:45	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6					
16:45	- 17:00	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
17:00	- 17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	8					
17:15	- 17:30	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6					
17:30	- 17:45	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5					
17:45	- 18:00	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	6					
18:00	- 18:15	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5					
18:15	- 18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2					
18:30	- 18:45	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6					
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	TOTAL	9	0	0	0	6	0	0	1	0	0	0	0	20	1	0	3	26	1	0	2	0	0	0	0	11	0	0	2	9	0	0	0	164				

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	0	0	0
0	0	2	1	0	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0	2	1	2
0	0	0	0	0	0	2	0
0	0	0	1	0	1	0	0
0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	1
0	0	0	0	1	0	0	1
0	0	0	2	0	0	0	0
0	0	0	0	0	0	0	1
0	0	0	1	0	0	0	0
0	0	0	0	0	0	0	0
0	0	5	8	3	3	9	6

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
14:00 - 15:00	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	5	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	14				
14:15 - 15:15	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	5	1	0	1	0	0	0	6	0	0	3	0	0	0	0	0	0	20				
14:30 - 15:30	3	0	0	0	1	0	0	1	0	0	0	2	1	0	0	3	1	0	1	0	0	0	3	0	0	3	0	0	0	0	0	0	19				
14:45 - 15:45	3	0	0	0	1	0	0	1	0	0	0	1	1	0	0	5	1	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	18				
15:00 - 16:00	4	0	0	0	2	0	0	0	0	0	0	3	1	0	0	4	1	0	0	0	0	0	1	0	0	7	0	0	0	0	0	0	23				
15:15 - 16:15	4	0	0	0	1	0	0	0	0	0	0	4	1	0	0	5	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	21				
15:30 - 16:30	2	0	0	0	1	0	0	0	0	0	0	6	0	0	0	6	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	21				
15:45 - 16:45	1	0	0	0	2	0	0	0	0	0	0	7	0	0	2	5	0	0	1	0	0	0	1	0	0	4	0	0	0	0	0	0	23				
16:00 - 17:00	1	0	0	0	1	0	0	0	0	0	0	6	0	0	2	4	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	17				
16:15 - 17:15	1	0	0	0	1	0	0	0	0	0	0	7	0	0	2	6	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	20				
16:30 - 17:30	2	0	0	0	3	0	0	0	0	0	0	4	0	0	2	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	22				
16:45 - 17:45	3	0	0	0	2	0	0	0	0	0	0	4	0	0	1	8	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	21				
17:00 - 18:00	2	0	0	0	3	0	0	0	0	0	0	4	0	0	1	9	0	0	0	0	0	0	3	0	0	2	1	0	0	0	0	0	25				
17:15 - 18:15	3	0	0	0	3	0	0	0	0	0	0	4	0	0	1	6	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	22				
17:30 - 18:30	2	0	0	0	1	0	0	0	0	0	0	5	0	0	1	5	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	18				
17:45 - 18:45	2	0	0	0	1	0	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	19				
18:00 - 19:00	2	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	13				

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	1	1	2	1	2
0	0	2	1	1	2	3	2
0	0	0	1	1	3	3	2
0	0	0	1	0	3	3	4
0	0	0	1	0	1	2	2
0	0	0	1	0	1	0	2
0	0	0	0	0	0	0	1
0	0	0	0	1	0	2	0
0	0	1	0	2	0	2	1
0	0	0	2	1	0	1	2
0	0	0	3	1	0	0	2
0	0	2	5	0	0	1	1

C05 Weekday Evans Street and Beattie Street



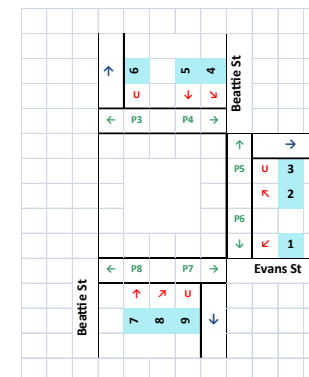
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00 - 6:15		4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	1	6	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	27	
6:15 - 6:30		4	0	0	0	6	0	0	1	0	0	0	0	3	0	0	1	9	0	0	0	0	0	0	13	1	0	1	7	0	0	0	0	0	0	0	46	
6:30 - 6:45		2	0	0	0	6	0	0	0	0	0	0	0	7	0	0	1	9	1	0	0	0	0	36	0	0	0	4	0	0	1	0	0	0	0	67		
6:45 - 7:00		1	0	0	0	5	0	0	8	0	0	0	0	8	0	0	0	16	0	0	0	0	0	33	1	0	0	5	0	0	2	0	0	0	0	79		
7:00 - 7:15		1	0	0	0	10	0	0	0	0	0	0	0	12	1	0	2	12	1	0	0	0	0	28	0	0	0	8	0	0	0	0	0	0	0	75		
7:15 - 7:30		2	0	0	0	11	0	0	1	0	0	0	0	14	1	0	2	18	0	0	0	0	0	32	4	0	1	3	0	0	0	0	0	0	0	89		
7:30 - 7:45		4	0	0	0	22	0	0	0	0	0	0	0	26	0	0	3	15	0	0	0	0	0	35	1	0	0	14	0	0	0	0	0	0	0	120		
7:45 - 8:00		7	0	0	0	18	1	0	2	0	0	0	0	26	0	0	1	26	0	0	0	0	0	48	2	0	2	9	0	0	0	0	0	0	0	142		
8:00 - 8:15		6	0	0	0	26	0	0	1	0	0	0	0	28	0	0	2	20	3	0	1	0	0	45	4	0	2	16	0	0	3	0	0	0	0	157		
8:15 - 8:30		7	1	0	0	24	1	0	3	0	0	0	0	36	0	0	2	16	1	0	0	0	0	54	4	0	0	28	1	0	0	0	0	0	0	178		
8:30 - 8:45		10	0	0	0	29	0	0	2	0	0	0	0	42	1	0	2	33	2	0	0	0	0	40	0	0	0	23	0	0	0	0	0	0	0	184		
8:45 - 9:00		6	0	0	0	27	0	0	1	0	0	0	0	33	1	0	1	27	0	0	0	0	0	39	0	0	1	28	1	0	1	0	0	0	0	166		
9:00 - 9:15		5	0	0	0	26	0	0	0	0	0	0	0	38	2	0	1	18	0	0	0	0	0	38	0	0	0	27	0	0	0	0	0	0	0	155		
9:15 - 9:30		10	0	0	0	20	0	0	1	0	0	0	0	22	0	0	1	25	0	0	0	0	0	51	0	0	1	12	0	0	0	0	0	0	0	143		
9:30 - 9:45		2	0	0	0	21	0	0	1	0	0	0	0	18	0	0	0	18	0	0	0	0	0	43	2	0	1	12	0	0	0	0	0	0	0	118		
9:45 - 10:00		1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9	
TOTAL		72	1	0	0	260	2	0	21	0	0	0	0	316	6	0	20	268	8	0	1	0	0	0	547	19	0	9	196	2	0	7	0	0	0	0	1755	

Morning peak HOURLY COUNTS	FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
			LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
6:00 - 7:00			11	0	0	0	21	0	0	9	0	0	0	0	20	0	0	3	40	1	0	0	0	0	0	92	2	0	1	16	0	0	3	0	0	0	0	219	
6:15 - 7:15			8	0	0	0	27	0	0	9	0	0	0	0	30	1	0	4	46	2	0	0	0	0	0	110	2	0	1	24	0	0	3	0	0	0	0	267	
6:30 - 7:30			6	0	0	0	32	0	0	9	0	0	0	0	41	2	0	5	55	2	0	0	0	0	0	129	5	0	1	20	0	0	3	0	0	0	0	310	
6:45 - 7:45			8	0	0	0	48	0	0	9	0	0	0	0	60	2	0	7	61	1	0	0	0	0	0	128	6	0	1	30	0	0	2	0	0	0	0	363	
7:00 - 8:00			14	0	0	0	61	1	0	3	0	0	0	0	78	2	0	8	71	1	0	0	0	0	0	143	7	0	3	34	0	0	0	0	0	0	0	426	
7:15 - 8:15			19	0	0	0	77	1	0	4	0	0	0	0	94	1	0	8	79	3	0	1	0	0	0	160	11	0	5	42	0	0	3	0	0	0	0	508	
7:30 - 8:30			24	1	0	0	90	2	0	6	0	0	0	0	116	0	0	8	77	4	0	1	0	0	0	182	11	0	4	67	1	0	3	0	0	0	0	597	
7:45 - 8:45			30	1	0	0	97	2	0	8	0	0	0	0	132	1	0	7	95	6	0	1	0	0	0	187	10	0	4	76	1	0	3	0	0	0	0	661	
8:00 - 9:00			29	1	0	0	106	1	0	7	0	0	0	0	139	2	0	7	96	6	0	1	0	0	0	178	8	0	3	95	2	0	4	0	0	0	0	685	
8:15 - 9:15			28	1	0	0	106	1	0	6	0	0	0	0	149	4	0	6	94	3	0	0	0	0	0	171	4	0	1	106	2	0	1	0	0	0	0	683	
8:30 - 9:30			31	0	0	0	102	0	0	4	0	0	0	0	135	4	0	5	103	2	0	0	0	0	0	168	0	0	2	90	1	0	1	0	0	0	0	648	
8:45 - 9:45			23	0	0	0	94	0	0	3	0	0	0	0	111	3	0	3	88	0	0	0	0	0	0	171	2	0	3	79	1	0	1	0	0	0	0	582	
9:00 - 10:00			18	0	0	0	72	0	0	2	0	0	0	0	79	2	0	2	61	0	0	0	0	0	0	134	2	0	2	51	0	0	0	0	0	0	0	425	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	2	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	1	0	0
0	0	0	0	1	1	0	0
0	0	0	0	2	2	2	0
0	0	0	1	6	1	0	1
0	0	2	2	4	5	2	0
0	0	2	1	3	10	0	2
0	0	0	0	5	5	2	3
0	0	1	1	4	8	0	0
0	0	0	2	3	9	0	0
0	0	3	3	9	2	3	
0	0	3	0	3	1	3	1
0	0	1	1	3	1	0	3
0	0	0	3	1	0	2	2
0	0	0	0	0	0	0	0
0	0	12	14	41	55	13	15

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	4	4	0	0
0	0	0	0	6	4	2	0
0	0	0	1	12	5	2	1
0	0	2	3	13	9	4	1
0	0	4	4	15	18	4	3
0	0	4	4	18	21	4	6
0	0	5	4	16	28	4	5
0	0	3	4	15	32	2	5
0	0	4	6	15	31	4	6
0	0	7	6	13	27	5	4
0	0	7	6	12	20	5	7
0	0	7	7	10	11	7	9
0	0	4	4	7	2	5	6

C05 Weekday Evans Street and Beattie Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
15:00	- 15:15	1	0	0	0	9	0	0	0	0	0	0	0	14	1	0	0	23	0	0	0	0	0	0	0	18	0	0	1	13	0	0	0	0	0	80		
15:15	- 15:30	2	0	0	0	18	0	0	1	0	0	0	0	24	0	0	0	26	0	0	0	0	0	0	0	35	0	0	0	13	0	0	0	0	0	119		
15:30	- 15:45	4	0	0	0	23	0	0	0	0	0	0	0	24	0	0	0	30	1	0	0	0	0	0	0	29	0	0	0	16	0	0	0	0	0	127		
15:45	- 16:00	2	0	0	0	16	0	0	2	0	0	0	0	24	0	0	0	32	0	0	0	0	0	0	0	25	1	0	0	20	0	0	0	0	0	122		
16:00	- 16:15	5	0	0	0	20	0	0	0	0	0	0	0	20	0	0	1	21	1	0	1	0	0	0	0	40	0	0	2	11	0	0	0	0	0	122		
16:15	- 16:30	1	0	0	0	17	0	0	2	0	0	0	0	18	0	0	0	25	0	0	0	0	0	0	0	29	1	0	0	15	0	0	0	0	0	108		
16:30	- 16:45	7	0	0	0	26	0	0	2	0	0	0	0	18	0	0	2	41	1	0	0	0	0	0	0	44	0	0	0	17	0	0	0	0	0	158		
16:45	- 17:00	7	0	0	0	27	0	0	0	0	0	0	0	28	0	0	1	33	0	0	0	0	0	0	0	30	0	0	0	16	0	0	0	0	0	142		
17:00	- 17:15	4	0	0	0	28	1	0	2	0	0	0	0	25	0	0	0	27	0	0	0	0	0	0	0	31	0	0	1	16	0	0	0	0	0	135		
17:15	- 17:30	5	0	0	0	21	0	0	2	0	0	0	0	15	0	0	0	26	0	0	0	0	0	0	0	38	0	0	0	8	0	0	0	0	0	115		
17:30	- 17:45	6	0	0	0	19	0	0	2	0	0	0	0	25	0	0	1	17	0	0	2	0	0	0	0	46	0	0	1	12	1	0	0	0	0	132		
17:45	- 18:00	3	0	0	0	30	1	0	2	0	0	0	0	27	1	0	0	29	0	0	2	0	0	0	0	33	2	0	1	14	0	0	0	0	0	145		
18:00	- 18:15	3	0	0	0	25	0	0	0	0	0	0	0	23	1	0	1	31	0	0	0	0	0	0	0	41	0	0	3	9	0	0	0	0	0	137		
18:15	- 18:30	6	0	0	0	21	0	0	5	0	0	0	0	16	0	0	2	20	0	0	0	0	0	0	0	27	1	0	0	16	0	0	0	0	0	114		
18:30	- 18:45	2	0	0	0	8	0	0	0	0	0	0	0	4	0	0	1	7	1	0	0	0	0	0	0	21	0	0	1	3	0	0	0	0	0	48		
18:45	- 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL		58	0	0	0	308	2	0	20	0	0	0	0	305	3	0	9	388	4	0	5	0	0	0	0	487	5	0	10	199	1	0	0	0	0	0	1804	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	1	2	1	0	0
0	0	4	0	1	1	0	0
0	0	0	1	1	2	0	0
0	0	1	5	4	4	0	0
0	0	2	3	5	1	1	0
0	0	0	0	0	2	0	0
0	0	1	0	0	2	2	0
0	0	0	2	9	0	1	3
0	0	0	2	3	1	2	2
0	0	0	1	8	5	1	3
0	0	0	2	2	6	2	3
0	0	0	6	1	1	1	1
0	0	0	0	1	1	1	0
0	0	1	0	1	3	3	4
0	0	0	0	0	1	1	0
0	0	0	0	0	0	0	0
0	0	9	17	43	31	15	16

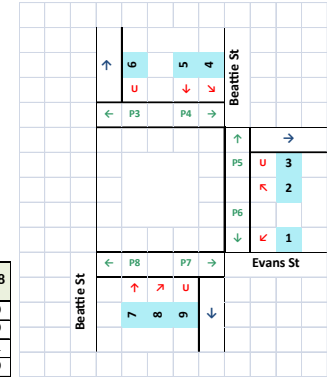
Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
15:00 - 16:00	9	0	0	0	66	0	0	3	0	0	0	0	86	1	0	0	111	1	0	0	0	0	0	0	107	1	0	1	62	0	0	0	0	0	448			
15:15 - 16:15	13	0	0	0	77	0	0	3	0	0	0	0	92	0	0	1	109	2	0	1	0	0	0	0	129	1	0	2	60	0	0	0	0	0	490			
15:30 - 16:30	12	0	0	0	76	0	0	4	0	0	0	0	86	0	0	1	108	2	0	1	0	0	0	0	123	2	0	2	62	0	0	0	0	0	479			
15:45 - 16:45	15	0	0	0	79	0	0	6	0	0	0	0	80	0	0	3	119	2	0	1	0	0	0	0	138	2	0	2	63	0	0	0	0	0	510			
16:00 - 17:00	20	0	0	0	90	0	0	4	0	0	0	0	84	0	0	4	120	2	0	1	0	0	0	0	143	1	0	2	59	0	0	0	0	0	530			
16:15 - 17:15	19	0	0	0	98	1	0	6	0	0	0	0	89	0	0	3	126	1	0	0	0	0	0	0	134	1	0	1	64	0	0	0	0	0	543			
16:30 - 17:30	23	0	0	0	102	1	0	6	0	0	0	0	86	0	0	3	127	1	0	0	0	0	0	0	143	0	0	1	57	0	0	0	0	0	550			
16:45 - 17:45	22	0	0	0	95	1	0	6	0	0	0	0	93	0	0	2	103	0	0	2	0	0	0	0	145	0	0	2	52	1	0	0	0	0	524			
17:00 - 18:00	18	0	0	0	98	2	0	8	0	0	0	0	92	1	0	1	99	0	0	4	0	0	0	0	148	2	0	3	50	1	0	0	0	0	527			
17:15 - 18:15	17	0	0	0	95	1	0	6	0	0	0	0	90	2	0	2	103	0	0	4	0	0	0	0	158	2	0	5	43	1	0	0	0	0	529			
17:30 - 18:30	18	0	0	0	95	1	0	9	0	0	0	0	91	2	0	4	97	0	0	4	0	0	0	0	147	3	0	5	51	1	0	0	0	0	528			
17:45 - 18:45	14	0	0	0	84	1	0	7	0	0	0	0	70	2	0	4	87	1	0	2	0	0	0	0	122	3	0	5	42	0	0	0	0	0	444			
18:00 - 19:00	11	0	0	0	54	0	0	5	0	0	0	0	43	1	0	4	58	1	0	0	0	0	0	0	89	1	0	4	28	0	0	0	0	0	299			

P1	P2	P3	P4	P5	P6	P7	P8
0	0	5	7	8	8	0	0
0	0	7	9	11	8	1	0
0	0	3	9	10	9	1	0
0	0	4	8	9	9	3	0
0	0	3	5	14	5	4	3
0	0	1	4	12	5	5	5
0	0	1	5	20	8	6	8
0	0	0	7	22	12	6	11
0	0	0	5	19	13	6	9
0	0	0	3	17	13	5	7
0	0	1	2	10	11	7	8
0	0	1	0	8	6	6	5
0	0	1	0	2	5	5	4

C05 Weekend Evans Street and Beattie Street

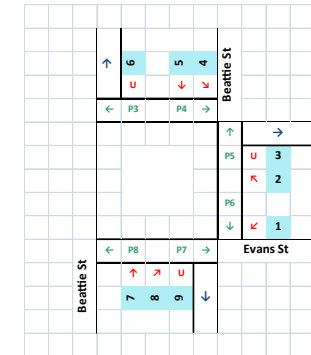
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00	- 6:15	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0	7	0	0	1	1	0	0	0	0	0	17			
6:15	- 6:30	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	14			
6:30	- 6:45	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	12	0	0	0	2	0	0	1	0	0	26			
6:45	- 7:00	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	8	0	0	1	0	0	0	9	1	0	0	2	1	0	0	0	0	33			
7:00	- 7:15	0	0	0	0	6	0	0	0	0	0	0	0	10	0	0	0	11	0	0	1	0	0	0	10	0	0	4	0	0	0	0	0	0	42			
7:15	- 7:30	0	0	0	0	2	0	0	0	0	0	0	0	12	0	0	1	10	0	0	0	0	0	0	19	0	0	1	5	0	0	0	0	0	50			
7:30	- 7:45	0	0	0	0	7	0	0	0	0	0	0	0	13	0	0	1	8	0	0	1	0	0	0	20	0	0	0	7	0	0	0	0	0	57			
7:45	- 8:00	0	0	0	0	7	0	0	0	0	0	0	0	21	1	0	0	13	0	0	0	0	0	0	21	1	0	0	4	0	0	0	0	0	68			
8:00	- 8:15	0	0	0	0	10	1	0	0	0	0	0	0	12	0	0	0	22	0	0	0	0	0	0	22	1	0	1	5	0	0	0	0	0	74			
8:15	- 8:30	0	0	0	0	11	0	0	0	0	0	0	0	19	0	0	0	19	0	0	1	0	0	0	25	0	0	1	5	1	0	0	0	0	82			
8:30	- 8:45	0	0	0	0	8	0	0	0	0	0	0	0	17	0	0	0	18	1	0	0	0	0	0	32	0	0	1	6	0	0	0	0	0	83			
8:45	- 9:00	0	0	0	0	16	1	0	0	0	0	0	0	12	1	0	0	30	0	0	0	0	0	0	31	0	0	2	14	1	0	0	0	0	108			
9:00	- 9:15	0	0	0	0	13	1	0	0	0	0	0	0	14	0	0	0	24	0	0	0	0	0	0	31	0	0	1	12	0	0	0	0	0	96			
9:15	- 9:30	0	0	0	0	19	1	0	0	0	0	0	0	22	0	0	0	29	1	0	2	0	0	0	36	0	0	0	11	0	0	0	0	0	121			
9:30	- 9:45	0	0	0	0	17	0	0	0	0	0	0	0	24	0	0	0	38	1	0	0	0	0	0	43	1	0	0	31	0	0	0	0	0	155			
9:45	- 10:00	0	0	0	0	15	0	0	0	0	0	0	0	28	0	0	0	29	0	0	4	0	0	0	54	1	0	0	42	0	0	0	0	0	173			
10:00	- 10:15	0	0	0	0	27	0	0	0	0	0	0	0	33	0	0	0	23	1	0	0	0	0	0	46	0	0	1	34	0	0	0	0	0	165			
10:15	- 10:30	0	0	0	0	20	0	0	0	0	0	0	0	41	0	0	0	24	1	0	0	0	0	0	53	0	0	4	43	0	0	0	0	0	186			
10:30	- 10:45	0	1	0	0	39	1	0	0	0	0	0	0	35	0	0	0	34	2	0	2	0	0	0	44	0	0	2	30	0	0	0	0	0	190			
10:45	- 11:00	0	0	0	0	38	0	0	0	0	0	0	0	35	1	0	1	24	0	0	1	0	0	0	45	0	0	5	32	0	0	0	0	0	182			
11:00	- 11:15	0	0	0	0	25	0	0	0	0	0	0	0	27	0	0	0	36	0	0	0	0	0	0	45	1	0	1	43	0	0	0	0	0	178			
11:15	- 11:30	0	0	0	0	22	2	0	0	0	0	0	0	23	0	0	0	15	0	0	1	0	0	0	57	0	0	0	42	0	0	1	0	0	163			
11:30	- 11:45	0	0	0	0	29	1	0	0	0	0	0	0	32	0	0	0	22	0	0	0	0	0	0	43	1	0	1	29	0	0	0	0	0	158			
11:45	- 12:00	0	0	0	0	24	0	0	2	0	0	0	0	26	0	0	0	26	0	0	1	0	0	0	47	0	0	3	15	0	0	0	0	0	144			
TOTAL		0	1	0	0	367	8	0	2	0	0	0	0	469	3	0	4	477	7	0	15	0	0	0	754	7	0	25	421	3	0	2	0	0	0	2565		

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	3	0	1	1
0	0	0	0	0	0	4	0
0	0	0	0	2	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0	1	0	0
0	0	1	0	2	7	0	0
0	0	0	1	3	3	0	0
0	0	3	0	5	5	0	0
0	0	1	0	5	5	1	0
0	0	2	0	5	2	0	0
0	0	1	1	2	5	1	0
0	0	0	0	3	2	4	0
0	0	0	0	5	12	0	1
0	0	1	1	4	1	0	1
0	0	0	0	4	8	0	0
0	0	3	0	7	1	0	0
0	0	0	2	2	2	0	0
0	0	0	5	10	5	0	0
0	0	2	1	5	2	2	0
0	0	0	1	3	0	0	0
0	0	0	0	5	2	0	0
0	0	0	1	3	5	0	0
0	0	0	1	3	5	0	0
0	0	14	13	79	69	13	3



Morning peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
6:00 - 7:00		0	0	0	0	12	0	0	0	0	0	0	0	13	0	0	1	22	0	0	1	0	0	0	30	1	0	1	7	1	0	1	0	0	90			
6:15 - 7:15		0	0	0	0	16	0	0	0	0	0	0	0	21	0	0	0	30	0	0	2	0	0	0	33	1	0	0	10	1	0	1	0	0	115			
6:30 - 7:30		0	0	0	0	15	0	0	0	0	0	0	0	30	0	0	1	36	0	0	2	0	0	0	50	1	0	1	13	1	0	1	0	0	151			
6:45 - 7:45		0	0	0	0	19	0	0	0	0	0	0	0	42	0	0	2	37	0	0	3	0	0	0	58	1	0	1	18	1	0	0	0	0	182			
7:00 - 8:00		0	0	0	0	22	0	0	0	0	0	0	0	56	1	0	2	42	0	0	2	0	0	0	70	1	0	1	20	0	0	0	0	0	217			
7:15 - 8:15		0	0	0	0	26	1	0	0	0	0	0	0	58	1	0	2	53	0	0	1	0	0	0	82	2	0	2	21	0	0	0	0	0	249			
7:30 - 8:30		0	0	0	0	35	1	0	0	0	0	0	0	65	1	0	1	62	0	0	2	0	0	0	88	2	0	2	21	1	0	0	0	0	281			
7:45 - 8:45		0	0	0	0	36	1	0	0	0	0	0	0	69	1	0	0	72	1	0	1	0	0	0	100	2	0	3	20	1	0	0	0	0	307			
8:00 - 9:00		0	0	0	0	45	2	0	0	0	0	0	0	60	1	0	0	89	1	0	1	0	0	0	110	1	0	5	30	2	0	0	0	0	347			
8:15 - 9:15		0	0	0	0	48	2	0	0	0	0	0	0	62	1	0	0	91	1	0	1	0	0	0	119	0	0	5	37	2	0	0	0	0	369			
8:30 - 9:30		0	0	0	0	56	3	0	0	0	0	0	0	65	1	0	0	101	2	0	2	0	0	0	130	0	0	4	43	1	0	0	0	0	408			
8:45 - 9:45		0	0	0	0	65	3	0	0	0	0	0	0	72	1	0	0	121	2	0	2	0	0	0	141	1	0	3	68	1	0	0	0	0	480			
9:00 - 10:00		0	0	0	0	64	2	0	0	0	0	0	0	88	0	0	0	120	2	0	6	0	0	0	164	2	0	1	96	0	0	0	0	0	545			
9:15 - 10:15		0	0	0	0	78	1	0	0	0	0	0	0	107	0	0	0	119	3	0	6	0	0	0	179	2	0	1	118	0	0	0	0	0	614			
9:30 - 10:30		0	0	0	0	79	0	0	0	0	0	0	0	126	0	0	0	114	3	0	4	0	0	0	196	2	0	5	150	0	0	0	0	0	679			
9:45 - 10:45		0	1	0	0	101	1	0	0	0	0	0	0	137	0	0	0	110	4	0	6	0	0	0	197	1	0	7	149	0	0	0	0	0	714			
10:00 - 11:00		0	1	0	0	124	1	0	0	0	0	0	0	144	1	0	1	105	4	0	3	0	0	0	188	0	0	12	139	0	0	0	0	0	723			
10:15 - 11:15		0	1	0	0	122	1	0	0	0	0	0	0	138	1	0	1	118	3	0	3	0	0	0	187	1	0	12	148	0	0	0	0	0	736			
10:30 - 11:30		0	1	0	0	124	3	0	0	0	0	0	0	120	1	0	1	109	2	0	4	0	0	0	191	1	0	8	147	0	0	1	0	0	713			
10:45 - 11:45		0	0	0	0	114	3	0	0	0	0	0	0	117	1	0	1	97	0	0	2	0	0	0	190	2	0	7	146	0	0	1	0	0	681			
11:00 - 12:00		0	0	0	0	100	3	0	2	0	0	0	0	108	0	0	0	99	0	0	2	0	0	0	192	2	0	5	129	0	0	1	0	0	643			

C05 Weekend Evans Street and Beattie Street



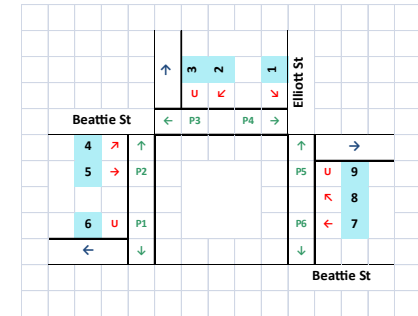
FROM TO	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
12:00 - 12:15	0	0	0	0	31	0	0	2	0	0	0	0	32	0	0	0	22	0	0	0	0	0	0	0	50	0	0	0	22	0	0	0	0	0	0	159	
12:15 - 12:30	0	0	0	0	26	0	0	0	0	0	0	0	31	0	0	0	30	1	0	2	0	0	0	0	47	0	0	1	24	0	0	1	0	0	0	163	
12:30 - 12:45	0	0	0	0	32	0	0	0	0	0	0	0	25	0	0	0	41	0	0	1	0	0	0	0	45	0	0	1	17	0	0	0	0	0	0	162	
12:45 - 13:00	0	0	0	0	38	0	0	0	0	0	0	0	26	0	0	0	20	0	0	1	0	0	0	0	55	0	0	0	12	0	0	0	0	0	0	152	
13:00 - 13:15	0	0	0	0	30	0	0	0	0	0	0	0	20	1	0	0	35	0	0	0	0	0	0	0	61	1	0	3	19	0	0	0	0	0	0	170	
13:15 - 13:30	0	0	0	0	19	0	0	0	0	0	0	0	30	1	0	0	34	0	0	0	0	0	0	0	57	0	0	1	9	0	0	0	0	0	0	151	
13:30 - 13:45	0	0	0	0	14	0	0	0	0	0	0	0	17	0	0	2	20	0	0	0	0	0	0	0	41	0	0	1	19	0	0	1	0	0	0	115	
13:45 - 14:00	0	0	0	0	24	0	0	0	0	0	0	0	20	0	0	0	20	0	0	1	0	0	0	0	51	0	0	2	8	0	0	0	0	0	0	126	
14:00 - 14:15	0	0	0	0	11	0	0	0	0	0	0	0	26	0	0	1	22	0	0	1	0	0	0	0	51	2	0	2	6	0	0	0	0	0	0	122	
14:15 - 14:30	0	0	0	0	12	0	0	1	0	0	0	0	26	0	0	1	29	0	0	0	0	0	0	0	51	3	0	0	8	0	0	1	0	0	0	132	
14:30 - 14:45	0	0	0	0	15	0	0	0	0	0	0	0	22	0	0	1	28	0	0	2	0	0	0	0	32	0	0	2	1	0	0	0	0	0	0	103	
14:45 - 15:00	0	0	0	0	17	0	0	1	0	0	0	0	21	0	0	2	27	0	0	1	0	0	0	0	46	0	0	3	9	0	0	0	0	0	0	127	
15:00 - 15:15	0	0	0	0	19	0	0	1	0	0	0	0	22	0	0	0	34	0	0	2	0	0	0	0	42	0	0	0	11	1	0	0	0	0	0	132	
15:15 - 15:30	0	0	0	0	14	0	0	0	0	0	0	0	24	0	0	0	24	0	0	2	0	0	0	0	39	0	0	1	12	0	0	0	0	0	0	116	
15:30 - 15:45	0	0	0	0	17	0	0	1	0	0	0	0	28	0	0	0	23	0	0	1	0	0	0	0	39	0	0	0	10	0	0	0	0	0	0	119	
15:45 - 16:00	0	0	0	0	18	0	0	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	0	0	43	1	0	0	7	0	0	0	0	0	0	125	
16:00 - 16:15	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	0	0	0	0	15	1	0	1	4	0	0	0	0	0	0	37	
TOTAL	0	0	0	0	342	0	0	6	0	0	0	0	402	2	0	7	444	1	0	14	0	0	0	0	765	8	0	18	198	1	0	3	0	0	0	0	5241

Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	
12:00 - 13:00	0	0	0	0	127	0	0	2	0	0	0	0	114	0	0	0	113	1	0	4	0	0	0	0	197	0	0	2	75	0	0	1	0	0	0	636	
12:15 - 13:15	0	0	0	0	126	0	0	0	0	0	0	0	102	1	0	0	126	1	0	4	0	0	0	0	208	1	0	5	72	0	0	1	0	0	0	647	
12:30 - 13:30	0	0	0	0	119	0	0	0	0	0	0	0	101	2	0	0	130	0	0	2	0	0	0	0	218	1	0	5	57	0	0	0	0	0	0	635	
12:45 - 13:45	0	0	0	0	101	0	0	0	0	0	0	0	93	2	0	2	109	0	0	1	0	0	0	0	214	1	0	5	59	0	0	1	0	0	0	588	
13:00 - 14:00	0	0	0	0	87	0	0	0	0	0	0	0	87	2	0	2	109	0	0	1	0	0	0	0	210	1	0	7	55	0	0	1	0	0	0	562	
13:15 - 14:15	0	0	0	0	68	0	0	0	0	0	0	0	93	1	0	3	96	0	0	2	0	0	0	0	200	2	0	6	42	0	0	1	0	0	0	514	
13:30 - 14:30	0	0	0	0	61	0	0	1	0	0	0	0	89	0	0	4	91	0	0	2	0	0	0	0	194	5	0	5	41	0	0	2	0	0	0	495	
13:45 - 14:45	0	0	0	0	62	0	0	1	0	0	0	0	94	0	0	3	99	0	0	4	0	0	0	0	185	5	0	6	23	0	0	1	0	0	0	483	
14:00 - 15:00	0	0	0	0	55	0	0	2	0	0	0	0	95	0	0	5	106	0	0	4	0	0	0	0	180	5	0	7	24	0	0	1	0	0	0	484	
14:15 - 15:15	0	0	0	0	63	0	0	3	0	0	0	0	91	0	0	4	118	0	0	5	0	0	0	0	171	3	0	5	29	1	0	1	0	0	0	494	
14:30 - 15:30	0	0	0	0	65	0	0	2	0	0	0	0	89	0	0	3	113	0	0	7	0	0	0	0	159	0	0	6	33	1	0	0	0	0	0	478	
14:45 - 15:45	0	0	0	0	67	0	0	3	0	0	0	0	95	0	0	2	108	0	0	6	0	0	0	0	166	0	0	4	42	1	0	0	0	0	0	494	
15:00 - 16:00	0	0	0	0	68	0	0	2	0	0	0	0	102	0	0	0	109	0	0	5	0	0	0	0	163	1	0	1	40	1	0	0	0	0	0	492	
15:15 - 16:15	0	0	0	0	54	0	0	1	0	0	0	0	84	0	0	0	82	0	0	3	0	0	0	0	136	2	0	2	33	0	0	0	0	0	0	397	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	1	5	3	0	0
0	0	0	0	10	4	4	0
0	0	2	0	3	2	0	0
0	0	0	0	4	3	0	0
0	0	2	0	7	4	0	0
0	0	0	2	3	2	0	0
0	0	1	0	3	2	0	0
0	0	0	0	0	1	0	0
0	0	0	0	3	4	0	0
0	0	0	0	4	2	0	0
0	0	0	0	0	4	0	0
0	0	2	0	7	2	0	0
0	0	1	2	1	1	0	0
0	0	1	0	2	0	0	3
0	0	0	0	3	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	0	0	0	0
0	0	9	5	57	34	4	3

P1	P2	P3	P4	P5	P6	P7	P8
0	0	2	1	22	12	4	0
0	0	4	0	24	13	4	0
0	0	4	2	17	11	0	0
0	0	3	2	17	11	0	0
0	0	3	2	13	9	0	0
0	0	1	2	9	9	0	0
0	0	1	0	10	9	0	0
0	0	0	0	7	11	0	0
0	0	2	0	14	12	0	0
0	0	3	2	12	9	0	0
0	0	4	2	10	7	0	3
0	0	4	2	13	3	0	3
0	0	2	2	8	1	0	3
0	0	1	0	7	0	0	3

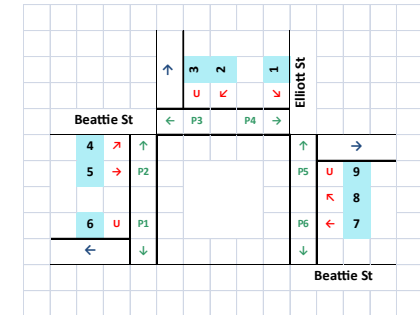
C06 Weekday Beattie Street and Elliott Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
7:00	- 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15	- 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30	- 7:45	2	0	0	0	30	1	0	0	0	0	0	0	18	0	0	0	2	0	0	0	0	0	0	2	0	0	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	- 8:00	5	0	0	1	60	1	0	4	0	0	0	0	43	0	0	3	6	0	0	0	0	0	0	8	0	0	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	- 8:15	3	0	0	1	59	4	0	1	0	0	0	0	47	2	0	0	7	0	0	0	0	0	0	5	0	0	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	- 8:30	5	0	0	1	63	4	0	2	0	0	0	0	34	1	0	0	5	0	0	0	0	0	0	3	0	0	0	9	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	- 8:45	9	0	0	0	66	0	0	4	0	0	0	0	74	1	0	0	6	0	0	0	0	0	0	4	0	0	0	9	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	- 9:00	9	0	0	0	49	0	0	1	0	0	0	0	50	1	0	1	7	0	0	0	0	0	0	1	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	- 9:15	6	0	0	0	51	0	0	0	0	0	0	0	47	2	0	0	5	0	0	0	0	0	0	13	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15	- 9:30	6	0	0	0	59	1	0	1	0	0	0	0	41	1	0	0	5	0	0	0	0	0	0	12	1	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	- 9:45	8	0	0	0	52	3	0	1	0	0	0	0	34	0	0	0	8	0	0	0	0	0	0	11	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	- 10:00	4	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL		57	0	0	3	506	14	0	14	0	0	0	0	388	8	0	4	51	0	0	0	0	0	0	59	1	0	0	73	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Morning peak		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.										
7:00	- 8:00	7	0	0	1	90	2	0	4	0	0	0	0	61	0	0	3	8	0	0	0	0	0	0	10	0	0	0	13	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	- 8:15	10	0	0	2	149	6	0	5	0	0	0	0	108	2	0	3	15	0	0	0	0	0	0	15	0	0	0	22	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	- 8:30	15	0	0	3	212	10	0	7	0	0	0	0	142	3	0	3	20	0	0	0	0	0	0	18	0	0	0	31	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	- 8:45	22	0	0	3	248	9	0	11	0	0	0	0	198	4	0	3	24	0	0	0	0	0	0	20	0	0	0	36	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00	- 9:00	26	0	0	2	237	8	0	8	0	0	0	0	205	5	0	1	25	0	0	0	0	0	0	13	0	0	0	38	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15	- 9:15	29	0	0	1	229	4	0	7	0	0	0	0	205	5	0	1	23	0	0	0	0	0	0	21	0	0	0	40	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30	- 9:30	30	0	0	0	225	1	0	6	0	0	0	0	212	5	0	1	23	0	0	0	0	0	0	30	1	0	0	40	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45	- 9:45	29	0	0	0	211	4	0	3	0	0	0	0	172	4	0	1	25	0	0	0	0	0	0	37	1	0	0	33	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00	- 10:00	24	0	0	0	179	4	0	2	0	0	0	0	122	3	0	0	18	0	0	0	0	0	0	36	1	0	0	22	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

C06 Weekday Beattie Street and Elliott Street



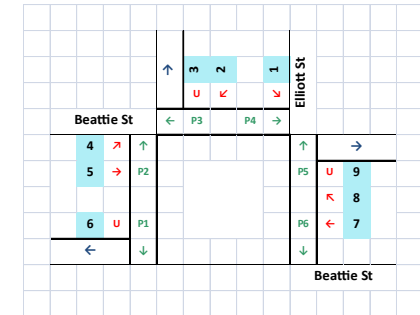
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
16:00	- 16:15	1	0	0	0	55	0	0	2	0	0	0	0	37	1	0	2	4	0	0	0	1	0	0	0	6	0	0	0	5	0	0	0	0	0	114		
16:15	- 16:30	3	0	0	0	51	1	0	1	0	0	0	0	41	0	0	0	3	0	0	0	0	0	0	9	0	0	0	7	0	0	0	0	0	116			
16:30	- 16:45	6	0	0	2	61	0	0	0	0	0	0	0	53	1	0	1	4	0	0	0	0	0	0	15	0	0	0	5	0	0	1	0	0	149			
16:45	- 17:00	4	0	0	1	48	0	0	0	0	0	0	0	63	0	0	0	7	0	0	0	0	0	0	10	0	0	0	6	0	0	1	0	0	140			
17:00	- 17:15	5	0	0	0	52	1	0	1	0	0	0	0	47	0	0	0	4	0	0	0	0	0	0	12	0	0	0	9	0	0	0	0	0	131			
17:15	- 17:30	1	0	0	1	54	0	0	0	0	0	0	0	41	0	0	0	8	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	0	116			
17:30	- 17:45	4	0	0	1	56	0	0	1	0	0	0	0	40	0	0	4	2	1	0	0	0	0	0	9	1	0	0	11	0	0	0	0	0	130			
17:45	- 18:00	4	0	0	1	52	2	0	2	0	0	0	0	50	1	0	1	2	0	0	0	0	0	0	8	0	0	0	9	0	0	0	0	0	132			
18:00	- 18:15	5	0	0	0	59	0	0	1	0	0	0	0	48	0	0	1	4	0	0	0	0	0	0	8	1	0	0	4	1	0	1	0	0	133			
18:15	- 18:30	3	0	0	1	33	0	0	2	0	0	0	0	39	1	0	1	6	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	100			
18:30	- 18:45	2	0	0	0	68	0	0	1	0	0	0	0	27	1	0	1	4	0	0	0	0	0	0	10	0	0	0	4	0	0	0	0	0	118			
18:45	- 19:00	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	9			
TOTAL		38	0	0	7	594	4	0	11	0	0	0	0	488	5	0	11	48	1	0	0	2	0	0	0	100	2	0	0	73	1	0	3	0	0	1388		

P1	P2	P3	P4	P5	P6	P7	P8
0	2	2	2	3	0	0	0
2	0	2	2	2	3	0	0
0	0	3	0	4	1	0	0
3	0	2	1	1	1	0	0
0	0	2	1	1	0	0	0
1	0	0	0	6	3	0	0
0	2	0	6	2	6	0	0
0	0	1	0	5	2	0	0
2	0	2	3	4	1	0	0
0	0	2	3	2	3	0	0
0	2	0	2	3	1	0	0
0	0	0	0	0	0	0	0
8	6	16	20	33	21	0	0

Afternoon peak		1				2				3				4				5				6				7				8				9				TOTAL
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
16:00	- 17:00	14	0	0	3	215	1	0	3	0	0	0	0	194	2	0	3	18	0	0	0	1	0	0	0	40	0	0	0	23	0	0	2	0	0	519		
16:15	- 17:15	18	0	0	3	212	2	0	2	0	0	0	0	204	1	0	1	18	0	0	0	0	0	0	0	46	0	0	0	27	0	0	2	0	0	536		
16:30	- 17:30	16	0	0	4	215	1	0	1	0	0	0	0	204	1	0	1	23	0	0	0	0	0	0	0	43	0	0	0	25	0	0	2	0	0	536		
16:45	- 17:45	14	0	0	3	210	1	0	2	0	0	0	0	191	0	0	4	21	1	0	0	0	0	0	0	37	1	0	0	31	0	0	1	0	0	517		
17:00	- 18:00	14	0	0	3	214	3	0	4	0	0	0	0	178	1	0	5	16	1	0	0	0	0	0	0	35	1	0	0	34	0	0	0	0	0	509		
17:15	- 18:15	14	0	0	3	221	2	0	4	0	0	0	0	179	1	0	6	16	1	0	0	0	0	0	0	31	2	0	0	29	1	0	1	0	0	511		
17:30	- 18:30	16	0	0	3	200	2	0	6	0	0	0	0	177	2	0	7	14	1	0	0	0	0	0	0	32	2	0	0	31	1	0	1	0	0	495		
17:45	- 18:45	14	0	0	2	212	2	0	6	0	0	0	0	164	3	0	4	16	0	0	0	0	0	0	0	33	1	0	0	24	1	0	1	0	0	483		
18:00	- 19:00	10	0	0	1	165	0	0	4	0	0	0	0	116	2	0	3	14	0	0	0	1	0	0	0	25	1	0	0	16	1	0	1	0	0	360		

P1	P2	P3	P4	P5	P6	P7	P8
5	2	9	5	10	5	0	0
5	0	9	4	8	5	0	0
4	0	7	2	12	5	0	0
4	2	4	8	10	10	0	0
1	2	3	7	14	11	0	0
3	2	3	9	17	12	0	0
2	2	5	12	13	12	0	0
2	2	5	8	14	7	0	0
2	2	4	8	9	5	0	0

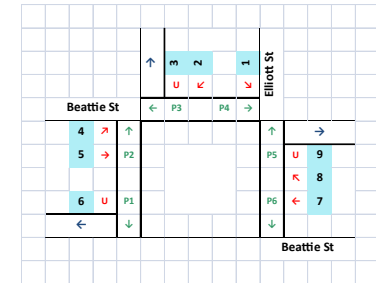
C06 Weekday Beattie Street and Elliott Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
17:00 - 17:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:15 - 17:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45		1	0	0	0	24	0	0	0	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00		0	2	0	0	41	0	0	0	0	0	0	0	24	0	0	0	4	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15		9	1	0	0	39	0	0	0	0	0	0	0	21	0	0	0	4	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30		3	0	0	0	47	5	0	2	0	0	0	0	35	0	0	0	3	0	0	0	0	0	0	3	0	0	0	7	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		13	3	0	0	151	5	0	2	0	0	0	0	88	0	0	0	14	0	0	0	0	0	0	15	1	0	0	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Afternoon peak		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
17:00 - 18:00		1	2	0	0	65	0	0	0	0	0	0	0	32	0	0	0	7	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 18:15		10	3	0	0	104	0	0	0	0	0	0	0	53	0	0	0	11	0	0	0	0	0	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 18:30		13	3	0	0	151	5	0	2	0	0	0	0	88	0	0	0	14	0	0	0	0	0	0	15	1	0	0	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

C06 Weekend Beattie Street and Elliott Street

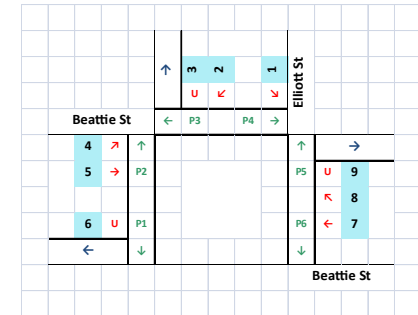


FROM	TO	1				3				4				5				6				7				8				9				TOTAL	
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.		
6:00	- 6:15	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6		
6:15	- 6:30	0	0	0	0	7	0	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	16		
6:30	- 6:45	0	0	0	0	14	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	24		
6:45	- 7:00	0	0	0	0	14	1	0	0	0	0	0	0	11	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	32		
7:00	- 7:15	0	0	0	0	16	0	0	0	0	0	0	0	23	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	43		
7:15	- 7:30	1	0	0	0	19	0	0	1	0	0	0	0	22	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	51	
7:30	- 7:45	3	0	0	0	19	0	0	0	0	0	0	0	19	1	0	2	6	0	0	0	0	0	0	0	2	0	0	0	3	0	1	0	0	56
7:45	- 8:00	1	0	0	0	28	1	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	0	68	
8:00	- 8:15	1	0	0	0	31	2	0	0	1	0	0	0	31	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	4	0	0	0	76	
8:15	- 8:30	1	0	0	0	30	0	0	2	0	0	0	0	32	0	0	1	2	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	79	
8:30	- 8:45	0	0	0	0	38	0	0	0	0	0	0	0	31	1	0	0	4	1	0	0	0	0	0	0	7	0	0	0	4	0	0	0	86	
8:45	- 9:00	3	0	0	0	41	0	0	0	0	0	0	0	42	1	0	0	5	0	0	0	0	0	0	0	6	0	0	0	3	0	0	0	101	
9:00	- 9:15	1	0	0	0	43	1	0	0	0	0	0	0	41	0	0	0	2	0	0	0	0	0	0	0	9	0	0	0	5	0	0	0	102	
9:15	- 9:30	3	0	0	0	52	1	0	0	1	0	0	0	49	2	0	0	5	0	0	0	0	0	0	0	10	1	0	0	2	0	0	2	0	128
9:30	- 9:45	3	0	0	0	53	1	0	0	0	0	0	0	54	0	0	0	7	0	0	0	0	0	0	0	6	0	0	0	10	0	0	0	134	
9:45	- 10:00	3	0	0	0	61	1	0	0	0	0	0	0	53	0	0	4	4	0	0	0	0	0	0	0	9	0	0	0	6	0	0	0	141	
10:00	- 10:15	5	0	0	0	66	0	0	1	0	0	0	0	42	1	0	0	8	0	0	0	0	0	0	0	1	0	0	0	13	0	0	0	148	
10:15	- 10:30	10	0	0	0	53	0	0	1	2	0	0	0	55	1	0	0	5	0	0	0	0	0	0	0	1	0	0	0	11	0	0	0	158	
10:30	- 10:45	8	0	0	0	73	0	0	1	0	0	0	0	67	2	0	2	6	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	177	
10:45	- 11:00	3	0	0	0	70	0	0	5	0	0	0	0	49	0	0	1	7	0	0	0	0	0	0	0	15	0	0	0	9	1	0	1	0	161
11:00	- 11:15	4	0	0	0	63	1	0	1	0	0	0	0	61	0	0	0	8	0	0	0	0	0	0	0	14	0	0	1	6	0	0	0	159	
11:15	- 11:30	4	0	0	0	66	1	0	0	0	0	0	0	30	0	0	1	9	0	0	0	0	0	0	0	11	0	0	0	12	0	0	0	134	
11:30	- 11:45	1	0	0	1	69	2	0	0	1	0	0	0	33	0	0	1	9	0	0	0	0	0	0	0	14	0	0	0	9	0	0	0	140	
11:45	- 12:00	0	0	0	2	72	0	0	3	0	0	0	0	54	0	0	1	5	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	158	
TOTAL		55	0	0	3	1001	12	0	16	5	0	0	0	839	9	0	15	98	1	0	0	2	0	0	0	181	1	0	2	132	1	0	5	0	2378

	P1	P2	P3	P4	P5	P6	P7	P8
	0	0	0	0	0	1	0	0
	0	0	0	0	3	0	0	0
	0	0	3	1	5	0	0	0
	1	0	1	0	3	2	0	0
	0	1	0	1	2	1	0	0
	0	0	3	2	3	2	0	0
	0	0	0	2	0	0	0	0
	0	0	1	2	3	2	0	0
	0	0	2	0	1	3	0	0
	0	0	0	0	0	3	0	0
	0	0	0	0	1	3	0	0
	0	3	0	0	7	5	0	0
	0	0	1	3	5	4	0	0
	1	0	2	2	1	5	0	0
	0	0	1	5	2	5	0	0
	0	0	1	4	1	5	0	0
	0	0	2	2	4	7	0	0
	0	1	6	3	4	5	0	0
	0	0	7	0	14	3	0	0
	0	1	4	1	7	9	0	0
	0	0	0	0	8	8	0	0
	0	0	4	0	1	6	0	0
	0	0	0	4	3	2	0	0
	0	0	0	0	11	3	0	0
	2	6	38	32	89	84	0	0

Morning peak		1				3				4				5				6				7				8				9				TOTAL			
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.				
6:00	- 7:00	0	0	0	0	38	1	0	1	0	0	0	0	25	0	0	1	2	0	0	0	0	0	0	0	3	0	0	0	0	7	0	0	0	78		
6:15	- 7:15	0	0	0	0	51	1	0	1	0	0	0	0	47	0	0	2	2	0	0	0	0	0	0	0	6	0	0	0	5	0	0	0	115			
6:30	- 7:30	1	0	0	0	63	1	0	1	0	0	0	0	63	0	0	2	5	0	0	0	0	0	0	0	10	0	0	0	3	0	0	1	0	150		
6:45	- 7:45	4	0	0	0	68	1	0	1	0	0	0	0	75	1	0	4	11	0	0	0	0	0	0	0	12	0	0	0	3	0	0	2	0	182		
7:00	- 8:00	5	0	0	0	82	1	0	1	0	0	0	0	90	1	0	3	9	0	0	0	0	0	0	0	14	0	0	0	10	0	2	0	0	218		
7:15	- 8:15	6	0	0	0	97	3	0	1	1	0	0	0	98	1	0	2	10	0	0	0	0	0	0	0	16	0	0	0	14	0	2	0	0	251		
7:30	- 8:30	6	0	0	0	108	3	0	2	1	0	0	0	108	1	0	3	9	0	0	0	0	0	0	0	16	0	0	0	21	0	1	0	0	279		
7:45	- 8:45	3	0	0	0	127	3	0	2	1	0	0	0	120	1	0	1	7	1	0	0	0	0	0	0	21	0	0	0	22	0	0	0	0	309		
8:00	- 9:00	5	0	0	0	140	2	0	2	1	0	0	0	136	2	0	1	12	1	0	0	0	0	0	0	22	0	0	0	18	0	0	0	0	342		
8:15	- 9:15	5	0	0	0	152	1	0	2	0	0	0	0	146	2	0	1	13	1	0	0	0	0	0	0	26	0	0	0	19	0	0	0	0	368		
8:30	- 9:30	7	0	0	0	174	2	0	0	1	0	0	0	163	4	0	0	16	1	0	0	0	0	0	0	32	1	0	0	14	0	0	2	0	0	417	
8:45	- 9:45	10	0	0	0	189	3	0	0	1	0	0	0	186	3	0	0	19	0	0	0	0	0	0	0	31	1	0	0	20	0	0	2	0	0	465	
9:00	- 10:00	10	0	0	0	209	4	0	0	1	0	0	0	197	2	0	4	18	0	0	0	0	0	0	0	34	1	0	0	23	0	0	2	0	0	505	
9:15	- 10:15	14	0	0	0	232	3	0	1	1	0	0	0	198	3	0	4	24	0	0	0	0	0	0	0	36	1	0	0	31	0	0	2	0	0	551	
9:30	- 10:30	21	0	0	0	233	2	0	2	2	0	0	0	204	2	0	4	24	0	0	0	0	0	0	0	45	0	0	0	40	0	0	0	0	0	581	
9:45	- 10:45	26	0	0	0	253	1	0	3	2	0	0	0	217	4	0	6	23	0	0	0	0	0	0	0	49	0	0	0	1	37	0	0	0	0	624	
10:00	- 11:00	26	0	0	0	262	0	0	8	2	0	0	0	213	4	0	3	26	0	0	0	0	0	0	0	55	0	0	0	1	40	1	0	1	0	0	644
10:15	- 11:15	25	0	0	0	259	1	0	8	2	0	0	0	232	3	0	3	26	0	0	0	0	0	0	0	58	0	0	0	2	33	1	0	1	0	0	655
10:30	- 11:30	19	0	0	0	272	2	0	7	0	0	0	0	207	2	0	4	30	0	0	0	0	0	0	0	50	0	0	0	2	34	1	0	1	0	0	631
10:45	- 11:45	12	0	0	1	268	4	0	6	1	0	0	0	173	0	0	3	33	0	0	0	0	0	0	0	54	0	0	0	1	36	1	0	1	0	0	594
11:00	- 12:00	9	0	0	3	270	4	0	4	1	0	0	0	178	0	0	3	31	0	0	0	0	0	0	0	53	0	0	1	34	0	0	0	0	0	591	

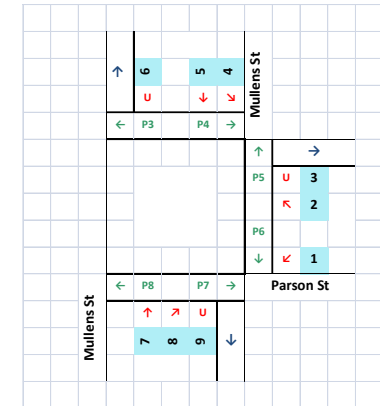
C06 Weekend Beattie Street and Elliott Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	- 12:15	5	0	0	0	67	0	0	1	1	0	0	0	46	0	0	0	6	0	0	0	1	0	0	0	11	0	0	1	5	0	0	0	0	0	0	0	144	1	3	0	3	8	10	0	0
12:15	- 12:30	3	0	0	0	69	0	0	1	0	0	0	0	55	1	0	0	4	0	0	1	1	0	0	0	19	0	0	2	10	0	0	0	0	0	0	166	0	0	1	1	7	4	0	0	
12:30	- 12:45	7	0	0	0	63	0	0	1	0	0	0	0	59	0	0	1	6	0	0	0	0	0	0	10	0	0	0	7	0	0	0	0	0	0	154	0	0	4	3	4	11	0	0		
12:45	- 13:00	4	0	0	0	83	0	0	0	0	0	0	0	42	0	0	2	4	0	0	0	1	0	0	8	0	0	0	7	0	0	0	0	0	0	151	1	0	0	2	3	28	0	0		
13:00	- 13:15	4	0	0	0	86	1	0	0	0	0	0	0	46	1	0	0	8	0	0	0	0	0	0	6	0	0	1	7	0	0	0	0	0	160	0	0	0	6	6	13	0	0			
13:15	- 13:30	5	0	0	0	64	0	0	1	0	0	0	0	60	1	0	1	7	0	0	0	2	0	0	8	0	0	0	4	0	0	0	0	0	153	1	0	3	1	3	2	0	0			
13:30	- 13:45	5	0	0	0	51	0	0	0	0	0	0	0	31	0	0	2	6	0	0	0	0	0	0	13	0	0	0	6	0	0	0	0	0	114	0	0	0	2	3	4	0	0			
13:45	- 14:00	1	0	0	0	66	0	0	2	0	0	0	0	34	0	0	0	8	1	0	0	1	0	0	15	0	0	0	7	0	0	0	0	0	135	0	0	2	0	3	1	0	0			
14:00	- 14:15	6	0	0	0	46	2	0	3	0	0	0	0	46	0	0	2	4	0	0	0	0	0	0	10	0	0	0	2	0	0	0	0	0	121	0	0	1	3	2	2	0	0			
14:15	- 14:30	3	0	0	0	50	3	0	2	0	0	0	0	50	1	0	3	4	0	0	0	0	0	0	13	2	0	0	7	0	0	0	0	0	138	0	0	6	1	5	4	0	0			
14:30	- 14:45	4	0	0	0	39	0	0	0	0	0	0	0	36	0	0	1	3	0	0	0	0	0	0	7	1	0	0	6	0	0	0	0	0	97	0	0	2	3	4	7	0	0			
14:45	- 15:00	2	0	0	0	56	0	0	2	0	0	0	0	52	0	0	1	7	0	0	0	0	0	0	13	0	0	0	5	0	0	2	0	0	140	0	0	4	5	6	10	0	0			
15:00	- 15:15	2	0	0	1	53	0	0	1	0	0	0	0	46	0	0	1	2	0	0	0	0	0	0	12	0	0	1	7	0	0	0	0	0	126	0	0	1	3	5	5	0	0			
15:15	- 15:30	1	0	0	0	49	0	0	0	0	0	0	0	42	0	0	1	2	0	0	0	0	0	0	7	0	0	0	5	0	0	0	0	0	107	0	0	3	2	3	6	0	0			
15:30	- 15:45	1	0	0	0	50	0	0	0	0	0	0	0	46	0	0	1	5	0	0	0	0	0	0	3	0	0	0	6	0	0	0	0	0	112	0	0	0	1	0	3	0	0			
15:45	- 16:00	3	0	0	0	55	0	0	0	0	0	0	0	50	0	0	0	2	0	0	0	0	0	0	4	0	0	0	9	0	0	0	0	0	123	0	0	0	4	5	4	0	0			
16:00	- 16:15	0	0	0	0	38	1	0	0	0	0	0	0	25	0	0	2	4	0	0	0	0	0	0	6	0	0	0	4	0	0	0	0	0	80	0	0	2	0	10	0	0	0			
TOTAL		56	0	0	1	985	7	0	14	1	0	0	0	766	4	0	18	82	1	0	1	6	0	0	165	3	0	5	104	0	0	2	0	0	5031	3	3	29	40	77	114	0	0			

Afternoon peak		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
12:00	- 13:00	19	0	0	0	282	0	0	3	1	0	0	0	202	1	0	3	20	0	0	1	3	0	0	48	0	0	3	29	0	0	0	0	0	0	615	2	3	5	9	22	53	0	0		
12:15	- 13:15	18	0	0	0	301	1	0	2	0	0	0	0	202	2	0	3	22	0	0	1	2	0	0	43	0	0	3	31	0	0	0	0	0	631	1	0	5	12	20	56	0	0			
12:30	- 13:30	20	0	0	0	296	1	0	2	0	0	0	0	207	2	0	4	25	0	0	0	3	0	0	32	0	0	1	25	0	0	0	0	0	618	2	0	7	12	16	54	0	0			
12:45	- 13:45	18	0	0	0	284	1	0	1	0	0	0	0	179	2	0	5	25	0	0	0	3	0	0	35	0	0	1	24	0	0	0	0	0	578	2	0	3	11	15	47	0	0			
13:00	- 14:00	15	0	0	0	267	1	0	3	0	0	0	0	171	2	0	3	29	1	0	0	3	0	0	42	0	0	1	24	0	0	0	0	0	562	1	0	5	9	15	20	0	0			
13:15	- 14:15	17	0	0	0	227	2	0	6	0	0	0	0	171	1	0	5	25	1	0	0	3	0	0	46	0	0	0	19	0	0	0	0	0	523	1	0	6	6	11	9	0	0			
13:30	- 14:30	15	0	0	0	213	5	0	7	0	0	0	0	161	1	0	7	22	1	0	0	1	0	0	51	2	0	0	22	0	0	0	0	0	508	0	0	9	6	13	11	0	0			
13:45	- 14:45	14	0	0	0	201	5	0	7	0	0	0	0	166	1	0	6	19	1	0	0	1	0	0	45	3	0	0	22	0	0	0	0	0	491	0	0	11	7	14	14	0	0			
14:00	- 15:00	15	0	0	0	191	5	0	7	0	0	0	0	184	1	0	7	18	0	0	0	0	0	0	43	3	0	0	20	0	0	2	0	0	496	0	0	13	12	17	23	0	0			
14:15	- 15:15	11	0	0	1	198	3	0	5	0	0	0	0	184	1	0	6	16	0	0	0	0	0	0	45	3	0	1	25	0	0	2	0	0	501	0	0	13	12	20	26	0	0			
14:30	- 15:30	9	0	0	1	197	0	0	3	0	0	0	0	176	0	0	4	14	0	0	0	0	0	0	39	1	0	1	23	0	0	2	0	0	470	0	0	10	13	18	28	0	0			
14:45	- 15:45	6	0	0	1	208	0	0	3	0	0	0	0	186	0	0	4	16	0	0	0	0	0	0	35	0	0	1	23	0	0	2	0	0	485	0	0	8	11	14	24	0	0			
15:00	- 16:00	7	0	0	1	207	0	0	1	0	0	0	0	184	0	0	3	11	0	0	0	0	0	0	26	0	0	1	27	0	0	0	0	0	468	0	0	4	10	13	18	0	0			
15:15	- 16:15	5	0	0	0	192	1	0	0	0	0	0	0	163	0	0	4	13	0	0	0	0	0	0	20	0	0	0	24	0	0	0	0	0	422	0	0	5	7	18	13	0	0			

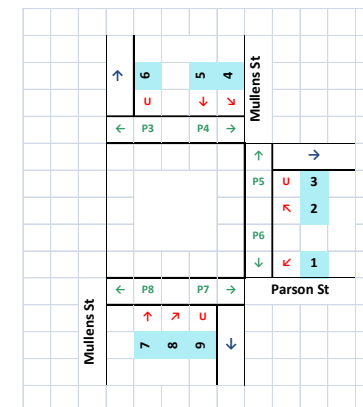
C08 Weekday Mullens Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:00	- 6:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	0	0	0	0	0	0	0	63	5	1	1	7	0	0	0	0	0	0	0	42	0	0	0	0	1	0	0	0
6:15	- 6:30	1	0	0	0	4	0	0	0	0	0	0	3	0	0	0	56	5	3	0	0	0	0	0	63	5	1	1	7	0	0	0	0	0	0	149	0	0	0	0	0	1	0	0		
6:30	- 6:45	6	0	0	0	3	1	0	0	0	0	0	2	0	0	0	79	8	1	0	0	0	0	0	83	5	2	1	2	0	0	0	0	0	193	0	0	1	0	0	0	0	0			
6:45	- 7:00	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	101	4	3	0	0	0	0	0	95	3	2	1	5	0	0	0	0	0	219	0	0	1	1	0	1	0	2			
7:00	- 7:15	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	91	5	4	0	0	0	0	0	115	4	2	3	2	0	0	0	0	0	230	0	0	0	0	1	0	0	0			
7:15	- 7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	1	3	0	0	0	0	0	138	1	3	2	5	0	0	0	0	0	227	0	0	1	1	2	0	0	0			
7:30	- 7:45	5	0	0	0	2	0	0	0	0	0	0	3	0	0	0	108	5	4	0	0	0	0	0	136	2	5	2	3	0	0	0	0	0	275	0	0	0	1	1	0	0	0			
7:45	- 8:00	2	0	0	0	3	0	0	0	0	0	0	4	0	0	0	133	3	4	3	0	0	0	0	108	3	7	0	2	0	0	0	0	0	272	0	0	1	0	1	0	0	0			
8:00	- 8:15	3	0	0	0	3	0	0	0	0	0	0	6	0	0	0	103	3	6	1	0	0	0	0	139	2	4	4	1	0	0	0	0	0	275	0	0	0	0	0	0	0	0			
8:15	- 8:30	7	0	0	0	3	0	0	0	0	0	0	5	0	0	0	111	2	6	0	0	0	0	0	138	7	4	2	7	0	0	0	0	0	292	0	0	0	0	1	1	0	2			
8:30	- 8:45	8	0	0	0	1	0	0	0	0	0	0	5	0	0	0	149	3	2	1	0	0	0	0	147	5	4	2	3	0	0	0	0	0	330	0	0	0	0	0	0	0	0			
8:45	- 9:00	0	0	0	0	6	0	1	0	0	0	0	2	0	0	0	90	3	5	0	0	0	0	0	154	5	5	1	3	0	0	0	0	0	275	0	0	1	0	0	1	0	0			
9:00	- 9:15	1	1	0	0	2	0	0	0	0	0	0	5	0	0	0	97	1	2	0	0	0	0	0	118	5	4	1	4	0	0	0	0	0	241	0	0	1	0	0	1	0	0			
9:15	- 9:30	7	0	0	0	8	0	0	0	0	0	0	7	0	0	0	104	2	2	1	0	0	0	0	106	5	4	2	6	0	0	0	0	0	254	0	0	1	0	1	0	0	0			
9:30	- 9:45	5	0	0	0	2	0	1	0	0	0	0	3	0	0	0	89	6	2	1	0	0	0	0	122	4	6	0	3	0	0	0	0	0	244	0	0	0	0	1	1	1	0			
TOTAL		49	1	0	0	39	2	2	0	0	0	0	50	0	0	0	1400	51	48	8	0	0	0	0	1683	57	53	22	53	0	0	0	0	0	3518	0	0	7	3	9	6	1	4			

Morning peak		1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
HOURLY COUNTS		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.									
6:00	- 7:00	10	0	0	0	7	1	0	0	0	0	0	9	0	0	0	252	17	8	1	0	0	0	0	262	14	5	3	14	0	0	0	0	0	603	0	0	2	1	1	2	0	2			
6:15	- 7:15	10	0	0	0	9	2	0	0	0	0	0	8	0	0	0	327	22	11	0	0	0	0	0	356	17	7	6	16	0	0	0	0	0	791	0	0	2	1	1	2	0	2			
6:30	- 7:30	10	0	0	0	5	2	0	0	0	0	0	5	0	0	0	344	18	11	0	0	0	0	0	431	13	9	7	14	0	0	0	0	0	869	0	0	3	2	3	1	0	2			
6:45	- 7:45	9	0	0	0	4	1	0	0	0	0	0	6	0	0	0	373	15	14	0	0	0	0	0	484	10	12	8	15	0	0	0	0	0	951	0	0	2	3	4	1	0	2			
7:00	- 8:00	8	0	0	0	7	1	0	0	0	0	0	8	0	0	0	405	14	15	3	0	0	0	0	497	10	17	7	12	0	0	0	0	0	1004	0	0	2	2	5	0	0	0			
7:15	- 8:15	11	0	0	0	8	0	0	0	0	0	0	13	0	0	0	417	12	17	4	0	0	0	0	521	8	19	8	11	0	0	0	0	0	1049	0	0	2	2	4	0	0	0			
7:30	- 8:30	17	0	0	0	11	0	0	0	0	0	0	18	0	0	0	455	13	20	4	0	0	0	0	521	14	20	8	13	0	0	0	0	0	1114	0	0	1	1	3	1	0	2			
7:45	- 8:45	20	0	0	0	10	0	0	0	0	0	0	20	0	0	0	496	11	18	5	0	0	0	0	532	17	19	8	13	0	0	0	0	0	1169	0	0	1	0	2	1	0	2			
8:00	- 9:00	18	0	0	0	13	0	1	0	0	0	0	18	0	0	0	453	11	19	2	0	0	0	0	578	19	17	9	14	0	0	0	0	0	1172	0	0	1	0	1	2	0	2			
8:15	- 9:15	16	1	0	0	12	0	1	0	0	0	0	17	0	0	0	447	9	15	1	0	0	0	0	557	22	17	6	17	0	0	0	0	0	1138	0	0	2	0	1	3	0	2			
8:30	- 9:30	16	1	0	0	17	0	1	0	0	0	0	19	0	0	0	440	9	11	2	0	0	0	0	525	20	17	6	16	0	0	0	0	0	1100	0	0	3	0	1	2	0	0			
8:45	- 9:45	13	1	0	0	18	0	2	0	0	0	0	17	0	0	0	380	12	11	2	0	0	0	0	500	19	19	4	16	0	0	0	0	0	1014	0	0	3	0	2	3	1	0			

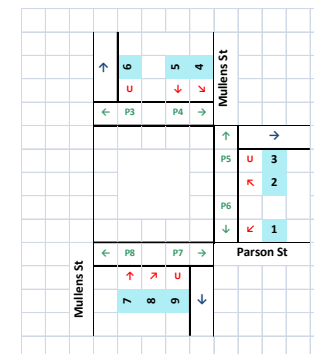
C08 Weekday Mullens Street and Parsons Street



FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
16:00	- 16:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	29	0	0	1	0	0	0	0	27	1	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0		
16:15	- 16:30	2	0	0	0	5	0	0	0	0	0	0	4	0	0	0	117	3	4	1	1	0	0	0	104	2	3	1	4	0	0	0	0	0	0	251	0	0	0	0	0	0	0	0		
16:30	- 16:45	3	0	0	0	7	0	0	0	0	0	0	1	0	0	0	138	2	3	2	0	0	0	0	113	1	2	1	4	0	0	0	0	0	0	277	0	0	0	0	0	1	0	0		
16:45	- 17:00	3	0	0	0	6	0	1	0	0	0	0	3	0	0	0	98	0	3	2	0	0	0	0	108	2	4	1	4	0	0	0	0	0	0	235	0	0	0	1	0	3	0	0		
17:00	- 17:15	5	0	0	0	7	0	1	0	0	0	0	1	0	0	0	134	0	4	1	0	0	0	0	100	1	3	1	4	0	0	0	0	0	0	262	0	0	0	0	2	2	0	0		
17:15	- 17:30	1	0	0	0	4	1	0	0	0	0	0	1	0	0	0	123	0	4	1	0	0	0	0	115	0	7	0	2	0	0	0	0	0	0	259	0	0	0	0	0	1	0	0		
17:30	- 17:45	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	115	0	6	0	1	0	0	0	105	1	4	0	3	0	0	0	0	0	0	240	0	0	0	1	1	3	0	0		
17:45	- 18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	148	0	4	2	0	0	0	0	110	1	7	1	2	0	0	0	0	0	0	277	0	0	0	0	0	3	0	0		
18:00	- 18:15	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	106	0	4	1	0	0	0	0	111	0	3	2	3	0	0	0	0	0	0	234	0	0	0	0	0	1	0	0		
18:15	- 18:30	3	0	0	0	3	0	0	0	0	0	0	5	0	0	0	81	0	5	0	0	0	0	0	125	2	3	1	4	0	0	0	0	0	0	232	0	0	1	0	0	3	0	0		
18:30	- 18:45	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	86	0	2	0	0	0	0	0	143	0	4	1	1	0	0	0	0	0	0	243	0	0	0	0	0	2	0	0		
18:45	- 19:00	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	34	0	1	0	0	0	0	0	37	0	2	1	0	0	0	0	0	0	0	77	0	0	0	0	0	2	0	0		
TOTAL		24	0	0	0	41	2	2	0	0	0	0	20	0	0	0	1209	5	40	11	2	0	0	0	1198	11	42	10	31	0	0	0	0	0	0	2648	0	0	1	2	3	21	0	0		

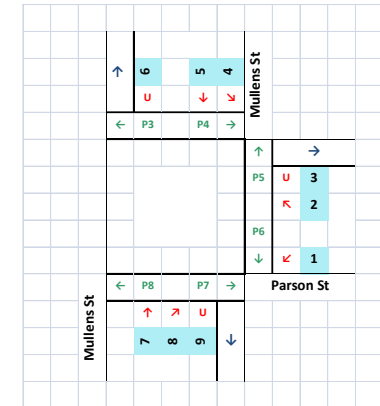
Afternoon peak HOURLY COUNTS	1				2				3				4				5				6				7				8				9				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
16:00 - 17:00	9	0	0	0	18	1	1	0	0	0	0	0	9	0	0	0	382	5	10	6	1	0	0	0	352	6	9	3	12	0	0	0	0	0	0	824	0	0	0	1	0	4	0	0	
16:15 - 17:15	13	0	0	0	25	0	2	0	0	0	0	0	9	0	0	0	487	5	14	6	1	0	0	0	425	6	12	4	16	0	0	0	0	0	0	1025	0	0	0	1	2	6	0	0	
16:30 - 17:30	12	0	0	0	24	1	2	0	0	0	0	0	6	0	0	0	493	2	14	6	0	0	0	0	436	4	16	3	14	0	0	0	0	0	0	1033	0	0	0	1	2	7	0	0	
16:45 - 17:45	9	0	0	0	20	1	2	0	0	0	0	0	7	0	0	0	470	0	17	4	1	0	0	0	428	4	18	2	13	0	0	0	0	0	0	996	0	0	0	2	3	9	0	0	
17:00 - 18:00	7	0	0	0	15	1	1	0	0	0	0	0	4	0	0	0	520	0	18	4	1	0	0	0	430	3	21	2	11	0	0	0	0	0	0	1038	0	0	0	1	3	9	0	0	
17:15 - 18:15	3	0	0	0	10	1	0	0	0	0	0	0	4	0	0	0	492	0	18	4	1	0	0	0	441	2	21	3	10	0	0	0	0	0	0	1010	0	0	0	1	1	8	0	0	
17:30 - 18:30	5	0	0	0	9	0	0	0	0	0	0	0	8	0	0	0	450	0	19	3	1	0	0	0	451	4	17	4	12	0	0	0	0	0	0	983	0	0	1	1	1	10	0	0	
17:45 - 18:45	9	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	421	0	15	3	0	0	0	0	489	3	17	5	10	0	0	0	0	0	0	986	0	0	1	0	0	9	0	0	
18:00 - 19:00	8	0	0	0	8	0	0	0	0	0	0	0	7	0	0	0	307	0	12	1	0	0	0	0	416	2	12	5	8	0	0	0	0	0	0	786	0	0	1	0	0	8	0	0	

C08 Weekend Mullens Street and Parsons Street

[illegible]

Morning peak		1				2				3				4				5				6				7				8				9				TOTAL								
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.													
6:30 - 7:30	4	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	132	8	2	2	0	0	0	0	156	7	1	3	7	0	0	0	0	327	0	0	0	0	3	0	1	1				
6:45 - 7:45	2	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	182	7	2	3	0	0	0	0	221	8	0	3	8	0	0	0	0	441	0	0	0	0	3	0	0	0				
7:00 - 8:00	3	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	213	4	2	5	0	0	0	0	271	6	1	3	5	0	0	0	0	523	0	0	0	0	3	0	2	0				
7:15 - 8:15	7	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	232	5	3	5	0	0	0	0	318	4	2	2	6	0	0	0	0	594	0	0	0	0	1	0	2	0				
7:30 - 8:30	9	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	254	5	5	3	0	0	0	0	336	5	4	2	6	0	0	0	0	643	0	0	1	0	1	0	2	0				
7:45 - 8:45	11	0	0	0	7	0	0	0	0	0	0	0	10	0	0	0	263	5	8	2	0	0	0	0	346	4	6	2	10	0	0	0	0	674	0	0	1	0	1	0	2	3				
8:00 - 9:00	11	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	292	5	7	0	0	0	0	0	359	5	5	1	9	0	0	0	0	707	0	0	2	0	1	0	0	3				
8:15 - 9:15	11	0	0	0	13	0	0	0	0	0	0	0	4	0	0	0	337	3	8	0	0	0	0	0	392	6	6	1	11	0	0	0	0	795	0	0	2	0	0	2	0	5				
8:30 - 9:30	10	0	0	0	10	0	0	0	0	0	0	0	5	0	0	0	410	7	8	1	0	0	0	0	427	5	6	3	13	0	0	0	0	905	0	0	1	0	1	2	0	8				
8:45 - 9:45	14	0	0	0	11	0	1	0	0	0	0	0	7	0	0	0	477	8	6	3	0	0	0	0	513	4	7	4	11	0	0	0	0	1066	0	0	1	2	1	3	0	5				
9:00 - 10:00	13	0	0	0	14	0	1	0	0	0	0	0	10	0	0	0	521	8	10	3	0	0	0	0	551	3	8	5	9	0	0	0	0	1156	0	0	0	2	1	4	0	5				
9:15 - 10:15	16	0	0	0	13	0	1	0	0	0	0	0	17	0	0	0	557	8	8	4	1	0	0	0	601	2	8	2	12	0	0	0	0	1250	0	0	0	5	1	2	0	3				
9:30 - 10:30	13	0	0	0	14	0	1	0	0	0	0	0	17	0	0	0	569	6	9	3	1	0	0	0	664	5	9	2	11	0	0	0	0	1324	0	0	0	3	6	1	3	1				
9:45 - 10:45	10	0	0	0	14	0	0	0	0	0	0	0	17	0	0	0	545	5	10	1	1	0	0	0	647	6	7	1	10	0	0	0	0	1267	0	0	3	4	3	3	1	0				
10:00 - 11:00	14	0	0	0	11	1	0	0	0	0	0	0	17	0	0	0	540	4	7	1	1	0	0	0	640	6	9	0	12	0	0	0	0	1270	0	0	0	5	5	3	2	1				
10:15 - 11:15	7	0	0	0	7	1	0	0	0	0	0	0	15	0	0	0	522	4	9	0	0	0	0	0	623	6	8	1	8	0	0	0	0	1211	0	0	0	5	4	4	3	2				
10:30 - 11:30	9	0	0	0	6	1	0	0	0	0	0	0	16	0	0	0	502	5	7	0	0	0	0	0	606	6	8	1	8	0	0	0	0	1175	0	0	2	3	4	1	1	0				
10:45 - 11:45	9	0	0	0	3	1	0	0	0	0	0	0	13	0	0	0	494	7	7	0	0	0	0	0	608	8	8	1	7	0	0	0	0	1166	0	0	0	3	3	2	0	1				
11:00 - 12:00	7	0	0	0	3	0	3	0	0	0	0	0	13	0	0	0	492	6	8	0	0	0	0	0	589	8	8	1	6	0	0	0	0	1144	0	0	1	3	3	2	0	2				

C08 Weekend Mullens Street and Parsons Street



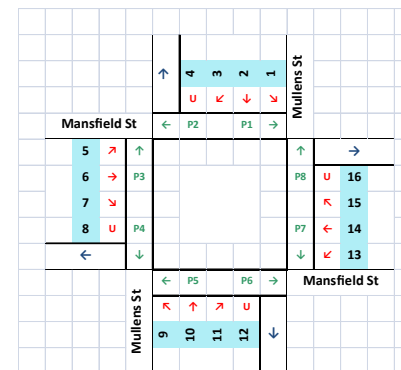
FROM	TO	1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
12:00	- 12:15	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	120	1	3	1	0	0	0	0	150	3	1	0	0	3	0	0	0	0	0	293	
12:15	- 12:30	2	0	0	0	2	1	0	0	0	0	0	0	5	0	0	0	142	2	1	0	1	0	0	0	178	1	1	0	0	0	1	0	0	0	0	337	
12:30	- 12:45	8	1	0	0	3	0	0	0	0	0	0	0	5	0	0	0	154	0	2	0	0	0	0	0	126	5	4	2	1	0	0	0	0	0	0	311	
12:45	- 13:00	1	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	122	0	2	0	0	0	0	0	161	0	2	1	2	0	0	0	0	0	0	299	
13:00	- 13:15	6	0	0	0	4	0	1	0	0	0	0	0	7	1	0	0	128	3	3	0	0	0	0	0	128	0	2	3	2	1	0	0	0	0	0	289	
13:15	- 13:30	3	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	144	1	1	0	1	0	0	0	134	2	2	0	4	0	0	0	0	0	0	301	
13:30	- 13:45	2	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	140	2	2	0	0	0	0	0	135	1	3	0	1	0	0	0	0	0	0	292	
13:45	- 14:00	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	135	3	2	0	1	0	0	0	139	1	1	0	0	0	0	0	0	0	0	289	
14:00	- 14:15	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	148	1	1	0	0	0	0	0	150	0	1	0	2	0	0	0	0	0	0	310	
14:15	- 14:30	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	110	2	3	0	0	0	0	0	128	3	3	0	2	0	0	1	0	0	0	258	
14:30	- 14:45	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	136	2	1	0	0	0	0	0	105	3	2	2	1	0	0	0	0	0	0	258	
14:45	- 15:00	2	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	111	0	2	0	0	0	0	0	119	3	2	0	2	0	0	0	0	0	0	247	
15:00	- 15:15	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	92	1	4	0	0	0	0	0	101	2	1	0	1	0	0	0	0	0	0	209	
15:15	- 15:30	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	111	1	1	0	0	0	0	0	125	1	3	1	1	0	0	0	1	0	0	0	251
15:30	- 15:45	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	134	1	3	1	0	0	0	0	116	1	2	1	0	0	0	0	0	0	0	265	
15:45	- 16:00	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	40	1	0	0	0	0	0	0	48	1	1	0	0	0	0	0	0	0	0	97	
TOTAL		35	1	0	0	39	1	2	0	0	0	0	0	66	1	0	0	1967	21	31	2	3	0	0	0	2043	27	31	10	22	2	0	1	1	0	0	1010	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	0	0	0	1	0	0
0	0	0	0	0	0	0	1
0	0	0	0	1	0	0	3
0	0	1	1	0	0	4	0
0	0	0	0	1	0	0	0
0	0	0	0	0	1	1	0
0	0	1	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0	2	0	0
0	0	3	1	7	5	5	4

Afternoon peak HOURLY COUNTS		1				2				3				4				5				6				7				8				9				TOTAL
		LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.	LV	HV	Bus	Bic.					
12:00	- 13:00	15	1	0	0	12	1	0	0	0	0	0	0	18	0	0	0	538	3	8	1	1	0	0	0	615	9	8	3	6	1	0	0	0	0	0	1240	
12:15	- 13:15	17	1	0	0	12	1	1	0	0	0	0	0	22	1	0	0	546	5	8	0	1	0	0	0	593	6	9	6	5	2	0	0	0	0	0	1236	
12:30	- 13:30	18	1	0	0	15	0	1	0	0	0	0	0	21	1	0	0	548	4	8	0	1	0	0	0	549	7	10	6	9	1	0	0	0	0	0	1200	
12:45	- 13:45	12	0	0	0	13	0	2	0	0	0	0	0	20	1	0	0	534	6	8	0	1	0	0	0	558	3	9	4	9	1	0	0	0	0	0	1181	
13:00	- 14:00	11	0	0	0	12	0	2	0	0	0	0	0	20	1	0	0	547	9	8	0	2	0	0	0	536	4	8	3	7	1	0	0	0	0	0	1171	
13:15	- 14:15	5	0	0	0	14	0	1	0	0	0	0	0	14	0	0	0	567	7	6	0	2	0	0	0	558	4	7	0	7	0	0	0	0	0	0	1192	
13:30	- 14:30	5	0	0	0	10	0	1	0	0	0	0	0	12	0	0	0	533	8	8	0	1	0	0	0	552	5	8	0	5	0	0	1	0	0	0	1149	
13:45	- 14:45	5	0	0	0	10	0	0	0	0	0	0	0	11	0	0	0	529	8	7	0	1	0	0	0	522	7	7	2	5	0	0	1	0	0	0	1115	
14:00	- 15:00	7	0	0	0	9	0	0	0	0	0	0	0	11	0	0	0	505	5	7	0	0	0	0	0	502	9	8	2	7	0	0	1	0	0	0	1073	
14:15	- 15:15	7	0	0	0	5	0	0	0	0	0	0	0	15	0	0	0	449	5	10	0	0	0	0	0	453	11	8	2	6	0	0	1	0	0	0	972	
14:30	- 15:30	6	0	0	0	6	0	0	0	0	0	0	0	15	0	0	0	450	4	8	0	0	0	0	0	450	9	8	3	5	0	0	1	0	0	0	965	
14:45	- 15:45	4	0	0	0	6	0	0	0	0	0	0	0	17	0	0	0	448	3	10	1	0	0	0	0	461	7	8	2	4	0	0	1	0	0	0	972	
15:00	- 16:00	2	0	0	0	6	0	0	0	0	0	0	0	17	0	0	0	377	4	8	1	0	0	0	0	390	5	7	2	2	0	0	1	0	0	0	822	

P1	P2	P3	P4	P5	P6	P7	P8
0	0	1	1	1	1	4	4
0	0	1	1	2	0	4	4
0	0	1	1	2	1	5	3
0	0	2	1	2	1	5	0
0	0	1	0	2	1	1	0
0	0	1	0	1	1	1	0
0	0	1	0	2	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	3	0	0	0
0	0	1	0	3	1	0	0
0	0	1	0	3	1	0	0
0	0	1	0	2	1	0	0
0	0	1	0	1	3	0	0

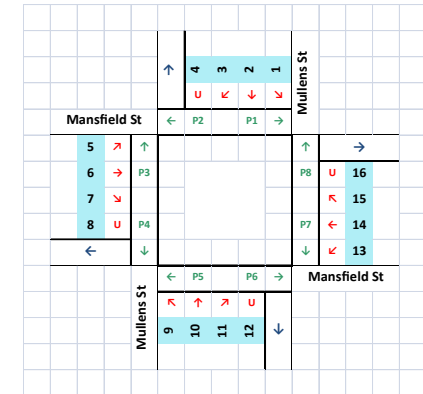
C09 Weekday Mullens Street and Mansfield Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:30 - 6:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00		2	0	0	0	93	5	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 - 7:15		5	1	0	0	77	5	3	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 - 7:30		2	0	0	0	63	1	3	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:30 - 7:45		3	0	0	0	98	5	4	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 - 8:00		6	0	0	0	84	3	6	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:00 - 8:15		1	0	0	0	83	2	6	1	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 - 8:30		8	0	0	0	71	2	6	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 - 8:45		5	0	0	0	134	2	2	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 - 9:00		3	0	0	0	84	3	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 - 9:15		3	0	0	0	80	1	2	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 - 9:30		5	0	0	0	95	1	2	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 - 9:45		6	0	1	0	82	6	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 - 10:00		4	0	0	0	121	4	6	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15		9	0	0	0	64	3	1	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		62	1	1	0	1229	44	50	3	183	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Morning peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
6:30 - 7:30	9	1	0	0	233	11	8	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:30 - 8:00	12	1	0	0	331	18	12	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:00 - 8:30	16	1	0	0	322	24	16	0	54	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:30 - 9:00	12	0	0	0	328	11	19	1	61	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
9:00 - 9:30	18	0	0	0	336	12	22	1	85	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
9:30 - 10:00	20	0	0	0	372	10	20	3	97	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:00 - 10:30	17	0	0	0	372	10	19	3	83	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:30 - 11:00	19	0	0	0	369	9	15	2	75	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
11:00 - 11:30	16	0	0	0	393	8	11	2	49	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11:30 - 12:00	17	0	1	0	341	11	11	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:00 - 12:30	18	0	1	0	378	12	12	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12:30 - 1:00	24	0	1	0	362	14	11	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

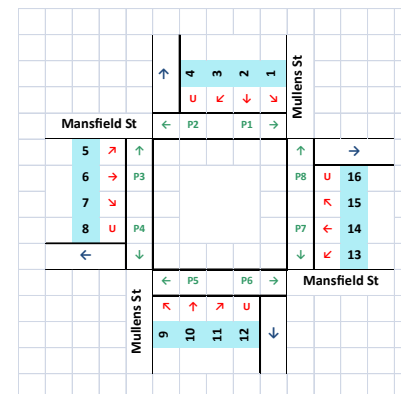
C09 Weekday Mullens Street and Mansfield Street



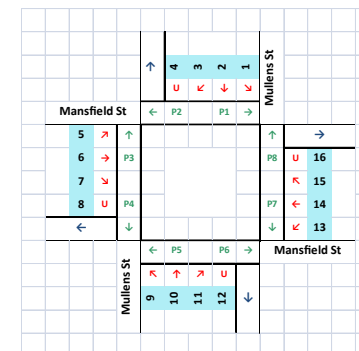
FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
15:30 - 15:45		0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	0
15:45 - 16:00	8	0	0	0	118	0	4	1	8	1	0	0	0	0	0	0	0	0	272	2	0	3	1	0	1	2
16:00 - 16:15	1	0	0	0	96	3	4	1	13	0	0	0	0	0	0	0	0	0	263	0	0	0	0	8	5	1
16:15 - 16:30	3	0	0	0	99	0	3	1	15	2	0	0	0	0	0	0	0	0	283	0	1	1	4	2	1	2
16:30 - 16:45	4	0	0	0	96	1	2	1	14	0	0	0	0	0	0	0	0	0	287	0	0	0	1	7	4	1
16:45 - 17:00	2	0	0	0	112	1	4	1	12	1	0	0	0	0	0	0	0	0	274	2	2	1	0	7	1	0
17:00 - 17:15	0	0	0	0	114	1	3	1	11	0	0	0	0	0	0	0	0	0	310	0	0	1	3	8	2	2
17:15 - 17:30	1	0	0	0	103	0	7	0	4	0	0	0	0	0	0	0	0	0	278	0	0	3	2	5	3	1
17:30 - 17:45	4	0	0	0	105	0	5	0	10	1	0	0	0	0	0	0	0	0	263	0	0	2	2	10	2	2
17:45 - 18:00	1	0	0	0	100	0	6	1	10	1	0	0	0	0	0	0	0	0	293	0	0	1	2	7	4	0
18:00 - 18:15	4	0	0	0	116	0	3	1	6	0	0	0	0	0	0	0	0	0	259	0	0	5	3	7	3	0
18:15 - 18:30	1	0	0	0	77	0	2	1	1	0	0	0	0	0	0	0	0	0	152	0	0	0	2	8	2	3
TOTAL	29	0	0	0	1137	7	43	9	104	6	0	1	3	0	0	0	0	0	2963	5	3	17	17	71	29	11

Afternoon peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
15:30 - 16:30	12	0	0	0	314	4	11	3	36	3	0	0	1	0	0	0	0	0	847	3	1	4	2	12	8	4
16:30 - 17:00	16	0	0	0	403	4	13	4	50	3	0	0	1	0	0	0	0	0	1105	2	1	4	3	19	12	5
17:00 - 17:30	10	0	0	0	397	3	13	4	54	3	0	0	1	0	0	0	0	0	1107	2	3	2	2	25	12	3
17:30 - 17:45	9	0	0	0	415	3	12	4	52	3	0	0	0	0	0	0	0	0	1154	2	3	3	5	26	9	2
17:45 - 18:00	7	0	0	0	425	3	16	3	41	1	0	0	0	0	0	0	0	0	1149	2	2	5	6	27	10	2
18:00 - 18:15	7	0	0	0	434	2	19	2	37	2	0	0	0	0	0	0	0	0	1125	2	2	7	7	30	8	3
18:15 - 18:30	6	0	0	0	422	1	21	2	35	2	0	0	0	0	0	0	0	0	1144	0	0	7	9	30	11	3
18:30 - 18:45	10	0	0	0	424	0	21	2	30	2	0	0	0	0	0	0	0	0	1093	0	0	11	9	29	12	3
18:45 - 19:00	10	0	0	0	398	0	16	3	27	2	0	0	0	0	0	0	0	0	967	0	0	8	9	32	11	5

C09 Weekend Mullens Street and Mansfield Street

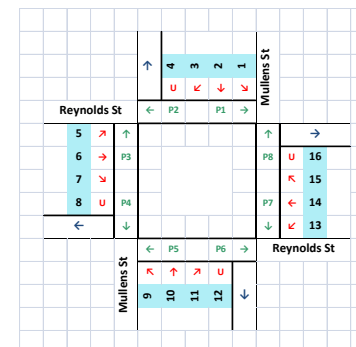
[illegible]

C09 Weekend Mullens Street and Mansfield Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
12:00 - 12:15	8	0	0	0	104	1	3	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	7	0	0	0	126	1	1	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	4	0	0	0	141	1	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	1	0	0	0	112	0	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	5	1	0	0	119	2	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	5	0	0	0	130	1	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	3	0	0	0	130	2	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	4	0	0	0	115	2	2	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	4	0	0	0	135	2	1	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	104	2	3	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	3	0	0	0	121	1	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	4	0	0	0	106	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	1	0	0	0	78	0	3	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	114	1	2	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	125	1	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	3	0	0	0	76	1	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	54	1	0	0	1836	18	32	1	149	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 13:00	20	0	0	0	483	3	8	1	49	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	17	1	0	0	498	4	8	0	45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	15	1	0	0	502	4	8	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	14	1	0	0	491	5	8	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	17	1	0	0	494	7	8	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	16	0	0	0	530	7	6	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	13	0	0	0	484	8	6	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	13	0	0	0	475	7	7	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	13	0	0	0	466	5	7	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	10	0	0	0	409	3	9	0	35	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	8	0	0	0	419	2	8	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	5	0	0	0	423	2	10	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	4	0	0	0	393	3	9	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	112	3	0	0	3662	36	64	1	298	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

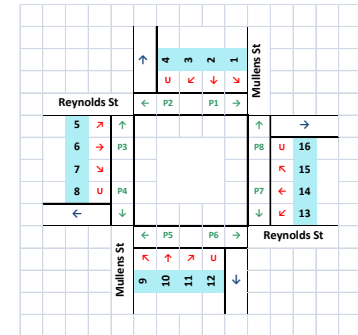
C10 Weekday Mullens Street and Reynolds Street



FROM	TO	1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		TOTAL	P1	P2	P3	P4	P5	P6	P7	P8				
		LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic										LV	HV	Bus	Bic
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 - 6:45	5	1	0	0	79	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 - 7:00	5	0	0	81	4	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 - 7:15	2	0	0	83	4	4	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 - 7:30	4	0	0	55	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 - 7:45	1	1	0	96	5	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 - 8:00	3	0	0	72	2	7	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 - 8:15	1	0	0	84	2	5	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 - 8:30	2	0	0	89	2	8	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 - 8:45	4	0	0	117	4	3	3	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 - 9:00	3	0	0	90	2	3	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 - 9:15	4	0	0	82	2	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 - 9:30	3	0	0	71	1	2	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 - 9:45	3	0	0	89	5	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	35	2	0	0	1088	38	49	6	123	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Morning peak		1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		TOTAL	P1	P2	P3	P4	P5	P6	P7	P8					
HOURLY COUNT	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV										HV	Bus	Bic		
6:00 - 7:00	5	1	0	0	160	9	4	1	10	2	0	1	0	0	0	6	0	0	0	0	153	7	6	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 7:15	7	1	0	0	243	13	8	1	14	3	0	1	0	0	0	20	0	0	0	0	259	10	8	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 - 7:30	11	1	0	0	298	13	12	1	21	3	0	1	0	0	0	40	0	0	0	0	363	11	12	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 - 7:45	12	1	0	0	315	13	14	0	18	2	0	1	0	0	0	59	0	0	0	0	386	9	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 - 8:00	11	1	0	0	306	11	19	0	31	1	0	0	0	0	0	69	0	0	0	0	431	12	14	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 - 8:15	9	1	0	0	307	20	20	0	41	0	0	0	0	0	0	75	0	0	0	0	435	11	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 - 8:30	11	1	0	0	307	20	20	0	41	0	0	0	0	0	0	75	0	0	0	0	435	11	15	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 - 8:45	10	0	0	0	362	10	22	0	61	0	0	0	0	0	0	116	0	0	0	0	438	16	13	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 - 9:00	10	0	0	0	380	10	19	2	56	0	0	0	0	0	0	120	0	0	0	0	427	16	15	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 - 9:15	13	0	0	0	378	10	38	3	53	0	0	0	0	0	0	112	0	0	0	0	438	18	17	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 - 9:30	14	0	0	0	360	9	12	4	48	0	0	0	0	0	0	87	0	0	0	0	428	17	15	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 - 9:45	13	0	0	0	332	10	22	3	37	0	0	0	0	0	0	52	1	0	0	0	446	18	18	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

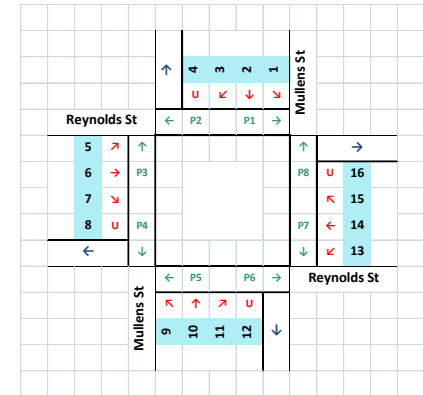
C10 Weekday Mullens Street and Reynolds Street



FROM	TO	1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		TOTAL	P1	P2	P3	P4	P5	P6	P7	P8						
		LV	HV	BUS	BIC	LV	HV	BUS	BIC	LV	HV	BUS	BIC	LV	HV	BUS	BIC	LV	HV	BUS	BIC	LV	HV	BUS	BIC	LV	HV	BUS	BIC	LV	HV	BUS	BIC										LV	HV	BUS	BIC		
16:30 - 16:45	6	0	0	0	71	1	2	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	2	4							
16:45 - 17:00	5	0	0	0	88	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	11	4						
17:00 - 17:15	5	0	0	110	1	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	8							
17:15 - 17:30	10	0	0	102	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	13	4					
17:30 - 17:45	4	0	0	88	2	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	5							
17:45 - 18:00	4	0	0	96	0	5	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6							
18:00 - 18:15	4	0	0	93	0	5	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	13	4			
18:15 - 18:30	4	0	0	118	2	3	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	14	2			
18:30 - 18:45	4	0	0	90	0	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	3						
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
TOTAL	46	0	0	856	6	29	7	94	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27	12	0	1	87	40

Afternoon peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
16:30 - 17:30	26	0	0	371	2	10	3	49	0	0	0	0	0	0	0	0	1067	0	4	6	3	0	1	28	20
16:45 - 17:45	24	0	0	388	3	12	2	51	0	0	0	0	0	0	0	0	1096	0	2	5	3	0	1	43	21
17:00 - 18:00	23	0	0	396	3	12	2	58	0	0	0	0	0	0	0	0	1096	0	2	4	6	0	1	38	23
17:15 - 18:15	22	0	0	379	2	12	2	37	0	0	0	0	0	0	0	0	1005	0	2	15	7	0	1	45	19
17:30 - 18:30	16	0	0	395	4	17	3	40	0	0	0	0	0	0	0	0	980	0	0	19	2	0	0	50	17
17:45 - 18:45	16	0	0	397	2	15	4	36	0	0	0	0	0	0	0	0	940	0	1	20	7	0	0	42	15
18:00 - 19:00	12	0	0	301	2	10	3	29	0	0	0	0	0	0	0	0	681	0	1	17	3	0	0	36	9

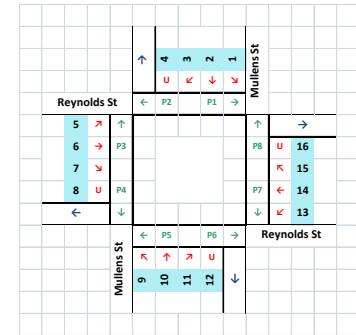
C10 Weekend Mullens Street and Reynolds Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
7:00 - 7:15		2	0	0	0	18	2	0	0	3	0	0	0	0	0	0	0	73	0	0	4	0	3	0	1	4
7:15 - 7:30		1	0	0	0	42	0	0	2	5	0	0	0	0	0	0	0	114	0	0	1	3	3	0	0	0
7:30 - 7:45		1	0	0	0	51	1	0	1	4	0	0	0	0	0	0	0	147	0	0	3	1	1	3	5	0
7:45 - 8:00		0	0	0	0	67	2	1	2	3	0	0	0	0	0	0	0	187	0	0	1	4	2	4	2	4
8:00 - 8:15		1	0	0	0	56	1	2	0	3	1	0	0	0	0	0	0	167	1	0	2	6	2	3	4	1
8:15 - 8:30		3	0	0	0	66	0	2	0	6	0	0	0	0	0	0	0	180	2	3	2	4	5	7	2	2
8:30 - 8:45		3	0	0	0	72	2	3	0	3	0	0	0	0	0	0	0	205	0	0	2	5	6	5	6	4
8:45 - 9:00		5	0	0	0	95	1	0	0	9	0	0	0	0	0	0	0	234	0	0	1	2	3	3	2	0
9:00 - 9:15		4	0	0	0	91	0	3	0	8	0	0	0	0	0	0	0	242	0	1	1	3	6	9	1	7
9:15 - 9:30		4	0	0	0	109	3	2	1	6	0	0	0	0	0	0	0	270	0	0	3	0	6	0	4	3
9:30 - 9:45		8	0	0	0	125	2	1	1	7	0	0	0	0	0	0	0	331	0	0	4	6	10	6	6	8
9:45 - 10:00		7	0	0	0	132	1	4	0	10	1	0	0	0	0	0	0	315	0	1	6	3	13	8	7	1
10:00 - 10:15		8	0	0	0	114	0	1	1	15	0	0	0	0	0	0	0	318	0	0	2	5	1	6	2	2
10:15 - 10:30		4	0	0	0	120	2	3	0	15	0	0	0	0	0	0	0	368	1	1	0	2	5	5	5	2
10:30 - 10:45		11	0	0	0	102	1	2	0	17	0	0	0	0	0	0	0	309	0	2	5	1	4	6	3	4
10:45 - 11:00		6	0	0	0	128	0	1	0	15	0	0	0	0	0	0	0	337	0	0	0	1	2	12	2	5
11:00 - 11:15		4	0	0	0	95	0	3	0	16	0	0	0	0	0	0	0	278	0	1	8	6	13	7	12	5
11:15 - 11:30		4	0	0	0	107	2	1	0	8	1	0	0	0	0	0	0	309	1	1	5	3	14	8	4	1
11:30 - 11:45		5	0	0	0	96	2	2	0	12	0	0	0	0	0	0	0	281	0	0	0	4	11	7	5	6
11:45 - 12:00		9	0	0	0	117	0	1	0	12	0	0	0	0	0	0	0	300	0	0	2	3	16	4	11	4
TOTAL		90	0	0	0	1803	22	32	8	177	9	0	1	1	0	0	0	4966	5	11	55	60	128	106	184	63

FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
7:00 - 8:00		4	0	0	0	178	5	1	5	15	0	0	0	0	0	0	0	521	0	1	12	6	11	10	8	8
7:15 - 8:15		3	0	0	0	216	4	3	5	15	1	0	0	0	0	0	0	615	1	1	10	12	10	13	11	5
7:30 - 8:30		5	0	0	0	240	4	5	3	16	1	0	0	0	0	0	0	681	3	4	11	13	12	17	13	7
7:45 - 8:45		7	0	0	0	261	5	8	2	15	1	0	0	0	0	0	0	740	3	4	10	17	17	19	14	11
8:00 - 9:00		12	0	0	0	289	4	7	0	21	1	0	0	0	0	0	0	787	3	3	7	16	16	18	14	7
8:15 - 9:15		15	0	0	0	324	3	8	0	26	0	0	0	0	0	0	0	862	2	4	6	14	20	24	11	13
8:30 - 9:30		16	0	0	0	367	6	8	1	26	0	0	0	0	0	0	0	952	0	1	7	10	21	17	13	14
8:45 - 9:45		21	0	0	0	420	6	6	2	30	0	0	0	0	0	0	0	1077	0	1	9	11	25	18	13	18
9:00 - 10:00		23	0	0	0	457	6	10	2	31	1	0	0	0	0	0	0	1158	0	2	14	12	35	23	18	19
9:15 - 10:15		27	0	0	0	480	6	8	3	38	1	0	0	0	0	0	0	1294	0	1	15	14	30	20	19	14
9:30 - 10:30		27	0	0	0	491	5	9	2	47	1	0	0	0	0	0	0	1332	1	2	12	16	29	25	20	13
9:45 - 10:45		30	0	0	0	468	4	10	1	57	1	0	0	0	0	0	0	1310	1	4	13	11	23	25	17	9
10:00 - 11:00		29	0	0	0	464	3	7	1	62	0	0	0	0	0	0	0	1332	1	3	7	9	12	29	12	13
10:15 - 11:15		25	0	0	0	445	3	9	0	63	0	0	0	0	0	0	0	1292	1	4	13	10	24	30	22	16
10:30 - 11:30		25	0	0	0	432	3	7	0	56	1	0	0	0	0	0	0	1233	1	4	18	11	33	33	21	15
10:45 - 11:45		19	0	0	0	426	4	7	0	51	1	0	0	0	0	0	0	1205	1	2	13	14	40	34	23	17
11:00 - 12:00		22	0	0	0	415	4	7	0	48	1	0	0	0	0	0	0	1168	1	2	15	16	54	26	32	16

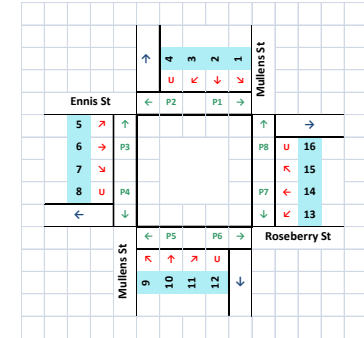
C10 Weekend Mullens Street and Reynolds Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8																	
12:00 - 12:15		5	0	0	1	110	0	3	0	9	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	307	0	2	5	0	17	7	3	6								
12:15 - 12:30		3	0	0	0	114	2	2	0	13	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	338	0	0	3	1	3	5	1	5								
12:30 - 12:45		10	0	0	0	133	1	2	0	12	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	324	1	5	13	0	9	5	7	3								
12:45 - 13:00		5	0	0	0	110	0	2	0	16	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	315	0	4	1	1	6	5	0	4								
13:00 - 13:15		6	0	0	0	110	2	2	0	16	0	0	0	0	0	0	0	23	1	0	1	12	0	0	0	0	295	2	4	9	5	12	4	3	6								
13:15 - 13:30		6	0	0	0	114	1	3	0	12	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	301	2	4	9	6	24	8	30	1								
13:30 - 13:45		5	0	0	0	125	3	1	0	15	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	309	1	4	14	7	8	11	1	1								
13:45 - 14:00		8	0	0	0	117	2	3	0	9	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	300	0	10	8	17	7	7	3	0								
14:00 - 14:15		6	0	0	0	109	2	1	0	25	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	305	0	4	4	3	8	3	6	4								
14:15 - 14:30		8	0	0	0	103	2	2	0	14	0	0	0	0	0	0	0	22	1	0	0	0	0	0	0	0	289	1	7	3	4	14	13	5	0								
14:30 - 14:45		5	0	0	0	93	2	3	0	12	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	245	1	5	1	2	9	3	10	2								
TOTAL		67	0	0	1	1238	17	24	0	153	0	0	0	0	0	0	0	4	0	0	0	179	3	0	1	97	0	0	0	0	0	0	0	0	8294	8	49	70	44	117	71	49	32

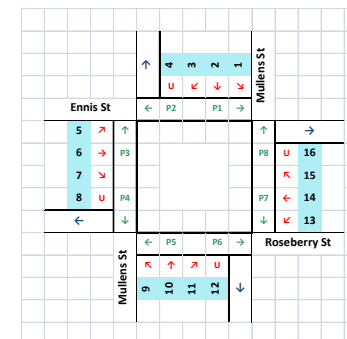
Afternoon peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8																																	
12:00 - 13:00	23	0	0	1	467	3	9	0	50	0	0	0	0	0	0	0	61	1	0	0	39	0	0	0	23	0	0	1	0	0	0	0	24	0	0	538	9	8	2	4	0	0	0	0	0	0	0	0	1284	1	11	22	2	35	22	11	18	
12:15 - 13:15	24	0	0	0	467	5	8	0	57	0	0	0	0	0	0	0	67	2	0	1	39	0	0	0	21	0	0	1	0	0	0	0	27	0	0	566	7	9	2	4	0	0	0	0	0	0	0	0	0	1272	3	13	26	5	30	19	11	18
12:30 - 13:30	27	0	0	0	467	4	9	0	56	0	0	0	0	0	0	0	67	2	0	1	34	0	0	0	38	0	0	1	0	0	0	0	29	0	0	471	5	10	2	5	0	0	0	0	0	0	0	0	0	1235	5	17	32	13	51	22	20	14
12:45 - 13:45	22	0	0	0	459	6	8	0	59	0	0	0	0	0	0	0	70	1	0	1	36	0	0	0	38	0	0	0	0	0	0	0	26	0	0	472	4	9	0	4	0	0	0	0	0	0	0	0	0	1220	5	16	33	17	50	28	14	12
13:00 - 14:00	25	0	0	0	466	8	9	0	52	0	0	0	0	0	0	0	69	1	0	1	40	0	0	0	36	0	0	0	0	0	0	0	33	0	0	1	448	4	8	0	3	0	0	0	0	0	0	0	0	1205	5	22	40	33	51	30	17	8
13:15 - 14:15	25	0	0	0	465	8	8	0	61	0	0	0	0	0	0	0	64	0	0	0	34	0	0	0	36	0	0	0	0	0	0	0	27	0	0	1	473	3	7	0	3	0	0	0	0	0	0	0	0	1215	3	22	35	33	47	29	20	6
13:30 - 14:30	27	0	0	0	454	9	7	0	63	0	0	0	0	0	0	0	68	1	0	0	33	0	0	0	34	0	0	0	0	0	0	0	25	0	0	1	466	3	8	0	1	0	0	0	0	0	0	0	0	1203	2	25	29	31	37	34	15	5
13:45 - 14:45	27	0	0	0	422	8	9	0	60	0	0	0	0	0	0	0	62	1	0	0	32	0	0	0	33	0	0	0	0	0	0	0	24	0	0	1	444	5	7	2	2	0	0	0	0	0	0	0	0	1139	2	26	16	25	38	26	24	6

C11 Weekday Mullens Street and Roseberry Street



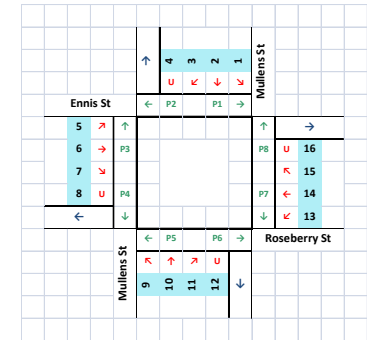
FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:30 - 6:45	0	0	0	0	31	1	0	0	0	0	0	0	0	0	0	0	0	80	1	0	0	0	1	0	0	1
6:45 - 7:00	1	0	0	0	87	6	2	0	3	0	0	0	0	0	0	0	0	190	0	0	0	1	0	1	3	1
7:00 - 7:15	3	0	0	0	80	5	4	0	1	0	0	0	0	0	0	0	0	213	0	0	5	1	0	0	3	1
7:15 - 7:30	2	0	0	0	62	1	4	0	0	0	0	0	0	0	0	0	0	200	0	0	5	0	1	1	1	3
7:30 - 7:45	1	0	0	0	81	4	4	0	1	0	0	0	0	0	0	0	0	224	0	0	2	1	0	1	1	1
7:45 - 8:00	1	0	0	0	78	3	5	0	2	0	0	0	0	0	0	0	0	238	0	0	7	2	0	0	6	2
8:00 - 8:15	5	0	0	0	77	2	7	1	3	0	0	0	0	0	0	0	0	250	3	1	3	1	0	0	3	3
8:15 - 8:30	1	0	0	0	58	2	6	0	0	0	0	0	0	0	0	0	0	232	0	2	8	2	0	0	2	3
8:30 - 8:45	3	0	0	0	132	6	3	0	7	0	0	0	0	0	0	0	0	311	0	1	1	6	0	5	2	4
8:45 - 9:00	2	0	0	0	91	3	3	0	7	1	0	0	0	0	0	0	0	258	0	0	2	7	0	0	0	2
9:00 - 9:15	0	0	0	0	87	1	4	0	3	0	0	0	0	0	0	0	0	248	1	0	2	4	0	0	1	1
9:15 - 9:30	0	0	0	0	82	2	2	1	3	0	0	0	0	0	0	0	0	209	1	0	4	2	0	0	1	2
9:30 - 9:45	0	0	0	0	77	2	0	0	2	0	0	0	0	0	0	0	0	215	1	0	7	2	0	1	2	0
9:45 - 10:00	2	1	0	0	106	3	5	0	2	0	0	0	0	0	0	0	0	245	0	0	1	2	0	1	2	2
10:00 - 10:15	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
TOTAL	21	1	0	0	1133	41	49	2	34	2	0	0	1	0	0	0	0	3120	7	4	47	31	2	10	27	26
Morning peak																										
HOURLY COUNTS																										
6:30 - 7:30	6	0	0	0	260	13	10	0	4	1	0	0	0	0	0	0	0	683	1	0	10	2	2	7	6	
6:45 - 7:45	7	0	0	0	310	16	14	0	5	0	0	0	0	0	0	0	0	827	0	0	12	3	1	3	8	
7:00 - 8:00	7	0	0	0	301	13	17	0	4	0	0	0	0	0	0	0	0	875	0	0	19	4	1	2	11	
7:15 - 8:15	9	0	0	0	298	10	20	1	6	0	0	0	0	0	0	0	0	912	3	1	17	4	1	2	11	
7:30 - 8:30	8	0	0	0	294	11	22	1	6	0	0	0	0	0	0	0	0	944	3	3	20	6	0	1	12	
7:45 - 8:45	10	0	0	0	345	13	23	1	12	0	0	0	0	0	0	0	0	1031	3	4	19	11	0	5	13	
8:00 - 9:00	11	0	0	0	358	13	19	1	17	1	0	0	0	0	0	0	0	1051	3	4	14	16	0	5	12	
8:15 - 9:15	6	0	0	0	368	12	16	0	17	1	0	0	0	0	0	0	0	1049	1	3	13	19	0	5	10	
8:30 - 9:30	5	0	0	0	392	12	12	1	20	1	0	0	0	0	0	0	0	1026	2	1	9	19	0	5	9	
8:45 - 9:45	2	0	0	0	337	8	9	1	15	1	0	0	0	0	0	0	0	930	3	0	15	15	0	1	4	
9:00 - 10:00	2	1	0	0	352	8	11	1	10	0	0	0	0	0	0	0	0	917	3	0	14	10	0	2	6	
9:15 - 10:15	2	1	0	0	269	7	7	1	7	0	0	0	0	0	0	0	0	676	2	0	12	6	0	2	5	

C11 Weekday Mullens Street and Roseberry Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
16:30 - 16:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00		3	0	0	0	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15		5	0	0	0	309	1	4	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30		0	0	0	0	111	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45		3	0	0	0	85	2	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00		3	0	0	0	104	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15		4	0	0	0	92	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30		3	0	0	0	110	2	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45		1	0	0	0	53	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		22	0	0	0	707	5	30	6	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 17:30		8	0	0	0	263	1	10	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:45		11	0	0	0	348	3	16	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 18:00		11	0	0	0	409	3	20	2	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 18:15		10	0	0	0	392	2	21	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 18:30		13	0	0	0	391	4	19	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:45		11	0	0	0	359	2	14	5	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

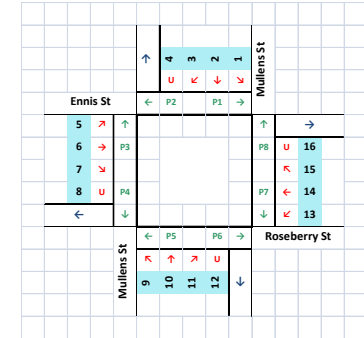
C11 Weekend Mullens Street and Roseberry Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
7:00 - 7:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	1	0	0	0	1	0
7:15 - 7:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	0	0	1	2	0	0	1	0
7:30 - 7:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	0	0	2	5	0	1	5	0
7:45 - 8:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	1	0	3	1	0	0	0	2
8:00 - 8:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	0	1	3	6	0	1	2	2
8:15 - 8:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	2	0	2	0	1	0	6	2
8:30 - 8:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	0	0	0	3	1	1	1	2
8:45 - 9:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205	0	0	2	4	0	1	0	1
9:00 - 9:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	0	1	1	6	0	3	1	6
9:15 - 9:30		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	0	3	9	2	0	0	5	2
9:30 - 9:45		5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	303	0	2	5	6	0	2	0	3
9:45 - 10:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	0	0	13	12	0	0	1	0
10:00 - 10:15		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	0	0	3	2	0	1	2	3
10:15 - 10:30		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334	0	0	1	4	0	0	2	2
10:30 - 10:45		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265	0	0	1	6	2	0	4	4
10:45 - 11:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	283	0	0	8	4	2	1	2	3
11:00 - 11:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253	0	0	8	7	0	0	8	3
11:15 - 11:30		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	291	0	0	0	3	0	0	5	0
11:30 - 11:45		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	0	0	5	3	0	0	7	1
11:45 - 12:00		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	2	0	7	6	0	0	3	7
TOTAL		27	0	0	0	1799	22	32	6	45	0	0	1	2	0	0	0	4353	5	7	75	80	4	11	56	47

FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
7:00 - 8:00		1	0	0	0	169	3	1	3	1	0	0	0	2	0	0	0	429	1	0	7	8	0	1	7	2
7:15 - 8:15		1	0	0	0	222	3	3	3	2	0	0	1	2	0	0	0	552	1	1	9	14	0	2	8	4
7:30 - 8:30		1	0	0	0	243	3	5	3	3	0	0	1	2	0	0	0	610	3	1	10	12	1	2	13	6
7:45 - 8:45		1	0	0	0	267	4	8	2	2	0	0	1	0	0	0	0	661	3	1	8	10	2	2	9	8
8:00 - 9:00		1	0	0	0	301	3	7	0	3	0	0	1	0	0	0	0	696	2	1	7	13	2	3	9	7
8:15 - 9:15		1	0	0	0	335	3	8	0	4	0	0	0	0	0	0	0	766	2	1	5	13	2	5	8	11
8:30 - 9:30		3	0	0	0	384	5	8	1	5	0	0	0	0	0	0	0	848	0	4	12	15	1	5	7	11
8:45 - 9:45		8	0	0	0	426	4	6	2	8	0	0	0	0	0	0	0	966	0	6	17	18	0	6	6	12
9:00 - 10:00		7	0	0	0	438	1	10	2	9	0	0	0	0	0	0	0	1037	0	6	28	26	0	3	7	11
9:15 - 10:15		9	0	0	0	477	1	8	3	8	0	0	0	0	0	0	0	1078	0	5	30	22	0	3	8	8
9:30 - 10:30		13	0	0	0	482	6	9	2	15	0	0	0	0	0	0	0	1178	0	2	22	24	0	3	5	8
9:45 - 10:45		12	0	0	0	465	8	10	1	18	0	0	0	0	0	0	0	1140	0	0	23	20	0	1	9	9
10:00 - 11:00		12	0	0	0	453	6	7	1	19	0	0	0	0	0	0	0	1147	0	0	18	12	2	2	10	12
10:15 - 11:15		10	0	0	0	436	6	9	0	20	0	0	0	0	0	0	0	1135	0	0	23	17	2	1	16	12
10:30 - 11:30		5	0	0	0	433	6	7	0	17	0	0	0	0	0	0	0	1092	0	0	22	16	2	1	19	10
10:45 - 11:45		4	0	0	0	419	5	7	0	12	0	0	0	0	0	0	0	1051	0	0	16	19	2	1	22	11
11:00 - 12:00		6	0	0	0	418	5	7	0	13	0	0	0	0	0	0	0	1044	2	0	15	21	0	0	23	15

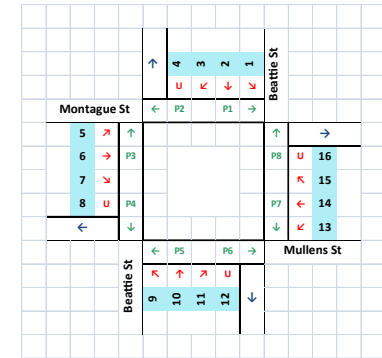
C11 Weekend Mullens Street and Roseberry Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8									
12:00 - 12:15	2	0	0	0	115	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	286	0	0	9	6	0	4	0	0
12:15 - 12:30	2	0	0	0	118	2	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	305	0	0	7	1	0	0	3	8
12:30 - 12:45	0	0	0	138	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299	1	0	6	0	0	0	0	1
12:45 - 13:00	1	0	0	102	0	2	1	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	267	0	0	2	2	0	0	3	2
13:00 - 13:15	4	0	0	61	0	1	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	140	0	0	2	4	0	1	3	2
13:15 - 13:30	2	0	0	123	1	3	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	268	1	0	4	11	0	0	4	6
13:30 - 13:45	5	0	0	126	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	276	0	0	7	3	0	0	6	2
13:45 - 14:00	2	0	0	109	1	2	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	247	1	1	4	8	0	2	4	4
14:00 - 14:15	2	0	0	113	2	1	0	4	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	264	1	1	5	3	0	0	5	7
14:15 - 14:30	1	0	0	108	2	1	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	255	0	0	4	4	0	3	3	3
14:30 - 14:45	1	0	0	90	3	2	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	224	0	0	2	3	0	0	7	1
14:45 - 15:00	0	0	0	91	0	1	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	213	0	0	7	4	0	0	2	12
15:00 - 15:15	0	0	0	69	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	195	0	0	2	2	0	0	4	1
15:15 - 15:30	0	0	0	77	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	0	0	1	5	0	0	1	2
TOTAL	22	0	0	1440	15	26	2	37	0	0	2	0	0	0	15	0	0	0	11	0	0	0	9	0	0	0	7759	4	2	62	56	0	10	45	51

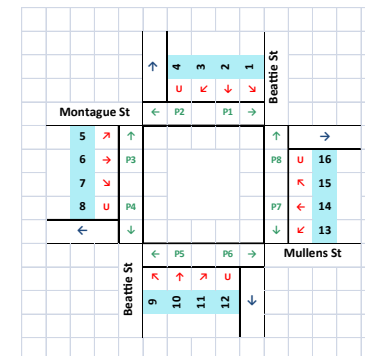
Afternoon peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8										
12:00 - 13:00	5	0	0	473	3	7	1	11	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1157	1	0	24	9	0	4	6	11
12:15 - 13:15	7	0	0	419	3	7	1	12	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1011	1	0	17	7	0	1	9	13
12:30 - 13:30	7	0	0	424	2	8	1	12	0	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	974	2	0	14	17	0	1	10	11
12:45 - 13:45	12	0	0	412	4	8	1	10	0	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	951	1	0	15	20	0	1	16	12
13:00 - 14:00	13	0	0	419	5	8	0	11	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	931	2	1	17	26	0	3	17	14
13:15 - 14:15	11	0	0	471	7	8	0	10	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1055	3	2	20	25	0	2	19	19
13:30 - 14:30	10	0	0	456	8	6	1	11	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1042	2	2	20	18	0	5	18	16
13:45 - 14:45	6	0	0	420	8	6	1	12	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	990	2	2	15	18	0	5	19	15
14:00 - 15:00	4	0	0	402	7	5	1	11	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	956	1	1	18	14	0	3	17	23
14:15 - 15:15	2	0	0	358	5	7	1	8	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	887	0	0	15	13	0	3	16	17
14:30 - 15:30	1	0	0	327	3	7	0	8	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	799	0	0	12	14	0	0	14	16

C12 Weekday Beattie Street and Montague Street



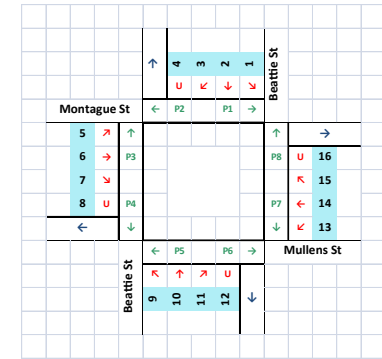
FROM	TO	1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16		TOTAL	P1	P2	P3	P4	P5	P6	P7	P8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
		LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus	Bic	LV	Bus										Bic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

C12 Weekday Beattie Street and Montague Street



FROM	TO	1		2		3		4		5		6		7		8		9		10		11		12		13		14		15		16	TOTAL	P1	P2	P3	P4	P5	P6	P7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV										Bus	Bic	LV	HV	Bus	Bic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

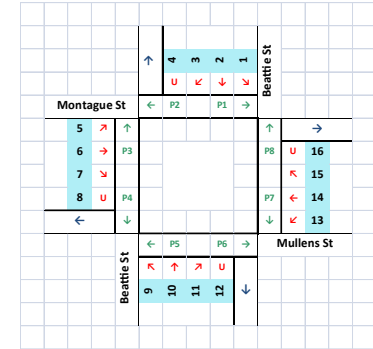
C12 Weekend Beattie Street and Montague Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:00 - 6:15		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00		13	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15		13	1	0	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30		14	0	0	0	13	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45		23	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00		25	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15		27	1	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30		26	0	0	1	16	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45		26	0	0	0	22	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00		30	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15		30	0	0	0	28	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30		27	0	0	0	26	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45		40	0	0	0	23	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00		31	0	0	0	26	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15		39	0	0	0	21	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30		41	2	0	0	34	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45		35	0	0	0	31	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00		49	0	0	0	41	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15		38	0	0	0	31	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30		42	0	0	0	14	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45		41	0	0	0	26	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00		35	0	0	0	32	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		658	7	0	1	485	3	0	5	73	1	0	0	6	0	0	0	62	2	0	0	0	0	0	0	0

Morning peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
6:00 - 7:00	26	3	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	200	2	3	0	0	0	1	0	0
6:15 - 7:15	39	4	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	307	4	7	0	0	2	1	0	0
6:30 - 7:30	53	4	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	438	4	8	0	0	2	1	0	0
6:45 - 7:45	63	2	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	520	4	11	0	0	3	1	0	0
7:00 - 8:00	75	1	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	622	4	11	0	0	7	0	1	0
7:15 - 8:15	89	1	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	719	2	10	0	0	7	2	1	0
7:30 - 8:30	101	1	0	0	69	0	0	0	0	0	0	0	0	0	0	0	0	794	3	15	0	0	17	2	2	0
7:45 - 8:45	104	1	0	0	78	1	0	0	0	0	0	0	0	0	0	0	0	879	4	22	0	0	24	3	2	0
8:00 - 9:00	109	1	0	0	84	1	0	0	0	0	0	0	0	0	0	0	0	931	3	20	0	0	23	6	1	0
8:15 - 9:15	112	0	0	0	89	1	0	0	0	0	0	0	0	0	0	0	0	1021	5	18	0	0	21	8	1	0
8:30 - 9:30	113	0	0	0	103	1	0	0	0	0	0	0	0	0	0	0	0	1138	4	15	0	0	14	16	0	0
8:45 - 9:45	127	0	0	0	104	0	0	0	0	0	0	0	0	0	0	0	0	1255	2	5	0	0	6	16	1	0
9:00 - 10:00	128	0	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	1345	2	4	0	0	3	14	1	0
9:15 - 10:15	137	0	0	0	96	1	0	0	0	0	0	0	0	0	0	0	0	1412	3	6	0	0	7	12	1	0
9:30 - 10:30	151	2	0	0	104	2	0	0	0	0	0	0	0	0	0	0	0	1508	3	9	0	0	9	4	1	0
9:45 - 10:45	144	2	0	0	112	2	0	0	0	0	0	0	0	0	0	0	0	1520	3	11	0	0	9	15	0	0
10:00 - 11:00	144	2	0	0	117	2	0	0	0	0	0	0	0	0	0	0	0	1567	3	16	0	0	13	14	0	0
10:15 - 11:15	163	2	0	0	137	1	0	0	0	0	0	0	0	0	0	0	0	1564	3	22	0	0	14	14	0	0
10:30 - 11:30	164	0	0	0	117	0	0	0	0	0	0	0	0	0	0	0	0	1508	3	17	0	0	16	22	0	0
10:45 - 11:45	170	0	0	0	112	0	0	0	0	0	0	0	0	0	0	0	0	1472	7	16	0	0	30	12	3	0
11:00 - 12:00	156	0	0	0	113	0	0	0	0	0	0	0	0	0	0	0	0	1455	8	12	0	0	34	18	3	0

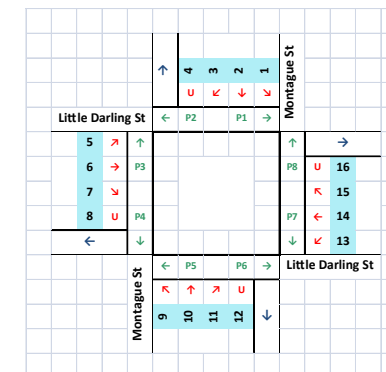
C12 Weekend Beattie Street and Montague Street



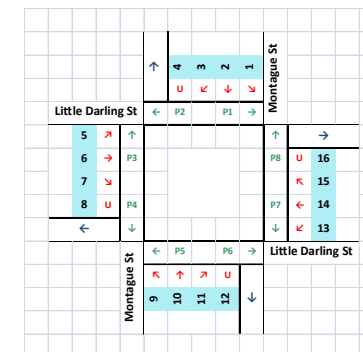
FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
12:00 - 12:15	47	1	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	372	3	1	0	0	0	2	1	0
12:15 - 12:30	36	1	0	0	28	1	0	1	7	0	0	0	0	0	0	0	0	422	2	4	0	0	0	2	11	0
12:30 - 12:45	35	1	0	0	27	0	0	0	9	0	0	0	0	0	0	0	0	384	1	0	0	0	0	11	1	0
12:45 - 13:00	53	0	0	0	19	0	0	0	4	0	0	0	0	0	0	0	0	461	1	5	0	0	0	9	7	0
13:00 - 13:15	20	0	0	0	34	2	0	0	11	0	0	0	0	0	0	0	0	244	0	1	0	0	1	3	3	0
13:15 - 13:30	45	1	0	0	40	0	0	4	1	0	0	0	0	0	0	0	0	360	0	1	0	0	17	3	0	
13:30 - 13:45	39	0	0	0	20	0	0	0	4	0	0	0	0	0	0	0	0	351	6	3	0	0	6	4	0	0
13:45 - 14:00	29	0	0	0	23	0	0	0	3	0	0	0	0	0	0	0	0	353	2	0	0	0	10	7	0	0
14:00 - 14:15	31	0	0	0	31	0	0	0	4	0	0	0	0	0	0	0	0	329	1	2	0	0	8	15	0	0
14:15 - 14:30	39	1	0	0	32	0	0	0	8	0	0	0	0	0	0	0	0	330	1	2	0	0	1	5	0	0
14:30 - 14:45	38	0	0	0	34	0	0	0	2	0	0	0	0	0	0	0	0	301	0	2	0	0	7	1	0	0
14:45 - 15:00	37	1	0	0	26	0	0	1	1	0	0	0	0	0	0	0	0	311	0	1	0	0	6	18	0	0
15:00 - 15:15	38	0	0	0	33	0	0	0	4	0	0	0	0	0	0	0	0	291	5	1	0	0	4	8	0	0
15:15 - 15:30	39	0	0	0	23	0	0	0	1	0	0	0	0	0	0	0	0	311	1	6	0	0	13	3	0	0
15:30 - 15:45	27	0	0	0	49	1	0	0	8	0	0	0	0	0	0	0	0	341	1	0	0	0	8	1	1	0
15:45 - 16:00	46	0	0	0	34	0	0	0	10	1	0	0	0	0	0	0	0	321	1	1	0	0	2	2	0	0
16:00 - 16:15	38	0	0	0	27	0	0	0	1	0	0	0	0	0	0	0	0	307	0	0	0	0	3	2	0	0
16:15 - 16:30	11	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	89	0	0	0	0	1	0	0	0
TOTAL	648	6	0	0	508	4	0	2	88	2	0	0	2	0	0	0	0	13046	25	30	0	0	109	93	4	0

Afternoon peak	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
12:00 - 13:00	171	3	0	0	96	1	0	1	26	0	0	0	0	0	0	0	0	1579	7	10	0	0	22	21	0	0
12:15 - 13:15	144	2	0	0	108	3	0	1	31	0	0	0	0	0	0	0	0	1551	4	10	0	0	23	22	3	0
12:30 - 13:30	153	2	0	0	120	2	0	0	28	1	0	0	0	0	0	0	0	1489	2	7	0	0	38	14	3	0
12:45 - 13:45	157	1	0	0	113	2	0	0	23	1	0	0	0	0	0	0	0	1456	7	10	0	0	33	17	3	0
13:00 - 14:00	133	1	0	0	117	2	0	0	22	1	0	0	0	0	0	0	0	1408	8	5	0	0	34	17	3	0
13:15 - 14:15	144	1	0	0	114	0	0	0	15	1	0	0	0	0	0	0	0	1393	9	6	0	0	41	29	0	0
13:30 - 14:30	138	1	0	0	106	0	0	0	19	0	0	0	0	0	0	0	0	1363	10	7	0	0	25	31	0	0
13:45 - 14:45	137	1	0	0	120	0	0	0	17	0	0	0	0	0	0	0	0	1313	1	6	0	0	26	28	0	0
14:00 - 15:00	145	2	0	0	123	0	0	0	11	0	0	0	0	0	0	0	0	1271	2	7	0	0	22	32	0	0
14:15 - 15:15	152	2	0	0	125	0	0	0	15	0	0	0	0	0	0	0	0	1233	6	6	0	0	18	32	0	0
14:30 - 15:30	152	1	0	0	116	0	0	0	1	0	0	0	0	0	0	0	0	1214	6	10	0	0	30	30	0	0
14:45 - 15:45	141	1	0	0	131	1	0	0	14	0	0	0	0	0	0	0	0	1254	7	8	0	0	31	30	1	0
15:00 - 16:00	150	0	0	0	139	1	0	0	23	1	0	0	0	0	0	0	0	1264	8	8	0	0	27	14	1	0
15:15 - 16:15	150	0	0	0	133	1	0	0	20	1	0	0	0	0	0	0	0	1280	3	7	0	0	26	8	1	0
15:30 - 16:30	759	6	0	0	618	5	0	2	107	3	0	0	0	0	0	0	0	6887	27	31	0	0	122	98	5	0

C13 Weekday Montague Street and Little Darling Street

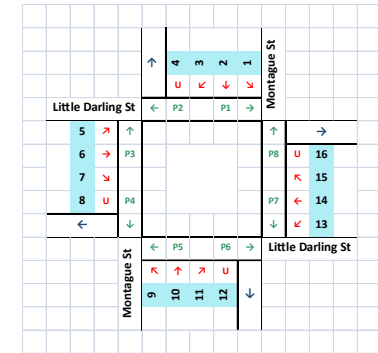
[illegible]

C13 Weekday Montague Street and Little Darling Street



FROM	TO	1				2				3				4				5				6				7				8				9				10				11				12				13				14				15				16				TOTAL	P1	P2	P3	P4	P5	P6	P7	P8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic	LV	HV	Bus	Bic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
1400 - 1410	1415	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

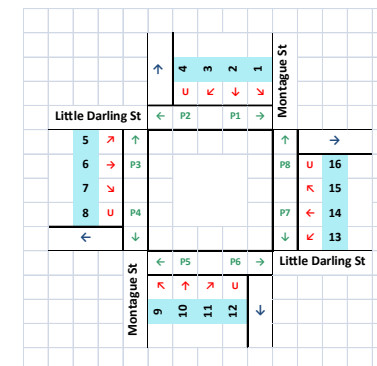
C13 Weekend Montague Street and Little Darling Street



FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8	
6:30 - 6:45		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 - 7:00		2	0	0	0	19	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 - 7:15		0	0	0	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 - 7:30		2	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 - 7:45		2	0	0	25	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 - 8:00		7	0	0	27	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 - 8:15		7	0	0	40	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 - 8:30		6	0	0	33	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 - 8:45		10	0	0	43	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 - 9:00		14	0	0	52	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 - 9:15		9	0	0	57	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 - 9:30		11	0	0	100	1	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 - 9:45		7	0	0	75	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 - 10:00		8	0	0	89	2	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 - 10:15		11	0	0	83	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 - 10:30		7	0	0	84	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 - 10:45		11	0	0	90	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00		11	0	0	91	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 - 11:15		9	0	0	66	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 - 11:30		6	0	0	88	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45		7	0	0	64	1	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00		15	0	0	95	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL		162	0	0	1247	19	34	1	58	1	0	0	0	32	1	0	0	4	0	0	12	0	0	0	30	3	0

FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8
6:30 - 7:30		4	0	0	45	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 8:00		11	0	0	78	5	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:30		22	0	0	125	5	5	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 9:00		37	0	0	168	4	7	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:30		39	0	0	185	2	8	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:00		44	0	0	252	3	8	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:30		41	0	0	284	3	7	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:00		35	0	0	321	4	10	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:30		37	0	0	347	4	8	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:00		33	0	0	331	3	9	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		337	0	0	346	3	10	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

C13 Weekend Montague Street and Little Darling Street

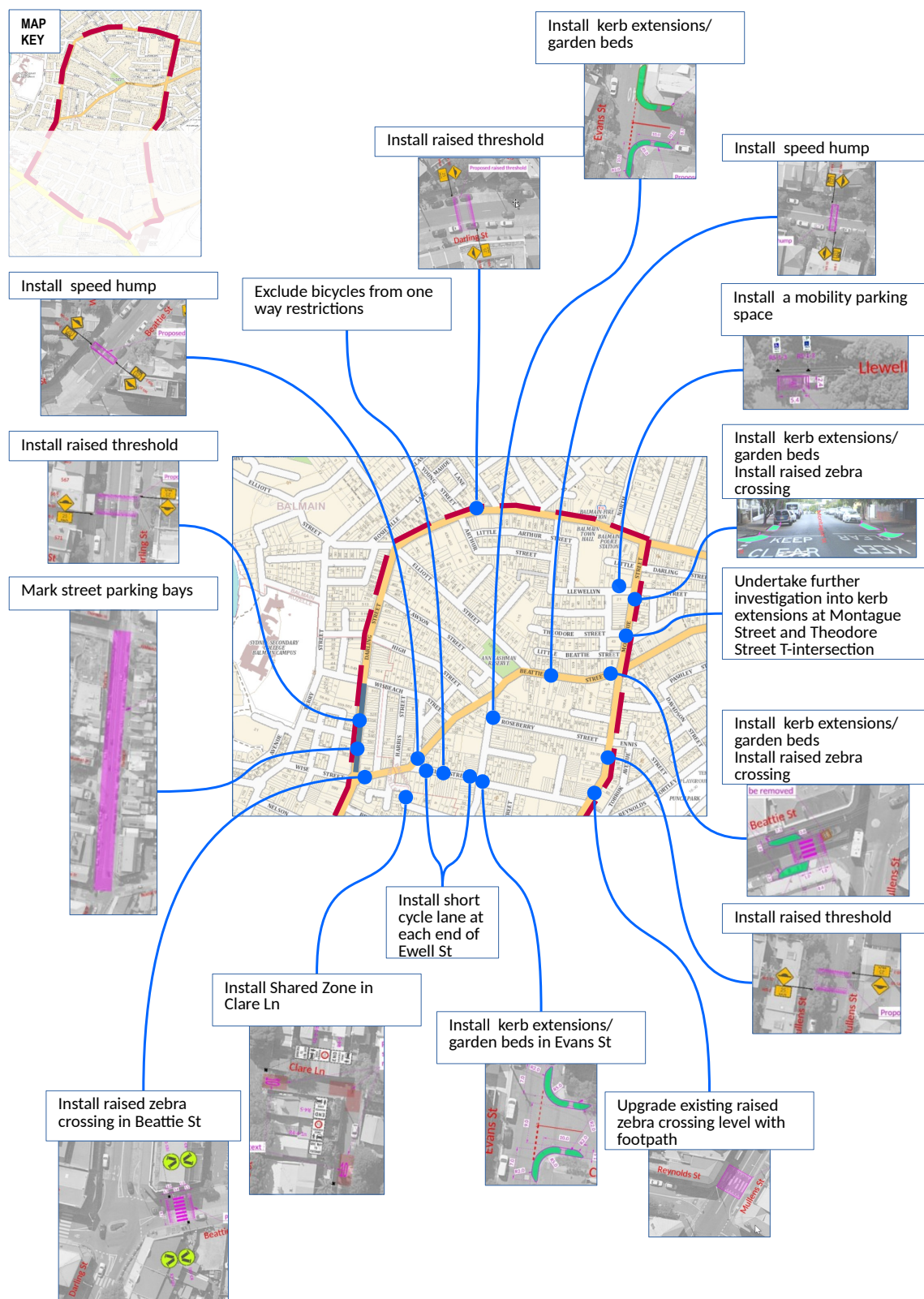


FROM	TO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL	P1	P2	P3	P4	P5	P6	P7	P8										
12:00 - 12:15	13	0	0	0	74	0	3	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	209	0	0	13	2	2	6	0	0	
12:15 - 12:30	10	0	0	0	91	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240	0	0	5	1	11	1	0	0	
12:30 - 12:45	11	0	0	0	89	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	0	0	2	0	2	4	5	0	
12:45 - 13:00	8	0	0	0	90	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	0	0	1	2	8	2	2	0	
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15:00 - 15:15	4	0	0	0	68	0	3	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	150	0	0	5	2	9	0	0	0	
15:15 - 15:30	4	0	0	0	72	1	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	0	1	5	1	8	4	0	0	
15:30 - 15:45	11	0	0	0	85	1	3	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	171	1	1	3	8	0	4	0	0	
15:45 - 16:00	7	0	0	0	67	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155	3	2	8	2	1	7	0	0	
16:00 - 16:15	8	0	0	0	82	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	0	1	2	2	4	2	0	0	
16:15 - 16:30	9	0	0	0	69	0	3	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	131	0	0	4	3	1	0	0	0	
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Afternoon peak																																				
HOURLY COUNTS																																				
12:00 - 13:00	42	0	0	0	344	0	9	0	15	1	0	0	1	0	0	0	12	2	0	0	3	0	0	0	2	0	0	847	0	1	22	11	17	13	5	0
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12:30 - 13:30	32	0	0	0	337	4	8	1	19	1	0	0	2	0	0	0	12	0	0	0	1	0	0	0	3	0	0	757	0	2	19	15	9	9	5	0
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13:00 - 14:00	32	0	0	0	339	5	8	1	16	1	0	0	2	0	0	0	7	0	0	0	4	0	0	0	3	0	0	755	0	1	28	10	11	5	0	0
13:15 - 14:15	31	0	0	0	323	5	8	0	14	1	0	0	1	0	0	0	8	0	0	0	4	0	0	0	1	0	0	732	3	2	23	6	16	7	0	0
13:30 - 14:30	30	0	0	0	324	5	6	0	14	1	0	0	0	0	0	0	7	0	0	0	4	0	0	0	2	0	0	721	4	1	26	6	15	5	0	0
13:45 - 14:45	21	0	0	0	295	5	8	0	13	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	1	0	0	663	5	2	19	7	12	4	0	0
14:00 - 15:00	15	0	0	0	279	5	7	0	13	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	619	5	2	17	7	10	6	0	0
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14:30 - 15:30	12	0	0	0	276	2	10	0	13	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	610	1	2	14	7	18	7	0	0
14:45 - 15:45	21	0	0	0	292	3	10	0	12	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	641	1	2	16	3	17	10	0	0
15:00 - 16:00	26	0	0	0	295	3	9	0	13	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	642	4	4	21	5	18	15	0	0
15:15 - 16:15	30	0	0	0	306	3	7	0	14	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	649	4	5	18	5	15	17	0	0
15:30 - 16:30	35	0	0	0	303	2	8	0	10	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	614	4	4	17	7	8	13	0	0

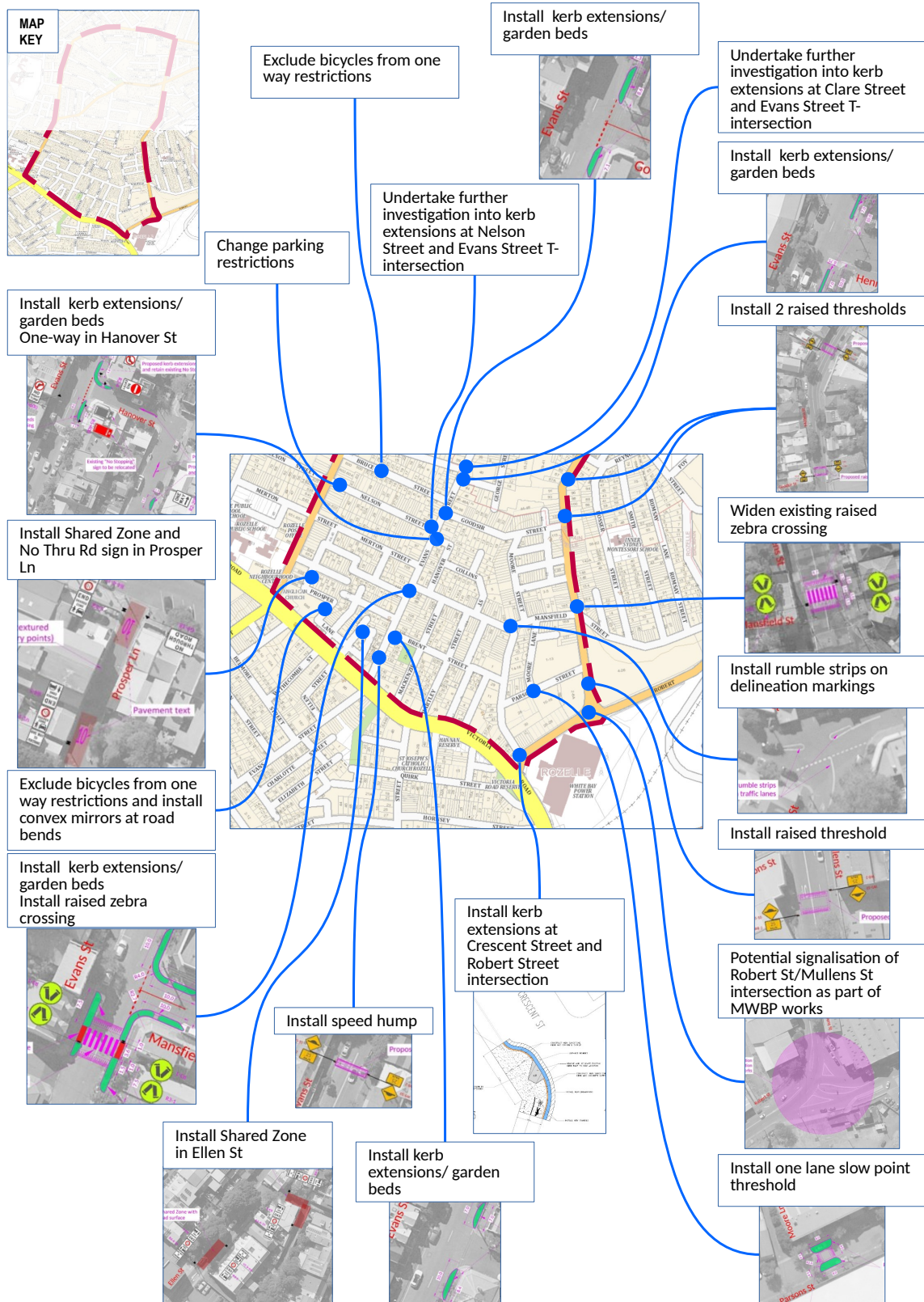


Appendix E.

Summary of recommendations.



Appendix E. Summary of final recommendations for Balmain (southern zone)



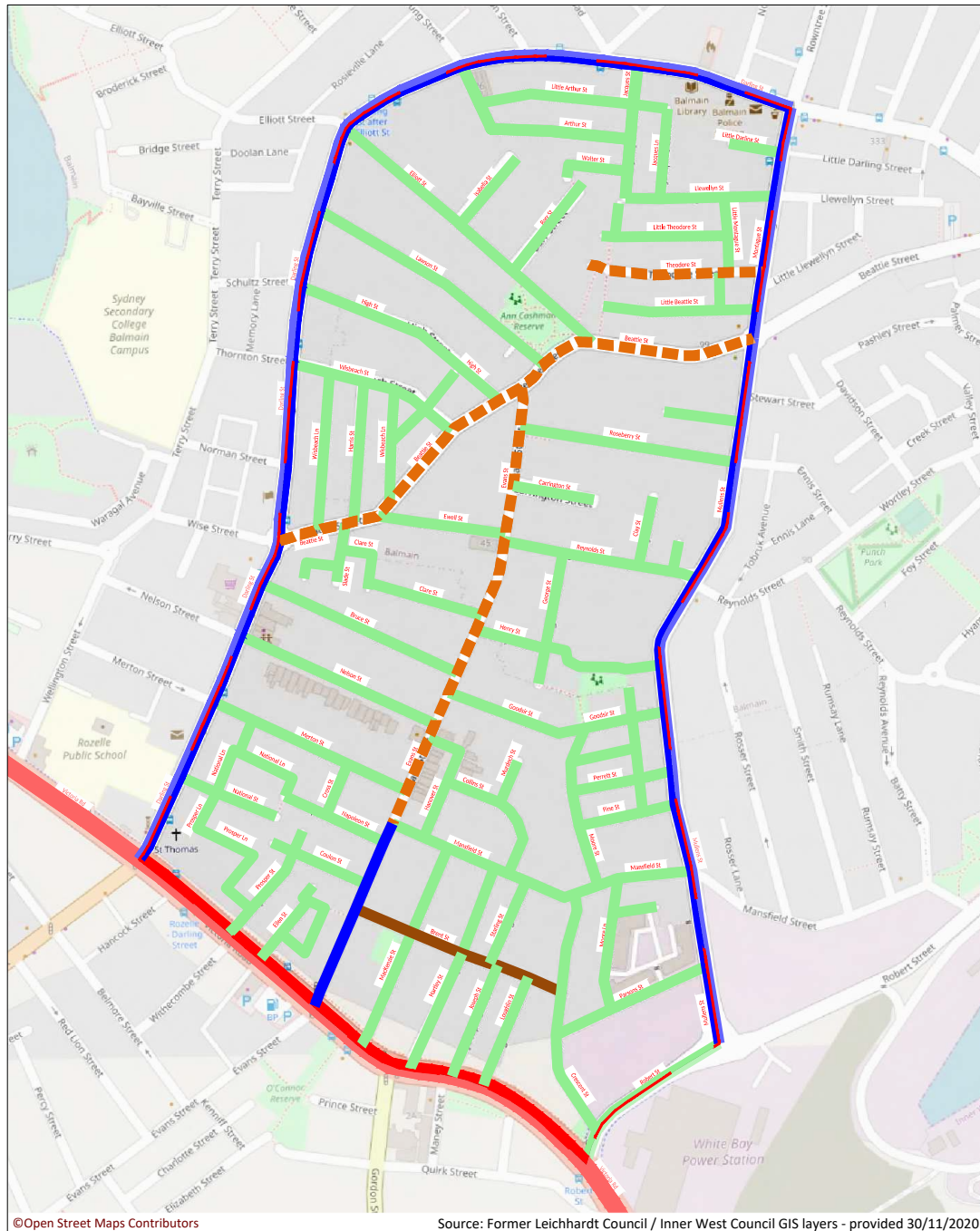


Maps

Item 1

Attachment 1

Balmain LATM Study | Inner West Council



© Open Street Maps Contributors

Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

LEGEND:

Study area boundary

Functional classification

- Arterial road
- Collector roads
- Local road
- 3t limit
- 5t limit



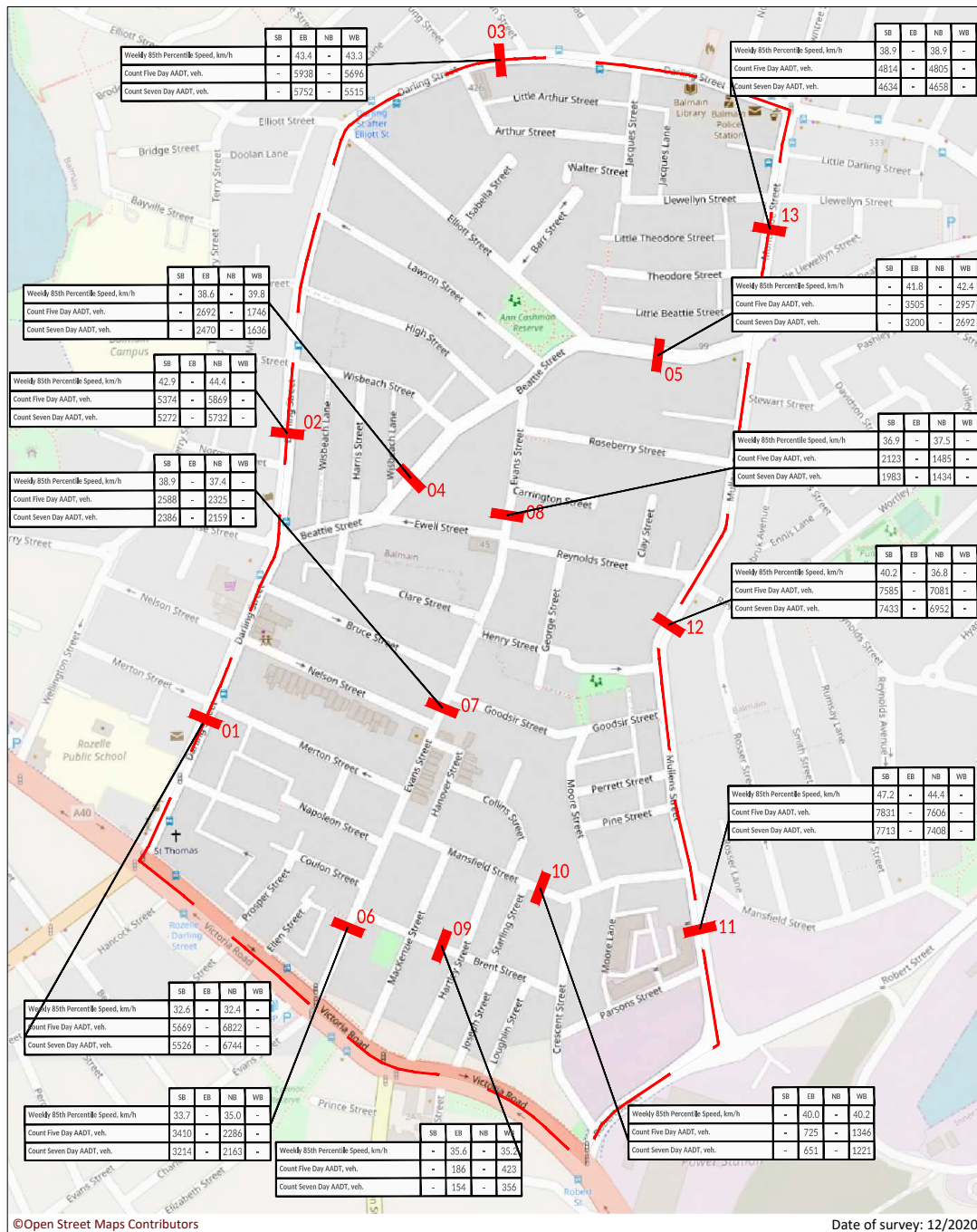
Map 1

Functional classification

Item 1

Attachment 1

Balmain LATM Study | Inner West Council



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Date of survey: 12/2020

LEGEND

01 - tube ID

AADT - Annual average daily traffic

SB - South-bound

EB - East-bound

NB - North-bound

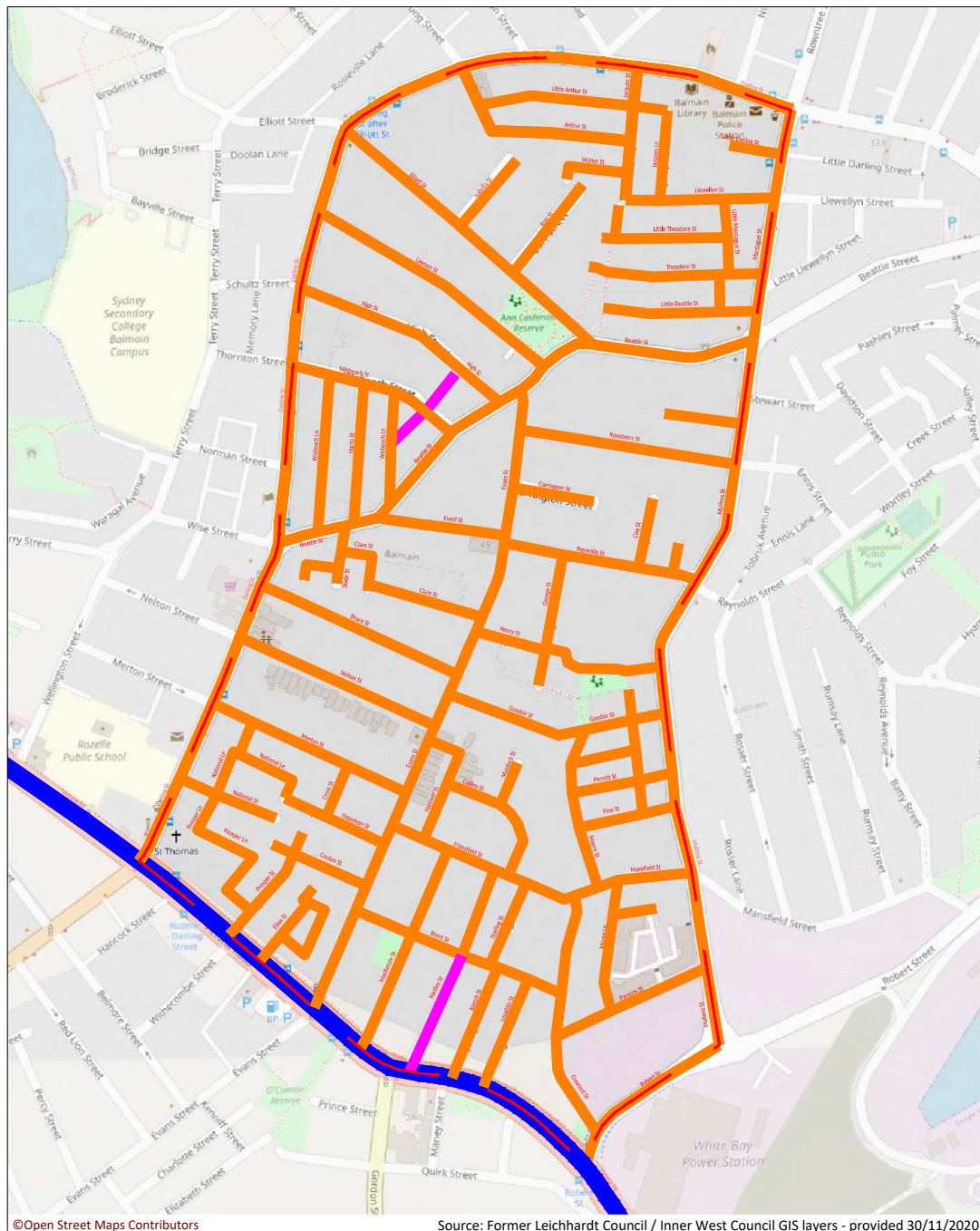
WB - West-bound



Map 2

Traffic volumes and speeds

Balmain LATM Study | Inner West Council



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Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

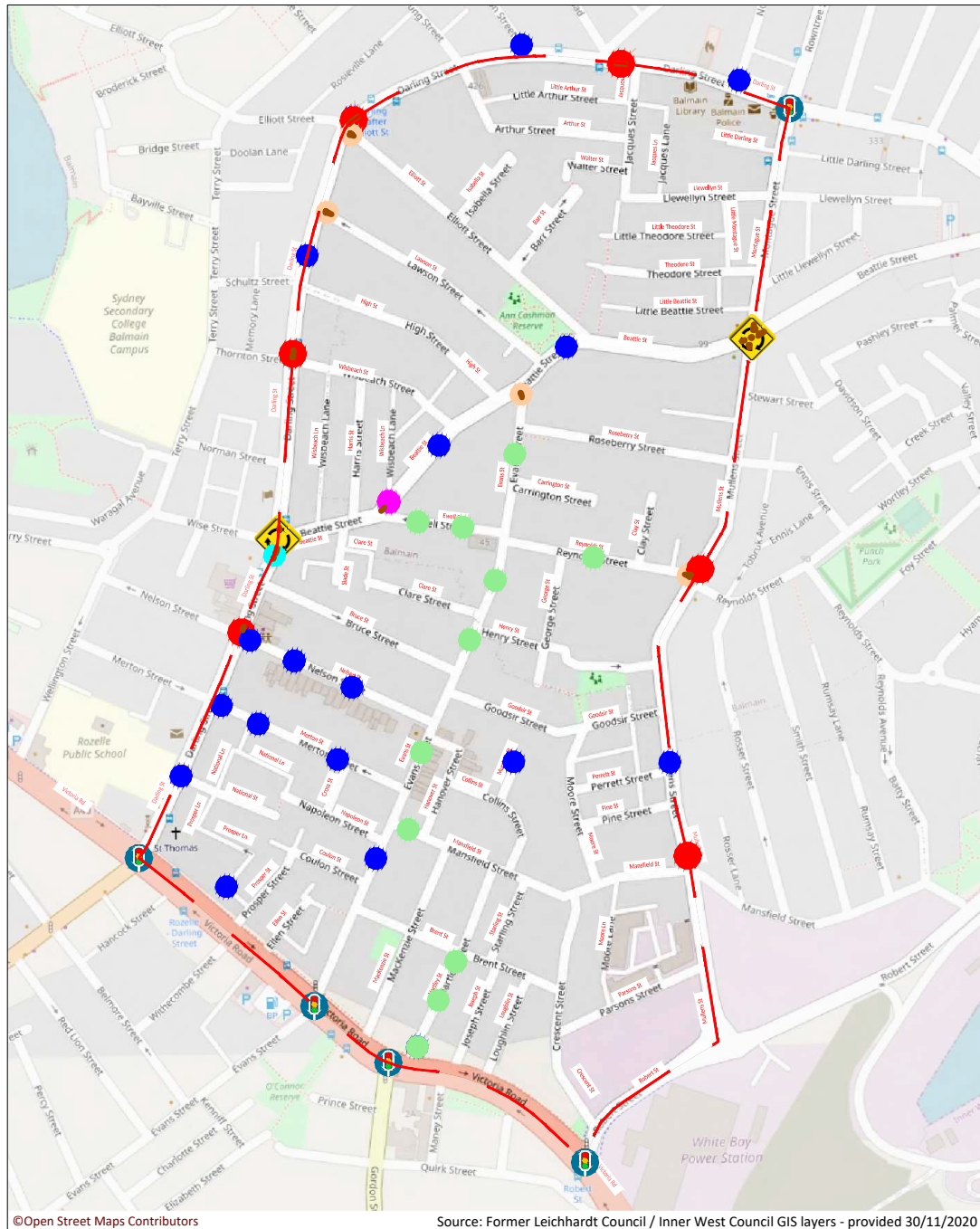
LEGEND
— Study area boundary
Speed limits
— - 10 km/h
— - 40 km/h
— - 60 km/h



Map 3

Speed limits

Balmain LATM Study | Inner West Council



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Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

LEGEND:

Study area boundary

Traffic control device:

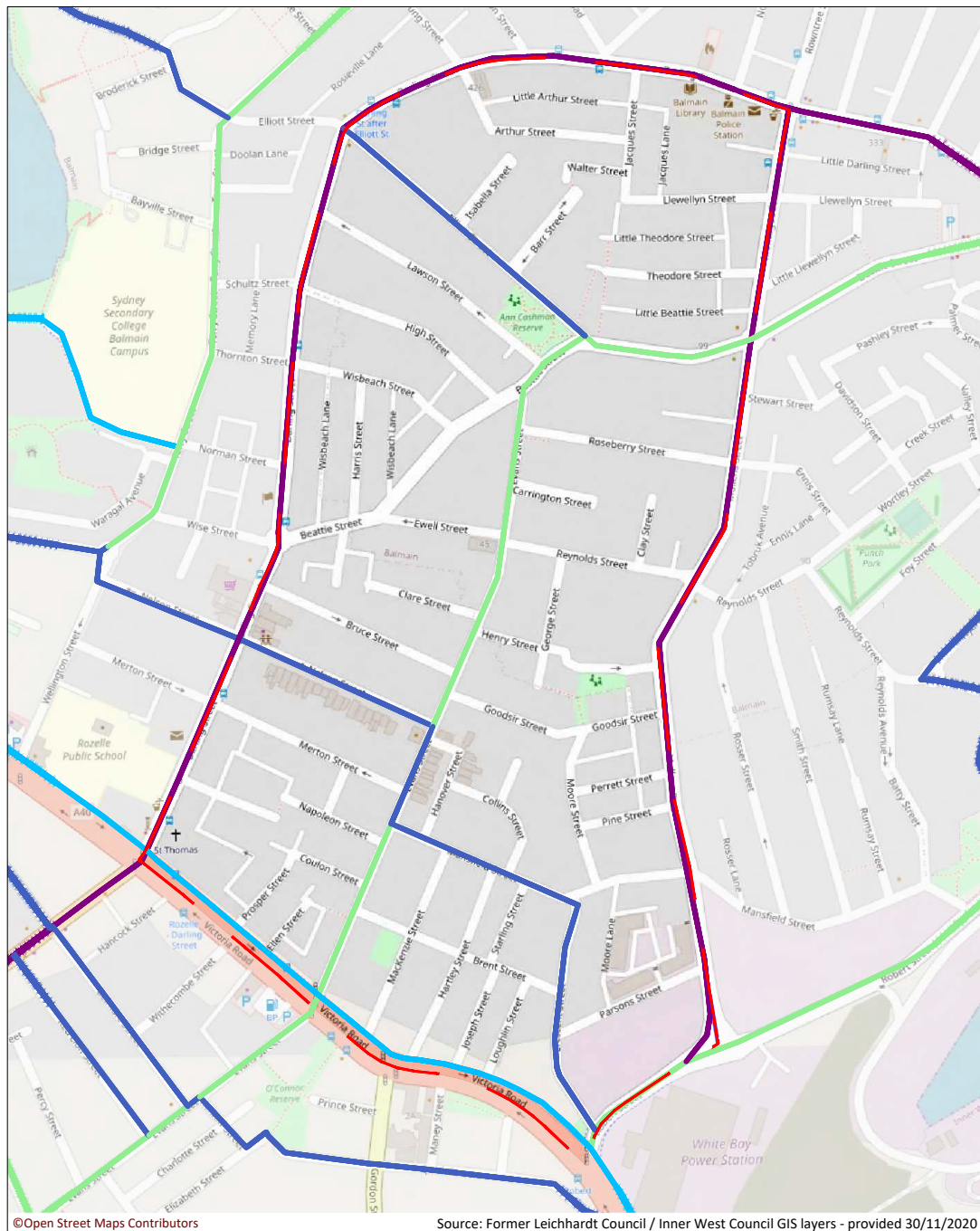
- - Pedestrian crossing
- - Pedestrian refuge
- - Speed hump
- - Threshold
- - Raised zebra crossing
- - Speed cushion
- ◆ - Roundabout

Map 4



Existing traffic management

Balmain LATM Study | Inner West Council



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Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

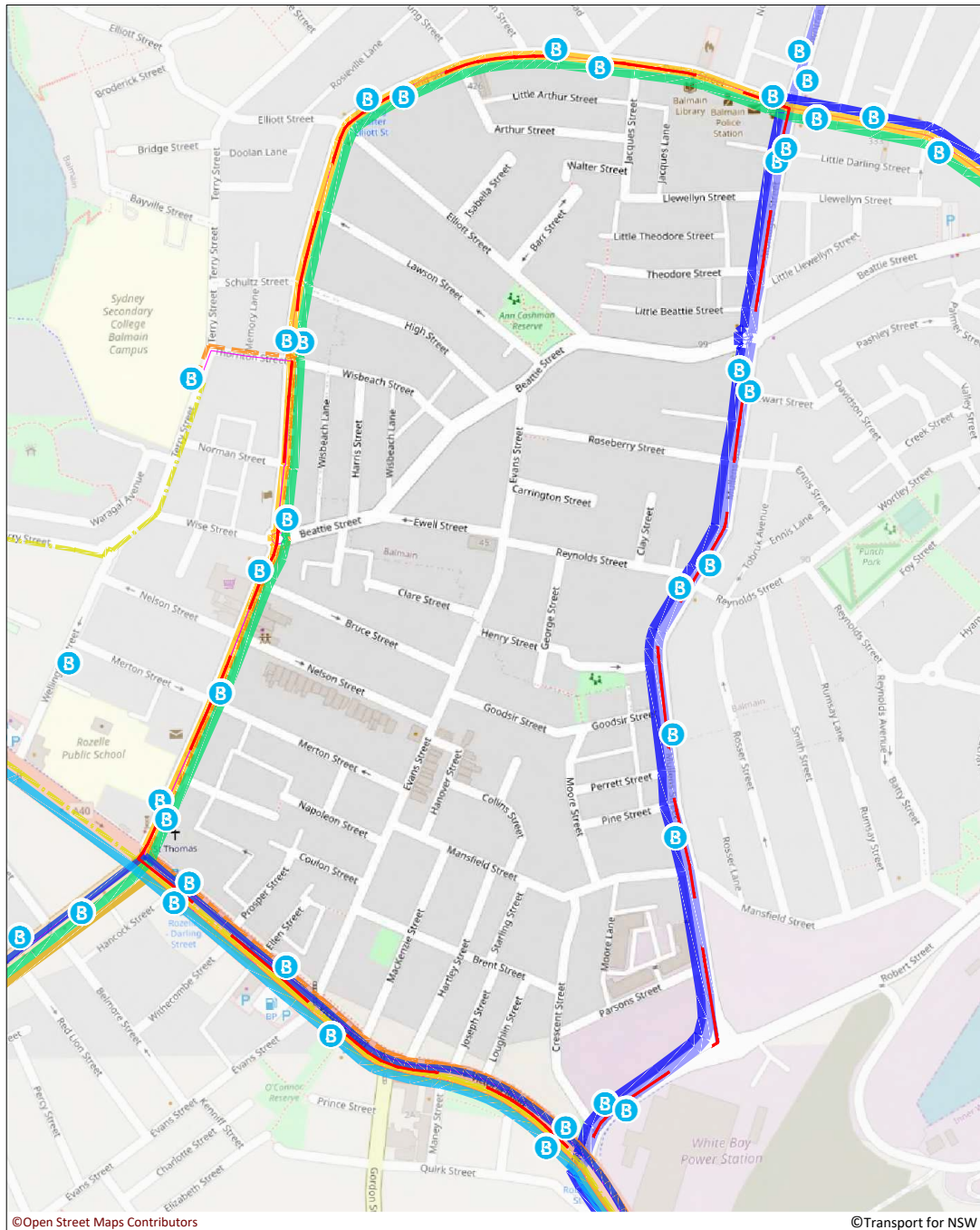
- Study area boundary**
- Bicycle routes**
- Heavy traffic
 - Heavy traffic/cycle path on road
 - Light traffic
 - Mixed traffic
 - Off road/shared path



Map 5

Bicycle routes

Balmain LATM Study | Inner West Council



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©Transport for NSW

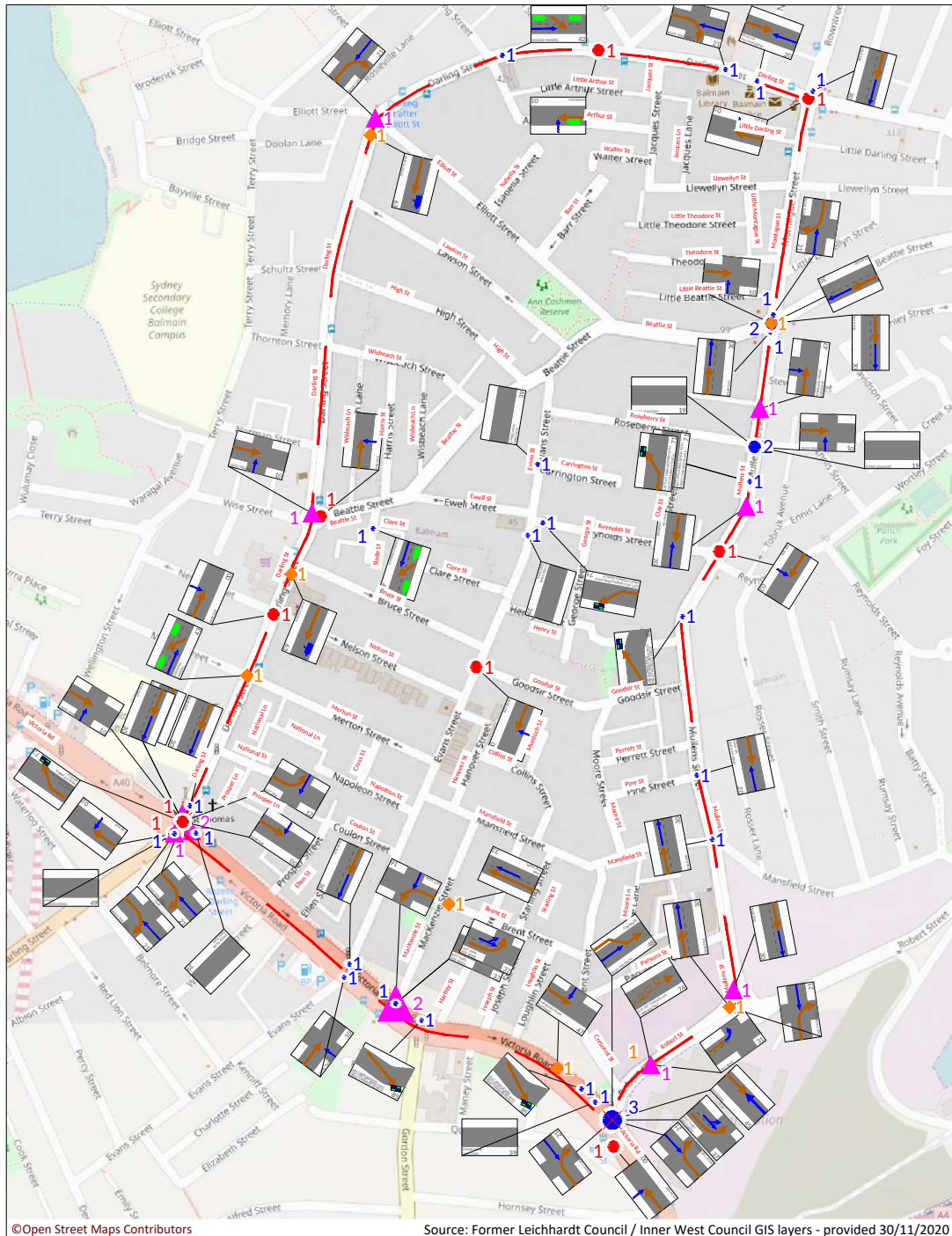
LEGEND
 - Study area boundary
 Speed limits
 - 433
 - 440
 - 441
 - 442
 - 445
 - 502, 504, x04, 508
 - 651S, 652S
 - 653S



Map 6

Bus routes

Balmain LATM Study | Inner West Council



©Open Street Maps Contributors

Source: Former Leichhardt Council / Inner West Council GIS layers - provided 30/11/2020

Legend:

--- - Study area boundary

Crash types:

● - Vehicles

● - Pedestrian

▲ - Motorcycle

◆ - Bicycle

Map 7

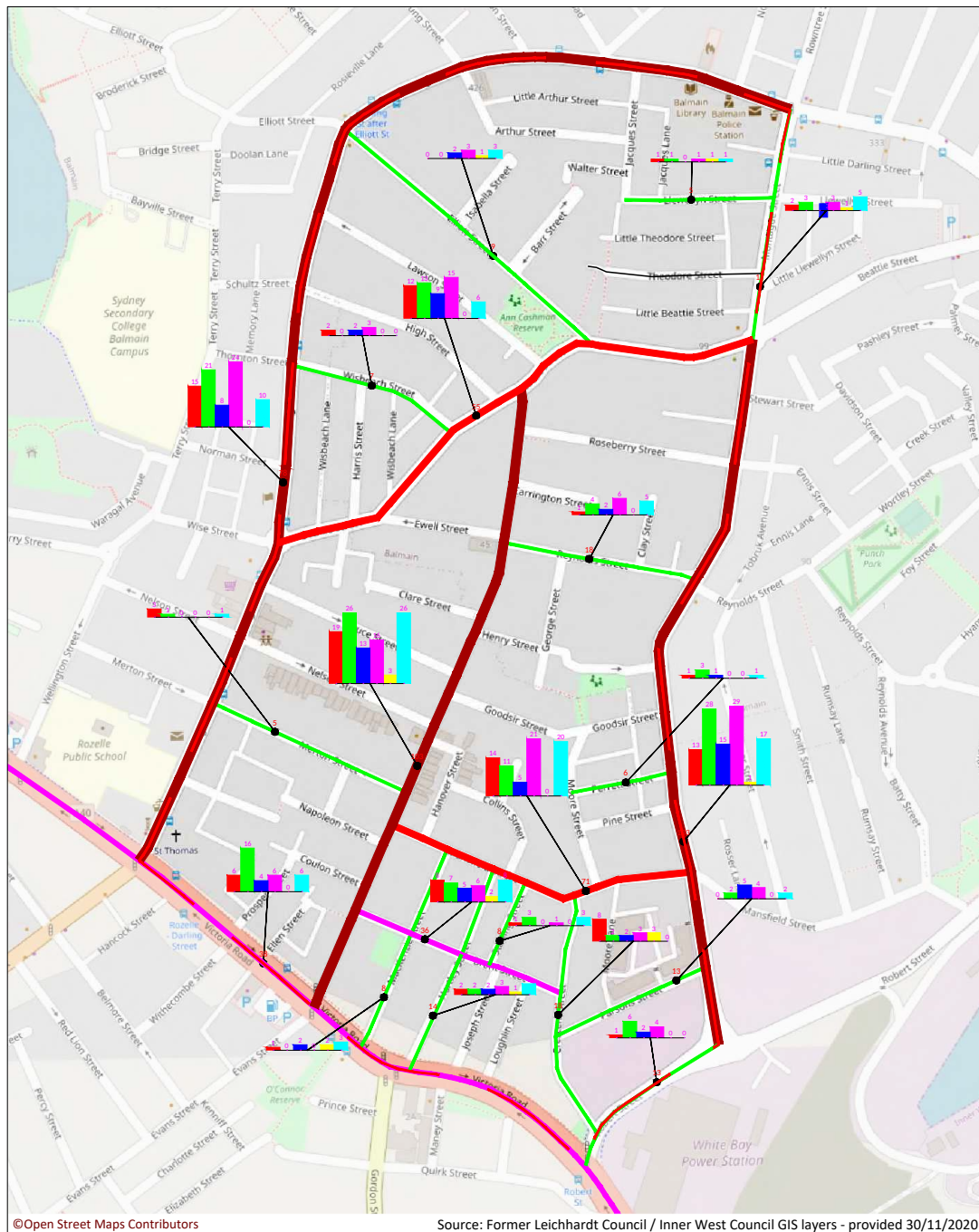


Crashes

Item 1

Attachment 1

Balmain LATM Study | Inner West Council



LEGEND
Study area boundary

- Rat-running
- Too much traffic
- Heavy vehicle using

- Motorists exceeding speed limit
- Parked cars blocking
- Sight obstructions

- 1 - 25
- 25 - 50
- 50 - 75
- >75

Map 8

Community survey

Item No: LTC0923(1) Item 2

Subject: 265-273 ILLAWARRA ROAD, MARRICKVILLE – ENR1/2022/0150
CONDITION 12 – SIGNS AND LINE MARKINGS PLAN – DA201700349
(MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE /
INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

1. That the detailed line marking and signage plan for the proposed 265-273 Illawarra Road development located on Illawarra Road south of Marrickville Lane and west of Illawarra Lane, Marrickville showing new 'No Stopping' restrictions (as per the attached Plan ESG211000.CIV.CC - 265 - 273 Illawarra Road Marrickville) be approved.
2. That the costs of the supply and installation of the associated signage are to be borne by the applicant in accordance with Council's Fees and Charges.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Detailed signage and line marking plans for 265-273 Illawarra Road, Marrickville have been submitted as part of the approval of special conditions prior lodgement of the 'Roadworks – Step 2 Permit to Construct'. It is recommended that the updated plans be approved.

BACKGROUND

Development Application DA201700349 is a proposal to demolish existing improvements and construct a 6-story mixed use development containing 4 retail/commercial tenancies on the ground floor and 47 residential apartments above with associated 2 level basement car park for 38 cars. The application was determined by the Court and was granted consent subject to the conditions on 18 July 2022.

The site has a frontage to Illawarra Road, a classified road. Under Clause 101 (2) of SEPP Infrastructure 2007, the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that the efficiency and operation of the classified road will not be adversely affected by the development.

The application was referred to Roads and Maritime Services (RMS) for comment. RMS raised no objections with the application with regard to ingress and egress to the site which remains adequate to support the intended vehicle movements by road. The application is considered acceptable with regard to Clause 101 of the SEPP Infrastructure 2007.

The Public Domain Works proposed for the development at 265-273 Illawarra Road, Marrickville has been approved by Council. A Step 1 Permit (Design Approval) was issued 9

May 2023. Special condition no.12 of the Permit specifies requirement for submission of a signage plan to be approved by Council's Local Traffic Committee.

DISCUSSION

Illawarra Road, south of Marrickville Road is a Regional Road running north-south between Marrickville Road and the Cooks River to the south. Illawarra Road carries around 14,500 vehicles per day and it is used as a bus route.

The submitted signs and line marking plan retains 'No Parking' restrictions along the frontage on Illawarra Lane and then introduces 'No Stopping' restrictions over the vehicle crossings.

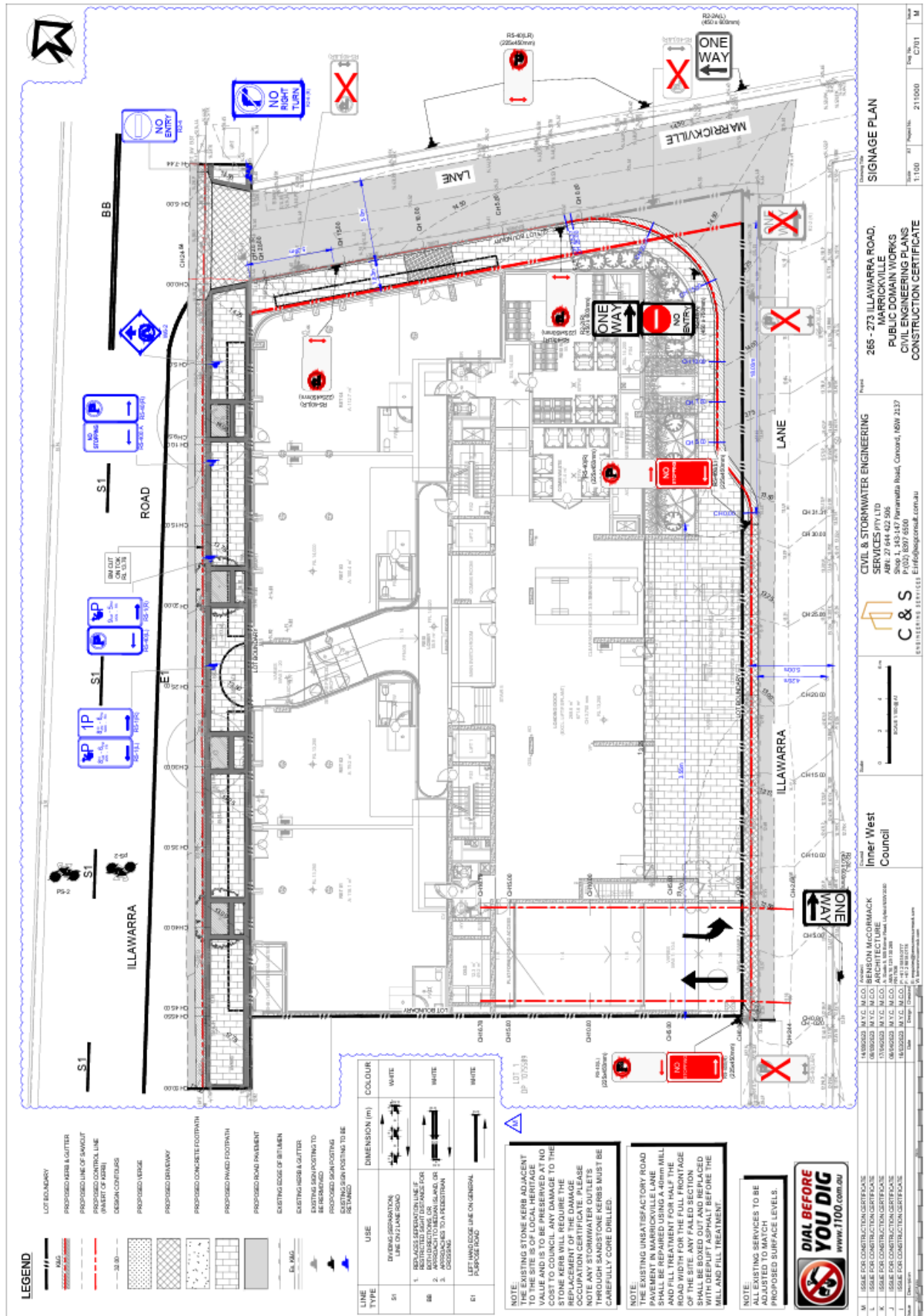


PUBLIC CONSULTATION

Public Consultation is not required as changes only being proposed across vehicle crossing located in Illawarra Lane.

FINANCIAL IMPLICATIONS

All works and costs of implementation works associated with the proposal will be borne by the applicant.



Item No: LTC0923(1) Item 3
Subject: FAVERSHAM STREET, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURE FOR FBI RADIO EVENT – SATURDAY 9 DECEMBER 2023 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure (ENRC/2023/0055) of Faversham Street, between Hans Place, Faversham Lane, Sydenham Road and Fitzroy Street, Marrickville from 5.30pm Friday 8 December to 9.00am Sunday 10 December 2023 be approved for the purpose of holding the 'FBI Turns 20' Event as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License application be obtained from the Transport Management Centre.
3. That notice of the proposed event be forwarded to the NSW Police Local Area Commander, Transit Systems, the NSW Fire Brigades and the NSW Ambulance Services.
4. That all residents and businesses in and around the affected area are to be notified of the temporary road closure in writing by the applicant in advance (at least 7 days prior to the event) with the applicant making reasonable provision for stakeholders.
5. That a minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
6. That the occupation of the road carriageway must not occur until the road has been physically closed.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

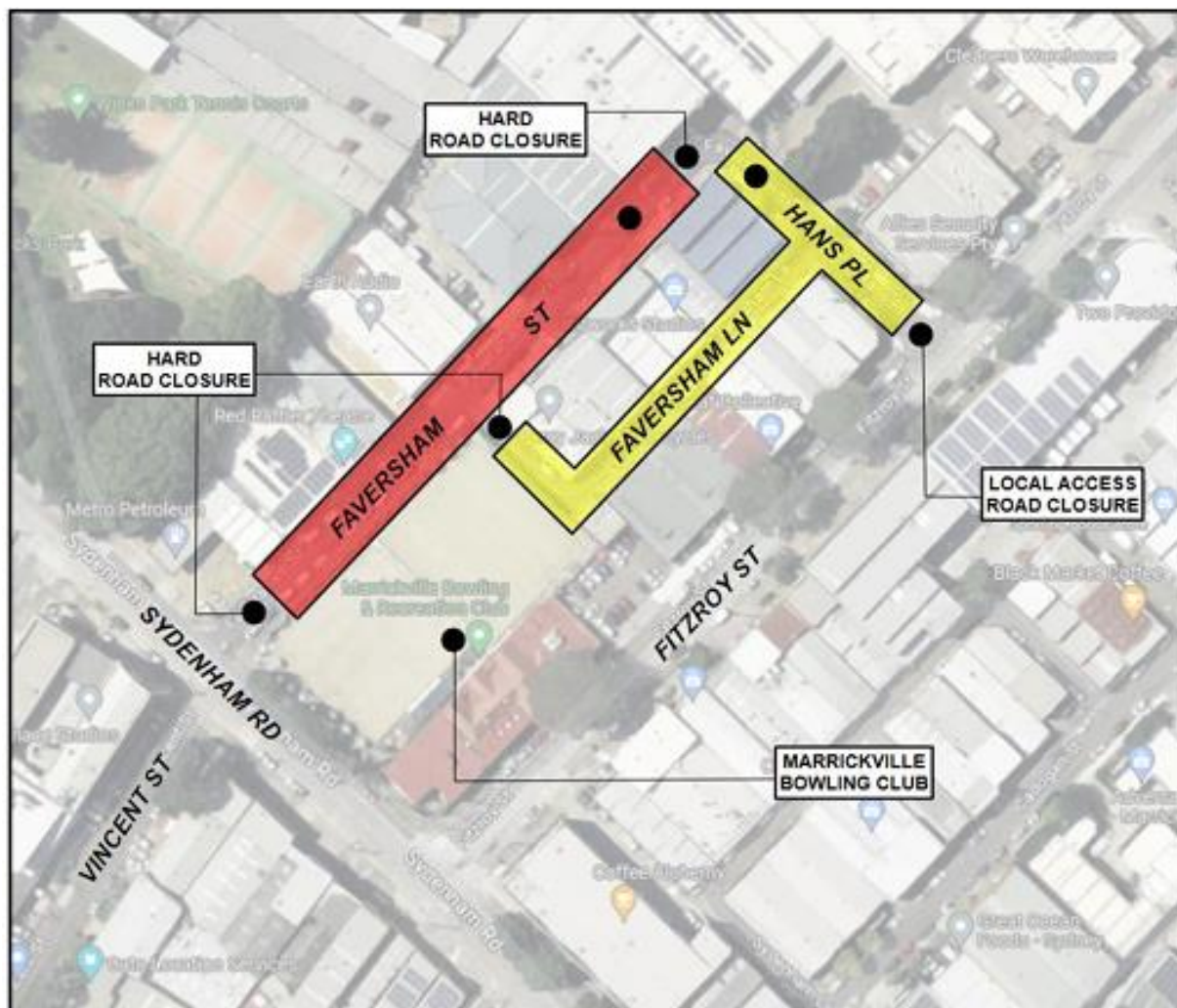
EXECUTIVE SUMMARY

Council has received an application from FBI Radio for the proposed temporary full road closure of Faversham Street, Marrickville in order to hold their event, "FBI Turns 20" on Saturday 9 December between 3pm and 10pm. To facilitate the event there will be a temporary full road closure of Faversham Street, between Hans Place, Faversham Lane, Sydenham Road and Fitzroy Street, Marrickville. Road closure and event bump in will occur from 5.30pm Friday 8 December and bump out will conclude by 9.00am Sunday 10 December

2023. It is recommended that Council agree to the temporary full road closure subject to all standard Council conditions for a temporary full road closure.

BACKGROUND

Community radio FBi radio will celebrate 20 years of supporting Sydney music arts and culture. Activating 3 unique spaces in the Marrickville precinct with a display of live music, culture and art celebrating both current and foundation artists, bands and DJs that have played a significant role in the last 20 years of the station. Faversham Street Marrickville will be closed to traffic thoroughfare so the event as proposed can successfully occur.



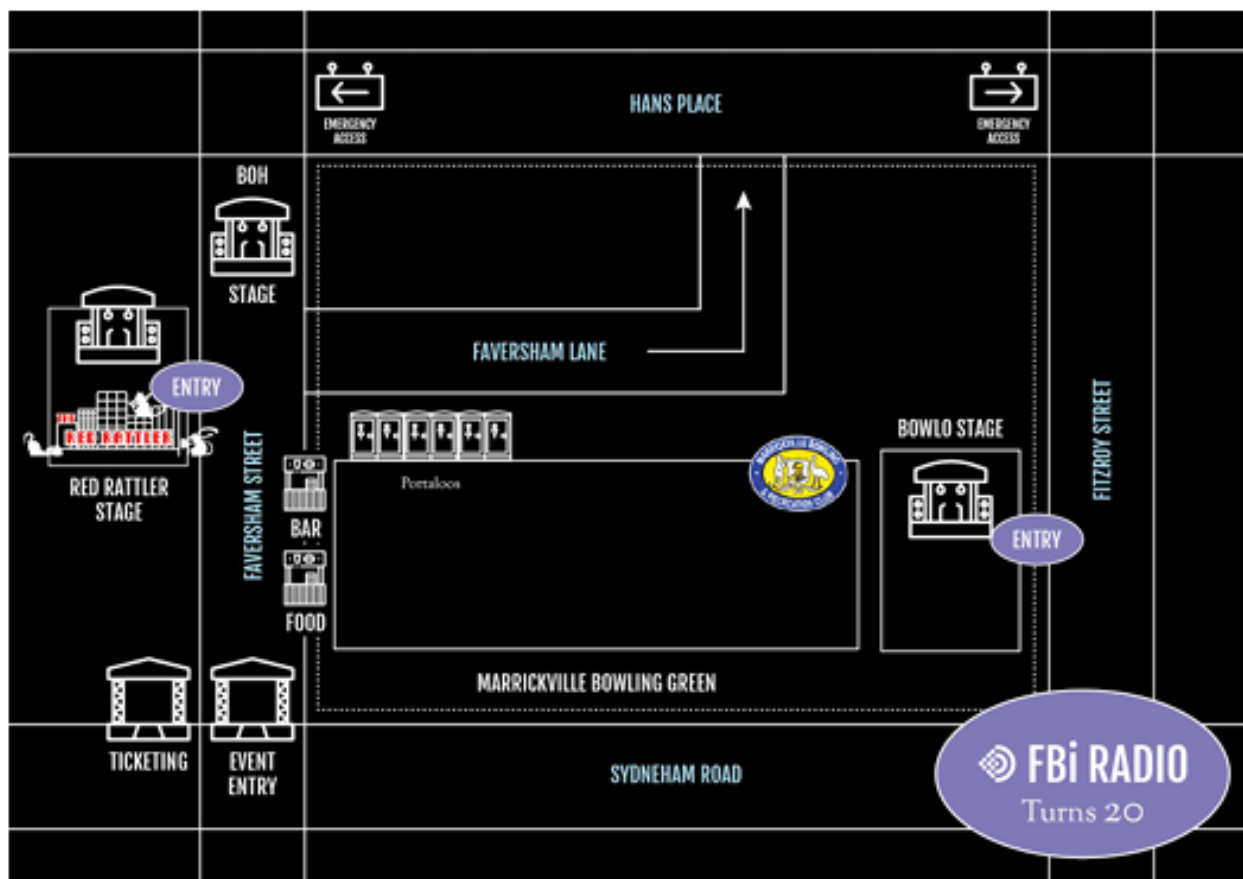
OFFICER COMMENTS

Sydenham Road is a State road. Hans Place and Faversham Street are local roads servicing the local industrial area. They are low volume roads carrying around 550 and 400 vehicles per day respectively. Both have a high truck ratio percentage of 16.5% and 10.8% respectively.

Fitzroy Street is also a local road carrying around 5,800 vehicles per day with a 85th percentile speed of 56.2km/h. The speed limit is 50km/h. Trucks make up around 12% of the total volume.

The event will be on Faversham Street, Red Rattler & Marrickville Bowling Club (refer to the site map below). The event is expected to attract 1,500 at anytime across all spaces

Site Map



The event bump-in will take place Friday 8 December 2023 from 5:00PM until Saturday 9 December at 9:00AM to avoid disruption to local businesses during 9am-5pm hours. Bump Out at CLOSE will be 11:00pm Saturday December 10th until 9:00am Sunday 10 December 2023.

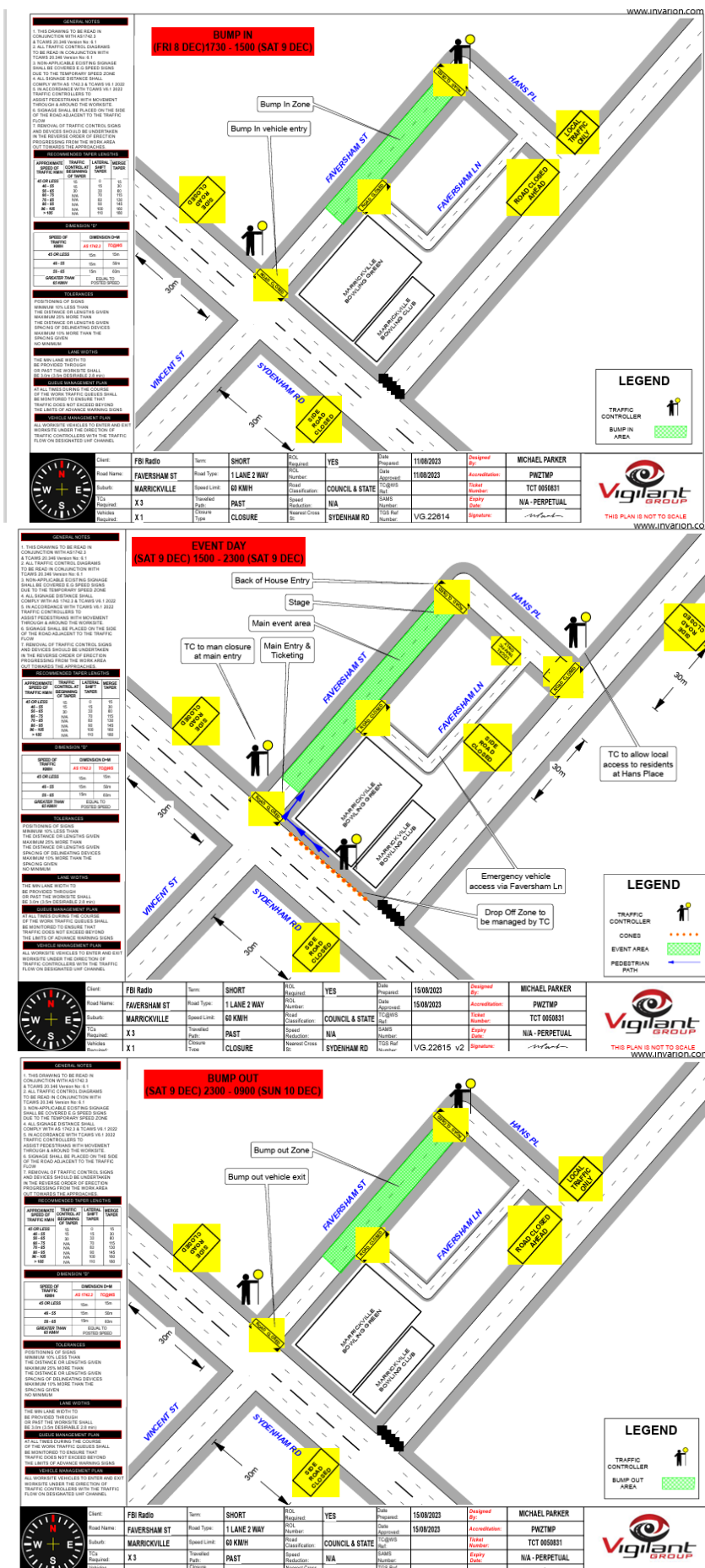
Public access to the site is permitted at all times outside of the bump in, event time and bump out confirmed periods.

All local businesses will be consulted and provided with access to the site if required during operating hours or via security and or traffic management teams.

Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

Traffic Management Plan and Traffic Guidance Schemes

A Traffic Management Plan has been provided and is attached at the end of this report. The three associated Traffic Guidance Schemes are reproduced below.



Impacts

There will be no impacts on bus services.

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

The closest train station is Sydenham Station. It is approximately 500 metres walk from the event precinct. Currently the Trackworks schedule for event day is as follows:

Saturday 9 and Sunday 10 December (weekend)

T8 Airport & South Line

Buses replace trains between Sydenham and Central via the Airport.

Trains run between Macarthur or Revesby and the City run via Sydenham.

Parking will only be available in surrounding streets around the event site. Parking will as such be limited, and the event organiser will consider recommending public transport to all event patrons.

The traffic generated as a result of the proposed event should not have a major impact on the surrounding traffic network. It is noted that the event abuts Sydenham Road, a State Road under the jurisdiction of TfNSW.

Construction works at the Wicks Park development may be impacted and the applicant will need to liaise with the developer.

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. No special event clearways will be installed for this event.

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

PUBLIC CONSULTATION

Notice of the temporary full road closure has been advertised in accordance with the Roads Act. A notification letter outlining the proposed works will be distributed to surrounding residents/businesses by the applicant at least 7 days prior to closure. A copy of the notification letter is reproduced below.

FINANCIAL IMPLICATIONS

All works and costs of implementation will be borne by the applicant.

CONCLUSION

It is recommended that Council agree to the temporary full road closures on Saturday 9 December 2023 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.



To all residents and local businesses,

This is a notification about a planned fundraiser event taking place on Faversham Street, Marrickville on Saturday December 9th from 3pm - 10pm to celebrate 20 years of community radio station FBI Radio. After two decades of broadcasting on FM radio, endless festivals and fundraisers that have supported Sydney music, arts and culture, the station has decided to bring that same ethos and celebration to an area deeply connected to the FBI Radio listeners. The fundraiser event will consist of musicians, bands, artists, plus local food and drinks providers to Faversham Street site for a community focused celebration.

FBI Radio will be working with the Inner West Council, Vigilant Group (traffic management), Red Dawn Security, Music and Booze Co. and a dedicated team of FBI Radio event staff and volunteers to minimise disruption to residents and businesses on Faversham Street, between Sydenham Road and Hans Place at Fitzroy Street (The Site Boundary). FBI Radio are extremely conscious of holding an event in a public space and will ensure the safety and positive intentions of all event attendees. The station will clearly communicate the importance of respecting all local businesses and residents and this process will be managed effectively during the event and minimise the impact on all local businesses during the bump in and bump out of the stage and production.

The event bump-in will take place Friday 8 December 2023 from 5:00PM until Saturday 9 December at 9:00AM to avoid disruption to local businesses during 9am-5pm hours.

- Main lighting and audio testing to take place between 5:00pm and 09:00pm during decreased daylight hours on Friday 8 December 2023
- Bump Out at CLOSE will be 11:00pm Saturday 9 December until 9:00am Sunday 10 December 2023.
- There will be contracted waste management teams and cleaners to ensure the Faversham street site is maintained and the site is completely cleared and cleaned post event bump out for all residents and businesses.

Should you have any enquiries about the event or site plan please contact the Event Producer via the details below and he will be happy to assist with any questions you may have. FBI Radio would also like to extend a warm invitation to all residents and local businesses to enjoy with their friends as guests to this event, for questions please email mike.c@fbiradio.com.

Regards,

Mike Curcuruto
Event Producer - FBI radio Turns 20
mike.c@fbiradio.com
(02) 9030 6942

Document Set ID: 38056342
Version: 1, Version Date: 04/09/2023

ATTACHMENTS

1. [Traffic Management Plan - V2](#)



TRAFFIC MANAGEMENT PLAN (TMP)

FOR

FBI RADIO TURNS 20

9th December 2023

This TMP is prepared by Vigilant Group on behalf of
Free Broadcast Incorporated Radio
(AKA: FBI Radio)

Document Ref # VG 22613
Version 2
Draft Date 15/08/2023

Document Set ID: 38056327
Version: 1, Version Date: 04/09/2023



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by Michael Parker

PWZTMP: TCT 0050831

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Document Set ID: 38056327
Version: 1, Version Date: 04/09/2023



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1. TMP Scope

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

2. Document Control

This document is drafted for the purpose of which it is intended. Subsequent drafts and revisions may be produced based on evolving details and specifics relating to the event.

Version	Prepared by	Date	Comments	Input medium
1.0	Michael Parker	11 th August 2023	First draft	Email Mike Curcuruto 26/06/2023 & 07/08/2023
2.0	Michael Parker	15 th August 2023	Second Draft. Updates to times and added emergency access to event plan.	Email Mike Curcuruto 14/08/2023

3. TMP Project Summary and Details

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of **Free Broadcast Incorporated Radio (ABN: 47 035 182 116)** for their event accordingly. The primary date(s) that this TMP relates to is for the **8th to 10th December 2023 (Including Bump in and Bump out Dates)**. The TMP will focus on **Faversham Street Marrickville** to facilitate "The Site boundary".

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which the subject street will be completely closed to traffic so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the scope of the event and should not be directly applied to any other closure or management plan within the presiding area of the said area of control whether they appear rationally suitable or not.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

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4. Event Specific Scope

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of Free Broadcast Incorporated Radio (ABN: 47 035 182 116)**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Faversham Street Marrickville** will be closed to traffic thoroughfare so the event as proposed can successfully occur.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Guidance Scheme (TGS) titled:

- **TGS 1 Treatment** **Bump In Full Temporary Road Closure (permitting local access where possible)**

TC Date/Times: **Friday December 8th 2023 (1730) to Saturday December 9th 2023 (1500)**

 1. Reduced road closure of Faversham Street
 2. Location of Bump in vehicle entry
 3. Local Access signage
 4. Applicable traffic management signage
- **TGS 1 Treatment** **Event Day Full Temporary Road Closure with partial local access**

TC Date/Times: **Saturday December 9th 2023 (1500 - 2300)**

 1. Road closure of Faversham Street
 2. Location of guest entry
 3. Local access point
 4. Drop Off Zone
 5. Applicable traffic management signage
- **TGS 1 Treatment** **Bump Out Full Temporary Road Closure (permitting local access where possible)**

TC Date/Times: **Saturday December 9th 2023 (2300) to Sunday December 10th 2023 (0900)**

 1. Reduced road closure of Faversham Street
 2. Location of Bump in vehicle entry
 3. Local Access signage
 4. Applicable traffic management signage



Primary Pedestrian Access Control

1. Pedestrian access will be provided from the entry point of the event
2. Traffic Controllers will be on point to assist & direct pedestrians towards the Event entry the entrance to Faversham Street event location.

Primary Hours of Control

The proposed measures as highlighted above will take effect between the following dates & the designated hours of effect are as follows:

- **Event timing:** Saturday 9th December 2023 (1500 – 2300)
- **Est Attendance:** 1500 pax
- **Bump in:** Friday 8th December 2023 (1730 – 0200)
Saturday 9th December 2023 (0900 – 1500)
- **Bump out:** Saturday 9th December 2023 (2300) to
Sunday 10th December 2023 (0900)

General Notes

- In accordance with Vigilant Group Quality Management processes, it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities.
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be always maintained around the event location

NOTE

This proposal will be available for the organisers to use for their Public Consultation Process and Procedures

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

- RMS Guide to Transport & Management for Special Events v 3.4
- RMS Traffic Control at Worksites Manual v 6.1 2022
- RMS QA Specification G10 – Traffic Management Ed 5 rev 3
- RMS G11 – Road Occupancy Provisions
- AS 1742.3-2019 Manual of Uniform Traffic Control Devices

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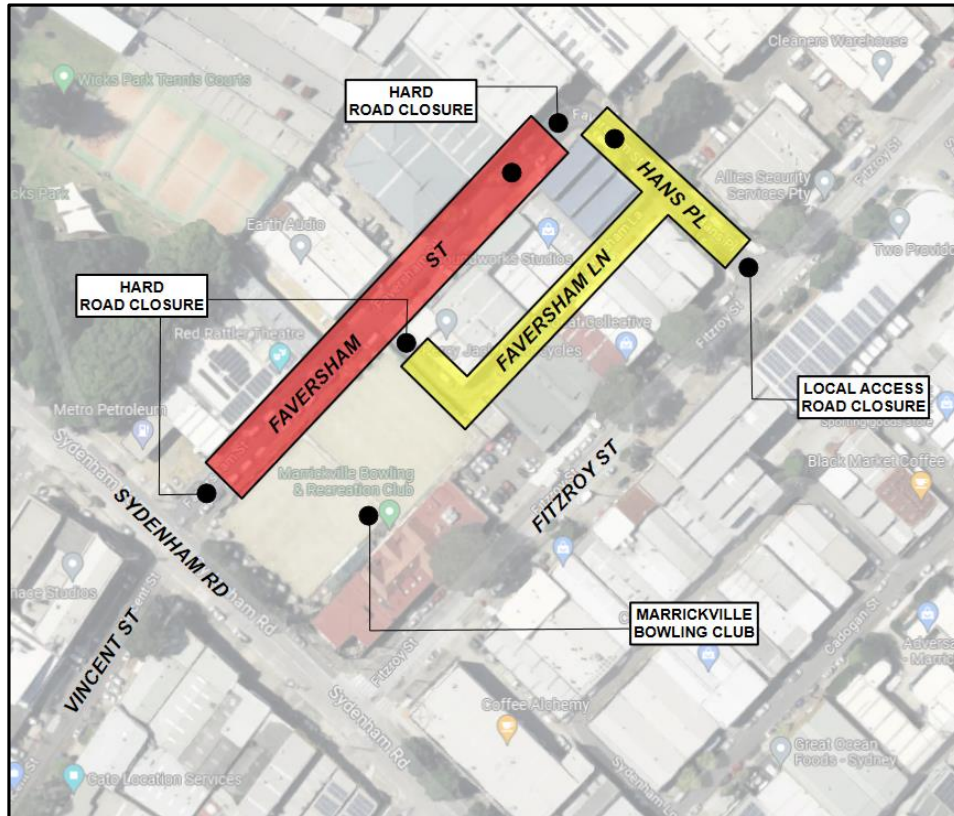
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5. Event Location

The below map depicts the event location in relation to the nearby and surrounding environment. It notes the associated road closures implemented along with any other pertinent geographical aspects.



6. TMP Objectives

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control.
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic.
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained.
- Minimise primary impacts to surrounding businesses and dwellings.
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event.
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements.
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures

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- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

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7. TMP Management

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced, and qualified to carry out the agreed service as detailed in the binding agreement.

8. TMP Implementation

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

9. Traffic Guidance Scheme (TGS)

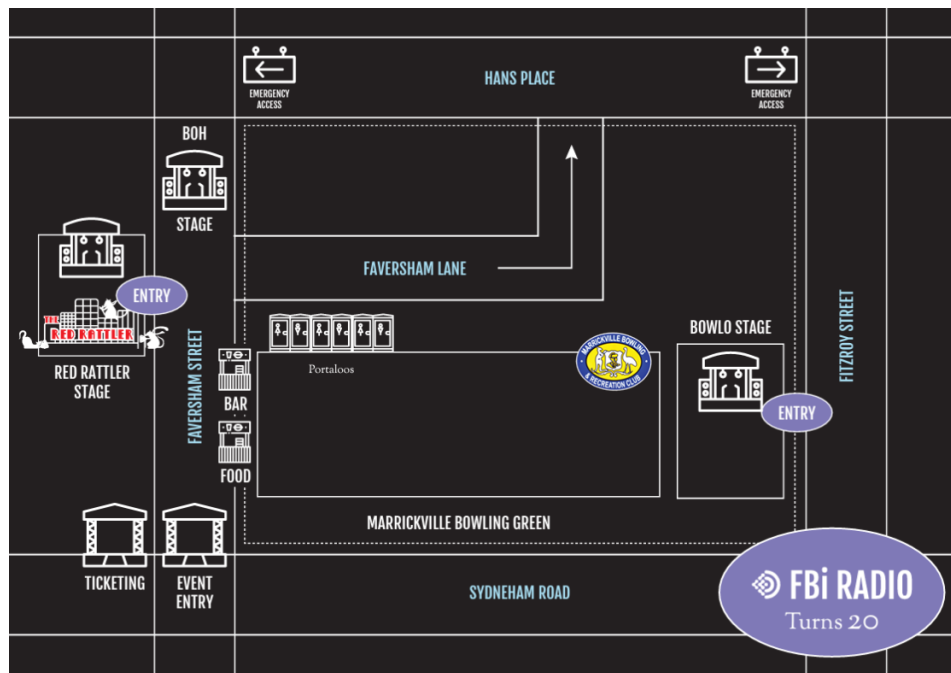
Vigilant Group have developed specifically tailored TGS's that have been prepared in accordance with the specific operational requirements of this event. The TGS's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the public also. Any property access affected by the activities will be reviewed and identified in the TGS. The TGS is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

At its core, any prepared and agreed TGS provides a short-term procedural base for safety management of vehicular and pedestrian flow for the defined project.



10. Site Management

A site map of the event is provided below. A current and up to date map can be obtained by contacting the Event Manager as listed within this TMP.



11. Hostile Vehicle Mitigation

Hostile Vehicle Mitigation (HVM) is a fundamental part of any event, and is recommended via the relevant risk mitigation plan in conjunction with consultation with NSW Police.

Various treatment can be utilised to provide additional safety from errant vehicles, by way of removing or minimising the risk with the following methods (but not limited to):

- Water Filled Barriers (WFB's)
- Concrete Barriers (AKA: Jersey Barriers)
- Heavy vehicles such as buses, trucks or heavy plant.
- Existing geographical and civic features.

An Update to date "Target Hardening Plan" or "Hostile Vehicle Mitigation Plan" can be made available by contacting the Event Organiser as listed in this TMP.



12. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant Group will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant Group Holistic Risk/Hazard and Verification Assessment:

Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant Group to aid as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Group
Hostile Vehicle/s	Potential to cause harm or fatal injury to Event Staff, Patrons & property.	If required, all closure points will have HVM blockades in place to control hostile access from vehicles



13. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
Mike Curcuruto	FBI Radio	0411 540 780	Y
Matt Rule	Music and Booze Co	0437 546 566	N
Andy McQueen	Buzz Sound and Lighting	TBC	N
Simon Auston	Red Dawn Security	TBC	N
Ramie Abou Chakra	Vigilant Group	0431 811 489	Y

14. TGS Attachments

TGS No	Description	Version
VG 22614	TGS 1 - Bump In	1.0
VG 22615_v2	TGS 2 - Event Day	2.0
VG 22616_v2	TGS 3 - Bump Out	2.0

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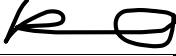

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15. TMP Approvals

Endorsement by:

Ramie Abou Chakra	Vigilant Group		11/08/2023
Michael Parker	Vigilant Group		11/08/2023
Name	Delegation	Signature	Date

Endorsement by:

Name	Delegation	Signature	Date

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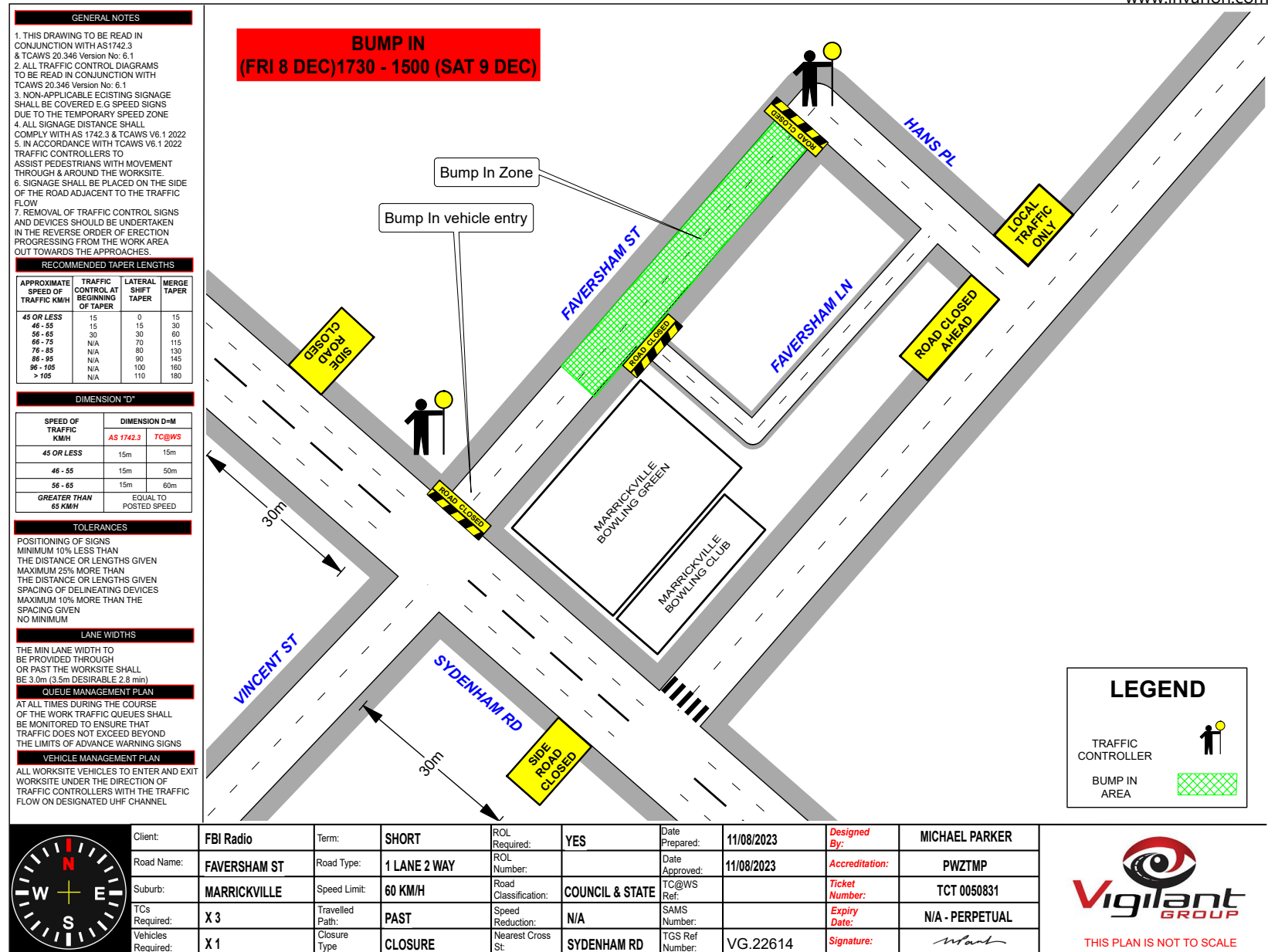
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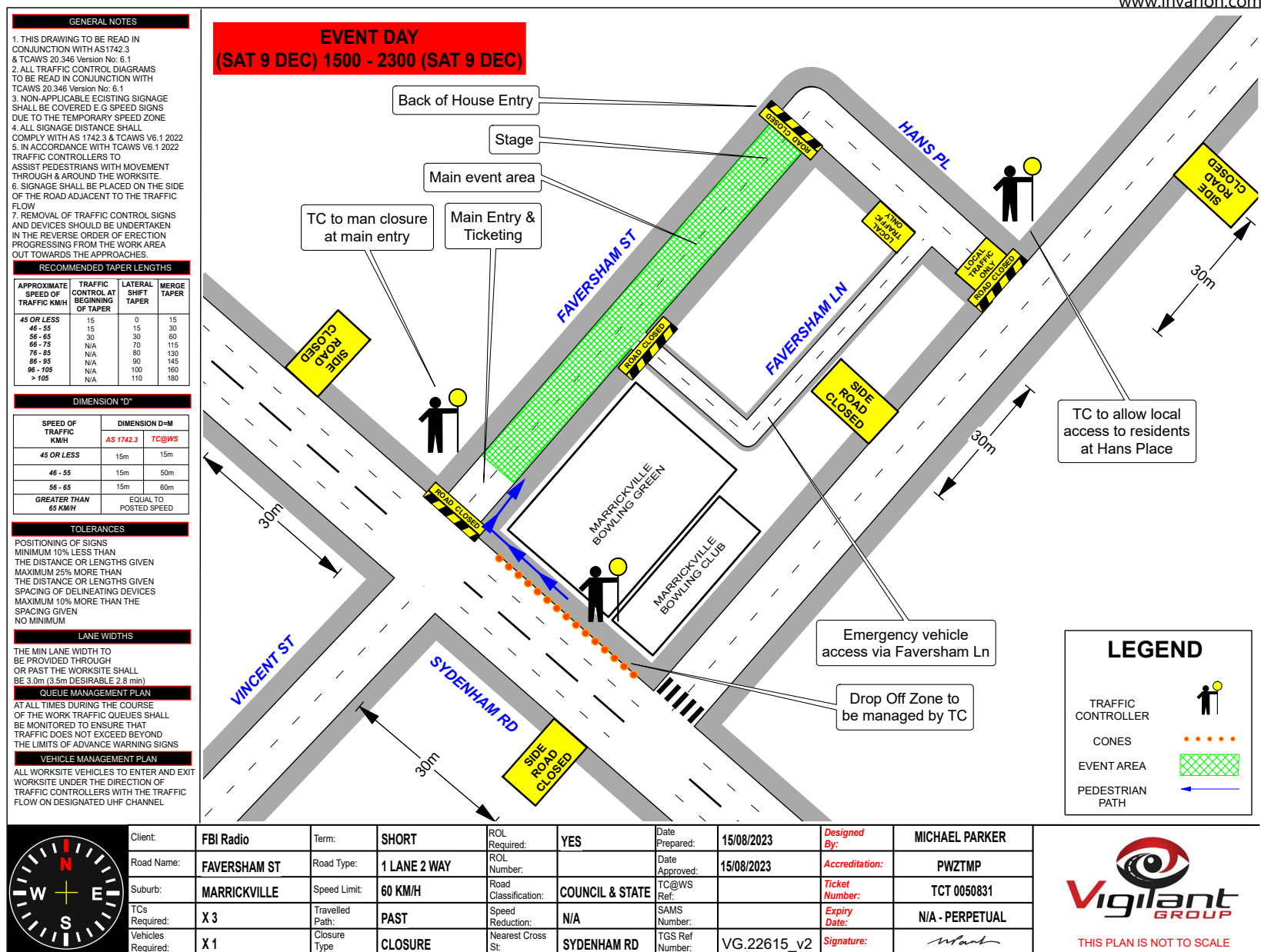
TGS ATTACHED

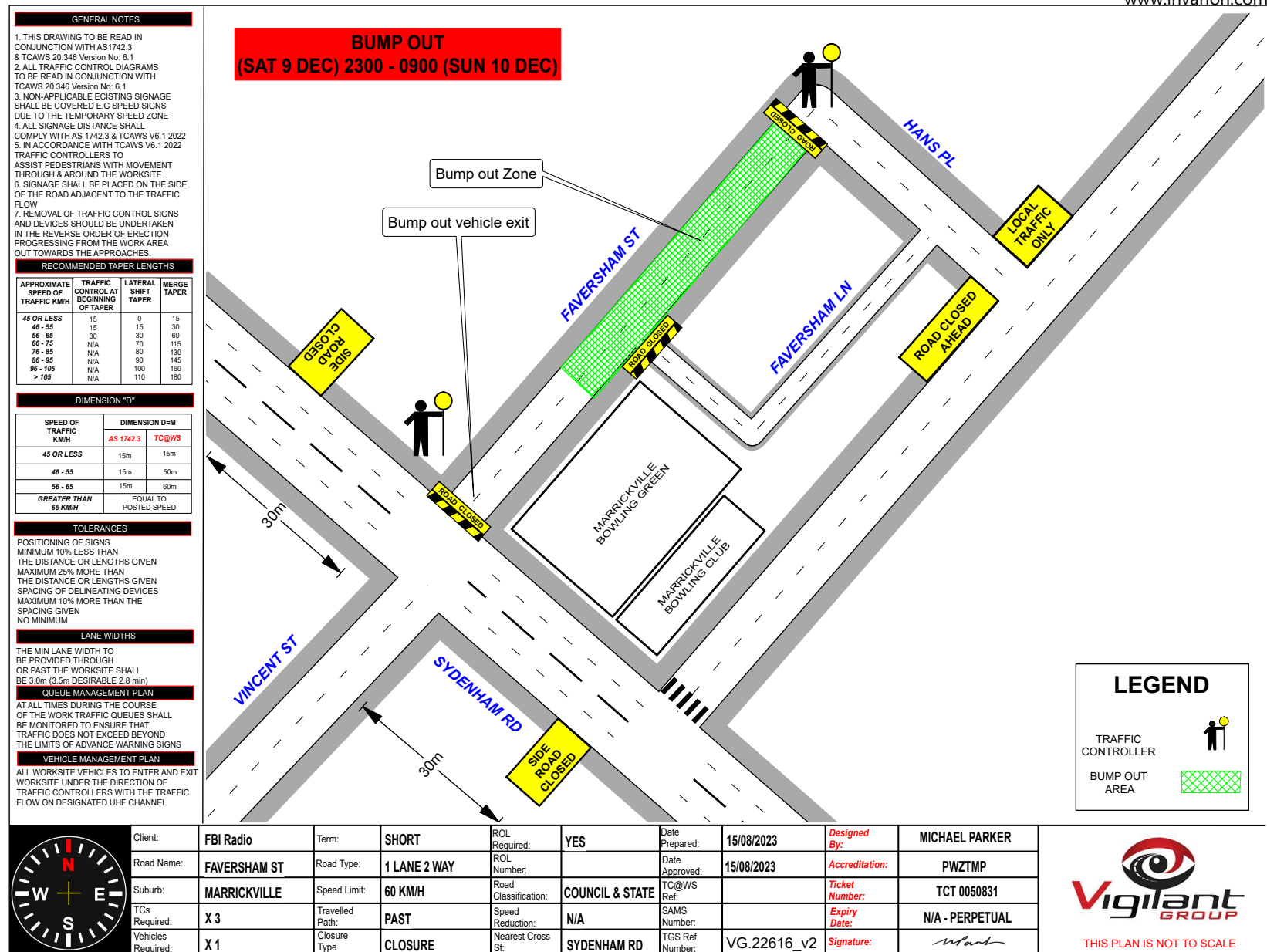
Item 3

CONFIDENTIAL

Attachment 1







Item No: LTC0923(1) Item 4

Subject: TRAFFIC MANAGEMENT PLAN FOR THE 2023 NEW YEAR'S EVE EVENT (BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

Prepared By: Amir Falamarzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the Traffic Management Plan (*Attachment 1*) detailing the traffic arrangements for the 2023 New Year's Eve be supported.
2. That the Traffic Management Plan (*Attachment 1*) be forwarded to Council's Parks and Streetscapes Coordinator, Transport Management Centre and the Major Events & Incidents Group (NSW Police).
3. That a temporary 'No Stopping' zone be installed on the eastern side of Montague Street between Darling Street and Beattie Street, Balmain.
4. That the following temporary modifications to bus stops be approved:
 - a) On the northern side of Darling Street:
 - i. Install temporary 'Bus Zones' between Mort Street and Ford Street.
 - ii. Extend the 'Bus Zone' between Ford Street and McDonald Street.
 - iii. Extend the 'Bus Zone' between McDonald Street and Curtis Road, outside Nos.217-223 Darling Street.
 - b) On the southern side of Darling Street:
 - i. Install a temporary 'Bus Zone' between Booth Street and Beattie Street, outside No. 244-270 Darling Street.
 - c) On the eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove.
5. That the Transit Systems representative be requested to place adequate notices on buses regarding the establishment of an alcohol free zone in the Balmain East area (details to be provided by Council).
6. That the taxi / hire car access to the Peninsula be restricted from 7:00pm.
7. That taxis / hire cars carrying mobility impaired or infirmed residents be permitted access at all hours into the Peninsula.
8. That the NSW Taxi Council be advised of the Committee's recommendation.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines the traffic management plan for the 2023 New Year's Eve event.

BACKGROUND

Traffic Management

The following roads will be closed to all vehicular traffic between 3:00pm Sunday, 31 December 2023 and 12:00am on Monday, 1 January 2024 to cater for the New Year's Eve celebrations:

- Brent Street at Evans Street intersection, Rozelle (both directions).
- Mansfield Street at Evans Street intersection, Rozelle (both directions).
- Hanover Street at Evans Street intersection, Rozelle (both directions).
- Mackenzie Street at Victoria Road intersection, Rozelle (both directions).
- Hartley Street at Victoria Road intersection, Rozelle (both directions).
- Joseph Street at Victoria Road intersection, Rozelle (both directions).
- Loughlin Street at Victoria Road intersection, Rozelle (both directions).
- Crescent Street at Robert Street intersection, Rozelle (both directions).
- Buchanan Street at Robert Street intersection, Balmain (both directions).
- Waragal Avenue at Terry Street intersection, Rozelle (both directions).
- McKell Street at Yeend Street intersection, Birchgrove (both directions).

In addition, the following roads will be closed to all vehicular traffic except State Transit Authority/Transit Systems buses, Taxis, Hire Cars and Balmain Access Permit holders and will be manned by NSW Police officers between 3:00pm Sunday, 31st December 2023 and 12:00am on Monday, 1st January 2024:

- Terry Street at Wellington Street intersection, Rozelle (northbound direction).
- Darling Street at Nelson Street intersection, Rozelle (northbound direction).
- Darling Street at Ewenton Street intersection, Balmain (eastbound direction).
- Evans Street at Merton Street intersection, Rozelle (northbound direction).
- Evans Street at Nelson Street, Rozelle (both directions).
- Mullens Street at Robert Street intersection, Rozelle (both directions).
- Ballast Point Road at Lemm Street-Yeend Street intersection, Birchgrove (south and eastbound directions).
- Wharf Road at Grove Street intersection, Birchgrove (eastbound direction).
- Robert Street at Crescent Street, Rozelle (northbound direction).
- Grove Street at Rose Street, Birchgrove (eastbound direction).

The following plan indicates the road closure points:

A Traffic Management Plan including Traffic Control Plans outlining the above road closures and the bus route changes is attached in *Attachment 1*.

Taxi Access

As previously recommended, the NSW Taxi Council will again be requested to inform their members of the proposed taxi access restriction after 7pm to minimise traffic congestion in the peninsula and improve pedestrian safety. Taxis will therefore need to use the following drop-off point locations:

- Taxis entering Terry Street - In the unrestricted parking on the eastern side of Terry Street or 'Bus Zone' and timed kerbside parking along Wellington Street.
- Taxis entering Darling Street - In the ticket parking areas along Darling Street and Nelson Street.
- Taxis entering Robert Street – In the restricted parking area and 'Bus Zone'.

Public Transport Access

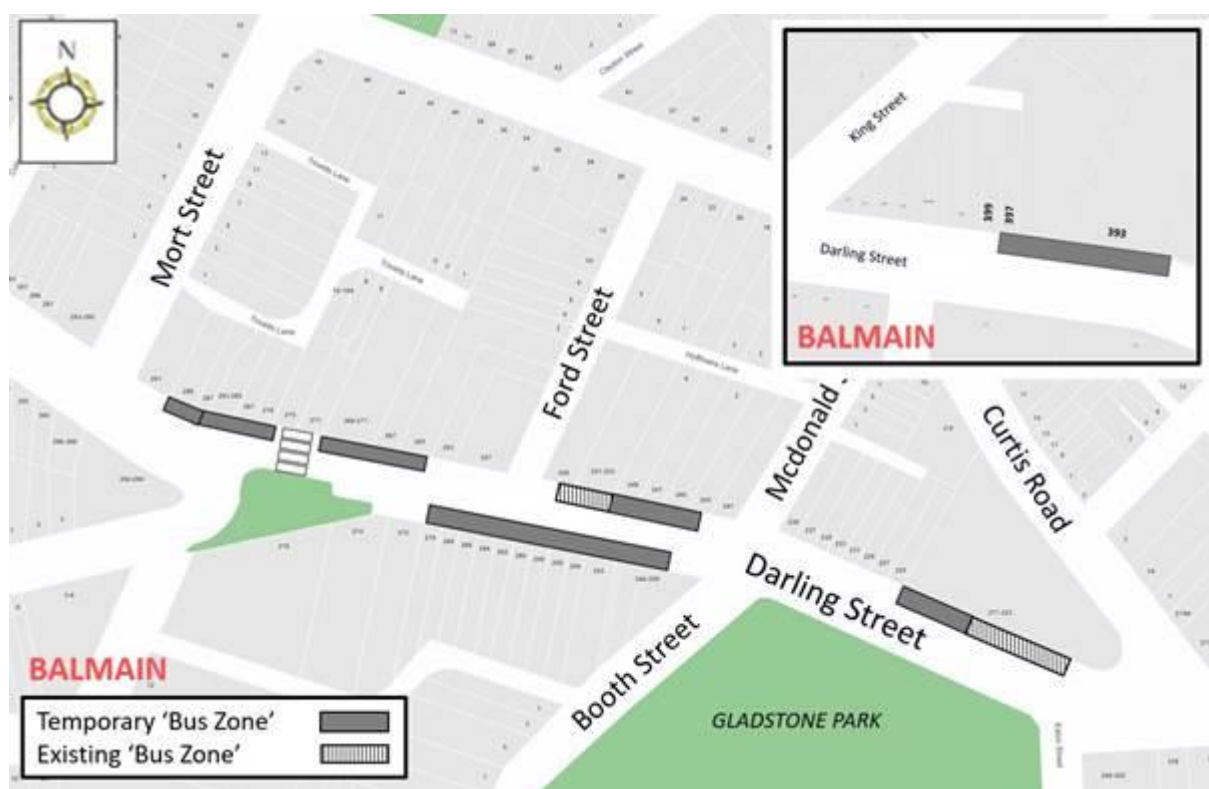
Transit Systems will be scheduling additional services into the Balmain peninsula to cater for the New Year's Eve celebrations.

As such, temporary 'Bus Zones' will be installed at the following locations:

- Darling Street and the existing 'Bus Zones' on Darling Street between Mort Street and Curtis Road, Balmain.
- Eastern side of Grove Street between Wharf Road and Bay Street, Birchgrove.

The 'Bus Zones' on Grove Street will be used by Transit Systems and the Police to store buses on New Year's Eve. This is required for the safe bump out of the general public from Birchgrove as identified from a debrief from a previous New Year's Eve event conducted in the Balmain Peninsular.

The signs defining the temporary restrictions be in place after 12 Noon on 31 December 2023 and will be removed the following day.





Based on discussions held in previous years regarding disruptions to bus services leaving Gladstone Park/Curtis Road roundabout due to the gathering of large crowds, the Glebe Police representative introduced Police bike units to manage the crowds in the area.

In addition, to avoid delays that occurred at the Robert Street/Mullens Street intersection (which is a Police check point), buses entering Robert Street from Victoria Road are proposed to use Crescent Street and Parsons Street to access Mullens Street (see TCP 06/07 in *Attachment 1*).

It should be noted that Council will install variable message signs (“Balmain Peninsula is closed” and “Alcohol Free Zone”) on the main access roads into Balmain Peninsula a few days in advance of the event;

Temporary ‘No Stopping’ Restrictions

Following a previous year’s event, the Sydney Buses representative advised that several vehicles parked on Montague Street out from the kerb thus narrowing the carriageway and preventing buses from passing each other. Therefore, it is proposed to install temporary ‘No Stopping’ zone on the eastern side of Montague Street between Darling Street and Beattie Street. The residents will be advised of this arrangement in advance of the event.

Resident Access

To ensure resident access is maintained, the following permits will be accepted for access to the Balmain / Rozelle peninsula:

- Inner West Council Resident Access Permit.
- Inner West Council current Resident Parking Scheme Permit for Areas; B1, B2, B3, B5, BE, BG, R1, R2, R3 & R4.
- Australian Mobility Parking Scheme permit

Alcohol Free Zones

Council has already received approval to re-establish the Alcohol Free Areas for the New Year's Eve celebrations in 2020, 2021, 2022 & 2023 at the following locations:

- Illoura Reserve
- 2-8 Weston Street
- Thornton Park
- Lookes Avenue Reserve
- Simmons Point Reserve
- Yurulbin Park
- Birchgrove Park
- Miklouho-Maclay Park
- Mort Bay Park
- College Street playground
- Harris Reserve
- Brownlee Reserves
- Darling Street from Duke Street to Darling Street Wharf
- Darling Street Wharf, Balmain East;
- Lookes Avenue
- Weston Street

These alcohol restrictions are proposed to be in place from 12.00pm (noon) 31 December 2023 to 3.00am 1 January 2024.

DISCUSSION

The proposed road closures are currently being advertised on Council's website in accordance with the Roads Act 1993 for a period of 28 days from 8 September 2023 to 6 October 2023. No comments have been received to date.

In December, the details of these traffic arrangements will be re-advertised on Council's website and via a mail out to all occupants in the Balmain peninsula.

The road closures and other event information will also be available on the Sydney New Year's Eve Event website.

Matters arising from previous events

Residents' Comments	Officer Comments
Temporary toilets at Illoura Reserve off-street car park are proposed by Council's Events Team.	A new TGS plan has been to block vehicle access and temporarily dedicate the space to temporary toilets at Illoura Reserve.
There is a complaint from residents regarding lack of enforcement during last year's event including illegal parking, relocating barricades and entering the road closure zone.	NSW Police and Council's enforcement team have been notified of the misbehaviors that occurred at last year's event.

There is a suggestion from a resident to notify vehicles of the road closures in advance of Mackenzie Street, Hartley Street, Joseph Street and Loughlin Street intersections at Victoria Road.	It is proposed to install No Left Turn Sign (Side Road Closed) On Victoria Road before Mackenzie Street, Hartley Street, Joseph Street and Loughlin Street.
There is a complaint from a resident regarding traffic congestion on Terry Street, Darling Street and Evans Street due to closures on those streets and lack of road closure notification.	To address the issue, it is proposed to install Road Closure Ahead (Event Ahead) signs in advance to the subject streets to notify drivers that the road ahead is closed and provide options to turn around.

FINANCIAL IMPLICATIONS

Funding for costs associated with New Year's Eve including labour, notifications and permits have been budgeted for in the 2023-24 operational plan.

PUBLIC CONSULTATION

The proposed road closures are currently being advertised on Council's website in accordance with the Roads Act 1993 for a period of 28 days from 19 August 2022 to 16 September 2022. No comments have been received to date.

In December, the details of these traffic arrangements will be re-advertised on Council's website and via a mail out to all occupants in the Balmain peninsula.

The road closures and other event information will also be available on the Sydney New Year's Eve Event website.

ATTACHMENTS

1. [New Year's Eve Fireworks - Balmain Peninsular Traffic Management 2023](#)

TRANSPORT MANAGEMENT PLAN

New Year's Eve Fireworks
Balmain Peninsular
December 31st

PREPARED ON BEHALF OF

INNER WEST

Who Dares

Version 21.0
1st Oct 2021

TRAFFIC PLANNERS
SAFETY CONSULTANTS

Prepared by
WHO DARES PTY LTD
CANAL ROAD FILM CENTRE
SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040

PHONE
9659 9922

Document Author: **Greg Mooney**
Who Dares Pty Ltd
Certificate: PWZ 0027718
Phone 9569 9922

Version Control

Version	Date	Status	Comments
Version 21.0	1 Oct, 2020	FINAL	

Introduction

This plan has been prepared on behalf of **INNER WEST COUNCIL**.
It has been prepared after discussions with Councils Traffic Engineers and Leichhardt Police.
The plan relates to New Year's Eve road closures in Rozelle, Birchgrove, Balmain and Balmain East.

Objective

It is the objective of this report to set out the means and measures by which roads will be closed to through traffic to provide a safe area for the general public to view the New Year's Eve fireworks.

The plan will include a description and detailed plan of the proposed measures, will identify, and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians.

Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Sydney New Year's Eve Fireworks will operate within the Inner West Council area.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

Contacts

INNER WEST COUNCIL

Manod Wickramasinghe

Traffic & Transport Planning Manager

Phone 02 9392 5638

Email manod.wickramasinghe@innerwest.nsw.gov.au

Vinoth Srinivasan

Engineer, Traffic & Parking Services

Phone 02 9392 5806

Email vinoth.srinivasan@innerwest.nsw.gov.au

NSW POLICE - Leichhardt Police Area Command

Inspector Gretchen Grove-Jones

Inspector – Operation

Phone 02 9552 8099

Email grov1gre@police.nsw.gov.au

NSW Police - State Planning Unit

Chief Inspector Amanda Calder

Major Events & Incidents Group

Phone 02 9265 4722

Email #ONROADEVENTS@police.nsw.gov.au

TRANSPORT FOR NSW

Tamara Holmes

Transport Operation Planner

Customer Journey Planning

Phone 02 8396 1648

Mobile 0459 846 360

Email tamara.holmes@transport.nsw.gov.au

1. New Year's Eve

- 1.1 The fireworks display will take place on Sydney Harbour at 2100 hours and 12 midnight.
- 1.2 Large crowds are expected at all Sydney Harbour vantage points.
- 1.3 Previous experience has shown that crowds arrive from early in the day and build from around 1500 hours.

2. Road Closures

- 2.1. ROAD CLOSURES to all vehicles **EXCEPT** STA and Transit System buses, taxis and resident access permits.
 - **Darling Street** at Nelson Street intersection, Rozelle (northbound direction)
 - **Evans Street** at Merton Street intersection, Rozelle (northbound direction)
 - **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
 - **Robert Street** at Victoria Road intersection, Rozelle (eastbound directions)
 - **Mullens Street** closed at Robert Street intersection (both directions)
 - **Darling Street** at Ewinton Street intersection, Balmain (eastbound direction)
 - **Ballast Point Road** at Lemm Street-Yeend Street intersection, Birchgrove (eastbound direction)
 - **Wharf Road** at Grove Street intersection, Birchgrove (eastbound direction)
- 2.2 ROAD CLOSURES All Vehicles
 - **Brent Street** at Evans Street intersection, Rozelle (both directions)
 - **Evans St** at Nelson Street intersection, Rozelle (both directions)
 - **Mansfield Street** at Evans Street intersection, Rozelle (both directions)
 - **Hanover Street** at Evans Street intersection, Rozelle (both directions)
 - **Mackenzie Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Hartley Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Joseph Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Loughlin Street** at Victoria Road Street intersection, Rozelle (both directions)
 - **Crescent Street** at Robert Street intersection, Rozelle (both directions)
 - **Buchanan Street** at Robert Street intersection, Balmain (both directions)
 - **Waragal Avenue** at Terry Street intersection, Rozelle (both directions)
 - **McKell Street** at Yeend Street intersection, Birchgrove (both directions)
 - **Terry Street** at Wellington Street intersection, Rozelle (northbound direction)
 - **Yeend Street** at Ballast Point Road intersection, Birchgrove (both directions)
 - **Rose Street** at Grove Street intersection, Birchgrove (northbound)

2.3 RESIDENT ACCESS PERMITS

- 2.3.1 The following permits will be accepted for access to the Balmain / Rozelle peninsula:
- Inner West Council Resident Access Permit.
 - Inner West Council Current Resident Parking Scheme Permit for Areas B1, B2, B3, B5, BE, BG, R1, R2, R3 and R4.
 - RMS/TfNSW Mobility Parking Scheme Permit.

2.4 TAXI AND HIRE CAR ACCESS

- 2.4.1 Taxi and Hire Cars are permitted past the closures **only up till 7pm** (1900 hours) New Year's Eve 31st December.

3. Special Event Clearways

- 3.1 Transport for NSW (TfNSW) will operate a special event clearway western side of Victoria Road from The Crescent, Rozelle to Westbourne Street Drummoyne, from 2pm 31st December until 2am 1st.

4. Road Closure and re-opening times

- 4.1 Roads will be closed from 1500 and re-opened by the Police after the crowd has dispersed after the midnight fireworks.

5. Identification and assessment of impact of proposed measures and notification

- 5.1. The proposal will have a reasonably significant impact as it includes the closure of Darling Street. Vehicle movement will be directed away from the area affected by the closures. Local residential access will be maintained by Police.
- 5.2 Road closures and times will be advertised via:
- 5.3.1 Inner West Council website.
 - 5.3.2 Traffic live website.
 - 5.3.3 New Year's Eve website.
 - 5.3.4 Mail out to all occupants in the peninsula.
- 5.3 Transport Management Centre (TMC) Permanent Variable Message Signs
- Due to the impact of the New Year's Eve on the road network, several permanent Variable Message Signs (VMS) will be used to inform the public of the event and potential traffic delays.

6. Alcohol Free Zones

- 6.1. Like previous years, alcohol free zones will be established for New Year's Eve from 12.00pm (noon) 31st December to 3.00am 1st January at
 - 6.1.1 Illoura Reserve.
 - 6.1.2 Thornton Park.
 - 6.1.3 Lookes Avenue Reserve.
 - 6.1.4 Simmons Point Reserve.
 - 6.1.5 Darling Street from Duke Street to Darling Street Wharf.
 - 6.1.6 Lookes Avenue and Weston Street, Balmain East.
 - 6.1.7 Yurulbin Park (Louisa Road)
 - 6.1.8 Ballast Point Park
 - 6.1.9 Birchgrove
 - 6.1.10 Miklouho - Maclay and Mort Bay Parks
 - 6.1.11 College Street Playground
 - 6.1.12 Harris and Brownlee Reserves Birchgrove

7. Assessment of public transport services affected

- 7.1. State Transit Authority (STA) and Transit Systems will operate services to a special New Year's Eve timetable increasing services to all routes servicing vantage points.
- 7.2. STA and Transit Systems bus services will need to be re-routed. TfNSW will provide notification of affected services.
- 7.3. Bus stops on both sides of Darling Street near Curtis Road will be temporarily extended.
- 7.4. A temporary Bus Zone will be installed in Darling Street between Ford Street and McDonald Street, Balmain.
- 7.5. A temporary Bus Zone be installed on the southern side of Darling Street between Booth Street and opposite Ford Street outside number 258-260 Darling Street (50m).
- 7.6. A temporary No Stopping Zone be installed on the eastern side of Montague Street between Little Darling St and Beattie St.
- 7.7. Police have been requested to provide bike unit resources to improve traffic/crowd controls around the Darling Street/Curtis Road intersection.
- 7.8. Sydney Harbour Ferry services will be suspended on New Year's Eve from approximately 1800 hours. Sydney Ferries will provide notification of affected services.

8. Details of provision made for emergency vehicles, pedestrian, disabled parking

- 8.1. **Emergency Services** will be informed of the event and a copy of the TMP will be sent by Inner West Council.
- 8.2. **In the case of an emergency** along the event route that will require an emergency vehicle to attend Police and Council Staff will be on hand to facilitate.
- 8.3. **Pedestrian** access will be maintained to footpaths, some points will be facilitated by Police.
- 8.4. Police will allow vehicles displaying a TfNSW Mobility Parking Permit access into the closures.

9. Cleaning

- 9.1. Cleaning crews will be on stand-by between 2300 hours 31st December and 0200 hours on 1st January.

10. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

- 10.1. It is the intention to implement plans in line with previous New Year's Eve activities of a similar scope to contribute to the amelioration of as much inconvenience as possible in order to not effect negatively on any future events.
- 10.2. Residents and business owners around the area will be notified by a letterbox drop 3 weeks prior.
- 10.3. Council will undertake an information campaign to business owners, residents in the affected area by way of a letter drop at least seven days prior and that any concerns raised by those people are attended to.
This will be done through advertising in newspapers, the TfNSW Live Traffic, Sydney NYE and Council's websites, along with VMS boards placed by Transport for NSW.

11. Privacy Notice

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

I declare that the details in this application are true and complete. I understand that:

- The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.
- I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993.
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the

- person concerned to provide his/her "personal information".
- The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers, or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

Physical Survey of the Route

Item	Verified	Action Taken
All one-way Streets are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event by event organiser. Police to facilitate emergency vehicle access
Block local resident access	<input checked="" type="checkbox"/>	Limited access provided under police control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic diversion
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by Police
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route	<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/> No	Standard
Security of participants	<input checked="" type="checkbox"/> Yes	Police will be on-site
Security of very important persons (VIPs)	<input checked="" type="checkbox"/> No	

ANNEXURES

	Document	Source
ANNEX 1	Special Event Road Closures & Clearways Map	TfNSW
ANNEX 2	Road Occupancy License	IW Council

ATTACHMENTS

➤ TCP's

- TCP 01 Hanover St & Evans St ROZELLE
- TCP 02 Mansfield St & Evans St ROZELLE
- TCP 03 Brent St & Evans St ROZELLE
- TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE
- TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE
- TCP 06 Victoria Rd & Robert St ROZELLE
- TCP 07 Robert St & Mullens St ROZELLE
- TCP 08 Buchanan St & Robert St ROZELLE
- TCP 09 Waragal Ave & Terry St ROZELLE
- TCP 10 Terry St & Wellington St ROZELLE
- TCP 11 McKell St & Yeend St BIRCHGROVE
- TCP 12 Darling St & Nelson St ROZELLE
- TCP 13 Darling St & Ewenton St BALMAIN
- TCP 14 Wharf Rd & Grove St BIRCHGROVE
- TCP 15 Darling St & Curtis Rd BALMAIN
- TCP 16 Temp Bus stops Darling St BALMAIN
- TCP 17 Temp No Stopping Montague St BALMAIN
- TCP 18 Rose St & Grove St BIRCHGROVE

ANNEX 1 - SPECIAL EVENT ROAD CLOSURES & CLEARWAYS

Attach Map from TfNSW when available

ANNEX 2 – ROAD OCCUPANCY LICENSE

Item 4

Attachment 1

www.invarion.com

NEW YEARS EVE TRAFFIC CONTROL PLANS

TCP 01 Hanover St & Evans St ROZELLE
TCP 02 Mansfield St & Evans St ROZELLE
TCP 03 Brent St & Evans St ROZELLE
TCP 04 Victoria Rd at Mackenzie St & Hartley St ROZELLE
TCP 05 Victoria Rd Joseph St & Loughlin St ROZELLE
TCP 06 Victoria Rd & Robert St ROZELLE
TCP 07 Robert St & Mullens St ROZELLE
TCP 08 Buchanan St & Robert St ROZELLE
TCP 09 Waragal Ave & Terry St ROZELLE
TCP 10 Terry St & Wellington St ROZELLE
TCP 11 McKell St & Yeend St BIRCHGROVE
TCP 12 Darling St & Nelson St ROZELLE
TCP 13 Darling St & Ewenton St BALMAIN
TCP 14 Wharf Rd & Grove St BIRCHGROVE
TCP 15 Darling St & Curtis Rd BALMAIN
TCP 16 Temp Bus stops Darling St BALMAIN
TCP 17 Temp No Stopping Montague St BALMAIN
TCP 18 Rose St & Grove St BIRCHGROVE

As at 1st October 2021

PREPARED ON BEHALF OF

INNER WEST COUNCIL

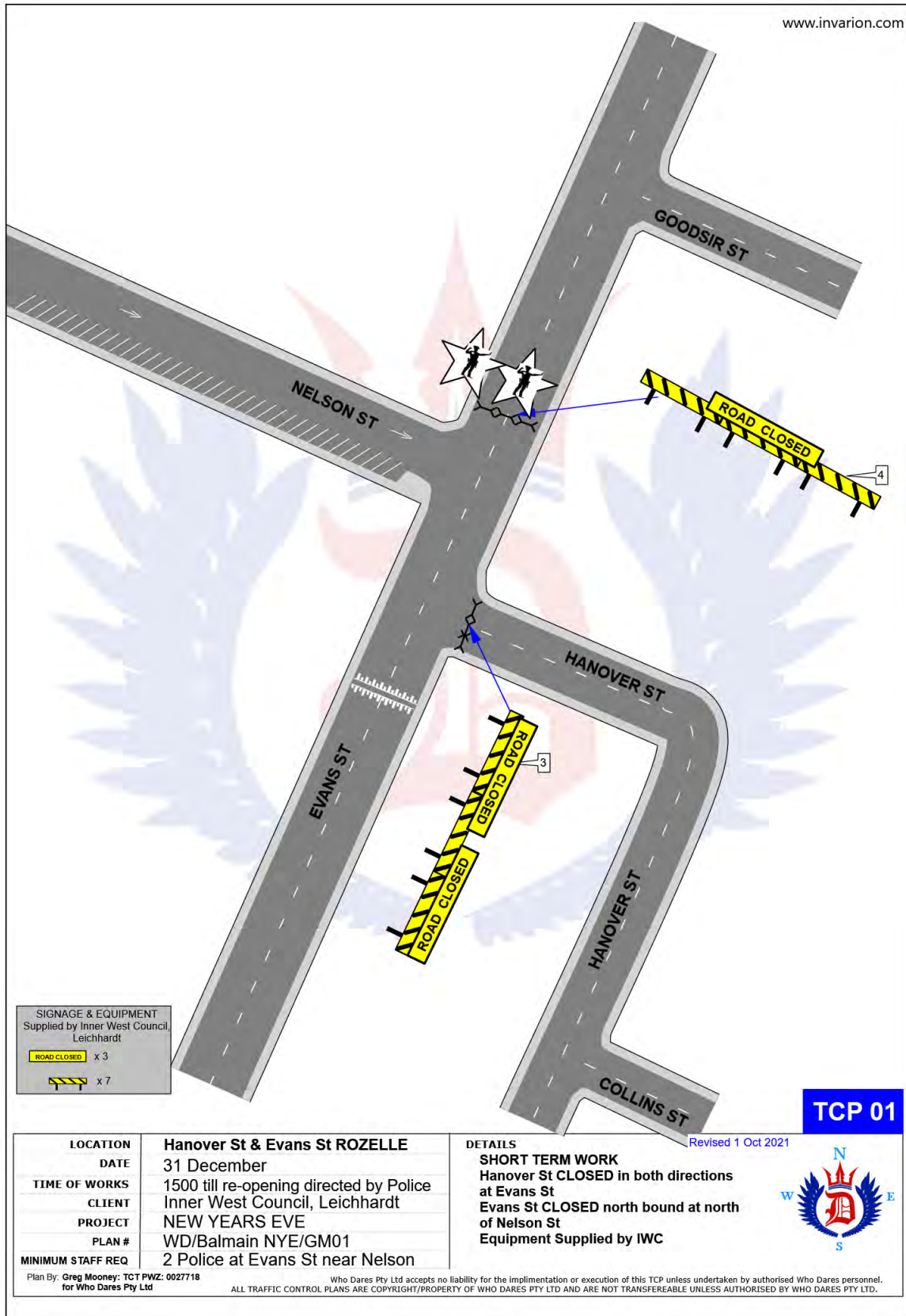
BY

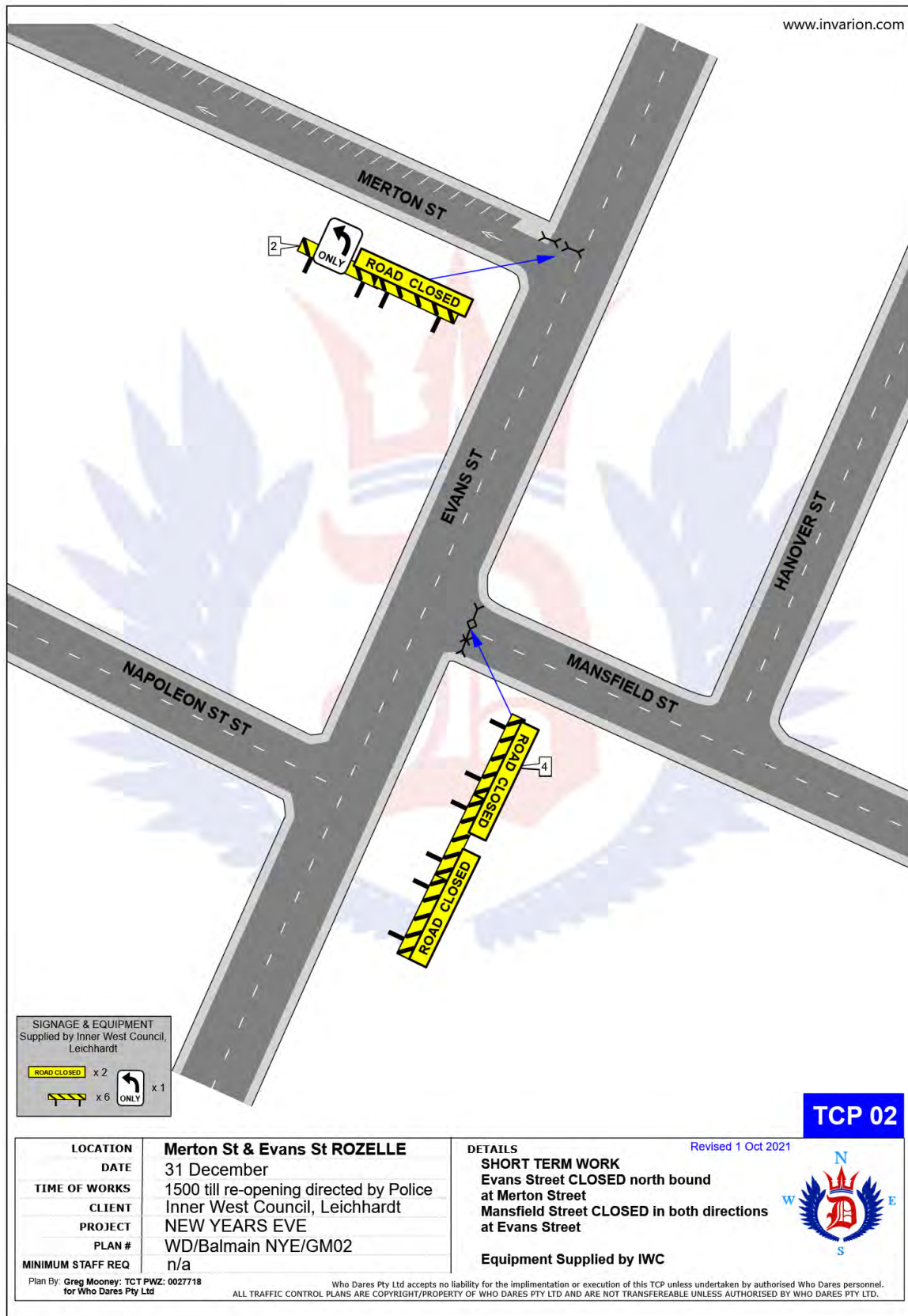
WHO DARES PTY. LTD.

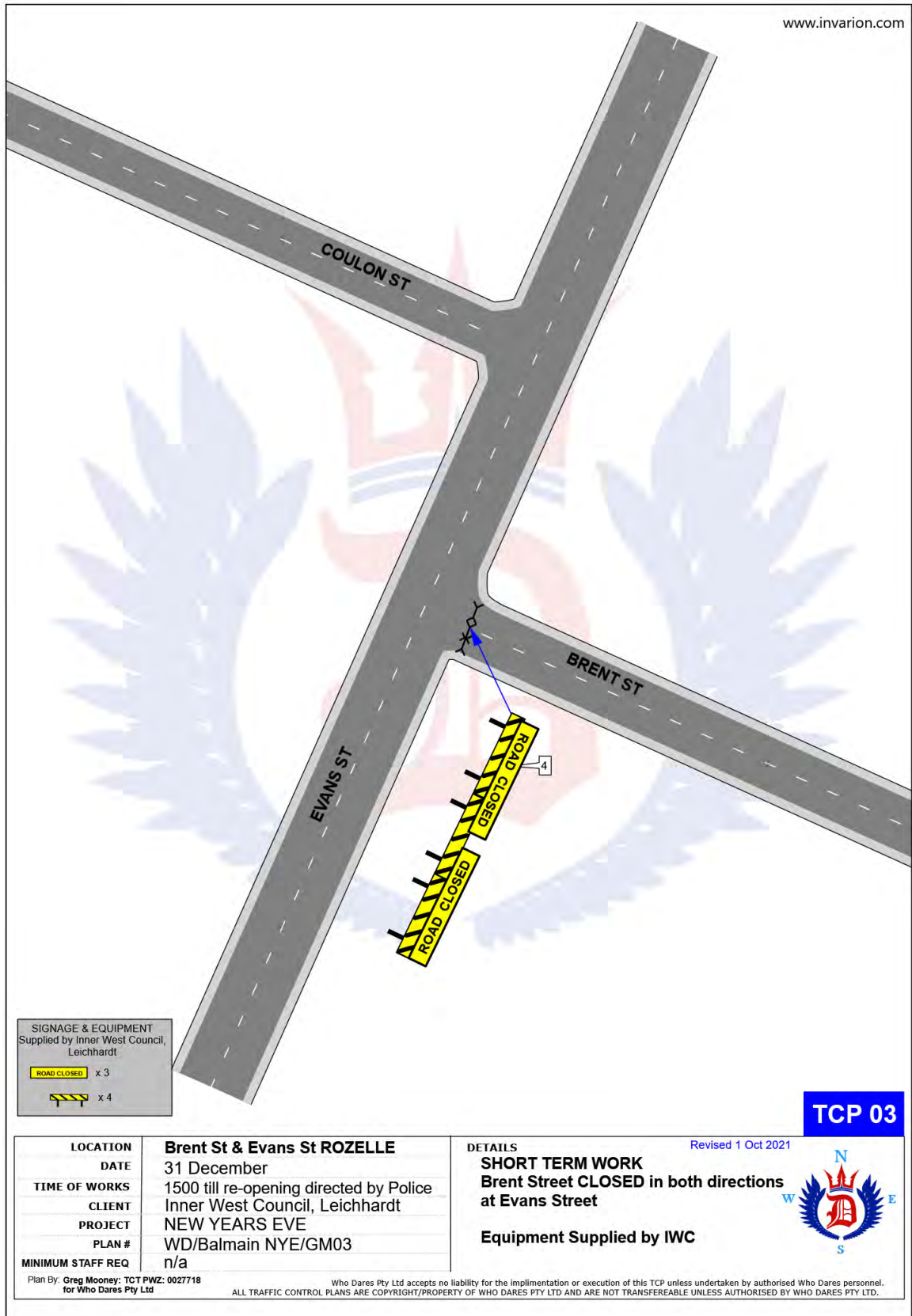
TRAFFIC PLANNERS
SAFETY CONSULTANTS

SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

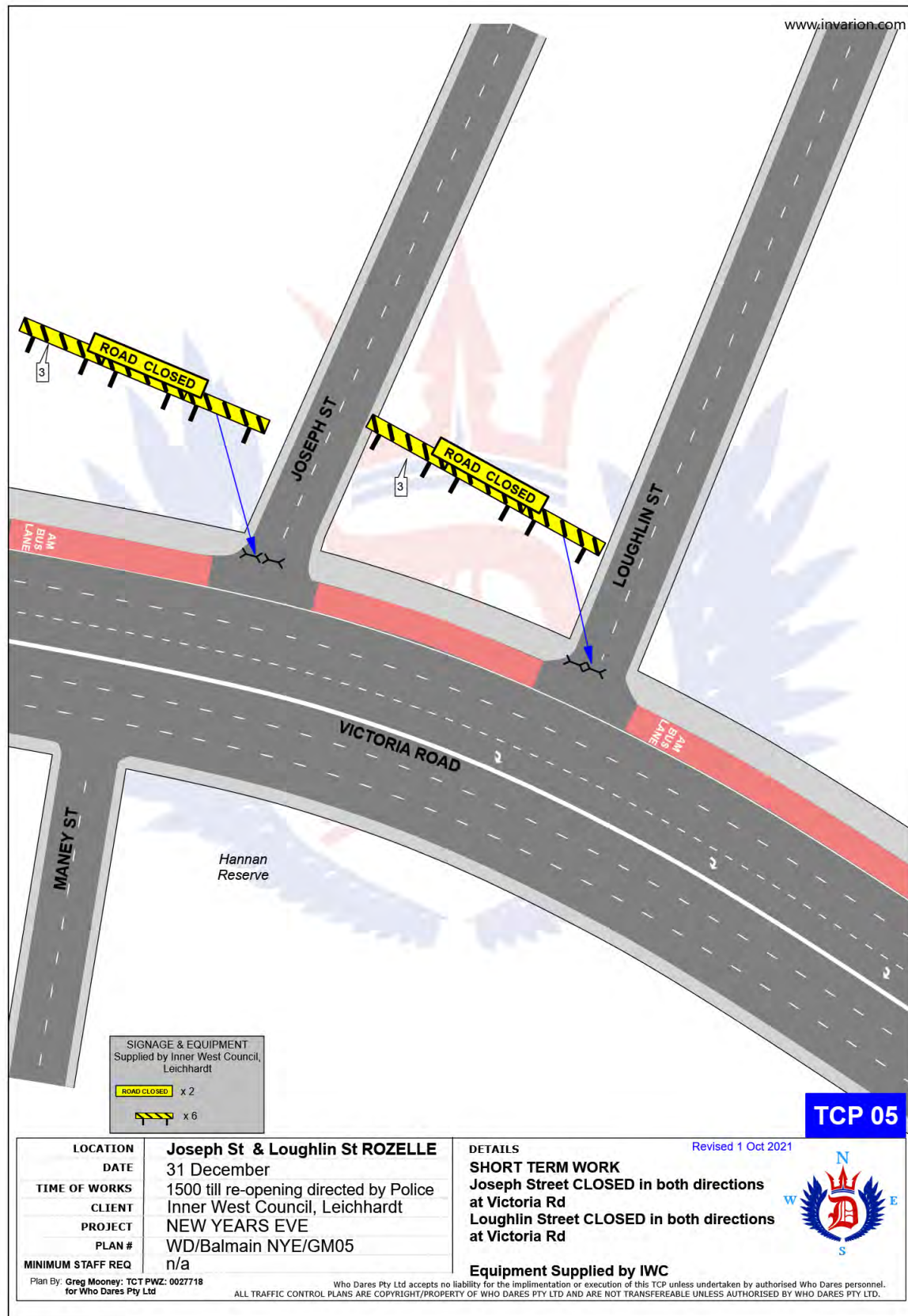
Ph: 02 9569 9922

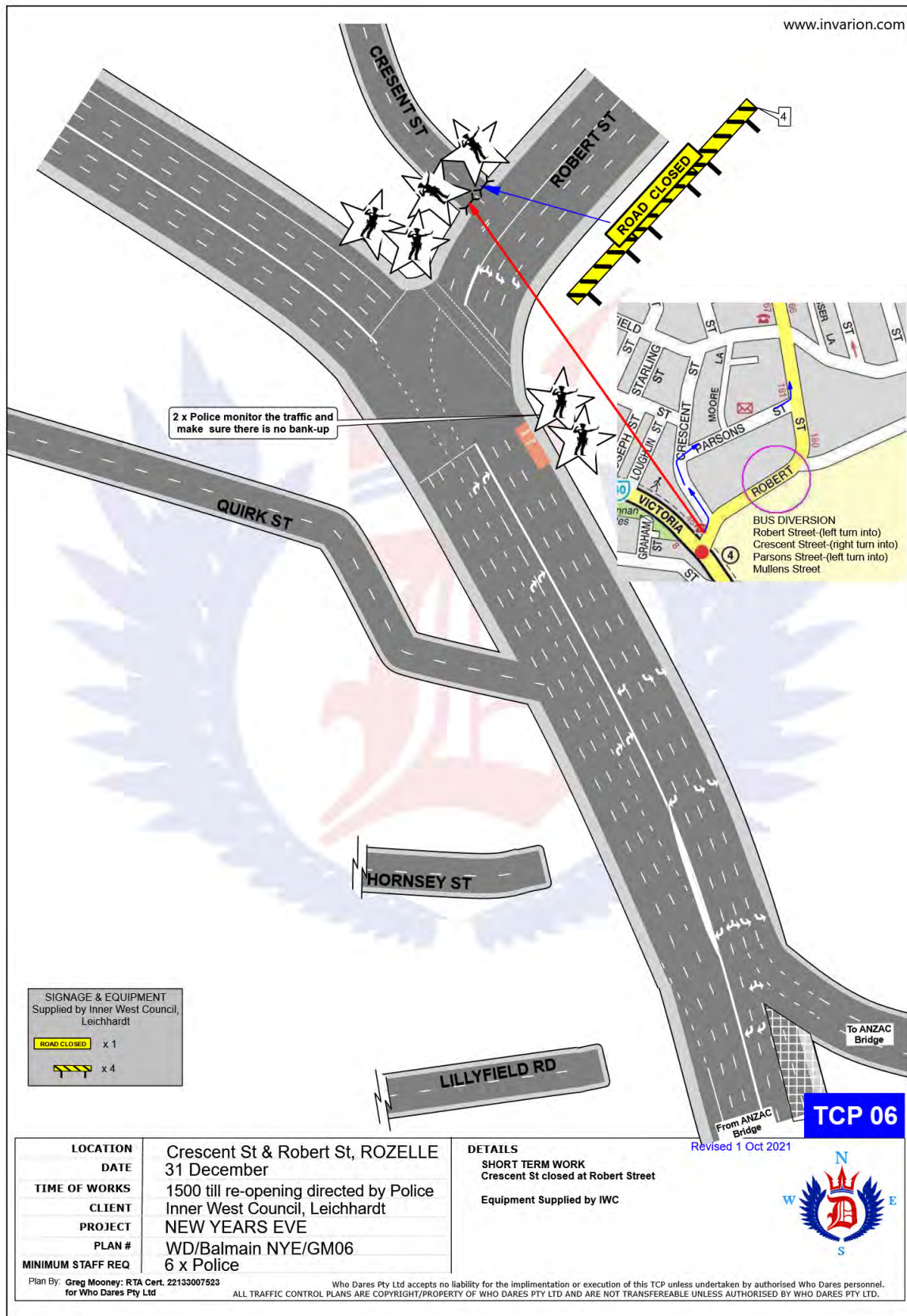


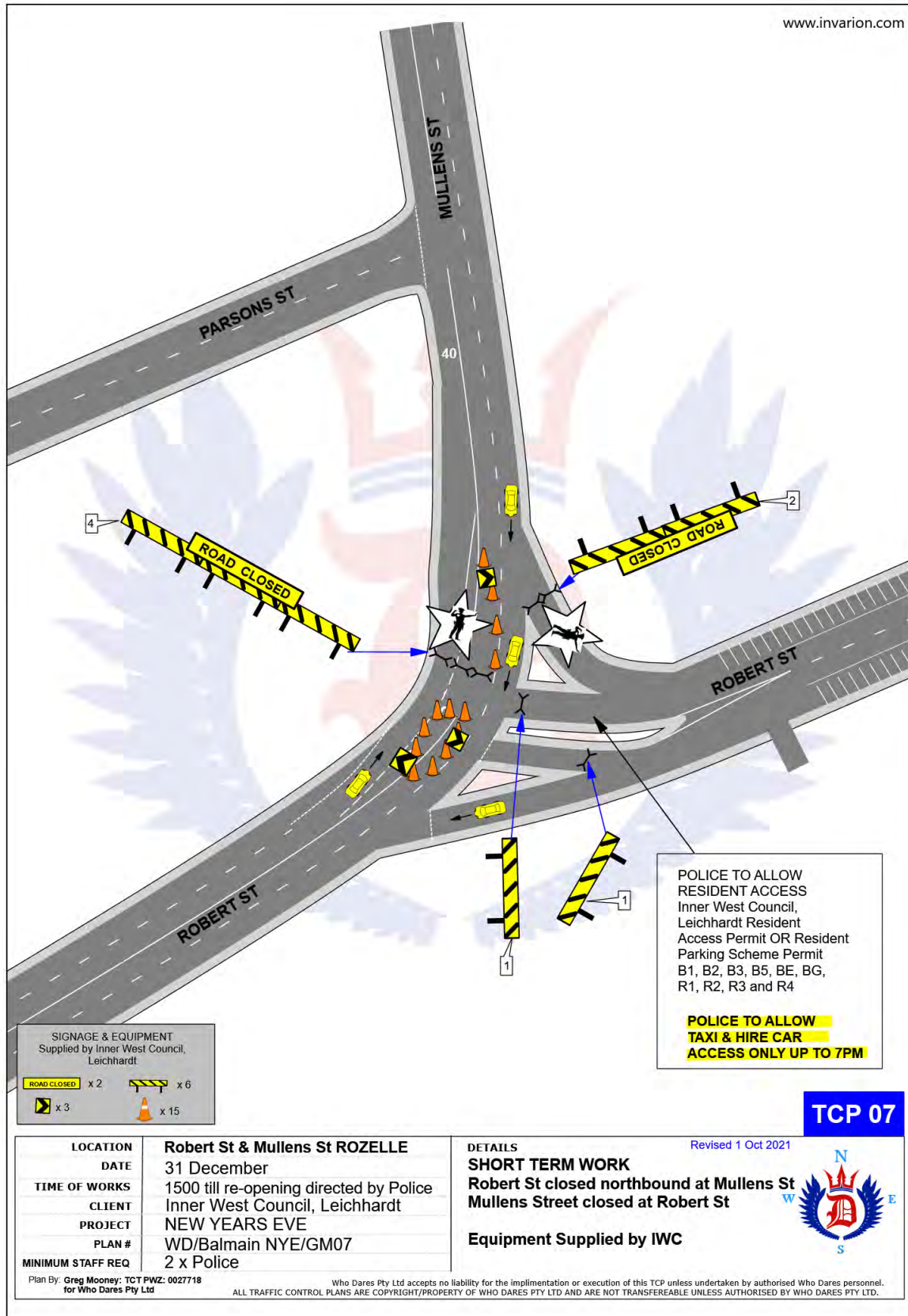


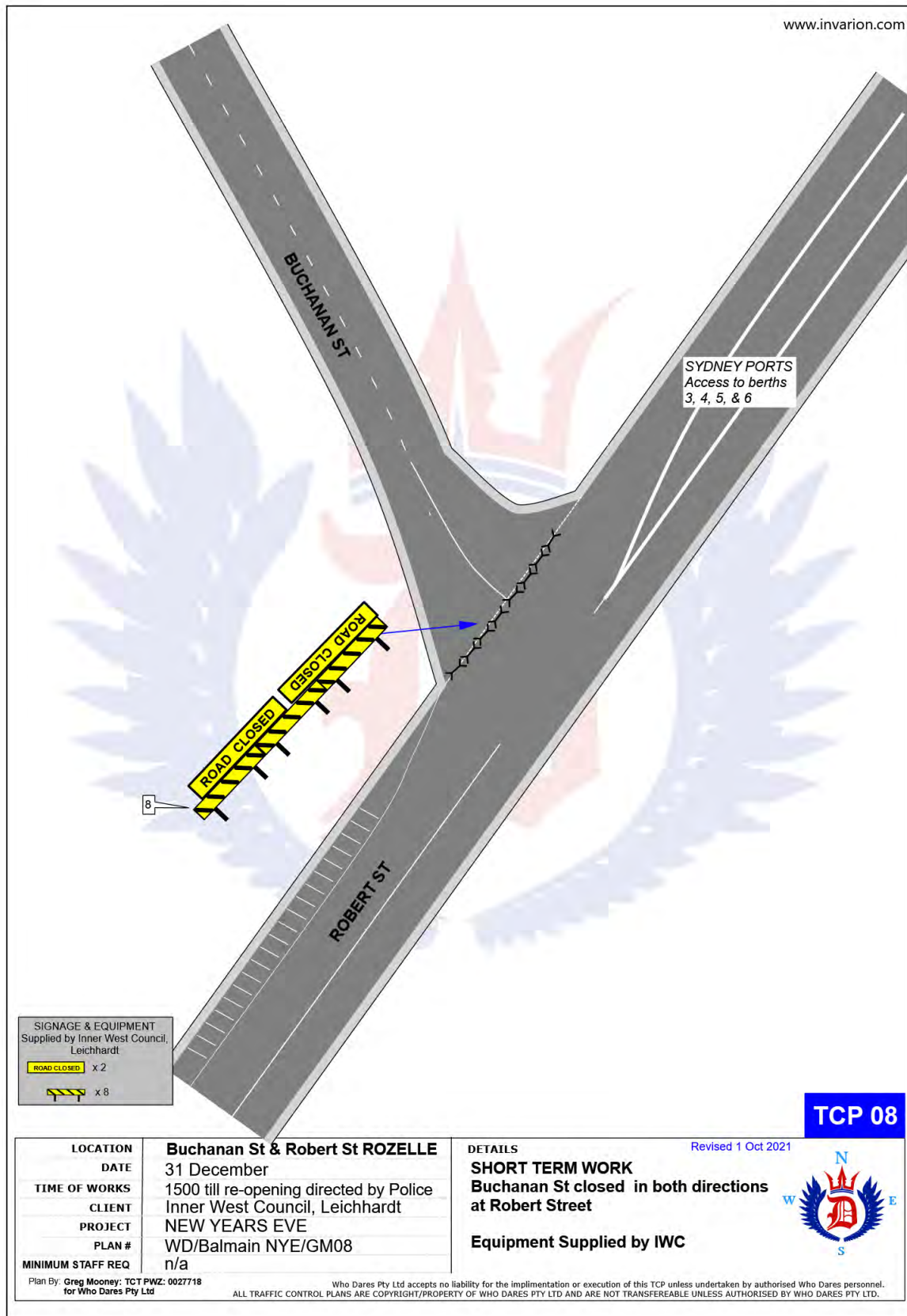


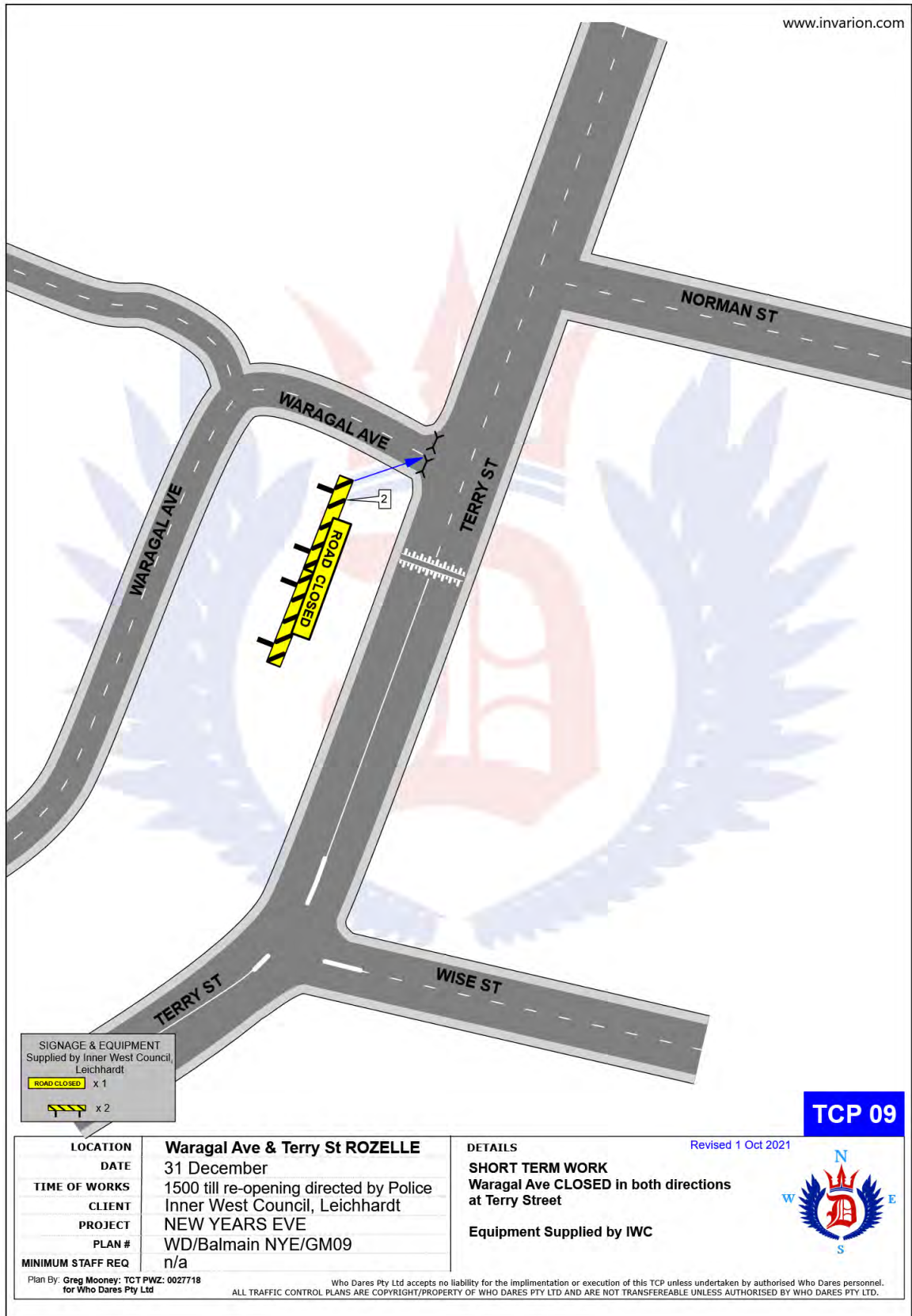


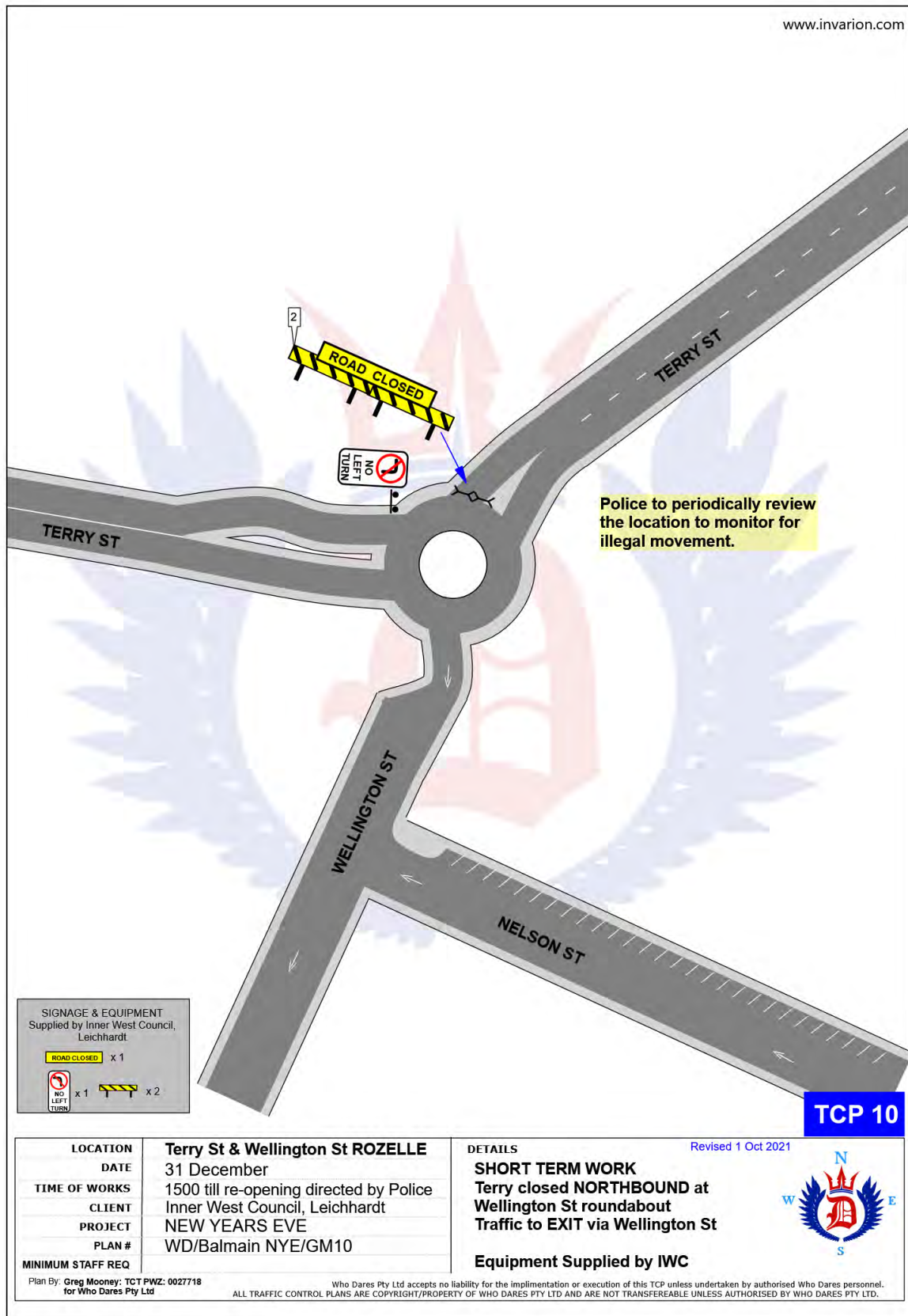


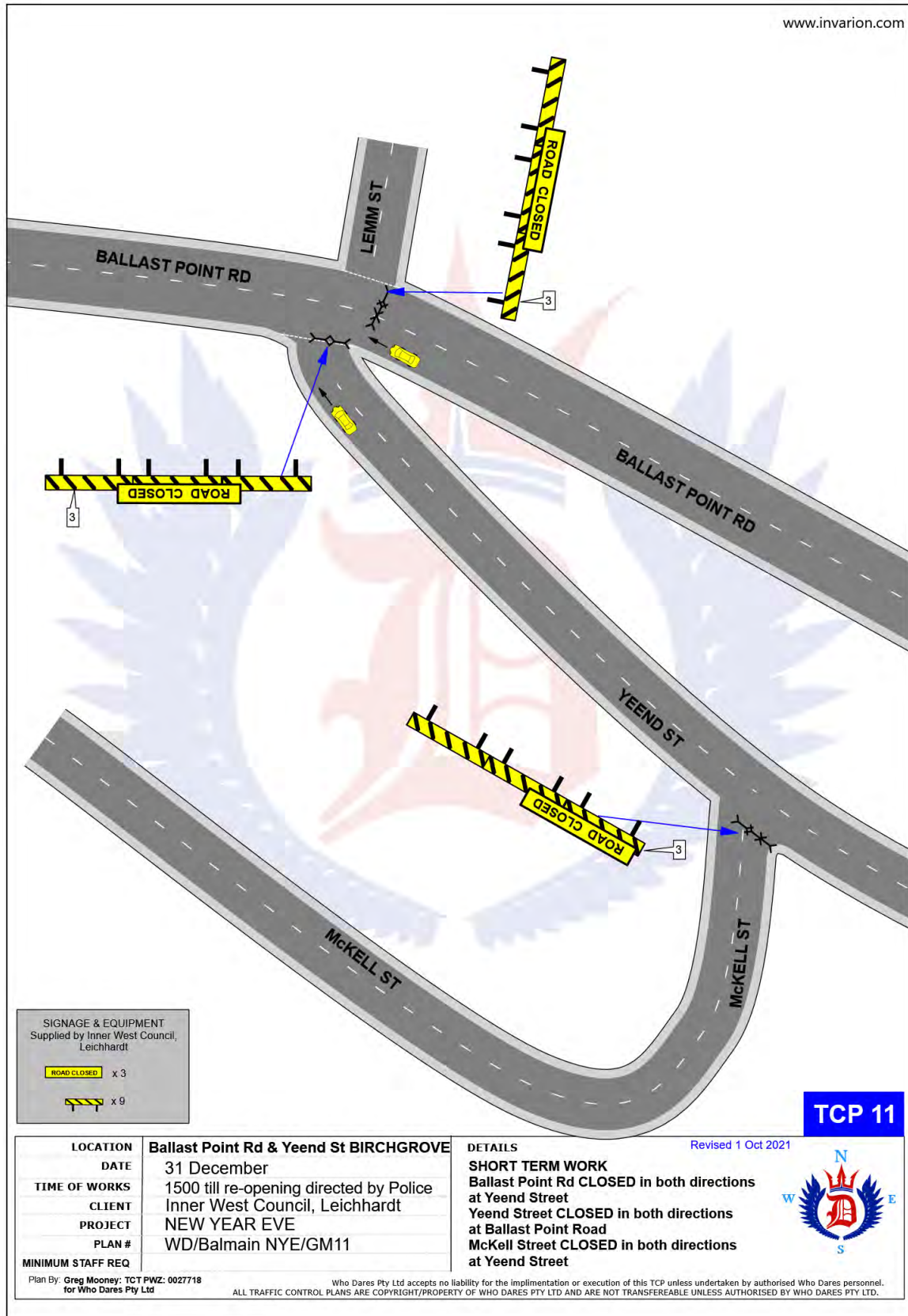


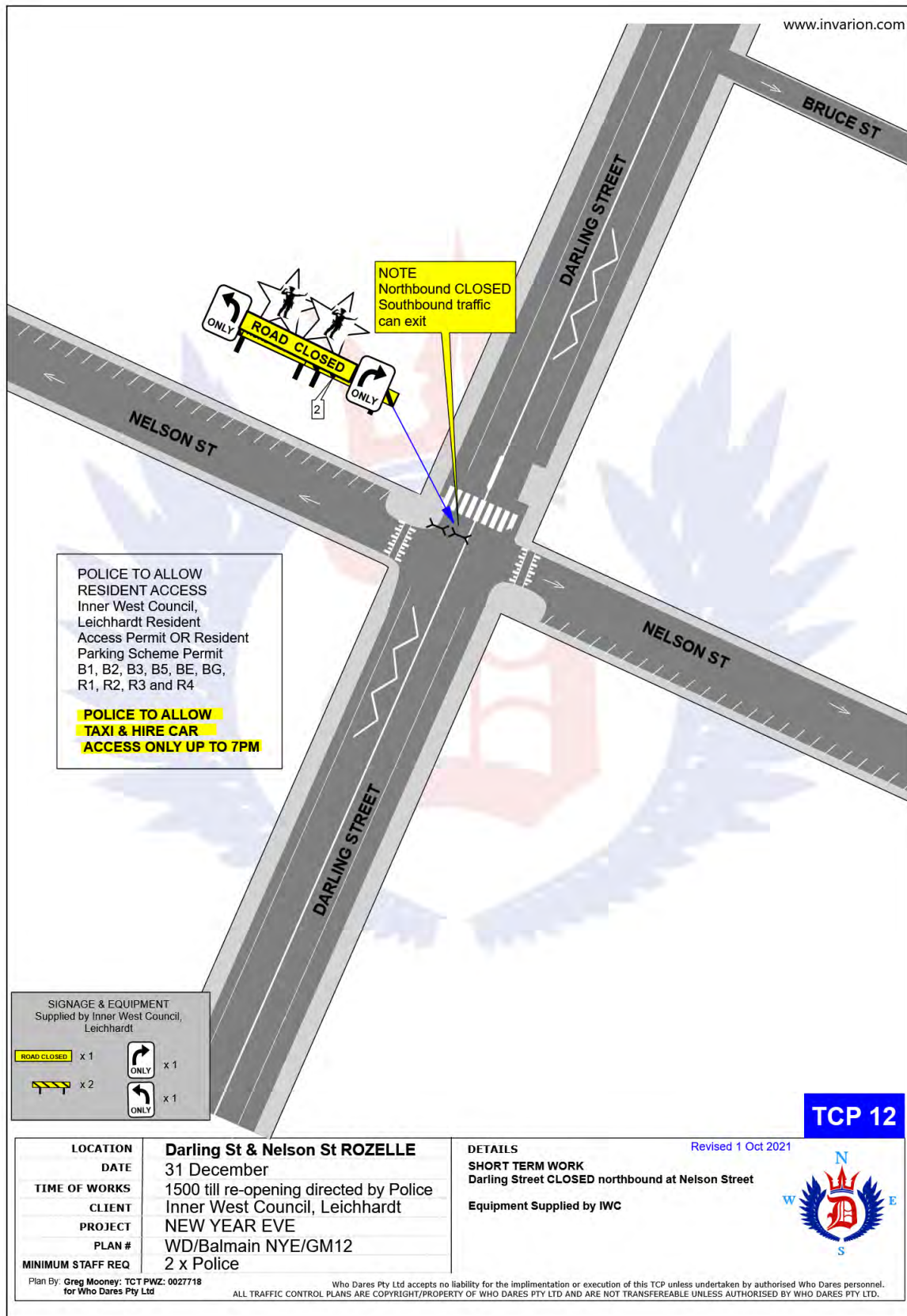


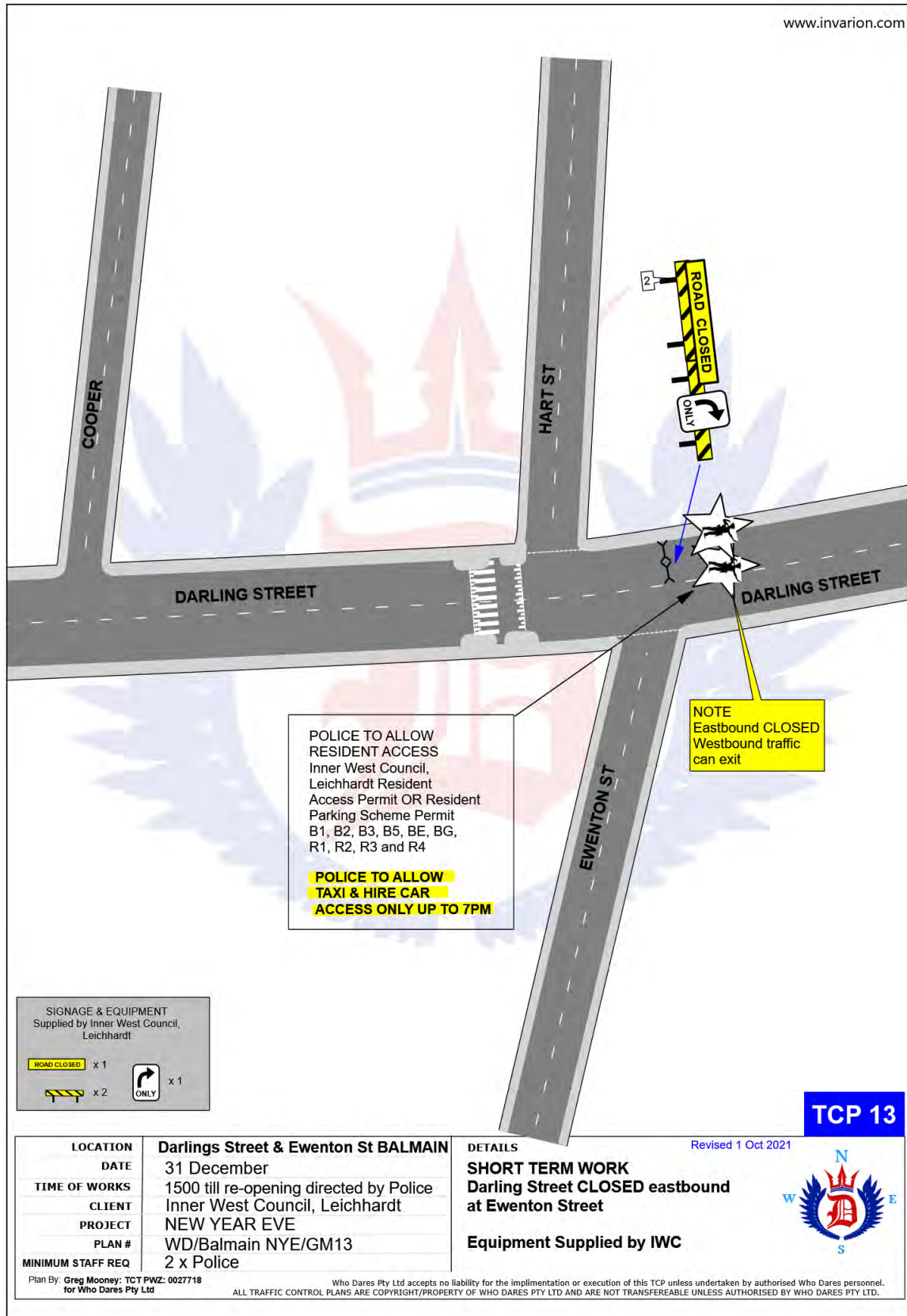


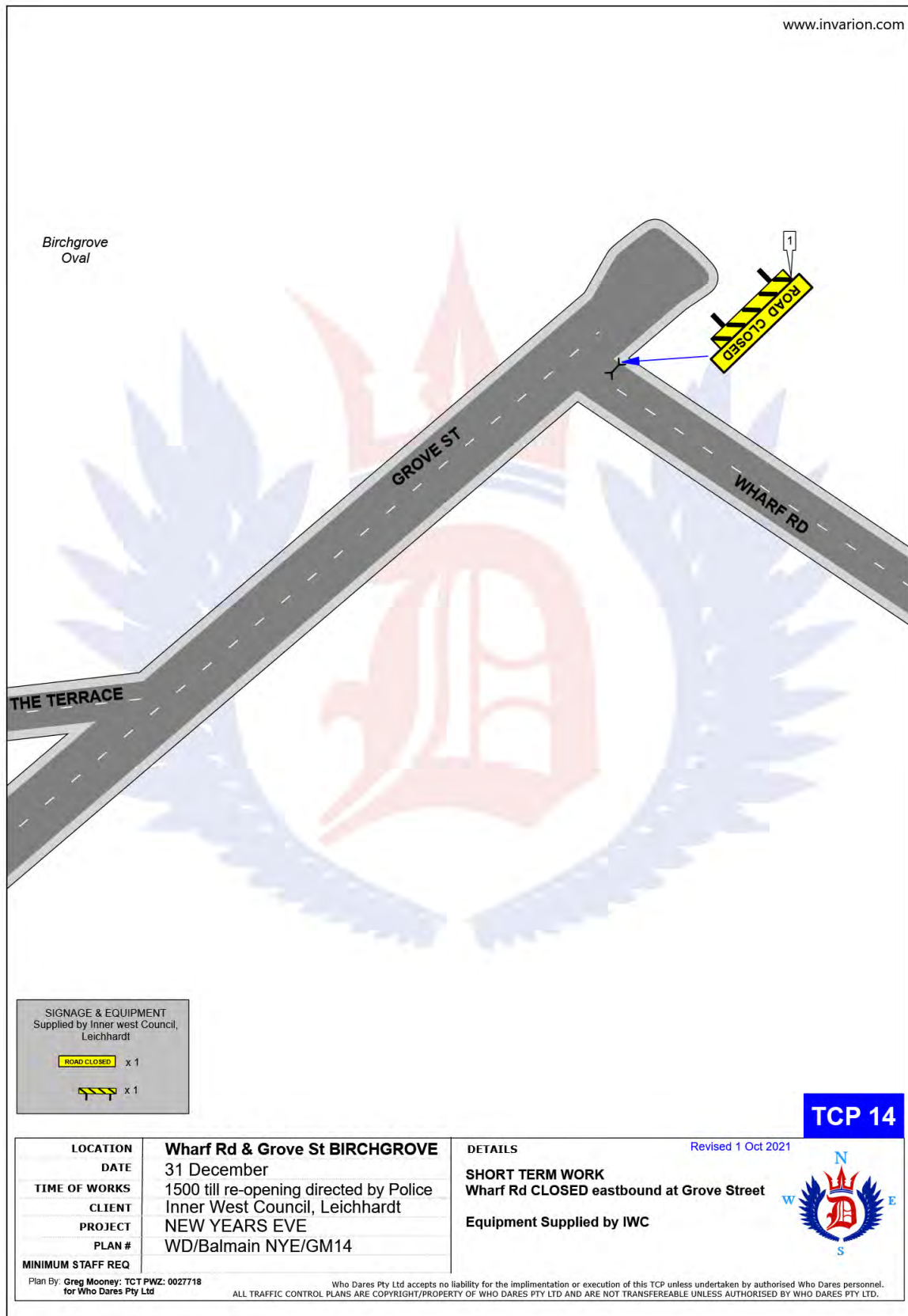


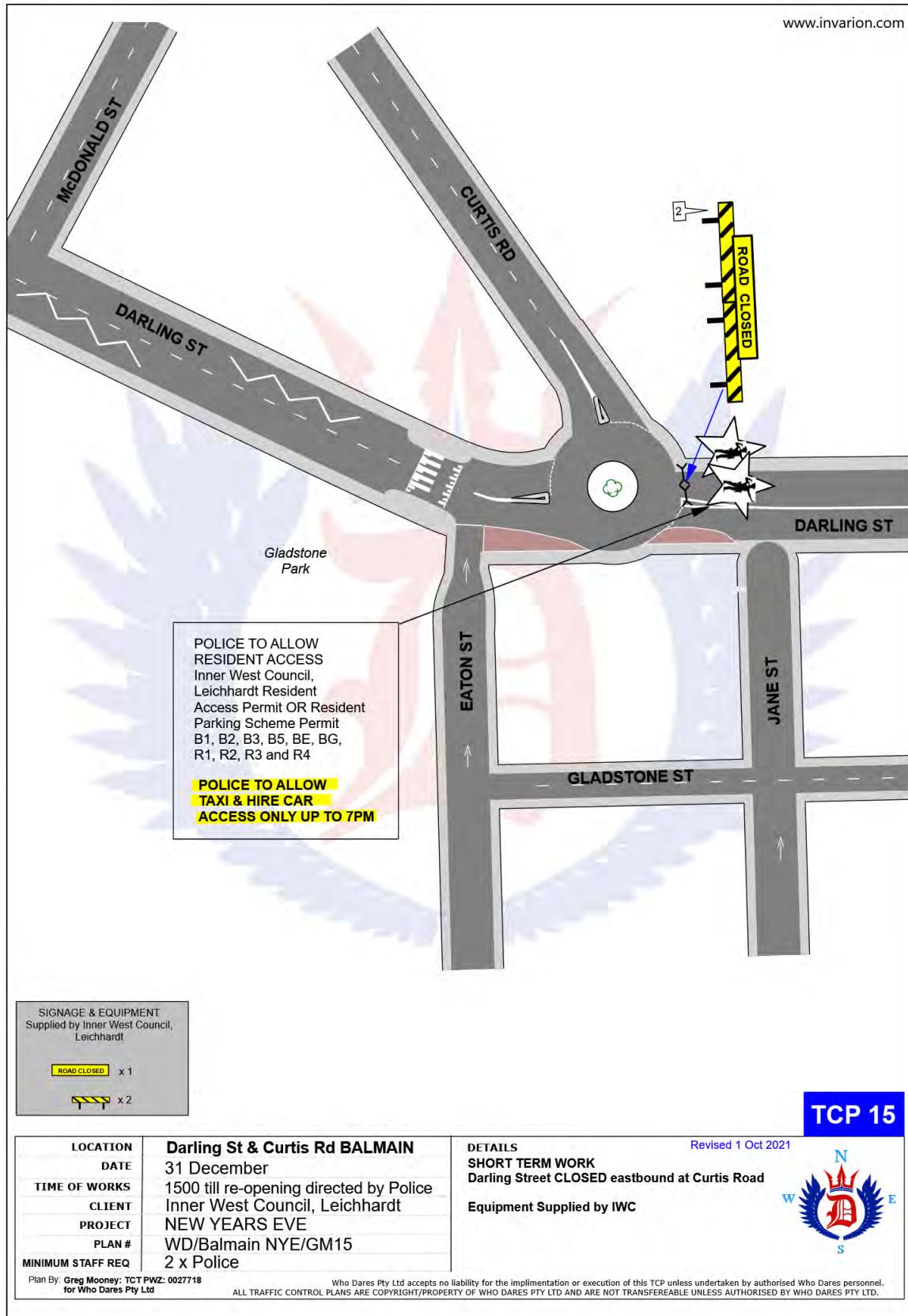


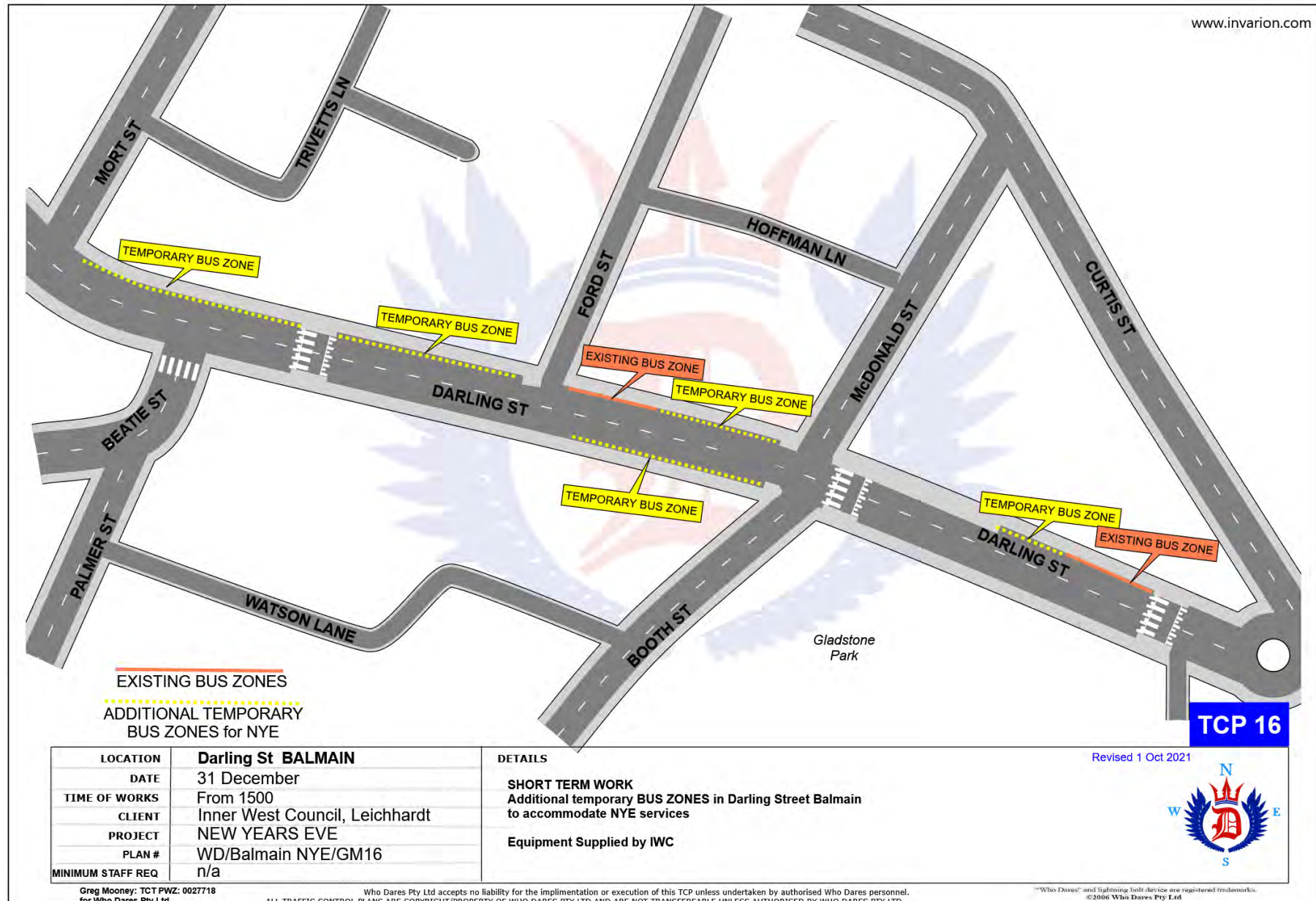


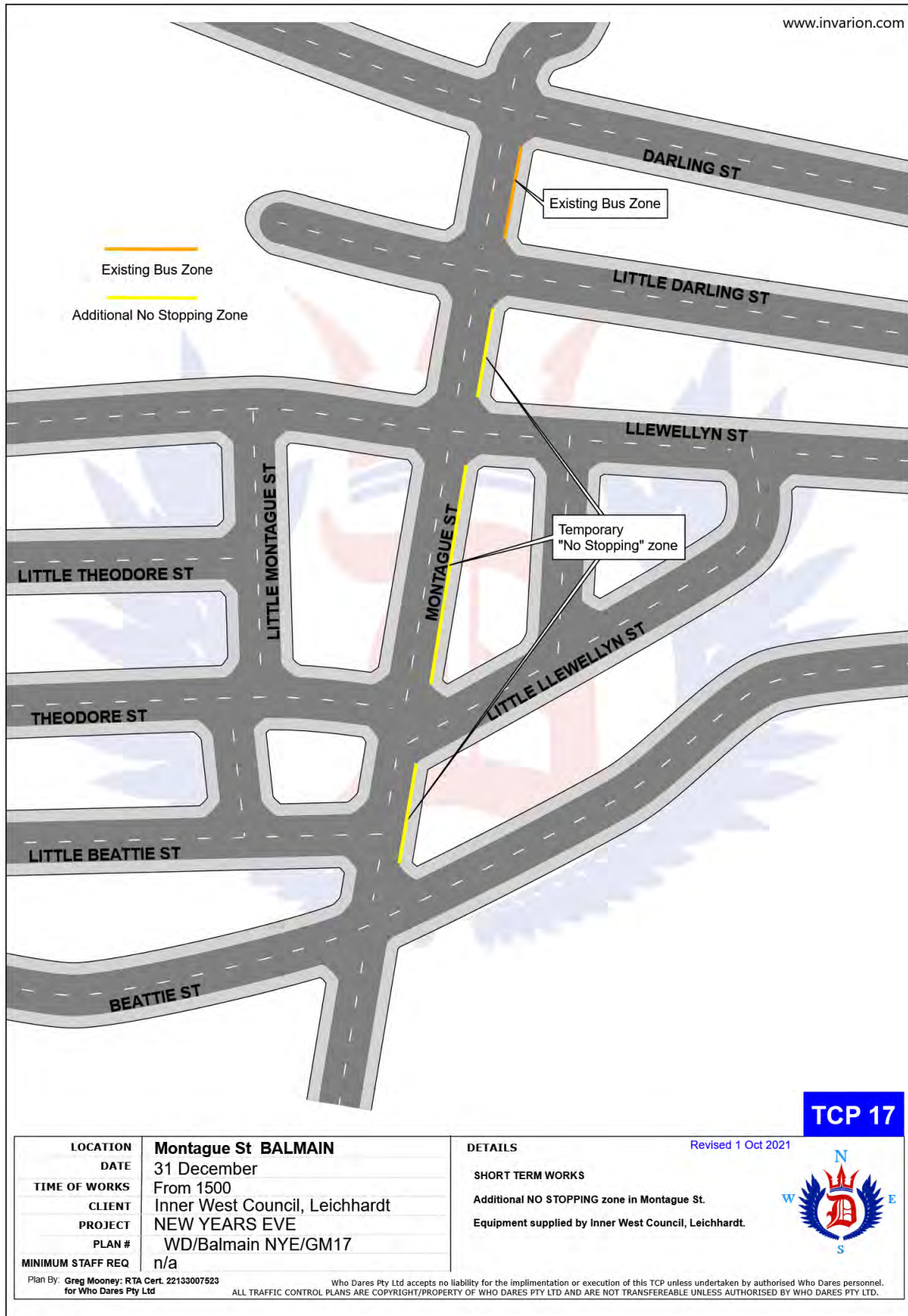


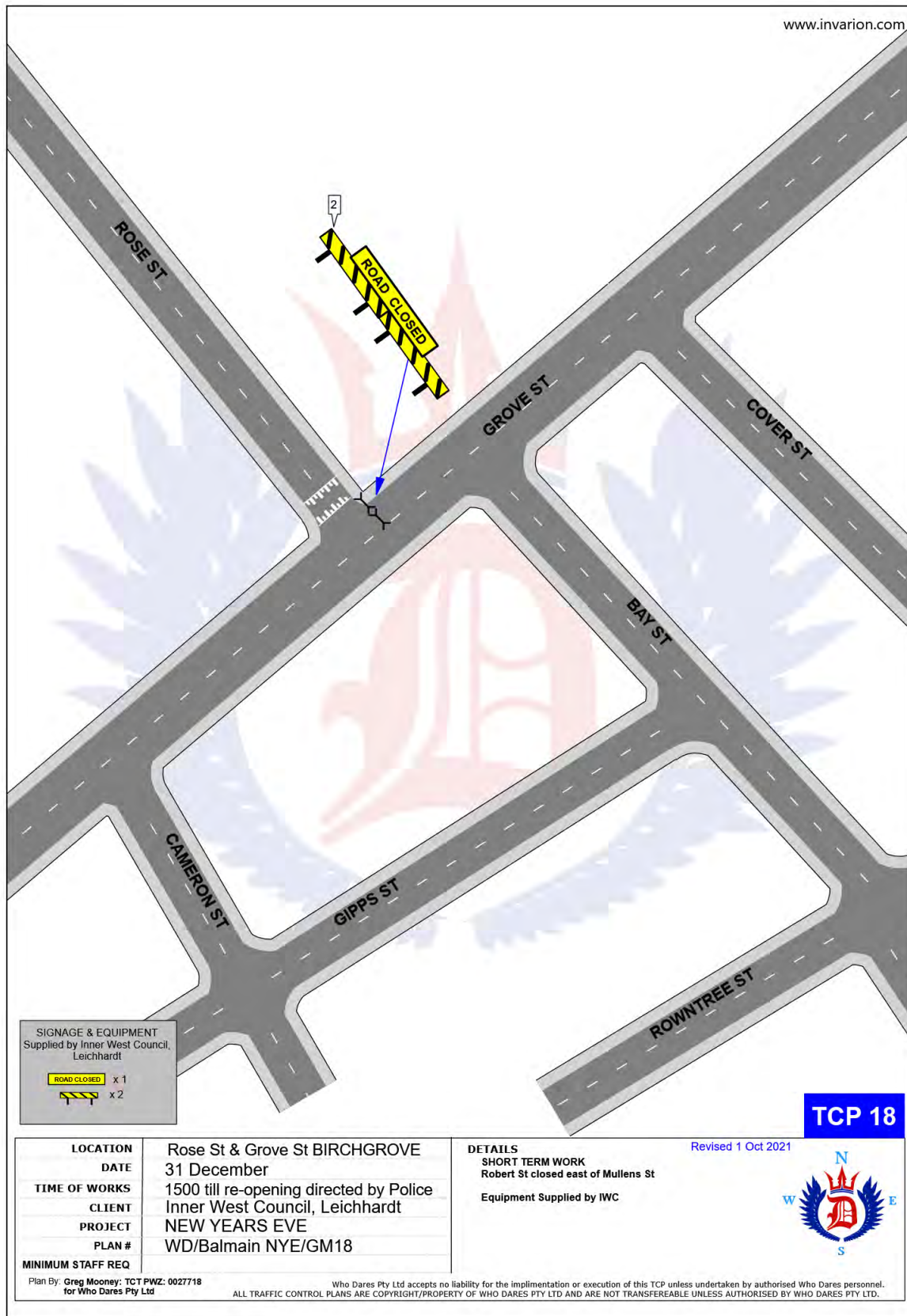






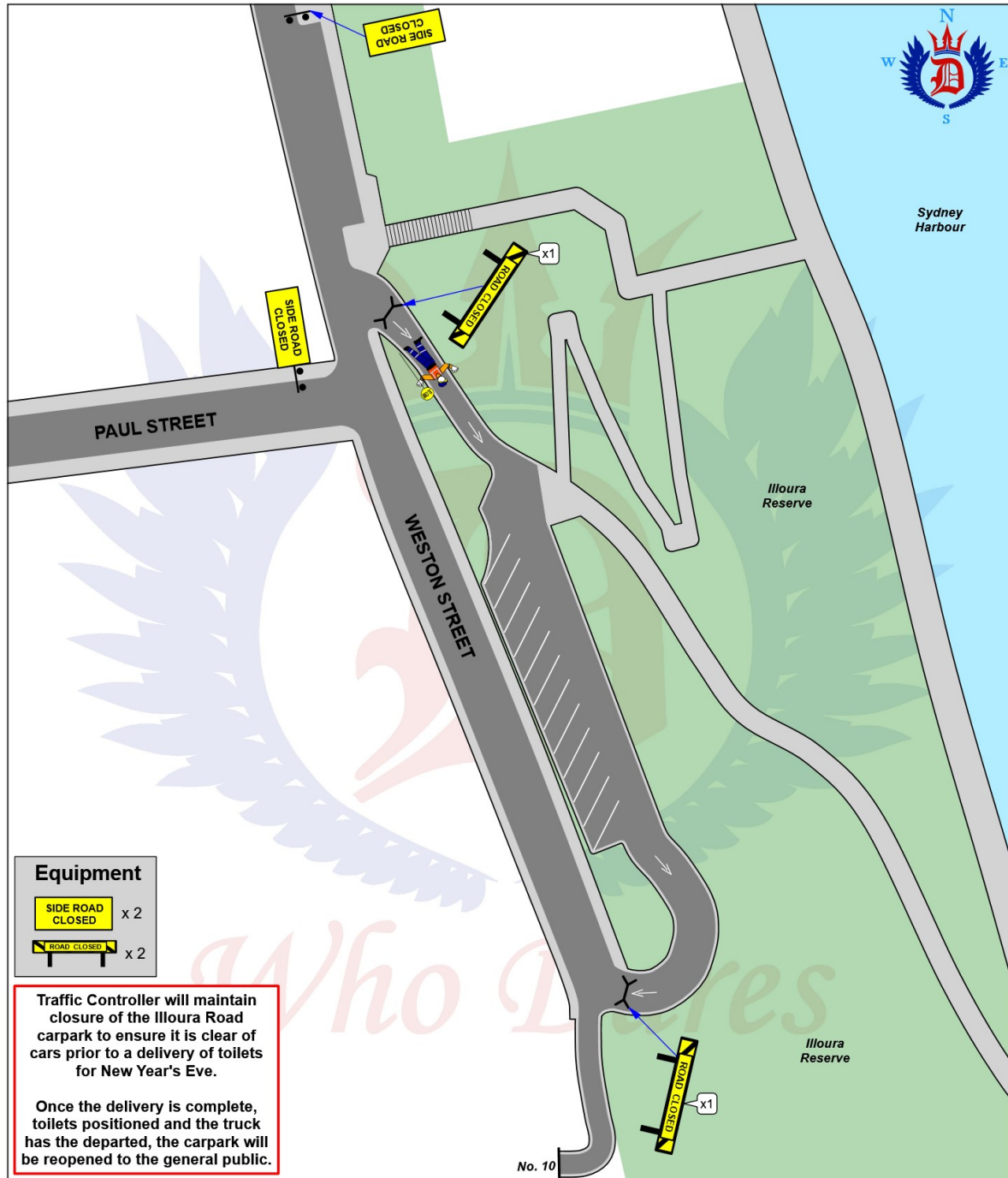







Item 4

Attachment 1



NEW YEAR'S EVE 2022		Illoura Reserve, Weston Street BALMAIN			TGS	01
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	Sat 31st Dec 2022
TfNSW					<div>Drawn by: Tim Emslie SafeWork PWZ Card No. TC T0073149 for Who Dares Pty Ltd</div> <div>Signature: </div>	
POLICE						
WHO DARES	Monitor Closure	Facilitate Access for Event Deliveries	1	06:00 - 12:00		
INNER WEST COUNCIL					<div>Revised 14 Dec 22</div>	
<div>Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.</div> <div>ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERREABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.</div>						

Item No: LTC0923(1) Item 5
Subject: NORTON STREET & A'BECKETT AVENUE, ASHFIELD- INTERSECTION IMPROVEMENTS WORKS (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the intersection improvement works of Norton Street and A'Beckett Avenue with associated signs and line marking plus the inclusion of parking on the southern side of Norton Street (between Holden Street A'Beckett Avenue) as shown on the Revised Plan 10242 A in *Attachment 1* be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is proposing to improve pedestrian and motorist safety in Norton Street & A'Beckett Avenue, Ashfield by constructing a landscaped kerb extension together with a new pedestrian refuge 'seagull' island in A'Beckett Avenue. The existing dividing lane "splitter" island in Norton Street will be widened, and vehicles will be made to veer and transition earlier into the through lane of Norton Street, east of A'Beckett Avenue. Parking can be provided on the southern side of Norton Street east of A'Beckett Avenue. See *Attachment 1*.

The proposal aims to improve safety for pedestrians and motorists by better defining the crossing points and reduce conflict with traffic movements, plus facilitate safer parking and/or drop-off and pick-up activity in the area. This will help address concerns with pedestrian and motorist behaviour in this area, particularly during busy periods.

BACKGROUND

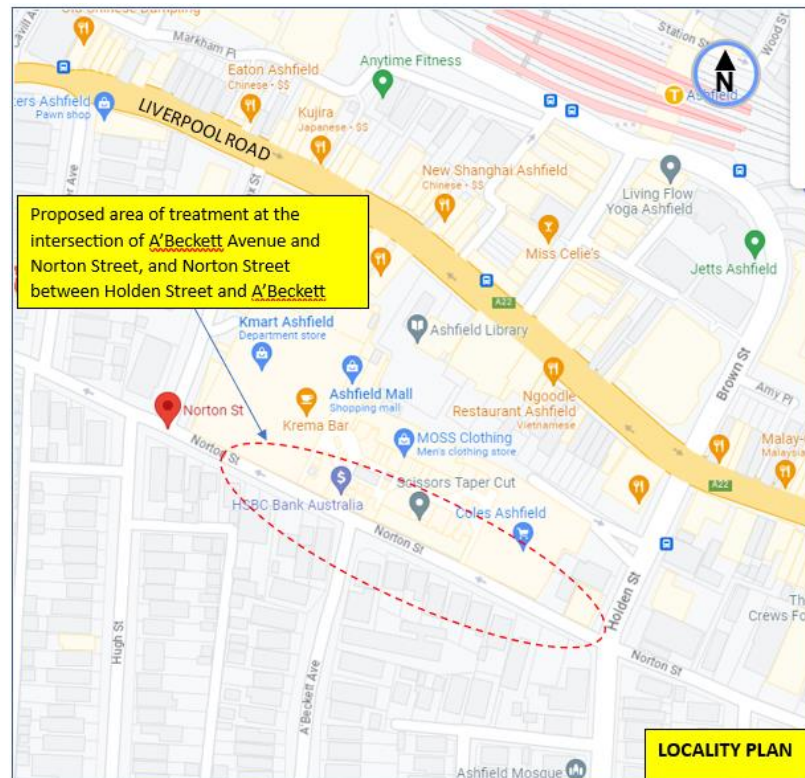
The pedestrian refuge splitter island treatment at the corner of A'Beckett Avenue and Norton Street is identified under the Pedestrian Access Mobility Plan 2022 to facilitate improved pedestrian activity over the wide junction of A'Beckett Avenue at Norton Street.

The widening of the dividing lane 'splitter' island in Norton and lane reconfiguration with added parking forms part of a current investigation for traffic calming and traffic facility improvements along Norton Street between Holden Street and Carlisle Street, Ashfield.

DISCUSSION

Other Staff comments:

Site location and Road Network.



Street Name	A'Beckett Avenue
Carriageway width (m) kerb to kerb	12.8m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	
Vehicles per day (vpd)	Up to 2000
Reported crash history 2009- 2022	NIL- within A'Beckett Avenue
Parking arrangements	Unrestricted parking both sides
Side streets	Norton Street

Street Name	Norton Street (Holden Street to A'Beckett Avenue)
Carriageway width (m) kerb to kerb	6.0 to 9.0m
Carriageway type	One-way westbound. One (1) right turn lane [3.0m wide] entry into Ashfield Mall. One (1) through lane at 3.0 metres wide. One (1) Left Lane at 3.0m wide -merge to through lane west of A'Beckett Avenue.
Classification	Regional Road. By-pass through Ashfield CBD.
Speed Limit km/h	50
85 th percentile speed km/h	48.9- Left lane 41.0- Through middle lane 42.7- Right turn lane
Vehicles per day (vpd)	1250- Left lane 6270- Through middle lane 2150- Right turn lane
Reported crash history 2009-2022	(1) X 2009, at intersection with A'Beckett Avenue, RUM 37, left turn side swipe, non-casualty (tow-away), vehicle turning left from through lane of Norton Street. (1) x 2010, Norton Street, west of Holden Street, RUM 30, non-casualty (towaway), rear end. (1) x 2017, A'Beckett south of Norton Street, RUM 73, non-casualty (towaway), right off carriageway into object in northbound direction. (1) x 2013, Norton Street east of A'Beckett, RUM 73, non-casualty (towaway), right off carriage way into object in west bound direction.
Parking arrangements	Full-time 'No Stopping' and/or 'No Parking' to both sides.
Side streets	A'Beckett Avenue.

Improvement works at the intersection of A'Beckett Avenue and Norton Street & along Norton Street, between Holden Street and A'Beckett Avenue.

A current (kerb side) left lane exits on the southern side of Norton Street between Holden Street and A'Beckett Avenue and merges right across the intersection of Norton Street and A'Beckett Avenue to form one (1) through lane west of A'Beckett Avenue. 'No Parking' generally exists along the southern kerb side area of Norton Street, with 'No Stopping' in approach to the corner of A'Beckett Avenue.

An initial plan went out to the community proposing in part to shorten down the existing left lane merge right facility just east of A'Beckett Avenue. In doing so any 'No parking' restrictions would be removed for full time 'No Stopping' right through on the southern side of Norton Street between A'Beckett Avenue and Holden Street. A petition was received from households along Norton Street between A'Beckett Avenue and Holden Street, objecting to the imposition of full time 'No Stopping', preventing the need to drop off and pick up or park short term as permitted under the road rules for 'No Parking'.

In view of the above, the matter was reviewed and the following works are therefore proposed and are illustrated on the attached revised plan.

Norton Street & A'Beckett Avenue, Ashfield (Plan No. 10249 A)-refer to Attachment 1:

In A'Beckett Avenue (as initially proposed):

- Construct new concrete kerb & gutter along a new alignment to form a landscaped kerb extension on south side of A'Beckett Avenue together with a new concrete footpath and kerb ramp to widen the footpath and narrow the road so pedestrians have a shorter distance to cross the road;
- Provide suitable low level native landscaping within the new kerb extension as determined by Council to enhance the area (final species to be finalised). The possibility of providing a new street tree within the landscaped area will also be investigated and may be provided if deemed appropriate (subject to detail design);
- Construct new concrete footpath to connect the existing footpath through the kerb extension and reconstruct some damaged sections of existing footpath (where shown on Plans)
- Construct a new concrete pedestrian refuge "seagull" island in A'Beckett Avenue to improve safety for pedestrians and better control traffic movements into and out of A'Beckett Avenue;

In Norton Street:

- Reconstruct and widen the existing narrow concrete lane dividing "splitter" island to better cater for traffic 'through' movements in Norton Street and right turn movements into the Ashfield Mall shopping Centre carpark;
- Provide some landscaping (low level native landscaping - species selection to be finalised) to a section of the proposed new lane "splitter" island;
- Provide (under revised design) a shortened left lane in Norton Street allowing vehicles to veer and transition across over into the through lane east of A' Beckett Avenue with parking established to the southern side of Norton Street, between Holden Street and A'Beckett Avenue. Line and chevron marking will safely guide and assist traffic in one through lane past A'Beckett Avenue.
- Adjust the existing lane configuration to provide where possible '2P 8am-6pm Mon - Fri., Permit Holders Excepted AREA 1' parking in lieu of "No Stopping or No Parking" on the southern side of Norton Street between Holden Street and A'Beckett Avenue.
- Install associated pavement line marking and other signage and protective kerb blister barrier to parking in Norton Street under the proposed works.

It should be further noted that:

- The existing merge right facility on the southern side of Norton Street extends through the intersection of A'Beckett Street, which can pose high risk of conflict and hazard to vehicular movement through and around the intersection.
- Norton Street is a Regional Road by-pass (one-way west) through the Ashfield CBD. It has been regulated down to a 50 kph speed limit over the years. Most traffic is observed to travel down the middle (through) lane via the north side of Norton Street east of Holden Street.
- Under the revised plan the driveway areas can allow for safe drop off and pick up between the parking spaces.
- Parking is accordingly positioned as shown on the plan aimed not to impair on sight view or access to and from the driveways.
- The provision for parking along the southern side of Norton Street, between Holden Street and A'Beckett Avenue is viewed to assist in the lined control of traffic and speeding along Norton Street.

- Shorter sample merge or transition lane lengths are identified for example in Queen Street/William Street, Five Dock and Gipps Street/Broughton Street Concord, past traffic signalised intersections.
- The existing (long) length of kerb and merge lane marking in Norton Street would have implemented prior to changes made in the regulated reduction of the speed limit down to 50 kph in Norton Street, over 20 years ago.

Parking Changes

It is proposed to introduce (7) new parking spaces within the southern kerbside area configured to a lane width of 2.5-3m. Approximately 45 metres of southern kerbside area (3.0m wide) is provided east thereof for traffic to veer and transition into the through lane under 'No Stopping' restrictions. Where the southern kerb side area reduces in lane width below 2.5 metres towards A'Beckett Street, the area is hatched off and is regulated under 'No Stopping'.

Streetlighting

The existing street lighting at the location is deemed adequate. Therefore, no changes are proposed to the existing street lighting due to the works.

Ausgrid is progressively replacing all existing streetlights throughout the Local Government area with new energy efficient and environmentally friendly LED streetlights, and this will be completed independent of this project.

FINANCIAL IMPLICATIONS

The work is estimated to be approximately \$100,000 and will be funded and constructed under the PAMP program, anticipated to be constructed during the 2023/2024 financial year.

PUBLIC CONSULTATION

118 letters were mailed out showing initial plans of the proposed physical treatment of providing a pedestrian refuge splitter island at the intersection of A'Beckett Avenue and Norton Street, together with the shortening of the left lane in Norton Street, just east of A'Beckett Avenue. 'No Parking' under the initial proposal was to be changed to 'No Stopping' right through on the southern side of Norton Street between Holden Street and A'Beckett Avenue. These letters were mailed out to properties as shown in the consultation area below seeking resident comments on the proposal. A letter was also issued out to the Bicyclist Group Traffic Committee representative. Consultation letters were sent out on 27 July 2023 with the closure on submissions being the 18 May 2023.



Three (3) submissions were received with two residents supporting the pedestrian safety improvements at the intersection of A'Beckett Avenue and Norton Street but expressing concern/objection to the shortening of the merge lane facility in Norton Street, and the change of the 'No Parking' to 'No Stopping' right through in Norton Street, between Holden Street and A'Beckett Avenue.

A third resident with a petition from 6 households along Norton Street, between Holden Street and A'Beckett Avenue, questioned the need for pedestrian safety improvements in A'Beckett Avenue and Norton Street together with the shortening of the merge lane facility, but strongly objected to the changing of the 'No Parking' to 'No Stopping' in Norton Street.

Resident comments under the intial proposal have been tabled below with the officer response made.

Those residents making submissions have been in turn notified of the revised proposal. Any comments received under the revised proposal will be tabled at the meeting.

Residents comments (on <u>intial</u> plan proposal)	Officer comments
<ul style="list-style-type: none"> Applaud or support the pedestrain safety improvements In the area. (2 residents raised support on this measure.) 	Noted.
<ul style="list-style-type: none"> The treatment in A'beckett Street will stop 'U' turns. Agree with the proposed changes to the parking signs (no stopping/parking), but the current signs don't mean much as quite often vehicles stop along there with hazard lights. Reducing the merge line marking closer to Holden Street may frustrate drivers wanting to turn left into A'Beckett Street – it is assumed the proposed lane changes forces traffic to the middle lane until 	<ul style="list-style-type: none"> The <u>revised</u> plan as per attachment 1 provides for safe and proper parking or standing of vehicles to the southern side of Norton Street. Although signposted with resident parking, Council cannot deter the general public from parking either in Norton Street or A'Beckett Avenue, provided these vehicle abide by the periods as permitted under the restrictions. Cutting back of the left lane east of A'Beckett Avenue either per the <u>intial</u> or

<p>either turn right into one of the two Mall car park entrances. Can the left turn lane be made to 'left turn only' into A'beckett Avenue? Can speed cameras be put along Norton Street, between Holden Street and Knox Street. I am for improved changes that inconveniences commuters or shoppers from parking in our street.</p>	<p><u>revised</u> plan assists to avoid potential conflict and hazard with traffic movement around the intersection. Earlier transition into the through lane can also assist vehicles to veer onto the through lane and then turn right into the Ashfield Mall entry lane, before reaching the median lane divider in Norton Street.</p> <ul style="list-style-type: none"> • (**)The southern kerb lane narrows down to below the width requirements of a travel lane near to the approach of the intersection with A'Beckett Ave due the widening of the median lane divider and shift of the through lane closer to the southern side of Norton Street. A 'Left turn only' from the southern kerbside lane can not be considered. Traffic would be best to safely turn from the through lane. • Council does not have authority to install speed cameras on public roads, nor would TfNSW support camera installation in this case. Traffic counter recordings identify design 85% speed to be within the 50 kph speed limit for Norton Street.
<ul style="list-style-type: none"> • Concern or major objection is raised under the <u>initial</u> plan with the removal of 'No parking' for 'No Stopping' right through along the kerbside area of Norton Street, between Holden Street and A'Beckett Avenue. This would severely impact on residents along the above section of Norton Street. Couriers, removalists, residents and the general public can currently drop off and pick-up or await along the kerbside to negotiate access into the driveways. All households along this section of Norton Street, have only driveway access from Norton Street, and generally are not wide enough to have service vehicles park off-street. <p><i>(the above is summed up through comments by (1) resident making sole submission and another resident as head petitioner on behalf of (6) signitured residents along the above section of Norton Street.)</i></p>	<ul style="list-style-type: none"> • The <u>revised</u> plan as per attachment 1 provides for safe and proper parking or standing of vehicles to the southern side of Norton Street. • Residents/service vehicles can use the parking zone or alternately park within the side street or any rear access to properties (e.g No 48 has rear access from Rose Street). 'No Stopping' is essential in the remaining southern kerbside lane for transition into the through lane, and near to the intersection approach to A'Beckett Avenue.
<ul style="list-style-type: none"> • Under the <u>initial</u> plan, questiones are raised as to the cost benefit of this development [intersection treatment of A'Beckett Ave and Norton Street]. People are accustomed to either cross further south from the A'Beckett Street intersection, or cross further down 	<ul style="list-style-type: none"> • The intersetion of A'Beckett Avenue and Norton Street has been identified under the Pedestrian Access Mobility Plan 2020 (PAMP) to improve pedestrain access across A'Beckett Avenue with funding provide under the PAMP program.

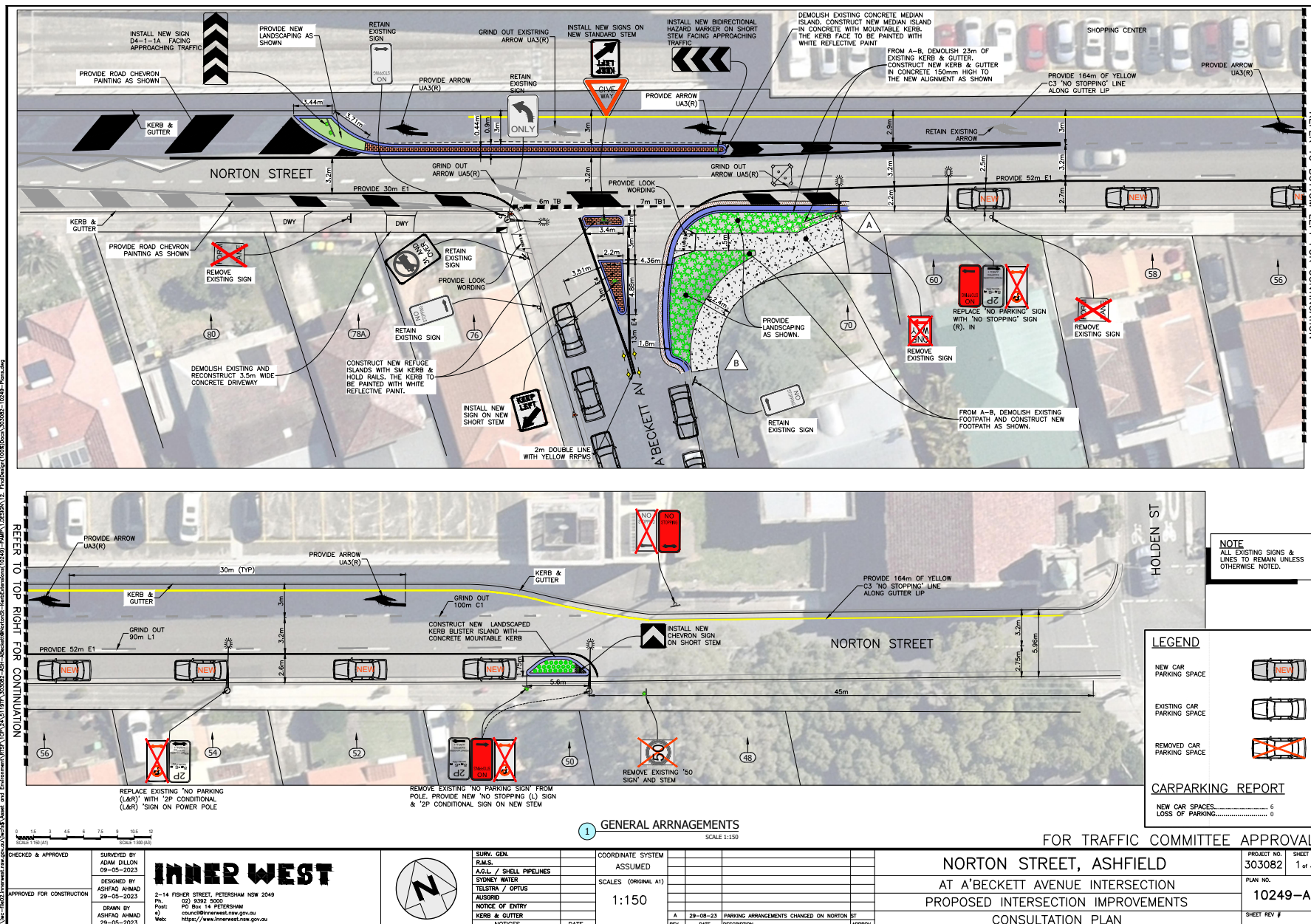
<p>Norton Street at the pedestrian crossing near Hugh Street.</p> <ul style="list-style-type: none"> • Removing one lane of traffic would most likely create more traffic congestion backing up with long queues. Congestion already existing in the late PM peak hours. An alternative option is to consider 'Left Lane must turn left' • Emergency vehicles are needed to park either on the left or right side lanes. 	<ul style="list-style-type: none"> • Most traffic proceeds down the through lane of Norton Street. Ample length of the southern kerb lane is maintained for traffic to veer into the through lane away of the signalised intersection of Norton Street and Holden Street.. • Under the <u>revised</u> plan, emergency vehicles attending scenes (under flashing lights) are capable of parking in the parking zone or in any form or manner on a public road as permitted under the road rules even in areas of 'No Stopping' • See above comment (**) regard to inability to allow left turn only into A'Beckett Avenue.
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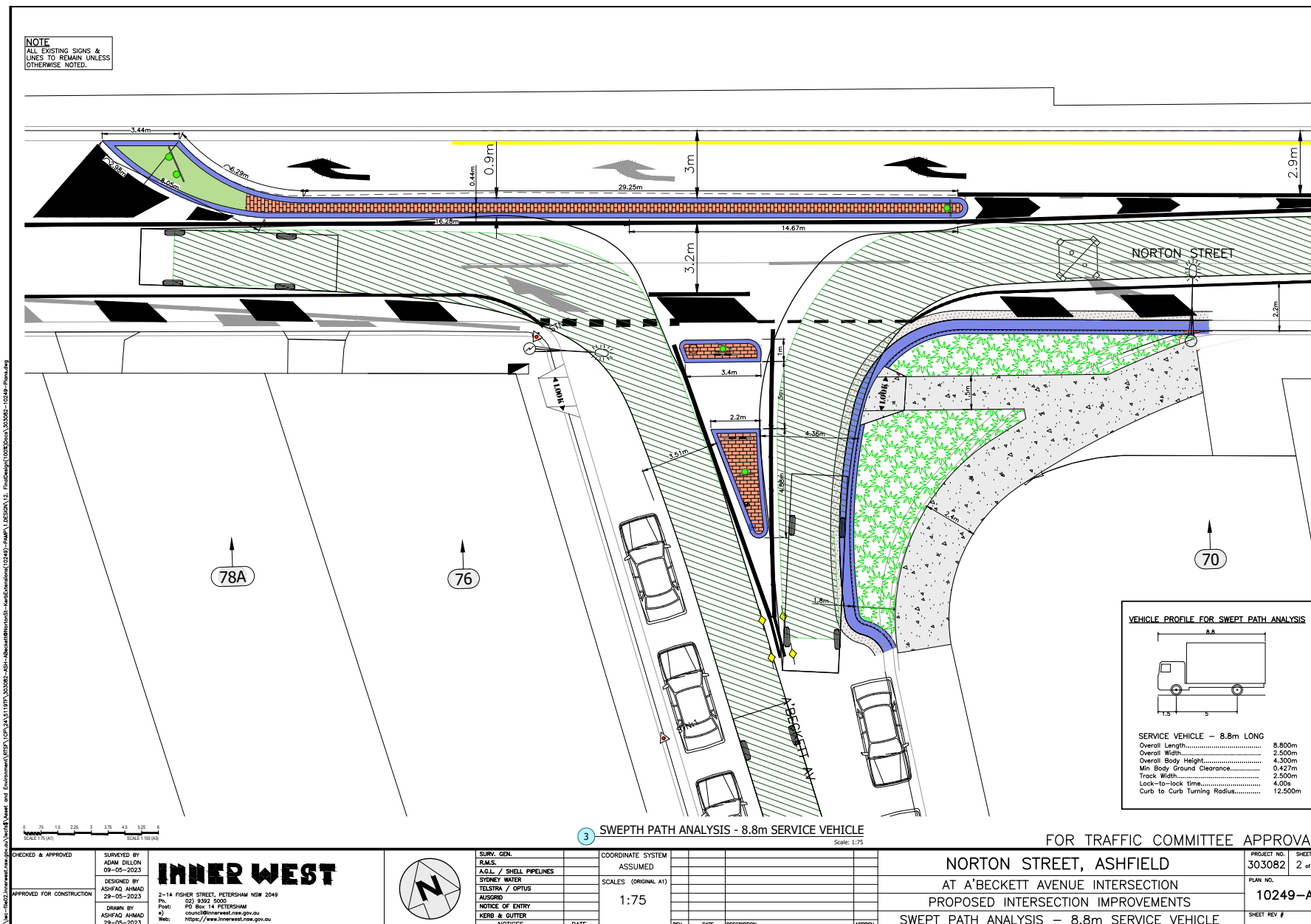
CONCLUSION:

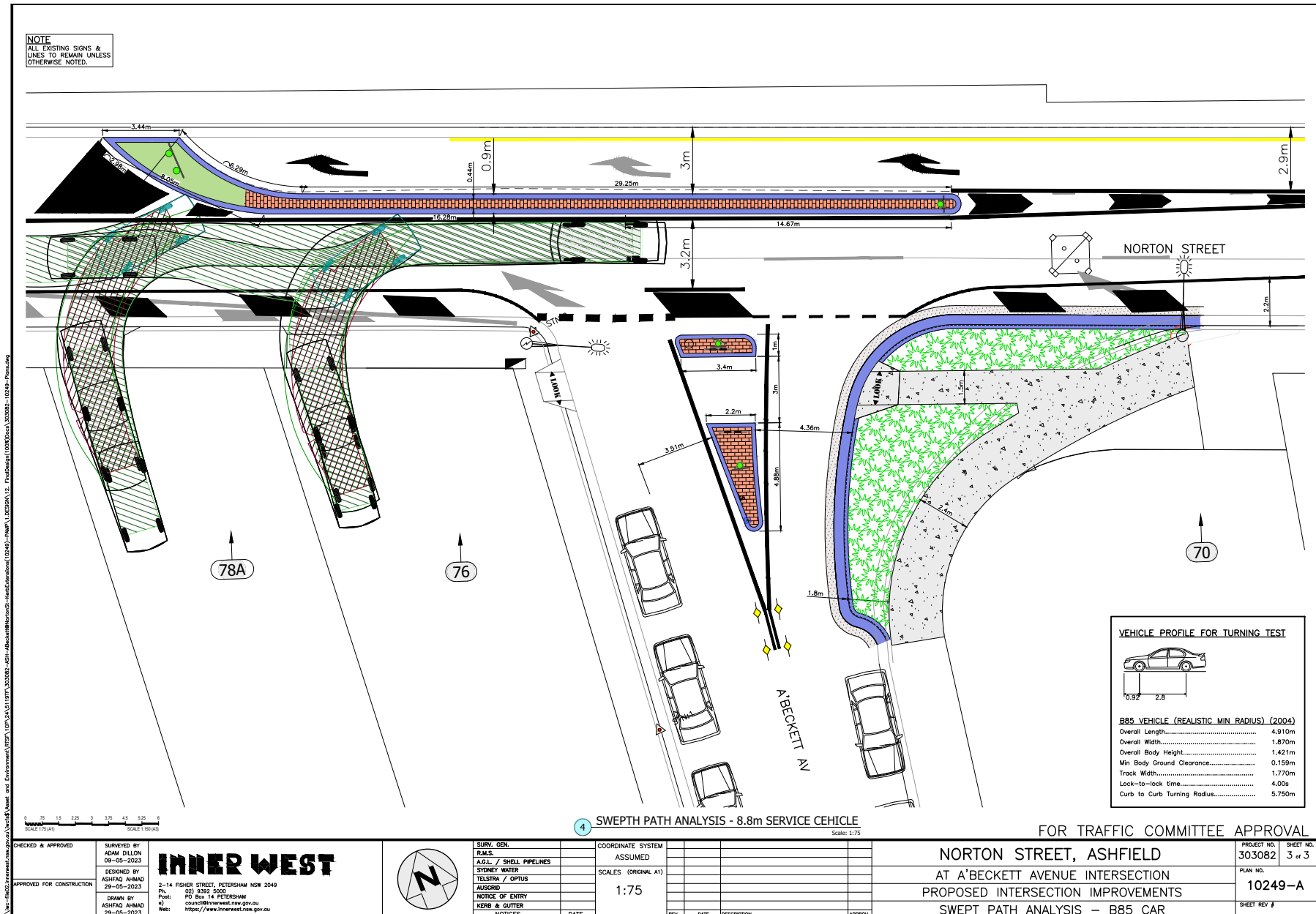
In view of the above, it is recommended that the detailed revised design plan for the intersection improvement works of Norton Street and A'Beckett Street with associated signs and line marking plus the inclusion of parking on the southern side of Norton Street (between Holden Street A'Beckett Street) as shown on the Revised Plan 10242 A in *Attachment 1* be approved.

ATTACHMENTS

1. [↓](#) Consultation Plan - Proposed Intersection Improvements







Item No: LTC0923(1) Item 6
Subject: HANCOCK LANE, ROZELLE - PERMANENT ROAD CLOSURE
 (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Sunny Jo - Coordinator Traffic Engineering Services (north)
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That the permanent full road closure of Hancock Lane, Rozelle at Darling Street be supported in principle, subject to the approval of the Traffic Management Plan by Transport for NSW.
2. That following the 28-day Public Exhibition of the closure of Hancock Lane, including engagement with NSW Police, emergency services, and other relevant authorities, the results be reported back to the Traffic Committee for final approval.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council is proposing to undertake the permanent closure of Hancock Lane, Rozelle at Darling Street. The closure of Hancock Lane will provide pedestrian accessibility and safety improvements along Darling Street.

BACKGROUND

The draft Rozelle Public Domain Masterplan proposes prioritising pedestrians within the Rozelle Town Centre area by undertaking public domain upgrade works. The Masterplan proposes to permanently close Hancock Lane, Rozelle at Darling Street to improve pedestrian accessibility and safety.

DISCUSSION

The proposed closure of Hancock Lane will be a permanent project, and the indicative extent of work is highlighted in yellow in the diagram below.



Subject to refinements to the design, the key features that the project include:

- The closure of Hancock Lane from Darling Street and running approximately 15m along the lane towards Hancock Street;
- Delineation of the closed road through the construction of new kerb and gutter on Darling St and new paving in the laneway;
- Retention of property access to off-street parking in Hancock Lane, accessed via Hancock Street; and
- The closed roadway would be made available for outdoor dining activation by adjacent businesses.

The closure of Hancock Lane would result in traffic on Darling Street accessing Hancock Lane to divert via Red Lion Street, Evans Street (one way southbound), Belmore Street (one way northbound), Hancock Street prior to reaching Hancock Lane. Alternatively, motorists on Victoria Road and left turn onto Hancock Street to access Hancock Lane.

It should be noted that Hancock Lane carries low traffic volumes with previous traffic counts indicating an ADT of 106 veh/day. It is expected that this traffic can be accommodated by the surrounding road network.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC0923(1) Item 7
Subject: CUMULATIVE IMPACTS FROM MAJOR STATE INFRASTRUCTURE PROJECTS & ACTIVITIES IN AND AROUND ROZELLE & WHITE BAY (BALUDARRI- BALMAIN WARD/ BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Kendall Banfield - Senior Strategic Transport Planner
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That Council writes to TfNSW, Ports Authority and DPE seeking reassurance that cumulative impact issues from major State projects and activities in the Rozelle / White Bay area continue to be monitored and resolved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines the existing state government infrastructure projects active in the Rozelle / White Bay area.

BACKGROUND

At its November 2021 meeting Council resolved to consider undertaking a study of cumulative impacts from major State infrastructure projects in the Rozelle / White Bay area. The main projects affecting this area are:

- *WestConnex Stage 3B, Rozelle Interchange & Parklands*– under construction and due for completion at the end of this year
- *Western Harbour Tunnel* – under construction and due for completion in 2026
- *Sydney Metro West* – under construction and due for completion in 2030
- *Glebe Island Multi-User Facility* – planning underway (completion date not known)
- *Glebe Island Concrete Batching Plant* – under construction and due for completion in 2024
- *White Bay Cruise Passenger Terminal* – ongoing operations, with planning underway for ship-to-shore power installation (completion date not known)

The first three are the responsibility of Transport for NSW (TfNSW), whilst the final three are the responsibility of Ports Authority of NSW.

DISCUSSION

It is apparent the NSW Government recognises the importance of cumulative impacts from these projects. Chapter 27 of the *Western Harbour Tunnel Environmental Impact Statement* (EIS) assesses cumulative impacts. It explains the main response to minimising these impacts is to encourage the various project teams to build working relationships with each other. This facilitates information exchange and enables community members and other stakeholders affected by cumulative impacts to be identified and served.

It is appropriate that the NSW Government continues to be responsible for monitoring and acting on cumulative impacts. Council has always argued that the NSW Government should be responsible for resolving issues created by its own projects. As State agencies monitor and enforce compliance, they are in the best position to monitor cumulative impacts. Council has little involvement in the area of compliance beyond advocacy and provision of advice.

Further, as WestConnex Stage 3B (Rozelle Interchange) is due for completion at the end of this year, cumulative impacts are expected to substantially reduce, as this is the project that has generated most of the impacts in this area. Accordingly, monitoring of cumulative impacts beyond 2023 will likely be less pressing. Other major State projects and activities in the area will continue for some time, but it is expected that the sum of impacts from these projects will be less than those from WestConnex 3B alone.

Notwithstanding the expected reduction in impacts, it is warranted that Council writes to the NSW Government seeking reassurance that cumulative impact issues will continue to be monitored and resolved.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC0923(1) Item 8
Subject: WILLIAM STREET, LEICHHARDT - PROPOSED MOTORBIKE PARKING (GULGADYA - LEICHHARDT/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That a 3m length 'Motor Bike Parking' zone be installed on the south side of William Street Leichhardt, east of the driveway of No.38 William Street Leichhardt.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received several concerns regarding large vehicles, boats and trucks being parked close to the driveway on No.38 William Street, Leichhardt and significantly limiting visibility for exiting vehicles.

In order to improve visibility for drivers when exiting the driveway, it was proposed to install a 2.6m length motor bike only parking zone. This was then increased to 3m following feedback from residents on the matter. The kerbside length between the subject driveway and Francis Street can currently only accommodate 3.5 standard parking spaces and hence the proposal will not result in the loss of parking spaces.

BACKGROUND

Residents have raised concerns to council regarding large vehicles, boats and trailers parking adjacent to the driveway at No.38 William Street, Leichhardt for extended periods time. Please see below photos provided by residents for review.



The below plan shows the proposal to install motor bike parking on the eastern side of the driveway and improve visibility for vehicles egressing the driveway to sight westbound vehicles.



DISCUSSION

A letter outlining the above proposal was mailed out to the below affected properties (43 properties)



Three (3) submissions were received all supporting the proposal. All responses provided additional recommendations which have been summarized below.

Residents Comments	Officer comments
A minimum 3-metre motor bike parking bay needs to be installed.	To further improve visibility, the proposed zone can be extended to 3 metres. It is noted that this will not have an effect on available on-street parking spaces.
We have come close to having collisions with vehicles coming down William Street because the visibility is almost totally obstructed by such large vehicles. As we are located at the bottom of the hill, the speed of vehicles is always quite fast by the time they pass our building. As a result, if the visibility from the driveway is obstructed, as it frequently is, it becomes very stressful and dangerous to exit our building. We would further urge council to consider installing the 'Motor Bike Only' parking on BOTH sides of the driveway. (2 similar comments)	William Street has a wide carriageway width which provides sufficient space for exiting vehicles to observe eastbound traffic. The wider carriageway also allows for eastbound vehicles and exiting vehicles reasonable space to avoid a collision. Alternatively, if the motorist is uncomfortable completing the right turn, they have the option of turning left and completing the right turn in a different location. It should also be noted that implementation of a 3m bike parking on the western side of the driveway will reduce parking supply.
There is a significant development promised for 40-76 William Street with 138 units, over 300 bedrooms and 151 car spaces. There is likely to be more boats and trailers looking for on street parking including possibly more than 100 motor vehicles and in addition, to deter boats and trucks from parking behind the bike parking bay which could still obstruct the vision of vehicles departing the building, restricted parking is requested from the corner of Francis Street up to North Street (1 similar comments)	Council will investigate the implementation of a Resident Parking Scheme separately. This investigation will include undertaking parking occupation surveys which will need to demonstrate a high parking demand during the day (above 85% parking occupancy rate) before further consideration can be provided.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC0923(1) Item 9
Subject: ISABELLA STREET, BALMAIN - NO PARKING RESTRICTION
 (BALUDARRI- BALMAIN WARD/ BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Graduate Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

1. That a section of the existing 'No Parking' zone on the eastern side of Isabella Street, Balmain between properties No. 25 and No. 27 be converted into a '2P 8am–10pm, Permit Holders Excepted Area B1' zone as per attached plan.
2. That a 'No Parking' zone be installed at the northern end of Isabella Street, Balmain to prevent vehicles impeding turning movements as per attached plan.
3. That the existing median strip at the northern end of Isabella Street, Balmain be adjusted to assist vehicle turning movements.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Council has received several concerns regarding the lack of parking spaces within Isabella Street, Balmain. Concerns have also previously been raised regarding vehicles impeding access and limiting maneuverability around the turning circle and for the driveways at the Northern end of Isabella Street, Balmain.

To improve vehicle access turning at the end of Isabella Street, it is proposed to convert a section of the existing 'No Parking' zone on the eastern side of Isabella Street, Balmain between properties No. 25 and No. 27 into a '2P 8am–10pm Permit Holders Excepted Area B1' zone. It is also proposed to install a 'No Parking' restriction around the turning circle to prevent vehicles impeding turning circle access at the Northern end of Isabella Street, Balmain.

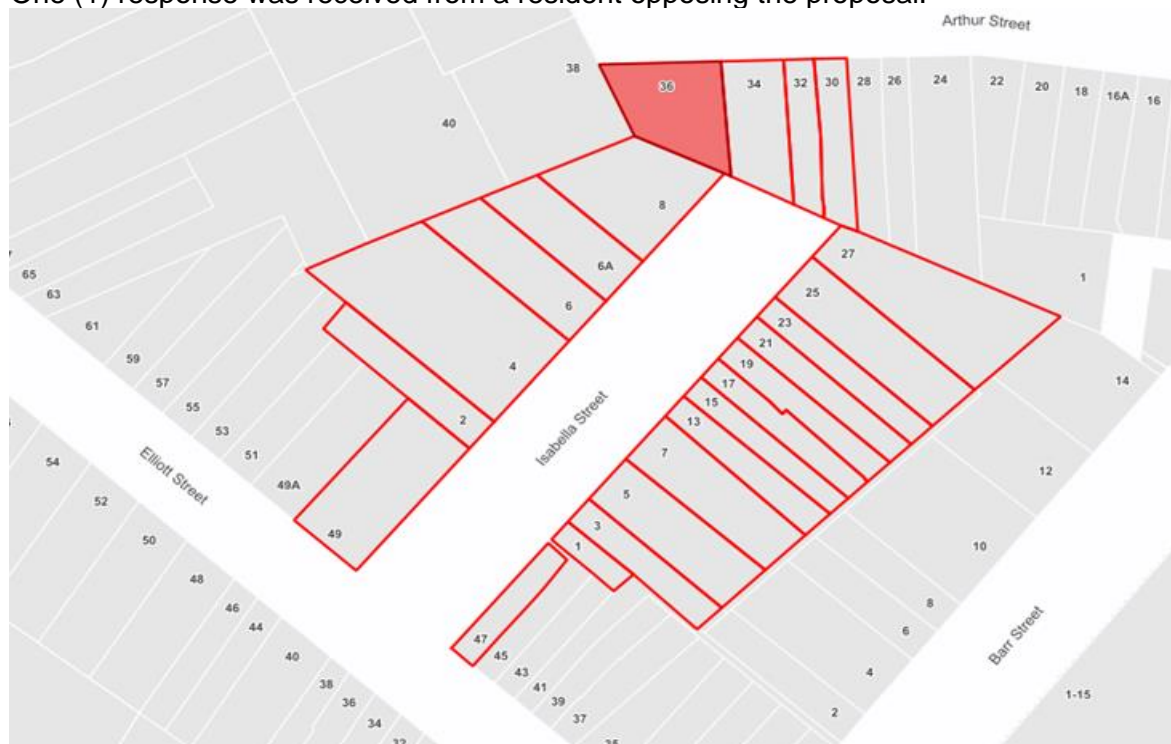
BACKGROUND

Currently an existing 11m 'No Parking' restriction at the eastern end of Isabella Street was installed in late 2022 on a power pole at the boundary of No.23 and 25 Isabella Street, Balmain. Following installation several residents have reached out to council expressing concern regarding the lack of available parking spaces. The current proposal will reduce the length of the 'No Parking' restriction to a 2m length which is being maintained to provide space necessary to assist vehicles exiting the driveway at No.27 Isabella Street.

Several residents have also reported several vehicles parked within the tight turning circle at the northern end of Isabella Street and impeding access at the end of the street. The proposed 'No Parking' signage will assist in maintaining turning circle access for motorists.

DISCUSSION

A letter outlining the proposal was mailed out to the below affected properties (23 properties). One (1) response was received from a resident opposing the proposal.



Residents Comments	Officer Comments
Resident requested that the corners of the street garden at the northern end be rounded to facilitate cars turning.	Adjustments to the median strip at the turning circle could further assist vehicle turning movements and provide additional spacing between strip (see below figure). The recommendations have been amended to reflect this suggestion.

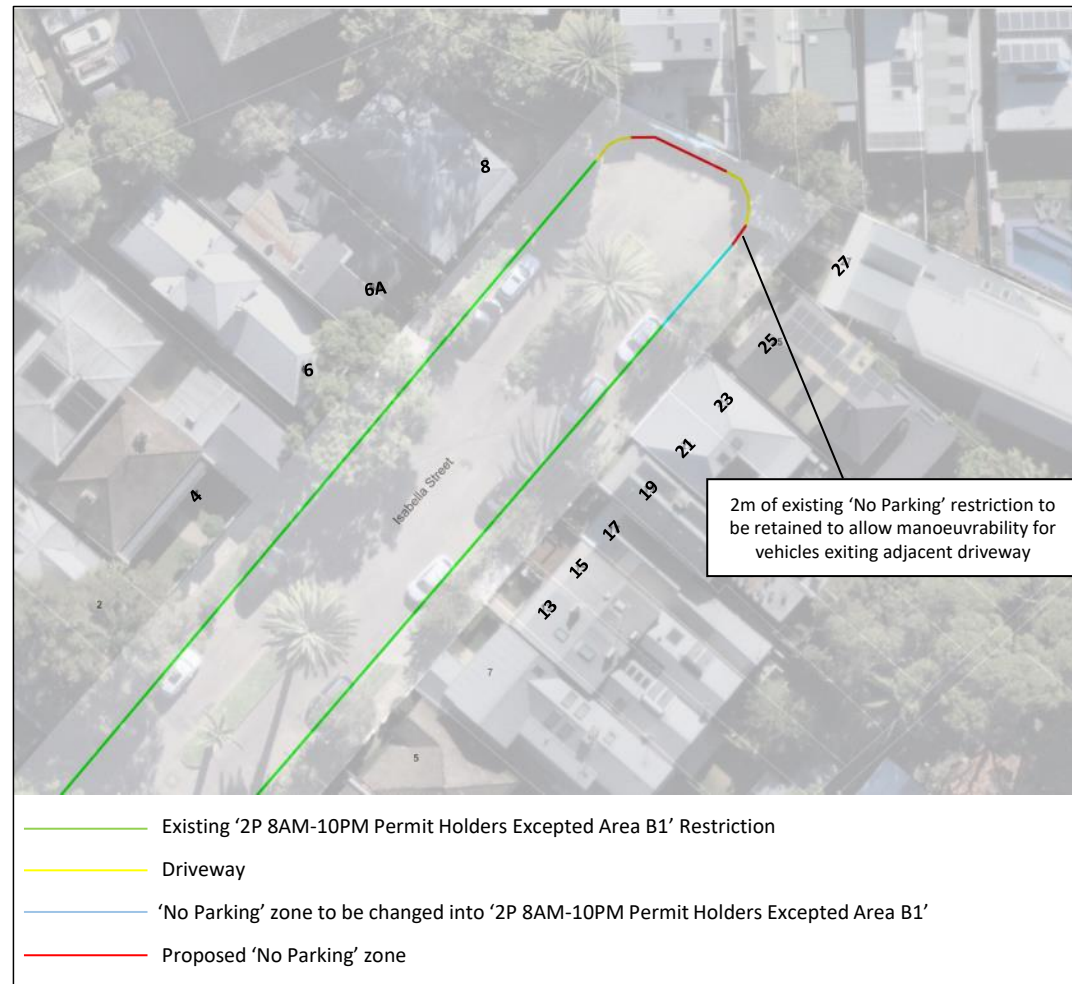


FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

1. [↓](#) Proposed parking changes - Isabella Street, Balmain
2. [↓](#) Signage plan - Isabella Street, Balmain





Item 9

Attachment 2

Item No: LTC0923(1) Item 10
Subject: MANAGEMENT OF DISABLED PARKING IN INNER WEST (ALL WARDS/ALL ELECTORATES/ALL PACS)
Prepared By: Amir Falamarzi - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

This report outlines the management of disabled (accessible) parking in the Inner West.

BACKGROUND

At the Council Meeting held on 2 November 2021, Council resolved the following:

THAT Council receive a report back on its management of disability parking spaces:

- a) *number of disability parking spaces in the Inner West, new applications and closed permits (over time);*
- b) *how people can apply for these spaces;*
- c) *renewal processes for disability parking spaces;*
- d) *what process is in place when these spaces are no longer needed;*
- e) *whether there is a process to open up use of these spaces if the permit holder is away for extended times; and*
- f) *Has the disabled parking policy been harmonised*

DISCUSSION

Council provides accessible public parking for people with a disability throughout the local government area and monitors its usage.

It is acknowledged that many residents in the LGA do not have access to off-street parking and so residents can also apply for an on street 'Disabled Parking' space outside of their residential address to provide improved opportunities to park near their property.

Note that these spaces are not reserved for private use and anyone with a Mobility Parking Scheme permit may also use these spaces.

Council has approximately 650 'Disabled Parking' spaces in operation across the LGA. In the last 12 months, 41 new spaces have been approved and installed with 28 redundant spaces removed.

Application process

Council considers the installation of 'Disabled Parking' spaces in a residential area through resident submitted applications.

The application process is harmonised and is outlined for the applicant on Councils webpage and outlines the conditions and requirements of application.

The applicant must:

- Have a Mobility Parking Permit
- Not have access to off-street parking at the property
- Have a signed Medical Certificate
- Indicate that the parking space is to be used for parking of the permit holders vehicle or another occupants vehicle when regularly used (i.e. parked overnight)

Council officers assess the application which includes an on-site inspection to review any off-street parking and to determine feasibility of installing the 'Disabled Parking' Space.

Should all conditions be met, the application is submitted for approval as a delegated item to the Local Traffic Committee. If a review of a decision is requested, an additional report is submitted to the Local Traffic Committee and Council.

Review and Removal

Council reviews the need for 'Disabled Parking' spaces based on advice from the applicant, spouse of applicant, carer, or new owner of the property, and during periodic audits.

Audits are initiated either by Council as part of a periodic review (every 1 to 2 years) or when another resident advises that the space appears to be poorly utilised.

Council undertakes validation of the request during the audit which may include having supporting documents resubmitted.

Should it be determined that an application is no longer required, the matter is submitted for approval as a delegated item to the Local Traffic Committee. If a review of a decision is requested, an additional report is submitted to the Local Traffic Committee and Council.

Due to the time to process requests and arrange signage works, 'Disabled Parking' signs are not removed for temporary absences such as if the permit holder is on holidays.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC0923(1) Item 11

Subject: EVANS STREET, BALMAIN - RESIDENT PARKING SCHEME
EXPANSION (BALUDARRI - BALMAIN WARD/BALMAIN
ELECTORATE/LEICHHARDT PAC)

Prepared By: Felicia Lau - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That '2P 8am-6pm (Mon-Fri) Permit Holders Excepted Area B1' zone on the eastern side of Evans Street, Rozelle between Beattie Street and Roseberry Street, as outlined in the report be approved.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

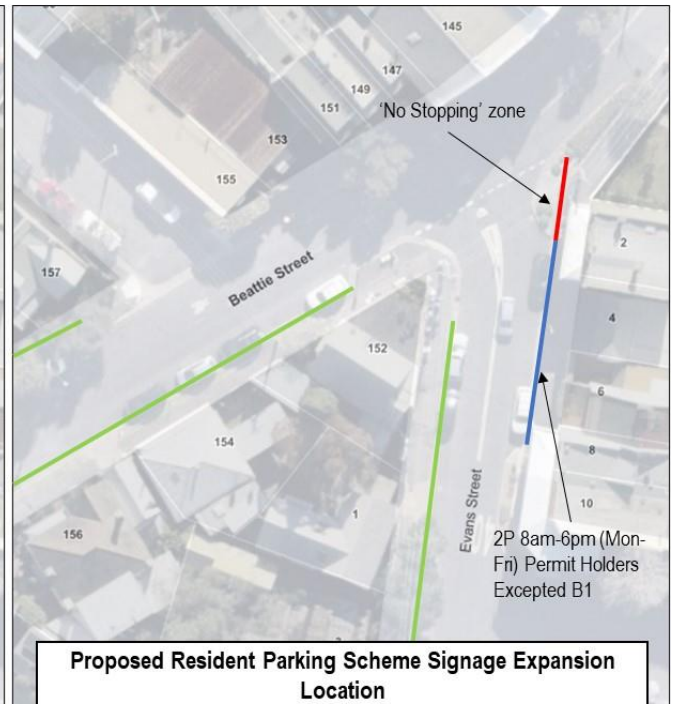
EXECUTIVE SUMMARY

Residents have written to Council to expand the approved Rozelle North Precinct Resident Parking Scheme (RPS) to include the frontage of their properties on the eastern side of Evans Street, Balmain between Beattie Street and Roseberry Street. This report seeks to expand the RPS to the section of Evans Street. The proposed changes impact approximately three (3) on-street spaces.

BACKGROUND

On 21 November 2022 the expansion of the RPS for the Rozelle North precinct was supported by the Local Traffic Committee. The approved signage plan proposed a '2P 8am-6pm Mon-Fri, Permit Holders excepted, Area R1' on the western side of Evans Street.

Council has received correspondence from residents in Evans Street between Beattie Street and Roseberry Street requesting that the approved Resident Parking Scheme (RPS) signage installation to include the frontage of their property. The proposed changes to parking is shown in the plan below.



DISCUSSION

Consultation was undertaken with residents directly impacted and they have given their support for a proposed 2P RPS into the subject section of Evans Street, Balmain.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC0923(1) Item 12

Subject: PEDESTRIAN SAFETY IMPROVEMENTS TO UNWIN'S BRIDGE ACROSS THE COOKS RIVER AT TEMPE (MIDJUBURI-MARRICKVILLE WARD/CANTERBURY & SUMMER HILL ELECTORATES/INNER WEST PAC)

Prepared By: John Stephens - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

Inner West Council (IWC) and Canterbury Bankstown Council (CBC) have identified the need for a new pedestrian and cycleway crossing of the Cooks River at Bayview Ave, Earlwood and Richardsons Crescent, Tempe. A brief has been prepared and tender proposals are being sought. The new crossing will need to be constructed as a separate bridge (approximately 60m long and 4m wide) and will likely be located on the southern side of the existing Unwin's Bridge. Following engagement with the community and stakeholders to evaluate various options, a final draft plan will be prepared and brought back to the Committee for its consideration and support.

BACKGROUND

Council at its meeting held on 14 March 2023 considered a Notice of Motion requiring urgent maintenance and improvement of pedestrian safety on the Bayview Avenue Bridge at Tempe. Council noted that the existing path on the bridge was narrow and unsafe for pedestrians, cyclists, prams, wheelchairs and dog walkers.

Consequently, Council resolved "That safety issues on the Bayview Avenue bridge be referred to the Local Traffic Committee for investigation".

Bayview Avenue in Earlwood is a Regional Classified Road within the Canterbury-Bankstown LGA and crosses the Cooks River via Unwin's Bridge to connect with Richardsons Crescent at Tempe. Unwin's Bridge, due to its heritage significance, is owned and maintained by Transport for NSW.

Richardsons Crescent is also a Regional Classified Road under Council's care and control and carries over 12,000 vehicles per day. Both Bayview Avenue and Richardsons Crescent are signposted with 50km/h speed limits.

The existing pedestrian path on the southern side of Unwin's Bridge is approximately 1.0m wide and cannot cater for both pedestrians and cyclists. The bridge provides an important

link for both vehicles and pedestrian/cycle traffic and provides a connection between Earlwood and Tempe. It also links the Cooks River Regional Cycleway between Botany Bay and Homebush Bay.

The nearby landuses consist of Gough Whitlam Park, Waterworth Park and Canterbury Velodrome adjacent to Bayview Avenue in Earlwood and Tempe Railway Station, Concordia Club, River Canoe Club of NSW, Croquet NSW Headquarters within Mackey Park adjacent to Richardsons Crescent, Tempe.

Diagram:

Proposed bridge south of Unwin's Bridge



Unwin's Bridge looking west from Tempe to Earlwood (cyclist on narrow pedestrian footpath on left)



COMMUNITY ENGAGEMENT

Once draft options for the new bridge next to Unwin's Bridge have been prepared, engagement with the community and stakeholders will be held to evaluate those options with a final draft plan being brought back to the Committee for its consideration and support.

FINANCIAL IMPLICATIONS

Funding for the feasibility, investigation and to design a new pedestrian/cycle bridge adjacent to Unwin's Bridge has been provided by Transport for NSW through its Get NSW Active Program for the current financial year.

ATTACHMENTS

Nil.

Item No: LTC0923(1) Item 13
Subject: PEDESTRIAN SAFETY IMPROVEMENTS TO BRIDGE ACROSS THE COOKS RIVER IN WARDELL ROAD, MARRICKVILLE (MIDJUBURI-MARRICKVILLE WARD/CANTERBURY & SUMMER HILL ELECTORATES/INNER WEST PAC)
Prepared By: John Stephens - Traffic Engineer
Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

RECOMMENDATION

That the report be received and noted.

STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

An on-site inspection has been undertaken in Wardell Road between Lang Road, Earlwood and Riverside Crescent, Marrickville to investigate the existing traffic and pedestrian facilities, and road infrastructure, including the bridge which is co-owned by the City of Canterbury-Bankstown Council and Inner West Council. The report below details these findings and the required maintenance needed to make these facilities more conspicuous to motorists and to improve traffic conditions for pedestrians and other road users.

BACKGROUND

Council at its meeting held on 14 March 2023 considered a Notice of Motion about improving pedestrian safety on Wardell Road Bridge, Marrickville and noted that:

- the existing pedestrian path on either side of the bridge was narrow and unfenced and unsafe for pedestrians, cyclists, prams, dog walkers and wheelchairs.
- there was no zebra crossing on Wardell Road before the start of the bridge and this was a popular crossing point for pedestrians and golfers from Marrickville Golf Club. The crossing can be dangerous, especially in peak hour periods with high traffic movements.
- The existing damaged pedestrian refuge prior to the bridge required urgent repairs to improve pedestrian safety.
- Council should investigate traffic calming measures within the area to improve safety for pedestrians and cyclists and encourage active transport with the:
 - installation of zebra crossing on Wardell Road at the start of the bridge
 - a reduction of the speed limit
 - provision of safety fencing on either side of the bridge
 - dedicating one of the paths to pedestrians and the other to cyclists

Consequently, Council resolved "That safety issues on the Wardell Road bridge be referred to the Local Traffic Committee for investigation".

Wardell Road is linked by the bridge between Marrickville and Earlwood and functions as an unclassified Regional Road under the care and control of both councils. It carries over 16,000 vehicles per day. The bridge provides a connection for cyclists from Marrickville / Dulwich Hill onto the Cooks River Regional Cycleway on the Earlwood side of the river.

A recent on-site inspection of Wardell Road and the bridge indicated that:

- The existing concrete pedestrian paths on the bridge are 1.83m wide on the eastern side and 1.84m wide on the western side and cannot cater for both pedestrians and cyclists. There were bicycle logos on the road pavement indicating for cyclists to share the road.
- The height of the railing on the bridge was approximately 1.18m high above the concrete footpath.
- There were notices on the approaches to the bridge indicating a 12 tonne gross load limit.
- The adjacent landuse on either side of Wardell Road approaching the bridge is Marrickville Golf Course and Beaman Park and Wills Ground on the Earlwood side of the bridge, including the Cooks River Regional Cycleway.
- There was a marked zebra pedestrian crossing with an integrated bicycle refuge in Wardell Road just north of Lang Road, Earlwood to assist pedestrians and cyclists using the Cooks River Regional Cycleway.
- The existing cyclone wire fence had several bent panels with damaged posts and there was a panel missing on the east side on the north approach to the bridge.
- The advanced warning signs for the Pedestrian Refuge and Speed Hump Ahead signs were missing on the west side of Wardell Road, north of the bridge, facing northbound traffic.
- The advanced warning sign for the Pedestrian Refuge, on the power pole, on the east side outside the boundary of Nos.274-276 Wardell Road was missing the 'Refuge' sign.
- There were Danger warning notices on top of the kerb in Wardell Road, south of the pedestrian refuge indicating the presence of a High Pressure Buried Oil (Fuel) Pipeline below and 'Do Not Excavate' message and to contact Viva Energy. The pipeline runs perpendicular to Wardell Road and through the golf course.
- Wardell Road has a signposted speed limit of 50km/h.
- One of the 'U' posts in the pedestrian refuge near Riverside Crescent was bent and the associated speed cushion for southbound traffic was damaged.
- The adjacent chevron sign facing southbound traffic had been vandalised with graffiti.
- The 'No Stopping' (arrow right) signpost was missing on the south-west approach to the pedestrian refuge.
- The linemarking on the north approach to the pedestrian refuge was faded, including the barrier lines on the south approach and on the bridge.

The following comments are made to the issues raised at the Council meeting:

- The existing pedestrian path is considered wide enough to accommodate pedestrians and wheelchair users, excluding cyclists. Maintenance of the cyclone wire fence on either side of Wardell Road adjacent to Marrickville Golf Course and up to the bridge is being arranged.
- Traffic and pedestrian counts taken on Wednesday, 12 May and Saturday, 15 May 2021 in Wardell Road at the pedestrian refuge indicated that the warrant to install a marked zebra pedestrian crossing was not met. However, maintenance instructions for signage, 'U' post, linemarking and the speed cushion are being arranged for the existing pedestrian refuge to make the facility more conspicuous to motorists.
- A separate report is being prepared for Council on the InnerWest@40 project proposing that Regional Roads are nominated to have a posted speed limit of 50km/h with potential further reduction to 40km/h proposed in the long term.

- The provision of safety fencing on either side of the bridge is not considered warranted at the present time based on the low crash data for this section of Wardell Road. Details of recent crash data provided below.
- The width of both paths is not wide enough to support dedicating one of the paths for pedestrians and the other for cyclists. Cyclists can use Ewart Street – Riverside Crescent – Tennyson Street – Ness Avenue – Garnet Street – Tennent Parade to access the Cooks River Cycleway. Most of these streets have already been calmed and some as part of the Greenway project. Cyclists can then either head east using the Lang Road bridge to head towards Botany Bay or turn right and head towards Homebush on the Cycleway.

A review of the current five year reported crash data (2017-2021) for Wardell Road indicated that only one collision had occurred between Riverside Crescent and the bridge. It involved a rear end crash between a car and a light truck both travelling northbound.

Diagram:

Bridge on Wardell Road looking south from Marrickville to Earlwood with footpath on both sides



Pedestrian refuge on Wardell Road looking south towards bridge



COMMUNITY ENGAGEMENT

Not required.

FINANCIAL IMPLICATIONS

The costs associated with the maintenance of the signage, linemarking, speed cushion, 'U' post and fencing will be funded from Council's Operational Budget.

ATTACHMENTS

Nil.