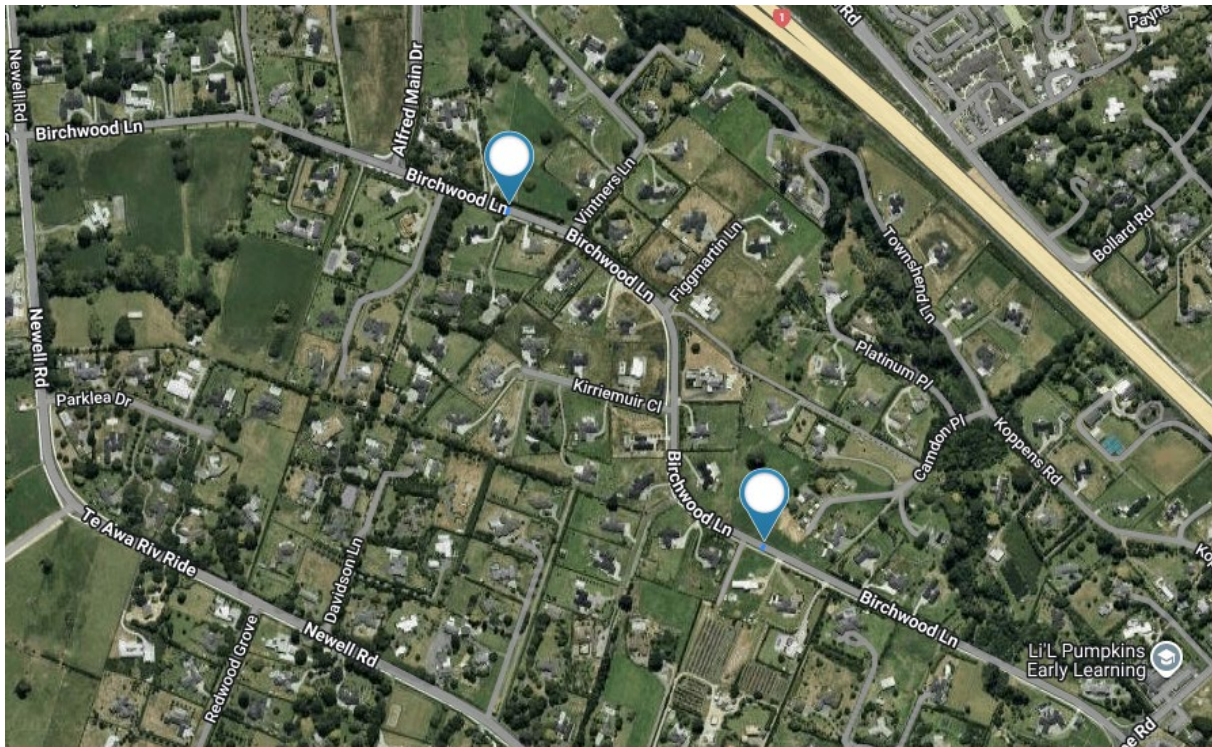


## Data Collection

Traffic counters were placed on Birchwood Lane in two locations as shown below:

- 170m east of Alfred Main Drive (RP 700) and
- 560m west of Devine Road (RP1360)



These traffic counters collected data over a minimum of 7 days. The 2025 counts were undertaken in June and July 2025 between 13/06/2025 and 11/07/2025 to cover both school holiday and non-school holiday traffic. During the survey period there was an incident on State Highway 1 which resulted in a number of vehicles using Birchwood Lane as a detour. These vehicles have been removed from the analysis.

## Traffic counts

Traffic count data collected along Birchwood Lane is as tabled below:

Location (RP)	Date	Average Daily traffic flow (vpd)	Peak hour flow (vph)
560m west of Devine Road	03/2022	1,220	153
560m west of Devine Road	06/2025	1,279	230
170m east of Alfred Main Drive	10/2023	1,342	185
170m east of Alfred Main Drive	06/2025	1,276	208

Overall there has been little change in the volume of traffic recorded in 2022 vs 2025. The higher volumes in 2023 are likely due to construction works that were occurring in the area.

The data showed that there was a 15% drop in traffic on Birchwood Lane during the school holidays indicating that a high portion of children are driven to and from school.

## Vehicle Speeds

Speed data has previously been collected along Birchwood Lane as tabled below:

Location (RP)	Date	Median speed (km/hr)	Average speed (km/hr)	85th%ile speed (km/hr)
560m west of Devine Road	03/2022	60	61	71
560m west of Devine Road	06/2025	49	49	57
170m east of Alfred Main Drive	10/2023			62
170m east of Alfred Main Drive	06/2025	54	54	62

A comparison of the 2022 and 2025 speed data at 560m west of Devine Road shows a distinctive shift in the proportion of traffic traveling above 55km/hr.

2022 speed data								2025 speed data							
	Speed (km/hr)								Speed (km/hr)						
Time	25-35	35-45	45-55	55-65	65-75	75-85	85-95	Time	25-35	35-45	45-55	55-65	65-75	75-85	85-95
5 am	5%	3%	16%	27%	25%	20%	3%	5 am	1%	12%	40%	33%	12%	1%	0%
6 am	4%	2%	17%	37%	31%	7%	2%	6 am	4%	16%	46%	25%	7%	0%	0%
7 am	2%	2%	20%	40%	25%	8%	1%	7 am	5%	19%	55%	16%	3%	0%	0%
8 am	2%	2%	26%	45%	19%	5%	1%	8 am	3%	21%	56%	17%	2%	0%	0%
9 am	2%	3%	23%	45%	19%	7%	0%	9 am	3%	20%	54%	18%	3%	0%	0%
10 am	1%	2%	22%	46%	23%	6%	0%	10 am	6%	23%	50%	17%	3%	0%	0%
11 am	1%	3%	21%	43%	24%	7%	2%	11 am	4%	24%	51%	18%	2%	0%	0%
12 pm	1%	1%	22%	41%	25%	7%	1%	12 pm	3%	25%	51%	18%	2%	0%	0%
1 pm	2%	2%	14%	45%	27%	8%	0%	1 pm	4%	21%	49%	22%	3%	0%	0%
2 pm	1%	1%	24%	45%	23%	5%	1%	2 pm	3%	22%	51%	20%	3%	0%	0%
3 pm	1%	2%	18%	47%	22%	7%	2%	3 pm	3%	19%	53%	22%	3%	0%	0%
4 pm	2%	1%	19%	50%	20%	7%	1%	4 pm	4%	21%	54%	18%	2%	0%	0%
5 pm	1%	4%	17%	42%	25%	8%	2%	5 pm	4%	24%	53%	15%	2%	0%	0%
6 pm	2%	2%	16%	37%	30%	10%	2%	6 pm	4%	23%	48%	20%	4%	1%	0%
7 pm	1%	2%	19%	39%	24%	11%	3%	7 pm	4%	22%	46%	20%	6%	1%	0%
8 pm	2%	2%	15%	39%	31%	9%	2%	8 pm	5%	23%	46%	18%	5%	1%	1%

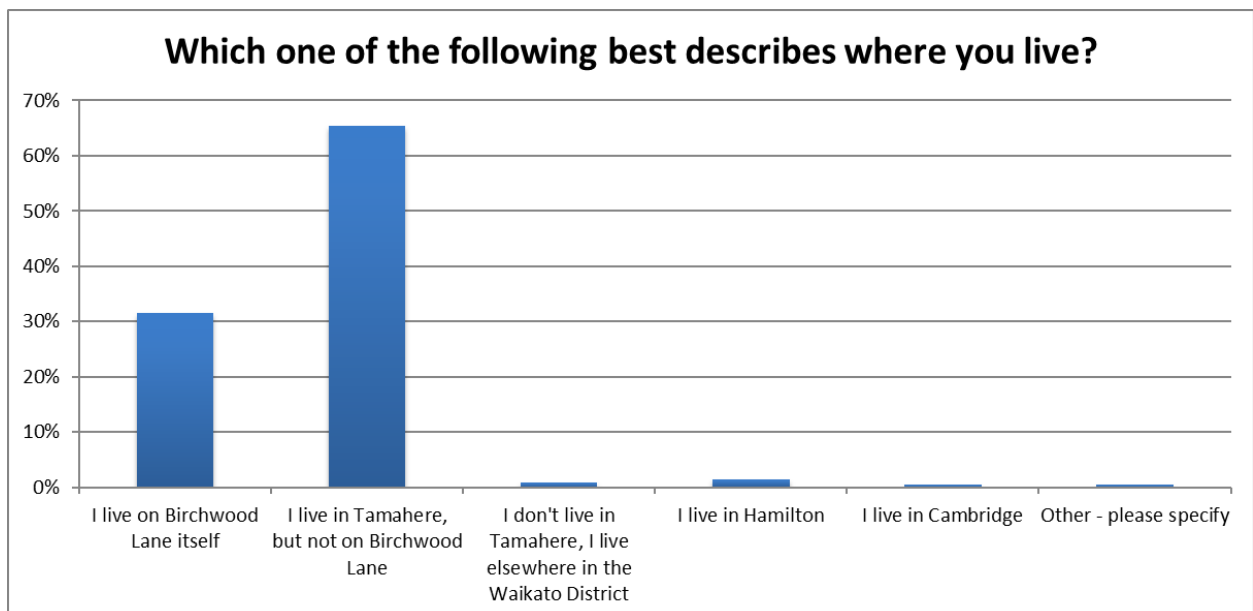
The speed data from the control site at 170m east of Alfred Main Drive shows a narrower vehicle speed spread than at the 560m west of Devine Road site with a 20km/hr range of speeds vs 30km/h respectively.

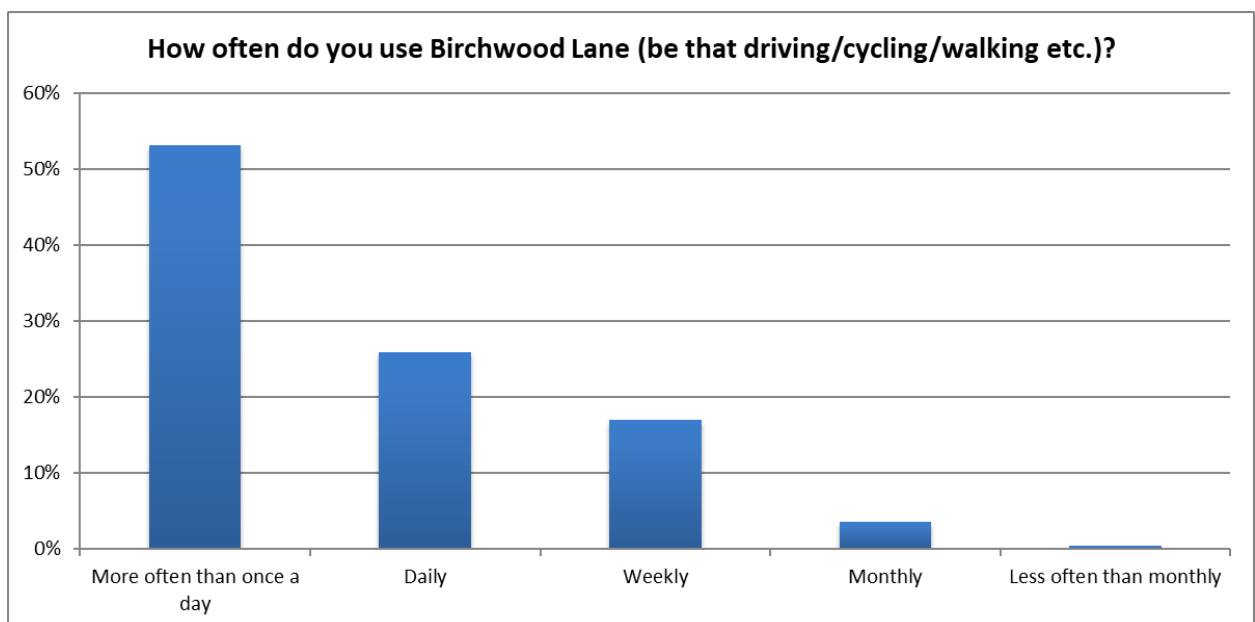
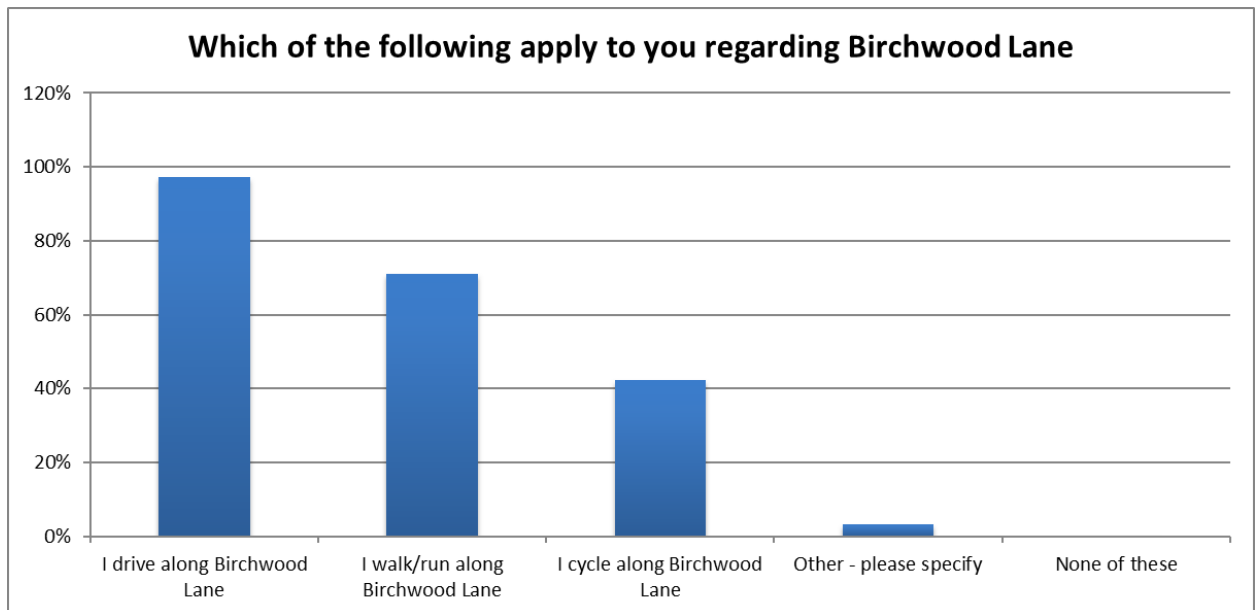
## 868 Speed.data.at.736m.east.of.Alfred.Main.Drive.

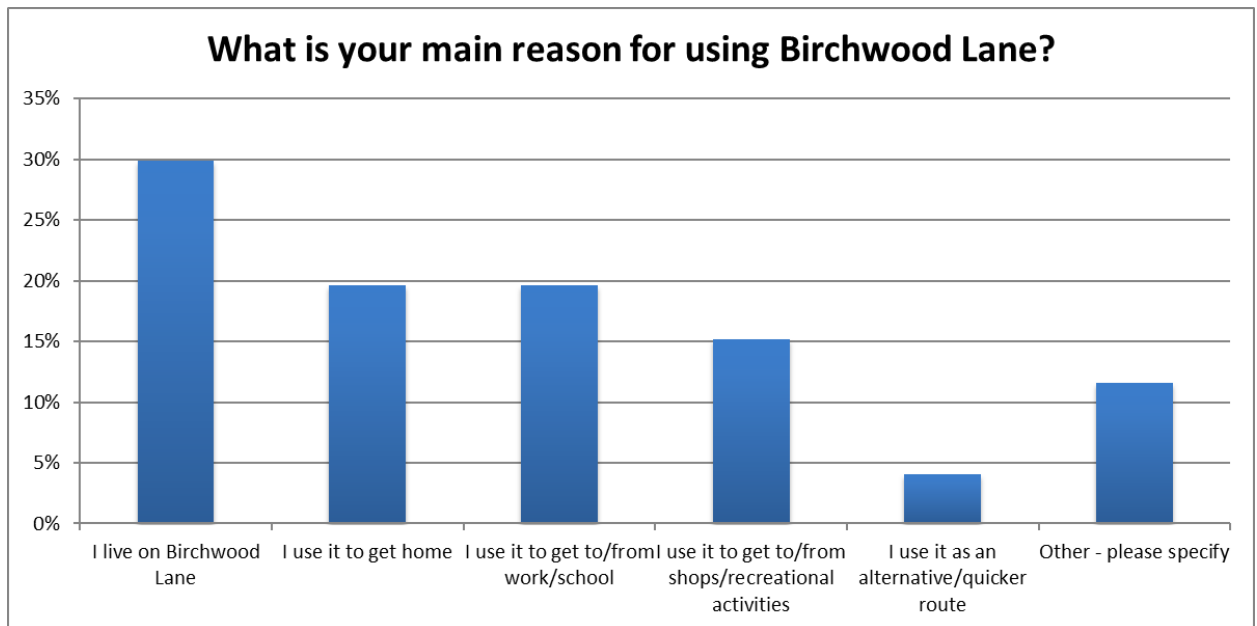
	Speed (km/hr)						
Time	25-35	35-45	45-55	55-65	65-75	75-85	85-95
5 am	4%	6%	32%	41%	12%	4%	1%
6 am	4%	9%	37%	30%	14%	2%	0%
7 am	2%	9%	48%	32%	7%	1%	0%
8 am	2%	7%	50%	35%	6%	0%	0%
9 am	2%	9%	46%	35%	6%	0%	0%
10 am	2%	9%	47%	35%	6%	0%	0%
11 am	2%	9%	48%	35%	6%	1%	0%
12 pm	1%	9%	46%	36%	7%	1%	0%
1 pm	2%	7%	45%	37%	7%	1%	0%
2 pm	1%	6%	47%	38%	7%	0%	0%
3 pm	1%	7%	44%	39%	8%	1%	0%
4 pm	1%	7%	45%	37%	8%	1%	0%
5 pm	1%	7%	49%	34%	7%	1%	0%
6 pm	1%	8%	41%	37%	10%	2%	0%
7 pm	2%	9%	41%	35%	10%	2%	1%
8 pm	1%	9%	39%	35%	12%	2%	0%

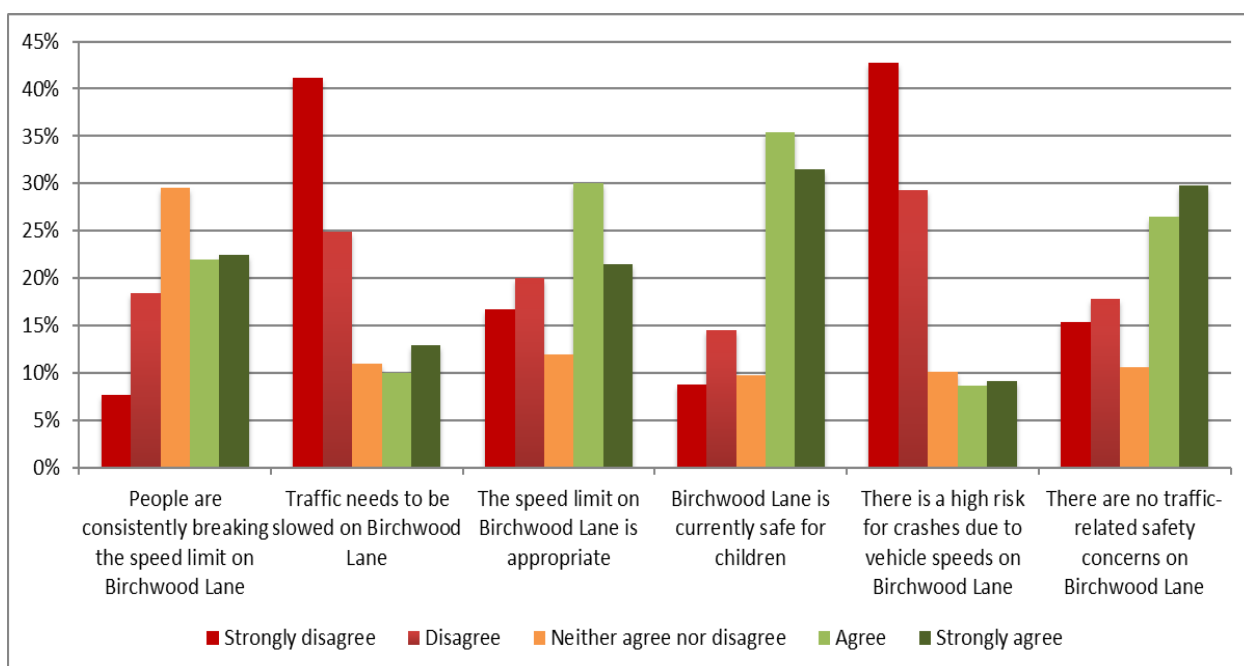
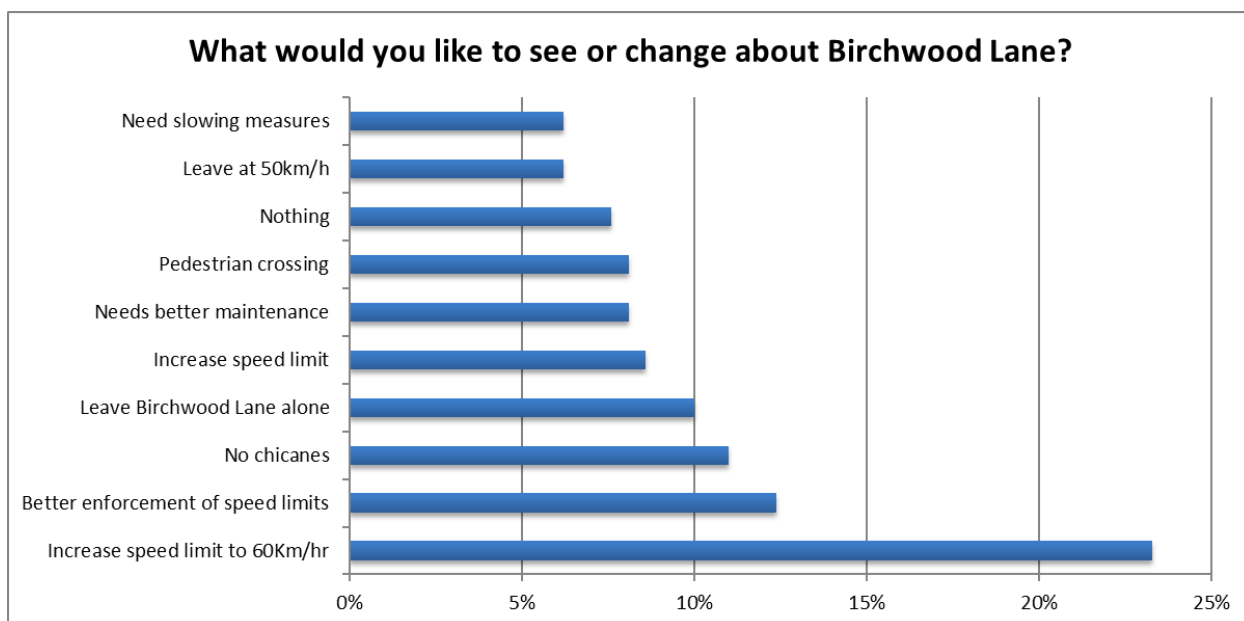
## Resident survey

There were 9 questions in the survey which were a mix of quantitative and qualitative questions. The responses to each survey question are below excluding Question 6, which requires further analysis.









People are consistently breaking the speed limit on Birchwood Lane	Birchwood Lane Residents	Others
Strongly disagree	5%	9%
Disagree	20%	18%
Neither agree nor disagree	25%	33%
Agree	20%	21%
Strongly agree	31%	19%

<b>Traffic needs to be slowed on Birchwood Lane</b>	<b>Birchwood Lane Residents</b>	<b>Others</b>
Strongly disagree	35%	42%
Disagree	21%	28%
Neither agree nor disagree	9%	12%
Agree	10%	10%
Strongly agree	25%	7%

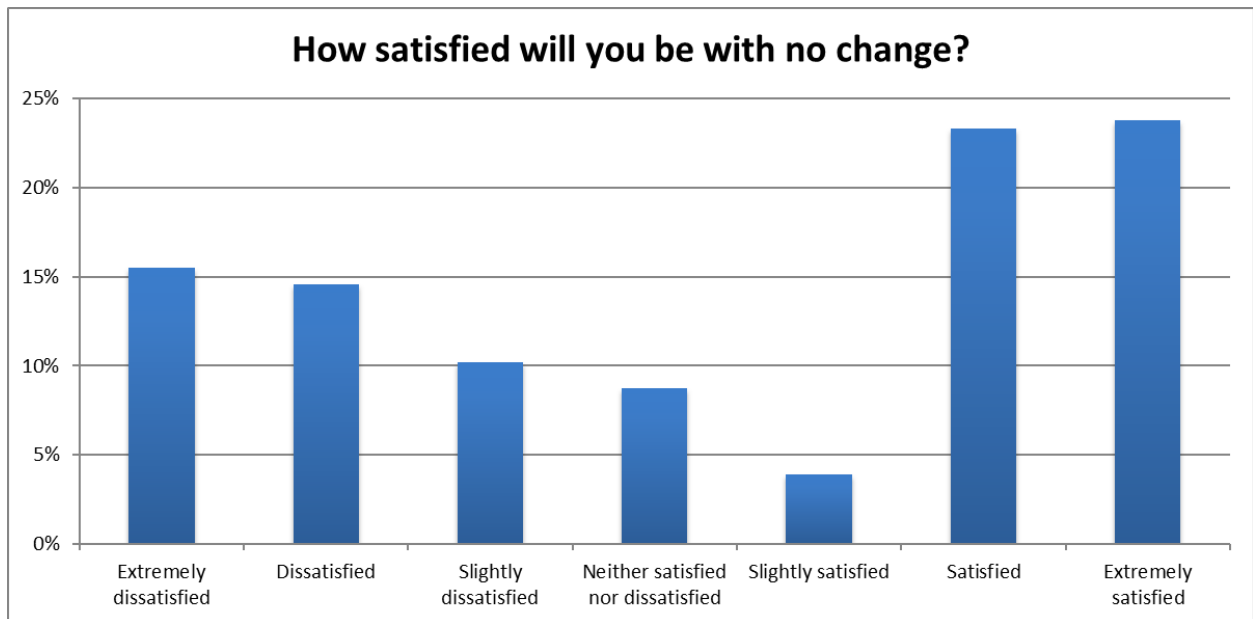
<b>The speed limit on Birchwood Lane is appropriate</b>	<b>Birchwood Lane Residents</b>	<b>Others</b>
Strongly disagree	12%	20%
Disagree	15%	24%
Neither agree nor disagree	7%	13%
Agree	32%	27%
Strongly agree	34%	16%

<b>Birchwood Lane is currently safe for children</b>	<b>Birchwood Lane Residents</b>	<b>Others</b>
Strongly disagree	19%	4%
Disagree	12%	17%
Neither agree nor disagree	10%	10%
Agree	34%	36%
Strongly agree	25%	34%

<b>There is a high risk for crashes due to vehicle speeds on Birchwood Lane</b>	<b>Birchwood Lane Residents</b>	<b>Others</b>
Strongly disagree	40%	43%
Disagree	22%	33%
Neither agree nor disagree	12%	10%
Agree	10%	8%
Strongly agree	16%	6%

<b>There are no traffic-related safety concerns on Birchwood Lane</b>	<b>Birchwood Lane Residents</b>	<b>Others</b>
Strongly disagree	26%	10%
Disagree	18%	19%
Neither agree nor disagree	9%	12%
Agree	16%	31%
Strongly agree	31%	28%

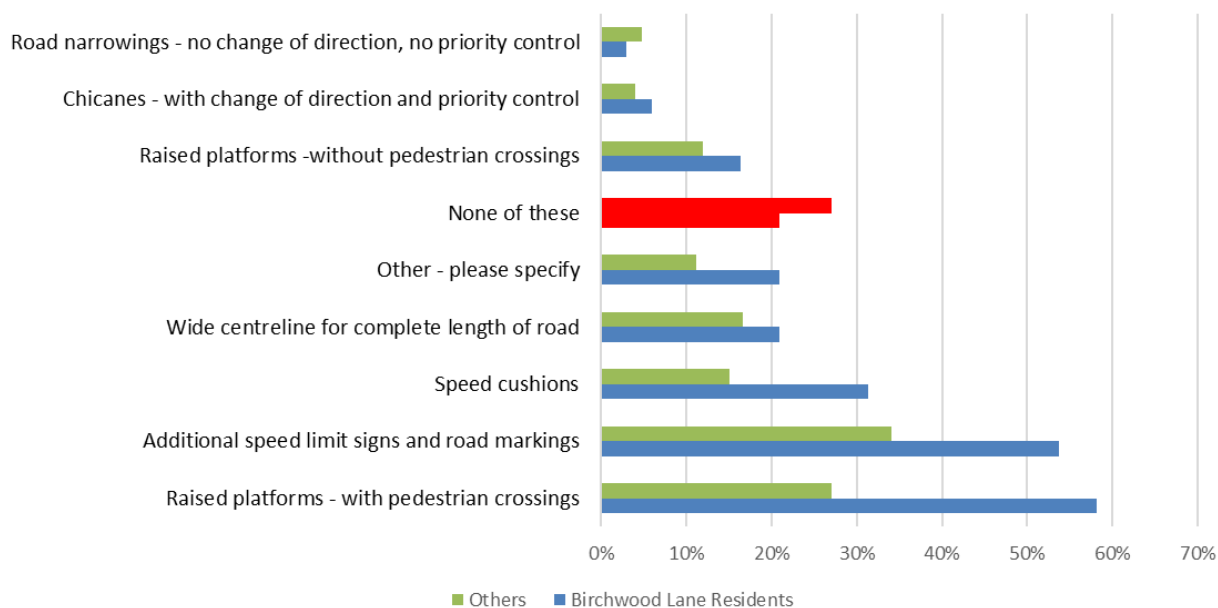




How satisfied if no change to Birchwood Lane	Birchwood Lane Residents	Others
Extremely dissatisfied	22%	13%
Dissatisfied	9%	18%
Slightly dissatisfied	12%	10%
Neither satisfied nor dissatisfied	12%	6%
Slightly satisfied	3%	5%
Satisfied	18%	25%
Extremely satisfied	24%	24%



## Which of the following treatments would you prefer?



Which of the following treatments would you prefer?	Birchwood Lane Residents	Others	All
Raised platforms - with pedestrian crossings	58%	27%	38%
Additional speed limit signs and road markings	54%	34%	41%
Speed cushions	31%	15%	21%
Wide centreline for complete length of road	21%	17%	18%
Other - please specify	21%	11%	15%
None of these	21%	27%	25%
Raised platforms -without pedestrian crossings	16%	12%	13%
Chicanes - with change of direction and priority control	6%	4%	5%
Road narrowings - no change of direction, no priority control	3%	5%	4%