

85 to 91 Thomas Street, Parramatta Rezoning

Traffic and Access Assessment Report

Prepared for: Conquest Group of Companies

October 2016

Report No: PT16051r01_Final

TABLE OF CONTENTS

1. Introduction	4
2. Background Report Review	5
2.1 Elizabeth Street Structure Plan.....	5
2.2 2 Morton Street, Parramatta – Rezoning Traffic Report 2009.....	6
2.3 Parramatta LEP /DCP 2011	8
2.4 Parramatta Light Rail Project.....	10
3. Site Location / Existing Traffic / Parking Conditions.....	11
3.1 Site Location	11
3.2 Classification Criteria.....	12
3.3 Existing Road Network	12
3.4 Existing Traffic Flows	13
3.5 Existing Intersection Operating Conditions Analysis.....	16
3.6 Existing Intersection Operating Conditions versus Historical Conditions Analysis	16
3.7 Existing Public Transport Operations.....	17
4. The Proposed Development.....	20
5. Traffic and Access Assessment	21
5.1 Existing Site Traffic Generation.....	21
5.2 Potential Development Traffic Generation	21
5.3 Trip Distribution	21
5.4 Future Traffic Flows	22
5.5 Future Intersection Operation	23
6. Summary of Findings.....	24
7. Appendix A – Intersection Counts.....	25
8. Appendix B Plans of Potential Development.....	26

List of Figures

- Figure 1 – Elizabeth St Structure Plan Study Area
- Figure 2 – Elizabeth Street Structure Plan Ultimate Access Network
- Figure 3 – 2009 Rezoning Application Adopted Staging Plan
- Figure 5 - Site Location
- Figure 6 – Existing Site Zoning
- Figure 7 – Existing Bus Stops + Walking Distance
- Figure 8 – Existing Bus Services Operating in Vicinity of the Site
- Figure 9 – Trip Distribution / Traffic Generation

List of Tables

- Table 1 - FSR = 1.2:1
- Table 2 - FSR = 1.4:1
- Table 3 – Existing 2-way Peak Hour Traffic Volumes (vph)
- Table 4 - Summary of 2016 Weekday Peak Period Volumes in vicinity of site (veh/hr)
- Table 5 – 2009 / 2014 versus 2016 Weekday Peak Period Volumes in vicinity of site (veh/hr)
- Table 6 – Level of Service Criteria
- Table 7 – Existing Weekday Intersection Operating Conditions
- Table 8 – Existing Weekday Intersection Operating Conditions versus Historical Conditions
- Table 9 - Existing Bus Services
- Table 10 - Summary of 2016 Weekday Peak Period Volumes in vicinity of site (veh/hr)
- Table 11 – Future Weekday Intersection Operating Conditions

List of Charts



1. Introduction

This report has been prepared on behalf of Think Planers Pty Limited on behalf of Century 888 Pty Ltd to present findings of a traffic and access assessment of the proposed rezoning of the site known as 85 to 91 Thomas Street, Parramatta to provide multi-unit residential housing.

The study has assessed existing traffic conditions, access arrangements, potential traffic impacts and includes a design assessment of the road network for compliance with relevant Council policies.

Further, the traffic assessment of this report has included all known developments either completed since 2009 or currently under construction in the vicinity of the proposed development site.

The remainder of the report is set out as follows:

- Section 2 provides a summary of planning / reporting to date on developments surrounding the site
- Chapter 3 describes the existing traffic conditions; and
- Section 4 summarises the proposed development
- Section 5 analyses potential traffic impacts of the proposal; and
- Section 6 presents findings of this assessment.



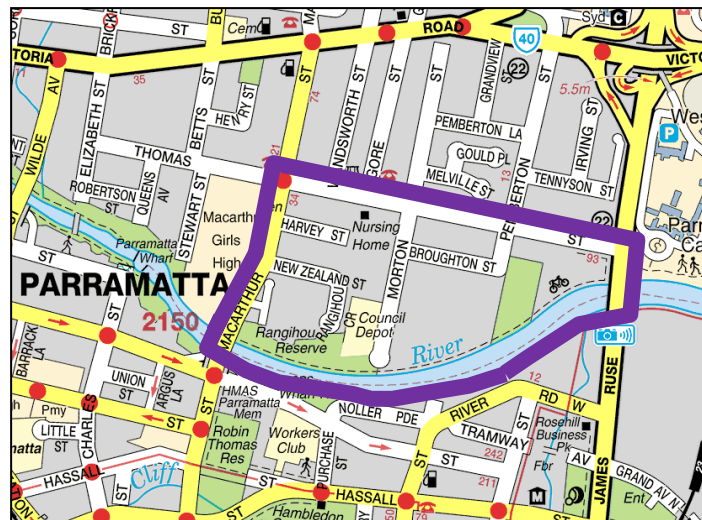
2. Background Report Review

The following presents a summary of the known planning and traffic reports undertaken in the vicinity of the development site.

2.1 Elizabeth Street Structure Plan

This report, prepared by HBO + EMTB Urban Planning and Design, analysed the potential yields and development structure which could be achieved for all lands bounded by Macarthur Street in the west, Thomas Street in the north, James Ruse Drive in the east and the Parramatta River in the south. This report presented the original planning / design framework for these lands including the site at 2 Morton Street. The land holdings reviewed are shown in **Figure 1**.

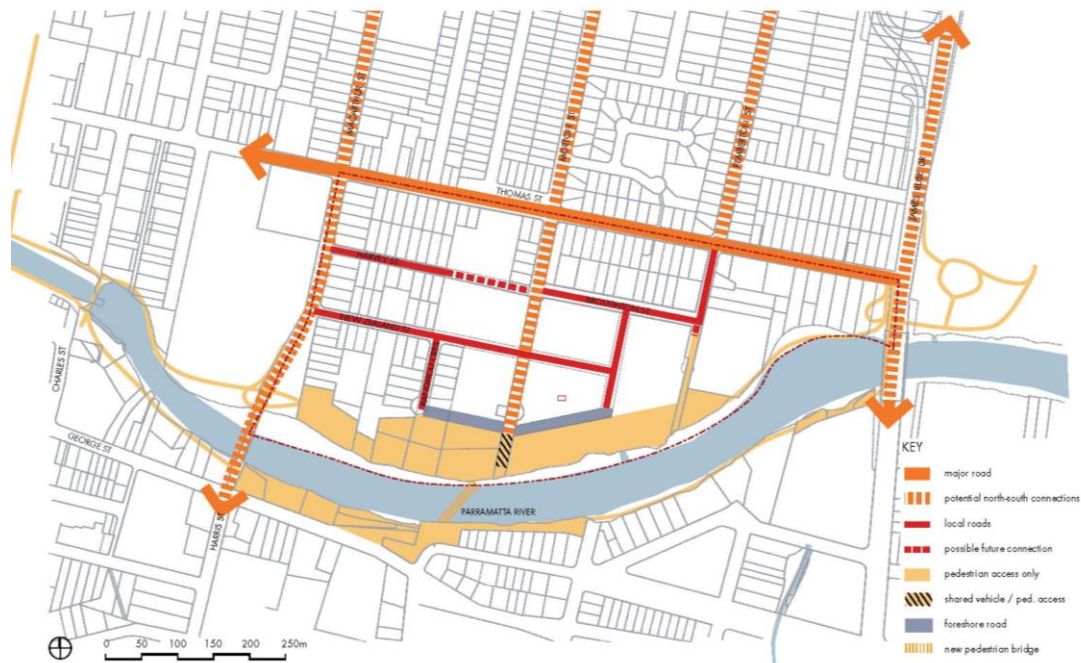
Figure 1 – Elizabeth St Structure Plan Study Area



The key elements of the structure plan in relation to traffic, transport and parking matters, were as follows:

- Extend New Zealand Street east to Morton Street and through the site at 2 Morton Street.
- Extend Harvey Street east to Morton Street / Broughton Street intersection.
- Extend Morton Street south to Parramatta River.
- Create a foreshore road from the southern end of Morton Street to the east to create development opportunities along the river's edge.
- Create loop road between Morton Street and Rancho Crescent.
- Create north to south and east to west street network within lands at 2 Morton Street
- Extend existing shared pedestrian / cyclepath between Macarthur Street and Morton Street east to James Ruse Drive
- Construct a pedestrian bridge over the Parramatta River connecting Morton Street to Noller Parade and Parramatta CBD.
- Encourage the provision of a bus route along Thomas Street to connect with existing surrounding bus services

A layout of the suggested ultimate access network for the precinct from this report is shown in **Figure 2**.

Figure 2 – Elizabeth Street Structure Plan Ultimate Access Network

2.2 2 Morton Street, Parramatta – Rezoning Traffic Report 2009

Brown Consulting prepared a detailed traffic and transport assessment of the proposed rezoning of 2 Morton Street in November 2009. This assessment included an existing / future traffic generation review, intersection capacity analysis of the surrounding road network, review of access arrangements and recommendations for parking provision for the site at 2 Morton Street as a whole.

The following staging plan for the site, as shown in **Figure 3**, was adopted

¹ Elizabeth St Structure Plan Report – HBO + EMTB Urban Planning & Design September 2006

Figure 3 – 2009 Rezoning Application Adopted Staging Plan



The assessment included sensitivity of an overall FSR for development of the site ranging from 1.2:1 to 1.4:1 which yielded the following potential number of units by type assuming a development mix of 60% one bedroom units, 30% two bedroom units and 10% three bedroom units.

Table 1 - FSR = 1.2:1

Block	No. One Bedroom Units	No. Two Bedroom Units	No. Three Bedroom Units	Total No. Units
A	139	69	23	231
B	92	46	15	153
C	115	58	19	192
Total	344	173	57	576

Table 2 - FSR = 1.4:1

Block	No. One Bedroom Units	No. Two Bedroom Units	No. Three Bedroom Units	Total No. Units
A	164	82	28	274
B	98	50	16	164
C	142	72	23	237
Total	404	204	67	675

Thus the site had the potential to yield some 675 units adopting the proposed FSR of 1.4:1.

The following conclusions are noted from the original rezoning traffic report:

- “The traffic generated by the development which could be achieved with the proposed FSR will not have a significant impact on the operation of surrounding streets.”

- *Subject to the implementation of the DCP road network the surrounding road network can accommodate the potential increase in traffic without the need to provide intersection or road upgrades.*
- *Future traffic flows on surrounding streets would be in line with their current classification.*
- *Key intersections surrounding the development site would continue to operate at a satisfactory level of service in the future.*
- *The installation of a pedestrian bridge in the future will enable resident's easy walking access to the Parramatta CBD which in turn will reduce the reliance on private vehicle usage.*
- *Management of access and driveways during staging of the development will be suitably managed in accordance with the staging plan as detailed in Section 4 of the report."*

The report found that the rezoning of the site to provide some 675 unit dwellings would not result in unsatisfactory traffic conditions on the surrounding road network.

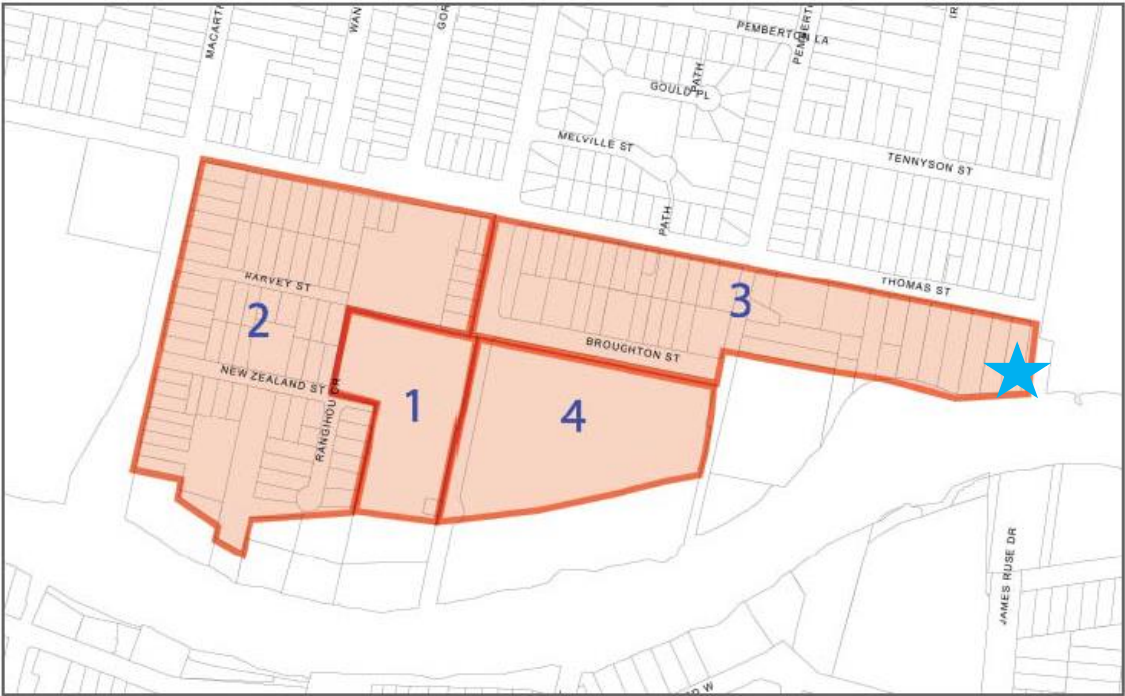
As stated above the report included an assessment of traffic conditions in 2009. The two-way traffic flows on streets surrounding the development in 2009 are presented below:

Table 3 – Existing 2-way Peak Hour Traffic Volumes (vph)

Location		Morning Peak	Evening Peak
Macarthur Street	North of Thomas Street	1,690	1,802
	South of Thomas Street	1,933	1,958
Thomas Street	West of Macarthur Street	328	322
	East of Macarthur Street	389	346
	West of Morton Street	307	268
	East of Morton Street	208	159
	West of Pemberton Street	192	159
	East of Pemberton Street	140	144
	West of James Ruse Drive	124	118
Morton Street	North of Thomas Street	82	90
	South of Thomas Street	119	99
Pemberton Street	North of Thomas Street	128	102
	South of Thomas Street	17	17

2.3 Parramatta LEP /DCP 2011

The Parramatta Council LEP (2011) and DCP includes 'special precincts' where design guidelines, road networks and the like are recommended. The proposed development site is included in what is known as 'Area 3' in the 'Morton Street Precinct' in the Parramatta DCP 2011 as shown in the figure from the DCP below.



Further, the recommended road network, building envelopes and overall site configuration has been detailed in the DCP and is shown in the figure below.



Figure 4.1.9.2 Indicative Building Envelopes

Legend:	
Type A	Street setback
Type B	3 Storey apartments
Type C	Street edge
Type D	Corner sites/Dual frontages
Type E	Tower element

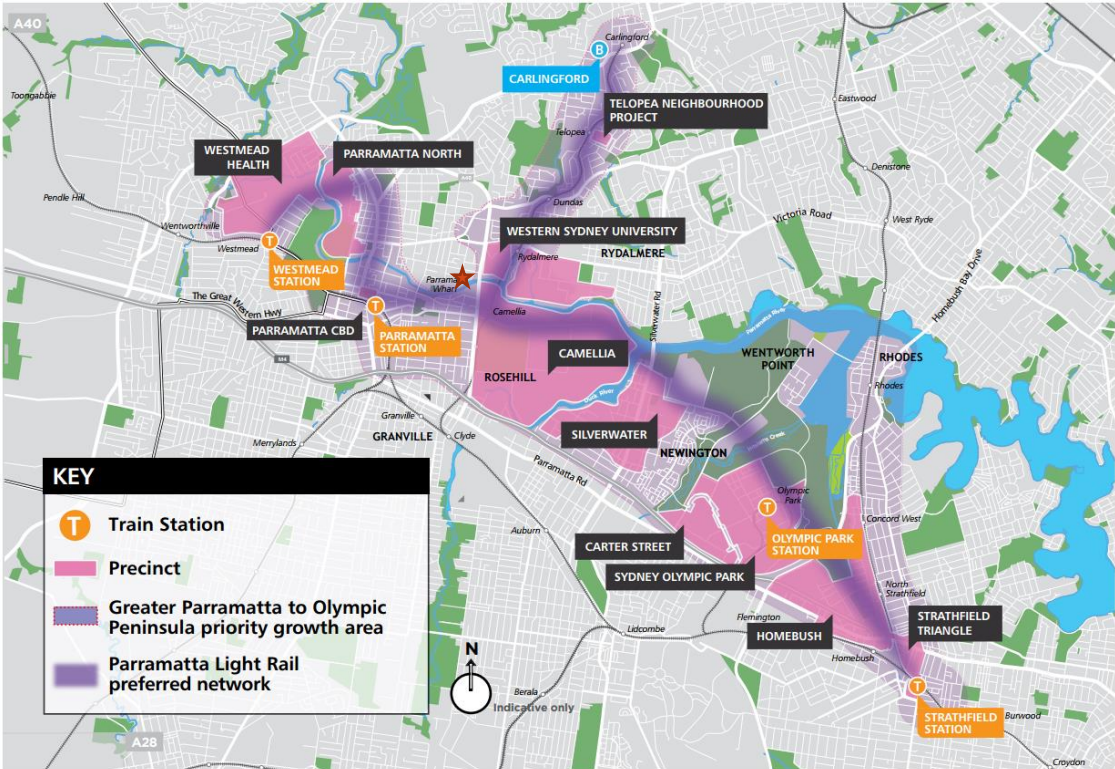


2.4 Parramatta Light Rail Project

This major public transport project is anticipated to connect Westmead / Parramatta in the east with Homebush in the east and provide a supplementary major public transport corridor to the western railway line.

The preferred corridor for the project is shown below:

Figure 4 – Preferred Corridor of Parramatta Light Rail Project



The development site is shown by the red star above.

Therefore, with the proposed construction of the pedestrian bridge to service the development lands identified within the Elizabeth Street structure plan would provide direct access to this new major public transport project.

3. Site Location / Existing Traffic / Parking Conditions

3.1 Site Location

The location of the development site is shown in **Figure 5**.

Figure 5 - Site Location



Source: Google maps

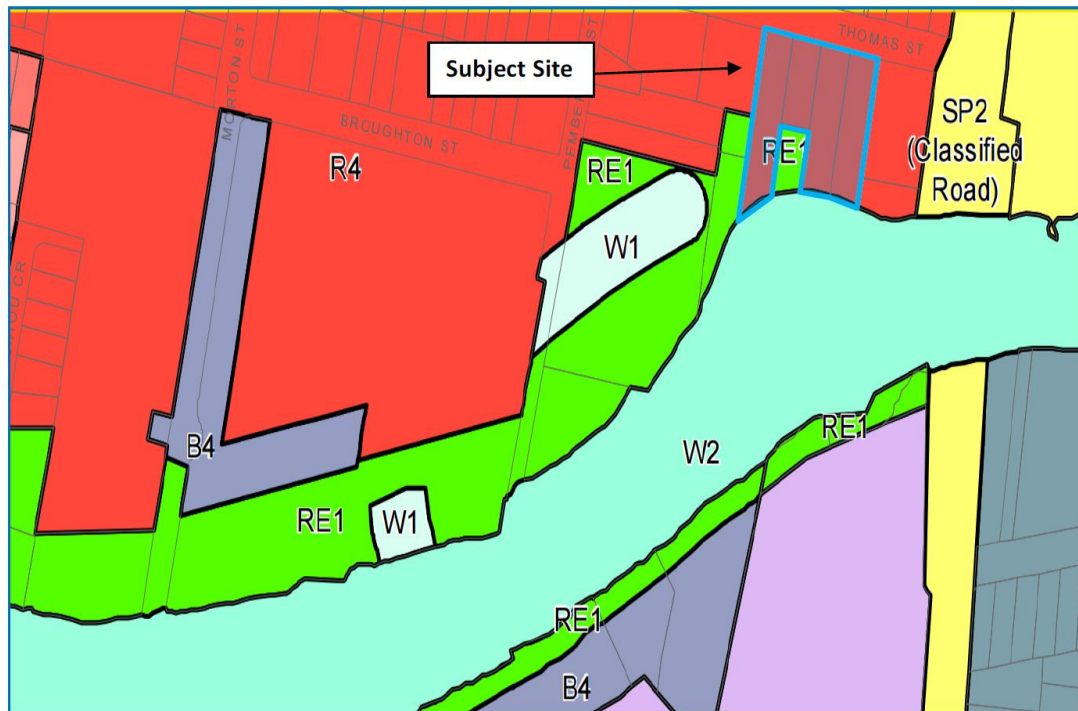
The land is bounded by Thomas Street in the north, a new multi storey residential tower in the east, the Parramatta River in the south and existing medium density dwellings in the west. Further west is the large development site known as 2 Morton Street which has delivered some 770 residential dwellings.

Further, in 2014 consent was granted to the disused Council Depot on the western side of Morton Street to provide a residential development comprising six (6) residential flat buildings ranging in height from 4 to 11 storeys consisting of 355 dwellings with basement car parking for 471 car parking spaces comprising 386 resident spaces and 85 visitor spaces.

The existing site consists of four (4) detached residential dwellings all with driveway access to Thomas Street.

The site is zoned R4 – High Density Residential as shown below from the LEP:

Figure 6 – Existing Site Zoning



3.2 Classification Criteria

It is usual to classify roads according to a road hierarchy in order to determine their functional role within the road network. Changes to traffic flows on the roads can then be assessed within the context of the road hierarchy. Roads are classified according to the role they fulfil and the volume of traffic they should appropriately carry. The RTA has set down the following guidelines for the functional classification of roads.

- Arterial Road – typically a main road carrying over 15,000 vehicles per day and fulfilling a role as a major inter-regional link (over 1,500 vehicles per hour)
- Sub-arterial Road – defined as secondary inter-regional links, typically carrying volumes between 5,000 and 20,000 vehicles per day (500 to 2,000 vehicles per hour)
- Collector Road – provides a link between local roads and regional roads, typically carrying between 2,000 and 10,000 vehicles per day (250 to 1,000 vehicles per hour). At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably.
- Local Road – provides access to individual allotments, carrying low volumes, typically less than 2,000 vehicles per day (250 vehicles per hour).

3.3 Existing Road Network

The existing road network located in the vicinity of the proposed development is described below.

Morton Street – is a local road providing access to Victoria Street in the north and industrial sites in the south. The street generally consists of a single travel lane in each direction with parallel parking on both sides of the street. The intersections with Thomas Street and Broughton Street are priority controlled intersections. Four (4) hour parking restrictions are installed on both sides of the street south of Thomas Street more than likely to remove all day commuter parking from adjacent residential properties. Parramatta Council's main depot is located on the western side of Morton Street south of Broughton Street.

Broughton Street / Pemberton Street – are local roads linking Morton Street in the west with Thomas Street in the north. Along its east – west section, the street is approximately 13m wide but narrows to 9m wide in its north – south section.

Thomas Street – is a local collector road linking James Ruse Drive in the east with Macarthur Street in the west. The street is approximately 13m for its full length and consists of a single travel lane in each direction with parallel parking on both sides of the street. The intersection of Thomas Street / James Ruse Drive is left in / left out only. The intersection of Thomas Street / Macarthur Street is traffic signal controlled. All remaining intersections are priority controlled intersections.

3.4 Existing Traffic Flows

To gauge existing traffic conditions, intersection counts were undertaken at three (3) locations. These were:

1. Thomas Street / James Ruse Drive
2. Thomas Street / Morton Street
3. Thomas Street / Macarthur Street

Given the small scale of the proposal compared with other development sites in Morton Street, the scale of the intersection counts was reflective of the scale of the development in terms of assessing the potential traffic impacts of the proposal.

There are currently no proposals for improvement works in either Victoria Road and / or James Ruse Drive of which developments in the surrounding area can contribute to. Thus, intersection counts on these arterial roads are not considered necessary.

Further, major projects including the under-construction West Connex project will significantly increase arterial road capacity through the Parramatta area which in turn would have the potential to reduce demands on the Victoria Road corridor.

Copies of the intersection counts can be found in [Appendix A](#) of this report. The peak flows by direction in each street at each intersection are summarised below for a weekday and Saturday conditions.

Table 4 - Summary of 2016 Weekday Peak Period Volumes in vicinity of site (veh/hr)

Road	Location	AM		PM	
		NB/EB	SB/WB	NB/EB	SB/WB
Thomas Street	West of James Ruse Drive				
Thomas Street	East of Morton Street	68	143	88	132
Thomas Street	West of Morton Street	109	221	137	198
Morton Street	North of Thomas Street	41	53	50	50
Morton Street	South of Thomas Street	47	22	60	43
Thomas Street	East of Macarthur Street	133	272	155	241
Macarthur Street	North of Thomas Street	593	735	837	774
Macarthur Street	South of Thomas Street	664	943	872	923

From **Table 4** it can be seen that existing flows on surrounding roads are in generally in line with their classification. As a comparison, the traffic flows recorded in the 2009 and 2014 traffic reports for the developments at 2a Morton Street and 1A Morton Street have been compared with flows recorded in 2016. This comparison is presented below:

Table 5 – 2009 / 2014 versus 2016 Weekday Peak Period Volumes in vicinity of site (veh/hr)

Road	Location	AM	PM
		Two – Way	Two - Way
2016 Existing Counts			
Thomas Street	East of Morton Street	211	220
Thomas Street	West of Morton Street	330	335
Morton Street	North of Thomas Street	94	100
Morton Street	South of Thomas Street	69	103
Thomas Street	East of Macarthur Street	405	396
Macarthur Street	North of Thomas Street	1328	1611
Macarthur Street	South of Thomas Street	1607	1795
2009 Rezoning Traffic Report Volumes			
Thomas Street	West of James Ruse Drive	124	118
Thomas Street	East of Morton Street	208	159
Thomas Street	West of Morton Street	307	268
Morton Street	North of Thomas Street	82	90
Morton Street	South of Thomas Street	119	99
Thomas Street	East of Macarthur Street	389	346
Macarthur Street	North of Thomas Street	1,690	1,802
Macarthur Street	South of Thomas Street	1,933	1,958
2014 1A Morton St Traffic Report Volumes			
Thomas Street	East of Morton Street	251	226
Thomas Street	West of Morton Street	360	324
Morton Street	North of Thomas Street	81	74
Morton Street	South of Thomas Street	114	106
Thomas Street	East of Macarthur Street	445	396
Macarthur Street	North of Thomas Street	1,519	1,736
Macarthur Street	South of Thomas Street	1,836	1,916

The following is noted from **Table 5**

- Traffic flows in Morton Street south of Thomas Street have increased in the AM peak which is expected given the volume of development which has occurred. However, the additional 50 AM peak hour trips are less than the expected traffic generation of 2A Morton Street.
- Traffic flows in Morton Street south of Thomas Street in the PM peak have not increased.
- Despite the additional traffic from Morton Street developments, traffic flows in Thomas Street both east (PM only) and west (both AM & PM) of Morton Street have not increased to those recorded in 2009.
- Traffic flows in Thomas Street east of Morton Street have increased by only 60 vehicles in the AM peak (two-way).
- Traffic flows in Macarthur Street both north and south of Thomas Street have decreased by some 16% in both peak periods between 2009 and 2016 traffic flows.
- Traffic flows recorded in the 2014 traffic report for 1A Morton Street were greater than those flows recorded in 2016.

3.5 Existing Intersection Operating Conditions Analysis

All intersections surveyed have been analysed using the Sidra Intersection analysis program. Sidra Intersection determines the average delay that vehicles encounter, the degree of saturation of the intersection, and the level of service. The degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Sidra Intersection provides analysis of the operating conditions which can be compared to the performance criteria set out in [Table 6](#).

Table 6 – Level of Service Criteria

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

Adapted from RTA Guide to Traffic Generating Developments, 2002.

For roundabouts and priority intersections, the reported average delay is for the individual movement with the highest average delay per vehicle. At signalised intersections, the reported average delay is over all movements.

The existing weekday and weekend day intersection operating conditions are presented in [Table 7](#). Average delay is expressed in seconds per vehicle.

Table 7 – Existing Weekday Intersection Operating Conditions

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Thomas Street / Morton Street	Priority	8.8	A	9.1	A
Thomas Street / Macarthur Street	Signals	16.7	B	22.4	B

Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

From [Table 7](#), it can be seen that all intersections in the vicinity of the development site currently operate at a satisfactory level of service with adequate spare capacity for increased demands.

3.6 Existing Intersection Operating Conditions versus Historical Conditions Analysis

As a further comparison, intersection operating conditions modelling in the previous traffic reports for 1A and 2A Morton Street redevelopments have been compared to existing intersection operating conditions. This comparison is presented below:

Table 8 – Existing Weekday Intersection Operating Conditions versus Historical Conditions

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
2016					
Thomas Street / Morton Street	Priority	8.8	A	9.1	A
Thomas Street / Macarthur Street	Signals	16.7	B	22.4	B
2009 – 2A Morton St Report					
Thomas Street / Morton Street	Priority	11.2	A	10.6	A
Thomas Street / Macarthur Street	Signals	9.7	A	9.7	A
2014 – 1A Morton St Report					
Thomas Street / Morton Street	Priority	4.6	A	4.6	A
Thomas Street / Macarthur Street	Signals	23.3	B	14.0	B

Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

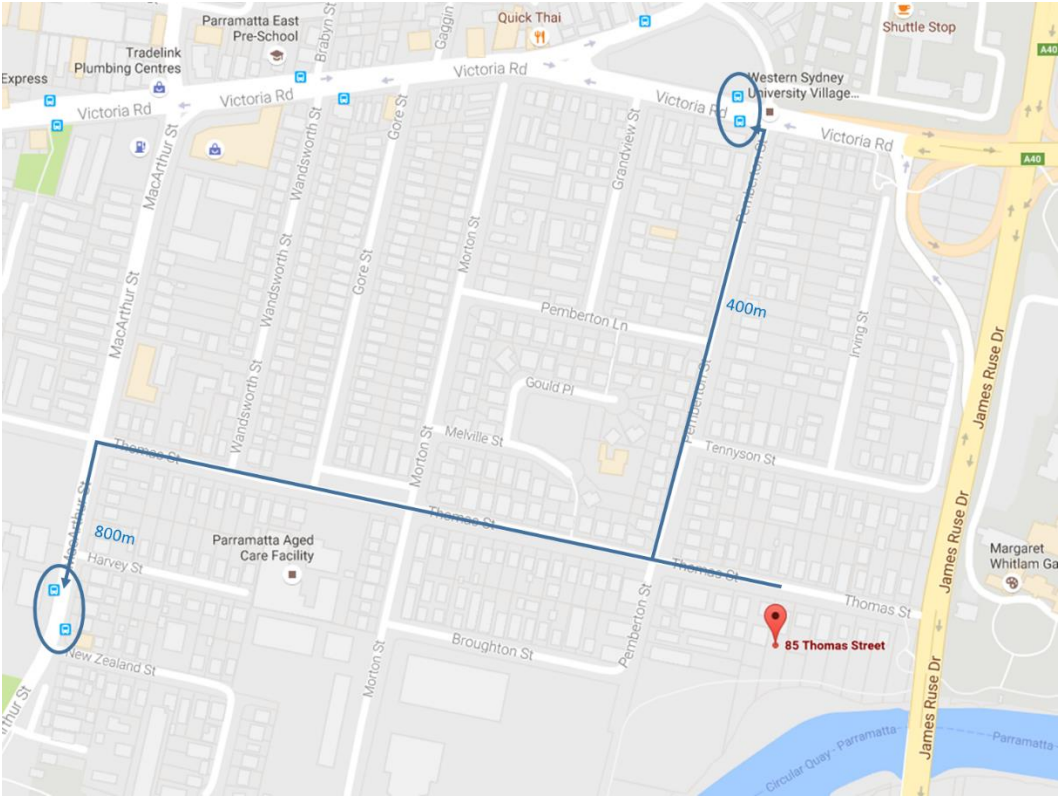
The following observations have been made from the comparisons presented in **Table 8**.

- AM and PM peak hour intersection operating conditions have remained similar between the years 2009 to 2016 with little change in intersection operating conditions.
- All intersections surrounding the development site currently operate at a satisfactory level of service with spare capacity to accommodate additional demands.

3.7 Existing Public Transport Operations

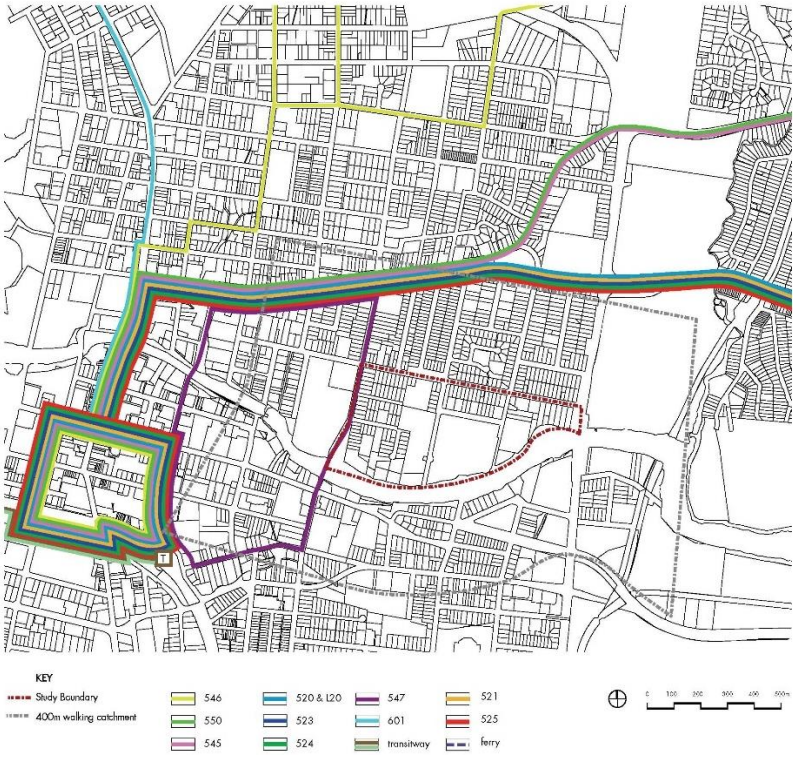
All existing bus services in the vicinity of the site operate along major roads in the area. The existing bus stops by direction and the associated walking distance from the centroid of the development site are shown in

Figure 7 – Existing Bus Stops + Walking Distance



The existing bus services which operate via the existing bus stops in the area shown in Table 7.

Figure 8 – Existing Bus Services Operating in Vicinity of the Site



A summary of the existing services is provided in **Table 9**.

Table 9 - Existing Bus Services

Route No.	Origin	Destination	Via	6:00am – 9:00am	4:00pm – 7:00pm
				Freq*	Freq*
520 / L20	Parramatta	Sydney CBD (and return)	Ryde	10-20mins	15-20mins
521	Parramatta	Eastwood (and return)	Dundas	30mins	---
523	Parramatta	Ryde (and return)	Ermington	40mins	30mins
524	Parramatta	Ryde (and return)	Meadowbank	30-40mins	30mins
525	Parramatta	Burwood (and return)	Homebush Bay	30-40mins	20-30mins
547	Parramatta	Parramatta (loop)	Macarthur Street	1 service	1 service

*avg. two way

From **Table 9** it can be seen that there are a number of bus services within reasonable walking distance of the site which provide access to surrounding employment and recreational centres.

4. The Proposed Development

The key elements of the proposed development in terms of yield, traffic and access matters are presented below:

1. Amend the Floor Space Ratio (FSR) from 0.8:1 to 1:56:1
2. Amend the Height of Building (HOB) from 11m to 34m.
3. A proposed apartment mix of 60% one bedroom units, 30% two bedroom units and 10% three bedroom units.
4. Construction of approximately 124 residential dwellings (subject to final detailed design at DA) and associated basement car park in accordance with the provision requirements of Council's DCP.
5. Pedestrian / cycleway infrastructure for connectivity to existing networks.
6. Parking provision would be provided in basement with vehicular access from the minor street within the development site. Parking provision is proposed to comply with Council's relevant policy.

Plans of the potential arrangement of the building are provided in [Appendix B](#) of this report.



5. Traffic and Access Assessment

The following presents an analysis of potential future traffic impacts of the proposed development.

5.1 Existing Site Traffic Generation

The RMS Guide to Traffic Generating Developments suggests a peak hour rate of 0.85 trips per dwelling for single dwelling houses. Therefore, the existing four (4) detached dwellings would generate in the order of 4 peak hour vehicle trips two way.

5.2 Potential Development Traffic Generation

As stated above, the potential yield of the revised FSR would achieve in the order of 124 units.

The RTA Guide to Traffic Generating Developments suggests a traffic generation rate of 0.29 vehicle trips per dwelling for high density development within a Metropolitan Sub Regional centre. It could be argued that Parramatta CBD represents a Metropolitan Regional Centre at the traffic generation rate of 0.24 vehicle trips per dwelling could be applied. However, 0.29 has been chosen to provide a conservative estimate.

Therefore, the potential development of the site would generated in the order of 36 peak hour trips two way or a net increase of 32 peak hour vehicle trips on the network.

5.3 Trip Distribution

For all residential development, the standard RTA inbound / outbound split was adopted. That is 80% of trips in the AM peak were outbound trips and 20% were inbound. The reverse occurred in the PM peak.

The existing traffic counts showed traffic flows in Morton Street during the peak hours were generally 75% westbound and 25% eastbound of the total two way flows.

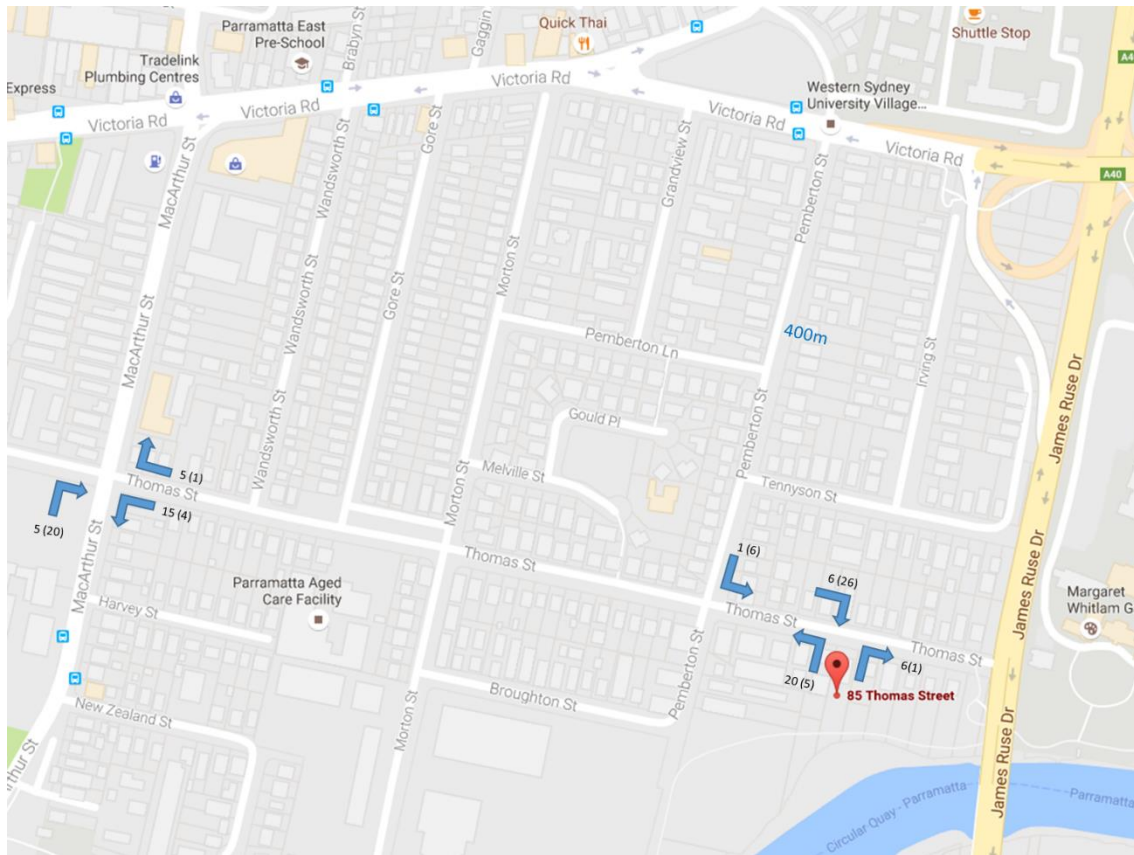
It has been assumed that traffic generated by the proposed development would follow the same distribution. At the intersection of Morton Street and Macarthur Street, trips would be distributed 25% to the north and 75% to the south.

This follows the same trip distribution adopted in the report for 2A Morton Street for consistency in the assumptions.

For vehicles, which would travel east along Thomas Street and turn left into James Ruse Drive, these return journeys have been assumed to travel along Pemberton Street and turn left into Thomas Street.

The resulting additional traffic on the surrounding network generated by the development proposal is shown below.

Figure 9 – Trip Distribution / Traffic Generation



5.4 Future Traffic Flows

The traffic generated by the proposal has been added to the surrounding road network as per the adopted trip distribution detailed above. The resulting future traffic flows are presented below.

Table 10 - Summary of 2016 Weekday Peak Period Volumes in vicinity of site (veh/hr)

Road	Location	AM		PM	
		NB/EB	SB/WB	NB/EB	SB/WB
Thomas Street	East of Morton Street	89	148	94	153
Thomas Street	West of Morton Street	114	226	143	219
Morton Street	North of Thomas Street	41	55	50	57
Morton Street	South of Thomas Street	47	22	60	43
Thomas Street	East of Macarthur Street	138	293	161	262
Macarthur Street	North of Thomas Street	598	735	839	774
Macarthur Street	South of Thomas Street	669	959	893	927

From **Table 10** it can be seen that traffic flows in the future on the surrounding road network would remain in line with their respective classification. Further, there would be minimal change to peak hour traffic flows in Morton Street.

5.5 Future Intersection Operation

The future traffic flows on the surrounding road network have been assessed in SIDRA. The resulting future intersection operation is presented below.

Table 11 – Future Weekday Intersection Operating Conditions

Intersection	Control	Morning Peak		Evening Peak	
		Av Delay	LOS	Av Delay	LOS
Thomas Street / Morton Street	Priority	9.3	A	7.9	A
Thomas Street / Macarthur Street	Signals	16.7	B	19.3	B

Avg Delay (sec/veh) is over all movements at signals, and for worst movement at priority and roundabouts

From **Table 11** it can be seen that at full development of the development site, all intersections surveyed would continue to operate at satisfactory levels of service.

Overall the potential traffic impacts of the development are considered satisfactory.

6. Summary of Findings

This report has reviewed the potential traffic impacts of the proposed rezoning to achieve an FSR of 1.56:1 at the site known as 85-91 Thomas Street and a potential 124 dwellings. This report has included the potential traffic impacts of known major developments in the vicinity of the development site. The findings of this review are presented below:

1. The traffic impacts of the development would be minimal with future traffic flows on surrounding roads within acceptable limits.
2. Intersections surrounding the development would continue to operate at levels of service to that which currently occurs.
3. The site is located within 400-800m walking distances to a large number of local and regional bus services.
4. The construction of the proposed Parramatta Light Rail project combined with the proposed pedestrian bridge servicing the Elizabeth Street precinct would markedly increase accessibility to public transport options for residents of the area.
5. The traffic analysis presented in this report has been undertaken in accordance with RMS standards and has fully quantified the potential impacts of both known projects and this project.

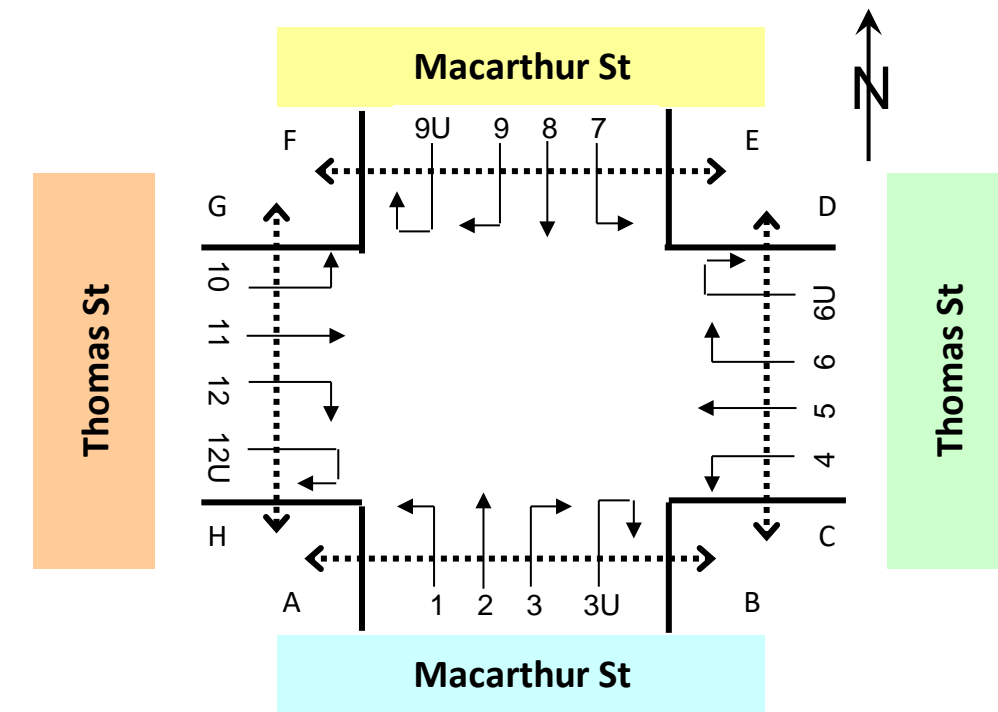
Overall the traffic impacts of the proposal are considered acceptable.



7. Appendix A – Intersection Counts



Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 1. Thomas St / Macarthur St
Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data



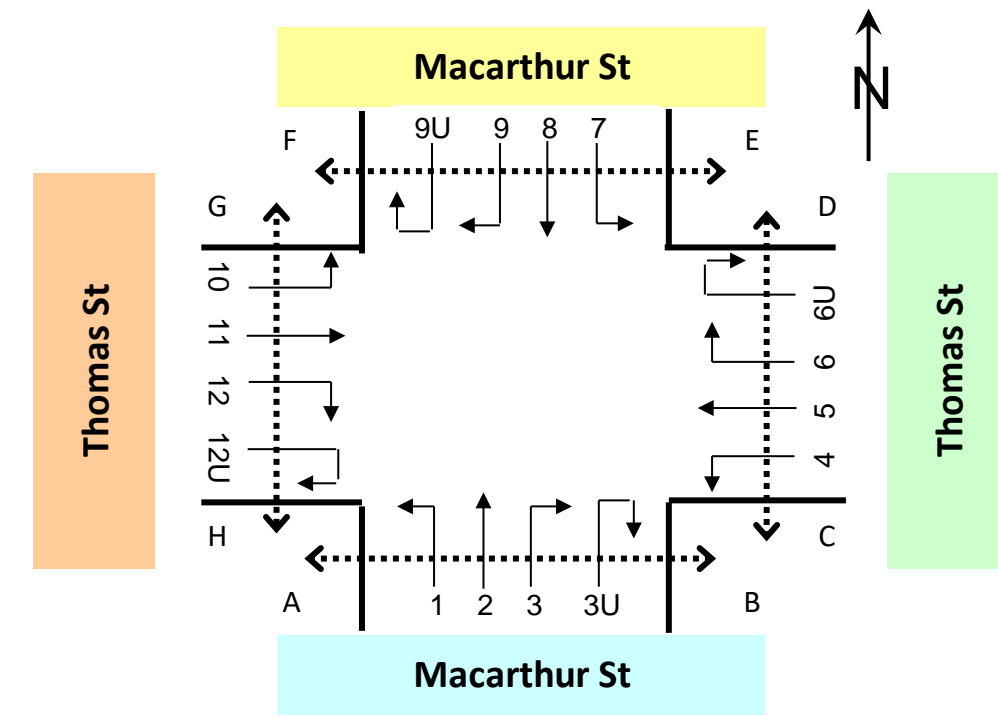
Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses

Approach	Macarthur St																Thomas St															
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 6:15	3	0	0	3	105	6	0	111	12	0	0	12	0	0	0	0	9	0	0	9	1	0	0	1	4	0	0	4	1	0	0	1
6:15 to 6:30	1	0	0	1	108	2	0	110	19	0	0	19	0	0	0	0	13	0	0	13	0	0	0	0	4	0	0	4	0	0	0	0
6:30 to 6:45	3	0	0	3	123	9	0	132	28	3	0	31	0	0	0	0	20	0	0	20	6	0	0	6	5	0	0	5	0	0	0	0
6:45 to 7:00	12	1	0	13	115	8	0	123	23	2	0	25	0	0	0	0	26	2	0	28	3	0	0	3	8	0	0	8	0	0	0	0
7:00 to 7:15	5	0	0	5	135	5	0	140	16	0	0	16	0	0	0	0	27	1	0	28	4	0	0	4	10	1	0	11	0	0	0	0
7:15 to 7:30	12	0	0	12	116	2	0	118	13	1	0	14	0	0	0	0	29	0	0	29	4	0	0	4	3	0	0	3	0	0	0	0
7:30 to 7:45	20	0	0	20	138	4	0	142	16	2	0	18	0	0	0	0	37	2	0	39	10	0	0	10	4	1	0	5	0	0	0	0
7:45 to 8:00	16	0	0	16	98	0	1	99	20	0	0	20	0	0	0	0	46	0	0	46	7	0	0	7	5	0	0	5	0	0	0	0
8:00 to 8:15	24	0	1	25	136	4	0	140	22	0	0	22	0	0	0	0	64	0	0	64	13	0	0	13	5	0	0	5	0	0	0	0
8:15 to 8:30	22	0	1	23	120	0	2	122	16	1	0	17	0	0	0	0	58	2	1	61	7	0	0	7	9	1	0	10	0	0	0	0
8:30 to 8:45	24	0	0	24	87	1	1	89	16	0	0	16	0	0	0	0	50	1	0	51	12	0	0	12	7	0	0	7	0	0	0	0
8:45 to 9:00	45	0	1	46	103	1	0	104	17	1	0	18	0	0	0	0	32	1	0	33	12	0	0	12	12	0	0	12	0	0	0	0
9:00 to 9:15	16	1	0	17	106	2	0	108	11	0	0	11	0	0	0	0	35	0	0	35	0	0	0	0	13	0	0	13	0	0	0	0
9:15 to 9:30	10	0	0	10	88	2	0	90	15	0	0	15	0	0	0	0	21	2	0	23	10	0	0	10	10	0	0	10	0	0	0	0
9:30 to 9:45	6	0	0	6	99	3	0	102	11	1	0	12	0	0	0	0	27	0	0	27	8	0	0	8	3	1	0	4	0	0	0	0
9:45 to 10:00	7	0	0	7	94	2	0	96	18	1	0	19	0	0	0	0	29	3	0	32	5	0	0	5	4	2	0	6	0	0	0	0
AM Totals	226	2	3	231	1,771	51	4	1,826	273	12	0	285	0	0	0	0	523	14	1	538	102	0	0	102	106	6	0	112	1	0	0	1
15:00 to 15:15	28	0	0	28	119	3	1	123	16	0	0	16	0	0	0	0	43	3	0	46	11	0	0	11	8	0	0	8	0	0	0	0
15:15 to 15:30	33	0	0	33	132	0	0	132	15	0	0	15	0	0	0	0	31	1	0	32	9	0	0	9	9	0	0	9	0	0	0	0
15:30 to 15:45	12	0	1	13	105	1	0	106	23	0	0	23	0	0	0	0	54	2	0	56	6	0	0	6	4	1	0	5	0	0	0	0
15:45 to 16:00	7	0	0	7	122	2	0	124	20	0	0	20	0	0	0	0	40	0	0	40	8	1	0	9	6	0	0	6	0	0	0	0
16:00 to 16:15	12	0	0	12	153	3	0	156	20	0	0	20	0	0	0	0	31	1	0	32	5	0	0	5	6	0	1	7	0	0	0	0
16:15 to 16:30	10	0	0	10	142	0	0	142	14	0	0	14	0	0	0	0	34	0	0	34	4	0	0	4	11	1	0	12	0	0	0	0
16:30 to 16:45	12	0	0	12	163	1	1	165	21	0	0	21	0	0	0	0	43	2	0	45	7	0	0	7	6	0	0	6	0	0	0	0
16:45 to 17:00	11	0	0	11	185	0	1	186	24	0	0	24	0	0	0	0	40	2	0	42	10	0	0	10	13	1	0	14	0	0	0	0
17:00 to 17:15	10	0	0	10	171	1	0	172	22	0	0	22	0	0	0	0	47	0	0	47	8	0	0	8	7	0	0	7	0	0	0	0
17:15 to 17:30	16	0	0	16	183	1	0	184	24	0	0	24	0	0	0	0	42	0	0	42	5	0	0	5	15	0	0	15	0	0	0	0
17:30 to 17:45	9	1	0	10	186	3	0	189	18	1	0	19	0	0	0	0	27	0	0	27	5	0	0	5	7	0	0	7	0	0	0	0
17:45 to 18:00	15	0	0	15	184	1	0	185	26	0	0	26	0	0	0	0	54	1	0	55	10	0	0	10	12	1	0	13	0	0	0	0
18:00 to 18:15	12	0	0	12	159	3	0	162	26	0	0	26	0	0	0	0	45	1	0	46	12	0	0	12	8	0	0	8	0	0	0	0
18:15 to 18:30	18	0	0	18	130	0	0	130	25	0	0	25	0	0	0	0	30	0	0	30	13	0	0	13	10	1	0	11	0	0	0	0
18:30 to 18:45	16	0	0	16	121	0	0	121	20	0	0	20	0	0	0	0	31	1	0	32	10	0	0	10	11	1	0	12	0	0	0	0
18:45 to 19:00	12	0	0	12	115	0	0	115	25	0	0	25	0	0	0	0	21	0	0	21	6	0	0	6	8	0	0	8	0	0	0	0
PM Totals	233	1	1	235	2,370	19	3	2,392	339	1	0	340	0	0	0	0	613	14	0	627	129	1	0	130	141	6	1	148	0	0	0	0

Approach	Macarthur St																Thomas St												Crossing Pedestrians															
	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)															
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H
6:00 to 6:15	5	1	0	6	65	2	0	67	0	0	0	0	0	0	0	8	0	0	8	4	0	0	4	19	0	0	19	0	0	0	0	0	0	0	2	1	0	1	4					
6:15 to 6:30	10	0	0	10	74	2	0	76	0	0	0	0	0	0	0	6	0	0	6	2	0	0	2	15	1	0	16	0	0	0	0	0	1	0	1	6								
6:30 to 6:45	8	0	0	8	82	3	0	85	4	0	0	4	0	0	0	8	0	0	8	2	0	0	2	13	0	0	13	0	0	0	0	4	0	1	10									
6:45 to 7:00	11	0	0	11	115	3	0	118	1	0	0	1	0	0	0	13	0	0	13	4	0	0	4	14	0	0	14	0	0	0	0	0	1	1	0	0	5							
7:00 to 7:15	7	0	0	7	137	1	0	138	3	1	0	4	0	0	0	11	1	0	12	5	1	0	6	19	0	0	19	0	0	0	0	2	0	3	4	1	4	1	2	17				
7:15 to 7:30	3	0	0	3	161	2	0	163	3	0	0	3	0	0	0	11	0	0	11	4	0	0	4	15	0	0	15	0	0	0	0	4	0	1	1	0	0	1	7					
7:30 to 7:45	7	0	0	7	162	1	0	163	7	0	0	7	0	0	0	12	0	0	12	7	0	0	7	18	0	0	18	0	0	0	0	2	0	1	0	0	7	0	3	13				
7:45 to 8:00	10	0	0	10	179	2	0	181	7	0	0	7	0	0	0	11	1	0	12	2	0	0	2	13	0	0	13	0	0	0	0	4	3	1	1	1	7	1	2	20				
8:00 to 8:15	9	1	1	11	156	2	1	159	7	1	1	9	0	0	0	18	1	0	19	10	0	0	10	11	0	0	11	0	0	0	0	6	0	1	0	2	2	2	5	18				
8:15 to 8:30	3	0	0	3	159	8	0	167	11	0	0	11	0	0	0	22	0	0	22	6	0	0	6	21	0	0	21	0	0	0	0	3	0	1	0	2	7	0	3	16				
8:30 to 8:45	8	1	0	9	134	2	0	136	5	1	0	6	0	0	0	24	0	0	24	4	0	0	4	14	0	0	14	0	0	0	0	14	1	0	0	2	14	3	4	38				
8:45 to 9:00	8	0	0	8	145	1	0	146	6	0	1	7	0	0	0	20	1	0	21	12	0	0	12	37	0	0	37	0	0	0	0	14	1	6	0	0	9	1	0	31				
9:00 to 9:15	5	0	0	5	166	2	0	168	5	0	0	5	0	0	0	15	0	0	15	4	0	0	4	11	0	0	11	0	0	0	0	2	0	1	4	3	4	0	2	16				
9:15 to 9:30	13	1	0	14	153	2	1	156	6	1	0	7	0	0	0	8	2	0	10	2	0	0	2	8	0	0	8	0	0	0	0	2	0	2	0	4	3	0	1	12				
9:30 to 9:45	3	2	0	5	110	2	0	112	6	1	0	7	0	0	0	5	1	0	6	3	0	0	3	14	0	0	14	0	0	0	0	1	0	0	0	2	3	0	2	8				
9:45 to 10:00	6	0	0	6	103	6	0	109	1	0	0	1	0	0	0	4	0	0	4	5	0	0	5	11	1	0	12	0	0	0	0	1	2	3	0	0	2	1	3	12				
AM Totals	116	6	1	123	2,101	41	2	2,144	72	5	2	79	0	0	0	196	7	0	203	76	1	0	77	253	2	0	255	0	0	0	0	62	8	23	10	19	71	9	31	233				
15:00 to 15:15	11	0	0	11	128	3	0	131	6	0	4	10	0	0	0	18	0	0	18	5	0	0	5	14	0	0	14	0	0	0	0	0	2	0	1	10	0	1	0	14				
15:15 to 15:30	12	1	0	13	138	3	1	142	19	0	2	21	0	0	0	39	0	0	39	4	0	0	4	24	1	0	25	0	0	0	0	1	26	1	5	15	2	14	0	64				
15:30 to 15:45	11	0	0	11	154	3	0	157	8	0	0	8	0	0	0	9	0	1	10	4	0	0	4	23	0	0	23	0	0	0	0	0	0	11	6	2	0	0	1	20				
15:45 to 16:00	8	0	1	9	162	3	0	165	5	0	0	5	0	0	0	12	0	1	13	4	0	0	4	15	0	0	15	0	0	0	0	1	2	4	1	2	1	3	3	17				
16:00 to 16:15	8	0	0	8	162	3	0	165	6	0	0	6	0	0	0	13	1	0	14	6	0	0	6	19	0	0	19	0	0	0	0	0	2	1	4	5	3	1	0	16				
16:15 to 16:30	8	0	0	8	174	3	0	177	6	0	0	6	0	0	0	13	0	0	13	6	0	0	6	15	0	0	15	0	0	0	0	1	8	2	1	8	1	1	1	23				
16:30 to 16:45	7	0	0	7	179	3	0	182	8	1	0	9	0	0	0	8	1	0	9	3	0	0	3	16	0	0	16	0	0	0	0	0	3	2	1	5	1	1	0	13				
16:45 to 17:00	13	0	0	13	152	4	0	156	6	0	0	6	0	0	0	17	0	0	17	8	0	0	8	10	0	0	10	0	0	0	0	1	3	2	2	10	1	5	0	24				
17:00 to 17:15	13	0	0	13	165	1	0	166	15	0	0	15	0	0	0	24	0	0	24	2	0	0	2	17	0	0	17	0	0	0	0	1	1	0	3	6	0	2	1	14				
17:15 to 17:30	3	0	0	3	167	1	0	168	10	0	0	10	0	0	0	13	0	0	13	6	0	0	6	12	0	0	12	0	0	0	0	3	7	0	2	7	7	3	6	35				
17:30 to 17:45	12	0	0	12	182	0	0	182	8	0	0	8	0	0	0	15	0	0	15	10	0	0	10	15	1	0	16	0	0	0	0	4	7	0	0	11	5	3	1	31				
17:45 to 18:00	16	0	0	16	174	2	0	176	5	0	0	5	0	0	0	13	0	0	13	2	0	0	2	15	0	0	15	0	0	0	0	0	2	0	1	5	4	3	2	17				
18:00 to 18:15	10	0	0	10	152	1	0	153	8	0	0	8	0	0	0	15	0	0	15	3	0	0	3	12	0	0	12	0	0	0	0	1	0	0	2	3	4	0	0	10				
18:15 to 18:30	11	0	0	11	179	2	0	181	10	1	0	11	0	0	0	5	1	0	6	0	0	0	0	12	0	0	12	0	0	0	0	1	3	2	1	4	0	2	0	13				
18:30 to 18:45	10	0	0	10	121	0	0	121	7	0	0	7	0	0	0	8	1	0	9	4	0	0	4	16	0	0	16	0	0	0	0	0	0	0	2	0	2	0	4	4				
18:45 to 19:00	7	0	0	7	140	0	1	141	5	0	0	5	0	0	0	6	0	0	6	4	0	0	4	11	0	0	11	0	0	0	0	0	1	1	0	0	2	1	0	0	3			
PM Totals	160	1	1	162	2,529	32	2	2,563	132	2	6	140	0	0	0	228	4	2	234	71	0	0	71	246	2	0	248	0	0	0	0	14	67	26	30	95	30	41	15	318				

Job No. : N2681
 Client : Positive Traffic
 Suburb : Thomas Street
 Location : 1. Thomas St / Macarthur St

Day/Date : Tuesday, 20th September 2016
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary

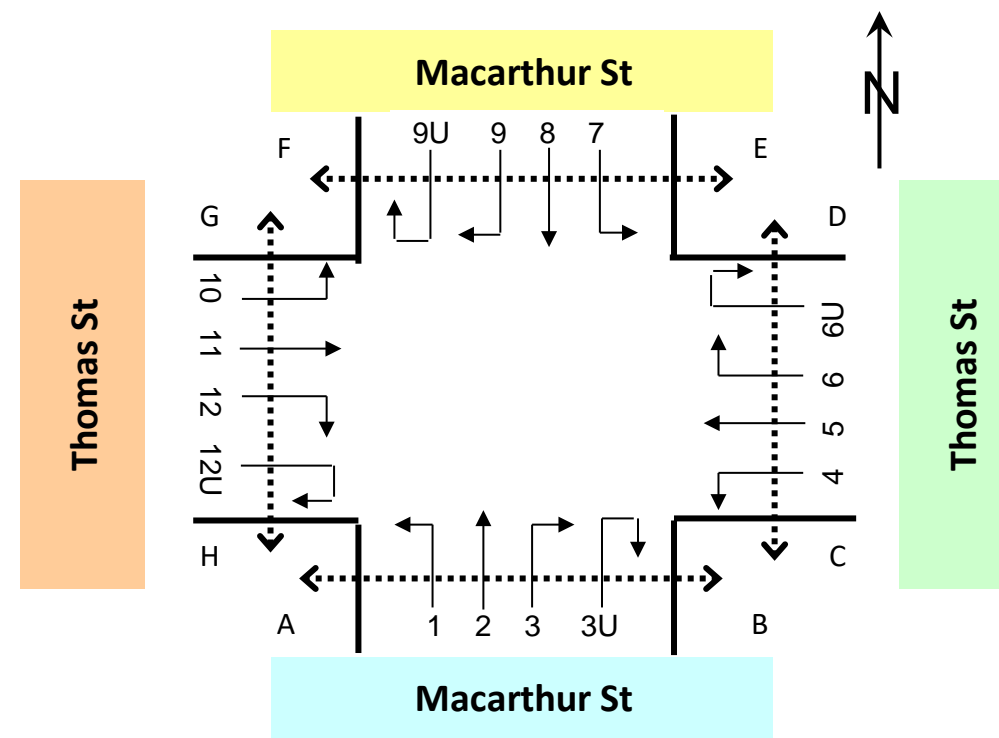


Approach	Macarthur St												Thomas St																							
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 7:00	19	1	0	20	451	25	0	476	82	5	0	87	0	0	0	0	68	2	0	70	10	0	0	10	21	0	0	21	1	0	0	1				
6:15 to 7:15	21	1	0	22	481	24	0	505	86	5	0	91	0	0	0	0	86	3	0	89	13	0	0	13	27	1	0	28	0	0	0	0				
6:30 to 7:30	32	1	0	33	489	24	0	513	80	6	0	86	0	0	0	0	102	3	0	105	17	0	0	17	26	1	0	27	0	0	0	0				
6:45 to 7:45	49	1	0	50	504	19	0	523	68	5	0	73	0	0	0	0	119	5	0	124	21	0	0	21	25	2	0	27	0	0	0	0				
7:00 to 8:00	53	0	0	53	487	11	1	499	65	3	0	68	0	0	0	0	139	3	0	142	25	0	0	25	22	2	0	24	0	0	0	0				
7:15 to 8:15	72	0	1	73	488	10	1	499	71	3	0	74	0	0	0	0	176	2	0	178	34	0	0	34	17	1	0	18	0	0	0	0				
7:30 to 8:30	82	0	2	84	492	8	3	503	74	3	0	77	0	0	0	0	205	4	1	210	37	0	0	37	23	2	0	25	0	0	0	0				
7:45 to 8:45	86	0	2	88	441	5	4	450	74	1	0	75	0	0	0	0	218	3	1	222	39	0	0	39	26	1	0	27	0	0	0	0				
8:00 to 9:00	115	0	3	118	446	6	3	455	71	2	0	73	0	0	0	0	204	4	1	209	44	0	0	44	33	1	0	34	0	0	0	0				
8:15 to 9:15	107	1	2	110	416	4	3	423	60	2	0	62	0	0	0	0	175	4	1	180	31	0	0	31	41	1	0	42	0	0	0	0				
8:30 to 9:30	95	1	1	97	384	6	1	391	59	1	0	60	0	0	0	0	138	4	0	142	34	0	0	34	42	0	0	42	0	0	0	0				
8:45 to 9:45	77	1	1	79	396	8	0	404	54	2	0	56	0	0	0	0	115	3	0	118	30	0	0	30	38	1	0	39	0	0	0	0				
9:00 to 10:00	39	1	0	40	387	9	0	396	55	2	0	57	0	0	0	0	112	5	0	117	23	0	0	23	30	3	0	33	0	0	0	0				
AM Totals	226	2	3	231	1,771	51	4	1,826	273	12	0	285	0	0	0	0	523	14	1	538	102	0	0	102	106	6	0	112	1	0	0	1				
15:00 to 16:00	80	0	1	81	478	6	1	485	74	0	0	74	0	0	0	0	168	6	0	174	34	1	0	35	27	1	0	28	0	0	0	0				
15:15 to 16:15	64	0	1	65	512	6	0	518	78	0	0	78	0	0	0	0	156	4	0	160	28	1	0	29	25	1	1	27	0	0	0	0				
15:30 to 16:30	41	0	1	42	522	6	0	528	77	0	0	77	0	0	0	0	159	3	0	162	23	1	0	24	27	2	1	30	0	0	0	0				
15:45 to 16:45	41	0	0	41	580	6	1	587	75	0	0	75	0	0	0	0	148	3	0	151	24	1	0	25	29	1	1	31	0	0	0	0				
16:00 to 17:00	45	0	0	45	643	4	2	649	79	0	0	79	0	0	0	0	148	5	0	153	26	0	0	26	36	2	1	39	0	0	0	0				
16:15 to 17:15	43	0	0	43	661	2	2	665	81	0	0	81	0	0	0	0	164	4	0	168	29	0	0	29	37	2	0	39	0	0	0	0				
16:30 to 17:30	49	0	0	49	702	3	2	707	91	0	0	91	0	0	0	0	172	4	0	176	30	0	0	30	41	1	0	42	0	0	0	0				
16:45 to 17:45	46	1	0	47	725	5	1	731	88	1	0	89	0	0	0	0	156	2	0	158	28	0	0	28	42	1	0	43	0	0	0	0				
17:00 to 18:00	50	1	0	51	724	6	0	730	90	1	0	91	0	0	0	0	170	1	0	171	28	0	0	28	41	1	0	42	0	0	0	0				
17:15 to 18:15	52	1	0	53	712	8	0	720	94	1	0	95	0	0	0	0	168	2	0	170	32	0	0	32	42	1	0	43	0	0	0	0				
17:30 to 18:30	54	1	0	55	659	7	0	666	95	1	0	96	0	0	0	0	156	2	0	158	40	0	0	40	37	2	0	39	0	0	0	0				
17:45 to 18:45	61	0	0	61	594	4	0	598	97	0	0	97	0	0	0	0	160	3	0	163	45	0	0	45	41	3	0	44	0	0	0	0				
18:00 to 19:00	58	0	0	58	525	3	0	528	96	0	0	96	0	0	0	0	127	2	0	129	41	0	0	41	37	2	0	39	0	0	0	0				
PM Totals	233	1	1	235	2,370	19	3	2,392	339	1	0	340	0	0	0	0	613	14	0	627	129	1	0	130	141	6	1	148	0	0	0	0				

Approach	Macarthur St																Thomas St												Crossing Pedestrians												
	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)												
	Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H
6:00 to 7:00	34	1	0	35	336	10	0	346	5	0	0	5	0	0	0	0	35	0	0	35	12	0	0	12	61	1	0	62	0	0	0	0	7	1	3	0	2	9	0	3	25
6:15 to 7:15	36	0	0	36	408	9	0	417	8	1	0	9	0	0	0	0	38	1	0	39	13	1	0	14	61	1	0	62	0	0	0	0	9	1	6	4	1	12	1	4	38
6:30 to 7:30	29	0	0	29	495	9	0	504	11	1	0	12	0	0	0	0	43	1	0	44	15	1	0	16	61	0	0	61	0	0	0	0	9	1	7	5	1	11	1	4	39
6:45 to 7:45	28	0	0	28	575	7	0	582	14	1	0	15	0	0	0	0	47	1	0	48	20	1	0	21	66	0	0	66	0	0	0	0	8	1	6	5	1	14	1	6	42
7:00 to 8:00	27	0	0	27	639	6	0	645	20	1	0	21	0	0	0	0	45	2	0	47	18	1	0	19	65	0	0	65	0	0	0	0	12	3	6	6	2	18	2	8	57
7:15 to 8:15	29	1	1	31	658	7	1	666	24	1	1	26	0	0	0	0	52	2	0	54	23	0	0	23	57	0	0	57	0	0	0	0	16	3	4	2	3	16	3	11	58
7:30 to 8:30	29	1	1	31	656	13	1	670	32	1	1	34	0	0	0	0	63	2	0	65	25	0	0	25	63	0	0	63	0	0	0	0	15	3	4	1	5	23	3	13	67
7:45 to 8:45	30	2	1	33	628	14	1	643	30	2	1	33	0	0	0	0	75	2	0	77	22	0	0	22	59	0	0	59	0	0	0	0	27	4	3	1	7	30	6	14	92
8:00 to 9:00	28	2	1	31	594	13	1	608	29	2	2	33	0	0	0	0	84	2	0	86	32	0	0	32	83	0	0	83	0	0	0	0	37	2	8	0	6	32	6	12	103
8:15 to 9:15	24	1	0	25	604	13	0	617	27	1	1	29	0	0	0	0	81	1	0	82	26	0	0	26	83	0	0	83	0	0	0	0	33	2	8	4	7	34	4	9	101
8:30 to 9:30	34	2	0	36	598	7	1	606	22	2	1	25	0	0	0	0	67	3	0	70	22	0	0	22	70	0	0	70	0	0	0	0	32	2	9	4	9	30	4	7	97
8:45 to 9:45	29	3	0	32	574	7	1	582	23	2	1	26	0	0	0	0	48	4	0	52	21	0	0	21	70	0	0	70	0	0	0	0	19	1	9	4	9	19	1	5	67
9:00 to 10:00	27	3	0	30	532	12	1	545	18	2	0	20	0	0	0	0	32	3	0	35	14	0	0	14	44	1	0	45	0	0	0	0	6	2	6	4	9	12	1	8	48
AM Totals	116	6	1	123	2,101	41	2	2,144	72	5	2	79	0	0	0	0	196	7	0	203	76	1	0	77	253	2	0	255	0	0	0	0	62	8	23	10	19	71	9	31	233
15:00 to 16:00	42	1	1	44	582	12	1	595	38	0	6	44	0	0	0	0	78	0	2	80	17	0	0	17	76	1	0	77	0	0	0	0	2	30	16	13	29	3	18	4	115
15:15 to 16:15	39	1	1	41	616	12	1	629	38	0	2	40	0	0	0	0	73	1	2	76	18	0	0	18	81	1	0	82	0	0	0	0	2	30	17	16	24	6	18	4	117
15:30 to 16:30	35	0	1	36	652	12	0	664	25	0	0	25	0	0	0	0	47	1	2	50	20	0	0	20	72	0	0	72	0	0	0	0	2	12	18	12	17	5	5	5	76
15:45 to 16:45	31	0	1	32	677	12	0	689	25	1	0	26	0	0	0	0	46	2	1	49	19	0	0	19	65	0	0	65	0	0	0	0	2	15	9	7	20	6	6	4	69
16:00 to 17:00	36	0	0	36	667	13	0	680	26	1	0	27	0	0	0	0	51	2	0	53	23	0	0	23	60	0	0	60	0	0	0	0	2	16	7	8	28	6	8	1	76
16:15 to 17:15	41	0	0	41	670	11	0	681	35	1	0	36	0	0	0	0	62	1	0	63	19	0	0	19	58	0	0	58	0	0	0	0	3	15	6	7	29	3	9	2	74
16:30 to 17:30	36	0	0	36	663	9	0	672	39	1	0	40	0	0	0	0	62	1	0	63	19	0	0	19	55	0	0	55	0	0	0	0	5	14	4	8	28	9	11	7	86
16:45 to 17:45	41	0	0	41	666	6	0	672	39	0	0	39	0	0	0	0	69	0	0	69	26	0	0	26	54	1	0	55	0	0	0	0	9	18	2	7	34	13	13	8	104
17:00 to 18:00	44	0	0	44	688	4	0	692	38	0	0	38	0	0	0	0	65	0	0	65	20	0	0	20	59	1	0	60	0	0	0	0	8	17	0	6	29	16	11	10	97
17:15 to 18:15	41	0	0	41	675	4	0	679	31	0	0	31	0	0	0	0	56	0	0	56	21	0	0	21	54	1	0	55	0	0	0	0	8	16	0	5	26	20	9	9	93
17:30 to 18:30	49	0	0	49	687	5	0	692	31	1	0	32	0	0	0	0	48	1	0	49	15	0	0	15	54	1	0	55	0	0	0	0	6	12	2	4	23	13	8	3	71
17:45 to 18:45	47	0	0	47	626	5	0	631	30	1	0	31	0	0	0	0	41	2	0	43	9	0	0	9	55	0	0	55	0	0	0	0	2	5	2	4	14	8	7	2	44
18:00 to 19:00	38	0	0	38	592	3	1	596	30	1	0	31	0	0	0	0	34	2	0	36	11	0	0	11	51	0	0	51	0	0	0	0	2	4	3	3	9	5	4	0	30
PM Totals	160	1	1	162	2,529	32	2	2,563	132	2	6	140	0	0	0	0	228	4	2	234	71	0	0	71	246	2	0	248	0	0	0	0	14	67	26	30	95	30	41	15	318

Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 1. Thomas St / Macarthur St

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Macarthur St				Thomas St				Macarthur St				Thomas St				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 7:30 to 8:30	648	11	5	664	265	6	1	272	717	15	3	735	151	2	0	153	1,824
PM 17:00 to 18:00	864	8	0	872	239	2	0	241	770	4	0	774	144	1	0	145	2,032

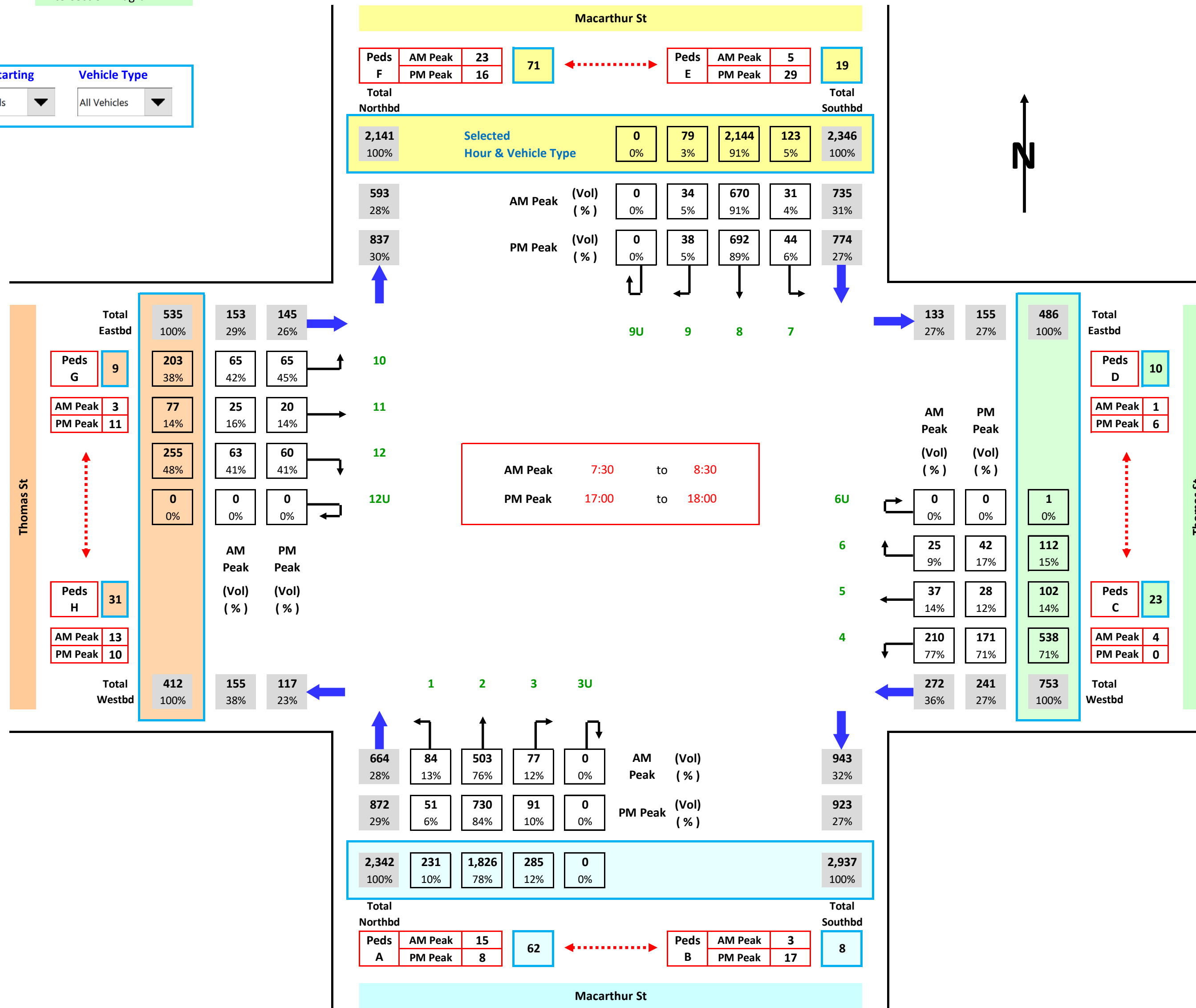
Approach	Macarthur St				Thomas St				Macarthur St				Thomas St				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00	552	31	0	583	100	2	0	102	375	11	0	386	108	1	0	109	1,180
6:15 to 7:15	588	30	0	618	126	4	0	130	452	10	0	462	112	3	0	115	1,325
6:30 to 7:30	601	31	0	632	145	4	0	149	535	10	0	545	119	2	0	121	1,447
6:45 to 7:45	621	25	0	646	165	7	0	172	617	8	0	625	133	2	0	135	1,578
7:00 to 8:00	605	14	1	620	186	5	0	191	686	7	0	693	128	3	0	131	1,635
7:15 to 8:15	631	13	2	646	227	3	0	230	711	9	3	723	132	2	0	134	1,733
7:30 to 8:30	648	11	5	664	265	6	1	272	717	15	3	735	151	2	0	153	1,824
7:45 to 8:45	601	6	6	613	283	4	1	288	688	18	3	709	156	2	0	158	1,768
8:00 to 9:00	632	8	6	646	281	5	1	287	651	17	4	672	199	2	0	201	1,806
8:15 to 9:15	583	7	5	595	247	5	1	253	655	15	1	671	190	1	0	191	1,710
8:30 to 9:30	538	8	2	548	214	4	0	218	654	11	2	667	159	3	0	162	1,595
8:45 to 9:45	527	11	1	539	183	4	0	187	626	12	2	640	139	4	0	143	1,509
9:00 to 10:00	481	12	0	493	165	8	0	173	577	17	1	595	90	4	0	94	1,355
AM Totals	2,270	65	7	2,342	732	20	1	753	2,289	52	5	2,346	525	10	0	535	5,976
15:00 to 16:00	632	6	2	640	229	8	0	237	662	13	8	683	171	1	2	174	1,734
15:15 to 16:15	654	6	1	661	209	6	1	216	693	13	4	710	172	2	2	176	1,763
15:30 to 16:30	640	6	1	647	209	6	1	216	712	12	1	725	139	1	2	142	1,730
15:45 to 16:45	696	6	1	703	201	5	1	207	733	13	1	747	130	2	1	133	1,790
16:00 to 17:00	767	4	2	773	210	7	1	218	729	14	0	743	134	2	0	136	1,870
16:15 to 17:15	785	2	2	789	230	6	0	236	746	12	0	758	139	1	0	140	1,923
16:30 to 17:30	842	3	2	847	243	5	0	248	738	10	0	748	136	1	0	137	1,980
16:45 to 17:45	859	7	1	867	226	3	0	229	746	6	0	752	149	1	0	150	1,998
17:00 to 18:00	864	8	0	872	239	2	0	241	770	4	0	774	144	1	0	145	2,032
17:15 to 18:15	858	10	0	868	242	3	0	245	747	4	0	751	131	1	0	132	1,996
17:30 to 18:30	808	9	0	817	233	4	0	237	767	6	0	773	117	2	0	119	1,946
17:45 to 18:45	752	4	0	756	246	6	0	252	703	6	0	709	105	2	0	107	1,824
18:00 to 19:00	679	3	0	682	205	4	0	209	660	4	1	665	96	2	0	98	1,654
PM Totals	2,942	21	4	2,967	883	21	1	905	2,821	35	9	2,865	545	6	2	553	7,290

Job No. : N2681
 Client : Positive Traffic
 Suburb : Thomas Street
 Location : 1. Thomas St / Macarthur St

Day/Date : Tuesday, 20th September 2016
 Weather : Fine
 Description : Classified Intersection Count
 : Intersection Diagram

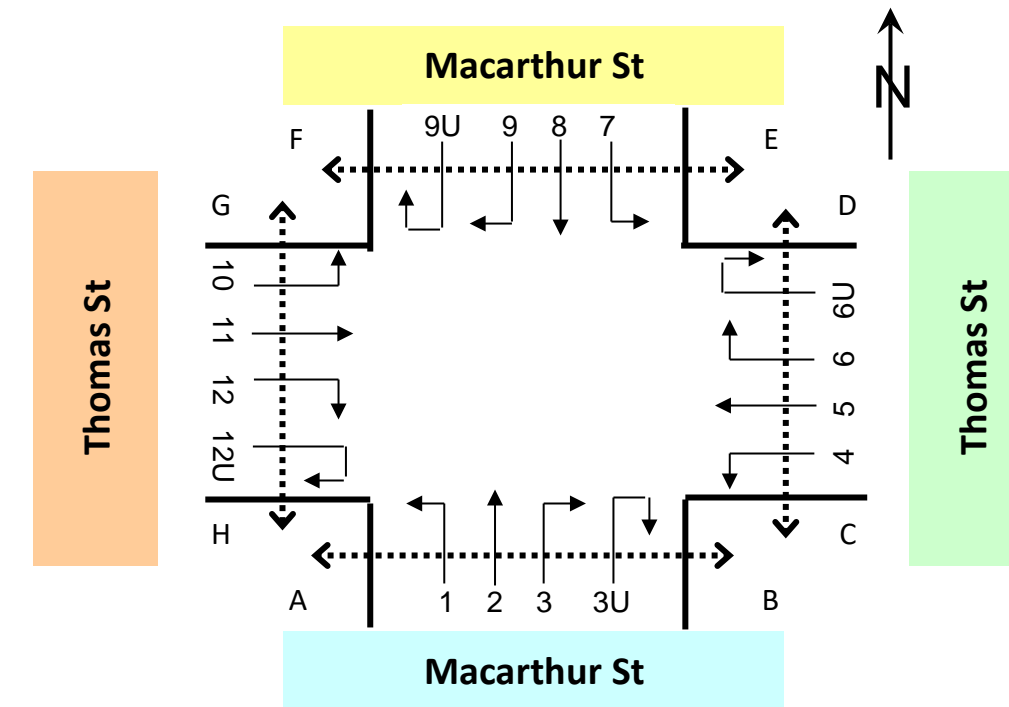


Hour Starting: AM Totals
 Vehicle Type: All Vehicles



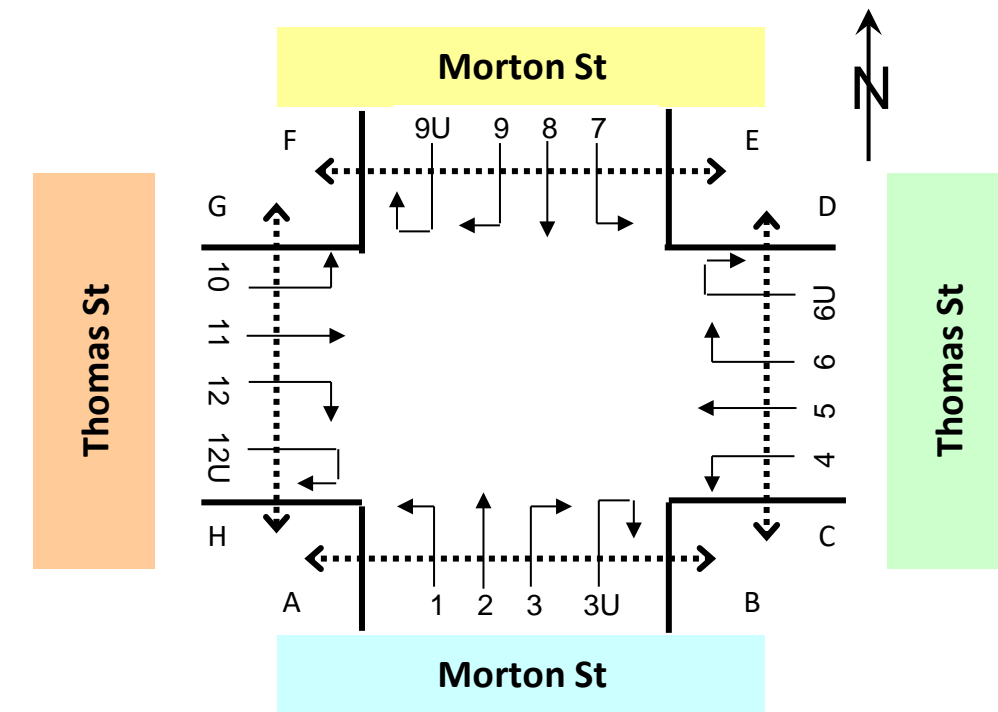
Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 1. Thomas St / Macarthur St

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
: Pedestrian Data



Direction	Pedestrians							
	A	B	C	D	E	F	G	H
6:00 to 6:15	0	0	0	0	2	1	0	1
6:15 to 6:30	4	0	0	0	0	1	0	1
6:30 to 6:45	3	0	2	0	0	4	0	1
6:45 to 7:00	0	1	1	0	0	3	0	0
7:00 to 7:15	2	0	3	4	1	4	1	2
7:15 to 7:30	4	0	1	1	0	0	0	1
7:30 to 7:45	2	0	1	0	0	7	0	3
7:45 to 8:00	4	3	1	1	1	7	1	2
8:00 to 8:15	6	0	1	0	2	2	2	5
8:15 to 8:30	3	0	1	0	2	7	0	3
8:30 to 8:45	14	1	0	0	2	14	3	4
8:45 to 9:00	14	1	6	0	0	9	1	0
9:00 to 9:15	2	0	1	4	3	4	0	2
9:15 to 9:30	2	0	2	0	4	3	0	1
9:30 to 9:45	1	0	0	0	2	3	0	2
9:45 to 10:00	1	2	3	0	0	2	1	3
AM Totals	62	8	23	10	19	71	9	31
15:00 to 15:15	0	2	0	1	10	0	1	0
15:15 to 15:30	1	26	1	5	15	2	14	0
15:30 to 15:45	0	0	11	6	2	0	0	1
15:45 to 16:00	1	2	4	1	2	1	3	3
16:00 to 16:15	0	2	1	4	5	3	1	0
16:15 to 16:30	1	8	2	1	8	1	1	1
16:30 to 16:45	0	3	2	1	5	1	1	0
16:45 to 17:00	1	3	2	2	10	1	5	0
17:00 to 17:15	1	1	0	3	6	0	2	1
17:15 to 17:30	3	7	0	2	7	7	3	6
17:30 to 17:45	4	7	0	0	11	5	3	1
17:45 to 18:00	0	2	0	1	5	4	3	2
18:00 to 18:15	1	0	0	2	3	4	0	0
18:15 to 18:30	1	3	2	1	4	0	2	0
18:30 to 18:45	0	0	0	0	2	0	2	0
18:45 to 19:00	0	1	1	0	0	1	0	0
PM Totals	14	67	26	30	95	30	41	15

Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 2. Thomas St / Morton St
Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data



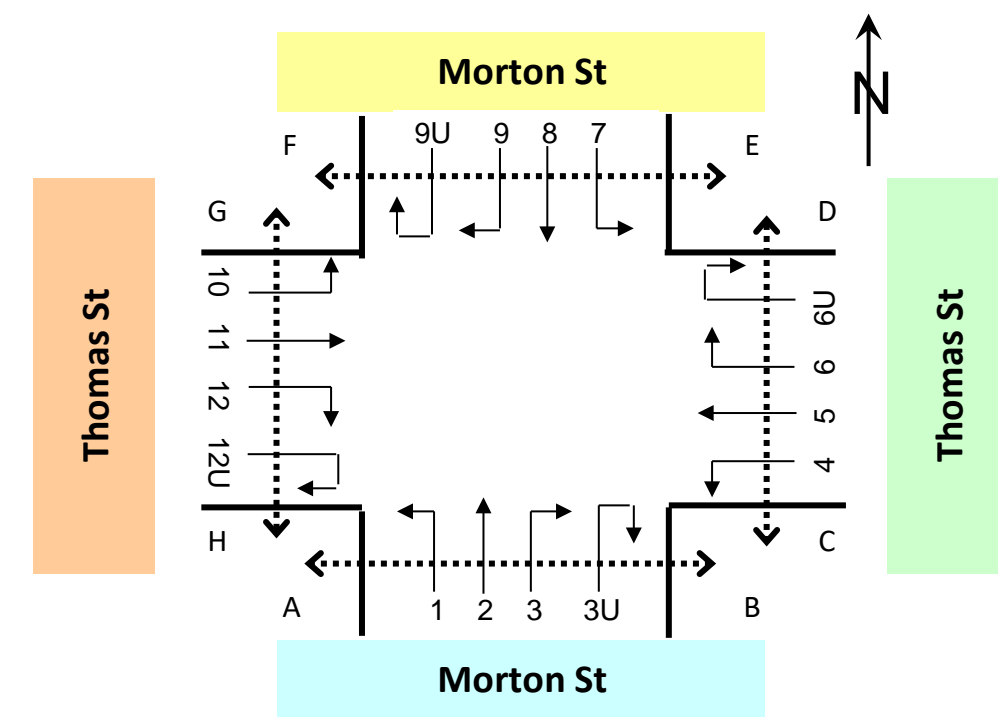
Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses

Approach	Morton St																Thomas St															
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 6:15	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	5	0	0	5	0	0	0	0	0	0	0		
6:15 to 6:30	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	8	0	0	8	14	0	0	14	4	0	0	4	0	0	0		
6:30 to 6:45	12	0	0	12	4	0	0	4	6	1	0	7	1	0	0	12	1	0	13	15	0	0	15	2	0	0	2	1	0	0		
6:45 to 7:00	8	1	0	9	1	0	0	1	1	0	0	1	0	0	0	7	4	0	11	23	1	0	24	3	0	0	3	0	0	0		
7:00 to 7:15	11	0	0	11	0	0	0	0	4	1	0	5	1	0	0	6	5	0	11	22	1	0	23	2	0	0	2	0	0	0		
7:15 to 7:30	8	1	0	9	0	0	0	0	4	0	0	4	0	0	0	2	2	0	4	23	0	0	23	1	0	0	1	0	0	0		
7:30 to 7:45	5	2	0	7	0	0	0	0	0	2	1	0	3	0	0	0	2	1	0	3	22	0	0	22	1	0	0	1	2	0	0	
7:45 to 8:00	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	22	0	0	22	1	0	0	1	0	0	0		
8:00 to 8:15	14	0	0	14	0	0	0	0	2	0	0	2	0	0	0	0	2	0	2	30	0	0	30	1	0	0	1	0	0	0		
8:15 to 8:30	9	1	0	10	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	40	1	0	41	2	0	0	2	0	0	0		
8:30 to 8:45	9	1	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31	0	0	31	1	0	0	1	0	0	0		
8:45 to 9:00	7	1	0	8	0	1	0	1	0	0	0	0	0	0	0	2	0	0	2	31	1	0	32	1	0	0	1	0	0	0		
9:00 to 9:15	5	0	0	5	0	0	0	0	1	1	0	2	0	0	0	2	0	0	2	25	0	0	25	0	0	0	0	0	0	0		
9:15 to 9:30	10	0	0	10	0	0	0	0	1	1	0	2	0	0	0	1	0	0	1	21	1	0	22	4	0	0	4	0	0	0		
9:30 to 9:45	5	0	0	5	1	0	0	1	4	0	0	4	0	0	0	1	0	0	1	25	0	0	25	0	0	0	0	0	0	0		
9:45 to 10:00	8	3	0	11	1	0	0	1	0	0	0	0	0	0	0	3	0	0	3	13	2	0	15	0	0	0	0	0	0	0		
AM Totals	133	10	0	143	8	1	0	9	26	6	0	32	2	0	0	2	54	17	0	71	362	7	0	369	23	0	0	23	3	0	0	3
15:00 to 15:15	15	3	0	18	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	24	1	0	25	2	0	0	2	0	0	0		
15:15 to 15:30	11	3	0	14	0	0	0	0	2	0	0	2	0	0	0	2	1	0	3	28	0	0	28	1	0	0	1	0	0	0		
15:30 to 15:45	19	1	0	20	1	0	0	1	4	0	0	4	0	0	0	1	0	0	1	25	0	0	25	4	0	0	4	1	0	0		
15:45 to 16:00	10	0	0	10	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	31	1	0	32	3	1	0	4	0	0	0		
16:00 to 16:15	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	26	0	0	26	1	0	0	1	0	0	0		
16:15 to 16:30	6	1	0	7	1	0	0	1	0	0	0	0	0	1	0	1	1	0	2	18	0	0	18	1	0	0	1	0	0	0		
16:30 to 16:45	12	1	0	13	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	27	0	0	27	2	0	0	2	0	0	0		
16:45 to 17:00	11	2	0	13	0	0	0	0	2	0	0	2	1	0	0	1	1	0	0	1	23	1	0	24	3	0	0	3	0	0	0	
17:00 to 17:15	15	0	0	15	0	0	0	0	0	2	0	0	2	0	1	0	1	1	0	0	41	0	0	41	5	0	0	5	1	0	0	
17:15 to 17:30	13	0	0	13	0	0	0	0	4	0	0	4	0	1	0	1	2	0	0	2	27	0	0	27	2	0	0	2	0	0	0	
17:30 to 17:45	6	0	0	6	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0	18	0	0	18	2	0	0	2	0	0	0		
17:45 to 18:00	12	3	0	15	0	0	0	0	4	1	0	5	0	0	0	3	0	0	3	30	0	0	30	1	0	0	1	0	0	0		
18:00 to 18:15	11	0	0	11	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	39	0	0	39	7	0	0	7	0	0	0		
18:15 to 18:30	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	35	1	0	36	3	0	0	3	0	0	0		
18:30 to 18:45	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	2	0	0	2	0	0	0		
18:45 to 19:00	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	1	0	0	1	0	0	0		
PM Totals	174	16	0	190	4	0	0	4	29	2	0	31	1	3	0	4	13	3	0	16	432	4	0	436	40	1	0	41	2	0	0	2

Approach	Morton St																Thomas St												Crossing Pedestrians													
	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)													
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total	
6:00 to 6:15	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3	0	0	3	3	0	0	14	1	0	15	0	0	0	0	1	0	0	0	0	0	0	0	1		
6:15 to 6:30	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	4	0	0	4	6	0	0	6	19	0	0	19	0	0	0	0	1	0	0	0	0	0	0	1	2		
6:30 to 6:45	0	0	0	0	3	0	3	2	0	0	2	0	0	0	0	3	0	0	3	8	0	0	8	19	2	0	21	0	0	0	0	3	0	5	0	0	0	0	3	11		
6:45 to 7:00	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	6	0	0	6	5	1	0	6	11	1	0	12	0	0	0	0	1	0	5	0	0	1	0	3	10		
7:00 to 7:15	2	0	0	2	1	0	1	7	0	0	7	0	0	0	0	4	1	0	5	12	1	0	13	5	0	0	5	0	0	0	2	0	2	1	0	0	0	1	6			
7:15 to 7:30	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	3	0	0	3	7	0	0	7	5	1	0	6	0	0	0	0	2	0	3	0	0	0	1	1	7		
7:30 to 7:45	1	0	0	1	0	0	0	0	10	0	0	10	0	0	0	6	0	0	6	11	0	0	11	1	2	0	3	0	0	0	2	1	0	0	0	0	0	1	4			
7:45 to 8:00	5	0	0	5	0	0	0	0	7	0	0	7	0	0	0	7	0	0	7	9	0	0	9	7	0	0	7	0	0	0	0	3	0	1	0	1	1	0	0	6		
8:00 to 8:15	3	0	0	3	0	0	0	0	15	1	1	17	0	0	0	0	12	0	1	13	15	0	0	15	4	0	0	4	1	0	0	0	2	1	0	0	0	0	0	3		
8:15 to 8:30	1	0	0	1	0	0	0	0	13	0	0	13	0	0	0	0	3	0	0	3	17	1	0	18	3	0	0	3	0	0	0	0	1	0	1	2	0	0	1	0	5	
8:30 to 8:45	2	0	0	2	1	0	1	8	0	0	8	0	0	0	0	6	0	0	6	15	0	0	15	1	1	0	2	0	0	0	0	10	1	2	0	1	3	1	1	19		
8:45 to 9:00	1	0	0	1	0	1	1	6	0	0	6	0	0	0	0	12	0	0	12	10	0	0	10	6	1	0	7	0	0	0	0	1	1	1	4	0	1	0	0	8		
9:00 to 9:15	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	5	0	0	5	8	0	0	8	7	0	0	7	0	0	0	0	3	0	6	2	0	0	0	0	11	
9:15 to 9:30	1	0	0	1	0	0	0	0	7	1	0	8	0	0	0	0	5	0	0	5	11	0	0	11	6	1	0	7	0	0	0	0	2	2	3	0	0	0	0	0	7	
9:30 to 9:45	2	0	0	2	0	0	0	0	3	1	0	4	0	0	0	0	2	0	0	2	12	0	0	12	1	1	0	2	0	0	0	0	2	1	0	0	0	0	0	0	3	
9:45 to 10:00	1	0	0	1	2	0	0	2	8	0	0	8	0	0	0	0	5	0	0	5	7	1	0	8	2	0	0	2	0	0	0	0	1	3	0	0	0	0	3	0	0	7
AM Totals	25	0	0	25	8	1	0	9	101	3	1	105	0	0	0	0	86	1	1	88	156	4	0	160	111	11	0	122	1	0	0	0	1	37	10	29	9	2	9	3	11	110
15:00 to 15:15	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	3	0	0	3	13	1	0	14	5	0	0	5	0	0	0	0	0	0	0	0	1	1	0	0	0	2
15:15 to 15:30	1	0	0	1	1	0	0	1	5	0	0	5	0	0	0	0	5	0	0	5	20	0	0	20	6	1	0	7	0	0	0	0	1	4	0	1	1	0	0	0	0	7
15:30 to 15:45	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	10	0	0	10	13	1	0	14	7	0	0	7	0	0	0	0	0	6	0	4	0	2	3	0	0	15
15:45 to 16:00	2	0	0	2	0	0	0	0	6	0	0	6	0	0	0	0	8	0	1	9	16	0	0	16	3	0	0	3	0	0	0	0	0	2	1	4	1	0	3	0	0	11
16:00 to 16:15	2	0	0	2	0	1	0	1	6	0	1	7	0	0	0	0	5	0	0	5	17	0	0	17	8	0	0	8	0	0	0	0	1	4	0	0	0	0	0	0	1	6
16:15 to 16:30	4	0	0	4	0	0	0	0	11	0	0	11	0	0	0	0	9	0	0	9	12	0	0	12	5	0	0	5	0	0	0	0	2	6	1	1	0	0	0	0	10	
16:30 to 16:45	1	0	0	1	0	0	0	0	10	0	0	10	0	0	0	0	6	0	0	6	17	0	0	17	6	0	0	6	0	0	0	0	3	4	0	2	2	0	0	0	0	11
16:45 to 17:00	3	0	0	3	0	0	0	0	9	0	0	9	0	0	0	0	9	0	0	9	11	0	0	11	11	0	0	11	0	0	0	0	0	3	0	3	1	0	0	0	0	7
17:00 to 17:15	2	0	0	2	0	0	0	0	6	0	0	6	0	0	0	0	5	0	0	5	16	0	0	16	6	0	0	6	0	0	0	0	2	0	1	1	1	0	0	0	0	5
17:15 to 17:30	4	0	0	4	0	0	0	0	10	0	0	10	0	0	0	0	4	0	0	4	17	0	0	17	8	0	0	8	0	0	0	0	1	3	0	1	0	1	1	0	0	7
17:30 to 17:45	2	1	0	3	1	0	0	1	10	0	0	10	0	0	0	0	9	0	0	9	17	0	0	17	7	0	0	7	0	0	0	0	2	5	0	0	0	0	0	2	0	9
17:45 to 18:00	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	12	0	0	12	15	0	0	15	13	0	0	13	0	0	0	0	0	5	0	2	0	0	0	0	0	7
18:00 to 18:15	3	0	0	3	0	0	0	0	8	0	0	8	0	0	0	0	11	0	0	11	17	0	0	17	7	0	0	7	0	0	0	0	0	3	1	1	0	1	0	1	0	7
18:15 to 18:30	3	0	0	3	0	0	0	0	6	0	0	6	0	0	0	0	5	0	0	5	12	0	0	12	9	0	0	9	0	0	0	0	0	1	0	0	0	0	0	0	0	2
18:30 to 18:45	1	0	0	1	0	0	0	0	12	0	0	12	0	0	0	0	9	0	0	9	7	0	0	7	5	0	0	5	0	0	0	0	1	0	0	0	0	0	0	0	1	
18:45 to 19:00	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	3	0	0	3	20	0	0	20	12	0	0	12	0	0	0	0	1	2	0	0	1	0	0	0	0	4
PM Totals	30	1	0	31	2	1	0	3	131	0	1	132	0	0	0	0	113	0	1	114	240	2	0	242	118	1	0	119	0	0	0	0	14	48	4	20	8	5	9	3	111	

Job No. : N2681
 Client : Positive Traffic
 Suburb : Thomas Street
 Location : 2. Thomas St / Morton St

Day/Date : Tuesday, 20th September 2016
 Weather : Fine
 Description : Classified Intersection Count
 : Hourly Summary

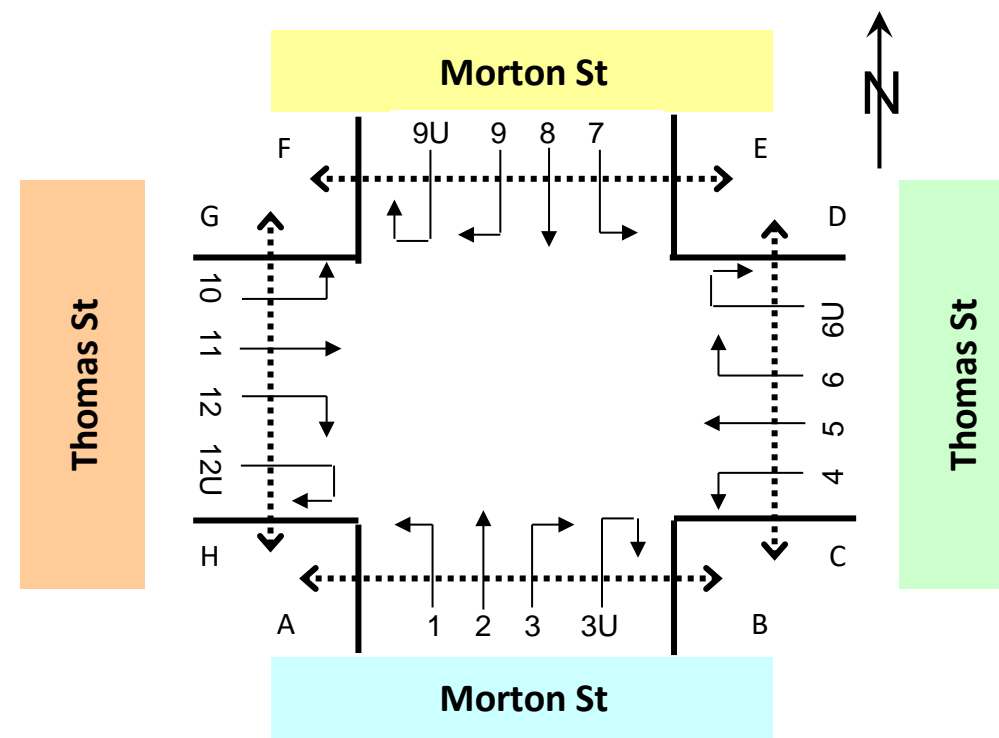


Approach	Morton St												Thomas St																							
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3 (Right Turn)				Direction 3U (U Turn)				Direction 4 (Left Turn)				Direction 5 (Through)				Direction 6 (Right Turn)				Direction 6U (U Turn)							
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 7:00	29	1	0	30	5	0	0	5	8	1	0	9	1	0	0	1	33	6	0	39	57	1	0	58	9	0	0	9	1	0	0	1				
6:15 to 7:15	34	1	0	35	5	0	0	5	12	2	0	14	2	0	0	2	33	10	0	43	74	2	0	76	11	0	0	11	1	0	0	1				
6:30 to 7:30	39	2	0	41	5	0	0	5	15	2	0	17	2	0	0	2	27	12	0	39	83	2	0	85	8	0	0	8	1	0	0	1				
6:45 to 7:45	32	4	0	36	1	0	0	1	11	2	0	13	1	0	0	1	17	12	0	29	90	2	0	92	7	0	0	7	2	0	0	2				
7:00 to 8:00	37	3	0	40	0	0	0	0	10	2	0	12	1	0	0	1	12	9	0	21	89	1	0	90	5	0	0	5	2	0	0	2				
7:15 to 8:15	40	3	0	43	0	0	0	0	8	1	0	9	0	0	0	0	6	6	0	12	97	0	0	97	4	0	0	4	2	0	0	2				
7:30 to 8:30	41	3	0	44	0	0	0	0	4	2	0	6	0	0	0	0	4	4	0	8	114	1	0	115	5	0	0	5	2	0	0	2				
7:45 to 8:45	45	2	0	47	1	0	0	1	2	1	0	3	0	0	0	0	2	3	0	5	123	1	0	124	5	0	0	5	0	0	0	0				
8:00 to 9:00	39	3	0	42	1	1	0	2	2	1	0	3	0	0	0	0	2	2	0	4	132	2	0	134	5	0	0	5	0	0	0	0				
8:15 to 9:15	30	3	0	33	1	1	0	2	1	2	0	3	0	0	0	0	4	0	0	4	127	2	0	129	4	0	0	4	0	0	0	0				
8:30 to 9:30	31	2	0	33	1	1	0	2	2	2	0	4	0	0	0	0	5	0	0	5	108	2	0	110	6	0	0	6	0	0	0	0				
8:45 to 9:45	27	1	0	28	1	1	0	2	6	2	0	8	0	0	0	0	6	0	0	6	102	2	0	104	5	0	0	5	0	0	0	0				
9:00 to 10:00	28	3	0	31	2	0	0	2	6	2	0	8	0	0	0	0	7	0	0	7	84	3	0	87	4	0	0	4	0	0	0	0				
AM Totals	133	10	0	143	8	1	0	9	26	6	0	32	2	0	0	2	54	17	0	71	362	7	0	369	23	0	0	23	3	0	0	3				
15:00 to 16:00	55	7	0	62	1	0	0	1	13	0	0	13	0	0	0	0	3	1	0	4	108	2	0	110	10	1	0	11	1	0	0	1				
15:15 to 16:15	45	5	0	50	1	0	0	1	7	0	0	7	0	0	0	0	3	2	0	5	110	1	0	111	9	1	0	10	1	0	0	1				
15:30 to 16:30	40	3	0	43	2	0	0	2	5	0	0	5	0	1	0	1	2	2	0	4	100	1	0	101	9	1	0	10	1	0	0	1				
15:45 to 16:45	33	3	0	36	1	0	0	1	2	1	0	3	0	1	0	1	1	2	0	3	102	1	0	103	7	1	0	8	0	0	0	0				
16:00 to 17:00	34	5	0	39	1	0	0	1	3	1	0	4	1	1	0	2	2	2	0	4	94	1	0	95	7	0	0	7	0	0	0	0				
16:15 to 17:15	44	4	0	48	1	0	0	1	5	1	0	6	1	2	0	3	3	1	0	4	109	1	0	110	11	0	0	11	1	0	0	1				
16:30 to 17:30	51	3	0	54	0	0	0	0	9	1	0	10	1	2	0	3	4	0	0	4	118	1	0	119	12	0	0	12	1	0	0	1				
16:45 to 17:45	45	2	0	47	1	0	0	1	11	0	0	11	1	2	0	3	4	0	0	4	109	1	0	110	12	0	0	12	1	0	0	1				
17:00 to 18:00	46	3	0	49	1	0	0	1	13	1	0	14	0	2	0	2	6	0	0	6	116	0	0	116	10	0	0	10	1	0	0	1				
17:15 to 18:15	42	3	0	45	2	0	0	2	11	1	0	12	0	1	0	1	6	0	0	6	114	0	0	114	12	0	0	12	0	0	0	0				
17:30 to 18:30	39	3	0	42	2	0	0	2	7	1	0	8	0	0	0	0	5	0	0	5	122	1	0	123	13	0	0	13	0	0	0	0				
17:45 to 18:45	43	4	0	47	1	0	0	1	4	1	0	5	0	0	0	0	5	0	0	5	127	1	0	128	13	0	0	13	0	0	0	0				
18:00 to 19:00	39	1	0	40	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	114	1	0	115	13	0	0	13	0	0	0	0				
PM Totals	174	16	0	190	4	0	0	4	29	2	0	31	1	3	0	4	13	3	0	16	432	4	0	436	40	1	0	41	2	0	0	2				

Approach	Morton St												Thomas St												Crossing Pedestrians																	
	Direction 7 (Left Turn)				Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 11 (Through)				Direction 12 (Right Turn)				Direction 12U (U Turn)				A	B	C	D	E	F	G	H	Total	
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	C	D	E	F	G	H	Total	
6:00 to 7:00	3	0	0	3	4	0	0	4	7	0	0	7	0	0	0	0	16	0	0	16	22	1	0	23	63	4	0	67	0	0	0	0	6	0	10	0	0	1	0	7	7	24
6:15 to 7:15	5	0	0	5	5	0	0	5	11	0	0	11	0	0	0	0	17	1	0	18	31	2	0	33	54	3	0	57	0	0	0	0	7	0	12	1	0	1	0	8	8	29
6:30 to 7:30	8	0	0	8	4	0	0	4	12	0	0	12	0	0	0	0	16	1	0	17	32	2	0	34	40	4	0	44	0	0	0	0	8	0	15	1	0	1	1	8	8	34
6:45 to 7:45	9	0	0	9	1	0	0	1	20	0	0	20	0	0	0	0	19	1	0	20	35	2	0	37	22	4	0	26	0	0	0	0	7	1	10	1	0	1	1	6	6	27
7:00 to 8:00	11	0	0	11	1	0	0	1	26	0	0	26	0	0	0	0	20	1	0	21	39	1	0	40	18	3	0	21	0	0	0	0	9	1	6	1	1	1	1	3	3	23
7:15 to 8:15	12	0	0	12	0	0	0	0	34	1	1	36	0	0	0	0	28	0	1	29	42	0	0	42	17	3	0	20	1	0	0	0	1	9	2	4	0	1	1	2	2	20
7:30 to 8:30	10	0	0	10	0	0	0	0	45	1	1	47	0	0	0	0	28	0	1	29	52	1	0	53	15	2	0	17	1	1	0	0	1	8	2	2	2	1	1	1	1	18
7:45 to 8:45	11	0	0	11	1	0	0	1	43	1	1	45	0	0	0	0	28	0	1	29	56	1	0	57	15	1	0	16	1	0	0	0	1	16	2	4	2	2	4	2	1	33
8:00 to 9:00	7	0	0	7	1	1	0	2	42	1	1	44	0	0	0	0	33	0	1	34	57	1	0	58	14	2	0	16	1	0	0	0	1	14	3	4	6	1	4	2	1	35
8:15 to 9:15	4	0	0	4	1	1	0	2	35	0	0	35	0	0	0	0	26	0	0	26	50	1	0	51	17	2	0	19	0	0	0	0	0	15	2	10	8	1	4	2	1	43
8:30 to 9:30	4	0	0	4	1	1	0	2	29	1	0	30	0	0	0	0	28	0	0	28	44	0	0	44	20	3	0	23	0	0	0	0	0	16	4	12	6	1	4	1	1	45
8:45 to 9:45	4	0	0	4	0	1	0	1	24	2	0	26	0	0	0	0	24	0	0	24	41	0	0	41	20	3	0	23	0	0	0	0	0	8	4	10	6	0	1	0	0	29
9:00 to 10:00	4	0	0	4	2	0	0	2	26	2	0	28	0	0	0	0	17	0	0	17	38	1	0	39	16	2	0	18	0	0	0	0	0	8	6	9	2	0	3	0	0	28
AM Totals	25	0	0	25	8	1	0	9	101	3	1	105	0	0	0	0	86	1	1	88	156	4	0	160	111	11	0	122	1	0	0	0	37	10	29	9	2	9	3	11	11	110
15:00 to 16:00	5	0	0	5	1	0	0	1	23	0	0	23	0	0	0	0	26	0	1	27	62	2	0	64	21	1	0	22	0	0	0	0	1	12	1	9	3	3	6	0	0	35
15:15 to 16:15	5	0	0	5	1	1	0	2	22	0	1	23	0	0	0	0	28	0	1	29	66	1	0	67	24	1	0	25	0	0	0	0	2	16	1	9	2	2	6	1	1	39
15:30 to 16:30	8	0	0	8	0	1	0	1	28	0	1	29	0	0	0	0	32	0	1	33	58	1	0	59	23	0	0	23	0	0	0	0	3	18	2	9	1	2	6	1	1	42
15:45 to 16:45	9	0	0	9	0	1	0	1	33	0	1	34	0	0	0	0	28	0	1	29	62	0	0	62	22	0	0	22	0	0	0	0	6	16	2	7	3	0	3	1	1	38
16:00 to 17:00	10	0	0	10	0	1	0	1	36	0	1	37	0	0	0	0	29	0	0	29	57	0	0	57	30	0	0	30	0	0	0	0	6	17	1	6	3	0	0	1	1	34
16:15 to 17:15	10	0	0	10	0	0	0	0	36	0	0	36	0	0	0	0	29	0	0	29	56	0	0	56	28	0	0	28	0	0	0	0	7	13	2	7	4	0	0	0	0	33
16:30 to 17:30	10	0	0	10	0	0	0	0	35	0	0	35	0	0	0	0	24	0	0	24	61	0	0	61	31	0	0	31	0	0	0	0	6	10	1	7	4	1	1	0	0	30
16:45 to 17:45	11	1	0	12	1	0	0	1	35	0	0	35	0	0	0	0	27	0	0	27	61	0	0	61	32	0	0	32	0	0	0	0	5	11	1	5	2	1	3	0	0	28
17:00 to 18:00	8	1	0	9	1	0	0	1	37	0	0	37	0	0	0	0	30	0	0	30	65	0	0	65	34	0	0	34	0	0	0	0	5	13	1	4	1	1	3	0	0	28
17:15 to 18:15	9	1	0	10	1	0	0	1	39	0	0	39	0	0	0	0	36	0	0	36	66	0	0	66	35	0	0	35	0	0	0	0	3	16	1	4	0	2	3	1	1	30
17:30 to 18:30	8	1	0	9	1	0	0	1	35	0	0	35	0	0	0	0	37	0	0	37	61	0	0	61	36	0	0	36	0	0	0	0	2	14	1	3	0	1	2	2	2	25
17:45 to 18:45	7	0	0	7	0	0	0	0	37	0	0	37	0	0	0	0	37	0	0	37	51	0	0	51	34	0	0	34	0	0	0	0	1	9	1	3	0	1	0	2	2	17
18:00 to 19:00	7	0	0	7	0	0	0	0	35	0	0	35	0	0	0	0	28	0	0	28	56	0	0	56	33	0	0	33	0	0	0	0	2	6	1	1	1	1	0	2	2	14
PM Totals	30	1	0	31	2	1	0	3	131	0	1	132	0	0	0	0	113	0	1	114	240	2	0	242	118	1	0	119	0	0	0	0	14	48	4	20	8	5	9	3	3	111

Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 2. Thomas St / Morton St

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Morton St				Thomas St				Morton St				Thomas St				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 8:00 to 9:00	42	5	0	47	139	4	0	143	50	2	1	53	105	3	1	109	352
PM 17:15 to 18:15	55	5	0	60	132	0	0	132	49	1	0	50	137	0	0	137	379

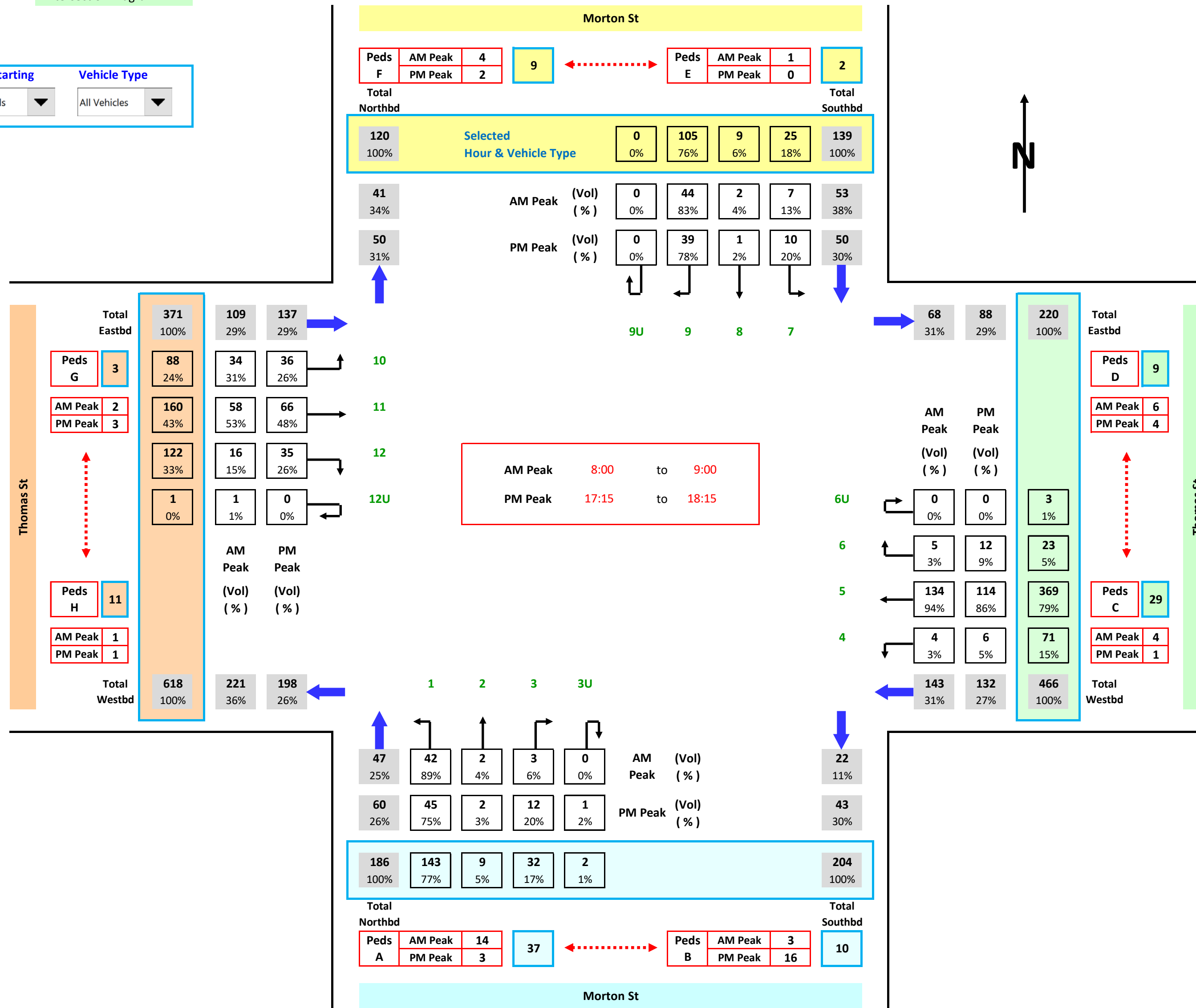
Approach	Morton St				Thomas St				Morton St				Thomas St				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00	43	2	0	45	100	7	0	107	14	0	0	14	101	5	0	106	272
6:15 to 7:15	53	3	0	56	119	12	0	131	21	0	0	21	102	6	0	108	316
6:30 to 7:30	61	4	0	65	119	14	0	133	24	0	0	24	88	7	0	95	317
6:45 to 7:45	45	6	0	51	116	14	0	130	30	0	0	30	76	7	0	83	294
7:00 to 8:00	48	5	0	53	108	10	0	118	38	0	0	38	77	5	0	82	291
7:15 to 8:15	48	4	0	52	109	6	0	115	46	1	1	48	88	3	1	92	307
7:30 to 8:30	45	5	0	50	125	5	0	130	55	1	1	57	96	3	1	100	337
7:45 to 8:45	48	3	0	51	130	4	0	134	55	1	1	57	100	2	1	103	345
8:00 to 9:00	42	5	0	47	139	4	0	143	50	2	1	53	105	3	1	109	352
8:15 to 9:15	32	6	0	38	135	2	0	137	40	1	0	41	93	3	0	96	312
8:30 to 9:30	34	5	0	39	119	2	0	121	34	2	0	36	92	3	0	95	291
8:45 to 9:45	34	4	0	38	113	2	0	115	28	3	0	31	85	3	0	88	272
9:00 to 10:00	36	5	0	41	95	3	0	98	32	2	0	34	71	3	0	74	247
AM Totals	169	17	0	186	442	24	0	466	134	4	1	139	354	16	1	371	1,162
15:00 to 16:00	69	7	0	76	122	4	0	126	29	0	0	29	109	3	1	113	344
15:15 to 16:15	53	5	0	58	123	4	0	127	28	1	1	30	118	2	1	121	336
15:30 to 16:30	47	4	0	51	112	4	0	116	36	1	1	38	113	1	1	115	320
15:45 to 16:45	36	5	0	41	110	4	0	114	42	1	1	44	112	0	1	113	312
16:00 to 17:00	39	7	0	46	103	3	0	106	46	1	1	48	116	0	0	116	316
16:15 to 17:15	51	7	0	58	124	2	0	126	46	0	0	46	113	0	0	113	343
16:30 to 17:30	61	6	0	67	135	1	0	136	45	0	0	45	116	0	0	116	364
16:45 to 17:45	58	4	0	62	126	1	0	127	47	1	0	48	120	0	0	120	357
17:00 to 18:00	60	6	0	66	133	0	0	133	46	1	0	47	129	0	0	129	375
17:15 to 18:15	55	5	0	60	132	0	0	132	49	1	0	50	137	0	0	137	379
17:30 to 18:30	48	4	0	52	140	1	0	141	44	1	0	45	134	0	0	134	372
17:45 to 18:45	48	5	0	53	145	1	0	146	44	0	0	44	122	0	0	122	365
18:00 to 19:00	40	1	0	41	129	1	0	130	42	0	0	42	117	0	0	117	330
PM Totals	208	21	0	229	487	8	0	495	163	2	1	166	471	3	1	475	1,365

Job No. : N2681
 Client : Positive Traffic
 Suburb : Thomas Street
 Location : 2. Thomas St / Morton St

Day/Date : Tuesday, 20th September 2016
 Weather : Fine
 Description : Classified Intersection Count
 : Intersection Diagram

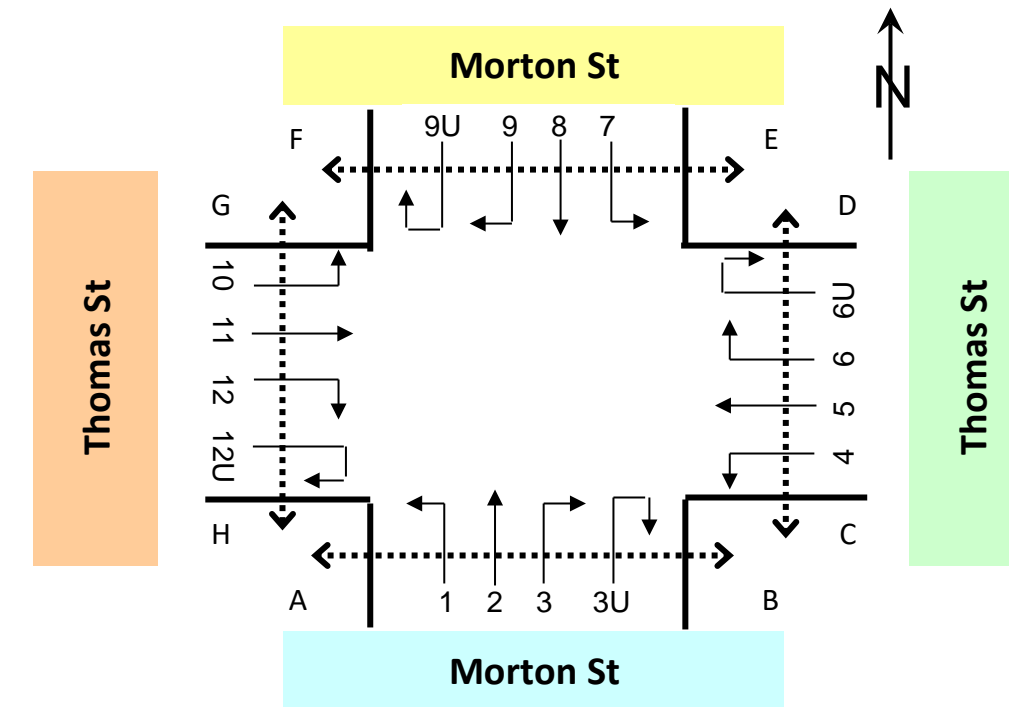


Hour Starting: AM Totals
 Vehicle Type: All Vehicles



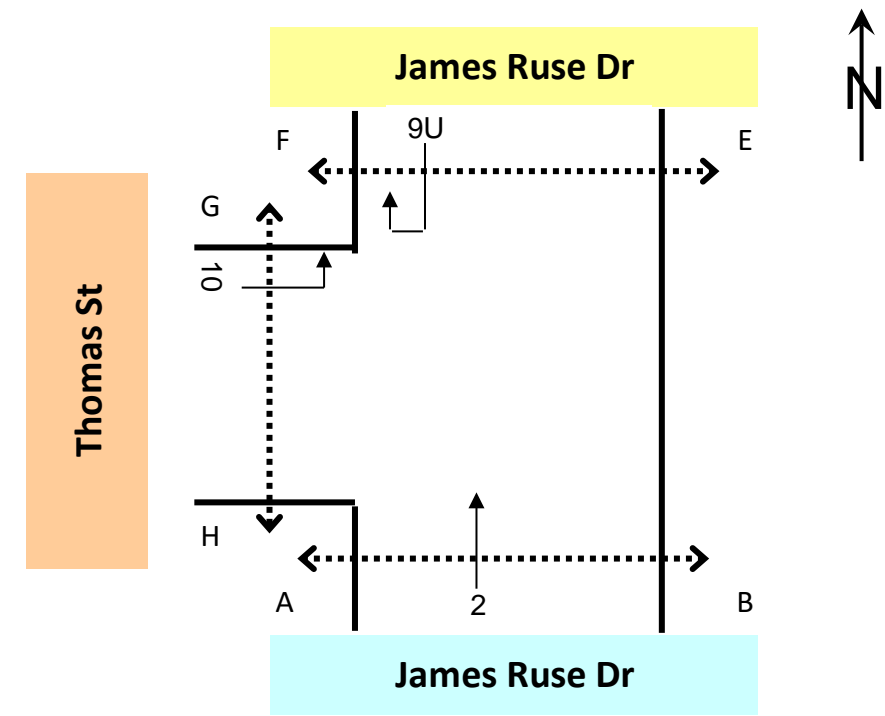
Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 2. Thomas St / Morton St

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
: Pedestrian Data



Direction	Pedestrians							
	A	B	C	D	E	F	G	H
6:00 to 6:15	1	0	0	0	0	0	0	0
6:15 to 6:30	1	0	0	0	0	0	0	1
6:30 to 6:45	3	0	5	0	0	0	0	3
6:45 to 7:00	1	0	5	0	0	1	0	3
7:00 to 7:15	2	0	2	1	0	0	0	1
7:15 to 7:30	2	0	3	0	0	0	1	1
7:30 to 7:45	2	1	0	0	0	0	0	1
7:45 to 8:00	3	0	1	0	1	1	0	0
8:00 to 8:15	2	1	0	0	0	0	0	0
8:15 to 8:30	1	0	1	2	0	0	1	0
8:30 to 8:45	10	1	2	0	1	3	1	1
8:45 to 9:00	1	1	1	4	0	1	0	0
9:00 to 9:15	3	0	6	2	0	0	0	0
9:15 to 9:30	2	2	3	0	0	0	0	0
9:30 to 9:45	2	1	0	0	0	0	0	0
9:45 to 10:00	1	3	0	0	0	3	0	0
AM Totals	37	10	29	9	2	9	3	11
15:00 to 15:15	0	0	0	0	1	1	0	0
15:15 to 15:30	1	4	0	1	1	0	0	0
15:30 to 15:45	0	6	0	4	0	2	3	0
15:45 to 16:00	0	2	1	4	1	0	3	0
16:00 to 16:15	1	4	0	0	0	0	0	1
16:15 to 16:30	2	6	1	1	0	0	0	0
16:30 to 16:45	3	4	0	2	2	0	0	0
16:45 to 17:00	0	3	0	3	1	0	0	0
17:00 to 17:15	2	0	1	1	1	0	0	0
17:15 to 17:30	1	3	0	1	0	1	1	0
17:30 to 17:45	2	5	0	0	0	0	2	0
17:45 to 18:00	0	5	0	2	0	0	0	0
18:00 to 18:15	0	3	1	1	0	1	0	1
18:15 to 18:30	0	1	0	0	0	0	0	1
18:30 to 18:45	1	0	0	0	0	0	0	0
18:45 to 19:00	1	2	0	0	1	0	0	0
PM Totals	14	48	4	20	8	5	9	3

Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 3. Thomas St / James Ruse Dr
Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
 : 15 mins Data



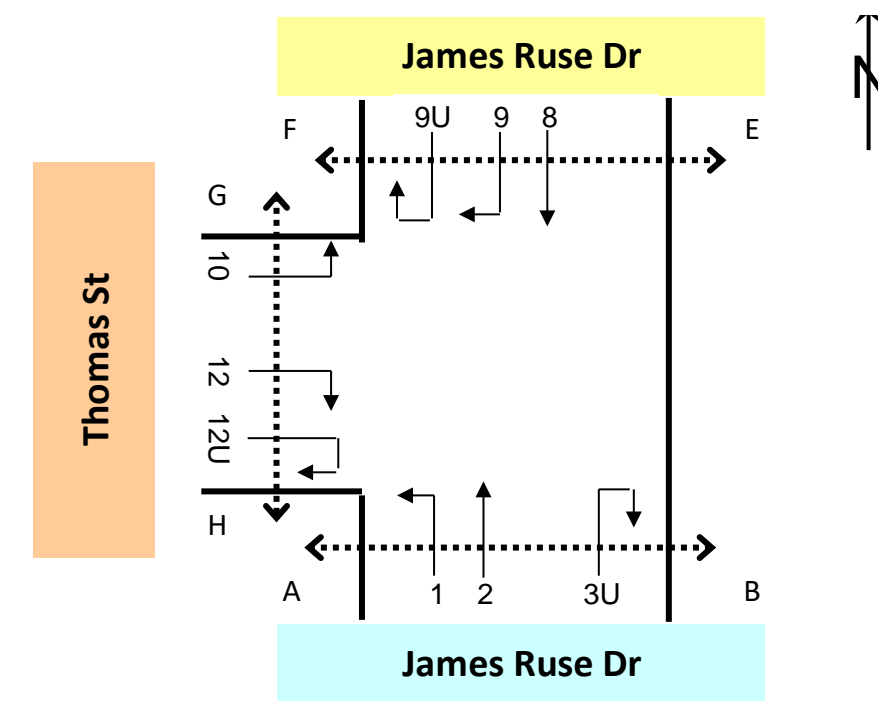
Classifications	Class 1	Class 2	Class 3
	Cars	Trucks	Buses

Approach	James Ruse Dr											
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 6:15				0	513	47	0	560				0
6:15 to 6:30				0	592	76	0	668				0
6:30 to 6:45				0	580	80	1	661				0
6:45 to 7:00				0	519	62	0	581				0
7:00 to 7:15				0	510	52	1	563				0
7:15 to 7:30				0	561	47	0	608				0
7:30 to 7:45				0	631	55	1	687				0
7:45 to 8:00				0	592	46	0	638				0
8:00 to 8:15				0	500	57	1	558				0
8:15 to 8:30				0	508	59	7	574				0
8:30 to 8:45				0	572	47	1	620				0
8:45 to 9:00				0	513	48	1	562				0
9:00 to 9:15				0	399	39	0	438				0
9:15 to 9:30				0	396	51	5	452				0
9:30 to 9:45				0	533	81	1	615				0
9:45 to 10:00				0	448	64	3	515				0
AM Totals	0	0	0	0	8,367	911	22	9,300	0	0	0	0
15:00 to 15:15				0	494	44	1	539				0
15:15 to 15:30				0	501	35	2	538				0
15:30 to 15:45				0	465	29	0	494				0
15:45 to 16:00				0	558	40	0	598				0
16:00 to 16:15				0	613	30	1	644				0
16:15 to 16:30				0	604	13	0	617				0
16:30 to 16:45				0	614	18	1	633				0
16:45 to 17:00				0	676	27	1	704				0
17:00 to 17:15				0	672	24	2	698				0
17:15 to 17:30				0	720	11	0	731				0
17:30 to 17:45				0	701	18	0	719				0
17:45 to 18:00				0	723	22	0	745				0
18:00 to 18:15				0	661	14	0	675				0
18:15 to 18:30				0	612	12	0	624				0
18:30 to 18:45				0	577	11	0	588				0
18:45 to 19:00				0	473	16	1	490				0
PM Totals	0	0	0	0	9,664	364	9	10,037	0	0	0	0

Approach	James Ruse Dr												Thomas St								Crossing Pedestrians										
	Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 12 (Right Turn)				Direction 12U (U Turn)				A	B	E	F	G	H	Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	E	F	G	H	Total
6:00 to 6:15				0				0	0	0	0	0	4	0	0	4				0	0	0	0	0	0	0	0	1	0	1	
6:15 to 6:30				0				0	0	0	0	0	11	0	0	11				0	0	0	0	0	0	0	0	0	1	1	
6:30 to 6:45				0				0	0	0	0	0	7	1	0	8				0	0	0	0	0	0	0	0	0	0	0	
6:45 to 7:00				0				0	0	0	0	0	15	0	0	15				0	0	0	0	0	0	0	0	0	0	0	
7:00 to 7:15				0				0	0	0	0	0	14	1	0	15				0	0	0	0	0	0	0	0	0	0	0	
7:15 to 7:30				0				0	0	0	0	0	16	0	0	16				0	0	0	0	0	0	0	0	0	0	0	
7:30 to 7:45				0				0	0	0	0	0	12	1	0	13				0	0	0	0	0	0	0	0	0	0	0	
7:45 to 8:00				0				0	0	0	0	0	11	0	0	11				0	0	0	0	0	0	0	0	0	0	0	
8:00 to 8:15				0				0	0	0	0	0	18	0	0	18				0	0	0	0	0	0	0	0	0	0	0	
8:15 to 8:30				0				0	0	0	0	0	14	2	0	16				0	0	0	0	0	0	0	0	0	0	0	
8:30 to 8:45				0				0	0	0	0	0	15	1	0	16				0	0	0	0	0	0	0	0	0	0	0	
8:45 to 9:00				0				0	0	0	0	0	11	0	0	11				0	0	0	0	0	0	0	0	0	0	0	
9:00 to 9:15				0				0	0	0	0	0	6	0	0	6				0	0	0	0	0	0	0	0	0	0	0	
9:15 to 9:30				0				0	0	0	0	0	3	2	0	5				0	0	0	0	0	0	0	0	0	0	0	
9:30 to 9:45				0				0	0	0	0	0	8	0	0	8				0	0	0	0	0	0	0	2	2	2	2	
9:45 to 10:00				0				0	0	0	0	0	4	1	0	5				0	0	0	0	0	0	0	0	0	0	0	
AM Totals	0	0	0	0	0	0	0	0	0	0	0	0	169	9	0	178	0	0	0	0	0	0	0	0	0	0	1	3	4		
15:00 to 15:15				0				0	0	0	0	0	16	1	0	17				0	0	0	0	0	0	0	0	0	0	0	
15:15 to 15:30				0				0	0	0	0	0	16	0	0	16				0	0	0	0	0	0	0	0	0	0	0	
15:30 to 15:45				0				0	0	0	0	0	7	1	0	8				0	0	0	0	0	0	0	1	1	1	1	
15:45 to 16:00				0				0	0	0	0	0	6	0	0	6				0	0	0	0	0	0	0	0	0	0	0	
16:00 to 16:15				0				0	0	0	0	0	13	0	0	13				0	0	0	0	0	0	0	0	0	0	0	
16:15 to 16:30				0				0	0	0	0	0	12	0	0	12				0	0	0	0	0	0	0	0	0	0	0	
16:30 to 16:45				0				0	0	0	0	0	15	1	0	16				0	0	0	0	0	0	0	0	0	0	0	
16:45 to 17:00				0				0	0	0	0	0	9	0	0	9				0	0	0	0	0	0	0	0	0	0	0	
17:00 to 17:15				0				0	0	0	0	0	14	0	0	14				0	0	0	0	0	0	0	0	0	0	0	
17:15 to 17:30				0				0	0	0	0	0	22	0	0	22				0	0	0	0	0	0	0	0	0	0	0	
17:30 to 17:45				0				0	0	0	0	0	16	0	0	16				0	0	0	0	0	0	0	0	0	0	0	
17:45 to 18:00				0				0	0	0	0	0	14	1	0	15				0	0	0	0	0	0	0	0	0	0	0	
18:00 to 18:15				0				0	0	0	0	0	11	0	0	11				0	0	0	0	0	0	0	0	0	0	0	
18:15 to 18:30				0				0	0	0	0	0	7	0	0	7				0	0	0	0	0	0	0	0	0	0	0	
18:30 to 18:45				0				0	0	0	0	0	6	0	0	6				0	0	0	0	0	0	0	0	0	0	0	
18:45 to 19:00				0				0	0	0	0	0	9	0	0	9				0	0	0	0	0	0	0	0	0	0	0	
PM Totals	0	0	0	0	0	0	0	0	0	0	0	0	193	4	0	197	0	0	0	0	0	0	0	0	0	1	0	1	1		

Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 3. Thomas St / James Ruse Dr

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

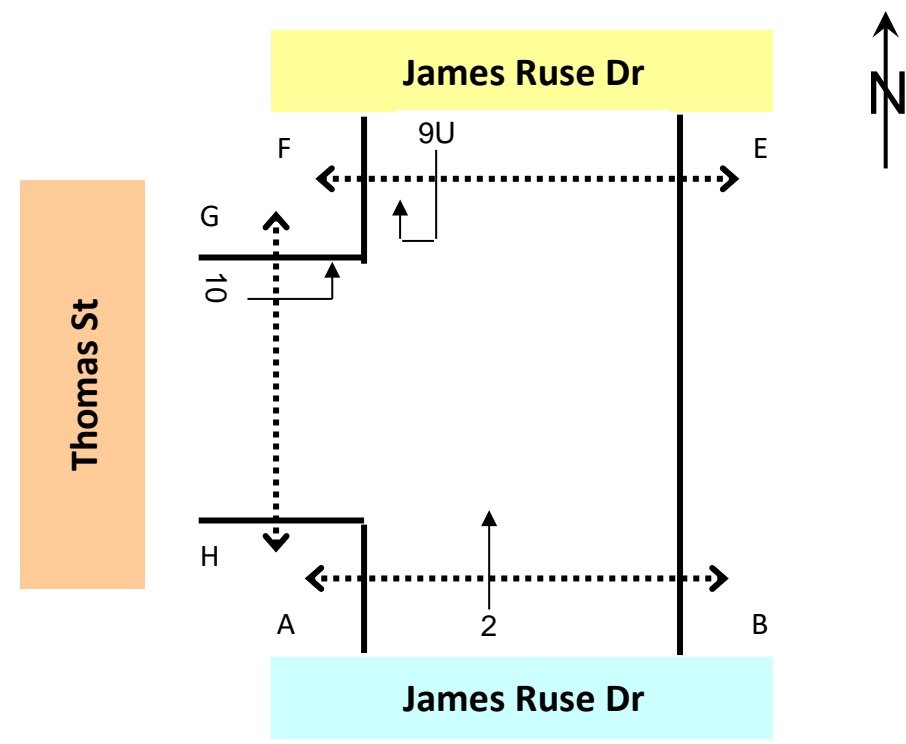


Approach	James Ruse Dr											
	Direction 1 (Left Turn)				Direction 2 (Through)				Direction 3U (U Turn)			
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total
6:00 to 7:00	0	0	0	0	2,204	265	1	2,470	0	0	0	0
6:15 to 7:15	0	0	0	0	2,201	270	2	2,473	0	0	0	0
6:30 to 7:30	0	0	0	0	2,170	241	2	2,413	0	0	0	0
6:45 to 7:45	0	0	0	0	2,221	216	2	2,439	0	0	0	0
7:00 to 8:00	0	0	0	0	2,294	200	2	2,496	0	0	0	0
7:15 to 8:15	0	0	0	0	2,284	205	2	2,491	0	0	0	0
7:30 to 8:30	0	0	0	0	2,231	217	9	2,457	0	0	0	0
7:45 to 8:45	0	0	0	0	2,172	209	9	2,390	0	0	0	0
8:00 to 9:00	0	0	0	0	2,093	211	10	2,314	0	0	0	0
8:15 to 9:15	0	0	0	0	1,992	193	9	2,194	0	0	0	0
8:30 to 9:30	0	0	0	0	1,880	185	7	2,072	0	0	0	0
8:45 to 9:45	0	0	0	0	1,841	219	7	2,067	0	0	0	0
9:00 to 10:00	0	0	0	0	1,776	235	9	2,020	0	0	0	0
AM Totals	0	0	0	0	8,367	911	22	9,300	0	0	0	0
15:00 to 16:00	0	0	0	0	2,018	148	3	2,169	0	0	0	0
15:15 to 16:15	0	0	0	0	2,137	134	3	2,274	0	0	0	0
15:30 to 16:30	0	0	0	0	2,240	112	1	2,353	0	0	0	0
15:45 to 16:45	0	0	0	0	2,389	101	2	2,492	0	0	0	0
16:00 to 17:00	0	0	0	0	2,507	88	3	2,598	0	0	0	0
16:15 to 17:15	0	0	0	0	2,566	82	4	2,652	0	0	0	0
16:30 to 17:30	0	0	0	0	2,682	80	4	2,766	0	0	0	0
16:45 to 17:45	0	0	0	0	2,769	80	3	2,852	0	0	0	0
17:00 to 18:00	0	0	0	0	2,816	75	2	2,893	0	0	0	0
17:15 to 18:15	0	0	0	0	2,805	65	0	2,870	0	0	0	0
17:30 to 18:30	0	0	0	0	2,697	66	0	2,763	0	0	0	0
17:45 to 18:45	0	0	0	0	2,573	59	0	2,632	0	0	0	0
18:00 to 19:00	0	0	0	0	2,323	53	1	2,377	0	0	0	0
PM Totals	0	0	0	0	9,664	364	9	10,037	0	0	0	0

Approach	James Ruse Dr												Thomas St								Crossing Pedestrians											
Direction	Direction 8 (Through)				Direction 9 (Right Turn)				Direction 9U (U Turn)				Direction 10 (Left Turn)				Direction 12 (Right Turn)				Direction 12U (U Turn)				A	B						
Time Period	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	A	B	E	F	G	H	Total	
6:00 to 7:00	0	0	0	0	0	0	0	0	0	0	0	0	37	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 to 7:15	0	0	0	0	0	0	0	0	0	0	0	0	47	2	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 to 7:30	0	0	0	0	0	0	0	0	0	0	0	0	52	2	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 to 7:45	0	0	0	0	0	0	0	0	0	0	0	0	57	2	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 to 8:00	0	0	0	0	0	0	0	0	0	0	0	0	53	2	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 to 8:15	0	0	0	0	0	0	0	0	0	0	0	0	57	1	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 to 8:30	0	0	0	0	0	0	0	0	0	0	0	0	55	3	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 to 8:45	0	0	0	0	0	0	0	0	0	0	0	0	58	3	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 to 9:00	0	0	0	0	0	0	0	0	0	0	0	0	58	3	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 to 9:15	0	0	0	0	0	0	0	0	0	0	0	0	46	3	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 to 9:30	0	0	0	0	0	0	0	0	0	0	0	0	35	3	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 to 9:45	0	0	0	0	0	0	0	0	0	0	0	0	28	2	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
9:00 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0	21	3	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
AM Totals	0	0	0	0	0	0	0	0	0	0	0	0	169	9	0	178	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	
15:00 to 16:00	0	0	0	0	0	0	0	0	0	0	0	0	45	2	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15 to 16:15	0	0	0	0	0	0	0	0	0	0	0	0	42	1	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30 to 16:30	0	0	0	0	0	0	0	0	0	0	0	0	38	1	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45 to 16:45	0	0	0	0	0	0	0	0	0	0	0	0	46	1	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 to 17:00	0	0	0	0	0	0	0	0	0	0	0	0	49	1	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 to 17:15	0	0	0	0	0	0	0	0	0	0	0	0	50	1	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 to 17:30	0	0	0	0	0	0	0	0	0	0	0	0	60	1	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 to 17:45	0	0	0	0	0	0	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 to 18:00	0	0	0	0	0	0	0	0	0	0	0	0	66	1	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 to 18:15	0	0	0	0	0	0	0	0	0	0	0	0	63	1	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 to 18:30	0	0	0	0	0	0	0	0	0	0	0	0	48	1	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 to 18:45	0	0	0	0	0	0	0	0	0	0	0	0	38	1	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Totals	0	0	0	0	0	0	0	0	0	0	0	0	193	4	0	197	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	

Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 3. Thomas St / James Ruse Dr

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	James Ruse Dr				James Ruse Dr				Thomas St				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
AM 7:00 to 8:00	2,294	200	2	2,496	0	0	0	0	53	2	0	55	2,551
PM 17:00 to 18:00	2,816	75	2	2,893	0	0	0	0	66	1	0	67	2,960

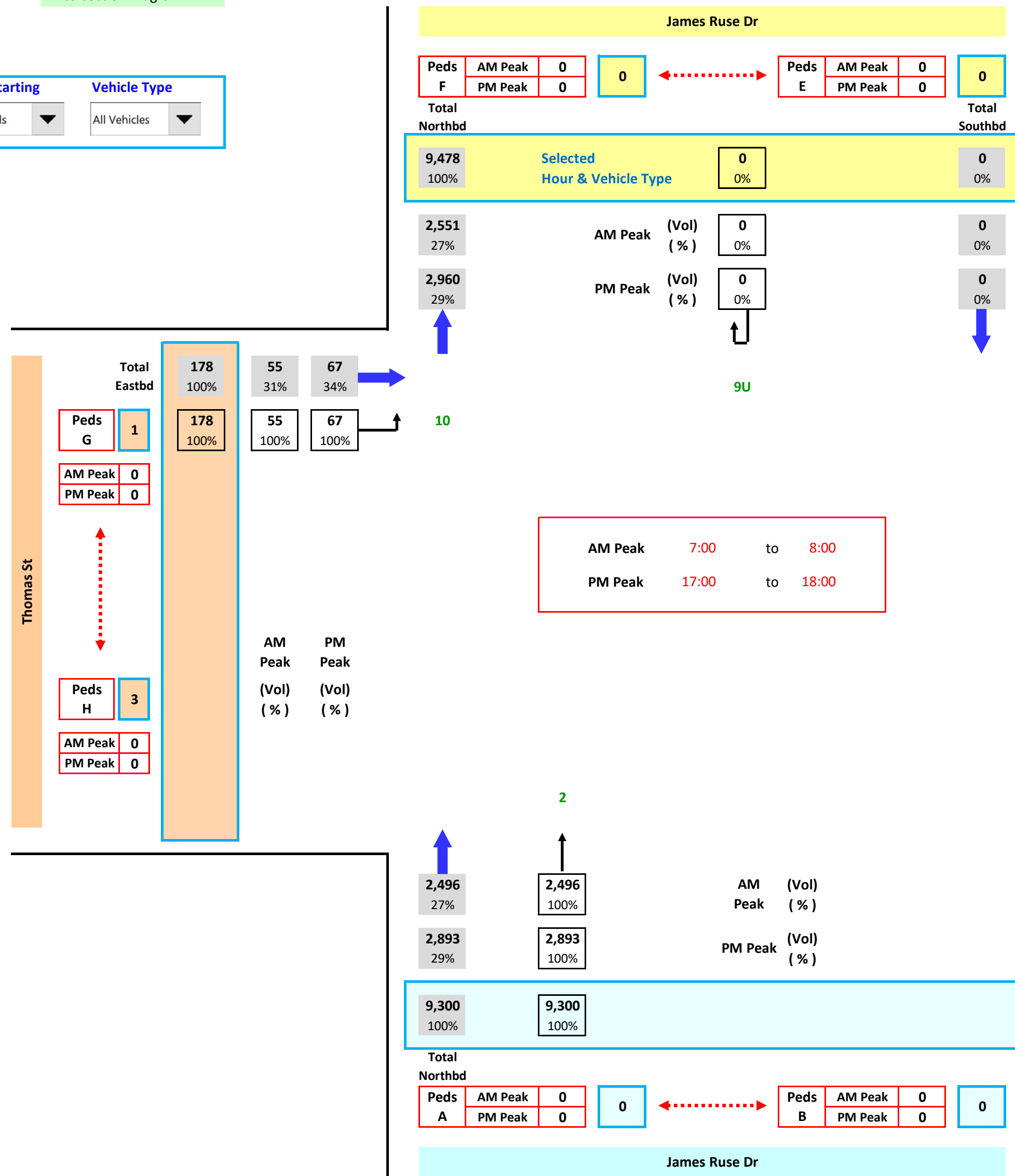
Approach	James Ruse Dr				James Ruse Dr				Thomas St				Grand Total
	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	Cars	Trucks	Buses	Total	
6:00 to 7:00	2,204	265	1	2,470	0	0	0	0	37	1	0	38	2,508
6:15 to 7:15	2,201	270	2	2,473	0	0	0	0	47	2	0	49	2,522
6:30 to 7:30	2,170	241	2	2,413	0	0	0	0	52	2	0	54	2,467
6:45 to 7:45	2,221	216	2	2,439	0	0	0	0	57	2	0	59	2,498
7:00 to 8:00	2,294	200	2	2,496	0	0	0	0	53	2	0	55	2,551
7:15 to 8:15	2,284	205	2	2,491	0	0	0	0	57	1	0	58	2,549
7:30 to 8:30	2,231	217	9	2,457	0	0	0	0	55	3	0	58	2,515
7:45 to 8:45	2,172	209	9	2,390	0	0	0	0	58	3	0	61	2,451
8:00 to 9:00	2,093	211	10	2,314	0	0	0	0	58	3	0	61	2,375
8:15 to 9:15	1,992	193	9	2,194	0	0	0	0	46	3	0	49	2,243
8:30 to 9:30	1,880	185	7	2,072	0	0	0	0	35	3	0	38	2,110
8:45 to 9:45	1,841	219	7	2,067	0	0	0	0	28	2	0	30	2,097
9:00 to 10:00	1,776	235	9	2,020	0	0	0	0	21	3	0	24	2,044
AM Totals	8,367	911	22	9,300	0	0	0	0	169	9	0	178	9,478
15:00 to 16:00	2,018	148	3	2,169	0	0	0	0	45	2	0	47	2,216
15:15 to 16:15	2,137	134	3	2,274	0	0	0	0	42	1	0	43	2,317
15:30 to 16:30	2,240	112	1	2,353	0	0	0	0	38	1	0	39	2,392
15:45 to 16:45	2,389	101	2	2,492	0	0	0	0	46	1	0	47	2,539
16:00 to 17:00	2,507	88	3	2,598	0	0	0	0	49	1	0	50	2,648
16:15 to 17:15	2,566	82	4	2,652	0	0	0	0	50	1	0	51	2,703
16:30 to 17:30	2,682	80	4	2,766	0	0	0	0	60	1	0	61	2,827
16:45 to 17:45	2,769	80	3	2,852	0	0	0	0	61	0	0	61	2,913
17:00 to 18:00	2,816	75	2	2,893	0	0	0	0	66	1	0	67	2,960
17:15 to 18:15	2,805	65	0	2,870	0	0	0	0	63	1	0	64	2,934
17:30 to 18:30	2,697	66	0	2,763	0	0	0	0	48	1	0	49	2,812
17:45 to 18:45	2,573	59	0	2,632	0	0	0	0	38	1	0	39	2,671
18:00 to 19:00	2,323	53	1	2,377	0	0	0	0	33	0	0	33	2,410
PM Totals	9,664	364	9	10,037	0	0	0	0	193	4	0	197	10,234

Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 3. Thomas St / James Ruse Dr

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
 : Intersection Diagram

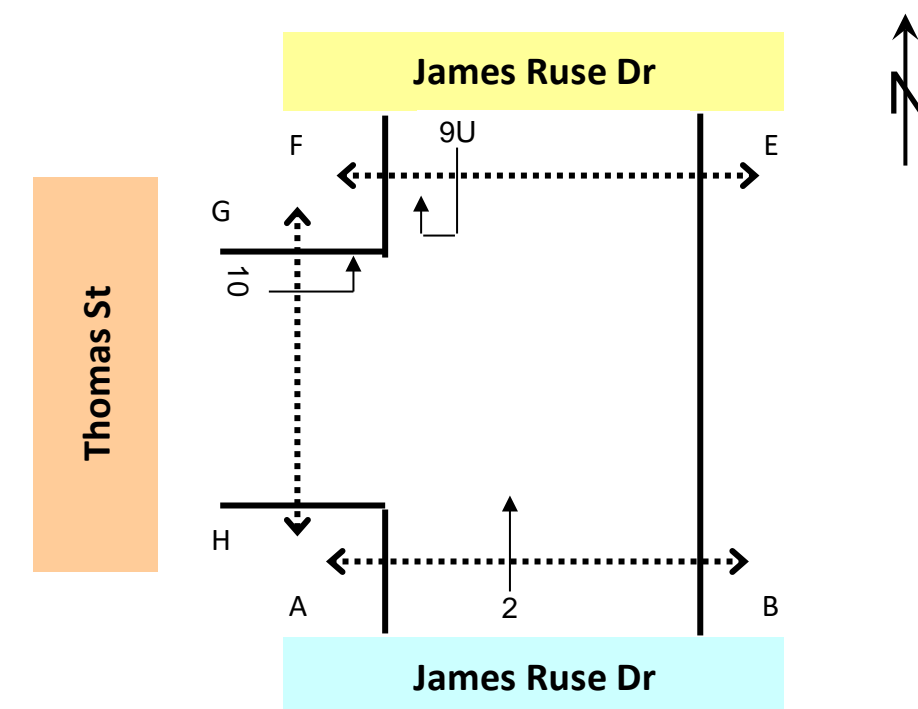


Hour Starting : AM Totals
Vehicle Type : All Vehicles



Job No. : N2681
Client : Positive Traffic
Suburb : Thomas Street
Location : 3. Thomas St / James Ruse Dr

Day/Date : Tuesday, 20th September 2016
Weather : Fine
Description : Classified Intersection Count
: Pedestrian Data



Direction	Pedestrians					
	A	B	E	F	G	H
6:00 to 6:15	0	0	0	0	1	0
6:15 to 6:30	0	0	0	0	0	1
6:30 to 6:45	0	0	0	0	0	0
6:45 to 7:00	0	0	0	0	0	0
7:00 to 7:15	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	0
7:30 to 7:45	0	0	0	0	0	0
7:45 to 8:00	0	0	0	0	0	0
8:00 to 8:15	0	0	0	0	0	0
8:15 to 8:30	0	0	0	0	0	0
8:30 to 8:45	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	0	0
9:15 to 9:30	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	2
9:45 to 10:00	0	0	0	0	0	0
AM Totals	0	0	0	0	1	3
15:00 to 15:15	0	0	0	0	0	0
15:15 to 15:30	0	0	0	0	0	0
15:30 to 15:45	0	0	0	0	1	0
15:45 to 16:00	0	0	0	0	0	0
16:00 to 16:15	0	0	0	0	0	0
16:15 to 16:30	0	0	0	0	0	0
16:30 to 16:45	0	0	0	0	0	0
16:45 to 17:00	0	0	0	0	0	0
17:00 to 17:15	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	0	0
17:30 to 17:45	0	0	0	0	0	0
17:45 to 18:00	0	0	0	0	0	0
18:00 to 18:15	0	0	0	0	0	0
18:15 to 18:30	0	0	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0
PM Totals	0	0	0	0	1	0

8. Appendix B Plans of Potential Development

