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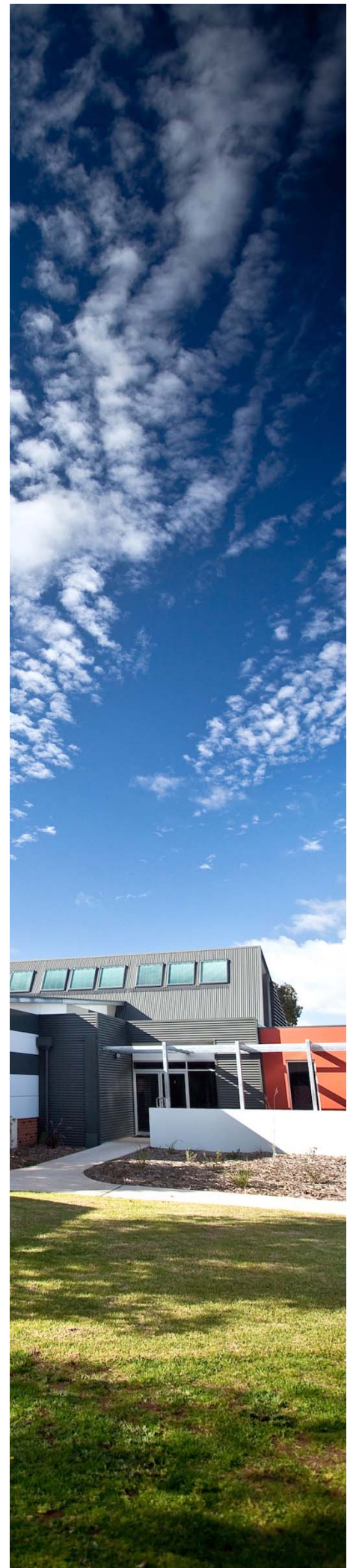
# Traffic Impact Assessment Report

Shoptop Housing Development  
Lewis & Mortimer Streets  
Mudgee

(Our Reference: 35200-TIA01\_4)

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date

23.08.2021

reference

35200-TIA01\_4

receiver

Mr Michael Fergus

C/- Petries Mitre 10

Group

144-148 Church Street

Mudgee NSW 2850

Dear Michael,

**Traffic Impact Assessment Report  
Shoptop Housing Development  
Cnr Lewis & Mortimer Street  
Mudgee NSW 2850**

With reference to the above, please find the following Traffic Impact Assessment report regarding the proposed development.

If you have any further enquiries regarding this matter, please contact the undersigned.

Yours faithfully

**BARNSON PTY LTD**



Eden Gliksman

B.Eng (Hons)


**CIVIL ENGINEER**

## Disclaimer

This report has been prepared solely for Michael Fergus (the client) in accordance with the scope provided by the client and for the purpose(s) as outlined throughout this report.

Barnson Pty Ltd accepts no liability or responsibility for or in respect of any use or reliance upon this report and its supporting material by anyone other than the client.

|                         |   |
|-------------------------|---|
| <b>Project Name:</b>    | Traffic Impact Assessment Report – Shoptop Housing Development, Lewis & Mortimer Streets, Mudgee NSW 2850 |
| <b>Client:</b>          | Michael Fergus  |
| <b>Project No.</b>      | 35200   |
| <b>Report Reference</b> | 35200-TIA01_4   |
| <b>Date:</b>            | 23.08.2021  |
| <b>Revision:</b>        | Final   |

|   |  |
|---|--|
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## APPENDICES

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## EXECUTIVE SUMMARY

Barnson has been engaged by Michael Fergus to prepare a Traffic Impact Assessment (TIA) as part of the Development Application (DA) for the proposed Shoptop housing development on the corner of Lewis and Mortimer Streets, Mudgee. This report summarises the findings of the TIA and should be read in conjunction with the DA.

The subject site is located within the town centre of Mudgee and has an area of 800 m<sup>2</sup>. The site is currently improved with a sealed carpark and has most recently been used as a car sales yard.

The project will consist of three attached two-storey units, each featuring a commercial office tenancy on the ground floor and a two-bedroom apartment on the first floor.

The following conclusions have been drawn as a result of this assessment:

- The development will generate up to eight vehicle trips per hour during the weekday peak
- Parking demand will be met by off-street and on-street parking. Three additional parking spaces are required within the surrounding streets within close proximity.
- Lewis and Mortimer Streets are both currently operating at an acceptable level of service and will continue to do so once the development is operational.
- The estimated existing traffic volumes and projected future volumes on Mortimer Street warrant BAL and BAR turn treatments in accordance with Austroads Guide to Road Design Part 4 (2017).
- The existing road configuration satisfies the requirements for the BAL and BAR turn treatments, and provides sufficient sight distances to both directions in accordance with Austroads Guide to Road Design Part 4a (2017).
- It has been concluded that the development is unlikely to have any significant impacts on the traffic operations of the existing local road network.

## 1 INTRODUCTION

### 1.1 Project Outline

The project will consist of three two-storey units, each featuring a commercial office tenancy on the ground floor and a two-bedroom apartment on the first floor.

### 1.2 Purpose and Scope

This report has been commissioned by the applicant as part of a DA for the subject site and provides an assessment of the traffic implications of the proposed development on surrounding traffic, transport and local road infrastructure.

This TIA has been prepared in accordance with the RTA Guide to Traffic Generating Developments (2002) and Mid-Western Regional Council's Policies & Plans.



## 2 EXISTING CONDITIONS

### 2.1 Location and Site

The subject site of this application is Lot 1 DP 59498, on the corner of Lewis and Mortimer Streets in the town centre of Mudgee. The site has an overall area of 800m<sup>2</sup> and currently contains a sealed carpark, most recently used as a car sales yard.



Source: SIX Maps e-Topo, NSW Spatial Information Exchange, 2019

**Figure 1 Site aerial photograph**

Vehicular access is gained via crossovers onto Lewis and Mortimer Streets. At the site frontage, both streets are in good sealed condition with one lane in each direction and a parking lane on each side. Sight distances when exiting both driveways exceed 150m in all directions.





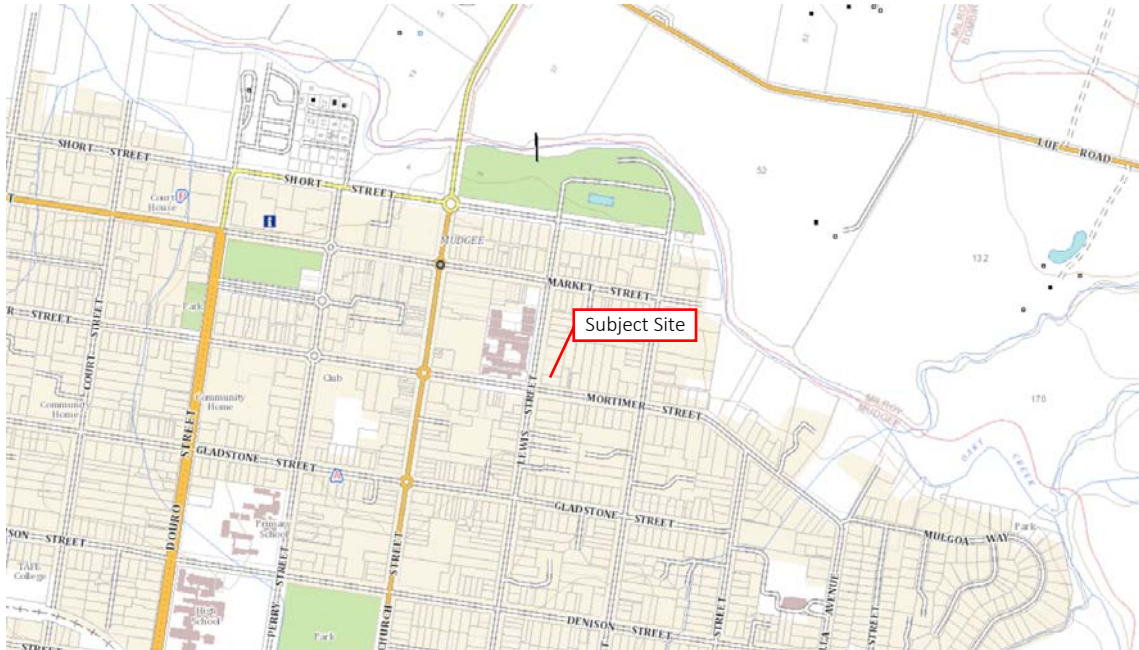
Figure 2 Existing driveway onto Lewis Street



Figure 3 Existing driveway onto Mortimer Street

## 2.2 Existing Traffic Hierarchy

The subject site is accessible via Lewis Street and Mortimer Street, both of which are local connector roads.



Source: SIX Maps e-Topo, NSW Spatial Information Exchange, 2021

**Figure 4 Site road hierarchy**

## 2.3 Traffic Volumes

Traffic counts were conducted by Gennaoui Consulting Pty Ltd on behalf of Mid-Western Regional Council in 2014, on Lewis Street between Gladstone and Mortimer Streets and on Mortimer Street between Lawson and Lewis Streets. The data obtained is attached in Appendix B.

To account for population and traffic growth since 2016, the data has been indexed at a cumulative rate of 5% pa, and the final volumes for the purposes of analyses are given in Table 1. Volumes are provided in units of vehicles per day (vpd) and vehicles per hour (vph).

**Table 1 Summary of existing traffic volumes**

| Location        | Daily Average (vpd) | Hourly Peak (vph) |
|-----------------|---------------------|-------------------|
| Lewis Street    | 5,104               | 521               |
| Mortimer Street | 2,634               | 255               |

All vehicle rates shown are for movements in both directions.

The speed limit on Lewis and Mortimer Streets is 50km/h, except on weekdays between the hours of 8:00-9:30am and 2:30-4:00pm when the school zone is active, and the speed limit is 40km/h.



## 2.4 Public Transport

Ogden's Coaches is the main bus operator in Mudgee. It runs school and community bus routes along Lewis and Mortimer Streets passing the subject site, including school bus services to St Matthew's Catholic School opposite the site on Lewis Street.

## 2.5 Pedestrian Access

Pedestrian access to the site is linked to the wider pedestrian network throughout the Mudgee town centre. Concrete paths border both street frontages, with pedestrian crossings on both roads featuring refuge medians to for the safety and guidance of pedestrians.



Figure 5 Footpath along Mortimer Street



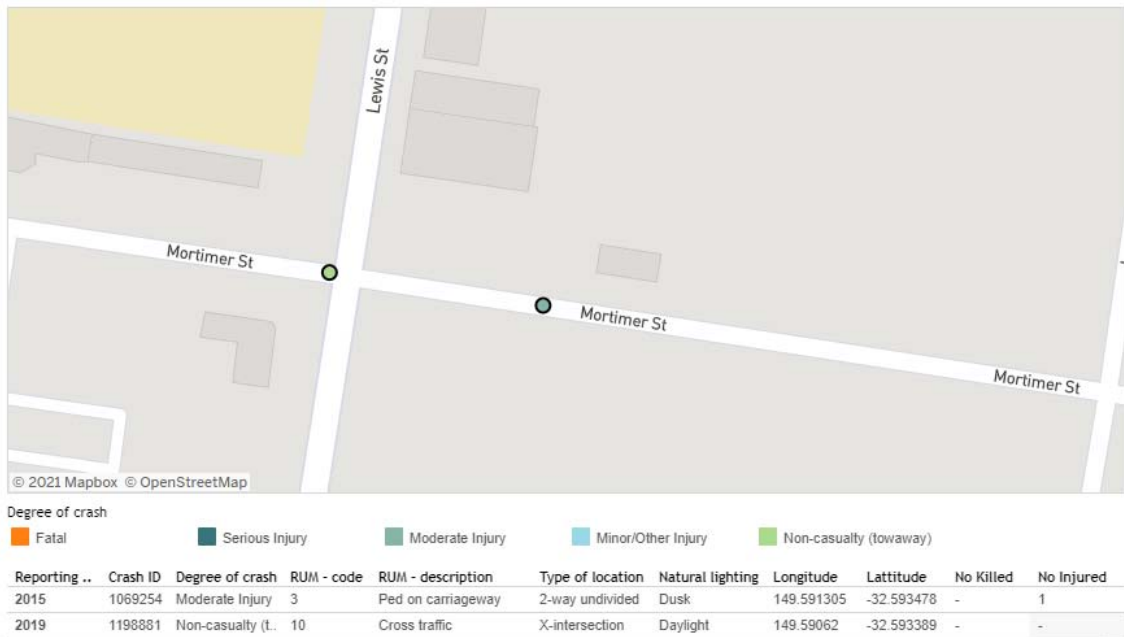
Figure 6 Pedestrian crossing on Lewis Street



Figure 7 Pedestrian crossing on Mortimer Street

## 2.6 Traffic Safety

Traffic accident history of the area has been obtained from the RMS website. In the five-year period between 2015 and 2019, two crashes were recorded in the vicinity of the site and are detailed in Figure 8. As the two crashes occurred in different locations and were different crash types, there does not appear to be a crash pattern, and these are considered isolated incidents.



Source: Crash and Casualty Statistics, RMS, 2019

Figure 8 Accident history map



### 3 PROPOSED DEVELOPMENT

As outlined in Section 1.1, the proposed development consists of three two-storey units, each featuring a commercial tenancy on the ground floor and a residential apartment on the first floor. The commercial tenancies will be fitted out as a basic open office layout. Each Shoptop apartment will feature two bedrooms, two bathrooms and an open plan kitchen/living/dining area. Floor plans for the development are provided in Appendix A.

#### 3.1 Parking Assessment

Parking rates have been obtained from the Mid-Western Regional Council's Development Control Plan Amendment 5 (2013) (the DCP). As the site is located within Mudgee's conservation area, the applicable car parking rate is one space per two-bedroom flat; plus one space per 30m<sup>2</sup> gross floor area (GFA) or office space. As such, the parking requirement can be calculated as:

$$3 \text{ units} + (408 \text{ m}^2 \div 30 \text{ m}^2) = 17 \text{ parking spaces}$$

The parking requirements are addressed in three ways:

- The proposal includes the provision of three off-street car parking spaces, each allocated to one unit to meet the residential parking needs.
- Of the 11 commercial parking spaces required, 8 spaces are to be accommodated by street parking along the site frontage on Lewis and Mortimer Streets, and another 3 street parking spaces within close proximity to the site.
- A departure from the DCP is sought on the remaining three spaces, with justification provided within the Statement of Environmental Effects submitted in support of the development proposal.

##### 3.1.1 Parking Surveys

Parking surveys have been conducted to assess the impact of relying on street parking for traffic generated by the development. With consideration of the development's operation as primarily commercial offices, and the surrounding activities including schools, restaurants, retail and residential dwellings, three peak parking demand periods are anticipated:

- 9:00am, corresponding with morning school and work traffic
- 3:00pm, corresponding with school pickup
- 5:00pm, corresponding with evening work traffic.

The parking survey identified the availability of 186 car parking spaces within the surveyed region identified in Appendix C. The average number of occupied spaces within the surveyed areas at different times is summarized in Table 2.

Table 2 Parking utilisation survey

| Zone         | Capacity   | Restriction | Occupied Spaces |            |           |
|--------------|------------|-------------|-----------------|------------|-----------|
|              |            |             | 9:00am          | 3:00pm     | 5:00pm    |
| A            | 34         | 2 hours     | 30              | 33         | 11        |
| B            | 9          | Unlimited   | 9               | 9          | 4         |
| C            | 17         | Unlimited   | 16              | 15         | 8         |
| D            | 22         | Unlimited   | 14              | 18         | 9         |
| E            | 104        | Unlimited   | 76              | 84         | 61        |
| <b>Total</b> | <b>186</b> |             | <b>145</b>      | <b>159</b> | <b>93</b> |

During the busiest time at 3pm, 159 parking spaces are occupied within the surveyed area; leaving 27 empty spaces available within close proximity to the site. The abundance of available car parking will absorb the 3 vehicles generated by the site with minimal impact, such that the availability of parking is reduced by 11% with at least 24 spaces remaining available. This minor decrease is considered unlikely to impact any surrounding businesses or residential and school activities.

### 3.2 Traffic Generation

The RMS Guide to Traffic Generating Developments (2002) prescribes a peak traffic generation rate of 0.5vph per dwelling (up to two bedrooms) and 2vph per 100m<sup>2</sup> GFA office/commercial space. This gives the following peak hourly trip generation for the development:

$$0.5 \text{ vph} \times 3 \text{ dwellings} + 2 \text{ vph} \times 408 \text{ m}^2 \div 100 \text{ m}^2 = 10 \text{ vph}$$

### 3.3 Lewis Street and Mortimer Street Analysis

The peak hourly flows for a mid-block road at various Levels of Service (LoS) are set out in Table 3 below.

Table 3 Urban road peak hour flows per direction

| Level of Service | One Lane (vph) | Two Lanes (vph) |
|------------------|----------------|-----------------|
| A                | 200            | 900             |
| B                | 380            | 1400            |
| C                | 600            | 1800            |
| D                | 900            | 2200            |
| E                | 1400           | 2800            |

Source: Guide to Traffic Generating Developments, RTA (2002)

From the available traffic counts and the projected traffic generation outlined in Section 0, and with the assumption that on some particular days 100% of generated traffic may utilise either Lewis Street or Mortimer Street, it can be concluded that:



**Table 4 Lewis Street peak hour flows per direction**

| Location        | Stage            | Peak Hourly Flow per Direction (vph) | Level of Service |
|-----------------|------------------|--------------------------------------|------------------|
| Lewis Street    | Pre-development  | 261                                  | A                |
|                 | Post-development | 266                                  | A                |
| Mortimer Street | Pre-development  | 128                                  | A                |
|                 | Post-development | 133                                  | A                |

Therefore, no upgrades are required to Lewis or Mortimer Streets.

### 3.4 Proposed Driveway/Intersection Analysis

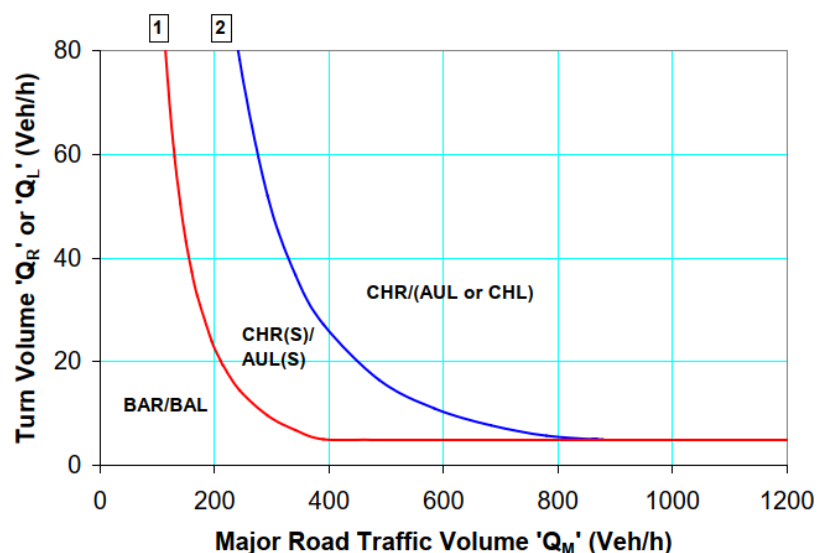
The existing crossovers to Mortimer and Lewis Streets are to be removed. A new combined entry/exit driveway is proposed at the eastern end of the site, and is to be 6m in width in accordance with AS2890.1:2004.

From Sections 2.3 and 0, the existing and proposed peak flows are summarised below:

**Table 5 Peak hour turning traffic volumes**

| Existing through traffic (vph) | Turning traffic (vph) |
|--------------------------------|-----------------------|
| 255                            | 10                    |

From these traffic volumes and the warrants illustrated in Figure 9 below, the appropriate turn treatments are Basic Right (BAR) / Basic Left (BAL). This arrangement is satisfied by the existing road configuration.



(a) Design speed  $\geq 100$  km/h

Source: Figure A 10, Guide to Road Design Part 4, Austroads, 2017

**Figure 9 Warrants for turn treatments at unsignalised intersections**

### 3.4.1 Sight distance review

Sight distances at the Mortimer Street driveway extend around 180m in both directions, and the speed limit is 50km/h outside of school zone hours. In accordance with Table A 12 of the Austroads Guide to Road Design Part 4A (2017), the minimum safe intersection sight distance at the site driveway, conservatively using truck stopping distances and a reaction time of 2.0 s, is 83m. Therefore, the driveway sight distances are compliant with the Austroads requirements.

### 3.5 Cumulative Impacts

There are no other known major developments currently being assessed by Mid-Western Regional Council in proximity to the subject site.

## 4 CONCLUSION

Barnson has been engaged by Michael Fergus to prepare a (TIA) as part of the (DA) for the proposed Shoptop housing development on the corner of Lewis and Mortimer Streets, Mudgee. This report summarises the findings of the TIA and should be read in conjunction with the DA.

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- Parking demand will be met by off-street and on-street parking. Three additional parking spaces are required within the surrounding streets within close proximity.
- Lewis and Mortimer Streets are both currently operating at an acceptable level of service and will continue to do so once the development is operational
- The estimated existing traffic volumes and projected future volumes on Mortimer Street warrant BAL and BAR turn treatments in accordance with Austroads Guide to Road Design Part 4 (2017)
- The existing road configuration satisfies the requirements for the BAL and BAR turn treatments, and provides sufficient sight distances to both directions in accordance with Austroads Guide to Road Design Part 4a (2017).
- It has been concluded that the development is unlikely to have any significant impacts on the traffic operations of the existing local road network.

Should you require any further information or clarification regarding this matter, please do not hesitate to contact the undersigned.

Yours faithfully  
**BARNSON PTY LTD**



Eden Glikman  
B.Eng (Hons)  
**CIVIL ENGINEER**

## Appendix A - Site Plans



## **Appendix B - Traffic Counts**

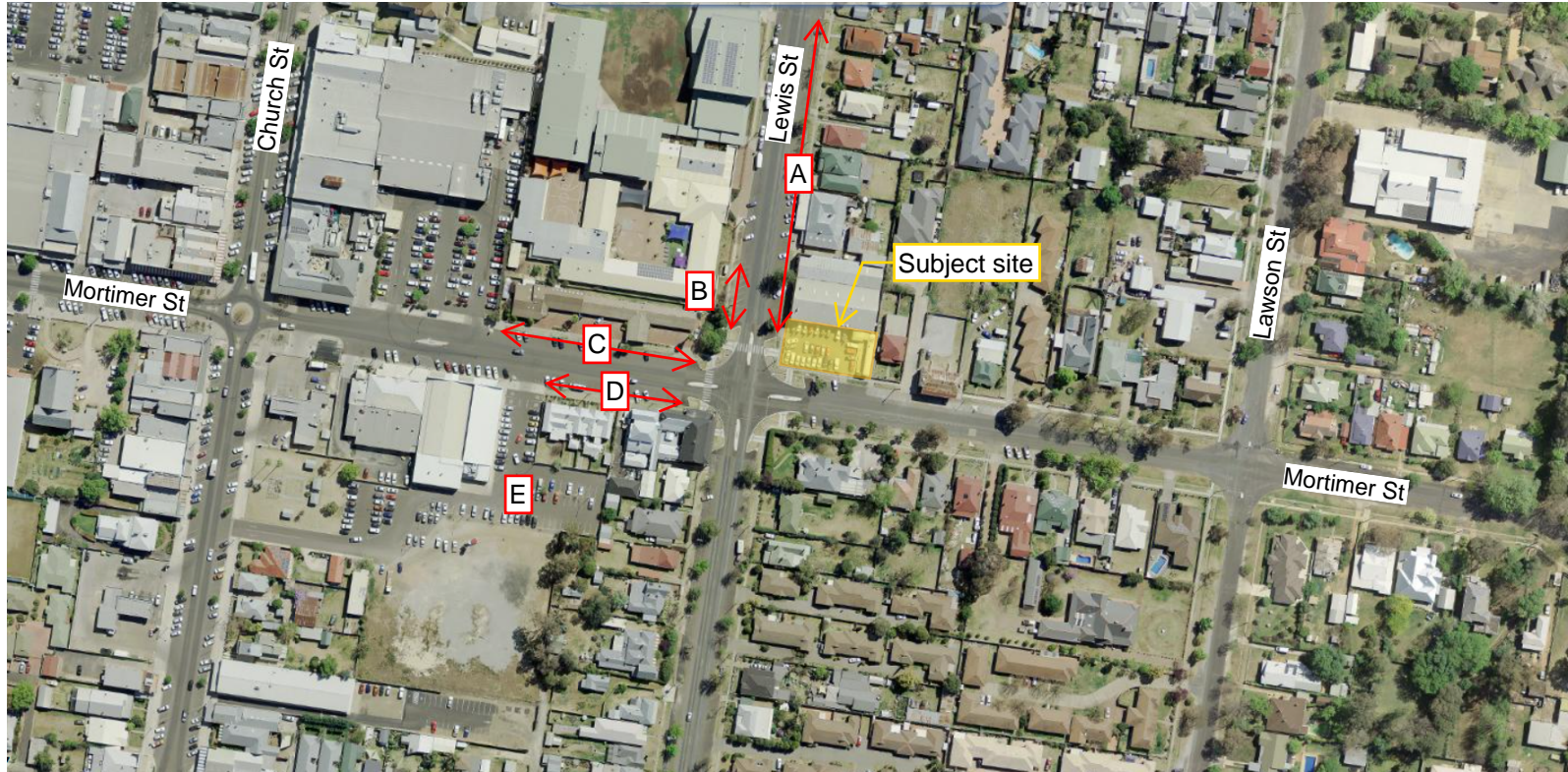
Gennaoui Consulting on behalf of Mid-Western Regional Council, 2014

| APPENDIX B DAILY TRAFFIC VOLUMES, CLASSES & SPEEDS IN MUDGEE |                   |                            |                              |         |        |                |       |           |      |     |      |       |                      |       |       |
|--|-------------------|----------------------------|------------------------------|---------|--------|----------------|-------|-----------|------|-----|------|-------|----------------------|-------|-------|
| Street   | Location          |                            | Average Weekly Daily Traffic |         |        | Weekday        |       | Peak Hour |      |     |      | Speed |                      |       |       |
|  |                   |                            | Weekday                      | Weekend | Weekly | Heavy Vehicles |       | AM        |      | PM  |      | Mean  | 85 <sup>th</sup> ile | 50>   | 60>   |
|  |                   |                            |                              |         |        | Medium         | Heavy | Vol       | Time | Vol | Time |       |                      |       |       |
| 1  | Bellevue Road     | west of Henry Bayli Dr     | 1326                         | 990     | 1230   | 7.7%           | 0.3%  | 108       | 8am  | 135 | 4pm  | 52.8  | 59.8                 | 65.4% | 15.0% |
| 2  | Burrundulla Ave   | Horatio St & Denison St    | 931                          | 578     | 830    | 4.10%          | 0.10% | 82        | 8am  | 87  | 3pm  | 44.6  | 53.6                 | 28.0% | 4.0%  |
| 3  | Burrundulla Road  | east of Sydney Road        | 1979                         | 1216    | 1761   | 2.90%          | 0.10% | 194       | 11am | 195 | 1pm  | 27.3  | 32.4                 | 0.1%  | 0.0%  |
| 4  | Church Street     | Market St & Short St       | 4685                         | 4818    | 4723   | 4.10%          | 0.00% | 409       | 8am  | 422 | 5pm  | 33.3  | 39.2                 | 0.5%  | 0.0%  |
| 5  | Church Street     | Mealy St & Denison St      | 10059                        | 8078    | 9493   | 2.70%          | 0.10% | 725       | 8am  | 951 | 3pm  | 41.4  | 47.5                 | 7.6%  | 0.4%  |
| 6  | Church Street     | Meares St & Railway X      | 7818                         | 6628    | 7478   | 1.40%          | 0.00% | 631       | 8am  | 786 | 5pm  | 49.7  | 55.1                 | 45.4% | 4.0%  |
| 7  | Church Street     | Spring Rd & Redbank Rd     | 1194                         | 1149    | 1181   | 2.60%          | 0.10% | 93        | 8am  | 122 | 5pm  | 49.8  | 56.5                 | 49.0% | 7.1%  |
| 8  | Denison Street    | George St & Lawson St      | 553                          | 452     | 524    | 3.10%          | 0.00% | 54        | 8am  | 54  | 3pm  | 33    | 38.5                 | 0.3%  | 0.0%  |
| 9  | Denison Street    | Cox St & Gawthorne Pl      | 1554                         | 1915    | 1657   | 3.30%          | 0.00% | 96        | 8am  | 179 | 5pm  | 47.7  | 56.2                 | 41.4% | 7.0%  |
| 10   | Denison Street    | Church St & Perry St       | 1063                         | 657     | 947    | 3.40%          | 0.00% | 118       | 8am  | 127 | 3pm  | 24.8  | 30.6                 | 0.0%  | 0.0%  |
| 11   | Douro Street      | Market St & Short St       | 1365                         | 763     | 1193   | 7.60%          | 2.60% | 127       | 8am  | 138 | 4pm  | 37.1  | 43.9                 | 2.7%  | 0.1%  |
| 12   | Douro Street      | Gladstone St & Mortimer St | 7063                         | 5747    | 6687   | 4.80%          | 2.00% | 600       | 11am | 641 | 4pm  | 44.2  | 51.5                 | 22.8% | 1.4%  |
| 13   | Douro Street      | at Railway X               | 5266                         | 4251    | 4976   | 2.7%           | 0.2%  | 532       | 8am  | 549 | 3pm  | 42.3  | 51.8                 | 22.2% | 1.8%  |
| 14   | Fairydale Lane    | Gladstone St & railway X   | 126                          | 102     | 119    | 7.7%           | 0.0%  | 9         | 8am  | 13  | 4pm  | 38.5  | 49                   | 12.9% | 2.4%  |
| 15   | Gladstone Street  | Lewis St & Church St       | 1518                         | 920     | 1347   | 1.0%           | 0.0%  | 149       | 8am  | 190 | 3pm  | 33    | 38.2                 | 0.2%  | 0.0%  |
| 16   | Gladstone Street  | Court St & Cox St          | 2276                         | 2094    | 2224   | 2.5%           | 0.0%  | 167       | 8am  | 222 | 3pm  | 46.3  | 53.6                 | 33.6% | 3.3%  |
| 17   | Henry Bayly Drive | Baskerville Dr & Inglis St | 696                          | 623     | 675    | 10.3%          | 0.0%  | 51        | 8am  | 70  | 4pm  | 31.1  | 36                   | 0.2%  | 0.0%  |
| 18   | Horatio Street    | Lochel Ln & George St      | 8535                         | 5123    | 7560   | 7.1%           | 1.9%  | 677       | 8am  | 876 | 4pm  | 48.4  | 54.4                 | 41.7% | 3.3%  |
| 19   | Horatio Street    | Perry St & Douro St        | 4177                         | 3012    | 3844   | 7.3%           | 2.7%  | 377       | 8am  | 396 | 3pm  | 44    | 51.1                 | 19.8% | 1.4%  |
| 20   | Inglis Street     | Douro St & Court St        | 2289                         | 1848    | 2163   | 4.0%           | 0.0%  | 176       | 8am  | 225 | 5pm  | 26.4  | 30.6                 | 0.0%  | 0.0%  |
| 21   | Lawson Street     | Gladstone St & Mortimer St | 532                          | 347     | 479    | 3.7%           | 0.0%  | 48        | 8am  | 66  | 3pm  | 33.6  | 38.9                 | 0.6%  | 0.0%  |
| 22   | Lewis Street      | Gladstone St & Mortimer St | 3627                         | 2231    | 3228   | 6.0%           | 1.0%  | 304       | 8am  | 370 | 3pm  | 44.8  | 51.8                 | 23.3% | 2.0%  |
| 23   | Lewis Street      | Horatio St & Mealy St      | 2827                         | 1693    | 2503   | 8.6%           | 1.2%  | 224       | 11am | 303 | 4pm  | 41.4  | 47.5                 | 8.0%  | 0.3%  |
| 24   | Lions Drive       | Sydney Rd & Broadhead Rd   | 1471                         | 1090    | 1362   | 4.9%           | 0.2%  | 134       | 8am  | 152 | 4pm  | 50.1  | 57.6                 | 50.5% | 9.2%  |
| 25   | Madeira Road      | Church St & Atkinson St    | 2763                         | 2088    | 2570   | 2.1%           | 0.0%  | 286       | 8am  | 285 | 3pm  | 38.7  | 46.1                 | 5.1%  | 0.2%  |
| 26   | Madeira Road      | west of Douro St           | 834                          | 792     | 822    | 1.8%           | 0.0%  | 82        | 8am  | 78  | 5pm  | 51.8  | 60.1                 | 61.3% | 16.1% |
| 27   | Market St         | Lewis St & Church St       | 2141                         | 1280    | 1895   | 5.7%           | 0.0%  | 233       | 8am  | 229 | 3pm  | 24.9  | 29.9                 | 0.2%  | 0.0%  |
| 28   | Market St         | Douro St & Court St        | 6875                         | 5594    | 6509   | 6.5%           | 0.6%  | 593       | 8am  | 615 | 4pm  | 40.5  | 48.6                 | 10.9% | 0.5%  |
| 29   | Market St         | Third St & Bell St         | 4917                         | 4014    | 4659   | 5.7%           | 2.3%  | 428       | 8am  | 466 | 4pm  | 49.8  | 54.7                 | 46.4% | 4.0%  |
| 30   | Meares Street     | Grant St & Church St       | 2357                         | 1986    | 2251   | 2.2%           | 0.0%  | 162       | 9am  | 240 | 5pm  | 40.4  | 45.7                 | 4.0%  | 0.1%  |
| 31   | Mortimer Street   | Lawson St & Lewis St       | 1872                         | 1564    | 1784   | 1.9%           | 0.1%  | 138       | 10am | 181 | 4pm  | 46    | 53.6                 | 31.2% | 3.4%  |
| 32   | Mortimer Street   | Cox St & Park Ave          | 885                          | 721     | 838    | 1.3%           | 0.0%  | 63        | 11am | 91  | 4pm  | 41.9  | 48.2                 | 10.6% | 0.7%  |
| 33   | Oporto Road       | Madeira Rd & Norman Rd     | 3029                         | 2427    | 2857   | 2.1%           | 0.0%  | 246       | 8am  | 294 | 4pm  | 41.6  | 47.5                 | 8.5%  | 0.3%  |
| 34   | Perry Street      | Market St & Short St       | 1514                         | 737     | 1292   | 4.8%           | 0.0%  | 144       | 7am  | 173 | 2pm  | 21.3  | 24.5                 | 0.0%  | 0.0%  |
| 35   | Perry Street      | south of Market            | 4837                         | 3007    | 4314   | 2.7%           | 0.0%  | 451       | 11am | 547 | 3pm  | 32.5  | 41                   | 1.4%  | 0.1%  |
| 36   | Robertson Street  | Trefusis Ave & Madeira Rd  | 1776                         | 1538    | 1708   | 2.4%           | 0.0%  | 163       | 8am  | 195 | 5pm  | 43.8  | 54.4                 | 27.8% | 5.5%  |
| 37   | Robertson Street  | Abernethy & Trefusis Ave   | 1911                         | 1715    | 1855   | 6.5%           | 0.1%  | 181       | 7am  | 195 | 3pm  | 55.9  | 63                   | 81.3% | 27.8% |
| 38   | Short Street      | Lewis St & Church St       | 2124                         | 1501    | 1946   | 7.8%           | 1.8%  | 177       | 8am  | 213 | 4pm  | 40    | 46.8                 | 6.9%  | 0.3%  |
| 39   | Short Street      | Perry St & Douro St        | 1550                         | 945     | 1377   | 7.4%           | 2.3%  | 126       | 8am  | 148 | 4pm  | 47.4  | 55.1                 | 37.5% | 5.4%  |
| 40   | Spring Road       | Melton Rd & Church St      | 1543                         | 1424    | 1509   | 3.6%           | 0.0%  | 137       | 8am  | 165 | 5pm  | 54.2  | 61.6                 | 73.2% | 20.4% |



## Appendix C - Parking Surveys





Job: 35200  
 Date: 06-05-21

| Zone | Capacity | Restriction | Occupied Spaces |     |     |
|------|----------|-------------|-----------------|-----|-----|
|      |          |             | 9am             | 3pm | 5pm |
| A    | 34       | 2P60        | 31              | 33  | 14  |
| B    | 9        | U60         | 9               | 9   | 4   |
| C    | 17       | U60         | 17              | 14  | 7   |
| D    | 22       | U60         | 14              | 19  | 9   |
| E    | 104      | U           | 80              | 78  | 60  |

Date: 07-05-21

| Zone | Capacity | Restriction | Occupied Spaces |     |     |
|------|----------|-------------|-----------------|-----|-----|
|      |          |             | 9am             | 3pm | 5pm |
| A    | 34       | 2P60        | 29              | 34  | 12  |
| B    | 9        | U60         | 9               | 9   | 7   |
| C    | 17       | U60         | 16              | 14  | 7   |
| D    | 22       | U60         | 16              | 17  | 11  |
| E    | 104      | U           | 75              | 96  | 59  |

Date: 10-05-21

| Zone | Capacity | Restriction | Occupied Spaces |     |     |
|------|----------|-------------|-----------------|-----|-----|
|      |          |             | 9am             | 3pm | 5pm |
| A    | 34       | 2P60        | 30              | 32  | 7   |
| B    | 9        | U60         | 9               | 9   | 2   |
| C    | 17       | U60         | 14              | 17  | 9   |
| D    | 22       | U60         | 12              | 17  | 7   |
| E    | 104      | U           | 74              | 77  | 63  |

**Average**

| Zone         | Capacity   | Restriction | Occupied Spaces |            |           |
|--------------|------------|-------------|-----------------|------------|-----------|
|              |            |             | 9am             | 3pm        | 5pm       |
| A            | 34         | 2P60        | 30              | 33         | 11        |
| B            | 9          | U60         | 9               | 9          | 4         |
| C            | 17         | U60         | 16              | 16         | 8         |
| D            | 22         | U60         | 14              | 18         | 9         |
| E            | 104        | U           | 76              | 84         | 61        |
| <b>Total</b> | <b>186</b> |             | <b>145</b>      | <b>159</b> | <b>93</b> |