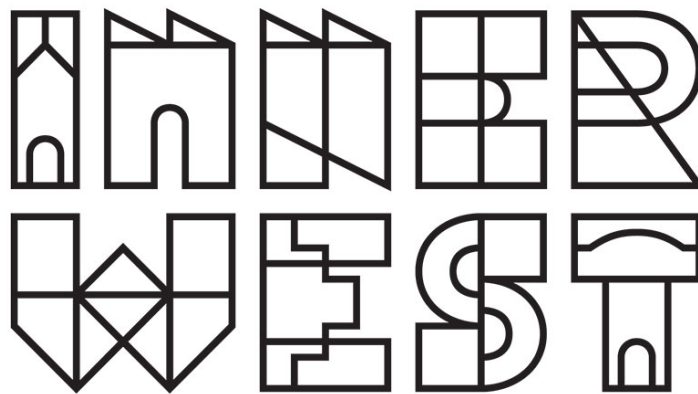


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 16 OCTOBER 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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Late Items

Nil at time of printing.

6 Part B - Items for Information Only

Nil at the time of printing.

7 Part C - Items for General Advice

Nil at the time of printing.

8 General Business

9 Close of Meeting

Minutes of Meeting

Meeting commenced at 11.00am

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

George Tsaprounis	Acting Traffic and Transport Services Manager (Chair)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Karin Gaylard	Representative for Jason Yat-sen Li MP, Member for Strathfield
Ben Walters	NSW Police Representative
Nina Fard	Transport for NSW (TfNSW)
Van Le	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Colin Jones	Inner West Bicycle Coalition (IWBC)
Felicia Lau	IWC's Acting Coordinator Traffic Engineering Services (North)
Jason Scoufis	IWC's Coordinator Traffic Studies and Road Safety
Kendall Banfield	IWC's Senior Strategic Transport Planner
James Nguyen	IWC's Traffic Engineer
Jackie Ng	IWC's Graduate Traffic Engineer
Christy Li	IWC's Business Administration Officer

VISITORS

Jennifer Aaron	Resident (Item 8)
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APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Patricia Arcilla	Representative for Jenny Leong MP, Member for Newtown
Jason Yat-sen Li	Member for Strathfield
Manod Wickramasinghe	Acting Director Infrastructure

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 21 August 2023 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

The Minutes of the Local Traffic Committee meeting held on 21 August 2023 were adopted at Council's meeting held on 12 September 2023 subject to the following amendments:

1. Item 3 Carrington Road, Marrickville - Cycleway Upgrade:
 - a) 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; and
 - b) That the Local Traffic Committee give further consideration to the installation of an additional pedestrian crossing at Carrington Road and Renwick Street in the context of the Carrington Road cycleway upgrade;
2. Item 2 Jagers Lane, Balmain - Proposed Permanent Full Road Closure (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC) – That Council defer this item to allow for further engagement with neighbours prior to Council approving in principal.

LTC0923(1) Item 1 Balmain Local Area Traffic Management Plan (Baludarri- Balmain Ward/ Balmain Electorate/Leichhardt PAC)

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.

Officer's 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.

DISCUSSION:

Councils' officer stated that this is the last stage of the LATM process and tabled a number of submissions and suggestions provided by residents, one which related to the intersection of Darling Street and Thornton Street. The submission stated the intersection is a blind spot and that vehicles travel at substantial speeds in both directions in Darling Street which presents a high risk when crossing at the intersection or entering Darling Street. Councils' officer recommended that further investigation be undertaken regarding traffic calming device in Darling Street, south of Thornton Street. Another submission raised objection to the proposed raised pedestrian crossing on Evans Street between Mansfield Street and Napoleon Street Balmain. The resident expressed that they didn't believe this measure was necessary as they have never experienced issues crossing this street and that it resulted in a loss of parking. Council's officer stated that the pedestrian crossing would provide improved pedestrian amenity.

The representative from TfNSW requested that the detailed designs of the listed LATM treatments be brought back to the Committee for consideration and that the '10k/m Shared Zone' proposal be brought back as a separate report and subject to TfNSW approval and that it requires a Traffic Management Plan. Council officers indicated that the recommendation acknowledges that the '10 km/h Share Zone' requires TfNSW approval.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the treatments and investigations (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 (Balmain LATM, Final Report – August 2023).

1. **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. **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. **A raised pedestrian (zebra) crossing be installed at Evans Street between Napoleon Street and Mansfield Street.**
4. **A raised pedestrian (zebra) crossing be installed at Beattie Street west of Mullens Street.**
5. **A raised pedestrian (zebra) crossing be installed at Beattie Street east of Darling Street.**

- 6. The existing raised pedestrian (zebra) crossing in Mullens Street north of Mansfield Street be upgraded.**
- 7. 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. 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. 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. 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. 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. 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. Council install a one lane slow point in Parsons Street east of Moore Lane.**
- 14. Council install a mobility parking space on the northern side of Llewellyn Street west of Montague Street**
- 15. Council install rumble strips at Mansfield Street/Crescent Street intersection and remark intersection linemarking.**
- 16. Council linemark parking bays in Darling Street between Wisbeach Street and Beattie Street**
- 17. Council modify on street parking along the frontage of Hannaford Centre in Nelson Street to improve access for visitors.**
- 18. Council support for further investigation of traffic signals at Robert Street/Mullens Street intersection.**
- 19. Council undertake further investigation regarding a traffic calming device in Darling Street, south of Thornton Street.**
- 20. Detailed designs of the proposed approved traffic calming devices be brought back to the Committee for consideration.**

For Motion: Unanimous

LTC0923(1) Item 2 265-273 Illawarra Road, Marrickville – ENR1/2022/0150 Condition 12 – Signs and Line Markings Plan – DA201700349 (Midjuburi - Marrickville Ward / Summer Hill Electorate / Inner West PAC)

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.

Officer's 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0923(1) Item 3 Faversham Street, Marrickville – Temporary Full Road Closure for FBi Radio Event – Saturday 9 December 2023 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

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.

Officer's 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0923(1) Item 4 Traffic Management Plan for the 2023 New Year's Eve Event (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt Pac)

SUMMARY:

This report outlines the traffic management plan for the 2023 New Year's Eve event.

Officer's 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; and
8. That the NSW Taxi Council be advised of the Committee's recommendation.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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; and
8. That the NSW Taxi Council be advised of the Committee's recommendation.

For Motion: Unanimous

LTC0923(1) Item 5 Norton Street & A'Beckett Avenue, Ashfield- Intersection Improvements Works (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

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.

Officer's 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.

DISCUSSION:

Council's officer tabled some written feedback provided by a resident regarding the proposal. The resident stated that the proposed six 2P parking spots will be convenient for on a first come first serve basis and that reverse parking into their house driveway would be more difficult as with the current 'No Parking' restrictions, that left lane is kept clear most of the time and allows for good visibility of oncoming traffic. The resident also stated they were concerned with traffic congestion due to the removal of the one lane of traffic along this section of Norton Street. They believe this may cause a long queue of traffic on Norton Street which is already an issue during peak hour in the late afternoon which raises risks with residents entering and exiting their properties. Council's officer advised the Committee members that parking already exists along Norton Street in other sections so that there is only one effective travel lane for the majority of Norton Street. Further to this, Council's officers also explained that the 2P restrictions would deter shoppers and commuters from parking along this section of Norton Street whilst allowing residents and their visitors a place to park.

The TfNSW representative requested that the merge arrows and signage be added to the proposal near the intersection of Norton Street and Holden Street where the lane ends. Council officers agreed to make amendments to the design to implement merge arrows and signage. Council officers will forward an updated design plan to TfNSW to review before construction.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0923(1) Item 6 Hancock Lane, Rozelle - Permanent Road Closure (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

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.

Officer's 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.

DISCUSSION:

The representative for the Member of Balmain questioned whether there lane will be accessible for cyclists and pedestrians after the proposed closure of the lane.

Council officers advised that Council looks to prioritise cyclist and pedestrian accessibility on a strategic level. The Committee members were also advised that a detailed plan of the proposed closure will be submitted to the Committee in future for consideration.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0923(1) Item 7 Cumulative Impacts from Major State Infrastructure Projects & Activities in and around Rozelle & White Bay (Baludarri- Balmain Ward/ Balmain Electorate/Leichhardt PAC)

SUMMARY:

This report outlines the existing state government infrastructure projects active in the Rozelle / White Bay area.

Officer's 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.

DISCUSSION:

The representative for the Inner West Bicycle Coalition raised whether parking at the Rozelle Parklands will be provided onsite or if it is intended for visitors to park on local streets. Council's officer responded that at this stage, no parking is proposed onsite.

The TfNSW representative noted that there is a Parking Impact Assessment being commissioned so there will be a study done on the parking impacts.

The representative for the Member of Balmain raised if Council could also get reassurance and consideration of the potential positive impacts these State projects may have on the area specifically whether the opening of the Iron Cove Tunnel may allow the by-passed section of Victoria Road to return to Council control. The Committee members agreed to amend that recommendation to include the members suggestion.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That Council writes to TfNSW, Ports Authority and DPE seeking reassurance of potential positive impacts from major State projects as well as assurance that cumulative impact issues from major State projects and activities in the Rozelle / White Bay area continue to be monitored and resolved.

For Motion: Unanimous

LTC0923(1) Item 8 William Street, Leichhardt - Proposed Motorbike Parking (Gulgadya - Leichhardt/Balmain Electorate/Leichhardt PAC)

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.

Officer's 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.

DISCUSSION:

Public Speaker Jennifer Aaron entered at 11:00am.

Ms Aaron supported the recommendation but believes there should be 'Motor Bike Parking' installed on either side of the driveway of No.38 Williams Street Leichhardt. She stated that over the past couple of years there has been an increase of larger vehicles such as boats, trailers, buses, large construction vehicles and trucks parked in front of her building which

has caused an obstruction when accessing her garage as well as restricting sightlines to oncoming traffic when exiting her driveway. She noted the lack of parking in the area due to commuters parking in local streets to use public transport into the Sydney CBD and she is also concerned that a DA application for new apartments building in the area will exacerbate the existing parking issues. She suggested the possibility of implementing 2P parking between Francis and Williams Street up to North Street and the opposite side of Williams Street between Francis and Hubert Streets.

Public Speaker Jennifer Aaron left at 11:10pm.

The representative for the Member of Balmain agreed with Ms Aaron's suggestion to implement 'Motor Bike Parking' on both sides of the driveway as well as raised that this is also a parking enforcement issue and implementation of a 2P Parking Scheme. Council officer's advised that they have investigated 'Motor Bike Parking' near No.38 Williams Street Leichhardt and have noted that she can leave in a forward direction and that the critical direction is the eastern approach which is why Council has recommended 'Motor Bike Parking' on the eastern side of the driveway only.

The representative for the Member of Summer Hill asked if Ms Aaron's suggestion for 2P parking would help with parking related issues in the area. Council officer's responded that it would help remove the larger vehicles and vehicles parked for long periods of time. Council officer's also noted that they have received a request to investigate a Resident Parking Scheme for this area which will be dealt with as a separate matter.

The representative for the Member of Balmain raised the possibility for more parking patrols and enforcement in the area. Council officer agreed to liaise and arrange parking enforcement in the area.

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0923(1) Item 9 Isabella Street, Balmain - No Parking Restriction (Baludarri-Balmain Ward/ Balmain Electorate/Leichhardt PAC)

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.

Officer's 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE 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.

For Motion: Unanimous

LTC0923(1) Item 10 Management of Disabled Parking in Inner West (All wards/All Electorates/All PACs)

SUMMARY:

This report outlines the management of disabled (accessible) parking in the Inner West.

Officer's Recommendation:

That the report be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

**LTC0923(1) Item 11 Evans Street, Balmain - Resident Parking Scheme Expansion
(Baludarri - Balmain ward/Balmain Electorate/Leichhardt PAC)**

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.

Officer's 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.

DISCUSSION:

Council officers recommended that this item be deferred to the next meeting as the resident is currently waiting for an external traffic engineer to report back to them with further information.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That LTC0923(1) Item 11 Evans Street, Balmain - Resident Parking Scheme Expansion (Baludarri - Balmain ward/Balmain Electorate/Leichhardt PAC) be deferred to the October Local Traffic Committee Meeting.

For Motion: Unanimous

**LTC0923(1) Item 12 Pedestrian Safety Improvements to Unwin's Bridge across the
Cooks River at Tempe (Midjuburi-Marrickville Ward/Canterbury &
Summer Hill Electorates/Inner West Pac)**

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.

Officer's Recommendation:

That the report be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

LTC0923(1) Item 13 Pedestrian Safety Improvements to bridge across the Cooks River in Wardell Road, Marrickville (Midjuburi-Marrickville Ward/Canterbury & Summer Hill Electorates/Inner West Pac)

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.

Officer's Recommendation:

That the report be received and noted.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the report be received and noted.

For Motion: Unanimous

General Business:

Item 14 – Moving parking on the northern side of Norton Street, Ashfield to the southern side of Norton Street, Ashfield.

The representative for the Inner West Bicycle Coalition raised whether Council has looked into moving parking on the northern side of Norton Street, Ashfield to the southern side of Norton Street, Ashfield to free up the northern side of the street for a potential 'One Way' cycleway.

Council officers advised that this will be examined as part of an LATM for the area in the near future.

Item 15 – Cycle friendly overpass on the City West Link on Waratah Street, Haberfield

The representative for the Inner West Bicycle Coalition asked for updates regarding the proposed Cycle friendly overpass on the City West Link

Council officers stated that information was recently received from TfNSW on a design that would have a lift and stairs on either side and would go across the canal into Timbrell Park. Council officers have provided comments back to TfNSW on the conceptual design and were advised that this design will go on public exhibition by the end of this year.

The representative for TfNSW confirmed there were designs being done for this and that TfNSW will keep the committee updated on the progress of the project.

Item 16 – Update on Traffic lights on Fredrick Street and John Street, Ashfield.

The representative for the member of Summer Hill requested an update on the signalised traffic lights on Fredrick Street and John Street, Ashfield.

The representative for TfNSW confirmed they are currently seeking funding to progress the design.

Item 17 – Closure of right hand turn from Parramatta Road into Dalhousie Street, Haberfield.

The representative for the member of Summer Hill raised that there were rumours circulating that TfNSW have plans to close off the right hand turn from Parramatta Road into Dalhousie Street, Haberfield.

The representative for TfNSW stated that they are not aware of any investigations relating to the removal of the right hand turn.

Meeting closed at 12.09 pm.

CHAIRPERSON

Item No: LTC1023(1) Item 1
Subject: MCCLEER STREET, ROZELLE - TRAFFIC REVIEW (BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That it be noted that remarking work currently underway of faded and missing traffic devices in McCleer Street, Rozelle will contribute to lower vehicle speeds.
2. That reported motorist non-compliance of the one-way and speeding on the one-way section of McCleer Street between Moodie Street and Springside Street, Rozelle be referred to NSW Police for enforcement action.
3. That it be noted that Council will undertake a Local Area Traffic Management (LATM) study for the area bounded by Victoria Road, Darling Street and Manning Street following 6 months after the opening of Rozelle Interchange Iron Cove Link works.

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 concerns from residents regarding vehicles travelling against the one-way restriction in McCleer Street between Moodie Street and Springside Street, Rozelle. This report includes a review of the traffic conditions in McCleer Street, a speed and volume analysis, and the level of one-way compliance.

The review found that the speeds are comparable to other 10 km/h Shared Zones within the Inner West Local government Area (LGA). Reinstating the faded line markings on the speed hump and edge lines whilst repairing the exit threshold will assist in decreasing vehicle speeds. Several vehicles were also captured travelling against the existing one-way restriction (i.e., captured travelling in McCleer Street from Moodie Street to Springside Street) despite satisfactory signage being in place. Therefore, the issue should be referred to the NSW police for further enforcement action.

BACKGROUND

The southern section of McCleer Street between Moodie and Springside Street, Rozelle has a one-way restriction in place (allowing southbound movements from Springside Street to Moodie Street) along with an established 10km/h Shared Zone. Residents have reported several vehicles travelling against the one-way restriction and concerning vehicle speeds.

Traffic data was collected taken over a seven (7) day period in early August 2023. A traffic tube counter was installed mid-block between Moodie Street and Springside Street, as shown in Figure 1.



Figure 1: Location of Traffic Counter within McCleer Street, Rozelle

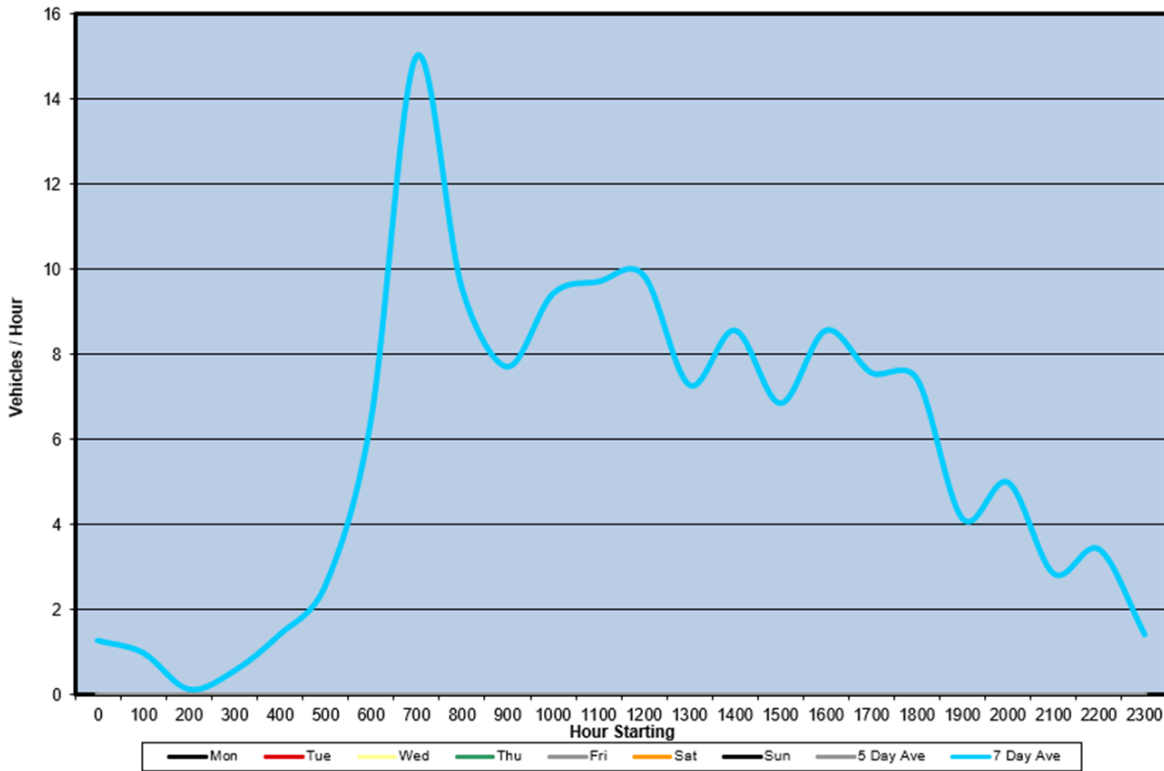
DISCUSSION

The 85th percentile speed from the traffic counter was found to be 23.8km/h. Whilst this exceeded the signposted speed limit, these were found to be comparable to other Shared Zones within the Inner West LGA. The works listed below is expected to contribute to lower vehicle speeds:

- Remarking of linemarking on the raised threshold near the intersection of McCleer and Moodie Street;
- Remarking of 'piano keys' linemarking on the speed hump in McCleer Street near the intersection with Springside Street;
- Remarking of faded edge lines on both sides of McCleer Street which visually narrow the road carriageway.

As this section of McCleer Street has appropriate signage and speed calming measures in place, the concerns relating to excessive vehicle speeds is recommended to be referred to NSW Police for enforcement.

The 7-day average southbound volume along the one-way direction is 138 vehicles/day and would typically peak at 7:00am-8:00am with 15 vehicles per hour. These results are considered similar to other quiet residential streets within the Inner West LGA and indicative of a low traffic volume environment.



On average 19 vehicles/day were recorded travelling northbound against the one-way restriction in McCleer Street. It is worth noting that the appropriate 'No Entry' and 'One Way' signage is in place as per below image. With these signs in place, it is recommended that this matter be referred to NSW Police for enforcement action as required.



McCleer Street is also part of the Iron Cove area identified for a Local Area Traffic Management (LATM) study proposed to commence approximately 6 months after the opening of the WestConnex Rozelle Interchange. Council will undertake community engagement during the study process and will capture traffic data after a settlement period following the opening of the Rozelle Interchange and Iron Cove Link.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC1023(1) Item 2
Subject: DARLING STREET & ELLIOTT STREET, BALMAIN - PROPOSED
 STREETSCAPE IMPROVEMENTS (BALUDARRI-BALMAIN
 WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan (Design Plan No.301588-10189) for the proposed streetscape improvements at Darling and Elliot Street, Balmain including the installation of paved footpaths, reconstruction of pedestrian concrete median in Darling Street, and refuge island in Elliot Street 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 upgrade the streetscape in Darling Street & Elliott Street, Balmain by providing new decoratively paved footpaths and landscaped kerb extensions. It is also proposed to improve safety by reconstructing the existing pedestrian refuge island in Elliott Street, renewing the existing pedestrian crossing surface in Darling Street and repairing some damaged sections of road pavement. The proposal aims improve the overall aesthetic of the town centre as well as improving pedestrian and motorist safety at this location.

BACKGROUND

The detailed design plan shown in *Attachment 1* outlines the proposed works on Darling and Elliot Streets, Balmain and includes the following treatments:

Darling Street – North side (approx. No. 501 to No. 475):

- Remove existing concrete and asphalt footpath and provide new decorative concrete paver footpaths laid in stretcher bond pattern (size: 400x600, Colour: grey);
- Widen the existing tree pit in front of No. 501 & provide suitable ground cover landscaping;
- Provide new groundcover landscaping (matching existing) to the exiting kerb blister island (in place of asphalt infill);
- Reinstate/retain all 5 existing street litter bins within the new decorative paved footpaths generally at their same locations (refer to plans);
- Provide 2 new stainless steel bike racks to new locations within the decorative paved footpaths (adjacent to new landscaped kerb blister island);
- Reinstate/retain the one existing bench seat in front of No.475 (Galleria style – timber look slats with charcoal frame);

Darling Street – South Side (Cat & Fiddle Hotel to No. 442):

- Remove existing concrete and asphalt footpath and provide new decorative concrete paver footpaths laid in stretcher bond pattern (size: 400x600, Colour: grey);
- Provide approx. 6m long section of asphalt footpath in front of The Cat & Fiddle Hotel to cater for deliveries of heavy items associated with Hotel;
- Provide a new landscaped in-ground garden bed (ground covers matching existing) within the footpath east of Elliott Street intersection;
- Provide one new street tree within the new footpath in ground landscaped garden bed (tree species to be advised);

Darling Street Roadworks:

- Pedestrian Crossing: remove the existing interlocking pavers within the flat top landing area of existing pedestrian crossing. and replace with new coloured asphalt (Colour: terracotta);
- Median Island: remove the existing concrete median island just south of Elliott Street and construct a new wider and better aligned concrete median island with “porphyry” stone infill finish (Colour; grey);
- Reconstruct damaged sections of concrete road pavement with new concrete road pavement (where shown on plans);
- Resurface the existing asphalt road with new asphalt (where shown on plans);

Elliott Street - north side of Darling Street:

- Remove existing asphalt footpath and provide new decorative concrete paver footpaths laid in stretcher bond pattern (size: 400x600, Colour: grey) – extent as shown on plans;
- Reconstruct a section of asphalt footpath with new asphalt footpath around existing large tree;
- Remove existing asphalt footpath and construct new porous “filta pave” footpath to accommodate large tree roots;

Elliott Street - south side of Darling Street:

- Remove existing asphalt footpath and provide new decorative concrete paver footpaths laid in stretcher bond pattern (size: 400x600, Colour: grey) – extent as shown on plans;
- Replace the two (2) existing white bench seats with new bench seats (Galleria style – timber look slats with charcoal frame);
- Remove existing asphalt footpath and construct new porous: “filta pave” footpath to accommodate large tree roots;
- Remove existing concrete “seagull” island within the road & construct new concrete “seagull” island with “porphyry” stone infill finish (Colour; grey);
- Replace or repair some damaged sections of sandstone kerb;
- Resurface the existing asphalt road with new asphalt (where shown on plans);

Generally:

- Replace any damaged sections of gutter and kerb as required within the scope of works area;
- Replace any stormwater outlet pipes which run under the footpath (between the building line and kerb only) with new pipes, where required;
- Install associated pavement line marking and signage as required (where shown on plans);

A vehicle swept path analysis was undertaken using an 8.8m service vehicle as shown in Attachment 2.

DISCUSSION

A letter outlining the proposal was issued to 44 properties shown in the distribution map below, including one sent to Bike User Group's representative. Council received two (2) responses in general support of the proposal but provided additional comments not directly related to traffic which have been resolved by councils' officers.

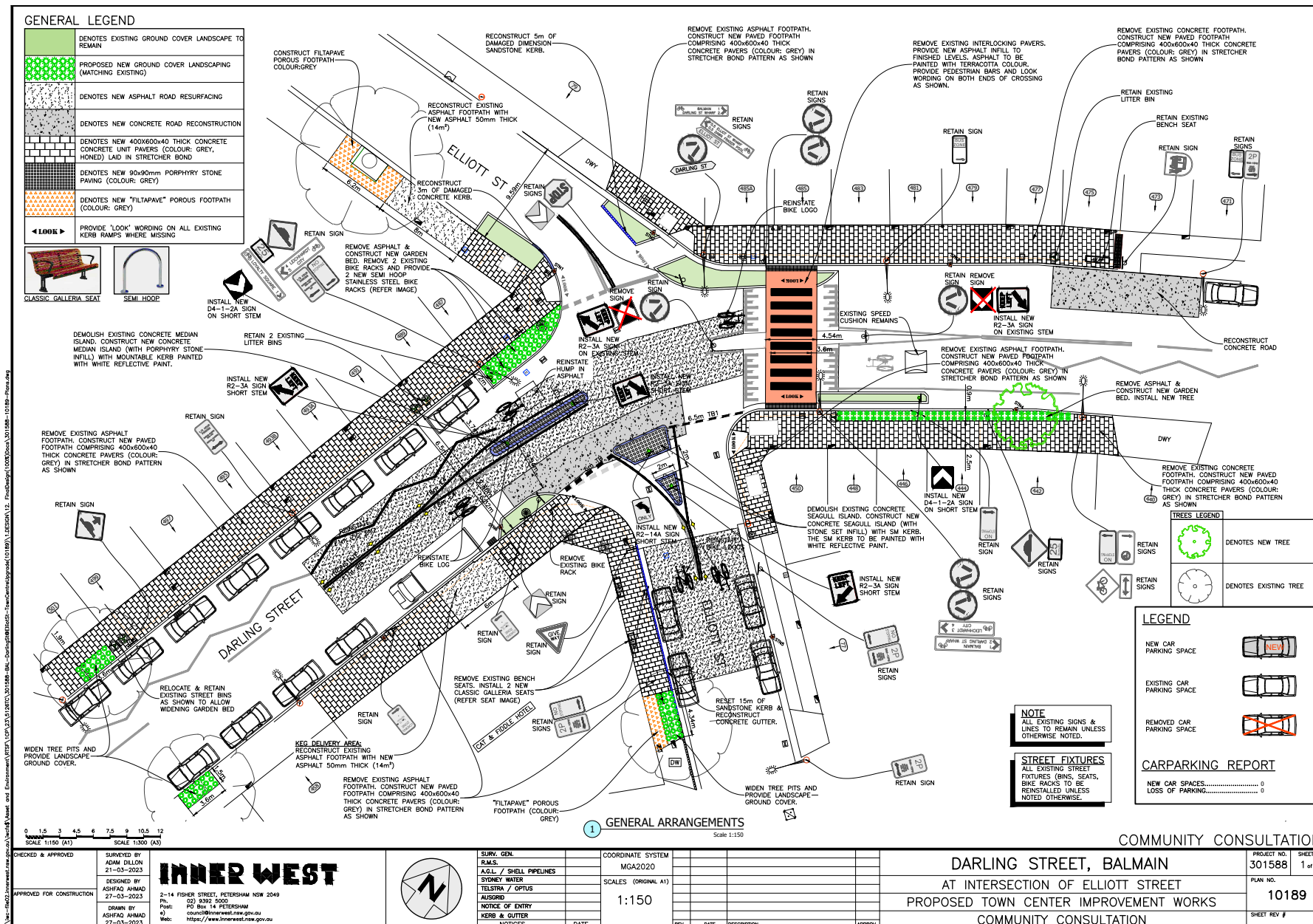


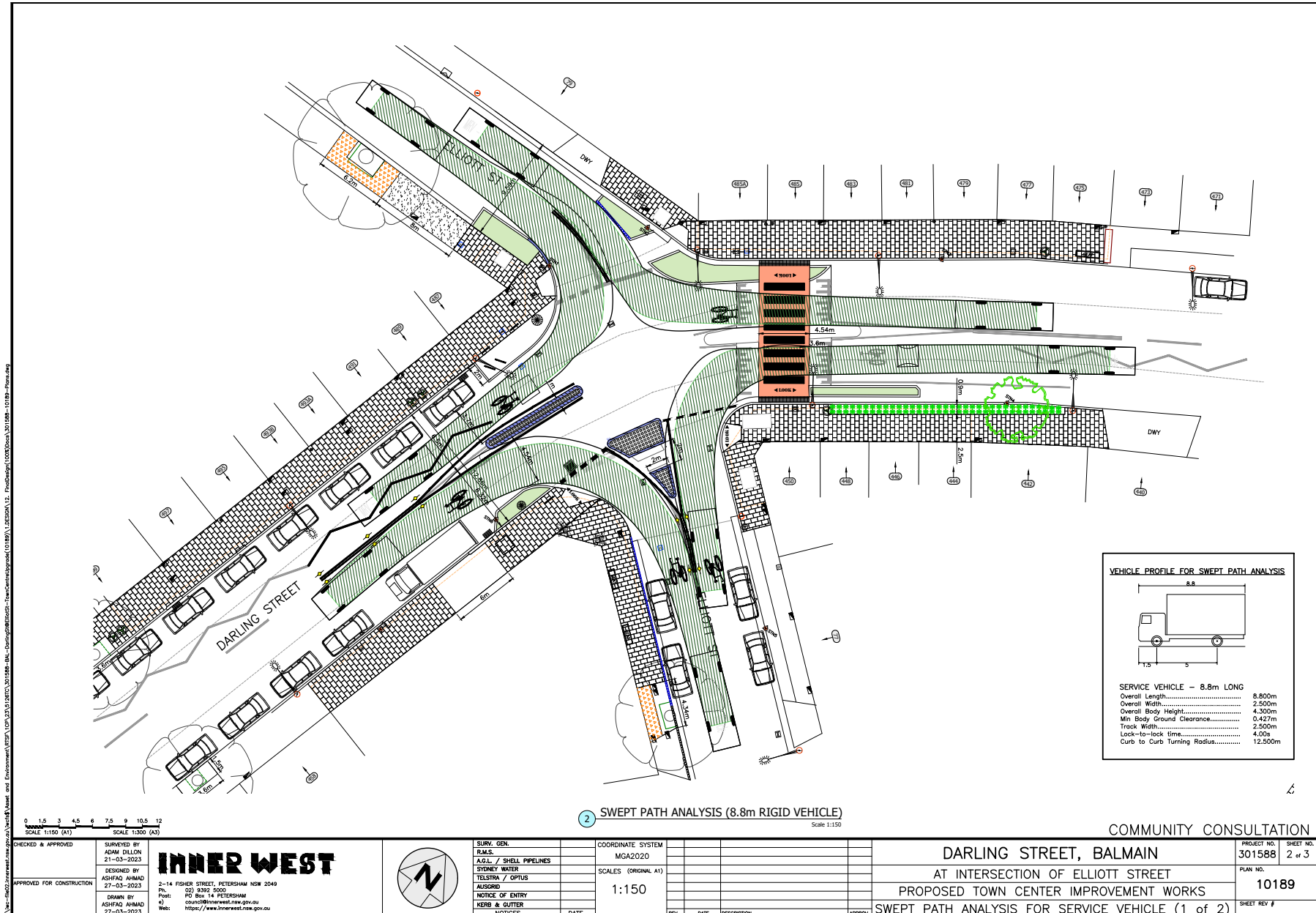
FINANCIAL IMPLICATIONS

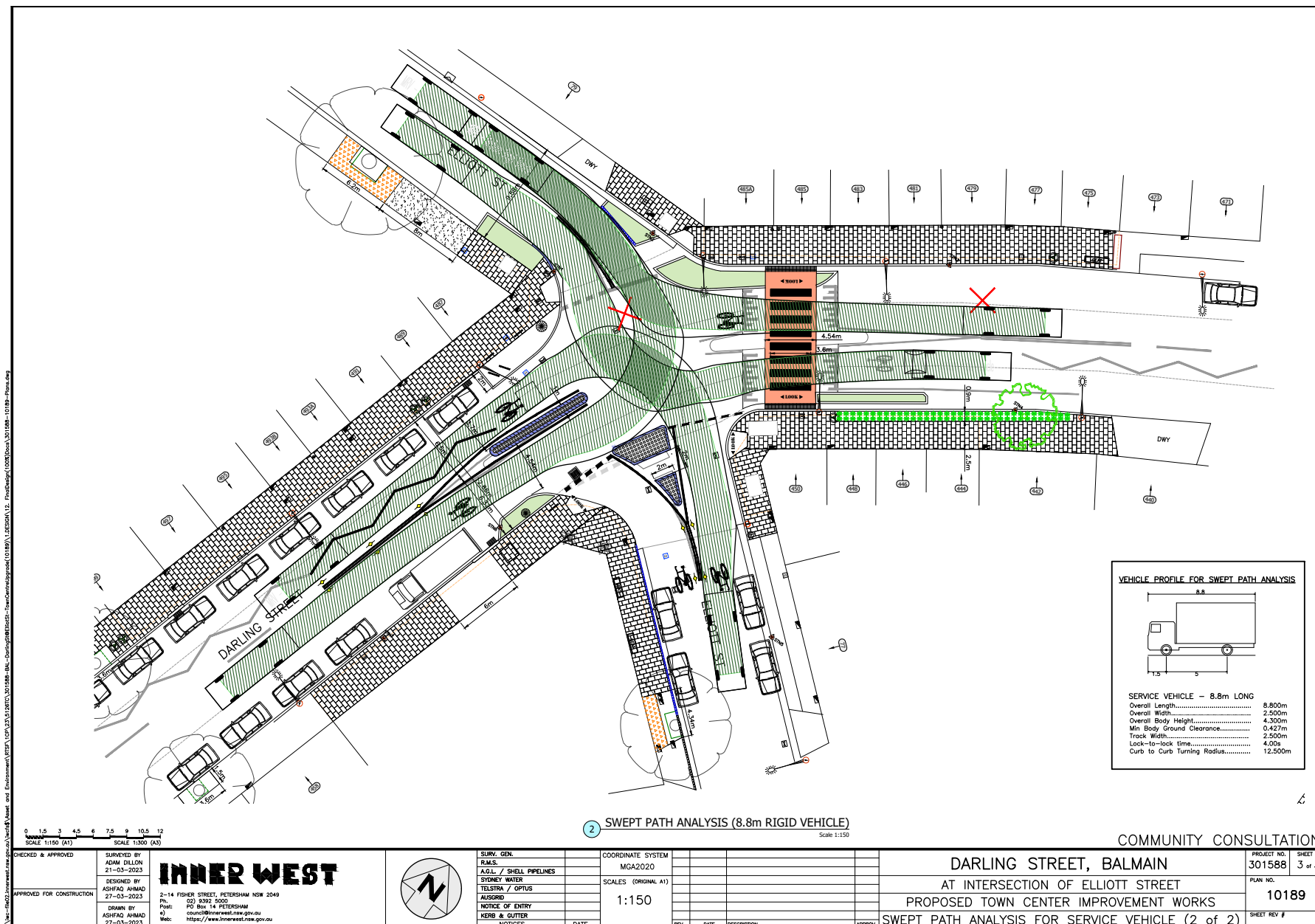
The works form part of the approximate \$700,000 funding to be constructed under the Streets Alive Town Centres program.

ATTACHMENTS

1. [↓](#) Plan - Darling & Elliot St, Balmain
2. [↓](#) Swept Path Analysis







Item No: LTC1023(1) Item 3
Subject: REIBY STREET, NEWTOWN - PROPOSED PARKING CHANGES: ADJUSTMENT TO EXISTING 'NO PARKING' AND '1/2P 8.30AM-6PM MON-FRI , 8.30AM-12.30PM SAT' RESTRICTIONS (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the existing 'No Parking' and '1/2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat' on the western side of Reiby Street, north of Pemell Lane be relocated a further 3.8 metres north from its existing location.
2. That the existing parking spaces on the western side of Reiby Street, north of Pemell Lane be delineated with line marking to form 'parking bays'.

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 proposal to adjust the existing parking restrictions on the western side of Reiby Street between Enmore Road and Pemell Lane to provide more space for a service vehicle (i.e., garbage truck or similar) to turn right from Reiby Lane into Reiby Street. In addition, it is proposed to also line mark the existing parking spaces to form 'parking bays' to ensure vehicles are parked in their designated spaces. These proposals seek to maximise the space available to enable a right turn movement for a vehicle.

BACKGROUND

Council has received feedback from a community member raising concerns about the restricted road width of Reiby Lane affecting the right turn for large vehicles from Reiby Lane to Reiby Street, Newtown. It is alleged that multiple 'point' turns are required to successfully make this maneuver, and as a result, there is limited clearance between the large vehicle and adjacent properties. There are already existing bollards on Reiby Lane, adjacent to 2 Reiby Street to provide a buffer between vehicles and the property.

DISCUSSION

Reiby Lane is a two-way laneway and is approximately 7.5 metres wide before the lane narrows to 3 metres wide, adjacent to No.2 Reiby Street. An on-site inspection confirms the existence of waste bins which would require servicing by waste collection vehicles. The likely service vehicle movement would be to enter Reiby Lane from Station Street, before turning right onto Reiby Street and exiting via Enmore Road. As the road geometry does not provide these vehicles with the ability to turn around (there is no turn-around facility), they would need to exit Reiby Lane by turning right onto Reiby Street and exit via Enmore Road.

The reduction of the road width of Reiby Lane from 7.5 metres to 3 metres at the intersection of Reiby Street compromises the turning movement of long vehicles such as waste collection vehicles as they are unable to maneuver their vehicles within the lane to improve their right turn from Reiby Lane. As such, these vehicles would likely enter perpendicular to Reiby Street before turning right, where the turning circle of the vehicle commences more within Reiby Street.

In addition, Reiby Street is only approximately 8 metres wide which also adds to the difficulty of larger vehicles maneuvering. However, by shortening the existing car parking area on the western side the turning vehicle should be able to comfortably 'clear' the adjacent parked vehicle. The swept path is shown in Figure 1 below.



Figure 1 - Swept path analysis 8.8m service vehicle

The existing length of the kerb signposted as '1/2P 8.30am-6pm Mon-Fri; 8.30am-12.30pm Sat' on the western side of Reiby Street between Pemell Lane and Stanmore Road is 20.6 metres and a desktop assessment shows typically no more than three (3) vehicles parking along the kerbside and provides an opportunity to address the issue raised by the community.

According to AS2890.5, the length of the existing kerbside parking (20.6 metres) can be reduced to 16.8 metres (5.2 metres for the first and last bay and 6.4 metres for the middle bay). This will require the relocation of the existing parking sign stem containing '1/2P 8.30am-6pm Mon-Fri; 8.30AM-12.30pm Sat', and 'No Parking' north by 3.8 metres. The increase of the 'No Parking' zone will improve the turning circle for a service vehicle turning right from Reiby Lane to Reiby Street. This proposal is shown in Figure 2 below.



Figure 2 - Proposed parking changes

PUBLIC CONSULTATION

A letter outlining the proposal was mailed out to 53 properties in Reiby Street, Reiby Lane and Stanmore Road, Newtown requesting residents' views regarding the proposal. One (1) response supporting and no responses opposing the proposal were received. The main concern raised by the resident supporting the proposal is outlined in the below table.

Residents' comments	Officer comments
The response supporting the proposal noted unconditional support for the proposed parking changes. However, the respondent also advised of issues pertaining to vehicles parked too close to the intersection on the eastern side of Reiby Street south of Reiby Lane.	Council seeks to minimise the clutter of signs where possible, and motorists should be aware of the NSW Road Rules which prohibits stopping within 10 metres of the intersecting road in the first instance as a management strategy, Council will refer this intersection to the parking officers to enforce. The proposed adjustment to the existing parking restrictions on the western side of Reiby Street will be monitored to see if it addresses the issue that was raised by the community.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

ATTACHMENTS

Nil.

Item No: LTC1023(1) Item 4
Subject: LAURA STREET, NEWTOWN - PROPOSED RAISED PEDESTRIAN CROSSING
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the design plan (No.10247) for the proposed raised pedestrian (zebra) crossing on Laura Street, Newtown at Hawken Street 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

A proposal of 'high' priority that was identified by the Pedestrian Access Management Plan (PAMP) is the need to raise the existing pedestrian crossing on Laura Street, Newtown, just west of Hawken Street, outside Camdenville Public School. The works consists of converting the existing at-grade pedestrian crossing to a raised pedestrian crossing to improve pedestrian safety.

Council has subsequently completed a plan for the proposed upgrade of the existing at-grade pedestrian crossing, which consists of a new raised concrete pedestrian crossing, landscaped kerb blister islands and civil work adjustments such as footpath and road resurfacing renewal. This design has been consulted with the community and the outcomes are presented in this report.

Accordingly, it is recommended that the design plan for the proposed upgrade of the existing at-grade pedestrian crossing be approved.

BACKGROUND

The Inner West Council's Pedestrian Access Management Plan (PAMP) was adopted by Council in February 2022. The proposals identified by the PAMP seek to improve pedestrian safety, access and priority, particularly in areas of pedestrian concentration, as well as enhancing crossing opportunities. These proposals were prioritised between 'high', 'medium' and 'low' and further defined by the type of deficiency (for example: access, safety issue, connectivity).

The proposed upgrade of the existing pedestrian crossing on Laura Street, Newtown, west of Hawken Street is included in the 2023/2024 Traffic Facilities Capital Works Program for construction. As noted earlier the PAMP considered the priority of pedestrian upgrades across the Inner West Council Local Government Area and identified the existing at-grade crossing on Laura Street, as high priority to upgrade, due to its proximity to Camdenville Public School and safety issues.

DISCUSSION

The proposal to raise the existing pedestrian crossing on Laura Street will improve pedestrian and motorist safety and reduce the risk of incidents occurring. Best practice for pedestrian crossings typically consists of a raised 'threshold' that seeks to reduce approach speeds of approaching vehicles by providing the necessary vertical deflection. The raised 'threshold' also improves visibility of pedestrians crossing the road. The proposed kerb extension on the western side of Hawken Street will further reduce vehicle speeds through the reduction of the road width.

In conjunction, Council will also complete the necessary asset renewal to the existing footpaths, line marking, signs and road pavement, to ensure these assets perform at the necessary level of service for pedestrians, cyclists and motorists. The proposal is shown in *Attachment 1*.

PUBLIC CONSULTATION

Residents comments	Officer comments
<p>1. The proposed work is not required at this location and will not improve safety since most motorists enter from Hawken Street (peak periods) turning left into Laura Street to access temporary parking for school drop off.</p> <p>2. The existing crossing is at the location with the highest level of visibility for both motorists and pedestrians, so a raised crossing does not improve safety.</p> <p>3. The crossing does not receive a lot of foot traffic since students have already crossed Laura Street onto the footpath (on the school side) prior to arriving at the crossing or enter the school from Wells Street.</p> <p>4. Laura Street has already had renewed footpath and road, and that this is not the best use of Council's fundings. Council should consider other streets instead such as corner of King and Holt Street, Newtown or King and Goddard Street, Newtown for new raised pedestrian crossings.</p> <p>5. The raised concrete pedestrian crossing will cause noise pollution.</p>	<p>1. The PAMP considered the priority of pedestrian upgrades across Inner West local government area and categorised this existing at-grade crossing as high priority to upgrade due to its proximity of the schools. The proposal of raising the existing pedestrian crossing is to provide a safety improvement and further reduce the risk of incidents occurring.</p> <p>2. Raising the existing pedestrian crossing will improve the delineation of the crossing at this location and in turn improves the visibility of pedestrians crossing at this location.</p> <p>3. The site has previously met the criteria for a pedestrian (zebra) crossing. Raising will improve safety by further reducing approach speeds to this crossing facility.</p> <p>4. Council typically upgrades the road and footpath in the immediate area of a proposed device. This is done to possibly match new levels and to provide a smoother transition into the new device.</p> <p>5. Laura Street is a local street with no access from Edgeware Road (there is a dead-end at this intersection). Through-traffic volumes would be minimal, and this street will typically be servicing nearby residents and Camdenville Public School. Therefore, the noise generated by the raised threshold would be at a minimum and typically at its most frequent during the pick-up and drop-off period, where speeds are typically low (when vehicles cross raised</p>

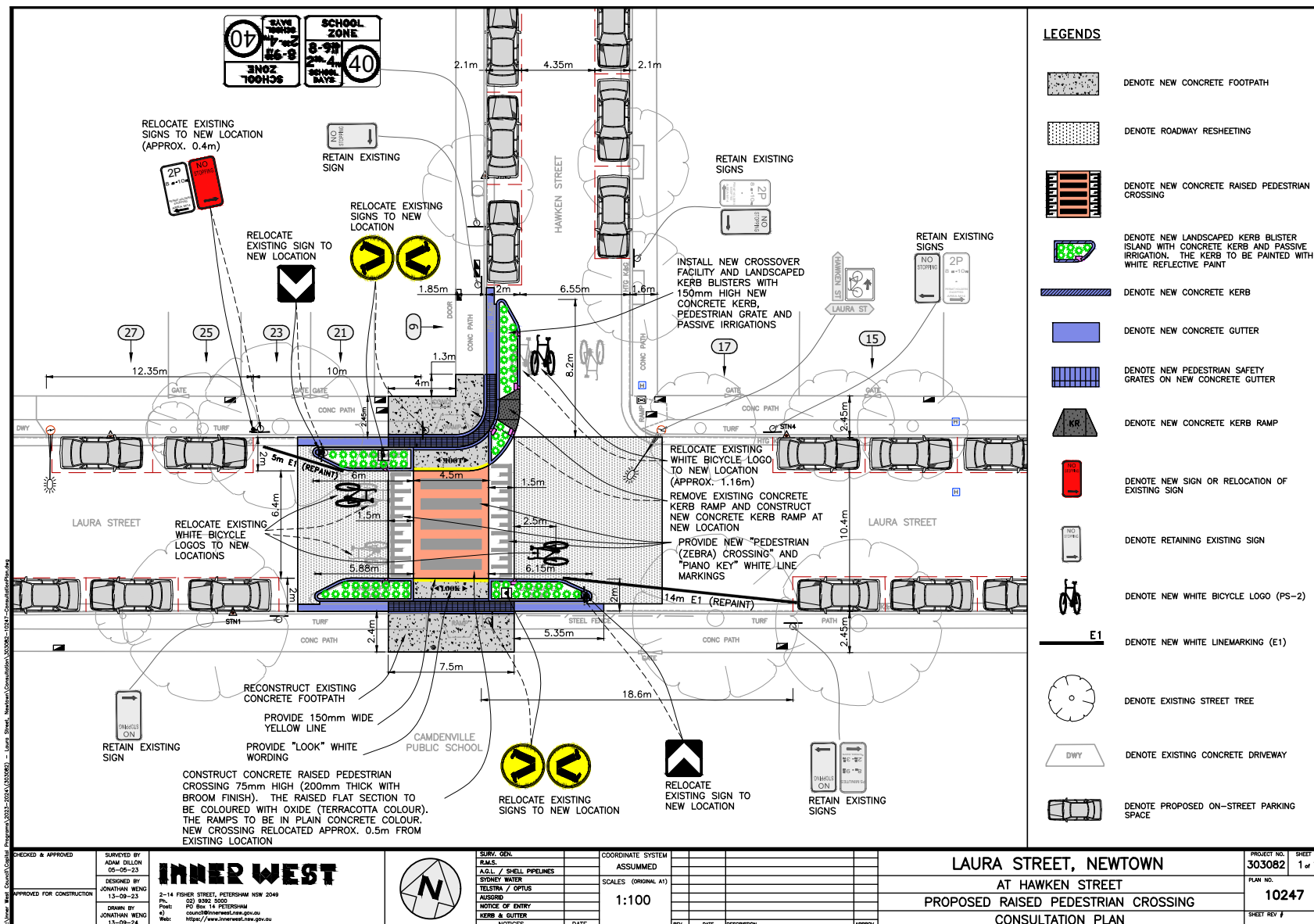
	thresholds at low speeds the noise is typically lower).
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FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and is estimated to be around \$115,000.

ATTACHMENTS

1. [↓](#) Laura Street, Newtown - Pedestrian Crossing Concept Plan



Item No: LTC1023(1) Item 5
Subject: OLD CANTERBURY ROAD, LEWISHAM, NORTH OF SUMMER HILL STREET - PROPOSED KERB EXTENSIONS (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed kerb extensions, line marking and parking changes in Old Canterbury Road, north of Summer Hill Street, Lewisham be approved (as per the design plan no.10229-A).

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The proposal to build out the kerb at the Y intersection of Old Canterbury Road at its Y junction of Old Canterbury Road (just east of Summer Hill Street) was a result of the Lewisham LATM and the PAMP Study. Both the Lewisham LATM and the PAMP identified the need to upgrade the intersection of Old Canterbury Road, just east of Summer Hill Street to improve pedestrian safety.

Council has subsequently completed a concept plan for the proposed kerb extensions on Old Canterbury Road to reduce the crossing distance and exposure time for pedestrians to improve safety. In addition, Council is also proposing to adjust parking restrictions on Old Canterbury Road.

It is recommended that the proposed kerb extensions, line marking and parking changes in Old Canterbury Road, north of Summer Hill Street, Lewisham be approved (as per the design plan no.10229-A).

BACKGROUND

The Lewisham LATM was referred to Council's Local Traffic Committee Meeting on Thursday 2nd February 2017 to be recommended for implementation and approved by Council at its meeting on 28th February 2017.

In addition, the Inner West Council's Pedestrian Access Management Plan (PAMP) was adopted by Council in February 2022. The proposals identified by the PAMP seek to improve pedestrian safety, access and priority, particularly in areas of pedestrian concentration, as well as enhancing crossing opportunities. These proposals were prioritised between 'high', 'medium' and 'low' and further defined by the type of deficiency (for example: access, safety issue, connectivity).

The LATM had recommended a pedestrian refuge island across Old Canterbury Road and a permanent 'No Right Turn' restriction from Old Canterbury Road. Inner West Council's PAMP was adopted by Council in February 2022.

DISCUSSION

A kerb extension is proposed at the intersection of Old Canterbury Road, just east of Summer Hill Street which seeks to improve pedestrian safety and deliver upon the commitments made in both the LATM and PAMP.

Currently the crossing distance for a pedestrian across Old Canterbury Road is 51 metres. With a crossing distance of 51 metres, pedestrians will have an 'exposure' time of 42 seconds on the roadway (this assumes a 1.2 metres per second, walking pace). The proposed kerb extensions will reduce the crossing distance and exposure time to 11.8 metres and 10 seconds respectively. By reducing the crossing distance, pedestrians have less exposure time on the road which will increase safety at this intersection.

The proposed kerb extension on the eastern side of Old Canterbury Road will result in the loss of three (3) timed permit parking spaces currently signposted as '2P 8.30am-6pm Mon-Fri, Permit Holders Excepted Area M7'. To ensure the no loss of time restricted permit parking space, it is proposed to reallocate five (5) unrestricted parking spaces on the northern side of Old Canterbury Road to '2P 8.30am-6pm Mon-Fri, Permit Holders Excepted Area M7'.

Furthermore, the current 'No Stopping' restriction on the southern side of Old Canterbury Road (on the state-road) is proposed to be relocated 5 metres east, to provide one (1) new unrestricted parking space. This will seek to minimise the impact the loss of unrestricted parking by the proposed time restricted permit parking spaces. In total, there will be a loss of four (4) unrestricted parking spaces which will be converted to time restricted parking with permit parking exemptions.

PUBLIC CONSULTATION

Consultation was undertaken between Friday 1 September 2023 and Friday 13 September 2023. There were nine (9) letters sent out to affected residents; and an additional letter was sent to the Inner West Bicycle Coalition Group. Council received six (6) responses which are summarised in the table below.

Residents' comments	Officer comments
1. Requesting to convert few unlimited parking to 2-Hour resident parking in the precinct	1. Five (5) unlimited parking spaces are proposed to be converted to 2P 8.30am-6pm Mon-Fri, Permit Holders Excepted Area M7' opposite no.97 to no. 105 Old Canterbury Road.
2. Requesting road centre line marking in the middle of the road surface in the affected area	2. The plan will be updated to provide a 18m long BB centre line.
3. Possible "No Right Turn" from Old Canterbury Road to the affected Old Canterbury Road (little Old Canterbury Road) full time.	3. Proposal out of scope of project. Old Canterbury Road is a State Road and under the jurisdiction of TfNSW. Any restrictions on turning movements need to be considered and approved by TfNSW. Council officers will need to follow this matter as a separate item.
4. Can vehicle take right turn from precinct (little Old Canterbury Road) toward City?	4. Yes, vehicle can turn right towards city.
5. Stop vehicle entry from McGill St into the precinct (little Old Canterbury Road)	
6. Loss of 7 kerb site parking spaces.	5. This item is out of scope of the project. No

7. Request for "No Right Turn" from precinct (little Old Canterbury Road) to Old Canterbury Road.

change to existing conditions proposed.

6. There is a loss of three (3) 2P resident parking spaces in little Old Canterbury Road. However, there will be a gain on one unrestricted space in Old Canterbury Road. Furthermore 5 unrestricted spaces on little Old Canterbury Road will be converted to 2P resident parking spaces. The plan has been changed to reflect this.

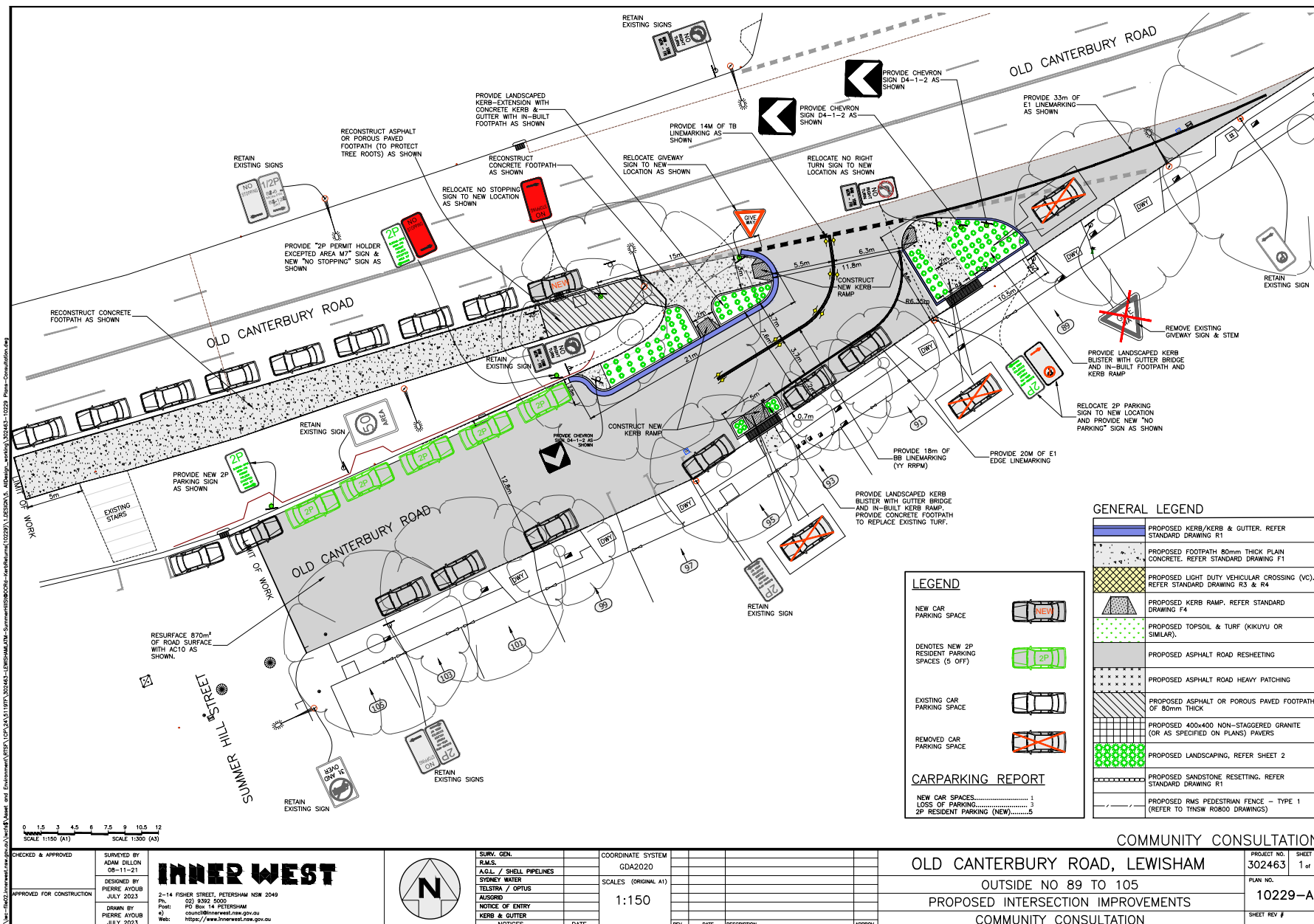
7. Proposal out of scope of project. Old Canterbury Road is a State Road and under the jurisdiction of TfNSW. Any restrictions on turning movements need to be considered and approved by TfNSW. Council officers will need to follow this matter as a separate item.

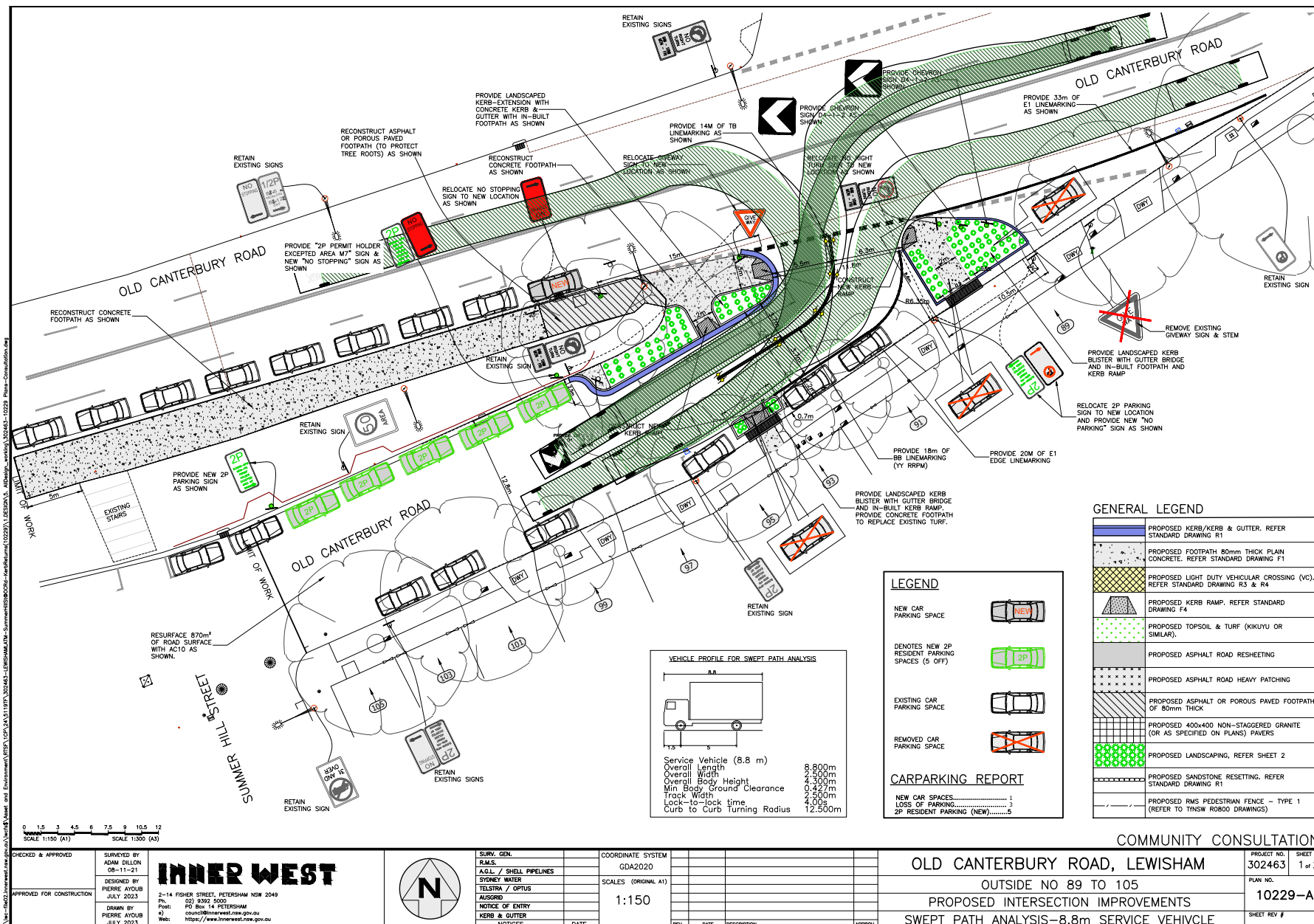
FINANCIAL IMPLICATIONS

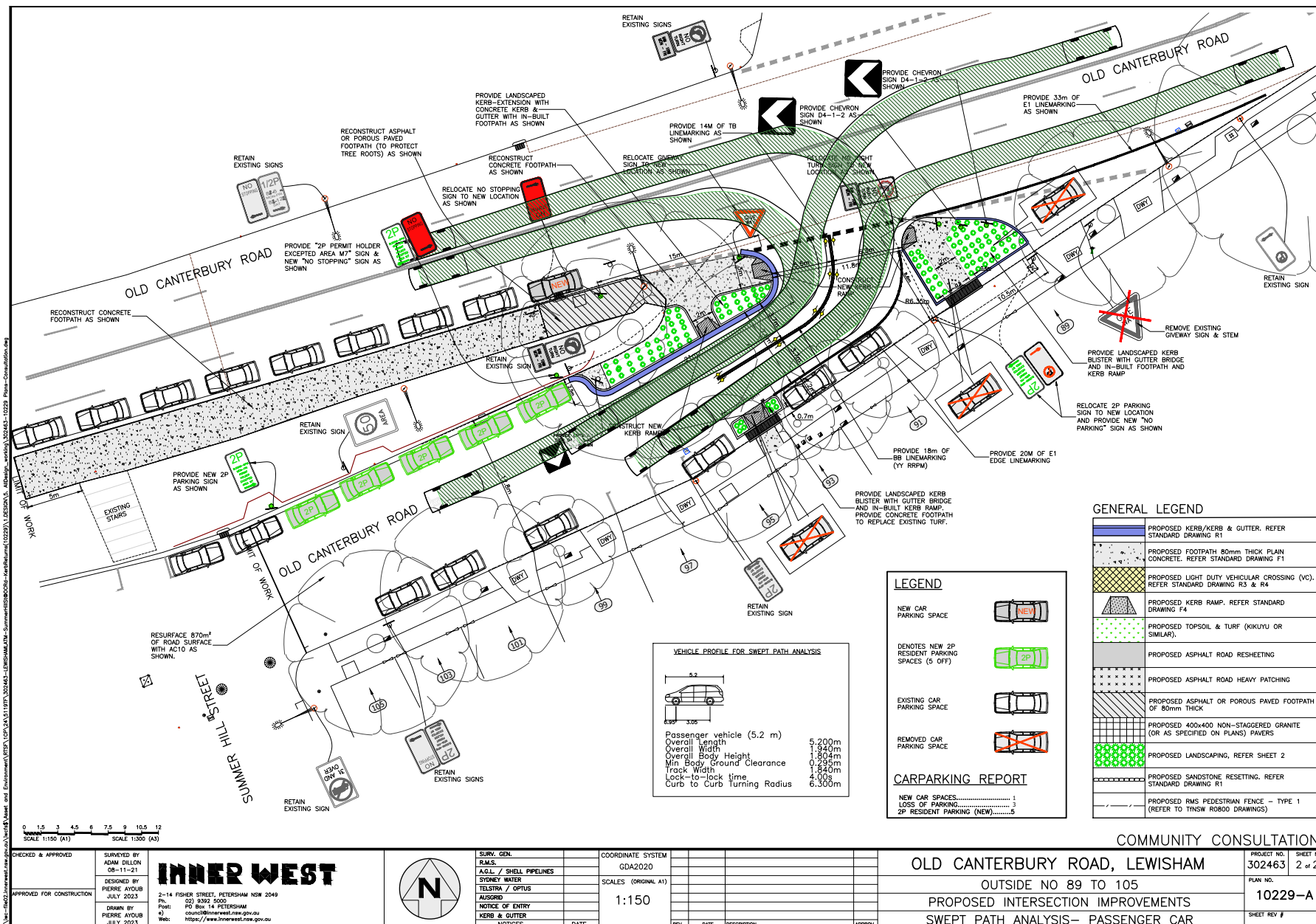
The proposal is to be delivered within the Lewisham LATM (Traffic Facilities) program in the 2023/24 financial year.

ATTACHMENTS

1. [Download](#) Proposed kerb extensions - concept plan - Old Canterbury Road, Lewisham
2. [Download](#) Swept path analysis - proposed kerb extensions - Old Canterbury Road, Lewisham







Item No: LTC1023(1) Item 6
Subject: BRERETON AVENUE, MARRICKVILLE - PROPOSED KERB EXTENSIONS (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)
Prepared By: James Nguyen - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed kerb extensions, signs and line marking be approved as per plan No.10250.

STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

EXECUTIVE SUMMARY

The Inner West Council's Pedestrian Access Management Plan (PAMP) was adopted by Council in February 2022. The proposals identified by the PAMP seek to improve pedestrian safety, access and priority, particularly in areas of pedestrian concentration, as well as enhancing crossing opportunities. These proposals were prioritised between 'high', 'medium' and 'low' and further defined by the type of deficiency (for example: access, safety issue, connectivity).

The long crossing distance at the intersection of Brereton Avenue and Sydenham Road, Marrickville is identified as a high priority for Inner West Council to address in the PAMP. To address this long crossing distance issue, a kerb extension is proposed. This proposed kerb extension design seeks to reduce the crossing distance across Brereton Avenue to improve safety for pedestrians. It is recommended that the proposed design be approved.

BACKGROUND

Inner West Council's PAMP was adopted by Council in February 2022 and identifies proposals that seek to improve pedestrian safety, access and priority, particularly in areas of pedestrian concentration. A high priority intersection that had been identified from the PAMP is the intersection of Brereton Avenue and Sydenham Road, Marrickville which in its current state has a long crossing distance (approximately 28 metres) for pedestrians.

DISCUSSION

Brereton Avenue is a two-way road that is mostly 12.8 metres wide, up until Sydenham Road which intersects Brereton Avenue at 45 degrees, creating a wider crossing distance (28 metres) for pedestrians. The current crossing 'exposure' time for a pedestrian is approximately 23 seconds (assuming a 1.2 metre per second walking pace). Given Sydenham Road is a classified state road and services a higher volume of traffic and the land-use surrounding consists of parks and schools which have a high level of pedestrian generation, there is a

need to ensure that the road network is designed to support pedestrian safety and reduce vehicle speeds at intersections.

The proposed kerb extensions on Brereton Avenue will reduce the crossing distance and crossing 'exposure' time to approximately 11.8 metres and 10 seconds respectively. This 50 per cent reduction will greatly improve pedestrian safety as they are less 'exposed' on Brereton Avenue, adjacent to Sydenham Road. In addition, with a reduction in 'road space', motorists will be required to approach and depart this intersection at a lower speed. Combined, this will improve safety for all road users.

PUBLIC CONSULTATION

Consultation was completed between Thursday 7 September 2023 and Friday 22 September 2023. There were 35 letters sent to nearby residents and businesses of Brereton Avenue advising them of the proposal. Council officers received two (2) responses with one (1) response supporting the proposal and one (1) response opposing the proposal. These are summarised in the table below.

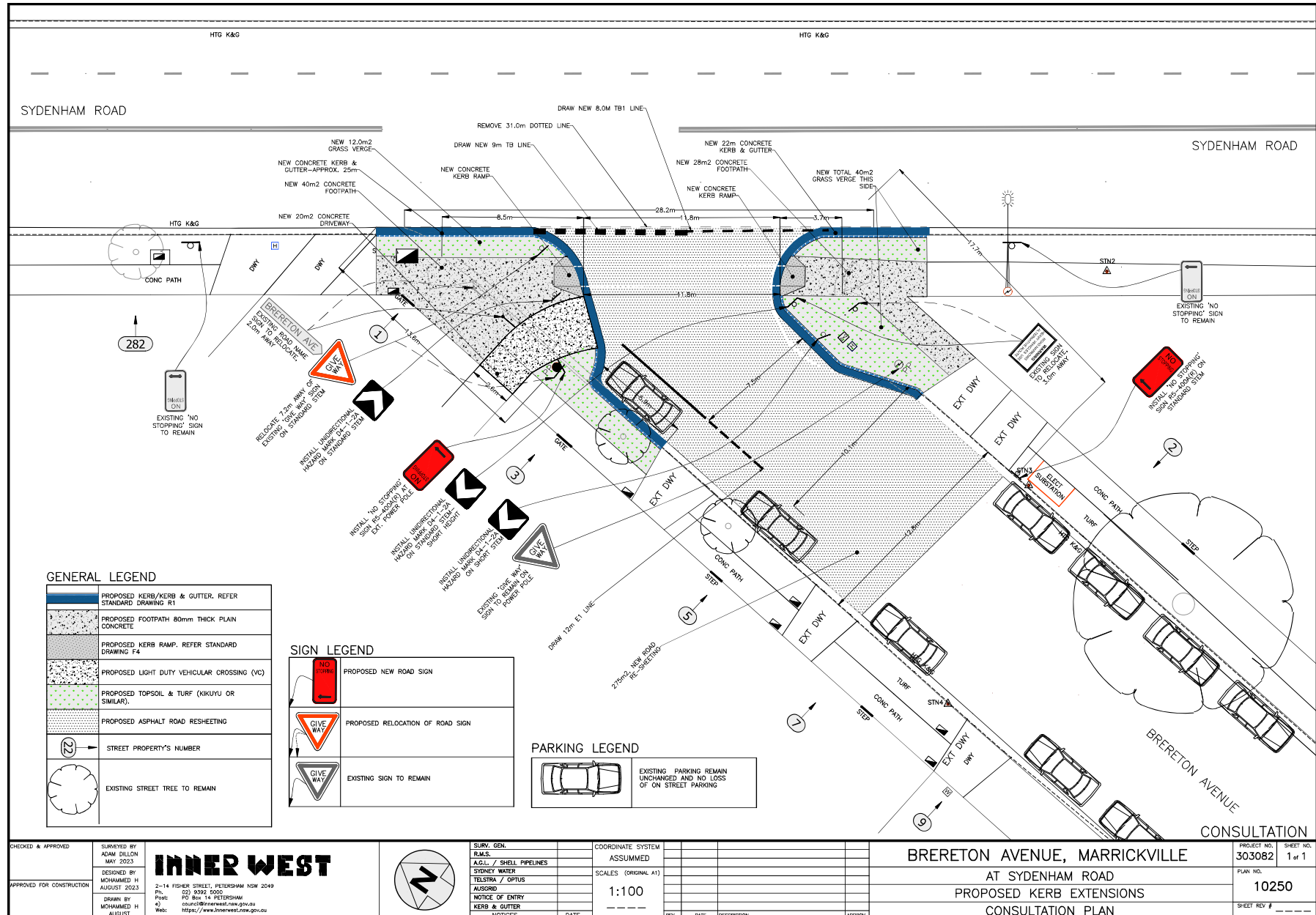
Residents response	Officers response
<p>A response was received requesting for consideration of the following:</p> <ol style="list-style-type: none"> 1. Marking the road with Keep Clear linemarking. 2. Setting up a traffic mirror so that we can see the oncoming cars in the opposite lane 3. Potentially placing a No Parking zone opposite the road to prevent the large trucks that sometimes overnight there encroaching on that area 	<ol style="list-style-type: none"> 1. Sydenham Road is a state road and any 'Keep Clear' line marking or use of convex mirrors will need to be considered by Transport for NSW (TfNSW). 2. There is a proposed 'No Stopping' restriction proposed on Brereton Avenue, approximately 10 metres from the intersection of Sydenham Road. This will outline the area where vehicles must not park or stop.
<p>A response was received questioning the need to spend capital expenditure to provide a pedestrian facility when there has been no evidence of pedestrian related crashes at this intersection.</p>	<p>The interventions identified in the PAMP are both proactive and reactive in nature (there are interventions that address intersections that have crashes and proactive measures to improve pedestrian access and safety).</p> <p>In addition, Sydenham Road between Livingstone Road and Despointes Street (the intersection at Brereton Avenue falls within this section of Sydenham Road) has been identified as a 'primary' PAMP route in the hierarchy, scoring within the highest ranking band.</p> <p>The development of this hierarchy was completed through a multi-criteria analysis that considered trip attractors and safety. This indicates that the identification of this intersection has been determined through a robust criteria and framework, and that there is justification for the proposed kerb extension at this location.</p>

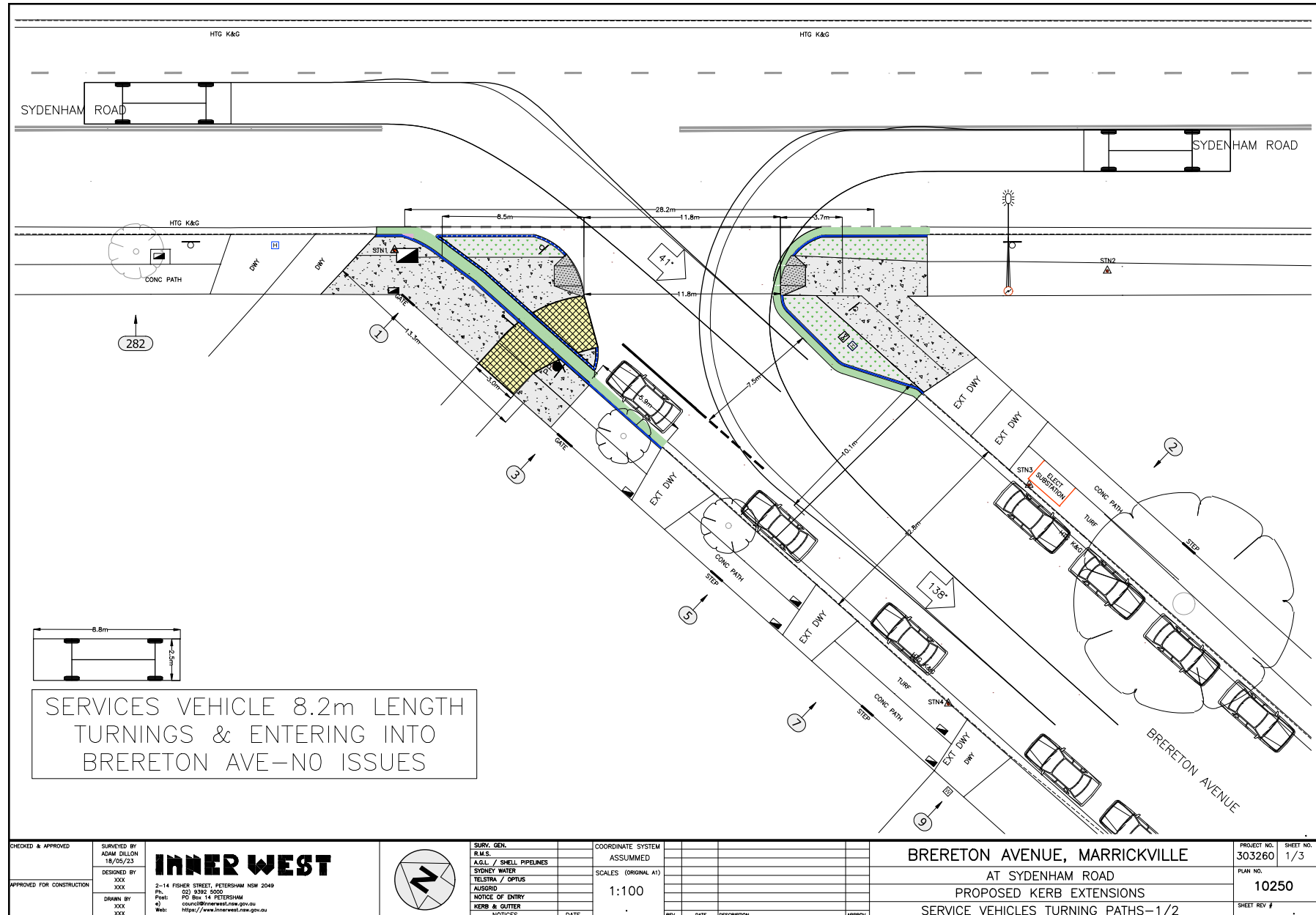
FINANCIAL IMPLICATIONS

The proposal will be delivered in Council's 2023-24 PAMP construction program, with a delivery cost estimated at \$60,000.

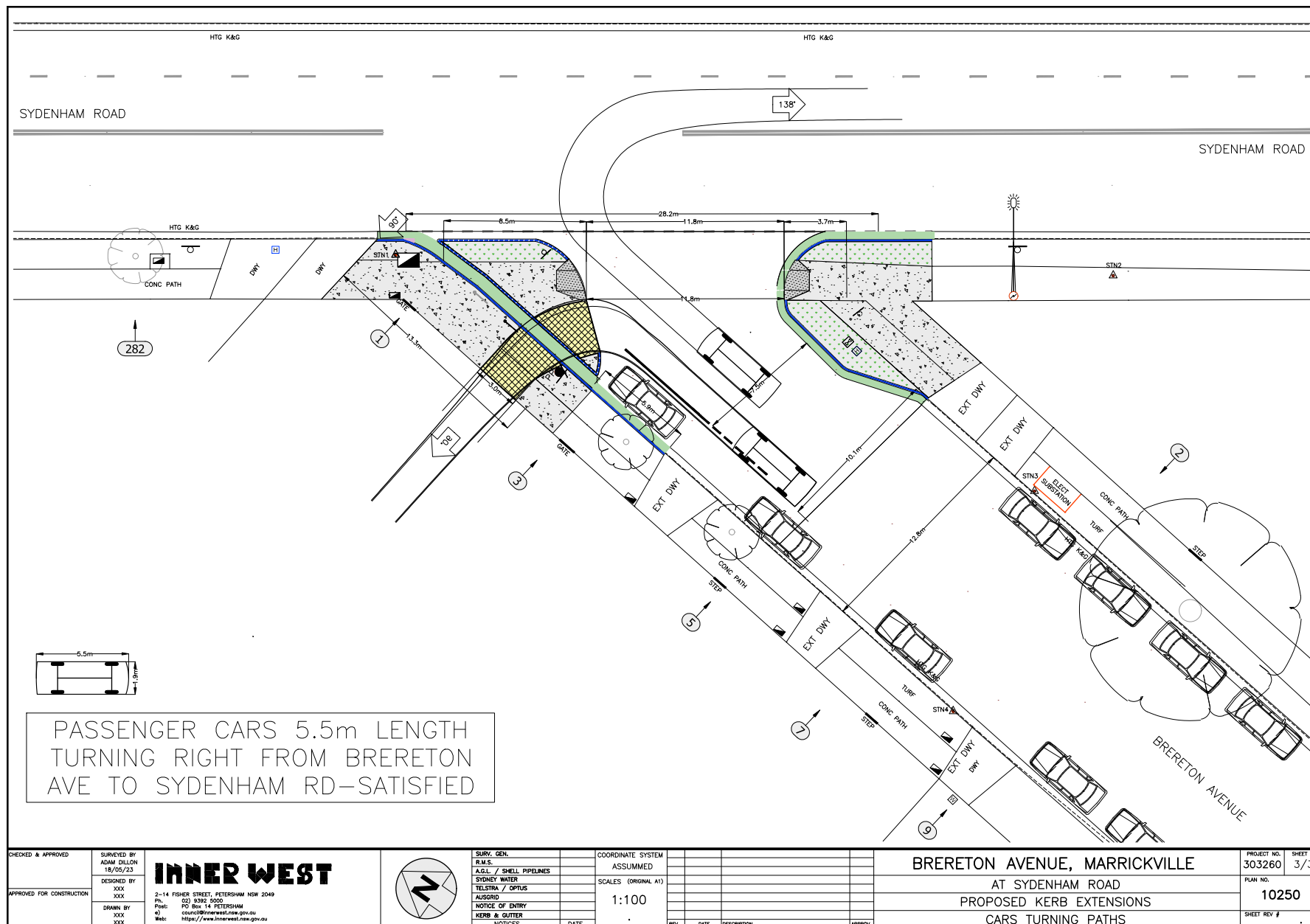
ATTACHMENTS

1. [↓](#) Brereton Avenue, Marrickville - Concept plan - Proposed kerb extensions
2. [↓](#) Brereton Avenue, Marrickville - Swept path diagrams









Item No: LTC1023(1) Item 7
Subject: METROPOLITAN ROAD, ENMORE – ACCESSIBLE PARKING IMPROVEMENTS (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That a Shared Area be installed on the eastern side of Metropolitan Road, corner of Enmore Lane Enmore to service the existing 90-degree angle Mobility Parking Space located on the side boundary of 188A Enmore Road, Enmore. In addition, two access ramps to be installed on the eastern side and opposite footpath on the western side of Metropolitan Road, Enmore to service the Mobility Parking and Shared Area.

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 a request for accessible parking improvements at a number of locations. Council staff have now investigated one location in Metropolitan Road, Enmore and in line with Council's assessment procedures for mobility parking applications has listed improvements at that location which are recommended for installation. Currently the existing Mobility parking space is not to standard with no shared zone.

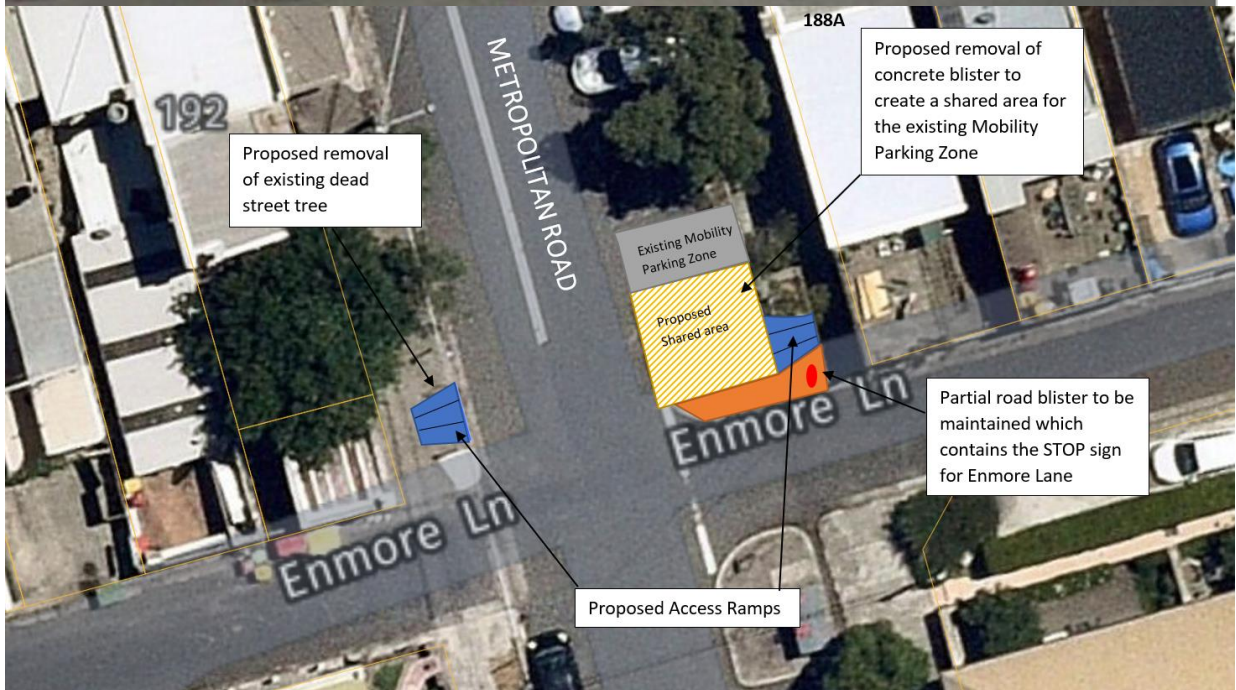
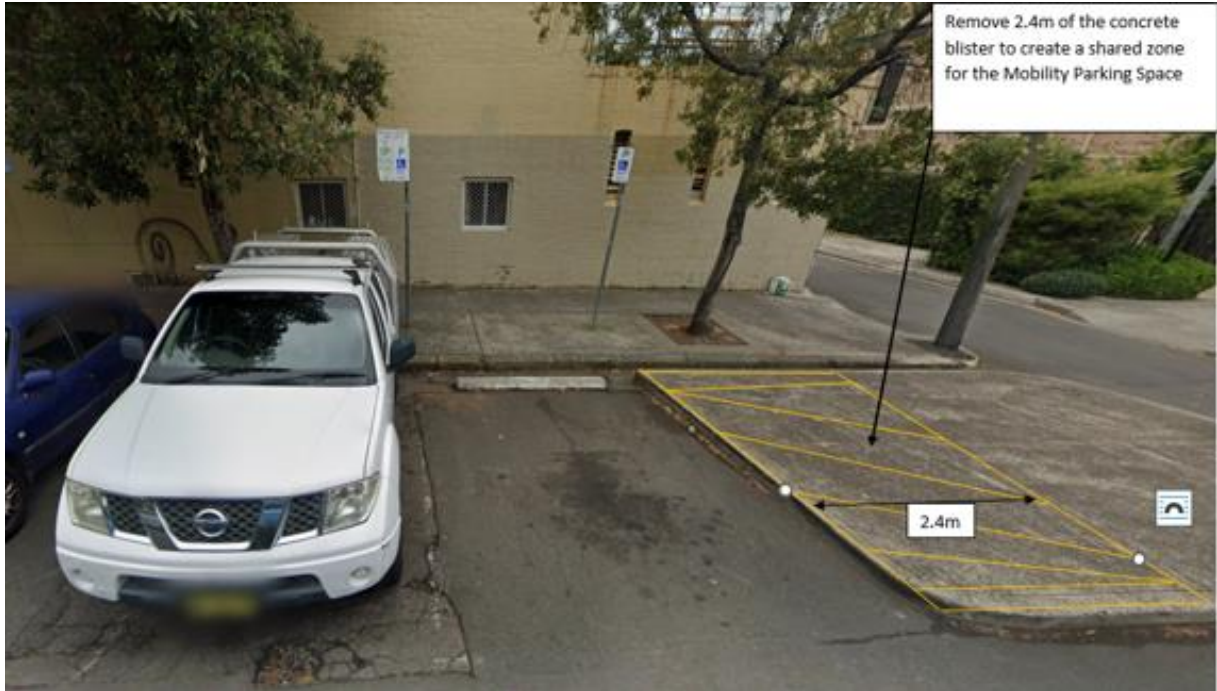
BACKGROUND

It has been identified by the Access and Inclusion Planning Leader that the existing 90-degree angle Mobility Parking on Metropolitan Road, Enmore does not have a shared area and is difficult to access by Mobility Permit holders.

After investigation it was considered feasible to install a shared area adjacent to the existing mobility parking space in Metropolitan Road, Enmore along with the installation of two access ramps to service the existing mobility parking at Metropolitan Road, Enmore.

Works involved include the partial removal of the existing concrete blister that is located next to the exiting mobility parking space to create the shared area. The remaining blister would be maintained which holds the stop signage that services westbound traffic on Enmore Lane. Installation of an access ramp on the eastern footpath on Metropolitan Road servicing the shared area/footpath and an additional access ramp to be installed on the western side of Metropolitan Road to create access to the opposite footpath.

A street tree that is in the proposed access ramp location on the western side will be removed as part of the works. Refer to the diagrams below.



DISCUSSION

Metropolitan Road is a local road with angled parking on one side and parallel parking on the other side and has generous road width for unimpeded two-way traffic flow. It has an average traffic volume of around 1,500 vehicles per day.

The Newtown LATM final report went to the Committee at its meeting in September 2019 and recommended a number of treatments for Stage 1 implementation including the following relevant one to this matter:

“Kerb ramps, steel grate and remove part of existing concrete island at existing mobility impaired space in Metropolitan Road at Enmore Lane”

As noted, currently the existing mobility parking space is not to standard with no shared zone. Thus, the recommendation to install a shared area adjacent to the existing mobility parking space in Metropolitan Road, Enmore along with the installation of two access ramps to service the existing mobility parking at Metropolitan Road Enmore is supported and recommended for approval.

PUBLIC CONSULTATION

Consultation will take place at the Design stage for this project.

FINANCIAL IMPLICATIONS

The proposal is to be included in Council's Capital Works Program for funding consideration.

ATTACHMENTS

Nil.

Item No: LTC1023(1) Item 8

Subject: SMIDMORE STREET, MARRICKVILLE - PROPOSED INSTALLATION OF LINEMARKING OF THE EXISTING TAXI ZONE (MIDJUBURI – MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the existing taxi zone in Smidmore Street, Marrickville on the southern side west of the Shared Zone be linemarked and that the installation of linemarking be approved, in order to highlight the taxi zone.

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 concerns that vehicles other than taxis are parking in the designated 'Taxi Zone' in Smidmore Street, Marrickville on the southern side west of the 10 km/h Shared Zone adjacent to Marrickville Metro Shopping Centre. In order to alleviate this issue, it is proposed to linemark the zone to highlight the existing 'Taxi Zone'.

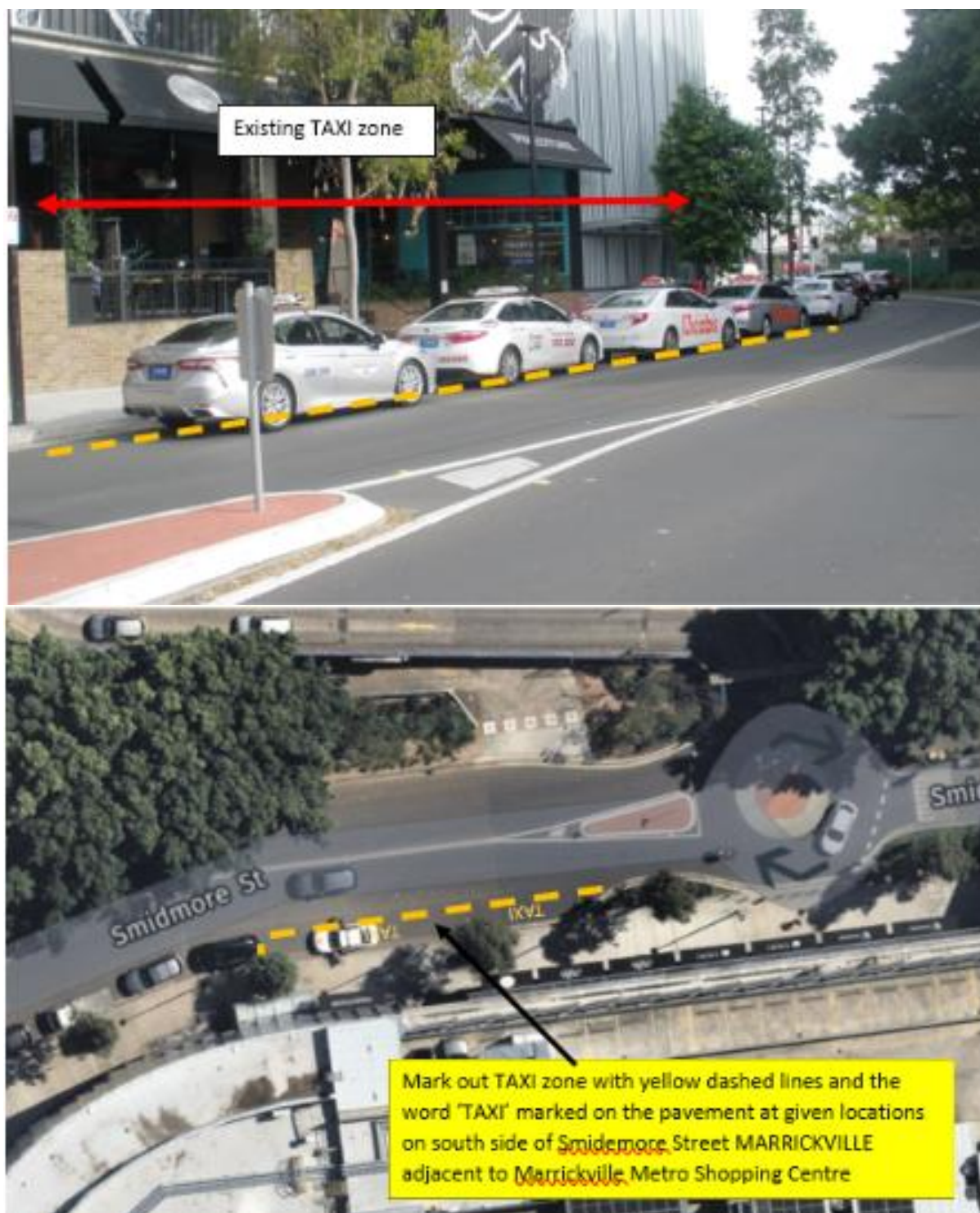
BACKGROUND

The approval for the expansion of the Marrickville Metro Shopping Centre (MP09_0191 granted in March 2012 as modified) included the relocation of the taxi stand in front of the Centre from the northern side of Smidmore Street to the southern side of Smidmore Street. In addition, a 10 km/h Shared Zone on Smidmore Street was also conditioned in the approval together with making Smidmore Street (between the car park access and Murray Street) one way westbound. Following the completion of the works in Smidmore Street, the taxi stand was relocated permanently back to Smidmore Street on the southern side of Smidmore Street in front of the new Centre.

DISCUSSION

The 'Taxi Zone' accommodates up to four (4) taxis and is in constant use. Concerns have been raised that other vehicles are parking in the zone which disrupts the flow of taxis in and out of the zone and drivers are having issues being able to safely assist their passengers, such as those with disabilities, into their vehicles.

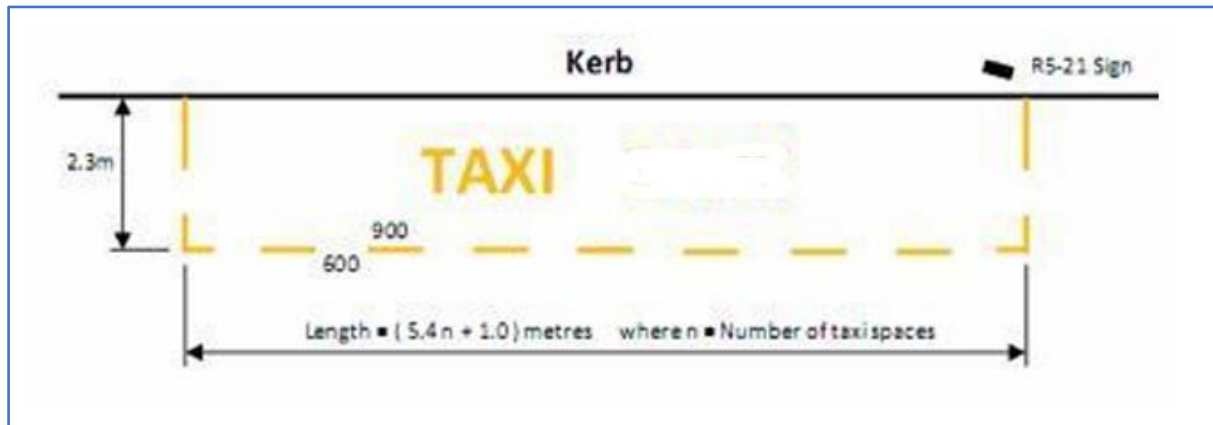
Given the high demand for parking in this area, it is recommended that the zone be highlighted by linemarking and 'TAXI' stamped on the pavement. The zone is already signposted with full-time regulatory 'Taxi Zone' signage. Although this was not a previous standard practice at Inner West Council, in this instance given that there are multiple taxi parking spaces outside a metropolitan shopping centre, Council officers are proposing to trial the stamping of 'TAXI' to reinforce the zone. This treatment is detailed in 'ATIA Taxi Rank Design Specification' (April 2012)



Technical Issues

ATIA Taxi Rank Design Specification' (April 2012) - This specification provides guidance to the process of designing taxi ranks appropriate for various facility types located in urban centres of Australia.

Australian Standard defines taxi zones as a Special Purpose Parking Zone. The Standard describes special use parking zones as spaces marked by broken yellow lines 80 – 100mm wide. The 'TAXI' road marking is optional and may be used to supplement sign controls.



FINANCIAL IMPLICATIONS

The costs of installation of the linemarking as recommended can be funded within Council's signs and line marking budget.

CONCLUSION

Given the ongoing issues with vehicles other than taxis parking in the Taxi Zone it is recommended that the installation of linemarking as described be approved for implementation.

ATTACHMENTS

Nil.

Item No: LTC1023(1) Item 9
Subject: LACKEY STREET, SUMMER HILL - TEMPORARY FULL ROAD CLOSURE - 'SUMMER HILL OPERA' EVENT ON SUNDAY 17 DECEMBER 2023 (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)
Prepared By: Boris Muha - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed temporary full road closure of Lackey Street (between Hardie Avenue and Smith Street) Summer Hill, be approved for the purpose of holding the 'Summer Hill Opera' food and music festival event on Sunday 17 December 2023 between 12 noon to 12 midnight as per the submitted TMP and TGS and subject to the following conditions and all standard Council conditions for temporary full road closures.
2. That a Road Occupancy License 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 Brigade, 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

Inner West Council is hosting a community event showcasing the musical art of Opera at Lackey Street Summer Hill. Live performances by local artists will be provided, with authentic food and dining also provided by the nearby restaurants. Tables and chairs will also be placed on the street and additional opera performances will take place in the "Piazza" pedestrian area located at the corner of Hardie Avenue and Lackey Street.

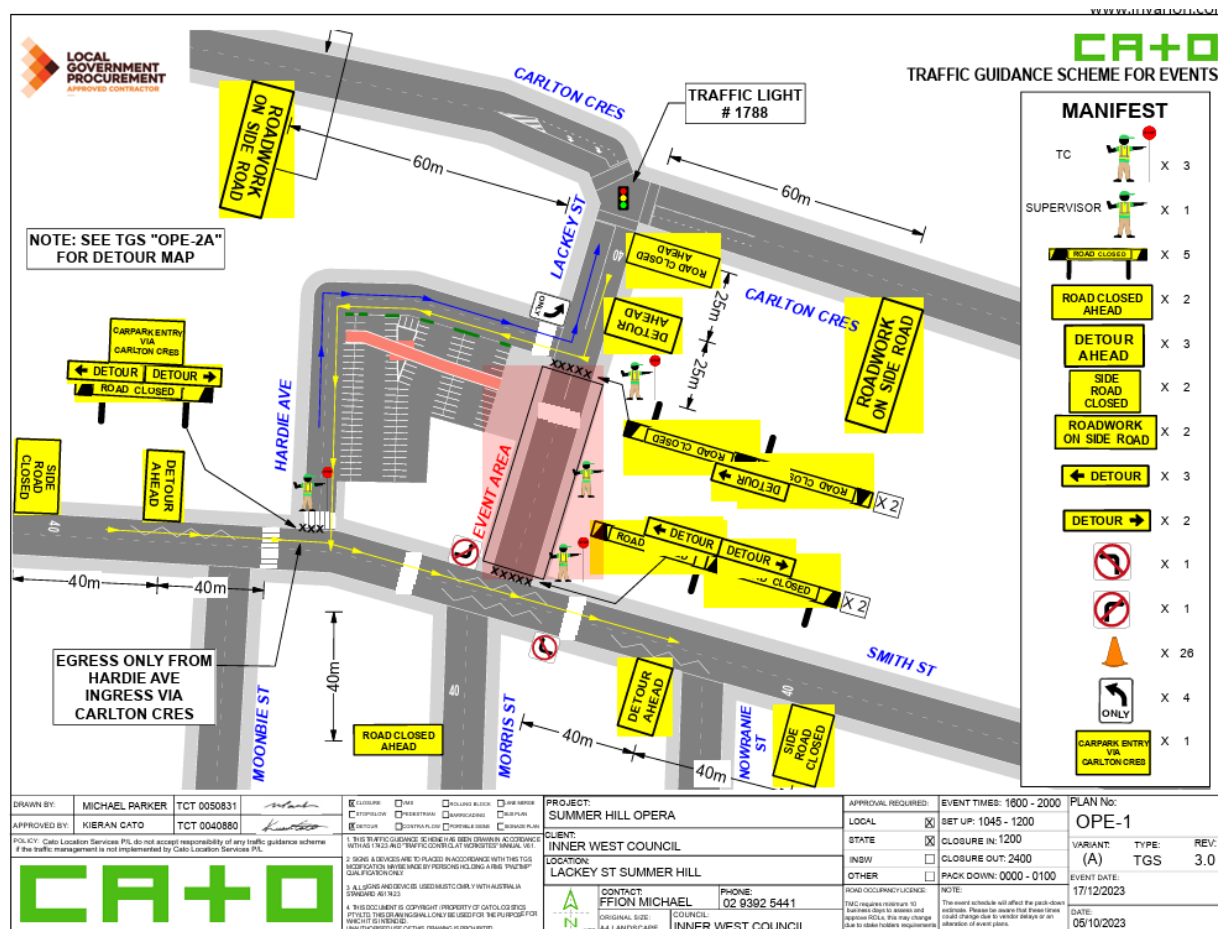
BACKGROUND

Lackey Street has been closed on numerous occasions in the past for various food and musical events. The temporary full road closure of Lackey Street has been approved through the Traffic Committee in the past, subject to adequate traffic control, and specific conditions as recommended above and other standard conditions as set out by Council.

DISCUSSION

Lackey Street is a main town centre local street. The event is likely to attract some 500 to 1000 guests. The event would need to be categorised under a class 2 (if not a 3) event under the TfNSW Special Events Guide where it does not impact on the major traffic and transport systems and non-event community over a wide area. The event requires the involvement of Local Council and Police.

Adequate traffic control will be provided, with traffic either detoured via Hardie Avenue or the other surrounding streets. To minimise congestion or conflict, traffic will only be directed in the southbound direction from Carlton Crescent to Smith Street through Hardie Avenue. The Summer Hill Carpark entry would only be from Carlton Crescent. Vehicles from the carpark will have the choice to exit either towards Smith Street or back out to Carlton Crescent, unless directed out to Smith Street under traffic control. Service vehicle activity in the area will be encouraged to be done outside of the event times. Refer to the Traffic Guidance System TGS plan below, and Traffic Management Plan (TMP) as shown on Attachment 1 to explaining any further detail. A detouring plan is provided within the TMP.



The event-coordinator will be advised to erect advance advisory signage in approach locations to the closure to indicate that Lackey Street will be closed for a (food or music festival) Special Event, and that these signs be place at least 7-14 days before the event.

The event-coordinator will apply for a Road Occupancy License (ROL).

Lackey Street is not a Bus Route.

The proposed temporary full road closure has been advertised in accordance with the Road Act 1993.

FINANCIAL IMPLICATIONS

Funding of approximately \$10,000 has been allocated by Council for the event under the Council's Economic Development Budget.

CONCLUSION

It is recommended that Council agree to the temporary full road closure of Lackey Street, Summer Hill, between Hardie Avenue and Smith Street to conduct the 'Summer Hill Opera' event on the Sunday 17 December 2023 between 12 noon and 12 Midnight

ATTACHMENTS

1. [↓](#) Summer Hill Opera-road closure of Lackey Street-Traffic Management Plan.



TRAFFIC MANAGEMENT PLAN SUMMER HILL OPERA

LACKEY ST SUMMER HILL



Sunday 17th December 2023

Prepared by CATO Location Services for



SUMMER HILL OPERA – TRANSPORT MANAGEMENT PLAN
V5.0 – 6th October 2023– Michael Parker – License No. TCT 0050831

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DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site diagrams will be locked for printing and restricted by password.

A copy of the final version will be supplied to the event organiser prior to the event.

Version	Prepared by	Date	Comments	Reviewed by
1.0	Michael Parker	5 th July 2023	First draft	Kieran Cato
2.0	Michael Parker	27 th September 2023	Amended closure times to 1200 – 2400 Input ROL	Nicola Illiadis
3.0	Michael Parker	29 th September 2023	Added closure at Hardie St to detour carpark users via Carlton Cres	Nicola Illiadis
4.0	Michael Parker	5 th October 2023	Updated LEFT ONLY signage in carpark as per advice from council	Nicola Illiadis
5.0	Michael Parker	6 th October 2023	Amended commentary – RE: Private Event as per advice from council.	Nicola Illiadis

DEFINITIONS

Term	Definition
TMP	Transport Management Plan
TGS	Traffic Guidance Scheme
VMS	Variable Message Sign
ROL	Road Occupancy Licence
TfNSW	Transport for NSW



REFERENCE DOCUMENTS

Title	Version
Guide to Traffic and Transport Management for Special Events	v3.5, July 2018
Traffic Control at Worksites Technical Manual	v6.1, February 2022



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1. GENERAL EVENT INFORMATION

1.1. EVENT SUMMARY

Inner West Council are hosting an event showcasing the musical art of Opera at Lackey Street Summer Hill. Live performances by local artists will be provided to guests as they dine with authentic Italian food and wine from the nearby restaurants. Tables, and other event infrastructure will be placed on the street whilst guests enjoy the ambience whilst dining. Additional opera performances will take place in the “Piazza” pedestrian area located at the corner of Hardie Avenue, and Lackey Street.

Summer Hill Opera is a public event, with a small private component comprising of tabled reservations by the restaurants, and will be finish at 2000. The road cleared and ready to open by 2400 (Midnight) post bump out.

For this event, Inner West Council, in conjunction with CATO Location Services will close part of Lackey Street Summer Hill (North of Smith St, and south of Hardie Avenue), to allow the event to proceed on the closed section of the road.



SUMMER HILL OPERA – TRANSPORT MANAGEMENT PLAN
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1.2. TRAFFIC IMPACT SUMMARY

Summer Hill Opera at Summer Hill, involves the full road closure of Lackey Street, north of Smith Street, with detours in place to maintain traffic movements. Whilst the event is in progress traffic will be detoured around the area whilst also maintaining access to other nearby shops, cafes, restaurants, other commercial premises, and the local IGA Supermarket.

Pedestrian access maintained along all existing footpaths around the event with the exception of the western side of Lackey Street. Any pedestrians that wish to travel north or south on Lackey Street, can do so via adjacent footpaths. Pedestrian movements, will be carefully managed to direct pedestrians to proceed around the event area under the assistance of authorised traffic controllers.

1.3. EVENT DETAILS

Event Date:	Sunday 17 th December 2023
Event Times:	1300 - 2000
Event Venue:	Lackey Street Summer Hill
Expected Attendance:	Approximately 500 to 1000 guests
Target Market:	All demographics
Event Class:	Class 3
Traffic Closure Start:	Sunday 17 th December 2023 at 1200 (Setting up from 1045)
Bump-in Starts:	Sunday 17 th December 2023 at 1200
Bump-out Starts:	Sunday 17 th December 2023 at 2000
Traffic Closure End:	Sunday 17 th December 2023 at 2400 (Packing down until 0100 next day)



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1.4. KEY EVENT CONTACTS

Event Organiser:	Inner West Council
Event Manager 1:	Michael Daly (Event Manager)
Event Manager Phone 1:	02 9392 5259
Event Manager Email 1:	michael.daly@innerwest.nsw.gov.au
Event Manager 2:	Ffion Michael (Events Officer)
Event Manager Phone 2:	02 9392 5441
Event Manager Email 2:	ffion.michael@innerwest.nsw.gov.au
Venue Owner:	Inner West Council
Venue Owner Phone:	02 9392 5000 (Or as above)
Venue Owner Email:	council@innerwest.nsw.gov.au (Or as above)
Police Area Command:	Inner West PAC (Police Area Command)
Police Contact:	Traffic and/or Events Sergeant
Police Phone:	02 9568 9299
Police Email:	TBC
TfNSW Contact:	Road Occupancy Unit Sydney
TfNSW Phone:	02 8396 1513
TfNSW Email:	tmc_piu@tmc.transport.nsw.gov.au
Traffic Control Provider:	CATO Location Services
Traffic Control Contact:	Nicola Illiadis
Traffic Control Phone:	02 7251 7953
Traffic Control Email:	nicola@catolocationervices.com.au



2. EVENT LOCATION

Summer Hill Opera at Summer Hill, will be held in one main area or zone. The carriageway of Lackey Street extending from Smith Street to Hardie Avenue as depicted below.



Road Closure (indicated)
Outdoor Event Area (in Red)

2.1. EVENT SITE MAP

A detailed event site plan has not been compiled at time of drafting this traffic management plan. An Up-to-date site plan can be made available by contacting the Event Organiser in section 1.4 of this document for the latest document.



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3. WORKPLACE HEALTH & SAFETY

3.1. RISK ASSESSMENT PLANS

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

Bob & Pete's has compiled Risk Assessments and site-specific safety plans for the events that are not included in this Transport Management Plan.

This section of the Transport Management Plan describes the possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues / Risks	Applicable	Action Taken
All one-way streets are as described	N/A	Road closures, barricade and signage installed. Point duty Authorised Traffic Controllers.
Block access to local businesses	YES	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	YES	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	YES	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	YES	Normal access to fire station facilities is maintained, and not affected. Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	YES	All heavy vehicles are diverted before the closure.
Restricted movements banned turns, heavy/high vehicles	YES	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	YES	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	YES	Public Transport Services around the area (IE: Trains) will not be impacted, however sufficient access to be maintained for passengers to have uninterrupted route to and from the station.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	N/A	None required



Construction – existing, proposed that may conflict	NO	None required
Numbers of lanes and their width are as described	YES	Width not applicable, however lanes depicted.
Road signage existing/temporary	YES	Temporary signage Installed and removed by CATO. Special Event Clearway signage may be installed if required.
Route impeded by traffic calming devices?	N/A	None required
Signalised intersections (flashing yellow? Point duty?)	YES	Not impacted.
Tidal flows	N/A	None required
Traffic generators shopping centres, schools, churches, industrial area, hospitals	N/A	Advertisement of event to general public.
Traffic movement contrary to any Notice	YES	Under the direction of Police or traffic controllers
Traffic signals are as described	N/A	None Required
Turning lanes are as described	YES	No Impact
Letter Drop Zone Maps to indicate precincts mailed	YES	Notification to be arranged by Inner West Council
Heavy Weather	YES	Heavy weather may cause crowds to depart early or organiser consider delaying/cancelling the event
Flood hazard in event area	YES	Event organiser, TMC/TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	YES	Event organiser, TMC/TfNSW and Police provide diversions around flooded area.
Bush fire hazard	N/A	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on surrounding roads	YES	If CCTV, monitored by TMC. Facilitate emergency response to area.
Breakdown on surrounding roads	YES	If CCTV, monitored by TMC. Facilitate emergency response to area.
Absence of marshals and volunteers	YES	Re-deploy existing staff as required.
Delayed Event	YES	At the discretion of the event organiser
Cancellation of Event	YES	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	N/A	Provided by event organiser if required



Security of very important persons (VIP's)	N/A	Provided by event organiser if required
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3.2. PUBLIC LIABILITY INSURANCE

Inner West Council has Public Liability Insurance to the value of \$20,000,000. This policy covers all activities taking place as part of *Summer Hill Opera*. A copy of the current policy was not available at time of drafting this document. An updated and current policy can be made available by contacting the Event Organiser as listed in Section 1.4 of this document.

3.3. NSW POLICE FORCE

Inner West Police Area Command (PAC), will be involved in the planning *Summer Hill Opera* via initiated contact by the Event Manager, including aspects relating to use of the roadway, closure of selected roads and hostile vehicle mitigation. They will be formally notified at least two weeks prior to the event taking place. User Pays Police may be engaged by the event organisers based on guidance from PAC.

3.4. NSW FIRE & RESCUE AND NSW AMBULANCE

NSW Fire & Rescue and NSW Ambulance will be notified at least two weeks prior to the event taking place.

3.5. EVENT DELAYS, POSTPONEMENT OR CANCELLATION

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management. Once any decision is made in this regard it will be communicated to all relevant stakeholders as per the event's Emergency Management Plan.

Should inclement weather exist, a decision will be made 2 days prior to the event.



4. TRAFFIC AND TRANSPORT MANAGEMENT

4.1. EVENT IMPACT ON THE ROAD NETWORK

A TGS noting the detour directions around the closure is contained later in this TMP. Every effort has been made to minimise the disruption to road users, residents and businesses by creating a detour around the event area. To facilitate traffic flow around the area, there will be both north and south route detours.

The southern detour will move traffic via Hardie Avenue to either carparking or Smith Street. The northern detour will move traffic to Carlton Crescent via either Fleet Street or Prospect Road. Access is otherwise maintained outside of the event area and throughout the event for through traffic which can be accommodated using the proposed detour route as outlined above.

4.2. ROAD CLOSURES

Road closure will be implemented between 1200 and 2400 (midnight) on Sunday 17th December 2023 as follows:

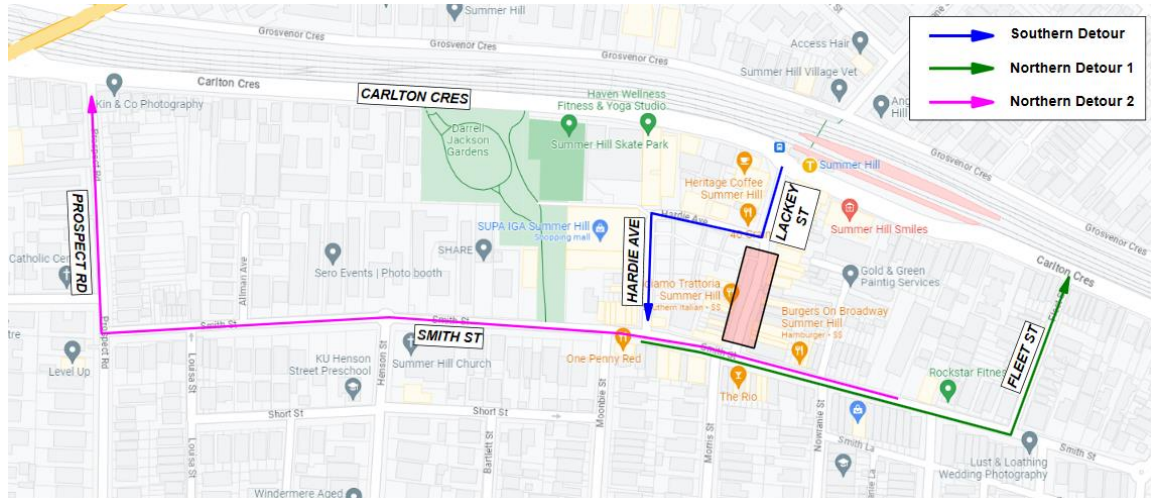
- + Lackey Street (Between Smith Street, and Hardie Avenue)

4.3. DETOURS

As stated, above detours will be in place to assist with traffic movements to maintain flow around the local road network. The Detour is formally noted as:

- + SOUTHERN DETOUR – Lackey St > Hardie Ave > Smith St
- + NORTHERN DETOUR 1 – Smith St > Fleet St > Carlton Cres (For vehicles travelling in an easterly direction on Smith St, on approach to the closure)
- + NORTHERN DETOUR 2 – Smith St > Prospect Rd > Carlton Cres (For vehicles travelling in a westerly direction on Smith St, on approach to the closure)





Detour Routes in place due to road closure.

Traffic Guidance Systems (TGSs) will be implemented for the closures and detours noted above. Refer to the attachments to this TMP for copies.



4.4. SPECIAL EVENT CLEARWAYS

For the event to proceed on the closed section of the road, the Event Organiser will arrange special event clearway signage to be erected the day prior to the event. Should any vehicles be parked within the closure once installed, Authorised Traffic Controllers will manage the safe egress where required.

There is ample street parking available for guests of the event, and also in the nearby civic carpark on Hardie Avenue. The event organiser will promote public transport and walking as options of attending the event due to its close proximity to Summer Hill Train Station, and local bus stops.

For more information: <https://transportnsw.info/trip#/trip>

4.5. ROAD OCCUPANCY LICENCE (ROL)

As part of the standard permitting process for events on a roadway that interact with Transport for New South Wales (TfNSW) roads or assets, a Road Occupancy Licence (ROL) will be applied for via the TfNSW portal.

The Road Occupancy Licence Licensee will be CATO Location Services, whom will be implementing the proposed road closures for the event.

4.6. VEHICLE ACCESS TO THE EVENT SITE

To ensure public safety, all vehicle access will be at the discretion of the Event Manager and will be strictly limited to walking pace only. Limited access to the event site and road closure will be permitted for suppliers, and entertainers prior to the event.

The schedule for bump in/bump out for suppliers, entertainers and infrastructure can be found compiled within the Event Management Plan, by contacting the Event Organiser as listed in this TMP.

Once road closures, including HVM are installed if applicable, and the event begins, no vehicle access is permitted except for emergency vehicles.

4.7. IMPACTS ON PUBLIC TRANSPORT

Summer Hill Opera will be held in Summer Hill on Sunday 17th December 2023. Local buses and trains will operate on a weekend timetable and will therefore be reduced on the event day in comparison to a weekday. The impact on public transport will be as follows:



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BUSES

As the event is contained within Lackey Street, no bus stop closures will be implemented. With reduced services with buses operating on a weekend timetable, it is anticipated that there will no negative effect on buses, their operation or capacity.

TRAINS

Nearby Station	Location
Summer Hill Train Station	Carlton Crescent Summer Hill

Whilst train services also operate on a reduced timetable on weekends, it is anticipated that there will no negative effect on trains, their operation, routes or capacity.

No additional services will be scheduled to provide additional transport to and from the event.

TAXIS AND RIDE SHARE PROVIDERS

Taxis and ride-share providers will continue to have access to the road network around the closures as per other road users.

4.8. CHANGES TO CYCLE ROUTES

There are no designated cycle routes that are affected by the closures of Lackey Street. Cyclists will be able to follow the vehicular detour in place to get to their chosen destination. All existing cycle routes will remain in place and operational around the event site.

Should cyclists wish to pass through the event area, they will be required to dismount to proceed. This will be under the direction of Authorised Traffic Controllers.

4.9. PEDESTRIAN MANAGEMENT AND HOSTILE VEHICLE MITIGATION

The closure of Lackey Street is designed to provide a guest-friendly area for the event to operate in and for guests to dine.

The event will be on the roadway, and no footpath closures are in place. Pedestrians will have access along Lackey Street via the footpath to get to their chosen destination.



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Hostile vehicle mitigation (HVM) is a fundamental part of any event. When the closures are installed, potential HVM vehicles/ barriers may be placed at the various locations.

HVM Risk Assessment will be completed by nominated HVM Security Advisor to prevent access to the site by unauthorised or errant vehicles. A driver for each vehicle will always be present in case the vehicle needs to be moved to allow access for emergency vehicles should this mitigant be relevant.

Any Target Hardening barriers or other infrastructure that may be utilised, will remain in place for the duration of the event, and shall provide appropriate pedestrian access beyond these treatments as required.

4.10. RE-OPENING ROADS AFTER THE EVENT

The road closure on Lackey Street is planned to re-open at 2400 (Midnight), however this may occur earlier if the road is clear and it is safe to do so at the direction of Event Management.

4.11. TRAFFIC CONTROL

The implementation of the traffic guidance schemes, including road closure, will be supervised by the accredited Traffic Manager.

Temporary traffic control equipment, barricades, and signage must be placed in accordance with the Traffic Guidance Schemes by qualified traffic controllers who possess an "Implement Traffic Control Plans" certification.



5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY

5.1. ACCESS FOR LOCAL RESIDENTS AND BUSINESSES

The road closure area for *Summer Hill Opera* includes a number of businesses fronting Lackey Street. Pedestrian access to these businesses and residences will be maintained, however businesses vehicle access will not be permitted on the Lackey Street event site due to the road closure.

Local Businesses will still have access to the rear of shops/properties via the carpark on the western side, or rear laneway on the eastern side (Off Smith Street) to conduct required commercial activities. As the event is held on a Sunday, it is anticipated that there will be low impact to service deliveries and the like due to minimal activity.

All non-local traffic will be redirected around the event location via the detours in place as described above.

The Event Organiser will notify all residents and businesses impacted by the event including confirmation of the restricted vehicle movements during the event operating times. This will include reviewing any requirements for changes to commercial waste collection times and/or locations.

5.2. ACCESS FOR EMERGENCY VEHICLES

A minimum three (3) metre emergency lane will be maintained along the entire closure. There will be no event infrastructure in the emergency lane. Traffic controllers will be onsite to assist emergency vehicle through the closure points if required.

5.3. ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS

The Event Organiser will advertise the road closure via social media, and the Council's website. A letterbox drop will be conducted to all resident and businesses in the immediately vicinity of the event sites and road closure as well as the surrounding streets in Summer Hill.

5.4. EVENT PROMOTION

The Event Organiser will promote the event using a variety of methods in the weeks (or months) preceding the event including:

- + Councils Website,
- + Social Media
- + Local flyers and posters, and



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- + Local newspapers and literature.

5.5. IMPACT ON EXISTING AND FUTURE DEVELOPMENTS

There are no existing developments within the proposed closure, or event area. The proposed road closure and site compound are temporary measures with infrastructure, signage and devices associated with the *Summer Hill Opera* to be removed once the scheduled event is complete. Safety advance warning signage will be removed upon cessation of the event.

5.6. IMPACT OF PROPOSED MEASURES ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS

Summer Hill Opera is anticipated to only have a local impact at Lackey Street, and no adverse impact on the within Summer Hill area. No traffic movements or affects will be present in adjoining council areas.

5.7. VARIABLE MESSAGE SIGNS

Summer Hill Opera is a small local event with no major impact on main carriageways of Hume Highway or Parramatta Road, thus VMS boards will not be required.



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6. APPROVALS

6.1. EVENT ORGANISER APPROVAL

TMP Approved by:

.....
(Name)

.....
(Signature) (Date)

6.2. AUTHORISATION TO REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans and this TMP.

Regulation of Traffic Authorised by:

.....
(Council)

.....
(Name)

.....
(Signature) (Date)

The RMS traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP.



Regulation of Traffic Authorised by:

.....
(RMS)

.....
(Name)

.....
(Signature) (Date)



7. ATTACHMENTS

6.1. TRAFFIC GUIDANCE SCHEMES

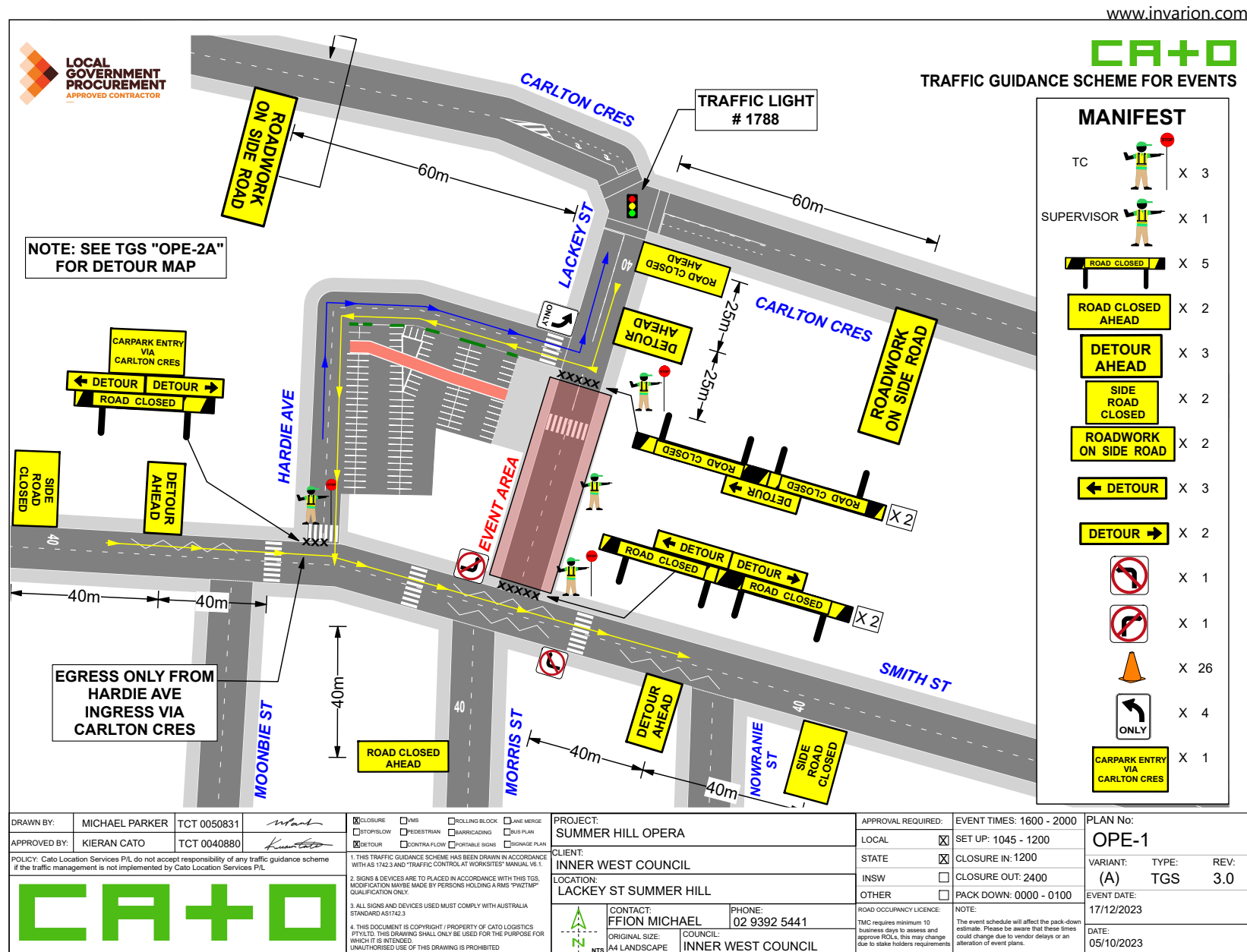
Two (2) TGS is provided on the following page showing:

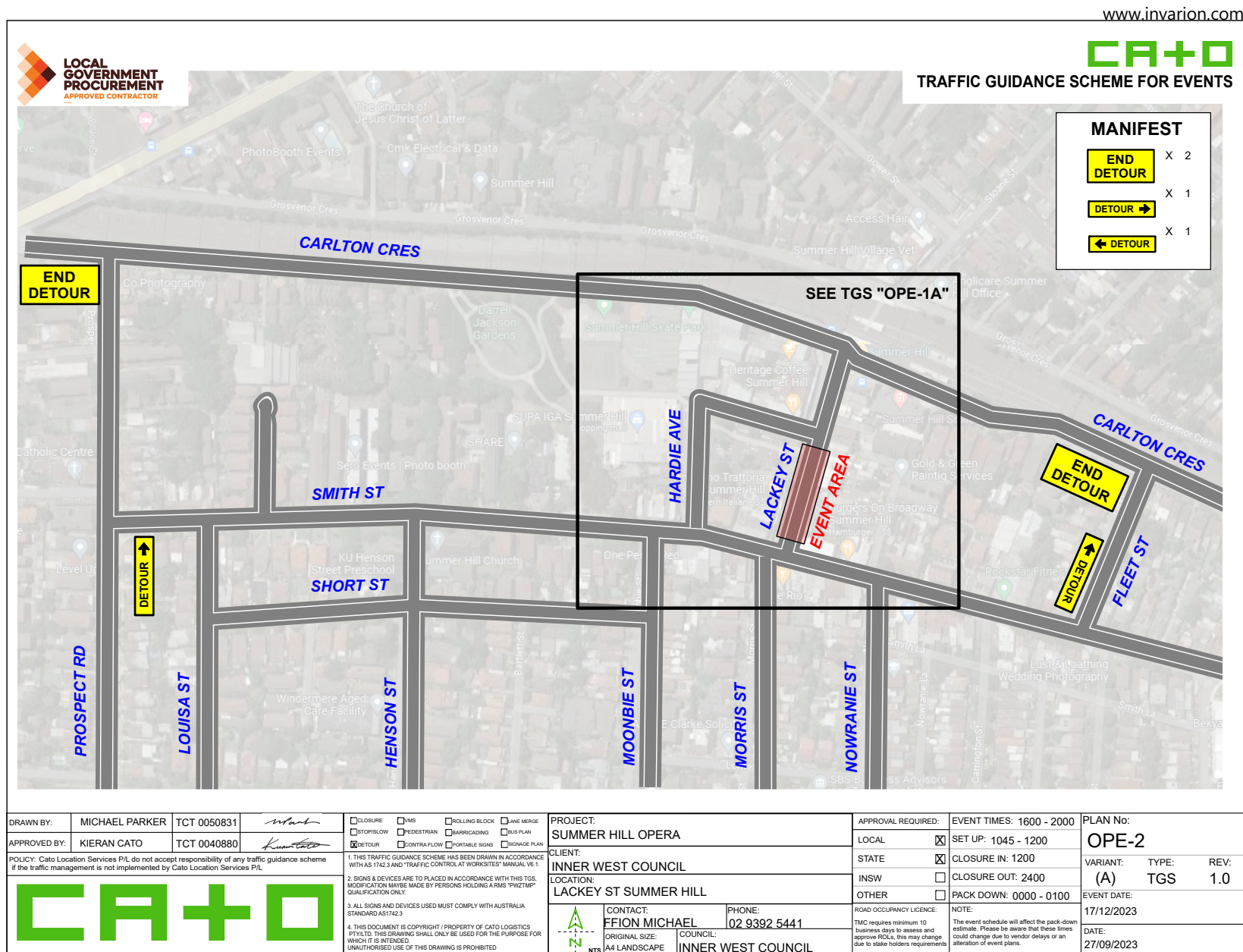
- + The traffic management measures in place to facilitate the road closure
- + The detours in place around the road closure during the event



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Item No: LTC1023(1) Item 10
Subject: MORTON PARK LATM STUDY (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)
Prepared By: Zara Helal - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the final draft Morton Park Local Area Traffic Management (LATM) Study be endorsed for community consultation.
2. That the report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

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 prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Morton Park LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program Council has prepared the Morton Park LATM study.

The Morton Park LATM Area (M14) is bounded by New Canterbury Road, Livingstone Street and Frazer Street. The final draft report is provided in *Attachment 1* and traffic count data provided in *Attachment 2*.

The objective of the study is to reduce traffic volumes and speeds in local roads to increase liveability and improve safety and access for pedestrians. The Morton Park LATM was originally completed in 1997 and reviewed in 2005.

In developing recommendations for the LATM Study, consideration was 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

Traffic tube counts, intersection counts, and crash history was reviewed to assist in the study.

Council also undertook an initial survey through Council's Your Say website in November / December 2022 and the outcomes are detailed in an Engagement Outcomes Report as provided in *Attachment 3* and reviewed in preparing the draft LATM Report. Further site observations were used to determine what type of facility was warranted in specific locations.

A summary of the recommendations is detailed below.

- Install kerb extensions at:
 - Morgan Street/Livingstone Road
 - Miller Street/Livingstone Road
 - Miller Street/Napier Street
 - Vernon Street/Gould Avenue
 - Frazer Street/Jarvie Avenue
 - Frazer Street/Morton Avenue
 - Ducros Street/Morgan Street
 - Bishop Street/Morgan Street
 - Allans Avenue/Morgan Street
 - Jarvie Avenue/Morgan Avenue
- Upgrade pedestrian refuges at:
 - Gould Avenue/Frazer Street
 - Morton Avenue/Gould Avenue
 - Morton Avenue/ New Canterbury Road
 - Vernon Street/ Wardell Road
 - Gould Avenue/ Wardell Road
 - Wardell Road/Morgan Street
- Install Continuous Footpath Treatment at:
 - Maria Street/New Canterbury Road
 - Ducros Street/New Canterbury Road
- Install 10km/h Shared Zones in the following locations subject to TfNSW approval:
 - northern section of Allans Avenue
 - southern section of Jarvie Avenue
- Install mobility parking spaces at:
 - western side of Gould Avenue along Morton Park frontage
 - southern side of Frazer Street west of Livingstone Road
- Install bollards on the southwestern corner of New Canterbury Road/Toothill Street intersection subject to TNSW approval.
- Upgrade cyclist access through road closure at Morgan Street/Napier Street and install kerb extensions in Napier Street.
- Request TfNSW implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads in the study area.

FINANCIAL IMPLICATIONS

The cost of proposed treatments as listed in the draft report to be placed on public exhibition is estimated to cost approximately \$950,400 (including GST).

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

The cost to implement the Morton Park 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](#) Draft Morton Park LATM Report
2. [Download](#) Traffic Counts
3. [Download](#) Engagement Outcomes Report

INNER WEST

Morton Park LATM Study

Final Draft Report
Prepared by Inner West Council

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Morton Park LATM Study

Council acknowledge the Gadigal and Wangal peoples of the Eora Nation, who are the traditional custodians of the lands in which the Inner West Local Government Area is situated.

We celebrate the survival of Aboriginal and Torres Strait Islander cultures, heritage, beliefs and their relationship with the land and water. We acknowledge the continuing importance of this relationship to Aboriginal and Torres Strait Islander peoples living today, despite the devastating impacts of European invasion. We express our sorrow for past injustices and support the rights of Aboriginal and Torres Strait Islanders to self-determination.

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2. Existing conditions	05
3. Identified community issues	19
4. LATM recommendations	20
5. Summary of proposals	48
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Petersham North LATM Study

1. Introduction

As part of Inner West Council's Local Area Traffic Management (LATM) Strategy Review Program, Council has prepared the Morton Park (M14) LATM Study.

The objective of the study is to reduce traffic volumes and speeds in local roads to increase liveability and improve safety and access for pedestrians. The LATM was originally completed in 1997 and an additional review conducted in 2005.

In developing LATM recommendations consideration is to be given to incorporate the following principles of Local Area Traffic Management:

- Reduction on vehicular 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

2. Existing conditions

The Morton Park LATM Area (M14) is bounded by New Canterbury Road, Livingstone Street and Frazer Street. A map of the study area is shown in **Figure 2.1** below.



Figure 2.1 Study Area

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Morton Park LATM Study



Surrounding Land Use Attractors

Open space is provided at Morton Park at the western section of the study area and at Marrickville Park adjacent to the southern boundary of the site. Petersham Main Street shopping precinct is located on the northern boundary of the study area along New Canterbury Road.

Petersham Train Station is located approximately 300 metres northeast outside of the study area.

There are no educational facilities within the study area however, Wilkins Public School lies immediately east outside of the study area and Lewisham Public School immediately west of the study area with frontage along New Canterbury Road and Toothill Street. Lewisham Public School has a catchment area that includes the section of the LATM Study area of Frazer Street, Wardell Road and New Canterbury Road. The catchment area for Wilkins Public School includes the eastern half of the LATM study area including the area of Wardell Road, Frazer Street Livingstone Road and New Canterbury Road. These two public schools cover the entire LATM study area.

Further west of Lewisham Public School lies Christian Brothers High School which has a large catchment area.

Existing Traffic Conditions

Open space is provided at Morton Park at the western section of the study area and at Marrickville Park adjacent to the southern boundary of the site. Petersham Main Street shopping precinct is located on the northern boundary of the study area along New Canterbury Road.

Traffic signals are provided at the following locations.

- New Canterbury Road/Livingstone Road
- Livingstone Road/Addison Road
- Frazer Street/Sydenham Road/Livingstone Road
- Wardell Road/New Canterbury Road
- Wardell Road/ Frazer Street
- Frazer Street/New Canterbury Road
- New Canterbury Road/Toothill Street
- New Canterbury Road/West Street

Truck Load Limits re provided at the following locations.

- Jarvie Avenue – 3 tonne load limit
- Frazer Street – 3 tonne load limit 12 midnight to 6:00am

Banned turning movements are provided as follows.

- No Left Turn Vehicles under 6 metres excepted

Sydenham Road into Livingstone Road

- No Right Turn Livingstone Road into New Canterbury Road
- No Left Turn Vehicles over 6 metres New Canterbury Road into Livingstone Road
- No Right Turn 6am –midnight New Canterbury Road into Livingstone Road
- No Right Turn Buses Excepted Gordon Street into New Canterbury Road
- No Right Turn New Canterbury Road into Maria Street
- No Right Turn New Canterbury Road into Ducros Street

Pedestrian (zebra) crossings are provided at the following locations:

- Frazer Street (left turn slip lane) into Livingstone Road

Road closures are provided at the following locations:

- Morgan Street immediately west of Napier Street (cyclist connection maintained)
- Miller Lane immediately north of Frazer Street (cyclist connection maintained)

A detailed inventory is provided in the figure below.



Figure 2.2 Existing Traffic Conditions

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Morton Park LATM Study

The Morton Park LATM (2005 Review)

The Morton Park LATM was initially completed in 1997. A review of the LATM was undertaken in 2004/2005 including consultation of the proposed additional treatments. After consultation the following projects were recommended, which have since all been completed.

- pedestrian refuge island in Morton Avenue at its junction with New Canterbury Road

The following projects were deleted from the scheme due to a lack of support from residents during community consultation.

- midblock raised thresholds in Gould Avenue, Vernon Street and Bishop Street
- double centreline markings in Allans Avenue around the road bends

Inner West Cycling Strategy 2023

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

The 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 designated for Place-based cycling access. The NSW Design and Roads and Streets Guide and the Network Planning in Precincts Guide aim to shift the emphasis in network planning from a hierarchy of roads towards a network that is place-based and prioritises walking, cycling, public transport use. This approach will form the basis of planning the Inner West bike network.



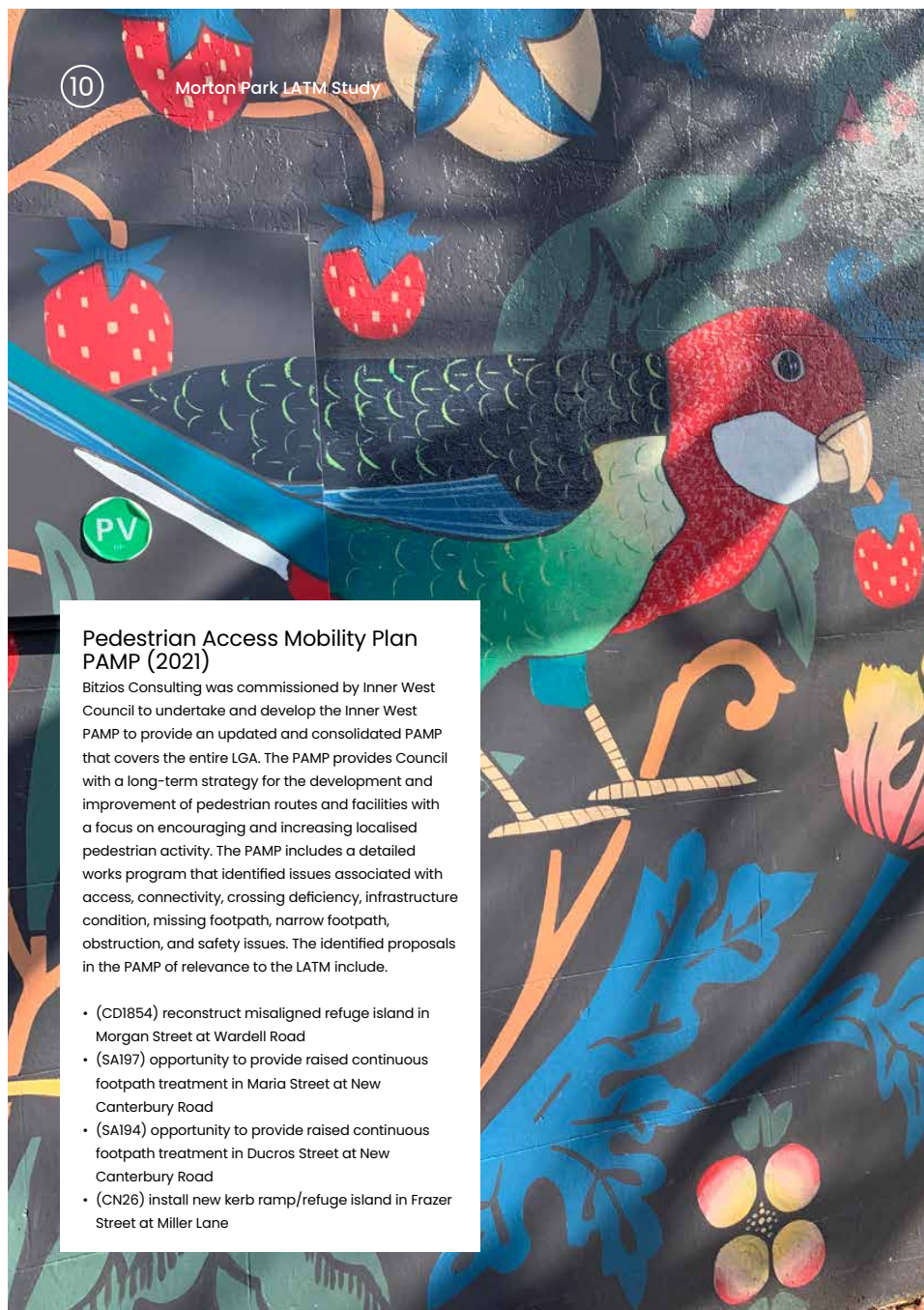
Figure 2.3 Cycling Network Map

Figure 2.3 details the proposed cycling network map within the study area. Prioritised Cycling Access Routes are identified in Gould Avenue, Morgan Street, Wardell Road, Ducros Street, Napier Street and Miller Lane and Livingstone Street.

The proposed Parramatta Road to Marrickville Park cycle route traverses the study area in a north-south direction. The concept plan for this route was approved by Council in 2018 and generally involves on road mixed traffic conditions in Ducros Street, Morgan Street, Napier Street and Miller Lane. At the northern end of the study area, a short section of shared path is proposed on the southern side of New Canterbury Road between the traffic signals and Ducros Street. The plan includes upgrading the West Street/New Canterbury Road traffic signals to include bicycle priority. At the southern end of the study

area in Miller Lane at Frazer Street a short section of green pavement is proposed, and a larger cycle friendly pedestrian refuge is proposed with additional storage capacity in Frazer Street to provide access to Marrickville Park.

This project is dependent on securing grant funding from the State Government. Council will continue to apply for appropriate grants to progress this project to the next stage. The detailed design of this project is planned to be completed in 2024 subject to funding and scheduling approval.



Pedestrian Access 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 provides 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. The identified proposals in the PAMP of relevance to the LATM include.

- (CD1854) reconstruct misaligned refuge island in Morgan Street at Wardell Road
- (SA197) opportunity to provide raised continuous footpath treatment in Maria Street at New Canterbury Road
- (SA194) opportunity to provide raised continuous footpath treatment in Ducros Street at New Canterbury Road
- (CN26) install new kerb ramp/refuge island in Frazer Street at Miller Lane



Figure 2.4 Road Hierarchy

Road Hierarchy

The funding classification of road hierarchy is as follows:

- State Roads fully funded by TfNSW
- Regional Roads shared funding between Council and TfNSW
- Local Roads fully funded by Council

The functional classification is as follows:

- State Road/Arterial Roads predominantly carry through traffic from one region to another and are controlled by TfNSW.
- Regional/sub arterial roads connect the arterial roads to areas of development and carry traffic directly from one part of the region to another.
- Collector roads connect the sub arterial roads to the local road system in a developed area.
- Local Roads are the subdivisional roads within a particular developed area. These are used solely as local access roads.

The study area has the two State Roads of Livingstone Road and New Canterbury Road and two Regional Roads of Frazer Street and Wardell Road as detailed in **Figure 2.4**. All other roads are local roads including the collector road of Gould Avenue.

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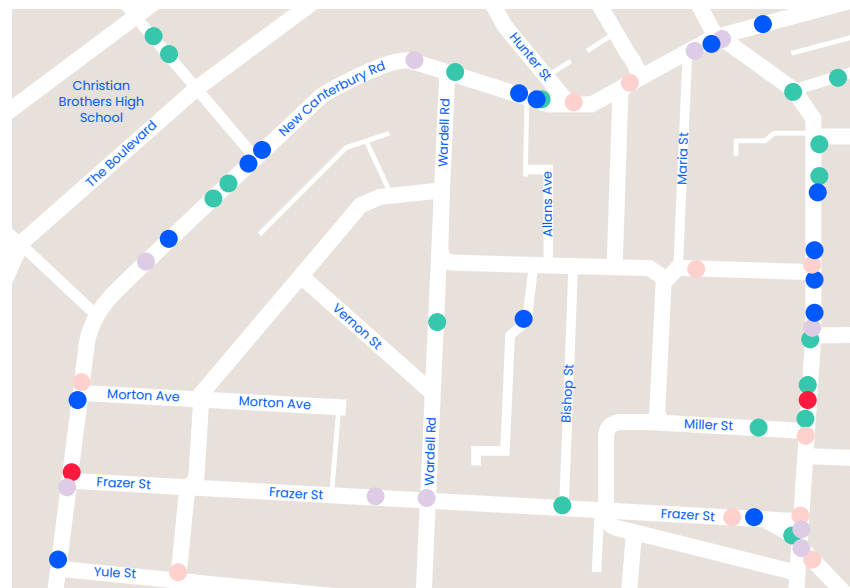


Figure 2.5 Crash Data 2017- 2022 Five Year Period

Degree of crash

- Fatal
- Serious Injury
- Moderate Injury
- Minor/other Injury
- Non-casualty (towaway)

Crash Data

A review of the most recent 5 years of recorded crash data has been undertaken as detailed in **Figure 2.5** below. This corresponds with the period October 2017- September 2022. A total of 82 crashes occurred in the study area. Most of the crashes occurred on State Road network of New Canterbury Road and Livingstone Road. The administration and management of state roads is carried out and financed by Transport, and regional and local roads are administered, managed, and financed by local councils. It should be noted that only crashes that result in a casualty or a vehicle being towed away are included. All other minor crashes are not recorded.

In this regard a total of 23 crashes occurred on Livingstone Road and 42 on New Canterbury Road which are both State Roads. Frazer Street, which is a Regional road, had a total of 7 crashes, whilst Wardell Road which is also a Regional road had a total of 3 crashes.

In total 7 crashes involved pedestrians including 2 fatalities. A further 2 involved cyclists whilst an additional 12 crashes involved motorcycles/motor scooters. In total out of the 82 crashes, 2 resulted in fatalities, 13 serious injury, 26 moderate injury, 18 minor injury and 23 tow away.

State Road/State Road Intersection Crashes

New Canterbury Road/Livingstone Road - 5 crashes were recorded at this intersection. 3 of these were vehicles from same direction, 1 pedestrian crash, and a U-turn crash

State Road/Regional Road Intersection Crashes

Frazer Street/Livingstone Road/Sydenham Road - 7 crashes were recorded at this intersection including 2 vehicles from same direction, 1 head on, 2 cross traffic and 2 pedestrian crashes.

New Canterbury Road/Frazer Street - 4 crashes in total were recorded at this intersection including 2 involving vehicles from opposing directions, 1 vehicle from adjacent direction and a pedestrian crash.

New Canterbury Road/Toothill Street - 5 crashes in total comprising of 2 off road crashes, 1 cyclist crash and 2 motor scooter crashes.

New Canterbury Road/Wardell Road - Only 1 crash occurred at this location involving vehicles from adjacent directions.

Regional Road

Wardell Road/Frazer Street - 3 crashes in total, 1 being a cross traffic crash, 1 a rear end crash and 1 right through crash.

There were further crashes in Livingstone Road at the Morgan Street intersection (2 crashes, both rear end crashes), and a significant number of midblock crashes between Miller Street and Morgan Street.

Miller Street

One midblock crash occurred (off path) heading eastbound towards Livingstone Road

Morgan Street

One crash (fell from vehicle) occurred heading eastbound towards Livingstone Road near Maria Street.

Jarvie Avenue

Once crash occurred (other manoeuvring) heading east pulling out of a car space approximately 560 metres south of Morgan Street.

Wardell Road

One crash occurred midblock between Vernon Street and Morgan Street (off road left) heading southbound.

In summary out of the 82 crashes only 4 occurred within the study (excluding the boundary roads which are either regional or state roads).

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Bus Services

Several bus routes service the study area as detailed in **Figure 2.6**.

Route 412 travels along the eastern boundary of the LATM study area (Livingstone Road) from Campsie to City.

Route 428 provides a link between Canterbury Station and City and travels along New Canterbury Road on the edge of the study area. Route 428X is an express service between Canterbury and Martin Place which traverses New Canterbury Road.

Route 445 Campsie to Balmain via Market Place along New Canterbury Road on the western boundary of the study area.

It should be noted that all three bus routes only service the boundary of the study area and do not permeate through the local road network.

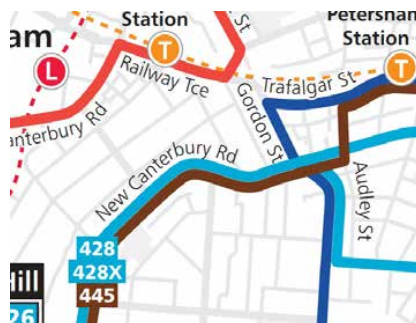


Figure 2.6 Bus Routes in Study Area



Traffic Data

Traffic data was collected in February 2022 in the form of speed and volume counts as detailed in **Table 2.1** including an assessment of acceptable speed and volume. Please note that the 85th percentile speed is the speed at which 85% of the vehicles are traveling at or below.

Road	Location	Classification	Avg. Daily Traffic (ADT)	Accept. traffic volume	Posted speed limit	85th percentile speed (nb/eb)	85th percentile speed (sb/wb)	Acceptable Speed (50 km/h speed limit)	Acceptable Speed (40 km/h speed limit)
Morton Avenue	b/w New Canterbury Road and Gould Avenue	Local	602	Y	50	38	45	Y	N
Gould Avenue	b/w Morton Avenue and Frazer Street	Local	372	Y	50	41	39	Y	Y
Frazer Street	b/w Gould Avenue and Morton Avenue	Regional	7,444	Y	60	53	52	Y	N/A
Gould Avenue	b/w Morton Avenue and Vernon Street	Local	420	Y	50	48	45	Y	N
Wardell Road	b/w Vernon Street and Morgan Street	Regional	5,255	Y	50	53	53	Y	N/A
Vernon Street	b/w Gould Avenue and Wardell Road	Local	224	Y	50	47	48	Y	N
Morton Avenue	b/w Frazer Street and Gould Avenue	Local	85	Y	50	24	27	Y	Y
Frazer Street	b/w Miller Lane and Livingstone Road	Regional	10,439		60	51	52	Y	N/A
Miller Street	b/w Napier Street and Livingstone Road	Local	258		50	45	46	Y	N

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Road	Location	Classifi- cation	Avg. Daily Traffic (ADT)	Accept. traffic volume	Posted speed limit	85%ile speed (nb/eb)	85%ile speed (sb/wb)	Acceptable Speed (50 km/h speed limit)	Acceptable Speed (40 km/h speed limit)
Morgan Street	b/w Maria street and Livingstone Road	Local	371		50	39	39	Y	Y
Napier Street	b/w Miller Street and Morgan Street	Local	196		50	42	42	Y	Y
Ducros Street	b/w New Canterbury Road and Morgan Street	Local	325		50	41	43	Y	Y
Allans Avenue	b/w New Canterbury Road and Morgan Street	Local	138		50	31	41	Y	Y
Bishop Street	b/w Frazer Street and Morgan Avenue	Local	474		50	41	42	Y	Y
Jarvie Avenue	north of Frazer Street	Local	85		50	24	27	Y	Y
Maria Street	b/w Morgan Street and New Canterbury Road	Local	201		50	N/A	39	Y	Y

Table 2.1 Speed and Volume Review



Figure 2.7 Speed and Volume Non-Compliance at 40 km/h speed limit
The summary of traffic counts is provided in **Appendix A**.

Regarding traffic volumes all road sections have acceptable traffic volumes. Regarding speed, all road sections have acceptable speed profiles regarding the existing posted speed limit and road classification. When comparing to a potential 40 km/h speed limit as there are several streets where the 85%ile speed exceeds the proposed 40 km/h speed limit. These are Miller Street, Vernon Street, Gould Avenue and Morton Avenue.

Figure 2.7 details these findings.

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Continuous Footpath Treatment

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrians or other road users on the road related area. Therefore, where pedestrian priority is desirable, but a regulatory pedestrian crossing is not warranted, a continuous footpath treatment that is not differentiated in colour and texture from the adjacent footpath may be a suitable solution.

Typically, no more than 45 vehicles per hour moving through the intersection to be treated. There should be few, if any, heavy vehicles frequenting the intersection. Measured vehicle flows apply for three periods of one hour in any day. This measure should capture the busiest traffic flows that occur at that location. **Table 2.2** provides an assessment of suitability of this treatment at locations within the study area.

When entering, or crossing, a road related area from a road, drivers must give way to any pedestrians or other road users on the road related area.

Location	AM Ped	AM Vehicles	Continuous Footpath Treatment Warrant AM	PM Ped	PM Vehicles	Continuous Footpath Treatment Warrant PM
New Canterbury Road at Ducros Street	26	16	Yes	23	32	Yes
New Canterbury Road at Maria Street	20	18	Yes	43	19	Yes

Table 2.2 Continuous Footpath Treatment Assessment

3. Identified Community issues

Council undertook an initial survey through Council's Yoursay website in November/December 2022 and the outcomes are detailed in an Engagement Outcomes Report.

The main outcomes of the first stage of consultation are that the problem identified by the greatest number of respondents as an issue is high traffic volumes, followed by pedestrian safety issues and the third most raised issue was heavy vehicles using local roads.

Regarding particular streets, New Canterbury Road, Frazer Street, Wardell Road and Livingstone Road had the highest level of concern for too much traffic, Frazer Street and New Canterbury Road for pedestrian safety issues and Frazer Street for heavy vehicles.

Another issue raised related to a lack of cyclist facilities in the area to connect to the Greenway including concerns for pedestrian and cyclist safety to cross Frazer Street near Marrickville Park.

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4. LATM recommendations

An overall plan of the proposed treatments is detailed below in **Figure 4.0**. Further details of each recommendation are detailed in this section including concept plans.

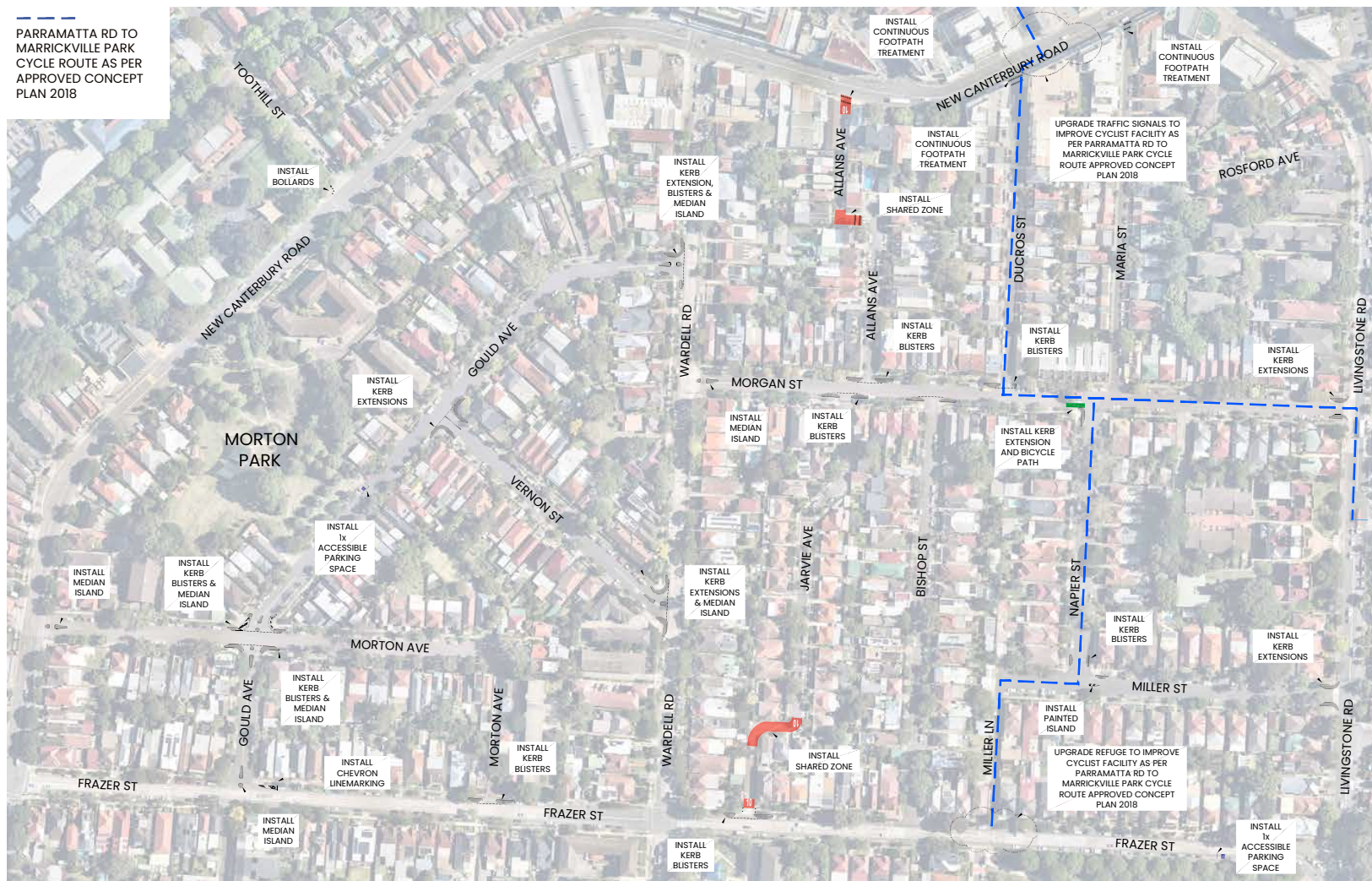


Figure 4.0 Overall Plan of Proposed Treatments

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Figure 4.1 Morgan Street/Livingstone Road

Morgan Street at Livingstone Road

To reduce pedestrian exposure time to cross Morgan Street and reduce speeds of vehicles entering and exiting Morgan Street it is recommended that kerb blisters be installed in Morgan Street at Livingstone Road as shown in **Figure 4.1**. This is of particular importance given its proximity north of the bus stop in Livingstone Road and Wilkins Public School which leads to considerable pedestrian activity.

The estimated cost is \$25,000.



Figure 4.2 Miller Street/Livingstone Road

Miller Street at Livingstone Road

To reduce pedestrian exposure time to cross Miller Street and reduce speeds of vehicles entering and exiting Miller Street it is recommended that kerb blisters be installed in Miller Street at Livingstone Road as shown in **Figure 4.2**. This is of particular importance given its proximity south of the bus stop in Livingstone Road and Wilkins Public School which leads to considerable pedestrian activity. Furthermore, the speed counts indicate that 85%ile speeds are at 45 to 46 km/h which is not desirable. These speeds will be reduced under the proposal.

The estimated cost is \$25,000.

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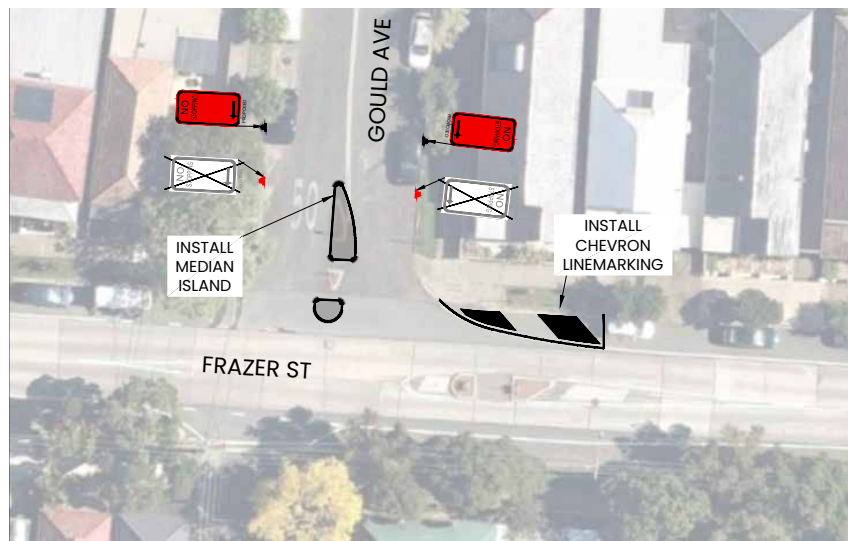


Figure 4.3 Gould Avenue/Frazer Street

Gould Avenue at Frazer Street

The existing pedestrian refuge island in Gould Avenue is narrow with a width of 1.3 metres. To upgrade the facility to the latest requirements it is recommended that it be widened to 2.0 metres as detailed in **Figure 4.3**. This allows sufficient storage space to safely store in the middle of the road and cross the road in two stages. This will require the extending of the existing No Stopping restrictions in Gould Avenue by some 2 to 3 metres on both sides of the road to cater for the extended pedestrian refuge island. Note that the chevron marking is in place to accommodate the existing mail zone.

The estimated cost is \$30,000.

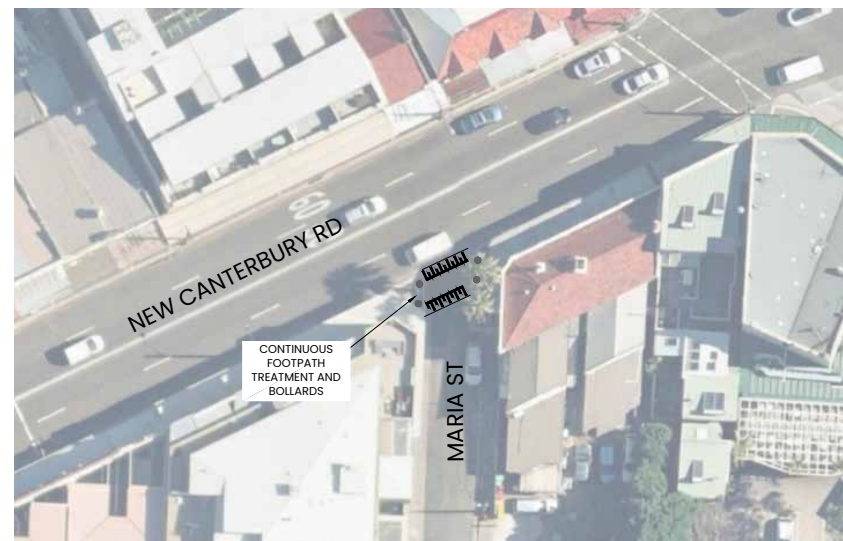


Figure 4.4 Maria Street/New Canterbury Road

Maria Street at New Canterbury Road

Maria Street is one way southbound with a narrow road carriageway which provides parking on one side of the street (eastern side) and No Parking restrictions on the western side. At its northern end it intersects with New Canterbury Road within the Petersham Town Centre. A No Right Turn restriction is in place to prevent vehicles from making a right turn from New Canterbury Road into Maria Street. It is recommended that a continuous footpath treatment be installed at this location as detailed in **Figure 4.4**. Typically, no more than 45 vehicles per hour moving through the intersection to be treated. Traffic data collected in March 2023 indicates weekday traffic movements of 16 in the AM peak, 17 lunchtime peak and 19 in the PM peak meeting the requirements for a continuous footpath treatment. The road is narrow at the intersection (some 4.5 metres) which complies with the requirement for a narrow crossing point.

The estimated cost is \$35,000.

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Figure 4.5 Ducros Street/New Canterbury Road

Ducros Street at New Canterbury Road

Ducros Street is a two-way road which runs north south between New Canterbury Road and Morgan Street. At its northern end it intersects with New Canterbury Road within the Petersham Town Centre.

A No Right Turn restriction is in place to prevent vehicles from making a right turn from New Canterbury Road into Ducros Street. It is recommended that a continuous footpath treatment be installed at this location as per **Figure 4.5**. Typically, no more than 45 vehicles per hour moving through the intersection to be treated. Traffic data collected in March 2023 indicates weekday traffic movements of 17 in the AM peak, 15 lunchtime peak and 25 in the PM peak meeting the requirements for a continuous footpath treatment. The road is narrow at the intersection (some 6.5 metres) which complies with the requirement for a narrow crossing point.

A 'Left Only' sign is provided in Ducros Street preventing right turns into New Canterbury Road. In order to reinforce the existing 'Left Only' restriction it is recommended that a 'No Right Turn' sign be installed in Ducros Street at New Canterbury Road.

The estimated cost is \$35,000.



Figure 4.6 Allans Avenue

Allans Avenue

The northern section of Allans Avenue is narrow and does not have useable footpaths, requiring pedestrian to walk on the road carriageway whilst a footpath is provided on both sides between the mid-block road bends all the way to Morgan Street. Given that pedestrians are required to share the road carriageway in this section of road and there is a lack of sight distances due to the horizontal alignment it is recommended that a 10 km/h Shared Zone be installed in the northern section of Allans Avenue, a length of some 70 metres as shown in **Figure 4.6**. This is to include a raised threshold at the entry to both sections of the 10km/h Shared Zone.

The estimated cost is \$100,000.

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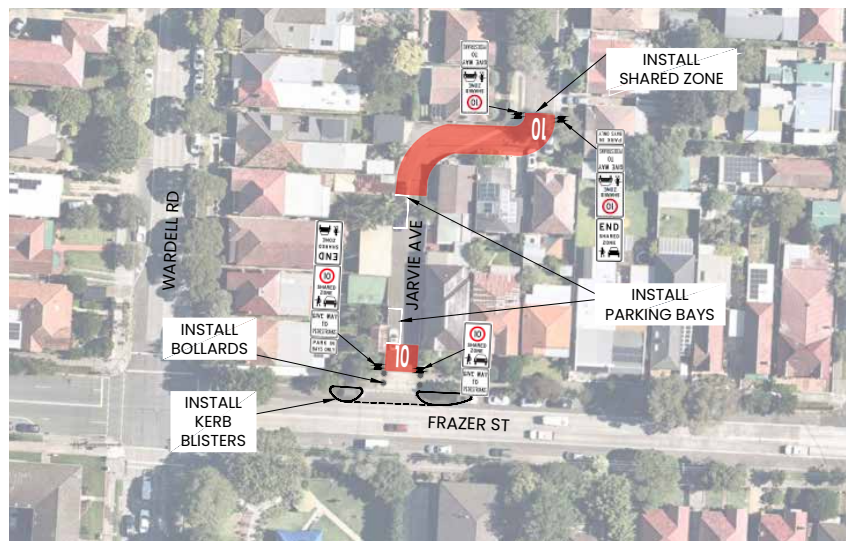


Figure 4.7 Jarvis Avenue

Jarvis Avenue

The southern section of Jarvis Avenue is narrow with two road bends. There is no useable footpath in the area between Frazer Street and the northern end of the road bends (up to southern boundary of No. 32 Jarvis Avenue. This is a length of approximately 80 metres. Given that pedestrians are required to share the road carriageway in this section of road and there is a lack of sight distances due to the horizontal alignment it is recommended that a 10 km/h Shared Zone be installed in this section of Jarvis Avenue as detailed in **Figure 4.7**.

The estimated cost is \$60,000.

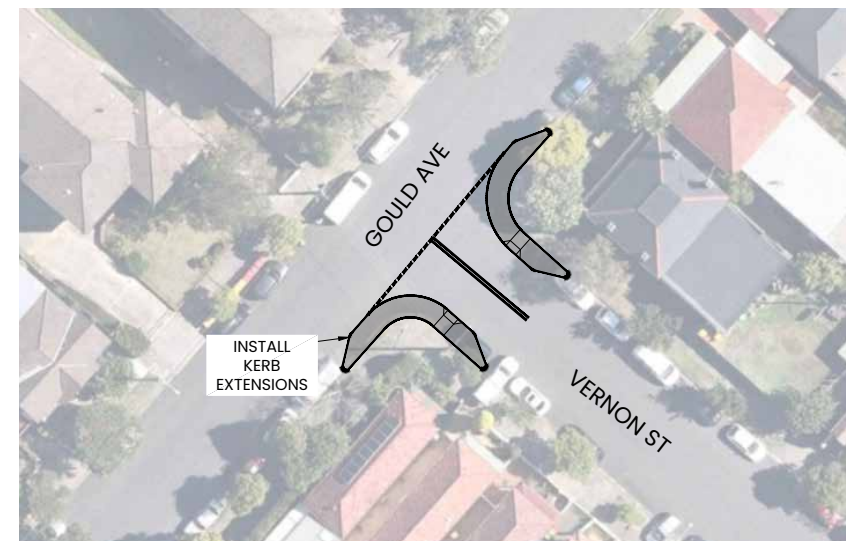


Figure 4.8 Gould Avenue/Vernon Street

Vernon Street at Gould Avenue

To reduce speeds of turning vehicles it is recommended that kerb blisters be installed at the intersection within the statutory No Stopping areas as shown in **Figure 4.8**. This will also reduce the pedestrian exposure time when crossing the road. This will assist in reducing speeds in Vernon Street which has an 85%ile speeds of 48 km/h and Gould Avenue which has an 85%ile speed of 47 km/h given the goal of providing a 40 km/h speed limit is considered excessive.

The estimated cost is \$50,000.

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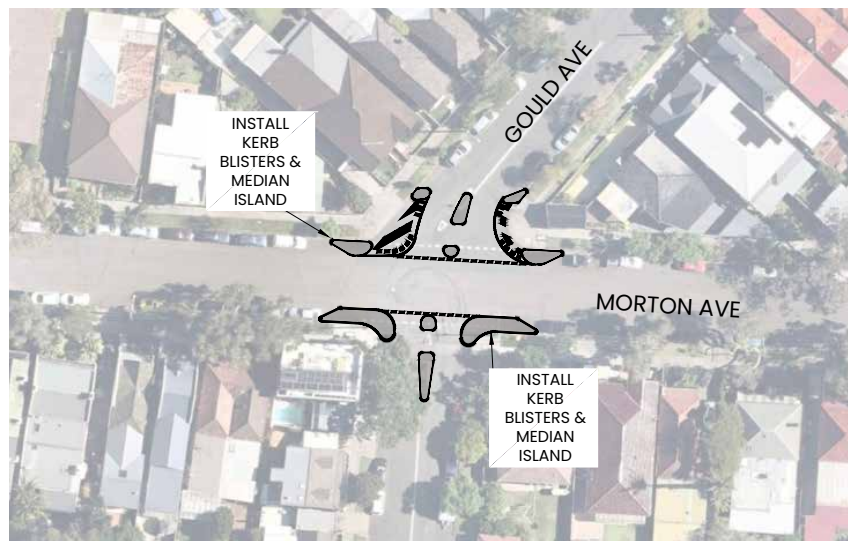


Figure 4.9 Gould Avenue/Morton Avenue

Morton Avenue/Gould Avenue

This intersection under its existing arrangement is very wide resulting in a significant pedestrian exposure time to cross the road and allowing vehicular turn at high speed to negotiate the intersection. The data indicates that Gould Avenue between Morton Avenue and Vernon Street has an 85th percentile speed in the northbound direction of 47 km/h.

To reduce speeds and narrow the road width required for pedestrians to cross the road it is recommended that the intersection geometry be modified by squaring off the intersection to provide right angle geometry at its northern leg, widened pedestrian refuge islands in Gould Avenue and kerb extensions within the statutory No Stopping Zones as shown in **Figure 4.9**. This will result in a slight extension of No Stopping zones in Gould Avenue south of Morton Avenue of 2 to 3 metres on both sides.

The estimated cost is \$100,000.

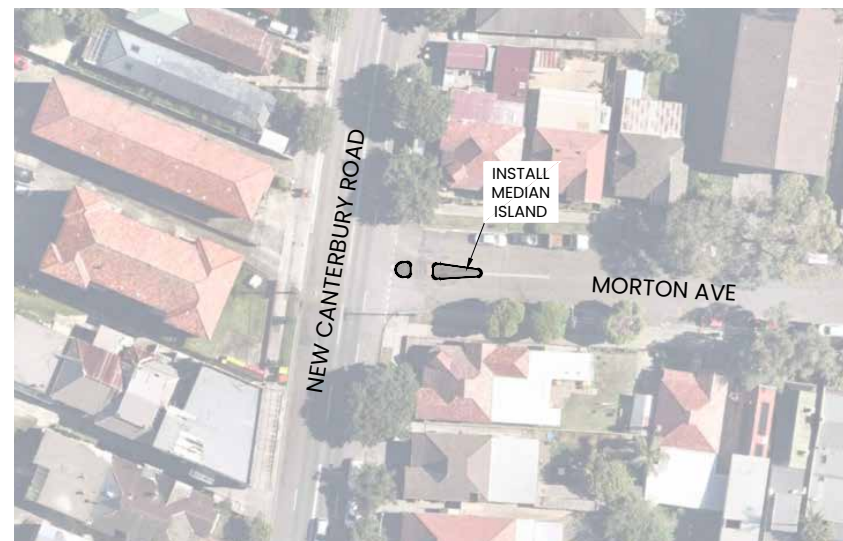


Figure 4.10 New Canterbury Road/Morton Avenue

Morton Avenue at New Canterbury Road

There is an existing pedestrian refuge at this location, however it only provides a narrow width of 1.4 metres to store in the centre of the road. It is recommended that an upgraded widened pedestrian refuge be installed which provides a minimum width of 2.0 metres and extended island as per the latest technical requirements as detailed in **Figure 4.10**.

The estimated cost is \$30,000.

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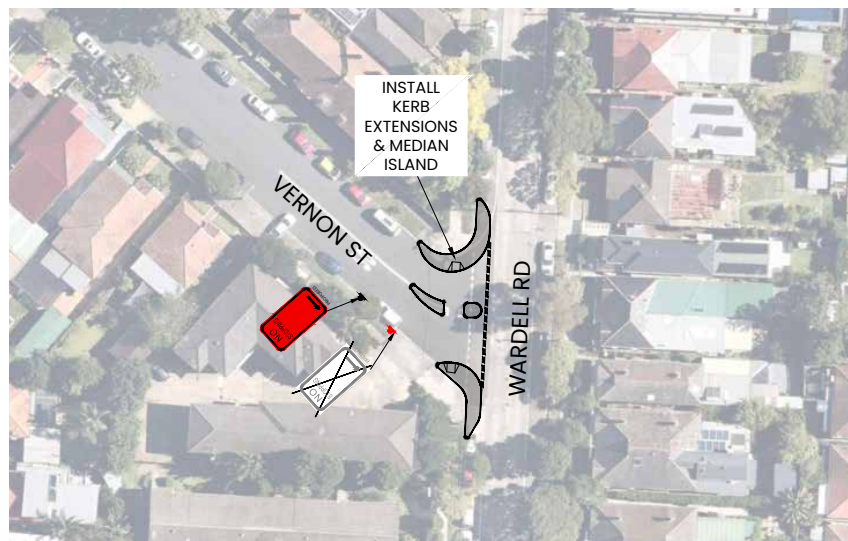


Figure 4.11 Vernon Street/Wardell Road

Vernon Street at Wardell Road

The existing intersection geometry allows for high speed left turns from Wardell Road into Vernon Street due to the high entry angle. The data indicates that Vernon Street has high speeds with 85thile speeds recorded of 48 km/h. To reduce speeds and improve pedestrian safety and amenity it is recommended to square off the intersection, install kerb extensions, and widen the pedestrian refuge island as shown in **Figure 4.11**.

The estimated cost is \$70,000.

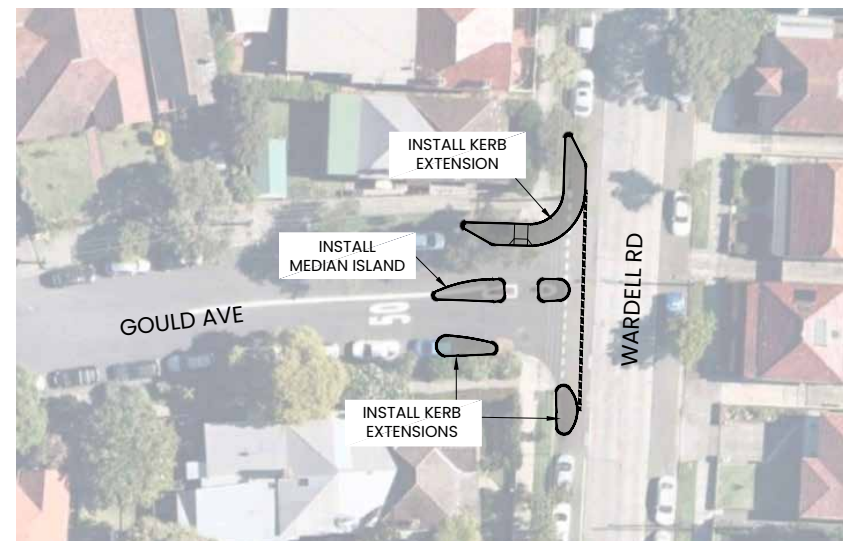


Figure 4.12 Gould Avenue/Wardell Road

Gould Avenue/Wardell Road

There is an existing pedestrian refuge at this location, however it only provides a narrow width of 1.3 metres to store in the centre of the road. It is recommended that an upgraded widened pedestrian refuge be installed which provides a minimum width of 2.0 metres and extended island as per the latest technical requirements as shown in **Figure 4.12**. In addition, it is recommended to provide kerb extensions to reduce the road width and thereby reduce speeds in Gould Avenue and Wardell Road.

The estimated cost is \$60,000.

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Figure 4.13 New Canterbury Road/Toothill Street

New Canterbury Road at Toothill Street

In order to restrict larger vehicles from mounting the kerb on the southwestern corner of New Canterbury Road/Toothill Street it is recommended that bollards be installed at this location as shown in **Figure 4.13**. This will provide improved safety for pedestrians at this intersection which is along the school frontage of Lewisham Public School and physically restrict vehicles when negotiating a left turn from new Canterbury Road into Toothill Street from mounting the kerb. It is noted that the proposed bollards are within the TCS plan site and as such they can only be considered after a TCS design update is undertaken by Council and submitted to Transport for formal approval by Network Operations.

The estimated cost is \$3,000.



Figure 4.14 Jarvie Avenue/Frazer Street

Frazer Street/Jarvie Avenue

Sight line restrictions occur along Frazer Street as a result of vehicles parking too close to the corners of intersecting streets. In order to prevent obstructed sight lines and reduce the carriageway thereby reducing speeds it is recommended that a kerb extension be installed in Frazer Street west of Jarvie Avenue as detailed in **Figure 4.14**.

The estimated cost is \$25,000.

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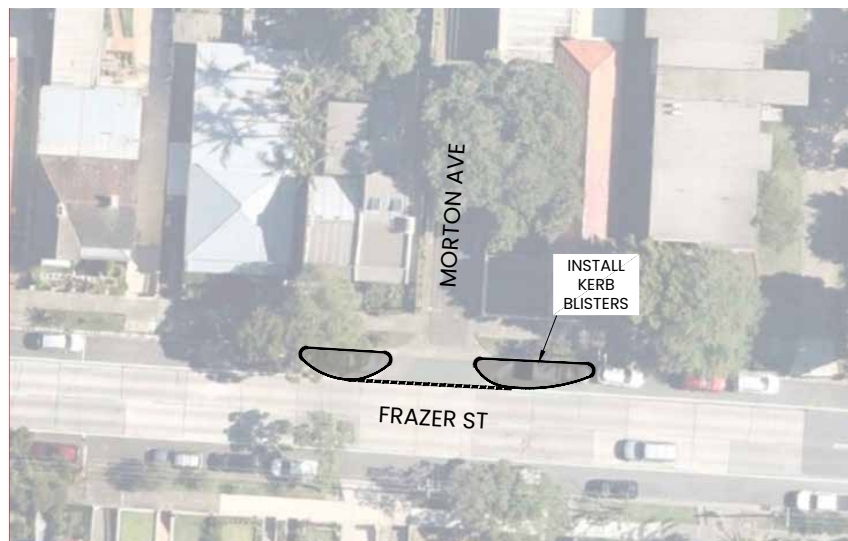


Figure 4.15 Morton Avenue/Frazer Street

Frazer Street/Morton Avenue

Sight line restrictions occur along Frazer Street as a result of vehicles parking too close to the corners of intersecting streets. In order to prevent obstructed sight lines and reduce the carriageway thereby reducing speeds it is recommended that kerb extensions be installed in Frazer Street on either side of Morton Avenue as per **Figure 4.15**.

The estimated cost is \$25,000.

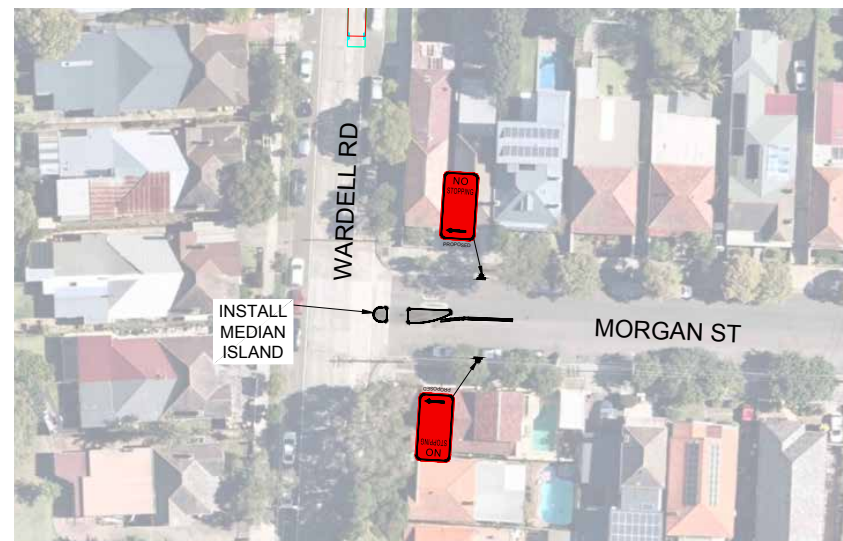


Figure 4.16 Morgan Street/Wardell Road

Wardell Road/Morgan Street

An existing pedestrian refuge is provided in Morgan Street at Wardell Road. The width of the pedestrian refuge is 1.6 metres which does not comply with the most recent TfNSW requirements. It is recommended that an upgraded widened pedestrian refuge be installed which provides a minimum width of 2.0 metres and extended island as per the latest technical requirements as detailed in **Figure 4.16**.

The estimated cost is \$30,000

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Figure 4.17 Ducros Street/Morgan Street

Ducros Street/Morgan Street

In order to narrow the road width and prevent vehicles from parking too close to the intersection it is recommended that kerb extensions be installed in Morgan Street at Ducros Street as detailed in **Figure 4.17**.

The estimated cost is \$25,000



Figure 4.18 Bishop Street/Morgan Street

Bishop Street/Morgan Street

In order to narrow the road width and prevent vehicles from parking too close to the intersection it is recommended that kerb extensions be installed in Morgan Street at Bishop Street as shown in **Figure 4.18**. This will also reduce the road width required for the pedestrian to cross the road and reduce vehicle speeds.

The estimated cost is \$25,000.

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Figure 4.19 Allans Street/Morgan Street

Allans Avenue/Morgan Street

In order to narrow the road width and prevent vehicles from parking too close to the intersection it is recommended that kerb extensions be installed in Morgan Street at Allans Avenue as shown in **Figure 4.19**. This will also reduce the road width required for the pedestrian to cross the road and reduce vehicle speeds.

The estimated cost is \$25,000.



Figure 4.20 Jarvie Avenue/Morgan Street

Jarvie Avenue/Morgan Street

In order to narrow the road width and prevent vehicles from parking too close to the intersection it is recommended that kerb extensions be installed in Morgan Street at Jarvie Avenue as shown in **Figure 4.20**. This will also reduce the road width required for the pedestrian to cross the road and reduce vehicle speeds.

The estimated cost is \$25,000.

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Figure 4.21 Napier Street/Morgan Street

Morgan Street/Napier Street

In order to provide improved safety conditions for cyclists it is recommended that the existing bicycle access through the road closure be upgraded to include a short section of green two-way cycle lane, bicycle excepted signposting be installed, and a kerb extension be incorporated into the design in Napier Street at Morgan Street as shown in **Figure 4.21**.

The estimated cost is \$20,000.



Figure 4.22 Gould Avenue

Gould Avenue Mobility Parking Space

Based on discussion with Council's mobility planner regarding existing shortfalls in mobility parking within the study area, a mobility parking space is proposed to be installed in Gould Avenue along the Morton Park frontage between Vernon Street and Morton Avenue as per **Figure 4.22**. This space will improve access to Morton Park. Note that the accessible space can also be used by residents with a mobility parking permit.

The estimated cost is \$3,000.

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Figure 4.23 Frazer Avenue

Frazer Avenue Mobility Parking Space

Based on discussion with Council's mobility planner regarding existing shortfalls in mobility parking within the study area, a mobility parking space is proposed to be installed in Frazer Avenue along the Marrickville Park frontage between Livingstone Road and Miller Lane as shown in **Figure 4.23**. This space will improve access to Marrickville Park. Note that the accessible space can also be used by residents with a mobility parking permit.

The estimated cost is \$3,000.



Figure 4.24 Reduced Speed Limits

Implement Reduced Speed Limits

Speed zones are set to enable drivers travelling at a speed limit to safely respond to potential risks in the road environment. Lower speeds deliver significant road safety benefits, reducing both the number and severity of crashes. Travelling at speeds that are set to accommodate the mix of vehicles and people movements on the road network allows drivers and riders to stop to avoid crashes, and if they do crash, to reduce the impact to prevent death and serious injuries, especially in areas of high pedestrian activity.

The chances of survival for a pedestrian being hit by a car is 10 percent at 50 km/h which increases significantly to 60 percent at a speed of 40 km/h.

The potential benefits and impacts in reducing the speed limit from 50 m/h to 40 m/h include a 12% reduction in crashes and 17% reduction in injuries.

In line with draft report for Council's Inner West@40 Study on proposed speed limit reductions (yet to be endorsed by Council), it is recommended that all local roads in the Morton Park LATM study area have their speed limit reduced from 50km/h to 40km/h and the Regional Roads of Frazer Street be reduced from 60 km/h to 50 km/h and Wardell Road be retained as a 50 km/h. The proposal is detailed in **Figure 4.24**. The area is within the Area 8 Dulwich Hill and Marrickville West considered 'Priority B' in the draft Inner West@40 Study. This will require TfNSW approval as they are responsible for setting speed limits. The speed reduction will result in safer conditions for motorists, pedestrians and cyclists noting that there have been a number of crashes particularly along the Regional Roads of Frazer Street which it is proposed to reduce the speed limit from 60 km/h to 50 km/h.

The estimated cost is \$10,000.

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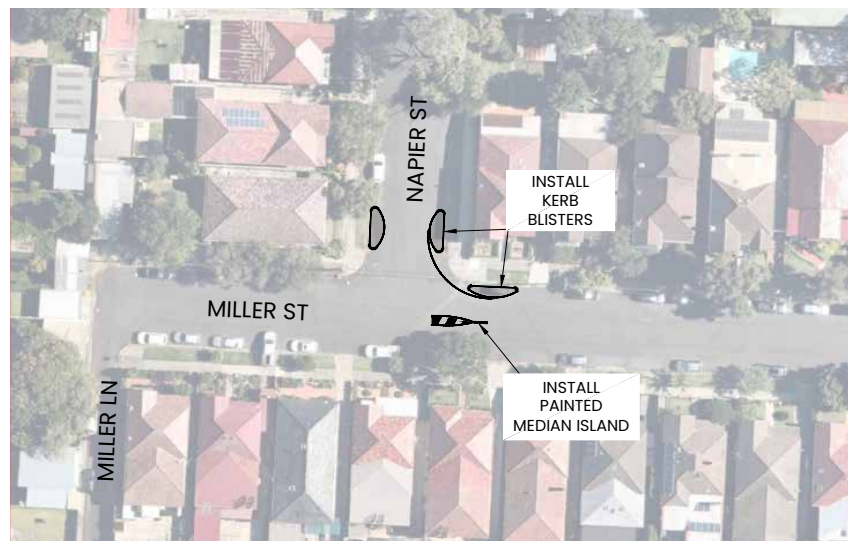
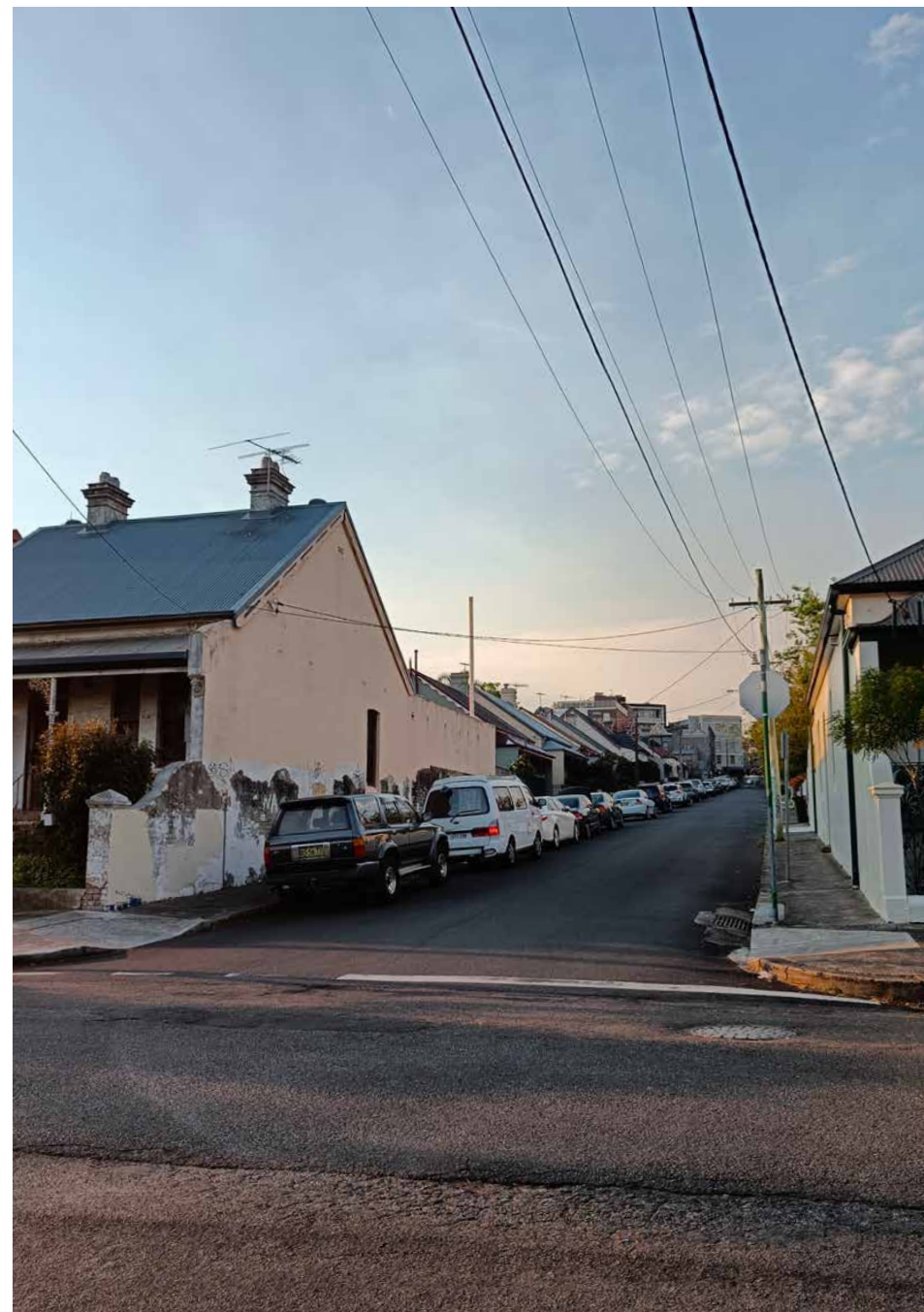


Figure 4.25 Miller Street/Napier Street

Miller Street/Napier Street

In order to narrow the road width, prevent vehicles from parking too close to the intersection, cutting the corner and reduce speeds, it is recommended that kerb extensions be installed at the Miller Street/Napier Street intersection as shown in **Figure 4.25**. This will also provide additional protection for pedestrian to cross the road.

The estimated cost is \$25,000.



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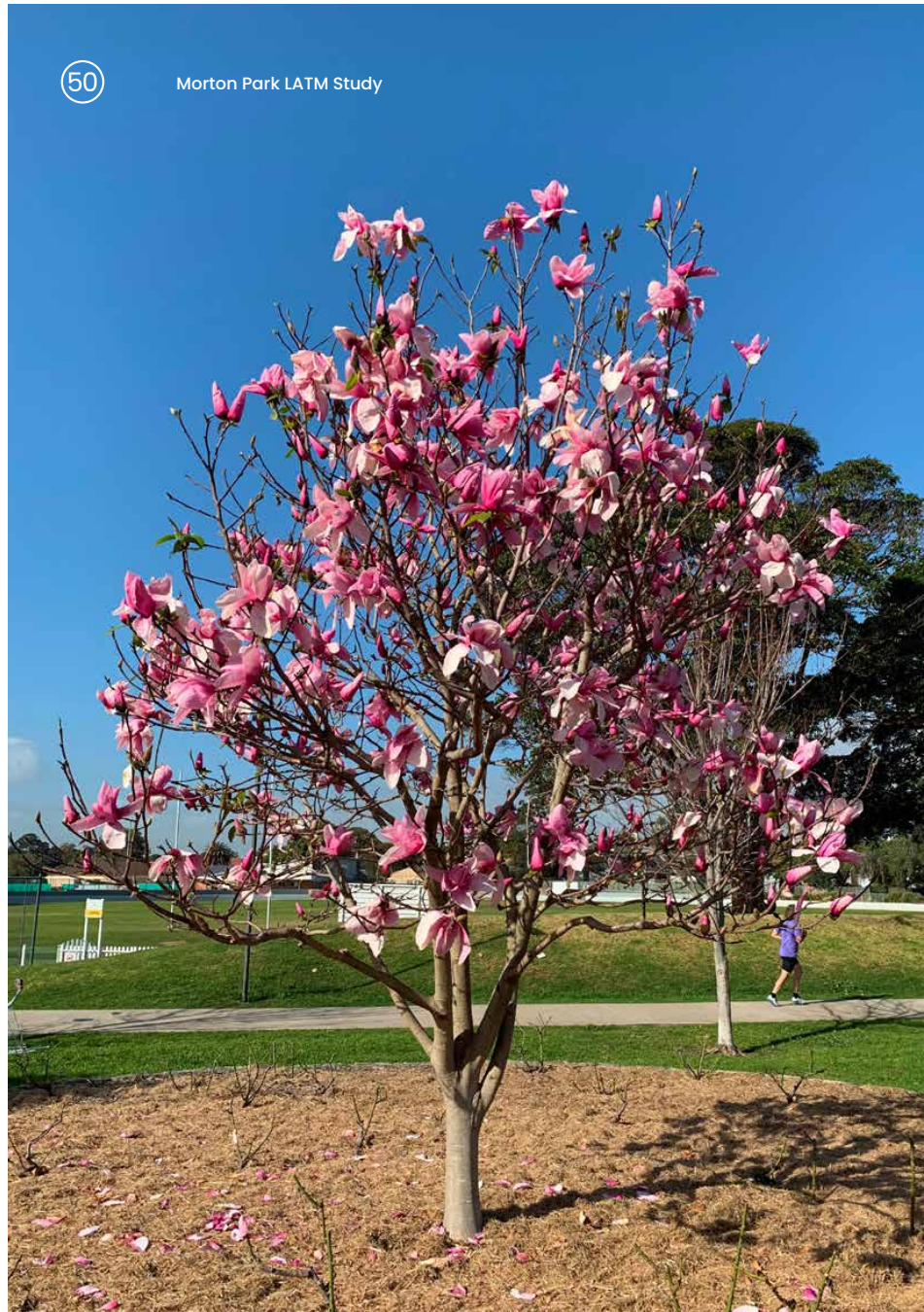
Morton Park LATM Study

5. Summary of proposals

Item No	Location	Proposal	Cost	Priority
1	Morgan Street/Livingstone Road	Install 3 x speed humps in Andreas Street between Palace Street and Parramatta Road.	\$25,000	Medium
2	Miller Street/Livingstone Road	Install kerb extensions in Miller Street at Livingstone Road.	\$25,000	High
3	Gould Avenue/Frazer Street	Upgrade pedestrian refuge island in Gould Avenue at Frazer Street.	\$30,000	Low
4	Maria Street/New Canterbury Road	Install continuous footpath treatment in Maria Street at New Canterbury Road.	\$35,000	High
5	Ducros Street/New Canterbury Road	Install continuous footpath treatment in Ducros Street at New Canterbury Road.	\$35,000	High
6	Allans Avenue	Install a 10 km/h Shared Zone in the northern section of Allans Avenue subject to TfNSW approval.	\$100,000	Medium
7	Jarvie Avenue	Install a 10 km/h Shared Zone in the southern section of Jarvie Avenue subject to TfNSW approval.	\$60,000	Medium
8	Vernon Street/Gould Avenue	Install kerb extensions at the Morgan Street/Livingstone Road intersection.	\$50,000	Medium
9	Morton Avenue/Gould Avenue	Widen existing pedestrian refuge and install kerb blisters at Morton Avenue/Gould Avenue.	\$100,000	Medium
10	Morton Avenue/ New Canterbury Road	Upgrade existing pedestrian refuge in Morton Avenue at New Canterbury Road.	\$30,000	Medium
11	Vernon Street/ Wardell Road	Widen existing pedestrian refuge island in Vernon Street and install kerb blisters.	\$70,000	Medium
12	Gould Avenue/ Wardell Road	Widen existing pedestrian refuge island in Gould Avenue and install kerb blisters.	\$60,000	Medium
13	New Canterbury Road/Toothill Street	Install bollards on the southwestern corner of New Canterbury Road/Toothill Street intersection.	\$3,000	Medium
14	Frazer Street/Jarvie Avenue	Install kerb extensions at the Jarvie Avenue/Frazer Street intersection.	\$25,000	Medium
15	Frazer Street/Morton Avenue	Install kerb extensions at the Morton Street / Frazer Street intersection.	\$25,000	Medium

Item No	Location	Proposal	Cost	Priority
16	Wardell Road/Morgan Street	Widen existing pedestrian refuge island in Morgan Street at Wardell Road.	\$30,000	Medium
17	Ducros Street/Morgan Street	Install kerb extensions in Morgan Street at Ducros Street.	\$25,000	Low
18	Bishop Street/Morgan Street	Install kerb extensions in Morgan Street at Bishop Street.	\$25,000	Low
19	Allans Avenue/Morgan Street	Install kerb extensions in Morgan Street at Allans Avenue	\$25,000	Low
20	Jarvie Avenue/Morgan Avenue	Install kerb extensions in Morgan Street at Jarvie Avenue	\$25,000	Low
21	Morgan Street/Napier Avenue	Upgrade cyclist access through road closure and install kerb extensions in Napier Avenue	\$20,000	Medium
22	Gould Avenue	Install a mobility parking space on the western side of Gould Avenue along Morton Park frontage	\$3,000	High
23	Frazer Street	Install a mobility parking space on the southern side of Frazer Street west of Livingstone Road	\$3,000	High
24	Local Roads and Regional Roads in Study Area	Request TfNSW implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads.	\$10,000	High
25	Miller Street/Napier Street	Install kerb extensions at the Miller Street/Napier Street intersection	\$25,000	Low

It is estimated that the total cost of all proposals will be approximately \$864,000 inclusive of GST and \$950,400 including 10% contingency.



Appendix A

Traffic Counts

For further information about
cycling in the Inner West,
visit innerwest.nsw.gov.au

Weekly Vehicle Counts (Virtual)

Location: Morton Ave Between Canterbury Rd And Gould Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949101

Eastbound DIRECTION 1									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	1.0	1.0	0.0	1.0	0.0	1.0	6.0	0.6	1.4
0100-0200	2.0	0.0	1.0	1.0	0.0	1.0	4.0	0.8	1.3
0200-0300	0.0	1.0	0.0	0.0	0.0	2.0	1.0	0.2	0.6
0300-0400	0.0	0.0	0.0	1.0	0.0	2.0	2.0	0.2	0.7
0400-0500	0.0	1.0	0.0	0.0	0.0	1.0	3.0	0.2	0.7
0500-0600	2.0	3.0	4.0	2.0	2.0	2.0	1.0	2.6	2.3
0600-0700	5.0	8.0	4.0	5.0	6.0	4.0	1.0	5.6	4.7
0700-0800	16.0	18.0	15.0	16.0	23.0	8.0	1.0	17.6	13.9
0800-0900	27.0	24.0	23.0	21.0	15.0	12.0	4.0	22.0	18.0
0900-1000	20.0	36.0	23.0	22.0	20.0	20.0	17.0	24.2	22.6
1000-1100	20.0	25.0	26.0	13.0	25.0	32.0	24.0	21.8	23.6
1100-1200	19.0	17.0	23.0	12.0	23.0	46.0	29.0	18.8	23.3
1200-1300	27.0	20.0	15.0	20.0	21.0	66.0	18.0	20.6	25.3
1300-1400	16.0	23.0	15.0	11.0	25.0	26.0	30.0	18.0	20.9
1400-1500	23.0	22.0	28.0	32.0	28.0	26.0	13.0	26.6	24.6
1500-1600	45.0	29.0	19.0	23.0	29.0	28.0	16.0	29.0	27.0
1600-1700	33.0	31.0	34.0	29.0	23.0	18.0	23.0	30.0	27.3
1700-1800	34.0	29.0	38.0	32.0	26.0	22.0	21.0	31.8	28.9
1800-1900	21.0	16.0	17.0	23.0	31.0	17.0	16.0	21.6	20.1
1900-2000	16.0	10.0	14.0	24.0	16.0	16.0	15.0	16.0	15.9
2000-2100	10.0	8.0	3.0	15.0	11.0	8.0	7.0	9.4	8.9
2100-2200	12.0	10.0	6.0	9.0	5.0	8.0	11.0	8.4	8.7
2200-2300	2.0	6.0	5.0	6.0	9.0	2.0	3.0	5.6	4.7
2300-2400	2.0	1.0	1.0	1.0	5.0	11.0	0.0	2.0	3.0
Totals	301	290	276	254	289	305	212	282.0	275.3
0700-1900	344	326	303	307	327	341	246	321.4	313.4
0600-0000	348	333	309	314	341	354	249	329.0	321.1
0000-0000	353	339	314	319	343	363	266	333.6	328.1

Westbound DIRECTION 2									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	1.0	0.0	2.0	1.0	2.0	0.6	0.9
0100-0200	0.0	1.0	1.0	0.0	0.0	2.0	4.0	0.4	1.1
0200-0300	1.0	1.0	0.0	0.0	1.0	1.0	1.0	0.6	0.7
0300-0400	0.0	0.0	0.0	0.0	1.0	1.0	4.0	0.2	0.9
0400-0500	0.0	0.0	2.0	0.0	0.0	1.0	2.0	0.4	0.7
0500-0600	5.0	4.0	2.0	3.0	4.0	1.0	1.0	3.6	2.9
0600-0700	4.0	11.0	8.0	8.0	9.0	1.0	1.0	8.0	6.0
0700-0800	17.0	21.0	21.0	20.0	15.0	7.0	7.0	18.8	15.4
0800-0900	22.0	42.0	24.0	26.0	20.0	9.0	10.0	26.8	21.9
0900-1000	18.0	47.0	22.0	14.0	17.0	26.0	15.0	23.6	22.7
1000-1100	16.0	13.0	22.0	13.0	22.0	25.0	19.0	17.2	18.6
1100-1200	21.0	9.0	17.0	11.0	21.0	28.0	22.0	15.8	18.4
1200-1300	9.0	13.0	15.0	14.0	15.0	42.0	10.0	13.2	16.9
1300-1400	17.0	12.0	18.0	17.0	17.0	25.0	12.0	16.2	16.9
1400-1500	19.0	28.0	22.0	36.0	23.0	17.0	16.0	25.6	23.0
1500-1600	21.0	23.0	24.0	21.0	28.0	26.0	15.0	23.4	22.6
1600-1700	14.0	17.0	20.0	21.0	17.0	23.0	12.0	17.8	17.7
1700-1800	19.0	18.0	22.0	17.0	30.0	20.0	13.0	21.2	19.9
1800-1900	12.0	20.0	10.0	20.0	24.0	12.0	7.0	17.2	15.0
1900-2000	15.0	13.0	6.0	17.0	12.0	11.0	11.0	12.6	12.1
2000-2100	8.0	10.0	7.0	12.0	9.0	8.0	4.0	9.2	8.3
2100-2200	6.0	3.0	9.0	7.0	12.0	3.0	8.0	7.4	6.9
2200-2300	2.0	5.0	3.0	1.0	6.0	3.0	2.0	3.4	3.1
2300-2400	0.0	3.0	2.0	3.0	1.0	1.0	1.0	1.8	1.6
Totals	205	263	237	230	249	260	158	236.8	228.9
0700-1900	238	300	267	274	291	283	182	274.0	262.1
0600-0000	240	308	272	278	298	287	185	279.2	266.9
0000-0000	246	314	278	281	306	294	199	285.0	274.0

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS											
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages			
								1 - 5	1 - 7		
0000-0100	1.0	1.0	1.0	1.0	2.0	2.0	8.0	1.2	2.3		
0100-0200	2.0	1.0	2.0	1.0	0.0	3.0	8.0	1.2	2.4		
0200-0300	1.0	2.0	0.0	0.0	1.0	3.0	2.0	0.8	1.3		
0300-0400	0.0	0.0	0.0	1.0	1.0	3.0	6.0	0.4	1.6		
0400-0500	0.0	1.0	2.0	0.0	0.0	2.0	5.0	0.6	1.4		
0500-0600	7.0	7.0	6.0	5.0	6.0	3.0	2.0	6.2	5.1		
0600-0700	9.0	19.0	12.0	13.0	15.0	5.0	2.0	13.6	10.7		
0700-0800	33.0	39.0	36.0	36.0	38.0	15.0	8.0	36.4	29.3		
0800-0900	49.0	66.0	47.0	47.0	35.0	21.0	14.0	48.8	39.9		
0900-1000	38.0	83.0	45.0	36.0	37.0	46.0	32.0	47.8	45.3		
1000-1100	36.0	38.0	48.0	26.0	47.0	57.0	43.0	39.0	42.1		
1100-1200	40.0	26.0	40.0	23.0	44.0	68.0	51.0	34.6	41.7		
1200-1300	36.0	33.0	30.0	34.0	36.0	66.0	28.0	33.8	42.1		
1300-1400	33.0	35.0	33.0	28.0	42.0	51.0	42.0	34.2	37.7		
1400-1500	42.0	50.0	50.0	68.0	51.0	43.0	29.0	52.2	47.6		
1500-1600	66.0	52.0	43.0	44.0	57.0	54.0	31.0	52.4	49.6		
1600-1700	47.0	48.0	54.0	50.0	40.0	41.0	35.0	47.8	45.0		
1700-1800	53.0	47.0	60.0	49.0	56.0	42.0	34.0	53.0	48.7		
1800-1900	33.0	36.0	27.0	43.0	55.0	29.0	23.0	38.8	35.1		
1900-2000	31.0	23.0	20.0	41.0	28.0	27.0	26.0	28.6	28.0		
2000-2100	18.0	18.0	10.0	27.0	20.0	16.0	11.0	18.6	17.1		
2100-2200	18.0	13.0	15.0	16.0	17.0	11.0	19.0	15.8	15.6		
2200-2300	4.0	11.0	8.0	7.0	15.0	5.0	5.0	9.0	7.9		
2300-2400	2.0	4.0	3.0	4.0	6.0	12.0	1.0	3.8	4.6		
Totals	506	553	513	484	538	565	370	518.8	504.1		
0700-1900	582	626	570	581	618	624	428	595.4	575.6		
0600-0000	588	641	581	592	639	641	434	608.2	588.0		
0000-0000	599	653	592	600	649	657	465	618.6	602.1		

Daily Classes - Direction 1

Location: Morton Ave Between Canterbury Rd And Gould Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949101

Eastbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	10	0.435%	14.1	39.9	27.3	27.6	37.5	39.9	0 0.00%
0100	9	0.392%	24.7	43.9	34.9	34.0	41.6	43.9	0 0.00%
0200	4	0.174%	20.8	38.4	28.4	27.3	38.4	38.4	0 0.00%
0300	5	0.218%	18.6	40.4	30.1	29.9	40.4	40.4	0 0.00%
0400	5	0.218%	27.2	36.8	32.4	32.4	36.8	36.8	0 0.00%
0500	16	0.697%	8.8	40.4	26.1	28.2	38.5	40.4	0 0.00%
0600	33	1.437%	14.9	49.2	30.6	32.0	36.5	43.5	0 0.00%
0700	97	4.223%	15.0	46.7	34.6	35.3	40.8	44.0	0 0.00%
0800	126	5.485%	9.7	45.7	31.1	33.1	38.2	40.6	0 0.00%
0900	158	6.879%	13.3	46.1	29.6	30.4	36.9	40.9	0 0.00%
1000	165	7.183%	9.3	44.8	29.9	31.1	37.6	42.3	0 0.00%
1100	163	7.096%	9.1	49.8	30.1	31.3	37.6	41.4	0 0.00%
1200	177	7.706%	6.4	54.8	31.0	31.5	38.9	45.1	1 0.57%
1300	146	6.356%	6.8	48.3	31.6	33.3	38.9	43.4	0 0.00%
1400	172	7.488%	9.4	51.7	31.0	31.1	38.4	45.0	2 1.16%
1500	189	8.228%	4.9	53.9	31.2	32.4	38.6	44.3	2 1.06%
1600	191	8.315%	9.7	46.0	30.8	31.1	38.2	42.4	0 0.00%
1700	202	8.794%	11.9	49.4	32.1	32.6	38.2	42.7	0 0.00%
1800	141.0	6.138%	14.7	44.6	30.2	31.7	35.6	40.5	0.0 0.00%
1900	111.0	4.832%	10.9	53.5	29.2	30.2	36.0	39.5	1.0 0.90%
2000	62.0	2.899%	8.1	43.5	28.5	29.0	36.1	39.5	0.0 0.00%
2100	61	2.856%	9.7	43.0	31.0	31.3	39.5	41.4	0 0.00%
2200	33.0	1.437%	14.2	42.3	29.9	30.4	34.9	40.9	0.0 0.00%
2300	21.0	0.914%	19.8	42.7	32.1	32.0	38.0	42.3	0.0 0.00%
2297.0	100.000%	4.9	54.8	30.8	31.7	38.0	42.1	6.0	0.26%

Daily Classes - Direction 2

Location: Morton Ave Between Canterbury Rd And Gould Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949101

Westbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	6	0.313%	29.4	44.0	35.5	34.9	43.7	44.0	0 0.00%
0100	8	0.417%	21.6	39.5	30.2	29.7	38.2	39.5	0 0.00%
0200	5	0.261%	17.0	44.9	32.6	39.4	44.9	44.9	0 0.00%
0300	6	0.313%	24.6	42.1	32.4	32.3	41.9	42.1	0 0.00%
0400	5	0.261%	25.5	36.3	32.6	35.3	36.3	36.3	0 0.00%
0500	20	1.043%	21.0	46.8	33.2	33.1	43.9	46.7	0 0.00%
0600	42	2.190%	16.3	45.7	32.5	33.0	36.1	44.9	0 0.00%
0700	108	5.631%	1.0	47.2	33.7	34.7	40.8	44.1	0 0.00%
0800	153	7.977%	4.0	65.2	34.2	35.6	42.4	44.6	3 1.96%
0900	159	8.290%	4.3	48.5	32.4	34.7	40.9	45.4	0 0.00%
1000	130	6.778%	6.2	50.2	29.7	n	37.1	43.1	1 0.77%
1100	129	6.726%	5.8	53.1	31.4	32.6	39.9	45.5	1 0.78%
1200	118	6.152%	2.6	46.7	30.8	31.5	39.7	44.3	0 0.00%
1300	118	6.152%	8.5	51.8	32.4	34.2	41.3	45.2	1 0.85%
1400	161	8.394%	14.2	48.9	33.3	34.4	40.4	43.4	0 0.00%
1500	158	8.238%	0.8	56.9	34.0	35.5	41.6	46.8	1 0.63%
1600	124	6.465%	6.3	57.8	32.6	34.0	39.8	47.9	4 3.23%
1700	139	7.247%	7.0	58.7	35.9	37.1	43.7	46.8	3 2.16%
1800	105.0	5.474%	11.2	47.5	33.4	34.2	42.0	46.3	0.0 0.00%
1900	85.0	4.432%	4.4	49.7	33.4	33.8	42.5	46.3	0.0 0.00%
2000	58.0	3.024%	8.1	49.9	30.4	30.8	38.3	43.3	0.0 0.00%
2100	48	2.503%	14.5	46.7	30.1	31.1	37.2	43.2	0 0.00%
2200	22.0	1.147%	22.8	37.9	30.9	30.3	35.7	37.5	0.0 0.00%
2300	11.0	0.574%	26.6	45.7	36.4	36.9	44.9	45.7	0.0 0.00%
1918.0	100.000%	0.8	65.2	32.7	33.8	40.9	45.0	14.0	0.73%

Daily Classes - Combined Direction

Location: Morton Ave Between Canterbury Rd And Gould Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	16	0.380%	14.1	44.0	30.3	30.6	39.7	44.0	0 0.00%
0100	17	0.403%	21.6	43.9	32.7	32.4	39.3	43.9	0 0.00%
0200	9	0.214%	17.0	44.9	30.8	33.5	42.6	44.9	0 0.00%
0300	11	0.261%	18.6	42.1	31.3	29.9	40.7	42.1	0 0.00%
0400	10	0.237%	25.5	36.8	32.5	33.8	36.5	36.8	0 0.00%
0500	36	0.854%	8.8	46.8	30.1	30.9	40.1	45.6	0 0.00%
0600	75	1.779%	14.9	49.2	31.7	32.6	36.4	44.3	0 0.00%
0700	205	4.864%	1.0	47.2	34.1	35.1	40.7	44.0	0 0.00%
0800	279	6.619%	4.0	65.2	32.8	34.7	40.3	44.3	3 1.08%
0900	317	7.521%	4.3	48.5	31.0	32.4	39.5	43.0	0 0.00%
1000	295	6.999%	6.2	50.2	29.8	30.6	37.4	41.9	1 0.34%
1100	292	6.928%	5.8	53.1	30.6	31.9	38.2	43.6	1 0.34%
1200	295	6.999%	2.6	54.8	30.9	31.5	39.2	44.7	1 0.34%
1300	264	6.263%	6.8	51.8	32.0	33.5	40.0	44.5	1 0.38%
1400	333	7.900%	9.4	51.7	32.1	32.8	39.6	44.0	2 0.60%
1500	347	8.233%	0.8	56.9	32.4	33.5	40.5	44.9	3 0.87%
1600	315	7.473%	6.3	57.8	31.5	32.2	39.2	45.0	4 1.27%
1700	341	8.090%	7.0	58.7	33.6	34.4	41.0	45.0	3 0.88%
1800	246.0	5.836%	11.2	47.5	31.6	32.2	39.1	43.0	0.0 0.00%
1900	196.0	4.650%	4.4	53.5	31.0	31.7	38.2	44.1	1.0 0.51%
2000	120.0	2.847%	8.1	49.9	29.4	29.8	37.9	40.8	0.0 0.00%
2100	109	2.586%	9.7	46.7	30.6	31.1	38.5	41.3	0 0.00%
2200	55.0	1.305%	14.2	42.3	30.3	30.4	35.1	38.4	0.0 0.00%
2300	32.0	0.759%	19.8	45.7	33.6	33.0	40.1	45.0	0.0 0.00%
4215.0	100.000%	0.8	65.2	31.7	32.6	39.4	43.9	20.0	0.47%

Weekly Vehicle Counts (Virtual)

Location: Gould Ave Between Frazer St And Morton Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949102

Northbound DIRECTION 1									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	0.0	0.0	1.0	1.0	0.0	1.0	3.0	0.4	0.9
0100-0200	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.4	0.4
0200-0300	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.4
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
0400-0500	0.0	0.0	0.0	1.0	1.0	1.0	1.0	0.4	0.6
0500-0600	2.0	0.0	0.0	0.0	1.0	0.0	1.0	0.6	0.6
0600-0700	4.0	4.0	4.0	4.0	5.0	0.0	0.0	4.2	3.0
0700-0800	12.0	13.0	11.0	12.0	11.0	2.0	0.0	11.8	8.7
0800-0900	14.0	27.0	17.0	15.0	15.0	10.0	5.0	17.6	14.7
0900-1000	15.0	37.0	29.0	12.0	18.0	19.0	8.0	22.2	19.7
1000-1100	11.0	11.0	13.0	6.0	8.0	18.0	16.0	9.8	11.9
1100-1200	12.0	12.0	6.0	7.0	15.0	16.0	16.0	10.4	12.0
1200-1300	10.0	16.0	11.0	11.0	10.0	25.0	9.0	11.6	13.1
1300-1400	13.0	9.0	15.0	9.0	13.0	14.0	18.0	11.8	13.0
1400-1500	13.0	18.0	10.0	19.0	20.0	13.0	12.0	16.0	15.0
1500-1600	22.0	20.0	25.0	20.0	15.0	15.0	9.0	20.4	18.0
1600-1700	14.0	16.0	13.0	16.0	14.0	17.0	14.0	14.6	14.9
1700-1800	18.0	18.0	20.0	17.0	28.0	16.0	14.0	20.2	18.7
1800-1900	16.0	15.0	8.0	10.0	17.0	8.0	11.0	13.2	12.1
1900-2000	7.0	8.0	12.0	15.0	9.0	5.0	5.0	10.2	8.7
2000-2100	6.0	10.0	9.0	8.0	8.0	2.0	6.0	8.2	7.0
2100-2200	2.0	1.0	4.0	6.0	6.0	2.0	4.0	3.8	3.6
2200-2300	4.0	3.0	4.0	2.0	1.0	2.0	1.0	2.8	2.4
2300-2400	0.0	3.0	3.0	1.0	1.0	0.0	1.0	1.6	1.3
Totals	170	212	178	154	184	173	132	179.6	171.9
0700-1900	189	235	207	187	212	182	147	206.0	194.1
0600-0000	193	241	214	190	214	184	149	210.4	197.9
0000-0000	195	242	216	192	216	188	157	212.2	200.9

Southbound DIRECTION 2									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
0100-0200	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.4	0.3
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
0400-0500	2.0	0.0	0.0	0.0	0.0	1.0	2.0	0.4	0.7
0500-0600	4.0	4.0	5.0	3.0	3.0	1.0	1.0	3.8	3.0
0600-0700	8.0	6.0	3.0	5.0	5.0	2.0	0.0	5.4	4.1
0700-0800	6.0	6.0	8.0	9.0	5.0	5.0	2.0	6.8	5.9
0800-0900	20.0	22.0	17.0	10.0	14.0	11.0	7.0	16.6	14.4
0900-1000	13.0	26.0	9.0	8.0	11.0	16.0	13.0	13.4	13.7
1000-1100	9.0	15.0	8.0	9.0	9.0	16.0	18.0	10.0	12.0
1100-1200	9.0	11.0	11.0	3.0	16.0	16.0	17.0	10.4	12.4
1200-1300	9.0	12.0	4.0	11.0	10.0	27.0	16.0	9.2	13.0
1300-1400	9.0	14.0	9.0	5.0	7.0	13.0	19.0	8.8	10.9
1400-1500	10.0	17.0	15.0	8.0	14.0	16.0	7.0	12.8	12.4
1500-1600	34.0	18.0	5.0	10.0	14.0	10.0	14.0	16.2	15.0
1600-1700	16.0	13.0	10.0	14.0	11.0	6.0	17.0	12.9	12.4
1700-1800	14.0	15.0	11.0	12.0	11.0	9.0	7.0	12.6	11.3
1800-1900	10.0	8.0	10.0	10.0	16.0	11.0	8.0	10.8	10.4
1900-2000	5.0	5.0	10.0	11.0	9.0	8.0	7.0	8.0	7.9
2000-2100	3.0	5.0	3.0	3.0	6.0	2.0	4.0	4.0	3.7
2100-2200	3.0	3.0	4.0	5.0	4.0	6.0	5.0	3.8	4.3
2200-2300	1.0	2.0	2.0	2.0	2.0	1.0	1.0	1.8	1.6
2300-2400	0.0	1.0	1.0	0.0	1.0	3.0	0.0	0.6	0.9
Totals	159	177	117	109	140	158	147	140.4	143.9
0700-1900	178	196	137	133	164	176	163	161.6	163.9
0600-0000	179	199	140	135	167	180	164	164.0	166.3
0000-0000	187	203	145	139	170	182	169	168.8	170.7

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	1.0	0.0	1.0	1.0	0.0	1.0	3.0	0.6	1.0
0100-0200	1.0	1.0	1.0	1.0	0.0	1.0	0.0	0.8	0.7
0200-0300	0.0	0.0	0.0	0.0	0.0	1.0	3.0	0.0	0.6
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.3
0400-0500	2.0	0.0	0.0	1.0	1.0	2.0	3.0	0.8	1.3
0500-0600	6.0	4.0	5.0	3.0	4.0	1.0	2.0	4.4	3.6
0600-0700	12.0	10.0	7.0	9.0	10.0	2.0	0.0	9.6	7.1
0700-0800	18.0	19.0	19.0	21.0	16.0	7.0	2.0	18.6	14.6
0800-0900	34.0	49.0	34.0	25.0	29.0	21.0	12.0	34.2	29.1
0900-1000	28.0	63.0	38.0	20.0	29.0	35.0	21.0	35.6	33.4
1000-1100	20.0	26.0	21.0	15.0	17.0	34.0	34.0	19.8	23.9
1100-1200	21.0	23.0	17.0	10.0	33.0	34.0	33.0	20.8	24.4
1200-1300	19.0	28.0	15.0	22.0	20.0	62.0	27.0	20.8	26.1
1300-1400	22.0	23.0	24.0	14.0	20.0	27.0	37.0	20.6	23.9
1400-1500	23.0	35.0	25.0	27.0	34.0	29.0	19.0	28.8	27.4
1500-1600	56.0	38.0	30.0	30.0	29.0	25.0	23.0	36.6	33.0
1600-1700	30.0	29.0	23.0	30.0	25.0	23.0	31.0	27.4	27.3
1700-1800	32.0	33.0	31.0	29.0	39.0	25.0	21.0	32.8	30.0
1800-1900	26.0	23.0	18.0	20.0	33.0	19.0	19.0	24.0	22.6
1900-2000	12.0	13.0	22.0	26.0	18.0	13.0	12.0	18.2	16.6
2000-2100	9.0	15.0	12.0	11.0	14.0	4.0	10.0	12.2	10.7
2100-2200	5.0	4.0	8.0	11.0	10.0	8.0	9.0	7.6	7.9
2200-2300	5.0	5.0	6.0	4.0	3.0	3.0	2.0	4.6	4.0
2300-2400	0.0	4.0	4.0	1.0	2.0	3.0	1.0	2.2	2.1
Totals	329	389	295	263	324	331	279	320.0	315.7
0700-1900	367	431	344	320	376	358	310	367.6	358.0
0600-0000	372	440	354	325	381	364	313	374.4	364.1
0000-0000	382	445	361	331	386	370	326	381.0	371.6

Daily Classes - Direction 1

Location: Gould Ave Between Frazer St And Morton Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949102

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	6	0.427%	26.8	41.0	34.3	34.7	40.9	41.0	0 0.00%
0100	3	0.213%	31.6	34.6	33.4	34.0	34.6	34.6	0 0.00%
0200	3	0.213%	27.0	33.2	30.4	31.1	33.2	33.2	0 0.00%
0300	1	0.071%	44.0	44.0	44.0	44.0	44.0	44.0	0 0.00%
0400	4	0.284%	28.3	39.0	34.5	35.4	39.0	39.0	0 0.00%
0500	4	0.284%	11.1	40.5	24.9	23.9	40.5	40.5	0 0.00%
0600	21	1.494%	12.9	39.6	29.6	31.7	38.2	39.5	0 0.00%
0700	61	4.339%	9.8	46.2	32.3	33.1	39.2	42.9	0 0.00%
0800	103	7.326%	13.7	52.0	33.0	34.0	39.3	42.3	2 1.94%
0900	138	9.815%	7.0	46.2	33.6	34.0	39.6	43.1	0 0.00%
1000	83	5.903%	21.2	50.1	33.6	33.3	40.1	45.1	1 1.21%
1100	84	5.974%	8.9	49.0	33.6	34.1	40.3	44.4	0 0.00%
1200	92	6.543%	15.0	47.6	32.0	32.8	38.3	43.6	0 0.00%
1300	91	6.472%	12.3	54.5	35.3	35.8	42.0	47.2	2 2.20%
1400	105	7.468%	10.2	47.0	34.1	35.5	41.4	44.2	0 0.00%
1500	126	8.962%	16.7	52.1	36.2	36.3	42.3	45.4	3 2.38%
1600	104	7.397%	10.0	54.8	34.3	34.9	42.8	46.4	3 2.89%
1700	131	9.317%	10.9	53.5	35.4	35.5	41.6	46.4	3 2.29%
1800	85.0	6.046%	7.0	47.5	32.9	33.3	39.9	43.9	0.0 0.00%
1900	61.0	4.339%	11.2	46.9	33.1	33.8	41.5	44.4	0.0 0.00%
2000	49.0	3.485%	11.6	44.5	30.3	30.8	36.7	40.3	0.0 0.00%
2100	25	1.778%	11.3	48.1	31.6	31.7	37.1	45.8	0 0.00%
2200	17.0	1.209%	12.1	40.7	29.1	31.0	37.3	40.7	0.0 0.00%
2300	9.0	0.640%	18.1	44.9	34.1	35.1	44.5	44.9	0.0 0.00%
	1406.0	100.000%	7.9	54.8	33.6	34.2	40.5	44.5	14.0 1.00%

Daily Classes - Direction 2

Location: Gould Ave Between Frazer St And Morton Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949102

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	1	0.084%	19.2	19.2	19.2	19.2	19.2	19.2	0 0.00%
0100	2	0.167%	32.6	34.3	33.5	33.5	34.3	34.3	0 0.00%
0200	1	0.084%	33.8	33.8	33.8	33.8	33.8	33.8	0 0.00%
0300	1	0.084%	36.1	36.1	36.1	36.1	36.1	36.1	0 0.00%
0400	5	0.418%	12.9	41.0	32.2	37.1	41.0	41.0	0 0.00%
0500	21	1.757%	20.9	39.1	31.1	30.8	36.8	39.0	0 0.00%
0600	29	2.427%	5.5	42.8	27.4	28.1	34.9	41.4	0 0.00%
0700	41	3.431%	6.9	40.5	29.4	30.4	34.9	40.4	0 0.00%
0800	101	8.452%	13.7	45.6	33.9	34.6	39.2	44.5	0 0.00%
0900	96	8.033%	7.0	45.1	33.4	33.7	39.3	43.0	0 0.00%
1000	84	7.029%	13.9	52.8	33.5	34.1	39.5	42.3	2 2.38%
1100	87	7.280%	14.7	42.4	31.4	31.0	37.4	40.3	0 0.00%
1200	91	7.615%	5.2	44.8	31.4	32.0	38.0	41.1	0 0.00%
1300	76	6.360%	12.3	47.8	31.4	32.3	38.7	42.5	0 0.00%
1400	87	7.280%	11.1	48.4	33.8	34.6	40.0	44.5	0 0.00%
1500	105	8.787%	10.5	49.6	33.4	33.5	40.5	42.7	0 0.00%
1600	87	7.280%	9.9	47.0	31.6	32.6	39.3	42.0	0 0.00%
1700	79	6.611%	12.7	54.3	33.6	33.8	40.1	44.8	1 1.27%
1800	73.0	6.109%	12.1	43.3	31.3	32.4	37.6	40.8	0.0 0.00%
1900	55.0	4.603%	15.3	46.3	31.7	31.5	38.6	41.4	0.0 0.00%
2000	26.0	2.176%	3.6	40.6	28.5	28.4	37.5	40.5	0.0 0.00%
2100	30	2.510%	23.0	42.3	31.8	31.3	37.8	41.8	0 0.00%
2200	11.0	0.921%	9.2	38.9	28.0	29.3	34.1	38.9	0.0 0.00%
2300	6.0	0.502%	28.6	47.0	34.4	32.2	46.4	47.0	0.0 0.00%
	1195.0	100.000%	3.6	54.3	32.2	32.8	38.7	42.1	3.0 0.25%

Daily Classes - Combined Direction

Location: Gould Ave Between Frazer St And Morton Ave
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	7	0.269%	19.2	41.0	32.1	32.2	40.5	41.0	0 0.00%
0100	5	0.192%	31.6	34.6	33.4	34.0	34.6	34.6	0 0.00%
0200	4	0.154%	27.0	33.8	31.3	32.2	33.8	33.8	0 0.00%
0300	2	0.077%	36.1	44.0	40.1	40.1	44.0	44.0	0 0.00%
0400	9	0.346%	12.9	41.0	33.2	37.1	40.9	41.0	0 0.00%
0500	25	0.961%	11.1	40.5	30.1	30.8	37.6	40.1	0 0.00%
0600	50	1.922%	5.5	42.8	28.3	29.7	36.8	39.8	0 0.00%
0700	102	3.922%	6.9	46.2	31.1	31.8	37.9	41.8	0 0.00%
0800	204	7.843%	13.7	52.0	33.4	34.0	39.1	43.0	2 0.98%
0900	234	8.997%	7.0	46.2	33.5	33.9	39.6	43.0	0 0.00%
1000	167	6.421%	13.9	52.8	33.5	33.7	39.7	44.1	3 1.80%
1100	171	6.574%	8.9	49.0	32.5	32.9	38.9	42.3	0 0.00%
1200	183	7.036%	5.2	47.6	31.7	32.4	38.2	42.1	0 0.00%
1300	167	6.421%	12.3	54.5	33.5	34.0	40.7	45.2	2 1.20%
1400	192	7.382%	10.2	48.4	34.0	35.1	40.5	44.0	0 0.00%
1500	231	8.881%	10.5	52.1	34.9	35.1	40.9	43.8	3 1.30%
1600	191	7.343%	9.9	54.8	33.1	34.0	41.4	45.2	3 1.57%
1700	210	8.074%	10.9	54.3	34.7	34.9	41.0	45.5	4 1.91%
1800	158.0	6.075%	7.0	47.5	32.2	32.9	38.9	42.8	0.0 0.00%
1900	116.0	4.460%	11.2	46.9	32.5	32.7	40.4	43.7	0.0 0.00%
2000	75.0	2.884%	3.6	44.5	29.7	30.2	36.7	40.5	0.0 0.00%
2100	55	2.115%	11.3	48.1	31.7	31.5	37.3	41.6	0 0.00%
2200	28.0	1.077%	9.2	40.7	28.7	30.2	36.5	39.9	0.0 0.00%
2300	15.0	0.577%	18.1	47.0	34.2	33.1	44.8	47.0	0.0 0.00%
	2601.0	100.000%	3.6	54.8	33.0	33.5	39.8	43.4	17.0 0.68%

Weekly Vehicle Counts (Virtual)

Location: Gould Ave Between Morton Ave And Vernon St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949103

Northbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	1.0	0.0	2.0	0.0	1.0	3.0	0.6	1.0	
0100-0200	1.0	0.0	1.0	1.0	0.0	1.0	2.0	0.6	0.9	
0200-0300	0.0	0.0	0.0	1.0	0.0	2.0	2.0	0.2	0.7	
0300-0400	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.2	0.4	
0400-0500	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.6	0.6	
0500-0600	2.0	2.0	1.0	1.0	2.0	0.0	2.0	1.6	1.4	
0600-0700	2.0	5.0	3.0	5.0	8.0	4.0	1.0	4.6	4.0	
0700-0800	17.0	26.0	19.0	20.0	28.0	10.0	1.0	22.0	17.3	
0800-0900	34.0	31.0	22.0	24.0	26.0	8.0	4.0	27.4	21.3	
0900-1000	14.0	37.0	23.0	16.0	19.0	15.0	10.0	21.8	19.1	
1000-1100	19.0	17.0	21.0	15.0	18.0	27.0	11.0	18.0	18.3	
1100-1200	14.0	14.0	12.0	11.0	14.0	24.0	22.0	13.0	15.9	
1200-1300	18.0	20.0	14.0	15.0	13.0	33.0	11.0	16.0	17.7	
1300-1400	14.0	16.0	10.0	12.0	19.0	21.0	25.0	14.2	16.7	
1400-1500	21.0	14.0	11.0	23.0	25.0	19.0	11.0	18.8	17.7	
1500-1600	26.0	25.0	25.0	18.0	15.0	26.0	8.0	21.8	20.4	
1600-1700	21.0	17.0	24.0	18.0	17.0	14.0	12.0	19.4	17.6	
1700-1800	25.0	23.0	28.0	21.0	26.0	14.0	19.0	24.6	22.3	
1800-1900	20.0	6.0	10.0	16.0	22.0	14.0	11.0	14.8	14.1	
1900-2000	12.0	10.0	9.0	14.0	14.0	11.0	9.0	11.8	11.3	
2000-2100	9.0	6.0	3.0	10.0	4.0	5.0	3.0	6.4	5.7	
2100-2200	5.0	7.0	3.0	8.0	5.0	8.0	5.0	5.6	5.9	
2200-2300	0.0	5.0	5.0	1.0	3.0	3.0	3.0	2.8	2.9	
2300-2400	0.0	0.0	0.0	2.0	3.0	6.0	1.0	1.0	1.7	
Totals	243	246	219	209	242	225	145	231.8	218.4	
0700-1900	271	274	237	246	273	250	166	260.2	245.3	
0600-0000	271	279	242	249	279	259	170	264.0	249.9	
0000-0000	274	283	244	256	282	264	181	267.8	254.9	

Southbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	0.0	0.0	0.0	2.0	0.0	2.0	0.4	0.6	
0100-0200	0.0	0.0	0.0	1.0	0.0	0.0	2.0	0.2	0.4	
0200-0300	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.2	0.4	
0300-0400	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.2	0.4	
0400-0500	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.4	0.4	
0500-0600	3.0	1.0	2.0	2.0	1.0	0.0	1.0	1.8	1.4	
0600-0700	1.0	4.0	4.0	6.0	7.0	0.0	0.0	4.4	3.1	
0700-0800	7.0	10.0	10.0	11.0	16.0	5.0	2.0	10.8	8.7	
0800-0900	24.0	33.0	19.0	10.0	14.0	3.0	6.0	19.8	15.4	
0900-1000	10.0	36.0	8.0	9.0	14.0	15.0	10.0	15.4	14.6	
1000-1100	7.0	10.0	6.0	8.0	7.0	11.0	8.0	7.6	8.1	
1100-1200	9.0	6.0	13.0	10.0	14.0	18.0	14.0	10.4	12.0	
1200-1300	7.0	9.0	8.0	11.0	9.0	26.0	14.0	8.8	12.0	
1300-1400	11.0	11.0	5.0	8.0	12.0	15.0	8.0	9.4	10.0	
1400-1500	11.0	14.0	10.0	14.0	13.0	13.0	10.0	12.4	12.1	
1500-1600	11.0	16.0	14.0	9.0	13.0	12.0	15.0	12.6	12.9	
1600-1700	10.0	7.0	9.0	8.0	9.0	17.0	9.0	8.6	9.9	
1700-1800	13.0	17.0	11.0	10.0	15.0	11.0	14.0	13.2	13.0	
1800-1900	11.0	14.0	14.0	8.0	19.0	10.0	9.0	13.2	12.1	
1900-2000	9.0	4.0	4.0	8.0	6.0	8.0	2.0	6.2	5.9	
2000-2100	5.0	3.0	4.0	3.0	5.0	6.0	1.0	4.0	3.9	
2100-2200	5.0	4.0	3.0	5.0	6.0	5.0	5.0	4.6	4.7	
2200-2300	0.0	2.0	2.0	3.0	2.0	2.0	3.0	1.8	2.0	
2300-2400	0.0	0.0	0.0	2.0	1.0	2.0	1.0	0.6	0.9	
Totals	131	183	126	116	155	156	119	142.2	140.9	
0700-1900	151	198	141	138	179	175	127	161.4	158.4	
0600-0000	151	200	143	143	182	179	131	163.8	161.3	
0000-0000	156	201	146	146	186	179	141	167.0	165.0	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	1.0	0.0	2.0	2.0	1.0	5.0	1.0	1.6	
0100-0200	1.0	0.0	1.0	2.0	0.0	1.0	4.0	0.8	1.3	
0200-0300	1.0	0.0	0.0	1.0	0.0	2.0	4.0	0.4	1.1	
0300-0400	0.0	0.0	0.0	1.0	1.0	1.0	3.0	0.4	0.9	
0400-0500	1.0	1.0	1.0	1.0	1.0	0.0	2.0	1.0	1.0	
0500-0600	5.0	3.0	3.0	3.0	3.0	0.0	3.0	3.4	2.9	
0600-0700	3.0	9.0	7.0	11.0	15.0	4.0	1.0	9.0	7.1	
0700-0800	24.0	36.0	29.0	31.0	44.0	15.0	3.0	32.8	26.0	
0800-0900	58.0	64.0	40.0	34.0	40.0	11.0	10.0	47.2	36.7	
0900-1000	24.0	73.0	31.0	25.0	33.0	30.0	20.0	37.2	33.7	
1000-1100	26.0	27.0	27.0	23.0	25.0	38.0	19.0	25.6	26.4	
1100-1200	23.0	20.0	25.0	21.0	28.0	42.0	36.0	23.4	27.9	
1200-1300	25.0	29.0	22.0	26.0	22.0	69.0	25.0	24.8	29.7	
1300-1400	25.0	27.0	15.0	20.0	31.0	36.0	33.0	23.6	26.7	
1400-1500	32.0	28.0	21.0	37.0	38.0	32.0	21.0	31.2	29.9	
1500-1600	37.0	41.0	39.0	27.0	28.0	36.0	23.0	34.4	33.3	
1600-1700	31.0	24.0	33.0	26.0	26.0	31.0	21.0	28.0	27.4	
1700-1800	38.0	40.0	39.0	31.0	41.0	25.0	33.0	37.8	35.3	
1800-1900	31.0	20.0	24.0	24.0	41.0	24.0	20.0	28.0	26.3	
1900-2000	21.0	14.0	13.0	22.0	20.0	19.0	11.0	18.0	17.1	
2000-2100	14.0	9.0	7.0	13.0	9.0	11.0	4.0	10.4	9.6	
2100-2200	10.0	11.0	6.0	13.0	11.0	10.0	13.0	10.2	10.6	
2200-2300	0.0	7.0	7.0	4.0	5.0	5.0	6.0	4.6	4.9	
2300-2400	0.0	0.0	0.0	4.0	4.0	8.0	2.0	1.6	2.6	
Totals	374	429	345	325	397	381	264	374.0	359.3	
0700-1900	422	472	378	384	452	425	293	421.6	403.7	
0600-0000	422	479	385	392	461	438	301	427.8	411.1	
0000-0000	430	484	390	402	468	443	322	434.8	419.9	

Daily Classes - Direction 1

Location: Gould Ave Between Morton Ave And Vernon St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949103

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	7	0.392%	26.6	52.2	39.3	40.7	50.9	52.2	1 14.29%
0100	6	0.336%	22.5	53.6	36.1	35.2	53.3	53.6	1 16.67%
0200	5	0.280%	16.6	43.3	25.9	23.9	43.3	43.3	0 0.00%
0300	3	0.168%	21.2	37.1	29.3	29.5	37.1	37.1	0 0.00%
0400	4	0.224%	28.3	45.7	39.4	41.8	45.7	45.7	0 0.00%
0500	10	0.561%	28.8	48.1	36.7	34.0	46.1	48.1	0 0.00%
0600	28	1.570%	17.1	53.0	34.4	33.2	43.7	51.1	1 3.57%
0700	121	6.783%	14.8	71.4	39.1	39.6	46.5	54.3	9 7.44%
0800	149	8.352%	13.2	67.0	38.6	38.3	47.5	55.4	13 8.73%
0900	134	7.511%	13.7	72.6	37.6	37.9	46.2	57.0	13 9.70%
1000	128	7.175%	11.4	64.5	38.6	39.1	48.2	55.9	14 10.94%
1100	111	6.222%	14.8	66.2	38.9	38.7	47.6	58.9	11 9.91%
1200	124	6.951%	12.6	70.6	38.7	38.4	48.6	58.9	15 12.10%
1300	117	6.558%	12.3	69.0	39.1	40.1	50.5	55.7	18 15.38%
1400	124	6.951%	9.2	84.3	39.5	38.8	50.8	62.0	23 18.55%
1500	143	8.016%	10.7	76.6	40.4	38.9	50.6	65.7	23 16.08%
1600	123	6.895%	11.3	68.7	40.3	39.6	49.4	59.7	18 14.63%
1700	156	8.744%	8.1	65.3	36.3	37.3	45.3	51.6	11 7.05%
1800	99.0	5.549%	5.5	59.6	36.7	37.1	47.3	53.6	12.0 12.12%
1900	79.0	4.428%	15.6	55.1	37.1	37.3	44.1	54.4	7.0 8.86%
2000	40.0	2.242%	12.0	54.8	35.5	35.2	47.4	53.1	2.0 5.00%
2100	41	2.298%	8.1	52.7	35.7	37.6	42.4	47.5	1 2.44%
2200	20.0	1.121%	23.0	52.1	34.9	34.1	41.0	52.0	2.0 10.00%
2300	12.0	0.673%	26.4	45.6	34.2	33.8	39.2	45.6	0.0 0.00%
1784.0 100.000%		5.5	84.3	38.2	38.2	47.9	55.0	195.0	10.93%

Daily Classes - Direction 2

Location: Gould Ave Between Morton Ave And Vernon St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949103

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	4	0.346%	26.4	40.2	32.2	31.1	40.2	40.2	0 0.00%
0100	3	0.260%	20.7	51.9	37.8	40.7	51.9	51.9	1 33.33%
0200	3	0.260%	21.2	28.2	23.7	21.8	28.2	28.2	0 0.00%
0300	3	0.260%	20.0	34.6	28.9	32.2	34.6	34.6	0 0.00%
0400	3	0.260%	22.5	43.5	32.3	30.8	43.5	43.5	0 0.00%
0500	10	0.866%	22.7	44.9	28.5	24.9	40.7	44.9	0 0.00%
0600	22	1.905%	22.6	72.0	34.2	31.1	43.3	68.2	1 4.55%
0700	61	5.281%	6.3	51.8	32.9	32.9	44.7	47.2	1 1.64%
0800	108	9.351%	14.6	51.0	37.1	38.5	45.2	49.1	3 2.78%
0900	102	8.831%	17.9	61.4	37.7	38.2	44.7	51.2	5 4.90%
1000	57	4.935%	24.0	65.6	37.5	36.9	45.8	54.5	3 5.26%
1100	84	7.273%	3.8	64.7	34.6	34.0	44.3	50.9	5 5.95%
1200	84	7.273%	7.0	54.3	34.5	34.2	44.7	50.2	4 4.76%
1300	70	6.061%	14.1	56.0	35.7	36.2	45.0	54.4	5 7.14%
1400	85	7.359%	14.6	59.8	38.4	38.7	46.0	55.4	7 8.24%
1500	90	7.792%	10.4	56.7	35.1	35.8	44.2	48.6	2 2.22%
1600	69	5.974%	16.0	57.7	35.2	35.5	45.0	50.2	4 5.80%
1700	91	7.879%	5.1	55.3	35.7	39.2	46.2	51.9	8 8.79%
1800	85.0	7.359%	8.1	63.1	34.6	36.0	43.5	48.8	3.0 3.53%
1900	41.0	3.550%	13.8	61.4	37.0	37.4	45.1	55.5	2.0 4.88%
2000	27.0	2.338%	15.5	52.0	33.5	34.2	46.0	51.5	2.0 7.41%
2100	33	2.857%	14.1	46.2	31.3	31.0	39.4	46.1	0 0.00%
2200	14.0	1.212%	17.7	42.1	32.7	33.9	39.0	42.1	0.0 0.00%
2300	6.0	0.519%	25.5	39.3	34.8	35.7	39.2	39.3	0.0 0.00%
1155.0 100.000%		3.8	72.0	35.5	35.8	44.8	49.9	56.0	4.85%

Daily Classes - Combined Direction

Location: Gould Ave Between Morton Ave And Vernon St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	11	0.374%	26.4	52.2	36.7	39.4	47.2	52.2	1 9.09%
0100	9	0.306%	20.7	53.6	36.6	36.0	52.7	53.6	2 22.22%
0200	8	0.272%	16.6	43.3	25.1	22.9	38.1	43.3	0 0.00%
0300	6	0.204%	20.0	37.1	29.1	30.9	37.0	37.1	0 0.00%
0400	7	0.238%	22.5	45.7	36.3	41.2	45.3	45.7	0 0.00%
0500	20	0.681%	22.7	48.1	32.6	32.4	44.6	47.9	0 0.00%
0600	50	1.701%	17.1	72.0	34.3	33.0	43.6	50.7	2 4.00%
0700	182	6.193%	6.3	71.4	37.1	37.3	46.0	51.6	10 5.50%
0800	257	8.744%	13.2	67.0	37.9	38.3	46.6	50.9	16 6.23%
0900	236	8.030%	13.7	72.6	37.6	38.2	45.3	53.4	18 7.63%
1000	185	6.295%	11.4	65.6	38.3	38.2	47.3	55.3	17 9.19%
1100	195	6.635%	3.8	66.2	37.1	36.2	46.8	54.1	16 8.21%
1200	208	7.077%	7.0	70.6	37.0	36.3	47.0	54.9	19 9.14%
1300	187	6.363%	12.3	69.0	37.8	39.1	48.6	54.5	23 12.30%
1400	209	7.111%	9.2	84.3	39.1	38.7	49.3	59.6	30 14.35%
1500	233	7.928%	10.4	76.6	38.4	37.3	48.1	55.3	25 10.73%
1600	192	6.533%	11.3	68.7	38.5	38.5	48.4	55.4	22 11.46%
1700	247	8.404%	5.1	65.3	36.1	38.2	45.5	51.7	19 7.69%
1800	184.0	6.261%	5.5	63.1	35.7	36.2	44.5	52.6	15.0 8.15%
1900	120.0	4.083%	13.8	61.4	37.0	37.4	44.6	54.2	9.0 7.50%
2000	67.0	2.280%	12.0	54.8	34.7	35.1	46.0	51.5	4.0 5.97%
2100	74	2.518%	8.1	52.7	33.7	36.5	41.7	46.8	1 1.35%
2200	34.0	1.157%	17.7	52.1	34.0	33.9	40.7	51.5	2.0 5.88%
2300	18.0	0.612%	25.5	45.6	34.4	34.5	38.9	45.6	0.0 0.00%
2939.0 100.000%		3.8	84.3	37.1	37.3	46.4	53.3	251.0	8.54%

Weekly Vehicle Counts (Virtual)

Location: Frazer Street Between Canterbury Rd And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949104

Eastbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	11.0	10.0	11.0	14.0	19.0	47.0	44.0	13.0	22.3	
0100-0200	10.0	6.0	12.0	20.0	16.0	39.0	27.0	12.8	18.6	
0200-0300	11.0	13.0	13.0	15.0	16.0	21.0	25.0	13.6	16.3	
0300-0400	13.0	14.0	13.0	18.0	19.0	17.0	20.0	15.4	16.3	
0400-0500	39.0	42.0	39.0	40.0	35.0	16.0	19.0	39.0	32.9	
0500-0600	135.0	130.0	136.0	131.0	130.0	52.0	23.0	132.4	105.3	
0600-0700	264.0	324.0	279.0	267.0	265.0	92.0	46.0	279.8	219.6	
0700-0800	410.0	463.0	417.0	436.0	398.0	155.0	67.0	425.8	335.9	
0800-0900	421.0	359.0	397.0	425.0	416.0	244.0	108.0	403.6	338.6	
0900-1000	376.0	401.0	252.0	229.0	280.0	299.0	210.0	307.6	292.4	
1000-1100	243.0	331.0	232.0	228.0	238.0	320.0	268.0	254.4	265.7	
1100-1200	229.0	217.0	213.0	228.0	252.0	334.0	269.0	227.8	248.9	
1200-1300	208.0	248.0	205.0	254.0	249.0	378.0	271.0	232.8	259.0	
1300-1400	179.0	236.0	214.0	212.0	238.0	293.0	250.0	215.8	231.7	
1400-1500	190.0	258.0	199.0	247.0	257.0	303.0	213.0	230.2	238.1	
1500-1600	265.0	283.0	225.0	244.0	291.0	241.0	228.0	261.6	253.9	
1600-1700	256.0	303.0	254.0	280.0	309.0	205.0	201.0	280.4	258.3	
1700-1800	253.0	289.0	257.0	290.0	317.0	225.0	194.0	281.2	260.7	
1800-1900	233.0	220.0	195.0	260.0	333.0	201.0	147.0	248.2	227.0	
1900-2000	149.0	148.0	133.0	193.0	240.0	169.0	119.0	172.6	164.4	
2000-2100	79.0	107.0	80.0	97.0	116.0	115.0	85.0	95.8	97.0	
2100-2200	62.0	74.0	62.0	89.0	97.0	89.0	59.0	78.8	77.4	
2200-2300	38.0	45.0	55.0	53.0	56.0	81.0	58.0	49.4	55.1	
2300-2400	19.0	20.0	23.0	34.0	62.0	63.0	19.0	31.6	34.3	
Totals										
0700-1900	3263	3613	3060	3333	3578	3198	2426	3369.4	3210.1	
0600-2200	3817	4266	3614	3989	4296	3663	2735	3996.4	3768.6	
0600-0000	3874	4331	3692	4076	4414	3807	2812	4077.4	3858.0	
0000-0000	4093	4546	3916	4314	4649	3999	2970	4303.6	4069.6	

Westbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	14.0	15.0	17.0	41.0	36.0	40.0	52.0	24.6	30.7	
0100-0200	11.0	4.0	12.0	22.0	37.0	29.0	41.0	17.2	22.3	
0200-0300	4.0	5.0	6.0	15.0	21.0	18.0	19.0	10.2	12.6	
0300-0400	0.0	1.0	5.0	6.0	8.0	10.0	12.0	4.0	6.0	
0400-0500	10.0	5.0	7.0	7.0	9.0	17.0	14.0	7.6	9.9	
0500-0600	17.0	22.0	23.0	17.0	30.0	13.0	11.0	21.8	19.0	
0600-0700	59.0	77.0	59.0	65.0	70.0	37.0	9.0	66.0	53.7	
0700-0800	142.0	154.0	144.0	126.0	119.0	55.0	18.0	137.0	108.3	
0800-0900	226.0	239.0	195.0	189.0	201.0	108.0	65.0	210.0	174.7	
0900-1000	157.0	247.0	137.0	148.0	174.0	166.0	99.0	172.6	161.1	
1000-1100	163.0	170.0	131.0	158.0	163.0	243.0	175.0	157.0	171.9	
1100-1200	176.0	221.0	182.0	180.0	210.0	306.0	195.0	193.8	209.1	
1200-1300	187.0	209.0	170.0	196.0	214.0	332.0	243.0	195.2	221.6	
1300-1400	160.0	214.0	224.0	165.0	271.0	364.0	239.0	206.8	233.9	
1400-1500	236.0	297.0	259.0	265.0	323.0	282.0	224.0	276.0	269.4	
1500-1600	289.0	375.0	334.0	334.0	370.0	262.0	245.0	340.4	315.6	
1600-1700	394.0	331.0	347.0	326.0	402.0	252.0	210.0	342.0	310.3	
1700-1800	348.0	362.0	357.0	363.0	377.0	248.0	197.0	361.4	321.7	
1800-1900	245.0	247.0	210.0	230.0	294.0	188.0	179.0	245.2	227.6	
1900-2000	204.0	152.0	133.0	153.0	192.0	152.0	112.0	166.8	156.9	
2000-2100	108.0	136.0	96.0	124.0	151.0	115.0	107.0	123.0	119.6	
2100-2200	71.0	92.0	87.0	116.0	117.0	105.0	77.0	96.6	95.0	
2200-2300	69.0	63.0	93.0	70.0	112.0	91.0	61.0	81.4	79.9	
2300-2400	31.0	34.0	54.0	33.0	64.0	72.0	18.0	43.2	43.7	
Totals										
0700-1900	2633	3066	2690	2680	3118	2800	2089	2837.4	2725.1	
0600-2200	3075	3523	3065	3138	3648	3209	2394	3289.8	3150.3	
0600-0000	3175	3620	3212	3241	3824	3372	2473	3414.4	3273.9	
0000-0000	3231	3672	3282	3349	3965	3499	2622	3499.8	3374.3	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS												
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages				
								1 - 5	1 - 7			
0000-0100	25.0	25.0	28.0	55.0	55.0	87.0	96.0	37.6	53.0			
0100-0200	21.0	10.0	24.0	42.0	53.0	68.0	68.0	30.0	40.9			
0200-0300	15.0	18.0	19.0	30.0	37.0	39.0	44.0	23.8	28.9			
0300-0400	13.0	15.0	18.0	24.0	27.0	27.0	32.0	19.4	22.3			
0400-0500	49.0	47.0	46.0	47.0	44.0	33.0	33.0	46.6	42.7			
0500-0600	152.0	152.0	159.0	148.0	160.0	65.0	34.0	154.2	124.3			
0600-0700	323.0	401.0	338.0	332.0	335.0	129.0	55.0	345.8	273.3			
0700-0800	552.0	622.0	561.0	562.0	517.0	210.0	85.0	562.8	444.1			
0800-0900	647.0	598.0	592.0	614.0	617.0	352.0	173.0	613.6	513.3			
0900-1000	533.0	648.0	389.0	377.0	454.0	465.0	309.0	480.2	453.6			
1000-1100	406.0	501.0	363.0	386.0	401.0	563.0	443.0	411.4	437.6			
1100-1200	405.0	438.0	395.0	408.0	462.0	634.0	464.0	421.6	458.0			
1200-1300	395.0	467.0	375.0	450.0	463.0	710.0	514.0	428.0	480.6			
1300-1400	339.0	450.0	438.0	377.0	509.0	657.0	489.0	422.6	465.6			
1400-1500	426.0	555.0	458.0	512.0	580.0	585.0	437.0	506.2	507.6			
1500-1600	554.0	658.0	559.0	578.0	661.0	503.0	473.0	602.0	569.4			
1600-1700	560.0	634.0	601.0	606.0	711.0	457.0	411.0	622.4	568.6			
1700-1800	601.0	651.0	614.0	653.0	694.0	473.0	391.0	642.6	592.4			
1800-1900	478.0	467.0	405.0	490.0	627.0	389.0	326.0	493.4	454.6			
1900-2000	353.0	300.0	266.0	346.0	432.0	321.0	231.0	339.4	321.3			
2000-2100	187.0	243.0	176.0	221.0	267.0	230.0	192.0	218.8	216.6			
2100-2200	133.0	166.0	149.0	215.0	214.0	194.0	136.0	175.4	172.4			
2200-2300	107.0	108.0	148.0	123.0	168.0	172.0	119.0	130.8	135.0			
2300-2400	50.0	54.0	77.0	67.0	126.0	135.0	37.0	74.8	78.0			
Totals												
0700-1900	5896	6679	5750	6013	6696	5998	4515	6206.8	5935.3			
0600-2200	6892	7789	6679	7127	7944	6872	5129	7286.2	6918.9			
0600-0000	7049	7951	6904	7317	8238	7179	5285	7491.8	7131.9			
0000-0000	7324	8218	7198	7663	8614	7498	5592	7803.4	7443.9			

Daily Classes - Direction 1

Location: Frazer Street Between Canterbury Rd And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949104

Eastbound										
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	156	0.548%	26.8	73.3	50.8	50.9	57.8	63.0	88	56.41%
0100	130	0.456%	32.2	68.7	52.6	52.5	60.0	63.4	90	69.23%
0200	114	0.400%	27.0	76.7	50.7	51.0	57.4	61.9	67	58.77%
0300	114	0.400%	21.0	79.8	50.9	51.6	57.4	67.8	72	63.16%
0400	230	0.807%	30.2	82.1	54.0	53.1	61.1	69.4	156	67.83%
0500	737	2.587%	17.2	75.2	51.0	51.1	57.6	61.4	415	56.31%
0600	1537	5.395%	8.2	74.3	47.0	47.2	53.3	57.4	476	30.97%
0700	2351	8.253%	16.6	78.1	45.9	45.9	51.8	55.9	586	24.93%
0800	2370	8.320%	3.6	66.7	43.8	44.6	51.1	55.0	470	19.83%
0900	2047	7.186%	5.0	67.2	45.0	46.1	52.0	55.6	513	25.06%
1000	1860	6.529%	7.8	71.6	46.7	46.8	52.6	56.5	527	28.33%
1100	1742	6.115%	12.6	71.1	47.2	47.3	52.9	57.0	530	30.42%
1200	1813	6.364%	8.4	69.4	47.2	47.3	53.1	57.1	557	30.72%
1300	1622	5.694%	12.0	75.2	48.3	48.4	54.4	58.0	617	38.04%
1400	1667	5.852%	11.0	110.4	47.9	47.7	53.6	57.2	564	33.83%
1500	1777	6.238%	21.0	73.5	47.1	47.0	52.6	56.7	509	28.64%
1600	1808	6.347%	12.4	68.9	47.7	47.9	53.8	57.4	623	34.46%
1700	1825	6.406%	12.8	70.2	47.3	47.5	52.9	57.4	562	30.79%
1800	1589.0	5.578%	12.1	84.5	46.9	47.3	53.1	56.7	491.0	30.90%
1900	1151.0	4.040%	7.8	72.6	45.6	45.9	52.6	56.8	284.0	24.67%
2000	679.0	2.384%	11.8	88.0	47.4	47.3	54.5	58.9	238.0	35.05%
2100	542	1.903%	16.1	68.0	47.9	47.9	54.3	59.3	203	37.45%
2200	386.0	1.355%	18.6	72.5	48.7	49.0	55.3	60.1	162.0	41.97%
2300	240.0	0.842%	16.8	97.6	48.2	48.4	56.0	62.4	99.0	41.25%
28487.0		100.000%	3.6	110.4	46.9	47.2	53.3	57.4	8899.0	31.24%

Daily Classes - Direction 2

Location: Frazer Street Between Canterbury Rd And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949104

Westbound										
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	215	0.910%	12.0	72.8	47.8	47.5	54.1	59.3	76	35.35%
0100	156	0.660%	28.9	64.3	48.2	48.2	54.1	57.8	53	33.97%
0200	88	0.373%	29.0	70.9	49.5	49.2	57.3	62.7	41	46.59%
0300	42	0.178%	32.7	65.6	48.7	49.1	53.3	63.0	16	38.10%
0400	69	0.292%	24.2	72.5	50.1	50.6	55.8	61.8	38	55.07%
0500	133	0.563%	24.2	63.1	48.8	49.0	54.8	59.5	58	43.61%
0600	376	1.592%	5.0	68.5	47.6	48.6	53.7	58.8	144	38.30%
0700	758	3.209%	16.2	80.1	46.6	46.6	52.7	56.7	216	28.50%
0800	1223	5.178%	1.0	66.5	45.1	45.4	51.5	55.4	254	20.77%
0900	1128	4.776%	3.0	72.1	45.4	46.1	51.5	55.2	245	21.72%
1000	1203	5.093%	7.8	78.5	46.6	46.6	52.2	55.9	305	25.35%
1100	1464	6.198%	6.9	80.9	46.3	46.4	52.0	55.6	373	25.48%
1200	1551	6.566%	15.3	70.8	46.2	46.3	51.7	55.5	373	24.05%
1300	1637	6.931%	2.3	77.7	46.9	47.0	52.6	56.5	458	27.98%
1400	1886	7.985%	6.5	110.4	45.8	45.9	51.7	55.1	427	22.64%
1500	2209	9.352%	3.6	81.0	45.1	45.2	51.1	55.4	438	19.83%
1600	2172	9.196%	3.1	76.9	45.9	46.1	51.5	54.5	487	22.42%
1700	2252	9.534%	5.5	69.9	45.3	45.5	51.1	54.5	439	19.49%
1800	1593.0	6.744%	15.1	71.1	45.3	45.4	51.3	55.1	335.0	21.03%
1900	1098.0	4.649%	15.9	77.2	44.9	44.8	51.3	55.1	210.0	19.13%
2000	837.0	3.544%	13.4	77.4	45.9	46.1	52.0	56.3	205.0	24.49%
2100	665	2.815%	16.4	70.1	46.5	46.8	52.6	56.0	192	28.87%
2200	559.0	2.367%	17.6	69.1	46.7	47.0	53.1	56.5	183.0	32.74%
2300	306.0	1.266%	15.2	69.6	46.6	47.2	52.7	55.4	85.0	27.78%
	23620.0	100.000%	1.0	110.4	45.9	46.1	51.8	55.6	5851.0	23.92%

Daily Classes - Combined Direction

Location: Frazer Street Between Canterbury Rd And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined										
Time	Bin		Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	371	0.712%	12.0	73.3	49.0	49.0	56.0	60.2	164	44.20%
0100	286	0.549%	28.9	68.7	50.2	50.0	57.1	61.8	143	50.00%
0200	202	0.388%	27.0	76.7	50.2	50.6	57.3	62.2	108	53.47%
0300	156	0.299%	21.0	79.8	50.3	50.9	57.1	64.6	88	56.41%
0400	299	0.574%	24.2	82.1	53.1	52.2	60.5	67.9	194	64.88%
0500	870	1.670%	17.2	75.2	50.6	50.8	57.3	61.1	473	54.37%
0600	1913	3.671%	5.0	74.3	47.1	47.5	53.5	57.6	620	32.41%
0700	3109	5.967%	16.2	80.1	46.1	46.1	52.0	56.2	802	25.80%
0800	3593	6.895%	1.0	66.7	44.2	45.0	51.1	55.3	724	20.15%
0900	3175	6.093%	3.0	72.1	45.1	46.1	51.8	55.5	758	23.87%
1000	3063	5.878%	7.8	78.5	46.7	46.8	52.4	56.3	832	27.16%
1100	3206	6.153%	6.9	80.9	46.8	47.0	52.4	56.3	903	28.17%
1200	3364	6.456%	8.4	70.8	46.7	46.8	52.6	56.5	930	27.65%
1300	3259	6.254%	2.3	77.7	47.6	47.7	53.5	57.4	1075	32.99%
1400	3553	6.819%	6.5	110.4	46.8	46.8	52.6	56.4	991	27.89%
1500	3986	7.650%	3.6	81.0	46.0	46.1	51.7	56.2	947	23.76%
1600	3980	7.638%	3.1	76.9	46.7	47.0	52.6	56.2	1110	27.89%
1700	4077	7.824%	5.5	70.2	46.2	46.4	52.0	55.8	1001	24.55%
1800	3182.0	6.107%	12.1	84.5	46.1	46.3	52.4	56.2	826.0	25.96%
1900	2249.0	4.316%	7.8	77.2	45.3	45.2	51.8	56.2	494.0	21.97%
2000	1516.0	2.909%	11.8	88.0	46.6	46.6	53.3	57.8	443.0	29.22%
2100	1207	2.315%	16.1	70.1	47.1	47.3	53.3	57.4	395	32.73%
2200	945.0	1.814%	17.6	72.5	47.5	47.9	54.2	58.3	345.0	36.51%
2300	546.0	1.048%	15.2	97.6	47.3	47.7	54.2	58.5	184.0	33.70%
	52107.0	100.000%	1.0	110.4	46.5	46.6	52.6	56.7	14550.0	27.92%

Weekly Vehicle Counts (Virtual)

Location: Vernon Street Between Gould Ave And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949105

Northbound DIRECTION 1									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	0.0	0.0	0.0	4.0	0.0	1.0	1.0	0.8	0.9
0100-0200	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.2	0.1
0200-0300	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.2	0.3
0300-0400	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.3	0.3
0400-0500	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.2	0.1
0500-0600	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.6	0.6
0600-0700	0.0	1.0	2.0	1.0	3.0	2.0	1.0	1.4	1.4
0700-0800	7.0	5.0	8.0	7.0	4.0	1.0	0.0	6.2	4.6
0800-0900	13.0	18.0	8.0	11.0	15.0	1.0	0.0	13.0	9.4
0900-1000	5.0	51.0	4.0	9.0	6.0	3.0	3.0	15.0	11.6
1000-1100	5.0	7.0	4.0	6.0	5.0	9.0	10.0	5.4	6.6
1100-1200	7.0	2.0	8.0	9.0	6.0	12.0	9.0	6.4	7.6
1200-1300	4.0	2.0	8.0	6.0	5.0	13.0	7.0	5.0	6.4
1300-1400	8.0	11.0	5.0	5.0	7.0	13.0	5.0	7.2	7.7
1400-1500	6.0	7.0	4.0	9.0	9.0	6.0	5.0	7.0	6.6
1500-1600	4.0	5.0	4.0	5.0	7.0	7.0	6.0	5.0	5.4
1600-1700	7.0	3.0	4.0	3.0	2.0	8.0	8.0	3.8	5.0
1700-1800	12.0	8.0	8.0	10.0	10.0	6.0	12.0	9.6	9.4
1800-1900	7.0	8.0	11.0	6.0	10.0	10.0	6.0	8.4	8.3
1900-2000	4.0	3.0	3.0	6.0	4.0	6.0	6.0	4.0	4.6
2000-2100	1.0	3.0	3.0	2.0	2.0	2.0	2.2	2.1	2.1
2100-2200	3.0	4.0	4.0	2.0	1.0	5.0	2.0	2.8	3.0
2200-2300	1.0	0.0	0.0	1.0	2.0	5.0	2.0	0.8	1.6
2300-2400	0.0	1.0	1.0	0.0	2.0	3.0	0.0	0.8	1.0
Totals	85	127	76	86	86	89	71	92.0	88.6
0600-2200	93	138	88	97	96	104	82	102.4	99.7
0600-0000	94	139	89	98	100	112	84	104.0	102.3
0000-0000	96	140	89	104	101	113	89	106.0	104.6

Southbound DIRECTION 2									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	0.0	0.0	0.0	2.0	0.0	3.0	2.0	0.4	1.0
0100-0200	2.0	0.0	0.0	0.0	0.0	0.0	1.0	0.4	0.4
0200-0300	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.2	0.3
0300-0400	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.4	0.3
0400-0500	0.0	3.0	1.0	1.0	1.0	1.0	0.0	1.2	1.0
0500-0600	0.0	5.0	2.0	1.0	4.0	0.0	1.0	2.4	1.9
0600-0700	3.0	5.0	5.0	6.0	7.0	3.0	3.0	5.2	4.6
0700-0800	8.0	7.0	9.0	15.0	14.0	3.0	3.0	10.6	8.4
0800-0900	10.0	9.0	4.0	17.0	15.0	5.0	2.0	11.0	8.9
0900-1000	11.0	22.0	15.0	10.0	6.0	7.0	2.0	12.8	10.4
1000-1100	11.0	10.0	6.0	9.0	3.0	16.0	7.0	7.8	8.9
1100-1200	4.0	3.0	6.0	7.0	4.0	12.0	15.0	4.8	7.3
1200-1300	4.0	11.0	12.0	6.0	8.0	9.0	7.0	8.2	8.1
1300-1400	6.0	8.0	3.0	3.0	3.0	9.0	15.0	4.6	6.7
1400-1500	7.0	4.0	5.0	14.0	10.0	7.0	5.0	8.0	7.4
1500-1600	9.0	9.0	7.0	7.0	7.0	8.0	6.0	7.8	7.6
1600-1700	9.0	6.0	11.0	5.0	6.0	7.0	4.0	7.4	6.9
1700-1800	9.0	7.0	9.0	5.0	12.0	12.0	6.0	8.4	8.6
1800-1900	7.0	3.0	7.0	7.0	10.0	8.0	3.0	6.8	6.4
1900-2000	5.0	2.0	4.0	4.0	7.0	3.0	10.0	4.4	5.0
2000-2100	4.0	4.0	2.0	5.0	1.0	7.0	4.0	3.2	3.9
2100-2200	2.0	4.0	2.0	3.0	3.0	1.0	1.0	2.8	2.3
2200-2300	1.0	0.0	2.0	0.0	5.0	3.0	0.0	1.6	1.6
2300-2400	0.0	1.0	0.0	1.0	1.0	3.0	0.0	0.6	0.9
Totals	95	99	94	105	98	103	75	98.2	95.6
0700-1900	109	114	107	123	116	117	93	113.8	111.3
0600-0000	110	115	109	124	122	123	93	116.0	113.7
0000-0000	113	123	113	129	127	127	98	121.0	118.6

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	0.0	0.0	0.0	6.0	0.0	4.0	3.0	1.2	1.9
0100-0200	2.0	0.0	0.0	0.0	1.0	0.0	1.0	0.6	0.6
0200-0300	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.4	0.6
0300-0400	0.0	0.0	1.0	1.0	0.0	0.0	2.0	0.4	0.6
0400-0500	0.0	3.0	1.0	2.0	1.0	1.0	0.0	1.4	1.1
0500-0600	1.0	6.0	2.0	2.0	4.0	0.0	2.0	3.0	2.4
0600-0700	3.0	6.0	7.0	7.0	10.0	5.0	4.0	6.6	6.0
0700-0800	15.0	12.0	17.0	22.0	18.0	4.0	3.0	16.8	13.0
0800-0900	23.0	27.0	12.0	28.0	30.0	6.0	2.0	24.0	18.3
0900-1000	16.0	73.0	19.0	19.0	12.0	10.0	5.0	27.8	22.0
1000-1100	16.0	17.0	10.0	15.0	8.0	25.0	17.0	13.2	15.4
1100-1200	11.0	5.0	14.0	16.0	10.0	24.0	24.0	11.2	14.9
1200-1300	8.0	13.0	20.0	12.0	13.0	22.0	14.0	13.2	14.6
1300-1400	14.0	19.0	8.0	8.0	10.0	22.0	20.0	11.8	14.4
1400-1500	13.0	11.0	9.0	23.0	19.0	13.0	10.0	15.0	14.0
1500-1600	13.0	14.0	11.0	12.0	14.0	15.0	12.0	12.8	13.0
1600-1700	16.0	9.0	15.0	8.0	8.0	15.0	12.0	11.2	11.9
1700-1800	21.0	15.0	17.0	15.0	22.0	18.0	18.0	18.0	18.0
1800-1900	14.0	11.0	18.0	13.0	20.0	18.0	9.0	15.2	14.7
1900-2000	9.0	5.0	7.0	10.0	11.0	9.0	16.0	8.4	9.6
2000-2100	5.0	7.0	5.0	7.0	3.0	9.0	6.0	5.4	6.0
2100-2200	5.0	6.0	6.0	5.0	4.0	6.0	3.0	5.6	5.3
2200-2300	2.0	0.0	2.0	1.0	7.0	8.0	2.0	2.4	3.1
2300-2400	0.0	2.0	1.0	1.0	3.0	6.0	0.0	1.4	1.9
Totals	180	226	170	191	184	192	146	190.2	184.1
0700-1900	202	252	195	220	212	221	175	216.2	211.0
0600-0000	204	254	198	222	222	235	177	220.0	216.0
0000-0000	209	263	202	233	228	240	187	227.0	223.1

Daily Classes - Direction 1

Location: Vernon Street Between Gould Ave And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949105

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	6	0.820%	7.5	41.4	21.4	18.4	40.8	41.4	0 0.00%
0100	1	0.137%	42.9	42.9	42.9	42.9	42.9	0 0.00%	
0200	2	0.273%	31.9	49.6	40.7	40.7	49.6	49.6	0 0.00%
0300	2	0.273%	10.0	40.8	25.4	25.5	40.8	40.8	0 0.00%
0400	1	0.137%	35.5	35.5	35.5	35.5	35.5	35.5	0 0.00%
0500	4	0.546%	15.8	41.1	31.6	34.8	41.1	41.1	0 0.00%
0600	10	1.366%	22.6	47.0	32.1	31.6	40.9	47.0	0 0.00%
0700	32	4.372%	16.9	52.5	36.4	38.5	43.9	50.5	1 3.13%
0800	66	9.016%	18.6	58.0	39.5	39.8	47.9	54.1	8 12.12%
0900	81	11.070%	5.3	58.1	36.7	38.0	48.1	52.4	9 11.11%
1000	46	6.284%	9.3	67.6	32.2	31.4	45.0	57.1	3 6.52%
1100	53	7.240%	10.2	52.3	35.6	35.6	48.7	51.8	6 11.32%
1200	45	6.148%	11.6	65.8	39.7	41.6	49.2	57.7	5 11.11%
1300	54	7.377%	13.0	60.9	39.7	40.8	51.7	57.3	9 16.67%
1400	46	6.284%	15.7	65.5	38.2	39.4	46.3	58.5	3 6.52%
1500	38	5.191%	13.5	56.3	39.9	41.0	50.8	55.1	6 15.79%
1600	35	4.781%	11.0	70.4	37.8	38.7	49.5	57.0	5 14.29%
1700	66	9.016%	12.7	60.8	36.1	37.4	48.2	51.6	3 4.55%
1800	58.0	7.923%	8.5	49.3	36.4	38.8	45.0	46.9	0.0 0.00%
1900	32.0	4.372%	14.7	57.7	38.4	39.6	48.8	55.1	3.0 9.38%
2000	15.0	2.049%	10.6	51.8	33.2	33.1	49.3	51.8	2.0 13.33%
2100	21	2.869%	8.9	57.2	29.5	28.8	40.4	55.7	1 4.76%
2200	11.0	1.503%	22.7	50.6	36.7	36.9	47.8	50.6	1.0 9.09%
2300	7.0	0.956%	21.4	45.4	33.6	32.9	44.6	45.4	0.0 0.00%
	732.0	100.000%	5.3	70.4	38.8	38.3	47.2	52.6	65.0 8.88%

Daily Classes - Direction 2

Location: Vernon Street Between Gould Ave And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949105

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	7	0.843%	9.0	46.8	29.7	32.4	45.3	46.8	0 0.00%
0100	3	0.361%	38.2	48.5	42.4	40.3	48.5	48.5	0 0.00%
0200	2	0.241%	30.5	35.6	33.1	33.0	35.6	35.6	0 0.00%
0300	2	0.241%	22.8	27.8	25.3	25.2	27.8	27.8	0 0.00%
0400	7	0.843%	19.4	48.2	36.1	42.1	48.0	48.2	0 0.00%
0500	13	1.566%	16.4	56.8	42.6	42.5	55.2	56.8	4 30.77%
0600	32	3.855%	17.5	58.1	35.8	37.4	47.3	55.9	2 6.25%
0700	59	7.108%	14.1	73.0	41.9	43.4	52.2	58.1	14 23.73%
0800	62	7.470%	10.2	58.0	36.6	39.9	47.2	49.8	2 3.23%
0900	73	8.795%	9.2	59.5	35.2	39.1	46.4	54.5	6 8.22%
1000	62	7.470%	3.6	68.9	36.3	37.4	47.6	56.1	7 11.29%
1100	51	6.145%	11.6	61.5	37.1	39.6	47.1	57.9	5 9.80%
1200	57	6.867%	9.9	57.6	36.6	39.2	48.3	54.3	5 8.77%
1300	47	5.663%	12.4	63.1	39.5	40.3	49.8	58.0	6 12.77%
1400	52	6.265%	7.0	67.4	37.3	38.3	49.9	55.5	7 13.46%
1500	53	6.386%	10.1	58.1	39.9	41.0	50.0	56.0	8 15.09%
1600	48	5.783%	12.7	54.9	36.0	38.9	48.7	53.8	5 10.42%
1700	60	7.229%	13.3	55.8	36.0	38.0	46.6	50.7	6 10.00%
1800	45.0	5.422%	13.2	70.4	39.5	40.1	49.2	58.9	4.0 8.89%
1900	35.0	4.217%	11.5	54.4	34.8	37.3	45.7	52.2	2.0 5.71%
2000	27.0	3.253%	10.1	51.8	32.9	35.1	42.6	50.0	1.0 3.70%
2100	16	1.928%	21.2	51.0	38.7	38.9	47.5	51.0	1 6.25%
2200	11.0	1.325%	5.3	49.4	28.4	33.1	47.2	49.4	0.0 0.00%
2300	6.0	0.723%	18.1	46.0	38.4	41.9	46.1	46.0	0.0 0.00%
	830.0	100.000%	3.6	73.0	37.1	39.2	48.1	54.3	85.0 10.24%

Daily Classes - Combined Direction

Location: Vernon Street Between Gould Ave And Wardell Rd
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	13	0.832%	7.5	46.8	25.9	30.1	41.2	46.8	0 0.00%
0100	4	0.256%	38.2	48.5	42.5	41.6	48.5	48.5	0 0.00%
0200	4	0.256%	30.5	49.6	36.9	33.8	49.6	49.6	0 0.00%
0300	4	0.256%	10.0	40.8	25.3	25.2	40.8	40.8	0 0.00%
0400	8	0.512%	19.4	48.2	36.0	38.8	47.8	48.2	0 0.00%
0500	17	1.088%	15.8	56.8	40.0	41.0	53.4	56.8	4 23.53%
0600	42	2.689%	17.5	58.1	34.9	35.3	46.5	54.0	2 4.76%
0700	91	5.826%	14.1	73.0	40.0	41.8	50.4	56.3	15 16.48%
0800	128	8.195%	10.2	58.0	38.1	39.9	47.9	52.3	10 7.81%
0900	154	9.859%	5.3	59.5	36.0	38.6	47.2	53.1	15 9.74%
1000	108	6.914%	3.6	68.9	34.5	35.8	46.2	55.9	10 9.26%
1100	104	6.658%	10.2	61.5	36.3	37.9	47.8	51.9	11 10.58%
1200	102	6.530%	9.9	65.8	38.0	40.4	48.6	54.0	10 9.80%
1300	101	6.466%	12.4	63.1	39.6	40.3	50.1	57.2	15 14.85%
1400	98	6.274%	7.0	67.4	37.7	38.5	47.0	53.9	10 10.20%
1500	91	5.826%	10.1	58.1	39.9	41.0	50.1	55.5	14 15.38%
1600	83	5.314%	11.0	70.4	36.8	38.9	48.6	53.5	10 12.05%
1700	126	8.067%	12.7	60.8	36.1	37.4	46.6	50.5	9 7.14%
1800	103.0	6.594%	8.5	70.4	37.7	39.4	46.4	49.9	4.0 3.88%
1900	67.0	4.289%	11.5	57.7	36.5	38.3	46.1	53.1	5.0 7.46%
2000	42.0	2.689%	10.1	51.8	33.0	34.6	45.0	51.8	3.0 7.14%
2100	37	2.369%	8.9	57.2	33.5	35.8	46.9	51.6	2 5.41%
2200	22.0	1.408%	5.3	50.6	32.8	35.3	46.9	50.4	1.0 4.55%
2300	13.0	0.832%	18.1	46.0	35.8	37.4	45.8	46.0	0.0 0.00%
	1562.0	100.000%	3.6	73.0	36.9	38.7	47.6	53.4	150.0 9.60%

Weekly Vehicle Counts (Virtual)

Location: Wardell Road, Between Vernon Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949106

Northbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	0.0	8.0	13.0	11.0	14.0	36.0	68.0	9.2	21.4	
0100-0200	0.0	5.0	10.0	8.0	11.0	24.0	28.0	6.8	12.3	
0200-0300	0.0	3.0	7.0	2.0	13.0	18.0	24.0	5.0	9.6	
0300-0400	0.0	8.0	13.0	13.0	10.0	16.0	24.0	8.8	12.0	
0400-0500	0.0	21.0	17.0	20.0	19.0	13.0	14.0	15.4	14.9	
0500-0600	0.0	91.0	99.0	101.0	93.0	41.0	18.0	76.8	63.3	
0600-0700	0.0	186.0	180.0	183.0	218.0	85.0	34.0	153.4	126.6	
0700-0800	0.0	291.0	275.0	277.0	301.0	126.0	51.0	228.8	188.7	
0800-0900	0.0	243.0	308.0	306.0	299.0	183.0	96.0	231.0	204.9	
0900-1000	0.0	125.0	209.0	210.0	259.0	217.0	149.0	160.6	167.0	
1000-1100	0.0	157.0	145.0	122.0	175.0	233.0	172.0	119.8	143.4	
1100-1200	0.0	147.0	154.0	0.0	193.0	252.0	243.0	98.8	141.3	
1200-1300	0.0	163.0	135.0	0.0	199.0	242.0	205.0	99.4	134.9	
1300-1400	0.0	150.0	156.0	0.0	195.0	203.0	188.0	100.2	127.4	
1400-1500	131.0	195.0	186.0	167.0	240.0	232.0	190.0	183.8	191.6	
1500-1600	211.0	229.0	211.0	225.0	272.0	229.0	178.0	229.6	222.1	
1600-1700	1.0	295.0	219.0	203.0	249.0	221.0	179.0	175.4	182.4	
1700-1800	52.0	250.0	223.0	273.0	310.0	253.0	196.0	222.8	223.3	
1800-1900	197.0	194.0	165.0	209.0	227.0	188.0	62.0	198.4	177.4	
1900-2000	145.0	146.0	112.0	144.0	172.0	147.0	0.0	143.8	123.7	
2000-2100	82.0	87.0	87.0	116.0	129.0	129.0	0.0	100.2	90.0	
2100-2200	51.0	65.0	66.0	73.0	80.0	93.0	0.0	67.0	61.1	
2200-2300	68.0	42.0	51.0	64.0	83.0	79.0	0.0	61.6	55.3	
2300-2400	14.0	20.0	20.0	40.0	62.0	62.0	0.0	31.2	31.1	
Totals										
0700-1900	592	2349	2392	1991	2919	2579	1909	2048.6	2104.4	
0600-2200	870	2833	2837	2507	3518	3033	1943	2513.0	2505.9	
0600-0000	952	2895	2908	2611	3663	3174	1943	2605.8	2592.3	
0000-0000	952	3031	3067	2766	3823	3322	2119	2727.8	2725.7	

Southbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	0.0	14.0	16.0	17.0	34.0	76.0	100.0	16.2	36.7	
0100-0200	0.0	5.0	8.0	7.0	19.0	36.0	73.0	7.8	21.1	
0200-0300	0.0	3.0	9.0	7.0	10.0	33.0	43.0	5.8	15.0	
0300-0400	0.0	8.0	2.0	5.0	6.0	20.0	53.0	4.2	13.4	
0400-0500	0.0	5.0	6.0	5.0	10.0	17.0	27.0	5.2	10.0	
0500-0600	0.0	24.0	23.0	23.0	24.0	11.0	20.0	18.8	17.9	
0600-0700	0.0	52.0	59.0	53.0	52.0	32.0	19.0	43.2	38.1	
0700-0800	0.0	109.0	99.0	103.0	124.0	42.0	23.0	87.0	71.4	
0800-0900	0.0	152.0	141.0	166.0	191.0	106.0	42.0	128.0	112.6	
0900-1000	0.0	185.0	114.0	136.0	146.0	167.0	73.0	116.2	117.3	
1000-1100	0.0	127.0	134.0	113.0	168.0	193.0	126.0	108.4	123.0	
1100-1200	0.0	147.0	148.0	0.0	184.0	228.0	162.0	96.0	127.1	
1200-1300	0.0	145.0	155.0	0.0	204.0	261.0	197.0	109.8	137.4	
1300-1400	0.0	158.0	170.0	0.0	195.0	224.0	177.0	104.6	132.0	
1400-1500	127.0	197.0	184.0	175.0	243.0	241.0	195.0	185.2	194.6	
1500-1600	291.0	259.0	209.0	270.0	303.0	206.0	204.0	266.4	248.9	
1600-1700	0.0	391.0	271.0	266.0	340.0	216.0	184.0	239.6	228.3	
1700-1800	44.0	299.0	268.0	284.0	280.0	215.0	186.0	235.0	225.1	
1800-1900	216.0	237.0	210.0	255.0	266.0	166.0	66.0	236.8	202.3	
1900-2000	145.0	169.0	126.0	185.0	190.0	133.0	0.0	163.0	135.4	
2000-2100	112.0	133.0	82.0	142.0	142.0	126.0	0.0	122.2	105.3	
2100-2200	75.0	97.0	81.0	96.0	125.0	120.0	0.0	95.4	85.3	
2200-2300	61.0	58.0	69.0	78.0	118.0	122.0	0.0	76.8	72.3	
2300-2400	44.0	25.0	35.0	69.0	117.0	121.0	0.0	58.0	58.7	
Totals										
0700-1900	678	2316	2104	1788	2634	2265	1655	1904.0	1920.0	
0600-2200	1010	2767	2452	2267	3143	2676	1674	2327.8	2284.1	
0600-0000	1115	2850	2556	2414	3378	2919	1674	2462.6	2415.1	
0000-0000	1115	2909	2620	2478	3481	3112	1990	2520.6	2529.3	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1 - 5	1 - 7	
0000-0100	0.0	22.0	29.0	28.0	48.0	112.0	168.0	25.4	58.1	
0100-0200	0.0	10.0	18.0	15.0	30.0	60.0	101.0	14.6	33.4	
0200-0300	0.0	6.0	16.0	9.0	23.0	51.0	67.0	10.8	24.6	
0300-0400	0.0	16.0	15.0	18.0	16.0	36.0	77.0	13.0	25.4	
0400-0500	0.0	26.0	23.0	25.0	29.0	30.0	41.0	20.6	24.9	
0500-0600	0.0	115.0	122.0	124.0	117.0	52.0	38.0	95.6	81.1	
0600-0700	0.0	238.0	239.0	236.0	270.0	117.0	53.0	196.6	164.7	
0700-0800	0.0	400.0	374.0	380.0	425.0	168.0	74.0	315.8	260.1	
0800-0900	0.0	395.0	443.0	471.0	489.0	289.0	138.0	359.0	317.4	
0900-1000	0.0	310.0	323.0	346.0	405.0	384.0	222.0	276.8	284.3	
1000-1100	0.0	284.0	279.0	235.0	343.0	426.0	298.0	228.2	266.4	
1100-1200	0.0	294.0	303.0	0.0	377.0	480.0	425.0	194.8	268.4	
1200-1300	0.0	308.0	290.0	0.0	403.0	503.0	402.0	200.2	272.3	
1300-1400	0.0	308.0	326.0	0.0	390.0	427.0	365.0	204.8	259.4	
1400-1500	258.0	392.0	370.0	342.0	483.0	473.0	385.0	369.0	386.1	
1500-1600	502.0	488.0	420.0	495.0	575.0	435.0	382.0	496.0	471.0	
1600-1700	1.0	506.0	490.0	489.0	589.0	437.0	363.0	415.0	410.7	
1700-1800	96.0	549.0	497.0	557.0	590.0	468.0	382.0	457.8	448.4	
1800-1900	413.0	431.0	375.0	464.0	493.0	354.0	128.0	435.2	379.7	
1900-2000	290.0	315.0	238.0	329.0	362.0	280.0	0.0	306.8	259.1	
2000-2100	194.0	220.0	169.0	258.0	271.0	255.0	0.0	222.4	195.3	
2100-2200	126.0	162.0	147.0	172.0	205.0	213.0	0.0	162.4	146.4	
2200-2300	129.0	100.0	120.0	142.0	201.0	201.0	0.0	138.4	127.6	
2300-2400	58.0	45.0	55.0	109.0	179.0	183.0	0.0	89.2	89.9	
Totals										
0700-1900	1270	4665	4496	3779	5553	4844	3564	3952.6	4024.4	
0600-2200	1880	5600	5289	4774	6661	5709	3617	4840.8	4790.0	
0600-0000	2067	5745	5464	5025	7041	6093	3617	5068.4	5007.4	
0000-0000	2067	5940	5687	5244	7304	6434	4109	5248.4	5255.0	

Daily Classes - Direction 1

Location: Wardell Road, Between Vernon Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949106

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	150	0.786%	27.9	103.8	47.4	46.1	53.3	61.8	38 25.33%
0100	86	0.451%	31.0	83.5	48.2	49.0	55.3	63.4	33 38.37%
0200	67	0.351%	25.7	64.2	45.3	44.5	54.5	63.9	15 22.39%
0300	84	0.440%	27.3	71.5	46.9	47.4	54.3	60.6	28 33.33%
0400	104	0.545%	15.0	70.1	48.2	48.1	56.3	63.6	38 36.54%
0500	443	2.322%	22.0	85.1	49.1	48.4	55.9	60.8	180 40.63%
0600	886	4.644%	22.2	73.2	46.7	46.3	52.7	57.2	239 26.98%
0700	1321	6.923%	11.3	72.7	44.8	44.6	50.9	54.9	250 18.93%
0800	1434	7.516%	7.5	69.1	43.1	44.1	50.4	54.7	233 16.25%
0900	1169	6.127%	4.1	75.0	43.6	45.2	51.8	56.2	267 22.84%
1000	1004	5.262%	18.8	68.2	46.6	46.6	52.7	57.1	265 26.39%
1100	989	5.183%	14.4	81.1	46.7	46.3	52.9	57.2	267 27.00%
1200	944	4.948%	22.6	80.5	47.3	47.0	53.1	57.8	274 29.03%
1300	892	4.675%	12.6	74.0	47.3	47.2	53.5	57.7	286 32.06%
1400	1341	7.028%	13.9	68.2	46.4	46.4	53.2	57.1	375 27.96%
1500	1555	8.150%	15.6	80.8	46.2	46.3	52.4	56.7	397 25.53%
1600	1277	6.693%	11.3	103.7	47.4	47.2	53.1	58.0	366 28.66%
1700	1563	8.192%	16.0	117.2	46.3	46.4	52.9	57.7	438 28.02%
1800	1242.0	6.509%	11.4	98.9	45.9	46.3	52.3	56.3	311.0 25.04%
1900	866.0	4.539%	10.0	89.5	44.9	45.4	51.5	55.8	180.0 20.79%
2000	630.0	3.302%	13.7	85.8	45.4	45.5	52.0	56.4	143.0 22.70%
2100	428	2.243%	16.0	84.2	45.3	45.5	52.0	56.6	98 20.56%
2200	387.0	2.028%	10.0	90.3	44.9	44.5	51.8	58.5	85.0 21.96%
2300	218.0	1.143%	22.8	102.1	46.4	45.5	53.5	61.4	49.0 22.48%
	19080.0	100.000%	4.1	117.2	45.9	46.1	52.6	57.1	4845.0 25.39%

Daily Classes - Direction 2

Location: Wardell Road, Between Vernon Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949106

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	257	1.452%	26.4	73.6	48.3	48.6	53.8	60.9	101 39.30%
0100	148	0.836%	27.6	96.5	48.7	48.0	54.6	59.9	55 37.16%
0200	105	0.593%	35.5	64.0	48.2	48.4	54.6	58.7	39 37.14%
0300	94	0.531%	27.3	70.8	49.0	48.8	54.1	59.5	40 42.55%
0400	70	0.395%	24.1	65.2	47.1	47.6	51.9	59.6	18 25.71%
0500	125	0.706%	26.6	65.2	47.6	47.3	54.7	57.7	41 32.80%
0600	267	1.508%	20.4	73.5	46.6	47.2	52.9	58.5	84 31.46%
0700	500	2.824%	13.4	65.3	46.5	46.8	53.3	56.7	145 29.00%
0800	788	4.451%	1.5	69.1	45.8	46.4	52.4	56.4	201 25.51%
0900	821	4.637%	11.4	71.7	46.3	46.4	52.6	57.1	231 28.14%
1000	861	4.863%	8.7	75.5	46.9	47.2	53.4	58.1	258 29.97%
1100	890	5.027%	8.6	87.3	46.9	47.2	53.1	57.0	283 31.80%
1200	962	5.433%	10.4	86.7	47.1	47.2	52.9	57.4	287 29.83%
1300	924	5.219%	9.3	93.9	48.0	48.2	54.2	58.3	361 39.07%
1400	1362	7.693%	7.6	76.8	48.0	48.2	54.0	57.4	484 35.54%
1500	1742	9.839%	11.4	84.3	46.9	47.3	52.7	56.7	531 30.48%
1600	1598	9.026%	13.2	74.4	47.8	47.9	53.3	57.2	530 33.17%
1700	1576	8.901%	12.8	117.2	47.4	47.9	53.5	57.8	558 35.41%
1800	1416.0	7.998%	10.8	86.9	47.0	47.2	53.3	57.1	440.0 31.07%
1900	948.0	5.354%	11.2	81.2	46.1	46.3	52.5	56.2	254.0 26.79%
2000	737.0	4.163%	10.3	71.9	46.3	46.1	52.6	57.2	194.0 26.32%
2100	597	3.372%	16.1	78.3	46.3	46.3	52.2	56.0	156 26.13%
2200	586.0	2.858%	17.6	93.2	47.2	47.0	53.1	57.8	149.0 29.45%
2300	411.0	2.321%	15.2	63.3	46.1	46.4	52.8	56.1	110.0 26.76%
	17705.0	100.000%	1.5	117.2	47.1	47.3	53.1	57.2	5550.0 31.35%

Daily Classes - Combined Direction

Location: Wardell Road, Between Vernon Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	407	1.106%	26.4	103.8	48.0	47.7	53.6	60.9	139 34.15%
0100	234	0.636%	27.6	96.5	48.5	48.2	54.9	60.9	88 37.61%
0200	172	0.468%	25.7	64.2	47.1	46.0	54.6	60.2	54 31.40%
0300	178	0.484%	27.3	71.5	48.0	48.0	54.2	59.4	68 38.20%
0400	174	0.473%	15.0	70.1	47.7	47.8	55.3	62.1	56 32.18%
0500	568	1.544%	22.0	85.1	48.8	48.2	55.6	60.0	221 38.91%
0600	1153	3.134%	20.4	73.5	46.7	46.4	52.9	57.4	323 28.01%
0700	1821	4.950%	11.3	72.7	45.3	45.4	51.7	55.6	395 21.69%
0800	2222	6.041%	1.5	69.1	44.0	45.2	51.1	55.4	434 19.53%
0900	1990	5.410%	4.1	75.0	44.7	45.9	52.0	56.3	498 25.03%
1000	1865	5.070%	8.7	75.5	46.7	46.8	52.9	57.5	523 28.04%
1100	1879	5.108%	8.6	87.3	46.8	46.8	52.9	57.1	550 29.27%
1200	1906	5.181%	10.4	86.7	47.2	47.2	52.9	57.7	561 29.43%
1300	1816	4.937%	9.3	93.9	47.7	47.7	53.8	58.0	647 35.63%
1400	2703	7.348%	7.6	76.8	47.2	47.5	53.6	57.1	859 31.78%
1500	3297	8.963%	11.4	84.3	46.6	46.8	52.7	56.7	928 28.15%
1600	2875	7.816%	11.3	103.7	47.6	47.5	53.3	57.5	896 31.17%
1700	3139	8.533%	12.8	117.2	46.9	47.2	53.3	57.8	996 31.73%
1800	2658.0	7.226%	10.8	98.9	46.5	46.6	52.7	56.9	751.0 28.25%
1900	1814.0	4.931%	10.0	89.5	45.6	45.8	52.0	56.2	434.0 23.93%
2000	1367.0	3.716%	10.3	85.8	45.9	45.9	52.4	56.8	337.0 24.65%
2100	1025	2.786%	16.0	84.2	45.9	45.9	52.0	56.5	244 23.80%
2200	893.0	2.428%	10.0	93.2	46.2	45.9	52.7	57.8	234.0 26.20%
2300	629.0	1.710%	15.2	102.1	46.2	46.1	52.7	57.8	159.0 25.28%
	36785.0	100.000%	1.5	117.2	46.5	46.6	52.9	57.2	10395.0 28.26%

Weekly Vehicle Counts (Virtual)

Location: Jarvie Avenue, North Of Frazer St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949107

Northbound DIRECTION 1									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.4	0.4
0100-0200	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.3
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0500-0600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0600-0700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0700-0800	3.0	3.0	3.0	1.0	2.0	0.0	1.0	2.4	1.9
0800-0900	2.0	9.0	3.0	4.0	3.0	0.0	1.0	4.2	3.1
0900-1000	4.0	7.0	1.0	0.0	2.0	1.0	0.0	2.8	2.1
1000-1100	0.0	0.0	4.0	2.0	4.0	2.0	4.0	2.0	2.3
1100-1200	0.0	2.0	3.0	7.0	3.0	2.0	5.0	3.0	3.1
1200-1300	5.0	3.0	2.0	0.0	2.0	7.0	3.0	2.4	3.1
1300-1400	4.0	1.0	1.0	4.0	3.0	1.0	3.0	2.6	2.4
1400-1500	0.0	3.0	2.0	2.0	3.0	2.0	3.0	2.0	2.1
1500-1600	3.0	2.0	3.0	3.0	3.0	4.0	3.0	2.8	3.0
1600-1700	4.0	6.0	4.0	3.0	0.0	2.0	1.0	3.4	2.9
1700-1800	3.0	1.0	4.0	1.0	4.0	2.0	2.0	2.6	2.4
1800-1900	5.0	1.0	3.0	1.0	3.0	2.0	1.0	2.6	2.3
1900-2000	3.0	1.0	0.0	2.0	0.0	3.0	3.0	1.2	1.7
2000-2100	1.0	1.0	0.0	3.0	0.0	3.0	2.0	1.0	1.4
2100-2200	3.0	0.0	0.0	0.0	2.0	1.0	0.0	1.0	0.9
2200-2300	1.0	0.0	0.0	3.0	1.0	1.0	0.0	1.0	0.9
2300-2400	0.0	1.0	0.0	1.0	1.0	2.0	0.0	0.6	0.7
Totals	33	38	33	28	32	25	27	32.8	30.9
0700-1900	40	40	33	33	34	32	32	36.0	34.9
0600-0000	41	41	33	37	36	35	32	37.6	36.4
0000-0000	41	42	33	38	36	37	33	38.0	37.1

Southbound DIRECTION 2									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.2	0.4
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.4
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1
0500-0600	1.0	2.0	1.0	1.0	1.0	0.0	0.0	1.2	0.9
0600-0700	2.0	2.0	1.0	1.0	1.0	1.0	0.0	1.4	1.1
0700-0800	2.0	3.0	0.0	0.0	2.0	2.0	0.0	1.4	1.3
0800-0900	3.0	5.0	4.0	8.0	4.0	3.0	2.0	4.8	4.1
0900-1000	4.0	6.0	0.0	1.0	2.0	3.0	2.0	2.6	2.6
1000-1100	3.0	2.0	4.0	3.0	3.0	4.0	2.0	3.0	3.0
1100-1200	5.0	2.0	1.0	2.0	1.0	2.0	7.0	2.2	2.9
1200-1300	3.0	2.0	1.0	3.0	5.0	4.0	4.0	2.8	3.1
1300-1400	3.0	6.0	1.0	4.0	2.0	7.0	3.0	3.2	3.7
1400-1500	3.0	3.0	3.0	6.0	1.0	0.0	4.0	3.2	2.9
1500-1600	3.0	3.0	5.0	4.0	5.0	3.0	5.0	4.0	4.0
1600-1700	2.0	6.0	1.0	1.0	4.0	9.0	4.0	2.8	3.9
1700-1800	6.0	2.0	2.0	3.0	6.0	2.0	3.0	3.8	3.4
1800-1900	4.0	2.0	6.0	1.0	3.0	5.0	4.0	3.2	3.6
1900-2000	3.0	3.0	0.0	3.0	4.0	3.0	4.0	2.6	2.9
2000-2100	1.0	1.0	1.0	0.0	3.0	1.0	1.0	1.2	1.1
2100-2200	3.0	1.0	1.0	0.0	1.0	2.0	3.0	1.2	1.6
2200-2300	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.4
2300-2400	0.0	1.0	0.0	1.0	2.0	1.0	0.0	0.8	0.7
Totals	41	42	28	36	38	44	40	37.0	38.4
0700-1900	50	49	31	40	47	51	48	43.4	45.1
0600-0000	50	50	31	41	49	53	50	44.2	46.3
0000-0000	51	53	33	42	50	53	56	45.8	48.3

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1-5	1-7
0000-0100	0.0	2.0	0.0	1.0	0.0	1.0	2.0	0.6	0.9
0100-0200	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.4
0200-0300	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.4
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1
0500-0600	1.0	2.0	1.0	1.0	1.0	0.0	0.0	1.2	0.9
0600-0700	2.0	2.0	1.0	1.0	1.0	1.0	0.0	1.4	1.1
0700-0800	5.0	6.0	3.0	1.0	4.0	2.0	1.0	3.8	3.1
0800-0900	5.0	14.0	7.0	12.0	7.0	3.0	3.0	9.0	7.3
0900-1000	8.0	13.0	1.0	1.0	4.0	4.0	2.0	5.4	4.7
1000-1100	3.0	2.0	8.0	5.0	7.0	6.0	6.0	5.0	5.3
1100-1200	5.0	4.0	4.0	9.0	4.0	4.0	12.0	5.2	6.0
1200-1300	8.0	5.0	3.0	3.0	7.0	11.0	7.0	5.2	6.3
1300-1400	7.0	7.0	2.0	8.0	5.0	8.0	6.0	5.8	6.1
1400-1500	3.0	6.0	5.0	8.0	4.0	2.0	7.0	5.2	5.0
1500-1600	6.0	5.0	8.0	7.0	8.0	7.0	8.0	6.8	7.0
1600-1700	6.0	12.0	5.0	4.0	4.0	11.0	5.0	6.2	6.7
1700-1800	9.0	3.0	6.0	4.0	10.0	4.0	5.0	6.4	5.9
1800-1900	9.0	3.0	9.0	2.0	6.0	7.0	5.0	5.8	5.9
1900-2000	6.0	4.0	0.0	5.0	4.0	6.0	7.0	3.8	4.6
2000-2100	2.0	2.0	1.0	3.0	3.0	4.0	3.0	2.2	2.6
2100-2200	6.0	1.0	1.0	0.0	3.0	3.0	3.0	2.2	2.4
2200-2300	1.0	0.0	0.0	3.0	1.0	2.0	2.0	1.0	1.3
2300-2400	0.0	2.0	0.0	2.0	3.0	3.0	0.0	1.4	1.4
Totals	74	80	61	64	70	69	67	69.8	69.3
0700-1900	90	89	64	73	81	83	80	79.4	80.0
0600-0000	91	91	64	78	85	88	82	81.8	82.7
0000-0000	92	95	66	80	86	90	89	83.8	85.4

Daily Classes - Direction 1

Location: Jarvie Avenue, North Of Frazer St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949107

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	3	1.154%	14.4	25.4	19.3	18.0	25.4	0	0.00%
0100	2	0.769%	13.8	17.9	15.9	17.9	17.9	0	0.00%
0200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	-%
0300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	-%
0400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	-%
0500	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	-%
0600	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	-%
0700	13	5.000%	12.2	24.9	18.7	19.1	23.7	24.9	0 0.00%
0800	22	8.462%	11.9	30.0	19.4	17.9	26.4	30.0	0 0.00%
0900	15	5.769%	10.8	26.8	17.4	16.6	23.0	26.8	0 0.00%
1000	16	6.154%	7.4	26.8	17.0	16.9	23.4	26.8	0 0.00%
1100	22	8.462%	11.0	25.0	18.7	19.4	24.5	25.0	0 0.00%
1200	22	8.462%	9.3	30.9	18.9	18.0	26.1	30.3	0 0.00%
1300	17	6.538%	7.2	32.0	18.2	16.4	24.5	32.0	0 0.00%
1400	15	5.769%	12.7	24.9	18.9	18.5	22.4	24.9	0 0.00%
1500	21	8.077%	7.9	34.6	16.5	15.5	20.8	33.8	0 0.00%
1600	20	7.692%	8.1	23.3	16.9	17.8	21.5	23.3	0 0.00%
1700	17	6.538%	9.2	23.5	17.0	17.6	22.4	23.5	0 0.00%
1800	16.0	6.154%	11.2	26.7	17.3	16.1	22.9	26.7	0.0 0.00%
1900	12.0	4.615%	11.2	25.4	18.5	18.3	25.0	25.4	0.0 0.00%
2000	10.0	3.846%	14.3	27.7	21.5	22.5	26.9	27.7	0.0 0.00%
2100	6	2.308%	11.7	24.6	17.6	15.8	24.6	24.6	0 0.00%
2200	6.0	2.308%	6.6	21.1	14.1	14.6	20.9	21.1	0.0 0.00%
2300	5.0	1.923%	14.1	24.5	19.5	20.3	24.5	24.5	0.0 0.00%
	260.0	100.000%	6.6	34.6	18.0	17.9	23.8	26.6	0.0 0.00%

Daily Classes - Direction 2

Location: Jarvie Avenue, North Of Frazer St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949107

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	3	0.888%	13.2	22.7	18.5	19.6	22.7	0	0.00%
0100	1	0.296%	20.9	20.9	20.9	20.9	20.9	0	0.00%
0200	3	0.888%	18.5	25.3	22.6	23.9	25.3	0	0.00%
0300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	-%
0400	1	0.296%	20.7	20.7	20.7	20.7	20.7	0	0.00%
0500	6	1.775%	9.5	17.5	15.8	16.9	17.4	17.5	0 0.00%
0600	8	2.367%	13.6	23.2	18.4	18.7	22.7	23.2	0 0.00%
0700	9	2.663%	9.9	29.3	20.8	23.0	27.5	29.3	0 0.00%
0800	29	8.580%	11.7	28.9	20.1	19.4	26.4	28.5	0 0.00%
0900	18	5.325%	14.9	24.8	20.3	20.8	23.2	24.8	0 0.00%
1000	21	6.213%	4.1	37.2	19.1	18.5	24.6	36.2	0 0.00%
1100	20	5.917%	9.5	37.5	21.2	20.3	28.6	37.3	0 0.00%
1200	22	6.509%	6.4	32.2	21.0	19.5	30.4	32.1	0 0.00%
1300	26	7.692%	11.0	30.0	20.6	19.5	26.8	29.8	0 0.00%
1400	20	5.917%	10.6	30.9	18.6	18.8	22.6	30.4	0 0.00%
1500	28	8.284%	9.2	31.9	18.5	18.4	27.1	31.4	0 0.00%
1600	27	7.988%	8.0	29.6	19.9	20.2	27.7	29.5	0 0.00%
1700	24	7.101%	14.8	34.7	22.6	22.1	27.9	33.4	0 0.00%
1800	25.0	7.396%	11.9	37.3	22.6	21.6	29.4	35.4	0.0 0.00%
1900	20.0	5.917%	12.6	30.5	19.9	19.7	23.9	30.2	0.0 0.00%
2000	8.0	2.367%	14.8	28.7	21.2	21.4	27.7	28.7	0.0 0.00%
2100	11	3.254%	5.8	28.6	18.6	19.4	27.3	28.6	0 0.00%
2200	3.0	0.888%	16.6	25.8	20.3	18.5	25.8	25.8	0.0 0.00%
2300	6.0	1.479%	1.4	25.9	18.7	22.9	25.9	25.9	0.0 0.00%
	338.0	100.000%	1.4	37.5	20.2	19.8	26.5	29.5	0.0 0.00%

Daily Classes - Combined Direction

Location: Jarvie Avenue, North Of Frazer St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	6	1.003%	13.2	25.4	18.9	18.8	25.2	25.4	0 0.00%
0100	3	0.502%	13.8	20.9	17.5	18.0	20.9	20.9	0 0.00%
0200	3	0.502%	18.5	25.3	22.6	23.9	25.3	25.3	0 0.00%
0300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	-%
0400	1	0.167%	20.7	20.7	20.7	20.7	20.7	20.7	0 0.00%
0500	6	1.003%	9.5	17.5	15.8	16.9	17.4	17.5	0 0.00%
0600	8	1.338%	13.6	23.2	18.4	18.7	22.7	23.2	0 0.00%
0700	22	3.679%	9.9	29.3	19.5	19.3	24.9	28.8	0 0.00%
0800	51	8.528%	11.7	30.0	19.8	18.5	26.3	29.1	0 0.00%
0900	33	5.518%	10.8	26.8	19.0	18.5	23.0	25.4	0 0.00%
1000	37	6.187%	4.1	37.2	18.2	18.0	23.3	29.3	0 0.00%
1100	42	7.023%	9.5	37.5	19.9	19.7	24.9	34.3	0 0.00%
1200	44	7.358%	6.4	32.2	19.9	18.9	28.6	31.4	0 0.00%
1300	43	7.191%	7.2	32.0	19.7	19.1	25.8	29.8	0 0.00%
1400	35	5.853%	10.6	30.9	18.7	18.5	22.4	26.0	0 0.00%
1500	49	8.194%	7.9	34.6	17.6	15.8	23.1	31.3	0 0.00%
1600	47	7.860%	8.0	29.6	18.6	18.5	25.5	28.9	0 0.00%
1700	41	6.856%	9.2	34.7	20.3	20.9	25.4	29.4	0 0.00%
1800	41.0	6.856%	11.2	37.3	20.5	19.3	27.3	31.0	0.0 0.00%
1900	32.0	5.351%	11.2	30.5	19.3	19.0	24.0	28.2	0.0 0.00%
2000	18.0	3.010%	14.3	28.7	21.4	22.5	26.6	28.7	0.0 0.00%
2100	17	2.843%	5.8	28.6	18.3	19.4	25.4	28.6	0 0.00%
2200	9.0	1.505%	6.6	25.8	16.2	18.0	23.4	25.8	0.0 0.00%
2300	10.0	1.672%	1.4	25.9	19.1	21.0	25.5	25.9	0.0 0.00%
	598.0	100.000%	1.4	37.5	19.3	18.9	25.0	29.2	0.0 0.00%

Weekly Vehicle Counts (Virtual)

Location: Allens Ave, North Of Morgan St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949108

Northbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	0.0	0.0	0.0	1.0	0.0	3.0	0.2	0.6	
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
0200-0300	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.4	0.3	
0300-0400	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.8	0.7	
0400-0500	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.6	0.6	
0500-0600	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.6	0.6	
0600-0700	1.0	3.0	2.0	6.0	5.0	3.0	0.0	3.4	2.9	
0700-0800	8.0	13.0	15.0	8.0	9.0	1.0	1.0	10.6	7.9	
0800-0900	6.0	7.0	10.0	11.0	12.0	2.0	0.0	9.2	6.9	
0900-1000	5.0	10.0	6.0	7.0	5.0	7.0	2.0	6.6	6.0	
1000-1100	3.0	6.0	4.0	6.0	6.0	8.0	2.0	5.0	5.0	
1100-1200	2.0	4.0	2.0	4.0	4.0	11.0	3.2	4.4		
1200-1300	9.0	4.0	1.0	2.0	2.0	12.0	6.0	3.6	5.1	
1300-1400	4.0	3.0	6.0	6.0	2.0	4.0	5.0	4.2	4.3	
1400-1500	9.0	3.0	1.0	7.0	4.0	5.0	4.0	4.8	4.7	
1500-1600	7.0	3.0	6.0	3.0	8.0	9.0	4.0	5.4	5.7	
1600-1700	4.0	8.0	7.0	1.0	6.0	7.0	3.0	5.2	5.1	
1700-1800	6.0	8.0	8.0	4.0	11.0	4.0	4.0	7.4	6.4	
1800-1900	8.0	5.0	4.0	11.0	8.0	4.0	2.0	7.2	6.0	
1900-2000	3.0	2.0	5.0	5.0	3.0	3.0	3.0	3.6	3.4	
2000-2100	1.0	1.0	2.0	3.0	4.0	3.0	1.0	2.2	2.1	
2100-2200	0.0	1.0	2.0	1.0	2.0	0.0	3.0	1.2	1.3	
2200-2300	2.0	2.0	0.0	0.0	2.0	2.0	1.0	1.2	1.3	
2300-2400	0.0	0.0	0.0	1.0	3.0	2.0	0.0	0.8	0.9	
Totals	71	74	70	70	77	67	44	72.4	67.6	
0600-2200	76	81	81	85	91	76	51	82.8	77.3	
0600-0000	78	83	81	86	96	80	52	84.8	79.4	
0000-0000	80	86	84	89	98	80	58	87.4	82.1	

Southbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	2.0	0.0	1.0	0.0	3.0	0.0	1.0	1.2	1.0	
0100-0200	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1	
0200-0300	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.4	0.3	
0300-0400	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.2	0.3	
0400-0500	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.4	0.4	
0500-0600	0.0	2.0	0.0	0.0	1.0	0.0	0.0	0.6	0.4	
0600-0700	1.0	5.0	4.0	3.0	4.0	4.0	0.0	3.4	3.0	
0700-0800	4.0	12.0	5.0	4.0	4.0	2.0	1.0	5.8	4.6	
0800-0900	6.0	11.0	2.0	3.0	6.0	1.0	2.0	5.6	4.4	
0900-1000	1.0	5.0	4.0	2.0	3.0	3.0	2.0	3.0	2.9	
1000-1100	4.0	2.0	4.0	2.0	6.0	4.0	3.0	3.6	3.6	
1100-1200	5.0	4.0	3.0	4.0	0.0	2.0	3.0	3.2	3.0	
1200-1300	3.0	3.0	4.0	2.0	6.0	6.0	7.0	3.6	4.4	
1300-1400	2.0	1.0	5.0	1.0	5.0	9.0	1.0	2.8	3.4	
1400-1500	4.0	3.0	5.0	5.0	3.0	5.0	0.0	4.0	3.6	
1500-1600	3.0	0.0	0.0	3.0	4.0	6.0	1.0	2.0	2.4	
1600-1700	5.0	6.0	5.0	3.0	2.0	1.0	4.0	4.2	3.7	
1700-1800	3.0	5.0	5.0	3.0	2.0	3.0	6.0	3.6	3.9	
1800-1900	5.0	3.0	2.0	4.0	6.0	5.0	1.0	4.0	3.7	
1900-2000	7.0	3.0	3.0	2.0	1.0	2.0	2.0	3.2	2.9	
2000-2100	0.0	3.0	1.0	1.0	2.0	2.0	3.0	1.4	1.7	
2100-2200	0.0	0.0	0.0	0.0	2.0	0.0	1.0	0.4	0.4	
2200-2300	2.0	2.0	1.0	0.0	2.0	2.0	0.0	1.4	1.3	
2300-2400	0.0	0.0	0.0	1.0	1.0	0.0	2.0	0.4	0.6	
Totals	45	55	44	36	47	47	31	45.4	43.6	
0700-1900	53	66	52	42	56	55	37	53.8	51.6	
0600-0000	55	68	53	43	59	57	39	55.6	53.4	
0000-0000	58	70	57	44	64	57	42	58.6	56.0	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	2.0	0.0	1.0	0.0	4.0	0.0	4.0	1.4	1.6	
0100-0200	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1	
0200-0300	2.0	0.0	1.0	0.0	1.0	0.0	0.0	0.8	0.6	
0300-0400	1.0	1.0	1.0	1.0	1.0	0.0	2.0	1.0	1.0	
0400-0500	0.0	1.0	2.0	2.0	0.0	0.0	2.0	1.0	1.0	
0500-0600	0.0	3.0	1.0	1.0	1.0	0.0	1.0	1.2	1.0	
0600-0700	2.0	8.0	6.0	9.0	9.0	7.0	0.0	6.8	5.9	
0700-0800	12.0	25.0	20.0	12.0	13.0	3.0	2.0	16.4	12.4	
0800-0900	12.0	18.0	12.0	14.0	15.0	3.0	2.0	14.8	11.3	
0900-1000	6.0	15.0	10.0	9.0	8.0	10.0	4.0	9.6	8.9	
1000-1100	7.0	8.0	8.0	8.0	12.0	12.0	5.0	8.6	8.6	
1100-1200	7.0	8.0	5.0	8.0	4.0	6.0	14.0	6.4	7.4	
1200-1300	12.0	7.0	5.0	4.0	8.0	16.0	13.0	7.2	9.6	
1300-1400	6.0	4.0	11.0	7.0	7.0	13.0	6.0	7.0	7.7	
1400-1500	13.0	6.0	6.0	12.0	7.0	10.0	4.0	8.8	8.3	
1500-1600	10.0	3.0	6.0	6.0	12.0	15.0	5.0	7.4	8.1	
1600-1700	9.0	14.0	12.0	4.0	8.0	8.0	7.0	9.4	8.9	
1700-1800	9.0	13.0	13.0	7.0	13.0	7.0	10.0	11.0	10.3	
1800-1900	13.0	8.0	6.0	15.0	14.0	9.0	3.0	11.2	9.7	
1900-2000	10.0	5.0	8.0	7.0	4.0	5.0	5.0	6.8	6.3	
2000-2100	1.0	4.0	3.0	4.0	6.0	5.0	4.0	3.6	3.9	
2100-2200	0.0	1.0	2.0	1.0	4.0	0.0	4.0	1.6	1.7	
2200-2300	4.0	4.0	1.0	0.0	4.0	4.0	1.0	2.6	2.6	
2300-2400	0.0	0.0	0.0	2.0	4.0	2.0	2.0	1.2	1.4	
Totals	116	129	114	106	124	114	75	117.8	111.1	
0700-1900	129	147	133	127	147	131	88	136.6	128.9	
0600-0000	133	151	134	129	155	137	91	140.4	132.9	
0000-0000	138	156	141	133	162	137	100	146.0	138.1	

Daily Classes - Direction 1

Location: Allens Ave, North Of Morgan St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949108

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	4	0.696%	19.1	29.5	23.3	22.3	29.5	29.5	0 0.00%
0100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0200	2	0.348%	8.2	25.3	16.8	16.7	25.3	25.3	0 0.00%
0300	5	0.870%	24.0	35.3	28.0	27.4	35.3	35.3	0 0.00%
0400	4	0.696%	11.9	23.9	20.0	22.1	23.9	23.9	0 0.00%
0500	4	0.696%	26.1	29.7	28.4	28.9	29.7	29.7	0 0.00%
0600	20	3.478%	14.0	38.3	24.2	24.2	29.1	38.0	0 0.00%
0700	55	9.565%	10.1	38.3	23.1	22.0	31.1	35.0	0 0.00%
0800	48	8.348%	7.3	35.4	25.2	25.4	32.5	35.1	0 0.00%
0900	42	7.304%	9.1	36.9	23.5	24.1	31.4	35.3	0 0.00%
1000	35	6.087%	11.8	39.3	23.6	22.7	30.5	36.6	0 0.00%
1100	31	5.391%	9.4	35.0	22.7	23.4	32.3	34.2	0 0.00%
1200	36	6.261%	10.3	40.5	24.0	22.6	35.9	39.9	0 0.00%
1300	30	5.217%	5.1	36.1	22.4	22.8	31.2	35.0	0 0.00%
1400	33	5.739%	6.0	36.6	23.5	24.3	30.1	35.0	0 0.00%
1500	40	6.957%	9.0	39.2	23.1	22.1	29.9	37.6	0 0.00%
1600	36	6.261%	7.4	36.9	25.0	25.4	34.1	36.7	0 0.00%
1700	45	7.826%	6.6	45.4	23.1	23.2	29.7	35.7	0 0.00%
1800	42.0	7.304%	6.5	36.3	24.7	26.2	31.4	34.7	0.0 0.00%
1900	24.0	4.174%	13.2	39.7	25.3	25.3	31.9	38.0	0.0 0.00%
2000	15.0	2.609%	12.9	27.5	21.2	21.8	26.2	27.5	0.0 0.00%
2100	9	1.965%	12.8	36.6	21.6	17.5	34.3	36.6	0 0.00%
2200	9.0	1.965%	11.6	28.4	21.6	23.2	27.9	28.4	0.0 0.00%
2300	6.0	1.043%	9.9	42.0	24.1	23.0	41.6	42.0	0.0 0.00%
875.0 100.000%		5.1	45.4	23.7	24.1	31.1	35.3	0.0	0.00%

Daily Classes - Direction 2

Location: Allens Ave, North Of Morgan St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949108

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	7	1.786%	18.1	30.3	23.6	23.9	29.6	30.3	0 0.00%
0100	1	0.255%	8.3	8.3	8.3	8.3	8.3	0	0.00%
0200	2	0.510%	4.7	26.1	15.4	15.4	26.1	26.1	0 0.00%
0300	2	0.510%	14.4	34.9	24.7	24.7	34.9	34.9	0 0.00%
0400	3	0.765%	9.9	37.7	25.2	28.1	37.7	37.7	0 0.00%
0500	3	0.765%	11.4	15.9	13.0	11.7	15.9	15.9	0 0.00%
0600	21	5.357%	9.6	33.8	21.0	21.2	28.0	33.3	0 0.00%
0700	32	8.163%	6.9	35.2	22.1	23.4	29.8	34.2	0 0.00%
0800	31	7.908%	4.1	38.9	23.0	20.9	34.3	38.9	0 0.00%
0900	20	5.102%	13.1	39.6	22.0	21.9	29.2	39.3	0 0.00%
1000	25	6.378%	4.5	37.4	23.3	23.2	35.0	36.9	0 0.00%
1100	21	5.357%	7.7	35.5	22.1	23.0	31.4	35.3	0 0.00%
1200	31	7.908%	8.7	34.8	22.2	24.3	31.1	34.1	0 0.00%
1300	24	6.122%	3.2	41.1	22.7	24.8	32.6	39.5	0 0.00%
1400	25	6.378%	6.5	33.2	20.8	20.9	29.2	32.8	0 0.00%
1500	17	4.337%	11.0	33.8	23.4	22.9	31.1	33.8	0 0.00%
1600	26	6.633%	7.3	35.6	19.7	17.9	29.2	34.3	0 0.00%
1700	27	6.888%	9.6	35.6	21.7	20.7	29.5	34.6	0 0.00%
1800	26.0	6.633%	8.7	40.1	21.7	20.6	31.6	39.6	0.0 0.00%
1900	20.0	5.102%	9.4	32.7	20.5	19.4	30.0	32.7	0.0 0.00%
2000	12.0	3.061%	18.9	32.4	25.3	26.1	31.9	32.4	0.0 0.00%
2100	3	0.765%	10.2	21.7	17.7	21.2	21.7	0	0.00%
2200	9.0	2.296%	11.8	30.0	21.5	23.2	29.2	30.0	0.0 0.00%
2300	4.0	1.020%	13.8	30.9	23.2	24.0	30.9	30.9	0.0 0.00%
392.0 100.000%		3.2	41.1	21.9	21.8	30.1	34.5	0.0	0.00%

Daily Classes - Combined Direction

Location: Allens Ave, North Of Morgan St
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	11	1.138%	18.1	30.3	23.5	23.9	29.7	30.3	0 0.00%
0100	1	0.103%	8.3	8.3	8.3	8.3	8.3	0	0.00%
0200	4	0.414%	4.7	26.1	16.1	16.7	26.1	26.1	0 0.00%
0300	7	0.724%	14.4	35.3	27.1	27.4	35.2	35.3	0 0.00%
0400	7	0.724%	9.9	37.7	22.2	22.9	35.9	37.7	0 0.00%
0500	7	0.724%	11.4	29.7	21.8	26.1	29.6	29.7	0 0.00%
0600	41	4.240%	9.6	38.3	22.6	22.7	28.4	33.6	0 0.00%
0700	87	8.997%	6.9	38.3	22.8	23.2	30.8	34.7	0 0.00%
0800	79	8.170%	4.1	38.9	24.4	24.7	32.8	35.5	0 0.00%
0900	62	6.412%	9.1	39.6	23.0	23.7	30.1	35.3	0 0.00%
1000	60	6.205%	4.5	39.3	23.5	23.0	32.0	36.0	0 0.00%
1100	52	5.377%	7.7	35.5	22.5	23.2	31.9	34.5	0 0.00%
1200	67	6.929%	8.7	40.5	23.2	22.9	33.6	39.2	0 0.00%
1300	54	5.584%	3.2	41.1	22.5	23.2	31.5	34.8	0 0.00%
1400	58	5.998%	6.0	36.6	22.3	22.9	29.2	33.4	0 0.00%
1500	57	5.895%	9.0	39.2	23.2	22.3	30.1	37.0	0 0.00%
1600	62	6.412%	7.3	36.9	22.8	23.7	31.7	36.0	0 0.00%
1700	72	7.446%	6.6	45.4	22.6	21.8	29.5	33.9	0 0.00%
1800	68.0	7.032%	6.5	40.1	23.6	24.0	31.4	35.6	0.0 0.00%
1900	44.0	4.550%	9.4	39.7	23.1	23.3	30.7	32.7	0.0 0.00%
2000	27.0	2.792%	12.9	32.4	23.0	23.4	27.4	32.2	0.0 0.00%
2100	12	1.241%	10.2	36.6	20.6	19.4	32.3	36.6	0 0.00%
2200	18.0	1.861%	11.6	30.0	21.8	23.2	28.3	30.0	0.0 0.00%
2300	10.0	1.034%	9.9	42.0	23.8	23.9	37.4	42.0	0.0 0.00%
967.0 100.000%		3.2	45.4	23.0	23.2	30.6	34.9	0.0	0.00%

Weekly Vehicle Counts (Virtual)

Location: Morgan Street, East of Allans Avenue
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949109

Eastbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	0.0	0.0	1.0	1.0	3.0	4.0	0.4	1.3	
0100-0200	0.0	0.0	0.0	1.0	2.0	1.0	2.0	0.6	0.9	
0200-0300	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.2	0.4	
0300-0400	1.0	1.0	1.0	2.0	0.0	0.0	1.0	1.0	0.9	
0400-0500	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.4	0.4	
0500-0600	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.4	0.4	
0600-0700	3.0	8.0	2.0	7.0	4.0	3.0	0.0	4.8	3.9	
0700-0800	11.0	29.0	14.0	11.0	17.0	12.0	0.0	16.4	13.4	
0800-0900	16.0	31.0	12.0	19.0	18.0	8.0	2.0	19.2	15.1	
0900-1000	11.0	44.0	15.0	20.0	18.0	11.0	5.0	21.6	17.7	
1000-1100	15.0	9.0	9.0	12.0	14.0	19.0	10.0	11.8	12.6	
1100-1200	10.0	11.0	5.0	8.0	18.0	20.0	17.0	10.6	12.9	
1200-1300	9.0	13.0	5.0	10.0	15.0	19.0	15.0	10.4	12.3	
1300-1400	9.0	14.0	9.0	11.0	12.0	23.0	14.0	11.0	13.1	
1400-1500	7.0	13.0	8.0	18.0	14.0	16.0	10.0	12.0	12.3	
1500-1600	16.0	17.0	13.0	20.0	20.0	16.0	8.0	17.2	15.7	
1600-1700	24.0	18.0	22.0	18.0	21.0	18.0	15.0	20.2	19.1	
1700-1800	22.0	22.0	23.0	24.0	27.0	10.0	16.0	23.6	20.6	
1800-1900	18.0	16.0	20.0	22.0	24.0	14.0	16.0	20.0	18.6	
1900-2000	9.0	15.0	11.0	18.0	15.0	10.0	4.0	13.6	11.7	
2000-2100	4.0	5.0	13.0	8.0	15.0	7.0	6.0	9.0	8.3	
2100-2200	5.0	4.0	7.0	1.0	0.0	6.0	8.0	3.4	4.4	
2200-2300	2.0	6.0	1.0	2.0	11.0	4.0	4.0	4.4	4.3	
2300-2400	0.0	1.0	2.0	8.0	7.0	3.0	0.0	3.6	3.0	
Totals	168	237	155	191	219	186	128	194.0	183.4	
0700-1900	189	269	188	225	253	212	146	224.8	211.7	
0600-0000	191	276	191	235	271	219	150	232.8	219.0	
0000-0000	193	279	192	239	276	225	159	235.8	223.3	

Westbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	1.0	2.0	0.0	1.0	2.0	1.0	2.0	1.2	1.3	
0100-0200	0.0	1.0	1.0	1.0	2.0	1.0	3.0	1.0	1.3	
0200-0300	0.0	0.0	2.0	0.0	1.0	0.0	5.0	0.6	1.1	
0300-0400	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.4	0.4	
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	
0500-0600	5.0	4.0	5.0	4.0	2.0	2.0	0.0	4.0	3.1	
0600-0700	8.0	8.0	5.0	9.0	7.0	5.0	0.0	7.4	6.0	
0700-0800	23.0	28.0	27.0	21.0	28.0	7.0	3.0	25.4	19.6	
0800-0900	21.0	27.0	15.0	21.0	20.0	12.0	14.0	20.8	18.6	
0900-1000	15.0	30.0	11.0	10.0	20.0	20.0	12.0	17.2	16.9	
1000-1100	11.0	8.0	6.0	9.0	27.0	19.0	26.0	12.2	15.1	
1100-1200	13.0	9.0	13.0	20.0	16.0	19.0	24.0	14.2	16.3	
1200-1300	10.0	17.0	9.0	6.0	14.0	25.0	17.0	11.2	14.0	
1300-1400	12.0	9.0	11.0	10.0	13.0	22.0	26.0	11.0	14.7	
1400-1500	10.0	15.0	13.0	18.0	19.0	22.0	4.0	15.0	14.4	
1500-1600	21.0	28.0	31.0	24.0	24.0	12.0	7.0	25.6	21.0	
1600-1700	18.0	22.0	18.0	11.0	20.0	20.0	14.0	17.8	17.6	
1700-1800	30.0	19.0	32.0	22.0	22.0	14.0	16.0	25.0	22.1	
1800-1900	20.0	13.0	20.0	20.0	21.0	24.0	13.0	18.8	18.7	
1900-2000	14.0	12.0	7.0	8.0	8.0	19.0	8.0	9.8	10.9	
2000-2100	2.0	8.0	5.0	11.0	7.0	9.0	10.0	6.6	7.4	
2100-2200	3.0	5.0	2.0	6.0	4.0	4.0	2.0	4.0	3.7	
2200-2300	4.0	1.0	0.0	6.0	9.0	4.0	5.0	4.0	4.1	
2300-2400	3.0	2.0	2.0	4.0	3.0	3.0	2.0	2.8	2.7	
Totals	204	225	206	192	244	216	176	214.2	209.0	
0700-1900	231	258	225	226	270	253	196	242.0	237.0	
0600-0000	238	261	227	236	282	260	203	248.8	243.9	
0000-0000	245	268	235	242	290	264	215	256.0	251.3	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	1.0	2.0	0.0	2.0	3.0	4.0	6.0	1.6	2.6	
0100-0200	0.0	1.0	1.0	2.0	4.0	2.0	5.0	1.6	2.1	
0200-0300	1.0	0.0	2.0	0.0	1.0	1.0	6.0	0.8	1.6	
0300-0400	2.0	1.0	1.0	2.0	1.0	0.0	2.0	1.4	1.3	
0400-0500	0.0	1.0	0.0	0.0	1.0	0.0	2.0	0.4	0.6	
0500-0600	5.0	5.0	5.0	4.0	3.0	3.0	0.0	4.4	3.6	
0600-0700	11.0	16.0	7.0	16.0	11.0	8.0	0.0	12.2	9.9	
0700-0800	34.0	57.0	41.0	32.0	45.0	19.0	3.0	41.8	33.0	
0800-0900	37.0	58.0	27.0	40.0	38.0	20.0	16.0	40.0	33.7	
0900-1000	26.0	74.0	26.0	30.0	38.0	31.0	17.0	38.8	34.6	
1000-1100	26.0	17.0	15.0	21.0	41.0	38.0	36.0	24.0	27.7	
1100-1200	23.0	20.0	18.0	28.0	35.0	39.0	41.0	24.8	28.1	
1200-1300	19.0	30.0	14.0	16.0	29.0	44.0	32.0	21.6	26.3	
1300-1400	21.0	23.0	20.0	21.0	25.0	45.0	40.0	22.0	27.9	
1400-1500	17.0	28.0	21.0	36.0	33.0	38.0	14.0	27.0	26.7	
1500-1600	37.0	45.0	44.0	44.0	44.0	28.0	15.0	42.8	36.7	
1600-1700	42.0	40.0	40.0	27.0	41.0	38.0	29.0	38.0	36.7	
1700-1800	52.0	41.0	55.0	46.0	49.0	24.0	32.0	48.6	42.7	
1800-1900	38.0	29.0	40.0	42.0	45.0	38.0	29.0	38.8	37.3	
1900-2000	23.0	27.0	18.0	26.0	23.0	29.0	12.0	23.4	22.6	
2000-2100	6.0	13.0	18.0	19.0	22.0	16.0	16.0	15.6	15.7	
2100-2200	8.0	9.0	9.0	7.0	4.0	10.0	10.0	7.4	8.1	
2200-2300	6.0	7.0	1.0	8.0	20.0	8.0	9.0	8.4	8.4	
2300-2400	3.0	3.0	4.0	12.0	10.0	6.0	2.0	6.4	5.7	
Totals	372	462	361	383	463	402	304	408.2	392.4	
0700-1900	420	527	413	451	523	465	342	466.8	448.7	
0600-0000	429	537	418	471	553	479	353	481.6	462.9	
0000-0000	438	547	427	481	566	489	374	491.8	474.6	

Daily Classes - Direction 1

Location: Morgan Street, East of Allans Avenue
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949109

Eastbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	9	0.576%	24.4	45.1	35.0	37.1	42.2	45.1	0 0.00%
0100	6	0.384%	23.4	41.4	30.4	29.5	41.1	41.4	0 0.00%
0200	3	0.192%	29.2	43.5	37.6	40.0	43.5	43.5	0 0.00%
0300	6	0.384%	27.3	44.6	34.6	33.7	44.2	44.6	0 0.00%
0400	3	0.192%	15.3	53.4	39.0	48.2	53.4	53.4	1 33.33%
0500	3	0.192%	10.2	44.4	26.4	24.7	44.4	44.4	0 0.00%
0600	27	1.727%	22.5	42.2	31.2	31.1	37.9	41.4	0 0.00%
0700	94	6.014%	8.7	44.3	29.8	30.1	38.3	41.1	0 0.00%
0800	106	6.782%	11.8	48.8	34.0	34.8	41.4	45.9	0 0.00%
0900	124	7.933%	10.3	50.6	31.9	32.5	39.6	46.7	2 1.61%
1000	88	5.630%	6.6	49.3	34.4	36.0	41.2	45.3	0 0.00%
1100	90	5.758%	9.0	51.1	33.9	33.9	42.8	47.2	1 1.11%
1200	86	5.502%	10.2	53.7	35.8	36.6	44.6	47.6	2 2.33%
1300	92	5.886%	13.6	58.7	34.4	35.9	41.6	44.6	2 2.17%
1400	86	5.502%	8.5	54.9	33.3	33.7	40.8	46.7	1 1.16%
1500	110	7.038%	14.6	46.5	33.5	33.7	40.0	44.7	0 0.00%
1600	134	8.573%	10.4	51.8	34.0	35.5	42.1	47.0	1 0.75%
1700	144	9.213%	11.0	49.4	32.8	33.8	41.0	43.7	0 0.00%
1800	130.0	8.317%	4.9	47.9	33.5	34.6	42.0	44.9	0.0 0.00%
1900	82.0	5.246%	13.2	51.9	34.4	36.4	42.3	45.1	1.0 1.22%
2000	58.0	3.711%	14.9	50.3	34.1	35.7	40.7	45.4	1.0 1.72%
2100	31	1.963%	17.9	49.7	35.2	34.9	40.8	49.4	0 0.00%
2200	30.0	1.919%	6.1	43.1	32.1	35.9	39.3	41.6	0.0 0.00%
2300	21.0	1.344%	8.4	41.8	32.3	36.4	40.3	41.7	0.0 0.00%
	1963.0	100.000%	4.9	58.7	33.4	34.4	41.2	45.5	12.0 0.77%

Daily Classes - Direction 2

Location: Morgan Street, East of Allans Avenue
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949109

Westbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	9	0.512%	31.7	40.0	36.1	34.7	39.6	40.0	0 0.00%
0100	9	0.512%	25.0	45.4	37.2	37.8	44.6	45.4	0 0.00%
0200	8	0.455%	24.4	40.0	33.7	34.6	39.3	40.0	0 0.00%
0300	3	0.171%	27.0	35.0	31.6	32.9	35.0	35.0	0 0.00%
0400	1	0.057%	38.6	38.6	38.6	38.6	38.6	38.6	0 0.00%
0500	22	1.251%	24.1	45.1	34.6	35.6	39.1	44.7	0 0.00%
0600	42	2.388%	15.2	47.7	33.5	33.5	41.4	43.3	0 0.00%
0700	137	7.789%	12.1	49.5	33.6	34.6	42.1	46.4	0 0.00%
0800	130	7.391%	6.5	51.5	36.6	37.4	43.3	48.2	2 1.54%
0900	118	6.708%	14.4	57.9	35.1	34.4	42.3	48.6	3 2.54%
1000	106	6.026%	11.8	48.1	33.2	33.9	41.3	45.7	0 0.00%
1100	114	6.481%	11.4	50.4	33.1	33.2	40.8	44.9	1 0.88%
1200	98	5.571%	10.2	45.8	34.2	35.7	41.6	44.1	0 0.00%
1300	103	5.856%	13.2	53.0	34.2	34.2	40.9	45.8	2 1.94%
1400	101	5.742%	4.3	52.3	33.9	34.4	42.7	46.9	2 1.98%
1500	147	8.357%	10.8	57.2	35.7	36.2	45.1	48.6	2 1.36%
1600	123	6.993%	6.9	56.7	34.7	34.7	44.3	49.6	5 4.07%
1700	155	8.812%	4.0	50.9	35.3	35.5	43.6	46.8	1 0.65%
1800	131.0	7.447%	9.8	55.0	34.7	35.5	42.7	47.0	2.0 1.53%
1900	76.0	4.321%	13.6	48.5	32.8	33.8	39.9	43.7	0.0 0.00%
2000	52.0	2.956%	2.1	45.6	30.6	32.2	40.0	43.9	0.0 0.00%
2100	26	1.478%	19.6	47.1	33.6	34.8	40.1	45.7	0 0.00%
2200	29.0	1.649%	6.1	44.5	30.0	32.4	40.8	43.6	0.0 0.00%
2300	19.0	1.080%	18.9	42.1	29.7	29.0	39.6	42.1	0.0 0.00%
	1759.0	100.000%	2.1	57.9	34.3	34.9	42.3	46.3	20.0 1.14%

Daily Classes - Combined Direction

Location: Morgan Street, East of Allans Avenue
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	18	0.542%	24.4	45.1	35.5	36.1	39.5	45.1	0 0.00%
0100	15	0.452%	23.4	45.4	34.5	35.3	43.6	45.4	0 0.00%
0200	11	0.331%	24.4	43.5	34.7	34.7	40.7	43.5	0 0.00%
0300	9	0.271%	27.0	44.6	33.6	32.9	40.1	44.6	0 0.00%
0400	4	0.120%	15.3	53.4	38.9	43.5	53.4	53.4	1 25.00%
0500	25	0.753%	10.2	45.1	33.6	35.6	39.7	45.0	0 0.00%
0600	69	2.077%	15.2	47.7	32.6	33.1	40.1	42.7	0 0.00%
0700	231	6.954%	8.7	49.5	32.1	32.9	40.0	44.9	0 0.00%
0800	236	7.104%	6.5	51.5	35.4	36.4	43.1	46.4	2 0.85%
0900	242	7.285%	10.3	57.9	33.4	33.7	40.7	47.0	5 2.07%
1000	194	5.840%	6.6	49.3	33.8	34.6	41.2	45.5	0 0.00%
1100	204	6.141%	9.0	51.1	33.5	33.8	41.1	45.0	2 0.98%
1200	184	5.539%	10.2	53.7	35.0	35.9	42.8	46.1	2 1.09%
1300	195	5.870%	13.2	58.7	34.3	35.3	41.3	44.5	4 2.05%
1400	187	5.629%	4.3	54.9	33.6	33.8	42.3	46.7	3 1.60%
1500	257	7.736%	10.8	57.2	34.8	35.3	42.9	47.3	2 0.78%
1600	257	7.736%	6.9	56.7	34.3	35.3	42.9	47.9	6 2.34%
1700	299	9.001%	4.0	50.9	34.1	34.6	42.7	45.9	1 0.33%
1800	261.0	7.857%	4.9	55.0	34.1	35.1	42.4	46.2	2.0 0.77%
1900	158.0	4.756%	13.2	51.9	33.7	35.1	41.8	44.6	1.0 0.63%
2000	110.0	3.311%	2.1	50.3	32.4	34.6	40.3	44.0	1.0 0.91%
2100	57	1.716%	17.9	49.7	34.5	34.9	40.7	47.7	0 0.00%
2200	59.0	1.776%	6.1	44.5	31.1	33.3	39.8	42.7	0.0 0.00%
2300	40.0	1.204%	8.4	42.1	31.0	32.3	39.8	41.7	0.0 0.00%
	3322.0	100.000%	2.1	58.7	33.9	34.7	41.8	46.1	32.0 0.98%

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Weekly Vehicle Counts (Virtual)

Location: Bishop Street, between Frazer Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949109

Eastbound DIRECTION 1											
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages			
								1-5	1-7		
0000-0100	0.0	0.0	0.0	1.0	1.0	3.0	4.0	0.4	1.3		
0100-0200	0.0	0.0	0.0	1.0	2.0	1.0	2.0	0.6	0.9		
0200-0300	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.2	0.4		
0300-0400	1.0	1.0	1.0	2.0	0.0	0.0	1.0	1.0	0.9		
0400-0500	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.4	0.4		
0500-0600	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.4	0.4		
0600-0700	3.0	8.0	2.0	7.0	4.0	3.0	0.0	4.8	3.9		
0700-0800	11.0	29.0	14.0	11.0	17.0	12.0	0.0	16.4	13.4		
0800-0900	16.0	31.0	12.0	19.0	18.0	8.0	2.0	19.2	15.1		
0900-1000	11.0	44.0	15.0	20.0	18.0	11.0	5.0	21.6	17.7		
1000-1100	15.0	9.0	9.0	12.0	14.0	19.0	10.0	11.8	12.6		
1100-1200	10.0	11.0	5.0	8.0	18.0	20.0	17.0	10.6	12.9		
1200-1300	9.0	13.0	5.0	10.0	15.0	19.0	15.0	10.4	12.3		
1300-1400	9.0	14.0	9.0	11.0	12.0	23.0	14.0	11.0	13.1		
1400-1500	7.0	13.0	8.0	18.0	14.0	16.0	10.0	12.0	12.3		
1500-1600	16.0	17.0	13.0	20.0	20.0	16.0	8.0	17.2	15.7		
1600-1700	24.0	18.0	22.0	18.0	21.0	18.0	15.0	20.2	19.1		
1700-1800	22.0	22.0	23.0	24.0	27.0	10.0	16.0	23.6	20.6		
1800-1900	18.0	16.0	20.0	22.0	24.0	14.0	16.0	20.0	18.6		
1900-2000	9.0	15.0	11.0	18.0	15.0	10.0	4.0	13.6	11.7		
2000-2100	4.0	5.0	13.0	8.0	15.0	7.0	6.0	9.0	8.3		
2100-2200	5.0	4.0	7.0	1.0	0.0	6.0	8.0	3.4	4.4		
2200-2300	2.0	6.0	1.0	2.0	11.0	4.0	4.0	4.4	4.3		
2300-2400	0.0	1.0	2.0	8.0	7.0	3.0	0.0	3.6	3.0		
Totals	168	237	155	191	219	186	128	194.0	183.4		
0700-1900	189	269	188	225	253	212	146	224.8	211.7		
0600-0000	191	276	191	235	271	219	150	232.8	219.0		
0000-0000	193	279	192	239	276	225	159	235.8	223.3		

Westbound DIRECTION 2											
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages			
								1-5	1-7		
0000-0100	1.0	2.0	0.0	1.0	2.0	1.0	2.0	1.2	1.3		
0100-0200	0.0	1.0	1.0	1.0	2.0	1.0	3.0	1.0	1.3		
0200-0300	0.0	0.0	2.0	0.0	1.0	0.0	5.0	0.6	1.1		
0300-0400	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.4	0.4		
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1		
0500-0600	5.0	4.0	5.0	4.0	2.0	2.0	0.0	4.0	3.1		
0600-0700	8.0	8.0	5.0	9.0	7.0	5.0	0.0	7.4	6.0		
0700-0800	23.0	28.0	27.0	21.0	28.0	7.0	3.0	25.4	19.6		
0800-0900	21.0	27.0	15.0	21.0	20.0	12.0	14.0	20.8	18.6		
0900-1000	15.0	30.0	11.0	10.0	20.0	20.0	12.0	17.2	16.9		
1000-1100	11.0	8.0	6.0	9.0	27.0	19.0	26.0	12.2	15.1		
1100-1200	13.0	9.0	13.0	20.0	16.0	19.0	24.0	14.2	16.3		
1200-1300	10.0	17.0	9.0	6.0	14.0	25.0	17.0	11.2	14.0		
1300-1400	12.0	9.0	11.0	10.0	13.0	22.0	26.0	11.0	14.7		
1400-1500	10.0	15.0	13.0	18.0	19.0	22.0	4.0	15.0	14.4		
1500-1600	21.0	28.0	31.0	24.0	24.0	12.0	7.0	25.6	21.0		
1600-1700	18.0	22.0	18.0	11.0	20.0	20.0	14.0	17.8	17.6		
1700-1800	30.0	19.0	32.0	22.0	22.0	14.0	16.0	25.0	22.1		
1800-1900	20.0	13.0	20.0	20.0	21.0	24.0	13.0	18.8	18.7		
1900-2000	14.0	12.0	7.0	8.0	8.0	19.0	8.0	9.8	10.9		
2000-2100	2.0	8.0	5.0	11.0	7.0	9.0	10.0	6.6	7.4		
2100-2200	3.0	5.0	2.0	6.0	4.0	4.0	2.0	4.0	3.7		
2200-2300	4.0	1.0	0.0	6.0	9.0	4.0	5.0	4.0	4.1		
2300-2400	3.0	2.0	2.0	4.0	3.0	3.0	2.0	2.8	2.7		
Totals	204	225	206	192	244	216	176	214.2	209.0		
0700-1900	231	258	225	226	270	253	196	242.0	237.0		
0600-0000	238	261	227	236	282	260	203	248.8	243.9		
0000-0000	245	268	235	242	290	264	215	256.0	251.3		

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS											
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages			
								1-5	1-7		
0000-0100	1.0	2.0	0.0	2.0	3.0	4.0	6.0	1.6	2.6		
0100-0200	0.0	1.0	1.0	2.0	4.0	2.0	5.0	1.6	2.1		
0200-0300	1.0	0.0	2.0	0.0	1.0	1.0	6.0	0.8	1.6		
0300-0400	2.0	1.0	1.0	2.0	1.0	0.0	2.0	1.4	1.3		
0400-0500	0.0	1.0	0.0	0.0	1.0	0.0	2.0	0.4	0.6		
0500-0600	5.0	5.0	5.0	4.0	3.0	3.0	0.0	4.4	3.6		
0600-0700	11.0	16.0	7.0	16.0	11.0	8.0	0.0	12.2	9.9		
0700-0800	34.0	57.0	41.0	32.0	45.0	19.0	3.0	41.8	33.0		
0800-0900	37.0	58.0	27.0	40.0	38.0	20.0	16.0	40.0	33.7		
0900-1000	26.0	74.0	26.0	30.0	38.0	31.0	17.0	38.8	34.6		
1000-1100	26.0	17.0	15.0	21.0	41.0	38.0	36.0	24.0	27.7		
1100-1200	23.0	20.0	18.0	28.0	35.0	39.0	41.0	24.8	28.1		
1200-1300	19.0	30.0	14.0	16.0	29.0	44.0	32.0	21.6	26.3		
1300-1400	21.0	23.0	20.0	21.0	25.0	45.0	40.0	22.0	27.9		
1400-1500	17.0	28.0	21.0	36.0	33.0	38.0	14.0	27.0	26.7		
1500-1600	37.0	45.0	44.0	44.0	44.0	28.0	15.0	42.8	36.7		
1600-1700	42.0	40.0	40.0	27.0	41.0	38.0	29.0	38.0	36.7		
1700-1800	52.0	41.0	55.0	46.0	49.0	24.0	32.0	48.6	42.7		
1800-1900	38.0	29.0	40.0	42.0	45.0	38.0	29.0	38.8	37.3		
1900-2000	23.0	27.0	18.0	26.0	23.0	29.0	12.0	23.4	22.6		
2000-2100	6.0	13.0	18.0	19.0	22.0	16.0	16.0	15.6	15.7		
2100-2200	8.0	9.0	9.0	7.0	4.0	10.0	10.0	7.4	8.1		
2200-2300	6.0	7.0	1.0	8.0	20.0	8.0	9.0	8.4	8.4		
2300-2400	3.0	3.0	4.0	12.0	10.0	6.0	2.0	6.4	5.7		
Totals	372	462	361	383	463	402	304	408.2	392.4		
0700-1900	420	527	413	451	523	465	342	466.8	448.7		
0600-0000	429	537	418	471	553	479	353	481.6	462.9		
0000-0000	438	547	427	481	566	489	374	491.8	474.6		

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Daily Classes - Direction 1

Location: Bishop Street, between Frazer Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949109

Eastbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	9	0.576%	24.4	45.1	35.0	37.1	42.2	45.1	0 0.00%
0100	6	0.384%	23.4	41.4	30.4	29.5	41.1	41.4	0 0.00%
0200	3	0.192%	29.2	43.5	37.6	40.0	43.5	43.5	0 0.00%
0300	6	0.384%	27.3	44.6	34.6	33.7	44.2	44.6	0 0.00%
0400	3	0.192%	15.3	53.4	39.0	48.2	53.4	53.4	1 33.33%
0500	3	0.192%	10.2	44.4	26.4	24.7	44.4	44.4	0 0.00%
0600	27	1.727%	22.5	42.2	31.2	31.1	37.9	41.4	0 0.00%
0700	94	6.014%	8.7	44.3	29.8	30.1	38.3	41.1	0 0.00%
0800	106	6.782%	11.8	48.8	34.0	34.8	41.4	45.9	0 0.00%
0900	124	7.933%	10.3	50.6	31.9	32.5	39.6	46.7	2 1.61%
1000	88	5.630%	6.6	49.3	34.4	36.0	41.2	45.3	0 0.00%
1100	90	5.758%	9.0	51.1	33.9	33.9	42.8	47.2	1 1.11%
1200	86	5.502%	10.2	53.7	35.8	36.6	44.6	47.6	2 2.33%
1300	92	5.886%	13.6	58.7	34.4	35.9	41.6	44.6	2 2.17%
1400	86	5.502%	8.5	54.9	33.3	33.7	40.8	46.7	1 1.16%
1500	110	7.038%	14.6	46.5	33.5	33.7	40.0	44.7	0 0.00%
1600	134	8.573%	10.4	51.8	34.0	35.5	42.1	47.0	1 0.75%
1700	144	9.213%	11.0	49.4	32.8	33.8	41.0	43.7	0 0.00%
1800	130.0	8.317%	4.9	47.9	33.5	34.6	42.0	44.9	0.0 0.00%
1900	82.0	5.246%	13.2	51.9	34.4	36.4	42.3	45.1	1.0 1.22%
2000	58.0	3.711%	14.9	50.3	34.1	35.7	40.7	45.4	1.0 1.72%
2100	31	1.963%	17.9	49.7	35.2	34.9	40.8	49.4	0 0.00%
2200	30.0	1.919%	6.1	43.1	32.1	35.9	39.3	41.6	0.0 0.00%
2300	21.0	1.344%	8.4	41.8	32.3	36.4	40.3	41.7	0.0 0.00%
	1963.0	100.000%	4.9	58.7	33.4	34.4	41.2	45.5	12.0 0.77%

Daily Classes - Direction 2

Location: Bishop Street, between Frazer Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949109

Westbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	9	0.512%	31.7	40.0	36.1	34.7	39.6	40.0	0 0.00%
0100	9	0.512%	25.0	45.4	37.2	37.8	44.6	45.4	0 0.00%
0200	8	0.455%	24.4	40.0	33.7	34.6	39.3	40.0	0 0.00%
0300	3	0.171%	27.0	35.0	31.6	32.9	35.0	35.0	0 0.00%
0400	1	0.057%	38.6	38.6	38.6	38.6	38.6	38.6	0 0.00%
0500	22	1.251%	24.1	45.1	34.6	35.6	39.1	44.7	0 0.00%
0600	42	2.388%	15.2	47.7	33.5	33.5	41.4	43.3	0 0.00%
0700	137	7.789%	12.1	49.5	33.6	34.6	42.1	46.4	0 0.00%
0800	130	7.391%	6.5	51.5	36.6	37.4	43.3	48.2	2 1.54%
0900	118	6.708%	14.4	57.9	35.1	34.4	42.3	48.6	3 2.54%
1000	106	6.026%	11.8	48.1	33.2	33.9	41.3	45.7	0 0.00%
1100	114	6.481%	11.4	50.4	33.1	33.2	40.8	44.9	1 0.88%
1200	98	5.571%	10.2	45.8	34.2	35.7	41.6	44.1	0 0.00%
1300	103	5.856%	13.2	53.0	34.2	34.2	40.9	45.8	2 1.94%
1400	101	5.742%	4.3	52.3	33.9	34.4	42.7	46.9	2 1.98%
1500	147	8.357%	10.8	57.2	35.7	36.2	45.1	48.6	2 1.36%
1600	123	6.993%	6.9	56.7	34.7	34.7	44.3	49.6	5 4.07%
1700	155	8.812%	4.0	50.9	35.3	35.5	43.6	46.8	1 0.65%
1800	131.0	7.447%	9.8	55.0	34.7	35.5	42.7	47.0	2.0 1.53%
1900	76.0	4.321%	13.6	48.5	32.8	33.8	39.9	43.7	0.0 0.00%
2000	52.0	2.956%	2.1	45.6	30.6	32.2	40.0	43.9	0.0 0.00%
2100	26	1.478%	19.6	47.1	33.6	34.8	40.1	45.7	0 0.00%
2200	29.0	1.649%	6.1	44.5	30.0	32.4	40.8	43.6	0.0 0.00%
2300	19.0	1.080%	18.9	42.1	29.7	29.0	39.6	42.1	0.0 0.00%
	1759.0	100.000%	2.1	57.9	34.3	34.9	42.3	46.3	20.0 1.14%

Daily Classes - Combined Direction

Location: Bishop Street, between Frazer Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	18	0.542%	24.4	45.1	35.5	36.1	39.5	45.1	0 0.00%
0100	15	0.452%	23.4	45.4	34.5	35.3	43.6	45.4	0 0.00%
0200	11	0.331%	24.4	43.5	34.7	34.7	40.7	43.5	0 0.00%
0300	9	0.271%	27.0	44.6	33.6	32.9	40.1	44.6	0 0.00%
0400	4	0.120%	15.3	53.4	38.9	43.5	53.4	53.4	1 25.00%
0500	25	0.753%	10.2	45.1	33.6	35.6	39.7	45.0	0 0.00%
0600	69	2.077%	15.2	47.7	32.6	33.1	40.1	42.7	0 0.00%
0700	231	6.954%	8.7	49.5	32.1	32.9	40.0	44.9	0 0.00%
0800	236	7.104%	6.5	51.5	35.4	36.4	43.1	46.4	2 0.85%
0900	242	7.285%	10.3	57.9	33.4	33.7	40.7	47.0	5 2.07%
1000	194	5.840%	6.6	49.3	33.8	34.6	41.2	45.5	0 0.00%
1100	204	6.141%	9.0	51.1	33.5	33.8	41.1	45.0	2 0.98%
1200	184	5.539%	10.2	53.7	35.0	35.9	42.8	46.1	2 1.09%
1300	195	5.870%	13.2	58.7	34.3	35.3	41.3	44.5	4 2.05%
1400	187	5.629%	4.3	54.9	33.6	33.8	42.3	46.7	3 1.60%
1500	257	7.736%	10.8	57.2	34.8	35.3	42.9	47.3	2 0.78%
1600	257	7.736%	6.9	56.7	34.3	35.3	42.9	47.9	6 2.34%
1700	299	9.001%	4.0	50.9	34.1	34.6	42.7	45.9	1 0.33%
1800	261.0	7.857%	4.9	55.0	34.1	35.1	42.4	46.2	2.0 0.77%
1900	158.0	4.756%	13.2	51.9	33.7	35.1	41.8	44.6	1.0 0.63%
2000	110.0	3.311%	2.1	50.3	32.4	34.6	40.3	44.0	1.0 0.91%
2100	57	1.716%	17.9	49.7	34.5	34.9	40.7	47.7	0 0.00%
2200	59.0	1.776%	6.1	44.5	31.1	33.3	39.8	42.7	0.0 0.00%
2300	40.0	1.204%	8.4	42.1	31.0	32.3	39.8	41.7	0.0 0.00%
	3322.0	100.000%	2.1	58.7	33.9	34.7	41.8	46.1	32.0 0.98%

Weekly Vehicle Counts (Virtual)

Location: Frazer Street, Between Miller Lane And Livingstone Road
Start Date: 1st March 2022
End Date: 2nd March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949111

Eastbound DIRECTION 1									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	*	11.0	11.0	*	*	*	*	11.0	11.0
0100-0200	*	9.0	12.0	*	*	*	*	10.5	10.5
0200-0300	*	13.0	17.0	*	*	*	*	15.0	15.0
0300-0400	*	18.0	18.0	*	*	*	*	18.0	18.0
0400-0500	*	42.0	43.0	*	*	*	*	42.5	42.5
0500-0600	*	170.0	171.0	*	*	*	*	170.5	170.5
0600-0700	*	411.0	375.0	*	*	*	*	393.0	393.0
0700-0800	*	598.0	528.0	*	*	*	*	563.0	563.0
0800-0900	*	412.0	521.0	*	*	*	*	466.5	466.5
0900-1000	*	536.0	359.0	*	*	*	*	447.5	447.5
1000-1100	*	428.0	336.0	*	*	*	*	382.0	382.0
1100-1200	*	311.0	287.0	*	*	*	*	299.0	289.0
1200-1300	*	303.0	284.0	*	*	*	*	293.5	293.5
1300-1400	*	296.0	273.0	*	*	*	*	284.5	284.5
1400-1500	*	301.0	283.0	*	*	*	*	292.0	292.0
1500-1600	*	349.0	303.0	*	*	*	*	326.0	326.0
1600-1700	*	358.0	313.0	*	*	*	*	335.5	335.5
1700-1800	*	350.0	320.0	*	*	*	*	335.0	335.0
1800-1900	*	283.0	277.0	*	*	*	*	280.0	280.0
1900-2000	*	202.0	149.0	*	*	*	*	175.5	175.5
2000-2100	*	108.0	96.0	*	*	*	*	102.0	102.0
2100-2200	*	90.0	75.0	*	*	*	*	82.5	82.5
2200-2300	*	47.0	58.0	*	*	*	*	52.5	52.5
2300-2400	*	23.0	36.0	*	*	*	*	29.5	29.5
Totals	0	4525	4064	0	0	0	0	1717.8	1227.0
0700-1900	0	5336	4759	0	0	0	0	2019.0	1442.1
0600-0000	0	5406	4853	0	0	0	0	2051.8	1465.6
0000-0000	0	5669	5125	0	0	0	0	2158.8	1542.0

Westbound DIRECTION 2									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	*	13.0	21.0	*	*	*	*	17.0	17.0
0100-0200	*	5.0	12.0	*	*	*	*	8.5	8.5
0200-0300	*	6.0	9.0	*	*	*	*	7.5	7.5
0300-0400	*	3.0	8.0	*	*	*	*	5.5	5.5
0400-0500	*	10.0	8.0	*	*	*	*	9.0	9.0
0500-0600	*	29.0	30.0	*	*	*	*	29.5	29.5
0600-0700	*	95.0	75.0	*	*	*	*	85.0	85.0
0700-0800	*	180.0	152.0	*	*	*	*	166.0	166.0
0800-0900	*	302.0	267.0	*	*	*	*	284.5	284.5
0900-1000	*	304.0	226.0	*	*	*	*	265.0	265.0
1000-1100	*	238.0	203.0	*	*	*	*	220.5	220.5
1100-1200	*	296.0	258.0	*	*	*	*	277.0	277.0
1200-1300	*	318.0	278.0	*	*	*	*	298.0	298.0
1300-1400	*	314.0	313.0	*	*	*	*	313.5	313.5
1400-1500	*	413.0	390.0	*	*	*	*	401.5	401.5
1500-1600	*	552.0	503.0	*	*	*	*	527.5	527.5
1600-1700	*	508.0	564.0	*	*	*	*	535.0	535.0
1700-1800	*	614.0	551.0	*	*	*	*	582.5	582.5
1800-1900	*	360.0	321.0	*	*	*	*	340.5	340.5
1900-2000	*	258.0	213.0	*	*	*	*	235.5	235.5
2000-2100	*	182.0	148.0	*	*	*	*	165.0	165.0
2100-2200	*	130.0	122.0	*	*	*	*	126.0	126.0
2200-2300	*	87.0	119.0	*	*	*	*	103.0	103.0
2300-2400	*	45.0	69.0	*	*	*	*	57.0	57.0
Totals	0	4397	4026	0	0	0	0	1684.6	1203.3
0700-1900	0	5062	4584	0	0	0	0	1929.2	1378.0
0600-0000	0	5194	4772	0	0	0	0	1993.2	1423.7
0000-0000	0	5260	4860	0	0	0	0	2024.0	1445.7

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100		24.0	32.0					28.0	28.0
0100-0200		14.0	24.0					19.0	19.0
0200-0300		19.0	26.0					22.5	22.5
0300-0400		21.0	26.0					23.5	23.5
0400-0500		52.0	51.0					51.5	51.5
0500-0600		199.0	201.0					200.0	200.0
0600-0700		506.0	450.0					478.0	478.0
0700-0800		778.0	680.0					729.0	729.0
0800-0900		714.0	768.0					751.0	751.0
0900-1000		840.0	585.0					712.5	712.5
1000-1100		666.0	539.0					602.5	602.5
1100-1200		607.0	525.0					566.0	566.0
1200-1300		621.0	562.0					591.5	591.5
1300-1400		610.0	586.0					598.0	598.0
1400-1500		714.0	673.0					693.5	693.5
1500-1600		901.0	806.0					853.5	853.5
1600-1700		864.0	877.0					870.5	870.5
1700-1800		964.0	871.0					917.5	917.5
1800-1900		643.0	598.0					620.5	620.5
1900-2000		460.0	362.0					411.0	411.0
2000-2100		290.0	244.0					267.0	267.0
2100-2200		220.0	197.0					208.5	208.5
2200-2300		134.0	177.0					155.5	155.5
2300-2400		68.0	105.0					86.5	86.5
Totals	0	8922	8090	0	0	0	0	8506.0	8506.0
0700-1900	0	10398	9343	0	0	0	0	9870.5	9870.5
0600-0000	0	10600	9625	0	0	0	0	10112.5	
0000-0000	0	10929	9985	0	0	0	0	10457.0	

Daily Classes - Direction 1

Location: Frazer Street, Between Miller Lane And Livingstone Road
Start Date: 1st March 2022
End Date: 2nd March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949111

Eastbound										
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	22	0.204%	25.8	62.5	49.7	51.9	56.4	62.4	13	59.09%
0100	21	0.195%	41.0	64.5	52.2	50.6	59.4	64.2	13	61.90%
0200	30	0.278%	26.6	71.1	51.1	50.9	59.7	66.7	16	53.33%
0300	36	0.334%	27.0	72.9	50.1	50.9	58.1	65.7	20	55.56%
0400	85	0.787%	21.1	78.2	52.0	51.7	59.3	70.9	45	52.94%
0500	341	3.159%	16.4	73.2	47.4	47.3	54.8	58.5	120	35.19%
0600	786	7.282%	7.4	70.7	42.1	43.0	49.1	53.1	92	11.70%
0700	1126	10.430%	6.0	68.8	34.6	37.6	46.8	51.2	76	6.75%
0800	933	8.644%	6.2	60.2	31.3	33.7	45.2	50.1	47	5.04%
0900	895	8.292%	7.5	68.9	36.0	39.1	48.5	53.1	105	11.73%
1000	764	7.078%	8.7	68.8	43.6	44.1	50.4	54.4	132	17.28%
1100	578	5.355%	5.5	75.7	46.1	46.3	52.2	56.9	151	26.12%
1200	587	5.438%	10.9	73.3	44.8	45.2	51.7	55.1	115	19.59%
1300	569	5.271%	22.0	69.7	45.7	45.7	52.3	56.2	129	22.67%
1400	584	5.410%	20.9	74.0	45.9	46.3	51.9	56.0	152	26.03%
1500	652	6.040%	13.3	62.6	43.5	43.9	49.7	53.6	93	14.26%
1600	671	6.216%	16.7	63.0	45.4	45.5	51.5	55.3	147	21.91%
1700	670	6.207%	26.6	90.1	45.8	45.7	51.5	55.6	146	21.79%
1800	560	5.188%	15.3	69.5	44.8	45.1	50.8	54.4	105	18.75%
1900	351	3.252%	28.5	61.4	44.6	44.6	50.8	54.2	63	17.95%
2000	204	1.890%	19.9	68.0	46.1	45.2	52.7	59.2	53	25.98%
2100	165	1.529%	15.4	69.9	46.9	47.2	53.8	59.4	42	25.45%
2200	105	0.973%	35.8	69.9	49.6	49.5	55.3	59.9	48	45.71%
2300	59	0.547%	28.9	64.2	47.8	47.7	55.4	59.2	20	33.90%
	10794	100.000%	5.5	90.1	42.1	43.9	50.8	55.1	1943	18.00%

Daily Classes - Direction 2

Location: Frazer Street, Between Miller Lane And Livingstone Road
Start Date: 1st March 2022
End Date: 2nd March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949111

Westbound										
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	34	0.336%	36.6	59.1	49.9	50.2	56.5	59.0	17	50.00%
0100	17	0.168%	36.1	62.6	50.3	50.9	57.1	62.6	10	58.82%
0200	15	0.148%	33.2	60.0	47.7	49.0	55.4	60.0	5	33.33%
0300	11	0.109%	35.6	54.8	44.9	44.8	52.2	54.8	2	18.18%
0400	18	0.178%	35.7	67.9	48.2	48.1	52.6	67.9	6	33.33%
0500	59	0.583%	6.0	58.8	44.0	46.3	53.1	57.2	13	22.03%
0600	170	1.680%	4.3	62.5	46.5	47.2	52.3	56.8	45	26.47%
0700	332	3.281%	0.9	67.9	44.7	45.5	52.6	56.5	91	27.41%
0800	569	5.623%	0.9	64.2	42.7	43.4	49.5	53.6	72	12.65%
0900	530	5.237%	0.2	62.9	44.3	45.4	50.8	54.3	105	19.81%
1000	441	4.358%	22.1	71.1	46.1	46.1	52.1	56.8	114	25.85%
1100	554	5.474%	21.7	69.6	46.7	47.0	53.1	57.8	170	30.69%
1200	596	5.889%	29.2	65.2	46.7	46.8	53.1	55.8	156	26.17%
1300	627	6.196%	3.9	71.4	46.4	46.4	52.7	56.4	187	29.82%
1400	803	7.935%	26.3	68.4	45.5	45.4	51.3	55.8	168	20.92%
1500	1055	10.420%	20.8	73.5	44.1	44.1	50.2	54.2	164	15.55%
1600	1070	10.570%	2.6	64.3	45.5	45.2	51.1	54.5	209	19.53%
1700	1165	11.510%	28.3	62.9	45.4	45.4	50.8	54.7	226	19.40%
1800	681.0	6.729%	24.1	66.4	45.1	45.0	50.9	54.7	129.0	18.94%
1900	471.0	4.654%	18.7	63.6	44.4	44.3	49.2	52.8	56.0	11.89%
2000	330.0	3.261%	16.7	67.0	44.3	44.3	50.3	54.8	51.0	15.45%
2100	252	2.490%	18.1	73.2	46.1	45.5	52.4	57.6	57	22.62%
2200	206.0	2.036%	32.8	64.9	47.1	47.1	53.1	58.1	67.0	32.52%
2300	114.0	1.126%	36.4	62.1	48.7	48.1	55.8	59.0	40.0	35.09%
	10120.0	100.000%	0.2	73.5	45.3	45.4	51.5	55.6	2160.0	21.34%

Daily Classes - Combined Direction

Location: Frazer Street, Between Miller Lane And Livingstone Road
Start Date: 1st March 2022
End Date: 2nd March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined										
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	56	0.268%	25.8	62.5	49.8	50.5	56.3	59.5	30	53.57%
0100	38	0.182%	36.1	64.5	51.3	50.8	57.9	62.7	23	60.53%
0200	45	0.215%	26.6	71.1	50.0	49.3	58.4	62.3	21	46.67%
0300	47	0.225%	27.0	72.9	48.9	49.1	55.2	63.6	22	46.81%
0400	103	0.492%	21.1	78.2	51.4	49.9	58.5	69.9	51	49.51%
0500	400	1.913%	6.0	73.2	46.9	47.2	54.7	58.1	133	33.25%
0600	956	4.571%	4.3	70.7	42.9	43.7	49.9	54.0	137	14.33%
0700	1458	6.971%	0.9	68.8	36.9	40.1	49.0	52.9	167	11.45%
0800	1502	7.182%	0.9	64.2	35.6	40.0	47.3	51.5	119	7.92%
0900	1425	6.814%	0.2	68.9	39.1	41.9	50.0	53.8	210	14.74%
1000	1205	5.762%	8.7	71.1	44.5	44.8	51.3	54.9	246	20.41%
1100	1132	5.413%	5.5	75.7	46.4	46.6	52.7	57.5	321	28.36%
1200	1183	5.656%	10.9	73.3	45.8	46.1	52.4	55.4	271	22.91%
1300	1196	5.719%	3.9	71.4	46.1	46.1	52.6	56.3	316	26.42%
1400	1387	6.632%	20.9	74.0	45.7	45.7	51.7	56.0	320	23.07%
1500	1707	8.162%	13.3	73.5	43.8	44.1	50.0	54.0	257	15.06%
1600	1741	8.325%	2.6	64.3	45.4	45.4	51.1	54.9	356	20.45%
1700	1835	8.774%	26.6	90.1	45.6	45.5	51.1	54.9	372	20.27%
1800	1241.0	5.934%	15.3	69.5	45.0	45.0	50.8	54.4	234.0	18.86%
1900	822.0	3.930%	18.7	63.6	44.5	44.5	49.9	53.4	119.0	14.48%
2000	534.0	2.553%	16.7	68.0	45.0	44.8	51.5	56.3	104.0	19.48%
2100	417	1.994%	15.4	73.2	46.5	46.1	52.8	58.3	99	23.74%
2200	311.0	1.487%	32.8	69.9	47.9	48.1	54.5	58.6	115.0	36.98%
2300	173.0	0.827%	28.9	64.2	48.4	48.1	55.6	59.0	60.0	34.68%
20914.0		100.000%	0.2	90.1	43.6	44.6	51.1	55.3	4103.0	19.62%

Weekly Vehicle Counts (Virtual)

Location: Miller Street, Between Napier Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949112

Eastbound DIRECTION 1											
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages			
								1 - 5	1 - 7		
0000-0100	0.0	1.0	0.0	0.0	2.0	1.0	2.0	0.6	0.9		
0100-0200	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.3		
0200-0300	1.0	0.0	0.0	0.0	1.0	1.0	2.0	0.4	0.7		
0300-0400	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.2	0.1		
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
0500-0600	0.0	1.0	0.0	0.0	1.0	2.0	0.0	0.4	0.6		
0600-0700	3.0	6.0	2.0	1.0	6.0	4.0	2.0	3.6	3.4		
0700-0800	9.0	12.0	6.0	10.0	9.0	5.0	3.0	9.2	7.7		
0800-0900	15.0	18.0	15.0	13.0	14.0	13.0	5.0	15.0	13.3		
0900-1000	10.0	10.0	8.0	10.0	4.0	6.0	9.0	8.4	8.1		
1000-1100	4.0	6.0	9.0	8.0	11.0	23.0	4.0	7.6	9.3		
1100-1200	6.0	3.0	5.0	8.0	11.0	13.0	13.0	6.6	8.4		
1200-1300	8.0	12.0	7.0	11.0	11.0	14.0	8.0	9.8	10.1		
1300-1400	11.0	7.0	7.0	11.0	17.0	27.0	11.0	10.6	13.0		
1400-1500	10.0	8.0	7.0	11.0	14.0	15.0	11.0	10.0	10.9		
1500-1600	5.0	7.0	8.0	8.0	14.0	6.0	11.0	8.4	8.4		
1600-1700	7.0	5.0	14.0	15.0	7.0	6.0	10.0	9.6	9.1		
1700-1800	10.0	11.0	14.0	9.0	17.0	15.0	7.0	12.2	11.9		
1800-1900	9.0	6.0	8.0	8.0	16.0	16.0	8.0	9.4	10.1		
1900-2000	11.0	4.0	2.0	4.0	9.0	12.0	7.0	6.0	7.0		
2000-2100	3.0	4.0	8.0	4.0	6.0	5.0	6.0	5.0	5.1		
2100-2200	1.0	1.0	3.0	1.0	5.0	5.0	3.0	2.2	2.7		
2200-2300	1.0	3.0	4.0	1.0	3.0	3.0	1.0	2.4	2.3		
2300-2400	1.0	1.0	1.0	1.0	2.0	4.0	0.0	1.2	1.4		
Totals											
0700-1900	104	105	108	122	145	159	100	116.8	120.4		
0600-2200	122	120	123	132	171	185	118	133.6	138.7		
0600-0000	124	124	128	134	176	192	119	137.2	142.4		
0000-0000	125	126	128	135	180	197	124	138.8	145.0		

Westbound DIRECTION 2											
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages			
								1 - 5	1 - 7		
0000-0100	0.0	0.0	0.0	1.0	2.0	5.0	1.0	0.6	1.3		
0100-0200	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.3		
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.3		
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1		
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1		
0500-0600	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3		
0600-0700	2.0	2.0	1.0	0.0	2.0	0.0	0.0	1.4	1.0		
0700-0800	0.0	6.0	0.0	7.0	3.0	2.0	1.0	3.2	2.7		
0800-0900	12.0	12.0	14.0	9.0	7.0	4.0	4.0	10.8	8.9		
0900-1000	6.0	10.0	6.0	7.0	5.0	4.0	6.0	6.8	6.3		
1000-1100	5.0	8.0	4.0	4.0	6.0	8.0	9.0	5.4	6.3		
1100-1200	3.0	7.0	6.0	6.0	8.0	9.0	3.0	6.0	6.0		
1200-1300	9.0	8.0	5.0	6.0	9.0	11.0	8.0	7.4	8.0		
1300-1400	7.0	10.0	6.0	12.0	7.0	11.0	12.0	8.4	9.3		
1400-1500	5.0	10.0	5.0	8.0	6.0	11.0	3.0	6.8	6.9		
1500-1600	10.0	10.0	8.0	9.0	14.0	8.0	5.0	10.2	9.1		
1600-1700	6.0	9.0	14.0	9.0	13.0	6.0	12.0	10.2	9.9		
1700-1800	9.0	7.0	11.0	9.0	9.0	5.0	7.0	9.0	8.1		
1800-1900	11.0	4.0	13.0	8.0	15.0	15.0	5.0	10.2	10.1		
1900-2000	2.0	6.0	2.0	3.0	9.0	5.0	5.0	4.4	4.6		
2000-2100	5.0	4.0	8.0	5.0	2.0	7.0	3.0	4.8	4.9		
2100-2200	3.0	7.0	3.0	2.0	4.0	4.0	3.0	3.8	3.7		
2200-2300	4.0	5.0	0.0	5.0	1.0	5.0	2.0	3.0	3.1		
2300-2400	2.0	2.0	0.0	1.0	2.0	2.0	1.0	1.4	1.4		
Totals											
0700-1900	83	101	92	94	102	94	75	94.4	91.6		
0600-2200	95	120	106	104	119	110	86	108.8	105.7		
0600-0000	101	127	106	110	122	117	89	113.2	110.3		
0000-0000	101	129	106	111	124	123	95	114.2	112.7		

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS											
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages			
								1 - 5	1 - 7		
0000-0100	0.0	1.0	0.0	1.0	4.0	6.0	3.0	1.2	2.1		
0100-0200	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.6		
0200-0300	1.0	0.0	0.0	0.0	1.0	1.0	4.0	0.4	1.0		
0300-0400	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.2	0.3		
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1		
0500-0600	0.0	3.0	0.0	0.0	1.0	2.0	0.0	0.8	0.9		
0600-0700	5.0	8.0	3.0	1.0	8.0	4.0	2.0	5.0	4.4		
0700-0800	9.0	18.0	6.0	17.0	12.0	7.0	4.0	12.4	10.4		
0800-0900	27.0	30.0	29.0	22.0	21.0	17.0	9.0	25.8	22.1		
0900-1000	16.0	20.0	14.0	17.0	9.0	10.0	15.0	15.2	14.4		
1000-1100	9.0	14.0	13.0	12.0	17.0	31.0	13.0	13.0	15.6		
1100-1200	9.0	10.0	11.0	14.0	19.0	22.0	16.0	12.6	14.4		
1200-1300	17.0	20.0	12.0	17.0	20.0	25.0	16.0	17.2	18.1		
1300-1400	18.0	17.0	13.0	23.0	24.0	38.0	23.0	19.0	22.3		
1400-1500	15.0	18.0	12.0	19.0	20.0	28.0	14.0	16.8	17.7		
1500-1600	15.0	17.0	16.0	17.0	28.0	14.0	16.0	16.6	17.6		
1600-1700	13.0	14.0	28.0	24.0	20.0	12.0	22.0	19.8	19.0		
1700-1800	19.0	18.0	25.0	18.0	26.0	20.0	14.0	21.2	20.0		
1800-1900	20.0	10.0	21.0	16.0	31.0	31.0	13.0	19.6	20.3		
1900-2000	13.0	10.0	4.0	7.0	18.0	17.0	12.0	10.4	11.6		
2000-2100	8.0	8.0	16.0	9.0	8.0	12.0	9.0	9.8	10.0		
2100-2200	4.0	8.0	6.0	3.0	9.0	6.0	6.0	6.4	6.4		
2200-2300	5.0	8.0	4.0	6.0	4.0	8.0	3.0	5.4	5.4		
2300-2400	3.0	3.0	1.0	2.0	4.0	6.0	1.0	2.6	2.9		
Totals											
0700-1900	187	206	200	216	247	253	175	211.2	212.0		
0600-2200	217	240	229	236	290	295	204	242.4	244.4		
0600-0000	225	251	234	244	298	309	208	250.4	252.7		
0000-0000	226	255	234	246	304	320	219	253.0	257.7		

Daily Classes - Direction 1

Location: Miller Street, Between Napier Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949112

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h
0000	6	0.591%	26.8	38.0	34.7	36.0	38.0	0 0.00%
0100	2	0.197%	28.9	29.3	29.1	29.2	29.3	0 0.00%
0200	5	0.493%	24.2	46.3	33.4	31.9	46.3	0 0.00%
0300	1	0.099%	28.5	28.5	28.5	28.5	28.5	0 0.00%
0400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0 -%
0500	4	0.394%	21.9	37.9	31.9	33.8	37.9	0 0.00%
0600	24	2.365%	14.8	61.5	35.4	35.0	44.5	61.6 2 8.33%
0700	54	5.320%	18.9	63.2	37.7	37.9	45.9	61.0 6 11.11%
0800	93	9.163%	12.6	54.9	36.5	37.8	45.0	48.8 3 3.23%
0900	57	5.616%	11.7	55.2	37.3	38.5	44.9	47.0 1 1.75%
1000	65	6.404%	7.1	54.9	36.9	38.5	44.8	49.5 2 3.08%
1100	59	5.813%	11.5	52.6	35.3	36.5	42.7	50.6 4 6.78%
1200	71	6.995%	15.1	54.8	35.6	36.7	44.7	52.2 4 5.63%
1300	91	8.966%	15.2	55.1	37.1	37.3	45.2	52.8 5 5.50%
1400	76	7.488%	12.2	64.0	36.5	37.4	44.0	47.3 3 3.95%
1500	59	5.813%	12.0	51.0	35.2	36.2	43.6	47.9 2 3.39%
1600	64	6.305%	9.5	52.8	37.0	37.8	44.5	49.5 2 3.13%
1700	83	8.177%	7.4	59.8	38.3	39.8	46.1	52.1 4 4.82%
1800	71.0	6.995%	17.5	55.3	36.9	36.7	46.8	53.1 5.0 7.04%
1900	49.0	4.828%	20.2	55.1	35.5	35.8	42.3	48.7 1.0 2.04%
2000	36.0	3.547%	5.5	49.7	34.6	36.5	41.5	44.9 0.0 0.00%
2100	19	1.872%	12.3	46.7	33.2	35.1	39.8	46.7 0 0.00%
2200	16.0	1.576%	10.0	42.7	31.7	35.3	39.8	42.7 0.0 0.00%
2300	10.0	0.965%	10.2	44.4	34.1	33.4	44.3	44.4 0.0 0.00%
	1015.0	100.000%	5.5	64.0	36.3	37.4	44.6	49.4 44.0 4.34%

Daily Classes - Direction 2

Location: Miller Street, Between Napier Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949112

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h
0000	9	1.141%	34.1	47.5	41.1	42.7	46.0	47.5 0 0.00%
0100	2	0.253%	38.8	46.3	42.6	42.6	46.3	46.3 0 0.00%
0200	2	0.253%	33.1	41.9	37.5	37.5	41.9	41.9 0 0.00%
0300	1	0.127%	42.1	42.1	42.1	42.1	42.1	42.1 0 0.00%
0400	1	0.127%	44.1	44.1	44.1	44.1	44.1	44.1 0 0.00%
0500	2	0.253%	37.2	37.2	37.2	37.3	37.2	37.2 0 0.00%
0600	7	0.887%	12.9	41.7	31.1	37.3	41.0	41.7 0 0.00%
0700	19	2.408%	22.7	50.9	36.9	36.9	44.1	50.9 1 5.26%
0800	62	7.858%	8.3	53.4	35.4	36.9	42.4	47.2 1 1.61%
0900	44	5.577%	7.3	61.6	37.3	38.9	51.1	56.7 7 15.91%
1000	44	5.577%	14.2	51.4	38.1	38.3	45.9	50.3 2 4.55%
1100	42	5.323%	6.1	51.8	38.3	40.1	46.6	50.4 4 9.52%
1200	56	7.098%	8.0	56.2	38.0	39.1	46.1	51.3 4 7.14%
1300	65	8.238%	18.3	86.1	37.6	36.2	48.3	54.3 6 9.23%
1400	48	6.084%	9.9	56.3	37.8	39.8	45.7	54.3 5 10.42%
1500	64	8.112%	13.8	60.8	35.8	36.7	44.1	49.3 1 1.56%
1600	69	8.745%	13.4	64.1	38.9	39.4	47.3	54.6 8 11.59%
1700	57	7.224%	15.0	52.7	38.7	39.2	47.4	51.4 4 7.02%
1800	71.0	8.999%	3.3	61.4	37.2	37.8	46.4	51.2 6.0 8.45%
1900	32.0	4.056%	13.9	48.9	36.8	38.7	45.4	47.8 0.0 0.00%
2000	34.0	4.309%	5.5	49.6	35.1	37.4	44.6	47.9 0.0 0.00%
2100	26	3.295%	4.3	55.0	33.2	35.1	44.8	55.0 3 11.54%
2200	22.0	2.788%	7.0	51.9	37.0	38.2	50.0	51.8 3.0 13.64%
2300	10.0	1.287%	7.3	56.2	36.5	40.3	51.4	56.2 1.0 10.00%
	789.0	100.000%	3.3	86.1	37.2	38.3	45.9	51.1 56.0 7.10%

Daily Classes - Combined Direction

Location: Miller Street, Between Napier Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h
0000	15	0.831%	26.8	47.5	38.5	37.6	44.4	47.5 0 0.00%
0100	4	0.222%	28.9	46.3	35.8	34.1	46.3	46.3 0 0.00%
0200	7	0.388%	24.2	46.3	34.6	33.1	45.4	46.3 0 0.00%
0300	2	0.111%	28.5	42.1	35.3	35.3	42.1	42.1 0 0.00%
0400	1	0.055%	44.1	44.1	44.1	44.1	44.1	44.1 0 0.00%
0500	6	0.333%	21.9	37.9	33.7	37.3	38.0	37.9 0 0.00%
0600	31	1.718%	12.9	61.5	34.5	35.6	42.4	61.6 2 6.45%
0700	73	4.047%	18.9	63.2	37.5	37.6	45.1	55.3 7 9.59%
0800	155	8.592%	8.3	54.9	36.1	37.4	44.1	48.8 4 2.58%
0900	101	5.599%	7.3	61.6	37.3	38.5	45.6	53.3 8 7.92%
1000	109	6.042%	7.1	54.9	37.4	38.3	45.3	49.2 4 3.67%
1100	101	5.599%	6.1	52.6	36.6	38.7	44.8	50.4 8 7.92%
1200	127	7.040%	8.0	56.2	36.6	38.0	45.7	51.4 8 6.30%
1300	156	8.647%	15.2	86.1	37.3	37.1	46.4	53.5 11 7.05%
1400	124	6.874%	9.9	64.0	37.0	38.7	45.0	50.3 8 6.45%
1500	123	6.818%	12.0	60.8	35.5	36.5	43.6	48.6 3 2.44%
1600	133	7.373%	9.5	64.1	38.0	38.5	46.2	52.7 10 7.52%
1700	140	7.761%	7.4	59.8	38.5	39.5	47.0	51.3 8 5.71%
1800	142.0	7.871%	3.3	61.4	37.0	37.3	46.4	51.3 11.0 7.75%
1900	81.0	4.490%	13.9	55.1	36.0	37.4	43.9	48.1 1.0 1.24%
2000	70.0	3.880%	5.5	49.7	34.8	36.7	42.4	46.4 0.0 0.00%
2100	45	2.494%	4.3	55.0	33.2	35.1	44.2	54.6 3 6.67%
2200	38.0	2.100%	7.0	51.9	34.8	37.1	46.1	51.7 3.0 7.96%
2300	20.0	1.109%	7.3	56.2	35.3	38.0	44.4	55.8 1.0 5.00%
	1804.0	100.000%	3.3	86.1	36.7	37.8	45.0	50.4 100.0 5.54%

Weekly Vehicle Counts (Virtual)

Location: Morgan Street, Between Maria Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949113

Eastbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	2.0	1.0	3.0	3.0	4.0	7.0	0.0	2.6	2.9	
0100-0200	1.0	2.0	3.0	1.0	1.0	3.0	0.0	1.6	1.6	
0200-0300	1.0	1.0	0.0	0.0	0.0	3.0	0.0	0.4	0.7	
0300-0400	0.0	0.0	2.0	0.0	1.0	3.0	0.0	0.6	0.9	
0400-0500	0.0	1.0	2.0	1.0	0.0	1.0	0.0	0.8	0.7	
0500-0600	2.0	2.0	2.0	1.0	2.0	2.0	0.0	1.8	1.6	
0600-0700	14.0	17.0	11.0	13.0	11.0	4.0	0.0	13.2	10.0	
0700-0800	13.0	21.0	14.0	21.0	22.0	12.0	0.0	18.2	14.7	
0800-0900	24.0	27.0	24.0	33.0	25.0	14.0	0.0	26.6	21.0	
0900-1000	15.0	22.0	20.0	17.0	25.0	17.0	0.0	19.8	16.6	
1000-1100	10.0	11.0	14.0	19.0	29.0	20.0	0.0	16.6	14.7	
1100-1200	18.0	9.0	16.0	13.0	18.0	9.0	0.0	14.8	11.9	
1200-1300	19.0	18.0	9.0	11.0	17.0	25.0	0.0	14.8	14.1	
1300-1400	21.0	12.0	15.0	21.0	27.0	18.0	11.0	19.2	17.9	
1400-1500	25.0	16.0	16.0	21.0	17.0	0.0	3.0	19.0	14.0	
1500-1600	21.0	14.0	22.0	20.0	11.0	0.0	21.0	17.6	15.6	
1600-1700	20.0	18.0	22.0	21.0	25.0	0.0	15.0	21.2	17.3	
1700-1800	18.0	24.0	32.0	23.0	30.0	0.0	17.0	25.4	20.6	
1800-1900	17.0	22.0	21.0	24.0	27.0	0.0	11.0	22.2	17.4	
1900-2000	20.0	18.0	9.0	17.0	18.0	0.0	12.0	16.4	13.4	
2000-2100	11.0	10.0	11.0	16.0	14.0	0.0	5.0	12.4	9.6	
2100-2200	11.0	9.0	11.0	8.0	14.0	0.0	6.0	10.6	8.4	
2200-2300	4.0	4.0	6.0	6.0	4.0	0.0	3.0	4.8	3.9	
2300-2400	0.0	0.0	2.0	5.0	5.0	0.0	3.0	2.4	2.1	
Totals	221	214	225	244	273	115	78	235.4	195.7	
0700-1900	277	268	267	298	330	119	101	288.0	237.1	
0600-0000	281	272	275	309	339	119	107	295.2	243.1	
0000-0000	287	279	287	315	347	138	107	303.0	251.4	

Westbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	2.0	1.0	1.0	0.0	0.0	3.0	0.0	0.8	1.0	
0100-0200	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.3	
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
0300-0400	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.4	0.3	
0400-0500	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1	
0500-0600	0.0	1.0	0.0	1.0	1.0	2.0	0.0	0.6	0.7	
0600-0700	1.0	2.0	1.0	2.0	5.0	1.0	0.0	2.2	1.7	
0700-0800	4.0	10.0	4.0	5.0	5.0	3.0	0.0	5.6	4.4	
0800-0900	7.0	10.0	8.0	12.0	8.0	7.0	0.0	9.0	7.4	
0900-1000	4.0	12.0	4.0	8.0	10.0	5.0	0.0	7.6	6.1	
1000-1100	10.0	3.0	4.0	5.0	10.0	6.0	0.0	6.4	5.4	
1100-1200	2.0	7.0	4.0	6.0	16.0	11.0	0.0	5.8	5.7	
1200-1300	5.0	10.0	8.0	7.0	10.0	30.0	0.0	8.0	10.0	
1300-1400	9.0	5.0	6.0	5.0	13.0	20.0	6.0	7.6	9.1	
1400-1500	10.0	4.0	3.0	9.0	20.0	0.0	11.0	9.2	8.1	
1500-1600	13.0	7.0	15.0	9.0	19.0	0.0	15.0	12.6	11.1	
1600-1700	12.0	12.0	18.0	15.0	17.0	0.0	6.0	14.8	11.4	
1700-1800	9.0	15.0	15.0	9.0	23.0	0.0	6.0	14.2	11.0	
1800-1900	12.0	9.0	8.0	11.0	15.0	0.0	10.0	11.0	9.3	
1900-2000	10.0	4.0	4.0	2.0	5.0	0.0	7.0	5.0	4.6	
2000-2100	4.0	8.0	7.0	5.0	14.0	0.0	8.0	7.6	6.6	
2100-2200	2.0	4.0	3.0	5.0	6.0	0.0	2.0	4.0	3.1	
2200-2300	1.0	1.0	3.0	1.0	1.0	0.0	3.0	1.4	1.4	
2300-2400	0.0	0.0	4.0	3.0	1.0	0.0	1.0	1.6	1.3	
Totals	97	104	97	101	160	82	54	111.8	99.3	
0700-1900	114	122	112	115	190	83	71	130.6	115.3	
0600-0000	115	123	119	119	192	83	75	133.6	118.0	
0000-0000	117	126	121	121	194	89	75	135.8	120.4	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS												
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages				
								1-5	1-7			
0000-0100	4.0	2.0	4.0	3.0	4.0	10.0	0.0	3.4	3.9			
0100-0200	1.0	2.0	3.0	1.0	2.0	4.0	0.0	1.8	1.9			
0200-0300	1.0	1.0	0.0	0.0	0.0	3.0	0.0	0.4	0.7			
0300-0400	0.0	1.0	2.0	1.0	1.0	3.0	0.0	1.0	1.1			
0400-0500	0.0	1.0	3.0	1.0	0.0	1.0	0.0	1.0	0.9			
0500-0600	2.0	3.0	2.0	2.0	3.0	4.0	0.0	2.4	2.3			
0600-0700	15.0	19.0	12.0	15.0	16.0	5.0	0.0	15.4	11.7			
0700-0800	17.0	31.0	18.0	26.0	27.0	15.0	0.0	23.8	19.1			
0800-0900	31.0	37.0	32.0	45.0	33.0	21.0	0.0	35.6	28.4			
0900-1000	19.0	34.0	24.0	25.0	35.0	22.0	0.0	27.4	22.7			
1000-1100	20.0	14.0	18.0	24.0	39.0	26.0	0.0	23.0	20.1			
1100-1200	20.0	16.0	20.0	19.0	28.0	20.0	0.0	20.6	17.6			
1200-1300	24.0	28.0	17.0	18.0	27.0	65.0	0.0	22.8	24.1			
1300-1400	30.0	17.0	21.0	26.0	40.0	38.0	17.0	26.8	27.0			
1400-1500	35.0	20.0	19.0	30.0	37.0	0.0	14.0	28.2	22.1			
1500-1600	34.0	21.0	37.0	29.0	30.0	0.0	36.0	30.2	26.7			
1600-1700	32.0	30.0	40.0	36.0	42.0	0.0	21.0	36.0	28.7			
1700-1800	27.0	39.0	47.0	32.0	53.0	0.0	23.0	39.6	31.6			
1800-1900	29.0	31.0	29.0	35.0	42.0	0.0	21.0	33.2	26.7			
1900-2000	30.0	22.0	13.0	19.0	23.0	0.0	19.0	21.4	18.0			
2000-2100	15.0	18.0	18.0	21.0	28.0	0.0	13.0	20.0	16.1			
2100-2200	13.0	13.0	14.0	13.0	20.0	0.0	8.0	14.6	11.6			
2200-2300	5.0	5.0	9.0	7.0	5.0	0.0	6.0	6.2	5.3			
2300-2400	0.0	0.0	6.0	8.0	6.0	0.0	4.0	4.0	3.4			
Totals	318	318	322	345	433	197	132	347.2	296.0			
0700-1900	391	390	379	413	520	202	172	418.6	352.4			
0600-0000	396	395	394	428	531	202	182	428.8	361.1			
0000-0000	404	405	408	436	541	227	182	438.8	371.9			

Daily Classes - Direction 1

Location: Morgan Street, Between Maria Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949113

Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	20	1.136%	22.3	48.0	32.5	33.7	37.8	47.7	0	0.00%
0100	11	0.625%	17.4	37.8	29.8	30.8	36.2	37.8	0	0.00%
0200	5	0.284%	15.0	32.3	26.5	26.5	32.3	32.3	0	0.00%
0300	6	0.341%	32.4	40.7	36.2	35.5	40.6	40.7	0	0.00%
0400	5	0.284%	29.3	36.9	34.2	34.9	36.9	36.9	0	0.00%
0500	11	0.625%	10.9	42.0	30.7	31.1	39.1	42.0	0	0.00%
0600	70	3.977%	11.8	49.0	31.3	31.3	40.4	43.6	0	0.00%
0700	103	5.852%	14.6	62.7	31.0	31.3	37.4	42.8	1	0.97%
0800	147	8.352%	12.3	46.0	32.4	32.9	39.4	42.4	0	0.00%
0900	116	6.591%	10.8	49.4	32.9	33.6	39.4	46.0	0	0.00%
1000	103	5.852%	11.9	55.2	32.8	32.9	40.2	43.7	1	0.97%
1100	83	4.716%	13.2	48.5	30.8	31.7	37.8	43.9	0	0.00%
1200	99	5.625%	15.4	50.6	33.5	33.8	40.5	45.7	1	1.01%
1300	125	7.102%	11.7	53.2	31.9	32.8	38.7	41.4	1	0.80%
1400	98	5.568%	10.2	48.4	32.8	33.7	39.8	43.3	0	0.00%
1500	109	6.193%	8.7	52.7	33.8	34.6	41.5	45.1	1	0.92%
1600	121	6.875%	13.7	61.0	34.6	34.4	41.9	46.3	3	2.48%
1700	144	8.182%	7.6	49.1	32.3	33.2	39.5	42.6	0	0.00%
1800	122	6.932%	12.7	52.1	32.6	33.7	38.5	42.3	1.0	0.82%
1900	94.0	5.341%	10.4	43.3	31.2	31.2	37.6	40.5	0.0	0.00%
2000	67.0	3.807%	14.9	51.7	33.3	32.9	40.5	46.2	1.0	1.49%
2100	59	3.352%	12.1	56.2	31.0	31.7	38.9	44.8	2	3.39%
2200	27.0	1.534%	15.1	45.0	34.1	33.3	41.5	44.9	0.0	0.00%
2300	15.0	0.852%	9.4	45.0	28.7	31.5	38.4	45.0	0.0	0.00%
	1760.0	100.000%	7.6	62.7	32.4	32.9	39.4	43.2	12.0	0.68%

Daily Classes - Direction 2

Location: Morgan Street, Between Maria Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 949113

Westbound										
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	7	0.830%	26.5	41.5	32.6	31.5	40.5	41.5	0	0.00%
0100	2	0.237%	27.3	49.7	38.5	38.5	49.7	49.7	0	0.00%
0200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%
0300	2	0.237%	30.7	34.0	32.3	32.3	34.0	34.0	0	0.00%
0400	1	0.119%	33.9	33.9	33.9	33.9	33.9	33.9	0	0.00%
0500	5	0.593%	10.5	38.5	29.6	32.6	38.5	38.5	0	0.00%
0600	12	1.423%	9.3	40.6	27.1	28.5	39.1	40.6	0	0.00%
0700	31	3.677%	5.4	51.0	27.8	29.3	34.1	44.9	1	3.23%
0800	52	6.168%	2.0	45.3	29.2	31.9	37.7	42.9	0	0.00%
0900	43	5.101%	1.6	41.8	28.4	30.6	38.8	41.3	0	0.00%
1000	38	4.508%	7.5	49.7	29.5	31.5	38.3	45.9	0	0.00%
1100	40	4.745%	9.9	53.7	30.4	31.3	39.6	42.8	1	2.50%
1200	70	8.304%	4.7	43.2	31.1	32.4	36.6	40.6	0	0.00%
1300	64	7.592%	6.8	47.0	30.6	32.8	38.9	43.9	0	0.00%
1400	57	6.762%	10.2	49.9	32.1	33.3	41.1	44.2	0	0.00%
1500	78	9.253%	3.2	48.4	30.6	33.2	38.5	43.3	0	0.00%
1600	80	9.490%	5.1	49.5	31.9	33.8	41.9	45.0	0	0.00%
1700	77	9.134%	10.6	46.3	33.9	34.9	41.3	43.8	0	0.00%
1800	65.0	7.711%	3.1	49.4	32.8	35.1	40.2	46.7	0.0	0.00%
1900	32.0	3.796%	7.1	47.6	30.8	32.3	37.6	42.1	0.0	0.00%
2000	46.0	5.457%	10.5	45.9	31.2	32.0	37.1	43.7	0.0	0.00%
2100	22	2.610%	7.8	40.6	26.6	30.3	34.4	40.2	0	0.00%
2200	10.0	1.186%	16.0	42.2	32.7	35.0	41.7	42.2	0.0	0.00%
2300	9.0	1.068%	14.7	45.7	25.8	23.2	40.0	45.7	0.0	0.00%
843.0		100.000%	1.6	53.7	30.9	32.6	39.4	43.2	2.0	0.24%

Daily Classes - Combined Direction

Location: Morgan Street, Between Maria Street And Livingstone Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylinne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined										
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h		
0000	27	1.037%	22.3	48.0	32.5	33.5	37.8	45.5	0	0.00%
0100	13	0.499%	17.4	49.7	31.2	30.8	37.6	49.7	0	0.00%
0200	5	0.192%	15.0	32.3	26.5	26.5	32.3	32.3	0	0.00%
0300	8	0.307%	30.7	40.7	35.2	34.8	40.0	40.7	0	0.00%
0400	6	0.231%	29.3	36.9	34.2	34.5	36.9	36.9	0	0.00%
0500	16	0.615%	10.5	42.0	30.4	31.7	38.4	42.0	0	0.00%
0600	82	3.150%	9.3	49.0	30.7	30.5	40.1	43.4	0	0.00%
0700	134	5.148%	5.4	62.7	30.3	30.8	37.0	41.9	2	1.49%
0800	199	7.645%	2.0	46.0	31.6	32.8	39.2	42.3	0	0.00%
0900	159	6.108%	1.6	49.4	31.7	32.9	39.1	43.2	0	0.00%
1000	141	5.417%	7.5	55.2	31.9	32.4	39.8	44.4	1	0.71%
1100	123	4.725%	9.9	53.7	30.7	31.7	38.4	43.6	1	0.81%
1200	169	6.493%	4.7	50.6	32.5	33.1	38.7	43.4	1	0.59%
1300	189	7.261%	6.8	53.2	31.5	32.8	38.7	42.5	1	0.53%
1400	155	5.955%	10.2	49.9	32.6	33.5	40.3	43.7	0	0.00%
1500	187	7.184%	3.2	52.7	32.5	33.8	40.6	44.5	1	0.54%
1600	201	7.722%	5.1	61.0	33.5	34.2	41.9	46.1	3	1.49%
1700	221	8.490%	7.6	49.1	32.8	33.8	40.3	43.2	0	0.00%
1800	187.0	7.184%	3.1	52.1	32.7	33.8	39.2	43.0	1.0	0.54%
1900	126.0	4.841%	7.1	47.6	31.1	31.7	37.6	40.4	0.0	0.00%
2000	113.0	4.341%	10.5	51.7	32.4	32.9	38.7	43.9	1.0	0.89%
2100	81	3.112%	7.8	56.2	29.8	31.5	37.4	41.9	2	2.47%
2200	37.0	1.421%	15.1	45.0	33.8	34.2	41.5	44.7	0.0	0.00%
2300	24.0	0.922%	9.4	45.7	27.6	28.9	37.3	45.5	0.0	0.00%
2603.0		100.000%	1.6	62.7	31.9	32.8	39.4	43.2	14.0	0.54%

Weekly Vehicle Counts (Virtual)

Location: Maria Street, Between Morgan St And New Canterbury Rd
Start Date: 28th March 2022
End Date: 3rd April 2022
Collection Name: Morton Park LATM
Project Site Number: 949114

Northbound DIRECTION 1									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0500-0600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0600-0700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0700-0800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0800-0900	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0900-1000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1000-1100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1100-1200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1200-1300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1300-1400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1400-1500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1500-1600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1600-1700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1700-1800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1800-1900	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900-2000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2000-2100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2100-2200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2200-2300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2300-2400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Totals	0	0	0	0	0	0	0	0.0	0.0
0700-1900	0	0	0	0	0	0	0	0.0	0.0
0600-2200	0	0	0	0	0	0	0	0.0	0.0
0600-0000	0	0	0	0	0	0	0	0.0	0.0
0000-0000	0	0	0	0	0	0	0	0.0	0.0

Southbound DIRECTION 2									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	2.0	2.0	0.0	2.0	1.0	1.0	5.0	1.4	1.9
0100-0200	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.6	1.0
0200-0300	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.6	0.6
0300-0400	1.0	0.0	0.0	1.0	0.0	3.0	2.0	0.4	1.0
0400-0500	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.6	0.6
0500-0600	2.0	1.0	1.0	0.0	2.0	1.0	0.0	1.2	1.0
0600-0700	6.0	5.0	6.0	6.0	3.0	5.0	0.0	5.2	4.4
0700-0800	9.0	8.0	5.0	6.0	6.0	2.0	5.0	6.8	5.9
0800-0900	8.0	6.0	12.0	10.0	14.0	5.0	4.0	10.0	8.4
0900-1000	9.0	18.0	17.0	14.0	7.0	9.0	12.0	13.0	12.3
1000-1100	6.0	10.0	9.0	18.0	9.0	19.0	8.0	10.4	11.3
1100-1200	20.0	9.0	13.0	11.0	11.0	25.0	18.0	12.8	15.3
1200-1300	20.0	9.0	15.0	12.0	11.0	14.0	7.0	13.4	12.6
1300-1400	11.0	12.0	17.0	11.0	6.0	14.0	13.0	11.4	12.0
1400-1500	8.0	21.0	4.0	11.0	13.0	10.0	10.0	11.4	11.0
1500-1600	15.0	17.0	17.0	11.0	19.0	16.0	5.0	15.8	14.3
1600-1700	19.0	16.0	18.0	14.0	19.0	6.0	14.0	17.2	15.1
1700-1800	30.0	23.0	20.0	18.0	22.0	12.0	16.0	22.6	20.1
1800-1900	20.0	23.0	21.0	20.0	14.0	10.0	14.0	19.6	17.4
1900-2000	10.0	13.0	13.0	16.0	13.0	19.0	8.0	13.0	13.1
2000-2100	5.0	7.0	6.0	13.0	15.0	8.0	5.0	9.2	8.4
2100-2200	4.0	5.0	15.0	7.0	5.0	4.0	2.0	7.2	6.0
2200-2300	4.0	5.0	6.0	8.0	4.0	3.0	2.0	5.4	4.6
2300-2400	1.0	1.0	1.0	5.0	4.0	4.0	1.0	2.4	2.4
Totals	175	172	168	156	151	142	126	164.4	155.7
0700-1900	200	202	208	198	187	178	141	199.0	187.7
0600-2200	205	208	215	211	195	185	144	206.8	194.7
0600-0000	210	214	219	215	200	193	154	211.6	200.7

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
0000-0100	2.0	2.0	0.0	2.0	1.0	1.0	5.0	1.4	1.9
0100-0200	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.6	1.0
0200-0300	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.6	0.6
0300-0400	1.0	0.0	0.0	1.0	0.0	3.0	2.0	0.4	1.0
0400-0500	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.6	0.6
0500-0600	2.0	1.0	1.0	0.0	2.0	1.0	0.0	1.2	1.0
0600-0700	6.0	5.0	6.0	6.0	3.0	5.0	0.0	5.2	4.4
0700-0800	9.0	8.0	5.0	6.0	6.0	2.0	5.0	6.8	5.9
0800-0900	8.0	6.0	12.0	10.0	14.0	5.0	4.0	10.0	8.4
0900-1000	9.0	18.0	17.0	14.0	7.0	9.0	12.0	13.0	12.3
1000-1100	6.0	10.0	9.0	18.0	9.0	19.0	8.0	10.4	11.3
1100-1200	20.0	9.0	13.0	11.0	11.0	25.0	18.0	12.8	15.3
1200-1300	20.0	9.0	15.0	12.0	11.0	14.0	7.0	13.4	12.6
1300-1400	11.0	12.0	17.0	11.0	6.0	14.0	13.0	11.4	12.0
1400-1500	8.0	21.0	4.0	11.0	13.0	10.0	10.0	11.4	11.0
1500-1600	15.0	17.0	17.0	11.0	19.0	16.0	5.0	15.8	14.3
1600-1700	19.0	16.0	18.0	14.0	19.0	6.0	14.0	17.2	15.1
1700-1800	30.0	23.0	20.0	18.0	22.0	12.0	16.0	22.6	20.1
1800-1900	20.0	23.0	21.0	20.0	14.0	10.0	14.0	19.6	17.4
1900-2000	10.0	13.0	13.0	16.0	13.0	19.0	8.0	13.0	13.1
2000-2100	5.0	7.0	6.0	13.0	15.0	8.0	5.0	9.2	8.4
2100-2200	4.0	5.0	15.0	7.0	5.0	4.0	2.0	7.2	6.0
2200-2300	4.0	5.0	6.0	8.0	4.0	3.0	2.0	5.4	4.6
2300-2400	1.0	1.0	1.0	5.0	4.0	4.0	1.0	2.4	2.4
Totals	175	172	168	156	151	142	126	164.4	155.7
0700-1900	200	202	208	198	187	178	141	199.0	187.7
0600-2200	205	208	215	211	195	185	144	206.8	194.7
0600-0000	210	214	219	215	200	193	154	211.6	200.7

Daily Classes - Direction 1

Location: Maria Street, Between Morgan St And New Canterbury Rd
Start Date: 28th March 2022
End Date: 3rd April 2022
Collection Name: Morton Park LATM
Project Site Number: 949114

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0500	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0600	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0700	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0800	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
0900	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1000	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1500	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1600	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1700	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1800	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1900	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
2000	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
2100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
2200	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
2300	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0.00%
1760.0		100.000%	0.0	0.0	0.0	0.0	0.0	0.0	0.00%

Daily Classes - Direction 2

Location: Maria Street, Between Morgan St And New Canterbury Rd
Start Date: 28th March 2022
End Date: 3rd April 2022
Collection Name: Morton Park LATM
Project Site Number: 949114

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	13	0.925%	12.3	52.0	31.2	28.4	49.2	52.0	1 7.69%
0100	7	0.498%	30.4	50.9	37.2	33.3	50.5	50.9	1 14.29%
0200	4	0.285%	25.9	39.4	32.2	31.7	39.4	39.4	0 0.00%
0300	7	0.498%	14.3	43.3	30.1	25.4	43.0	43.3	0 0.00%
0400	4	0.285%	19.6	40.7	31.0	31.8	40.7	40.7	0 0.00%
0500	7	0.498%	23.6	40.8	32.9	33.8	39.7	40.8	0 0.00%
0600	31	2.206%	19.8	47.2	34.3	35.8	40.5	44.8	0 0.00%
0700	41	2.918%	5.4	55.4	29.3	29.5	38.5	47.7	1 2.44%
0800	59	4.199%	10.6	47.9	32.0	31.9	39.8	43.7	0 0.00%
0900	86	6.121%	5.4	56.3	30.0	31.0	39.9	46.5	2 2.33%
1000	79	5.623%	10.0	48.1	31.1	32.2	40.3	46.3	0 0.00%
1100	107	7.616%	2.2	49.3	29.3	29.0	40.0	45.3	0 0.00%
1200	88	6.263%	2.2	51.8	28.3	28.5	38.9	44.5	2 2.27%
1300	84	5.979%	11.1	53.4	30.4	30.2	37.7	47.0	2 2.38%
1400	77	5.480%	4.3	43.8	28.4	28.6	38.7	42.9	0 0.00%
1500	100	7.117%	5.7	51.9	30.3	32.2	38.8	42.5	1 1.00%
1600	106	7.544%	9.3	52.1	31.5	32.9	38.9	45.5	1 0.94%
1700	141	10.040%	5.1	54.3	30.4	30.6	39.0	45.5	2 1.42%
1800	122.0	8.683%	1.7	63.9	28.1	27.2	36.7	42.3	1.0 0.82%
1900	92.0	6.548%	11.6	53.4	30.6	29.3	40.3	44.2	1.0 1.09%
2000	59.0	4.199%	7.4	45.9	28.6	28.8	38.3	43.0	0.0 0.00%
2100	42	2.989%	14.2	48.0	30.2	29.6	40.1	43.5	0 0.00%
2200	32.0	2.278%	13.5	52.8	30.2	29.9	36.8	52.6	2.0 6.25%
2300	17.0	1.210%	12.2	53.7	32.3	33.7	37.8	53.7	1.0 5.88%
1405.0		100.000%	1.7	63.9	30.1	30.6	39.1	44.0	18.0 1.28%

Daily Classes - Combined Direction

Location: Maria Street, Between Morgan St And New Canterbury Rd
Start Date: 28th March 2022
End Date: 3rd April 2022
Collection Name: Morton Park LATM
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	13	0.925%	12.3	52.0	31.2	28.4	49.2	52.0	1 7.69%
0100	7	0.498%	30.4	50.9	37.2	33.3	50.5	50.9	1 14.29%
0200	4	0.285%	25.9	39.4	32.2	31.7	39.4	39.4	0 0.00%
0300	7	0.498%	14.3	43.3	30.1	25.4	43.0	43.3	0 0.00%
0400	4	0.285%	19.6	40.7	31.0	31.8	40.7	40.7	0 0.00%
0500	7	0.498%	23.6	40.8	32.9	33.8	39.7	40.8	0 0.00%
0600	31	2.206%	19.8	47.2	34.3	35.8	40.5	44.8	0 0.00%
0700	41	2.918%	5.4	55.4	29.3	29.5	38.5	47.7	1 2.44%
0800	59	4.199%	10.6	47.9	32.0	31.9	39.8	43.7	0 0.00%
0900	86	6.121%	5.4	56.3	30.0	31.0	39.9	46.5	2 2.33%
1000	79	5.623%	10.0	48.1	31.1	32.2	40.3	46.3	0 0.00%
1100	107	7.616%	2.2	49.3	29.3	29.0	40.0	45.3	0 0.00%
1200	88	6.263%	2.2	51.8	28.3	28.5	38.9	44.5	2 2.27%
1300	84	5.979%	11.1	53.4	30.4	30.2	37.7	47.0	2 2.38%
1400	77	5.480%	4.3	43.8	28.4	28.6	38.7	42.9	0 0.00%
1500	100	7.117%	5.7	51.9	30.3	32.2	38.8	42.5	1 1.00%
1600	106	7.544%	9.3	52.1	31.5	32.9	38.9	45.5	1 0.94%
1700	141	10.040%	5.1	54.3	30.4	30.6	39.0	45.5	2 1.42%
1800	122.0	8.683%	1.7	63.9	28.1	27.2	36.7	42.3	1.0 0.82%
1900	92.0	6.548%	11.6	53.4	30.6	29.3	40.3	44.2	1.0 1.09%
2000	59.0	4.199%	7.4	45.9	28.6	28.8	38.3	43.0	0.0 0.00%
2100	42	2.989%	14.2	48.0	30.2	29.6	40.1	43.5	0 0.00%
2200	32.0	2.278%	13.5	52.8	30.2	29.9	36.8	52.6	2.0 6.25%
2300	17.0	1.210%	12.2	53.7	32.3	33.7	37.8	53.7	1.0 5.88%
1405.0		100.000%	1.7	63.9	30.1	30.6	39.1	44.0	18.0 1.28%

Weekly Vehicle Counts (Virtual)

Location: Ducros Street, Between Morgan Street And New Canterbury Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949115

Northbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.4	
0100-0200	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.2	0.4	
0200-0300	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.2	0.4	
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	
0400-0500	0.0	0.0	2.0	0.0	1.0	0.0	1.0	0.6	0.6	
0500-0600	2.0	1.0	4.0	1.0	2.0	1.0	0.0	2.0	1.6	
0600-0700	7.0	8.0	8.0	4.0	5.0	5.0	1.0	6.4	5.4	
0700-0800	9.0	12.0	5.0	8.0	5.0	7.0	0.0	7.8	6.6	
0800-0900	7.0	17.0	4.0	7.0	14.0	6.0	3.0	9.8	8.3	
0900-1000	4.0	14.0	1.0	9.0	9.0	5.0	4.0	7.4	6.6	
1000-1100	9.0	7.0	6.0	8.0	9.0	11.0	4.0	7.8	7.7	
1100-1200	5.0	4.0	2.0	8.0	7.0	12.0	1.0	5.2	5.6	
1200-1300	5.0	11.0	5.0	7.0	12.0	10.0	0.0	8.0	7.1	
1300-1400	3.0	4.0	4.0	3.0	8.0	11.0	7.0	4.4	5.7	
1400-1500	7.0	8.0	6.0	6.0	9.0	11.0	1.0	7.2	6.9	
1500-1600	6.0	3.0	7.0	12.0	4.0	11.0	7.0	6.4	7.1	
1600-1700	13.0	4.0	8.0	12.0	8.0	3.0	4.0	9.0	7.4	
1700-1800	11.0	11.0	12.0	10.0	11.0	7.0	10.0	11.0	10.3	
1800-1900	6.0	6.0	14.0	10.0	8.0	5.0	8.0	8.8	8.1	
1900-2000	8.0	4.0	9.0	10.0	6.0	7.0	3.0	7.4	6.7	
2000-2100	3.0	6.0	0.0	5.0	7.0	4.0	2.0	4.2	3.9	
2100-2200	4.0	2.0	0.0	2.0	0.0	3.0	5.0	1.6	2.3	
2200-2300	1.0	5.0	0.0	3.0	1.0	2.0	2.0	2.0	2.0	
2300-2400	0.0	4.0	0.0	3.0	3.0	3.0	2.0	2.0	2.1	
Totals	85	101	74	100	104	99	49	92.8	87.4	
0700-1900	107	121	91	121	122	118	60	112.4	105.7	
0600-0000	108	130	91	127	126	123	64	116.4	109.9	
0000-0000	111	131	97	128	130	127	70	119.4	113.4	

Southbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	0.0	0.0	0.0	2.0	3.0	4.0	0.4	1.3	
0100-0200	0.0	0.0	0.0	0.0	1.0	0.0	7.0	0.2	1.1	
0200-0300	2.0	0.0	0.0	0.0	1.0	2.0	6.0	0.6	1.6	
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	
0500-0600	3.0	1.0	2.0	2.0	2.0	1.0	0.0	2.0	1.6	
0600-0700	6.0	3.0	8.0	2.0	2.0	3.0	0.0	4.2	3.4	
0700-0800	12.0	16.0	13.0	11.0	8.0	5.0	1.0	12.0	9.4	
0800-0900	10.0	17.0	12.0	12.0	17.0	12.0	4.0	13.6	12.0	
0900-1000	12.0	28.0	9.0	9.0	18.0	14.0	8.0	15.2	14.0	
1000-1100	10.0	16.0	16.0	7.0	11.0	19.0	11.0	12.0	12.9	
1100-1200	14.0	14.0	9.0	14.0	11.0	20.0	3.0	12.4	12.1	
1200-1300	12.0	10.0	12.0	6.0	8.0	16.0	0.0	9.6	9.1	
1300-1400	15.0	16.0	8.0	11.0	15.0	13.0	5.0	13.0	11.9	
1400-1500	8.0	21.0	12.0	17.0	12.0	15.0	16.0	14.0	14.4	
1500-1600	19.0	22.0	25.0	18.0	19.0	21.0	11.0	20.6	19.3	
1600-1700	18.0	24.0	29.0	13.0	23.0	18.0	13.0	21.4	19.7	
1700-1800	21.0	20.0	18.0	22.0	16.0	11.0	9.0	19.4	16.7	
1800-1900	21.0	18.0	16.0	19.0	18.0	15.0	14.0	18.4	17.3	
1900-2000	19.0	11.0	12.0	11.0	10.0	17.0	9.0	12.6	12.7	
2000-2100	5.0	12.0	0.0	11.0	11.0	8.0	8.0	7.8	7.9	
2100-2200	6.0	4.0	0.0	10.0	6.0	7.0	5.0	5.2	5.4	
2200-2300	3.0	6.0	0.0	5.0	6.0	8.0	3.0	4.0	4.4	
2300-2400	2.0	0.0	0.0	5.0	4.0	8.0	3.0	2.2	3.1	
Totals	172	222	179	159	176	179	95	181.6	168.9	
0700-1900	208	252	199	193	205	214	117	211.4	198.3	
0600-0000	213	258	199	203	215	230	123	217.6	205.9	
0000-0000	218	259	201	205	221	236	141	220.8	211.6	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	0.0	0.0	0.0	2.0	5.0	5.0	0.4	1.7	
0100-0200	1.0	0.0	0.0	0.0	1.0	0.0	9.0	0.4	1.6	
0200-0300	2.0	0.0	0.0	0.0	2.0	3.0	7.0	0.8	2.0	
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	
0400-0500	0.0	0.0	2.0	0.0	1.0	0.0	2.0	0.6	0.7	
0500-0600	5.0	2.0	6.0	3.0	4.0	2.0	0.0	4.0	3.1	
0600-0700	13.0	11.0	16.0	6.0	7.0	8.0	1.0	10.6	8.9	
0700-0800	21.0	28.0	18.0	19.0	13.0	12.0	1.0	19.8	16.0	
0800-0900	17.0	34.0	16.0	19.0	31.0	18.0	7.0	23.4	20.3	
0900-1000	16.0	42.0	10.0	18.0	27.0	19.0	12.0	22.6	20.6	
1000-1100	19.0	23.0	22.0	15.0	20.0	30.0	15.0	19.8	20.6	
1100-1200	19.0	18.0	11.0	22.0	18.0	32.0	4.0	17.6	17.7	
1200-1300	17.0	21.0	17.0	13.0	20.0	26.0	0.0	17.6	16.3	
1300-1400	18.0	20.0	12.0	14.0	23.0	24.0	12.0	17.4	17.6	
1400-1500	15.0	29.0	18.0	23.0	21.0	26.0	17.0	21.2	21.3	
1500-1600	25.0	25.0	32.0	30.0	23.0	32.0	18.0	27.0	26.4	
1600-1700	31.0	28.0	37.0	25.0	31.0	21.0	17.0	30.4	27.1	
1700-1800	32.0	31.0	30.0	32.0	27.0	18.0	19.0	30.4	27.0	
1800-1900	27.0	24.0	30.0	29.0	26.0	20.0	22.0	27.2	25.4	
1900-2000	27.0	15.0	21.0	21.0	16.0	24.0	12.0	20.0	19.4	
2000-2100	8.0	18.0	0.0	16.0	18.0	12.0	10.0	12.0	11.7	
2100-2200	10.0	6.0	0.0	12.0	6.0	10.0	10.0	6.8	7.7	
2200-2300	4.0	11.0	0.0	8.0	7.0	10.0	5.0	6.0	6.4	
2300-2400	2.0	4.0	0.0	8.0	7.0	11.0	5.0	4.2	5.3	
Totals	257	323	253	259	280	278	144	274.4	256.3	
0700-1900	315	373	290	314	327	332	177	323.8	304.0	
0600-0000	321	388	290	330	341	353	187	334.0	315.7	
0000-0000	329	390	298	333	351	363	211	340.2	325.0	

Daily Classes - Direction 1

Location: Ducros Street, Between Morgan Street And New Canterbury Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949115

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	3	0.378%	29.7	46.2	39.1	41.4	46.2	46.2	0 0.00%
0100	3	0.378%	27.6	40.3	33.1	31.3	40.3	40.3	0 0.00%
0200	3	0.378%	18.9	34.4	27.4	29.0	34.4	34.4	0 0.00%
0300	1	0.126%	24.1	24.1	24.1	24.1	24.1	24.1	0 0.00%
0400	4	0.504%	24.1	31.9	28.9	29.8	31.9	31.9	0 0.00%
0500	11	1.385%	11.9	49.6	34.9	39.1	46.2	49.6	0 0.00%
0600	38	4.786%	14.7	52.6	30.5	29.0	40.5	48.6	1 2.63%
0700	46	5.793%	9.4	43.4	27.9	27.6	35.5	42.6	0 0.00%
0800	58	7.305%	10.0	46.2	29.8	30.6	40.7	41.5	0 0.00%
0900	46	5.793%	6.0	50.9	30.2	30.3	42.8	46.0	1 2.17%
1000	54	6.801%	13.2	47.7	29.8	28.7	42.8	46.7	0 0.00%
1100	39	4.912%	12.5	52.0	30.6	30.6	42.5	51.1	2 5.13%
1200	50	6.297%	15.8	51.6	34.5	34.9	43.7	47.0	1 2.00%
1300	40	5.038%	13.7	53.0	33.8	35.7	43.8	49.2	1 2.50%
1400	48	6.045%	12.9	49.7	29.7	29.2	40.5	47.4	0 0.00%
1500	50	6.297%	8.3	46.9	30.9	32.5	42.0	44.7	0 0.00%
1600	52	6.549%	11.3	64.3	30.1	29.9	38.0	48.4	2 3.85%
1700	72	9.068%	9.2	55.8	28.0	27.7	37.5	41.9	1 1.39%
1800	57.0	7.179%	10.3	55.0	28.2	28.8	37.2	40.0	1.0 1.75%
1900	47.0	5.919%	12.5	70.1	31.5	32.2	41.5	53.8	2.0 4.26%
2000	27.0	3.401%	12.6	66.1	31.2	33.8	41.1	58.8	1.0 3.70%
2100	16	2.015%	17.6	69.3	33.1	30.7	44.2	69.3	1 6.25%
2200	14.0	1.763%	12.1	44.9	32.0	32.8	40.3	44.9	0.0 0.00%
2300	15.0	1.889%	25.1	49.7	34.5	33.5	42.8	49.7	0.0 0.00%
794.0 100.000%		6.0	70.1	30.5	30.4	41.0	45.5	14.0	1.76%

Daily Classes - Direction 2

Location: Ducros Street, Between Morgan Street And New Canterbury Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949115

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	9	0.608%	24.3	53.0	39.1	38.3	50.0	53.0	1 11.11%
0100	8	0.540%	17.9	46.2	36.0	36.5	45.1	46.2	0 0.00%
0200	11	0.743%	25.5	40.0	34.7	36.4	39.7	40.0	0 0.00%
0300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0 -%
0400	1	0.068%	39.9	39.9	39.9	39.9	39.9	39.9	0 0.00%
0500	11	0.743%	12.2	42.4	32.1	40.0	42.0	42.4	0 0.00%
0600	24	1.621%	15.5	50.2	32.1	34.5	39.8	47.8	1 4.17%
0700	66	4.456%	14.2	50.0	33.1	34.4	41.0	45.1	0 0.00%
0800	84	5.672%	11.2	49.5	33.9	34.0	43.3	47.5	0 0.00%
0900	98	6.617%	10.0	56.6	33.8	34.6	43.8	47.6	4 4.08%
1000	90	6.077%	4.4	49.4	31.2	33.1	38.8	44.9	0 0.00%
1100	85	5.739%	13.2	55.7	33.7	34.7	41.2	45.0	1 1.18%
1200	64	4.321%	6.9	51.8	34.0	34.5	44.5	48.1	1 1.56%
1300	83	5.604%	1.3	55.3	35.4	36.4	43.4	45.5	1 1.21%
1400	101	6.820%	9.1	54.7	35.4	35.8	42.4	48.5	4 3.96%
1500	135	9.115%	9.9	61.9	36.6	38.2	44.6	49.7	5 3.70%
1600	138	9.318%	10.3	60.6	35.6	37.2	42.3	47.0	4 2.90%
1700	117	7.900%	9.6	68.9	33.8	35.1	41.4	44.7	3 2.56%
1800	121.0	8.170%	9.9	59.3	33.2	34.2	41.7	47.1	3.0 2.48%
1900	89.0	6.009%	9.6	51.9	33.7	34.2	42.6	46.1	1.0 1.12%
2000	55.0	3.714%	17.1	72.1	36.7	36.5	45.1	53.3	4.0 7.27%
2100	38	2.566%	13.8	53.0	36.0	36.7	42.5	45.7	1 2.63%
2200	31.0	2.093%	16.0	47.7	37.0	38.5	43.8	47.5	0.0 0.00%
2300	22.0	1.485%	21.5	51.5	38.5	39.1	46.0	51.1	1.0 4.55%
1481.0 100.000%		1.3	72.1	34.5	35.5	42.6	47.0	35.0	2.36%

Daily Classes - Combined Direction

Location: Ducros Street, Between Morgan Street And New Canterbury Road
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	12	0.527%	24.3	53.0	39.1	39.5	47.3	53.0	1 8.33%
0100	11	0.484%	17.9	46.2	35.2	36.0	43.9	46.2	0 0.00%
0200	14	0.615%	18.9	40.0	33.1	35.2	39.6	40.0	0 0.00%
0300	1	0.044%	24.1	24.1	24.1	24.1	24.1	24.1	0 0.00%
0400	5	0.220%	24.1	39.9	31.1	30.1	39.9	39.9	0 0.00%
0500	22	0.967%	11.9	49.6	33.5	39.4	42.8	49.0	0 0.00%
0600	62	2.725%	14.7	52.6	31.1	31.1	39.9	47.9	2 3.23%
0700	112	4.923%	9.4	50.0	31.0	30.8	39.7	44.0	0 0.00%
0800	142	6.242%	10.0	49.5	32.3	33.4	41.3	45.3	0 0.00%
0900	144	6.330%	6.0	56.6	32.6	33.5	43.2	46.8	5 3.47%
1000	144	6.330%	4.4	49.4	30.7	31.8	39.5	45.2	0 0.00%
1100	124	5.451%	12.5	55.7	32.7	33.7	41.3	45.0	3 2.42%
1200	114	5.011%	6.9	51.8	34.2	34.5	43.7	47.6	2 1.75%
1300	123	5.407%	1.3	55.3	34.9	36.4	43.4	46.1	2 1.63%
1400	149	6.549%	9.1	54.7	33.6	35.1	42.1	47.6	4 2.69%
1500	185	8.132%	8.3	61.9	35.0	36.5	43.9	48.3	5 2.70%
1600	190	8.352%	10.3	64.3	34.1	34.9	42.1	46.9	6 3.16%
1700	189	8.308%	9.2	68.9	31.6	32.4	40.7	43.4	4 2.12%
1800	178.0	7.824%	9.9	59.3	31.6	32.5	40.4	46.3	4.0 2.25%
1900	136.0	5.978%	9.6	70.1	32.9	33.1	42.3	46.3	3.0 2.21%
2000	82.0	3.604%	12.6	72.1	34.9	36.2	43.5	52.0	5.0 6.10%
2100	54	2.374%	13.8	69.3	35.1	35.4	42.8	47.3	2 3.70%
2200	45.0	1.978%	12.1	47.7	35.4	37.6	42.4	46.9	0.0 0.00%
2300	37.0	1.626%	21.5	51.5	36.9	36.7	44.4	49.9	1.0 2.70%
2275.0 100.000%		1.3	72.1	33.1	34.0	42.1	46.4	49.0	2.18%

Weekly Vehicle Counts (Virtual)

Location: Napier Street, Between Miller Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: CherryInne-Middleton ATCs (FEB 22)
Project Site Number: 949116

Northbound DIRECTION 1										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	0.0	0.0	1.0	1.0	1.0	2.0	0.0	0.6	0.7	
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.3	
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	
0500-0600	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.4	0.3	
0600-0700	3.0	2.0	1.0	0.0	3.0	1.0	0.0	1.8	1.4	
0700-0800	2.0	6.0	2.0	9.0	2.0	2.0	1.0	4.2	3.4	
0800-0900	10.0	13.0	13.0	10.0	9.0	3.0	2.0	11.0	8.6	
0900-1000	6.0	12.0	3.0	4.0	4.0	3.0	3.0	5.8	5.0	
1000-1100	3.0	7.0	4.0	7.0	7.0	10.0	5.0	5.6	6.1	
1100-1200	2.0	4.0	2.0	5.0	5.0	4.0	3.0	3.6	3.6	
1200-1300	5.0	6.0	2.0	5.0	4.0	10.0	6.0	4.4	5.4	
1300-1400	3.0	4.0	2.0	5.0	3.0	6.0	8.0	3.4	4.4	
1400-1500	6.0	6.0	4.0	4.0	5.0	7.0	2.0	5.0	4.9	
1500-1600	6.0	8.0	4.0	4.0	4.0	4.0	3.0	5.2	4.7	
1600-1700	3.0	7.0	10.0	7.0	13.0	4.0	4.0	8.0	6.9	
1700-1800	8.0	7.0	8.0	8.0	7.0	5.0	3.0	7.6	6.6	
1800-1900	5.0	2.0	6.0	3.0	4.0	7.0	3.0	4.0	4.3	
1900-2000	2.0	2.0	2.0	2.0	5.0	1.0	4.0	2.6	2.6	
2000-2100	4.0	2.0	3.0	3.0	5.0	3.0	1.0	3.4	3.0	
2100-2200	1.0	2.0	5.0	4.0	3.0	1.0	3.0	3.0	2.7	
2200-2300	1.0	1.0	0.0	1.0	1.0	3.0	1.0	0.8	1.1	
2300-2400	1.0	0.0	0.0	1.0	1.0	3.0	0.0	0.6	0.9	
Totals	59	82	60	71	67	65	43	67.8	63.9	
0600-2200	69	90	71	80	83	71	51	78.6	73.6	
0600-0000	71	91	71	82	85	77	52	80.0	75.6	
0000-0000	71	93	72	83	86	79	56	81.0	77.1	

Southbound DIRECTION 2										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	1.0	1.0	1.0	1.0	0.0	2.0	2.0	0.8	1.1	
0100-0200	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.3	
0200-0300	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.3	
0300-0400	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.4	0.4	
0400-0500	0.0	1.0	0.0	0.0	1.0	0.0	1.0	0.4	0.4	
0500-0600	0.0	1.0	1.0	0.0	1.0	2.0	0.0	0.6	0.7	
0600-0700	1.0	1.0	2.0	1.0	2.0	2.0	1.0	1.4	1.4	
0700-0800	7.0	9.0	4.0	6.0	4.0	4.0	2.0	6.0	5.1	
0800-0900	8.0	16.0	4.0	8.0	10.0	8.0	1.0	9.2	7.9	
0900-1000	7.0	11.0	3.0	8.0	6.0	2.0	2.0	7.0	5.6	
1000-1100	4.0	4.0	7.0	8.0	7.0	19.0	3.0	6.0	7.4	
1100-1200	3.0	2.0	2.0	7.0	9.0	12.0	7.0	4.6	6.0	
1200-1300	6.0	12.0	5.0	7.0	6.0	14.0	6.0	7.2	8.0	
1300-1400	5.0	3.0	5.0	7.0	12.0	26.0	11.0	6.4	9.9	
1400-1500	7.0	4.0	5.0	8.0	13.0	13.0	13.0	7.4	9.0	
1500-1600	9.0	8.0	10.0	5.0	15.0	4.0	10.0	9.4	8.7	
1600-1700	7.0	5.0	15.0	14.0	12.0	2.0	5.0	10.6	8.6	
1700-1800	9.0	14.0	16.0	11.0	14.0	17.0	3.0	12.8	12.0	
1800-1900	13.0	5.0	7.0	7.0	12.0	13.0	7.0	8.8	9.1	
1900-2000	10.0	3.0	1.0	5.0	5.0	9.0	5.0	4.8	5.4	
2000-2100	3.0	2.0	7.0	4.0	9.0	4.0	4.0	5.0	4.7	
2100-2200	1.0	2.0	4.0	4.0	3.0	4.0	2.0	2.8	2.9	
2200-2300	1.0	1.0	6.0	3.0	2.0	1.0	3.0	2.6	2.4	
2300-2400	1.0	0.0	1.0	2.0	1.0	6.0	0.0	1.0	1.6	
Totals	85	93	83	96	120	134	70	95.4	97.3	
0700-1900	100	101	97	110	139	153	82	109.4	111.7	
0600-2200	102	102	104	115	142	160	85	113.0	115.7	
0600-0000	103	106	106	117	146	166	89	115.6	119.0	

Weekly Vehicle Counts (Virtual)

Combined COMBINED DIRECTIONS										
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages		
								1-5	1-7	
0000-0100	1.0	1.0	2.0	2.0	1.0	4.0	2.0	1.4	1.9	
0100-0200	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.3	
0200-0300	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.4	
0300-0400	0.0	1.0	0.0	1.0	0.0	0.0	3.0	0.4	0.7	
0400-0500	0.0	1.0	0.0	0.0	1.0	0.0	2.0	0.4	0.6	
0500-0600	0.0	3.0	1.0	0.0	1.0	2.0	0.0	1.0	1.0	
0600-0700	4.0	3.0	3.0	1.0	5.0	3.0	1.0	3.2	2.9	
0700-0800	9.0	15.0	6.0	15.0	6.0	8.0	3.0	10.2	8.6	
0800-0900	18.0	29.0	17.0	18.0	19.0	11.0	3.0	20.2	16.4	
0900-1000	13.0	23.0	6.0	12.0	10.0	5.0	5.0	12.8	10.6	
1000-1100	7.0	11.0	11.0	15.0	14.0	29.0	8.0	11.6	13.6	
1100-1200	5.0	6.0	4.0	12.0	14.0	16.0	10.0	8.2	9.6	
1200-1300	11.0	18.0	7.0	12.0	10.0	24.0	12.0	11.6	13.4	
1300-1400	8.0	7.0	7.0	12.0	15.0	32.0	19.0	9.8	14.3	
1400-1500	13.0	10.0	9.0	12.0	18.0	20.0	15.0	12.4	13.9	
1500-1600	15.0	16.0	14.0	9.0	19.0	8.0	13.0	14.6	13.4	
1600-1700	10.0	12.0	25.0	21.0	25.0	6.0	9.0	18.6	15.4	
1700-1800	17.0	21.0	24.0	19.0	21.0	22.0	6.0	20.4	18.6	
1800-1900	18.0	7.0	13.0	10.0	16.0	20.0	10.0	12.8	13.4	
1900-2000	12.0	5.0	3.0	7.0	10.0	10.0	9.0	7.4	8.0	
2000-2100	7.0	4.0	10.0	7.0	14.0	7.0	5.0	8.4	7.7	
2100-2200	2.0	4.0	9.0	8.0	6.0	5.0	5.0	5.8	5.6	
2200-2300	2.0	2.0	6.0	4.0	3.0	4.0	4.0	3.4	3.6	
2300-2400	2.0	0.0	1.0	3.0	2.0	9.0	0.0	1.6	2.4	
Totals	144	175	143	167	187	199	113	163.2	161.1	
0700-1900	169	191	168	190	222	224	133	188.0	185.3	
0600-2200	173	193	175	197	227	237	137	193.0	191.3	
0600-0000	174	199	178	200	232	245	145	196.6	196.1	

Daily Classes - Direction 1

Location: Napier Street, Between Miller Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949116

Northbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	5	0.926%	14.4	36.2	25.5	28.1	36.2	36.2	0 0.00%
0100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0	0 -%
0200	1	0.185%	49.4	49.4	49.4	49.4	49.4	49.4	0 0.00%
0300	2	0.370%	9.4	45.1	27.2	27.2	45.1	45.1	0 0.00%
0400	1	0.185%	38.8	38.8	38.8	38.8	38.8	38.8	0 0.00%
0500	2	0.370%	25.6	42.9	34.3	34.3	42.9	42.9	0 0.00%
0600	10	1.852%	17.8	42.4	32.3	34.5	41.9	42.4	0 0.00%
0700	24	4.444%	23.9	49.2	36.4	36.3	41.9	48.0	0 0.00%
0800	60	11.110%	8.9	48.9	33.9	36.2	42.6	45.7	0 0.00%
0900	35	6.481%	15.6	62.6	35.6	36.0	46.4	52.0	1 2.86%
1000	43	7.963%	8.9	50.3	30.9	30.6	39.7	42.7	1 2.33%
1100	25	4.630%	19.7	50.1	35.9	38.7	47.2	49.6	1 4.00%
1200	38	7.037%	17.1	53.1	34.6	35.4	42.3	44.2	1 2.63%
1300	31	5.741%	13.0	52.7	36.6	38.5	45.6	49.8	1 3.23%
1400	34	6.296%	10.1	50.4	34.9	36.6	41.9	45.7	1 2.94%
1500	33	6.111%	14.1	48.2	35.0	36.5	41.6	48.1	0 0.00%
1600	48	8.889%	21.6	59.6	38.3	38.3	45.1	49.4	2 4.17%
1700	46	8.519%	15.4	50.2	35.2	35.3	41.8	48.7	1 2.17%
1800	30.0	5.566%	12.4	44.8	32.6	33.9	40.3	44.5	0.0 0.00%
1900	18.0	3.333%	7.8	47.5	34.3	36.3	44.9	47.5	0.0 0.00%
2000	21.0	3.889%	12.9	46.4	31.2	30.2	40.7	46.0	0.0 0.00%
2100	19	3.519%	13.3	51.4	30.8	29.5	44.8	51.4	2 10.53%
2200	8.0	1.481%	11.2	38.6	21.4	20.0	33.3	38.6	0.0 0.00%
2300	6.0	1.111%	20.7	50.7	33.6	31.2	50.3	50.7	1.0 16.67%
	540.0	100.000%	7.8	62.6	34.2	35.5	42.3	47.3	12.0 2.22%

Daily Classes - Direction 2

Location: Napier Street, Between Miller Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 949116

Southbound									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	8	0.960%	13.5	47.5	33.5	32.9	45.6	47.5	0 0.00%
0100	2	0.240%	20.8	22.4	21.6	21.7	22.4	22.4	0 0.00%
0200	2	0.240%	29.2	52.8	41.0	41.0	52.8	52.8	1 50.00%
0300	3	0.360%	30.9	38.0	34.5	34.4	38.0	38.0	0 0.00%
0400	3	0.360%	22.1	39.6	29.7	27.4	39.6	39.6	0 0.00%
0500	5	0.600%	21.5	38.3	32.6	34.2	38.3	38.3	0 0.00%
0600	10	1.200%	27.0	48.2	36.7	34.2	46.5	48.2	0 0.00%
0700	36	4.322%	20.6	51.0	32.1	32.9	37.5	43.9	1 2.78%
0800	55	6.603%	10.2	49.1	34.3	35.3	40.9	45.0	0 0.00%
0900	39	4.682%	3.0	47.5	34.4	36.2	41.6	46.6	0 0.00%
1000	52	6.242%	5.4	50.7	33.1	34.0	44.5	48.6	1 1.92%
1100	42	5.042%	3.9	55.3	35.1	36.8	42.1	47.3	1 2.38%
1200	56	6.723%	1.1	54.1	33.9	34.8	42.9	47.4	1 1.79%
1300	69	8.283%	10.4	53.3	34.8	36.2	42.4	47.5	1 1.45%
1400	63	7.563%	11.8	55.5	33.5	32.8	42.6	47.4	1 1.59%
1500	61	7.323%	6.9	50.1	34.9	36.0	41.5	45.1	1 1.64%
1600	60	7.203%	18.6	55.3	36.2	35.1	43.0	51.4	4 6.67%
1700	84	10.080%	15.4	51.2	36.6	37.4	45.0	49.5	3 3.57%
1800	64.0	7.683%	5.1	56.7	36.9	37.2	45.4	51.8	5.0 7.81%
1900	38.0	4.562%	5.3	56.6	32.5	34.1	41.6	47.1	1.0 2.63%
2000	33.0	3.962%	11.5	45.2	31.1	32.2	41.9	44.9	0.0 0.00%
2100	20	2.401%	1.5	49.2	30.2	31.0	41.3	48.8	0 0.00%
2200	17.0	2.041%	11.2	45.4	29.5	31.7	41.7	45.4	0.0 0.00%
2300	11.0	1.321%	14.2	50.7	31.4	31.0	42.2	47.3	0.0 0.00%
	833.0	100.000%	1.1	56.7	34.3	34.9	42.3	47.5	21.0 2.52%

Daily Classes - Combined Direction

Location: Napier Street, Between Miller Street And Morgan Street
Start Date: 1st March 2022
End Date: 7th March 2022
Collection Name: Cherrylnne-Middleton ATCs (FEB 22)
Project Site Number: 9E+05

Combined									
Time	Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/h	
0000	13	0.947%	13.5	47.5	30.4	32.6	41.5	47.5	0 0.00%
0100	2	0.146%	20.8	22.4	21.6	21.7	22.4	22.4	0 0.00%
0200	3	0.218%	29.2	52.8	43.8	49.5	52.8	52.8	1 33.33%
0300	5	0.364%	9.4	45.1	31.6	34.4	45.1	45.1	0 0.00%
0400	4	0.291%	22.1	39.6	31.9	33.0	39.6	39.6	0 0.00%
0500	7	0.510%	21.5	42.9	33.1	34.2	42.1	42.9	0 0.00%
0600	20	1.457%	17.8	48.2	34.5	34.3	44.3	48.1	0 0.00%
0700	60	4.370%	20.6	51.0	33.8	34.6	39.5	44.5	1 1.67%
0800	115	8.376%	8.9	49.1	34.1	35.8	41.3	45.5	0 0.00%
0900	74	5.390%	3.0	62.6	35.0	36.1	42.4	47.6	1 1.35%
1000	95	6.919%	5.4	50.7	32.1	32.8	41.9	47.3	2 2.11%
1100	67	4.880%	3.9	55.3	35.4	36.9	43.1	48.0	2 2.99%
1200	94	6.846%	1.1	54.1	34.2	35.1	42.3	47.2	2 2.13%
1300	100	7.283%	10.4	53.3	35.3	36.4	43.5	47.8	2 2.00%
1400	97	7.065%	10.1	55.5	34.0	34.6	42.5	46.4	2 2.06%
1500	94	6.846%	6.9	50.1	34.9	36.1	41.5	45.9	1 1.06%
1600	108	7.866%	18.6	59.6	37.1	37.5	44.5	50.9	6 5.56%
1700	130	9.468%	15.4	51.2	36.1	36.3	45.0	49.4	4 3.08%
1800	94.0	6.846%	5.1	56.7	35.5	36.2	43.2	50.8	5.0 5.32%
1900	56.0	4.079%	5.3	56.6	33.1	35.2	43.0	46.8	1.0 1.79%
2000	54.0	3.933%	11.5	46.4	31.1	31.5	41.4	44.9	0.0 0.00%
2100	39	2.840%	1.5	51.4	30.5	30.8	41.6	51.1	2 5.13%
2200	25.0	1.821%	11.2	45.4	28.9	28.6	38.7	45.0	0.0 0.00%
2300	17.0	1.238%	14.2	50.7	32.2	31.0	43.4	50.7	1.0 5.88%
	1373.0	100.000%	1.1	62.6	34.3	35.1	42.3	47.5	33.0 2.40%

INNER WEST

Engagement outcomes report Morton Park LATM



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Summary

This Engagement Outcomes Report outlines the feedback received during the first stage of community engagement comprising the initial insights regarding the Morton Park LATM. A later stage of consultation will include feedback on public exhibition of the final draft report.

Council undertook an initial survey through Council's Yoursay website in November/December 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. There were a total of 65 Contributors through the LATM Survey and an additional 20 through the Social Map. An additional 4 responded were received via email.

The main outcomes of the first stage of consultation are that the problem identified by the greatest number of respondents as an issue is high traffic volumes, followed by pedestrian safety issues and the third most raised issue was heavy vehicles using local roads.

Regarding particular streets, New Canterbury Road, Frazer Street, Wardell Road and Livingstone Road had the highest level of concern for too much traffic, Frazer Street and New Canterbury Road for pedestrian safety issues and Frazer Street for heavy vehicles.

Another issue raised related to a lack of cyclists' facilities in the area to connect to the Greenway including access across Frazer Street.

Background

The Morton Park 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, increasing use of public transport, increasing walking, and cycling and 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. Yoursay provided the community with the opportunity to provide responses via the survey form or social map.

Engagement outcomes

Council undertook an initial survey through Council's Yoursay website in November/December 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. There was a total of 65 Contributors through the LATM Survey and an additional 20 through the Social Map. An additional 4 responded via email.

The main outcomes of the first stage of consultation is that the problem identified by the greatest number of respondents (81% through the Your Say survey) as an issue is **high traffic volumes** at all times. It was raised as an issue in **New Canterbury Road, Frazer Street, Wardell Road and Livingstone Road** which are all State Roads and Regional Roads which are expected to carry through traffic.

It was suggested to reduce the speed limit to 50km/h in Frazer Street and introduce a safer pedestrian crossing on Frazer Street near Bishop Street as the pedestrian island is currently extremely dangerous for bikes and families when there is heavy traffic and vehicles travelling at the 60km/h limit.

The second most identified concern (66% through the Your Say survey) relates to **pedestrian safety issues** which was considered an issue at all times of the week in particular, Frazer Street between Bishop Street and Frazer Street due to the narrow width of the pedestrian refuge island, in Vernon Street at Wardell Road due to the high entry angle allowing left turns to negotiate intersection at high speed.

The excessive width of the Morton Avenue/Gould Ave intersection and the lack of kerbs or islands to assist pedestrians to cross raised concern as did speeding of vehicles turning left off New Canterbury Road into side streets raised as a pedestrian safety issue. Unsafe U-turn manoeuvres was raised in Frazer Street at Bishop Street.

The third most raised issue (57% through the Your Say survey) was **heavy vehicles using local roads** identified as an issue in Frazer Street even though it has a 3 tonne truck limit Midnight to 6:00am between New Canterbury Road and Livingstone Street.

Inappropriate driver behaviour was raised regarding vehicles taking short cut via Gould Street and Morton Street unsafely in a high pedestrian area including schoolchildren to avoid the New Canterbury Road/Frazer Street traffic signals. It was also raised as an issue in Jarvie Avenue with vehicles travelling at unacceptable speeds noting the narrow road width available between vehicles and sight line restrictions. It was raised that vehicles are doing u turns in Wardell Road at Gould Avenue. Speeding and rat turning in Allans Avenue where small children are growing up was also mentioned as was vehicles making left turn from Wardell Road into Vernon Street in an unsafe manner due to road geometry in conflict with parking manoeuvres and children crossing the road.

It was requested that No Right Turn signs supplement the existing Left Only signs in Ducros Street at New Canterbury Road as the existing signs are being ignored.

Other comments included:

It was mentioned that the new cycleway along Livingstone Road is appreciated, but it ends abruptly at Marrickville Park, resulting in unsafe conditions when continuing by bike along Livingstone Road to New Canterbury Rd. It was raised that it resulted in a great deterrent to using the cycleway at all.

It was noted that there is often a car parked too close to the bend at the south end of Jarvie Avenue. This means that cars entering the street from Frazer Street are driving on the wrong side of the road around a blind corner, with cars travelling too fast down the street with the potential for an accident to occur.

A request for angled parking in Morgan Street and Morton Street was raised to increase parking supply.

Regarding **excessive speeding**, it was suggested that many drivers exceed the speed limit in Frazer Street between Wardell Road and Livingstone Road. Morton Avenue and Wardell Road were also raised as a speeding concerns.

Inappropriate parking behaviour was raised regarding vehicles parked too close to the intersection at Morgan Street/Ducros Street and Morgan Street/Bishop Street.

Cyclists' concerns were raised at the entrance to Miller Lane at Frazer Street with the resident advising of the difficulty in negotiating cycling access into Miller Lane due to the narrow road width available for cyclists at the road closure. It was requested that the proposed cyclists works between Parramatta Road and Marrickville Park be implemented included a widened pedestrian refuge to cross Frazer Street in front of Marrickville Park. Safety issues were raised regarding the cyclist access through the road closure in Morgan Street at Napier Street due to a lack of warning between eastbound cyclists in Morgan Street and vehicles making a right turn from Napier Street into Morgan Street.

It was requested to install a convex safety mirror in Livingstone Road at Miller Street to allow improved sightlines and to reduce Livingstone Road to a 50 km/h speed limit. Modifications to the Livingstone Road/New Canterbury Road/Gordon Street by converting the left through lane to a left only lane in Livingstone Road.

Issue	Response
High traffic volumes in New Canterbury Road, Frazer Street, Wardell Road and Livingstone Road.	All these roads are State Roads and Regional Roads which are expected to carry through traffic.
Suggested to reduce the speed limit to 50km/h in Frazer Street.	Recommendation includes reducing speed limit in Frazer Street from 60 km/h to 50 km/h.
Pedestrian and cyclist safety issue in Frazer Street between Bishop Street and Frazer Street due to the narrow width of pedestrian refuge island.	Refuge is proposed to be upgraded to cyclists/pedestrian refuge with wider and longer refuge island as part of Parramatta Road to Marrickville Park Cycle Route as per approved 2018 concept plan.
Pedestrian safety issue in Vernon Street at Wardell Road due to high entry angle allowing left turns to negotiate intersection at high speed.	Recommendation includes modifying the intersection angle thereby reducing vehicle speeds and reducing the width required for a pedestrian to cross the road.
The excessive width of Morton Avenue/Gould Ave intersection and the lack of kerbs or islands to assist pedestrians to cross raised concern.	Recommendation includes modifying the intersection by providing kerb extensions angle thereby reducing vehicle speeds and reducing the width required for a pedestrian to cross the road.
Speeding of vehicles turning left off New Canterbury Road into side streets raised as a pedestrian safety issue.	Recommendation includes continuous footpath treatments at New Canterbury Road intersections with Maria Street, Ducros Street and Allans Avenue which will reduce speeds entering these streets.
Vehicles are doing u turns in Wardell Road at Gould Avenue.	Recommendation includes kerb extensions at this intersection which will prevent U-turns.

Speeding and rat turning in Allans Avenue where small children are growing up.	Recommendation includes converting the northern section of Allans Avenue to a 10 km/h Shared Zone.
Request for No Right Turn signs to supplement the existing Left Only signs in Ducros Street at New Canterbury Road as the existing signs are being ignored.	Included in recommendations.
The new cycleway along Livingstone Road is appreciated, but it ends abruptly at Marrickville Park, so continuing by bike along Livingstone Rd to New Canterbury Rd is unsafe - a great deterrent to using the cycleway at all.	Refuge is proposed to be upgraded to cyclists/pedestrian refuge with wider and longer refuge island as part of Parramatta Road to Marrickville Park Cycle Route as per approved 2018 concept plan.
There is often a car parked too close to the bend at the south end of Jarvie Avenue. This means that cars entering the street from Frazer Street are driving on the wrong side of the road around a blind corner. With cars travelling too fast down the street it is an accident waiting to happen.	Recommendation includes converting the southern section of Jarvie Avenue to a 10 km/h Shared Zone.
A request for angled parking in Morgan Street and Morton Street was raised to increase parking supply.	Parking outside of scope of this study. To be referred to traffic engineers for consideration.
Frazer Street between Wardell Road and Livingstone Road, Morton Avenue and Wardell Road raised as speeding concerns.	Recommendation includes reducing speed limit on Morton Avenue and Frazer Street. Wardell Road has an existing 50 km/h speed limit which is considered appropriate. Livingstone Road is a State Road under the care and control of TfNSW.

Inappropriate parking behaviour was raised regarding vehicles parked too close to the intersection at Morgan Street/Ducros Street and Morgan Street/Bishop Street.	Recommendation includes kerb extensions at these locations which will prevent parking too close to the intersection.
Safety issues were raised regarding the cyclist access through the road closure in Morgan Street at Napier Street due to a lack of warning between eastbound cyclists in Morgan Street and vehicles making a right turn from Napier Street into Morgan Street.	Recommendation includes kerb extensions and green cycle lane through this intersection.
Modifications to the Livingstone Road/New Canterbury Road/Gordon Street by converting the left through lane to a left only lane in Livingstone Road.	Traffic signal operations under care and control of TfNSW. The proposal however is not supported as it reduces capacity at the intersection.
It was requested to install a convex safety mirror in Livingstone Road at Miller Street to allow improved sightlines and to reduce Livingstone Road to a 50 km/h speed limit.	Proposal not supported as convex safety mirrors are only a suitable solution on intersection between laneways with very low speeds and traffic volumes.
A resident advised that land acquisition required to improve road safety.	Land acquisition not necessary. A number of proposals reduce the available road width to provide safer conditions for all road users by reducing speeds.

Item No: LTC1023(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: Jason Scoufis - Coordinator Traffic Studies and Road Safety

RECOMMENDATION

That '2P 8am-6pm Mon-Fri, Permit Holders Excepted Area B1' and 'No Stopping' 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 requested 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 B1' 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 frontages of their properties. The proposed change to parking is shown in the plan below.



DISCUSSION

Residents directly impacted have given their support for the proposed 2P RPS to be extended 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.