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4 April 2024

P2840 Brown 8 Grant Street Maitland

Brown Commercial Building
2 Elwell Close,
Beresfield NSW 2322

Attn: Caitlin O'Brien

Dear Caitlin,

Proposed Residential Flat Building, 6-8 Grant Street, Maitland, NSW.

Further to your email and following our site visit and review of the documentation provided for the proposed residential development at Maitland, NSW, we provide the following traffic impact assessment. This assessment has been prepared in accordance with the Austroads Guidelines and Section 2.3 of the Guide to Traffic Generating Developments published by TfNSW, which provides the structure for the reporting of key issues to be addressed when determining the impacts of traffic associated with a development .

In preparing this traffic impact assessment, consideration has been given to the relevant planning requirements outlined within the Maitland Development Control Plan 2011 and the pre-DA minutes provided from Maitland City Council.

Site Location and Context

The proposed development is located at 6-8 Grant Street, Maitland, opposite Maitland City Council and Maitland Town Hall as shown in Figure 1. To the west is All Saints College (St Mary's Campus for senior students) with the surrounding land use to the south and east being mostly low density residential dwellings.

The site has frontage to Grant Street only. The site includes a single residential dwelling.

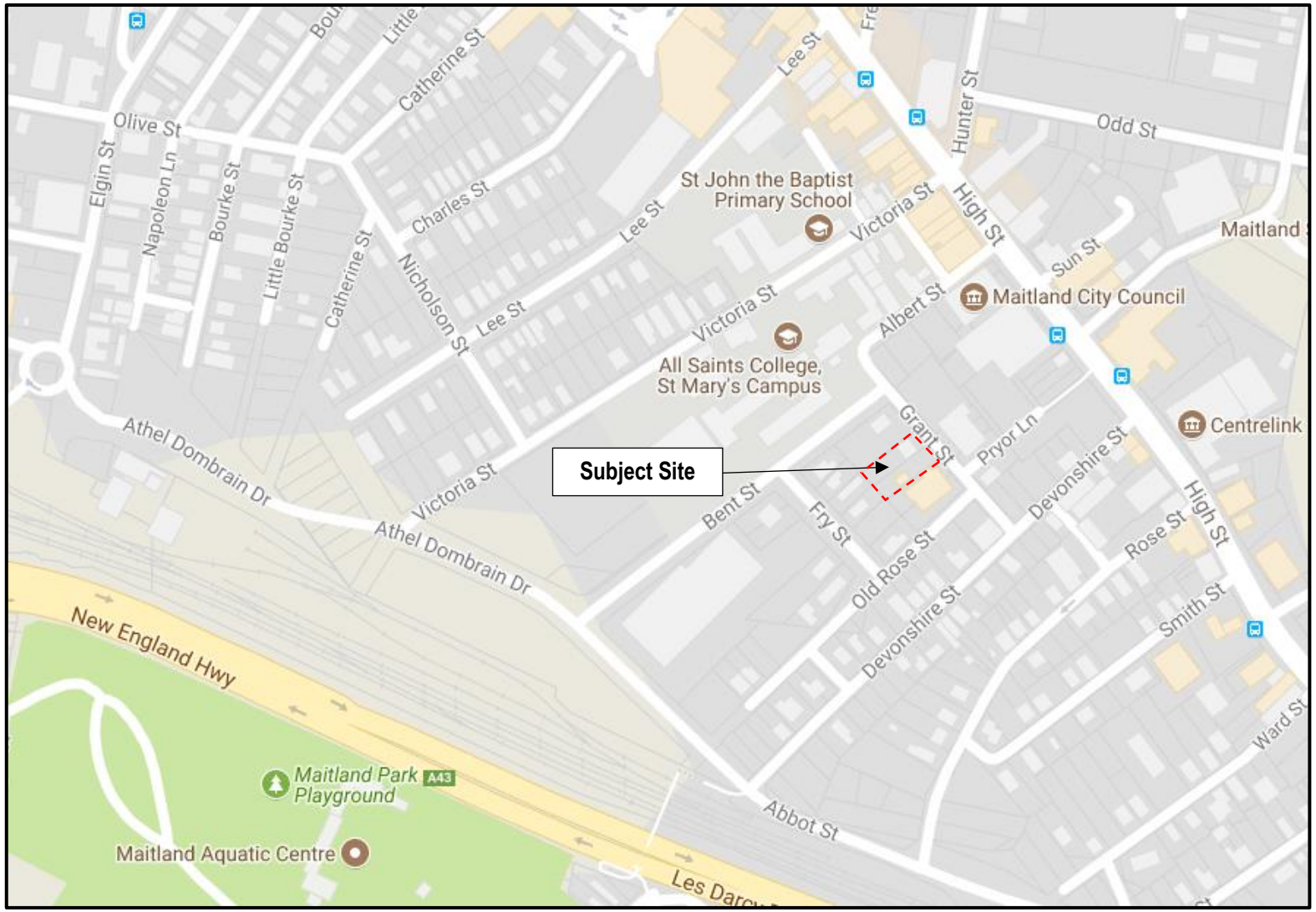


Figure 1 - Location of the subject site within the context of the local road network (Source: Nearmap).

Item	Comment
Existing Situation	
2.1.1 Site Location and Access	The proposed development is located at 6-8 Grant Street, Maitland, opposite Maitland City Council and Maitland Town Hall as shown in Figure 1. Opposite the site and to the west is All Saints College (St Mary's Campus) catering for Year 11 and 12 students with the surrounding land use to the south and east being mostly low-density residential dwellings. The site has frontages with access to Grant Street only.
2.2.1 Road Hierarchy	**High Street** is the major road through the locality, providing an east-west connection through the Maitland Town Centre. In the locality of the subject site, it provides for a single lane of travel in each direction with kerbside parking and angle parking in some locations. Footpaths are available to both sides and street lighting is provided. High Street connects with both Albert Street and Devonshire Street via separate priority-controlled T-intersections which allow for all movements with High Street having priority. **Athel Dombrain Drive** is a local collector road providing an east-west connection between Railway Street and Abbot Street. It provides for a single lane of travel in each direction with inconsistent kerb and guttering along its length. Street lighting is provided at intersections and west of Bent Street there is a shared path on the northern side of the roadway. Athel Dombrain Drive forms a priority controlled T-intersection with Devonshire Street and to the east connects with Bent Street via a 'Give Way' sign controlled T-intersection. Both intersections permit all movements with Athel Dombrain Drive having priority . **Grant Street** is a local road in the order of 6.5m wide allowing for a single lane of travel in each direction. Kerbside parking is permitted along the southern side of the road only with No Parking permitted between 7am-5pm Monday to Saturday to the east of the site in front of the Polish Association. Pedestrian footpaths are provided to both sides (incomplete on southern side east of Old Rose Street) and street lighting is provided. Grant Street provides access to a number of dwellings as well as the recently constructed Maitland City Council Administration Centre and associated carparking. West of Bent Street, Grant Street becomes Albert Street at a 90 degree bend before continuing north to connect with High Street. **Devonshire Street** is a local road in the order of 6 metres wide allowing for a single lane of travel in each direction with kerbside parking available inconsistently along its length. Street lighting is provided and there is a pedestrian footpath to most of the western side of the road. Devonshire Street connects with Grant Street via a 'Stop' sign controlled T-intersection where Devonshire Street has priority . All movements are permitted. **Bent Street** is a local road in the order of 15-16 metres wide allowing for a single lane of travel in each direction with parking to both sides. Kerbside parking is permitted on the eastern side of Bent Street with 45 degree rear to

<table>
<tr><th>Item</th><th>Comment</th></tr>
<tr><td></td><td>kerb angle parking opposite . Footpaths are provided to both sides and street lighting is available .

Bent Street connects with Grant Street via a priority-controlled T-intersection which permits all turning movements with Grant Street having priority .

Grant Street and the surrounding local roads operate under a posted speed limit of 50 km/hr with a school zone on Bent Street and Grant Street reducing speed to 40km/hr during the start and the end of the school day.</td></tr>
<tr><td>2.2.2 Roadworks</td><td>A review of the Maitland City Council website and Maitland City Council Delivery Program 2022-2026 indicates that there are no significant road or traffic upgrades proposed in the immediate locality of the subject site .</td></tr>
<tr><td>2.2.3 Traffic Management Works</td><td>No traffic management works are currently noted or planned in this locality.</td></tr>
<tr><td>2.2.4 Pedestrian and Cycling Facilities</td><td>There are no formal on road cycling facilities in this location. A shared path is provided along the northern side of Athel Dombrain Drive (Elgin Street to Old Rose Street) which continues along the eastern side of Bent Street.

Pedestrian footpaths are provided to at least one side of each of the local street surrounding the site.

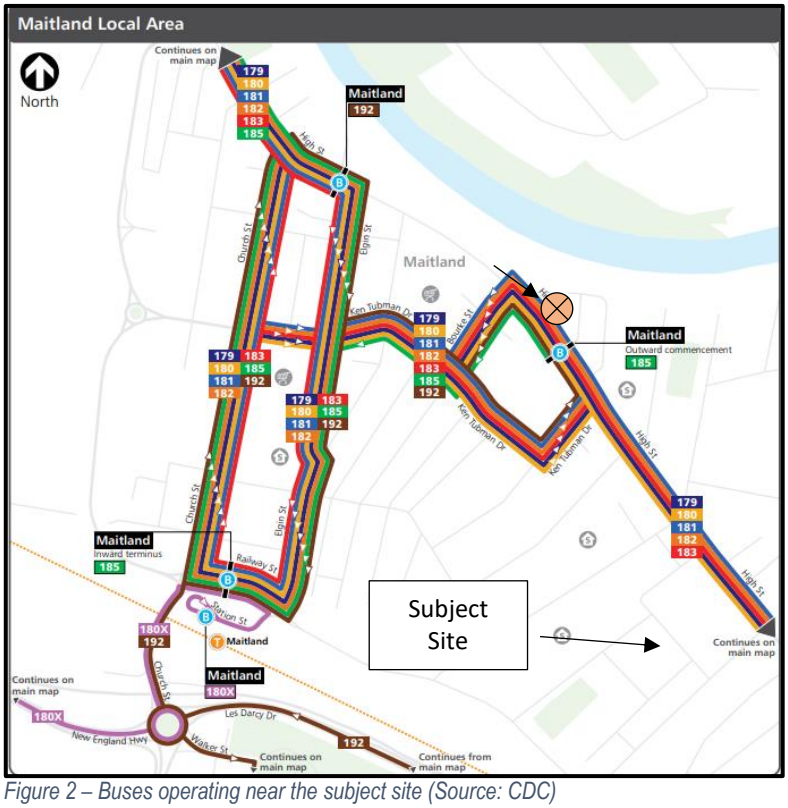
During the surveys there were no cycling demands noted and pedestrian demands were low being 10 people in the vicinity of Grant Street and Devonshire Street between 7.30 and 9.15AM and five between 3.00 and 5.15pm.</td></tr>
<tr><td>2.3 Traffic Flows</td><td>As part of the project work, traffic surveys were completed by Seca Solution at the intersections of Grant Street and Devonshire Street and Grant Street and Bent Street to observe the current operation and traffic demands.

These surveys were completed during typical weekday peak periods (7:30am to 9:15am and 3.00pm to 5.15pm) on Tuesday 5th March 2024. A summary of the traffic demands during the peak hours, determined as being 8:15am to 9:15am and 4.00pm-5.00pm are provided below .

<table>
<tr><th>Location</th><th>Mid-Block Flows (vph, two way)</th><th>Distribution</th></tr>
<tr><td rowspan="2">Grant Street
(west of Devonshire Street)</td><td>AM: 55</td><td>38 eastbound
12 westbound</td></tr>
<tr><td>PM: 24</td><td>19 eastbound
5 westbound</td></tr>
<tr><td rowspan="2">Devonshire Street
(north of Grant Street)</td><td>AM: 54</td><td>13 northbound
41 southbound</td></tr>
<tr><td>PM: 36</td><td>26 northbound
10 southbound</td></tr>
</table>

These surveys show that the peak hour flows on Grant Street and Devonshire Street are currently less than 100 vehicles per hour (vph) during the peak periods.</td></tr>
<tr><td>2.3.2 Daily Traffic Flows</td><td>Advice from the Guide to Traffic Generating Developments (GtTGDs) indicate that peak hour flows typically represent around 8-12% of the daily traffic flows. Most of the traffic observed during the morning peak was associated with All</td></tr>
</table>

Item	Comment
	Saints College and staff arrivals associated with Maitland City Council offices. These sites typically generate peak demands in the morning and afternoon associated with staff and student arrivals and departures with much lower demands throughout the day. Applying the rate of 10%, the daily flows on Grant Street could therefore be in the order of 400 vehicles per day (vpd). Daily flows on Devonshire Street would be slightly higher in the order of 450-500 vpd.
2.3.3 Daily Traffic Flow Distribution	Daily traffic flows would be reasonably balanced throughout the day with a strong bias in inbound traffic during the morning peak associated with workers and the reverse in the afternoon.
2.3.4 Vehicle Speeds	No speeds surveys were completed as part of the project work, however the narrow alignment of the local roads together with interaction with the various intersections, driveways and parking vehicles reduce vehicle speeds through the area. Vehicles would typically travel below the posted speed limit in this location during the peak periods.
2.3.5 Existing Site Flows	The subject site contains an existing residential dwelling. Traffic flows associated with this would be minimal, generally 1 vph during the peak periods and 8 movements per day.
2.3.6 Heavy Vehicle Flows	The local roads carry a low volume of heavy vehicle traffic which consists of mostly service vehicles associated with Maitland City Council including waste collection trucks. These roads do not provide a through way for heavy vehicle traffic which would typically use High Street to access Maitland Town Centre.
2.3.7 Current Road Network Operation	Observations on site indicate that the local road network in this location currently operates well within its capacity with the low overall traffic volumes creating minimal delays or congestion.
2.4 Traffic Safety and Accident History	A review of accident data provided by TfNSW indicates that there were no crashes recorded on the local roads surrounding the site over the 5 year period 2018 – 2022. The local roads and intersections are well aligned and carry a low volume of traffic during the peak periods. Interactions created by the various driveways, intersections and vehicles parking on-street support a low speed environment with no notable road safety concerns . Overall, it is considered that the local road network provides an acceptable level of traffic safety for road users.
2.5 Parking Supply and Demand	
2.5.1 On-street Parking Provision	Kerbside parking is permitted along most of the local roads with the following restrictions noted: • No stopping along Albert Street; • No stopping along the northern side of Grant Street; • No stopping 7am-5pm Monday-Saturday on Grant Street in front of the Polish Association • No stopping along the eastern side of Devonshire Street (north of Grant Street; • No stopping along western side of Albert Street (north of access to Maitland City Council. Typical restrictions associated with driveways, intersection and bus stops also apply.

Item	Comment
	A single 1/4P parking space is provided to the front of All Saints College at the western end of Grant Street with 45-degree rear to kerb parking along the western side of Bent Street.
2.5.2 Off-street Parking Provision	Off-street parking is available to the rear of the Maitland City Council offices with a public carpark also available off James Street to the north of the site.
2.5.3 Parking Demand and Utilisation	Observations on site indicate that there is a high demand for parking in this location during school hours associated with the nearby All Saints College and Council offices. Similarly, there is also a high demand for parking at the southern end of Bent Street during the evening associated with a sport centre on the corner of Bent Street and Athel Dombrain Drive. Outside of these times, the demands for parking are significantly lower, providing for mostly nearby residents.
2.5.4 Set down or pick up areas	There is a 1/4P parking zone to the front of All Saints College at the western end of Grant Street. The No Parking zone in front of the Polish Association building on Grant Street allows for a vehicle to stand for 2 minutes to set down or pick up passengers.
2.6 Public Transport	
2.6.1 Rail Station Locations	The nearest railway station is Maitland Station which is located approximately 700 metres to the east and accessible by walking, cycling or private vehicle.
2.6.2 Bus Stops and Associated Facilities	The nearest bus stops are located on both sides of High Street, east of Devonshire Street. These bus stops provide seating and shelter. Footpaths provide connection between these bus stops and the subject site, with a marked pedestrian crossing across High Street facilitating access to the bus stop on the northern side of the road .
2.6.3 Transport Services	Multiple bus routes operate along High Street which allow for connection to nearby suburbs and key destinations including Stockland Green Hills, Rutherford, Thornton and Cessnock . Services are provided by Hunter Valley Buses (Routes 179-183) and Rover Coaches (Route 164, 166).  *Figure 2 – Buses operating near the subject site (Source: CDC)*

Item	Comment
	Maitland Station services the Hunter Line providing regular train services to Newcastle to the east and Scone and Dungog to the west.
2.7 Pedestrians Network	As described above (Section 2.2.4) there are pedestrian footpaths provided to all of the local roads surrounding the site.
2.8 Other Proposed Developments	A review of the Maitland City Council Development Application Tracker indicates that there are currently no significant developments proposed within the immediate vicinity of the site. The site adjacent (10-12 Grant Street) has a mixed-use development proposed with access to Bent Street only.
The Development	
3.1.1 Nature of Development	The proposal allows for the construction of a residential flat building comprising 15 residential apartments (3 x 1 bedroom accessible and 12 x 2 bedroom) above an at grade carparking. Access to the site will be provided via a single combined entry/exit driveway off Grant Street. A site plan for the proposed development is included in **Attachment A.**
3.1.2 Access and Circulation Requirements	Maitland Development Control Plan 2011 requires that developments are designed to provide adequate on-site manoeuvring and circulating areas to ensure that all vehicles can enter and exit the site in a forward direction. Sight lines at the access driveway shall satisfy the requirements of Australian Standard AS2890: Parking Facilities.
3.2 Access	
3.2.1 Driveway Location	Access to the site will be provided via a single entry/exit driveway off Grant Street, located near the eastern site boundary.
3.2.2 Sight Distances	Sight distance requirements for an exit driveway are specified by Australian Standard AS2890.1:2004 (Off-street Car Parking). For a speed limit of 50 km/hr on Grant Street, the corresponding minimum sight distance is given as 45 metres with 69 metres being desirable and given the low speed environment is considered appropriate. Grant Street provides a straight and flat road alignment which ensures clear visibility for vehicles approaching and exiting the site. Sight distances have been reviewed on site and exceed 70 metres in both direction along Grant Street. Vehicles parked along Grant Street can impact the sight lines for drivers with drivers exiting the site able to edge forward and use gaps in the parking to confirm visibility. “No Parking” is reinforced at various accesses through the inclusion of yellow edge lines. Pedestrian sight lines per AS2890.1 are available along the site frontage to the driveway.
3.2.3 Service Vehicle Access	Waste collection will occur on-street with no requirement for waste vehicles to enter the site. Garbage bins will be taken out to the kerb for collection and returned to the waste storage area when empty. Other than waste collection the site will require minimal servicing which would typically be completed by small commercial vehicles i.e. Toyota HiAce. These vehicles will be able to park in the visitor spaces within the carpark as required with the occasional larger vehicles being able to park on the local road.

Item	Comment
3.2.4 Queuing at entrance to site	Access to the site will be provided via a single entry/exit driveway with the roller door set back 6 metres into the site from the property boundary to allow for the standing of a vehicle within the site if necessary. This will ensure there is no requirement for a vehicle to stand on Grant Street whilst waiting to enter the carpark. Given the low traffic volumes on Grant Street, it is unlikely that vehicles will be queued on Grant Street prior to entering the site. Similarly, vehicles exiting the site are unlikely to be delayed with no queues expected for exiting vehicles.
3.2.5 Comparison with existing site access	This new driveway will be located slightly west of the existing access driveway in this location.
3.2.6 Access to Public Transport	Pedestrian footpaths provide connectivity between the site and nearby bus stops on High Street. A pedestrian crossing on High Streets facilitates safe and appropriate access to bus stops on the northern side of High Street.
3.3 Circulation	
3.3.1 Pattern of circulation	The carpark provides a single aisle, allowing for two-way movements. All vehicles will be able to enter and exit the site in a forward direction as parking is designated. Visitor's parking on site shall be provided access by the resident.
3.3.2 Road width	The parking aisle requirement per AS2890.1 requires 5.8m minimum. The development generally provides a width of 6 metres, narrowing slightly adjacent to the waste room. The access driveway also provides a width of 6 metres which exceeds the requirement of AS2890 for a Category 1 access driveway being a Class 1 carpark off a local street with <25 parking spaces.
3.3.3 Internal Bus Movements	No requirement for buses to access the site.
3.3.4 Service Area Layout	No dedicated service area provided on site.
3.4 Parking	
3.4.1 Proposed Supply	A total of 19 parking spaces (including two accessible spaces) are provided on site.
3.4.2 Authority Parking	Maitland Development Control Plan 2011 provides the following parking rates for child care centres and residential flat buildings: *Residential Flat Building* • 1 space for each one or two bedroom dwelling; • 2 spaces for each dwelling containing more than two bedrooms; • 1 visitor space for the first three dwellings and 1 space for every 5 dwellings thereafter or part thereof. Designated accessible parking facilities shall be provided at the rate of • one (1) accessible parking space for every adaptable dwelling;
3.4.3 Parking Layout	The layout of the carpark and individual parking spaces shall be designed in accordance with AS2890. Parking spaces are dedicated and so no requirement for a turn around space at the end of the aisle. Visitor spaces shall be managed by the relevant resident who shall provide access on the basis that a space is available.
3.4.4 Parking Demand	The one- and two-bedroom apartments create a demand for 15 parking spaces (one per apartment). There is also a demand for 3-4 visitor spaces in accordance with the DCP. It is noted however that the demand for visitor parking typically occurs of an evening or weekend when the demand for on-street parking in the vicinity of the site is much lower.

Item	Comment
	The provision of 19 parking spaces therefore meets this requirement. Of these two are designed in accordance with AS2890.6 to provide for the residents of the accessible units with parking space 5 able to be widened to 5.4m to provide additional space for door opening. The site is located close to the Maitland Town Centre and provides good access to public transport which could see the apartments appealing to those without access to a vehicle, reducing the parking demands associated with both residents and visitors to the apartments. Overall, given the above, the proposed supply of parking would be appropriate for demands generated by the site. The removal of the previous driveway and the addition of the new (wider) driveway may impact the on-street parking supply along the site frontage.
3.4.5 Service Vehicle Parking	No service vehicle parking required on site. Visitor parking available for use by occasional service vehicles given that demand for visitor parking is typically of an evening or weekend.
3.4.6 Pedestrian and Bicycle Facilities	Separate pedestrian access is provided off Grant Street which links to the existing footpath along the site frontage. There is a lift enabling residents to store their bicycle in their apartment.
Traffic Assessment	
4.1 Traffic Generation	The Guide to Traffic Generating Developments provides the following traffic generation rates medium density residential flat buildings. *Medium Density Residential Flat Building* • *0.4-0.5 trips per one or two bedroom dwelling during the peak periods;* • *4-5 trips per one or two bedroom dwelling per day.* For the 15 residential apartments, allowing for the single dwelling to be removed from the site, this gives an *additional* • 7 trips during the peak periods with up to • 68 trips per day. During the peak hours, 80% of trips would be outbound during the morning and the reverse during the evening. Daily trips would be equally split inbound / outbound.
4.1.1 Daily and Seasonal Factors	There would typically be minimal variation in daily traffic flows other than between weekdays and weekends.
4.1.2 Pedestrian Movements	Given the location of the site being close to several residences and businesses within Maitland Town Centre, there could likely be some demands for pedestrian movements to/from the site. These demands can be catered for on the existing footpaths with suitable pedestrian access available to the site.
4.2 Traffic Distribution and Assignments	Vehicles would be expected to access the broader road network via Devonshire Street or Albert Street (north to High Street) or via Devonshire Street or Bent Street south to Athel Dombrain Drive. During periods of peak demand associated with the school to the west residents are more likely to use Devonshire Street as the preferred route. At other times it is more likely to depend upon their destination, whether to the east or west.
4.2.1 Origin / destinations assignment	Based on observations on site traffic is expected to be equally split north and south.

Item	Comment
	• 50% of vehicles with an origin/destination south to Athel Dombrain Drive towards the New England Highway or on to the Hunter Expressway. • 50% of vehicles with an origin/destination north to High Street via Devonshire Street or Albert Street.

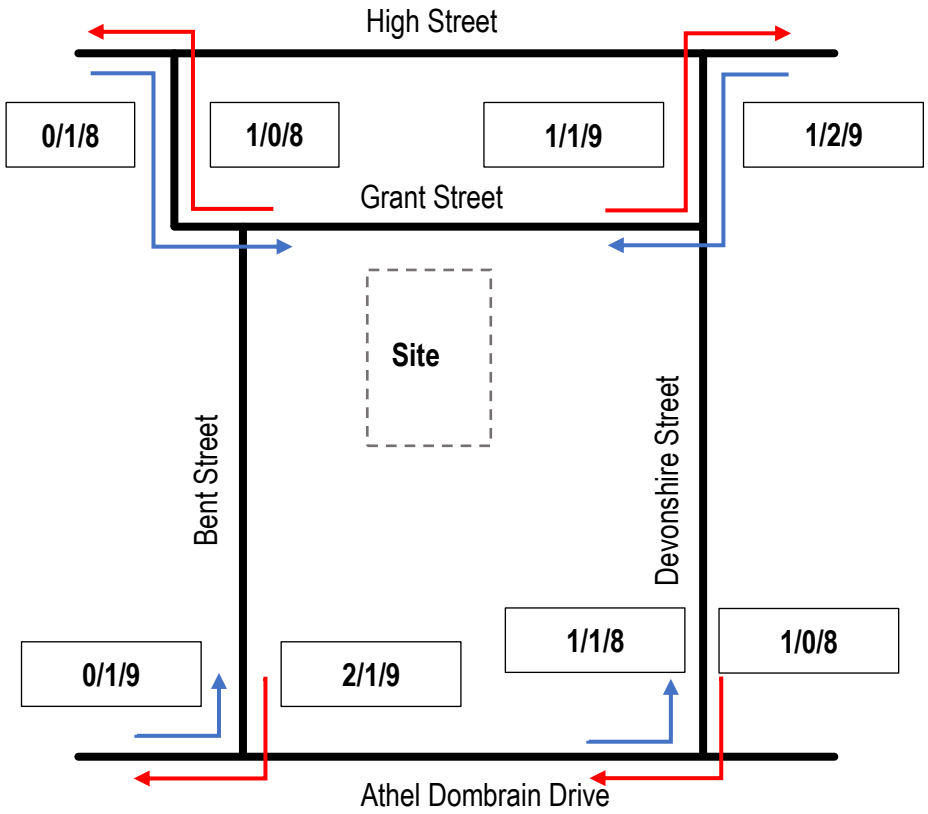


Figure 3 – Distribution of development traffic on the local road network (AM/PM/Daily).

4.3 Impact on Road Safety	Access to the development can be provided safely with sight lines satisfying the requirements of AS2890. Parking can be contained on site. The surrounding roads are typically well laid out and there are parking controls at intersections ensuring excellent visibility on all approaches. Based on the published data no accidents were recorded on these roads in the 5 year period to 2022. The proposed development generates low traffic and allows for traffic to be distributed across several routes. This will see up to 17 additional vehicles turning into or out of each end of Grant Street during the peak periods, which is well within the capacity of the local road network. The intersection layouts are appropriate and there will be minimal impact on road safety.
4.4 Impact of Generated Traffic	The proposed development will see daily traffic flows on Grant Street increase from in the order of 400 vpd to 468 vehicles per day (allowing all vehicles to approach and depart to one direction only). This represents an increase of around 17% over the existing demands. Daily flows on Devonshire Street, north of Grant Street would increase by 34 vehicles per day assuming all northbound vehicles exited and entered from this one route. This would see daily flows increase to between 490- 534 vpd.

Item	Comment
	Whilst there are no prescribed limits on daily traffic flows, the Guide to Traffic Generating Developments provides performance standards for assessing the capacity of a local residential street, which are based upon the maximum hourly volumes whilst maintaining both pedestrian safety and amenity. This performance standard is the 'environmental capacity' which described the various capacity thresholds depending upon the nature and function of the residential road being assessed. For Grant Street, which is a local street although not totally residential in nature, the environmental capacity it given as 300 vehicles per hour . The current flows on Grant Street (west of Devonshire Street) are in the order of 55 vehicles per hour and the proposed development could see this increase by 7 vehicles to 62 vehicles per hour (assuming all vehicles travelled east to/from the site). This is well within the environmental capacity threshold for Grant Street and therefore the proposed development will have an acceptable impact upon this road. The impact upon the surrounding roads will be less as traffic disperses throughout the road network. Devonshire Street carries similar level of traffic to Grant Street and therefore can support the increased traffic associated with the proposal.
4.4.2 Peak Hour Impacts on Intersections	The distribution of traffic sees the impact at any single access reduced with residents able to select a route depending upon the time of day (eg avoiding peak school drop off and pick up times on Bent Street). Figure 3 above demonstrates that most intersections will see less than 2 additional vehicles per hour associated with the development. The intersections of Grant Street with both Devonshire Street and Bent Street currently experience very minimal delays and congestion during the peak periods. These intersections operate well within their capacity and can easily accommodate the additional demands created by the proposal.
4.4.3 Impact of Construction Traffic	Construction works will mostly be accommodated on site with no external impacts to Grant Street. There shall be a requirement to undertake works on Grant Street associated with construction of the access driveway. Any requirements for a works zone will be confirmed as part of a construction traffic management plan (CTMP) to be submitted with the construction certificate application. Parking for construction staff shall also be confirmed as part of the CTMP. During construction, there will be a requirement for construction vehicles to access the site as well as additional traffic movements associated with construction works. These movements can be catered for within the local road network with minimal impacts.
4.4.4 Other Developments	No other significant developments noted in this location .
4.5 Public Transport	
4.5.1 Options for improving services	None required.
4.5.2 Pedestrian Access to Bus Stops	Existing footpaths on the local roads provide connectivity to nearby bus stops on High Street with a marked pedestrian crossing on High Street to allow for access to eastbound services.
4.6 Recommended Works	
4.6.1 Improvements to Access and Circulation	None required.

Item	Comment
4.6.2 Improvements to External Road Network	None required. There is adequate spare capacity within the local road network to support the traffic demands associated with the development.
4.6.3 Improvements to Pedestrian Facilities	None required.
4.6.4 Effect of Recommended Works on Adjacent Developments	
4.6.5 Effect of Recommended Works on Public Transport Services	None.
4.6.6 Provision of LATM Measures	None Required
4.6.7 Funding	No external work required. Works on site and the provision of the new driveway will be funded by the developer.

Site Photos:

Photo 1 – View looking west on Grant Street showing typical cross section.

Photo 2 – View looking west along Grant Street from the proposed access location .

Photo 3 – View looking west along Grant Street showing typical cross section

Conclusion:

From the site work undertaken and the review of the development proposal and associated plans against the requirements of the Guide to Traffic Generating Developments published by Transport for NSW and the Maitland Development Control Plan 2011, it is considered that the proposed development should have no objections raised on traffic and access grounds.

Access to the site can be provided in accordance with Australian Standards with sight distances able to satisfy the minimum requirements. Parked vehicles in this location can impact visibility with a motorist needing to manoeuvre their vehicle forward to confirm visibility.

The local roads and intersections operate well within their capacity and can easily support the minimal increase in demands generated by this development.

On-site parking per the DCP can enable parking demands to be contained on site.

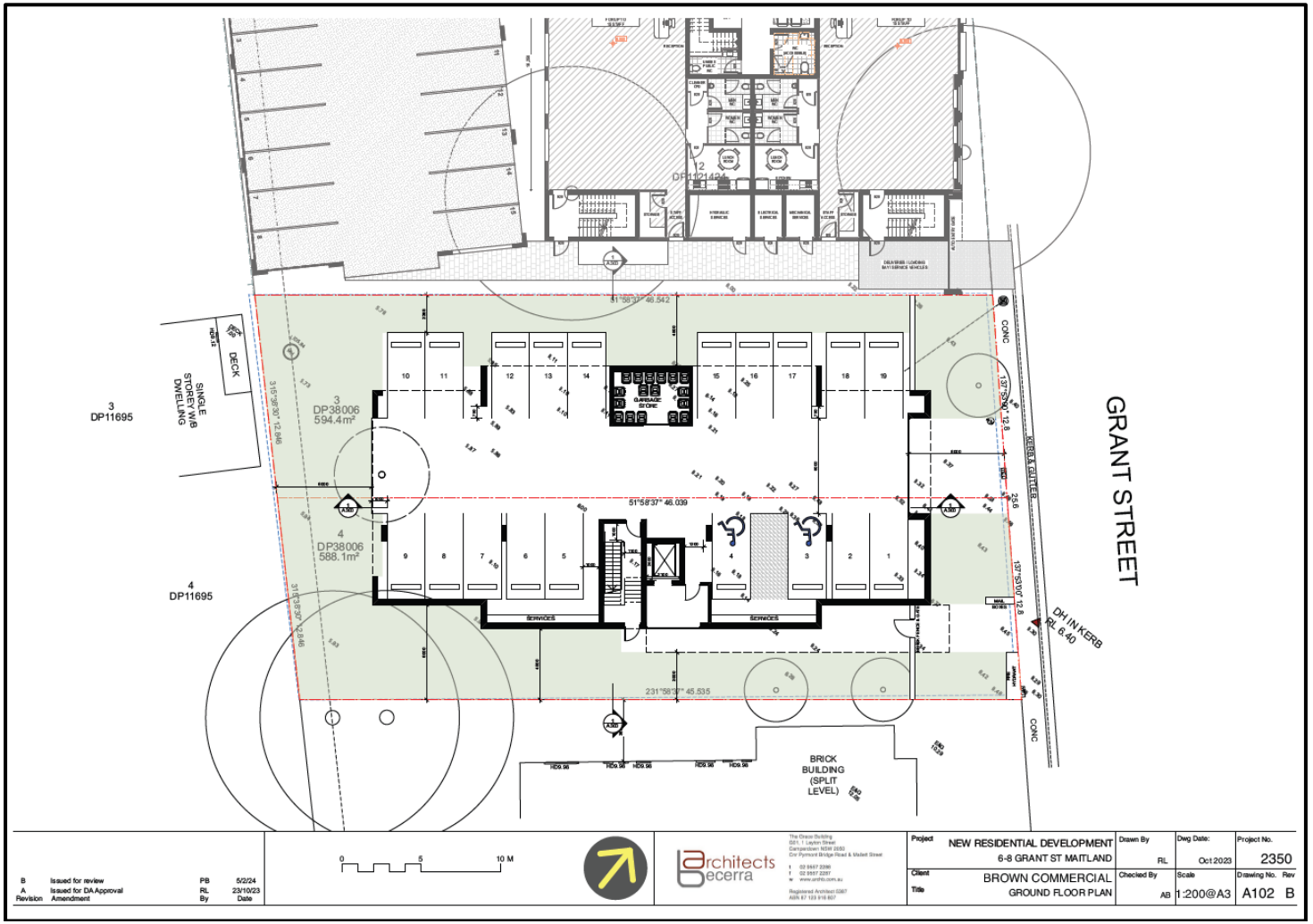
Please feel free to contact me on 4032 7979, should you have any queries.

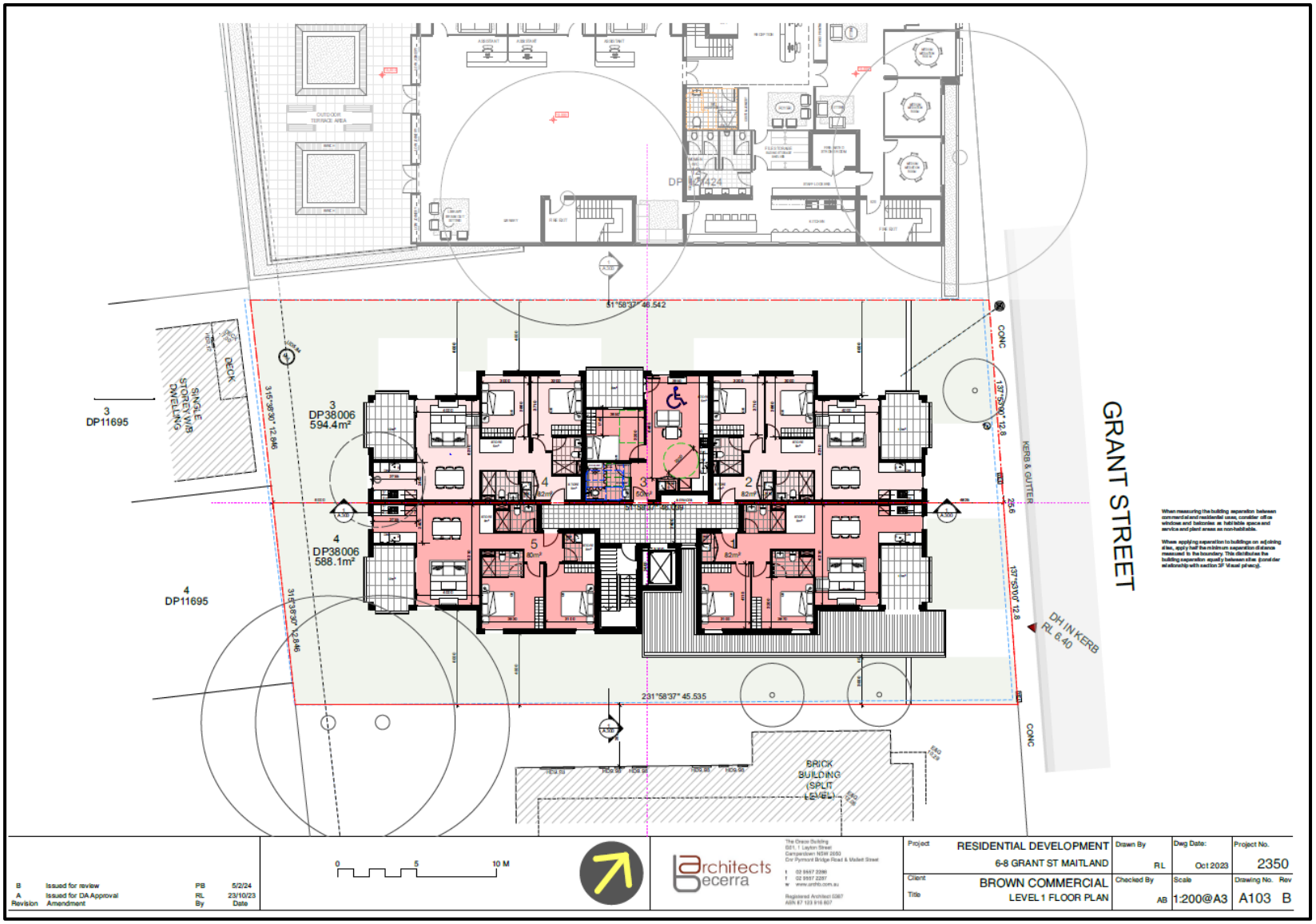
Yours sincerely,

Cathy Thomas
Director

Version	Date	Description	Prepared by	Reviewed and Approved for Issue
Ver01	23/3/24	Draft	C. Thomas	S. Morgan 
Ver02	4/4/24	Final	C.Thomas	S.Morgan 

Attachment A: Site Plan





Revision	Amendment	By	Date
B	Issued for review	PB	5/2/24
A	Issued for DA Approval	RL	23/10/23

Architects Secerra

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Cnr Pyrmont Bridge Road & Mallett Street
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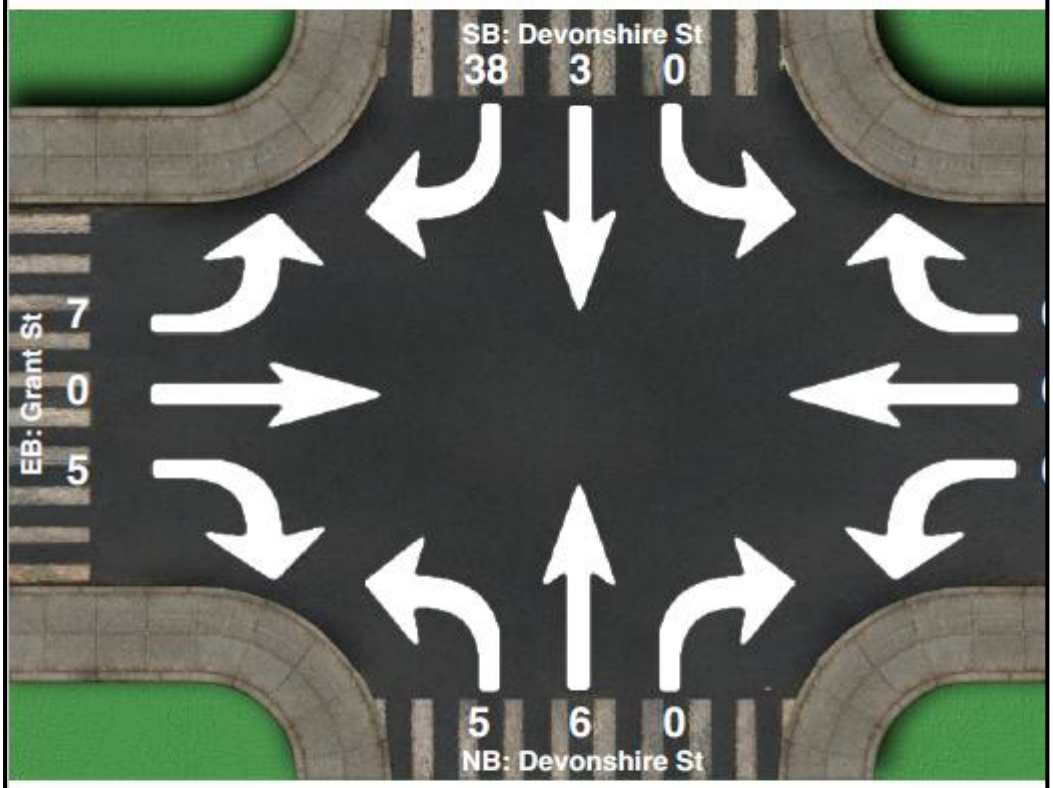
w www.archs.com.au
Registered Architect 6367
ABN 87 133 916 807

Project	RESIDENTIAL DEVELOPMENT 6-8 GRANT ST MAITLAND	Drawn By	Dwg Date:	Project No.	
		RL	Oct 2023	2350	
Client	BROWN COMMERCIAL	Checked By	Scale	Drawing No.	Rev
Title	LEVEL 1 FLOOR PLAN	AB	1:200@A3	A103	B

Attachment B: Traffic Survey Data

Intersection Peak Hour

Location: Devonshire St at Grant St, Maitland
GPS Coordinates:
Date: 2024-03-05
Day of week: Tuesday
Weather: Partly Cloudy
Analyst: KS



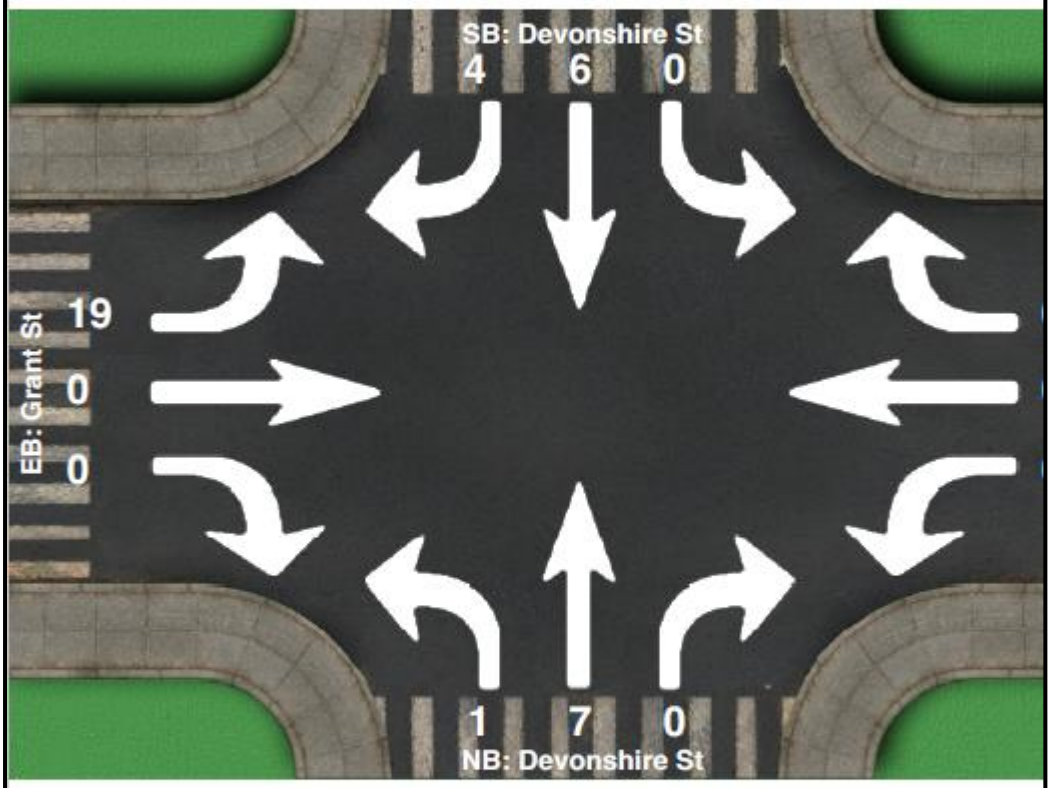
Intersection Peak Hour

08:15 - 09:15

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	3	38	0	0	0	5	6	0	7	0	5	64
Factor	0.00	0.38	0.63	0.00	0.00	0.00	0.42	0.50	0.00	0.35	0.00	0.42	0.67
Approach Factor	0.68			0.00			0.55			0.38			

Intersection Peak Hour

Location: Devonshire St at Grant St, Maitland
GPS Coordinates:
Date: 2024-03-05
Day of week: Tuesday
Weather: Partly Cloudy
Analyst: KS



Intersection Peak Hour

16:00 - 17:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	6	4	0	0	0	1	7	0	19	0	0	37
Factor	0.00	0.50	0.50	0.00	0.00	0.00	0.25	0.58	0.00	0.79	0.00	0.00	0.84
Approach Factor	0.62			0.00			0.67			0.79			

Attachment C – Bus Services

Westbound

Maitland Town Hall, High St

B 181	Rutherford Shops	7:40 AM
B 183	Rutherford Shops	7:40 AM
B 183	Rutherford Shops	7:42 AM
B 182	Rutherford Shops	7:51 AM
B 166	Kurri Kurri	8:32 AM
B 181	Rutherford Shops	8:43 AM
B 182	Rutherford Shops	9:03 AM
B 183	Rutherford Shops	9:03 AM
B 180	Singleton Heights	9:20 AM
B 181	Rutherford Shops	9:34 AM
B 183	Rutherford Shops	9:40 AM
B 164	Cessnock	9:42 AM
B 182	Rutherford Shops	10:13 AM
B 179	North Rothbury	10:23 AM
B 183	Rutherford Shops	10:26 AM
B 166	Kurri Kurri	10:32 AM
B 181	Rutherford Shops	10:45 AM
B 182	Rutherford Shops	11:01 AM
B 183	Rutherford Shops	11:06 AM
B 166	Kurri Kurri	11:32 AM
B 183	Rutherford Shops	11:49 AM
B 181	Rutherford Shops	11:53 AM
B 182	Rutherford Shops	12:00 PM
B 180	Singleton Heights	12:20 PM
B 183	Rutherford Shops	12:21 PM

Eastbound

Maitland Regional Art Gallery, High St

B 182	Thornton	7:36 AM
B 182	Thornton	7:36 AM
B 181	Woodberry	7:37 AM
B 181	Woodberry	7:37 AM
B 179	Greenhills Stockland	7:37 AM
B 166	Green Hills	7:39 AM
B 183	Tenambit	8:10 AM
B 179	Greenhills Stockland	8:28 AM
B 179	Greenhills Stockland	8:31 AM
B 164	Green Hills	8:40 AM
B 182	Thornton	8:42 AM
B 183	Tenambit	8:47 AM
B 181	Woodberry	8:52 AM
B 183	Tenambit	9:34 AM
B 182	Thornton	9:39 AM
B 166	Green Hills	9:40 AM
B 179	Greenhills Stockland	9:51 AM
B 181	Woodberry	10:08 AM
B 183	Tenambit	10:18 AM
B 182	Thornton	10:40 AM
B 166	Green Hills	10:40 AM
B 179	Greenhills Stockland	10:44 AM
B 183	Tenambit	11:01 AM
B 181	Woodberry	11:02 AM
B 180	Greenhills Stockland	11:31 AM

Quality Traffic Advice