# AGENDA



# LOCAL TRAFFIC COMMITTEE MEETING

# MONDAY 15 JULY 2024

11:00 AM



#### 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.

# AGENDA

# 1 Apologies

2 Disclosures of Interest

THR HHIS

3 Confirmation of Minutes

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- 5 Part A Items Where Council May Exercise Its Delegated Functions

### **Traffic Matters**

### ITEM

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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.

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### Minutes of Local Traffic Committee Meeting held on 17 June 2024

#### Meeting commenced at 11:05 AM

### 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**

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Eleanor Nurse	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

#### **NON VOTING MEMBERS IN ATTENDANCE**

Colin Jones	Representative for the Inner West Bicycle Coalition (IWBC)
Michael Takla	Representative for Transit Systems
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Jason Scoufis	IWC's Coordinator Traffic Studies & Road Safety
Christy Li	IWC's Business Administration Officer

#### **VISITORS**

Andy Portess	Resident (Item 2)
Kathryn Welsh	Resident (Item 2)
Melanie Norton	Resident (Item 4)

#### APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain

#### **DISCLOSURES OF INTERESTS**:

Nil.

#### **CONFIRMATION OF MINUTES**

That the Minutes of the Local Traffic Committee held on Monday, 20 May 2024 and Extraordinary Local Traffic Committee held on Monday, 3 June 2024 be confirmed.

#### MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES



The Minutes of the Local Traffic Committee meeting held on 15 April 2024 were adopted at Council's meeting held on 21 May 2024 subject to the following:

1. That officers provide a timeline, project plan and budget in relation to raising the existing pedestrian crossing on Illawarra Road, near Thornley Street, Marrickville, via councillor briefing note in advance of the June Ordinary Council meeting noting that council has previously resolved to fund upgrades in the next quarterly budget review

#### LTC0624(1) Item 1 Norton Street, Leichhardt - Temporary Road Closure - Italian Festa (Gulgadya - Leichhardt/Balmain Electorate/Leichhardt PAC)

#### SUMMARY

Annual Italian Festa is a recurring family and community event that will be held on 27 October 2024 on Norton Street between Marion Street and William Street and surrounding streets.

The attached Traffic Management Plan (TMP) has been prepared to provide the location of road closures and proposed traffic management strategies, stallholder access plan, the event clearway zone, emergency vehicle access plan, bus stop closures/available public transport, available public car parks and resident/local business access.

#### **Officers Recommendation:**

That the road closure application for the 'Norton Street Italian Festa 2024' on Sunday, 27 October 2024 be approved subject to the following conditions:

- 1. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 3:00am and 9:00pm:
  - a) Norton Street between William Street and Marion Street
  - b) Allen Street between Derbyshire Road and Norton Street
  - c) Arthur Street between Short Street and Allen Street
  - d) Short Street between Derbyshire Road and Norton Street
  - e) Wetherill Street between Derbyshire Road and Norton Street
- 2. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 6:00am and 9:00pm:
  - a) Allen Street between James Street and Norton Street
  - b) Macauley Street between Cromwell Street and Norton Street
  - c) Carlisle Street between Cromwell Street and Norton Street
  - d) Marlborough Street between Cromwell Street and Norton Street
  - e) Lou Street between Marion Street and Allen Street
  - f) Derbyshire Road at William Street
- 3. Approval from Transport for NSW for the TMP and TGS and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
- Wetherill Street (Norton Street Balmain Road) and Macauley Street (Cromwell Street Norton Street) function as two-way roads when Norton Street is closed to provide access for residents etc;
- 5. In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street;
- Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event;

- 7. All affected residents and businesses, including the NSW Police Local Area Commander, Fire and Rescue NSW, NSW Ambulance Services and Transit Systems (Leichhardt Bus Depot) be notified in writing, by the organiser, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders; and
- 8. Temporary 'Bus Zones' be installed to accommodate two buses on both sides of William Street between Norton Street and James Street.

#### **DISCUSSION:**

The Representative for Transit Systems noted that in the previous 2-3 years the temporary bus stops that were put in place had not been managed by anyone and that vehicles were using the bus stops for parking. The Representative for Transit Systems requested that the traffic control company involved in the event organise staff to monitor the bus stops and that Council Officers pass on his details to the traffic controlling company.

Council Officers advised they will pass on the Representative for Transit Systems' contact details to the traffic control company contracted for the proposed road closure.

The Committee members agreed with the Officer's recommendation.

#### COMMITTEE RECOMMENDATION:

That the road closure application for the 'Norton Street Italian Festa 2024' on Sunday, 27 October 2024 be approved subject to the following conditions:

- 1. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 3:00am and 9:00pm:
  - a) Norton Street between William Street and Marion Street
  - b) Allen Street between Derbyshire Road and Norton Street
  - c) Arthur Street between Short Street and Allen Street
  - d) Short Street between Derbyshire Road and Norton Street
  - e) Wetherill Street between Derbyshire Road and Norton Street
- 2. The road closures be restricted to occur on Sunday, 27 October 2024 at the following locations in Leichhardt between 6:00am and 9:00pm:
  - a) Allen Street between James Street and Norton Street
  - b) Macauley Street between Cromwell Street and Norton Street
  - c) Carlisle Street between Cromwell Street and Norton Street
  - d) Marlborough Street between Cromwell Street and Norton Street
  - e) Lou Street between Marion Street and Allen Street
  - f) Derbyshire Road at William Street
- 3. Approval from Transport for NSW for the TMP and TGS and to install a 'Special Event Clearway' restriction in Norton Street be obtained prior to the event;
- Wetherill Street (Norton Street Balmain Road) and Macauley Street (Cromwell Street – Norton Street) function as two-way roads when Norton Street is closed to provide access for residents etc;
- 5. In case of an emergency, vehicle access entry/exit point will be available at Allen Street, Macauley Street, Carlisle Street and Marlborough Street;
- 6. Approval to conduct a public assembly be obtained from the NSW Police prior to the event. A copy of the NSW Police approval must be forwarded to Council's Traffic Section prior to the event;



- 7. All affected residents and businesses, including the NSW Police Local Area Commander, Fire and Rescue NSW, NSW Ambulance Services and Transit Systems (Leichhardt Bus Depot) be notified in writing, by the organiser, of the proposed temporary road closure at least 2 weeks in advance of the closure with the applicant making reasonable provision for stakeholders; and
- 8. Temporary 'Bus Zones' be installed to accommodate two buses on both sides of William Street between Norton Street and James Street.

For Motion: Unanimous

#### LTC0624(1) Item 2 Mathieson Street, Annandale - Proposed Drop Off and Pick Up Zone (Gulgadya - Annandale/Balmain/Leichhardt PAC)

#### SUMMARY

As part of the consent conditions for the approved Waranara School development application, it is proposed to install a drop off and pick up (DOPU) zone at the property frontage of No.11 Mathieson Street between Cahill Street and Water Street, Annandale.

The proposed signage will be signposted as 'No Parking, 8:30-9:30am, 1:30-4:00pm School Days' and will be 23.4m in length. A signage plan is provided in *Attachment 1* detailing the location, signage arrangement and length of the 'No Parking' zone. Existing 'No Stopping' zones will remain unchanged and the DOPU zone will be installed within the current unrestricted parking area.

#### Officers Recommendation:

- 1. That a 23.4m length 'No Parking 8:30-9:30am, 1:30-4:00pm, School Days' zone in Mathieson Street, between Cahill Street and Water Street, Annandale be approved.
- 2. That it be noted that the Waranara School will directly apply to Transport for NSW for a School Zone on the streets surrounding the school.

### DISCUSSION:

### Public Speakers Andy Portess and Kathryn Welsh entered the meeting at 11:08AM

Mr Portess and Ms Welsh advised they did not support the proposed recommendation raising concerns regarding the loss of parking spaces as there is already limited parking available in that area. Mr Portess advised that Council's proposal to install a Drop off and Pick up zone would be inappropriate as it is a narrow street and there are ongoing issues with traffic congestion. Mr Portess suggested the possibility of moving the zone to Cahill Street to assist with alleviating the traffic issues on Mathieson Street and noted that Cahill Street already has 2P parking restrictions in place. Mr Portess advised that it may assist with the local traffic flow to have the school traffic funnelled through Cahill Street and Cahill Lane.

Ms Welsh advised that the school currently has permission to occupy some of the parking spaces whilst contractors carry out maintenance works on the footpath outside of the school. Mr Welsh noted that the parking situation last week was dangerous as people were parking close to the corner of Mathieson and Water Street. Ms Welsh also noted concerns regarding potential property damage if larger vehicles are unable to manoeuvre through the corner of Mathieson and Water Street as vehicles would have to mount the kerb when turning in as well as the possible risk of hitting parked vehicles. Ms Welsh and Mr Portess also advised that there are moderate traffic movements in the area as there is a mix of commercial and

residential usage noting that there are also trucks which utilise the streets as well as people who use Mathieson Street and Water Street to avoid the Pyrmont Bridge Road and Parramatta Road intersection.

#### Public Speakers Andy Portess and Kathryn Welsh left the meeting at 11:16AM

Council Officers noted that there were 4 additional submissions received noting concerns regarding loss of parking and limited parking availability in the area. Council Officers advised that the school's Development Application has been reviewed and approved, requiring a school Drop off and Pick Up zone to be implemented to support the school's operation. Council Officers advised they have noted the public speaker's suggestion to relocate the Drop off and Pick Up zone and will consult with the school regarding the possibility of relocating to Cahill Street.

The Representative for Transport for NSW (TfNSW) noted that there was no footpath where the speakers proposed the relocation of the Drop off and Pick Up zone in Cahill Street. Council Officers advised that parents/carers would have to do a U-Turn at the end of Cahill Street to get back onto Mathieson Street and noted that at the end of Cahill Street is a private carpark which Council has no jurisdiction over. The Representative for Transport for NSW (TfNSW) also advised concerns that having a School Zone and a Shared Zone simultaneously may not be permissible in Cahill Street.

Council Officers suggested that this item be deferred to allow for further investigations regarding minimising the loss of parking spaces and/or the relocation of the Drop off and Pick up zone to Cahill Street.

The Committee members agreed with the amended recommendation.

#### COMMITTEE RECOMMENDATION:

IHR HHIS

That the consideration of a Drop off and Pick up zone in Mathieson Street be deferred to allow for further investigations regarding minimising the loss of parking spaces and/or the relocation of the Drop off and Pick up zone to Cahill Street

For Motion: Unanimous

### LTC0624(1) Item 3 Rawson Street, Haberfield - Proposed Kerb Blister Island (Gulgadya, Summer Hill Electorate, Burwood PAC)

#### SUMMARY

Council is planning to remove the existing temporary kerb and bollards in Rawson Street near the intersection with Ramsay Street, Haberfield and install a new landscaped kerb blister island. The proposal aims to maintain low vehicle speeds, protect existing property and provide a safer more accessible crossing point across Rawson Street for pedestrians.

The proposal works does not change the existing parking in the street.

#### Officers Recommendation:

That the attached detailed design plan (Design Plan No.10292) for the proposed kerb blister on Rawson Street at the intersection with Rawson Street, Haberfield be approved.

#### DISCUSSION:

The Committee members agreed with the Officer's recommendation.



#### **COMMITTEE RECOMMENDATION:**

That the attached detailed design plan (Design Plan No.10292) for the proposed kerb blister on Rawson Street at the intersection with Rawson Street, Haberfield be approved.

For Motion: Unanimous

### LTC0624(1) Item 4 Petersham North LATM Final Report (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

#### SUMMARY

This report outlines the findings of the Final Petersham North LATM Study report. Council undertook Public Exhibition of the Final Draft Petersham North LATM Study through Yoursay Inner West in September 2023.

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. An independent peer review was also undertaken of the final draft report, engagement outcomes report and proposed amendments.

The recommended treatments will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets.

#### Officers Recommendation:

- 1. That the treatments listed below from the Petersham North LATM be approved and be listed for consideration in Council's Traffic Facilities program and operational linemarking/signposting program and prioritised as identified in the attached report.
  - a) That the raised threshold in Brighton Street between Wentworth Street and The Avenue be upgraded to a raised pedestrian (zebra) crossing.
  - b) That a roundabout be installed at the Croydon Street/Railway Street intersection.
  - c) That the midblock road closure island in Station Street be modified to provide a 1.5 metre gaps for cyclists and signposted 'No Entry Bicycles Excepted' and include cyclists wayfinding signposting.
  - d) A continuous footpath treatment be installed to cross The Avenue at Brighton Street.
  - e) The existing four space 'No Parking 4pm-6pm Mon-Fri' be replaced with 'No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street.
  - f) That kerb blisters be installed in Station Street at Lotus Street.
  - g) That a speed hump be installed in Brighton Street between Crystal Lane West and Crystal Street.
  - h) That double centrelines (BB) be linemarked in Palace Street between Fort Street and Andreas Street.
  - i) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve and convex safety mirrors at road bends.
  - j) That three sets of speed cushions be installed in Andreas Street between Palace Street and Parramatta Road.

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- k) That right turn pavement arrows be linemarked in West Street on the southern approach to Brighton Street intersection.
- I) That a raised pedestrian (zebra) crossing be installed at Palace Street north of Andreas Street.
- m) That a raised pedestrian (zebra) crossing be installed at Andreas Street west of Palace Street.
- n) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) at Brighton Street/Railway Street intersection.
- o) That a raised pedestrian (zebra) crossing be installed at Railway Street (southern leg) at Brighton Street/Railway Street intersection.
- p) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) of Brighton Street/Palace Street intersection.
- q) That a raised pedestrian (zebra) crossing be installed at Brighton Street (western leg) of Brighton Street/Palace Street intersection.
- r) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
- s) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
- t) That a raised pedestrian (zebra) crossing be installed at Terminus Street east of Palace Street.
- 2. That mobility parking space be installed at the following locations:
  - a) eastern side of Wentworth Street at the northern end along frontage of Petersham Park.
  - b) eastern side of West Street north of the existing at-grade pedestrian (zebra) crossing along the frontage of Petersham Park.
- 3. That TfNSW be requested to:
  - a) review safety and performance of the West Street/Terrace Street traffic signals.
  - b) implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads within study area.
- 4. That further investigation be undertaken into the following:
  - a) modifying the concrete island on the southern side of Terminus Street at Crystal Street to improve cyclist access.
  - b) Installing painted kerb extensions in Brighton Street at Brighton Lane and replacement of 'No Parking' with 'No Stopping' signs.
  - c) Widening the existing median island in Brighton Street at West Street to 2.0 metres.
  - d) Installing a kerb extension in The Avenue north of Little Brighton Street.
  - e) Installing a speed hump in Palace Street south of Queen Street.
- 5. That a post installation assessment of the effectiveness of the traffic calming measures in Brighton Street and Palace Street be undertaken.

# DISCUSSION:

### Public Speaker Melanie Norton entered the meeting at 11:17AM

Ms Norton raised concerns regarding heavy vehicles using West Street between Parramatta Road and Railway Terrace between the early hours of the morning and during the day. Ms Norton advised that she has spoken to the heavy vehicle authority and they have advised that West Street is not a dedicated route for heavy vehicle use, yet the tonnage restrictions are not being adhered to or enforced. Ms Norton raised that the heavy vehicle usage is causing excessive noise pollution noting that previous noise readings of 30 decibels have increased to 65 decibels. Ms Norton also noted regular heavy vehicles using Brighton Street and raised that the data collected in the LATM report was insufficient and that the report concluded there was limited heavy vehicle use on Brighton Street. Ms Norton also noted that most of the traffic data collected was during the time of the pandemic and is not reflective of the current volumes of traffic. Ms Norton advised that there is traffic congestion in the morning with motorists queuing on Brighton Street to get onto West Street, noting that drivers are getting frustrated and beeping their horns as well as driving on the wrong side of the road posing a potential safety issue. Ms Norton also requested that residents and herself be allowed the opportunity to present again as the notice provided to attend the Local Traffic Committee meeting was short.

### Public Speaker Melanie Norton left the meeting at 11:25AM

HR HHLA

Council Officers explained that this report had gone through the standard LATM consultation process where the initial consultation took place in 2022 and that the final draft report went on public exhibition in late 2023. Council Officers advised that heavy vehicles are allowed to use West Street, however, there is a sign on Parramatta Road at the intersection of West Street which prohibits trucks over 12m from making a right turn into West Street. Similarly, there is a sign on West Street at the intersection of Railway Parade, which prohibits vehicles from making a left turn from West Street into Railway Parade if they are over 9m in length however, there are no restrictions for vehicles heading south from Flood Street into West Street meaning heavy vehicles are permitted to use West Street. Council Officers advised in regards to Brighton Street, there is signage in place which prohibits vehicles over 3 tonnes from using the street however trucks are still permitted to use the street if they have a destination in the area. Council Officers noted there may be some trucks that are non-compliant to the signage however this is an enforcement issue. Council Officers advised that there were 5 traffic calming measures proposed on Brighton Street, which will help reduce vehicular speed and make it less appealing for vehicles to use that street.

Council Officers tabled in some correspondence sent in by a resident regarding concerns of 'rat running' in the section of Palace Street from Brighton Street to Andreas Street and noted that traffic tends to accelerate around the roundabout at Palace and Brighton Street and up the hill in Palace Street. The resident suggested that the recommendation be amended so that the double centrelines (BB) be linemarked in Palace Street between Fort Street and that at least one set of speed cushions be installed in Palace Street between Brighton Street, and that at least one set of speed cushions be installed in Palace Street between Brighton Street and Andreas Street. The resident also suggested that the raised pedestrian crossing for Palace Street south of Brighton Street be relocated to the area in Palace Street, north of Brighton Street as they were concerned that the proposed crossing could interfere with the operation of the 2 local cafes, that there is more traffic turning into Palace Street, north of Brighton Street and that a raised crossing could calm the traffic emerging from the roundabout which tends to accelerate up the hill and that moving the crossing north will fit with people wishing to access the post box.

Council Officers advised that the resident's proposal to move the proposed crossing in Palace Street further north will mean that the raised crossing will be situated on an incline as well as noted concerns from a stormwater drainage perspective. Council Officers suggested amending point 1. h) to add that a separation line be linemarked between Andreas Street and Brighton Street to inform motorists which side of the road they should be on as well as narrows the carriageway visually. Council Officers also advised that TfNSW had requested that the detailed designs of the proposed approved traffic calming devices be brought back to the Committee for consideration.

The Representative for the Member for Newtown noted that during public consultation, there were some requests from residents to implement 30km speed limits and questioned whether there was a reason why 40km speed limits were implemented instead of 30km speed limits. Council Officers advised that Council has recently completed and adopted the Inner West @ 40 Study which proposes 40km speed limits on all local roads within the Inner West LGA as well as the rationalisation of speed limits on regional and state roads. It was advised that the proposed 40km speed limits were in line with Council's decision to adopt the strategy.

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Council Officers advised that 30km speed limits were still a new concept and that a separate investigation would have to be undertaken before consideration.

Council Officers noted that in the engagement outcomes report, each item had a 69% – 90% support rate from the community. It was advised that the traffic data collected in February 2022 consisted of 7-day tube counts which measure vehicular speed and volume were conducted in various locations, intersection counts were conducted 2 hours in the morning and 2 hours in the afternoon on a weekday as well as an origin-destination survey which was completed to determine the amount of destination and pass through traffic. The Representative for TfNSW advised that February 2022 is considered a stable period for the data collection. Council Officers also noted that there was a reduction in traffic during the start of the pandemic but traffic volumes quickly appreciated back to regular volumes during and after the pandemic. Any minor changes in traffic volumes from the time of data collection to now are not considered substantial enough to impact recommendations put before the Committee.

The Representative for TfNSW suggested that Council investigate making the intersection at West Street and Brighton Street tighter so it makes it more difficult for trucks to turn into Brighton Street. Council Officers agreed to review the West Street and Brighton Street intersection and investigate the possibility of implementing a 'No Left Turn' ban for trucks.

The Representative for the Inner West Bicycle Coalition raised that there were inconsistencies with the signage regarding trucks being allowed to use the local roads noting that the area has signs prohibiting over 12m, over 9m, and over 3 tonne vehicles and suggested that a review of signage be undertaken for consistency.

Council Officers also noted that the issues of heavy vehicles utilising West Street and Brighton Street were more of an enforcement issue and suggested that this be forwarded to the Inner West Police Area Command for further review.

The Committee members agreed with the amended recommendation.

### COMMITTEE RECOMMENDATION:

- 1. That the treatments listed below from the Petersham North LATM be approved and be listed for consideration in Council's Traffic Facilities program and operational linemarking/signposting program and prioritised as identified in the attached report.
  - a) That the raised threshold in Brighton Street between Wentworth Street and The Avenue be upgraded to a raised pedestrian (zebra) crossing.
  - b) That a roundabout be installed at the Croydon Street/Railway Street intersection.
  - c) That the midblock road closure island in Station Street be modified to provide a 1.5 metre gaps for cyclists and signposted 'No Entry Bicycles Excepted' and include cyclists wayfinding signposting.
  - d) A continuous footpath treatment be installed to cross The Avenue at Brighton Street.
  - e) The existing four space 'No Parking 4pm-6pm Mon-Fri' be replaced with 'No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street.
  - f) That kerb blisters be installed in Station Street at Lotus Street.
  - g) That a speed hump be installed in Brighton Street between Crystal Lane West and Crystal Street.
  - h) That double centrelines (BB) be linemarked in Palace Street between Fort Street and Andreas Street and that a separation line be linemarked between Andreas Street and Brighton Street.
  - i) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in Fishers Reserve and Carrington Lane with footway parking on northern side

of Fishers Reserve and convex safety mirrors at road bends.

- j) That three sets of speed cushions be installed in Andreas Street between Palace Street and Parramatta Road.
- k) That right turn pavement arrows be linemarked in West Street on the southern approach to Brighton Street intersection.
- I) That a raised pedestrian (zebra) crossing be installed at Palace Street north of Andreas Street.
- m) That a raised pedestrian (zebra) crossing be installed at Andreas Street west of Palace Street.
- n) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) at Brighton Street/Railway Street intersection.
- o) That a raised pedestrian (zebra) crossing be installed at Railway Street (southern leg) at Brighton Street/Railway Street intersection.
- p) That a raised pedestrian (zebra) crossing be installed at Brighton Street (eastern leg) of Brighton Street/Palace Street intersection.
- q) That a raised pedestrian (zebra) crossing be installed at Brighton Street (western leg) of Brighton Street/Palace Street intersection.
- r) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
- s) That a raised pedestrian (zebra) crossing be installed at Palace Street (southern leg) of Brighton Street/Palace Street intersection.
- t) That a raised pedestrian (zebra) crossing be installed at Terminus Street east of Palace Street.
- 2. That mobility parking space be installed at the following locations:
  - a) eastern side of Wentworth Street at the northern end along frontage of Petersham Park.
  - b) eastern side of West Street north of the existing at-grade pedestrian (zebra) crossing along the frontage of Petersham Park.
- 3. That TfNSW be requested to:

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- a) review safety and performance of the West Street/Terrace Street traffic signals.
- b) implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads within study area.
- 4. That further investigation be undertaken into the following:
  - a) modifying the concrete island on the southern side of Terminus Street at Crystal Street to improve cyclist access.
  - b) Installing painted kerb extensions in Brighton Street at Brighton Lane and replacement of 'No Parking' with 'No Stopping' signs.
  - c) Widening the existing median island in Brighton Street at West Street to 2.0 metres and implementing a 'No Left Turn' ban for trucks from West Street into Brighton Street.
  - d) Installing a kerb extension in The Avenue north of Little Brighton Street.
  - e) Installing a speed hump in Palace Street south of Queen Street.
- 5. That a post installation assessment of the effectiveness of the traffic calming measures in Brighton Street and Palace Street be undertaken.

6. That the detailed designs of the proposed approved traffic calming devices be brought back to the Committee for consideration.

7. That the concerns raised regarding heavy vehicles using West Street and Brighton Street be forwarded to the Inner West Police Area Command for further review and enforcement.



For Motion: Unanimous

#### LTC0624(1) Item 5 Albemarle Street and Baltic Street, Newtown - Proposed 'No Stopping' restrictions (Damun-Newtown Ward/Newtown Electorate/Inner West PAC)

#### SUMMARY

This report outlines issues parking and road safety issues at the intersection of Albemarle and Baltic Streets, Newtown, and proposes 'No Stopping' restrictions to address them. The 'No Stopping' restrictions will seek to improve parking compliance and road safety.

#### Officers Recommendation:

That the installation of 10m of 'No Stopping' restriction at all corners of the intersection of Albemarle and Baltic Streets, Newtown, with the exception of the southern side of Albemarle Street, west of Baltic Street in which the installation of 8.5m of 'No Stopping' all be approved.

#### DISCUSSION:

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION:**

That the installation of 10m of 'No Stopping' restriction at all corners of the intersection of Albemarle and Baltic Streets, Newtown, with the exception of the southern side of Albemarle Street, west of Baltic Street in which the installation of 8.5m of 'No Stopping' all be approved.

For Motion: Unanimous



#### LTC0624(1) Item 6 Hanks Street at the intersection with Old Canterbury Road, Ashfield - Proposed New pedestrian refuge and kerb extension facilities (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

#### SUMMARY

Council is proposing to improve safety at the intersection of Hanks Street and Old Canterbury Road, Ashfield by constructing a new pedestrian refuge island and kerb extension. The proposal aims to improve safety for pedestrians and cyclists wishing to cross Hanks Street by narrowing the road pavement and crossing distance.

#### Officers Recommendation:

That the detailed design plan (10269-2) to install a pedestrian refuge and kerb extension with associated re-alignment to a pedestrian/bicycle shared path plus signs and line marking as shown in Attachment 1, be approved.

#### DISCUSSION:

The Representative for the Inner West Bicycle Coalition was happy with the proposed recommendation advising that the garden beds would force cyclists into the lane and prevent them from being side-swiped by vehicles.

Council Officers tabled in correspondence sent in from a resident raising concerns that the proposal will remove parking spaces making it hard for them to park near their house. The resident also noted that the proposed removal of the tree would allow for more noise from traffic to filter through.

Council Officers addressed the question as to why the kerb ramps were proposed to be away from the intersection of Old Canterbury Road rather closer to Old Canterbury Road. It was advised that the reasons were that some services would be impacted as well as the refuge would be placed too far away from the alignment of the existing bicycle path and ramp. Council Officers did place the refuge in a location that would achieve the project objective whilst minimising parking loss.

Council Officers asked whether it was possible to reduce the proposed 20m 'No Stopping' zone. The Representative for the TfNSW advised that the 20m no-stopping zone was necessary as the approach to the refuge was tight and vehicle travel lane would be pushed closer to the kerb.

The Representative for the Member of Summer Hill questioned if the affected properties have driveways. Council Officers advised that some of the affected properties do have driveways. It was noted that the property of the resident whose concerns were tabled still has access to park on the side boundary of their property and that there was still off-street parking available.

The Committee members agreed with the Officer's recommendation.

#### COMMITTEE RECOMMENDATION:

That the detailed design plan (10269-2) to install a pedestrian refuge and kerb extension with associated re-alignment to a pedestrian/bicycle shared path plus signs and line marking as shown in *Attachment 1*, be approved.

For Motion: Unanimous



#### LTC0624(1) Item 7 Hanks Street and Holden Street intersection, Ashbury - Proposed new kerb blister islands (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)

#### SUMMARY

Council is proposing to improve safety at the intersection of Hanks Street and Holden Street, Ashbury by constructing new kerb blister islands. The proposal aims to improve safety for pedestrians wishing to cross Hanks Street by narrowing the road pavement and crossing distance.

#### Officers Recommendation:

That the detailed design plan (10269) to install landscaped kerb blister islands in Hanks Street at Holden Street, Ashbury, with associated signs and line marking as shown in Attachment 1, be approved.

#### DISCUSSION:

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION:**

That the detailed design plan (10269) to install landscaped kerb blister islands in Hanks Street at Holden Street, Ashbury, with associated signs and line marking as shown in *Attachment 1*, be approved.

For Motion: Unanimous

#### LTC0624(1) Item 8 Marrickville Road, Seaview Street and Caves Lane, Marrickville – Temporary full Road Closures for Dulwich Hill Village Fair – Sunday 29 September 2024 (Djarrawunang-Ashfield Ward / Summer Hill Electorate / Inner West PAC)

#### SUMMARY

'Dulwich Hill Village Fair' is an annual event and this year it will be held on Sunday 29 September 2024. As per previous years the event will necessitate the temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street); part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill.

#### Officers Recommendation:

- That the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 29 September 2024 between the hours of 3:00am and 9:00pm be approved as per the submitted TMP and TGSs;
- 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;
  - a) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
  - b) 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:

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- 1. That the proposed temporary full road closure of Marrickville Road (between New Canterbury Road and Durham Street), part of Seaview Street (between Marrickville Road and south of the entrance to the car park south of Herbert Street), Caves Lane, and the Seaview Street car park (car park adjacent to Caves Lane), Dulwich Hill for the 'Dulwich Hill Village Fair' Event on Sunday 29 September 2024 between the hours of 3:00am and 9:00pm be approved as per the submitted TMP and TGSs;
- 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;
  - a) A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed section; and
  - b) The occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0624(1) Item 9 Smidmore Street, Marrickville – Temporary full road closures for Marrickville Metro Markets/Events 27 September to 30 September 2024, 25 October to 3 November 2024, 13 December to 16 December 2024 and 20 December to 24 December 2024 and related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of community bus (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)

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#### SUMMARY

Council has been notified by MLA Transport Planning, on behalf of Marrickville Metro Shopping Centre, regarding the temporary full road closure of Smidmore Street, Marrickville between Murray Street and the Centre's Smidmore Street car park access for Marrickville Metro Market events (ENRC/2024/0024). Closures are proposed over four (4) separate occasions. The closures will involve related temporary changes to Victoria Road kerbside parking restrictions to accommodate relocation of the community bus stop. It is recommended that the proposed temporary road closures be approved subject to all standard Council conditions for a temporary full road closure. The related changes to kerbside signage be approved also subject to all works and costs associated with the signage changes for the relocated 'Community Bus zone' and reinstatement of Council's original parking restrictions is to be borne by the applicant.

#### Officers Recommendation:

- That the proposed temporary full road closure of Smidmore Street, between Murray Street and the Smidmore Street car park access, Marrickville on 27 September to 30 September 2024, 25 October to 3 November 2024, 13 December to 16 December 2024 and 20 December to 24 December 2024 for the purpose of holding Marrickville Metro Shopping Centre Markets/Events be approved, subject to the applicant complying with, but not limited to, the following conditions:
  - a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
  - b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
  - c) The occupation of the road carriageway must not occur until the road has been physically closed; and
  - d) A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.
- 2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be APPROVED subject to the following conditions:
  - All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
  - b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and
  - c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

#### **DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION:**



- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
- c) The occupation of the road carriageway must not occur until the road has been physically closed; and
- d) A clear unobstructed 4-metre-wide path of travel throughout the site is recommended to be maintained at all times for emergency vehicle access, in order to provide safe egress in case of fire or other emergency.
- 2. That the proposed short-term temporary changes to parking restrictions in Victoria Road, Marrickville as per plans submitted by MLA Transport Planning (20008ppt05A-220225 Community Bus Stop Relocation Plan (002)) be APPROVED subject to the following conditions:
  - a) All works and cost of the supply, installation and removal of the signage associated with the temporary community bus relocation is to be borne by the applicant;
  - b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction; and
  - c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'.

For Motion: Unanimous

### LTC0624(1) Item 10 Alt Street, Ashfield- Relocation of School part-time Bus Zone (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

#### SUMMARY

A current part-time school 'Bus Zone' located in front of St Vincent's College, premises No. 45 Alt Street, Ashfield, is proposed to be moved further south (by 16m) from outside premises No. 41 Alt Street to No.39 Alt Street. The relocation is required to provide full-time 'No Stopping' restrictions of 10 metres on the departure side of an existing pedestrian (zebra) crossing located just north of the Bus Zone.

This relocation or movement of the Bus Zone is required to adhere to current TfNSW guidelines for sight view clearance around pedestrian (zebra) crossings.

### Officers Recommendation:

1. That the part time School 'Bus Zone' on the eastern side of Alt Street, outside St



Vincent's College (premises No. 45 Alt Street, Ashfield), be extended 16m south.

2. That 10 metres of full-time 'No Stopping' be applied on departure side of the existing pedestrian (zebra) crossing on the eastern side of Alt Street, south of Albert Parade.

### DISCUSSION:

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION:**

- 1. That the part time School 'Bus Zone' on the eastern side of Alt Street, outside St Vincent's College (premises No. 45 Alt Street, Ashfield), be extended 16m south.
- 2. That 10 metres of full-time 'No Stopping' be applied on departure side of the existing pedestrian (zebra) crossing on the eastern side of Alt Street, south of Albert Parade.

For Motion: Unanimous

### LTC0624(1) Item 11 Robert Street, Rozelle - Installation of wheel stops (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

#### SUMMARY

Multiple requests have been received from road users regarding the impact of angle parking on the footpath north side of Robert Street where parked vehicles into the footpath and obstruct it partially. Some options to resolve this issue were considered, including changing the parking layout to front to kerb or installing wheel stops. It is recommended to install wheel stops on the north side of Robert Street, east of Mullens Street based on its benefits for road users such as physically preventing vehicles from overhanging the footpath. Additionally, it is proposed to linemark the angle parking bays on these spaces which will result in efficient parking of on-street spaces and align parking with the wheel stops.

#### Officers Recommendation:

That wheel stops and parking bay line marking be approved on the 90-degree angle parking spaces on the north side of Robert Street, east of Mullen Street, Rozelle as shown in *Attachment 1.* 

### DISCUSSION:

The Representative for the Inner West Bicycle Coalition provided comments from Bike Leichhardt regarding concerns about the tightness of parking on the Mullens Street end of Robert Street and suggested repositioning the bicycle logos and extending the edge linemarking to ensure cyclists have adequate room to pass through Robert Street. Council Officers agreed to incorporate the review of linemarking and bicycle logos into the recommendation as well as investigating the squeeze point in Robert Street.

The Committee members agreed with the amended recommendation.

### **COMMITTEE RECOMMENDATION:**

1. That wheel stops and parking bay line marking be approved on the 90degree angle parking spaces on the north side of Robert Street, east of



#### Mullen Street, Rozelle as shown in Attachment 1.

2. That the existing edge linemarking and bicycle logos on Robert Street be reviewed.

For Motion: Unanimous

# LTC0624(1) Item 12 College Street, Balmain - 'No Parking' Zone (Baludarri - Balmain/Balmain Electorate/Leichhardt PAC)

#### SUMMARY

Council has received several concerns from residents regarding the narrow carriageway on College Street near Cameron Street, Balmain. To provide sufficient space for vehicular travel and improved opportunities for two-way passing of vehicles, it is proposed to install a 16m 'No Parking' zone on the southern side of College Street near the intersection with Cameron Street, Balmain.

#### Officers Recommendation:

That a 16m length 'No Parking' zone be installed on the southern side of College Street near the intersection with Cameron Street, Balmain as per attached plan.

#### DISCUSSION:

The Committee members agreed with the Officer's recommendation.

#### **COMMITTEE RECOMMENDATION:**

That a 16m length 'No Parking' zone be installed on the southern side of College Street near the intersection with Cameron Street, Balmain as per attached plan.

For Motion: Unanimous

#### LTC0624(1) Item 13 Holbeach Avenue, Tempe – Temporary Full Road Closure for MS Sydney to the Gong Bike Ride on Sunday 3 November 2024 – (Midjuburi-Marrickville Ward / Heffron Electorate / Inner West PAC)

#### SUMMARY

Council has received an application under Section 68 of the Local Government Act 1993 to use Holbeach Avenue and Tempe Recreation Reserve to hold the annual 'MS Sydney to the Gong Bike Ride' supported by Multiple Sclerosis (MS) Australia on Sunday 3 November 2024. This event will necessitate the temporary full road closure of Holbeach Avenue, Tempe and southbound lane closures on Princes Highway from the car park entrance of IKEA to Cooks River along with closures (Residents Excepted) of South Street, Hart Street, Bay Street and Old Street, Tempe between the hours 0400 to 1000 hours on Sunday 3 November 2024.

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

#### Officers 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 – Concerns of incidents on Balmain Road, Leichhardt

### **DISCUSSION:**

TfNSW and Council Officers advised that due to a recent incident on Balmain Road, there have been requests made by a resident for changes to traffic conditions on Balmain Road (a state road under the jurisdiction of TfNSW). Comments had subsequently been received from the Representative for the Leichhardt Police Area Command advising that the driver was not injured during the incident and that driving under the influence of alcohol was the contributing factor to the incident rather than speed. The Representative for the Leichhardt Police Area Command also noted that Balmain Road is not usually a road of concern for high speeds or major collisions. The Representative for TfNSW advised they have previously investigated Balmain Road and are comfortable that the 50km/h speed limit is adequately signposted and that the pedestrian refuge narrows the carriageway and deters motorists from speeding down the road.

Meeting closed at 12.19pm.

# **CHAIRPERSON**

Manod Wickramasinghe



Item No: LTC0724(1) Item 1

Subject: MORTON PARK LOCAL AREA TRAFFIC MANAGEMENT (LATM) FINAL REPORT (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)

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

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

### RECOMMENDATION

- 1. That the treatments listed below from the Morton Park Local Area Traffic Management (LATM) Study be approved and be listed for consideration in Council's Traffic Facilities Program and Operational linemarking/signposting program and prioritised as identified in the attached report.
  - a) That kerb extensions be installed at Morgan Street/Livingstone Road.
  - b) That kerb extensions be installed at Miller Street/Livingstone Road.
  - c) That kerb extensions be installed at Miller Street/Napier Street.
  - d) That kerb extensions be installed at Vernon Street/Gould Avenue.
  - e) That kerb extensions be installed at Frazer Street/Jarvie Avenue.
  - f) That kerb extensions be installed at Frazer Street/Morton Avenue.
  - g) That kerb extensions be installed at Ducros Street/Morgan Street.
  - h) That kerb extensions be installed at Bishop Street/Morgan Street.
  - i) That kerb extensions be installed at Allans Avenue/Morgan Street.
  - j) That kerb extensions be installed at Jarvie Avenue/Morgan Avenue.
  - k) That a continuous footpath treatment be installed to cross Maria Street at New Canterbury Road.
  - I) That a continuous footpath treatment be installed to cross Ducros Street at New Canterbury Road and a 'No Right Turn' sign be installed in Ducros Street facing northbound motorists at New Canterbury Road to supplement existing 'Left Only' sign.
  - m) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in the northern section of Allans Avenue.
  - n) That subject to TfNSW approval, a 10 km/h Shared Zone be installed in the southern section of Jarvie Avenue.
  - o) Upgrade cyclist access through the road closure at Morgan Street/Napier Street and install kerb extension in Napier Street.
  - p) The pedestrian refuge be upgraded at Gould Avenue/Frazer Street.
  - q) The pedestrian refuge be upgraded at Morton Avenue/Gould Avenue.
  - r) The pedestrian refuge be upgraded at Morton Avenue/ New Canterbury Road.
  - s) The pedestrian refuge be upgraded at Vernon Street/ Wardell Road.
  - t) The pedestrian refuge be upgraded at Gould Avenue/ Wardell Road.
  - u) The pedestrian refuge be upgraded at Wardell Road/Morgan Street.
  - v) Bollards be installed on the southwestern corner of New Canterbury Road/Toothill Street intersection subject to TfNSW approval.
- 2. That mobility parking spaces be installed at the following locations
  - a) western side of Gould Avenue along Morton Park frontage.
  - b) southern side of Frazer Street west of Livingstone Road.
- 3. That TfNSW be requested to implement 40km/h speed limit on Local roads and review speed limit on Regional roads within the study area.
- 4. That further investigation be undertaken into a pedestrian crossing facility to cross



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- 5. That further investigation into a 10km/h Shared Zone in the narrow section of Morton Avenue north of Frazer Street be undertaken.
- 6. That detailed designs of the proposed approved traffic calming devices be brought back to the committee for consideration.

#### STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

#### EXECUTIVE SUMMARY

This report outlines the findings of the Final Morton Park LATM Study report. Council undertook Public Exhibition of the Final Draft Morton Park LATM Study through Yoursay Inner West in February 2024.

The response results indicate that the community generally supported all the proposed changes with a support rate through Yoursay Inner West of 68% to 100% for each of the recommendations.

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 Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets.

#### BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program, Council has prepared the Morton Park LATM study. The final report is provided in *Attachment 1* and traffic count data provided in *Attachment 2*.

The Morton Park LATM Area is bounded by New Canterbury Road, Livingstone Street and Frazer Street.

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.

#### PUBLIC CONSULTATION

Council undertook a survey through Council's Yoursay (YSIW) website with invitation letters mailed out to stakeholders and residents within the study area in November / December 2022. There were a total of 65 Contributors through the LATM Survey and an additional 20 through the Social Map. An additional 4 responses 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 cyclist facilities in the area to connect to the Greenway including concerns for pedestrian and cyclist safety to cross Frazer Street near Marrickville Park.

The final draft report was placed on public exhibition in February/March 2024.

A total of 25 contributions were made through YSIW. An additional 32 emails including 1 petition were received regarding the final draft report during the public exhibition period. All recommendations noted in the final draft have been included in the final report with some adjustments. Some additional recommendations are also included.

The Engagement Outcomes Report is included in *Attachment 3* and its appendices in *Attachment 4*.

### FINANCIAL IMPLICATIONS

The cost of the proposed treatments is \$928,400 (including GST and contingencies). This includes the additional costs associated with the additional recommendations/modifications.

Once the LATM Study is adopted, detailed design and construction would be undertaken in stages as prioritised commencing from the 2025/2026 year.

The cost to implement the Morton Park LATM Study will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets. Council staff will pursue funding opportunities for State and Federal Government Grant Funding Programs including the Blackspot Program, Get NSW Active Program and the Road Safety Program. Subsequent reports during implementation of the recommendations of the study will provide further detailed plans if required.

# ATTACHMENTS

- 1.4 Morton Park LATM Final Report
- 2. <u>U</u> Morton Park Traffic Counts
- **3.** Morton Park LATM Engagement Outcomes Report
- **4.** Morton Park Engagement Outcomes Report Appendices

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# Morton Park LATM Study

Final Report Prepared by Inner West Council





Morton Park LATM Study

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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. Exisiting 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

Attachment

# 6

#### Morton Park LATM Study



#### 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

#### 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.

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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 Placebased 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.

Petersham

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#### Local Traffic Committee Meeting 15 July 2024

The study area has the two State Roads of Livingstone

of Gould Avenue.

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

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Morton Park LAT

(10)

# 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.

Attachment

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(12)



Fatal

Serious Injury

Moderate Injury

Figure 2.5 Crash Data 2017- 2022 Five Year Period

#### 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.

Minor/other Injury

Non-casualty

(towaway)

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).

Morton Park LATM Study

#### **Bus Services**

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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 and speed and volume counts as detailed in **Table 2.1** including an assessment of acceptable speed and volume. Please note that the 85% ile speed is the speed at which 85% of the vehicles are traveling at or below.

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)
Morton Avenue	b/w New Canterbury Road and Gould Avenue	Local	602	Y	50	38	45	Y	Ν
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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Morton Park LATM Study

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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% 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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#### Morton Park LATM Study

#### 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.
(20)

#### 4. LATM Recommendations placed on Public Exhibition



Figure 4.0 Overall Plan of Proposed Treatments placed on Public Exhibition





Figure 4.1 Morgan Street/Livingstone Road

# MILLER ST

Figure 4.2 Miller 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.

#### 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.





Figure 4.3 Gould Avenue/Frazer Street



Figure 4.4 Maria Street/New Canterbury Road

#### 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.

#### 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 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.





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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#### Morton Park LATM Study



Figure 4.7 Jarvie Avenue

#### Jarvie Avenue

The southern section of Jarvie 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 Jarvie 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 Jarvie 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.





Figure 4.9 Gould Avenue/Morton Avenue



Figure 4.10 New Canterbury Road/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 85% ile 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.

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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#### Morton Park LATM Study



Figure 4.11 Vernon Street/Wardell Road

# INSTALL KERB LINSTALL MEDIAN ISLAND GOULD AVE

Figure 4.12 Gould Avenue/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 85% ile 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.

#### 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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Morton Park LATM Study



Figure 4.13 New Canterbury Road/Toothill Street

# OTHER STALL SISTERS FRAZER ST

Figure 4.14 Jarvie Avenue/Frazer 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.

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 ids 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





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.





Figure 4.19 Allans Street/Morgan Street

# 

Figure 4.20 Jarvie Avenue/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.

#### 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.





Figure 4.21 Napier Street/Morgan Street



Figure 4.22 Gould Avenue

#### 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.

#### 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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Morton Park LATM Study



Figure 4.23 Frazer Avenue

#### Bench in to Bench Bonch in to Bench in to Bench in to Bench in to Bench Bonch in to Bench in to

Figure 4.24 Reduced Speed limits

#### 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.

#### 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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#### Morton Park LATM Study



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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#### 5. Summary of proposals placed on Public Exhibition

ltem No	Location	Proposal	Cost	Priority
1	Morgan Street/Livingstone Road	Install kerb extensions in Morgan Street at Livingstone Road.	\$25000	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 Vernon Street/ Gould Avenue 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

ltem 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.



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#### Morton Park LATM Study

#### 6. Final recommendations

The Final draft report was placed on public exhibition in February 2024. An Engagement Outcomes Report has been prepared which details the outcomes of both the initial insights engagement and the public exhibition of the draft report.

Based on feedback received during public exhibition all proposals from the publicly exhibited draft have been included with some minor amendments. Additional recommendations following public exhibition not initially proposed are listed below:

 Undertake further investigation into a pedestrian crossing facility to cross Wardell Road between Gould Avenue and Vernon Street.

Regarding recommendations included in the Final Draft report, the following adjustments have been made in the final recommendations and the updated plans are detailed below:

- Allans Avenue Shared Zone has been extended further south a short length to encompass the midblock road bends.
- Morgan Street kerb extensions the length of the kerb extensions has been reduced where possible to limit the impact to on street parking. This will reduce the costs from \$25,000 to \$20,000 for each proposal.



Allans Avenue



Morgan Street

# Attachment 1

(52)

ltem No	Location	Proposal	Cost	Priority
1	Morgan Street/Livingstone Road	Install kerb extensions in Morgan Street at Livingstone Road.	\$25000	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 Vernon Street/ Gould Avenue 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

ltem 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 review speed limit on Regional Roads as per Inner West at 40 study.	\$10,000	High
25	Miller Street/Napier Street	Install kerb extensions at the Miller Street/Napier Street intersection.	\$25,000	Low
26	Wardell Road between Vernon Street and Gould Avenue	Undertake further investigation into a pedestrian crossing facility to cross Wardell Road between Gould Avenue and Vernon Street.	n/a	High

It is estimated that the total costs of all proposals will be approximately \$844,000 inclusive of GST and \$928,400 including 10% contingency. The overall plan of Final recommendations is detailed below.

53

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Attachment

(54) Morto

Morton Park LATM Study



Figure 6.1 Final Recommendations





#### Appendix A

#### Traffic Counts

Attachment 1



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

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Location: Start Date: End Date: Collection Na Project Site N	me: umber:		Morton Ave I 1st March 20 7th March 20 CherryInne-I 949101	Between 022 022 Middleton	Canterbu ATCs (F	iry Rd An EB 22)	d Gould	Ave		Weethound			DIRE		2					Combined			COME	SINED	DIRE	CTION	19		
Eastbound			DIRECTI							vvestbound			DIKE	JIION	2					Combined			CONIE	DINED	DIRE	511014	<u> </u>		
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	rages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	rages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver	ages
								1 - 5	1-7									1 - 5	1-7									1-5	1 - 7
0000-0100	1.0	1.0	0.0	1.0	0.0	1.0	6.0	0.6	1.4	0000-0100	0.0	0.0	1.0	0.0	2.0	1.0	2.0	0.6	0.9	0000-0100	1.0	1.0	1.0	1.0	2.0	2.0	8.0	1.2	2.3
0100-0200	2.0	0.0	1.0	1.0	0.0	1.0	4.0	0.8	1.3	0100-0200	0.0	1.0	1.0	0.0	0.0	2.0	4.0	0.4	1.1	0100-0200	2.0	1.0	2.0	1.0	0.0	3.0	8.0	1.2	2.4
0200-0300	0.0	1.0	0.0	0.0	0.0	2.0	1.0	0.2	0.6	0200-0300	1.0	1.0	0.0	0.0	1.0	1.0	1.0	0.6	0.7	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	0.0	2.0	2.0	0.2	0.7	0300-0400	0.0	0.0	0.0	0.0	1.0	1.0	4.0	0.2	0.9	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	0.0	0.0	0.0	1.0	3.0	0.2	0.7	0400-0500	0.0	0.0	2.0	0.0	0.0	1.0	2.0	0.4	0.7	0400-0500	0.0	1.0	2.0	0.0	0.0	2.0	5.0	0.6	1.4
0500-0600	2.0	3.0	4.0	2.0	2.0	2.0	1.0	2.6	2.3	0500-0600	5.0	4.0	2.0	3.0	4.0	1.0	1.0	3.6	2.9	0500-0600	7.0	7.0	6.0	5.0	6.0	3.0	2.0	6.2	5.1
0600-0700	5.0	8.0	4.0	5.0	6.0	4.0	1.0	5.6	4.7	0600-0700	4.0	11.0	8.0	8.0	9.0	1.0	1.0	8.0	6.0	0600-0700	9.0	19.0	12.0	13.0	15.0	5.0	2.0	13.6	10.7
0700-0800	16.0	18.0	15.0	16.0	23.0	8.0	1.0	17.6	13.9	0700-0800	17.0	21.0	21.0	20.0	15.0	7.0	7.0	18.8	15.4	0700-0800	33.0	39.0	36.0	36.0	38.0	15.0	8.0	36.4	29.3
0800-0900	27.0	24.0	23.0	21.0	15.0	12.0	4.0	22.0	18.0	0800-0900	22.0	42.0	24.0	26.0	20.0	9.0	10.0	26.8	21.9	0800-0900	49.0	66.0	47.0	47.0	35.0	21.0	14.0	48.8	39.9
0900-1000	20.0	36.0	23.0	22.0	20.0	20.0	17.0	24.2	22.6	0900-1000	18.0	47.0	22.0	14.0	17.0	26.0	15.0	23.6	22.7	0900-1000	38.0	83.0	45.0	36.0	37.0	46.0	32.0	47.8	45.3
1000-1100	20.0	25.0	26.0	13.0	25.0	32.0	24.0	21.8	23.6	1000-1100	16.0	13.0	22.0	13.0	22.0	25.0	19.0	17.2	18.6	1000-1100	36.0	38.0	48.0	26.0	47.0	57.0	43.0	39.0	42.1
1100-1200	19.0	17.0	23.0	12.0	23.0	40.0	29.0	18.8	23.3	1100-1200	21.0	9.0	17.0	11.0	21.0	28.0	22.0	15.8	18.4	1100-1200	40.0	26.0	40.0	23.0	44.0	68.0	51.0	34.6	41.7
1200-1300	27.0	20.0	15.0	20.0	21.0	56.0	18.0	20.6	25.3	1200-1300	9.0	13.0	15.0	14.0	15.0	42.0	10.0	13.2	16.9	1200-1300	36.0	33.0	30.0	34.0	36.0	98.0	28.0	33.8	42.1
1300-1400	16.0	23.0	15.0	11.0	25.0	26.0	30.0	18.0	20.9	1300-1400	17.0	12.0	18.0	17.0	17.0	25.0	12.0	16.2	16.9	1300-1400	33.0	35.0	33.0	28.0	42.0	51.0	42.0	34.2	37.7
1400-1500	23.0	22.0	28.0	32.0	28.0	26.0	13.0	26.6	24.6	1400-1500	19.0	28.0	22.0	36.0	23.0	17.0	16.0	25.6	23.0	1400-1500	42.0	50.0	50.0	68.0	51.0	43.0	29.0	52.2	47.6
1500-1600	45.0	29.0	19.0	23.0	29.0	28.0	16.0	29.0	27.0	1500-1600	21.0	23.0	24.0	21.0	28.0	26.0	15.0	23.4	22.6	1500-1600	66.0	52.0	43.0	44.0	57.0	54.0	31.0	52.4	49.6
1600-1700	33.0	31.0	34.0	29.0	23.0	18.0	23.0	30.0	27.3	1600-1700	14.0	17.0	20.0	21.0	17.0	23.0	12.0	17.8	17.7	1600-1700	47.0	48.0	54.0	50.0	40.0	41.0	35.0	47.8	45.0
1700-1800	34.0	29.0	38.0	32.0	26.0	22.0	21.0	31.8	28.9	1700-1800	19.0	18.0	22.0	17.0	30.0	20.0	13.0	21.2	19.9	1700-1800	53.0	47.0	60.0	49.0	56.0	42.0	34.0	53.0	48.7
1800-1900	21.0	16.0	17.0	23.0	31.0	17.0	16.0	21.6	20.1	1800-1900	12.0	20.0	10.0	20.0	24.0	12.0	7.0	17.2	15.0	1800-1900	33.0	36.0	27.0	43.0	55.0	29.0	23.0	38.8	35.1
1900-2000	16.0	10.0	14.0	24.0	16.0	16.0	15.0	16.0	15.9	1900-2000	15.0	13.0	6.0	17.0	12.0	11.0	11.0	12.6	12.1	1900-2000	31.0	23.0	20.0	41.0	28.0	27.0	26.0	28.6	28.0
2000-2100	10.0	8.0	3.0	15.0	11.0	8.0	7.0	9.4	8.9	2000-2100	8.0	10.0	7.0	12.0	9.0	8.0	4.0	9.2	8.3	2000-2100	18.0	18.0	10.0	27.0	20.0	16.0	11.0	18.6	17.1
2100-2200	12.0	10.0	6.0	9.0	5.0	8.0	11.0	8.4	8.7	2100-2200	6.0	3.0	9.0	7.0	12.0	3.0	8.0	7.4	6.9	2100-2200	18.0	13.0	15.0	16.0	17.0	11.0	19.0	15.8	15.6
2200-2300	2.0	6.0	5.0	6.0	9.0	2.0	3.0	5.6	4.7	2200-2300	2.0	5.0	3.0	1.0	6.0	3.0	2.0	3.4	3.1	2200-2300	4.0	11.0	8.0	7.0	15.0	5.0	5.0	9.0	7.9
2300-2400	2.0	1.0	1.0	1.0	5.0	11.0	0.0	2.0	3.0	2300-2400	0.0	3.0	2.0	3.0	1.0	1.0	1.0	1.8	16	2300-2400	20	4.0	3.0	4.0	6.0	12.0	10	3.8	4.6
Totals				1.0	5.0	. 1.0	3.0		2.0	Totals	1	5.0		2.0						Totals			2.0						4.0
0700-1900	301	290	276	254	289	305	212	282.0	275.3	0700-1900	205	263	237	230	249	260	158	236.8	228.9	0700-1900	506	553	513	484	538	565	370	518.8	504.1
0600-2200	344	326	303	307	327	341	246	321.4	313.4	0600-2200	238	300	267	274	291	283	182	274.0	262.1	0600-2200	582	626	570	581	618	624	428	595.4	575.6
0600-0000	348	333	309	314	341	354	249	329.0	321.1	0600-0000	240	308	272	278	298	287	185	279.2	266.9	0600-0000	588	641	581	592	639	641	434	608.2	588.0
0000.0000	353	339	314	319	343	363	266	333.6	328.1	0000-0000	246	314	278	281	306	207	199	285.0	274.0	0000-0000	500	653	592	600	649	657	465	618.6	602.1
0000-0000	333		514	319	343	303	200	1 333.0	J20.1	0000-0000	240	314	2/0	201	300	294	199	200.0	214.0	0000-0000	288	033	J82	000	049	037	-+00	010.0	00.

Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site1-MortonAveBetweenCanterburyRdAndGouldAve

				Dai	ly Cl	asses	s - Di	rectio	on 1						Da	ily C	lasse	s - D	irecti	on 2						Da	ily Cl	asse	s - C(	ombi	ned C	Direct	tion
Locatio Start Di End Da Collecti Project	n: ite: :e: on Nar Site Ni	ne: umber:	Morton A 1st Marc 7th Marc CherryIn 949101	we Betwe h 2022 h 2022 ne-Middle	een Cant	erbury Ri Cs (FEB 2	d And G 22)	ould Ave			Locati Start I End D Collec Projec	on: Date: ate: tion Nar t Site Nu	ne: Imber:	Morton A 1st Marc 7th Man Cherrylr 949101	Ave Betv ch 2022 ch 2022 nne-Midd	veen Can leton AT	terbury F Cs (FEB	Rd And G 22)	Sould Ave	3			Locatio Start Da End Dat Collecti Project	n: te: e: on Name Site Nun	: 1ber:	Morton A 1st Mare 7th Mare Cherrylr 9E+05	Ave Betv ch 2022 ch 2022 nne-Midd	<i>v</i> een Car ileton AT	iterbury F	Rd And (	Sould Av	e	
Eastbou Time	nd	Bin	Min	Max	Mean	Median	85%	95%	>i 100	PSL   km/h	Westbe Time	und	Bin	Min	Max	Mean	Median	85%	95%	10	>PSL 10 km/h	1	Combine Time	d	Bin	Min	Max	Mean	Median	85%	95%	>F 100	'SL km/h
0000	10	0.435%	14.1	39.9	27.3	27.6	37.5	39.9	0	0.00%	0000	6	0.313%	29.4	44.0	35.5	34.9	43.7	44.0	0	0.00%		0000	16	0.380%	14.1	44.0	30.3	30.6	39.7	44.0	0	0.00%
0100	9	0.392%	24.7	43.9	34.9	34.0	41.6	43.9	0	0.00%	0100	8	0.417%	21.6	39.5	30.2	29.7	38.2	39.5	0	0.00%		0100	17	0.403%	21.6	43.9	32.7	32.4	39.3	43.9	0	0.00%
0200	4	0.174%	20.8	38.4	28.4	27.3	38.4	38.4	0	0.00%	0200	5	0.261%	17.0	44.9	32.6	39.4	44.9	44.9	0	0.00%		0200	9	0.214%	17.0	44.9	30.8	33.5	42.6	44.9	0	0.00%
0300	5	0.218%	18.6	40.4	30.1	29.9	40.4	40.4	0	0.00%	0300	6	0.313%	24.6	42.1	32.4	32.3	41.9	42.1	0	0.00%		0300	11	0.261%	18.6	42.1	31.3	29.9	40.7	42.1	0	0.00%
0400	5	0.218%	27.2	36.8	32.4	32.4	36.8	36.8	0	0.00%	0400	5	0.261%	25.5	36.3	32.6	35.3	36.3	36.3	0	0.00%		0400	10	0.237%	25.5	36.8	32.5	33.8	36.5	36.8	0	0.00%
0500	16	0.697%	8.8	40.4	26.1	28.2	38.5	40.4	0	0.00%	0500	20	1.043%	21.0	46.8	33.2	33.1	43.9	46.7	0	0.00%		0500	36	0.854%	8.8	46.8	30.1	30.9	40.1	45.6	0	0.00%
0600	33	1.437%	14.9	49.2	30.6	32.0	36.5	43.5	0	0.00%	0600	42	2.190%	16.3	45.7	32.5	33.0	36.1	44.9	0	0.00%		0600	75	1.779%	14.9	49.2	31.7	32.6	36.4	44.3	0	0.00%
0700	97	4.223%	15.0	46.7	34.6	35.3	40.8	44.0	0	0.00%	0700	108	5.631%	1.0	47.2	33.7	34.7	40.8	44.1	0	0.00%		0700	205	4.864%	1.0	47.2	34.1	35.1	40.7	44.0	0	0.00%
0800	126	5.485%	9.7	45.7	31.1	33.1	38.2	40.6	0	0.00%	0800	153	7.977%	4.0	65.2	34.2	35.6	42.4	44.6	3	1.96%		0800	279	6.619%	4.0	65.2	32.8	34.7	40.3	44.3	3	1.08%
0900	158	6.879%	13.3	46.1	29.6	30.4	36.9	40.9	0	0.00%	0900	159	8.290%	4.3	48.5	32.4	34.7	40.9	45.4	0	0.00%		0900	317	7.521%	4.3	48.5	31.0	32.4	39.5	43.0	0	0.00%
1000	165	7.183%	9.3	44.8	29.9	31.1	37.6	42.3	0	0.00%	1000	130	6.778%	6.2	50.2	29.7	n	37.1	43.1	1	0.77%		1000	295	6.999%	6.2	50.2	29.8	30.6	37.4	41.9	1	0.34%
1100	163	7.096%	9.1	49.8	30.1	31.3	37.6	41.4	0	0.00%	1100	129	6.726%	5.8	53.1	31.4	32.6	39.9	45.5	1	0.78%		1100	292	6.928%	5.8	53.1	30.6	31.9	38.2	43.6	1	0.34%
1200	177	7.706%	6.4	54.8	31.0	31.5	38.9	45.1	1	0.57%	1200	118	6.152%	2.6	46.7	30.8	31.5	39.7	44.3	0	0.00%		1200	295	6.999%	2.6	54.8	30.9	31.5	39.2	44.7	1	0.34%
1300	146	6.356%	6.8	48.3	31.6	33.3	38.9	43.4	0	0.00%	1300	118	6.152%	8.5	51.8	32.4	34.2	41.3	45.2	1	0.85%		1300	264	6.263%	6.8	51.8	32.0	33.5	40.0	44.5	1	0.38%
1400	172	7.488%	9.4	51.7	31.0	31.1	38.4	45.0	2	1.16%	1400	161	8.394%	14.2	48.9	33.3	34.4	40.4	43.4	0	0.00%		1400	333	7.900%	9.4	51.7	32.1	32.8	39.6	44.0	2	0.60%
1500	189	8.228%	4.9	53.9	31.2	32.4	38.6	44.3	2	1.06%	1500	158	8.238%	0.8	56.9	34.0	35.5	41.6	46.8	1	0.63%		1500	347	8.233%	0.8	56.9	32.4	33.5	40.5	44.9	3	0.87%
1600	191	8.315%	97	46.0	30.8	31.1	38.2	42.4	0	0.00%	1600	124	6.465%	6.3	57.8	32.6	34.0	39.8	47.9	4	3 23%		1600	315	7 473%	63	57.8	31.5	32.2	39.2	45.0	4	1 27%
1700	202	8 794%	11.9	49.4	32.1	32.6	38.2	42.7	0	0.00%	1700	139	7 247%	7.0	58.7	35.9	37.1	43.7	46.8	3	2 16%		1700	341	8.090%	7.0	58.7	33.6	34.4	41.0	45.0	3	0.88%
1800	141.0	6 138%	14.7	44.6	30.2	31.7	35.6	40.5	0.0	0.00%	1800	105.0	5 474%	11.2	47.5	33.4	34.2	42.0	46.3	0.0	0.00%		1800	246.0	5.836%	11.2	47.5	31.6	32.2	39.1	43.0	0.0	0.00%
1900	111.0	4 832%	10.9	53.5	20.2	30.2	36.0	39.5	1.0	0.90%	1900	85.0	4.432%	4.4	49.7	33.4	33.8	42.5	46.3	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	62.0	2 699%	81	43.5	28.5	29.0	36.1	39.5	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%		2000	120.0	2 847%	81	49.9	29.4	29.8	37.9	40.8	0.0	0.00%
2100	61	2.656%	9.7	43.0	31.0	31.3	39.5	41.4	0	0.00%	2100	48	2 503%	14.5	46.7	30.1	31.1	37.2	43.2	0	0.00%		2100	109	2.586%	97	46.7	30.6	31.1	38.5	41.3	0	0.00%
2200	33.0	1 437%	14.2	42.3	29.9	30.4	34.9	40.9	0.0	0.00%	2200	22.0	1 147%	22.8	37.9	30.9	30.3	35.7	37.5	0.0	0.00%		2200	55.0	1.305%	14.2	42.3	30.3	30.4	35.1	38.4	0.0	0.00%
2300	21.0	0.914%	19.8	42.7	32.1	32.0	38.0	42.3	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%		2300	32.0	0.759%	19.8	45.7	33.6	33.0	40.1	45.0	0.0	0.00%
1	2207.0	100.000%	4.9	54.8	30.8	31.7	38.0	42.1	6.0	0.26%		1018 (	100.000%	0.8	65.2	32.7	33.8	40.9	45.0	14.0	0.73%			4215.0	100.000%	0.8	65.2	31.7	32.6	30.4	43.0	20.0	0.47%

Attachment 2

Site1-MortonAveBetweenCanterburyRdAndGouldAve

March 2022

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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			DIRECTIC	N 1					
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver	rages
noui	mon	Tue	Wea	mu		Jac	Juli	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	1								
0700-1900	170	212	178	154	184	173	132	179.6	171.9
0600-2200	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			DIREC	CTION	2				
	Hour	Man	Tue	Mod	Thu	E.c.	Cat	e	Aver	ages
7	Hour	WOII	Tue	weu	mu	FII	odi	Sun	1 - 5	1-7
)	0000-0100	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
1	0100-0200	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.4	0.3
1	0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
1	0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
3	0400-0500	2.0	0.0	0.0	0.0	0.0	1.0	2.0	0.4	0.7
3	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
7	0700-0800	6.0	6.0	8.0	9.0	5.0	5.0	2.0	6.8	5.9
7	0800-0900	20.0	22.0	17.0	10.0	14.0	11.0	7.0	16.6	14.4
7	0900-1000	13.0	26.0	9.0	8.0	11.0	16.0	13.0	13.4	13.7
9	1000-1100	9.0	15.0	8.0	9.0	9.0	16.0	18.0	10.0	12.0
0	1100-1200	9.0	11.0	11.0	3.0	18.0	18.0	17.0	10.4	12.4
1	1200-1300	9.0	12.0	4.0	11.0	10.0	27.0	18.0	9.2	13.0
0	1300-1400	9.0	14.0	9.0	5.0	7.0	13.0	19.0	8.8	10.9
0	1400-1500	10.0	17.0	15.0	8.0	14.0	16.0	7.0	12.8	12.4
0	1500-1600	34.0	18.0	5.0	10.0	14.0	10.0	14.0	16.2	15.0
9	1600-1700	16.0	13.0	10.0	14.0	11.0	6.0	17.0	12.8	12.4
7	1700-1800	14.0	15.0	11.0	12.0	11.0	9.0	7.0	12.6	11.3
1	1800-1900	10.0	8.0	10.0	10.0	16.0	11.0	8.0	10.8	10.4
7	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
3	2100-2200	3.0	3.0	4.0	5.0	4.0	6.0	5.0	3.8	4.3
1	2200-2300	1.0	2.0	2.0	2.0	2.0	1.0	1.0	1.8	1.6
3	2300-2400	0.0	1.0	1.0	0.0	1.0	3.0	0.0	0.6	0.9
	Totals									
.9	0700-1900	159	177	117	109	140	158	147	140.4	143.9
.1	0600-2200	178	196	137	133	164	176	163	161.6	163.9
.9	0600-0000	179	199	140	135	167	180	164	164.0	166.3
0	0000 0000	197	203	145	130	170	192	160	169.9	170.7

Hour	Man	Tue	Mad	Thu	E el	Cat	e	Aver	ages
Hour	mon	Tue	wea	mu	FO	odi	Sun	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	52.0	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									
0700-1900	329	389	295	263	324	331	279	320.0	315.7
0600-2200	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

				Da	ily Cl	asses	s - Di	rectic	on 1						Da	aily C	lasse	s - Di	rectio	on 2		_				Da	ily Cl	asse	s - Co	ombi	ned E	Direc	tion
Locatio Start Di End Da Collecti Project	n: ate: te: on Nam Site Nu	e: mber:	Gould Av 1st Marc 7th Marc CherryIn 949102	ve Betwe h 2022 h 2022 ne-Middl	en Fraze eton ATC	er St And	Morton A	Ave			Location Start D End Da Collect Project	on: ate: ite: ion Nar t Site Nu	ne: umber:	Gould A 1st Mar 7th Mar Cherryli 949102	Ave Betw ch 2022 ch 2022 nne-Mido	een Fraz	er St And Cs (FEB	Morton 22)	Ave				Locatio Start Da End Da Collecti Project	n: ite: e: on Name Site Num	: iber:	Gould A 1st Marc 7th Marc CherryIn 9E+05	ve Betw ch 2022 ch 2022 ine-Midd	een Fraz lleton AT	er St And	d Morton	Ave		
Time		Bin	Min	Max	Mean	Median	85%	95%	>PSL 100 km/	'n	Time		Bin	Min	Max	Mean	Median	85%	95%	10	>PSL )0 km/h	]	Time		Bin	Min	Max	Mean	Median	85%	95%	>  100	PSL km/h
0000	6	0.427%	26.8	41.0	34.3	34.7	40.9	41.0	0 0.	00%	0000	1	0.084%	19.2	19.2	19.2	19.2	19.2	19.2	0	0.00%		0000	7	0.269%	19.2	41.0	32.1	32.2	40.5	41.0	0	0.00%
0100	3	0.213%	31.6	34.6	33.4	34.0	34.6	34.6	0 0.	00%	0100	2	0.167%	32.6	34.3	33.5	33.5	34.3	34.3	0	0.00%		0100	5	0.192%	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%	0200	1	0.084%	33.8	33.8	33.8	33.8	33.8	33.8	0	0.00%		0200	4	0.154%	27.0	33.8	31.3	32.2	33.8	33.8	0	0.00%
0300	1	0.071%	44.0	44.0	44.0	44.0	44.0	44.0	0 0.	00%	0300	1	0.084%	36.1	36.1	36.1	36.1	36.1	36.1	0	0.00%		0300	2	0.077%	36.1	44.0	40.1	40.1	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%	0400	5	0.418%	12.9	41.0	32.2	37.1	41.0	41.0	0	0.00%		0400	9	0.346%	12.9	41.0	33.2	37.1	40.9	41.0	0	0.00%
0500	4	0.284%	11.1	40.5	24.9	23.9	40.5	40.5	0 0.	00%	0500	21	1.757%	20.9	39.1	31.1	30.8	36.8	39.0	0	0.00%		0500	25	0.961%	11.1	40.5	30.1	30.8	37.6	40.1	0	0.00%
0600	21	1.494%	12.9	39.6	29.6	31.7	38.2	39.5	0 0.	00%	0600	29	2.427%	5.5	42.8	27.4	28.1	34.9	41.4	0	0.00%		0600	50	1.922%	5.5	42.8	28.3	29.7	36.8	39.8	0	0.00%
0700	61	4.339%	9.8	46.2	32.3	33.1	39.2	42.9	0 0.	00%	0700	41	3.431%	6.9	40.5	29.4	30.4	34.9	40.4	0	0.00%		0700	102	3.922%	6.9	46.2	31.1	31.8	37.9	41.8	0	0.00%
0800	103	7.326%	13.7	52.0	33.0	34.0	39.3	42.3	2 1	94%	0800	101	8.452%	13.7	45.6	33.9	34.6	39.2	44.5	0	0.00%		0800	204	7.843%	13.7	52.0	33.4	34.0	39.1	43.0	2	0.98%
0900	138	9.815%	7.0	46.2	33.6	34.0	39.6	43.1	0 0.	00%	0900	96	8.033%	7.0	45.1	33.4	33.7	39.3	43.0	0	0.00%		0900	234	8.997%	7.0	46.2	33.5	33.9	39.6	43.0	0	0.00%
1000	83	5.903%	21.2	50.1	33.6	33.3	40.1	45.1	1 1	21%	1000	84	7.029%	13.9	52.8	33.5	34.1	39.5	42.3	2	2.38%		1000	167	6.421%	13.9	52.8	33.5	33.7	39.7	44.1	3	1.80%
1100	84	5 974%	8.9	49.0	33.6	34.1	40.3	44.4	0 0	00%	1100	87	7 280%	14.7	42.4	31.4	31.0	37.4	40.3	0	0.00%		1100	171	6 574%	8.9	49.0	32.5	32.9	38.9	42.3	0	0.00%
1200	92	6 543%	15.0	47.6	32.0	32.8	38.3	43.6	0 0	00%	1200	91	7.615%	5.2	44.8	31.4	32.0	38.0	41.1	0	0.00%		1200	183	7.036%	52	47.6	31.7	32.4	38.2	42.1	0	0.00%
1300	91	6.472%	12.3	54.5	35.3	35.8	42.0	47.2	2 2	20%	1300	76	6.360%	12.3	47.8	31.4	32.3	38.7	42.5	0	0.00%		1300	167	6.421%	12.3	54.5	33.5	34.0	40.7	45.2	2	1 20%
1400	105	7 468%	10.2	47.0	34.1	35.5	41.4	44.2	0 0	00%	1400	87	7 280%	11.1	48.4	33.8	34.6	40.0	44.5	0	0.00%		1400	192	7 382%	10.2	48.4	34.0	35.1	40.5	44.0	0	0.00%
1500	126	8.962%	16.7	52.1	36.2	36.3	42.3	45.4	3 2	38%	1500	105	8 787%	10.5	49.6	33.4	33.5	40.5	42.7	0	0.00%	1	1500	231	8 881%	10.5	52.1	34.9	35.1	40.9	43.8	3	1.30%
1600	104	7 397%	10.0	54.8	34.3	34.9	42.8	46.4	3 2	89%	1600	87	7 280%	9.9	47.0	31.6	32.6	39.3	42.0	0	0.00%	1	1600	191	7 343%	9.9	54.8	33.1	34.0	414	45.2	3	1.57%
1700	131	9.317%	10.9	53.5	35.4	35.5	41.6	46.4	3 2	29%	1700	79	6.611%	12.7	54.3	33.6	33.8	40.1	44.8	1	1.27%	1	1700	210	8.074%	10.9	54.3	34.7	34.9	41.0	45.5	4	1.91%
1800	85.0	6.046%	7.0	47.5	32.9	33.3	39.9	43.9	0.0 0	10%	1800	73.0	6 109%	12.1	43.3	31.3	32.4	37.6	40.8	0.0	0.00%	1	1800	158.0	6.075%	7.0	47.5	32.2	32.9	38.9	42.8	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%	1900	55.0	4 603%	15.3	46.3	31.7	31.5	38.6	41.4	0.0	0.00%	1	1900	116.0	4 460%	11.2	46.9	32.5	32.7	40.4	43.7	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%	2000	26.0	2.176%	3.6	40.6	28.5	28.4	37.5	40.5	0.0	0.00%	1	2000	75.0	2.884%	3.6	44.5	29.7	30.2	36.7	40.5	0.0	0.00%
2100	25	1 778%	11.3	48.1	31.6	31.7	37.1	45.8	0 0	0.0%	2100	30	2 510%	23.0	42.3	31.8	31.3	37.8	41.8	0	0.00%	1	2100	55	2 115%	11.3	48.1	31.7	31.5	37.3	41.6	0	0.00%
2200	17.0	1.209%	12.1	40.7	29.1	31.0	37.3	40.7	0.0 0	00%	2200	11.0	0.921%	9.2	38.9	28.0	29.3	34.1	38.9	0.0	0.00%	1	2200	28.0	1.077%	9.2	40.7	28.7	30.2	36.5	39.9	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%	2300	6.0	0.502%	28.6	47.0	34.4	32.2	46.4	47.0	0.0	0.00%	1	2300	15.0	0.577%	18.1	47.0	34.2	33.1	44.6	47.0	0.0	0.00%
	1406.0	100.000%	7.0	54.8	33.6	34.2	40.5	44.5	14.0 1	00%		1195 (	100.000%	3.6	54.3	32.2	32.8	38.7	42.1	3.0	0.25%	1		2601.0	100.000%	36	54.8	33.0	33.5	30.8	43.4	17.0	0.65%

Attachment 2

Site2-GouldAveBetweenFrazerStAndMortonAve

Location: Start Date: End Date: Collection Na Project Site N	me: umber:		Gould Ave B 1st March 20 7th March 20 CherryInne-P 949103	Setween M 022 022 Middleton	lorton Ave	e And Ve EB 22)	rnon St						DIDE		2								CONT		DIDE	CTION	<b>c</b>		
Northbound			DIRECTION					A	0000	Southbound			DIRE	TION	2			A		Combined			COME	SINED	DIRE	STION	<u> </u>	A	
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	ages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	ages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver	ages
0000-0100	0.0	10	0.0	2.0	0.0	10	3.0	1-5	1-7	0000-0100	0.0	0.0	0.0	0.0	2.0	0.0	2.0	1-5	1-7	0000.0100	0.0	1.0	0.0	2.0	2.0	1.0	5.0	1-5	1-1
0100-0100	1.0	0.0	1.0	1.0	0.0	1.0	2.0	0.0	0.9	0100-0100	0.0	0.0	0.0	1.0	0.0	0.0	2.0	0.4	0.0	0100-0100	1.0	0.0	1.0	2.0	2.0	1.0	4.0	0.8	1.0
0200-0200	0.0	0.0	0.0	1.0	0.0	2.0	2.0	0.0	0.3	0200-0200	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.2	0.4	0200.0200	1.0	0.0	0.0	1.0	0.0	2.0	4.0	0.0	1.5
0300-0400	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.2	0.4	0300-0400	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.2	0.4	0300-0400	0.0	0.0	0.0	1.0	1.0	1.0	3.0	0.4	0.9
0400-0500	0.0	1.0	0.0	1.0	1.0	0.0	1.0	0.2	0.4	0400-0500	1.0	0.0	1.0	0.0	0.0	0.0	1.0	0.2	0.4	0400-0500	1.0	1.0	1.0	1.0	1.0	0.0	2.0	1.0	1.0
0500-0600	2.0	2.0	1.0	1.0	2.0	0.0	2.0	1.6	1.4	0500-0600	3.0	1.0	2.0	2.0	1.0	0.0	1.0	1.8	14	0500-0600	5.0	3.0	3.0	3.0	3.0	0.0	3.0	3.4	2.9
0600-0700	2.0	5.0	3.0	5.0	8.0	4.0	1.0	4.6	4.0	0600-0700	10	4.0	4.0	6.0	7.0	0.0	0.0	44	3.1	0600-0700	3.0	9.0	7.0	11.0	15.0	4.0	10	9.0	71
0700-0800	17.0	26.0	19.0	20.0	28.0	10.0	1.0	22.0	17.3	0700-0800	7.0	10.0	10.0	11.0	16.0	5.0	2.0	10.8	8.7	0700-0800	24.0	36.0	29.0	31.0	44.0	15.0	3.0	32.8	26.0
0800-0900	34.0	31.0	22.0	24.0	26.0	8.0	4.0	27.4	21.3	0800-0900	24.0	33.0	18.0	10.0	14.0	3.0	6.0	19.8	15.4	0800-0900	58.0	64.0	40.0	34.0	40.0	11.0	10.0	47.2	36.7
0900-1000	14.0	37.0	23.0	16.0	19.0	15.0	10.0	21.8	19.1	0900-1000	10.0	36.0	8.0	9.0	14.0	15.0	10.0	15.4	14.6	0900-1000	24.0	73.0	31.0	25.0	33.0	30.0	20.0	37.2	33.7
1000-1100	19.0	17.0	21.0	15.0	18.0	27.0	11.0	18.0	18.3	1000-1100	7.0	10.0	6.0	8.0	7.0	11.0	8.0	7.6	8.1	1000-1100	26.0	27.0	27.0	23.0	25.0	38.0	19.0	25.6	26.4
1100-1200	14.0	14.0	12.0	11.0	14.0	24.0	22.0	13.0	15.9	1100-1200	9.0	6.0	13.0	10.0	14.0	18.0	14.0	10.4	12.0	1100-1200	23.0	20.0	25.0	21.0	28.0	42.0	36.0	23.4	27.9
1200-1300	18.0	20.0	14.0	15.0	13.0	33.0	11.0	16.0	17.7	1200-1300	7.0	9.0	8.0	11.0	9.0	26.0	14.0	8.8	12.0	1200-1300	25.0	29.0	22.0	26.0	22.0	59.0	25.0	24.8	29.7
1300-1400	14.0	16.0	10.0	12.0	19.0	21.0	25.0	14.2	16.7	1300-1400	11.0	11.0	5.0	8.0	12.0	15.0	8.0	9.4	10.0	1300-1400	25.0	27.0	15.0	20.0	31.0	36.0	33.0	23.6	26.7
1400-1500	21.0	14.0	11.0	23.0	25.0	19.0	11.0	18.8	17.7	1400-1500	11.0	14.0	10.0	14.0	13.0	13.0	10.0	12.4	12.1	1400-1500	32.0	28.0	21.0	37.0	38.0	32.0	21.0	31.2	29.9
1500-1600	26.0	25.0	25.0	18.0	15.0	26.0	8.0	21.8	20.4	1500-1600	11.0	16.0	14.0	9.0	13.0	12.0	15.0	12.6	12.9	1500-1600	37.0	41.0	39.0	27.0	28.0	38.0	23.0	34.4	33.3
1600-1700	21.0	17.0	24.0	18.0	17.0	14.0	12.0	19.4	17.6	1600-1700	10.0	7.0	9.0	8.0	9.0	17.0	9.0	8.6	9.9	1600-1700	31.0	24.0	33.0	26.0	26.0	31.0	21.0	28.0	27.4
1700-1800	25.0	23.0	28.0	21.0	26.0	14.0	19.0	24.6	22.3	1700-1800	13.0	17.0	11.0	10.0	15.0	11.0	14.0	13.2	13.0	1700-1800	38.0	40.0	39.0	31.0	41.0	25.0	33.0	37.8	35.3
1800-1900	20.0	6.0	10.0	16.0	22.0	14.0	11.0	14.8	14.1	1800-1900	11.0	14.0	14.0	8.0	19.0	10.0	9.0	13.2	12.1	1800-1900	31.0	20.0	24.0	24.0	41.0	24.0	20.0	28.0	26.3
1900-2000	12.0	10.0	9.0	14.0	14.0	11.0	9.0	11.8	11.3	1900-2000	9.0	4.0	4.0	8.0	6.0	8.0	2.0	6.2	5.9	1900-2000	21.0	14.0	13.0	22.0	20.0	19.0	11.0	18.0	17.1
2000-2100	9.0	6.0	3.0	10.0	4.0	5.0	3.0	6.4	5.7	2000-2100	5.0	3.0	4.0	3.0	5.0	6.0	1.0	4.0	3.9	2000-2100	14.0	9.0	7.0	13.0	9.0	11.0	4.0	10.4	9.6
2100-2200	5.0	7.0	3.0	8.0	5.0	5.0	8.0	5.6	5.9	2100-2200	5.0	4.0	3.0	5.0	6.0	5.0	5.0	4.6	4.7	2100-2200	10.0	11.0	6.0	13.0	11.0	10.0	13.0	10.2	10.6
2200-2300	0.0	5.0	5.0	1.0	3.0	3.0	3.0	2.8	2.9	2200-2300	0.0	2.0	2.0	3.0	2.0	2.0	3.0	1.8	2.0	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	2.0	3.0	6.0	1.0	1.0	1.7	2300-2400	0.0	0.0	0.0	2.0	1.0	2.0	1.0	0.6	0.9	2300-2400	0.0	0.0	0.0	4.0	4.0	8.0	2.0	1.6	2.6
Totals										Totals										Totals									
0700-1900	243	246	219	209	242	225	145	231.8	218.4	0700-1900	131	183	126	116	155	156	119	142.2	140.9	0700-1900	374	429	345	325	397	381	264	374.0	359.
0600-2200	271	274	237	246	273	250	166	260.2	245.3	0600-2200	151	198	141	138	179	175	127	161.4	158.4	0600-2200	422	472	378	384	452	425	293	421.6	403.
0600-0000	271	279	242	249	279	259	170	264.0	249.9	0600-0000	151	200	143	143	182	179	131	163.8	161.3	0600-0000	422	479	385	392	461	438	301	427.8	411.1
0000-0000	274	283	244	256	282	264	181	267.8	254.9	0000-0000	156	201	146	146	186	179	141	167.0	165.0	0000-0000	430	484	390	402	468	443	322	434.8	419.

Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site3-GouldAveBetweenMortonAveAndVernonSt

				Dai	ily Cla	asses	- Di	rectio	n 1						Da	aily C	lasse	s - D	irecti	on 2						Da	ily Cl	asse	s - C	ombi	ned [	Direct	tion
Locatio Start Di End Da Collecti Project	n: ate: te: on Nam Site Nu	ne: Imber:	Gould A 1st Marc 7th Marc CherryIn 949103	ve Betwe h 2022 h 2022 ne-Middle	en Mortor	n Ave An Ss (FEB 2	d Verno	n St			Locati Start I End D Collec Projec	on: Date: ate: tion Nan t Site Nu	ne: Imber:	Gould A 1st Mare 7th Man Cherrylr 949103	ve Betw ch 2022 ch 2022 nne-Mido	een Mort Ileton AT	on Ave A Cs (FEB	nd Verno 22)	on St				Locatio Start Da End Dat Collecti Project	n: te: e: on Name Site Num	: iber:	Gould A 1st Mar 7th Mar Cherrylr 9E+05	tve Betwo ch 2022 ch 2022 nne-Midd	een Mort lieton AT	on Ave A	And Verr	.on St		
Northbo Time	und	Bin	Min	Max	Mean	Median	85%	95%	>i 100	PSL km/h	Southt Time	ound	Bin	Min	Max	Mean	Median	85%	95%	10	>PSL 10 km/h		Combine Time	d	Bin	Min	Max	Mean	Median	85%	95%	>P 100	'SL km/h
0000	7	0.392%	26.6	52.2	39.3	40.7	50.9	52.2	1	14.29%	0000	4	0.346%	26.4	40.2	32.2	31.1	40.2	40.2	0	0.00%		0000	11	0.374%	26.4	52.2	36.7	39.4	47.2	52.2	1	9.09%
0100	6	0.336%	22.5	53.6	36.1	35.2	53.3	53.6	1	16.67%	0100	3	0.260%	20.7	51.9	37.8	40.7	51.9	51.9	1	33.33%		0100	9	0.306%	20.7	53.6	36.6	36.0	52.7	53.6	2	22.22%
0200	5	0.280%	16.6	43.3	25.9	23.9	43.3	43.3	0	0.00%	0200	3	0.260%	21.2	28.2	23.7	21.8	28.2	28.2	0	0.00%		0200	8	0.272%	16.6	43.3	25.1	22.9	38.1	43.3	0	0.00%
0300	3	0.168%	21.2	37.1	29.3	29.5	37.1	37.1	0	0.00%	0300	3	0.260%	20.0	34.6	28.9	32.2	34.6	34.6	0	0.00%		0300	6	0.204%	20.0	37.1	29.1	30.9	37.0	37.1	0	0.00%
0400	4	0.224%	28.3	45.7	39.4	41.8	45.7	45.7	0	0.00%	0400	3	0.260%	22.5	43.5	32.3	30.8	43.5	43.5	0	0.00%		0400	7	0.238%	22.5	45.7	36.3	41.2	45.3	45.7	0	0.00%
0500	10	0.561%	28.8	48.1	36.7	34.0	46.1	48.1	0	0.00%	0500	10	0.866%	22.7	44.9	28.5	24.9	40.7	44.9	0	0.00%		0500	20	0.681%	22.7	48.1	32.6	32.4	44.6	47.9	0	0.00%
0600	28	1.570%	17.1	53.0	34.4	33.2	43.7	51.1	1	3.57%	0600	22	1.905%	22.6	72.0	34.2	31.1	43.3	68.2	1	4.55%		0600	50	1.701%	17.1	72.0	34.3	33.0	43.6	50.7	2	4.00%
0700	121	6.783%	14.8	71.4	39.1	39.6	46.5	54.3	9	7.44%	0700	61	5.281%	6.3	51.6	32.9	32.9	44.7	47.2	1	1.64%		0700	182	6.193%	6.3	71.4	37.1	37.3	46.0	51.6	10	5.50%
0800	149	8.352%	13.2	67.0	38.6	38.3	47.5	55.4	13	8.73%	0800	108	9.351%	14.6	51.0	37.1	38.5	45.2	49.1	3	2.78%		0800	257	8.744%	13.2	67.0	37.9	38.3	46.6	50.9	16	6.23%
0900	134	7.511%	13.7	72.6	37.6	37.9	46.2	57.0	13	9.70%	0900	102	8.831%	17.9	61.4	37.7	38.2	44.7	51.2	5	4.90%		0900	236	8.030%	13.7	72.6	37.6	38.2	45.3	53.4	18	7.63%
1000	128	7.175%	11.4	64.5	38.6	39.1	48.2	55.9	14	10.94%	1000	57	4.935%	24.0	65.6	37.5	36.9	45.8	54.5	3	5.26%		1000	185	6.295%	11.4	65.6	38.3	38.2	47.3	55.3	17	9.19%
1100	111	6.222%	14.8	66.2	38.9	38.7	47.6	58.9	11	9.91%	1100	84	7.273%	3.8	64.7	34.6	34.0	44.3	50.9	5	5.95%		1100	195	6.635%	3.8	66.2	37.1	36.2	46.8	54.1	16	8.21%
1200	124	6.951%	12.6	70.6	38.7	38.4	48.6	58.9	15	12.10%	1200	84	7.273%	7.0	54.3	34.5	34.2	44.7	50.2	4	4.76%		1200	208	7.077%	7.0	70.6	37.0	36.3	47.0	54.9	19	9.14%
1300	117	6.558%	12.3	69.0	39.1	40.1	50.5	55.7	18	15.38%	1300	70	6.061%	14.1	56.0	35.7	36.2	45.0	54.4	5	7.14%		1300	187	6.363%	12.3	69.0	37.8	39.1	48.6	54.5	23	12.30%
1400	124	6.951%	9.2	84.3	39.5	38.8	50.8	62.0	23	18.55%	1400	85	7.359%	14.6	59.8	38.4	38.7	46.0	55.4	7	8.24%		1400	209	7.111%	9.2	84.3	39.1	38.7	49.3	59.6	30	14.35%
1500	143	8.016%	10.7	76.6	40.4	38.9	50.6	65.7	23	16.08%	1500	90	7.792%	10.4	56.7	35.1	35.8	44.2	48.6	2	2.22%		1500	233	7.928%	10.4	76.6	38.4	37.3	48.1	55.3	25	10.73%
1600	123	6.895%	11.3	68.7	40.3	39.6	49.4	59.7	18	14.63%	1600	69	5.974%	16.0	57.7	35.2	35.5	45.0	50.2	4	5.80%		1600	192	6.533%	11.3	68.7	38.5	38.5	48.4	55.4	22	11.46%
1700	156	8.744%	8.1	65.3	36.3	37.3	45.3	51.6	11	7.05%	1700	91	7.879%	5.1	55.3	35.7	39.2	46.2	51.9	8	8.79%	1	1700	247	8.404%	5.1	65.3	36.1	38.2	45.5	51.7	19	7.69%
1800	99.0	5.549%	5.5	59.6	36.7	37.1	47.3	53.6	12.0	12.12%	1800	85.0	7.359%	8.1	63.1	34.6	36.0	43.5	48.8	3.0	3.53%	1	1800	184.0	6.261%	5.5	63.1	35.7	36.2	44.5	52.6	15.0	8.15%
1900	79.0	4.428%	15.6	55.1	37.1	37.3	44.1	54.4	7.0	8.86%	1900	41.0	3.550%	13.8	61.4	37.0	37.4	45.1	55.5	2.0	4.88%	1	1900	120.0	4.083%	13.8	61.4	37.0	37.4	44.6	54.2	9.0	7.50%
2000	40.0	2.242%	12.0	54.8	35.5	35.2	47.4	53.1	2.0	5.00%	2000	27.0	2.338%	15.5	52.0	33.5	34.2	46.0	51.5	2.0	7.41%	1	2000	67.0	2.280%	12.0	54.8	34.7	35.1	46.0	51.5	4.0	5.97%
2100	41	2.298%	8.1	52.7	35.7	37.6	42.4	47.5	1	2.44%	2100	33	2.857%	14.1	46.2	31.3	31.0	39.4	46.1	0	0.00%	1	2100	74	2.518%	8.1	52.7	33.7	36.5	41.7	46.8	1	1.35%
2200	20.0	1.121%	23.0	52.1	34.9	34.1	41.0	52.0	2.0	10.00%	2200	14.0	1.212%	17.7	42.1	32.7	33.9	39.0	42.1	0.0	0.00%	1	2200	34.0	1.157%	17.7	52.1	34.0	33.9	40.7	51.5	2.0	5.88%
2300	12.0	0.673%	26.4	45.6	34.2	33.6	39.2	45.6	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%	1	2300	18.0	0.612%	25.5	45.6	34.4	34.5	38.9	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%		1155.0	100.000%	3.8	72.0	35.5	35.8	44.8	49.9	56.0	4 85%	1		2939.0	100.000%	3.8	84.3	37.1	37.3	46.4	53.3	251.0	8 54%

Site3-GouldAveBetweenMortonAveAndVernonSt

Location: Start Date: End Date: Collection Na Project Site N	ne: umber:		Frazer Stree 1st March 20 7th March 20 CherryInne-M 949104	t Betweer 122 122 J22 Middleton	n Canturb ATCs (Fl	ry Rd An EB 22)	id Warde	ll Rd	-														-						
Eastbound			DIRECTIO	DN 1						Westbound			DIREC	CTION	2					Combined			сом	BINED	DIRE	CTION	s		
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver	ages 1 - 7	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver 1 - 5	rages 1 - 7	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver 1 - 5	ages 1 - 7
0000-0100	11.0	10.0	11.0	14.0	19.0	47.0	44.0	13.0	22.3	0000-0100	14.0	15.0	17.0	41.0	36.0	40.0	52.0	24.6	30.7	0000-0100	25.0	25.0	28.0	55.0	55.0	87.0	96.0	37.6	53.0
0100-0200	10.0	6.0	12.0	20.0	16.0	39.0	27.0	12.8	18.6	0100-0200	11.0	4.0	12.0	22.0	37.0	29.0	41.0	17.2	22.3	0100-0200	21.0	10.0	24.0	42.0	53.0	68.0	68.0	30.0	40.9
0200-0300	11.0	13.0	13.0	15.0	16.0	21.0	25.0	13.6	16.3	0200-0300	4.0	5.0	6.0	15.0	21.0	18.0	19.0	10.2	12.6	0200-0300	15.0	18.0	19.0	30.0	37.0	39.0	44.0	23.8	28.9
0300-0400	13.0	14.0	13.0	18.0	19.0	17.0	20.0	15.4	16.3	0300-0400	0.0	1.0	5.0	6.0	8.0	10.0	12.0	4.0	6.0	0300-0400	13.0	15.0	18.0	24.0	27.0	27.0	32.0	19.4	22.3
0400-0500	39.0	42.0	39.0	40.0	35.0	16.0	19.0	39.0	32.9	0400-0500	10.0	5.0	7.0	7.0	9.0	17.0	14.0	7.6	9.9	0400-0500	49.0	47.0	46.0	47.0	44.0	33.0	33.0	46.6	42.7
0500-0600	135.0	130.0	136.0	131.0	130.0	52.0	23.0	132.4	105.3	0500-0600	17.0	22.0	23.0	17.0	30.0	13.0	11.0	21.8	19.0	0500-0600	152.0	152.0	159.0	148.0	160.0	65.0	34.0	154.2	124.3
0600-0700	264.0	324.0	279.0	267.0	265.0	92.0	46.0	279.8	219.6	0600-0700	59.0	77.0	59.0	65.0	70.0	37.0	9.0	66.0	53.7	0600-0700	323.0	401.0	338.0	332.0	335.0	129.0	55.0	345.8	273.3
0700-0800	410.0	468.0	417.0	436.0	398.0	155.0	67.0	425.8	335.9	0700-0800	142.0	154.0	144.0	126.0	119.0	55.0	18.0	137.0	108.3	0700-0800	552.0	622.0	561.0	562.0	517.0	210.0	85.0	562.8	444.1
0800-0900	421.0	359.0	397.0	425.0	416.0	244.0	108.0	403.6	338.6	0800-0900	226.0	239.0	195.0	189.0	201.0	108.0	65.0	210.0	174.7	0800-0900	647.0	598.0	592.0	614.0	617.0	352.0	173.0	613.6	513.3
0900-1000	376.0	401.0	252.0	229.0	280.0	299.0	210.0	307.6	292.4	0900-1000	157.0	247.0	137.0	148.0	174.0	166.0	99.0	172.6	161.1	0900-1000	533.0	648.0	389.0	377.0	454.0	465.0	309.0	480.2	453.6
1000-1100	243.0	331.0	232.0	228.0	238.0	320.0	268.0	254.4	265.7	1000-1100	163.0	170.0	131.0	158.0	163.0	243.0	175.0	157.0	171.9	1000-1100	406.0	501.0	363.0	386.0	401.0	563.0	443.0	411.4	437.6
1100-1200	229.0	217.0	213.0	228.0	252.0	334.0	269.0	227.8	248.9	1100-1200	176.0	221.0	182.0	180.0	210.0	300.0	195.0	193.8	209.1	1100-1200	405.0	438.0	395.0	408.0	462.0	634.0	464.0	421.6	458.0
1200-1300	208.0	248.0	205.0	254.0	249.0	378.0	271.0	232.8	259.0	1200-1300	187.0	209.0	170.0	196.0	214.0	332.0	243.0	195.2	221.6	1200-1300	395.0	457.0	375.0	450.0	463.0	710.0	514.0	428.0	480.6
1300-1400	179.0	236.0	214.0	212.0	238.0	293.0	250.0	215.8	231.7	1300-1400	160.0	214.0	224.0	165.0	271.0	364.0	239.0	206.8	233.9	1300-1400	339.0	450.0	438.0	377.0	509.0	657.0	489.0	422.6	465.6
1400-1500	190.0	258.0	199.0	247.0	257.0	303.0	213.0	230.2	238.1	1400-1500	236.0	297.0	259.0	265.0	323.0	282.0	224.0	276.0	269.4	1400-1500	426.0	555.0	458.0	512.0	580.0	585.0	437.0	506.2	507.6
1500-1600	265.0	283.0	225.0	244.0	291.0	241.0	228.0	261.6	253.9	1500-1600	289.0	375.0	334.0	334.0	370.0	262.0	245.0	340.4	315.6	1500-1600	554.0	658.0	559.0	578.0	661.0	503.0	473.0	602.0	569.4
1600-1700	256.0	303.0	254.0	280.0	309.0	205.0	201.0	280.4	258.3	1600-1700	304.0	331.0	347.0	326.0	402.0	252.0	210.0	342.0	310.3	1600-1700	560.0	634.0	601.0	606.0	711.0	457.0	411.0	622.4	568.6
1700-1800	253.0	289.0	257.0	290.0	317.0	225.0	194.0	281.2	260.7	1700-1800	348.0	362.0	357.0	363.0	3/7.0	248.0	197.0	361.4	321.7	1700-1800	601.0	651.0	614.0	653.0	694.0	4/3.0	391.0	642.6	582.4
1800-1900	233.0	220.0	195.0	260.0	333.0	201.0	147.0	248.2	227.0	1800-1900	245.0	247.0	210.0	230.0	294.0	188.0	1/9.0	245.2	227.6	1800-1900	4/8.0	467.0	405.0	490.0	627.0	389.0	326.0	493.4	454.6
1900-2000	149.0	148.0	133.0	193.0	240.0	169.0	119.0	1/2.6	164.4	1900-2000	204.0	152.0	133.0	153.0	192.0	152.0	112.0	166.8	156.9	1900-2000	353.0	300.0	266.0	346.0	432.0	321.0	231.0	339.4	321.3
2000-2100	/9.0	107.0	80.0	97.0	116.0	115.0	85.0	95.8	97.0	2000-2100	108.0	136.0	96.0	124.0	151.0	115.0	107.0	123.0	119.6	2000-2100	187.0	243.0	1/6.0	221.0	267.0	230.0	192.0	218.8	216.6
2100-2200	62.0	/4.0	62.0	99.0	97.0	89.0	59.0	/8.8	//.4	2100-2200	/1.0	92.0	87.0	116.0	117.0	105.0	//.0	96.6	95.0	2100-2200	133.0	166.0	149.0	215.0	214.0	194.0	136.0	1/5.4	1/2.4
2200-2300	38.0	45.0	55.0	53.0	56.0	81.0	58.0	49.4	55.1	2200-2300	69.0	63.0	93.0	/0.0	112.0	91.0	61.0	81.4	/9.9	2200-2300	107.0	108.0	148.0	123.0	168.0	1/2.0	119.0	130.8	135.0
2300-2400	19.0	20.0	23.0	34.0	62.0	63.0	19.0	31.6	34.3	2300-2400	31.0	34.0	54.0	33.0	64.0	72.0	18.0	43.2	43.7	2300-2400	50.0	54.0	77.0	67.0	126.0	135.0	37.0	74.8	78.0
Totals					0.000					Totals										Totals									
0700-1900	3263	3613	3060	3333	3578	3198	2426	3369.4	3210.1	0700-1900	2633	3066	2690	2680	3118	2800	2089	2837.4	2/25.1	0700-1900	5896	6679	5/50	6013	6696	5998	4515	6206.8	5935.3
0600-2200	3817	4266	3614	3989	4296	3663	2735	3996.4	3/68.6	0600-2200	3075	3523	3065	3138	3648	3209	2394	3289.8	3150.3	0600-2200	6892	//89	6679	/127	7944	6872	5129	/286.2	6918.9
0600-0000	3874	4331	3692	4076	4414	3807	2812	40/7.4	3858.0	0600-0000	3175	3620	3212	3241	3824	3372	2473	3414.4	3273.9	0600-0000	/049	/951	6904	/317	8238	/179	5285	/491.8	/131.9
0000-0000	4093	4546	3916	4314	4649	3999	2970	4303.6	4069.6	0000-0000	3231	3672	3282	3349	3965	3499	2622	3499.8	3374.3	0000-0000	7324	8218	/198	/663	8614	/498	5592	/803.4	/443.9

Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

				Da	ly Cla	asses	3 - Di	rectio	on 1						Da	ily C	lasse	s - Di	irecti	on 2						Da	ily C	asse	<u>s - Co</u>	ombi	ned [	Direct	tion
Locatic Start D End Da Collect Project	on: ate: te: ion Nam Site Nu	ne: Imber:	Frazer S 1st Marc 7th Marc CherryIn 949104	Street Bet ch 2022 ch 2022 ine-Middl	ween Car	nturbry R	22)	/ardell R	1		Locati Start E End Da Collec Projec	on: ate: ite: ion Nam t Site Nu und	e: mber:	Frazer S 1st Mare 7th Man Cherrylr 949104	itreet Be ch 2022 ch 2022 ine-Midd	tween Ca	nturbry I Cs (FEB	Rd And V 22)	Vardell I	Rd			Locatio Start Da End Dat Collecti Project	n: te: e: on Name: Site Num d	: ber:	Frazer S 1st Mare 7th Mare Cherrylr 9E+05	Street Be ch 2022 ch 2022 nne-Midd	tween Ca	inturbry	Rd And	Wardell I	Rd	
Time		Bin	Min	Max	Mean	Median	85%	95%	> 100	PSL ) km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	10	PSL 0 km/h		Time	E	Bin	Min	Max	Mean	Median	85%	95%	>P 100	≻SL km/h
0000	156	0.548%	26.8	73.3	50.8	50.9	57.8	63.0	88	56.41%	0000	215	0.910%	12.0	72.8	47.8	47.5	54.1	59.3	76	35.35%	1 1	0000	371	0.712%	12.0	73.3	49.0	49.0	56.0	60.2	164	44.20%
0100	130	0.456%	32.2	68.7	52.6	52.5	60.0	63.4	90	69.23%	0100	156	0.660%	28.9	64.3	48.2	48.2	54.1	57.8	53	33.97%		0100	286	0.549%	28.9	68.7	50.2	50.0	57.1	61.8	143	50.00%
0200	114	0.400%	27.0	76.7	50.7	51.0	57.4	61.9	67	58.77%	0200	88	0.373%	29.0	70.9	49.5	49.2	57.3	62.7	41	46.59%		0200	202	0.388%	27.0	76.7	50.2	50.6	57.3	62.2	108	53.47%
0300	114	0.400%	21.0	79.8	50.9	51.6	57.4	67.8	72	63.16%	0300	42	0.178%	32.7	65.6	48.7	49.1	53.3	63.0	16	38.10%		0300	156	0.299%	21.0	79.8	50.3	50.9	57.1	64.6	88	56.41%
0400	230	0.807%	30.2	82.1	54.0	53.1	61.1	69.4	156	67.83%	0400	69	0.292%	24.2	72.5	50.1	50.6	55.8	61.8	38	55.07%		0400	299	0.574%	24.2	82.1	53.1	52.2	60.5	67.9	194	64.88%
0500	737	2.587%	17.2	75.2	51.0	51.1	57.6	61.4	415	56.31%	0500	133	0.563%	24.2	63.1	48.8	49.0	54.8	59.5	58	43.61%		0500	870	1.670%	17.2	75.2	50.6	50.8	57.3	61.1	473	54.37%
0600	1537	5.395%	8.2	74.3	47.0	47.2	53.3	57.4	476	30.97%	0600	376	1.592%	5.0	68.5	47.6	48.6	53.7	58.8	144	38.30%		0600	1913	3.671%	5.0	74.3	47.1	47.5	53.5	57.6	620	32.41%
0700	2351	8.253%	16.6	78.1	45.9	45.9	51.8	55.9	586	24.93%	0700	758	3.209%	16.2	80.1	46.6	46.6	52.7	56.7	216	28.50%		0700	3109	5.967%	16.2	80.1	46.1	46.1	52.0	56.2	802	25.80%
0800	2370	8.320%	3.6	66.7	43.8	44.6	51.1	55.0	470	19.83%	0800	1223	5.178%	1.0	66.5	45.1	45.4	51.5	55.4	254	20.77%		0800	3593	6.895%	1.0	66.7	44.2	45.0	51.1	55.3	724	20.15%
0900	2047	7.186%	5.0	67.2	45.0	46.1	52.0	55.6	513	25.06%	0900	1128	4.776%	3.0	72.1	45.4	46.1	51.5	55.2	245	21.72%		0900	3175	6.093%	3.0	72.1	45.1	46.1	51.8	55.5	758	23.87%
1000	1860	6.529%	7.8	71.6	46.7	46.8	52.6	56.5	527	28.33%	1000	1203	5.093%	7.8	78.5	46.6	46.6	52.2	55.9	305	25.35%		1000	3063	5.878%	7.8	78.5	46.7	46.8	52.4	56.3	832	27.16%
1100	1742	6.115%	12.6	71.1	47.2	47.3	52.9	57.0	530	30.42%	1100	1464	6.198%	6.9	80.9	46.3	46.4	52.0	55.6	373	25.48%		1100	3206	6.153%	6.9	80.9	46.8	47.0	52.4	56.3	903	28.17%
1200	1813	6.364%	8.4	69.4	47.2	47.3	53.1	57.1	557	30.72%	1200	1551	6.566%	15.3	70.8	46.2	46.3	51.7	55.5	373	24.05%		1200	3364	6.456%	8.4	70.8	46.7	46.8	52.6	56.5	930	27.65%
1300	1622	5.694%	12.0	75.2	48.3	48.4	54.4	58.0	617	38.04%	1300	1637	6.931%	2.3	77.7	46.9	47.0	52.6	56.5	458	27.98%		1300	3259	6.254%	2.3	77.7	47.6	47.7	53.5	57.4	1075	32.99%
1400	1667	5.852%	11.0	110.4	47.9	47.7	53.6	57.2	564	33.83%	1400	1886	7.985%	6.5	110.4	45.8	45.9	51.7	55.1	427	22.64%		1400	3553	6.819%	6.5	110.4	46.8	46.8	52.6	56.4	991	27.89%
1500	1777	6.238%	21.0	73.5	47.1	47.0	52.6	56.7	509	28.64%	1500	2209	9.352%	3.6	81.0	45.1	45.2	51.1	55.4	438	19.83%		1500	3986	7.650%	3.6	81.0	46.0	46.1	51.7	56.2	947	23.76%
1600	1808	6.347%	12.4	68.9	47.7	47.9	53.8	57.4	623	34.46%	1600	2172	9.196%	3.1	76.9	45.9	46.1	51.5	54.5	487	22.42%		1600	3980	7.638%	3.1	76.9	46.7	47.0	52.6	56.2	1110	27.89%
1700	1825	6.406%	12.8	70.2	47.3	47.5	52.9	57.4	562	30.79%	1700	2252	9.534%	5.5	69.9	45.3	45.5	51.1	54.5	439	19.49%		1700	4077	7.824%	5.5	70.2	46.2	46.4	52.0	55.8	1001	24.55%
1800	1589.0	5.578%	12.1	84.5	46.9	47.3	53.1	56.7	491.0	30.90%	1800	1593.0	6.744%	15.1	71.1	45.3	45.4	51.3	55.1	335.0	21.03%		1800	3182.0	6.107%	12.1	84.5	46.1	46.3	52.4	56.2	826.0	25.96%
1900	1151.0	4.040%	7.8	72.6	45.6	45.9	52.6	56.8	284.0	24.67%	1900	1098.0	4.649%	15.9	77.2	44.9	44.8	51.3	55.1	210.0	19.13%		1900	2249.0	4.316%	7.8	77.2	45.3	45.2	51.8	56.2	494.0	21.97%
2000	679.0	2.384%	11.8	88.0	47.4	47.3	54.5	58.9	238.0	35.05%	2000	837.0	3.544%	13.4	77.4	45.9	46.1	52.0	56.3	205.0	24.49%		2000	1516.0	2.909%	11.8	88.0	46.6	46.6	53.3	57.8	443.0	29.22%
2100	542	1.903%	16.1	68.0	47.9	47.9	54.3	59.3	203	37.45%	2100	665	2.815%	16.4	70.1	46.5	46.8	52.6	56.0	192	28.87%		2100	1207	2.316%	16.1	70.1	47.1	47.3	53.3	57.4	395	32.73%
2200	386.0	1.355%	18.6	72.5	48.7	49.0	55.3	60.1	162.0	41.97%	2200	559.0	2.367%	17.6	69.1	46.7	47.0	53.1	56.5	183.0	32.74%		2200	945.0	1.814%	17.6	72.5	47.5	47.9	54.2	58.3	345.0	36.51%
2300	240.0	0.842%	16.8	97.6	48.2	48.4	56.0	62.4	99.0	41.25%	2300	306.0	1.296%	15.2	69.6	46.6	47.2	52.7	55.4	85.0	27.78%		2300	546.0	1.048%	15.2	97.6	47.3	47.7	54.2	58.5	184.0	33.70%
	28487.0	100.000%	3.6	110.4	46.9	47.2	53.3	57.4	8899.0	31.24%		23620.0	100.000%	1.0	110.4	45.9	46.1	51.8	55.6	5651.0	23.92%	1 1		52107.0	100.000%	1.0	110.4	46.5	46.6	52.6	56.7	14550.0	27.92%

Attachment 2

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art Date: d Date: ollection Na oject Site N	me: lumber:		1st March 20 7th March 20 CherryInne-N 949105	22 22 /iddleton	ATCs (FE	EB 22)	vvardell r	λu		Cauthbarrad			DIRE		2					Combined			COME				2		
rtnbound			DIRECTIC					A		Southbound			DIREC		2			A		Combined			CONIE	DINED	DIKE		<u> </u>	A	
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aven	iyes	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	AVei	ayes	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aven	ayes
0000 0100	0.0	0.0	0.0	4.0	0.0	10	1.0	1-5	1-7	0000 0100	0.0	0.0	0.0	2.0	0.0	2.0	2.0	1-5	1-7	0000 0100	0.0	0.0	0.0	8.0	0.0	4.0	2.0	1-5	<u> </u>
0100-0100	0.0	0.0	0.0	4.0	1.0	1.0	1.0	0.8	0.9	0100-0100	2.0	0.0	0.0	2.0	0.0	3.0	2.0	0.4	0.4	0100-0100	2.0	0.0	0.0	0.0	1.0	4.0	3.0	0.6	
0100-0200	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.2	0.1	0200-0200	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.4	0.4	0200-0200	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	- 1
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.3	0300-0400	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.4	0.3	0300-0400	0.0	0.0	1.0	1.0	0.0	0.0	2.0	0.4	-
400-0500	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.2	0.1	0400-0500	0.0	3.0	1.0	1.0	1.0	1.0	0.0	12	1.0	0400-0500	0.0	3.0	1.0	2.0	1.0	1.0	0.0	1.4	_
0500-0600	1.0	1.0	0.0	1.0	0.0	0.0	1.0	0.6	0.6	0500-0600	0.0	5.0	2.0	1.0	4.0	0.0	1.0	2.4	1.9	0500-0600	1.0	6.0	2.0	2.0	4.0	0.0	2.0	3.0	_
600-0700	0.0	1.0	2.0	1.0	3.0	2.0	1.0	1.4	1.4	0600-0700	3.0	5.0	5.0	6.0	7.0	3.0	3.0	5.2	4.6	0600-0700	3.0	6.0	7.0	7.0	10.0	5.0	4.0	6.6	
700-0800	7.0	5.0	8.0	7.0	4.0	1.0	0.0	6.2	4.6	0700-0800	8.0	7.0	9.0	15.0	14.0	3.0	3.0	10.6	8.4	0700-0800	15.0	12.0	17.0	22.0	18.0	4.0	3.0	16.8	
800-0900	13.0	18.0	8.0	11.0	15.0	1.0	0.0	13.0	9.4	0800-0900	10.0	9.0	4.0	17.0	15.0	5.0	2.0	11.0	8.9	0800-0900	23.0	27.0	12.0	28.0	30.0	6.0	2.0	24.0	
900-1000	5.0	51.0	4.0	9.0	6.0	3.0	3.0	15.0	11.6	0900-1000	11.0	22.0	15.0	10.0	6.0	7.0	2.0	12.8	10.4	0900-1000	16.0	73.0	19.0	19.0	12.0	10.0	5.0	27.8	
000-1100	5.0	7.0	4.0	6.0	5.0	9.0	10.0	5.4	6.6	1000-1100	11.0	10.0	6.0	9.0	3.0	16.0	7.0	7.8	8.9	1000-1100	16.0	17.0	10.0	15.0	8.0	25.0	17.0	13.2	
100-1200	7.0	2.0	8.0	9.0	6.0	12.0	9.0	6.4	7.6	1100-1200	4.0	3.0	6.0	7.0	4.0	12.0	15.0	4.8	7.3	1100-1200	11.0	5.0	14.0	16.0	10.0	24.0	24.0	11.2	
200-1300	4.0	2.0	8.0	6.0	5.0	13.0	7.0	5.0	6.4	1200-1300	4.0	11.0	12.0	6.0	8.0	9.0	7.0	8.2	8.1	1200-1300	8.0	13.0	20.0	12.0	13.0	22.0	14.0	13.2	
300-1400	8.0	11.0	5.0	5.0	7.0	13.0	5.0	7.2	7.7	1300-1400	6.0	8.0	3.0	3.0	3.0	9.0	15.0	4.6	6.7	1300-1400	14.0	19.0	8.0	8.0	10.0	22.0	20.0	11.8	
400-1500	6.0	7.0	4.0	9.0	9.0	6.0	5.0	7.0	6.6	1400-1500	7.0	4.0	5.0	14.0	10.0	7.0	5.0	8.0	7.4	1400-1500	13.0	11.0	9.0	23.0	19.0	13.0	10.0	15.0	1
500-1600	4.0	5.0	4.0	5.0	7.0	7.0	6.0	5.0	5.4	1500-1600	9.0	9.0	7.0	7.0	7.0	8.0	6.0	7.8	7.6	1500-1600	13.0	14.0	11.0	12.0	14.0	15.0	12.0	12.8	-
600-1700	7.0	3.0	4.0	3.0	2.0	8.0	8.0	3.8	5.0	1600-1700	9.0	6.0	11.0	5.0	6.0	7.0	4.0	7.4	6.9	1600-1700	16.0	9.0	15.0	8.0	8.0	15.0	12.0	11.2	-
700-1800	12.0	8.0	8.0	10.0	10.0	6.0	12.0	9.6	9.4	1700-1800	9.0	7.0	9.0	5.0	12.0	12.0	6.0	8.4	8.6	1700-1800	21.0	15.0	17.0	15.0	22.0	18.0	18.0	18.0	-
800-1900	7.0	8.0	11.0	6.0	10.0	10.0	6.0	8.4	8.3	1800-1900	7.0	3.0	7.0	7.0	10.0	8.0	3.0	6.8	6.4	1800-1900	14.0	11.0	18.0	13.0	20.0	18.0	9.0	15.2	-
900-2000	4.0	3.0	3.0	6.0	4.0	6.0	6.0	4.0	4.6	1900-2000	5.0	2.0	4.0	4.0	7.0	3.0	10.0	4.4	5.0	1900-2000	9.0	5.0	7.0	10.0	11.0	9.0	16.0	8.4	-
000-2100	1.0	3.0	3.0	2.0	2.0	2.0	2.0	2.2	2.1	2000-2100	4.0	4.0	2.0	5.0	1.0	/.0	4.0	3.2	3.9	2000-2100	5.0	1.0	5.0	1.0	3.0	9.0	6.0	5.4	-
100-2200	3.0	4.0	4.0	2.0	1.0	5.0	2.0	2.8	3.0	2100-2200	2.0	4.0	2.0	3.0	3.0	1.0	1.0	2.8	2.3	2100-2200	5.0	8.0	6.0	5.0	4.0	6.0	3.0	5.6	-
200-2300	1.0	0.0	0.0	1.0	2.0	5.0	2.0	0.8	1.0	2200-2300	1.0	0.0	2.0	0.0	5.0	3.0	0.0	1.6	1.0	2200-2300	2.0	0.0	2.0	1.0	1.0	8.0	2.0	2.4	-
300-2400	0.0	1.0	1.0	U.U	2.0	3.0	U.U	0.8	1.0	2300-2400	0.0	1.0	U.U	1.0	1.0	3.0	0.0	0.6	0.9	2300-2400	0.0	2.0	1.0	1.0	J.U	0.0	0.0	1.4	-
Totals	95	107	70	00	00	00	74	02.0	00.6	Totals	05	00	04	105	0.0	102	75	09.2	05.6	Totals	190	226	170	101	104	102	140	100.2	<u> </u>
100-1900	65	127	/6	00	00	09	11	92.0	00.0	0/00-1900	100	99	94	100	98	103	/5	90.Z	90.0	0/00-1900	180	220	1/0	191	104	192	140	190.2	$\vdash$
600-2200	93	130	80	9/	30	1104	02	102.4	102.2	0600-2200	1109	114	107	123	100	102	93	112.0	111.3	0600-2200	202	252	109	220	212	221	177	210.2	-
/000-0000	94	139	89	98	100	112	04	104.0	104.6	0000-0000	110	100	112	124	122	123	93	110.0	113.7	0800-0000	204	204	198	222	222	235	107	220.0	-

Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site5-VernonStreetBetweenGouldAveAndWardellSt

				Dai	ly Cla	asses	s - Di	rectio	n 1						Da	aily C	lasse	s - D	irecti	on 2					Da	ily C	lasse	s - Co	ombi	ned [	Direct	tion
Locatic Start D End Da Collect Project	n: ate: te: ion Nan Site Nu	ne: ımber:	Vernon S 1st Marc 7th Marc CherryIn 949105	Street Bel h 2022 h 2022 ne-Middle	ween Go aton ATC	ould Ave . s (FEB 2	And Wa 2)	rdell Rd			Locatio Start D End Da Collect Project	on: ate: te: ion Nam Site Nu	ie: mber:	Vernon 1st Maro 7th Maro Cherrylr 949105	Street B h 2022 h 2022 ne-Midd	etween G lleton AT	Sould Ave	And Wa	ardell Rd			Loc Star End Coll Proj	ation: t Date: Date: ection Nan ect Site Nu	ie: Imber:	Vernon 1st Mar 7th Mar Cherrylr 9E+05	Street B rch 2022 rch 2022 nne-Mide	etween C dleton A7	3ould Ave	a And W 3 22)	ardell Rd	1	
Northbo Time	und	Bin	Min	Max	Mean	Median	85%	95%	>i 100	PSL km/h	Southbe Time	ound	Bin	Min	Max	Mean	Median	85%	95%	10	>PSL 10 km/h	Con Tir	ne	Bin	Min	Max	Mean	Median	85%	95%	>F 100	PSL km/h
0000	6	0.820%	7.5	41.4	21.4	18.4	40.8	41.4	0	0.00%	0000	7	0.843%	9.0	46.8	29.7	32.4	45.3	46.8	0	0.00%	00	13	0.832%	7.5	46.8	25.9	30.1	41.2	46.8	0	0.00%
0100	1	0.137%	42.9	42.9	42.9	42.9	42.9	42.9	0	0.00%	0100	3	0.361%	38.2	48.5	42.4	40.3	48.5	48.5	0	0.00%	01	00 4	0.256%	38.2	48.5	42.5	41.6	48.5	48.5	0	0.00%
0200	2	0.273%	31.9	49.6	40.7	40.7	49.6	49.6	0	0.00%	0200	2	0.241%	30.5	35.6	33.1	33.0	35.6	35.6	0	0.00%	02	00 4	0.256%	30.5	49.6	36.9	33.8	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%	0300	2	0.241%	22.8	27.8	25.3	25.2	27.8	27.8	0	0.00%	03	00 4	0.256%	10.0	40.8	25.3	25.2	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%	0400	7	0.843%	19.4	48.2	36.1	42.1	48.0	48.2	0	0.00%	04	8 00	0.512%	19.4	48.2	36.0	38.8	47.8	48.2	0	0.00%
0500	4	0.546%	15.8	41.1	31.6	34.8	41.1	41.1	0	0.00%	0500	13	1.566%	16.4	56.8	42.6	42.5	55.2	56.8	4	30.77%	05	00 17	1.088%	15.8	56.8	40.0	41.0	53.4	56.8	4	23.53%
0600	10	1.366%	22.6	47.0	32.1	31.6	40.9	47.0	0	0.00%	0600	32	3.855%	17.5	58.1	35.8	37.4	47.3	55.9	2	6.25%	06	42	2.689%	17.5	58.1	34.9	35.3	46.5	54.0	2	4.76%
0700	32	4.372%	16.9	52.5	36.4	38.5	43.9	50.5	1	3.13%	0700	59	7.108%	14.1	73.0	41.9	43.4	52.2	58.1	14	23.73%	07	91 91	5.826%	14.1	73.0	40.0	41.8	50.4	56.3	15	16.48%
0800	66	9.016%	18.6	58.0	39.5	39.8	47.9	54.1	8	12.12%	0800	62	7.470%	10.2	58.0	36.6	39.9	47.2	49.8	2	3.23%	08	128	8.195%	10.2	58.0	38.1	39.9	47.9	52.3	10	7.81%
0900	81	11.070%	5.3	58.1	36.7	38.0	48.1	52.4	9	11.11%	0900	73	8.795%	9.2	59.5	35.2	39.1	46.4	54.5	6	8.22%	09	00 154	9.859%	5.3	59.5	36.0	38.6	47.2	53.1	15	9.74%
1000	46	6.284%	9.3	67.6	32.2	31.4	45.0	57.1	3	6.52%	1000	62	7.470%	3.6	68.9	36.3	37.4	47.6	56.1	7	11.29%	10	108	6.914%	3.6	68.9	34.5	35.8	46.2	55.9	10	9.26%
1100	53	7.240%	10.2	52.3	35.6	35.6	48.7	51.8	6	11.32%	1100	51	6.145%	11.6	61.5	37.1	39.6	47.1	57.9	5	9.80%	11	104	6.658%	10.2	61.5	36.3	37.9	47.8	51.9	11	10.58%
1200	45	6.148%	11.6	65.8	39.7	41.6	49.2	57.7	5	11.11%	1200	57	6.867%	9.9	57.6	36.6	39.2	48.3	54.3	5	8.77%	12	102	6.530%	9.9	65.8	38.0	40.4	48.6	54.0	10	9.80%
1300	54	7.377%	13.0	60.9	39.7	40.8	51.7	57.3	9	16.67%	1300	47	5.663%	12.4	63.1	39.5	40.3	49.8	58.0	6	12.77%	13	101	6.466%	12.4	63.1	39.6	40.3	50.1	57.2	15	14.85%
1400	46	6.284%	15.7	65.5	38.2	39.4	46.3	58.5	3	6.52%	1400	52	6.265%	7.0	67.4	37.3	38.3	49.9	55.5	7	13.46%	14	98 00	6.274%	7.0	67.4	37.7	38.5	47.0	53.9	10	10.20%
1500	38	5.191%	13.5	56.3	39.9	41.0	50.8	55.1	6	15.79%	1500	53	6.386%	10.1	58.1	39.9	41.0	50.0	56.0	8	15.09%	15	91 91	5.826%	10.1	58.1	39.9	41.0	50.1	55.5	14	15.38%
1600	35	4 781%	11.0	70.4	37.8	38.7	49.5	57.0	5	14 29%	1600	48	5 783%	12.7	54.9	36.0	38.9	48.7	53.8	5	10.42%	16	83	5 314%	11.0	70.4	36.8	38.9	48.6	53.5	10	12 05%
1700	66	9.016%	12.7	60.8	36.1	37.4	48.2	51.6	3	4.55%	1700	60	7.229%	13.3	55.8	36.0	38.0	46.6	50.7	6	10.00%	17	126	8.067%	12.7	60.8	36.1	37.4	46.6	50.5	9	7.14%
1800	58.0	7.923%	8.5	49.3	36.4	38.8	45.0	46.9	0.0	0.00%	1800	45.0	5.422%	13.2	70.4	39.5	40.1	49.2	58.9	4.0	8.89%	18	103.0	6.594%	8.5	70.4	37.7	39.4	46.4	49.9	4.0	3.88%
1900	32.0	4 372%	14.7	57.7	38.4	39.6	48.8	55.1	3.0	9.38%	1900	35.0	4 217%	11.5	54.4	34.8	37.3	45.7	52.2	2.0	5.71%	19	67.0	4 289%	11.5	57.7	36.5	38.3	46.1	53.1	5.0	7.46%
2000	15.0	2.049%	10.6	51.8	33.2	33.1	49.3	51.8	2.0	13.33%	2000	27.0	3.253%	10.1	51.8	32.9	35.1	42.6	50.0	1.0	3.70%	20	42.0	2.689%	10.1	51.8	33.0	34.6	45.0	51.8	3.0	7.14%
2100	21	2 869%	8.9	57.2	29.5	28.8	40.4	55.7	1	4 76%	2100	16	1.928%	21.2	51.0	38.7	38.9	47.5	51.0	1	6.25%	21	37	2 369%	8.9	57.2	33.5	35.8	46.9	51.6	2	5.41%
2200	11.0	1 503%	22.7	50.6	36.7	36.9	47.8	50.6	1.0	9.09%	2200	110	1.325%	53	49.4	28.4	33.1	47.2	49.4	0.0	0.00%	22	22.0	1 408%	5.3	50.6	32.6	35.3	46.9	50.4	1.0	4 55%
2300	7.0	0.956%	21.4	45.4	33.6	32.9	44.6	45.4	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%	23	13.0	0.832%	18.1	46.0	35.8	37.4	45.8	46.0	0.0	0.00%
	732.0	100.000%	53	70.4	36.8	38.3	47.2	52.6	65.0	8 88%		830.0	100.000%	3.6	73.0	37.1	30.2	48.1	54.3	85.0	10.24%		1562	100.000%	3.6	73.0	36.9	38.7	47.6	53.4	150.0	9.60%

#### Site5-VernonStreetBetweenGouldAveAndWardellSt

Start Date: End Date: Collection Na Project Site N	me: umber:		1st March 20 7th March 20 CherryInne-I 949106	)22 )22 /liddleton	ATCs (FI	EB 22)				Southbound			DIREC		2					Combined			COM	RINED	DIRE	CTION	s		
Hour	Mon	Tuo	Wod	Thu	Eri	Sat	Sun	Aver	ages	Hour	Mon	Tuo	Wod	Thu	- Eri	Sat	Sun	Ave	rages	Hour	Mon	Tuo	Wod	Thu	Eri	Sat	Sun	Aver	rages
noui	mon	Tue	Weu	mu		Jac	Jun	1-5	1-7	noui	WIOII	iue	meu	mu		Jac	Juli	1-5	1-7	noui		Tue	meu	mu		Jac	Jun	1-5	1 - 7
0000-0100	0.0	8.0	13.0	11.0	14.0	36.0	68.0	9.2	21.4	0000-0100	0.0	14.0	16.0	17.0	34.0	76.0	100.0	16.2	36.7	0000-0100	0.0	22.0	29.0	28.0	48.0	112.0	168.0	25.4	58.1
0100-0200	0.0	5.0	10.0	8.0	11.0	24.0	28.0	6.8	12.3	0100-0200	0.0	5.0	8.0	7.0	19.0	36.0	73.0	7.8	21.1	0100-0200	0.0	10.0	18.0	15.0	30.0	60.0	101.0	14.6	33.4
0200-0300	0.0	3.0	7.0	2.0	13.0	18.0	24.0	5.0	9.6	0200-0300	0.0	3.0	9.0	7.0	10.0	33.0	43.0	5.8	15.0	0200-0300	0.0	6.0	16.0	9.0	23.0	51.0	67.0	10.8	24.6
0300-0400	0.0	8.0	13.0	13.0	10.0	16.0	24.0	8.8	12.0	0300-0400	0.0	8.0	2.0	5.0	6.0	20.0	53.0	4.2	13.4	0300-0400	0.0	16.0	15.0	18.0	16.0	36.0	77.0	13.0	25.4
0400-0500	0.0	21.0	17.0	20.0	19.0	13.0	14.0	15.4	14.9	0400-0500	0.0	5.0	6.0	5.0	10.0	17.0	27.0	5.2	10.0	0400-0500	0.0	26.0	23.0	25.0	29.0	30.0	41.0	20.6	24.9
0500-0600	0.0	91.0	99.0	101.0	93.0	41.0	18.0	76.8	63.3	0500-0600	0.0	24.0	23.0	23.0	24.0	11.0	20.0	18.8	17.9	0500-0600	0.0	115.0	122.0	124.0	117.0	52.0	38.0	95.6	81.1
0600-0700	0.0	186.0	180.0	183.0	218.0	85.0	34.0	153.4	126.6	0600-0700	0.0	52.0	59.0	53.0	52.0	32.0	19.0	43.2	38.1	0600-0700	0.0	238.0	239.0	236.0	270.0	117.0	53.0	196.6	164.7
0700-0800	0.0	291.0	275.0	277.0	301.0	126.0	51.0	228.8	188.7	0700-0800	0.0	109.0	99.0	103.0	124.0	42.0	23.0	87.0	71.4	0700-0800	0.0	400.0	374.0	380.0	425.0	168.0	74.0	315.8	260.1
0800-0900	0.0	243.0	308.0	305.0	299.0	183.0	96.0	231.0	204.9	0800-0900	0.0	152.0	141.0	166.0	181.0	106.0	42.0	128.0	112.6	0800-0900	0.0	395.0	449.0	471.0	480.0	289.0	138.0	359.0	317.4
0900-1000	0.0	125.0	209.0	210.0	259.0	217.0	149.0	160.6	167.0	0900-1000	0.0	185.0	114.0	136.0	146.0	167.0	73.0	116.2	117.3	0900-1000	0.0	310.0	323.0	346.0	405.0	384.0	222.0	276.8	284.3
1000-1100	0.0	157.0	145.0	122.0	175.0	233.0	172.0	119.8	143.4	1000-1100	0.0	127.0	134.0	113.0	168.0	193.0	126.0	108.4	123.0	1000-1100	0.0	284.0	279.0	235.0	343.0	426.0	298.0	228.2	266.4
1100-1200	0.0	147.0	154.0	0.0	193.0	252.0	243.0	98.8	141.3	1100-1200	0.0	147.0	149.0	0.0	184.0	228.0	182.0	96.0	127.1	1100-1200	0.0	294.0	303.0	0.0	377.0	480.0	425.0	194.8	268.4
1200-1300	0.0	163.0	135.0	0.0	199.0	242.0	205.0	99.4	134.9	1200-1300	0.0	145.0	155.0	0.0	204.0	261.0	197.0	100.8	137.4	1200-1300	0.0	308.0	290.0	0.0	403.0	503.0	402.0	200.2	272.3
1300-1400	0.0	150.0	156.0	0.0	195.0	203.0	188.0	100.2	127.4	1300-1400	0.0	158.0	170.0	0.0	195.0	224.0	177.0	104.6	132.0	1300-1400	0.0	308.0	326.0	0.0	390.0	427.0	365.0	204.8	259.4
1400-1500	131.0	195.0	186.0	167.0	240.0	232.0	190.0	183.8	191.6	1400-1500	127.0	197.0	184.0	175.0	243.0	241.0	195.0	185.2	194.6	1400-1500	258.0	392.0	370.0	342.0	483.0	473.0	385.0	369.0	386.1
1500-1600	211.0	229.0	211.0	225.0	272.0	229.0	178.0	229.6	222.1	1500-1600	291.0	259.0	209.0	270.0	303.0	206.0	204.0	266.4	248.9	1500-1600	502.0	488.0	420.0	495.0	575.0	435.0	382.0	496.0	471.0
1600-1700	1.0	205.0	219.0	203.0	249.0	221.0	179.0	175.4	182.4	1600-1700	0.0	301.0	271.0	286.0	340.0	216.0	184.0	239.6	228.3	1600-1700	1.0	506.0	490.0	489.0	589.0	437.0	363.0	415.0	410.7
1700-1800	52.0	250.0	229.0	273.0	310.0	253.0	196.0	222.8	223.3	1700-1800	44.0	299.0	268.0	284.0	280.0	215.0	186.0	235.0	225.1	1700-1800	96.0	549.0	497.0	557.0	590.0	468.0	382.0	457.8	448.4
1800-1900	197.0	194.0	165.0	209.0	227.0	188.0	62.0	198.4	177.4	1800-1900	216.0	237.0	210.0	255.0	266.0	166.0	66.0	236.8	202.3	1800-1900	413.0	431.0	375.0	464.0	493.0	354.0	128.0	435.2	379.7
1900-2000	145.0	146.0	112.0	144.0	172.0	147.0	0.0	143.8	123.7	1900-2000	145.0	169.0	126.0	185.0	190.0	133.0	0.0	163.0	135.4	1900-2000	290.0	315.0	238.0	329.0	362.0	280.0	0.0	306.8	259.1
2000-2100	82.0	87.0	87.0	116.0	129.0	129.0	0.0	100.2	90.0	2000-2100	112.0	133.0	82.0	142.0	142.0	126.0	0.0	122.2	105.3	2000-2100	194.0	220.0	169.0	258.0	271.0	255.0	0.0	222.4	195.3
2100-2200	51.0	65.0	66.0	73.0	80.0	93.0	0.0	67.0	61.1	2100-2200	75.0	97.0	81.0	99.0	125.0	120.0	0.0	95.4	85.3	2100-2200	126.0	162.0	147.0	172.0	205.0	213.0	0.0	162.4	146.4
2200-2300	68.0	42.0	51.0	64.0	83.0	79.0	0.0	61.6	55.3	2200-2300	61.0	58.0	69.0	78.0	118.0	122.0	0.0	76.8	72.3	2200-2300	129.0	100.0	120.0	142.0	201.0	201.0	0.0	138.4	127.6
2300-2400	14.0	20.0	20.0	40.0	62.0	62.0	0.0	31.2	31.1	2300-2400	44.0	25.0	35.0	69.0	117.0	121.0	0.0	58.0	58.7	2300-2400	58.0	45.0	55.0	109.0	179.0	183.0	0.0	89.2	89.9
Totals										Totals										Totals									
0700-1900	592	2349	2392	1991	2919	2579	1909	2048.6	2104.4	0700-1900	678	2316	2104	1788	2634	2265	1655	1904.0	1920.0	0700-1900	1270	4665	4496	3779	5553	4844	3564	3952.6	4024.4
0600-2200	870	2833	2837	2507	3518	3033	1943	2513.0	2505.9	0600-2200	1010	2767	2452	2267	3143	2676	1674	2327.8	2284.1	0600-2200	1880	5600	5289	4774	6661	5709	3617	4840.8	4790.0
0600-0000	952	2895	2908	2611	3663	3174	1943	2605.8	2592.3	0600-0000	1115	2850	2556	2414	3378	2919	1674	2462.6	2415.1	0600-0000	2067	5745	5464	5025	7041	6093	3617	5068.4	5007.4
0000-0000	952	3031	3067	2766	3823	3322	2119	2727.8	2725.7	0000-0000	1115	2909	2620	2478	3481	3112	1990	2520.6	2529.3	0000-0000	2067	5940	5687	5244	7304	6434	4109	5248.4	5255.

Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site6-WardellRoadBetweenVernonStreetAndMorganStreet

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				Dai	ly Cla	asses	- Dii	rectio	n 1						Da	aily C	lasse	s - D	irecti	on 2		_				Da	ily C	asse	)s - C	ombi	ned [	Direc	tion:
Locatio Start Da End Dat Collecti Project	n: ite: ie: on Nam Site Nur und	e: nber:	Wardell F 1st Marc 7th Marc CherryIn 949106	Road, Be h 2022 h 2022 ne-Middle	tween Ve	ernon Str	eet And 2)	Morgan 3	Street		Locatio Start D End Da Collect Project	en: ate: te: ion Nam Site Nu	e: mber:	Wardell 1st Mar 7th Mar Cherrylr 949106	Road, B ch 2022 ch 2022 nne-Midd	dieton AT	/ernon S Cs (FEB	22)	l Morgar	Street		7	Locatio Start Di End Da Collect Project	n: ate: te: ion Name Site Nun	ə: nber:	Wardel 1st Mar 7th Mar Cherryl 9E+05	I Road, E rch 2022 rch 2022 nne-Midd	etween	Vernon S	itreet An 3 22)	d Morga	n Street	
Time		Bin	Min	Max	Mean	Median	85%	95%	>i 100	PSL km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	10	PSL 0 km/h		Time	'	Bin	Min	Max	Mean	Median	85%	95%	> 100	·PSL 0 km/h
0000	150	0.786%	27.9	103.8	47.4	46.1	53.3	61.8	38	25.33%	0000	257	1.452%	26.4	73.6	48.3	48.6	53.8	60.9	101	39.30%		0000	407	1.106%	26.4	103.8	48.0	47.7	53.6	60.9	139	34.15
0100	86	0.451%	31.0	83.5	48.2	49.0	55.3	63.4	33	38.37%	0100	148	0.836%	27.6	96.5	48.7	48.0	54.6	59.9	55	37.16%		0100	234	0.636%	27.6	96.5	48.5	48.2	54.9	60.9	88	37.61
0200	67	0.351%	25.7	64.2	45.3	44.5	54.5	63.9	15	22.39%	0200	105	0.593%	35.5	64.0	48.2	48.4	54.6	58.7	39	37.14%		0200	172	0.468%	25.7	64.2	47.1	46.0	54.6	60.2	54	31.40
0300	84	0.440%	27.3	71.5	46.9	47.4	54.3	60.6	28	33.33%	0300	94	0.531%	27.3	70.8	49.0	48.8	54.1	59.5	40	42.55%		0300	178	0.484%	27.3	71.5	48.0	48.0	54.2	59.4	68	38.20
0400	104	0.545%	15.0	70.1	48.2	48.1	56.3	63.6	38	36.54%	0400	70	0.395%	24.1	65.2	47.1	47.6	51.9	59.6	18	25.71%		0400	174	0.473%	15.0	70.1	47.7	47.8	55.3	62.1	56	32.18
0500	443	2.322%	22.0	85.1	49.1	48.4	55.9	60.8	180	40.63%	0500	125	0.706%	26.6	65.2	47.6	47.3	54.7	57.7	41	32.80%		0500	568	1.544%	22.0	85.1	48.8	48.2	55.6	60.0	221	38.91
0600	886	4.644%	22.2	73.2	46.7	46.3	52.7	57.2	239	26.98%	0600	267	1.508%	20.4	73.5	46.6	47.2	52.9	58.5	84	31.46%		0600	1153	3.134%	20.4	73.5	46.7	46.4	52.9	57.4	323	28.01
0700	1321	6.923%	11.3	72.7	44.8	44.6	50.9	54.9	250	18.93%	0700	500	2.824%	13.4	65.3	46.5	46.8	53.3	56.7	145	29.00%		0700	1821	4.950%	11.3	72.7	45.3	45.4	51.7	55.6	395	21.695
0800	1434	7.516%	7.5	69.1	43.1	44.1	50.4	54.7	233	16.25%	0800	788	4.451%	1.5	69.1	45.8	46.4	52.4	56.4	201	25.51%		0800	2222	6.041%	1.5	69.1	44.0	45.2	51.1	55.4	434	19.53
0900	1169	6.127%	4.1	75.0	43.6	45.2	51.8	56.2	267	22.84%	0900	821	4.637%	11.4	71.7	46.3	46.4	52.6	57.1	231	28.14%		0900	1990	5.410%	4.1	75.0	44.7	45.9	52.0	56.3	498	25.03
1000	1004	5.262%	18.8	68.2	46.6	46.6	52.7	57.1	265	26.39%	1000	861	4.863%	8.7	75.5	46.9	47.2	53.4	58.1	258	29.97%		1000	1865	5.070%	8.7	75.5	46.7	46.8	52.9	57.5	523	28.04
1100	989	5.183%	14.4	81.1	46.7	46.3	52.9	57.2	267	27.00%	1100	890	5.027%	8.6	87.3	46.9	47.2	53.1	57.0	283	31.80%		1100	1879	5.108%	8.6	87.3	46.8	46.8	52.9	57.1	550	29.27
1200	944	4.948%	22.6	80.5	47.3	47.0	53.1	57.8	274	29.03%	1200	962	5.433%	10.4	86.7	47.1	47.2	52.9	57.4	287	29.83%		1200	1906	5.181%	10.4	86.7	47.2	47.2	52.9	57.7	561	29.43
1300	892	4.675%	12.6	74.0	47.3	47.2	53.5	57.7	286	32.06%	1300	924	5.219%	9.3	93.9	48.0	48.2	54.2	58.3	361	39.07%		1300	1816	4.937%	9.3	93.9	47.7	47.7	53.8	58.0	647	35.63
1400	1341	7.028%	13.9	68.2	46.4	46.4	53.2	57.1	375	27.96%	1400	1362	7.693%	7.6	76.8	48.0	48.2	54.0	57.4	484	35.54%		1400	2703	7.348%	7.6	76.8	47.2	47.5	53.6	57.1	859	31.78
1500	1555	8.150%	15.6	80.8	46.2	46.3	52.4	56.7	397	25.53%	1500	1742	9.839%	11.4	84.3	46.9	47.3	52.7	56.7	531	30.48%		1500	3297	8.963%	11.4	84.3	46.6	46.8	52.7	56.7	928	28.15
1600	1277	6.693%	11.3	103.7	47.4	47.2	53.1	58.0	366	28.66%	1600	1598	9.026%	13.2	74.4	47.8	47.9	53.3	57.2	530	33.17%		1600	2875	7.816%	11.3	103.7	47.6	47.5	53.3	57.5	896	31.175
1700	1563	8.192%	16.0	117.2	46.3	46.4	52.9	57.7	438	28.02%	1700	1576	8.901%	12.8	117.2	47.4	47.9	53.5	57.8	558	35.41%		1700	3139	8.533%	12.8	117.2	46.9	47.2	53.3	57.8	996	31.735
1800	1242.0	6.509%	11.4	98.9	45.9	46.3	52.3	56.3	311.0	25.04%	1800	1416.0	7.998%	10.8	86.9	47.0	47.2	53.3	57.1	440.0	31.07%		1800	2658.0	7.226%	10.8	98.9	46.5	46.6	52.7	56.9	751.0	28.25
1900	866.0	4.539%	10.0	89.5	44.9	45.4	51.5	55.8	180.0	20.79%	1900	948.0	5.354%	11.2	81.2	46.1	46.3	52.5	56.2	254.0	26.79%		1900	1814.0	4.931%	10.0	89.5	45.6	45.8	52.0	56.2	434.0	23.93
2000	630.0	3.302%	13.7	85.8	45.4	45.5	52.0	56.4	143.0	22.70%	2000	737.0	4.163%	10.3	71.9	46.3	46.1	52.6	57.2	194.0	26.32%		2000	1367.0	3.716%	10.3	85.8	45.9	45.9	52.4	56.8	337.0	24.65
2100	428	2.243%	16.0	84.2	45.3	45.5	52.0	58.6	88	20.56%	2100	597	3.372%	16.1	78.3	46.3	46.3	52.2	56.0	156	26.13%		2100	1025	2.786%	16.0	84.2	45.9	45.9	52.0	56.5	244	23.80
2200	387.0	2.028%	10.0	90.3	44.9	44.5	51.8	58.5	85.0	21.96%	2200	506.0	2.858%	17.6	93.2	47.2	47.0	53.1	57.8	149.0	29.45%		2200	893.0	2.428%	10.0	93.2	46.2	45.9	52.7	57.8	234.0	26.20
2300	218.0	1.143%	22.8	102.1	46.4	45.5	53.5	61.4	49.0	22.48%	2300	411.0	2.321%	15.2	63.3	46.1	46.4	52.6	56.1	110.0	26.76%		2300	629.0	1.710%	15.2	102.1	46.2	46.1	52.7	57.8	159.0	25.28
	19080.0	100.000%	4.1	117.2	45.9	46.1	52.6	57.1	4845.0	25.39%		17705.0	100.000%	1.5	117.2	47.1	47.3	53.1	57.2	5550.0	31.35%	1		36785.0	100.000%	1.5	117.2	46.5	46.6	52.9	57.2	10395.	0 28.26

Attachment 2

## 

								Wee	kly Ve	hicle Cou	nts ('	Virtu	al)									Wee	ekly \	Vehic	cle C	ounts	s (Vi	rtual)	
Location: Start Date: End Date: Collection Na Project Site N	me: umber:		Jarvie Avenu 1st March 20 7th March 20 CherryInne-N 949107	e, North 22 22 /iddleton	Of Fraze ATCs (F	r St EB 22)																							
Northbound			DIRECTIO	ON 1						Southbound			DIRE	CTION	2					Combined			COME	BINED	DIRE	CTION	s		
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave 1.5	rages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	rages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Avera	ages 1 - 7
0000-0100	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.4	0.4	0000-0100	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.2	0.4	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	1.0	0.0	0.3	0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1	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	0.0	0.0	0.0	0.0	0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.4	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	0300-0400	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	0400-0500	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1	0400-0500	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1
0500-0600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0500-0600	1.0	2.0	1.0	1.0	1.0	0.0	0.0	1.2	0.9	0500-0600	1.0	2.0	1.0	1.0	1.0	0.0	0.0	1.2	0.9
0600-0700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0600-0700	2.0	2.0	1.0	1.0	1.0	1.0	0.0	1.4	1.1	0600-0700	2.0	2.0	1.0	1.0	1.0	1.0	0.0	1.4	1.1
0700-0800	3.0	3.0	3.0	1.0	2.0	0.0	1.0	2.4	1.9	0700-0800	2.0	3.0	0.0	0.0	2.0	2.0	0.0	1.4	1.3	0700-0800	5.0	6.0	3.0	1.0	4.0	2.0	1.0	3.8	3.1
0800-0900	2.0	9.0	3.0	4.0	3.0	0.0	1.0	4.2	3.1	0800-0900	3.0	5.0	4.0	8.0	4.0	3.0	2.0	4.8	4.1	0800-0900	5.0	14.0	7.0	12.0	7.0	3.0	3.0	9.0	7.3
0900-1000	4.0	7.0	1.0	0.0	2.0	1.0	0.0	2.8	2.1	0900-1000	4.0	6.0	0.0	1.0	2.0	3.0	2.0	2.6	2.6	0900-1000	8.0	13.0	1.0	1.0	4.0	4.0	2.0	5.4	4.7
1000-1100	0.0	0.0	4.0	2.0	4.0	2.0	4.0	2.0	2.3	1000-1100	3.0	2.0	4.0	3.0	3.0	4.0	2.0	3.0	3.0	1000-1100	3.0	2.0	8.0	5.0	7.0	6.0	6.0	5.0	5.3
1100-1200	0.0	2.0	3.0	7.0	3.0	2.0	5.0	3.0	3.1	1100-1200	5.0	2.0	1.0	2.0	1.0	2.0	7.0	2.2	2.9	1100-1200	5.0	4.0	4.0	9.0	4.0	4.0	12.0	5.2	6.0
1200-1300	5.0	3.0	2.0	0.0	2.0	7.0	3.0	2.4	3.1	1200-1300	3.0	2.0	1.0	3.0	5.0	4.0	4.0	2.8	3.1	1200-1300	8.0	5.0	3.0	3.0	7.0	11.0	7.0	5.2	6.3
1300-1400	4.0	1.0	1.0	4.0	3.0	1.0	3.0	2.6	2.4	1300-1400	3.0	6.0	1.0	4.0	2.0	7.0	3.0	3.2	3.7	1300-1400	7.0	7.0	2.0	8.0	5.0	8.0	6.0	5.8	6.1
1400-1500	0.0	3.0	2.0	2.0	3.0	2.0	3.0	2.0	2.1	1400-1500	3.0	3.0	3.0	6.0	1.0	0.0	4.0	3.2	2.9	1400-1500	3.0	6.0	5.0	8.0	4.0	2.0	7.0	5.2	5.0
1500-1600	3.0	2.0	3.0	3.0	3.0	4.0	3.0	2.8	3.0	1500-1600	3.0	3.0	5.0	4.0	5.0	3.0	5.0	4.0	4.0	1500-1600	6.0	5.0	8.0	7.0	8.0	7.0	8.0	6.8	7.0
1600-1700	4.0	6.0	4.0	3.0	0.0	2.0	1.0	3.4	2.9	1600-1700	2.0	6.0	1.0	1.0	4.0	9.0	4.0	2.8	3.9	1600-1700	6.0	12.0	5.0	4.0	4.0	11.0	5.0	6.2	6.7
1700-1800	3.0	1.0	4.0	1.0	4.0	2.0	2.0	2.6	2.4	1700-1800	6.0	2.0	2.0	3.0	6.0	2.0	3.0	3.8	3.4	1700-1800	9.0	3.0	6.0	4.0	10.0	4.0	5.0	6.4	5.9
1800-1900	5.0	1.0	3.0	1.0	3.0	2.0	1.0	2.6	2.3	1800-1900	4.0	2.0	6.0	1.0	3.0	5.0	4.0	3.2	3.6	1800-1900	9.0	3.0	9.0	2.0	6.0	7.0	5.0	5.8	5.9
1900-2000	3.0	1.0	0.0	2.0	0.0	3.0	3.0	1.2	1.7	1900-2000	3.0	3.0	0.0	3.0	4.0	3.0	4.0	2.6	2.9	1900-2000	6.0	4.0	0.0	5.0	4.0	6.0	7.0	3.8	4.6
2000-2100	1.0	1.0	0.0	3.0	0.0	3.0	2.0	1.0	1.4	2000-2100	1.0	1.0	1.0	0.0	3.0	1.0	1.0	1.2	1.1	2000-2100	2.0	2.0	1.0	3.0	3.0	4.0	3.0	2.2	2.6
2100-2200	3.0	0.0	0.0	0.0	2.0	1.0	0.0	1.0	0.9	2100-2200	3.0	1.0	1.0	0.0	1.0	2.0	3.0	1.2	1.6	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	1.0	0.0	1.0	0.9	2200-2300	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.4	2200-2300	1.0	0.0	0.0	3.0	1.0	2.0	2.0	1.0	1.3
2300-2400	0.0	1.0	0.0	1.0	1.0	2.0	0.0	0.6	0.7	2300-2400	0.0	1.0	0.0	1.0	2.0	1.0	0.0	0.8	0.7	2300-2400	0.0	2.0	0.0	2.0	3.0	3.0	0.0	1.4	1.4
Totals	00	00	00	00	00	05	07	00.0	00.0	Totals	44	40	00	00	00		40	07.0	00.4	Totals	74	00			70		07		00.0
U700-1900	33	38	33	28	32	25	2/	32.8	30.9	0700-1900	41	42	28	36	38	44	40	37.0	38.4	0700-1900	/4	80	61	64	/0	69	67	69.8	69.3
0600-2200	40	40	33	33	34	32	32	36.0	34.9	0600-2200	50	49	31	40	47	51	48	43.4	45.1	0600-2200	90	89	64	/3	81	83	80	/9.4	80.0
0600-0000	41	41	33	3/	36	35	32	37.6	36.4	0600-0000	50	50	31	41	49	53	50	44.2	46.3	0600-0000	91	91	64	/8	85	88	82	81.8	82.7
U000-0000	41	42	33	38	36	37	33	38.0	37.1	0000-0000	51	53	33	42	50	53	56	45.8	48.3	0000-0000	92	95	66	80	86	90	89	83.8	85.4

Site7-JarvieAveNorthOfFrazerSt

				Da	ily Cl	asse	s - Di	rectio	on 1		_					Da	aily C	lasse	s - Di	rectio	on 2		_				Da	ily Cl	asse	s - C	ombi	ned E	)irec	tion
Locatio Start Da End Dat Collecti Project	n: ate: te: Site Nur und	e: mber:	Jarvie Av 1st Marc 7th Marc CherryIn 949107	venue, N h 2022 h 2022 ne-Middl	orth Of F	razer St	22)				Loo Sta En Col Pro	cation Int Da d Dat llectio ject	n: ite: e: on Nam Site Nui und	e: mber:	Jarvie A 1st Mar 7th Mar Cherrylr 949107	wenue, f ch 2022 ch 2022 nne-Mido	North Of	Frazer St Cs (FEB	22)				_	Locatio Start Da End Da Collect Project	n: ate: te: ion Name Site Nun ed	ı: ıber:	Jarvie A 1st Mare 7th Mare Cherrylr 9E+05	venue, M ch 2022 ch 2022 ine-Midd	North Of	Frazer S	t 1 22)			
Time	'	Bin	Min	Max	Mean	Median	85%	95%	>  100	PSL km/h	т	me		Bin	Min	Max	Mean	Median	85%	95%	> 10	•PSL 0 km/h		Time	'	Bin	Min	Max	Mean	Median	85%	95%	>F 100	PSL km/h
0000	3	1.154%	14.4	25.4	19.3	18.0	25.4	25.4	0	0.00%	0	000	3	0.888%	13.2	22.7	18.5	19.6	22.7	22.7	0	0.00%		0000	6	1.003%	13.2	25.4	18.9	18.8	25.2	25.4	0	0.00%
0100	2	0.769%	13.8	17.9	15.9	15.9	17.9	17.9	0	0.00%	0	100	1	0.296%	20.9	20.9	20.9	20.9	20.9	20.9	0	0.00%		0100	3	0.502%	13.8	20.9	17.5	18.0	20.9	20.9	0	0.00%
0200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	0:	200	3	0.888%	18.5	25.3	22.6	23.9	25.3	25.3	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	0	-%	0:	300	0	0.000%	0.0	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	0.0	0	-%
0400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	04	\$00	1	0.296%	20.7	20.7	20.7	20.7	20.7	20.7	0	0.00%		0400	1	0.167%	20.7	20.7	20.7	20.7	20.7	20.7	0	0.00%
0500	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	0	500	6	1.775%	9.5	17.5	15.8	16.9	17.4	17.5	0	0.00%		0500	6	1.003%	9.5	17.5	15.8	16.9	17.4	17.5	0	0.00%
0600	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	0	500	8	2.367%	13.6	23.2	18.4	18.7	22.7	23.2	0	0.00%		0600	8	1.338%	13.6	23.2	18.4	18.7	22.7	23.2	0	0.00%
0700	13	5.000%	12.2	24.9	18.7	19.1	23.7	24.9	0	0.00%	0	700	9	2.663%	9.9	29.3	20.8	23.0	27.5	29.3	0	0.00%		0700	22	3.679%	9.9	29.3	19.5	19.3	24.9	28.8	0	0.00%
0800	22	8.462%	11.9	30.0	19.4	17.9	26.4	30.0	0	0.00%	0	300	29	8.580%	11.7	28.9	20.1	19.4	26.4	28.5	0	0.00%		0800	51	8.528%	11.7	30.0	19.8	18.5	26.3	29.1	0	0.00%
0900	15	5.769%	10.8	26.8	17.4	16.6	23.0	26.8	0	0.00%	0	900	18	5.325%	14.9	24.8	20.3	20.8	23.2	24.8	0	0.00%		0900	33	5.518%	10.8	26.8	19.0	18.5	23.0	25.4	0	0.00%
1000	16	6.154%	7.4	26.8	17.0	16.9	23.4	26.8	0	0.00%	10	000	21	6.213%	4.1	37.2	19.1	18.5	24.6	36.2	0	0.00%		1000	37	6.187%	4.1	37.2	18.2	18.0	23.3	29.3	0	0.00%
1100	22	8.462%	11.0	25.0	18.7	19.4	24.5	25.0	0	0.00%	1	100	20	5.917%	9.5	37.5	21.2	20.3	28.6	37.3	0	0.00%		1100	42	7.023%	9.5	37.5	19.9	19.7	24.9	34.3	0	0.00%
1200	22	8.462%	9.3	30.9	18.9	18.0	26.1	30.3	0	0.00%	1:	200	22	6.509%	6.4	32.2	21.0	19.5	30.4	32.1	0	0.00%		1200	44	7.358%	6.4	32.2	19.9	18.9	28.6	31.4	0	0.00%
1300	17	6.538%	7.2	32.0	18.2	16.4	24.5	32.0	0	0.00%	1:	300	26	7.692%	11.0	30.0	20.6	19.5	26.8	29.8	0	0.00%		1300	43	7.191%	7.2	32.0	19.7	19.1	25.8	29.8	0	0.00%
1400	15	5.769%	12.7	24.9	18.9	18.5	22.4	24.9	0	0.00%	14	\$00	20	5.917%	10.6	30.9	18.6	18.8	22.6	30.4	0	0.00%		1400	35	5.853%	10.6	30.9	18.7	18.5	22.4	26.0	0	0.00%
1500	21	8.077%	7.9	34.6	16.5	15.5	20.8	33.8	0	0.00%	1	500	28	8.284%	9.2	31.9	18.5	18.4	27.1	31.4	0	0.00%		1500	49	8.194%	7.9	34.6	17.6	15.8	23.1	31.3	0	0.00%
1600	20	7.692%	8.1	23.3	16.9	17.8	21.5	23.3	0	0.00%	10	500	27	7.988%	8.0	29.6	19.9	20.2	27.7	29.5	0	0.00%		1600	47	7.860%	8.0	29.6	18.6	18.5	25.5	28.9	0	0.00%
1700	17	6.538%	9.2	23.5	17.0	17.6	22.4	23.5	0	0.00%	1	700	24	7.101%	14.8	34.7	22.6	22.1	27.9	33.4	0	0.00%		1700	41	6.856%	9.2	34.7	20.3	20.9	25.4	29.4	0	0.00%
1800	16.0	6.154%	11.2	26.7	17.3	16.1	22.9	26.7	0.0	0.00%	1	300	25.0	7.396%	11.9	37.3	22.6	21.6	29.4	35.4	0.0	0.00%		1800	41.0	6.856%	11.2	37.3	20.5	19.3	27.3	31.0	0.0	0.00%
1900	12.0	4.615%	11.2	25.4	18.5	18.3	25.0	25.4	0.0	0.00%	19	900	20.0	5.917%	12.6	30.5	19.9	19.7	23.9	30.2	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	10.0	3.846%	14.3	27.7	21.5	22.5	26.9	27.7	0.0	0.00%	2	000	8.0	2.367%	14.8	28.7	21.2	21.4	27.7	28.7	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	6	2.308%	11.7	24.6	17.6	15.8	24.6	24.6	0	0.00%	2	100	11	3.254%	5.8	28.6	18.6	19.4	27.3	28.6	0	0.00%	1	2100	17	2.843%	5.8	28.6	18.3	19.4	25.4	28.6	0	0.00%
2200	6.0	2.308%	6.6	21.1	14.1	14.6	20.9	21.1	0.0	0.00%	2	200	3.0	0.888%	16.6	25.8	20.3	18.5	25.8	25.8	0.0	0.00%		2200	9.0	1.505%	6.6	25.8	16.2	18.0	23.4	25.8	0.0	0.00%
2300	5.0	1.923%	14.1	24.5	19.5	20.3	24.5	24.5	0.0	0.00%	2	300	5.0	1.479%	1.4	25.9	18.7	22.9	25.9	25.9	0.0	0.00%	1	2300	10.0	1.672%	1.4	25.9	19.1	21.0	25.5	25.9	0.0	0.00%
	260.0	100.000%	6.6	34.6	18.0	17.9	23.8	26.6	0.0	0.00%			338.0	100.000%	1.4	37.5	20.2	19.8	26.5	29.5	0.0	0.00%			598.0	100.000%	1.4	37.5	19.3	18.9	25.0	29.2	0.0	0.00%

Site7-JarvieAveNorthOfFrazerSt

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								Wee	kly Ve	hicle Cou	nts (	Virtua	al)									We	ekly '	Vehio	le Co	ounts	s (Vir	tual)	
ocation: Start Date: End Date: Collection Nar Project Site N	me: umber:		Allens Ave, M 1st March 20 7th March 20 CherryInne-M 949108	North Of M 022 022 Middleton	Aorgan St ATCs (Ff	t EB 22)				Southbound			DIRE		2					Combined			COM						
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	ages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	rages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver	ages
0000 0100	0.0	0.0	0.0	0.0	1.0	0.0	2.0	1-5	1-7	0000 0100	2.0	0.0	1.0	0.0	2.0	0.0	1.0	1-5	1-7	0000 0100	2.0	0.0	1.0	0.0	4.0	0.0	10	1-5	1-7
0100-0100	0.0	0.0	0.0	0.0	1.0	0.0	3.0	0.2	0.0	0100-0100	2.0	0.0	1.0	0.0	3.0	0.0	1.0	1.2	0.1	0100-0100	2.0	0.0	1.0	0.0	4.0	0.0	4.0	1.4	0.1
0100-0200	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0100-0200	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1	0200-0200	2.0	0.0	1.0	0.0	1.0	0.0	0.0	0.2	0.6
0200-0300	1.0	1.0	1.0	1.0	0.0	0.0	1.0	0.4	0.3	0200-0300	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.4	0.3	0200-0300	1.0	1.0	1.0	1.0	1.0	0.0	2.0	1.0	1.0
0300-0400	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.7	0400-0500	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.2	0.3	0300-0400	0.0	1.0	2.0	2.0	0.0	0.0	2.0	1.0	1.0
0500-0500	0.0	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.6	0500-0500	0.0	2.0	0.0	0.0	1.0	0.0	0.0	0.4	0.4	0500.0600	0.0	3.0	1.0	1.0	1.0	0.0	1.0	1.0	1.0
0600-0700	1.0	3.0	2.0	6.0	5.0	3.0	0.0	3.4	2.0	0600-0700	1.0	5.0	4.0	3.0	4.0	4.0	0.0	3.4	3.0	0600.0700	2.0	8.0	6.0	0.0	9.0	7.0	0.0	6.9	5.0
0700-0900	8.0	12.0	15.0	8.0	9.0	1.0	1.0	10.4	7.0	0700.0900	4.0	12.0	5.0	4.0	4.0	2.0	1.0	5.9	4.6	0700.0900	12.0	25.0	20.0	12.0	13.0	3.0	2.0	16.4	12.4
0200-0000	6.0	7.0	10.0	11.0	12.0	2.0	0.0	0.0	6.0	0200-0000	6.0	11.0	2.0	3.0	6.0	1.0	2.0	5.6	4.0	0800.0900	12.0	18.0	12.0	14.0	19.0	3.0	2.0	14.9	11.3
0900-0300	5.0	10.0	6.0	7.0	5.0	7.0	2.0	6.6	6.0	0900-1000	1.0	5.0	4.0	2.0	3.0	3.0	2.0	3.0	2.9	0900-1000	6.0	15.0	10.0	9.0	8.0	10.0	4.0	9.6	8.9
1000-1100	3.0	6.0	4.0	6.0	6.0	8.0	2.0	5.0	5.0	1000-1100	4.0	2.0	4.0	2.0	6.0	4.0	3.0	3.6	3.6	1000-1100	7.0	8.0	8.0	8.0	12.0	12.0	5.0	8.6	8.6
1100-1200	2.0	4.0	2.0	4.0	4.0	4.0	11.0	3.2	4.4	1100-1200	5.0	4.0	3.0	4.0	0.0	2.0	3.0	3.2	3.0	1100-1200	7.0	8.0	5.0	8.0	4.0	6.0	14.0	6.4	7.4
1200-1300	9.0	4.0	1.0	2.0	2.0	12.0	6.0	3.6	51	1200-1300	3.0	3.0	4.0	2.0	6.0	6.0	7.0	3.6	44	1200-1300	12.0	7.0	5.0	4.0	8.0	18.0	13.0	72	9.6
1300-1400	4.0	3.0	6.0	6.0	2.0	4.0	5.0	4.2	4.3	1300-1400	2.0	1.0	5.0	1.0	5.0	9.0	1.0	2.8	34	1300-1400	6.0	4.0	11.0	7.0	7.0	13.0	6.0	7.0	7.7
1400-1500	9.0	3.0	1.0	7.0	4.0	5.0	4.0	4.8	47	1400-1500	4.0	3.0	5.0	5.0	3.0	5.0	0.0	4.0	3.6	1400-1500	13.0	6.0	6.0	12.0	7.0	10.0	4.0	8.8	83
1500-1600	7.0	3.0	6.0	3.0	8.0	9.0	4.0	5.4	57	1500-1600	3.0	0.0	0.0	3.0	4.0	6.0	1.0	2.0	2.4	1500-1600	10.0	3.0	6.0	6.0	12.0	15.0	5.0	7.4	8.1
1600-1700	4.0	8.0	7.0	1.0	6.0	7.0	3.0	5.2	51	1600-1700	5.0	6.0	5.0	3.0	2.0	1.0	4.0	4.2	37	1600-1700	9.0	14.0	12.0	4.0	8.0	8.0	7.0	94	8.9
1700-1800	6.0	8.0	8.0	4.0	11.0	4.0	4.0	7.4	6.4	1700-1800	3.0	5.0	5.0	3.0	2.0	3.0	6.0	3.6	3.9	1700-1800	9.0	13.0	13.0	7.0	13.0	7.0	10.0	11.0	10.3
1800-1900	8.0	5.0	4.0	11.0	8.0	4.0	2.0	7.2	6.0	1800-1900	5.0	3.0	2.0	4.0	6.0	5.0	1.0	4.0	3.7	1800-1900	13.0	8.0	6.0	15.0	14.0	9.0	3.0	11.2	9.7
1900-2000	3.0	2.0	5.0	5.0	3.0	3.0	3.0	3.6	3.4	1900-2000	7.0	3.0	3.0	2.0	1.0	2.0	2.0	3.2	2.9	1900-2000	10.0	5.0	8.0	7.0	4.0	5.0	5.0	6.8	6.3
2000-2100	1.0	1.0	2.0	3.0	4.0	3.0	1.0	2.2	2.1	2000-2100	0.0	3.0	1.0	1.0	2.0	2.0	3.0	1.4	1.7	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	2.0	0.0	3.0	1.2	1.3	2100-2200	0.0	0.0	0.0	0.0	2.0	0.0	1.0	0.4	0.4	2100-2200	0.0	1.0	2.0	1.0	4.0	0.0	4.0	1.6	1.7
2200-2300	2.0	2.0	0.0	0.0	2.0	2.0	1.0	1.2	1.3	2200-2300	2.0	2.0	1.0	0.0	2.0	2.0	0.0	1.4	1.3	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	1.0	3.0	2.0	0.0	0.8	0.9	2300-2400	0.0	0.0	0.0	1.0	1.0	0.0	2.0	0.4	0.6	2300-2400	0.0	0.0	0.0	2.0	4.0	2.0	2.0	1.2	1.4
Totals				-		-	-	1		Totals				1				1		Totals									
0700-1900	71	74	70	70	77	67	44	72.4	67.6	0700-1900	45	55	44	36	47	47	31	45.4	43.6	0700-1900	116	129	114	106	124	114	75	117.8	111.1
0600-2200	76	81	81	85	91	76	51	82.8	77.3	0600-2200	53	66	52	42	56	55	37	53.8	51.6	0600-2200	129	147	133	127	147	131	88	136.6	128.9
0600-0000	78	83	81	86	96	80	52	84.8	79.4	0600-0000	55	68	53	43	59	57	39	55.6	53.4	0600-0000	133	151	134	129	155	137	91	140.4	132.9
0000 0000	80	86	84	89	08	80	58	87.4	82.1	0000.0000	58	70	57	44	64	57	42	59.6	56.0	0000.0000	138	156	141	133	162	137	100	146.0	139.1

Site8-AllensAveNorthOfMorganSt

				Da	ily Cl	asses	s - Di	rectio	on 1							Da	ily C	lasse	s - Di	rectio	on 2		_				Da	ily C	asse	s - Co	ombi	ned C	Direct	tion
Location Start Date End Date Collection Project	n: te: e: on Name Site Nur	e: nber:	Allens Av 1st Marc 7th Marc CherryIn 949108	ve, North h 2022 h 2022 ne-Middl	Of Morg	gan St Cs (FEB :	22)				Loca Start End I Colle Proje	tion: Date: Date: ction ct Site	Name: • Number:	Al 1s 7t Q4	lens Av at Marcl h Marcl herryInr 19108	ve, North h 2022 h 2022 ne-Midd	n Of Mor	gan St Cs (FEB	22)					Locatio Start Da End Dat Collecti Project	n: te: e: on Name Site Num	: 1ber:	Allens A 1st Marc 7th Marc CherryIn 9E+05	ve, Nort ch 2022 ch 2022 ine-Mide	h Of Mor	gan St 'Cs (FEB	22)			
Time	I	Bin	Min	Max	Mean	Median	85%	95%	> 100	PSL ) km/h	Tim	•	Bin		Min	Max	Mean	Median	85%	95%	> 100	PSL ) km/h		Time	-	Bin	Min	Max	Mean	Median	85%	95%	>F 100	'SL km/h
0000	4	0.696%	19.1	29.5	23.3	22.3	29.5	29.5	0	0.00%	000	5	7 1.78	6%	18.1	30.3	23.6	23.9	29.6	30.3	0	0.00%	-	0000	11	1.138%	18.1	30.3	23.5	23.9	29.7	30.3	0	0.00%
0100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	010	5	1 0.25	5%	8.3	8.3	8.3	8.3	8.3	8.3	0	0.00%		0100	1	0.103%	8.3	8.3	8.3	8.3	8.3	8.3	0	0.00%
0200	2	0.348%	8.2	25.3	16.8	16.7	25.3	25.3	0	0.00%	020	2	2 0.51	0%	4.7	26.1	15.4	15.4	26.1	26.1	0	0.00%		0200	4	0.414%	4.7	26.1	16.1	16.7	26.1	26.1	0	0.00%
0300	5	0.870%	24.0	35.3	28.0	27.4	35.3	35.3	0	0.00%	030	)	2 0.51	0%	14.4	34.9	24.7	24.7	34.9	34.9	0	0.00%		0300	7	0.724%	14.4	35.3	27.1	27.4	35.2	35.3	0	0.00%
0400	4	0.696%	11.9	23.9	20.0	22.1	23.9	23.9	0	0.00%	040	)	3 0.76	5%	9.9	37.7	25.2	28.1	37.7	37.7	0	0.00%		0400	7	0.724%	9.9	37.7	22.2	22.9	35.9	37.7	0	0.00%
0500	4	0.696%	26.1	29.7	28.4	28.9	29.7	29.7	0	0.00%	050	)	3 0.76	5%	11.4	15.9	13.0	11.7	15.9	15.9	0	0.00%		0500	7	0.724%	11.4	29.7	21.8	26.1	29.6	29.7	0	0.00%
0600	20	3.478%	14.0	38.3	24.2	24.2	29.1	38.0	0	0.00%	060	)	21 5.35	7%	9.6	33.8	21.0	21.2	28.0	33.3	0	0.00%		0600	41	4.240%	9.6	38.3	22.6	22.7	28.4	33.6	0	0.00%
0700	55	9.565%	10.1	38.3	23.1	22.0	31.1	35.0	0	0.00%	070	ו	32 8.16	3%	6.9	35.2	22.1	23.4	29.8	34.2	0	0.00%		0700	87	8.997%	6.9	38.3	22.8	23.2	30.8	34.7	0	0.00%
0800	48	8.348%	7.3	35.4	25.2	25.4	32.5	35.1	0	0.00%	080	ו	31 7.90	8%	4.1	38.9	23.0	20.9	34.3	38.9	0	0.00%		0800	79	8.170%	4.1	38.9	24.4	24.7	32.8	35.5	0	0.00%
0900	42	7.304%	9.1	36.9	23.5	24.1	31.4	35.3	0	0.00%	090	וי	20 5.10	2%	13.1	39.6	22.0	21.9	29.2	39.3	0	0.00%		0900	62	6.412%	9.1	39.6	23.0	23.7	30.1	35.3	0	0.00%
1000	35	6.087%	11.8	39.3	23.6	22.7	30.5	36.6	0	0.00%	100	ו	25 6.37	8%	4.5	37.4	23.3	23.2	35.0	36.9	0	0.00%		1000	60	6.205%	4.5	39.3	23.5	23.0	32.0	36.0	0	0.00%
1100	31	5.391%	9.4	35.0	22.7	23.4	32.3	34.2	0	0.00%	110	ו	21 5.35	7%	7.7	35.5	22.1	23.0	31.4	35.3	0	0.00%		1100	52	5.377%	7.7	35.5	22.5	23.2	31.9	34.5	0	0.00%
1200	36	6.261%	10.3	40.5	24.0	22.6	35.9	39.9	0	0.00%	120	וו	31 7.90	8%	8.7	34.8	22.2	24.3	31.1	34.1	0	0.00%		1200	67	6.929%	8.7	40.5	23.2	22.9	33.6	39.2	0	0.00%
1300	30	5.217%	5.1	36.1	22.4	22.8	31.2	35.0	0	0.00%	130	ו	24 6.12	2%	3.2	41.1	22.7	24.8	32.6	39.5	0	0.00%		1300	54	5.584%	3.2	41.1	22.5	23.2	31.5	34.8	0	0.00%
1400	33	5.739%	6.0	36.6	23.5	24.3	30.1	35.0	0	0.00%	140	וי	25 6.37	8%	6.5	33.2	20.8	20.9	29.2	32.8	0	0.00%		1400	58	5.998%	6.0	36.6	22.3	22.9	29.2	33.4	0	0.00%
1500	40	6.957%	9.0	39.2	23.1	22.1	29.9	37.6	0	0.00%	150	ונ	17 4.33	7%	11.0	33.8	23.4	22.9	31.1	33.8	0	0.00%		1500	57	5.895%	9.0	39.2	23.2	22.3	30.1	37.0	0	0.00%
1600	36	6.261%	7.4	36.9	25.0	25.4	34.1	36.7	0	0.00%	160	)	26 6.63	3%	7.3	35.6	19.7	17.9	29.2	34.3	0	0.00%		1600	62	6.412%	7.3	36.9	22.8	23.7	31.7	36.0	0	0.00%
1700	45	7.826%	6.6	45.4	23.1	23.2	29.7	35.7	0	0.00%	170	)	27 6.88	8%	9.6	35.6	21.7	20.7	29.5	34.6	0	0.00%		1700	72	7.446%	6.6	45.4	22.6	21.8	29.5	33.9	0	0.00%
1800	42.0	7.304%	6.5	36.3	24.7	26.2	31.4	34.7	0.0	0.00%	180	2	6.0 6.63	3%	8.7	40.1	21.7	20.6	31.6	39.6	0.0	0.00%		1800	68.0	7.032%	6.5	40.1	23.6	24.0	31.4	35.6	0.0	0.00%
1900	24.0	4.174%	13.2	39.7	25.3	25.3	31.9	38.0	0.0	0.00%	190	2	0.0 5.10	2%	9.4	32.7	20.5	19.4	30.0	32.7	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	15.0	2.609%	12.9	27.5	21.2	21.8	26.2	27.5	0.0	0.00%	200	1	2.0 3.06	1%	18.9	32.4	25.3	26.1	31.9	32.4	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	9	1.565%	12.8	36.6	21.6	17.5	34.3	36.6	0	0.00%	210	)	3 0.76	5%	10.2	21.7	17.7	21.2	21.7	21.7	0	0.00%		2100	12	1.241%	10.2	36.6	20.6	19.4	32.3	36.6	0	0.00%
2200	9.0	1.565%	11.6	28.4	21.6	23.2	27.9	28.4	0.0	0.00%	220	) (	9.0 2.29	6%	11.8	30.0	21.5	23.2	29.2	30.0	0.0	0.00%		2200	18.0	1.861%	11.6	30.0	21.6	23.2	28.3	30.0	0.0	0.00%
2300	6.0	1.043%	9.9	42.0	24.1	23.9	41.6	42.0	0.0	0.00%	230	) 4	1.0 1.02	0%	13.8	30.9	23.2	24.0	30.9	30.9	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%
	575.0	100.000%	5.1	45.4	23.7	24.1	31.1	35.3	0.0	0.00%		39	92.0 100.0	00%	3.2	41.1	21.9	21.8	30.1	34.5	0.0	0.00%			967.0	100.000%	3.2	45.4	23.0	23.2	30.6	34.9	0.0	0.00%

Attachment 2
								Wee	kly Ve	hicle Cou	nts ('	Virtu	al)									We	ekly '	Vehic	cle Co	ount	s (Viı	tual)	
Location: Start Date: End Date: Collection Na Project Site N	me: umber:		Morgan Stree 1st March 20 7th March 20 CherryInne-M 949109	et, East ol 122 122 J22 Middleton	f Allans A ATCs (F	Avenue EB 22)																							
Eastbound			DIRECTIO	ON 1						Westbound			DIREC	CTION	2					Combined			сом	BINED	DIRE	CTION	s		
Haur	Man	Tue	Med	Thu	E el	Cat	e	Ave	rages	Hour	Man	Tue	Mod	Thu	E.c.	Cat	C	Ave	rages	Haur	Man	Tue	Med	Thu	Evi	Cat	C.un	Aver	rages
Hour	won	Tue	wed	Thu	FII	odi	Sun	1-5	1-7	nour	WOII	Tue	weu	mu	FIL	odi	Sun	1 - 5	1-7	nour	MOII	Tue	weu	mu	FIL	odi	Sun	1-5	1 - 7
0000-0100	0.0	0.0	0.0	1.0	1.0	3.0	4.0	0.4	1.3	0000-0100	1.0	2.0	0.0	1.0	2.0	1.0	2.0	1.2	1.3	0000-0100	1.0	2.0	0.0	2.0	3.0	4.0	6.0	1.6	2.6
0100-0200	0.0	0.0	0.0	1.0	2.0	1.0	2.0	0.6	0.9	0100-0200	0.0	1.0	1.0	1.0	2.0	1.0	3.0	1.0	1.3	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	0.0	0.0	0.0	1.0	1.0	0.2	0.4	0200-0300	0.0	0.0	2.0	0.0	1.0	0.0	5.0	0.6	1.1	0200-0300	1.0	0.0	2.0	0.0	1.0	1.0	6.0	0.8	1.6
0300-0400	1.0	1.0	1.0	2.0	0.0	0.0	1.0	1.0	0.9	0300-0400	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.4	0.4	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	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	0400-0500	0.0	1.0	0.0	0.0	1.0	0.0	2.0	0.4	0.6
0500-0600	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.4	0.4	0500-0600	5.0	4.0	5.0	4.0	2.0	2.0	0.0	4.0	3.1	0500-0600	5.0	5.0	5.0	4.0	3.0	3.0	0.0	4.4	3.6
0600-0700	3.0	8.0	2.0	7.0	4.0	3.0	0.0	4.8	3.9	0600-0700	8.0	8.0	5.0	9.0	7.0	5.0	0.0	7.4	6.0	0600-0700	11.0	16.0	7.0	16.0	11.0	8.0	0.0	12.2	9.9
0700-0800	11.0	29.0	14.0	11.0	17.0	12.0	0.0	16.4	13.4	0700-0800	23.0	28.0	27.0	21.0	28.0	7.0	3.0	25.4	19.6	0700-0800	34.0	57.0	41.0	32.0	45.0	19.0	3.0	41.8	33.0
0800-0900	16.0	31.0	12.0	19.0	18.0	8.0	2.0	19.2	15.1	0800-0900	21.0	27.0	15.0	21.0	20.0	12.0	14.0	20.8	18.6	0800-0900	37.0	58.0	27.0	40.0	38.0	20.0	16.0	40.0	33.7
0900-1000	11.0	44.0	15.0	20.0	18.0	11.0	5.0	21.6	17.7	0900-1000	15.0	30.0	11.0	10.0	20.0	20.0	12.0	17.2	16.9	0900-1000	26.0	74.0	26.0	30.0	38.0	31.0	17.0	38.8	34.6
1000-1100	15.0	9.0	9.0	12.0	14.0	19.0	10.0	11.8	12.6	1000-1100	11.0	8.0	6.0	9.0	27.0	19.0	26.0	12.2	15.1	1000-1100	26.0	17.0	15.0	21.0	41.0	38.0	36.0	24.0	27.7
1100-1200	10.0	11.0	5.0	8.0	19.0	20.0	17.0	10.6	12.9	1100-1200	13.0	9.0	13.0	20.0	16.0	19.0	24.0	14.2	16.3	1100-1200	23.0	20.0	18.0	28.0	35.0	39.0	41.0	24.8	29.1
1200-1300	9.0	13.0	5.0	10.0	15.0	19.0	15.0	10.4	12.3	1200-1300	10.0	17.0	9.0	6.0	14.0	25.0	17.0	11.2	14.0	1200-1300	19.0	30.0	14.0	16.0	29.0	44.0	32.0	21.6	26.3
1300-1400	9.0	14.0	9.0	11.0	12.0	23.0	14.0	11.0	13.1	1300-1400	12.0	9.0	11.0	10.0	13.0	22.0	26.0	11.0	14.7	1300-1400	21.0	23.0	20.0	21.0	25.0	45.0	40.0	22.0	27.9
1400-1500	7.0	13.0	8.0	18.0	14.0	16.0	10.0	12.0	12.3	1400-1500	10.0	15.0	13.0	18.0	19.0	22.0	4.0	15.0	14.4	1400-1500	17.0	28.0	21.0	36.0	33.0	38.0	14.0	27.0	26.7
1500-1600	16.0	17.0	13.0	20.0	20.0	16.0	8.0	17.2	15.7	1500-1600	21.0	28.0	31.0	24.0	24.0	12.0	7.0	25.6	21.0	1500-1600	37.0	45.0	44.0	44.0	44.0	28.0	15.0	42.8	36.7
1600-1700	24.0	18.0	22.0	16.0	21.0	18.0	15.0	20.2	19.1	1600-1700	18.0	22.0	18.0	11.0	20.0	20.0	14.0	17.8	17.6	1600-1700	42.0	40.0	40.0	27.0	41.0	38.0	29.0	38.0	36.7
1700-1800	22.0	22.0	23.0	24.0	27.0	10.0	16.0	23.6	20.6	1700-1800	30.0	19.0	32.0	22.0	22.0	14.0	16.0	25.0	22.1	1700-1800	52.0	41.0	55.0	46.0	49.0	24.0	32.0	48.6	42.7
1800-1900	18.0	16.0	20.0	22.0	24.0	14.0	16.0	20.0	18.6	1800-1900	20.0	13.0	20.0	20.0	21.0	24.0	13.0	18.8	18.7	1800-1900	38.0	29.0	40.0	42.0	45.0	38.0	29.0	38.8	37.3
1900-2000	9.0	15.0	11.0	18.0	15.0	10.0	4.0	13.6	11.7	1900-2000	14.0	12.0	7.0	8.0	8.0	19.0	8.0	9.8	10.9	1900-2000	23.0	27.0	18.0	26.0	23.0	29.0	12.0	23.4	22.6
2000-2100	4.0	5.0	13.0	8.0	15.0	7.0	6.0	9.0	8.3	2000-2100	2.0	8.0	5.0	11.0	7.0	9.0	10.0	6.6	7.4	2000-2100	6.0	13.0	18.0	19.0	22.0	16.0	16.0	15.6	15.7
2100-2200	5.0	4.0	7.0	1.0	0.0	6.0	8.0	3.4	4.4	2100-2200	3.0	5.0	2.0	6.0	4.0	4.0	2.0	4.0	3.7	2100-2200	8.0	9.0	9.0	7.0	4.0	10.0	10.0	7.4	8.1
2200-2300	2.0	6.0	1.0	2.0	11.0	4.0	4.0	4.4	4.3	2200-2300	4.0	1.0	0.0	6.0	9.0	4.0	5.0	4.0	4.1	2200-2300	6.0	7.0	1.0	8.0	20.0	8.0	9.0	8.4	8.4
2300-2400	0.0	1.0	2.0	8.0	7.0	3.0	0.0	3.6	3.0	2300-2400	3.0	2.0	2.0	4.0	3.0	3.0	2.0	2.8	2.7	2300-2400	3.0	3.0	4.0	12.0	10.0	6.0	2.0	6.4	5.7
Totals										Totals										Totals									
0700-1900	168	237	155	191	219	186	128	194.0	183.4	0700-1900	204	225	206	192	244	216	176	214.2	209.0	0700-1900	372	462	361	383	463	402	304	408.2	392.4
0600-2200	189	269	188	225	253	212	146	224.8	211.7	0600-2200	231	258	225	226	270	253	196	242.0	237.0	0600-2200	420	527	413	451	523	465	342	466.8	448.7
0600-0000	191	276	191	235	271	219	150	232.8	219.0	0600-0000	238	261	227	236	282	260	203	248.8	243.9	0600-0000	429	537	418	471	553	479	353	481.6	462.9
0000-0000	193	279	192	239	276	225	159	235.8	223.3	0000-0000	245	268	235	242	290	264	215	256.0	251.3	0000-0000	438	547	427	481	566	489	374	491.8	474.6

Site9-MorganStreetEastOfAllansAvenue

				Da	ily Cl	asses	s - Di	rectio	n 1						Da	aily C	lasse	s - Di	rectio	on 2		-				Da	ily C	asse	s - Co	ombi	ned C	)irect	ion
Locatio Start Di End Da Collecti Project	n: ate: te: ion Nam Site Nu nd	ne: Imber:	Morgan 3 1st Marc 7th Marc CherryIn 949109	Street, Ei h 2022 h 2022 ne-Middl	ast of All eton ATC	ans Aver	nue 22)				Locati Start I End D Collec Projec	on: Date: ate: tion Nam t Site Nu	ie: mber:	Morgan 1st Mar 7th Mar Cherryl 949109	Street, I ch 2022 ch 2022 nne-Mide	East of A deton AT	Ilans Ave Cs (FEB	nue 22)				_	Locatio Start Da End Da Collect Project	on: ate: te: ion Name : Site Num ed	: Iber:	Morgan 1st Mare 7th Mare Cherrylr 9E+05	Street, I ch 2022 ch 2022 nne-Midd	iast of A	llans Ave	mue 3 22)			
Time		Bin	Min	Max	Mean	Median	85%	95%	>  100	PSL km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	; 10	>PSL 0 km/h		Time		Bin	Min	Max	Mean	Median	85%	95%	>P 100	SL km/h
0000	9	0.576%	24.4	45.1	35.0	37.1	42.2	45.1	0	0.00%	0000	9	0.512%	31.7	40.0	36.1	34.7	39.6	40.0	0	0.00%		0000	18	0.542%	24.4	45.1	35.5	36.1	39.5	45.1	0	0.00%
0100	6	0.384%	23.4	41.4	30.4	29.5	41.1	41.4	0	0.00%	0100	9	0.512%	25.0	45.4	37.2	37.8	44.6	45.4	0	0.00%		0100	15	0.452%	23.4	45.4	34.5	35.3	43.6	45.4	0	0.00%
0200	3	0.192%	29.2	43.5	37.6	40.0	43.5	43.5	0	0.00%	0200	8	0.455%	24.4	40.0	33.7	34.6	39.3	40.0	0	0.00%		0200	11	0.331%	24.4	43.5	34.7	34.7	40.7	43.5	0	0.00%
0300	6	0.384%	27.3	44.6	34.6	33.7	44.2	44.6	0	0.00%	0300	3	0.171%	27.0	35.0	31.6	32.9	35.0	35.0	0	0.00%		0300	9	0.271%	27.0	44.6	33.6	32.9	40.1	44.6	0	0.00%
0400	3	0.192%	15.3	53.4	39.0	48.2	53.4	53.4	1	33.33%	0400	1	0.057%	38.6	38.6	38.6	38.6	38.6	38.6	0	0.00%		0400	4	0.120%	15.3	53.4	38.9	43.5	53.4	53.4	1	25.00%
0500	3	0.192%	10.2	44.4	26.4	24.7	44.4	44.4	0	0.00%	0500	22	1.251%	24.1	45.1	34.6	35.6	39.1	44.7	0	0.00%		0500	25	0.753%	10.2	45.1	33.6	35.6	39.7	45.0	0	0.00%
0600	27	1.727%	22.5	42.2	31.2	31.1	37.9	41.4	0	0.00%	0600	42	2.388%	15.2	47.7	33.5	33.5	41.4	43.3	0	0.00%		0600	69	2.077%	15.2	47.7	32.6	33.1	40.1	42.7	0	0.00%
0700	94	6.014%	8.7	44.3	29.8	30.1	38.3	41.1	0	0.00%	0700	137	7.789%	12.1	49.5	33.6	34.6	42.1	46.4	0	0.00%		0700	231	6.954%	8.7	49.5	32.1	32.9	40.0	44.9	0	0.00%
0800	106	6.782%	11.8	48.8	34.0	34.8	41.4	45.9	0	0.00%	0800	130	7.391%	6.5	51.5	36.6	37.4	43.3	48.2	2	1.54%		0800	236	7.104%	6.5	51.5	35.4	36.4	43.1	46.4	2	0.85%
0900	124	7.933%	10.3	50.6	31.9	32.5	39.6	46.7	2	1.61%	0900	118	6.708%	14.4	57.9	35.1	34.4	42.3	48.6	3	2.54%		0900	242	7.285%	10.3	57.9	33.4	33.7	40.7	47.0	5	2.07%
1000	88	5.630%	6.6	49.3	34.4	36.0	41.2	45.3	0	0.00%	1000	106	6.026%	11.8	48.1	33.2	33.9	41.3	45.7	0	0.00%		1000	194	5.840%	6.6	49.3	33.8	34.6	41.2	45.5	0	0.00%
1100	90	5.758%	9.0	51.1	33.9	33.9	42.8	47.2	1	1.11%	1100	114	6.481%	11.4	50.4	33.1	33.2	40.8	44.9	1	0.88%		1100	204	6.141%	9.0	51.1	33.5	33.8	41.1	45.0	2	0.98%
1200	86	5.502%	10.2	53.7	35.8	36.6	44.6	47.6	2	2.33%	1200	98	5.571%	10.2	45.8	34.2	35.7	41.6	44.1	0	0.00%		1200	184	5.539%	10.2	53.7	35.0	35.9	42.8	46.1	2	1.09%
1300	92	5.886%	13.6	58.7	34.4	35.9	41.6	44.6	2	2.17%	1300	103	5.856%	13.2	53.0	34.2	34.2	40.9	45.8	2	1.94%		1300	195	5.870%	13.2	58.7	34.3	35.3	41.3	44.5	4	2.05%
1400	86	5.502%	8.5	54.9	33.3	33.7	40.8	46.7	1	1.16%	1400	101	5.742%	4.3	52.3	33.9	34.4	42.7	46.9	2	1.98%	1	1400	187	5.629%	4.3	54.9	33.6	33.8	42.3	46.7	3	1.60%
1500	110	7.038%	14.6	46.5	33.5	33.7	40.0	44.7	0	0.00%	1500	147	8.357%	10.8	57.2	35.7	36.2	45.1	48.6	2	1.36%		1500	257	7.736%	10.8	57.2	34.8	35.3	42.9	47.3	2	0.78%
1600	134	8.573%	10.4	51.8	34.0	35.5	42.1	47.0	1	0.75%	1600	123	6.993%	6.9	56.7	34.7	34.7	44.3	49.6	5	4.07%		1600	257	7.736%	6.9	56.7	34.3	35.3	42.9	47.9	6	2.34%
1700	144	9.213%	11.0	49.4	32.8	33.8	41.0	43.7	0	0.00%	1700	155	8.812%	4.0	50.9	35.3	35.5	43.6	46.8	1	0.65%		1700	299	9.001%	4.0	50.9	34.1	34.6	42.7	45.9	1	0.33%
1800	130.0	8.317%	4.9	47.9	33.5	34.6	42.0	44.9	0.0	0.00%	1800	131.0	7.447%	9.8	55.0	34.7	35.5	42.7	47.0	2.0	1.53%		1800	261.0	7.857%	4.9	55.0	34.1	35.1	42.4	46.2	2.0	0.77%
1900	82.0	5.246%	13.2	51.9	34.4	36.4	42.3	45.1	1.0	1.22%	1900	76.0	4.321%	13.6	48.5	32.8	33.8	39.9	43.7	0.0	0.00%		1900	158.0	4.756%	13.2	51.9	33.7	35.1	41.8	44.6	1.0	0.63%
2000	58.0	3.711%	14.9	50.3	34.1	35.7	40.7	45.4	1.0	1.72%	2000	52.0	2.956%	2.1	45.6	30.6	32.2	40.0	43.9	0.0	0.00%		2000	110.0	3.311%	2.1	50.3	32.4	34.6	40.3	44.0	1.0	0.91%
2100	31	1.983%	17.9	49.7	35.2	34.9	40.8	49.4	0	0.00%	2100	26	1.478%	19.6	47.1	33.6	34.8	40.1	45.7	0	0.00%		2100	57	1.716%	17.9	49.7	34.5	34.9	40.7	47.7	0	0.00%
2200	30.0	1.919%	6.1	43.1	32.1	35.9	39.3	41.6	0.0	0.00%	2200	29.0	1.649%	6.1	44.5	30.0	32.4	40.8	43.6	0.0	0.00%	1	2200	59.0	1.776%	6.1	44.5	31.1	33.3	39.8	42.7	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%	2300	19.0	1.080%	18.9	42.1	29.7	29.0	39.6	42.1	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%
	1563.0	100.000%	4.9	58.7	33.4	34.4	41.2	45.5	12.0	0.77%		1759.0	100.000%	2.1	57.9	34.3	34.9	42.3	46.3	20.0	1.14%			3322.0	100.000%	2.1	58.7	33.9	34.7	41.8	46.1	32.0	0.96%

Site9-MorganStreetEastOfAllansAvenue

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								Wee	kly Ve	ehicle Cou	nts ('	/irtua	al)									We	ekly '	Vehio	cle Co	ounts	s (Viı	rtual)	
ocation: tart Date: nd Date: ollection Nar roject Site N	ne: umber:		Bishop Stree 1st March 20 7th March 21 CherryInne-I 949109	et, betwee 022 022 Middleton	n Frazer ATCs (F	Street Ar EB 22)	ıd Morga	in Street																					
astbound			DIRECTIO	ON 1						Westbound			DIREC	TION	2					Combined			сом	BINED	DIRE	CTION	S		
		Tur	10/- 4	Thu	E.d.	0	0	Ave	rages			<b>T</b>	14/1-14	Thu	<b>F</b> -1	0.4	0	Ave	rages		Maria	<b>T</b>	Mar al	71	<b>F</b> -4	0.4	0	Ave	rages
Hour	MON	Tue	wea	Inu	Fri	Sat	Sun	1-5	1-7	Hour	Mon	Tue	wea	Inu	Fri	Sat	Sun	1-5	1-7	Hour	Mon	Tue	wed	Inu	Fri	Sat	Sun	1-5	1-7
0000-0100	0.0	0.0	0.0	1.0	1.0	3.0	4.0	0.4	1.3	0000-0100	1.0	2.0	0.0	1.0	2.0	1.0	2.0	1.2	1.3	0000-010	1.0	2.0	0.0	2.0	3.0	4.0	6.0	1.6	2.6
0100-0200	0.0	0.0	0.0	1.0	2.0	1.0	2.0	0.6	0.9	0100-0200	0.0	1.0	1.0	1.0	2.0	1.0	3.0	1.0	1.3	0100-020	0.0	1.0	1.0	2.0	4.0	2.0	5.0	1.6	2.1
0200-0300	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.2	0.4	0200-0300	0.0	0.0	2.0	0.0	1.0	0.0	5.0	0.6	1.1	0200-030	1.0	0.0	2.0	0.0	1.0	1.0	6.0	0.8	1.6
0300-0400	1.0	1.0	1.0	2.0	0.0	0.0	1.0	1.0	0.9	0300-0400	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.4	0.4	0300-040	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	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	0400-050	0.0	1.0	0.0	0.0	1.0	0.0	2.0	0.4	0.6
0500-0600	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.4	0.4	0500-0600	5.0	4.0	5.0	4.0	2.0	2.0	0.0	4.0	3.1	0500-060	5.0	5.0	5.0	4.0	3.0	3.0	0.0	4.4	3.6
0600-0700	3.0	8.0	2.0	7.0	4.0	3.0	0.0	4.8	3.9	0600-0700	8.0	8.0	5.0	9.0	7.0	5.0	0.0	7.4	6.0	0600-070	11.0	16.0	7.0	16.0	11.0	8.0	0.0	12.2	9.9
0700-0800	11.0	29.0	14.0	11.0	17.0	12.0	0.0	16.4	13.4	0700-0800	23.0	28.0	27.0	21.0	28.0	7.0	3.0	25.4	19.6	0700-080	34.0	57.0	41.0	32.0	45.0	19.0	3.0	41.8	33.0
0800-0900	16.0	31.0	12.0	19.0	18.0	8.0	2.0	19.2	15.1	0800-0900	21.0	27.0	15.0	21.0	20.0	12.0	14.0	20.8	18.6	0800-090	37.0	58.0	27.0	40.0	38.0	20.0	16.0	40.0	33.7
0900-1000	11.0	44.0	15.0	20.0	18.0	11.0	5.0	21.6	17.7	0900-1000	15.0	30.0	11.0	10.0	20.0	20.0	12.0	17.2	16.9	0900-100	26.0	74.0	26.0	30.0	38.0	31.0	17.0	38.8	34.6
1000-1100	15.0	9.0	9.0	12.0	14.0	19.0	10.0	11.8	12.6	1000-1100	11.0	8.0	6.0	9.0	27.0	19.0	26.0	12.2	15.1	1000-110	26.0	17.0	15.0	21.0	41.0	38.0	36.0	24.0	27.7
1100-1200	10.0	11.0	5.0	8.0	19.0	20.0	17.0	10.6	12.9	1100-1200	13.0	9.0	13.0	20.0	16.0	19.0	24.0	14.2	16.3	1100-120	23.0	20.0	18.0	28.0	35.0	39.0	41.0	24.8	29.1
1200-1300	9.0	13.0	5.0	10.0	15.0	19.0	15.0	10.4	12.3	1200-1300	10.0	17.0	9.0	6.0	14.0	25.0	17.0	11.2	14.0	1200-130	19.0	30.0	14.0	16.0	29.0	44.0	32.0	21.6	26.3
1300-1400	9.0	14.0	9.0	11.0	12.0	23.0	14.0	11.0	13.1	1300-1400	12.0	9.0	11.0	10.0	13.0	22.0	26.0	11.0	14.7	1300-140	21.0	23.0	20.0	21.0	25.0	45.0	40.0	22.0	27.9
1400-1500	7.0	13.0	8.0	18.0	14.0	16.0	10.0	12.0	12.3	1400-1500	10.0	15.0	13.0	18.0	19.0	22.0	4.0	15.0	14.4	1400-150	17.0	28.0	21.0	36.0	33.0	38.0	14.0	27.0	26.7
1500-1600	16.0	17.0	13.0	20.0	20.0	16.0	8.0	17.2	15.7	1500-1600	21.0	28.0	31.0	24.0	24.0	12.0	7.0	25.6	21.0	1500-160	37.0	45.0	44.0	44.0	44.0	28.0	15.0	42.8	36.7
1600-1700	24.0	18.0	22.0	16.0	21.0	18.0	15.0	20.2	19.1	1600-1700	18.0	22.0	18.0	11.0	20.0	20.0	14.0	17.8	17.6	1600-170	42.0	40.0	40.0	27.0	41.0	38.0	29.0	38.0	36.7
1700-1800	22.0	22.0	23.0	24.0	27.0	10.0	16.0	23.6	20.6	1700-1800	30.0	19.0	32.0	22.0	22.0	14.0	16.0	25.0	22.1	1700-180	52.0	41.0	55.0	46.0	49.0	24.0	32.0	48.6	42.7
1800-1900	18.0	16.0	20.0	22.0	24.0	14.0	16.0	20.0	18.6	1800-1900	20.0	13.0	20.0	20.0	21.0	24.0	13.0	18.8	18.7	1800-190	38.0	29.0	40.0	42.0	45.0	38.0	29.0	38.8	37.3
1900-2000	9.0	15.0	11.0	18.0	15.0	10.0	4.0	13.6	11.7	1900-2000	14.0	12.0	7.0	8.0	8.0	19.0	8.0	9.8	10.9	1900-200	23.0	27.0	18.0	26.0	23.0	29.0	12.0	23.4	22.6
2000-2100	4.0	5.0	13.0	8.0	15.0	7.0	6.0	9.0	8.3	2000-2100	2.0	8.0	5.0	11.0	7.0	9.0	10.0	6.6	7.4	2000-210	6.0	13.0	18.0	19.0	22.0	16.0	16.0	15.6	15.7
2100-2200	5.0	4.0	7.0	1.0	0.0	6.0	8.0	3.4	4.4	2100-2200	3.0	5.0	2.0	6.0	4.0	4.0	2.0	4.0	3.7	2100-220	8.0	9.0	9.0	7.0	4.0	10.0	10.0	7.4	8.1
2200-2300	2.0	6.0	1.0	2.0	11.0	4.0	4.0	4.4	4.3	2200-2300	4.0	1.0	0.0	6.0	9.0	4.0	5.0	4.0	4.1	2200-230	6.0	7.0	1.0	8.0	20.0	8.0	9.0	8.4	8.4
2300-2400	0.0	1.0	2.0	8.0	7.0	3.0	0.0	3.6	3.0	2300-2400	3.0	2.0	2.0	4.0	3.0	3.0	2.0	2.8	2.7	2300-240	3.0	3.0	4.0	12.0	10.0	6.0	2.0	6.4	5.7
Totals				-						Totals										Totals	-		-						
0700-1900	168	237	155	191	219	186	128	194.0	183.4	0700-1900	204	225	206	192	244	216	176	214.2	209.0	0700-190	372	462	361	383	463	402	304	408.2	392.4
0600-2200	189	269	188	225	253	212	146	224.8	211.7	0600-2200	231	258	225	226	270	253	196	242.0	237.0	0600-220	420	527	413	451	523	465	342	466.8	448.7
0600-0000	191	276	191	235	271	219	150	232.8	219.0	0600-0000	238	261	227	236	282	260	203	248.8	243.9	0600-000	429	537	418	471	553	479	353	481.6	462.9
0000 0000	103	270	102	230	276	225	150	235.9	223.3	0000.0000	245	269	235	242	290	264	215	256.0	251.3	0000.000	438	547	427	481	566	489	374	491.8	474.6

Site10-BishopStreetBetweenFrazerStreetAndMorganStreet

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				Da	ily Cl	asses	s - Di	rectio	on 1						Da	aily C	lasse	s - Di	recti	on 2					Da	ily C	lasse	<u>s - Co</u>	ombi	ned [	Direct	tion
Locatio Start Da End Dat Collecti Project	n: ate: te: ion Nan Site Nu nd	ne: umber:	Bishop S 1st Marc 7th Marc CherryIn 949109	Street, be ch 2022 ch 2022 ne-Midd	tween Fr	azer Stre	et And N 22)	lorgan S	treet		Locatio Start D End Da Collect Project	on: ate: te: ion Nam Site Nu und	e: mber:	Bishop 3 1st Mare 7th Mare Cherrylr 949109	Street, b ch 2022 ch 2022 ine-Midd	etween F Ileton AT	razer Str	eet And I 22)	Morgan S	Street		Loca Star End Colle Proj	ition: Date: Date: action Nan act Site Nu	ie: imber:	Bishop 1st Mar 7th Mar Cherryl 9E+05	Street, b ch 2022 ch 2022 nne-Mide	etween F dleton AT	Frazer Str	reet And	Morgan	Street	
Time		Bin	Min	Max	Mean	Median	85%	95%	>  100	PSL km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	> 100	PSL 0 km/h	Tim	e	Bin	Min	Max	Mean	Median	85%	95%	>F 100	PSL ) km/h
0000	9	0.576%	24.4	45.1	35.0	37.1	42.2	45.1	0	0.00%	0000	9	0.512%	31.7	40.0	36.1	34.7	39.6	40.0	0	0.00%	000	0 18	0.542%	24.4	45.1	35.5	36.1	39.5	45.1	0	0.009
0100	6	0.384%	23.4	41.4	30.4	29.5	41.1	41.4	0	0.00%	0100	9	0.512%	25.0	45.4	37.2	37.8	44.6	45.4	0	0.00%	010	0 15	0.452%	23.4	45.4	34.5	35.3	43.6	45.4	0	0.00%
0200	3	0.192%	29.2	43.5	37.6	40.0	43.5	43.5	0	0.00%	0200	8	0.455%	24.4	40.0	33.7	34.6	39.3	40.0	0	0.00%	020	0 11	0.331%	24.4	43.5	34.7	34.7	40.7	43.5	0	0.00%
0300	6	0.384%	27.3	44.6	34.6	33.7	44.2	44.6	0	0.00%	0300	3	0.171%	27.0	35.0	31.6	32.9	35.0	35.0	0	0.00%	030	0 9	0.271%	27.0	44.6	33.6	32.9	40.1	44.6	0	0.00%
0400	3	0.192%	15.3	53.4	39.0	48.2	53.4	53.4	1	33.33%	0400	1	0.057%	38.6	38.6	38.6	38.6	38.6	38.6	0	0.00%	040	0 4	0.120%	15.3	53.4	38.9	43.5	53.4	53.4	1	25.00
0500	3	0.192%	10.2	44.4	26.4	24.7	44.4	44.4	0	0.00%	0500	22	1.251%	24.1	45.1	34.6	35.6	39.1	44.7	0	0.00%	050	0 25	0.753%	10.2	45.1	33.6	35.6	39.7	45.0	0	0.00%
0600	27	1.727%	22.5	42.2	31.2	31.1	37.9	41.4	0	0.00%	0600	42	2.388%	15.2	47.7	33.5	33.5	41.4	43.3	0	0.00%	060	0 69	2.077%	15.2	47.7	32.6	33.1	40.1	42.7	0	0.00%
0700	94	6.014%	8.7	44.3	29.8	30.1	38.3	41.1	0	0.00%	0700	137	7.789%	12.1	49.5	33.6	34.6	42.1	46.4	0	0.00%	070	0 231	6.954%	8.7	49.5	32.1	32.9	40.0	44.9	0	0.00%
0800	106	6.782%	11.8	48.8	34.0	34.8	41.4	45.9	0	0.00%	0800	130	7.391%	6.5	51.5	36.6	37.4	43.3	48.2	2	1.54%	080	0 236	7.104%	6.5	51.5	35.4	36.4	43.1	46.4	2	0.85%
0900	124	7.933%	10.3	50.6	31.9	32.5	39.6	46.7	2	1.61%	0900	118	6.708%	14.4	57.9	35.1	34.4	42.3	48.6	3	2.54%	090	0 242	7.285%	10.3	57.9	33.4	33.7	40.7	47.0	5	2.079
1000	88	5.630%	6.6	49.3	34.4	36.0	41.2	45.3	0	0.00%	1000	106	6.026%	11.8	48.1	33.2	33.9	41.3	45.7	0	0.00%	100	0 194	5.840%	6.6	49.3	33.8	34.6	41.2	45.5	0	0.009
1100	90	5.758%	9.0	51.1	33.9	33.9	42.8	47.2	1	1.11%	1100	114	6.481%	11.4	50.4	33.1	33.2	40.8	44.9	1	0.88%	110	0 204	6.141%	9.0	51.1	33.5	33.8	41.1	45.0	2	0.989
1200	86	5.502%	10.2	53.7	35.8	36.6	44.6	47.6	2	2.33%	1200	98	5.571%	10.2	45.8	34.2	35.7	41.6	44.1	0	0.00%	120	0 184	5.539%	10.2	53.7	35.0	35.9	42.8	46.1	2	1.09%
1300	92	5.886%	13.6	58.7	34.4	35.9	41.6	44.6	2	2.17%	1300	103	5.856%	13.2	53.0	34.2	34.2	40.9	45.8	2	1.94%	130	0 195	5.870%	13.2	58.7	34.3	35.3	41.3	44.5	4	2.05%
1400	86	5.502%	8.5	54.9	33.3	33.7	40.8	46.7	1	1.16%	1400	101	5.742%	4.3	52.3	33.9	34.4	42.7	46.9	2	1.98%	140	0 187	5.629%	4.3	54.9	33.6	33.8	42.3	46.7	3	1.60%
1500	110	7.038%	14.6	46.5	33.5	33.7	40.0	44.7	0	0.00%	1500	147	8.357%	10.8	57.2	35.7	36.2	45.1	48.6	2	1.36%	150	0 257	7.736%	10.8	57.2	34.8	35.3	42.9	47.3	2	0.78%
1600	134	8.573%	10.4	51.8	34.0	35.5	42.1	47.0	1	0.75%	1600	123	6.993%	6.9	56.7	34.7	34.7	44.3	49.6	5	4.07%	160	0 257	7.736%	6.9	56.7	34.3	35.3	42.9	47.9	6	2.34%
1700	144	9.213%	11.0	49.4	32.8	33.8	41.0	43.7	0	0.00%	1700	155	8.812%	4.0	50.9	35.3	35.5	43.6	46.8	1	0.65%	170	0 299	9.001%	4.0	50.9	34.1	34.6	42.7	45.9	1	0.33%
1800	130.0	8.317%	4.9	47.9	33.5	34.6	42.0	44.9	0.0	0.00%	1800	131.0	7.447%	9.8	55.0	34.7	35.5	42.7	47.0	2.0	1.53%	180	0 261.0	7.857%	4.9	55.0	34.1	35.1	42.4	46.2	2.0	0.77%
1900	82.0	5.246%	13.2	51.9	34.4	36.4	42.3	45.1	1.0	1.22%	1900	76.0	4.321%	13.6	48.5	32.8	33.8	39.9	43.7	0.0	0.00%	190	0 158.0	4.756%	13.2	51.9	33.7	35.1	41.8	44.6	1.0	0.63%
2000	58.0	3.711%	14.9	50.3	34.1	35.7	40.7	45.4	1.0	1.72%	2000	52.0	2.956%	2.1	45.6	30.6	32.2	40.0	43.9	0.0	0.00%	200	0 110.0	3.311%	2.1	50.3	32.4	34.6	40.3	44.0	1.0	0.91%
2100	31	1.983%	17.9	49.7	35.2	34.9	40.8	49.4	0	0.00%	2100	26	1.478%	19.6	47.1	33.6	34.8	40.1	45.7	0	0.00%	210	0 57	1.716%	17.9	49.7	34.5	34.9	40.7	47.7	0	0.00%
2200	30.0	1.919%	6.1	43.1	32.1	35.9	39.3	41.6	0.0	0.00%	2200	29.0	1.649%	6.1	44.5	30.0	32.4	40.8	43.6	0.0	0.00%	220	0 59.0	1.776%	6.1	44.5	31.1	33.3	39.8	42.7	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%	2300	19.0	1.080%	18.9	42.1	29.7	29.0	39.6	42.1	0.0	0.00%	230	<b>0</b> 40.0	1.204%	8.4	42.1	31.0	32.3	39.8	41.7	0.0	0.00%
	1563.0	100 0003	4.9	58.7	33.4	34.4	41.2	45.5	12.0	0.77%		1759.0	100.000%	21	57.9	34.3	34.9	42.3	46.3	20.0	1 14%	1	3322	100 000%	6 21	58.7	33.9	34.7	41.8	46.1	32.0	0.96%

Site10-BishopStreetBetweenFrazerStreetAndMorganStreet

								Wee	kly Ve	hicle Cou	nts (	Virtu	al)									Wee	ekly '	Vehio	cle C	ounts	s (Vi	rtual)	
ocation:			Frazer Stree	t. Betwee	n Miller L	ane And	l Livinast	tone Road																					
art Date			1st March 20	22																									
nd Date:			2nd Moroh 2	022																									
nu Date.			Chamdras A	No.	ATO- (F	CD 001																							
ollection Na	ne:		Cherryinne-r	vidueton	ATUS (F	ED 22)																							
roject Site N	umper:		949111																										
astbound			DIRECTIO	ON 1						Westbound			DIREC	TION	2					Combined			сом	BINED	DIRE	CTION	s		
Hour	Mon	Tuo	Wod	Thu	Eri	Cat	Sun	Ave	rages	Hour	Mon	Tuo	Wod	Thu	Eri	Cat	Sun	Ave	rages	Hour	Mon	Tuo	Wod	Thu	Eri	Cat	Sun	Aver	rages
noui	mon	Tue	Weu	mu		Jac	Juli	1 - 5	1-7	nour	WIOII	Tue	meu	mu		Jac	Juli	1 - 5	1-7	noui	mon	Tue	Weu	mu		Jac	Jun	1 - 5	1 - 7
0000-0100	*	11.0	11.0	*	*	*	*	11.0	11.0	0000-0100	*	13.0	21.0	*	*	*	*	17.0	17.0	0000-0100		24.0	32.0					28.0	28.0
0100-0200	*	9.0	12.0	*	*	*	*	10.5	10.5	0100-0200	*	5.0	12.0	*	*	*	*	8.5	8.5	0100-0200		14.0	24.0					19.0	19.0
0200-0300	*	13.0	17.0	*	*	*	*	15.0	15.0	0200-0300	*	6.0	9.0	*	*	*	*	7.5	7.5	0200-0300		19.0	26.0				1	22.5	22.5
0300-0400	*	18.0	18.0	*	*	*	*	18.0	18.0	0300-0400	*	3.0	8.0	*	*	*	*	5.5	5.5	0300-0400		21.0	26.0					23.5	23.5
0400-0500	*	42.0	43.0	*	*	*	*	42.5	42.5	0400-0500	*	10.0	8.0	*	*	*	*	9.0	9.0	0400-0500		52.0	51.0					51.5	51.5
0500-0600	*	170.0	171.0	*	*	*	*	170.5	170.5	0500-0600	*	29.0	30.0	*	*	*	*	29.5	29.5	0500-0600		199.0	201.0					200.0	200.
0600-0700	*	411.0	375.0	*	*	*	*	393.0	393.0	0600-0700	*	95.0	75.0	*	*	*	*	85.0	85.0	0600-0700		506.0	450.0					478.0	478.
0700-0800	*	598.0	528.0	*	*	*	*	563.0	563.0	0700-0800	*	180.0	152.0	*	*	*	*	166.0	166.0	0700-0800		778.0	680.0					729.0	729.
0800-0900	*	412.0	521.0	*	*	*	*	466.5	466.5	0800-0900	*	302.0	267.0	*	*	*	*	284.5	284.5	0800-0900		714.0	788.0					751.0	751.
0900-1000	*	536.0	359.0	*	*	*	*	447.5	447.5	0900-1000	*	304.0	226.0	*	*	*	*	265.0	265.0	0900-1000		840.0	585.0				L	712.5	712.
1000-1100	*	428.0	336.0	*	*	*	*	382.0	382.0	1000-1100	*	238.0	203.0	*	*	*	*	220.5	220.5	1000-1100		666.0	539.0				L	602.5	602.
1100-1200	*	311.0	267.0	*	*	*	*	289.0	289.0	1100-1200	*	296.0	258.0	*	*	*	*	277.0	277.0	1100-1200		607.0	525.0				<u> </u>	566.0	566.
1200-1300		303.0	284.0		-			293.5	293.5	1200-1300		318.0	278.0					298.0	298.0	1200-1300		621.0	562.0				L	591.5	591.
1300-1400		296.0	273.0					284.5	284.5	1300-1400		314.0	313.0					313.5	313.5	1300-1400		610.0	586.0				<u> </u>	598.0	598.
1400-1500		301.0	283.0				· ·	292.0	292.0	1400-1500		413.0	390.0					401.5	401.5	1400-1500		/14.0	673.0				+	693.5	693.
1500-1600		349.0	303.0	- ÷	L .	+ :-	+ ÷	326.0	326.0	1500-1600		552.0	503.0			- :	1	527.5	527.5	1500-1600		901.0	806.0				+	853.5	853.
1600-1700	*	358.0	313.0				· ·	335.5	335.5	1600-1700		506.0	551.0			- ÷		535.0	535.0	1600-1700		804.0	877.0				+	870.5	870.
1700-1800	*	300.0	320.0		*			335.0	333.0	1700-1800		260.0	221.0		*		*	240.5	302.5	1700-1800		504.0 642.0	6/1.U					317.5	917. 600
1000-1900	*	203.0	217.0		*		*	175.5	175.5	1000-1900		259.0	212.0		*		*	0.0	340.3	1800-1900		460.0	363.0				+	411.0	411
2000-2000	*	202.0	149.0	*	*	*	*	102.0	102.0	2000-2100	*	192.0	213.0	*	*		*	230.0	230.0	2000-2100		400.0	244.0				+	267.0	411.
2100-2100	*	90.0	75.0	*	*	*	*	82.5	92.5	2100-2200	*	130.0	122.0	*	*	*	*	126.0	126.0	2100-2100		220.0	107.0				<u> </u>	207.0	207.
2200-2200	*	47.0	58.0	*	*	*	*	52.5	52.5	2200-2300	*	87.0	119.0	*	*	*	*	103.0	103.0	2200-2300		134.0	177.0				-	155.5	155
2200.2400	*	22.0	36.0	*	*	*	*	20.5	20.5	2200-2400	*	45.0	69.0	*	*	*	*	57.0	57.0	2200-2300		68.0	105.0				-	96.5	96.6
Totale		23.0	30.0	-	-	-	-	29.0	20.0	2300-2400 Totale		40.0	08.0			-	-	37.0	51.0	2300-2400 Totale		00.0	103.0				<u> </u>	- 00.0	00.0
0700-1900	0	4525	4064	0	0	0	0	1717.8	1227.0	0700-1900	0	4397	4026	0	0	0	0	1684.6	1203.3	0700-1900	0	8922	8090	0	0	0	0	8506.0	8506
0600-2200	0	5336	4759	0	0	0	0	2019.0	1442.1	0600-2200	0	5062	4584	0	0	0	0	1020.2	1378.0	0600-2200	0	10398	9343	0	0	0	0	9870.5	9870
0600-0000	Ő	5406	4853	0	0	0	0	2051.8	1465.6	0600-0000	0	5194	4772	0	0	0	0	1993.2	1423.7	0600-0000	0	10600	9625	0	0	0	0	10112.5	
0000 0000	ő	5660	E105	0	0	0	0	2159.9	1542.0	0000 0000	0	5260	4960	0	0	0	0	2024.0	1445.7	0000 0000		10020	0085	0	0	0	0	10457.0	+

Site11-FrazerStreetBetweenMillerLaneAndLivingstoneRoad-2DaysOnly

				Da	ily Cl	asses	s - Di	rectio	n 1						Da	aily C	lasse	s - Di	irecti	on 2		_				Da	ily C	lasse	s - Co	ombi	ned 🛛	)irect	tion
Locatio Start Da End Da Collecti Project	n: ate: te: on Nam Site Nu	1e: Imber:	Frazer S 1st Marc 2nd Man CherryIn 949111	treet, Bel h 2022 ch 2022 ne-Middl	tween M	iller Lane Cs (FEB 2	And Liv 22)	ngstone l	Road		Locati Start E End Da Collec Projec	on: late: ate: tion Nam t Site Nu und	ne: Imber:	Frazer S 1st Mar 2nd Mar Cherrylr 949111	Street, B ch 2022 rch 2022 nne-Mido	etween M	liller Lan	e And Liv 22)	vingstone	e Road		           	Location Start Da End Dat Collection Project	n: ite: on Name Site Num	: ber:	Frazer S 1st Mar 2nd Ma Cherryli 9E+05	Street, B ch 2022 rch 2022 nne-Midd	etween M	liller Lan Cs (FEB	e And Li 22)	vingston	∍ Road	
Time		Bin	Min	Max	Mean	Median	85%	95%	>I 100	PSL km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	; 10	PSL 0 km/h		Time	E	Bin	Min	Max	Mean	Median	85%	95%	>P 100	PSL km/h
0000	22	0.204%	25.8	62.5	49.7	51.9	56.4	62.4	13	59.09%	0000	34	0.336%	36.6	59.1	49.9	50.2	56.5	59.0	17	50.00%	-	0000	56	0.268%	25.8	62.5	49.8	50.5	56.3	59.5	30	53.579
0100	21	0.195%	41.0	64.5	52.2	50.6	59.4	64.2	13	61.90%	0100	17	0.168%	36.1	62.6	50.3	50.9	57.1	62.6	10	58.82%		0100	38	0.182%	36.1	64.5	51.3	50.8	57.9	62.7	23	60.539
0200	30	0.278%	26.6	71.1	51.1	50.9	59.7	66.7	16	53.33%	0200	15	0.148%	33.2	60.0	47.7	49.0	55.4	60.0	5	33.33%		0200	45	0.215%	26.6	71.1	50.0	49.3	58.4	62.3	21	46.67%
0300	36	0.334%	27.0	72.9	50.1	50.9	58.1	65.7	20	55.56%	0300	11	0.109%	35.6	54.8	44.9	44.8	52.2	54.8	2	18.18%		0300	47	0.225%	27.0	72.9	48.9	49.1	55.2	63.6	22	46.81%
0400	85	0.787%	21.1	78.2	52.0	51.7	59.3	70.9	45	52.94%	0400	18	0.178%	35.7	67.9	48.2	48.1	52.6	67.9	6	33.33%		0400	103	0.492%	21.1	78.2	51.4	49.9	58.5	69.9	51	49.519
0500	341	3.159%	16.4	73.2	47.4	47.3	54.8	58.5	120	35.19%	0500	59	0.583%	6.0	58.8	44.0	46.3	53.1	57.2	13	22.03%		0500	400	1.913%	6.0	73.2	46.9	47.2	54.7	58.1	133	33.259
0600	786	7.282%	7.4	70.7	42.1	43.0	49.1	53.1	92	11.70%	0600	170	1.680%	4.3	62.5	46.5	47.2	52.3	56.8	45	26.47%		0600	956	4.571%	4.3	70.7	42.9	43.7	49.9	54.0	137	14.33%
0700	1126	10.430%	6.0	68.8	34.6	37.6	46.8	51.2	76	6.75%	0700	332	3.281%	0.9	67.9	44.7	45.5	52.6	56.5	91	27.41%		0700	1458	6.971%	0.9	68.8	36.9	40.1	49.0	52.9	167	11.45%
0800	933	8.644%	6.2	60.2	31.3	33.7	45.2	50.1	47	5.04%	0800	569	5.623%	0.9	64.2	42.7	43.4	49.5	53.6	72	12.65%		0800	1502	7.182%	0.9	64.2	35.6	40.0	47.3	51.5	119	7.92%
0900	895	8.292%	7.5	68.9	36.0	39.1	48.5	53.1	105	11.73%	0900	530	5.237%	0.2	62.9	44.3	45.4	50.8	54.3	105	19.81%		0900	1425	6.814%	0.2	68.9	39.1	41.9	50.0	53.8	210	14.74%
1000	764	7.078%	8.7	68.8	43.6	44.1	50.4	54.4	132	17.28%	1000	441	4.358%	22.1	71.1	46.1	46.1	52.1	56.8	114	25.85%		1000	1205	5.762%	8.7	71.1	44.5	44.8	51.3	54.9	246	20.41%
1100	578	5.355%	5.5	75.7	46.1	46.3	52.2	56.9	151	26.12%	1100	554	5.474%	21.7	69.6	46.7	47.0	53.1	57.8	170	30.69%		1100	1132	5.413%	5.5	75.7	46.4	46.6	52.7	57.5	321	28.36%
1200	587	5.438%	10.9	73.3	44.8	45.2	51.7	55.1	115	19.59%	1200	596	5.889%	29.2	65.2	46.7	46.8	53.1	55.8	156	26.17%		1200	1183	5.656%	10.9	73.3	45.8	46.1	52.4	55.4	271	22.91%
1300	569	5.271%	22.0	69.7	45.7	45.7	52.3	56.2	129	22.67%	1300	627	6.196%	3.9	71.4	46.4	46.4	52.7	56.4	187	29.82%		1300	1196	5.719%	3.9	71.4	46.1	46.1	52.6	56.3	316	26.42%
1400	584	5.410%	20.9	74.0	45.9	46.3	51.9	56.0	152	26.03%	1400	803	7.935%	26.3	68.4	45.5	45.4	51.3	55.8	168	20.92%		1400	1387	6.632%	20.9	74.0	45.7	45.7	51.7	56.0	320	23.07%
1500	652	6.040%	13.3	62.6	43.5	43.9	49.7	53.6	93	14.26%	1500	1055	10.420%	20.8	73.5	44.1	44.1	50.2	54.2	164	15.55%		1500	1707	8.162%	13.3	73.5	43.8	44.1	50.0	54.0	257	15.06%
1600	671	6.216%	16.7	63.0	45.4	45.5	51.5	55.3	147	21.91%	1600	1070	10.570%	2.6	64.3	45.5	45.2	51.1	54.5	209	19.53%		1600	1741	8.325%	2.6	64.3	45.4	45.4	51.1	54.9	356	20.45%
1700	670	6.207%	26.6	90.1	45.8	45.7	51.5	55.6	146	21.79%	1700	1165	11.510%	28.3	62.9	45.4	45.4	50.8	54.7	226	19.40%		1700	1835	8.774%	26.6	90.1	45.6	45.5	51.1	54.9	372	20.27%
1800	560.0	5.188%	15.3	69.5	44.8	45.1	50.8	54.4	105.0	18.75%	1800	681.0	6.729%	24.1	66.4	45.1	45.0	50.9	54.7	129.0	18.94%		1800	1241.0	5.934%	15.3	69.5	45.0	45.0	50.8	54.4	234.0	18.86%
1900	351.0	3.252%	28.5	61.4	44.6	44.6	50.8	54.2	63.0	17.95%	1900	471.0	4.654%	18.7	63.6	44.4	44.3	49.2	52.8	56.0	11.89%		1900	822.0	3.930%	18.7	63.6	44.5	44.5	49.9	53.4	119.0	14.48%
2000	204.0	1.890%	19.9	68.0	46.1	45.2	52.7	59.2	53.0	25.98%	2000	330.0	3.261%	16.7	67.0	44.3	44.3	50.3	54.8	51.0	15.45%		2000	534.0	2.553%	16.7	68.0	45.0	44.8	51.5	56.3	104.0	19.48%
2100	165	1.529%	15.4	69.9	46.9	47.2	53.8	59.4	42	25.45%	2100	252	2.490%	18.1	73.2	46.1	45.5	52.4	57.6	57	22.62%		2100	417	1.994%	15.4	73.2	46.5	46.1	52.8	58.3	99	23.74%
2200	105.0	0.973%	35.8	69.9	49.6	49.5	55.3	59.9	48.0	45.71%	2200	206.0	2.036%	32.8	64.9	47.1	47.1	53.1	58.1	67.0	32.52%		2200	311.0	1.487%	32.8	69.9	47.9	48.1	54.5	58.6	115.0	36.98%
2300	59.0	0.547%	28.9	64.2	47.8	47.7	55.4	59.2	20.0	33.90%	2300	114.0	1.126%	36.4	62.1	48.7	48.1	55.8	59.0	40.0	35.09%		2300	173.0	0.827%	28.9	64.2	48.4	48.1	55.6	59.0	60.0	34.68%
	10794.0	100.000%	5.5	90.1	42.1	43.9	50.8	55.1	1943.0	18.00%		10120.0	100.000%	0.2	73.5	45.3	45.4	51.5	55.6	2160.0	21.34%			20914.0	100.000%	0.2	90.1	43.6	44.6	51.1	55.3	4103.0	19.62%

Site11-FrazerStreetBetweenMillerLaneAndLivingstoneRoad-2DaysOnly

								1100	19 40		1113 (	Viitut	<i></i>									110	CRIY	V CITIC		ount	2 ( 4 11	tuuij	
Location: Start Date: End Date: Collection Nar Project Site N	me: umber:		Miller Street, 1st March 20 7th March 20 CherryInne-N 349112	Between 22 122 /liddleton	Napier S ATCs (Ff	treet And EB 22)	d Livingsl	tone Road	I	Westbourd			DIRE		2					Combined			COM	RINED	DIRE	CTION	s		
castoounu										westbouriu			DIREC		4					Compilied			001111		DIRE		<u> </u>		
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver	ages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Ave	rages	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Aver	rages
								1-5	1-7									1-5	1-7									1-5	1-7
0000-0100	0.0	1.0	0.0	0.0	2.0	1.0	2.0	0.0	0.9	0000-0100	0.0	0.0	0.0	1.0	2.0	5.0	1.0	0.0	1.3	0000-0100	0.0	1.0	0.0	1.0	4.0	0.0	3.0	1.2	2.1
0100-0200	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.3	0100-0200	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.3	0100-0200	0.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.6
0200-0300	1.0	0.0	0.0	0.0	1.0	1.0	2.0	0.4	0.7	0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.3	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	0.0	0.2	0.1	0300-0400	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	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	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	0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.1
0500-0600	0.0	1.0	0.0	1.0	1.0	2.0	0.0	0.4	0.0	0500-0600	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.4	0.3	0500-0600	0.0	3.0	0.0	0.0	1.0	2.0	0.0	0.8	0.9
0000-0700	3.0	12.0	2.0	10.0	0.0	4.0	2.0	0.0	3.4	0000-0700	2.0	2.0	0.0	7.0	2.0	2.0	1.0	1.4	1.0	0800-0700	0.0	19.0	8.0	17.0	12.0	4.0	2.0	5.0	4.4
0700-0800	9.0	12.0	0.0	10.0	9.0	12.0	5.0	9.2	42.2	0700-0800	12.0	12.0	14.0	7.0	3.0	2.0	1.0	3.2	2.1	0700-0800	9.0	20.0	20.0	17.0	12.0	17.0	4.0	12.4	10.4
0000-0900	10.0	10.0	15.0	10.0	14.0	6.0	0.0	15.0	0.1	0000-0900	6.0	10.0	6.0	3.0	7.0	4.0	4.0	6.0	6.3	0800-0900	16.0	20.0	29.0	17.0	21.0	10.0	9.0	25.0	14.4
1000-1000	4.0	6.0	0.0	8.0	4.0	22.0	9.0	7.6	0.1	1000-1000	5.0	8.0	4.0	1.0	6.0	4.0	9.0	5.4	6.3	1000-1000	0.0	14.0	13.0	12.0	9.0	31.0	13.0	13.2	19.9
1100-1200	6.0	3.0	5.0	8.0	11.0	13.0	12.0	6.6	9.4	1100-1200	3.0	7.0	6.0	6.0	8.0	9.0	3.0	6.0	6.0	1100-1200	0.0	10.0	11.0	14.0	10.0	22.0	16.0	12.6	14.4
1200 1200	8.0	12.0	7.0	11.0	11.0	14.0	8.0	9.8	10.1	1200 1200	9.0	8.0	5.0	6.0	9.0	11.0	8.0	7.4	8.0	1200 1200	17.0	20.0	12.0	17.0	20.0	25.0	16.0	17.2	18
1300-1400	11.0	7.0	7.0	11.0	17.0	27.0	11.0	10.6	13.0	1300-1400	7.0	10.0	6.0	12.0	7.0	11.0	12.0	8.4	9.3	1300-1400	18.0	17.0	13.0	23.0	24.0	38.0	23.0	19.0	22.5
1400-1500	10.0	8.0	7.0	11.0	14.0	15.0	11.0	10.0	10.9	1400-1500	5.0	10.0	5.0	8.0	6.0	11.0	3.0	6.8	6.9	1400-1500	15.0	18.0	12.0	19.0	20.0	26.0	14.0	16.8	17 3
1500-1600	5.0	7.0	8.0	8.0	14.0	6.0	11.0	8.4	8.4	1500-1600	10.0	10.0	8.0	9.0	14.0	8.0	5.0	10.2	9.1	1500-1600	15.0	17.0	16.0	17.0	28.0	14.0	16.0	18.6	17.6
1600-1700	7.0	5.0	14.0	15.0	7.0	6.0	10.0	9.6	9.1	1600-1700	6.0	9.0	14.0	9.0	13.0	6.0	12.0	10.2	9.9	1600-1700	13.0	14.0	28.0	24.0	20.0	12.0	22.0	19.8	19 (
1700-1800	10.0	11.0	14.0	9.0	17.0	15.0	7.0	12.2	11.9	1700-1800	9.0	7.0	11.0	9.0	9.0	5.0	7.0	9.0	8.1	1700-1800	19.0	18.0	25.0	18.0	26.0	20.0	14.0	21.2	20.0
1800-1900	9.0	6.0	8.0	8.0	16.0	16.0	8.0	9.4	10.1	1800-1900	11.0	4.0	13.0	8.0	15.0	15.0	5.0	10.2	10.1	1800-1900	20.0	10.0	21.0	16.0	31.0	31.0	13.0	19.6	20.3
1900-2000	11.0	4.0	2.0	4.0	9.0	12.0	7.0	6.0	7.0	1900-2000	2.0	6.0	2.0	3.0	9.0	5.0	5.0	4.4	4.6	1900-2000	13.0	10.0	4.0	7.0	18.0	17.0	12.0	10.4	11.6
2000-2100	3.0	4.0	8.0	4.0	6.0	5.0	6.0	5.0	5.1	2000-2100	5.0	4.0	8.0	5.0	2.0	7.0	3.0	4.8	4.9	2000-2100	8.0	8.0	16.0	9.0	8.0	12.0	9.0	9.8	10.0
2100-2200	1.0	1.0	3.0	1.0	5.0	5.0	3.0	2.2	2.7	2100-2200	3.0	7.0	3.0	2.0	4.0	4.0	3.0	3.8	3.7	2100-2200	4.0	8.0	6.0	3.0	9.0	9.0	6.0	6.0	6.4
2200-2300	1.0	3.0	4.0	1.0	3.0	3.0	1.0	2.4	2.3	2200-2300	4.0	5.0	0.0	5.0	1.0	5.0	2.0	3.0	3.1	2200-2300	5.0	8.0	4.0	6.0	4.0	8.0	3.0	5.4	5.4
2300-2400	1.0	1.0	1.0	1.0	2.0	4.0	0.0	1.2	1.4	2300-2400	2.0	2.0	0.0	1.0	2.0	2.0	1.0	1.4	1.4	2300-2400	3.0	3.0	1.0	2.0	4.0	6.0	1.0	2.6	2.9
Totals										Totals										Totals									1
0700-1900	104	105	108	122	145	159	100	116.8	120.4	0700-1900	83	101	92	94	102	94	75	94.4	91.6	0700-1900	187	206	200	216	247	253	175	211.2	212.
0600-2200	122	120	123	132	171	185	118	133.6	138.7	0600-2200	95	120	106	104	119	110	86	108.8	105.7	0600-2200	217	240	229	236	290	295	204	242.4	244.
0600-0000	124	124	128	134	176	192	119	137.2	142.4	0600-0000	101	127	106	110	122	117	89	113.2	110.3	0600-0000	225	251	234	244	298	309	208	250.4	252.7
0000-0000	125	126	128	135	180	197	124	138.8	145.0	0000-0000	101	129	106	111	124	123	95	114.2	112.7	0000-0000	226	255	234	246	304	320	219	253.0	257.7

Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site12-MillerStreetBetweenNapierStreetAndLivingstoneRoad

				Dai	ly Cla	asses	s - Dir	rectio	on 1						Da	ily C	lasse	s - D	irecti	on 2						Da	ily Cl	asse	<u>s - Co</u>	ombi	ned D	Direc	tion
Location Start Da End Dat Collection Project	n: te: e: on Nam Site Nu	ie: mber:	Miller Str 1st March 7th Marc CherryInn 949112	eet, Betv h 2022 h 2022 ne-Middle	veen Nap eton ATC	oier Stree	t And Liv 2)	vingstone	Road		Location Start D End Da Collect Project	on: ate: te: ion Nar Site Nu	ne: Imber:	Miller S 1st Man 7th Mar Cherrylr 949112	treet, Bel ch 2022 ch 2022 nne-Midd	ween Na leton AT	apier Stre Cs (FEB	et And L 22)	ivingston	e Road			Location Start Da End Dat Collectio Project	n: te: e: on Name: Site Num	: ber:	Miller St 1st Marc 7th Marc CherryIn 9E+05	reet, Bet :h 2022 :h 2022 :ne-Midd	ween Ni	apier Stree	et And L 22)	ivingston	ie Road	
Time		Bin	Min	Max	Mean	Median	85%	95%	>  100	PSL ) km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	> 10	>PSL 0 km/h	[	Time	E	lin	Min	Max	Mean	Median	85%	95%	>  100	PSL km/h
0000	6	0.591%	26.8	38.0	34.7	36.0	38.0	38.0	0	0.00%	0000	9	1.141%	34.1	47.5	41.1	42.7	46.0	47.5	0	0.00%		0000	15	0.831%	26.8	47.5	38.5	37.6	44.4	47.5	0	0.009
0100	2	0.197%	28.9	29.3	29.1	29.2	29.3	29.3	0	0.00%	0100	2	0.253%	38.8	46.3	42.6	42.6	46.3	46.3	0	0.00%		0100	4	0.222%	28.9	46.3	35.8	34.1	46.3	46.3	0	0.009
0200	5	0.493%	24.2	46.3	33.4	31.9	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%		0200	7	0.388%	24.2	46.3	34.6	33.1	45.4	46.3	0	0.009
0300	1	0.099%	28.5	28.5	28.5	28.5	28.5	28.5	0	0.00%	0300	1	0.127%	42.1	42.1	42.1	42.1	42.1	42.1	0	0.00%		0300	2	0.111%	28.5	42.1	35.3	35.3	42.1	42.1	0	0.009
0400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	0400	1	0.127%	44.1	44.1	44.1	44.1	44.1	44.1	0	0.00%		0400	1	0.055%	44.1	44.1	44.1	44.1	44.1	44.1	0	0.009
0500	4	0.394%	21.9	37.9	31.9	33.8	37.9	37.9	0	0.00%	0500	2	0.253%	37.2	37.2	37.2	37.3	37.2	37.2	0	0.00%		0500	6	0.333%	21.9	37.9	33.7	37.3	38.0	37.9	0	0.00
0600	24	2.365%	14.8	61.5	35.4	35.0	44.5	61.6	2	8.33%	0600	7	0.887%	12.9	41.7	31.1	37.3	41.0	41.7	0	0.00%		0600	31	1.718%	12.9	61.5	34.5	35.6	42.4	61.6	2	6.45
0700	54	5.320%	18.9	63.2	37.7	37.9	45.9	61.0	6	11.11%	0700	19	2.408%	22.7	50.9	36.9	36.9	44.1	50.9	1	5.26%		0700	73	4.047%	18.9	63.2	37.5	37.6	45.1	55.3	7	9.599
0800	93	9.163%	12.6	54.9	36.5	37.8	45.0	48.8	3	3.23%	0800	62	7.858%	8.3	53.4	35.4	36.9	42.4	47.2	1	1.61%		0800	155	8.592%	8.3	54.9	36.1	37.4	44.1	48.8	4	2.58
0900	57	5.616%	11.7	55.2	37.3	38.5	44.9	47.0	1	1.75%	0900	44	5.577%	7.3	61.6	37.3	38.9	51.1	56.7	7	15.91%		0900	101	5.599%	7.3	61.6	37.3	38.5	45.6	53.3	8	7.92
1000	65	6.404%	7.1	54.9	36.9	38.5	44.8	49.5	2	3.08%	1000	44	5.577%	14.2	51.4	38.1	38.3	45.9	50.3	2	4.55%		1000	109	6.042%	7.1	54.9	37.4	38.3	45.3	49.2	4	3.67
1100	59	5.813%	11.5	52.6	35.3	36.5	42.7	50.6	4	6.78%	1100	42	5.323%	6.1	51.8	38.3	40.1	46.6	50.4	4	9.52%		1100	101	5.599%	6.1	52.6	36.6	38.7	44.8	50.4	8	7.92
1200	71	6.995%	15.1	54.8	35.6	36.7	44.7	52.2	4	5.63%	1200	56	7.098%	8.0	56.2	38.0	39.1	46.1	51.3	4	7.14%		1200	127	7.040%	8.0	56.2	36.6	38.0	45.7	51.4	8	6.30
1300	91	8.966%	15.2	55.1	37.1	37.3	45.2	52.8	5	5.50%	1300	65	8.238%	18.3	86.1	37.6	36.2	48.3	54.3	6	9.23%		1300	156	8.647%	15.2	86.1	37.3	37.1	46.4	53.5	11	7.05
1400	76	7.488%	12.2	64.0	36.5	37.4	44.0	47.3	3	3.95%	1400	48	6.084%	9.9	56.3	37.8	39.8	45.7	54.3	5	10.42%		1400	124	6.874%	9.9	64.0	37.0	38.7	45.0	50.3	8	6.45
1500	59	5.813%	12.0	51.0	35.2	36.2	43.6	47.9	2	3.39%	1500	64	8.112%	13.8	60.8	35.8	36.7	44.1	49.3	1	1.56%		1500	123	6.818%	12.0	60.8	35.5	36.5	43.6	48.6	3	2.449
1600	64	6.305%	9.5	52.8	37.0	37.8	44.5	49.5	2	3.13%	1600	69	8.745%	13.4	64.1	38.9	39.4	47.3	54.6	8	11.59%		1600	133	7.373%	9.5	64.1	38.0	38.5	46.2	52.7	10	7.52
1700	83	8.177%	7.4	59.8	38.3	39.8	46.1	52.1	4	4.82%	1700	57	7.224%	15.0	52.7	38.7	39.2	47.4	51.4	4	7.02%		1700	140	7.761%	7.4	59.8	38.5	39.5	47.0	51.3	8	5.719
1800	71.0	6.995%	17.5	55.3	36.9	36.7	46.8	53.1	5.0	7.04%	1800	71.0	8.999%	3.3	61.4	37.2	37.8	46.4	51.2	6.0	8.45%		1800	142.0	7.871%	3.3	61.4	37.0	37.3	46.4	51.3	11.0	7.75
1900	49.0	4.828%	20.2	55.1	35.5	35.8	42.3	48.7	1.0	2.04%	1900	32.0	4.056%	13.9	48.9	36.8	38.7	45.4	47.8	0.0	0.00%		1900	81.0	4.490%	13.9	55.1	36.0	37.4	43.9	48.1	1.0	1.249
2000	36.0	3.547%	5.5	49.7	34.6	36.5	41.5	44.9	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%		2000	70.0	3.880%	5.5	49.7	34.8	36.7	42.4	46.4	0.0	0.00
2100	19	1.872%	12.3	46.7	33.2	35.1	39.8	46.7	0	0.00%	2100	26	3.295%	4.3	55.0	33.2	35.1	44.8	55.0	3	11.54%		2100	45	2.494%	4.3	55.0	33.2	35.1	44.2	54.6	3	6.679
2200	16.0	1.576%	10.0	42.7	31.7	35.3	39.8	42.7	0.0	0.00%	2200	22.0	2.788%	7.0	51.9	37.0	38.2	50.0	51.8	3.0	13.64%		2200	38.0	2.106%	7.0	51.9	34.8	37.1	46.1	51.7	3.0	7.909
2300	10.0	0.985%	10.2	44.4	34.1	33.4	44.3	44.4	0.0	0.00%	2300	10.0	1.267%	7.3	56.2	36.5	40.3	51.4	56.2	1.0	10.00%		2300	20.0	1.109%	7.3	56.2	35.3	38.0	44.4	55.8	1.0	5.00%
	1015.0	100.000%	5.5	64.0	36.3	37.4	44.6	49.4	44.0	4.34%		789.0	100.000%	3.3	86.1	37.2	38.3	45.9	51.1	56.0	7.10%		- T	1804.0	100.000%	3.3	86.1	36.7	37.8	45.0	50.4	100.0	5.549

Site12-MillerStreetBetweenNapierStreetAndLivingstoneRoad

								wee	KIY Ve	nicie Cou	nts (	virtu	ai)									we	ekly	venic	cie C	ount	s (VI	rtual)	
ocation: tart Date: nd Date: ollection Na roject Site N	me: umber:		Morgan Stre 1st March 20 7th March 21 CherryInne-I 949113	eet, Betwe 022 022 Middleton	en Maria ATCs (F	Street Ar EB 22)	nd Living	stone Ro	ad																				
astbound			DIRECTIO	ON 1						Westbound			DIRE	CTION	2					Combined			COME	BINED	DIRE	CTION	IS		
		Tur			<b>F</b> -4	0.4	0	Ave	rages			<b>T</b>		Thu	-	0.4	0	Ave	rages			True		Th		0.4	0	Ave	rages
Hour	Mon	lue	Wed	Thu	Fri	Sat	Sun	1-5	1-7	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	1-5	1-7	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	1-5	1-7
0000-0100	2.0	1.0	3.0	3.0	4.0	7.0	0.0	2.6	2.9	0000-0100	2.0	1.0	1.0	0.0	0.0	3.0	0.0	0.8	1.0	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	1.0	3.0	0.0	1.6	1.6	0100-0200	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.2	0.3	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	0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0300-0400	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.4	0.3	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	2.0	1.0	0.0	1.0	0.0	0.8	0.7	0400-0500	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.2	0.1	0400-0500	0.0	1.0	3.0	1.0	0.0	1.0	0.0	1.0	0.9
0500-0600	2.0	2.0	2.0	1.0	2.0	2.0	0.0	1.8	1.6	0500-0600	0.0	1.0	0.0	1.0	1.0	2.0	0.0	0.6	0.7	0500-0600	2.0	3.0	2.0	2.0	3.0	4.0	0.0	2.4	2.3
0600-0700	14.0	17.0	11.0	13.0	11.0	4.0	0.0	13.2	10.0	0600-0700	1.0	2.0	1.0	2.0	5.0	1.0	0.0	2.2	1.7	0600-0700	15.0	19.0	12.0	15.0	16.0	5.0	0.0	15.4	11.7
0700-0800	13.0	21.0	14.0	21.0	22.0	12.0	0.0	18.2	14.7	0700-0800	4.0	10.0	4.0	5.0	5.0	3.0	0.0	5.6	4.4	0700-0800	17.0	31.0	18.0	26.0	27.0	15.0	0.0	23.8	19.1
0800-0900	24.0	27.0	24.0	33.0	25.0	14.0	0.0	26.6	21.0	0800-0900	7.0	10.0	8.0	12.0	8.0	7.0	0.0	9.0	7.4	0800-0900	31.0	37.0	32.0	45.0	33.0	21.0	0.0	35.6	28.4
0900-1000	15.0	22.0	20.0	17.0	25.0	17.0	0.0	19.8	16.6	0900-1000	4.0	12.0	4.0	8.0	10.0	5.0	0.0	7.6	6.1	0900-1000	19.0	34.0	24.0	25.0	35.0	22.0	0.0	27.4	22.7
1000-1100	10.0	11.0	14.0	19.0	29.0	20.0	0.0	16.6	14.7	1000-1100	10.0	3.0	4.0	5.0	10.0	6.0	0.0	6.4	5.4	1000-1100	20.0	14.0	18.0	24.0	39.0	26.0	0.0	23.0	20.1
1100-1200	18.0	9.0	16.0	13.0	18.0	9.0	0.0	14.8	11.9	1100-1200	2.0	7.0	4.0	6.0	10.0	11.0	0.0	5.8	5.7	1100-1200	20.0	16.0	20.0	19.0	28.0	20.0	0.0	20.6	17.6
1200-1300	19.0	18.0	9.0	11.0	17.0	25.0	0.0	14.8	14.1	1200-1300	5.0	10.0	8.0	7.0	10.0	30.0	0.0	8.0	10.0	1200-1300	24.0	28.0	17.0	18.0	27.0	55.0	0.0	22.8	24.1
1300-1400	21.0	12.0	15.0	21.0	27.0	18.0	11.0	19.2	17.9	1300-1400	9.0	5.0	6.0	5.0	13.0	20.0	6.0	7.6	9.1	1300-1400	30.0	17.0	21.0	26.0	40.0	38.0	17.0	26.8	27.0
1400-1500	25.0	16.0	16.0	21.0	17.0	0.0	3.0	19.0	14.0	1400-1500	10.0	4.0	3.0	9.0	20.0	0.0	11.0	9.2	8.1	1400-1500	35.0	20.0	19.0	30.0	37.0	0.0	14.0	28.2	22.1
1500-1600	21.0	14.0	22.0	20.0	11.0	0.0	21.0	17.6	15.6	1500-1600	13.0	7.0	15.0	9.0	19.0	0.0	15.0	12.6	11.1	1500-1600	34.0	21.0	37.0	29.0	30.0	0.0	36.0	30.2	26.7
1600-1700	20.0	18.0	22.0	21.0	25.0	0.0	15.0	21.2	17.3	1600-1700	12.0	12.0	18.0	15.0	17.0	0.0	6.0	14.8	11.4	1600-1700	32.0	30.0	40.0	36.0	42.0	0.0	21.0	36.0	28.7
1700-1800	18.0	24.0	32.0	23.0	30.0	0.0	17.0	25.4	20.6	1700-1800	9.0	15.0	15.0	9.0	23.0	0.0	6.0	14.2	11.0	1700-1800	27.0	39.0	47.0	32.0	53.0	0.0	23.0	39.6	31.6
1800-1900	17.0	22.0	21.0	24.0	27.0	0.0	11.0	22.2	17.4	1800-1900	12.0	9.0	8.0	11.0	15.0	0.0	10.0	11.0	9.3	1800-1900	29.0	31.0	29.0	35.0	42.0	0.0	21.0	33.2	26.7
1900-2000	20.0	18.0	9.0	17.0	18.0	0.0	12.0	16.4	13.4	1900-2000	10.0	4.0	4.0	2.0	5.0	0.0	7.0	5.0	4.6	1900-2000	30.0	22.0	13.0	19.0	23.0	0.0	19.0	21.4	18.0
2000-2100	11.0	10.0	11.0	16.0	14.0	0.0	5.0	12.4	9.6	2000-2100	4.0	8.0	7.0	5.0	14.0	0.0	8.0	7.6	6.6	2000-2100	15.0	18.0	18.0	21.0	28.0	0.0	13.0	20.0	16.1
2100-2200	11.0	9.0	11.0	8.0	14.0	0.0	6.0	10.6	8.4	2100-2200	2.0	4.0	3.0	5.0	6.0	0.0	2.0	4.0	3.1	2100-2200	13.0	13.0	14.0	13.0	20.0	0.0	8.0	14.6	11.6
2200-2300	4.0	4.0	6.0	6.0	4.0	0.0	3.0	4.8	3.9	2200-2300	1.0	1.0	3.0	1.0	1.0	0.0	3.0	1.4	1.4	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	2.0	5.0	5.0	0.0	3.0	2.4	2.1	2300-2400	0.0	0.0	4.0	3.0	1.0	0.0	1.0	1.6	1.3	2300-2400	0.0	0.0	6.0	8.0	6.0	0.0	4.0	4.0	3.4
Totals										Totals										Totals									
0700-1900	221	214	225	244	273	115	78	235.4	195.7	0700-1900	97	104	97	101	160	82	54	111.8	99.3	0700-1900	318	318	322	345	433	197	132	347.2	295.0
0600-2200	277	268	267	298	330	119	101	288.0	237.1	0600-2200	114	122	112	115	190	83	71	130.6	115.3	0600-2200	391	390	379	413	520	202	172	418.6	352.4
0600-0000	281	272	275	309	339	119	107	295.2	243.1	0600-0000	115	123	119	119	192	83	75	133.6	118.0	0600-0000	396	395	394	428	531	202	182	428.8	361.1
0000-0000	287	279	287	315	347	138	107	303.0	251.4	0000-0000	117	126	121	121	194	89	75	135.8	120.4	0000-0000	404	405	408	436	541	227	182	438.8	371.9

Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site13-MorganStreetBetweenMariaStreetAndLivingstoneRoad

				Dai	ly Cl	asses	s - Di	rectio	on 1						Da	ily C	lasse	s - D	irecti	on 2					Da	ily Cl	asse	s - Co	ombi	ned E	Direc	tion
Locatio Start Da End Dat Collecti Project	n: ate: te: on Nam Site Nu nd	e: mber:	Morgan S 1st March 7th March CherryInr 949113	Street, Be n 2022 n 2022 ne-Middle	etween M	Maria Stre	et And L 22)	ivingston	e Road		Location Start D End Da Collect Projec	on: ate: ite: ion Nan t Site Nu und	ie: mber:	Morgan 1st Mare 7th Mare Cherrylr 949113	Street, E :h 2022 :h 2022 ine-Midd	ietween f	Maria Str	eet And 22)	Livingsto	ne Road	1	Locatio Start Da End Da Collecti Project	n: ate: te: on Name Site Num	: Iber:	Morgan 1st Maro 7th Maro Cherryln 9E+05	Street, E ch 2022 ch 2022 ine-Midd	Between	Maria Str ICs (FEB	reet And	Livingsto	one Roa	d
Time		Bin	Min	Max	Mean	Median	85%	95%	>  100	PSL km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	; 10	>PSL 0 km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	>l 100	PSL km/h
0000	20	1.136%	22.3	48.0	32.5	33.7	37.8	47.7	0	0.00%	0000	7	0.830%	26.5	41.5	32.6	31.5	40.5	41.5	0	0.00%	0000	27	1.037%	22.3	48.0	32.5	33.5	37.8	45.5	0	0.00%
0100	11	0.625%	17.4	37.8	29.8	30.8	36.2	37.8	0	0.00%	0100	2	0.237%	27.3	49.7	38.5	38.5	49.7	49.7	0	0.00%	0100	13	0.499%	17.4	49.7	31.2	30.8	37.6	49.7	0	0.00%
0200	5	0.284%	15.0	32.3	26.5	26.5	32.3	32.3	0	0.00%	0200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	0200	5	0.192%	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%	0300	2	0.237%	30.7	34.0	32.3	32.3	34.0	34.0	0	0.00%	0300	8	0.307%	30.7	40.7	35.2	34.8	40.0	40.7	0	0.00%
0400	5	0.284%	29.3	36.9	34.2	34.9	36.9	36.9	0	0.00%	0400	1	0.119%	33.9	33.9	33.9	33.9	33.9	33.9	0	0.00%	0400	6	0.231%	29.3	36.9	34.2	34.5	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%	0500	5	0.593%	10.5	38.5	29.6	32.6	38.5	38.5	0	0.00%	0500	16	0.615%	10.5	42.0	30.4	31.7	38.4	42.0	0	0.00%
0600	70	3.977%	11.8	49.0	31.3	31.3	40.4	43.6	0	0.00%	0600	12	1.423%	9.3	40.6	27.1	28.5	39.1	40.6	0	0.00%	0600	82	3.150%	9.3	49.0	30.7	30.5	40.1	43.4	0	0.00%
0700	103	5.852%	14.6	62.7	31.0	31.3	37.4	42.8	1	0.97%	0700	31	3.677%	5.4	51.0	27.8	29.3	34.1	44.9	1	3.23%	0700	134	5.148%	5.4	62.7	30.3	30.8	37.0	41.9	2	1.49%
0800	147	8.352%	12.3	46.0	32.4	32.9	39.4	42.4	0	0.00%	0800	52	6.168%	2.0	45.3	29.2	31.9	37.7	42.9	0	0.00%	0800	199	7.645%	2.0	46.0	31.6	32.8	39.2	42.3	0	0.00%
0900	116	6.591%	10.8	49.4	32.9	33.6	39.4	46.0	0	0.00%	0900	43	5.101%	1.6	41.8	28.4	30.6	38.8	41.3	0	0.00%	0900	159	6.108%	1.6	49.4	31.7	32.9	39.1	43.2	0	0.00%
1000	103	5.852%	11.9	55.2	32.8	32.9	40.2	43.7	1	0.97%	1000	38	4.508%	7.5	49.7	29.5	31.5	38.3	45.9	0	0.00%	1000	141	5.417%	7.5	55.2	31.9	32.4	39.8	44.4	1	0.71%
1100	83	4.716%	13.2	48.5	30.8	31.7	37.8	43.9	0	0.00%	1100	40	4.745%	9.9	53.7	30.4	31.3	39.6	42.8	1	2.50%	1100	123	4.725%	9.9	53.7	30.7	31.7	38.4	43.6	1	0.81%
1200	99	5.625%	15.4	50.6	33.5	33.8	40.5	45.7	1	1.01%	1200	70	8.304%	4.7	43.2	31.1	32.4	36.6	40.6	0	0.00%	1200	169	6.493%	4.7	50.6	32.5	33.1	38.7	43.4	1	0.59%
1300	125	7.102%	11.7	53.2	31.9	32.8	38.7	41.4	1	0.80%	1300	64	7.592%	6.8	47.0	30.6	32.8	38.9	43.9	0	0.00%	1300	189	7.261%	6.8	53.2	31.5	32.8	38.7	42.5	1	0.53%
1400	98	5.568%	10.2	48.4	32.8	33.7	39.8	43.3	0	0.00%	1400	57	6.762%	10.2	49.9	32.1	33.3	41.1	44.2	0	0.00%	1400	155	5.955%	10.2	49.9	32.6	33.5	40.3	43.7	0	0.00%
1500	109	6.193%	8.7	52.7	33.8	34.6	41.5	45.1	1	0.92%	1500	78	9.253%	3.2	48.4	30.6	33.2	38.5	43.3	0	0.00%	1500	187	7.184%	3.2	52.7	32.5	33.8	40.6	44.5	1	0.54%
1600	121	6.875%	13.7	61.0	34.6	34.4	41.9	46.3	3	2.48%	1600	80	9.490%	5.1	49.5	31.9	33.8	41.9	45.0	0	0.00%	1600	201	7.722%	5.1	61.0	33.5	34.2	41.9	46.1	3	1.49%
1700	144	8.182%	7.6	49.1	32.3	33.2	39.5	42.6	0	0.00%	1700	77	9.134%	10.6	46.3	33.9	34.9	41.3	43.8	0	0.00%	1700	221	8.490%	7.6	49.1	32.8	33.8	40.3	43.2	0	0.00%
1800	122.0	6.932%	12.7	52.1	32.6	33.7	38.5	42.3	1.0	0.82%	1800	65.0	7.711%	3.1	49.4	32.8	35.1	40.2	46.7	0.0	0.00%	1800	187.0	7.184%	3.1	52.1	32.7	33.8	39.2	43.0	1.0	0.54%
1900	94.0	5.341%	10.4	43.3	31.2	31.2	37.6	40.5	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%	1900	126.0	4.841%	7.1	47.6	31.1	31.7	37.6	40.4	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%	2000	46.0	5.457%	10.5	45.9	31.2	32.0	37.1	43.7	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	59	3.352%	12.1	56.2	31.0	31.7	38.9	44.8	2	3.39%	2100	22	2.610%	7.8	40.6	26.6	30.3	34.4	40.2	0	0.00%	2100	81	3.112%	7.8	56.2	29.8	31.5	37.4	41.9	2	2.47%
2200	27.0	1.534%	15.1	45.0	34.1	33.3	41.5	44.9	0.0	0.00%	2200	10.0	1.186%	16.0	42.2	32.7	35.0	41.7	42.2	0.0	0.00%	2200	37.0	1.421%	15.1	45.0	33.8	34.2	41.5	44.7	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%	2300	9.0	1.068%	14.7	45.7	25.8	23.2	40.0	45.7	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%
	1760.0	100.000%	7.6	62.7	32.4	32.9	39.4	43.2	12.0	0.68%		843.0	100.000%	1.6	53.7	30.9	32.6	39.4	43.2	2.0	0.24%		2603.0	100.000%	1.6	62.7	31.9	32.8	39.4	43.2	14.0	0.54%

Site13-MorganStreetBetweenMariaStreetAndLivingstoneRoad

								Wee	KIY VE		1113 (	viitue	ai)									we	CRIY	4 CI III		Junta	2 ( 4 11	(udi)	
ocation:			Maria Street.	Between	Morgan	St And N	ew Cant	erburv R	ł																				
tart Date			28th March 2	022																									
nd Date:			2rd April 202	0																									
nu Date.			Mantan Daalu																										
ollection Na	me:		Morton Park	LAIM																									
roject Site N	umber:		949114																										
orthbound			DIRECTIO	ON 1						Southbound			DIREC	TION	2					Combined			сом	BINED	DIRE	CTION	S		
		-						Ave	rages			-						Ave	rages			-					-	Aver	rages
Hour	Mon	Tue	Wed	ľhu	Fri	Sat	Sun	1-5	1-7	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	1-5	1-7	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	1-5	1-7
0000-0100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0000-0100	2.0	2.0	0.0	2.0	10	10	5.0	14	19	0000-0100	2.0	2.0	0.0	2.0	10	10	5.0	14	19
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0100-0200	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.6	1.0	0100-0200	0.0	0.0	2.0	0.0	1.0	1.0	3.0	0.6	1.0
0200-0300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0200-0300	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.6	0.6	0200-0300	0.0	1.0	0.0	1.0	1.0	1.0	0.0	0.6	0.6
0300-0400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0300-0400	1.0	0.0	0.0	1.0	0.0	3.0	2.0	0.4	1.0	0300-0400	1.0	0.0	0.0	1.0	0.0	3.0	2.0	0.4	1.0
0400-0500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0400-0500	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.6	0.6	0400-0500	0.0	2.0	1.0	0.0	0.0	1.0	0.0	0.6	0.6
0500-0600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0500-0600	2.0	1.0	1.0	0.0	2.0	1.0	0.0	1.2	1.0	0500-0600	2.0	1.0	1.0	0.0	2.0	1.0	0.0	1.2	1.0
0600-0700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0600-0700	6.0	5.0	6.0	6.0	3.0	5.0	0.0	5.2	4.4	0600-0700	6.0	5.0	6.0	6.0	3.0	5.0	0.0	5.2	4.4
0700-0800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0700-0800	9.0	8.0	5.0	6.0	6.0	2.0	5.0	6.8	5.9	0700-0800	9.0	8.0	5.0	6.0	6.0	2.0	5.0	6.8	5.9
0800-0900	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0800-0900	8.0	6.0	12.0	10.0	14.0	5.0	4.0	10.0	8.4	0800-0900	8.0	6.0	12.0	10.0	14.0	5.0	4.0	10.0	8.4
0900-1000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0900-1000	9.0	18.0	17.0	14.0	7.0	9.0	12.0	13.0	12.3	0900-1000	9.0	18.0	17.0	14.0	7.0	9.0	12.0	13.0	12.3
1000-1100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1000-1100	6.0	10.0	9.0	18.0	9.0	19.0	8.0	10.4	11.3	1000-1100	6.0	10.0	9.0	18.0	9.0	19.0	8.0	10.4	11.3
1100-1200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1100-1200	20.0	9.0	13.0	11.0	11.0	25.0	18.0	12.8	15.3	1100-1200	20.0	9.0	13.0	11.0	11.0	25.0	18.0	12.8	15.3
1200-1300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1200-1300	20.0	9.0	15.0	12.0	11.0	14.0	7.0	13.4	12.6	1200-1300	20.0	9.0	15.0	12.0	11.0	14.0	7.0	13.4	12.6
1300-1400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1300-1400	11.0	12.0	17.0	11.0	6.0	14.0	13.0	11.4	12.0	1300-1400	11.0	12.0	17.0	11.0	6.0	14.0	13.0	11.4	12.0
1400-1500	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1400-1500	8.0	21.0	4.0	11.0	13.0	10.0	10.0	11.4	11.0	1400-1500	8.0	21.0	4.0	11.0	13.0	10.0	10.0	11.4	11.0
1500-1600	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1500-1600	15.0	17.0	17.0	11.0	19.0	16.0	5.0	15.8	14.3	1500-1600	15.0	17.0	17.0	11.0	19.0	16.0	5.0	15.8	14.3
1600-1700	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1600-1700	19.0	16.0	18.0	14.0	19.0	6.0	14.0	17.2	15.1	1600-1700	19.0	16.0	18.0	14.0	19.0	6.0	14.0	17.2	15.1
1700-1800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1700-1800	30.0	23.0	20.0	18.0	22.0	12.0	16.0	22.6	20.1	1700-1800	30.0	23.0	20.0	18.0	22.0	12.0	16.0	22.6	20.1
1800-1900	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1800-1900	20.0	23.0	21.0	20.0	14.0	10.0	14.0	19.6	17.4	1800-1900	20.0	23.0	21.0	20.0	14.0	10.0	14.0	19.6	17.4
1900-2000	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1900-2000	10.0	13.0	13.0	16.0	13.0	19.0	8.0	13.0	13.1	1900-2000	10.0	13.0	13.0	16.0	13.0	19.0	8.0	13.0	13.1
2000-2100	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2000-2100	5.0	7.0	6.0	13.0	15.0	8.0	5.0	9.2	8.4	2000-2100	5.0	7.0	6.0	13.0	15.0	8.0	5.0	9.2	8.4
2100-2200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2100-2200	4.0	5.0	15.0	7.0	5.0	4.0	2.0	7.2	6.0	2100-2200	4.0	5.0	15.0	7.0	5.0	4.0	2.0	7.2	6.0
2200-2300	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2200-2300	4.0	5.0	6.0	8.0	4.0	3.0	2.0	5.4	4.6	2200-2300	4.0	5.0	6.0	8.0	4.0	3.0	2.0	5.4	4.6
2300-2400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2300-2400	1.0	1.0	1.0	5.0	4.0	4.0	1.0	2.4	2.4	2300-2400	1.0	1.0	1.0	5.0	4.0	4.0	1.0	2.4	2.4
Totals								L		Totals										Totals									
0700-1900	0	0	0	0	0	0	0	0.0	0.0	0700-1900	175	172	168	156	151	142	126	164.4	155.7	0700-1900	175	172	168	156	151	142	126	164.4	155.7
0600-2200	0	0	0	0	0	0	0	0.0	0.0	0600-2200	200	202	208	198	187	178	141	199.0	187.7	0600-2200	200	202	208	198	187	178	141	199.0	187.7
0600-0000	0	0	0	0	0	0	0	0.0	0.0	0600-0000	205	208	215	211	195	185	144	206.8	194.7	0600-0000	205	208	215	211	195	185	144	206.8	194.7
0000-0000	0	0	0	0	0	0	0	0.0	0.0	0000-0000	210	214	219	215	200	193	154	211.6	200.7	0000-0000	210	214	219	215	200	193	154	211.6	200.7

#### Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site14-MariaStreetBetweenMorganStAndNewCanterburyRd

				Da	ily Cl	lasses	s - Di	rectio	on 1						Da	aily C	lasse	s - Di	rectio	on 2		_				Da	ily Cl	asse	s - Co	ombi	ned [	Direct	tion
Location Start Da End Dat Collecti Project	n: ite: e: on Nam Site Nu	ne: Imber:	Maria St 28th Mar 3rd April Morton F 949114	reet, Betr rch 2022 2022 Park LAT	ween Mc	organ St A	And New	/ Canterb	ury Rd		Loca Start End Colle Proje	tion: Date: Date: ction N ct Site	ame: Number:	Maria S 28th M 3rd Ap Morton 949114	Street, Be arch 202 il 2022 Park LA	tween M 2 TM	organ St .	And New	Canterb	ury Rd			Locatio Start Da End Dat Collecti Project	n: ite: ie: on Name Site Num	: ber:	Maria S 28th Ma 3rd Apri Morton I 9E+05	reet, Be rch 2022 I 2022 Park LA1	tween Me 2 TM	organ St	And Nev	v Canteri	bury Rd	
Time	una	Bin	Min	Max	Mean	Median	85%	95%	; 10	PSL 0 km/h	Tim	e la	Bin	Min	Max	Mean	Median	85%	95%	; 10	PSL 0 km/h		Time	E	Bin	Min	Max	Mean	Median	85%	95%	>F 100	PSL ) km/h
0000	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	000	1	0.925%	12.3	52.0	31.2	28.4	49.2	52.0	1	7 69%		0000	13	0.925%	12.3	52.0	31.2	28.4	49.2	52.0	1	7.69%
0100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	010	0 7	0.498%	30.4	50.9	37.2	33.3	50.5	50.9	1	14.29%		0100	7	0.498%	30.4	50.9	37.2	33.3	50.5	50.9	1	14.29%
0200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	020	) 4	0.285%	25.9	39.4	32.2	31.7	39.4	39.4	0	0.00%		0200	4	0.285%	25.9	39.4	32.2	31.7	39.4	39.4	0	0.00%
0300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	030	7	0.498%	14.3	43.3	30.1	25.4	43.0	43.3	0	0.00%		0300	7	0.498%	14.3	43.3	30.1	25.4	43.0	43.3	0	0.00%
0400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	040	4	0.285%	19.6	40.7	31.0	31.8	40.7	40.7	0	0.00%		0400	4	0.285%	19.6	40.7	31.0	31.8	40.7	40.7	0	0.00%
0500	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	050	7	0.498%	23.6	40.8	32.9	33.8	39.7	40.8	0	0.00%		0500	7	0.498%	23.6	40.8	32.9	33.8	39.7	40.8	0	0.00%
0600	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	060	) 3	2.206%	19.8	47.2	34.3	35.8	40.5	44.8	0	0.00%		0600	31	2.206%	19.8	47.2	34.3	35.8	40.5	44.8	0	0.00%
0700	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	070	4	2.918%	5.4	55.4	29.3	29.5	38.5	47.7	1	2.44%		0700	41	2.918%	5.4	55.4	29.3	29.5	38.5	47.7	1	2.44%
0800	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	080	5	4.199%	10.6	47.9	32.0	31.9	39.8	43.7	0	0.00%		0800	59	4.199%	10.6	47.9	32.0	31.9	39.8	43.7	0	0.00%
0900	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	090	8	6.121%	5.4	56.3	30.0	31.0	39.9	46.5	2	2.33%		0900	86	6.121%	5.4	56.3	30.0	31.0	39.9	46.5	2	2.33%
1000	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	100	7	5.623%	10.0	48.1	31.1	32.2	40.3	46.3	0	0.00%		1000	79	5.623%	10.0	48.1	31.1	32.2	40.3	46.3	0	0.00%
1100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	110	10	7 7.616%	2.2	49.3	29.3	29.0	40.0	45.3	0	0.00%		1100	107	7.616%	2.2	49.3	29.3	29.0	40.0	45.3	0	0.00%
1200	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	120	8	6.263%	2.2	51.8	28.3	28.5	38.9	44.5	2	2.27%		1200	88	6.263%	2.2	51.8	28.3	28.5	38.9	44.5	2	2.27%
1300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	130	8	5.979%	11.1	53.4	30.4	30.2	37.7	47.0	2	2.38%		1300	84	5.979%	11.1	53.4	30.4	30.2	37.7	47.0	2	2.38%
1400	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	140	) 7	5.480%	4.3	43.8	28.4	28.6	38.7	42.9	0	0.00%		1400	77	5.480%	4.3	43.8	28.4	28.6	38.7	42.9	0	0.00%
1500	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	150	10	7.117%	5.7	51.9	30.3	32.2	38.8	42.5	1	1.00%		1500	100	7.117%	5.7	51.9	30.3	32.2	38.8	42.5	1	1.00%
1600	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	160	10	5 7.544%	9.3	52.1	31.5	32.9	38.9	45.5	1	0.94%		1600	106	7.544%	9.3	52.1	31.5	32.9	38.9	45.5	1	0.94%
1700	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	170	14	1 10.040%	5.1	54.3	30.4	30.6	39.0	45.5	2	1.42%		1700	141	10.040%	5.1	54.3	30.4	30.6	39.0	45.5	2	1.42%
1800	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	180	122	.0 8.683%	1.7	63.9	28.1	27.2	36.7	42.3	1.0	0.82%		1800	122.0	8.683%	1.7	63.9	28.1	27.2	36.7	42.3	1.0	0.82%
1900	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	190	92	0 6.548%	11.6	53.4	30.6	29.3	40.3	44.2	1.0	1.09%		1900	92.0	6.548%	11.6	53.4	30.6	29.3	40.3	44.2	1.0	1.09%
2000	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	200	59	0 4.199%	7.4	45.9	28.6	28.8	38.3	43.0	0.0	0.00%		2000	59.0	4.199%	7.4	45.9	28.6	28.8	38.3	43.0	0.0	0.00%
2100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	210	4	2.989%	14.2	48.0	30.2	29.6	40.1	43.5	0	0.00%		2100	42	2.989%	14.2	48.0	30.2	29.6	40.1	43.5	0	0.00%
2200	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	220	32	0 2.278%	13.5	52.8	30.2	29.9	36.8	52.6	2.0	6.25%		2200	32.0	2.278%	13.5	52.8	30.2	29.9	36.8	52.6	2.0	6.25%
2300	0.0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	0.00%	230	17	0 1.210%	12.2	53.7	32.3	33.7	37.8	53.7	1.0	5.88%		2300	17.0	1.210%	12.2	53.7	32.3	33.7	37.8	53.7	1.0	5.88%
	1760.0	100.000%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00%		140	5.0 100.000%	1.7	63.9	30.1	30.6	39.1	44.0	18.0	1.28%			1405.0	100.000%	1.7	63.9	30.1	30.6	39.1	44.0	18.0	1.28%

Site14-MariaStreetBetweenMorganStAndNewCanterburyRd

			Ducros Street. Between Moroan Street And New Canterbury Road																	vve	ekiy	veni	cie C	ounts	5 (VII	tual)			
ocation: tart Date: nd Date: ollection Nai roject Site N	Ducros Street, Between Morgan Street And New Canterbury Road 1st March 2022 7th March 2022 ne: CherryInne-Middleton ATCs (FEB 22) wrber: 949115 DIRECTION 1 Southbound DIRECTION 2																												
orthbound		1	DIRECTIO	ON 1						Southbound			DIREC	TION :	2					Combined			COME	BINED	DIRE	CTION	s		
Hour	Mon	Tuo	Wod	Thu	Eri	C at	Sun	Ave	rages	Hour	Mon	Tuo	Wod	Thu	Eri	Cat	Sun	Ave	rages	Hour	Mon	Tuo	Wod	Thu	Eri	Cat	Sun	Aver	rages
noui	mon	Tue	Wea	Thu		Jac	Jun	1 - 5	1-7	nour	WON	Tue	meu	ma		Jai	Juli	1 - 5	1-7	noui	mon	Tue	weu	mu		Jac	Juli	1-5	1 - 7
0000-0100	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.4	0000-0100	0.0	0.0	0.0	0.0	2.0	3.0	4.0	0.4	1.3	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	0.0	0.0	2.0	0.2	0.4	0100-0200	0.0	0.0	0.0	0.0	1.0	0.0	7.0	0.2	1.1	0100-0200	1.0	0.0	0.0	0.0	1.0	0.0	9.0	0.4	1.6
0200-0300	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.2	0.4	0200-0300	2.0	0.0	0.0	0.0	1.0	2.0	6.0	0.6	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	0300-0400	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	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	0400-0500	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	2.0	1.0	4.0	1.0	2.0	1.0	0.0	2.0	1.6	0500-0600	3.0	1.0	2.0	2.0	2.0	1.0	0.0	2.0	1.6	0500-0600	5.0	2.0	6.0	3.0	4.0	2.0	0.0	4.0	3.1
0600-0700	7.0	8.0	8.0	4.0	5.0	5.0	1.0	6.4	5.4	0600-0700	6.0	3.0	8.0	2.0	2.0	3.0	0.0	4.2	3.4	0600-0700	13.0	11.0	16.0	6.0	7.0	8.0	1.0	10.6	8.9
0700-0800	9.0	12.0	5.0	8.0	5.0	7.0	0.0	7.8	6.6	0700-0800	12.0	16.0	13.0	11.0	8.0	5.0	1.0	12.0	9.4	0700-0800	21.0	28.0	18.0	19.0	13.0	12.0	1.0	19.8	16.0
0800-0900	7.0	17.0	4.0	7.0	14.0	6.0	3.0	9.8	8.3	0800-0900	10.0	17.0	12.0	12.0	17.0	12.0	4.0	13.6	12.0	0800-0900	17.0	34.0	16.0	19.0	31.0	18.0	7.0	23.4	20.3
0900-1000	4.0	14.0	1.0	9.0	9.0	5.0	4.0	7.4	6.6	0900-1000	12.0	28.0	9.0	9.0	18.0	14.0	8.0	15.2	14.0	0900-1000	16.0	42.0	10.0	18.0	27.0	19.0	12.0	22.6	20.6
1000-1100	9.0	7.0	6.0	8.0	9.0	11.0	4.0	7.8	7.7	1000-1100	10.0	16.0	16.0	7.0	11.0	19.0	11.0	12.0	12.9	1000-1100	19.0	23.0	22.0	15.0	20.0	30.0	15.0	19.8	20.6
1100-1200	5.0	4.0	2.0	8.0	7.0	12.0	1.0	5.2	5.6	1100-1200	14.0	14.0	9.0	14.0	11.0	20.0	3.0	12.4	12.1	1100-1200	19.0	18.0	11.0	22.0	18.0	32.0	4.0	17.6	17.7
1200-1300	5.0	11.0	5.0	7.0	12.0	10.0	0.0	8.0	7.1	1200-1300	12.0	10.0	12.0	6.0	8.0	16.0	0.0	9.6	9.1	1200-1300	17.0	21.0	17.0	13.0	20.0	26.0	0.0	17.6	16.3
1300-1400	3.0	4.0	4.0	3.0	8.0	11.0	7.0	4.4	5.7	1300-1400	15.0	16.0	8.0	11.0	15.0	13.0	5.0	13.0	11.9	1300-1400	18.0	20.0	12.0	14.0	23.0	24.0	12.0	17.4	17.6
1400-1500	7.0	8.0	6.0	6.0	9.0	11.0	1.0	7.2	6.9	1400-1500	8.0	21.0	12.0	17.0	12.0	15.0	16.0	14.0	14.4	1400-1500	15.0	29.0	18.0	23.0	21.0	26.0	17.0	21.2	21.3
1500-1600	6.0	3.0	7.0	12.0	4.0	11.0	7.0	6.4	7.1	1500-1600	19.0	22.0	25.0	18.0	19.0	21.0	11.0	20.6	19.3	1500-1600	25.0	25.0	32.0	30.0	23.0	32.0	18.0	27.0	26.4
1600-1700	13.0	4.0	8.0	12.0	8.0	3.0	4.0	9.0	7.4	1600-1700	18.0	24.0	29.0	13.0	23.0	18.0	13.0	21.4	19.7	1600-1700	31.0	28.0	37.0	25.0	31.0	21.0	17.0	30.4	27.1
1700-1800	11.0	11.0	12.0	10.0	11.0	7.0	10.0	11.0	10.3	1700-1800	21.0	20.0	18.0	22.0	16.0	11.0	9.0	19.4	16.7	1700-1800	32.0	31.0	30.0	32.0	27.0	18.0	19.0	30.4	27.0
1800-1900	6.0	6.0	14.0	10.0	8.0	5.0	8.0	8.8	8.1	1800-1900	21.0	18.0	16.0	19.0	18.0	15.0	14.0	18.4	17.3	1800-1900	27.0	24.0	30.0	29.0	26.0	20.0	22.0	27.2	25.4
1900-2000	8.0	4.0	9.0	10.0	6.0	7.0	3.0	7.4	6.7	1900-2000	19.0	11.0	12.0	11.0	10.0	17.0	9.0	12.6	12.7	1900-2000	27.0	15.0	21.0	21.0	16.0	24.0	12.0	20.0	19.4
2000-2100	3.0	6.0	0.0	5.0	7.0	4.0	2.0	4.2	3.9	2000-2100	5.0	12.0	0.0	11.0	11.0	8.0	8.0	7.8	7.9	2000-2100	8.0	18.0	0.0	16.0	18.0	12.0	10.0	12.0	11.7
2100-2200	4.0	2.0	0.0	2.0	0.0	3.0	5.0	1.6	2.3	2100-2200	6.0	4.0	0.0	10.0	6.0	7.0	5.0	5.2	5.4	2100-2200	10.0	6.0	0.0	12.0	6.0	10.0	10.0	6.8	7.7
2200-2300	1.0	5.0	0.0	3.0	1.0	2.0	2.0	2.0	2.0	2200-2300	3.0	6.0	0.0	5.0	6.0	8.0	3.0	4.0	4.4	2200-2300	4.0	11.0	0.0	8.0	7.0	10.0	5.0	6.0	6.4
2300-2400	0.0	4.0	0.0	3.0	3.0	3.0	2.0	2.0	2.1	2300-2400	2.0	0.0	0.0	5.0	4.0	8.0	3.0	2.2	3.1	2300-2400	2.0	4.0	0.0	8.0	7.0	11.0	5.0	4.2	5.3
Totals										Totals										Totals									
0700-1900	85	101	74	100	104	99	49	92.8	87.4	0700-1900	172	222	179	159	176	179	95	181.6	168.9	0700-1900	257	323	253	259	280	278	144	274.4	256.3
0600-2200	107	121	91	121	122	118	60	112.4	105.7	0600-2200	208	252	199	193	205	214	117	211.4	198.3	0600-2200	315	373	290	314	327	332	177	323.8	304.0
0600-0000	108	130	91	127	126	123	64	116.4	109.9	0600-0000	213	258	199	203	215	230	123	217.6	205.9	0600-0000	321	388	290	330	341	353	187	334.0	315.7
0000-0000	111	131	97	128	130	127	70	119.4	113.4	0000-0000	218	259	201	205	221	236	141	220.8	211.6	0000-0000	329	390	298	333	351	363	211	340.2	325.0

#### Weekly Vehicle Counts (Virtual)

Weekly Vehicle Counts (Virtual)

Site15-DucrosStreetBetweenMorganStreetAndNewCanterburyRoad

85

		Daily Classes - Direction 1												Da	aily C	lasse	s - Di	irecti	on 2					Da	ily C	asse	<u>s - Co</u>	ombi	ned E	Direct	tion	
Locatio Start Da End Da Collecti Project	n: ate: te: ion Nan Site Nu	ne: Imber:	Ducros S 1st Marc 7th Marc CherryIn 949115	Street, B th 2022 th 2022 ne-Middl	etween M	Morgan S Cs (FEB :	treet And	I New Ca	nterbury	Road	Locati Start I End D Collec Projec	on: Date: ate: tion Nar t Site N	ne: umber:	Ducros Street, Between Morgan Street And New Canterbury Road 1st March 2022 7th March 2022 Cherrytone-Middleton ATCs (FEB 22) 949115							Loca Star End Colle Proj	ition: Date: Date: ection Name ect Site Nur	e: mber:	Ducros 1st Mare 7th Mare Cherrylr 9E+05	Street, I ch 2022 ch 2022 nne-Midd	3etween Ileton AT	Vorgan S Cs (FEB	Street Ar	nd New C	Canterbu	ry Road	
Time	una	Bin	Min	Max	Mean	Median	85%	95%	>i 100	PSL km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	10	PSL 0 km/h	Tim	ie	Bin	Min	Max	Mean	Median	85%	95%	>F 100	PSL km/h
0000	3	0.378%	29.7	46.2	39.1	41.4	46.2	46.2	0	0.00%	0000	9	0.608%	24.3	53.0	39.1	38.3	50.0	53.0	1	11.11%	000	0 12	0.527%	24.3	53.0	39.1	39.5	47.3	53.0	1	8.33%
0100	3	0.378%	27.6	40.3	33.1	31.3	40.3	40.3	0	0.00%	0100	8	0.540%	17.9	46.2	36.0	36.5	45.1	46.2	0	0.00%	010	0 11	0.484%	17.9	46.2	35.2	36.0	43.9	46.2	0	0.00%
0200	3	0.378%	18.9	34.4	27.4	29.0	34.4	34.4	0	0.00%	0200	11	0.743%	25.5	40.0	34.7	36.4	39.7	40.0	0	0.00%	020	0 14	0.615%	18.9	40.0	33.1	35.2	39.6	40.0	0	0.00%
0300	1	0.126%	24.1	24.1	24.1	24.1	24.1	24.1	0	0.00%	0300	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	030	0 1	0.044%	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%	0400	1	0.068%	39.9	39.9	39.9	39.9	39.9	39.9	0	0.00%	040	0 5	0.220%	24.1	39.9	31.1	30.1	39.9	39.9	0	0.00%
0500	11	1.385%	11.9	49.6	34.9	39.1	46.2	49.6	0	0.00%	0500	11	0.743%	12.2	42.4	32.1	40.0	42.0	42.4	0	0.00%	050	0 22	0.967%	11.9	49.6	33.5	39.4	42.8	49.0	0	0.00%
0600	38	4.786%	14.7	52.6	30.5	29.0	40.5	48.6	1	2.63%	0600	24	1.621%	15.5	50.2	32.1	34.5	39.8	47.8	1	4.17%	060	0 62	2.725%	14.7	52.6	31.1	31.1	39.9	47.9	2	3.23%
0700	46	5.793%	9.4	43.4	27.9	27.6	35.5	42.6	0	0.00%	0700	66	4.456%	14.2	50.0	33.1	34.4	41.0	45.1	0	0.00%	070	0 112	4.923%	9.4	50.0	31.0	30.8	39.7	44.0	0	0.00%
0800	58	7.305%	10.0	46.2	29.8	30.6	40.7	41.5	0	0.00%	0800	84	5.672%	11.2	49.5	33.9	34.0	43.3	47.5	0	0.00%	080	0 142	6.242%	10.0	49.5	32.3	33.4	41.3	45.3	0	0.00%
0900	46	5.793%	6.0	50.9	30.2	30.3	42.8	46.0	1	2.17%	0900	98	6.617%	10.0	56.6	33.8	34.6	43.8	47.6	4	4.08%	090	0 144	6.330%	6.0	56.6	32.6	33.5	43.2	46.8	5	3.47%
1000	54	6.801%	13.2	47.7	29.8	28.7	42.8	46.7	0	0.00%	1000	90	6.077%	4.4	49.4	31.2	33.1	38.8	44.9	0	0.00%	100	0 144	6.330%	4.4	49.4	30.7	31.8	39.5	45.2	0	0.00%
1100	39	4.912%	12.5	52.0	30.6	30.6	42.5	51.1	2	5.13%	1100	85	5.739%	13.2	55.7	33.7	34.7	41.2	45.0	1	1.18%	110	0 124	5.451%	12.5	55.7	32.7	33.7	41.3	45.0	3	2.42%
1200	50	6.297%	15.8	51.6	34.5	34.9	43.7	47.0	1	2.00%	1200	64	4.321%	6.9	51.8	34.0	34.5	44.5	48.1	1	1.56%	120	0 114	5.011%	6.9	51.8	34.2	34.5	43.7	47.6	2	1.75%
1300	40	5.038%	13.7	53.0	33.8	35.7	43.8	49.2	1	2.50%	1300	83	5.604%	1.3	55.3	35.4	36.4	43.4	45.5	1	1.21%	130	0 123	5.407%	1.3	55.3	34.9	36.4	43.4	46.1	2	1.63%
1400	48	6.045%	12.9	49.7	29.7	29.2	40.5	47.4	0	0.00%	1400	101	6.820%	9.1	54.7	35.4	35.8	42.4	48.5	4	3.96%	140	0 149	6.549%	9.1	54.7	33.6	35.1	42.1	47.6	4	2.69%
1500	50	6.297%	8.3	46.9	30.9	32.5	42.0	44.7	0	0.00%	1500	135	9.115%	9.9	61.9	36.6	38.2	44.6	49.7	5	3.70%	150	0 185	8.132%	8.3	61.9	35.0	36.5	43.9	48.3	5	2.70%
1600	52	6.549%	11.3	64.3	30.1	29.9	38.0	48.4	2	3.85%	1600	138	9.318%	10.3	60.6	35.6	37.2	42.3	47.0	4	2.90%	160	0 190	8.352%	10.3	64.3	34.1	34.9	42.1	46.9	6	3.16%
1700	72	9.068%	9.2	55.8	28.0	27.7	37.5	41.9	1	1.39%	1700	117	7.900%	9.6	68.9	33.8	35.1	41.4	44.7	3	2.56%	170	0 189	8.308%	9.2	68.9	31.6	32.4	40.7	43.4	4	2.12%
1800	57.0	7.179%	10.3	55.0	28.2	28.8	37.2	40.0	1.0	1.75%	1800	121.0	8.170%	9.9	59.3	33.2	34.2	41.7	47.1	3.0	2.48%	180	0 178.0	7.824%	9.9	59.3	31.6	32.5	40.4	46.3	4.0	2.25%
1900	47.0	5.919%	12.5	70.1	31.5	32.2	41.5	53.8	2.0	4.26%	1900	89.0	6.009%	9.6	51.9	33.7	34.2	42.6	46.1	1.0	1.12%	190	0 136.0	5.978%	9.6	70.1	32.9	33.1	42.3	46.3	3.0	2.21%
2000	27.0	3.401%	12.6	66.1	31.2	33.8	41.1	58.8	1.0	3.70%	2000	55.0	3.714%	17.1	72.1	36.7	36.5	45.1	53.3	4.0	7.27%	200	0 82.0	3.604%	12.6	72.1	34.9	36.2	43.5	52.0	5.0	6.10%
2100	16	2.015%	17.6	69.3	33.1	30.7	44.2	69.3	1	6.25%	2100	38	2.566%	13.8	53.0	36.0	36.7	42.5	45.7	1	2.63%	210	0 54	2.374%	13.8	69.3	35.1	35.4	42.8	47.3	2	3.70%
2200	14.0	1.763%	12.1	44.9	32.0	32.8	40.3	44.9	0.0	0.00%	2200	31.0	2.093%	16.0	47.7	37.0	38.5	43.6	47.5	0.0	0.00%	220	<b>0</b> 45.0	1.978%	12.1	47.7	35.4	37.6	42.4	46.9	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%	2300	22.0	1.485%	21.5	51.5	38.5	39.1	46.0	51.1	1.0	4.55%	230	<b>0</b> 37.0	1.626%	21.5	51.5	36.9	36.7	44.4	49.9	1.0	2.70%
	794.0	100.000%	6.0	70.1	30.5	30.4	41.0	45.5	14.0	1.76%		1481.0	100.000%	1.3	72.1	34.5	35.5	42.6	47.0	35.0	2.36%		2275.0	100.000%	1.3	72.1	33.1	34.0	42.1	46.4	49.0	2.15%

|   |   | DIRECTIO   | N 1  |  |   |   |   |   | Southbound  |  |  | DIREC   | CTION   
   
   | 2   |   |   |   |   
  | Combined   
  |   |   | COME  | BINED   | DIRE  | CTION  
  | s   |   |   |
|---|---|--|--|--|---|---|---|---|---|--|--|---
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---|---
---|---|---
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--|---|---|---|---|---|---
---|---|---|---|
| Mon   | Tue   | Wed  | Thu  | Fri  | Sat   | Sun   | Aver  | ages  | Hour  | Mon  | Tue  | Wed   | Thu   
   
   | Fri   | Sat   | Sun   | Aver  | ages  
  | Hour   
  | Mon   | Tue   | Wed   | Thu   | Fri   | Sat  
  | Sun   | Aver  | rages   |
| 0.0   | 0.0   | 1.0  | 10   | 10   | 2.0   | 0.0   | 0.6   | 0.7   | 0000-0100   | 1.0  | 10   | 10  | 10  
   
   | 0.0   | 2.0   | 2.0   | 0.8   | 1-7   
  | 0000-0100  
  | 10  | 1.0   | 2.0   | 2.0   | 10  | 4.0  
  | 2.0   | 1-5   | 1-7   |
| 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   
   
   | 1.0   | 1.0   | 0.0   | 0.2   | 0.3   
  | 0100.0200  
  | 0.0   | 0.0   | 0.0   | 0.0   | 1.0   | 1.0  
  | 0.0   | 0.2   | 0.3   |
| 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   
   
   | 1.0   | 1.0   | 0.0   | 0.2   | 0.3   
  | 0200-0300  
  | 0.0   | 0.0   | 0.0   | 0.0   | 1.0   | 1.0  
  | 1.0   | 0.2   | 0.4   |
| 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0   | 2.0   | 0.0   | 0.3   | 0300-0400   | 0.0  | 1.0  | 0.0   | 1.0   
   
   | 0.0   | 0.0   | 1.0   | 0.4   | 0.4   
  | 0300-0400  
  | 0.0   | 1.0   | 0.0   | 1.0   | 0.0   | 0.0  
  | 3.0   | 0.4   | 0.7   |
| 0.0   | 0.0   | 0.0  | 0.0  | 0.0  | 0.0   | 1.0   | 0.0   | 0.1   | 0400-0500   | 0.0  | 1.0  | 0.0   | 0.0   
   
   | 1.0   | 0.0   | 1.0   | 0.4   | 0.4   
  | 0400-0500  
  | 0.0   | 1.0   | 0.0   | 0.0   | 1.0   | 0.0  
  | 2.0   | 0.4   | 0.6   |
| 0.0   | 2.0   | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.4   | 0.3   | 0500-0600   | 0.0  | 1.0  | 1.0   | 0.0   
   
   | 1.0   | 2.0   | 0.0   | 0.6   | 0.7   
  | 0500-0600  
  | 0.0   | 3.0   | 1.0   | 0.0   | 1.0   | 2.0  
  | 0.0   | 1.0   | 1.0   |
| 3.0   | 2.0   | 1.0  | 0.0  | 3.0  | 1.0   | 0.0   | 1.8   | 1.4   | 0600-0700   | 1.0  | 1.0  | 2.0   | 1.0   
   
   | 2.0   | 2.0   | 1.0   | 1.4   | 1.4   
  | 0600-0700  
  | 4.0   | 3.0   | 3.0   | 1.0   | 5.0   | 3.0  
  | 1.0   | 3.2   | 2.9   |
| 2.0   | 6.0   | 2.0  | 9.0  | 2.0  | 2.0   | 1.0   | 4.2   | 3.4   | 0700-0800   | 7.0  | 9.0  | 4.0   | 6.0   
   
   | 4.0   | 4.0   | 2.0   | 6.0   | 5.1   
  | 0700-0800  
  | 9.0   | 15.0  | 6.0   | 15.0  | 6.0   | 6.0  
  | 3.0   | 10.2  | 8.6   |
| 10.0  | 13.0  | 13.0   | 10.0   | 9.0  | 3.0   | 2.0   | 11.0  | 8.6   | 0800-0900   | 8.0  | 16.0   | 4.0   | 8.0   
   
   | 10.0  | 8.0   | 1.0   | 9.2   | 7.9   
  | 0800-0900  
  | 18.0  | 29.0  | 17.0  | 18.0  | 19.0  | 11.0   
  | 3.0   | 20.2  | 16.4  |
| 6.0   | 12.0  | 3.0  | 4.0  | 4.0  | 3.0   | 3.0   | 5.8   | 5.0   | 0900-1000   | 7.0  | 11.0   | 3.0   | 8.0   
   
   | 6.0   | 2.0   | 2.0   | 7.0   | 5.6   
  | 0900-1000  
  | 13.0  | 23.0  | 6.0   | 12.0  | 10.0  | 5.0  
  | 5.0   | 12.8  | 10.6  |
| 3.0   | 7.0   | 4.0  | 7.0  | 7.0  | 10.0  | 5.0   | 5.6   | 6.1   | 1000-1100   | 4.0  | 4.0  | 7.0   | 8.0   
   
   | 7.0   | 19.0  | 3.0   | 6.0   | 7.4   
  | 1000-1100  
  | 7.0   | 11.0  | 11.0  | 15.0  | 14.0  | 29.0   
  | 8.0   | 11.6  | 13.6  |
| 2.0   | 4.0   | 2.0  | 5.0  | 5.0  | 4.0   | 3.0   | 3.6   | 3.6   | 1100-1200   | 3.0  | 2.0  | 2.0   | 7.0   
   
   | 9.0   | 12.0  | 7.0   | 4.6   | 6.0   
  | 1100-1200  
  | 5.0   | 6.0   | 4.0   | 12.0  | 14.0  | 16.0   
  | 10.0  | 8.2   | 9.6   |
| 5.0   | 6.0   | 2.0  | 5.0  | 4.0  | 10.0  | 6.0   | 4.4   | 5.4   | 1200-1300   | 6.0  | 12.0   | 5.0   | 7.0   
   
   | 6.0   | 14.0  | 6.0   | 7.2   | 8.0   
  | 1200-1300  
  | 11.0  | 18.0  | 7.0   | 12.0  | 10.0  | 24.0   
  | 12.0  | 11.6  | 13.4  |
| 3.0   | 4.0   | 2.0  | 5.0  | 3.0  | 6.0   | 8.0   | 3.4   | 4.4   | 1300-1400   | 5.0  | 3.0  | 5.0   | 7.0   
   
   | 12.0  | 26.0  | 11.0  | 6.4   | 9.9   
  | 1300-1400  
  | 8.0   | 7.0   | 7.0   | 12.0  | 15.0  | 32.0   
  | 19.0  | 9.8   | 14.3  |
| 6.0   | 6.0   | 4.0  | 4.0  | 5.0  | 7.0   | 2.0   | 5.0   | 4.9   | 1400-1500   | 7.0  | 4.0  | 5.0   | 8.0   
   
   | 13.0  | 13.0  | 13.0  | 7.4   | 9.0   
  | 1400-1500  
  | 13.0  | 10.0  | 9.0   | 12.0  | 18.0  | 20.0   
  | 15.0  | 12.4  | 13.9  |
| 6.0   | 8.0   | 4.0  | 4.0  | 4.0  | 4.0   | 3.0   | 5.2   | 4.7   | 1500-1600   | 9.0  | 8.0  | 10.0  | 5.0   
   
   | 15.0  | 4.0   | 10.0  | 9.4   | 8.7   
  | 1500-1600  
  | 15.0  | 16.0  | 14.0  | 9.0   | 19.0  | 8.0  
  | 13.0  | 14.6  | 13.4  |
| 3.0   | 7.0   | 10.0   | 7.0  | 13.0   | 4.0   | 4.0   | 8.0   | 6.9   | 1600-1700   | 7.0  | 5.0  | 15.0  | 14.0  
   
   | 12.0  | 2.0   | 5.0   | 10.6  | 8.6   
  | 1600-1700  
  | 10.0  | 12.0  | 25.0  | 21.0  | 25.0  | 6.0  
  | 9.0   | 18.6  | 15.4  |
| 8.0   | 7.0   | 8.0  | 8.0  | 7.0  | 5.0   | 3.0   | 7.6   | 6.6   | 1700-1800   | 9.0  | 14.0   | 16.0  | 11.0  
   
   | 14.0  | 17.0  | 3.0   | 12.8  | 12.0  
  | 1700-1800  
  | 17.0  | 21.0  | 24.0  | 19.0  | 21.0  | 22.0   
  | 6.0   | 20.4  | 18.6  |
| 5.0   | 2.0   | 6.0  | 3.0  | 4.0  | 7.0   | 3.0   | 4.0   | 4.3   | 1800-1900   | 13.0   | 5.0  | 7.0   | 7.0   
   
   | 12.0  | 13.0  | 7.0   | 8.8   | 9.1   
  | 1800-1900  
  | 18.0  | 7.0   | 13.0  | 10.0  | 16.0  | 20.0   
  | 10.0  | 12.8  | 13.4  |
| 2.0   | 2.0   | 2.0  | 2.0  | 5.0  | 1.0   | 4.0   | 2.6   | 2.6   | 1900-2000   | 10.0   | 3.0  | 1.0   | 5.0   
   
   | 5.0   | 9.0   | 5.0   | 4.8   | 5.4   
  | 1900-2000  
  | 12.0  | 5.0   | 3.0   | 7.0   | 10.0  | 10.0   
  | 9.0   | 7.4   | 8.0   |
| 4.0   | 2.0   | 3.0  | 3.0  | 5.0  | 3.0   | 1.0   | 3.4   | 3.0   | 2000-2100   | 3.0  | 2.0  | 7.0   | 4.0   
   
   | 9.0   | 4.0   | 4.0   | 5.0   | 4.7   
  | 2000-2100  
  | 7.0   | 4.0   | 10.0  | 7.0   | 14.0  | 7.0  
  | 5.0   | 8.4   | 7.7   |
| 1.0   | 2.0   | 5.0  | 4.0  | 3.0  | 1.0   | 3.0   | 3.0   | 2.7   | 2100-2200   | 1.0  | 2.0  | 4.0   | 4.0   
   
   | 3.0   | 4.0   | 2.0   | 2.8   | 2.9   
  | 2100-2200  
  | 2.0   | 4.0   | 9.0   | 8.0   | 6.0   | 5.0  
  | 5.0   | 5.8   | 5.6   |
| 1.0   | 1.0   | 0.0  | 1.0  | 1.0  | 3.0   | 1.0   | 0.8   | 1.1   | 2200-2300   | 1.0  | 1.0  | 6.0   | 3.0   
   
   | 2.0   | 1.0   | 3.0   | 2.6   | 2.4   
  | 2200-2300  
  | 2.0   | 2.0   | 6.0   | 4.0   | 3.0   | 4.0  
  | 4.0   | 3.4   | 3.6   |
| 1.0   | 0.0   | 0.0  | 1.0  | 1.0  | 3.0   | 0.0   | 0.6   | 0.9   | 2300-2400   | 1.0  | 0.0  | 1.0   | 2.0   
   
   | 1.0   | 6.0   | 0.0   | 1.0   | 1.6   
  | 2300-2400  
  | 2.0   | 0.0   | 1.0   | 3.0   | 2.0   | 9.0  
  | 0.0   | 1.6   | 2.4   |
|   |   |  |  |  |   |   |   |   | Totals  |  |  |   |   
   
   |   |   |   |   |   
  | Totals   
  |   |   |   |   |   | | | | | | | | |
  |   |   |   |
|   |   |  |  | 0.00   |   | 1.0   | 0   | 00.0  |   |  |  |   |   
   
   | 100   | 10.1  |   |   |   
  |  
  |   |   | 1.1.0   | 10.0  | 10.0  | 100  
  | 1.1.0   | 100.0   | 101.1   |
| 59  | 82  | 60   | 71   | 67   | 65  | 43  | 67.8  | 63.9  | 0700-1900   | 85   | 93   | 83  | 96  
   
   | 120   | 134   | 70  | 95.4  | 97.3  
  | 0700-1900  
  | 144   | 175   | 143   | 167   | 187   | 199  
  | 113   | 163.2   | 161.1   |
| 59<br>69  | 82<br>90  | 60<br>71   | 71<br>80   | 67<br>83   | 65<br>71  | 43<br>51  | 67.8<br>78.6  | 63.9<br>73.6  | 0700-1900<br>0600-2200                                | 85<br>100  | 93<br>101  | 83<br>97  | 96<br>110   
   
   | 120<br>139  | 134<br>153  | 70<br>82  | 95.4<br>109.4   | 97.3<br>111.7   
  | 0700-1900<br>0600-2200   
  | 144<br>169  | 175<br>191  | 143<br>168  | 167<br>190  | 187<br>222  | 199<br>224   
  | 113<br>133  | 163.2<br>188.0  | 161.1<br>185.3  |
| 0.<br>3.<br>2.<br>10<br>6.<br>3.<br>2.<br>5.<br>3.<br>6.<br>3.<br>6.<br>3.<br>2.<br>4.<br>1.<br>1.<br>1.<br>1.<br>1.<br>1.<br>1.<br>1.<br>1.<br>1 | 0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 0         2.0           0         2.0           0         2.0           0         6.0           0         13.0           0         7.0           0         4.0           0         6.0           0         6.0           0         6.0           0         6.0           0         7.0           0         7.0           0         2.0           0         2.0           0         2.0           0         2.0           0         2.0           0         2.0           0         2.0           0         2.0           0         2.0           0         2.0 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         10         0.6 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0500-6600         0.0           0         2.0         1.0         0.0         3.0         1.0         0.1         4.2         3.4         0500-6600         1.0           0         1.30         1.30         1.0         0.0         1.4         3.4         0500-6700         1.0           0         1.30         1.30         0.0         1.0         1.0         4.2         3.4         0500-6700         1.0           0         7.0         3.0         4.0         7.0         1.0         6.0         3.0         1.0         1.0         6.0         1.0         6.0         1000         1.0         1.0         6.0         1.0 | 0         2.0         0.0 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.8         1.4           0         2.0         1.0         0.0         3.0         1.0         0.0         1.8         1.4           0         1.30         1.30         1.0         0.0         1.8         1.4         660-9700         1.0         1.0         1.0           0         6.0         2.0         1.0         4.2         3.4         670-9600         7.0         9.0         4.0           0         1.30         1.0         9.0         3.0         1.0         6.0         660-9700         1.0         1.0         4.0           0         1.20         3.0         4.0         7.0         9.0         5.6         6.0         6.0         600-9700         1.0         1.0         4.0           0         4.0         7.0         9.0         3.0         5.6         6.0         1000-1100         1.0         1.0         1.0           0         4.0         2.0         5.0         4.0         1.0         6.0         3.0         7.0         1.0         7.0         1.0         7.0         1.0         1.0         1.0 <th>0         2.0         0.0</th> <th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.5</th> <th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0560-6660         0.0         1.0         1.0         0.0         1.0         2.0         0.0         1.0         1.0         0.0         1.0         2.0         0.0         1.0         1.0         0.0         1.0         2.0         1.0         1.0         1.0         1.0         1.0         2.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0</th> <th>0         2.0         0.0
        0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0</th> <th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0560-6600         0.0         1.0         1.0         0.0         1.0         2.0         0.0         1.0         0.0         1.8         1.4           0         6.0         2.0         9.0         2.0         1.0         0.0         1.8         1.4         0560-6700         1.0         1.0         1.0         1.0         2.0         1.0         2.0         0.0         1.8           0         6.0         2.0         2.0         2.0         1.0         4.2         3.4         0760-6600         1.0         1.0         2.0         1.0         4.0         6.0         4.0         4.0         4.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         <th< th=""><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.0         1.0         0.0         1.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.0         0.0         0.4         0.3         0.0</th><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.0</th><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.0         0.0         0.4         0.3         0.0</th><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.4         0.3         0         0.0</th><th>0       2.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0       1.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0       0.6       0.7       0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0<!--</th--><th>0         2.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         1.0         1.0         0.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         1.0         2.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         3.0         1.0         0.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0      
  1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         <th< th=""><th>0       2.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.4       0.3       0.0</th></th<></th></th></th<></th> | 0         2.0         0.0 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.5 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0560-6660         0.0         1.0         1.0         0.0         1.0         2.0         0.0         1.0         1.0         0.0         1.0         2.0         0.0         1.0         1.0         0.0         1.0         2.0         1.0         1.0         1.0         1.0         1.0         2.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0         2.0         2.0         1.0         2.0 | 0         2.0         0.0 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0560-6600         0.0         1.0         1.0         0.0         1.0         2.0         0.0         1.0         0.0         1.8         1.4           0         6.0         2.0         9.0         2.0         1.0         0.0         1.8         1.4         0560-6700         1.0         1.0         1.0         1.0         2.0         1.0         2.0         0.0         1.8           0         6.0         2.0         2.0         2.0         1.0         4.2         3.4         0760-6600         1.0         1.0         2.0         1.0         4.0         6.0         4.0         4.0         4.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0         1.0         2.0 <th< th=""><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.0         1.0         0.0         1.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.0         0.0         0.4         0.3         0.0</th><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.0
        0.0         0.0</th><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.0         0.0         0.4         0.3         0.0</th><th>0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.4         0.3         0         0.0</th><th>0       2.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0       1.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0       0.6       0.7       0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0<!--</th--><th>0         2.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         1.0         1.0         0.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         1.0         2.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         3.0         1.0         0.0         1.0         2.0         1.0         <th< th=""><th>0       2.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.4       0.3       0.0</th></th<></th></th></th<> | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.0         1.0         0.0         1.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.0         0.0         0.4         0.3         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0        
0.0         0.0 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.0 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0.0         0.0         0.4         0.3         0.0 | 0         2.0         0.0         0.0         0.0         0.0         0.4         0.3         0         0.0         0.4         0.3         0         0.0 | 0       2.0       0.0 | 0       2.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0       1.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0 | 0       2.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0       0.6       0.7       0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       1.0       0.0 </th <th>0         2.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         1.0         1.0         0.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         1.0         2.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         3.0         1.0         0.0         1.0         2.0         1.0         <th< th=""><th>0       2.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.4       0.3       0.0  
    0.0       0.0</th></th<></th> | 0         2.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         1.0         1.0         0.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         1.0         2.0         1.0         2.0         0.0         0.6         0.7         060-0600         0.0         3.0         1.0         0.0         1.0         2.0         1.0 <th< th=""><th>0       2.0       0.0</th><th>0       2.0       0.0       0.0       0.0       0.0       0.4       0.3       0.0</th></th<> | 0       2.0       0.0 | 0       2.0       0.0       0.0       0.0       0.0       0.4       0.3       0.0 |

 93
 83
 96
 120
 134
 70

 101
 97
 110
 139
 153
 82

 102
 104
 115
 142
 160
 85

 106
 117
 146
 166
 89

0000-0000

 95.4
 97.3

 109.4
 111.7

 113.0
 115.7

 115.6
 119.0

0000-0000

Weekly Vehicle Counts (Virtual)

 71
 67
 65
 43
 67.8
 63.9

 80
 83
 71
 51
 78.6
 73.6

 82
 85
 77
 52
 80.0
 75.6

 83
 86
 79
 56
 81.0
 77.4

Weekly Vehicle Counts (Virtual)

 144
 175
 143
 167
 187
 199
 113

 169
 191
 168
 190
 222
 224
 133

 173
 193
 175
 197
 227
 237
 137

 174
 199
 178
 200
 232
 245
 145

163.2 188.0 193.0 196.6 161.1 185.3 191.3 196.1

82 90 91 93 60

0000-0000

		Daily Classes - Direction 1								Daily Classes - Direction 2							Daily Classes - Combined Direction																
Locatio Start D End Da Collect Project	on: ate: te: ion Nam Site Nu	1e: Imber:	Napier S 1st Marc 7th Marc CherryIn 949116	treet, Bel h 2022 h 2022 ne-Middle	ween Mi	ller Stree	t And M	organ Str	eet		Locatio Start D End Da Collect Project	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 Southbound										Location Start Da End Dat Collection Project	n: te: e: on Name Site Num	: iber:	Napier S 1st Mare 7th Mare Cherrylr 9E+05	Street, B ch 2022 ch 2022 nne-Mide	etween N dieton A1	tiller Stre	iet And M	<i>l</i> lorgan S	treet		
Time		Bin	Min	Max	Mean	Median	85%	95%	>  100	PSL ) km/h	Time		Bin	Min	Max	Mean	Median	85%	95%	> 10	PSL 0 km/h	ſ	Time	1	Bin	Min	Max	Mean	Median	85%	95%	>P 100	PSL / km/h
0000	5	0.926%	14.4	36.2	25.5	28.1	36.2	36.2	0	0.00%	0000	8	0.960%	13.5	47.5	33.5	32.9	45.6	47.5	0	0.00%		0000	13	0.947%	13.5	47.5	30.4	32.6	41.5	47.5	0	0.00%
0100	0	0.000%	0.0	0.0	0.0	0.0	0.0	0.0	0	-%	0100	2	0.240%	20.8	22.4	21.6	21.7	22.4	22.4	0	0.00%		0100	2	0.146%	20.8	22.4	21.6	21.7	22.4	22.4	0	0.00%
0200	1	0.185%	49.4	49.4	49.4	49.4	49.4	49.4	0	0.00%	0200	2	0.240%	29.2	52.8	41.0	41.0	52.8	52.8	1	50.00%		0200	3	0.218%	29.2	52.8	43.8	49.5	52.8	52.8	1	33.33%
0300	2	0.370%	9.4	45.1	27.2	27.2	45.1	45.1	0	0.00%	0300	3	0.360%	30.9	38.0	34.5	34.4	38.0	38.0	0	0.00%		0300	5	0.364%	9.4	45.1	31.6	34.4	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%	0400	3	0.360%	22.1	39.6	29.7	27.4	39.6	39.6	0	0.00%		0400	4	0.291%	22.1	39.6	31.9	33.0	39.6	39.6	0	0.00%
0500	2	0.370%	25.6	42.9	34.3	34.3	42.9	42.9	0	0.00%	0500	5	0.600%	21.5	38.3	32.6	34.2	38.3	38.3	0	0.00%		0500	7	0.510%	21.5	42.9	33.1	34.2	42.1	42.9	0	0.00%
0600	10	1.852%	17.8	42.4	32.3	34.5	41.9	42.4	0	0.00%	0600	10	1.200%	27.0	48.2	36.7	34.2	46.5	48.2	0	0.00%		0600	20	1.457%	17.8	48.2	34.5	34.3	44.3	48.1	0	0.00%
0700	24	4.444%	23.9	49.2	36.4	36.3	41.9	48.0	0	0.00%	0700	36	4.322%	20.6	51.0	32.1	32.9	37.5	43.9	1	2.78%		0700	60	4.370%	20.6	51.0	33.8	34.6	39.5	44.5	1	1.67%
0800	60	11.110%	8.9	48.9	33.9	36.2	42.6	45.7	0	0.00%	0800	55	6.603%	10.2	49.1	34.3	35.3	40.9	45.0	0	0.00%		0800	115	8.376%	8.9	49.1	34.1	35.8	41.3	45.5	0	0.00%
0900	35	6.481%	15.6	62.6	35.6	36.0	46.4	52.0	1	2.86%	0900	39	4.682%	3.0	47.5	34.4	36.2	41.6	46.6	0	0.00%		0900	74	5.390%	3.0	62.6	35.0	36.1	42.4	47.6	1	1.35%
1000	43	7.963%	8.9	50.3	30.9	30.6	39.7	42.7	1	2.33%	1000	52	6.242%	5.4	50.7	33.1	34.0	44.5	48.6	1	1.92%		1000	95	6.919%	5.4	50.7	32.1	32.8	41.9	47.3	2	2.11%
1100	25	4.630%	19.7	50.1	35.9	38.7	47.2	49.6	1	4.00%	1100	42	5.042%	3.9	55.3	35.1	36.8	42.1	47.3	1	2.38%		1100	67	4.880%	3.9	55.3	35.4	36.9	43.1	48.0	2	2.99%
1200	38	7.037%	17.1	53.1	34.6	35.4	42.3	44.2	1	2.63%	1200	56	6.723%	1.1	54.1	33.9	34.8	42.9	47.4	1	1.79%		1200	94	6.846%	1.1	54.1	34.2	35.1	42.3	47.2	2	2.13%
1300	31	5.741%	13.0	52.7	36.6	38.5	45.6	49.8	1	3.23%	1300	69	8.283%	10.4	53.3	34.8	36.2	42.4	47.5	1	1.45%		1300	100	7.283%	10.4	53.3	35.3	36.4	43.5	47.8	2	2.00%
1400	34	6.296%	10.1	50.4	34.9	36.6	41.9	45.7	1	2.94%	1400	63	7.563%	11.8	55.5	33.5	32.8	42.6	47.4	1	1.59%		1400	97	7.065%	10.1	55.5	34.0	34.6	42.5	46.4	2	2.06%
1500	33	6.111%	14.1	48.2	35.0	36.5	41.6	48.1	0	0.00%	1500	61	7.323%	6.9	50.1	34.9	36.0	41.5	45.1	1	1.64%		1500	94	6.846%	6.9	50.1	34.9	36.1	41.5	45.9	1	1.06%
1600	48	8.889%	21.6	59.6	38.3	38.3	45.1	49.4	2	4.17%	1600	60	7.203%	18.6	55.3	36.2	35.1	43.0	51.4	4	6.67%		1600	108	7.866%	18.6	59.6	37.1	37.5	44.5	50.9	6	5.56%
1700	46	8.519%	15.4	50.2	35.2	35.3	41.8	48.7	1	2.17%	1700	84	10.080%	15.4	51.2	36.6	37.4	45.0	49.5	3	3.57%		1700	130	9.468%	15.4	51.2	36.1	36.3	45.0	49.4	4	3.08%
1800	30.0	5.556%	12.4	44.8	32.6	33.9	40.3	44.5	0.0	0.00%	1800	64.0	7.683%	5.1	56.7	36.9	37.2	45.4	51.8	5.0	7.81%		1800	94.0	6.846%	5.1	56.7	35.5	36.2	43.2	50.8	5.0	5.32%
1900	18.0	3.333%	7.8	47.5	34.3	36.3	44.9	47.5	0.0	0.00%	1900	38.0	4.562%	5.3	56.6	32.5	34.1	41.6	47.1	1.0	2.63%		1900	56.0	4.079%	5.3	56.6	33.1	35.2	43.0	46.8	1.0	1.79%
2000	21.0	3.889%	12.9	46.4	31.2	30.2	40.7	46.0	0.0	0.00%	2000	33.0	3.962%	11.5	45.2	31.1	32.2	41.9	44.9	0.0	0.00%		2000	54.0	3.933%	11.5	46.4	31.1	31.5	41.4	44.9	0.0	0.00%
2100	19	3.519%	13.3	51.4	30.8	29.5	44.8	51.4	2	10.53%	2100	20	2.401%	1.5	49.2	30.2	31.0	41.3	48.8	0	0.00%		2100	39	2.840%	1.5	51.4	30.5	30.8	41.6	51.1	2	5.13%
2200	8.0	1.481%	11.2	38.6	21.4	20.6	33.3	38.6	0.0	0.00%	2200	17.0	2.041%	11.2	45.4	29.5	31.7	41.7	45.4	0.0	0.00%		2200	25.0	1.821%	11.2	45.4	26.9	26.6	38.7	45.0	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%	2300	11.0	1.321%	14.2	47.3	31.4	31.0	42.2	47.3	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%
	540.0	100.000%	7.8	62.6	34.2	35.5	42.3	47.3	12.0	2.22%		833.0	100.000%	1.1	56.7	34.3	34.9	42.3	47.5	21.0	2.52%			1373.0	100.000%	1.1	62.6	34.3	35.1	42.3	47.5	33.0	2 40%

Site16-NapierStreetBetweenMillerStreetAndMorganStreet



# Morton Park LATM Engagement Outcomes Report



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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 and, the second stage of consultation which includes feedback on the public exhibition of the final draft report.

Council undertook an initial survey through Council's Your Say 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. A total of 65 contributors provided comment through the LATM Survey and an additional 20 via the Social Map. An additional 4 responses were received via email.

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

Regarding streets, New Canterbury Road, Frazer Street, Wardell Road, and Livingstone Road had the greatest level of concern for high traffic volumes. Frazer Street and New Canterbury Road were identified 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.

The final draft report was placed on public exhibition in February 2024. A total of 25 contributions were made through YSIW. An additional 32 emails including 1 petition were received regarding the final draft report during the public exhibition period. All recommendations noted in the final draft have been included in the final report with some adjustments. Some additional recommendations are also included.

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### Background

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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 vehicle use
  - o Increasing use of public transport
  - Increasing walking & cycling
  - o Improving streetscape

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#### 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 YSIW or request a paper copy of the questionnaire. Responses could be submitted via email or post. YSIW provided the community with the opportunity to provide responses via the survey form or social map.

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#### Engagement outcomes - Stage 1 Initial insights

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Council undertook an initial survey through Council's YSIW 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 online survey and an additional 20 via the Social Map. An additional 4 responses were received via email.

The main outcomes of the first stage of consultation and the problems identified by the greatest number of respondents (81% through the YSIW) are high traffic volumes. It was raised as an issue in New Canterbury Road, Frazer Street, Wardell Road, and Livingstone Road which are all either State or Regional Roads and 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 existing pedestrian island is extremely dangerous for bikes and families when there is heavy traffic and vehicles travelling at the designated 60km/h speed limit.

The second most identified concern (66% through YSIW) relates to pedestrian safety in Frazer Street near Bishop Street, this is a daily issue, occurring at all times and is due to the narrow width of the pedestrian refuge island. Vernon Street at Wardell Road was also identified as an issue due to the high entry angle from Vernon Street, allowing vehicles performing a left turn to negotiate the intersection at high speed.

The excessive width of the Morton Avenue/Gould Avenue intersection along with the absence of kerbs/islands to assist safe crossing for pedestrians was raised as a concern. Speeding vehicles turning left from New Canterbury Road into side streets was also raised as a pedestrian safety issue. Vehicles performing unsafe U-turn maneuvers were noted in Frazer Street at Bishop Street.

The third most raised issue (57% through the YSIW) was heavy vehicles using local roads. This was identified as an issue in Frazer Street with heavy vehicles failing to observe the existing '3 tonne vehicle limit midnight to 6:00am' between New Canterbury Road and Livingstone Street.

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Inappropriate driver behaviour was raised regarding vehicles using Gould Avenue and Morton Street as a short cut to avoid the New Canterbury Road/Frazer Street traffic signals. This impacts safety in a high pedestrian area frequently used by schoolchildren. Jarvie Avenue was also identified as a location of concern with vehicles travelling at unacceptable speeds, the road is of narrow width restricting sight lines for vehicles. Vehicles are also performing dangerous U-turns in Wardell Road at Gould Avenue. Speeding and rat running were noted in Allans Avenue, this is a residential street populated with young families and small children. Concerns were also raised regarding vehicles performing left turns from Wardell Road into Vernon Street in an unsafe manner due to the road geometry of this intersection and conflict between vehicles attempting parking maneuvers while children are crossing the road.

It was requested that No Right Turn signs supplement the existing Left Only signs in Ducros Street at New Canterbury Road. Drivers are failing to observe current signage and perform illegal right turns onto New Canterbury Road.

#### Other comments included:

It was mentioned that the new cycleway along Livingstone Road is appreciated, however ends abruptly at Marrickville Park, resulting in unsafe conditions for cyclists continuing along Livingstone Road to New Canterbury Road deterring cyclists from using the cycleway at all.

It was noted that cars often park too close to the bend at the south end of Jarvie Avenue resulting in cars entering the street from Frazer Street being forced to drive on the wrong side of the road around a blind corner. With oncoming vehicles travelling too fast down the street this increases the risk of accident.

A request for angled parking in Morgan Street and Morton Street was received to increase parking supply in this area.

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 identified as locations with speeding concerns.

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Inappropriate parking behaviour was raised as an issue at the intersections of Morgan Street/Ducros Street and Morgan Street/Bishop Street with vehicles parking too close to the intersection corners.

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Concerns were raised for cyclists entering Miller Lane from Frazer Street. A resident advised of difficulty negotiating bicycle access into Miller Lane from Frazer Street due to the narrow road width at the road closure point. It was also requested that the proposed cycle path work between Parramatta Road and Marrickville Park be implemented and include a wider pedestrian refuge to cross Frazer Street in front of Marrickville Park. Safety issues were also raised regarding cyclist access through the road closure in Morgan Street at Napier Street due to a lack of warning between cyclists travelling eastbound in Morgan Street and vehicles performing a right turn from Napier Street into Morgan Street.

Installation of a convex safety mirror was requested in Livingstone Road at Miller Street to improve sightlines. A speed limit reduction to 50km/h was also requested on Livingstone Road along with modifications to the Livingstone Road/New Canterbury Road/Gordon Street intersection by converting the left through lane, to a left only lane in Livingstone Road.

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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.

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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.

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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.

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### Engagement Outcomes – Stage 2 Public Exhibition of Final Draft Report 12.02.24-10.03.24

#### The final draft report was placed on public exhibition in February 2024.

A total of 24 questions were asked with 25 residents responding via YSIW.

A further 32 emails were received including 1 petition.

The majority of respondents (96%) live in the study area and overall support each of the treatments. The percentages detailed below relate to the responses received via YSIW.

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	<b>572</b> people viewed the project page
	85 downloads of the draft document
Letters to residents	1274

Engagement method	Stakeholders engaged
Online survey/social map/	<b>25</b> surveys completed
Direct contact from residents	<b>32</b> emails from individuals
Direct contact from stakeholders	1 petition was received

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### Online survey responses via YSIW



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Attachment 3

Item

		WIST
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You said			Council response			
( Results - 88% s	0% 20' aid Yes 8% said	%	40% & said		n't know	80%
Unsure/Don't know						
No						
Yes						
We asked – Pro To install conti Road 24 responses 88% of respond	oposal 4 nuous footpath dents supported	<b>i treatmen</b> d this prop	<b>t in Mc</b> osal	aria Street c	ıt New Cante	ərbury
refuge island be removed and replaced with kerb extensions. Refuge islands encourage drivers to ignore giving way to pedestrians. Exposure time for pedestrians can be reduced by installing kerb extensions. Additionally, the increased width of 2 metres is insufficient to accommodate cargo bikes using the footpath when riding with children. The Urban Arrow family is 2.58 metres long. However, respondent supports the removal of on-street parking to improve safety.			and that the road is wide enough to accommodate a wider pedestrian refuge it is proposed to install a pedestrian refuge which will also slow the speed of turning manoeuvres. The 2-metre width complies with TfNSW requirements.			
Respondent commented that walking here with a pram is unsafe. This proposal will improve pedestrian safety. Respondent suggested that the			Noted. The widening of the pedestrian refuge will allow sufficient space for storing a pram. Given that an existing pedestrian			
discourage flow of non-local traffic into Gould Avenue from Frazer Street. The installation of 'No Stopping' signs is suggested.			adjusted as part of proposal.			

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Respondent supports the proposal

and suggests that the continuous footpaths are constructed with the same materials as the footpath, to define the pedestrian area (see Crystal Street near Parramatta Road). When the materials used vary from						
the footpath, pedestrians assume the						
Respondent suggests installing a Shared Zone in Maria Street. Tree plantings would also be appreciated to provide shade.	Maria Street is not suitable for a Shared Zone as it has a useable footpath on both sides of the road.					
We asked – Proposal 5						
To install continuous footpath treatment in Ducros Street at New Canterbury Road 24 responses 92% of respondents supported this proposal						
No						
Unsure/Don't know						
0% 20%	40% 60% 80%					
Results – 92% said Yes, 4% said No and 4% said Unsure/Don't know						
You said	Council response					
This proposal is supported including an additional suggestion to accommodate bicycles entering the shared path as proposed in (Regional bike route 2). Please consider closing this intersection to all vehicle traffic to prioritise cyclists.	The proposal to close the road in Ducros Street at New Canterbury Road is not supported as the road cannot accommodate U-turns for vehicles parking on street to turn around.					

Noted and agreed.

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We asked – Proposal 6 To install a 10 km/h Shared Zone in the northern section of Allans Avenue 24 responses 75% of respondents supported this proposal					
You said	You said		Council response		
Respondent supports this proposal as it will decrease rat running and increase pedestrian safety. A 'No Right Turn' restriction from Allans Avenue onto New Canterbury Road was suggested.		The proposal for a 'No Right Turn' is not supported as the traffic volumes is very low in Allans Avenue and the restriction would significantly impact the residents from Allans Avenue who would be redirected to Toothill Street.			
The proposal is supported the respondent suggests Zone be extended around bend in Allans Avenue to pedestrian safety. The ins 'No Standing' sign around is also suggested to prev parking too close to the b obstructing sightlines.	d however the Shared d the second improve stallation of a d this corner ent cars bend and	Noted and supported. The final plan has been modified with the Shared Zone extending through the road bend and will include parking bays where appropriate.			
We asked – Proposal 7 To install a 10 km/h Share 22 responses 77% of respondents suppo	<b>d Zone in this s</b> orted this prop	ection of Jarvie	Avenue		

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intersection with speed. It is suggested that the kerb extensions include plantings.	design stage.					
Respondent commented that kerb extensions will increase danger as cars will need to use both lanes to enter and exit Vernon Street.	The kerb extensions have been designed to allow safe manoeuvres concurrently in and out of Vernon Street.					
We asked – Proposal 9						
To modify the geometry of Morton Avenue/Gould Avenue intersection 22 responses 73% of respondents supported this proposal						
Yes						
No						
Unsure/Don't know						
0% 20%	40% 60%					
Results – 73% said Yes, 9% said No and 18% said Unsure/Don't know						
You said	Council response					
Respondent supports the proposal	Noted. The rumble bars will create					
providing the rumble bars are	discomfort when driving over them					
effective in achieving their purpose.	to prevent the driver from cutting					
	the corner whilst retaining vehicular					
	access to adjacent properties.					
Respondent commented that the	The refuge islands cannot be					
refuge islands are too small and will	widened to 2.6 metres as the road is					
not accommodate a cargo bike	not wide enough to allow turning					
Equily is 258m long)	manoeuvres and a wider pedestrian					
The kerb extensions should be	retuge.					
constructed of concrete and the						
intersection should be configured						
with properly built kerbs and						
narrowed entrances to Gould Avenue.						

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We asked – Proposal 10

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60%



You said	Council response
Respondent supports the proposal	Low traffic volumes do not warrant a
and requests a wombat crossing also	wombat crossing in Gould Avenue.
be considered at this intersection.	
Installation of east-west ramps is	Noted. Additional recommendation
suggested along with a refuge island	included to investigate a pedestrian
across Wardell Road so that	crossing facility to cross Wardell
pedestrians can safely cross Morgan	Road between Gould Avenue and
Street to Gould Avenue.	Vernon Street.
We asked – Proposal 13	
Install bollards in New Canterbury Roac	at Toothill Street
23 responses	
73% of respondents supported this prop	posal
Yes	
No	
Unsure/Don't know	
0% 20%	40% 60%
Results – 73% said Yes, 5% said No and 2	2% sala Unsure/Don't know
You said	Council response
Respondent commented that this is a	The traffic signal phasing is
dangerous intersection for	determined by TfNSW. Full time 'No
pedestrians. The traffic signal allowing	Stopping' is provided between the
vehicles to turn right from Toothill	Boulevard and New Canterbury
Street onto New Canterbury changes	Road in the western side of Toothill
to green while pedestrians are	Street and part time 'No Parking
halfway through the intersection	6:30am-9:30am Mon-Fri' on the
crossing. Cars also turn left and right	eastern side of Toothill Street. This
at speed from New Canterbury Road	restriction is considered adequate
into Toothill Street, narrowly missing	
pedestrians waiting on the western	
footpath corner (school side) to cross	
at the lights.	
Respondent suggests removal of	
parking and widening of footpath	
along Toothill Street to Improve	

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pedestrian safety.	
Respondent supports proposal	Noted. Fixed in around bollards
however suggests the bollards	should be provided
installed should be strong enough to	
protect pedestrians from out-of-	
control vehicles.	
We asked – Proposal 14	
Install kerb extensions in Frazer Street w	est of Jarvie Avenue
23 responses	
100% of respondents supported this pro	posal
Yes	
No	
Unsure/Don't know	
0% 50	% 100%
Results – 100% said Yes	
You said	Council response
Numerous comments were received	No Stopping zone will be installed in
suggesting installation of a 'No	Frazer Street west of Jarvie Avenue
Stopping/No Parking' zone before the	as part of kerb extensions/shared
kerb extension to improve sightlines	zone.
at the intersection of Jarvie Avenue	
and Frazer Streets.	
Respondent supports removal of	Noted. See comment above.
parking as it will improve safety at the	
intersection. Parking close to the	
intersection is illegal however is never	
enforced.	
We asked – Proposal 15	
Install kerb extensions in Frazer Street o	n either side of Morton Avenue
23 responses	
87% of respondents supported this prop	osal

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Yes		
No		
Unsure/Don't know		
0% 20%	40% 60% 80%	
Results – 87% said Yes, 4% said No and 9	% said Unsure/Don't know	
You said	Council response	
Council should consider making the narrow section in Morton Avenue a Shared Zone. There are no footpaths along Morton Avenue, pedestrians must navigate moving and parked vehicles. Cars rarely drive faster than 10kph on this road anyway.	An additional recommendation is included to further investigate a Shared Zone in the narrow section of Morton Avenue. Furthermore, an instruction will be issued to replace the missing 'No Stopping' sign in Frazer Street west of Morton Avenue.	
Respondent supports this proposal; however, it does not address traffic flow and rat running. Closing the lane to traffic is suggested. A successful example is the closure of Miller Lane to Frazer Street. Residents can still access their garages and would greatly benefit from the reduction of rat running to avoid traffic lights at New Canterbury Road.	A road closure is not supported as vehicles park on street in this section of road and would not be able to turn around should the road be closed.	
We asked – Proposal 16		
To upgrade the existing pedestrian crossing at Wardell Road/Morgan Street to current standards 22 responses 86% of respondents supported this proposal		

Attachment 3

Yes	
No	
Unsure/Don't know	
0% 20%	40% 60% 80%
Results – 86% said Yes, 9% said No and 5	5% said Unsure/Don't know
You said	Council response
Respondent supports the proposal	The proposal is likely to reduce on
providing there is no loss of parking.	street parking however all measures
	will be considered to reduce the loss
	of parking during the detailed design
	stage.
Respondent does not support the	The wider median island will reduce
proposal as it will not assist traffic	speeds of traffic making a left turn
carning on Morgan street.	and right turn from Wardell Road
	Into Morgan Street.
We asked – Proposal 17	
To install kerb extensions in Morgan Street at Ducros Street	
23 responses	
83% of respondents supported this prop	posal
Yes	
No	
Unsure/Don't know	
0% 20%	40% 60% 80%
0% 20% Results – 83% said Yes, 13% said No and 4	40% 60% 80% 4% said Unsure/Don't know
0% 20% Results – 83% said Yes, 13% said No and 4 You said	40% 60% 80% 4% said Unsure/Don't know Council response
0% 20% Results – 83% said Yes, 13% said No and 4 You said Respondent does not support the	40% 60% 80% 4% said Unsure/Don't know Council response Noted. In order to limit the loss of
0% 20% Results – 83% said Yes, 13% said No and 4 You said Respondent does not support the proposal as it will reduce parking. Few	40%       60%       80%         4% said Unsure/Don't know       Council response         Noted. In order to limit the loss of parking the length of the kerb
0%20%Results - 83% said Yes, 13% said No and 4You saidRespondent does not support the proposal as it will reduce parking. Few properties in Morgan Street have off-	40%       60%       80%         4% said Unsure/Don't know         Council response         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be

street parking. Residents of apartment buildings located on New Canterbury Road, park their vehicles in Morgan and Ducros Streets reducing parking opportunities further for residents of these streets. Parking restrictions in Morgan Street have been previously requested but not yet considered. Vehicles block the accessible ramp when parking in Ducros Street obstructing access for mobility users and prams attempting to access the footpath/road	reduced thereby reducing the No Stopping zone. This will require TfNSW approval of risk assessment. Noted. 'No Stopping' signposting will be included in the detailed design.
We asked – Proposal 18 To install kerb extensions in Morgan Street at Bishop Street 23 responses 74% of respondents supported this proposal	
Yes No Unsure/Don't know 0% 20% Post ults = 74% solid Ves 17% solid No and 9	40% 60%
Results - 74% sala res, 17% sala no ana 9	
You said	Council response
Respondent supports the proposal providing it does not reduce parking in this location.	Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be reduced thereby reducing the 'No Stopping' zone. This will require TfNSW approval of risk assessment.
Numerous comments were received advising that limited parking in Allans Avenue and Morgan Street will be further exacerbated by this proposal	The review of a Resident Parking Scheme (RPS) in this area lies outside of the scope of the study, however given the considerable

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and suggest if it is supported, that it	interest in this matter it has been
be supplemented by a resident	forwarded to Council's Traffic team
permit parking scheme.	for consideration of a Resident
	Parking Scheme (RPS).
We asked - Proposal 10	
To install kerb extensions in Morgan Stre	eet at Allans Avenue
78% of respondents supported this prop	osal
Yes	
No	
Unsure/Don't know	
0% 20%	40% 60%
Results – 78% said Yes, 18% said No and 4% said Unsure/Don't know	
Results – 78% said Yes, 18% said No and 4	1% said Unsure/Don't know
Results – 78% said Yes, 18% said No and 4 You said	1% said Unsure/Don't know Council response
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as	% said Unsure/Don't know Council response Noted.
Results - 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in	1% said Unsure/Don't know Council response Noted.
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street	% said Unsure/Don't know Council response Noted.
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians,	% said Unsure/Don't know Council response Noted.
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users.	1% said Unsure/Don't know Council response Noted.
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this	% said Unsure/Don't know Council response Noted. Noted. In order to limit the loss of
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will	% said Unsure/Don't know         Council response         Noted.         Noted. In order to limit the loss of parking the length of the kerb
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will further reduce parking opportunities, forsing residents to each parking	% said Unsure/Don't know         Council response         Noted.         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will further reduce parking opportunities, forcing residents to seek parking further afar in surrounding streets	% said Unsure/Don't know         Council response         Noted.         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be reduced thereby reducing the 'No
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will further reduce parking opportunities, forcing residents to seek parking further afar in surrounding streets particularly late at night	% said Unsure/Don't know         Council response         Noted.         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be reduced thereby reducing the 'No Stopping' zone. This will require
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will further reduce parking opportunities, forcing residents to seek parking further afar in surrounding streets particularly late at night.	% said Unsure/Don't know         Council response         Noted.         Noted.         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be reduced thereby reducing the 'No Stopping' zone. This will require TfNSW approval of risk assessment.
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will further reduce parking opportunities, forcing residents to seek parking further afar in surrounding streets particularly late at night. We asked – Proposal 20	% said Unsure/Don't know         Council response         Noted.         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be reduced thereby reducing the 'No Stopping' zone. This will require TfNSW approval of risk assessment.
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will further reduce parking opportunities, forcing residents to seek parking further afar in surrounding streets particularly late at night. We asked – Proposal 20 To install kerb extensions in Morgan Street	% said Unsure/Don't know         Council response         Noted.         Noted.         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be reduced thereby reducing the 'No Stopping' zone. This will require TfNSW approval of risk assessment.         Dest at Jarvie Avenue
Results – 78% said Yes, 18% said No and 4 You said Respondent supports the proposal as it will prevent vehicles parking in Allans Avenue at Morgan Street obstructing crossing for pedestrians, prams and mobility users. Respondent commented that this proposal is not necessary and will further reduce parking opportunities, forcing residents to seek parking further afar in surrounding streets particularly late at night. We asked – Proposal 20 To install kerb extensions in Morgan Street 23 responses	% said Unsure/Don't know         Council response         Noted.         Noted.         Noted. In order to limit the loss of parking the length of the kerb extensions is proposed to be reduced thereby reducing the 'No Stopping' zone. This will require TfNSW approval of risk assessment.         Det at Jarvie Avenue

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Posts should be removable to provide emergency access. This was promised by Council in 1997 when Morgan Street residents requested the road closure to prevent trucks and couriers speeding and using it as a shortcut to Sydenham Road. We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal Yes No Unsure/Don't know 0% 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
emergency access. This was promised by Council in 1997 when Morgan Street residents requested the road closure to prevent trucks and couriers speeding and using it as a shortcut to Sydenham Road. We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal Versure/Don't know 0% 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
promised by Council in 1997 when Morgan Street residents requested the road closure to prevent trucks and couriers speeding and using it as a shortcut to Sydenham Road. We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal Yes No Unsure/Don't know 0% 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
Morgan Street residents requested the road closure to prevent trucks and couriers speeding and using it as a shortcut to Sydenham Road. We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal We usue/Don't know 0% 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
the road closure to prevent trucks and couriers speeding and using it as a shortcut to Sydenham Road. We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal
couriers speeding and using it as a shortcut to Sydenham Road. We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal Vesting No Unsure/Don't know 0% 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
shortcut to Sydenham Road. We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal Very 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal
We asked – Proposal 22 To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal Yes No Unsure/Don't know 0% 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
To install a mobility parking space in Gould Avenue along the Morton Park frontage 22 responses 68% of respondents supported this proposal
frontage 22 responses 68% of respondents supported this proposal
22 responses 68% of respondents supported this proposal Yes No No No O S S S S S S S S S S S S S S S S S S
68% of respondents supported this proposal
Yes     No       No     No       Unsure/Don't know     20%       0%     20%       40%     60%
Yes     No       No     20%       40%     60%   Results – 68% said Yes and 32% said Unsure/Don't know Now consider the second sec
Yes     No       Unsure/Don't know       0%       20%       40%       60%
Yes     No       Unsure/Don't know     20%       0%     20%       40%     60%
No Unsure/Don't know 0% 20% 40% 60% 60% 60% Comparison of the comp
No     Image: Construction of the second secon
Unsure/Don't know     0%     20%     40%     60%       Results - 68% said Yes and 32% said Unsure/Don't know
0% 20% 40% 60% Results – 68% said Yes and 32% said Unsure/Don't know
Results – 68% said Yes and 32% said Unsure/Don't know
Results – 68% said Yes and 32% said Unsure/Don't know
You said Council response
Respondent supports installation of Noted. LATM study does not assess
one mobility space as it may also time limited parking restrictions
prevent boats and trailers parking in
this area. Time restricted parking was
also suggested.
We asked – Proposal 23
We asked – Proposal 23
We asked – Proposal 23 To install a mobility parking space in Frazer Avenue along the Marrickville
We asked – Proposal 23 To install a mobility parking space in Frazer Avenue along the Marrickville Park frontage
We asked – Proposal 23 To install a mobility parking space in Frazer Avenue along the Marrickville Park frontage 22 responses

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Additional suggestions	
You said	Council response
WestConnex was to provide a program of local road environment improvements. Part of the justification for the project was that overused local streets could be returned to calmer environments. This seems to have been forgotten however roads like Wardell and Frazer should be the streets to benefit from reduced speeds and safer crossings	Wardell Road and Frazer Street are Regional Roads. Wardell Road has a posted speed limit of 50 km/h which is considered appropriate. Frazer Street has a 60 km/h posted speed limit and it is recommended that it be reduced as per innerwest@40 study. An additional recommendation has been included to investigate a pedestrian crossing facility in Wardell Road.
While I approve of most of the proposed treatments in this proposal, I do not believe that traffic management has been fully addressed. We are surrounded by arterial roads, New Canterbury Road, Frazer Street and Wardell Road. There are high levels of rat running on local roads to avoid traffic lights. The dogleg in Morton Avenue has not been addressed and I suggest that this corner be given some attention as it needs a makeover.	An additional proposal has been included to further investigate a 10 km/h Shared Zone in the narrow section of Morton Avenue north of Frazer Street. Note that Frazer Street and Wardell Road are regional roads and therefore expected to carry some through traffic.
All proposed kerb extensions within the study area should include plantings.	Kerb extensions will include landscaping to be determined at detailed design stage.
As the proposed improvements will impact parking, IWC should strongly consider introducing timed parking and resident parking permits (limited to 1 per household). In Allans Avenue, vehicles (company and worker) from commercial properties located on New Canterbury Road are parked for extended periods (i.e. multiple days).	Resident Parking Scheme (RPS) is outside of scope of study, however given the number of residents that have requested investigation it has been forwarded to Council's Traffic Team to investigate an RPS in Allans Avenue.

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Residents of Allans Avenue are forced	
to seek parking in Morgan and Bishop	
Streets and Jarvie Avenue. This	
problem will increase with current	
and future residential development.	
I fully support this proposal however I hope tall trees can be planted in kerb extensions to increase the urban canopy, ideally with minimal foliage in the lower 2-3 metres, to prevent sightline obstructions. Please also consider extending the Livingstone Road cycleway on the eastern edge of this study area. The small cycleway on Morgan Street would be improved if connected all the way to Marrickville Park and the	Landscaping details are to be determined at detailed design stage. Cyclists' facilities to be upgraded as part of Parramatta Road to Marrickville Park approved concept plan (2018).
Livingstone Road cycleway. Please also consider installing more modal filters, such as the one on Morgan Street throughout Marrickville to eliminate rat runs and improve safety for kids playing and riding bikes.	
As the proposed improvements will	Resident Parking Scheme is outside
impact parking, IWC should strongly consider introducing timed parking and resident parking permits (limited to 1 per household). In Allans Ave, vehicles (company and worker) from commercial properties on New Canterbury Road are being parked for extended periods (i.e., multiple days), causing residents of Allans Avenue to find parking in Morgan and Bishop Streets and Jarvie Avenue. This problem will escalate due to current and future residential development.	of scope of study, however given the number of residents that have requested investigation it has been forwarded to Council's Traffic Team to investigate an RPS in Allans Avenue.
Many of the proposed changes will	Noted. To limit the loss of parking the
drastically impact parking in the area.	length of the kerb extensions in
They are unnecessary and reduce	Morgan Street are proposed to be
valuable parking spaces in an area	reduced thereby reducing the No

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where parking is in high demand,	Stopping zone. This will require TfNSW
particularly late at night forcing	approval of risk assessment.
residents to park streets away and	
walk home alone in the dark. This is of	
greater concern than any traffic	
impacts.	

#### Summary of Emails

In addition to Your Say Inner West, Council received 31 emails from individuals. The following points outline the general themes and comments of these emails. Verbatim copies with identifying details redacted can be found in Appendix B:

- Concerns for loss of parking due to kerb extensions
- Install all kerb extensions with gardens and greenery
- RPS requested in Allans Avenue and Frazer Street
- Request for No Parking signs on the bend in Jarvie Avenue within the proposed Shared Zone
- Request for 'No Standing' signs in Morton Avenue at Frazer Street to improve sightlines of approaching traffic on Frazer Street while attempting to exit Morton Avenue
- Reference to 2018 plan cycle path New Canterbury Road objects to implementation due to loss of parking

#### **Summary of Petitions**

 A petition containing 17 signatures was received supporting implementation of a Resident Parking Scheme (RPS) in Allans Avenue, Petersham to improve parking opportunities for residents. Item

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You said	Council response
I had a quick look at the Morton Park LATM proposal. All are good traffic calming measures otherwise, but residents here generally do not have private parking spaces, and everyone is relying on street parking. If there is a way to keep the intent of the proposal, but not remove street parking spaces that would be great to see in the next draft.	Noted. In order to limit the loss of parking the length of the kerb extensions in Morgan Street are proposed to be reduced thereby reducing the 'No Stopping' zone. This will require TfNSW approval of risk assessment.
I live on xxxxxx for over 30 years, and it recently come to my attention a project regarding kerbs, extensions and blisters/island will be executed on both ends of Vernon Street? I would like to assertively request that council please implement the option of greening - bed gardens within these centre extensions and island on both sides of Vernon Street, Lewisham please - instead of (eyesore) concrete street slabs. Residents on my street have spent many years and time caring for our street trees and are very much into taking and maintaining their front house - kerb appeal with their gardens. Please don't let us down on the important details, Please seriously consider to contributing to beautyifing our street and suburb / community. ()	Landscaping features will be included at detailed design stage.
Best of luck getting all the proposed measures completed. I just wanted to attach the West Marrickville LATM items from 2014 to note we've been waiting a long time to see some progress at Frazer Street. I've personally witnessed about 6 near misses, or minor	A reduction in speed limit from 60 km/h to a lower speed is proposed as detailed in Council's innerwest@40 study. Kerb extensions are also included in the plan at various intersections with Frazer Street. A wide pedestrian refuge to cater for

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crashes that could have been much worse given the 60km/h, so very keen for some progress!	cyclists is proposed as part of the approved concept plan for the Parramatta Road to Marrickville Park cycle route.	
<ul> <li>I strongly oppose all changes because: <ul> <li>Lewisham is a quiet residential area with not as much traffic/speeding/accidents as other major suburbs.</li> <li>Therefore, having all these road changes will only make going in/out of home more difficult.</li> <li>Inner west already has some narrow roads with cars parked on both sides so any further changes that make the roads more narrow/harder to navigate will only be an inconvenience to residents to drive and park.</li> </ul> </li> <li>The speed limit in the area is already low and there are several red-light speed cameras so it's working well as is in terms of road safety.</li> </ul>	The improvements to amenity are considered appropriate. The kerb extensions will be designed to accommodate traffic manoeuvres but reduce speeds.	
Whilst I appreciate that the proposed changes to be implemented are designed to improve the safety of the community, I don't feel the changes to Wardell Road extend far enough to address the speed of vehicles travelling in both directions on this road between Frazer Street and Gould Avenue. I live xxxxxx with young children and am constantly having to deal with cars travelling at speeds of 70km/h plus. It is extremely dangerous, and I believe should be prioritised. I would appreciate if this can be	Noted. An additional recommendation has been included in the final report to investigate additional pedestrian crossing facilities in Wardell Road between Morgan Street and Gould Avenue and near Vernon Street.	

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addressed in your proposed changes	
I note the plan for Allans Avenue to	The final report includes extending
install a Shared Zone and reduce	the Shared Zone to include the road
speed to 10km/h for cars. I have no	bend. All measures will be taken to
issue with this. On the plan it looks like	retain parking.
there is going to be something	
installed on the street in the dogleg	
of Allans Avenue where the shared	
zone begins. Currently 3 cars can	
park on that section of the road	
between the turns. If something is	
installed on the street and only allows	
for 2 cars to be parked there, we will	
lose 1 car space. Already there is a	
lack of car spaces on Allans Avenue	
and residents often must park on	
neighbouring streets. I think it would	
be unacceptable to reduce the car	
park numbers.	

Attachment 3

#### Appendix A

#### Your Say Inner West survey responses

Identifying details have been redacted.

Propos	Proposal 1 - Install kerb blisters in Morgan Street at Livingstone Road		
1.	Congestion is bad here because vehicles queue across Morgan Street and do not let vehicles enter onto Livingston Road making it difficult for the kids to cross keep clear required on Livingston Rd in front of Morgan to slow cars to clear		
2.	Very hard to see oncoming traffic when coming out of Morgan St onto Livingston Rd as cars park close to the curb		
3.	Kerb bump outs are good - they force turning drivers to slow down and provide a shorter crossing distance for pedestrians.		
	Please ensure the ramps are wide enough for bikes (particularly cargo bikes) that want to use the shared path on Livingstone Rd to cross towards Addison St (part of regional route 2)		
4.	I have no objection to the extention kerbs can I please request that all those kerb extensions are "Greened" into (bed gardens) to help beautify the street and unsightly hard concrete.		
5.	Strongly support. Please remember to accomodate bicycles turning right from Morgan St onto shared path as proposed in plans for Regional bike route 2 https://yoursay.innerwest.nsw.gov.au/rr2		
Propos	al 2 - Install kerb blisters in Miller Street at Livingstone Road		
6.	Its not a thoroughfare and limited cars go down this street. I see no value to this installation to pedestrians or cars, and extremely low value for money. I walk this road regularly.		
7.	Kerb bump outs are good.		
8.	Please GREEN these Kerb blisters		

Propos Street	sal 3 – To widen pedestrian refuge to 2 metres in Gould Avenue at Frazer
9.	It is difficult to turn from Gould into Frazer due to parked cars limiting visibility. Kerb extensions will allow cars to move closer to the intersection and turn safely. They will also allow pedestrians to cross quicker and more easily
10.	Whilst i understand legal requirements, pleaae make 'requirements' more clear in question. Again i see this as unessesary. I see no value to this installation to pedestrians, and extremely low value for money. I walk this road twice daily. I see a negative impact on traffic flow, being unable to move around cars turning at this intersection either way.
11.	These are situated near and close by residential property it's imparative that these kerb blisters are implemented as illegal into planted bed gardens to green the environment and beautify the street.
Propos Cantei	sal 4 – To install continuous footpath treatment in Maria Street at New rbury Road
12.	This is a good addition. Many pedestrians and cars don't look when turning in here.
13.	Continuous footpaths are the best treatment for where side streets meet main roads as they clearly give priority to pedestrians. Continuous footpaths should use the same materials as the footpath itself, to clearly denote the area is for pedestrians (see Crystal St near Parramatta Rd for good examples). When the materials differ from the footpath people still assume the crossing prioritises drivers.
14.	please consider the importance of Greening pathway and verge.
15.	This would be great as cars currently turn into Maria Street very fast.
16.	Strongly support. Consider also making Maria St a shared zone one day. The footpaths are blocked by bins every Sunday-Tuesday. Tree plantings would also be appreciated as Maria St is very hot.

Propos	al 5 - Install continuous footpath treatment in Ducros Street at New
Canter	bury Road
17.	please allow for cyclists to continue to use ducros street to cut across
	new canterbury road to get onto the cycle path
18.	Good addition. Many cars come into this road quickly
19.	It'll stop cars in the middle of Canterbury Rd when coming from West St
20.	Continuous footpaths are the best treatment for where side streets meet main roads as they clearly give priority to pedestrians.
	Continuous footpaths should use the same materials as the footpath
	itself, to clearly denote the area is for pedestrians (see Crystal St near
	Parramatta Rd for good examples). When the materials differ from the
	footpath people still assume the crossing prioritises drivers.
21.	Please green these areas with bed gardens to soften he impact of soo
	much unsightly concrete.
22.	Support. Remember to accomodate bicycles entering the shared path
	as proposed in Regional bike route 2. Consider also closing this
	intersection to all vehicle traffic so as to prioritise bicycles
	https://yoursay.innerwest.nsw.gov.au/rr2
Propos	al 6 - To install a 10 km/h Shared Zone in the northern section of Allans
Avenue	3
23.	this is not going to have any impact
24.	Continuous footpath treatment is helpful for cars and pedestrians. The
	other additions don't really solve for anything and seems an
	unnecessary spend. Traffic crawls around here because it is so
	narrow. It is an awkward street but don't see any benefit by what's proposed.
25.	I live at xxxxxx and support this measure. However the pedestrian
	zone needs to be extended around the second bend in Allans Ave.
	Current proposal finishes too early. This second bend is very
	dangerous to pedestrians Also, a no standing sign needs to be

	erected just around this corner to stop cars parking too close to the
	bend, which reduces visibility
26.	The roadsate for the cars. Respect this. There are pathways, use them.
	20km limited perhaps, warning signs for pedestrians
27.	Shared zones are great way of allowing vehicular access to properties while providing great facilities for pedestrians.
	I would love to see shared zones employed much more liberally as
	many residential streets really only serve as extended driveways for
	properties and could provide a much more welcoming space for
	walking and cycling.
28.	Pathway and verges need greening /bedgardens consideration its
	near residential properties.
Propos	al 7 - Install a 10 km/h Shared Zone in this section of Jarvie Avenue
29.	jarvie avenue should be a one way street only entering from morgan
	street. There also should be a no parking at the end of jarvie that goes
	onto frazer street. jarvie street is a dangerous street if you are existing
	onto Frazer especially if there are parked cars on Frazer street and the
	blind spot at the end of jarvie. Please listen to residents as there has
	been a number of complaints about the danger of existing onto frazer street
30.	Kerb blisters are good. A bit like Allans Avenue, the limited speed area
	locations and zones seem again unnecessary and overkill for a very
	low traffic and footfall street.
31.	lt's the south end only that's shared. There should be a no
	stopping/no parking on south end so there is plenty of room for both
	pedestrians & vehicles in that section of Jarvie Ave. The 10kn/hr speed
	limit won't be able to be monitored anyway and people who live in
	the street already drive slow through the street

32.	Shared zones are great way of allowing vehicular access to properties while providing great facilities for pedestrians.
	I would love to see shared zones employed much more liberally as
	many residential streets really only serve as extended driveways for
	properties and could provide a much more welcoming space for
	walking and cycling.
33.	Essential pathway - extensions "greening" required.
34.	Why install parking bays? All the properties on the south end of the
	street have garages, plus there's plenty of street parking on Fraser St.
	I'd say get rid of the parking bays and make it all shared zone.
Propos	al 8 - To install a kerb extension at the intersection of Vernon Street and
Gould	Avenue
35.	again its going to be dangerous where cars have to use both lanes to
	enter and exit the street
36.	This is a good proposal. Cars currently park within the stautory no
	stopping zone and cars negotiate this intersection very fast. The
	measures should slow traffic down. The priority of this measure should
	be increased. Korb extensions should also include plantings
	ren extensions should diso include plantings.
37.	I walkand dtive the street multiple times daily. Totally unessecary.
	Pedestrians can see on all crossings, dtivers have ample room to view
	side streets and traffic inlc pedestrians. Parked cars are not an issue
	when driving with views. Unecessary spend
38.	Kerb bump outs are good
39.	I live on xxxxx and I acess Morton park on the daily so it "absolutely
	imperative" that these kerb extensions are "GREENED with lovely bed
	gardens"
Propos	al 9 - To modify the geometry of Morton Avenue/Gould Avenue
interse	ection
40.	This is an important proposal. Cars currently fly around this
	intersection, and children are often crossing Gould Ave or playing on
	the street. Due to the width of the intersection, cars also often do
	'burnouts' in the intersection late at night. These measures should be

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41.	This intersection is often driven through quite fast, I think the suggested changes would help to slow people down. People tend to use this route as a by pass, anything that slows people down would be fantastic, maybe even a speed bump or raised intersection. People/families use this route to walk to the park and having cars speeding through this intersection is quite worrying.
42.	Aftrr living in multiple places in both nsw and the world, syd drivers simply ignore 'no stopping zones'. I walk and drive the street multiple times daily. Totally unessecary. Pedestrians can see on all crossings, dtivers have ample room to view side streets and traffic inlc pedestrians. Parked cars are not an issue when driving with views. Unecessary spend. The view at this intersection is spectacular we never have an issue walking old dogs acoss any which way
43.	The refuge islands are too small and won't be able to store a cargo bike carrying children (the Urban Arrow Family is 2.58m long). The kerb extensions should be made of concrete as plastic bumpers are pale suggestions for large SUVs. The intersection should be configured with properly built kerbs, and narrowed entrances to Gould Ave to reduce exposure time without the need for a refuge island.
44.	Major greening - bedgardens implementation required for these all extension sections.
45.	Can there be accessible ramps on both sides? It's annoying to have to cross the road just to use the accessible ramp.
Proposo Canterk	וו 10 – To upgrade the pedestrian refuge in Morton Avenue at New oury Road to current standards
46.	It is often very difficult to turn right into NCR from Morton Av when there are cars parked in the near kerbside lane. Council should consider extending the no stopping zones on either side of this intesection.

47.	I don't know why widening the median strip would change anything but if that is the recommendation that's fine. As previously stated, people often use this road as a short cut and often enter the street at speed. A narrow entrance, speed bump and or lower speed limit could help.
48.	Ad long as both a left and right yurn can be had from the cars entering Cantebury Road. More issues with cars turning off Cantebury Rd rd into Morton at 60km speed n pedrstrians not looking w cars parked on lhsfrom left turn into Morton n potential for a rear end ir worse, pedestrian issue w no lights at night. :)
Propos install l	al 11 – To square off the intersection of Vernon Street and Wardell Road, kerb extensions, and widen the pedestrian refuge island
49.	Kerb extensions should include plantings
50.	Omg. Ok i guess the first time you do it you think you can do it at speed
51.	The kerb bump outs are good, but they should be made larger so the refuge island is not needed.
	The refuge island is too small to store a cargo bike carrying children (the Urban Arrow Family is 2.58m long).
	Removing parking to make intersection safer for pedestrians and cyclists is good and should not be used as a reason to accept a poor compromise.
52.	live right near this area. Please make sure these kerb extensions /blisters are greened with bed gardens.
Proposal 12 – To upgrade pedestrian refuge, extend the island and install kerb extensions at Gould Avenue/Wardell Road	
53.	Kerb extensions should include plantings.
54.	Please consider making this a wombat crossing too.

55.	The kerb bump outs are good, but they should be made larger so the refuge island is not needed.
	The refuge island is too small to store a cargo bike carrying children (the Urban Arrow Family is 2.58m long).
	Removing parking to make intersection safer for pedestrians and cyclists is good and should not be used as a reason to accept a poor compromise.
56.	Please Green with these extension with bed gardens.
57.	I often cross from Gould Ave to the other side of Wardell Rd at this intersection so make sure that is easy for pedestrians to do in this design.
58.	Strongly support. Consider adding east/west ramps and an island across Livingstone Rd so that pedestrians can easily cross from Morgan St to Gould Ave.
Propos	al 13 – Install bollards in New Canterbury Road at Toothill Street
59.	has this proposal gone far enough to protect our children who attend the school?
60.	This does not address the core problem of the danger New Canterbury Road poses for any person who is not in a vehicle. The amount of foot traffic and active transport is not adequately served at this intersection and a major rework of the road and intersection is required to dedicate more space to make pedestrians and active transport safer. It is most obvious during school hours when pedestrians do not have space to wait to cross while still allowing through traffic by foot or bicycle.
61.	It's unclear what this achieves
63	This intersection is quite dangerous for pedestrians. The right turn from Toothill onto NCR signal turns green while pedestrians are crossing. This often results in pedestrians having to jog across the last 25% of the intersection. Cars also often turn right and left very fast from NCR into Toothill, sometimes narrowly missing pedestrians waiting on the School corner to cross at the lights. Council should consider removing parking and widening the footpath along Toothill.

64.	The bollards used should be the sturdy kind that protect pedestrians
	from cars that have lost control, and not the ones that buckle in a low
	speed collision.
65.	This intersection can feel intimidating as a pedestrian so anything to
	improve safety would be great.
Propos	al 14 – To install a kerb extension in Frazer Street west of Jarvie Avenue.
66.	there should be a no stopping/ no parking before the curb placements
	as this is a blind spot existing Jarvie onto frazer street
67.	The dip in the road when coming out of Jarvie makes it hard to see on
	coming traffic in either direction when cars are parked either side of
	the intersection on Frazer St
68.	Removing parking to make intersections safer is a good idea, even if
	the parking never really existed because it was illegal but unenforced.
60	Implement these extensions kerbs in to bed green gardens plagse
03.	residential propertys live in the spaces
Propos	al 15 – To install kerb extensions in Frazer Street on either side of Morton
Avenu	e.
70.	I think this is a well-planned solution to a difficult corner.
	However It does not address traffic flow and rat running.
	We would like to reiterate that we would like the laneway closed off
	from traffic altogether. A successful example is the closure of Miller
	cane to Frazer St. The 3 residents can still access their garages and
	bark there in they wish but the local drea would greatly benefit from
72	Walking here with a pramic upsafe. This will help
/3.	waiking here with a prantis ansare. This will help.
/4.	all in the second second in all in some size at the second second second second second second second second sec
	this is everywhere in this precinct - if you have your local authorities
	this is everywhere in this precinct - if you have your local authorities just walking around these streets impacted you would see vehicles are always parking to close to the sylt of streets as igniz/merson
	this is everywhere in this precinct - if you have your local authorities just walking around these streets impacted you would see vehicles are always parking to close to the exit of streets eg jarvie/morgan, morgan/wardall_morgan/allans_bishon/morgan
75	this is everywhere in this precinct - if you have your local authorities just walking around these streets impacted you would see vehicles are always parking to close to the exit of streets eg jarvie/morgan, morgan/wardell, morgan/allans, bishop/morgan
75.	this is everywhere in this precinct - if you have your local authorities just walking around these streets impacted you would see vehicles are always parking to close to the exit of streets eg jarvie/morgan , morgan/wardell , morgan/allans, bishop/morgan Council should consider making the narrow lane part of Morton Ave a shared zone. There are no footnaths along Morton Ave magning
75.	this is everywhere in this precinct - if you have your local authorities just walking around these streets impacted you would see vehicles are always parking to close to the exit of streets eg jarvie/morgan, morgan/wardell, morgan/allans, bishop/morgan Council should consider making the narrow lane part of Morton Ave a shared zone. There are no footpaths along Morton Ave, meaning pedestrians have to pegotiate cars in a narrow laneway that also
75.	this is everywhere in this precinct - if you have your local authorities just walking around these streets impacted you would see vehicles are always parking to close to the exit of streets eg jarvie/morgan , morgan/wardell , morgan/allans, bishop/morgan Council should consider making the narrow lane part of Morton Ave a shared zone. There are no footpaths along Morton Ave, meaning pedestrians have to negotiate cars in a narrow laneway that also often has parked cars. Cars rarely drive faster than 10kph on this road
75.	this is everywhere in this precinct - if you have your local authorities just walking around these streets impacted you would see vehicles are always parking to close to the exit of streets eg jarvie/morgan , morgan/wardell , morgan/allans, bishop/morgan Council should consider making the narrow lane part of Morton Ave a shared zone. There are no footpaths along Morton Ave, meaning pedestrians have to negotiate cars in a narrow laneway that also often has parked cars. Cars rarely drive faster than 10kph on this road anyway.

76.	Clear access can be seen
77.	Removing parking to make intersections safer is a good idea, even if the parking never really existed because it was illegal but unenforced.
78.	Green - bed gardens
Propos Rd/Moi	al 16 - To upgrade the existing pedestrian crossing at Wardell gan St to current standards
79.	I do not believe this goes far enough to benefit the residents of Morgan Ave from speeding cars. Blisters on the corners on Frazer St would help
81.	The proposal does nothing to improve sightlines when entering Wardell from Morgan Street. Kerb blisters longer than those proposed for Jarvie Street should installed on eastern side of Wardell.
82.	Regulations. As long as it does not decrease parking spots
83.	Strong support as it helps families on bikes cross. Please consider making this a wombat crossing too.
84.	The refuge island should be replaced with kerb bump outs as they better encourage drivers to slow down through the turn and still give pedestrians reduced distance to cross.
	The refuge island will be too small to store a cargo bike carrying children (the Urban Arrow Family is 2.58m long).
	Removing parking to make intersections safer is good and shouldn't be used as a reason to accept a poor compromise.
85.	please Green these extensions.
Propos	al 17 - To install kerb extensions in Morgan Sreett at Ducros Street
87.	Due to the units that were built in 1997 on Canterbury Road/Ducros Street not having enough parking for the unit dwellers and their visitors, they park in Ducros Street and Morgan Street. Very few houses in Morgan Street have off street parking which means that most of us end up parking on Wardell Road - which is totally ridiculous. Taking away ANY parking on Morgan Street for Morgan Street residents would

	not be tolerated. Parking Restrictions have been asked for but seem to have been ignored.
88.	Taking up parking spaces and is unnecessary in these particular places.
89.	As long as it does not decrease parking spots
90.	Removing parking to make intersections safer is good even if the parking never truly existed because it was illegal but unenforced.
91.	Green
92.	There are sometimes cars parked on Ducross that are blocking the accessible ramp at this spot, so it would be great if that could be stopped.
Propos	al 18 - To install kerb extensions in Morgan Street at Bishop Street
93.	Reducing parking in Morgan Street would NOT be in the best interests of rate payers in Morgan Street!!!!
94.	Morgan Street should generally be narrowed to allow more vegetation to increase canopy cover and provide separate active transport lanes.
95.	Unnecessary in this area and yet again taking up valuable parking spots that are already ridiculously difficult to find in the street.
96.	Lack of parking in Allans Ave and Morgan Street will be further exacerbated by this proposal. If this proposal goes ahead it should be supplemented by signed resident permit parking.
97.	I live on Bishop Street. A good addition but it's not clear why the same isn't proposed on the south side onto Frazer Street when other less busy roads have the proposal. This is the most dangerous part of the road with traffic often turning in at high speed, doing U turns, lots of pedestrians crossing. Bishop St is a busy street, cars often speeding. Jarvie and Allans have proposals to deal with this but are low traffic and speed streets. It's not clear why this is not considered on Bishop St.
98.	As long as it does not decrease parking spots

99.	Removing parking to make intersections safer is good even if the parking never truly existed because it was illegal but unenforced.
100.	Green all these extensions as bed gardens
Propos	al 19 - To install kerb extensions in Morgan Street at Allans Avenue.
101.	Again - reducing parking Morgan Street is not what any resident of Morgan Street wants!!!!
102.	Morgan Street should generally be narrowed to allow more vegetation to increase canopy cover and provide separate active transport lanes.
103.	As a resident of Allans Avenue I too often witness people parking right at the end of the street where it meets Morgan Street. This obstructs pedestrians from crossing and if you have a pram you need to walk out on to Morgan street just to cross. This proposal will prevent this from occurring so I strongly support
104.	Not necessary in this spot and taking up valuable parking spots in an area where parking is difficult to find, particularly late at night and forcing residents to park streets away and walk home late at night in the dark alone.
105.	Lack of parking in Allans Ave and Morgan Street will be further exacerbated by this proposal. If this proposal goes ahead it should be supplemented by signed resident permit parking.
106.	As long as it does not decrease parking spots. Unessesary spend
107.	Removing parking to make intersections safer is good even if the parking never truly existed because it was illegal but unenforced.
108.	Green all these extensions as bed gardens
109.	As with Ducross St, it would be great if the curb blisters could stop people parking on Allans and blocking the accessible ramp.
Propos	al 20 - To install kerb extensions in Morgan Street at Jarvie Avenue
110.	Reduced Parking helps NO-ONE!!!!!

111.	Morgan Street should generally be narrowed to allow more vegetation to increase canopy cover and provide separate active transport lanes.
112.	Not necessary in this spot and taking up valuable parking spots in an area where parking is difficult to find, particularly late at night and forcing residents to park streets away and walk home late at night in the dark alone.
113.	Lack of parking in Allans Ave and Morgan Street will be further exacerbated by this proposal. If this proposal goes ahead it should be supplemented by signed resident permit parking.
114.	this only stops people parking in morgan street but the issue is within jarvie avenue, people park on both sides of the road right up to the exit of morgan street which becomes dangerous if you are turning into Jarvie
115.	As long as it does not decrease parking spots. Unecessary spend
116.	Removing parking to make intersections safer is good even if the parking never truly existed because it was illegal but unenforced.
117.	Green all these extensions as bed gardens
Propos Street	al 21 - To install bicycle excepted sign and kerb extension in Napier at Morgan Street.
118.	The posts were supposed to be removable for emergency access. That is what was promised by council in 1997 when the Morgan Street residents asked for the road closure to stop trucks and couriers speeding and using it as a shortcut for Sydenham Road.
119.	Morgan Street should generally be narrowed to allow more vegetation to increase canopy cover and provide separate active transport lanes.
120.	Morgan Street should generally be narrowed to allow more vegetation to increase canopy cover and provide separate active transport lanes.
121.	Doesn't seem necessary
122.	I do support this but I would like to know what can be done to slow down the electric scooters and cycles and the uber eats delivery drivers on motorbikes utilising this short cut. Its extremely dangerous

	when the people utilising this pathway when they do not consider the age of the people who live in the area whether they are children or retired. Any warning signs to slow people down and some from of enforcement would be useful.
123.	Strongly support this, please consider extending the separated cycleway as far as possible, ideally connecting to Livingstone and other cycleways nearby.
124.	Please also remove the bollards in the cycle path as they make cycling through on a wide cargo bike difficult. A Butchers and Bicycles MK1 is 98 cm wide.
125.	green the areas and street
126.	Strongly support. Consider extending green paint further into Morgan St so that it's obvious to cars turning right from Napier St onto Morgan St that they should check for bikes.
Propos Morton	al 22 - To install a mobility parking space in Gould Avenue along the Park frontage
127.	Parking is often an issue in this area, an issue that is exacerbated by a number of trailers and boats permanently parked on the street. Council should consider enforcing laws preventing boats and trailers from being parked for more than 28 consecutive days.
128.	No space is marked in the image
129.	We support one space for sure. As someone who lives opposite this park and works a lot from home, and uses it thrice daily, i have not seen ability issues but support the facilitation of this and recommend consideration and consultation in regards to this option. It may stop the boats and trailers in this area, that locals have endeavoured to balance, and ask for consideration of this as well. Please then consider a time limit for park access unless the park has adequite access during darkness
Propos	al 23 - To install a mobility parking space in Frazer Avenue along the
Marrick	wille Park frontage
130.	No comments received via YSIW
Proposal 24 - To install kerb extensions at the Miller Street and Napier Street intersection	

131.	Miller Street and Napier Street should generally be narrowed as they
	are far wider than necessary for the amount of traffic volume. This
	allows more vegetation to increase canopy cover and provide
	separate active transport lanes.
132.	Facilities that encourage drivers to take corners slower are good.
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133.	Green please.
134.	Strongly support. Cars take this corner at dangerously high speeds.
Is there	e anything else we need to know about this proposal?
135.	Reducing parking spaces in places like Morgan Street - where most
	houses have NO off street parking - is not going to help council.
	Requests have been made to introduce parking restrictions for NON
	Morgan Street residents but to no avail!!!! This would be the best
	solution - along with changing some of the parking to be 90deg to
	kerb in some places - so residents don't have to park on either Wardell
	Road or Canterbury Road.
136.	While I approve of most of the suggestions in this proposal I do not
	believe that traffic management has been fully addressed.
	We are surrounded by arterial roads, New Canterbury rd, Frazer St and
	Wardell Rd There are high levels of rat running occurring to avoid
	lights.
	The dog-leg in Morton Ave has not been addressed at all and I ask for
	this corner to be given some attention as it is an ugly corner in need of
	a makeover.
137.	I generally support improvements to the safety of the local streets but
	I believe the biggest danger to the public will remain at New
	Canterbury Road which cuts through a residential and school precinct
	with high volume of pedestrian and active transport. For instance I
	believe lowering speed limits would be far more effective for the
	safety on all local streets including New Canterbury Road.
138.	Allans Avenue definitely needs addressing. I strongly support all the
	proposals to Allans Avenue but I would also suggest making it a 2 hour
	parking zone. It has become a street where people leave their vehicles
	for business use for months/years on end. There is a mechanic who
	has 2 of his vehicles
	Parked at the top of the street continuously and is using the street as a
	storage space. I believe this is not only illegal but unfair for residents.
	Furthermore, the footpath in general needs a complete refurbish.

	Gutters are collapsing and footpaths are uneven which is not safe for families with young children and the elderly.
139.	A lot of these suggested changes will drastically impact parking in the area. They feel unnecessary and taking up valuable parking spots in an area where parking is difficult to find, particularly late at night and forcing residents to park streets away and walk home late at night in the dark alone. Forcing residents to walk home late at night, in the dark, often alone is concerning and of greater concern than any traffic impacts that these changes. As a long time resident in the area I don't have concerns over the traffic, however I have a much greater concern around the impacts over parking and the possibility of needing to park streets away. Having to park streets away and walk home is unacceptable.
140.	As the proposed improvements will impact parking, IWC should strongly consider introducing timed parking and resident parking permits (limited to 1 per household). In Allans Ave, vehicles (company and worker) from commercial properties on New Canterbury Road are being parked for extended periods (i.e. multiple days), causing residents to have to park in Morgan, Bishop and Jarvie Streets. This problem will become worse with current and future residential development.
141.	I live on Bishop Street. A good addition but it's not clear why the same isn't proposed on the south side onto Frazer Street when other less busy roads have the proposal. This is the most dangerous part of the road with traffic often turning in at high speed, doing U turns, lots of pedestrians crossing. Bishop St is a busy street, cars often speeding. Jarvie and Allans have proposals to deal with this but are low traffic and speed streets. It's not clear why this is not considered on Bishop St. Comparing the streets, it seems the area where the bigger problem exists has less proposed.
	to be a bit overkill and some better prioritisation needed relative to the problems.
142.	Westconnex was to provide a program of local road environment improvements. Part of the justification for the project was that overused local streets could be returned to calmer environments. This seems to have been forgotten but to me roads like Wardell and Frazer should be the ones to benefit from reduced speeds and safer crossings. Ie. Budget support

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143.	Overall I fully support this proposal. I hope tall trees can be planted in most blisters to increase the urban canopy, ideally with minimal foilage in the lower 2-3 metres, to prevent sightline obstructions.
	Please also consider extending the Livingstone Rd cycleway on the eastern edge of this study area.
	The small cycleway on Morgan St would be best if connected all the way to Marrickville Park and the Livingstone Rd cycleway.
	Please also consider installing more modal filters, such as the one on Morgan St throughout Marrickville to eliminate rat runs and improve safety for kids playing and riding bikes.
	Many thanks for the opportunity to provide input!
144.	I fully support the movement towards making it safer for pedestrians to use the Inner West streets.
145.	TfNSW approval is not needed for a lot of this now so get building! https://www.transport.nsw.gov.au/operations/roads-and- waterways/committees-communities-and-groups/committees-and- aroups-0

#### Appendix B

#### Individual email submissions

Redacted verbatim responses received via email from individuals

Emails	Email submissions received from individuals	
1.	Hi Shirley, I hope this email finds you well.	
	I am emailing as a concerned owner of the property that will be directly affected by this change that was seen on the letter that we have received from council in regards to a 2018 plan for a cyclist route/lane.	
	We live on the corner of xxxxxxxxxx. My mother and I have concerns for this change as it will make a large inconvenience to our current residents. All residents are already in a parking crisis and are trying to make as much space for residents to be able to park on one side of the street.	
	We can barely have 2 cars running at the same time in peak morning and afternoon hours. Additionally, a new apartment has also been built as of the last few years on the other side of our apartment, and it has no additional parking spots planned on its completion, despite it being a 5 story building.	
	At the end of our road we also have a blocked route on Morgan which already makes trips difficult to get to places towards the city or near the airport direction. I do not wish to see a bike lane being implemented as I want to ensure the residents have comfort when leaving and entering their own driveways and/or parking spots, without further problems to expand our stressful morning and afternoons.	
	My main objective is to explain that we do not want to encourage cyclists to go through our street but it can be a normal route (as it right now). The reasons are: the route is not safe for most pedestrians and drivers already, as we have a large curb that protrudes from the path at the corner and we need to slow down quite a lot in order to	

	requires 2 quick turns to go to Ducros. There are many cases where a car is leaving to go into New Canterbury Rd whilst another is entering the street. The cyclist will not be able to proceed in this situation and can be considered a dangerous situation.
	Another major point would be the fact that many residents do park on the other side for temporary stopping to e.g. load or unload their vehicle with shopping or furniture and or have removalist trucks or have taxi/uber pickups. Having the bike lane will remove these options for future residents making it a fairly undesirable trait to our street, possibly removing the value of its convenience for owners of the properties.
	I have made my statement but not as a heated message but rather a reminder that the council may need to revisit the area and consider the newest features of our location before making a change that can possibly affect the area negatively.
	My name is xxxxxxxxx. Please do respond to this email should there be anything else required. Or any feedback on my statement.
2.	Hi Shirley, I had a quick look at the Morton Park LATM proposal and I cannot find how many street parking spaces are going to be lost?
	It's all good traffic calming measures otherwise, but residents here generally do not have private parking spaces and everyone is relying on street parking. So if there is a way to keep the intent of the proposal, but not remove street parking spaces that would be great to see in the next draft.
	If you really want to make a change please focus on the urban design outcome around Petersham train station, where cars have priority over pedestrians and people are fenced off from conveniently accessing the station. Perhaps the intersection of Trafalgar and Regent Streets should be upgraded with raised footpaths and different road finishes because thousands of people cross that section every day to get to the station.

3.	Hi Shirley, Hope you're well. Best of luck getting all the proposed measures completed.
	I just wanted to attach the West Marrickville LATM items from 2014 to note we've been waiting a long time to see some progress at Frazer Street. I've personally witnessed about 6 near misses, or minor crashes that could have been much worse given the 60km/h, so very keen for some progress!
4.	Hi Shirley Regarding your say on councils website regarding new street Kerbs and extensions project proposals for - Frazer st Dulwich hill, Lewisham and so on
	I would like to request "more of the same" greening kerb extension that we currently already have on our street please (pics) we would appreciate the same efforts and planting consistency implemented throughout theses new street kerbs on Frazer street and neighbouring streets the Murraya hedges work rather nicely in height and make the streets appear more refined.
	We greatly would appreciate the councils efforts in making our streets and suburb more green and leafy 🌘 🍁
5.	Hi Shirley, My feedback is specifically around morgan Street and the use of Curb blisters near the intersections of Jarvie and Allans streets.
	Your plan indicates the use of blisters which will significantly reduce the number of parking spaces available on our street. I understand the intention of traffic blisters however in the 4 years I have been on Morgan street I have not seen any evidence of trafic accidents at these intersections.
	Both Jarvie and Allans are narrow streets, meaning most people entering or exiting are already driving slow. With Morgan street being quite wide its easy to see up and down the street upon exiting both roads. This is evident by the lack of accidents.
	The reduced parking would also be a significan problem, there are a number of non residents who are long term parking on Morgan street
and the loss of 2-3 spots (at a minimum) would create a significant amount of traffic, stress and generally unhappy residents.	
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My neighbours and I have no off street parking options, I often park outside #46 Morgan street, right opposite my house. Your current plan has a traffic blister covering that entire area, enough room for 2 small cars, which there often is. During peak times (Monday nights for example) I find myself needing to park 200-300 meters away from my house as it is. I dread having my daughter or wife needing to walk similar distances after a night at the movies etc. This plan will increase the need to circle the neighborhood looking for parking, adding to traffic and local pollution.	
For this plan to be successful you will need to consider timed parking on Morgan street to reduce the amount of trailers, boats, long term car storage and other items that haven't moved in 4 or more years.	
I understand this is your work and appreciate the council wanting to do something on road safety in our area, but My family and I live here and this plan in its current format would significantly add to the stresses of living and working in this city.	
I'd happily meet with you to discuss your plan and specifically morgan street if you are open to the idea.	
Hi Shirley. My name is xxxxxx and I live in xxxxxxxx. I have just read the draft local area traffic management plan and wish to offer feedback on one aspect. First, thanks for giving residents the opportunity to provide feedback. On the draft plan, I note a series of proposed kerb extensions on Morgan Street near Allan's Avenue and Bishop Street, apparently to stop people parking too close to junctions. While I'm happy with anything that makes streets safer, I'd like to point out that kerb extensions will cut parking spaces in Morgan Street at a time when the need for spots seems to be growing rapidly. While daytime parking is usually fine, it's become much more difficult to find sparking spots on Morgan Street in the evening. This trend has gathered pace in recent years. Morgan Street is also being used as an overflow parking area for residents in Wardell Road and, in particular, Allan's Avenue. I'm unsure whether your proposals for Allan's Avenue will further reduce parking in that street but I support thouwill foreing more of its residents to find	

	spots inMorgan Street. The current proposal before council to build a four-storey block of apartments at the corner of Allan's Avenue and New Canterbury Road will further add to parking pressure. While I appreciate the need to improve safety, Morgan Street is generally quiet and not heavily pedestrianised, so I wonder if more kerb extensions are, on balance, really required. I'd rather you did something about the danger currently involved in motorists exiting Morgan Street on to Wardell Road, with sight lines up towards New Canterbury Road blocked by parked cars on Wardell Road. I'm not sure your proposal for an expanded island really helps that.
7.	Hi Shirley, I am a resident of xxxxxxxx and received today a letter outlining the proposed changes to traffic around the area. I am extremely concerned by the impact of adding kerb blisters to every corner where Morgan St intersects with another street on the Wardell Rd side of the road block. Particularly since there is a plan to add kerb blisters at the bottom of Ducros St, meaning I would no longer be able to park in front of my own residence.
	Can I ask what the council's plans are to address the parking issues this will inevitably create? I spoke with an Inner West Council Parking Ranger over the weekend who mentioned that council have already had several complaints over the last couple of months about parking in this area. Talking to my neighbours many of us have often had to park upwards of 100m away from our houses, sometimes over 500m away. The removal of at least 7 parking spots from this street will certainly not do anything to help this situation. It seems that we as residents are going to be heavily impacted by these proposed changes which would make an already bad situation even worse. I look forward to hearing your response regarding how this issue would be addressed and if you wish to discuss it any further, feel free to contact me by phone xxxxxxxxx or I am happy to converse over email.
8.	Hello Shirley, I'd like to make a comment / suggestion about the plan. We live at xxxxxxxx.

	The narrow end of Morton Ave meets Frazer St here:
	For many years now we have had great difficulty exiting Morton Ave at this location (driving). The main reason is poor visibility of approaching traffic from the west. There are often cars parked right up to the corner - and it is almost impossible to see traffic. We have had many near misses particularly with speeding cars.
	I have contacted council about this a few times over the years (Marrickville council I think). I propose no-standing signage on the west side of the corner to provide a clear view of approaching traffic. Would council please look into this.
	Thanks in advance
9.	Hi Shirley I live in xxxxxxx and I have concerns about one of the proposed parking bays in the proposed shared zone as you enter Jarvie Ave from Fraser st. The road has a blind bend & is narrow. If a car is parked near the start of the bend, residents entering from Fraser ST. have to enter the bend on the wrong side of the road which is hazardous since there is no visibility of oncoming vehicles. The proposed parking bay near the bend I the road should instead be a No Parking zone.
10.	Hi Shirley I live in xxxxxxx. I support most of the proposed changes affecting Jarvie Avenue. However I have one strong objection relating to the proposed shared section as you enter Jarvie Avenue from Fraser St. My objection is to the proposed parking bay at the start of the bend in the road. The road has a blind bend and because of its narrow width it

	becomes difficult to enter the bend safely from Fraser St. if a car is parked at the start of the bend. Drivers are forced to navigate the bend on the wrong side of the road. Rather than a parking bay, a No Parking sign would make the road much safer.
11.	Hi I am a resident of xxxxxx. I recently received notification re the draft for the Morton Park LATM plan. I note the plan for Allans Ave to install a shared zone and reduce to speed to 10km/hour for cars. I have no issue with this. On the plan it looks like there is going to be something installed on the street in the dogleg of Allans Ave where the shared zone begins. Is this correct? Currently 3 cars can park on that section of the road between the turns. If something is installed on the street and only allows for 2 cars to be parked there, we will lose 1 car space. Already there is a lack of car spaces on Allans Ave and residents often have to park on neighbouring streets. I think it would be unacceptable to reduce the car park numbers. Can you please clarify?
12.	Good afternoon Ms Rodriquez Thank you for the opportunity to provide feedback on the proposed changes on the draft plan of Morton Park. I have looked at the map and think it all looks like an improvement for the pedestrians in this area. My suggestion is a key be provided with this document so lay people know what the traffic terminology means. I needed to look up Google for the meaning of kerb blister, kerb extensions, median island etc. A key would have made this much easier for both residents whose first language is not English and for those, whose first language is English. These terms are specific traffic terms and not used in most people's everyday communication.
13.	Dear Miss Rodriques. I live on xxxxxx for over 30 years and it recently come to my attention a project regarding kerbs, extensions and blisters / island on my street will be executed on both the ends of Vernon street? If so I would like to assertively request is that council please implement the option of greening - bed gardens within these centre extensions and island on both sides of Vernon street Lewisham please - instead of (eyesore) concrete street slabs. The Residents on my street have spent many years and time caring



for our street trees and are very much into taking and maintaining their front house - kerb appeal with their gardens.. Please don't let us down on the important details.,

Please seriously consider to contriubing to beautyifing our street and suburb / community.

	1.The parking in the upper part of Allans Ave needs to be addressed at
	the same time.
	The smash repair businesses permanently block three spaces at the
	top of the street
	The vans operating from the area of 28 Allahs Ave block the street all
	morning
	Please see the attached photos of this.
	The residents in the top of Allans Ave will garee to make this section
	residents parking only and a 2 br zone for others
	2 Could council consider extending the pedestrian zone around the "s"
	curve of Allans avenue another 2 meters and add a No parking sign
	one meter from the corner?
	Right now cars park right up to the corner in the area indicated.
	Photos attached
	This makes it sometimes almost impossible to get larger cars and
	vans ground the corner, but it is also very dangerous for pedestrians.
	as it blocks visibility and makes them have to walk further out on the
	street.
	3. DA 176 New Canterbury Road. DA/2023/0985
	The proposed 4 townhouses each of 4 levels will exacerbate the
	parking problems.
	The development is also even higher that even the Huntington hotel
	across the street, which sets a maximum height for the area, so is
	totally out of proportion with the available space.
	This DA should also consider the proposed changes to Allans Avenue.
	Thank you to consider these points. Please let me know if I should
	collect the neighbours signatures on a petition.
17	Li Chistere
17.	Hi Shirley,
	Just to dad to my recently submission, diter much thought and
	regarding my street - Vernen Street at Could Avenue and to savare off
	the interpretion of Vernon Street at Gould Avenue and to square off
	and widen the pedestrian refuge island (both ands of Verners <sup>1</sup>
	and widen the pedesthan refuge island. (both ends of vertion /
	   would like to strongly request and i have seen it done in a number of
	nearby suburbs street extensions so I can't see way it can't be done for
L	

	Vernon streetthat on each extension on ( <b>both ends of Vernon</b> street) a "Crepe Myrtle" tree is centred planted in each extension with perhaps a mass underplanting of the Xanadu planting.
	I'm not really concerned with the specific of the underplanting species. but I am adamant about a Tree for a centre planting. I believe that a tree centred planted in these kerb extensions for Vernon would defiantly help beautify - elevate my street. Appreciate if you can make this happen.
18.	Hi Shirley, I am a Lewisham resident who received the letter regarding the proposed road changes to the morton park precinct.
	I strongly oppose all changes because:
	<ul> <li>Lewisham is a quiet residential area with not as much traffic/speeding/accidents as other major suburbs. Therefore having all these road changes will only make going in/out of home more difficult.</li> </ul>
	<ul> <li>Inner west direday has some harrow rodas with cars parked on both sides so any further changes that make the roads more narrow/harder to navigate will only be an inconvenience to residents to drive and park.</li> </ul>
	<ul> <li>The speed limit in the area is already pretty low and there are several red light speed cameras so it's working well as is in terms of road safety.</li> </ul>
19.	Shirley I am a resident of some xx year in xxxxxx Petersham The council proposal of putting kerb " blisters" along Morgan st will increase current car parking issues.
	We object to the proposal affecting Morgan st kerb side blisters. We current get residence and businesses parking in this residential st. Reducing parking numbers will cause more strew on this situation.
20.	Dear Ms Rodriquez As long term owner/residents of xxxx with a single car, we are increasingly frustrated by vehicles from commercial properties and non-residents being effectively 'dumped' in our street. This frustration is exacerbated by businesses using the roadway of Allans Ave for commercial activities such as rubbish storage and vehicle loading/unloading. Recently, there were 3 white delivery yaps parked

	in Allans Avenue for 4+ days without being moved. As a direct
	consequence, we regularly have to park in Morgan, Bishop and Jarvie
	Streets. This is extremely inconvenient for us and especially for our
	elderly neighbours and neighbours with small children.
	We write to give strong support to xxxxxx petition for Inner West
	Council (IWC) to make Allans Avenue 2 Hour Parking - Residents
	Excepted. Furthermore we ask that if IWC does introduce timed
	parking to Alians Avenue, that resident permits are influed to 2 per
	residential addresses and not commercial properties
	Please note that we have provided similar feedback in our online
	response to the Morton Park Precinct Local Area Traffic Management
	Plan.
	We also ask that IWC aive consideration to extending the existing 90
	degree angle parking in Morgan Street to run from Ducros Street to
	Wardell Road. This would assist in providing additional resident parking
	and slow vehicles currently 'rat running' through Allans Avenue,
	Ducros, Morgan, and Bishop Streets.
	We would be more than happy to meet with you and our neighbours
	on site to resolve this long standing and extremely frustrating issue.
	We look forward to hearing from you.
21.	Dear Shirley,
	Thanks for the conversation earlier today and shedding light on the
	process around traffic management around Morton Park.
	As I explained, we live at xxxxxx at the corner of the laneway section
	of Morton Avenue. We don't have a private driveway. Parking is a
	constant issue, with limited spaces on Frazer St and Morton St. The
	situation is made worse by many visitors to the houses across the
	road parking day and night, as well as the tradespeople who live there
	parking their commercial trucks on the street, although their houses
	nave private ariveways.
	I appreciate your explanation that the blisters are a safety measure
	and basically cover a no parking area anyway. That isn't what the
	drawings on the map reflect, which cover much more area.

	There seems to have been no public outreach around this aspect of planning. We did provide feedback on park plans when outreach workers were in the park itself, but there was nothing about the use of surrounding streets.
	We need residency permit parking. If the council wants to improve traffic safety and flow on this corner, permitted parking would do as much or more than some concrete blisters.
	Happy to discuss further with anyone at any time, and grateful for your consideration.
22.	Phone call received from resident 6/03/2024
	<ol> <li>Cycle path is not being used by cyclists they ride in the vehicle lanes</li> </ol>
	<ol> <li>Object to kerb blisters in Miller Street at Napier Street &amp; Miller Street at Livingstone Road due to loss of parking</li> <li>Suggest installation of angle parking in Miller Street on Miller Lape end on one side of the street</li> </ol>
	<ol> <li>Suggest installation of angle parking in Napier Street near Miller Street on one side of the street</li> </ol>
23.	Hello Shirely,
	I just wanted to share my thoughts on the proposed Morton Park LATM.
	As a long-term resident in the area, I've been living in xxxxxx for the past xx years.
	The council's proposed kerb blistering along Morgan st will create greater problems.
	At present we're already experiencing difficulty in finding street parking. This is a major concern particularly at night, having to park potentially 2 streets away and walking home alone late at night in the dark. The proposed kerb blistering will dramatically impact the availability of car spaces and make it even more difficult than it currently is.
	As a result, I object to the proposal put forth by the council for the kerb blistering in Morgan st.

24.	Dear Ms Rodriquez, We are concerned about the reduction in parking spaces in Morgan St Petersham should the proposed installation of kerb buffers go ahead. This is a street where there is already limited parking and few properties have driveways (though we are among the fortunate few who do.) There are often not enough parking spaces at the Wardell Rd end of Morgan St and residents are forced to look for options in side streets or in Wardell Rd, no doubt to the inconvenience of residents of those streets.
	We urge council to rethink this plan.
25.	<ul> <li>Kerb Extensions proposed at Miller Street and Livingstone Road intersection:</li> <li>I am a resident at xxxxxxx Petersham.</li> <li>I forsee problems with the kerb extensions at Miller/Livingstone Road intersection.</li> <li>Livingston Road is a main road and very busy with traffic in both directions.</li> <li>To turn right from Miller Street involves waiting for a break in traffic from the left and right to co-incide, to allow the safe turning. A queue of cars can form up behind you in Miller.</li> <li>At the present time, vehicles wishing to turn left from Miller into</li> <li>Livingstone can slip by on the left of cars waiting to turn right.</li> <li>Kerb Extensions would prevent this happening and so a queue of waiting cars would extend down Miller Street.</li> <li>This situation may cause the lead car driver to take a risk and dart out into Livingston after feeling anxiety at delaying the cars behind.</li> <li>As well, the left turn from the kerbside lane in Livingstone into Miller, through the much narrowed opening, half occupied with a car waiting to turn from Miller, may cause rear end collisions, as cars accelerate rapidly up Livingstone from Fraser Steet into the quickly slowing cars behind the turning car.</li> <li>Instead of building Kerb Extensions at that intersection, "No Stopping" signage could be erected in Miller Street at the appropriate distance back from Livingstone to prevent cars parking right up to the corner.</li> <li>Pedestrians will have a clearer view of Miller Street, and drivers will see the pedestrians.</li> <li>"No Stopping" signage to keep parked cars back from corners in other locations could achieve the intended goal of increasing pedestrian</li> </ul>
	safety and maintaining space for car parking, and easy traffic flow.

26.	Dear Shirley,
	Thank you for the opportunity to provide feedback on the draft plan.
	I am an owner/occupier at xxxxxxx.
	While I support the aims of the plan broadly, I wanted to raise a concern, which is availability of resident parking on Frazer St.
	43 and 45 Frazer St are 1890s Terrace blocks on the corner of Moreton Ave. We have no on-site parking. We rely on street parking. This has becoming more and more of a problem in recent years.
	The plans to put kurb blisters out the front of 45 Frazer at the corner of Moreton Ave will compound the current problem.
	The parking problems appear to come from non-resident vehicles using these street parking sports for extended periods of time. There are a few houses in this location that appear to be running businesses out of them. Some have multiple work/construction vehicles parking on the street, even though those houses have on site parking. On one occasion last year a neighbour's work truck was parked permanently out the front of our house for over a month.
	I would like to propose that one possible solution might be to change the parking zones to 2 hour zones unless residential parking permit. I believe some parallel streets have the same zoning. This might mean that the kerb blisters might not be such a problem. Very glad to engage in further discussions. I know it's hard to please everybody!
27.	Dear Ms Rodriquez, In response to your LATM proposals for Morton Park, as a resident at xx xxxxxxx Petersham, would like express my concerns. I have lived in this area for the most part of my 50 plus years and have seen first hand the transformation that has taken place
	My concerns are the following:
	- speed limit to be reduced to 40km/hr would only increase the traffic congestion, especially on Saturday mornings on New Canterbury Rd cnr of wardell rd
	- curb blister would further reduce the already limited street

	parking available not to be mention blister and a pedestrian island already exist at the Wardell rd and Morgan street intersection and have been there for manly years and still doesn't address the visibility issue - the bicycle lane to connect parramatta rd To Livingstone rd should be kept on Livingstone road as it is the largest
	road and they have already been ruined by the bicycle lanes. The proposal to come cut through west st to Ducros is not possible as they are already narrow streets and it would create further congestion and increase the risk of an accident.
	Perhaps the money could be better spent resurfacing many of the roads like bridge at Camperdown which was destroyed with the NBN and the introduction of bike lanes, Fraser street and Addision rd.
28.	Hi Shirley; I live at xxxx and have the following feedback regarding the Morton Park LATM. Many of the initiatives are well thought through but the handling of Morton Ave itself is inadequate. Morton Ave is a well known rat run to avoid the traffic lights at Frazer St and New Canterbury Road. There is nothing in the management plan to slow the traffic travelling down Morton Ave and being funnelled into the narrow laneway before being reintroduced onto Frazer. This laneway extension of Morton Ave is narrow with parking and is dangerous for pedestrians who often use this laneway to bring children to school. The residents plead for the laneway to be closed to traffic as Miller Lane had successfully been closed preventing access to Frazer St. This rat running at speed has been going on for many years – it's time for a resolution before somebody is injured. Happy to talk anytime about this Thanks
29.	Hi Shirley I hope this finds you well. I am emailing regarding the Local Area Traffic Management (LATM) plan for Morton Park precinct. I have completed the online survey but wanted to send my expression of support directly to you also. I think the overall plans are positive and will definitely address the safety and traffic issues within the area.

	As a resident of Allans Avenue, I strongly support the specific proposal to this street but also wanted to point out a couple of other points that need addressing.
	<b>1 Parking -</b> The street needs proper zones and signage to indicate where parking is illegal. The mechanic who owns the business on Canterbury Road has had his ute and trailer (plus other vehicles) parked at the corner of Allans Ave and Canterbury Road for at least 2 years now. It is not only illegal to park so close to a corner but I also believe a breach of the law to leave a vehicle there for that long a period. He is using it as a storage zone. See photos attached. We supported the petition that xxxxxx put together for a 2 hour parking Zone in the street which I think would also address such issues.
	Please also see attached a photo of where cars park that is illegal (Black Mercedes). This is on the corner outside 12 and 14 Allans Ave. Parking here is dangerous and often larger vehicles don't have enough room to turn the corner when there are cars parked there. No parking needs to be indicated via signage for a portion of this corner. <b>2 Footpath</b> I think if the council is serious about making the street more pedestrian friendly then the state of the footpath needs to be addressed. There is barely enough room (particularly on the eastern side of the street heading down to Morgan Street) to walk on the footpath. Large bushy plants and trees that are not suitable for the size of the street, and are not properly maintained are contributing factors. The footpath itself is also decaying and uneven which makes it dangerous for young children and often the road is a better choice given it offers more room and a smooth surface.
	Happy to provide further detail and/or discuss on the phone.
30.	Hi Shirley, Very appreciative of councils efforts in inaugurating feedback from the local community regarding this Morton park precinct planning project, in improving the our streets and environment. I like most of Dulwich Hill, Lewisham, Petersham, would like the council to consider the importance of implementing more of its greening endeavors to our local areas, pleasechelp in reducing our urban streets heat (islands) and help alleviate the ever increasing warmer climate of our streets
	Scientists have found vegetation and trees lower land surface



temperatures by up to 6c, something to seriously think about when
planning, Please exercise this opportunity to utilize these island
extension by implementing more of a leafy street - environment to our
streets and suburbs 🌲 🥬



Item No: LTC0724(1) Item 2

Subject: HOSPITAL LANE, MARRICKVILLE - PROPOSED INSTALLATION OF 'NO PARKING' RESTRICTIONS (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

## RECOMMENDATION

- 1. That installation of full-time 'No Parking' restrictions on the western side of Hospital Lane, Marrickville be approved, in order to improve vehicular access to off-street parking spaces.
- 2. That installation of statutory 10 metres 'No Stopping' on the western side of Hospital Lane, south of Stanley Street, Marrickville 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 has received concerns that vehicles are parking in a manner that limits the ability of residents accessing their driveways. In order to alleviate this issue, it is proposed to signpost 'No Parking' restrictions along the western side of Hospital Lane, Marrickville from Stanley Street to Hospital Lane end.

### BACKGROUND

A request has been received for the provision of 'No Parking' signage along the western side of Hospital Lane, Marrickville to improve vehicular access to their off-street parking facilities.

A consultation letter was distributed to residents abutting Hospital Lane proposing to signpost 'No Parking' restrictions along the entire western side of the laneway and this report summaries the results of that consultation.

## DISCUSSION

Hospital Lane is classified as a local road that provides single lane access to residential garages and is a north-south central spine within the former Marrickville Hospital site, now redeveloped into a new residential precinct and community hub.

Several site visits confirm that parking is now occurring along the western side of Hospital Lane, Marrickville.

Given the high demand for parking in this area, it is recommended that 'No Parking' restrictions be approved along the western side of Hospital Lane, Marrickville to improve access to off-street parking for adjacent residents. (Refer to the plan below).

## Local Traffic Committee Meeting 15 July 2024





## **PUBLIC CONSULTATION**

A notification letter was sent out on 29 May 2024 to owners and occupiers of properties abutting Hospital Lane, Marrickville regarding the proposal to install full-time 'No Parking' restrictions along the western side of the laneway. The closing date for submissions ended on 21 Jube 2024. Twelve (12) letters were distributed.

A total of seven (7) responses were received all in support of the proposal.

### FINANCIAL IMPLICATIONS

The costs of installation of the 'No Parking' restrictions as recommended can be funded within Council's signs and line marking budget.

### CONCLUSION

Given the ongoing issues with vehicular access to and from residents' off-street parking spaces, it is recommended that the installation of full-time 'No Parking' restrictions on the western side of Hospital Lane, Marrickville from Stanley Street to Hospital Lane end be approved.

## ATTACHMENTS

Nil.



Item No: LTC0724(1) Item 3

Subject: MARRICKVILLE ROAD, MARRICKVILLE – TEMPORARY FULL ROAD CLOSURE FOR MARRICKVILLE MUSIC FESTIVAL – SUNDAY 13 OCTOBER 2024 (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

## RECOMMENDATION

That the proposed temporary full road closure of Marrickville Road (between Illawarra Road and Victoria Road), Central Lane (between Victoria Road and Meeks Road), Seymour Lane (between Garners Lane and Garners Avenue and between Frampton Avenue and Garners Lane), Garners Lane (north of Seymour Lane) along with short sections of Silver Street, Garners Avenue, Gladstone Street, and Frampton Avenue where these streets intersect with Marrickville Road, Marrickville be APPROVED for the purpose of holding the 'Marrickville Music Festival' Event on Sunday 13 October 2024 between 01:30am and 11:00pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

- 1. A Road Occupancy License application be obtained from the Transport Management Centre.
- 2. 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.
- 3. 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.
- 4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections.
- 5. 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 presenting Marrickville Music Festival on Sunday, 13 October 2024 from 12:00noon until 6:00pm. The event will feature multiple outdoor live music stages across the festival site. Including activation of Marrickville laneways through music and art. As part of the event there will be a partial road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. Event bump in will occur



from 01:30am and bump out will conclude by 11:00pm. It is recommended that Council agree to the temporary full road closures subject to all standard Council conditions for a temporary full road closure.

## BACKGROUND

Marrickville Festival is an annual event successfully held over numerous years. This year Marrickville Music Festival will be another celebration of live music in the Inner West. The event will run on Sunday, 13 October 2024 from 12noon to 6pm and will feature multiple outdoor live music stages across the festival site.

Stages will be set up across the event site including the activation of Marrickville laneways through music and art. The Marrickville Music Festival will be a showcase of music talent from the Inner West, with over 40 acts to play in the one-day event. Stages will host both established and up and coming bands from the Inner West. Music venues in Marrickville will be also encouraged to participate in the festival program to highlight the vibrant array of venues that reside in the Marrickville area.

As part of the Marrickville Music Festival site furniture will be set up within the space created by the temporary road closure, allowing patrons to purchase food from local Marrickville businesses and enjoy the atmosphere while supporting local businesses and enhancing economic activity over the day. Visitors to the festival will be encouraged to engage with local businesses within their retail spaces increasing footfall, and as such experience the true Marrickville and embrace the precinct for its vast array of unique businesses and food experiences.

The Marrickville Music Festival will also host an Inner West Brewery showcase, with local breweries setting up stalls so patrons can taste Inner West offerings. Food and art stalls will be located in pockets around the site to showcase local Inner West product and creativity. Programming for families will be available along with cultural experiences from local creatives.

As part of the event there will be a partial road closure of Marrickville Road and Central Lane. This will require some road detours and bus diversions in surrounding streets. To facilitate the event the following roads will be affected from 01.30 hours to 23.00 hours Sunday 13 October 2024:

- Marrickville Road between Illawarra Road and Victoria Road
- Silver Street between Marrickville Road and 25 metres north of Marrickville Road
- Garners Avenue between Garners Avenue Carpark and Marrickville Road
- Seymour Lane between Garners Lane and Garners Avenue
- Frampton Avenue between Seymour Lane and Marrickville Road
- Gladstone Street between Marrickville Road and Marrickville Lane
- Silver Street between Sydenham Road and 25 metres north of Marrickville Road (Resident Access Excepted)
- Garners Avenue between Illawarra Road and Garners Avenue Carpark (Resident Access Excepted)
- Seymour Lane between Frampton Avenue and Garners Lane (Resident Access Excepted)
- Garners Lane north of Seymour Lane (Resident Access Excepted)
- Central Lane between Victoria Road and Meeks Road
- Victoria Lane between Sydenham Road and Central Lane (Resident Access Excepted)

## OFFICER COMMENTS

The event area will be on Marrickville Road between Illawarra Road and Victoria Road (refer to the site map below – Marrickville Music Festival Area). This year Council's Event Coordinator has appointed 'Who Dares Pty Ltd' to prepare the Traffic Management Plan

(TMP) and Traffic Guidance Schemes (TGS) for the event. A copy of the TMP is attached at the end of this report.

Site map



Access around the event site will be maintained by a detour. The detour loop will include Illawarra Road, Sydenham Road, Victoria Road and Calvert Street.

No special event clearways will be installed for this event. Inner West Council will instead install temporary 'No Stopping' signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

This event is classified as a Class 2 event under the TfNSW' Special Events Guide where it impacts local traffic and transport systems but does not impact major traffic and transport systems and it disrupts the non-event community in the area around the event but not over a wide area. The event requires the involvement of Police and Local Council and a detailed Transport Management Plan (TMP).

Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

Impacts on buses - Transit Systems & Transdev NSW Buses amended route changes

Transit Systems services 418, 423, 423X, 425 & 426 & Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct

passengers to the nearest stop. Refer to Annex 1 of the attached TMP for Transit Systems and Transdev Bus detour maps at a larger scale and to Annex 2 for Bus Stop signage.



## Impacts Sydney Trains

The closest train station is Marrickville Station. It is approximately 450 metres walk from the event precinct.

There will be a closure of the Bankstown train line that will impact the public transport system. T3 Bankstown Line - Sydenham to Bankstown temporary rail line closure. The final conversion of the T3 Bankstown Line is to require a shutdown of up to 12 months, commencing between July and October 2024.

A transport plan will be in place to support the final conversion, which will include dedicated, frequent bus routes, including express routes. Exact details TBC. https://transportnsw.info/

Impacts on pedestrians and cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

## Impacts on Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

## Impacts on traffic

The traffic diverted from Marrickville Road as a result of the proposed road closures, does not coincide with the peak traffic, as the festival will be held on a Sunday when lower than weekday traffic volumes are expected. Therefore, the traffic generated because of the proposed festival will not have a major impact on the surrounding traffic network during the event. Furthermore, the arrival and departure of attendees of the festival is expected to be staggered as it is every year when this event takes place.

At present, there is no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

## Traffic Management Plan and Traffic Guidance Schemes

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

A Traffic Management Plan (TMP) has been supplied by Who Dares Pty Ltd, the scope of which includes the provision for the safe movement of vehicular traffic in and out of the event areas at the Marrickville Festival on Sunday 13 October 2024. The TMP and Traffic Guidance Schemes (TGS) are reproduced in full at the end of this report.

- o TGS 01A Sydenham Road, Illawarra Road & Victoria Road MARRICKVILLE
- o TGS 01B Sydenham Road, Illawarra Road & Victoria Road MARRICKVILLE
- o TGS 01C Sydenham Road, Illawarra Road & Victoria Road MARRICKVILLE
- o TGS 02A Marrickville Road & Illawarra Road MARRICKVILLE
- o TGS 02B Marrickville Road & Illawarra Road MARRICKVILLE
- TGS 02C Marrickville Road & Illawarra Road MARRICKVILLE
- TGS 03A Marrickville Road & Victoria Road MARRICKVILLE
- o TGS 03B Marrickville Road & Victoria Road MARRICKVILLE



- TGS 03C Marrickville Road & Victoria Road MARRICKVILLE
- TGS 03D Marrickville Road & Victoria Road MARRICKVILLE
- o TGS 03E Marrickville Road & Victoria Road MARRICKVILLE
- TGS 04 Calvert Street, Illawarra Road & Victoria Road MARRICKVILLE

The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.

## PUBLIC CONSULTATION

The proposed temporary full road closures have been advertised in accordance with the Roads Act 1993.

Advice of the proposed event must be forwarded to all the appropriate authorities, including emergency services. A copy of the draft notification letter is attached at the end of this report.

The TMP states that: "All affected residents will be notified of the event through:

• Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.

• Date & time specific corflute "Special Event – Road Closed" signs to be placed around the event precinct 14 days prior to the event."

There is no VMS placement for this event

## FINANCIAL IMPLICATIONS

Funding of \$133,000 has been allocated by Council for organising the Marrickville Music Festival under the 2024/2025 Major Community Events Program. This program has also received \$57,000 funding from Live Music Australia – an Australian Government Initiative

## CONCLUSION

It is recommended that Council agree to the temporary full road closures on Sunday 13 October 2024 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

	Local Traffic Committee N 15 Jul
	F87
EVENT NOTIFIC	ATION
MARRICKVILLE MUSIC FESTIVAL - Sunde	ay 13 October 2024
Dear Resident,	
Inner West Council is presenting Marrickville Music Fest from 12pm-6pm.	ival on Sunday 13 October 2024
The event will include a partial road closure of <b>Marrick</b> will require some road detours and bus diversions in su	ville Road and Central Lane. This urrounding streets.
To facilitate the event the following roads will be affect • Marrickville Road between Illawarra Road & Victoria R • Silver Street between Marrickville Road and 25 metres • Garners Avenue between Garners Avenue Carpark & • Seymour Lane between Garners Lane & Garners Avenue • Frampton Avenue between Seymour Lane & Marrickvil • Gladstone Street between Marrickville Road & Marrick • Silver Street between Sydenham Road and 25 metres (Resident Access Excepted) • Garners Avenue between Frampton Avenue & Garners Excepted) • Seymour Lane between Frampton Avenue & Garners I • Garners Lane north of Seymour Lane (Resident Access • Central Lane between Sydenham Road and Meeks Road • Victoria Lane between Sydenham Road and Central L Event operations will occur from 1:30am and 10:30pm, w roads during this time may be towed.	ed: oad s north of Marrickville Road Marrickville Road ue Ille Road sville Lane north of Marrickville Road Avenue Carpark (Resident Access Lane (Resident Access Excepted) s Excepted) ane (Resident Access Excepted)
For further information please visit: www.innerwest.nsw. or please contact the Council on 9392 5259.	gov.au/marrickvillemusicfestival
Sincerely,	
Michael Daly Creative Communities Manager	

## **ATTACHMENTS**

Marrickville Music Festival 2024 - Traffic Management Plan Version 2 **1.**<u>↓</u>

## MARRICKVILLE MUSIC FESTIVAL

TRANSPORT MANAGEMENT PLAN

## Sunday 13th October 2024

PREPARED ON BEHALF OF



Version 2.0 4 June 2024

TRAFFIC PLANNERS SAFETY CONSULTANTS

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By WHO DARES PTY LTD SHED 8 / 1 CANAL ROAD LEICHHARDT 2040 P.O. BOX 187 FIVE DOCK 2046

Fax: 02 9569 9933 Ph: 02 9569 9922



Event Organiser:	Inner West Council
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Document Author: Anthony Russell Who Dares Pty Ltd Prepare a Work Zone Traffic Management Plan Safe Work TCT1026226 Phone: 02 9569 9922

#### **Version Control**

Version	Date	Status	Comments
Version 1.0	24 May, 2024	DRAFT	
Version 2	3 June 2024	DRAFT	

### **1. INTRODUCTION**

#### 1.1.Introduction

This plan has been prepared for the Inner West Council.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Marrickville Music Festival event held on Sunday 13th October 2024

#### 1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

#### 1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Marrickville Music Festival, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

## 2. EVENT DETAILS

## 2.1. Event summary

Event Name	Marrick	ville Music Festival
Event Date:	Sunday	13th October 2024
Event Start Time:	12:00	hours
Event Finish Time:	18:00	hours
Event Set Up Time:	01:30	hours
Event Pack Down Finish Time:	23:00	hours
Event is:	Street I	Ausic Festival

## 2.2. Key Planning Contact Names

Inner West Council 7 – 15 Wer Serena Chalker Events Officer	therill St, I Phone Mobile	_eichhardt NSW 2040 <b>02 9392 5769</b>
	E-mail	serena.chalker@innerwest.nsw.gov.au
George Tsaprounis Acting Traffic Manager	Phone Mobile E-mail	george.tsaprounis@innerwest.nsw.gov.au
NSW POLICE – Inner West Polic Kayla Ross	ce Area C Phone ( Mobile E-mail	command D2 9550 8139 ross1kay@police.nsw.gov.au
Traffic Contractor – Who Dares Anthony Russell Events Manager	Pty Ltd Phone Mobile E-mail	02 9569 9922 0427 632 726 anthony@whodares.com.au
Transport for NSW - Buses Steven Blight A/Transport Planning Project Manager	Phone Mobile E-mail	0447 377 450 busapproval@transport.nsw.gov.au

Item 3

#### 2.3. Brief Description of the event

Marrickville Music Festival is a celebration of live music in the Inner West. The event will run on Sunday 13th October 2024 from 12am to 6pm and will feature multiple outdoor live music stages across the festival site.

Stages will be set up across the event site including the activation of Marrickville laneways through music and art. The Marrickville Music Festival will be a showcase of music talent from the Inner West, with over 40 acts to play in the one-day event. Stages will host both established and up and coming bands from the Inner West. Music venues in Marrickville will be also encouraged to participate in the festival program to highlight the vibrant array of venues that reside in the Marrickville area.

As part of the Marrickville Music Festival site furniture will be set up within the space created by the temporary road closure, allowing patrons to purchase food from local Marrickville businesses and enjoy the atmosphere while supporting local businesses and enhancing economic activity over the day. Visitors to the festival will be encouraged to engage with local businesses within their retail spaces increasing footfall, and as such experience the true Marrickville and embrace the precinct for its vast array of unique businesses and food experiences.

The Marrickville Music Festival will also host an Inner West Brewery showcase, with local breweries setting up stalls so patrons can taste Inner West offerings. Food and art stalls will be located in pockets around the site to showcase local Inner West product and creativity. Programming for families will be available along with cultural experiences from local creatives.

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## 3. TRAFFIC AND TRANSPORT MANAGEMENT

#### 3.1. Road closures 01:30 hours – 23:00 hours Sunday 13th October 2024

- Marrickville Road between Illawarra Road & Victoria Road
- Silver Street between Marrickville Road and 25 metres north of Marrickville Road
- Garners Avenue between Garners Avenue Carpark & Marrickville Road
- Seymour Lane between Garners Lane & Garners Avenue
- Frampton Avenue between Seymour Lane & Marrickville Road
- Gladstone Street between Marrickville Road & Marrickville Lane
- Silver Street between Sydenham Road and 25 metres north of Marrickville Road (Resident Access Excepted)
- Garners Avenue between Illawarra Road & Garners Avenue Carpark (Resident Access Excepted)
- Seymour Lane between Frampton Avenue & Garners Lane (Resident Access Excepted)
- Garners Lane north of Seymour Lane (Resident Access Excepted)
- Central Lane between Victoria Road and Meeks Road
- Victoria Lane between Sydenham Road and Central Lane (Resident Access Excepted)

#### 3.2. Detours

Access around the event site will be maintained by a detour. The detour loop will include Illawarra Road, Sydenham Road, Victoria Road & Calvert Street

#### 3.3. Cleaning

Prior to the reopening of the roads at 23:00 hours Sunday 13th October 2024, the Inner West Council will undertake cleaning operations.

#### 3.4. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct with "No Stopping" signage on Sunday 13th October 2024. This will assist with clearing the precinct of parked vehicles. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

#### 3.5. Sydney Trains

The closest train station is Marrickville Station. It is approximately 450 metres walk from the event precinct.

#### 3.6. Transit Systems & Transdev NSW Buses amended route changes

Transit Systems services 418, 423, 423X, 425 & 426 & Transdev NSW N40 service will all be impacted by the event road closures. These services will be detoured around the event precinct. Council will arrange for signage will be placed at impacted bus stops to direct passengers to the nearest stop.

There will be a closure of the Bankstown train line that will impact the public transport system. T3 Bankstown Line - Sydenham to Bankstown temporary rail line closure. The final conversion of the T3 Bankstown Line is to require a shutdown of up to 12 months, commencing between July and October 2024. A transport plan will be in place to support the final conversion, which will include dedicated, frequent bus routes, including express routes. Exact details TBC.

https://transportnsw.info/

#### Refer Annex 1: Transit Systems & Transdev NSW Bus Detour Maps Refer Annex 2: Bus Stop Signage

#### 3.7. Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

#### 3.8. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

#### 3.9. Traffic Control

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

#### 3.10. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

#### 3.11. Heavy Vehicle impacts

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

#### 3.12. Special Event Clearways

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No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

Item 3

## 4. RISK MANAGEMENT - TRAFFIC

#### 4.1. Occupational Health & Safety – Traffic Control

"Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site."\*

Inner West Council are the Risk Managers for their event operations. It is Inner West Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are addended to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

\* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.



#### 5.1. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as Annex 3.

#### 5.2. Police

Inner West Police Area Command is to be notified of the event and a Public Assembly Form submitted.

#### 5.3. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

#### 5.4. Trusts, authorities or Government enterprises

The event uses roads and parklands within the Inner West Council Local Government Area.

#### 5.5. Hostile Vehicle Mitigation

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

Item

### 4.7. Risk & Contingency Plans

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Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

ltem	Verified	Action Taken
All one-way streets are as described	⊠ Yes □ No □ N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	Yes No N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	Yes No N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	Yes No N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	Yes No N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	Yes No N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	Yes No N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	Yes No N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	☐ Yes ☐ No ⊠ N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	☐ Yes ☐ No ⊠ N/A	
Construction – existing, proposed that may conflict	Yes No N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	Yes No N/A	

Item	Verified	Action Taken
Road signage – existing/temporary	Yes	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	☐ Yes ☐ No ⊠ N/A	
Signalised intersections (flashing yellow? Point duty?	Yes No N/A	As required by NSW Police
Tidal flows	Yes No N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	Yes No N/A	Advertisement of event to general public.
Traffic movement contrary to any Notice	Yes No N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	Yes No N/A	Controlled by TMC
Turning lanes are as described	Yes	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	Yes No N/A	

Item 3

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all 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
Heavy Weather	🛛 Yes 🗌 No	If heavy weather may cause crowds to depart early
Flood hazard on the route	🛛 Yes 🗌 No	TMC / TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	🛛 Yes 🗌 No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	🛛 Yes 🗌 No	General public are encouraged to utilise public transport.
Bush fire hazard	🛛 Yes 🗌 No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	🛛 Yes 🗌 No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	🛛 Yes 🗌 No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	🛛 Yes 🗌 No	Re-deploy existing staff as required.
Block public transport access	🔀 Yes 🗌 No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	🗌 Yes 🔀 No	Cut off time to be enforced.
Delayed Event	🛛 Yes 🗌 No	Managed by event organiser
Cancellation of Event	🔀 Yes 🗌 No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	🔀 Yes 🗌 No	Provided by event organiser.
Security of very important persons (VIP's)	Yes 🗌 No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.
#### 5.6. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management Principles and Guidelines
- ISO 31000:2018 Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 Risk Management Risk Assessment Techniques
- ISO Guide 73:2009 Risk Management Vocabulary
- Traffic control at work sites TfNSW Feb 2022 V6.1
- AS 1742.2-2019 Manual of uniform traffic control devices Traffic control devices for general use
- AS 1743-2018 Road signs Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices Traffic control for works on roads

## 6. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

#### 6.1. Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

#### 6.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event Road Closed" signs to be placed around the event precinct 14 days prior to the event.

#### 6.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

#### 6.4. Portable variable message signs

There is no VMS placement for this event

Date:....

#### 7. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

#### I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

#### 8. APPROVAL

TMP Approved by: ..... Event Organiser – Inner West Council

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#### 9. AUTHORITY 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 attached to this TMP.

Regulation of traffic authorised by:..... Date:...... Date:.....

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:	Date:
Transport for NSW	

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

#### 10. ATTACHMENTS

Annex 1 – Transit Systems & Transdev NSW Bus Detour Route Maps Annex 2 – Bus Stop Signage Annex 2 – Public Liability Insurance

#### **11. TRAFFIC GUIDANCE SCHEMES**

TGS 01A Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE TGS 01B Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE TGS 01C Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE TGS 02A Marrickville Rd & Illawarra Rd MARRICKVILLE TGS 02B Marrickville Rd & Illawarra Rd MARRICKVILLE TGS 02C Marrickville Rd & Illawarra Rd MARRICKVILLE TGS 03A Marrickville Rd & Victoria Rd MARRICKVILLE TGS 03B Marrickville Rd & Victoria Rd MARRICKVILLE TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE TGS 03D Marrickville Rd & Victoria Rd MARRICKVILLE TGS 03D Marrickville Rd & Victoria Rd MARRICKVILLE TGS 03E Marrickville Rd & Victoria Rd MARRICKVILLE TGS 03E Marrickville Rd & Victoria Rd MARRICKVILLE TGS 04 Calvert St, Illawarra Road & Victoria Road MARRICKVILLE Item



#### ANNEX 1 TRANSIT SYSTEMS & TRANSDEV NSW BUS DETOUR MAPS 2024



2024



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Item 3



ANNEX 2

**BUS STOP SIGNAGE TBC 2024** 

# Bus stop closure

## **Marrickville Festival**

### Saturday 19 November 2022 12:30am – Midnight

While roads are closed for the event, buses will not run to or from this bus stop. Buses will detour around the road closures

Route affected	Service change
418	Sydenham to Burwood
423 / 423X	Kinsgrove Depot to City Martin Place
425	Tempe to Dulwich Hill
426	Dulwich Hill to City Martin Place
N40	East Hills to City Town Hall (Night Rider)
	Marrickville Town Hall, Marrickville Rd (418, 425, 426)
Nearest alternative bus stops	Marrickville Station, Illawarra Rd (423, 423X, N40)
	Marrickville Rd & Victoria Rd (418, 425)
	Victoria Rd & Sydenham Rd (423, 423X, 426)



Visit transportnsw.info



Naamon Eurell Executive Officer

#### TGS 01A Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE



#### TGS 01B Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE



#### TGS 01C Sydenham Rd, Illawarra Rd & Victoria Rd MARRICKVILLE

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## TGS 02A Marrickville Rd & Illawarra Rd MARRICKVILLE

P 0485 MARRICKVILLE RD **.** 1414 Equipment x4 D x 1 ROAD CLOSED x 2 IR x 1 → x 1 TONE ST x 14 UOHY LN GIA STAFF ON-SITE AGENCY PRIMARY TASK SECONDARY TASK TIME TGS 02/ MARRICKVILLE MUSIC FESTIVAL DATE Sun 13 October 24 тмс Marrickville Road & Illawarra Road MARRICKVILLE POLICE Plan by: Anthony Russell Safe Work Cert. TCT1026226 for Who Dares Pty Ltd Signature WHO DARES Monitor Closures Deliver Signage 4 01:30 - 12:00 INNER WEST COUNCIL Revised 16 May 24

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#### TGS 02B Marrickville Rd & Illawarra Rd MARRICKVILLE





TGS 02C Marrickville Rd & Illawarra Rd MARRICKVILLE

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#### TGS 03A Marrickville Rd & Victoria Rd MARRICKVILLE



#### TGS 03B Marrickville Rd & Victoria Rd MARRICKVILLE

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#### TGS 03C Marrickville Rd & Victoria Rd MARRICKVILLE



#### TGS 03D Marrickville Rd & Victoria Rd MARRICKVILLE



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#### TGS 03E Marrickville Rd & Victoria Rd MARRICKVILLE



#### TGS 04 Calvert St, Illawarra Road & Victoria Road MARRICKVILLE





Item No: LTC0724(1) Item 4

Subject: PERCIVAL ROAD AND TEMPLE STREET, STANMORE – TEMPORARY FULL ROAD CLOSURE FOR STANMORE MUSIC FESTIVAL – SATURDAY 16 NOVEMBER 2024 (DAMUM-STANMORE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

That the proposed temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street, and Temple Street between Percival Lane West and Percival Road, Stanmore be APPROVED for the purpose of holding the 'Stanmore Music Festival' Event on Saturday 16 November 2024 between 6.00am and 9.30pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

- 1. A Road Occupancy License application be obtained from the Transport Management Centre;
- 2. 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;
- 3. 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;
- 4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections; and
- 5. 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 presenting Stanmore Music Festival on Saturday 16 November 2024 from 12:00noon until 6:00pm. To facilitate the event there will be a temporary full road closure of Percival Road, between Salisbury Road and Myrtle Street and Temple Street between Percival Lane West and Percival Road, Stanmore (ENRC/2024/0029). This will require some road detours in surrounding streets. Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:30pm.



#### BACKGROUND

Stanmore Music Festival is a celebration of live music in the Inner West. The event will run on Saturday 16 November 2024 from 12noon to 6pm and will feature multiple outdoor live music stages across the festival site. This will be the fourth Stanmore Music Festival.

#### **OFFICER COMMENTS**

The event area will be on Percival Road between Salisbury Road and Myrtle Street and Temple Street between Percival Lane West and Percival Road, Stanmore (refer to the site map below – Stanmore Music Festival Area).

#### <u>Site map</u>



Authorised traffic controllers will implement intermittent stop/slow traffic control on Myrtle Street to allow participants of the parade to gather on the northern footpath of Myrtle Street and then cross safely into the event area once traffic has been held.

Access around the event site will be maintained by a detour. The detour loop will include Douglass Street, Salisbury Road, Myrtle Street and Bruce Street.

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No special event clearways will be installed for this event. Inner West Council will instead install 'No Stopping' signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event. Two Portable VMS Boards will be used to advertise the road closures leading up to the event day.

Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

#### Traffic Management Plan and Traffic Guidance Schemes

A Traffic Management Plan has been provided and is attached at the end of this report. The two associated Traffic Guidance Schemes are reproduced below along with the detour plan.



An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.

#### Impacts on buses

Transit Systems service 412 uses Douglas Street and Salisbury Road through Stanmore and this service will not be impacted.



#### Impacts on pedestrians and cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

The closest train station is Stanmore Station. It is approximately 120 metres walk from the event precinct. Currently the TfNSW Trackworks schedule for event day shows no scheduled track works for the T2 Inner West and Leppington Line. <u>https://transportnsw.info/</u>

#### Impacts on Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

#### Impacts on traffic

The traffic generated as a result of the proposed festival should not have a major impact on the surrounding traffic network. The arrival and departure of attendees of the festival is expected to be staggered.

At present, there is no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

#### PUBLIC CONSULTATION

The proposed temporary full road closures have been advertised in accordance with the Roads Act 1993.

Advice of the proposed event must be forwarded to all the appropriate groups, including emergency services. A copy of the draft notification letter is attached at the end of this report.

#### FINANCIAL IMPLICATIONS

Funding of \$25,000 has been allocated by Council for the organization of the Stanmore Music Festival event from Council's Events operational budget.

#### CONCLUSION

It is recommended that Council approve to the temporary full road closures on Saturday 18 November 2023 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.



### **EVENT NOTIFICATION**

STANMORE MUSIC FESTIVAL SATURDAY 16 NOVEMBER 2024

Dear Resident,

Stanmore Music Festival will be taking place in Stanmore on Saturday 16 November 2024 between 12pm – 6pm. The streets of Stanmore will again come alive with the sound of music in honour of the renowned Australian musician, conductor, educator, and Stanmore resident, the late Richard Gill AO.

To facilitate the event there will be a partial road closure of **Percival Road**, between Salisbury Rd and Myrtle St and **Temple Street**, between Percival Laneway and Percival Road. Vehicles left within the road closure area may be towed.

Road closure and event bump in will occur from 6:00am and bump out will conclude by 9:30pm. This will require some detours in surrounding streets. The public are encouraged to walk, cycle or use public transport. Council will endeavour to minimise any disruption to local resident amenities.

We hope that you will join us at Stanmore Music Festival. For further information please visit: <u>www.innerwest.nsw.gov.au/stanmoremusicfestival</u> or you can contact me directly on 9392 5259.

Sincerely,

Mulate

Michael Daly Creative Communities Manager

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#### ATTACHMENTS

1. <u>J</u> Stanmore Music Festival 2024 - Traffic Management Plan Version 2.0

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### TRANSPORT MANAGEMENT PLAN

## STANMORE MUSIC FESTIVAL

## Saturday 16 November 2024



Version 2 4 June 2024

By

WHO DARES PTY LTD

TRAFFIC PLANNERS SAFETY CONSULTANTS SHED 8 / 1 CANAL ROAD LEICHHARDT 2040

Ph: 02 9569 9922

Document Set ID: 39257143 Version: 1, Version Date: 05/06/2024



#### Event Organiser: Inner West Council

Document Author: Anthony Russell Who Dares Pty Ltd Prepare a Work Zone Traffic Management Plan Safe Work TCT1026226 Phone: 02 9569 9922

#### **Version Control**

Version	Date	Status	Comments
Version 1.0	24 May, 2024	DRAFT	
Version 2	4 June 2024	DRAFT	

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#### **1. INTRODUCTION**

#### 1.1.Introduction

This plan has been prepared for the Inner West Council.

It has been prepared after discussions with Inner West Council and Who Dares.

The plan relates to road closures for the Stanmore Music Festival event held on Saturday 16 November 2024

#### 1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

#### 1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Stanmore Music Festival, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

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#### 2. EVENT DETAILS

#### 2.1. Event summary

Event Name	Stanmore Music Festival
Event Date:	Saturday 16 November 2024
Event Start Time:	12:00 hours
Event Finish Time:	19:00 hours
Event Set Up Time:	05:30 hours/ Closed by 06:00
Event Pack Down Finish Time:	21:30 hours
Event is:	Street Festival

#### 2.2. Key Planning Contact Names

Inner West Council Serena Chalker Events Officer	7 – 15 W <b>Phone</b> Mobile	15 Wetherill St, Leichhardt NSW 2040 ne 02 9392 5769 bile	
	E-mail	serena.chalker@innerwest.nsw.gov.au	
George Tsaprounis Acting Traffic Manager	Phone Mobile E-mail	george.tsaprounis@innerwest.nsw.gov.au	
NSW POLICE – Inner West Poli Kayla Ross	ce Area ( Phone Mobile F-mail	Command 02 9550 8139	
Traffic Contractor – Who Dares Anthony Russell Events Manager	Pty Ltd Phone Mobile E-mail	02 9569 9922 0427 632 726 anthony@whodares.com.au	
Transport for NSW - Buses Steven Blight A/Transport Planning Project Manager	Phone Mobile E-mail	0447 377 450 busapproval@transport.nsw.gov.au	

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#### 2.3. Brief Description of the event

#### Stanmore Music Festival

On Saturday, 16 November 2024 the streets of Sydney's Inner West suburb of Stanmore will once again celebrate music in all its forms with the 4th Stanmore Music Festival. Created in honour of the late Richard Gill AO, the renowned Australian musician, conductor, educator and Stanmore resident, who had a vision to bring music to the masses on the streets of Sydney.

The first Festival took place on a beautiful day in November 2019 with over 60 local music acts performing on 10 stages around Stanmore with thousands attending the event to enjoy the music and will return again in 2024 as the streets come alive with music.

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#### 3. TRAFFIC AND TRANSPORT MANAGEMENT

#### 3.1. Road closures 06:00 hours - 21:30 hours - Saturday 16 November 2024

- Percival Road closed in both directions between Salisbury Road and Myrtle Street.
- Temple Street closed in both directions between Percival Lane West and Percival Road.

#### 3.2. Intermittent Stop/Slow Traffic Control 11:30 hours - 13:30 hours

Authorised traffic controllers will implement intermittent stop/slow traffic control on Myrtle Street to allow participants of the parade to gather on the northern footpath of Myrtle Street and then cross safely into the event area once traffic has been held.

#### 3.3. Detours

Access around the event site will be maintained by a detour. The detour loop will include Douglass Street, Salisbury Road, Myrtle Street & Bruce Street.

#### 3.4. Cleaning

Prior to the reopening of the roads at 21:30 hours Saturday 16 November 2024, the Inner West Council will undertake cleaning operations.

#### 3.5. Modification to existing signage

Inner West Council will cover all existing parking signage within the event precinct with "No Stopping" signage on Saturday 16 November 2024. This will assist with clearing the precinct of parked vehicles. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

#### 3.6. Sydney Trains

The closest train station is Stanmore Station. It is approximately 120 metres walk from the event precinct.

At the writing of this report there is currently no scheduled Track works for the T2 Inner West & Leppington Line.

https://transportnsw.info/

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#### 3.7. Transit Systems & Transdev NSW Buses amended route changes

Impacts on buses

Transit Systems service 412 uses Douglas Street and Salisbury Road through Stanmore and This service will not be impacted.



#### 3.8. Parking

Parking will only be available in surrounding residential streets and a few small public carparks around the event site. Parking will as such be limited, and the event organiser will be recommending public transport to all event patrons.

#### 3.9. Construction, traffic calming and traffic generating developments

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

#### 3.10. Traffic Control

An accredited Who Dares Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

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#### 3.11. Pedestrians and Cyclists

There will be no major effect to pedestrians in the area. Pedestrians will be able to use the existing pedestrian paths outside of and within the event area.

There are no cycleways directly impacted by this event. Cyclists entering the event site will be requested to dismount.

#### 3.12. Heavy Vehicle impacts

Heavy vehicles may experience slight delays due to increased traffic around the event precinct. Heavy vehicles should follow signposted detours.

#### 3.13. Special Event Clearways

No special event clearways will be installed for this event. Inner West Council will instead install No Stopping signage throughout the event precinct prior to the event. Any remaining vehicles will be towed and parked in a nearby location on the morning of the event.

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#### 4. RISK MANAGEMENT - TRAFFIC

#### 4.1. Occupational Health & Safety – Traffic Control

"Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site."  $^{\ast}$ 

Inner West Council are the Risk Managers for their event operations. It is Inner West Council's policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are addended to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

\* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

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#### 4.2. Public Liability Insurance

Public liability insurance in the value of \$20,000,000 has been arranged. A certificate of currency which lists the NSW Police, Transport Management Centre and Transport for NSW, as interested parties.

A copy is included as **Annex 1**.

#### 4.3. Police

Inner West Police Area Command is to be notified of the event.

#### 4.4. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

#### 4.5. Trusts, authorities or Government enterprises

The event uses roads and parklands within the Inner West Council Local Government Area.

#### 4.6. Hostile Vehicle Mitigation

Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

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#### 4.7. Risk & Contingency Plans

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Inner West Council has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	⊠ Yes □ No □ N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or 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 No N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	Yes No N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	Yes No N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	Yes No N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	Yes No N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	Yes No N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	☐ Yes ☐ No ⊠ N/A	Confirm access points affected from Buses, Sydney Rail, Ferries, and Taxis. Are public transport closures/arrangements communicated publicly?? Buses re-routed and temporary stops installed.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	☐ Yes ☐ No ⊠ N/A	
Construction – existing, proposed that may conflict	Yes No N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Numbers of lanes and their width are as described	Yes No N/A	

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Item	Verified	Action Taken
Road signage – existing/temporary	Yes No N/A	Council will install advanced warning Road Closure signage at least 14 days prior to the event. Other temporary signage will be installed and removed by Authorised Traffic Controllers.
Route impeded by traffic calming devices?	☐ Yes ☐ No ⊠ N/A	
Signalised intersections (flashing yellow? Point duty?	Yes No N/A	As required by NSW Police
Tidal flows	Yes No N/A	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	Yes No N/A	Advertisement of event to general public.
Traffic movement contrary to any Notice	☐ Yes ☐ No ⊠ N/A	Under the direction of Police or traffic controllers
Traffic signals are as described	Yes No N/A	Controlled by TMC
Turning lanes are as described	Yes	Road closures, barricades and signage installed.
Letter Drop Zone Maps to indicate precincts mailed	Yes No N/A	

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This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all 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
Heavy Weather	🛛 Yes 🗌 No	If heavy weather may cause crowds to depart early
Flood hazard on the route	🛛 Yes 🗌 No	TMC / TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	🛛 Yes 🗌 No	TfNSW and Police provide diversions around flooded area. There is no event-specific parking for general public.
Parking during Wet weather	🛛 Yes 🗌 No	General public are encouraged to utilise public transport.
Bush fire hazard	🛛 Yes 🗌 No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	🛛 Yes 🗌 No	If CCTV monitored by TMC. Facilitate emergency response to area.
Breakdown	🛛 Yes 🗌 No	If CCTV monitored by TMC. Facilitate response to area.
Absence of marshals and volunteers	🛛 Yes 🗌 No	Re-deploy existing staff as required.
Block public transport access	🛛 Yes 🗌 No	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Slow participants	🗌 Yes 🔀 No	Cut off time to be enforced.
Delayed Event	🛛 Yes 🗌 No	Managed by event organiser
Cancellation of Event	🔀 Yes 🗌 No	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	🔀 Yes 🗌 No	Provided by event organiser.
Security of very important persons (VIP's)	Yes 🗌 No	As Required.

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

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Attachment 1

#### 4.8. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- WHS Act 2011
- WHS Regulation 2017
- AS/NZS ISO 31000: Risk Management Principles and Guidelines
- ISO 31000:2018 Principles and Guidelines on Implementation
- ISO/IEC 31010:2019 Risk Management Risk Assessment Techniques
- ISO Guide 73:2009 Risk Management Vocabulary
- Traffic control at work sites TfNSW Feb 2022 V6.1
- AS 1742.2-2019 Manual of uniform traffic control devices Traffic control devices for general use
- AS 1743-2018 Road signs Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2006 Access covers and grates
- AS 1742.10-2019 Manual of uniform traffic control devices Pedestrian control and protection
- AS 1742.13-2019 Manual of uniform traffic control devices Local area traffic management
- AS 1742.3-2019 Manual of uniform traffic control devices Traffic control for works on roads

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#### 5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

#### 5.1. Emergency Lane

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

#### 5.2. Advertise the traffic management arrangements

All affected residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Date & time specific corflute "Special Event Road Closed" signs to be placed around the event precinct 14 days prior to the event.

#### 5.3. Permanent Variable Message Signs

Permanent overhead electronic boards will not be used for this event.

#### 5.4. Portable variable message signs

Two Portable VMS Boards will be used to advertise the road closures leading up to the event day.

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#### 6. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

#### I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document.

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers, or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

#### 7. APPROVAL

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#### 8. AUTHORITY 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 attached to this TMP.

Regulation of traffic authorised by:..... Date:..... Date:.....

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by:	Date:
Transport for NSW	

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

#### 9. ATTACHMENTS

Annex 1 - Public Liability Insurance

#### 10. TRAFFIC GUIDANCE SCHEMES

TGS 1A TGS 1B TGS 2A TGS 2B Detours

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ANNEX 1

#### PUBLIC LIABILITY INSURANCE TBC 2023

(Attach when available)

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Item 4



TGS 1A

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TGS 1B



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#### Local Traffic Committee Meeting 15 July 2024





TGS 2A

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TGS 2B



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Item No: LTC0724(1) Item 5

Subject: MAY STREET AND MAY LANE, ST PETERS – TEMPORARY FULL ROAD CLOSURE FOR THE '2044 STREET TAKEOVER' EVENT – SUNDAY 3 NOVEMBER 2024 (MIDJUBURI-MARRICKVILLE WARD / HEFFRON ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

That the proposed temporary full road closure of May Street between Council Street and Applebee Street (both directions), May Street between Applebee Street and May Lane (westbound), May Lane between May Street and Caroline Lane, Right hand turn lane from King Street Southbound into May Street, and Local traffic only on May Street between Campbell Street and Council Street, St Peters be APPROVED for the purpose of holding the '2044 Street Takeover' Event on Sunday 3 November 2024 between 3.00am and 11.30pm as per the submitted TMP and TGSs and subject to the following conditions and all standard Council conditions for temporary full road closures:

- 1. A Road Occupancy License application be obtained from the Transport Management Centre;
- 2. 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;
- 3. 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;
- 4. A minimum four (4) metre unencumbered passage be available for emergency vehicles through the closed sections; and
- 5. 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 presenting the '2044 Street Takeover' event on Sunday 3 November 2024 between 12noon and 6pm. This is a Council event funded by TfNSW, To facilitate the event there will be a temporary full road closure (ENRC/2024/0028) of May Street between Council Street and Applebee Street (both directions); May Street between Applebee Street and May Lane (westbound); May Lane between May Street and Caroline Lane; Right hand turn lane from King Street Southbound into May Street; and Local traffic only on May Street



between Campbell Street and Council Street. This will require some road detours in surrounding streets. Road closure and event bump in will occur from 3:00am and bump out will conclude by 11.30pm.

#### BACKGROUND

On Sunday 3 November, the' 2044 Street Takeover' event activates the creative destination of May Street, St Peters as part of a local community one-day street-takeover. Through outdoor dining, local business stalls and creative entertainment, this event celebrates the unique character of postcode 2044 as the community re-claim the streets.

2044 Street Takeover offers a new one-day activation of May Street in St Peters allowing the residents of postcode 2044 to reclaim the streets and celebrate the creative energy and identity of the Inner West's Industrial heart. May Street is a unique precinct within the Sydenham, Tempe and St Peters area, with a growing creative industry and economy hidden behind the industrial facades. 2044 has gone through a renaissance from an industrial centre to a bourgeoning hub of independent makers, breweries and creatives. The festival will feature performances and workshops by the local community.

2044 Street Takeover is funded by the NSW Government.

#### **OFFICER COMMENTS**

The event area will be on May Street, St Peters. May Street is a two-way Regional Road running east-west between Campbell Street and Princes Highway. It has a mixture of residential and commercial properties as well as a frontage to Camdenville Park. At present, on-street parking is permitted on both sides of May Street.

May Lane is a one-way north '10km/h Shared Zone' from May Street to Goodsell Street.



The event area will be on May Street between Council Street and Applebee Street, May Street between Applebee Street and May Lane (westbound), and May Lane between May Street and Caroline Lane, St peters (refer to the site map below – '2044 Street Takeover' event area).



Site Map



To facilitate the event, parts of St Peters will be closed between 3:00am -11:30pm on Sunday 3 November 2024. This will require some road detours and in surrounding streets. The following roads are affected by the closure:

- May Street between Council Street and Applebee Street (both directions)
- May Street between Applebee Street and May Lane (westbound)
- May Lane between May Street and Caroline Lane
- Right hand turn lane from King Street Southbound into May Street
- Local traffic only on May Street between Campbell Street and Council Street.

#### <u>Detours</u>

According to the TMP access around the event area would be primarily via Campbell Street and Hutchinson Street onto May Street.



#### Modification to existing signage

The TMP notes that the traffic lights at Bedwin Road and May Street has a Left-hand turn that will be closed for the duration of the event. Signs have been planned on TGS 2 to warn motorists to ignore the signal.



#### Buses amended route changes

May St has no formal bus routes that will need to be detoured. Campbell Street and Princes Highway will be available to divert any private or public buses which may use May Street informally.

#### Parking

The TMP notes that Council will use 'No Stopping' signs to reserve parking spaces within the road closure area prior to the road closure time.

#### Construction, traffic calming and traffic generating developments



The TMP notes that at present there should not be any construction works that will be impacted by the event. There are no traffic calming devices or traffic generating developments along the route.

Traffic Control

Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Control Plans.

#### Heavy Vehicle impacts

The TMP notes there should be no impact to heavy vehicles.

#### Sydney Trains

The closest train station is St Peters Station. It is approximately 150 metres walk from the event precinct.

There is no track work planned for the event day at the time of writing the TMP document <u>https://transportnsw.info/</u>

#### Emergency Lane

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

#### Portable variable message signs

The TMP shows the location of VMSs in TGS04 and is reproduced below.



The TMP is attached at the end of this report. It lists the following Traffic Guidance Schemes

- WD/TGS01
- WD/TGS02
- WD/TGS03 Detours

#### Local Traffic Committee Meeting 15 July 2024

### • WD/TGS04 VMS

Adequate vehicular traffic control shall be provided for the protection and convenience of pedestrians and motorists including appropriate signage and flagging. Workers shall be specially designated for this role (and carry appropriate certificates), as necessary to comply with this condition. This is to be carried out in accordance with the Australian Standard AS 1742.3 - Traffic Control Devices for works on roads.

An accredited Traffic Manager will oversee implementation of the Traffic Guidance Schemes, including road closures.

The Traffic Management Plan is to be submitted to TfNSW for consideration and approval and a Road Occupancy License application is to be submitted to the Transport Management Centre by Who Dares Pty Ltd.

A minimum four (4) metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points. Hostile Vehicle mitigation strategies may be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction.

#### PUBLIC CONSULTATION

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

Advice of the proposed event must be forwarded to all the appropriate groups, including emergency services. A copy of the draft notification letter is attached at the end of this report.

#### FINANCIAL IMPLICATIONS

Funding of \$50,000 has been allocated by Council for organising the 2044 Street Takeover under the 2024/2025 Major Community Events Program. This program has also received \$72,829 funding from Transport for NSW, Open Streets Program.

#### CONCLUSION

It is recommended that Council agree to the temporary full road closures on Sunday 3 November 2024 subject to complying with the recommendations stated in this report along with all standard conditions for temporary full road closures.

### INDER WEST

### **EVENT NOTIFICATION**

#### 2044 Street Takeover

Dear Resident,

This is to inform you that Inner West Council will be presenting 2044 Street Takeover on Sunday 3 November 2024. The event will feature local food, creative and community stalls, footpath dining and music celebrating the unique character of the 2044 community.

To facilitate the event, parts of St Peters will be closed between **3:00am -11:30pm Sunday 3 November.** This will require some road detours and bus diversions in surrounding streets.

To facilitate the event, the following roads are affected by the closure:

- May St between Council St and Applebee St (both directions)
- May St between Applebee St and May Lane (westbound)
- May Lane between May St and Caroline Lane
- Right hand turn lane from King St Southbound into May St
- Local traffic only on May St between Campbell St and Council St

Event operations will occur from 2:30am and 11:30pm on Sunday 3 November 2024. It is important to take note of these road closures. If your vehicle is parked in an external or internal car park within the event site, you will not be able to move your vehicle for the duration of the road closure. Pack down of the event site will commence following the conclusion of the event.

If your vehicle is parked on any of the closed roads your vehicle may be towed.

For further information, please visit www.innerwest.nsw.gov.au/2044streettakeover or please call 0433 443 524

Sincerely,

Mulat

Michael Daly Events Manager

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#### ATTACHMENTS

**1.** Transport Management Plan - 2044 Takeover

TRANSPORT MANAGEMENT PLAN

# 2044 Street Takeover

### Sunday 3 November 2024.

May St and May Ln St Peters

REPARED ON BEHALF OF

**Inner West Council** 

Version 2 <sup>4th</sup> June 2024

WHO DARES PTY LTD

TRAFFIC PLANNERS SAFETY CONSULTANTS SECURITY CONSULTANTS SHED 8 / 1 CANAL ROAD LEICHHARDT 2040 P.O. BOX 187 FIVE DOCK 2046

Ph: 02 9569 9922 Fax: 02 9569 9933 Attachment 1



Event Organiser: Inner West Council

Document Author: Anthony Russell Who Dares Pty Ltd Prepare a Work Zone Traffic Management Plan Safe Work TCT1026226 Phone: 02 9569 9922

**Version Control** 

Version	Date	Status	Comments
Version 1	9 May 2024	1 <sup>st</sup> Draft	
Version 2	4 June 2024	2 <sup>nd</sup> Draft	

2044 STREET TAKEOVER TMP VERSION 2-4 JUNE 2024

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#### 1. INTRODUCTION

#### 1.1. Introduction

This plan has been prepared for Inner West Council.

It has been prepared after discussions with Inner West Council, production management contractor and Who Dares.

The plan relates to road closures for event to be held on Sunday 3 November 2024.

#### 1.2. Objective

It is the objective of this report to set out the means and measures by which roads may be closed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

#### 1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport, and pedestrian arrangements under which the event will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

#### 1.4. Description of the event

The Dulwich Hill Village Fair is a local event celebrating the growth of bars and eateries sprouting on the hill. Family entertainment mixed with food fair such as cheese plates and artisan bakery offerings make this a great day out for local families and friends.

The fair offers markets displaying eco-friendly clothing, handmade jewelry, gifts and locally made items. There will be music, a martial arts display, dance acts and a kids play area.

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### 2. EVENT DETAILS

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#### 2.1. Event summary

Event Name	2044 Street Takeover
Event Date:	Sunday 3 November 2024
Event Start Time:	12:00 hours
Event Finish Time:	18:00 hours
Event Set Up Time:	03:00 hours
Event Pack Down Finish Time:	23:00 hours
Event is:	Street Festival

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#### Contact Names

Inner West Council 7 – 15	I 7 – 15 Wetherill St, Leichhardt NSW 2040		
Serena Chalker	Phone	02 9392 5769	
Events Officer	Mobile		
	E-mail	serena.chalker@innerwest.nsw.gov.au	
NSW POLICE – Inner Wes	t Police Area	Command	
Kayla Ross	Phone	02 9550 8139	
	Mobile		
	E-mail	ross1kay@police.nsw.gov.au	
Transport for NSW –			
Transport Management Cen	tre, 25 Garde	n St, Eveleigh, NSW, 1430	
	Phone	02 8396 1416	
A/Manager Major Govt. Even	nts Mobile		
	E-mail	@tmc.transport.nsw.gov.au	

#### Michael Takla

A/Network & Events Planner - Region 6 NSW

 Phone
 02 8778 5889

 Mobile
 0490 401 688

 E-mail
 michael.takla@transitsytems.com.au

Traffic Contractor – Wh	o Dares Pty Lt	d
Anthony Russell	Phone	02 9569 9922
Traffic Manager	Mobile	0427 632 726
-	E-mail	anthony@whodares.com.au

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#### 2.2. Description of the event:

#### 2044 Street Takeover

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On Sunday 3 November, the 2044 Street Takeover activates the creative destination of May St, St Peters as part of a local community one-day street-takeover. Through outdoor dining, local business stalls and creative entertainment, this event celebrates the unique character of postcode 2044 as the community re-claim the streets.

2044 Street Takeover offers a new one-day activation of May St in St Peters allowing the residents of postcode 2044 to reclaim the streets and celebrate the creative energy and identity of the Inner West's Industrial heart. May St is a unique precinct within the Sydenham, Tempe and St Peters area, with a growing creative industry and economy hidden behind the industrial facades. 2044 has gone through a renaissance from an industrial centre to a bourgeoning hub of independent makers, breweries and creatives. The festival will feature performances and workshops by the local community.

2044 Street Takeover is proudly funded by the NSW Government

#### 2.3 The Location:



#### 3. TRAFFIC AND TRANSPORT MANAGEMENT

#### 3.1. Road closures 03:00 hours till 23:00 hours Sunday 3rd November 2024:

- Full closure of May St from East of Council St to the May Lane before the Princes Highway.
- Road Closed Resident Access Only from Bedwin St to Council Lane

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#### 3.2. Detours

Access around the event area would be primarily via Campbell St and Hutchinson St onto May St.

#### 3.3. Cleaning

Prior to the reopening of the roads at 23:00 hours Sunday 3rd November 2024, the Inner West Council will commence cleaning operations.

#### 3.4. Modification to existing signage

The traffic lights at Beldwin Rd and May St has a Left-hand turn that will be closed for the duration of the event. Signs have been planned on TGS 2 to warn motorists to ignore the signal.

#### 3.5. Buses amended route changes

May St has no Buses that will be diverted off Marrickville Rd and Canterbury Rd using Frazer St and Wardell Rd as a detour.

#### 3.6. Parking

Council will use "No Stopping" signs to reserve parking spaces within the road closure area prior to the road closure time.

#### 3.7. Construction, traffic calming and traffic generating developments

At present there should not be any construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.

#### 3.8. Traffic Control

Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Control Plans.

#### 3.9. Contingency Plans

Not applicable for this event.

#### 3.10. Heavy Vehicle impacts

There should be no impact to heavy vehicles.

#### 3.11. Sydney Trains

The closest train station is St Peters Station. It is approximately 150 metres walk from the event precinct

There is no track work planned for the event day at the time of writing this TMP document <u>https://transportnsw.info/</u>

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#### 4. RISK MANAGEMENT – TRAFFIC

#### 4.1. Occupational Health & Safety – Traffic Control

"Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site."\*

Inner West Council are the Risk Managers for their event operations. It is Inner West Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by Inner West Council is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, Inner West Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are addended to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

Inner West Council must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

\* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

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#### 4.2. Public Liability Insurance

Refer Annex 1.

#### 4.3. Hostile Vehicle Mitigation

Any Hostile Vehicle mitigation strategies will be undertaken within the road closure in accordance with the event risk assessment. This information is to remain confidential.

#### 4.4. Police

Inner West Police Area Command will be notified of the event a minimum 2 weeks prior to the event.

#### 4.5. NSW Ambulance and Fire and Rescue NSW

NSW Ambulance and Fires and Rescue NSW will be notified in writing of the event by the event organiser, this should be done a minimum 2 weeks prior to the event. Item 5

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#### 4.6. Risk Plans and Risk Checklist

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Item	Verified	Action Taken
All one-way streets are as described	∑ Yes ☐ No ☐ N/A	None required.
Block access to local businesses	Yes	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
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 are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	∑ Yes □ No □ N/A	Advertisement of event to general public.
Restricted movements – banned turns, heavy/high vehicles	Yes No N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	Yes No	None required.
Block public transport access	∑ Yes ☐ No ☐ N/A	Buses notified and alternative bus stop implemented.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	☐ Yes ☐ No ⊠ N/A	None required.
Construction – existing, proposed that may conflict	Yes Yes No N/A	Confirm list of letters to residents, businesses, and car-parks. There are no known planned road-works.
Route impeded by traffic calming devices?	Yes No N/A	None required.

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Item	Verified	Action Taken	
Numbers of lanes and	Yes	New resided	
described		None required.	
Local access	Yes No N/A	Managed by Traffic Controllers	
Road signage – existing/temporary	Yes	Warning Road Closure signage is installed at least 14 days prior to the event.	
Signalised intersections (flashing yellow? Point duty?	Yes	None required.	
Tidal flows	☐ Yes ☐ No ⊠ N/A	None required.	
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	⊠ Yes □ No □ N/A	Advertisement of event to general public.	
Traffic movement contrary to any Notice	☐ Yes ☐ No ⊠ N/A	None required.	
Traffic signals are as described	☐ Yes ☐ No ⊠ N/A	None required.	
Turning lanes are as described	∑ Yes □ No □ N/A	None required.	
Letter Drop Zone Maps to indicate precincts mailed	Yes No N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.	

Inner West Council will compile Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

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This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all 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	
Heavy Weather	🛛 Yes 🗌 No	If heavy weather may cause crowds to depart early	
Flood hazard on the	🛛 Yes 🗌 No	TMC / TFNSW and Police provide diversions	
route		around flooded area.	
Flood hazard at the	🖂 Yes 🗌 No	Event organiser to close parking area and direct	
parking area		to hardstand parking.	
Parking during Wet weather	🛛 Yes 🗌 No	Hardstand only.	
Bush fire hazard	🛛 Yes 🗌 No	For major local/regional bushfire hazard	
		affecting general public health or transport to	
		greater Sydney, take direction from NSW Police	
Accident on the route	🖂 Yes 🔛 No	If CCTV monitored by TMC. Facilitate	
		emergency response to area.	
Breakdown	🔀 Yes 🗌 No	If CCTV monitored by TMC. Facilitate response to area.	
Absence of marshals	🗌 Yes 🔀 No	Re-deploy existing staff as required.	
and volunteers			
Block public transport	🗌 Yes 🔀 No	Divert general public to next available	
access		transport, considering safety and	
		circumstances. Relevant transport agency to	
		employ appropriate steps to accommodate.	
Slow participants	🗌 Yes 🔀 No	Cut off time to be enforced.	
Delayed Event	🔀 Yes 🗌 No	Delay of any aspect of the event will be	
		communicated by the event organiser	
Cancellation of Event	🖂 Yes 🗌 No	Cancellation of any aspect of the event will be	
		communicated by the event organiser.	
Security of	Yes 🗌 No	Provided by event organiser.	
participants/general			
public			
Security of very	🛛 Yes 🗌 No	As Required.	
important persons			
(VIP's)			

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS's) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

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Contingency form part of the risk assessment and management plan.

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### 5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

#### 5.1. Emergency Lane

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

#### 5.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

Council communications at least two weeks prior to the event.

#### 5.3. Special event warning signs

N/A

#### 5.4. Portable variable message signs

N/A

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#### 6. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Maritime Services (RMS), or Local Government.

#### I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, RMS or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

#### 7. APPROVAL

TMP Approved by: \_\_\_\_\_

\_\_\_\_\_Date: \_\_\_\_\_

Event Organisor Inner West Council

#### 8. AUTHORITY 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 attached to this TMP.

Regulation of traffic authorised by a Council Delegate:

Date:

Inner West Council

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

Regulation of traffic authorised by:....

Date:....

Road and Maritime Services

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS require traffic to be regulated as described

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2044 STREET TAKEOVER TMP VERSION 2-4 JUNE 2024

in the risk management plans with the layouts installed under the direction of a qualified person.

9. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one-way Streets are as described		
Blocked access to local businesses		Local Businesses will be aware of the road closures
Blocked Ambulance access		All Emergency Services notified of event. Police to facilitate emergency vehicle access
Blocked local resident access		Limited access provided under police or nominated traffic management contractor
Blocked Police vehicle access	$\boxtimes$	Police to facilitate access
Blocked public transport access		Some delays due to traffic
Restricted movements – banned turns, heavy/high vehicles		Intersections under Police/Traffic Controller
Road signage – existing/temporary	$\boxtimes$	
Signalised intersections	$\boxtimes$	To be managed by TMC
Traffic generators – shopping centres, schools, churches, industrial area, hospitals		Traffic generators are aware of standard road closures

#### Attachments

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Annex 1 – Traffic Control Measures Checklist Annex 2 – Public Liability Insurance Annex 3 – Road Occupancy License application

**Traffic Guidance Schemes** 

WD/TGS01 WD/TGS02 WD/TGS03 Detours WD/TGS04 VMS

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ANNEX 1

#### TRAFFIC CONTROL MEASURES CHECKLIST

This checklist can help you implement effective control measures in your workplace. Using this checklist is not mandatory—you can use whatever means are most useful and practical to identify the traffic control measures to be used specific to your workplace.

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Separation			
Are separate entries and exits provided for vehicles and pedestrians including visitors?			
Do the entries and exits protect pedestrians from being struck by vehicles?			
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?			
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?			
Vehicle routes			
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?			
Are loading zones clearly marked?			
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?			
Are there enough parking places for vehicles and are they used?			
Are traffic directions clearly marked and visible?			
If a one-way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?			
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?			
Do vehicle routes have firm and even surfaces?			
Are vehicle routes kept clear from obstructions and other hazards?			
Are vehicle routes well maintained?			
Do vehicle routes avoid sharp or blind corners?			
Pedestrian routes			
Are pedestrian walkways separated from vehicles?			
Where necessary are there safe pedestrian crossings on vehicle routes?			
Is there a safe pedestrian route which allows visitors to access the site office and facilities?			

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CONSIDER THE FOLLOWING	Yes	No	Comments Action
Are pedestrian walkways clearly marked?			
Are pedestrian walkways well maintained?			
Vehicle movement			
Have drive-through, one-way systems been used to reduce the need for reversing?			
Are non-essential workers excluded from areas where reversing occurs?			
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?			
Do drivers use the correct routes, drive within the speed limit and follow site rules?			
Signs			
Are there speed limit signs?			
Are there clear warnings of powered mobile plant hazards?			
Is there clear signage of pedestrian and powered mobile plant exclusion zones?			
Is there enough lighting to ensure signs are visible, particularly at night?			
Warning devices			
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?			
Information, training and supervision			
Do powered mobile plant operators have relevant high risk work licences? Are they trained in operating the particular model of plant being used?			
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?			
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?			
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?			
Personal Protective Equipment			
Is PPE like high visibility clothing provided and used where necessary?			
Vehicle safety			

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CONSIDER THE FOLLOWING	Yes	No	Comments Action
Have vehicles and powered mobile plant been selected which are suitable for the tasks to be done?			
Do vehicles have direct visibility or devices for improving vision like external and side mirrors and reversing sensors?			
Are vehicles fitted with effective service and parking brakes?			
Do vehicles and powered mobile plant have seatbelts where necessary?			
Is there a regular maintenance program for all vehicles and powered mobile plant?			
Is there a system for reporting faults on all vehicles and powered mobile plant?			
Do drivers carry out basic safety checks before using vehicles?			
Are there any other control measures that should be implemented to manage risks at your workplace?			

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ANNEX 2

#### PUBLIC LIABILITY INSURANCE

Council to supply 2024 document

(Attach copy here)

Attachment 1

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ANNEX 3

Item 5

#### ROAD OCCUPANCY LICENCE (ROL)TBC 2024

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Annex 4

**Bus Diversions** 

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TGS 01/2044/ May St ST Peters



2044 STREET TAKEOVER TMP VERSION 2-4 JUNE 2024

Document Set ID: 39256288 Version: 1, Version Date: 05/06/2024



TGS 02/2044/May St & Bedwin St



2044 STREET TAKEOVER TMP VERSION 2-4 JUNE 2024

Document Set ID: 39256288 Version: 1, Version Date: 05/06/2024 Item 5



TGS 03 Detour



2044 STREET TAKEOVER TMP VERSION 2-4 JUNE 2024

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Item 5

TGS 04 VMS



2044 STREET TAKEOVER TMP VERSION 2-4 JUNE 2024

Document Set ID: 39256288 Version: 1, Version Date: 05/06/2024



Item No: LTC0724(1) Item 6

Subject: MARY STREET AND EDITH STREET, ST PETERS – PRECINCT 75 REDEVELOPMENT - DA20210799 AND DA20210800 CONSENT CONDITIONS - TEMPORARY PARKING CHANGES (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

- 1. That the detailed plans for temporary linemarking and signage changes in Mary Street and Edith Street, St Peters during construction works associated with the redevelopment at the Precinct 75 site as per CTMP drawings EW2402-V1.6-TGS (from 5-of-12 to 12-of-12) be approved.
- 2. That Council's existing signage and linemarking be reinstated in Mary Street and Edith Street, St Peters at the end of works to the satisfaction of Council's Coordinator of Traffic and Parking Services, Traffic South.
- 3. That the cost of the supply and installation of the associated parking signage are to be borne by the applicant in accordance with Council's Fees and Charges.
- 4. That the applicant and Council Rangers be advised in terms of this report.

#### STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

#### **EXECUTIVE SUMMARY**

Detailed line marking and signage plans have been submitted by Genesis Traffic for P75 Investments Pty Ltd as part of development consent conditions for DA20210799 and DA20210800 for the redevelopment of Precinct 75, St Peters. The proposal involves changes to on-street parking restrictions and the installation of new regulatory signage. It is recommended that the submitted plans be supported in principle.

#### BACKGROUND

Genesis Traffic for P75 Investments Pty Ltd have prepared a Construction Traffic Management Plan (CTMP) as required under condition of consent for the development of Precinct 75. The CTMP dated 1 July 2024 (Attachment 1) has been developed in discussions between the Developer and Council.

The approved development scheme for the redevelopment of Precinct 75 into a mixed-use build-to-rent housing and commercial/light industrial precinct is subject to Early Works (DA2021/0799) and Main Works (DA2021/0800).

Early Works involves partial demolition of existing buildings, tree removal, site establishment works, alterations to the existing north-south lane between Edith Street and Mary Street for temporary service and tenant vehicle access and enabling works to allow existing site to continue operation during construction of Main Works.

Main Works involves site preparation, demolition, excavation, remediation works, construction of a mixed use development comprising commercial/light industrial, build-to-rent residential housing and community facilities involving the construction of two levels of basement car parking, alterations and additions to existing buildings, construction of three new buildings, creation of new publicly accessible open space, new pedestrian connection to Roberts Street and a north-south shared zone between Mary and Edith Street.

Condition of consent No. 13 in DA2021/0799 and No. 39 in DA2021/0800 reproduced as follow:

#### 13. Construction Traffic Management Plan – Detailed (DA2021/0799)

Prior to any Demolition or the issue of a construction certificate, a detailed Construction Traffic Management Plan (CTMP) must be prepared by an appropriately qualified Traffic Management Consultant with Transport for NSW accreditation. The CTMP must be submitted to the General Manager of Council and approved by Council prior to the issue of the Construction certificate or the commencement of any works, including demolition. The following matters should be addressed in the CTMP (where applicable):

a) Description of the demolition and any associated remedial construction works;

b) Site plan/s showing the site, roads, footpaths, site access points and vehicular movements;

c) Size, type and estimated number of vehicular movements (including removal of demolition materials, delivery of materials and concrete to the site);

d) Proposed route(s) from the arterial (state) road network to the site and the proposed route from the site back to the arterial road network;

e) The CTMP must ensure that vehicles to use State and Regional and Collector Roads to the maximum extent with the use of Local Roads as final approach to the development site via the most suitable direct route;

f) All changes to on-street parking arrangements (loss of parking) and requiring changes the parking restriction signage within Mary or Edith Streets must be approved by Council's Traffic Committee;

g) Impacts of the work and vehicular movements on the road network, traffic and pedestrians and proposed methods to safely manage pedestrians and construction related vehicles in the frontage roadways;

h) Any Traffic Guidance Scheme (formerly known as a Traffic Control Plans - TCP) proposed to regulate traffic and pedestrian movements (within and around the site) for construction activities (such as concrete pours, crane installation/removal etc.);

i) Proposed hours of works related activities and vehicular movements to and from the site;

*j)* Current/proposed approvals from other Agencies and Authorities (including Roads and Maritime Services, Police and State Transit Authority);

*k*) Any activities proposed to be located or impact upon Council's road, footways or any public place;

I) Measures to maintain public safety and convenience;

m) Any proposed road and/or footpath closures;

n) Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site;

o) Locations of work zones (where it is not possible for loading/unloading to occur on the site) in the frontage roadways accompanied by supporting documentation that such work zones have been approved by the Local Traffic Committee and Council;

*p)* Location of any proposed crane and concrete pump and truck standing areas on and off the site (and relevant approvals from Council for plant on road);

q) A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries;

*r)* Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected;

s) On-site parking area for employees, tradespersons and construction vehicles as far as possible;

*t*) Proposed areas within the site to be used for the storage of excavated material, construction materials and waste and recycling containers during the construction period;

u) How it is proposed to ensure that soil/excavated material is not transported onto surrounding footpaths and roadways;

v) Swept Paths for the proposed construction vehicles to demonstrate that the needed manoeuvres can be achieved without causing any nuisance; and

w) If in the opinion of Council, TfNSW or the NSW Police the works results in unforeseen traffic congestion or unsafe work conditions, alternative Traffic Control arrangements must be investigated, approved by Council, and implemented to remedy the situation. In this regard you shall obey any lawful direction from the NSW Police or a Council officer if so required.

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#### **OFFICER COMMENTS**

#### Site Location

The site is located at 73 Mary Street, St Peters ('Precinct 75') and has street frontages on both Mary Street and Edith Street. Vehicles may access the site from a single entrance on Mary Street and two entry points on Edith Street. There is an on-site parking area accessed by Edith Street. There are currently 11 existing buildings on the site of various heights ranging from one to three storeys as well as a cottage and three residential dwellings. The surrounding land use is predominately residential, characterised by one and two storey development.

<u>Edith Street</u> is a two-way local residential street running northwest-southeast between Unwins Bridge Road and Princes Highway and carries around 650 vehicles per day. The carriageway in Edith Street at its western end is 7.9 metres wide and narrows down to 6.4 metres in width at its midpoint.

Parking is unrestricted on the north side of Edith Street and Residential permit parking (2P 8.30am-6pm Monday to Friday 8.30am-12.30pm Saturday M4 Permit Holders Excepted) restrictions are on the south side of Edith Street between Unwins Bridge Road and the driveway opposite 65 Edith Street and between No.52 Edith Street and Roberts Lane.

<u>Mary Street</u> is a narrow (6.4 metres) local street, operating "one-way" in a north-westerly direction from Princes Highway to Unwins Bridge Road. The street has mixed industrial and residential development and presently carries around 7,000 vehicles a day, the majority of which is through traffic from Canal Road. Some traffic calming measures in the form of light traffic (3 tonne) restrictions and three speed humps were installed in 1992 as part of the Sydenham LATM Scheme.

On the southern side of Mary Street there were 5 parking spaces between the driveway of No.60 Mary Street and Albion Lane with '4P 8.30am-6pm Monday-Friday' parking restrictions. Parking between Rolfe Lane and the driveway to property No.71 Mary Street south side is "No Parking'. On the north side between Robert Lane and property No.71 Mary Street is residential permit parking with the restrictions "2P 8.30am-6pm Monday-Friday 8.30am-12.30pm Saturday – M4 Permit Holders Accepted'.

Locality map - 73 Mary Street, St Peters



<u>Unwins Bridge Road</u> is a Regional road that generally runs in a north-south direction from May Street, St Peters in the north to Gannon Street, Tempe in the south. It has a posted speed limit of 50km/h and has one lane of traffic in each direction outside of am / pm restrictions when two lanes of traffic flow in the northerly direction for the morning peak (7am-9am) and two lanes in the southerly direction for the afternoon peak (4pm-6pm). Outside of the times specified unrestricted kerb side parking is allowed along both sides of the road. It carries around 21,500 vehicles per day.

<u>Princes Highway</u> is a TfNSW State Road that generally runs in a north-south direction and forms part of the link between Sydney in the north and the Victorian border in the south. Princes Highway carries approximately 33,800 vehicles per day and is subject to a 60km/h speed limit in the vicinity. It has two lanes in each direction with clearways allowing three lanes between 6am and 10am northbound and between 3pm and 7pm southbound.

#### **Construction Programs and Staging (as per CTMP)**

#### Stage 1 (Early Works)

Stage 1 (subject to DA2021/0799) involves site establishment, demolition of the following highlighted buildings, excavation and shoring, as demonstrated in the diagram below.



No-Stopping Zones are required to facilitate construction vehicles entering and exiting the site. These zones will be established along:

• near the site access (Gate 1) on Edith Street , extending for 6m

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• near the site access (Gate 2) on Mary Street, extending for 3m

Truck movements associated with the construction process will approach the site via Edith Street and depart via Mary Street to Unwins Bridge Road, as illustrated below. No queuing of heavy vehicles is to occur on the surrounding streets.

During the course of construction, all construction vehicles will approach the site via Gate 1 and 3 and depart via Gate 2 in a forward direction. No-Stopping Zone will be established along the site frontage on Edith Street to assist construction vehicles entering the site. Trucks accessing via Gate 1 can be as large as 20m long Semi Trailer. However, trucks accessing Gate 3 are limited to 8.8m long MRV due to the existing tree.





On-street Parking Impact - The number of on-street parking impacted by vehicle turning paths and No-Stopping Zones for loading/un loading is summarised below.

Location	On-Street Parking Loss
Edith Street	1
Mary Street	1
Roberts Street	-
Total	2 space

Construction Program - Envisioned truck volumes during each phase is summarised below.

Phase	Program	Largest Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Site Establishment	12.5m HRV	2	8	5
2	Demolition	20m T&D	15	16	8
3	Excavation / Earthworks	20m T&D	20	28	20

Day(s)	Permitted Work Hours
Mondays to Friday	7:00am to 6.00pm (with demolition works finishing at 5pm
Saturday	8:00am to 1:00pm
Sunday and Public Holidays	No Work

Tenant Parking during Construction - Temporary carpark will be established within the site for tenants remaining on-site. Tenants may use the existing onsite carpark on Edith Street during

the early demolition works. Once the demolition of 43 Roberts Street is complete, the tenant carpark will be relocated to 43 Roberts Street.

#### Stage 2a (Main Works)

Stage 2a (subject to DA2021/0800) involves construction of new Building A, B and C, reconstruction of existing Building 8 as demonstrated below.



Works Zone - Works Zones are required to facilitate construction vehicles for loading/offloading and concrete pumping activities. These Works Zone will be established along:

- the frontage of Building A and 8 on Edith Street, extending for 115m
- the frontage of Building 1 on Mary Street, extending for 38m

'No Stopping' Zone - A 6m 'No-Stopping' Zone will be established at Edith Street near Princess Highway to facilitate construction trucks from accessing the site.

Construction Vehicle Route - Truck movements associated with the construction processes will approach the site via Mary Street and Edith Street from Princes Highway and depart via Mary Street and Edith Street to Unwins Bridge Road, as illustrated below. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council.





During the course of construction, Works Zone will be established along the site frontage on Edith Street. Construction vehicles will approach, stand within the Work Zone and depart forwards. Due to the limitation at the intersection of Princes Highway and Edith Street, the largest construction vehicles allowed to access Edith Street from Princes Highway are 8.8m long MRV.

Any trucks larger than MRV will need to access via Mary Street, with the largest trucks being 19m long Semi Trailer. Once the internal driveway and basement carpark are built, MRV can utilise and park in the basement. All construction vehicles will approach and depart the site/Works Zone in a forward direction.

All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

On-street Parking Impact - The number of on-street parking impacted by the vehicle turning paths and Works Zones for loading/un loading is summarised below.

Location	On-Street Parking Loss
Edith Street	20
Mary Street	7
Roberts Street	-
Total	27 spaces

Construction Program - envisaged truck visitation levels for each work phase is summarised below.

Phase	Program	Largest Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Construction / Concrete Pouring	19m AV	25	52	80
2	Fitout	19m AV	30	18	100

Day(s)	Permitted Work Hours
Mondays to Friday	7:00am to 6.00pm (with demolition works finishing at 5pm
Saturday	8:00am to 1:00pm with no demolition works occurring during this time
Sunday and Public Holidays	No Work

#### Stage 2b (Main Works)

Stage 2b (subject to DA2021/0800) involves alterations and additions to existing Buildings 1, 2, 6 and 7 including partial demolition, as demonstrated below.



Works Zone - Works Zone is required for loading/un-loading and concrete pumping activities. Works Zone will be established along the site frontage of Building 1 on Mary Street, extending for 38m.

Construction Vehicle Route - Truck movements associated with the construction processes will approach the site via Mary Street from Princes Highway and depart via Mary Street to



Unwins Bridge Road, as illustrated below. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council.



During the course of construction, Works Zone will be established along the site frontage on Mary Street for loading/unloading activities. All construction vehicles will approach and depart the Works Zone in a forward direction.

On-street Parking Impact - The number of on-street parking impacted by vehicle turning paths and Works Zones for loading/un-loading is summarised below.

Location	On-Street Parking Loss
Edith Street	-
Mary Street	7
Roberts Street	-
Total	7 spaces

Construction Program – the table below summaries the envisaged truck visitation levels for each work phase.

Phase	Program	Largest Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Site Establishment	12.5m HRV	2	6	5
2	Demolition	12.5m HRV	10	12	10
3	Construction / Concrete Pouring	19m AV	15	52	50
4	Fitout	19m AV	20	18	80

Day(s)	Permitted Work Hours
Mondays to Friday	7:00am to 6.00pm (with demolition works finishing at 5pm
Saturday	8:00am to 1:00pm with no demolition works occurring during this time
Sunday and Public Holidays	No Work

#### Proposed signage and line marking Plans

The signage and line marking plans are reproduced below and also are in the attached CTMP - EW2402-V1.6-TGS (from 5-of-12 to 12-of-12).

#### Existing Signage



Proposed signage – overview – Stage 1





Proposed signage – Mary Street – Stage 1



Proposed signage – Edith Street – Stage 1



#### Proposed signage - overview - Stage 2



Proposed signage - Mary Street - Stage 2



#### Proposed signage - Edith Street - Stage 2





#### PUBLIC CONSULTATION

The applicant proposing the temporary parking changes will carry out consultation with all affected residents and businesses prior to commencement of the works and will report back to Council of any complaints and the applicants' responses to accommodate all stakeholders where possible.

#### FINANCIAL IMPLICATIONS

There are no financial implications for Council associated with this matter. The cost of the work will be borne by the applicant.

#### ATTACHMENTS

**1.** EW24021 - Precinct 75, St Peters - Construction Traffic Management Plan Issue 5 (Final) A - 01072024



### 🕀 Genesis Traffic.

### Construction Traffic Management Plan

Precinct 75, St Peters

Mixed Use Development

EW24021

**Prepared for** P75 Investments Pty Ltd

1 July 2024

#### **Contact Information**

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	www.genesistraffic.com.au
	ABN 34 660 055 532
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Approved By	Bernard Lo

#### **Document Information**

Report	Construction Traffic Management Plan
Client	P75 Investments Pty Ltd
Development	Mixed Use Development
Architect	COX Architecture
Project Location	Precinct 75, St Peters
Council	Inner West Council
Job Number	EW24021
Date	1/07/2024

#### **Document History**

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	2/05/2024	Draft	LN	BL
2	7/05/2024	Final	LN, AX	BL
3	9/05/2024	Final	LN	BL
4	26/06/2024	Final (As per Council's comment)	LN	BL
5	1/07/2024	Final (As per Council's comment)	NB, BB	BL



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#### Attachments

Attachment 1	Architectural Plan
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Attachment 2 Traffic Guidance Scheme (TGS), Vehicle Management Plan (VMP) and Pedestrian Management Plan (PMP), Signage Plan

Attachment 3 Swept Path Analysis

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### 1 Introduction

#### 1.1 Background

This report has been prepared as part of a construction documentation process in satisfaction of two development applications (DA2021/0799 and DA2021/0800) issued by Inner West Council for the redevelopment of Precinct 75, St Peters (Figure 1-1).

Figure 1-1 Site



Source: Metromap (Modified by Genesis Traffic)

#### 1.2 Scope of Works

The purpose of this report is to satisfy the requirements of condition of consent No. 13 in DA2021/0799 and No. 39 in DA2021/0800 reproduced as follow:

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Prior to any Demolition or the issue of a construction certificate, a detailed Construction Traffic Management Plan (CTMP) must be prepared by an appropriately qualified Traffic Management Consultant with Transport for NSW accreditation. The CTMP must be submitted to the General Manager of Council and approved by Council prior to the issue of the Construction certificate or the commencement of any works, including demolition. The following matters should be addressed in the CTMP (where applicable):

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#### Local Traffic Committee Meeting 15 July 2024

Construction Traffic Management Plan Precinct 75, St Peters

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a) Description of the demolition and any associated remedial construction works;

b) Site plan/s showing the site, roads, footpaths, site access points and vehicular movements;

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n) Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site;

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t) Proposed areas within the site to be used for the storage of excavated material, construction materials and waste and recycling containers during the construction period;

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Construction Traffic Management Plan Precinct 75, St Peters



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h) Any Traffic Guidance Scheme (formerly known as a Traffic Control Plans (TCPs) proposed to regulate traffic and pedestrian movements for construction activities (such as concrete pours, crane installation/removal etc.);

i) Proposed hours of construction related activities and vehicular movements to and from the site;

*j)* Current/proposed approvals from other Agencies and Authorities (including Roads and Maritime Services, Police and State Transit Authority);

k) Any activities proposed to be located or impact upon Council's road, footways or any public place;

I) Measures to maintain public safety and convenience;

m) Any proposed road and/or footpath closures;

n) Turning areas within the site for construction and spoil removal vehicles, allowing a forward egress for all construction vehicles on the site;

o) Locations of work zones (where it is not possible for loading/unloading to occur on the site) in the frontage roadways accompanied by supporting documentation that such work zones have been approved by the Local Traffic Committee and Council;

*p*) Location of any proposed crane and concrete pump and truck standing areas on and off the site (and relevant approvals from Council for plant on road);

q) A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries;

r) Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected;

s) On-site parking area for employees, tradespersons and construction vehicles as far as possible;

t) Proposed areas within the site to be used for the storage of excavated material,

construction materials and waste and recycling containers during the construction period; and

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u) How it is proposed to ensure that soil/excavated material is not transported onto surrounding footpaths and roadways.

v) Swept Paths for the proposed construction vehicles to demonstrate that the needed manoeuvres can be achieved without causing any nuisance.

*w)* If in the opinion of Council, TfNSW or the NSW Police the works results in unforeseen traffic congestion or unsafe work conditions, alternative Traffic Control arrangements must be investigated, approved by Council, and implemented to remedy the situation. In this regard you shall obey any lawful direction from the NSW Police or a Council officer if so required

#### 1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Traffic Control at Worksites Technical Manual, TfNSW (Issue 6.1, 2022)
- Construction Traffic Impact Assessment, EMM (Version 9, 12 July 2022)

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### 2 Approved Development

The approved development scheme involves redevelopment of Precinct 75 into a mixed-use build-to-rent housing and commercial/light industrial precinct. The development is subject to Early Works (DA2021/0799) and Main Works (DA2021/0800).

Early Works involves partial demolition of existing buildings, tree removal, site establishment works, alterations to the existing north-south lane between Edith Street and Mary Street for temporary service and tenant vehicle access and enabling works to allow existing site to continue operation during construction of Main Works.

Main Works involves site preparation, demolition, excavation, remediation works, construction of a mixeduse development comprising commercial/light industrial, build-to-rent residential housing and community facilities involving the construction of two levels of basement car parking, alterations and additions to existing buildings, construction of three new buildings, creation of new publicly accessible open space, new pedestrian connection to Roberts Street and a north-south shared zone between Mary and Edith Street.

Details of the approved development scheme are indicated in the architectural plans reproduced in part in **Attachment 1**.



### 3 Existing Conditions

#### 3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot 100 in DP1283113, located at 67 & 73-83 Mary Street, 50-52 Edith Street and 43 Roberts Street, St Peters. The site occupies an area of 1.5 hectares approximately and has frontage(s) to Mary Street, Edith Street and Roberts Street. The site is occupied by 11 industrial buildings, a cottage and 3 residential dwellings at present. Existing vehicle access point(s) are located at Mary Street, Edith Street.



Source: Metromap (Modified by Genesis Traffic)


#### 3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:



Source: TfNSW (modified by Genesis Traffic)

Table 3-1	Surrounding Road Network
-----------	--------------------------

Road Name	Description
	· State Road
	• Posted speed limit 60km/h in the vicinity of the site
Princes Highway	· 3 lane(s) in each direction generally
	<ul> <li>Clearway restriction from 6-10am Monday to Friday along both sides of the street. Clearway restriction from 3-7pm Monday to Friday westbound</li> </ul>
	· Regional Road
Unwins Bridge	Posted speed limit 50km/h
Road	· 2 lane(s) in each direction
	<ul> <li>On-street parking permitted along outer lanes of the street except 7-9am Monday to Friday (eastbound) and 4-6pm Monday to Friday (westbound)</li> </ul>
Mary Street	· Local Road

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	·	Carriageway width of 6m	
<ul> <li>Posted speed limit 50km/h</li> <li>1 lane(s) northbound</li> </ul>		Posted speed limit 50km/h	
		1 lane(s) northbound	
		On-street parking permitted along the street	
	•	Local Road	
	•	Carriageway width of 8m	
Edith Street	•	Default speed limit 50km/h	
		1 lane(s) in each direction	
		On-street parking permitted along both sides of the street	
	•	Local Road which terminates by a cul-de-sac in the north	
	•	Carriageway width of 7.5m	
Roberts Street	•	Default speed limit 50km/h	
	•	1 lane(s) in each direction	
		On-street parking permitted along both sides of the street	

#### 3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

Table 3-2Surrounding Traffic Controls

Traffic Control	Location		
Traffic Signal	· Intersection(s) of:		
	<ul> <li>Mary Street, Princes Highway and Canal Road</li> </ul>		
	· Intersection(s) of:		
	• Edith Street and Princes Highway		
Priority-Controlled	• Mary Street and Unwins Bridge Road		
	• Edith Street and Unwins Bridge Road		
	<ul> <li>Mary Street and Roberts Lane</li> </ul>		
	<ul> <li>Edith Street and Roberts Street</li> </ul>		
	From Unwins Bridge Road to Mary Street		
No Right Turn	From Princes Highway to Mary Street		
	From Princes Highway to Edith Street		
Speed Humps	Along part(s) of Mary Street and Edith Street		

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#### 3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

#### Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

#### <u>Train/Metro</u>

The site is located approximately 600m of Sydenham Railway Station providing connections to the Sydney Central Business District (CBD) via the Sydney Trains/Metro rail network.

#### <u>Bus</u>

Local bus service(s) is within walking distance (300m) of the site, as follows (Table 3-3).

Table 3-3 Bus Services Provision

Bus Line	Bus Route
348	Wolli Creek to Prince of Wales Hospital
358	Sydenham to Randwick (Loop Service)
422	Kogarah to Central Pitt Street

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#### 3.5 Existing Traffic Conditions

Observations in the site's locality reveal to be generally free-flowing on Mary Street, Edith Street and Roberts Street during peak periods. There is no apparent capacity constraint along these streets.





## 4 Construction Programs and Staging

The construction of the development involves three stages: Stage 1, Stage 2a and Stage 2b.

#### 4.1 Stage 1 (Early Works)

Stage 1 (subject to DA2021/0799) involves site establishment, demolition of the following highlighted buildings, excavation and shoring, as demonstrated in Figure 4-1.

Figure 4-1 Stage 1 Site Plan



Source: Metromap (Modified by Genesis Traffic)

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#### 4.1.1 No-Stopping Zone

No-Stopping Zones are required to facilitate construction vehicles entering and exiting the site. These zones will be established along:

- near the site access (Gate 1) on Edith Street , extending for 6m
- near the site access (Gate 2) on Mary Street, extending for 3m

#### 4.1.2 Fencing/Scaffolding

The construction site will be fenced with Class A hoarding along the affected frontages (Figure 4-1). Where necessary, scaffolding structures will be provided to facilitate building demolition.

#### 4.1.3 Construction Vehicle Route

Truck movements associated with the construction process will approach the site via Edith Street and depart via Mary Street to Unwins Bridge Road, as illustrated in Figure 4-2. No queuing of heavy vehicles is to occur on the surrounding streets.





During the course of construction, all construction vehicles will approach the site via Gate 1 and 3 and depart via Gate 2 in a forward direction. No-Stopping Zone will be established along the site frontage on Edith Street

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to assist construction vehicles entering the site. Trucks accessing via Gate 1 can be as large as 20m long Semi Trailer. However, trucks accessing Gate 3 are limited to 8.8m long MRV due to the existing tree.

All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

The manner in which vehicles access and depart the site is shown on the Vehicle Movement Plan (VMP) in **Attachment 2**, while detailed swept path analysis demonstrating the nominated construction vehicles' movements at the site frontages are shown in **Attachment 3**.

#### 4.1.4 On-street Parking Impact

The number of on-street parking impacted by vehicle turning paths and No-Stopping Zones for loading/unloading is summarised in Table 4-1 below.

Table 4-1 On-Street Parking Impact during Stage 1

Location	On-Street Parking Loss
Edith Street	1
Mary Street	1
Roberts Street	-
Total	2 space

#### 4.1.5 Construction Program

Table 4-2 summarises the envisaged truck visitation levels for each work phase.

Table 4-2 Works Program for Stage 1

Phase	Program	Largest Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Site Establishment	12.5m HRV	2	8	5
2	Demolition	20m T&D	15	16	8
3	Excavation / Earthworks	20m T&D	20	28	20

<u>Abbreviation:</u>

T&D = Truck and Dog

HRV = Heavy Rigid Vehicle

#### 4.1.6 Construction Hours

Table 4-3 summarises the approved construction hours:

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#### Table 4-3 Permitted Work Hours during Stage 1

Day(s)	Permitted Work Hours
Mondays to Friday	7:00am to 6.00pm (with demolition works finishing at 5pm
Saturday	8:00am to 1:00pm
Sunday and Public Holidays	No Work

#### 4.1.7 Tenant Parking during Construction

Temporary carpark will be established within the site for tenants remaining on-site (Figure 4-1).

Tenants may use the existing onsite carpark on Edith Street during the early demolition works. Once the demolition of 43 Roberts Street is complete, the tenant carpark will be relocated to 43 Roberts Street.

The temporary tenant parking allocation are discussed further in Section 5.6.

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#### 4.2 Stage 2a (Main Works)

Stage 2a (subject to DA2021/0800) involves construction of new Building A, B and C, reconstruction of existing Building 8 as demonstrated in Figure 4-1.

Figure 4-3 Stage 2a Site Plan



Source: Metromap (Modified by Genesis Traffic)

#### 4.2.1 Works Zone

Works Zones are required to facilitate construction vehicles for loading/off-loading and concrete pumping activities. These Works Zone will be established along:

- the frontage of Building A and 8 on Edith Street, extending for 115m
- the frontage of Building 1 on Mary Street, extending for 38m

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#### 4.2.2 No-Stopping Zone

A 6m No-Stopping Zone will be established at Edith Street near Princess Highway to facilitate construction trucks from accessing the site.

#### 4.2.3 Fencing/Scaffolding

Class B fencing will be established along the site frontage on Edith Street to protect pedestrians from tower crane's operation. Class A hoarding will be provided along Makers Way to physically separate Stage 2 tenants from the site. Similarly, where necessary, scaffolding structures will be provided to facilitate building demolition

#### 4.2.4 Construction Vehicle Route

Truck movements associated with the construction processes will approach the site via Mary Street and Edith Street from Princes Highway and depart via Mary Street and Edith Street to Unwins Bridge Road, as illustrated in Figure 4-4. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council.



Source: Mecone (modified by Genesis Traffic)

During the course of construction, Works Zone will be established along the site frontage on Edith Street. Construction vehicles will approach, stand within the Work Zone and depart forwards. Due to the limitation

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at the intersection of Princes Highway and Edith Street, the largest construction vehicles allowed to access Edith Street from Princes Highway are 8.8m long MRV.

Any trucks larger than MRV will need to access via Mary Street, with the largest trucks being 19m long Semi Trailer. Once the internal driveway and basement carpark are built, MRV can utilise and park in the basement. All construction vehicles will approach and depart the site/Works Zone in a forward direction.

All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

The manner in which vehicles access and depart the site is shown on the Vehicle Movement Plan (VMP) in **Attachment 2**, while detailed swept path analysis demonstrating the nominated construction vehicles' movements at the site frontages are shown in **Attachment 3**.

#### 4.2.5 On-street Parking Impact

The number of on-street parking impacted by the vehicle turning paths and Works Zones for loading/unloading is summarised in Table 4-4 below.

Table 4-4	On-Street Parking Impact during Stage 2a
-----------	--

Location	On-Street Parking Loss
Edith Street	20
Mary Street	7
Roberts Street	-
Total	27 spaces

#### 4.2.6 Construction Program

Table 4-5 summarises the envisaged truck visitation levels for each work phase.

Table 4-5 Works Program for Stage 2a

Phase	Program	Largest Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Construction / Concrete Pouring	19m AV	25	52	80
2	Fitout	19m AV	30	18	100

<u>Abbreviation:</u> AV = Semi-Trailer

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#### 4.2.7 Construction Hours

Table 4-6 summarises the approved construction hours:

Table 4-6 Per	mitted Work Hours	during Stage 2a
---------------	-------------------	-----------------

Day(s)	Permitted Work Hours
Mondays to Friday	7:00am to 6.00pm (with demolition works finishing at 5pm
Saturday	8:00am to 1:00pm with no demolition works occurring during this time
Sunday and Public Holidays	No Work

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#### 4.3 Stage 2b (Main Works)

Stage 2b (subject to DA2021/0800) involves alterations and additions to existing Buildings 1, 2, 6 and 7 including partial demolition, as demonstrated in Figure 4-5.

Figure 4-5 Stage 2b Site Plan



Source: Metromap (Modified by Genesis Traffic)

#### 4.3.1 Works Zone

Works Zone is required for loading/un-loading and concrete pumping activities. Works Zone will be established along the site frontage of Building 1 on Mary Street, extending for 38m.



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#### 4.3.2 Fencing/Scaffolding

Class B fencing will be established along Building 1, 2 and 7 while Class A fencing will be installed along Makers Way.

#### 4.3.3 Construction Vehicle Route

Truck movements associated with the construction processes will approach the site via Mary Street from Princes Highway and depart via Mary Street to Unwins Bridge Road, as illustrated in Figure 4-6. No queuing of heavy vehicles is to occur on the surrounding streets unless previously approved by the Council.



Source: Mecone (modified by Genesis Traffic)

During the course of construction, Works Zone will be established along the site frontage on Mary Street for loading/unloading activities. All construction vehicles will approach and depart the Works Zone in a forward direction.

All necessary oversized mobile crane/truck access will be subject to a separate permit issued by the Council before the planned event. If reversing is necessary, vehicle movements should be undertaken under the supervision of accredited traffic controllers.

The manner in which vehicles access and depart the site is shown on the Vehicle Movement Plan (VMP) in **Attachment 2**, while detailed swept path analysis demonstrating the nominated construction vehicles' movements at the site frontages are shown in **Attachment 3**.

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#### 4.3.4 On-street Parking Impact

The number of on-street parking impacted by vehicle turning paths and Works Zones for loading/un-loading is summarised in Table 4-7 below.

Table 4-7 On-Street Parking Impact during Stage 2b

Location	On-Street Parking Loss	
Edith Street	-	
Mary Street	7	
Roberts Street	-	
Total	7 spaces	

#### 4.3.5 Construction Program

Table 4-8 summarises the envisaged truck visitation levels for each work phase.

Table 4-8Works Program for Stage 2b

Phase	Program	Largest Type of Truck	Estimated Trips per Day	Estimated Period (Weeks)	Estimated No. of Workers per Day
1	Site Establishment	12.5m HRV	2	6	5
2	Demolition	12.5m HRV	10	12	10
3	Construction / Concrete Pouring	19m AV	15	52	50
4	Fitout	19m AV	20	18	80

<u>Abbreviation:</u>

AV = Semi-Trailer

HRV = Heavy Rigid Vehicle

#### 4.3.6 Construction Hours

Table 4-9 summarises the approved construction hours:

Table 4-9Permitted Work Hours during Stage 2b

Day(s)	Permitted Work Hours
Mondays to Friday	7:00am to 6.00pm (with demolition works finishing at 5pm
Saturday	8:00am to 1:00pm with no demolition works occurring during this time
Sunday and Public Holidays	No Work

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## 5 Construction Traffic Management

#### 5.1 Site Contact

The contact person who is to have authority without reference to other persons to comply with instructions issued by the Council's Traffic Engineer or the Police is provided below (Table 5-1).

Table 5-1 Contact Details

Details	
Name	Domenic Pagano
Contact No.	0421 970 774
Email:	d.pagano@mnbuilders.com.au

#### 5.2 Materials Handling and Cranage

All materials will be located/off-loaded and stored within the site boundary at all times. During the excavation of the project, the excavated materials will be loaded/unloaded on site. No materials are to be stored outside the site boundary at any time.

Two (2) tower cranes will be erected on-site for loading/unloading activities via Edith Street (during Stage 2a) and Mary Street (during Stage 2b).

#### 5.3 Pedestrian Movement Plan (PMP)

During the course of construction, pedestrian movements along the frontage footpath are to operate and be maintained as existing. Class B fencing will be established along the footpath on Edith Street and Mary Street to protect pedestrians from the tower crane's loading/unloading operations. All construction-related traffic movements along the frontages will occur under the supervision of on-site trained personnel, with trucks escorted between the site access and associated frontage to ensure pedestrian safety. Details of the pedestrian movement plan (PMP) are provided in **Attachment 2**.

#### 5.4 Traffic Guidance Scheme

The TGS set out a suite of site traffic management principles in accordance with the TfNSW Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be

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undertaken with reference to Workcover requirements and the contractor's Constructions Workplace Health and Safety Manuals.

The TGSs have been prepared by a Certified Traffic Controller in accordance with Australian Standards 1742.3. The site- specific TGSs are reproduced in **Attachment 2**.

#### 5.5 Construction Worker Parking

There will be no on-site car parking available for workers during Stage 1. Given the proximity of the site to high-frequency public transport services, all workers will be encouraged at all times to utilise the highly accessible public transport system which exists in the vicinity of the site or to carpool wherever possible. To further facilitate this, a shuttle bus operation will be implemented between the site and Sydenham Station during AM and PM peak (Figure 5-1).



Figure 5-1 Shuttle Bus Route during Construction

Source: Metromap (Modified by Genesis Traffic)

Additionally, a tool drop-off and storage facility will be provided within the site. This would allow workers to drop-off and store their tools and machinery within site sheds and amenities provided on-site, allowing them to use public transport to travel to/ from the site daily.

Bus and train schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

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#### 5.6 Tenant Parking during Construction

The construction of this site is staged to allow existing tenants to continue operations in the remaining buildings during Stage 1. As outlined in the Construction Traffic Impact Assessment prepared by EMM, a minimum of 15 on-site parking spaces for tenants will be designated for tenants within the site. During the early stage of demolition (Stage 1), tenants will utilise the existing carpark on Edith Street and access via Gate 1. Vehicle movements at Gate 1 will occur under the supervision of on-site trained personnel. Once the demolition of 43 Roberts Street building is completed, parking spaces will then be relocated and accessed from Roberts Street via Gate 4 (Figure 5-2). All vehicles will enter and exit the temporary carpark in a forward direction. Tenants are also encouraged to utilise the shuttle bus services during the construction.

Figure 5-2 Proposed Tenant Parking



Source: Metromap (Modified by Genesis Traffic)

Once the internal driveway and basement carpark are constructed (Stage 2a), tenant and visitor parking will be provided on-site within the basement.

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#### 5.7 Pedestrian Management for Tenants

Figure 5-3 demonstrates pedestrian movements for tenants between the temporary carpark and existing buildings. Tenants will access the carpark and existing buildings outside of the construction site through Rowswell Playground for safety purposes.

Appropriate signages and maps will also be provided on-site and distributed to existing tenants for guidance.



Source: Metromap (Modified by Genesis Traffic)

#### 5.8 Site Induction

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal 'site induction' process and all inductions will be performed specifically to each trade according to SafeWork OH & S requirements.

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The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, as well as standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.

#### 5.9 Other Construction Management Principles

- 1. Removed or damaged parking signs shall be replaced immediately.
- 2. Damaged trees shall be repaired / replaced to the satisfaction of Council.
- Traffic and pedestrian control shall be in accordance with the TfNSW Traffic Control at Work Sites Technical Manual and Australian Standard AS1742.3 – Manual of uniform traffic control devices - Part 3 Traffic control for works on roads.
- 4. Reserving of on-street parking shall not occur without prior Council approval. All on-street parking spaces outside the site are to remain available for the use by the general public during the approved work hours unless Council signage is installed to the contrary.
- 5. Barricades, delineators (including bollards, witches hats, barrier boards etc.) shall not be placed in the kerbside parking lane outside or adjacent to the site to reserve on street parking spaces without the prior approval of Council.
- 6. A separate application to and approval from Council will be submitted for occupation of any road related area (traffic and parking lanes, verge, footpath etc.).

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### 6 Construction Impact

#### 6.1 Public Notification & Communication

The nominated contractor shall prepare notification letters, to advise the adjoining neighbouring and opposite properties of the proposed construction works and timing thereof. A minimum notice period of 7 days shall be applicable for all external communications.

If possible, the nominated contractor shall also engage with the surrounding construction at the time of construction to establish the extent of truck delivery movements with an aim to minimise overlapping movements on the same routes.

The following addresses will be notified by letterbox drop prior to the start of works, providing information relating to the project schedule:

#### Adjoining Properties

- Nos. 80 to 110 Unwins Bridge Road, St Peters
- No. 48 Edith Street, St Peters
- No. 39-41 Roberts Street, St Peter
- Nos. 49-53, 55-57, 59, 69, 71 Mary Street, St Peters

#### **Opposite Properties**

- Nos. 41 to 75 Edith Street, St Peters
- No 60 Mary Street, St Peters
- No 62-64 Mary Street, St Peter

#### 6.2 Spoil Management

Wheel wash station will be positioned at the entry/exit points to ensure that soil/excavated material is not transported on wheels or tracks of vehicles or plant and deposited on surrounding roadways. Furthermore, soil/excavated material will be loaded within the site. Where required, arriving and departing construction vehicles are to have their loads covered during demolition and excavation.

#### 6.3 Road Serviceability

The nominated contractor will be responsible for ensuring that the road pavement, kerb, and gutter along each road frontage shall remain in clean and serviceable states during the course of the construction at no cost to Council.

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#### 6.4 Impact on Public Transport Services

The nominated heavy vehicle haulage routes will largely be limited to arterial and sub-arterial roads which are designed to accommodate heavy vehicle movements. As such, there will be no adverse impact on existing public transport services.

While the nominated truck routes will overlap with bus routes during the construction period, it is not expected that estimated truck movements would have no material effect on the existing bus services.

#### 6.5 Impact on Emergency Vehicle Access

A site personnel will be on-site regularly with contact details prominently displayed and visible from the road frontage. Access to the site and neighbouring sites by emergency vehicles would not be affected by the construction activities. There will be no adverse impact on emergency vehicle access to the site or other neighbouring properties as a result of the proposed activities.





# Attachment 1

# Architectural Plan

















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# Attachment 2

Traffic Guidance Scheme (TGS)

Vehicle Movement Plan (VMP)

Pedestrian Movement Plan (PMP)

Signage Plan











ALL SIGNS SHALL BE MINIMUM SIZE A. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.

LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE ROPRIATE VISIBILITY. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT

ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TFNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.

THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON IOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.

THE ACCREDITTED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE FCP IS KEPT ON-SITE. THE ACCREDITTED PERSONNEL SHALL DRIVE THROUGH THE SITE REFORE WORKS REGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THI PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITTED PERSONNEL.

IT IS THE RESPONSIBILITY OF AN ACCREDITTED PERSONNEL WITH A PREPARE & WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO NSURE THE FOLLOWING:

- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES. - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE

MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.

- AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.

ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA

IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE

11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE

ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.

NOT ALL DIMENSIONS SHOWN ARE TO SCALE.

ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.

ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH ECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS

PRECINCT 75, ST PETERS DESIGNED BY REVIEWED BY MAIN WORKS (STAGE 2a) L.NG B.LO Genesis Traffic TRAFFIC GUIDANCE SCHEME - TRUCK ACCESS DURING ALTERATION OF EXISTING BUILDING 8 AND CONSTRUCTION OF NEW BUILDINGS A, B AND C SCALE A3 40.0 1:2000 DRAWING REF NO. EW24021-V1.6-TGS SHEET NO. 02 OF 12 ISSUE DATE 1 July 2024
























Construction Traffic Management Plan Precinct 75, St Peters



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# Attachment 3

# Swept Path Analysis

Local Traffic Committee Meeting 15 July 2024









#### Local Traffic Committee Meeting 15 July 2024







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#### Local Traffic Committee Meeting 15 July 2024





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Attachment 1

Attachment 1







Construction Traffic Management Plan Precinct 75, St Peters





Genesis Traffic



# Item No: LTC0724(1) Item 7

Subject: CARRINGTON ROAD AT CARY STREET, MARRICKVILLE - PROPOSED RAISED PEDESTRIAN CROSSING (MIDJUBURI-MARRICKVILLE WARD/SUMMER HILL ELECTORATE/INNER WEST PAC)

**Prepared By:** James Nguyen - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

That the concept design plan for the raising of the existing pedestrian crossing, on-road bicycle lane, and the associated signs and line marking in Carrington Road at Cary Street, Marrickville be approved (as per Design Plan No. 10248).

#### STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

#### **EXECUTIVE SUMMARY**

This report discusses further changes to the proposed raised pedestrian crossing at the intersection of Carrington Road and Cary Street, Marrickville that was approved by Council at its meeting on 12 September 2023. Additional bicycle facilities are proposed, in conjunction with the raised pedestrian crossing. This proposal seeks to further improve bicycle safety within the overall proposed safety improvements.

#### BACKGROUND

Council is planning to improve pedestrian safety in Carrington Road, Marrickville (at Cary Street) by converting the existing at-grade pedestrian crossing to a raised pedestrian crossing. This proposal was referred to the Local Traffic Committee meeting on 21 August 2023, and subsequently approved by Council at the Council meeting on 12 September 2023.

Further design iterations have been made to the approved design to improve bicycle safety that require further consideration by the Local Traffic Committee.

# DISCUSSION

The following additions are proposed within the revised concept design plan:

- A 1.5-metre-wide in-road bicycle lane (and the accompanying, line marking, bike logos and arrows), east of the proposed raised pedestrian crossing;
- 8-metre-long TB 'Give Way' line marking adjacent to the bicycle lane; and
- A new 2.5-metre-wide kerb ramp on the northern side of Carrington Road, east of Cary Street.

These proposals seek to improve bicycle safety and connectivity along Carrington Road.



# PUBLIC CONSULTATION

A copy of the plan was provided to Inner West Bicycle Coalition. No further comments were received.

#### FINANCIAL IMPLICATIONS

This project will be funded and delivered from the PAMP program for 2023/24.

# ATTACHMENTS

1. Concept plan





Item No: LTC0724(1) Item 8

Subject: HOLDEN STREET AT PARK AVENUE, ASHFIELD- PROPOSED RAISED PEDESTRAIN (ZEBRA) CROSSING ADJACENT TO THE LEWIS HERMAN RESERVE (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTRORATE/BURWOOD PAC)

**Prepared By:** Boris Muha - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

That the detailed design plan (10291) to install a raised pedestrian zebra crossing with a western side landscaped kerb- blister island in Holden Street, north of Park Avenue, in connection with the existing kerb-blister island to the eastern side, together with associated signs and line marking as shown in *Attachment 1*, be approved.

# STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

# EXECUTIVE SUMMARY

Council is planning to improve pedestrian safety in Holden Street at Park Avenue, Ashfield by constructing a new raised pedestrian (zebra) crossing. The proposal aims to improve pedestrian and motorist safety and addresses concerns regarding pedestrian safety and driver behaviour in the area, particularly during busy periods.

# BACKGROUND

Council at its meeting on the 9 May 2023 approved in principle, subject to detailed design and community consultation the installation of a pedestrian refuge in lieu of a pedestrian crossing in Holden Street north of Park Avenue, with a kerb blister island (accompanying the refuge) only constructed to the eastern side of the street.

Prior to consulting the community of any planned pedestrian safety measures in the area, it was necessary to establish whether a pedestrian crossing could be justified under a normal or reduced warrant with practicing guidelines at the time the Transport for NSW utilised in accordance with the *Supplement to Australian Standards AS 1742.10-2009*.

Notwithstanding the high volumes of traffic in Holden Street, pedestrian numbers in movements across the road (and prior to the completion of the Lewis Herman Reserve) observed to be very low, below the required minimum number of 30 pedestrian per hour to justify a warrant of a pedestrian crossing under the TfNSW guidelines.

The refuge (if proceeded to be constructed) would have been designed to retrofit and upgrade to a pedestrian crossing if pedestrian activity to the park increases in future and if revised warrants and other criteria (e.g., sight view distances) were met.

Since the opening of the Lewis Herman Reserve, pedestrian numbers, particularly on the weekend, have increased to satisfy the warrant of pedestrian zebra crossing under the newly adopted 'Council Pedestrian Warrant Policy'.

Council has therefore reviewed to consider proposing a raised pedestrian (zebra) crossing over that of an original proposed pedestrian refuge to improve pedestrian safety in the area.

# DISCUSSION

The following information is provided in the discussion.

HR HR



Figure 1. Locality plan

Street Name	Holden Street (at intersection to Park Avenue, Ashfield)
Carriageway width (m) kerb to kerb	Approx. 12.8m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 <sup>th</sup> percentile speed km/h	48-50
Vehicles per day (vpd)	8500-9500
Available TfNSW recorded crash history Last 5 years (2018- 2023)	NIL accidents recorded in the vicinity of the intersection in last 5 years.
Parking arrangements	Unrestricted parking both sides.
Side street (nearest)	Park Avenue

Table 1. Road Network detail.



# The Plan

The following works are proposed and are illustrated on the attached plans.

- Holden Street at Park Avenue, Ashfield (Plan No. 10291):
  - Construct a new raised concrete pedestrian crossing as shown on the attached plan
  - Construct landscaped kerb blister islands as shown on attached plan
  - Reconstruct some of the concrete footpath/lead on either side of the proposed pedestrian crossing
  - Provide tactile ground surface indicators on either end of crossing
  - Install associated pavement line marking and signage as required
  - Providing new flood lighting by installing two (2) new flood lights and power poles.

# Parking Changes

It is not proposed to make any changes to the existing parking arrangements due to the works. Therefore, this proposal will not\_result in the loss of legal on-street parking spaces. Please refer to the attached plan for details

# Streetlighting

The existing street lighting is not sufficient for meeting the required standards for pedestrian crossings. Therefore, it is proposed to provide 2 new flood lights on new power poles on either side of the new raised pedestrian crossing as part of the overall proposal. This new lighting is needed to meet current lighting safety standards for pedestrian crossings.

The attached plan indicatively shows the locations of the proposed new flood lights and power poles, with the final location to be confirmed during the lighting design development phase of the project.

# Additional information

The proposed raised pedestrian (zebra) crossing is proposed in Holden Street to the northern side of the intersection with Park Avenue. By doing so this provides least impact to parking changes and avoids removing any parking adjacent to residential properties. It was also considered that a crossing facility be best positioned adjacent to the park for easier access, and to cater for likely desire line movement of pedestrians south and north of Holden Street, and west of Park Avenue.

Pedestrian survey counts conducted back in September 2023 on a Wednesday and Sunday resulted in 2 of 3 hourly sessions (AM. Mid, PM) having pedestrian hourly counts range between 27 and 53, with Sunday contributing to higher activity. Traffic at periods of the survey ranged from 380 to 900 vph. The location therefore qualifies for a pedestrian crossing under the new 'Council Pedestrian Warrant Policy', which requires a minimum pedestrian count of 20 and 200 vehicles per hour in any given 2 hourly periods of the day.

The original proposal for a pedestrian refuge did not have a kerb blister island constructed to the western side of the refuge. Buses would have to travel around the central island refuge close to the kerb in lead up to a bus stop just north of the intersection.

Under the reviewed proposal of a pedestrian crossing, there is no central median (refuge) island, and a narrower width and shorter length kerb blister island can be constructed on the western side of the crossing and still allow sufficient lead in for buses to pull up to the Bus Stop. See the swept path movement of a bus in Attachment 2. The provision of kerb blister islands to both sides of the crossing enables a shorter distance for pedestrian to cross over.

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The eastern side kerb blister currently exists and was constructed regardless of whether a refuge or crossing was to be added in connection with the existing kerb blister island on the eastern side.

# FINANCIAL IMPLICATIONS

The proposed work is estimated around \$70,000 and is listed under the capital works program for construction in 2024/2025.

# CONSULTATION

A letter outlining the above proposal was distributed to 14 directly affected properties (21 letters) in Holden Street, as shown on the consultation map area below.

Letters were also issued out to representatives of the Bicycle Group and to the public bus operator Transit Systems Australia (TSA)

Consultation letters were sent out on 13/6/2024 and closed on 28/06/2024

No responses were received.



Figure 2. Consultation Area

# CONCLUSION

It is recommended that the detailed design plan (10291) to install a raised pedestrian zebra crossing with a western side landscaped kerb- blister island in Holden Street, north of Park Avenue, in connection with the existing kerb-blister island to the eastern side, together with associated signs and line marking as shown in *Attachment 1*, be approved.

# ATTACHMENTS

- **1.** Proposed raised pedestrian (zebra) crossing in Holden Street, north of Park Avenue, Ashfield.
- 2.1. Swept path movement of bus into the Bus Stop







 Item No:
 LTC0724(1) Item 9

 Subject:
 MARY STREET, LILYFIELD - PROPOSED PEDESTRIAN CROSSING (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

 Prepared By:
 Charbel El Kazzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

# RECOMMENDATION

- 1. That a raised pedestrian (zebra) crossing in Mary Street, north of Perry Street, Lilyfield be supported in-principle and included for consideration in Council's capital works program.
- 2. That the detailed design for the proposed pedestrian crossing be brought back to the Traffic Committee for consideration, including the results of community engagement.

# STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

# **EXECUTIVE SUMMARY**

Several concerns were received from residents regarding pedestrian safety and lack of formal crossing point at the raised threshold on Mary Street, near the intersection with Perry Street, Lilyfield. It has been reported that the raised threshold was frequently being mistaken by pedestrians as a Pedestrian Crossing. This presents a pedestrian safety issue as this area which experiences significant pedestrian demand due to its proximity to the Orange Grove Public School and the Bus Stop on Perry Street, Lilyfield.

A review of pedestrian and traffic volume was undertaken, and the section met Council's Pedestrian Crossing Warrant. It is therefore proposed to construct a Raised Pedestrian Crossing at this location to improve pedestrian safety.

# BACKGROUND

Council has received concerns from resident's regarding pedestrian safety and lack of formal crossing point at the raised threshold within Mary Street near the intersection of Perry Street, Lilyfield.

Subsequently, a traffic and pedestrian count was undertaken during the month of May 2024 to determine if this section qualifies for a Pedestrian Crossing. The findings are presented within the table below and demonstrate that the site meets Council's Pedestrian Crossing Warrant.

Mary Street, Lilyfield				
Count Type	Weekday AM Count (8-9am)	Weekday PM Count (3-4pm)	Pedestrian Crossing Warrant	Warrant Met?
Pedestrian	104	84	≥30	Yes
Traffic	304	216	≥200	Yes

# DISCUSSION

A concept plan for the proposed pedestrian crossing is provided in *Attachment 1*. It is proposed to position the Pedestrian Crossing and provide a kerb extension to improve sight lines for motorists of oncoming pedestrian traffic, as well as minimising the loss on existing onstreet parking. The works will include:

- Removing the existing raised threshold
- Construction of a new raised pedestrian crossing facility along with associated line marking and signage
- Appropriate landscaping and signage
- Kerb extensions and new kerb ramp
- Upgrade existing street lighting at the crossing
- On-street parking to be adjusted by 3m

Consultation is to be undertaken as part of the detailed design to seek resident feedback on the proposal.

# FINANCIAL IMPLICATIONS

Initial review indicates that the existing raised threshold would require reconstruction to be adequately upgraded to a raised pedestrian (zebra) crossing and therefore it is estimated to require \$80,000 in funding.

Works are to be considered as part of Councils Capital Works program for Traffic Facilities with final costing to be finalised following completion of detailed design.

# ATTACHMENTS

**1.** Mary Street, Lilyfield - Pedestrian Crossing Concept Plan







# Item No: LTC0724(1) Item 10

Subject: DAWN FRASER BATHS VICINITY, BALMAIN - RESIDENTIAL PARKING SCHEME (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Charbel El Kazzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

- 1. That the proposed resident parking scheme on the southern side of Fitzroy Avenue, Balmain be approved.
- 2. That the proposed resident parking scheme in Glassop Street between Punch and White Streets and the western side of White Street between Tilba Ave and Glassop Street, Balmain not be supported at this time due to insufficient level of support received from these streets.
- 3. That Council undertake a post-implementation review for Fitzroy Avenue, and surrounding streets be undertaken 12 months following the implementation of the Resident Parking Scheme.

#### STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

# **EXECUTIVE SUMMARY**

Several residents have expressed concerns to council regarding the long-term non-resident parking along the vicinity of the Dawn Fraser Baths in Balmain.

In response, preliminary investigations were undertaken by Council and Community Engagement on a Resident Parking Scheme (RPS) proposal was completed, proposing a '2P 8am-10pm Permit Holders Excepted Area B1' for the areas below (also see figure 1):

- South side of Fitzroy Avenue
- Glassop Street between Punch and White Street
- The Western side of White Street between Tilba Ave and Glassop Street, Balmain

The results of the Community Engagement indicated good support for a Resident Parking Scheme in Fitzroy Avenue. At this time due to insufficient level of support, the scheme could not be supported in White Street and Glassop Street.

# BACKGROUND

Council has received several concerns from residents regarding parking availability due to visitors of the Dawn Fraser Baths particularly within the summer months. It was also reported that these locations are used for the long-term parking of caravan and boat trailers.

In response Council had conducted a parking occupancy survey in the vicinity of Dawn Fraser Baths. The results showed high parking occupancy levels, (above 85%) within several streets



during the day. A resident parking scheme was proposed within the high occupancy sections as per *Figure 1*.

Note that the sections of road that share boundaries with Elkington Park and the Dawn Fraser Baths were not included as part of resident parking scheme proposal.



Figure 1: Proposed Resident Parking Scheme Areas

# DISCUSSION

A letter outlining the proposal was issued to the affected properties seeking residents' views. Comments from residents regarding the proposal can be seen below.

The results of the consultation have been broken up by street and is summarized on the below map (*Figure 2*).



Figure 2: Proposed Resident Parking Scheme Survey Results

Specific comments are noted in the below table.

Resident Comments	Officer comments
I understand you are unable to restrict parking along the side of the park in Glassop Street and White Street. However, there is a big problem along the park in Glassop Street with people leaving their vehicles for weeks on end. I don't know if it is possible to have a limit of 6 hours which would mean people can enjoy the park, but it also precludes the cars that are left when people go to work. (1 similar comment)	Council can consider installing a time restriction along the frontage of Elkington Park, but this would have to apply uniformly and exclude an exemption for permit holders. As there has been insufficient support for a Resident Parking Scheme in Glassop and White Street, a time restriction against the park is not being considered at this time.
If the Council issues more permits than can be accommodated in the street there will be no benefit in my view. There are 21 houses in my street, none of which have no off-street parking, and all have a minimum of one and some up to three cars. So, I would like to know how can forty plus cars fit into Fitzroy Avenue parking permit zones?	The management of permits is a challenge for Council as demand far outweighs the supply of existing spaces. The RPS scheme aims to improve the current parking for permit holders and does not guarantee a parking space. In situations where there are no available spaces, residents may park within nearby existing resident parking schemes zones within the B1 area. The proposal aims to prioritise permit holders by reducing the number of long-term non-resident parking areas.
I would like to know how you are going to police the visitors permits? What will prevent residents who have two permits already not using the visitor permit for their third car?	Each eligible property will only be able to access a visitor permit for its intended use. Misuse may result in cancelation of the permit.

Item 10

Inconvenient parking could lead to discouraging visits due to poor ease of access. Limited parking on Glassop Street will push vehicles to adjacent streets, causing an overflow impact. This could lead to those streets facing similar congestion issues without necessarily solving the problem. (1 similar comment)	The adjacent sections of Glassop Street, Gow Street, Punch Street and Tilba avenue were included as part of the resident parking scheme investigation but did not meet the required 85 percent occupancy rate for consideration of an RPS. A post implementation parking review is typically undertaken 12 menths following the installation of
	undertaken 12 months following the installation of the RPS. Further requests to expand the RPS can be considered in the review but will require additional requests from residents and an occupancy rate of greater than 85 percent.
	Additionally, unrestricted parking is available for visitors on the northern side of Fitzroy Avenue and on the boundaries of Elkington Park within White and Glassop Streets.
Constantly moving vehicles in search of parking spots increases traffic congestion and emissions, negatively impacting the local environment and air quality.	Council is undertaking several initiatives to reduce private vehicle ownership and support for active and public transport. The proposed RPS should improve parking opportunities for permit holders and reduce long term visitor parking.

Based on the above results and the comments provided as part of the consultation process, less than 50% of the residents within the proposed sections of Glassop and White Street, Balmain support the proposal. Considering the level of strong parking demand in Fitzroy Avenue due to visitors of the Dawn Fraser Baths, a greater than 50% support rate, and a high response rate of 81% it is recommended that a RPS be provided in Fitzroy Avenue, with a post-implementation parking review undertaken following 12 months of the installation of the RPS.

# FINANCIAL IMPLICATIONS

The funding for the proposed signage is available within Council's sign and linemarking budget.

# ATTACHMENTS

Nil.



Item No: LTC0724(1) Item 11

Subject: MATHIESON STREET, ANNANDALE - PROPOSED DROP OFF AND PICK UP ZONE (GULGADYA - ANNANDALE/BALMAIN/LEICHHARDT PAC)

**Prepared By:** Charbel El Kazzi - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

- 1. That a 12m length 'No Parking 8:30-9:30am, 1:30-4:00pm, School Days' zone in Mathieson Street, between Cahill Street and Water Street, Annandale be approved.
- 2. That the drop off pick up zone be monitored during peak times, and a review be undertaken by the Waranara School after 3 months following the opening of the school, and if required, apply to expand the drop off and pick up zone in Mathieson Street.
- 3. That the proposed drop off pick up signs in Mathieson Street be installed by the applicant at no cost to Council.
- 4. That it be noted that the Waranara School will directly apply to Transport for NSW for a School Zone on the streets surrounding the school.

# 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 for the implementation of a drop off pick up (DOPU) zone at the property frontage of No.11 Mathieson Street between Cahill Street and Water Street, Annandale was deferred by the Local Traffic Committee during the meeting in June pending additional information from the applicant regarding feedback received from residents and businesses.

To reduce parking impacts on residents and businesses within the vicinity it is recommended to reduce the length of the DOPU zone from 23.4m to 12m.

#### BACKGROUND

As part of the consent conditions for the approved Waranara School development application, it is proposed to install a drop off and pick up (DOPU) zone at the property frontage of No.11 Mathieson Street between Cahill Street and Water Street, Annandale.

Initially proposal submitted from the applicant was for a 23.4m length 'No Parking, 8:30-9:30am, 1:30-4:00pm School Days' as shown in *Attachment 1*. On 17 June 2024 the Traffic Committee deferred this item pending additional information from the applicant to address concerns raised by residents.



To reduce the parking impact on the residents and businesses within the vicinity, it is recommended to reduce this DOPU zone to 12m in length, positioned 4m north of Cahill Street. The 'No Stopping' signage is existing, and the remaining spaces will be unrestricted.

It is recommended that a review be undertaken by the Waranara School after 3 months following the opening of the school, and if required apply to expand DOPU in Mathieson Street.

#### DISCUSSION

The issues raised at the last Traffic Committee have been resolved and addressed as below.

Resident Concerns	Officer Feedback
Concerns regarding the length of the drop off pick up zone. Can this be reduced in size?	Council has proposed to reduce the DOPU zone from 23.4m to 12m. This DOPU zone will be monitored for 3 months following the opening of the Waranara School and if required the School will apply to extend the zone by an additional two spaces.
	Note that the school has committed to stagger the school finish time by half an hour to allow for two (2) 30-minute periods for pick-up in the afternoon during the application to minimise traffic impacts and reduce the number of DOPU spaces required.
	A 23.4m DOPU zone was proposed based on a queueing analysis undertaken by the applicant which showed that this space would sufficiently accommodate 34 vehicles arriving over a half-hour period with a staggered DOPU which will be able to accommodate up to 68 vehicles in a one-hour period, thereby satisfactorily accommodating the morning drop-off and afternoon pick up demand.
Has there been consideration for moving the proposed drop off pick up zone to Cahill Street, Annandale?	The same number of DOPU spaces would be required regardless of which street frontage the DOPU zone is located. There are no footpaths in Cahill Street, and provision of footpaths on either side of the road would permanently remove substantial number of kerbside car parking as the street is not wide enough and this will be contrary to the resident's interests based on their concerns.
	It is not reasonable to rely on existing private land to remain available in perpetuity for vehicles to traverse over. If a DOPU was installed within Cahill Street, this will mean vehicles traverse over the adjacent Ascot Teak parking lot.
	A DOPU zone in Mathieson Street is preferred as it allows DOPU to occur directly in front of the school entrance, next to an existing footpath without requiring the students to cross the road, therefore facilitating efficient DOPU and maximising vehicle turnover.

# FINANCIAL IMPLICATIONS

The cost of the signposting works will be funded by the applicant.

# ATTACHMENTS

1. <u>U</u> Mathieson Street, Annandale - Initial DOPU Plan






 Suite 2.08, 50 Holt Street Surry Hills, NSW 2010
 (02) 8324 8700
 info@traffix.com.au PROJECT 11 MATHIESON STREET ANNANDALE

 PROJECT NUMBER
 DATE

 22.542
 01.05.2024

CLIENT

MACKILLOP FAMILY SERVICES

SIGNAGE PLAN

PREPARED BY THOMAS YANG

APPROVED BY THOMAS YANG





Item No: LTC0724(1) Item 12

Subject: ST PETERS AREA – REQUEST FOR A RESIDENTIAL PARKING SCHEME IN SILVER STREET – RESIDENT PARKING QUESTIONNAIRE SURVEY RESULTS (MIDJUBURI - MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

#### RECOMMENDATION

THAT the proposal to implement Resident Parking Scheme restrictions '2P 8.30AM - 6PM, MON - FRI, PERMIT HOLDERS EXCEPTED, AREA M4' along the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters not be supported due to insufficient resident support.

### STRATEGIC OBJECTIVE

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

2: Liveable, connected neighbourhoods and transport

#### **EXECUTIVE SUMMARY**

Upon receiving a petition from residents of Silver Street, St Peters Council initiated an investigation for implementing residential parking restrictions in Silver Street, St Peters. A parking utilisation survey was carried out and the results of this survey were detailed in a report that went to the Local Traffic Committee in February 2024. Recommendations of that report included that residents of Sliver Street be survey as to their support of the proposed Resident Parking Scheme and that the results of the survey be referred back to the Committee for consideration. This report provides the results of this survey. Consultation with owners and occupiers in Silver Street indicated that there was insufficient support to implement the proposed permit parking restrictions at the present time.

#### BACKGROUND

Typically, Council introduces Residential Parking Schemes (RPS) outside of residential properties to minimise impacts from other uses in the street or nearby streets which also generate a need for parking (i.e., commuter, industrial, commercial, parks, churches etc). RPS are introduced for the benefit of residents/businesses of an area given that the availability of on-street parking is limited in relation to the demand. The scheme ensures that residents are provided with the best opportunity to find parking. Where implemented a residential parking scheme is generally placed on one side of the street. This approach aims to give eligible households in the scheme area, who take up a permit, a greater chance of finding parking closer to their property whilst still providing parking opportunities for other users such as businesses in the area, their patrons, visitors to the area and households that are not eligible to participate in the scheme.

#### DISCUSSION

Silver Street is a local residential street carrying around 805 vehicles per day. It is a two way trafficable street and runs between Unwins Bridge Road and Princes Highway. Parking in the street is currently unrestricted.



The existing M4 permit parking area in the St Peters area was implemented under the 2013 Sydenham Parking Study and 2017 Review of the Sydenham / St Peters Parking Implementation Review.



In 2023 Council received a petition from residents requesting an expansion of the existing M4 Resident Parking Scheme (RPS), in Silver Street, St Peters between Unwins Bridge Road and Princes Highway.

A parking occupancy survey undertaken by Council In October 2023 identified a moderate-tohigh parking demand in Silver Street during peak hours of the day.

Street Name No.		Parking Utilisation Rate					
(Section & side)	parking spaces	7.00 AM	11.00 AM	2.00 PM	5.00 PM	Average utilisation rate	
Silver Street (unrestricted parking both sides)							
Unwins Bridge Road and Princes Hwy (east side)	46	100.00%	73.91%	80.43%	86.96%	85%	
Princes Hwy and Unwins Bridge Road (west side)	57	70.18%	75.44%	82.48%	77.19%	76%	
Average utilisation rate		85%	75%	81%	82%		

On-street	parking	survey	results	(weekday)
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The results of the parking survey for Silver Street revealed that the street had an average overall occupancy of 80.5% which did not meet Council's 85% threshold for parking occupancy for consideration for implementation of a Residential Parking Scheme however it was recommended that a Resident Parking questionnaire survey be undertaken for Silver Street to gauge resident's support of a scheme due to possible future overspill into their street due to Precinct 75 redevelopment.

Accordingly, Council proposed to expand the existing M4 RPS into Silver Street with the following proposal:

## 

- Local Traffic Committee Meeting 15 July 2024
- Implement '2P 8.30AM 6PM Monday to Friday, Permit Holders Excepted, Area M4' on the Western (South) side of Silver Street, between Unwins Bridge Road and Princes Highway St Peters.
- Install statutory 'No Stopping' restrictions at all intersections on Silver Street between Unwins Bridge Road and Princes Highway.



#### **Council Policy/Guidelines**

Council's adopted Policy for the introduction of a Permit Parking Area states 'that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)'.

#### PUBLIC CONSULTATION

A total of 146 consultation letters were sent out to owners and residents of Silver Street, St Peters on 7 May 2024. Submissions closed on Friday 31 May 2024.

At the end of the survey period thirty-two (32) responses were received. Three (3) were neutral, eleven (11) were in support of the proposal and eighteen (18) opposed the proposal. The overall response rate was 22%, and of that 56% opposed the proposal and 34% supported it.

Number of properties	-	146
Number of properties responded	-	32



Number of properties supported	-	11
Response Rate	-	22%
Support Rate	-	34%

The level of overall response is lower than Council's adopted Policy and therefore due to the insufficient response and support from the community the proposal will not be progressed any further at this time.

The table below reveals some of the comments raised by the residents.

Resident's comments	Officer's comments
One resident queried why the proposal was not for resident parking on the northern side of the street.	The southern side of Silver Street was proposed as it had less driveways and would have provided the maximum number of residential permit parking spaces.
Two residents separately queried why both sides of the street were not being considered for residential parking.	One of the key objectives of Council's Parking strategy is to balance the often competing needs of both residents and businesses in the precinct. As a result, any resident parking scheme, where implemented, has generally been placed on one side of street. This approach aims to give eligible households in the scheme area, who take up a permit, a greater chance of finding parking closer to their property whilst still providing parking opportunities for other users such as businesses in the area, their patrons, and visitors to the area and residents who do not participate in the scheme.
A number of residents questioned whether or not would they be eligible for parking permits due to a variety of reasons even if they had 2 off street parking spaces they felt they should be eligible for at least one.	It is noted that permit eligibility would be affected by the number of off-street parking spaces on a property. If a property in the M4 area had two off-street parking spaces they would not be eligible for any permits. Also, developments involving land use changes, new commercial and/or multi-unit housing developments would be excluded from participation in any Resident/Business Parking Scheme.
Several residents said that parking during the day was not a problem.	Noted.

## FINANCIAL IMPLICATIONS

Nil.

#### ATTACHMENTS

Nil.



Item No: LTC0724(1) Item 13 Subject: WARDELL ROAD SURVEY AREA, DULWICH HILL AND MARRICKVILLE - REQUEST FOR EXTENSION OF EXISTING M13 RESIDENTIAL PARKING SCHEME – RESIDENT PARKING QUESTIONNAIRE SURVEY RESULTS (DJARRAWUNANG-ASHFIELD WARD AND MIDJUBURI -MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

Prepared By: Jennifer Adams - Traffic Engineer

Authorised By: Manod Wickramasinghe - Traffic and Transport Planning Manager

## RECOMMENDATION

THAT the proposal to implement Resident Parking Scheme restrictions '2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13' into Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Challis Avenue between Wardell Road and dead end; Margaret Street between Macarthur Parade and Wardell Road; and Wardell Road between Margaret Street and Beach Road, Dulwich Hill not be approved at the present time due to low support received from the consulted residents.

Neither the overall minimum response rate nor the overall support thresholds, based on Council's Resident Parking Policy, were met in this case.

#### 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 petition was received from residents in streets surrounding St Maroun's College and the associated aged care facility for the provision of a Resident Parking Scheme (RPS) in their streets due to the overspill parking demand created by these facilities.

Council Officers carried out a parking utilisation survey in the local streets surrounding the St Maroun's complex and the results of this survey were presented in a report that was submitted to the Local Traffic Committee in February 2024. Recommendations of that report included that a resident parking questionnaire survey be undertaken in a number of streets with the results of the survey being referred back to the Local Traffic Committee for consideration. This report presents and discusses the results of the survey and provides a recommendation of not to support the proposal at this time due to a low response rate.

## BACKGROUND

A petition signed by 16 local residents in streets surrounding St Maroun's College / Aged care facility had been received for the provision of a Resident Parking Scheme in their streets. The head petitioner stated that on-street parking spaces in the local streets are limited and often unavailable for local residents use due to staff from the school and aged care facility parking in the residential streets. This presented difficulties for residents to park their vehicles near their homes on weekdays.

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The petition sought that Council carry out a traffic and parking study in the streets surrounding St Maroun's College and Aged Care Facility, namely Challis Avenue, Margaret Street, Wardell Road, Pine Street, MacArthur Parade, Canonbury Grove, Beach Road and Marrickville Avenue. It is noted that Kays Avenue was also listed as a street to be surveyed however due to it already being within the M13 residential parking scheme it was not surveyed.

A parking utilisation survey was undertaken in Challis Avenue, Margaret Street, Wardell Road, Pine Street, MacArthur Parade, Canonbury Grove, Beach Road and Marrickville Avenue on Wednesday 18 October 2023 (between 7.00am and 5.00pm) to gauge on-street parking utilisation.

It was recommended that a Resident Parking questionnaire survey be undertaken within Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Wardell Road between Marrickville Road to Challis Avenue; Challis Avenue between Wardell Road and dead end and Margaret Street between Macarthur Parade and Wardell Road, Dulwich Hill as the results of the parking survey indicated that on-street parking utilisation was high in these streets and warranted further consideration of a proposed Resident Parking Scheme which would have the following parking restrictions '2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13'.

#### Council Policy/Guidelines

Council's adopted Policy for the introduction of a Permit Parking Area states "that before implementing a resident parking scheme in any area, a survey of residents be undertaken to ascertain the level of support for such a scheme and that such support should be in excess of 65% of submissions received provided that rate of return of submissions is reasonable (higher than 30%)".

#### DISCUSSION

The parking occupancy survey conducted by Council identified a high parking demand in a number of streets and accordingly Council proposed to expand the existing M13 RPS into the following streets:

- Canonbury Grove (western side) between Margaret Street and Beach Street;
- Beach Road (northern side) between Macarthur Parade and Wardell Road;
- Wardell Road (western side) between Margaret Street and Beach Road;
- Challis Avenue (northern side) between Wardell Road and dead end; and
- Margaret Street (southern side) between Macarthur Parade and Wardell Road.

The proposal consulted upon is detailed and illustrated below.

- The restriction that would apply in the nominated locations would be '2P 8.30AM 6PM Monday to Friday, Permit Holders Excepted, Area M13'
- It was noted that with the installation of any new restrictions statutory 10m 'No Stopping' restrictions at all intersections would also be installed.

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## PUBLIC CONSULTATION

A total of 222 consultation letters outlining the proposal were sent out on 9 May 2024 and the survey closed on 7 June 2024. The consultation area is shown on the map below.



A total of forty-one (41) responses were received. Overall consultation survey results are summarised as follows:



Number of Residential Properties Number of Non-Residential Properties	-	221 1 (school)
Total Responses	-	41
Total Support Total Support Rate	-	18 44%
Total Oppose Total Oppose Rate	-	18 44%
Total – neutral Total – neutral Rate	-	5 12%
Overall Response Rate Overall Support Rate Overall Oppose rate	- - -	18% 44% 44%

Based on Council's Resident Parking Policy, a minimum response rate of 30% of households and a minimum of 65% support from respondents is required in order to for Council to proceed with implementation. Neither the overall minimum response rate nor the overall support thresholds were met in this case.

However, as the results of the recent parking occupancy survey indicated high utilisation of average daytime parking occupancy of on-street parking spaces in Beach Road (88%), Canonbury Grove (84%), Margaret Street (90%), Challis Avenue (91%) and Wardell Road (included as it would be affected as a result of any parking displacement as it is approaching 85% threshold) the Resident Parking survey data was also broken down by street for assessment.

Street	Average daytime parking occupancy
Macarthur Parade	67%
Beach Road	88%
Cannonbury Grove	84%
Margaret Street	90%
Wardell Road	80%
Pine Street	71%
Marrickville Avenue	70%
Challis Avenue	91%

Total households and percentage (%) of support by street is given in the table below.

	Number	Total	Total	% of	% of	%
	Properties	properties	response	responses	responses	neutral
	surveyed	responding	rate	in support	against	
Canonbury Grove	52	9	17%	5 (56%)	3 (33%)	1 (11%)
btw Margaret St						
and Beach Street						
Beach Road btw	30	7	23%	3 (43 %)	4 (57%)	-
Macarthur Pde						
and Wardell Rd						
Wardell Road btw	62	5	8%	3 (60%)	1 (20%)	1(20%)
Margaret Street						
and Beach Road						
Challis Avenue	54	14	26%	6 (43%)	7 (50%)	1 (7%)
btw Wardell Road						
and dead end						
Margaret St btw	6	0	-	-	-	-
Macarthur Pde						
and Wardell Road						
Macarthur	16	2	13%	-	2 (100%)	-
Parade						
Other	-	4	-	1	1	-

Overall, the response rate was 19% with 18 residents supporting the proposal for resident parking in their street, 18 objected the proposal and 3 were indifferent (neutral). The break up of each street section (as shown above) indicates that neither the response rate nor support for individual streets meets Council's Policy for the implementation of an RPS.

The table below summaries some of the comments raised by both the residents who supported and those who did not support the proposal along with corresponding officer's comments.

#### Comments from residents

Residents' Comments	Officer Comments	
A number of local residents complained about parking (in their local streets) being taken up by staff/students/visitors/workers associated with St Maroun's College / Aged care facility.	A petition was received from residents in streets surrounding St Maroun's College and the associated aged care facility for the provision of a Resident Parking Scheme in their streets due to the overspill parking demand created by these facilities and Council responded by carrying out a parking utilisation survey in local streets surrounding St Maroun's complex and followed up with this resident parking scheme survey.	
One objection from St Maroun's College was received. They do not support the expansion of the planned 2-hour parking restrictions. They noted having parking restrictions will greatly	It is noted that the school would not be eligible for parking permits whether or not resident parking restrictions were in place.	
inconvenience staff and parents who volunteer at the School and if		

the restrictions go ahead they request 30 permits to be shared amongst full-time staff and twelve residents that reside on the school property permanently. Noting that such would assist only 60% of their staff, so they can park on the nominated streets for over 2 hours on weekdays.	
Several residents oppose any proposal to designate the first 10 metres at intersections being a No Stopping zone and states that parking in the area has become increasing difficult.	No legal parking would be lost as a result of any proposal to install 'No Stopping' zones at intersections. In accordance with the Australian Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road.
A number of residents queried why both sides of the street were not being considered for residential parking.	One of the key objectives of Council's Parking strategy is to balance the often competing needs of both residents and businesses in the precinct. As a result, any resident parking scheme, where implemented, has generally been placed on one side of street. This approach aims to give eligible households in the scheme area, who take up a permit, a greater chance of finding parking closer to their property whilst still providing parking opportunities for other users such as businesses in the area, their patrons, and visitors to the area and residents who do not participate in the scheme.
A number of residents questioned whether or not would they be eligible for parking permits due to a variety of reasons even if they had 2 off street parking spaces they felt they should be eligible for at least one.	The Council Resident Parking Policy and parking permit eligibility criteria has been developed with careful consideration of various factors. Council also applies the RMS Permit Parking Guidelines. This allows for the permits to be fairly distributed to the residents, while considering the limited supply of on- street car parking spaces available.
	It is noted that permit eligibility would be affected by the number of off-street parking spaces on a property. If a property in the M13 area had two off- street parking spaces they would not be eligible for any permits. If they had one off-street parking space they would be eligible for one permit and if they had no off-street parking they would be eligible for two parking permits.
	Also, developments involving land use changes, new commercial and/or multi-unit housing developments would be excluded from participation in any Resident/Business Parking Scheme.
Several residents said that parking during the day was not a problem.	Noted.



### CONCLUSION

Although the initial parking utilization survey did support consideration of an RPS along some of the streets within the survey area, based on the above resident survey results, the RPS proposal within the streets discussed within this report is not supported at the present time due to a low response rate and insufficient support for such a scheme within individual street or the survey area.

#### **ATTACHMENTS**

Nil.