Flower Power Garden Centre, Terrey Hills
277 Mona Vale Road, Terrey Hills

Traffic and Parking Assessment Report

Prepared for: Syesun Pty Ltd

August 2023

Report No: PT21021r01_Final_V3

TABLE OF CONTENTS

1. Introduction 4

2. Existing Development / Conditions 5

2.1 Site Location 5

2.2 2021 Development Application 5

2.3 Existing Site Access Arrangements 7

2.4 Existing Routes of Travel – General Vehicles 9

2.5 Existing Routes of Travel – Service / Large Vehicles 10

2.6 2023 Site Traffic Generation – Published Rate vs Actual Traffic Generation 11

2.7 Existing Site Parking Demands 12

2.8 Classification Criteria 14

2.9 Existing Road Network 15

2.10 2023 Intersection Counts 16

2.11 2023 Intersection Operation Conditions 17

2.12 Survey of Representative Similar Development 18

2.13 Public Transport Operations 21

2.14 Background Report Review - Myoora Road Private Hospital TIA Report – McLaren Traffic Engineering April 2017 23

3. The Proposed Development 27

4. Potential Traffic Impacts 29

4.1 Introduction 29

4.2 Development Traffic Generation – First Principles Assessment 29

4.3 Trip Distribution 29

4.4 Future Intersection Operating Conditions 32

5. Parking, Access and Design Compliance Assessment 33

5.1 DCP Parking Requirements 33

5.2 Car Park Design 34

5.3 Service Vehicle Access / Provision Assessment 34

5.4 Terrey Hills Public School Operations 34

6. Conclusions 38

7. Appendix A – Terrey Hills Intersection / Parking Counts 39

8. Appendix B – Sidra Modelling Outputs 40

9. Appendix C – Milperra Flower Power Traffic Counts 41

10. Appendix D – Plans of Proposed Development 42

11. Appendix E - Service Vehicle Turning Path Assessments 43

List of Figures

Figure 1 - Site Location
Figure 2 – 2021 Proposed Development Arrangements
Figure 21 – Under Construction Myoora Road Private Hospital
Figure 22 – Surveyed Intersection of Myoora Road Private Hospital TIA Report
Figure 3 - Existing Vehicle Access Arrangements
Figure 4 - Existing Mona Vale Road Entry Only Access Driveway
Figure 5 - Existing Cooyong Road Entry / Exit Driveways x 2
Figure 6 - Existing Light Vehicle Entry Routes
Figure 7 - Existing Light Vehicle Exit Routes
Figure 8 - Existing Service / Heavy Vehicle Entry Routes
Figure 9 - Existing Service / Heavy Vehicle Exit Routes
Figure 10 - Surveyed Thursday Peak Site Traffic Generation
Figure 11 - Surveyed Saturday Peak Site Traffic Generation
Figure 12 - Surveyed Parking Areas
Figure 13 - Mona Vale Rd / Cooyong Rd Existing Intersection Arrangements
Figure 14 - AM / PM Peak Period Count Locations
Figure 15 – Flower Power Milperra Site Location
Figure 16 – Flower Power Milperra Thursday PM Peak Site Traffic Generation
Figure 17 – Flower Power Milperra Saturday AM Peak Site Traffic Generation
Figure 24 – Thursday PM Peak Trip Distribution of Site Net Traffic Generation
Figure 25 – Saturday AM Peak Trip Distribution of Site Net Traffic Generation
Figure 26 – Existing Northbound No Stopping Zone / Offset Double Centreline Markings Preventing Kerbside Parking in Myoora Road
Figure 27 – Staff Only Car Park Driveway in Myoora Road
Figure 28 – Position of New Myoora Road Driveway Relative to Staff Only Car Park Driveway of Terrey Hills Public School
s

List of Tables

Table 1 – 2023 Thursday PM / Saturday AM Peak Period Volumes in vicinity of site (veh/hr)
Table 2 – Level of Service Criteria
Table 3 – 2023 Thursday PM / Saturday AM Intersection Operating Conditions
Table 4 – Milperra Flower Power GFA by Use
Table 5 – Flower Power Terrey Hills Proposed Ultimate Development Components
Table 6 - Forecast Potential Peak Hour Traffic Generation
Table 7 – Future Thursday PM / Saturday AM Intersection Operating Conditions

List of Charts

Chart 1 - Thursday PM Peak Parking Demand vs Capacity
Chart 2 - Saturday PM Peak Parking Demand vs Capacity

1. Introduction

This report has been prepared on behalf of Syesun Pty Ltd to present findings of a traffic and parking assessment of the proposed redevelopment of the Flower Power Garden Centre, Terrey Hills at the site known as 277 Mona Vale Road, Terrey Hills.

The study has assessed existing traffic conditions, access arrangements, future traffic conditions and design compliance with applicable standards and policies.

The remainder of the report is set out as follows:

- Section 2 describes the existing traffic and parking conditions;
- Section 3 summarises the proposed development;
- Section 4 reviews the potential traffic impacts of the proposal;
- Section 5 provides a road design compliance assessment; and
- Section 6 presents the conclusions

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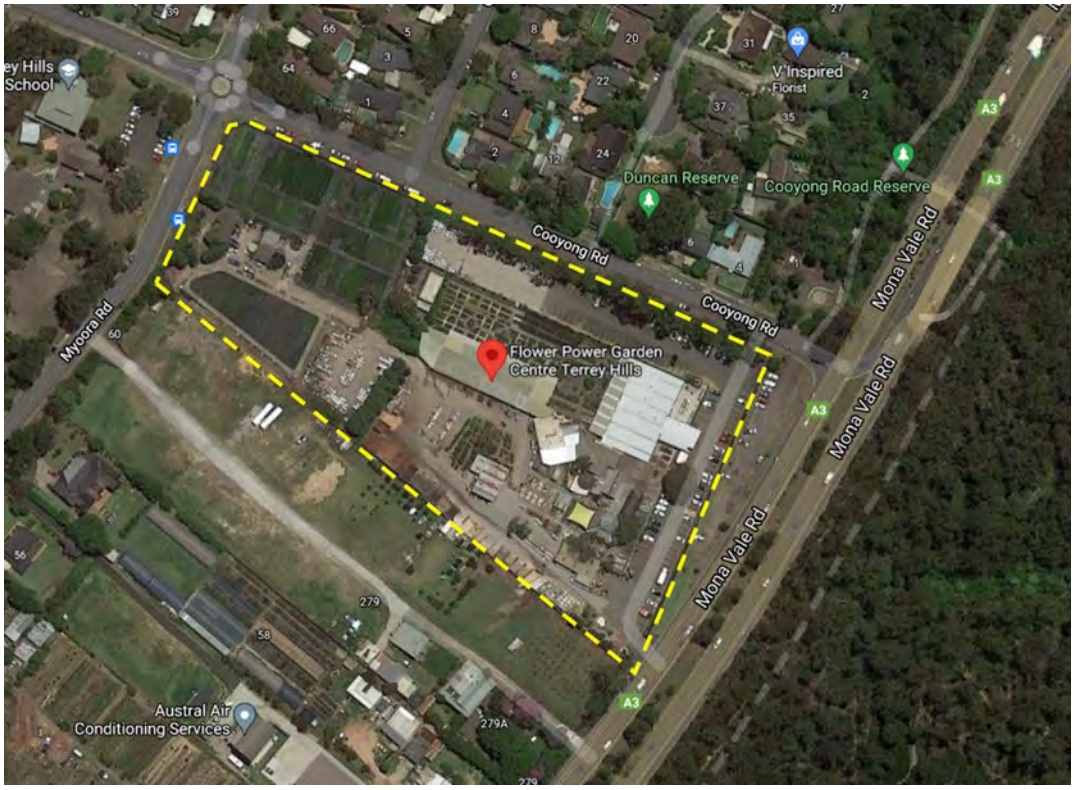
2. Existing Development / Conditions

The following presents a summary of existing site and traffic conditions.

2.1 Site Location

The development site includes frontages to Mona Vale Road on the east, Cooyong Road in the north and Myoora Road in the west. The location of the development site is shown in **Figure 1**.

Figure 1 - Site Location



Source: Nearmap

The existing site includes garden centre which provides both plants, trees and raw materials for collection by light vehicles, heavy vehicles and cars with trailers. The existing site includes a total GFA of **4,164m²** and a total site area of **28,299m²**. The site includes a total of **127 parking spaces.**

2.2 2021 Development Application

To provide context to the current application, reference needs to be made to a previous development application submitted in 2022.

Positive Traffic Pty Ltd undertook a traffic and parking assessment report of a previous development application which included a significantly greater development intensification of the site compared to the development subject to this traffic report. To underpin this previous traffic impact assessment, parking and intersection counts were undertaken in November 2021 and which will be used (subject to factoring to account for 2023 conditions) as the basis of the modelling of the current proposal.

A description of the previous development application is presented below:

The proposal includes a significant enhancement to the garden centre patron experience with improved and expanded facilities providing a number of ancillary uses to the garden centre. The expansion would include an improved café, pet centre, fruit market and kids playground area.

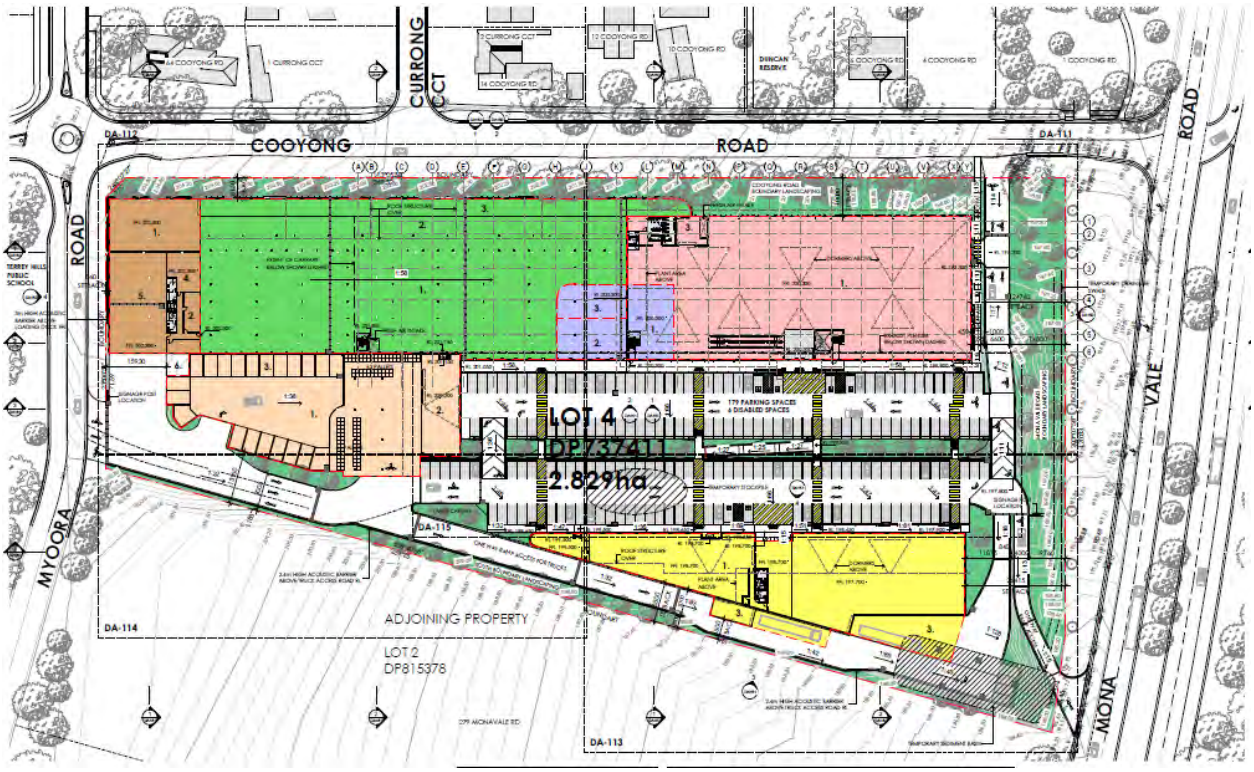
The total GFA of the redeveloped site would be 5,677m². The total built area would equate to 10,961m². The existing access arrangements for light and heavy vehicles would be retained and enhanced with better separation of light (patron) and heavy vehicles.

A new entry / exit driveway which caters for large vehicles would be provided in Myoora Road in the south-western corner of the site which provides access to a purpose-built loading dock facility. The arrangement also allows the majority of heavy / large vehicles to enter / exit the site without the need to travel through general vehicle parking areas.

*The redevelopment of the site would also include a total general vehicle parking provision of **403 parking spaces** which would be provided in both an open air / basement parking arrangement.*

*Plans of the proposed new site arrangements are shown below in **Figure 2**.*

Figure 2 – 2021 Proposed Development Arrangements



It should be noted that the triangular shaped land parcel along the Mona Vale Road does not form part of the redevelopment of the site and is currently reserved for road widening. This parcel of land has been historically used for car parking. A breakdown of the uses by area is summarised below.

LOCATION	AREA
GARDEN CENTRE	2925 m²
AMENITIES	59 m²
STORAGE	94 m²
TOTAL =	**3078 m²**
CAFE INDOOR	228 m²
CAFE OUTSIDE	162 m²
KIDS PLAYGROUND	197 m²
TOTAL =	**587 m²**
OPEN NURSERY	3068 m²
POTS ZONE	720 m²
SERVICE DRIVEWAY	592 m²
TOTAL =	**4380 m²**
STORAGE	335 m²
STAFF ZONE	110 m²
AMENITIES	35 m²
PLANT STORAGE	82 m²
LOADING DOCK	410 m²
PLANT AREA	36 m²
TOTAL =	**1008 m²**
LANDSCAPE ZONE	1275 m²
LANDSCAPE SHOP	272 m²
LANDSCAPE BINS	480 m²
TOTAL =	**2027 m²**
TENANCY SPACES	1844 m²
TENANCY LOADING	46m²
AMENITIES	35m²
TOTAL =	**1925 m²**

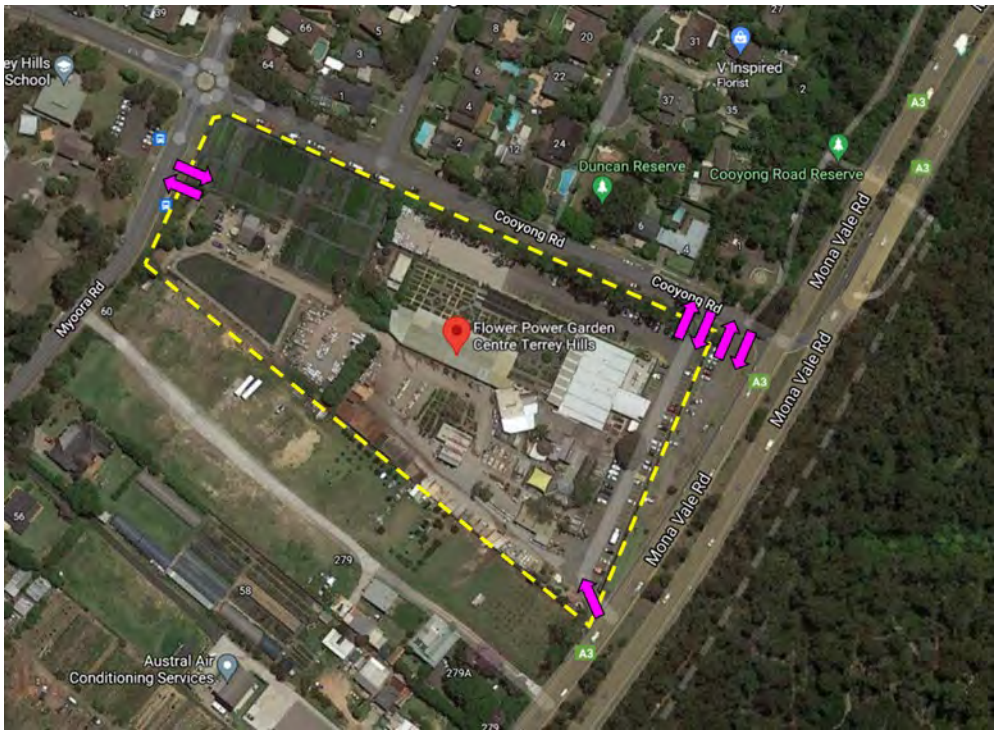
After consultation with Northern Beaches Council, Department of Planning and Transport for NSW, the previous application was abandoned in favour of the current application of a smaller scale.

2.3 Existing Site Access Arrangements

The existing development includes three (3) existing driveways. The first includes a wide 'entry only' driveway available from Mona Vale Road with a second entry / exit driveway in Cooyong Road near Mona Vale Road. A third driveway which serves a single dwelling house at the eastern boundary of the site is located in Myoora Road.

However, a further driveway is also located in Cooyong Road which provides access to an open-air car parking area along the Mona Vale Road frontage of the site. This small open air car park is not owned by the site but by Northern Beaches Council. Parking areas are discussed further below. The locations of these driveways are shown below in **Figure 3**.

Figure 3 - Existing Vehicle Access Arrangements



The Mona Vale Road driveway access does not currently include any formal provision of a deceleration lane. However, vehicles can access the kerbside parking lane in Mona Vale Road should they wish to remove themselves from northbound traffic in Mona Vale Road when turning left into the site. The existing driveway arrangements for Mona Vale Road and Cooyong Road are shown below in **Figure 4**.

Figure 4 - Existing Mona Vale Road Entry Only Access Driveway

Figure 5 - Existing Cooyong Road Entry / Exit Driveways x 2

2.4 Existing Routes of Travel – General Vehicles

As stated above all existing access driveways serving the development are currently used by both general vehicles (patrons) and service vehicles (excluding the access driveway serving the small parking area along the Mona Vale Road frontage which is only access by light vehicles).

The intersection of Cooyong Road / Mona Vale Road includes left in / left out access along with southbound right turn access for Mona Vale Road traffic. The existing available entry and exit routes of travel for light vehicles of the site is shown below in **Figure 6** and **Figure 7.**

Figure 6 - Existing Light Vehicle Entry Routes

Figure 7 - Existing Light Vehicle Exit Routes

2.5 Existing Routes of Travel – Service / Large Vehicles

The servicing of the existing site which includes access by both semi-trailers and B double trucks in the form of truck + dog vehicles mirror that of light vehicles. The existing entry and exit routes of travel by service / heavy vehicles is shown below in

Figure 8 - Existing Service / Heavy Vehicle Entry Routes

Figure 9 - Existing Service / Heavy Vehicle Exit Routes

2.6 2023 Site Traffic Generation – Published Rate vs Actual Traffic Generation

Applying the RTA Guide to Traffic Generating Developments 'Plant Nurseries' rate of 57 vehicles plus 0.7 vehicles per 100m^2 of site area, the site is expected to generate approximately **255 peak hour trips two way**.

However, surveys of all existing driveways were undertaken during peak operating periods on a Thursday afternoon / evening and Saturday morning / afternoon. The results of these site surveys are shown below in **Figure 10** and **Figure 11.**

Figure 10 - Surveyed Thursday Peak Site Traffic Generation

Figure 11 - Surveyed Saturday Peak Site Traffic Generation

From **Figure 10** and **Figure 11** it noted that the weekday peak is ***significantly below*** that estimated in the RTA Guide for the Thursday evening and some 30% lower during the Saturday morning peak periods.

Copies of all data collection is provided **Appendix A** of this report.

2.7 Existing Site Parking Demands

In addition to the counts of entering / exiting vehicles at the site, parking demand counts of demand versus capacity were also undertaken both within the site and within Cooyong Road. The locations of the parking counts are shown below

Figure 12 - Surveyed Parking Areas

The resulting demands versus parking provision of the Flower Power Terrey Hills site is summarised below for the Thursday PM and Saturday AM peaks.

Chart 1 - Thursday PM Peak Parking Demand vs Capacity

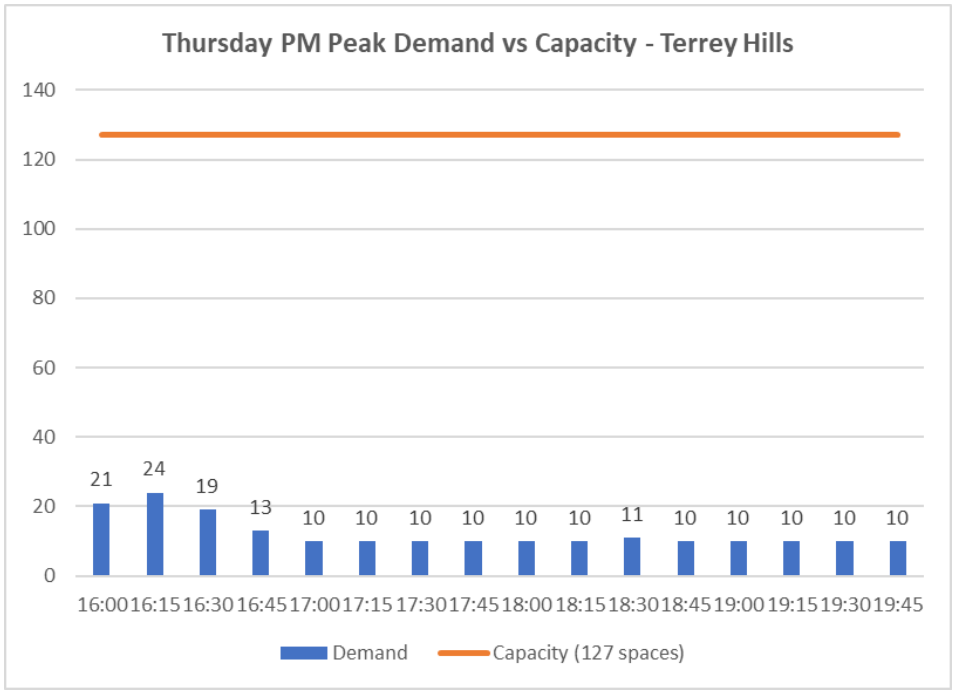
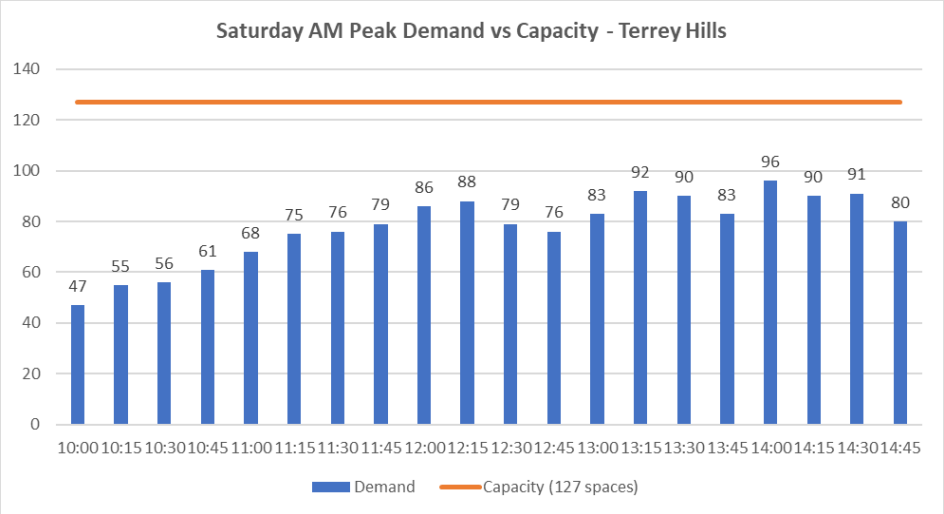


Chart 2 - Saturday PM Peak Parking Demand vs Capacity



From **Chart 1** and **Chart 2** it was observed parking surveys indicated a peak parking demand of 24 vehicles on the Thursday PM peak and 96 vehicles during the Saturday AM peak with an on-site capacity of 127 spaces. As a comparison, the Northern Beaches DCP adopts the *same* parking provision rate for a garden centre as which is identified in the RTA Guide to Traffic Generating Developments. These are:

Whichever is greater of:

- *15 spaces, or*
- *0.5 spaces per 100 m² of site area.*

Therefore, applying the DCP rate the development should provide a minimum of **142 spaces**. As noted above, the parking provision is based on site area in the DCP only and not strictly on potential uses within the site. However, whilst not stated in the DCP, the RTA Guide to Traffic Generating Developments states the following regarding this issue:

Parking provision for auxiliary facilities associated with a plant nursery are not included in these figures. Refer to appropriate guidelines for parking provision rates of auxiliary facilities with appropriate allowance for dual or complementary use.

2.8 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).

2.9 Existing Road Network

Mona Vale Road – is the main arterial road through the area and includes two (2) travel lanes in each direction separated by a landscaped median. The posted speed limit across the frontage of the site is 80km/hr. The road also includes wide asphalted shoulders which are utilised by turning traffic to developments which front the road. The intersection of Mona Vale Road / Cooyong Road is a priority controlled intersection with right turn bay provided for southbound Mona Vale Road traffic and left turn lane provided for northbound Mona Vale Road traffic. Traffic is not permitted to turn right from Cooyong Road to head south along Mona Vale Road. The existing arrangements are shown below in **Figure 13**.

Figure 13 - Mona Vale Rd / Cooyong Rd Existing Intersection Arrangements

Cooyong Road – is a local east-west street linking Mona Vale Road in the east with Myoora Road in the west via a single lane roundabout. The road includes a single travel lane in each direction and unrestricted parallel parking on either side of the road. The road also includes a posted speed limit of 50km/hr.

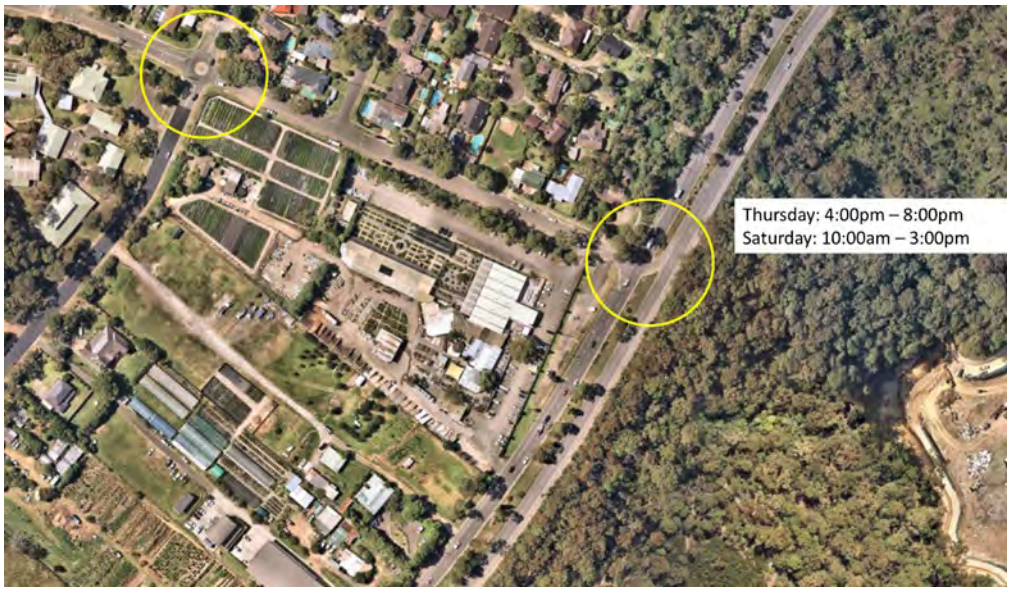
Myoora Road – is a collector road linking Mona Vale Road in the south, with the suburb / retail centre of Terrey Hills in the north. The road provides a parallel route to Mona Vale Road for local and bypassing traffic. Myoora Road includes a pavement width of approximately 12.0m with a single travel lane and unrestricted parallel parking in both directions. The road includes a posted speed limit of 50km/hr.

2.10 2023 Intersection Counts

To gauge existing traffic flows on the surrounding road network an intersection counts were undertaken at a number of locations around the development site. The identified locations for weekday AM / PM peak period counts are shown below in **Figure 14**.

1. Myoora Road / Cooyong Road; and
2. Cooyong Road / Mona Vale Road

Figure 14 - AM / PM Peak Period Count Locations



Copies of all 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.

Table 1 – 2023 Thursday PM / Saturday AM Peak Period Volumes in vicinity of site (veh/hr)

		Thursday PM		Saturday AM	
Road	Location	NB/EB	SB/WB	NB/EB	SB/WB
Myoora Road	North of Cooyong Rd	146	169	170	152
	South of Cooyong Rd	108	214	102	245
Cooyong Road	West of Myoora Rd	39	89	36	92
	East of Myoora Rd	51	184	58	275
	West of Mona Vale Rd	58	180	58	235
Mona Vale Road	North of Cooyong Rd	1,428	1,393	1,459	1,404
	South of Cooyong Rd	1,511	1,354	1,585	1,353

From **Table 1** it can be seen that existing flows on surrounding roads are in generally in line with their classification. As expected, peak flows on Myoora Road were high on the weekend along with Cooyong Road west of Mona Vale Road.

2.11 2023 Intersection Operation Conditions

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 2.**

Table 2 – 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 two intersections surveyed have been modelled as a network given their close proximity to each other.

The 2023 weekday and weekend day intersection operating conditions are presented in **Table 3.** Average delay is expressed in seconds per vehicle. It should be noted that given their close proximity the intersections have been modelled as a network within SIDRA.

Table 3 – 2023 Thursday PM / Saturday AM Intersection Operating Conditions

		Thursday PM Peak		Saturday AM Peak	
Intersection	Control	Av Delay	LOS	Av Delay	LOS
Myoora Rd / Cooyong Rd	Roundabout	10.4	A	10.1	A
Cooyong Rd / Mona Vale Rd	Priority	29.7	C	35.3	C

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

From **Table 3** it is noted that the intersection of Myoora Road / Cooyong Road operates with a satisfactory level of service with spare capacity during peak periods of the development site. Further, the intersection of Cooyong Road / Mona Vale Road also operates at a satisfactory level of service during both peak periods of the development site.

Copies of the SIDRA outputs are provided in **Appendix B** of this report.

2.12 Survey of Representative Similar Development

As recommended in the RTA Guide to Traffic Generating Developments, a survey of a recently developed Flower Power site in Milperra was undertaken to gauge both traffic and parking demands of the site. As the proposal includes a number of new uses where linked trips are expected, the redeveloped site at Milperra includes many of the uses proposed at the Flower Power site Terrey Hills and is considered representative of Terrey Hills operations in the future.

The location of the Flower Power site Milperra is shown below:

Figure 15 – Flower Power Milperra Site Location

Counts were undertaken between the hours of 4:00pm – 8:00pm on a Thursday and 10:00 – 3:00pm to match the days / hours surveyed in and around the Flower Power Terrey Hills site. The redeveloped site includes a total site area of **28,838m²** which is similar to the development site at Terry Hills and includes the following components:

Table 4 – Milperra Flower Power GFA by Use

Use	GFA
Garden Centre	4,018m²
Café	364m²
Tenancy 1 – Fruit shop	1,791m²
Tenancy 2 – Pool shop	299.6m²
Tenancy 3 – Pet shop	912m²
Tenancy 4 – Florist	78.3m²
Landscape shop	304.3m²
TOTAL GFA	**7,767.2m²**
Outdoor nursery	3,332m²
Outdoor bulky goods	914m²

The site was approved with a total of **211 spaces.**

The recorded Thursday PM and Saturday AM peak hour flows are shown below.

Figure 16 – Flower Power Milperra Thursday PM Peak Site Traffic Generation

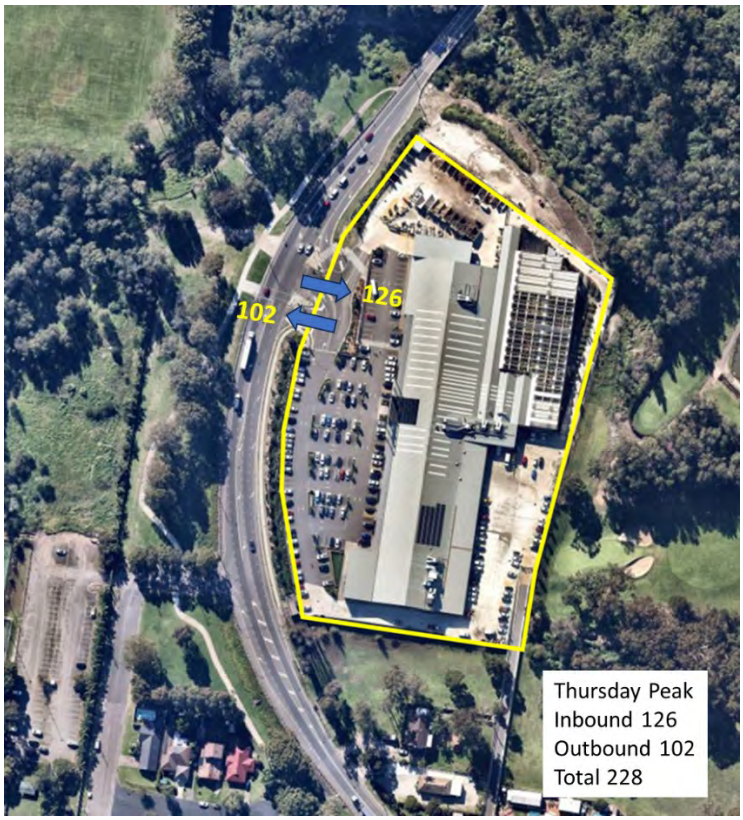
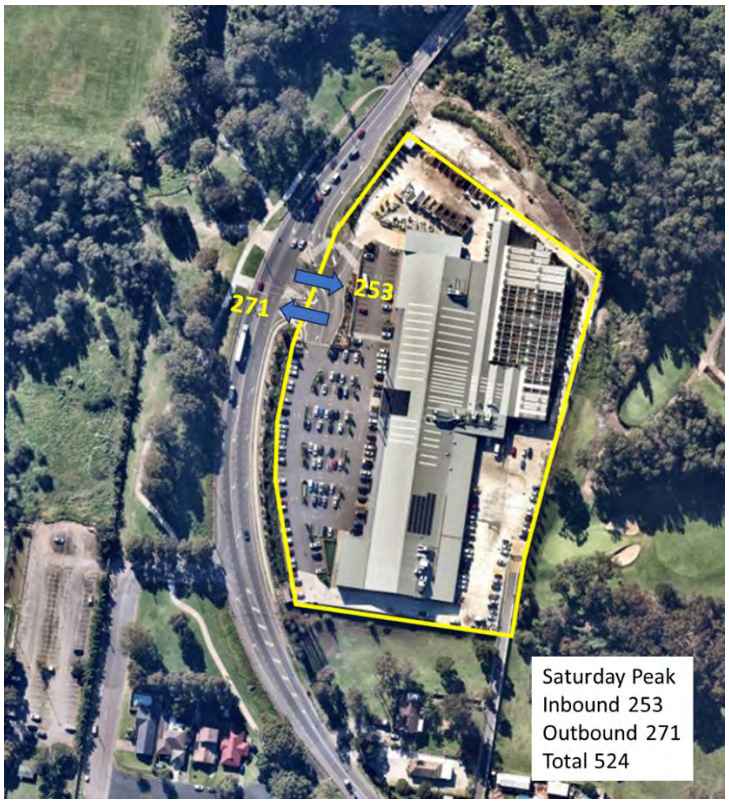


Figure 17 – Flower Power Milperra Saturday AM Peak Site Traffic Generation



It is noted that the traffic generation of the redeveloped Flower Power at Milperra, despite having a similar site area to the site at Terrey Hills, has a peak hour traffic generation somewhat higher than that would be expected through the application of the RTA Guide to Traffic Generating developments rate. That is, applying the RTA Guide to Traffic Generating Developments 'Plant Nurseries' rate of 57 vehicles plus 0.7 vehicles per 100m^2 of site area, the Milperra Flower Power site is expected to generate approximately 259 peak hour trips two way.

Therefore, the Milperra Flower Power is considered appropriate in terms of traffic generation to capture the potential traffic generation of the redeveloped Flower Power Terrey Hills.

Copies of all surveys of the Milperra Flower Power store are provided in **Appendix C** of this report.

2.13 Public Transport Operations

The sites is located directly opposite northbound and southbound bus stops in Myoora Road which also serve the Terrey Hills Public School and provide access to a number of local and regional bus services. The locations of these stops relative to the site are shown below:

Figure 18 – Existing Northbound / Southbound Bus Stops in Myoora Road

Figure 19 – Existing Northbound / Southbound Bus Stops in Myoora Road

Existing bus routes include the 196, 197, 260, 270, 271, 278, 282, 283, 284 and L70 provided by Forest Couch Lines. Bus routes 196 and 197 provide access from Mona Vale to Gordon and to Macquarie University. Service 260 links Terrey Hills to North Sydney whilst Service 270 links Terrey Hills to the City / QVB.

Terrey Hills Public School bus services to / from Duffy's Forest include the Route 219 and 284 services.

Other services include Route 271 from Belrose to City / QVB, Route 278 linking Chatswood to Killarney Heights (Loop Service), Route 282 and 283 links Davidson / Belrose to Chatswood, Route 284 from Duffy's Forest to Terrey Hills / Chatswood and the L70 is a limited stops service from Terrey Hills to City / QVB. The existing bus routes operating past the site are shown below in **Figure 20**.

Figure 20 – Existing Bus Routes Operating Past Site

The Terrey Hills Public School operating hours are 9:10am to 3:10pm (bell times) which would indicate peak periods for vehicle / bus access occurring on a weekday between 8:30am – 9:30am and 3:00pm – 4:00pm.

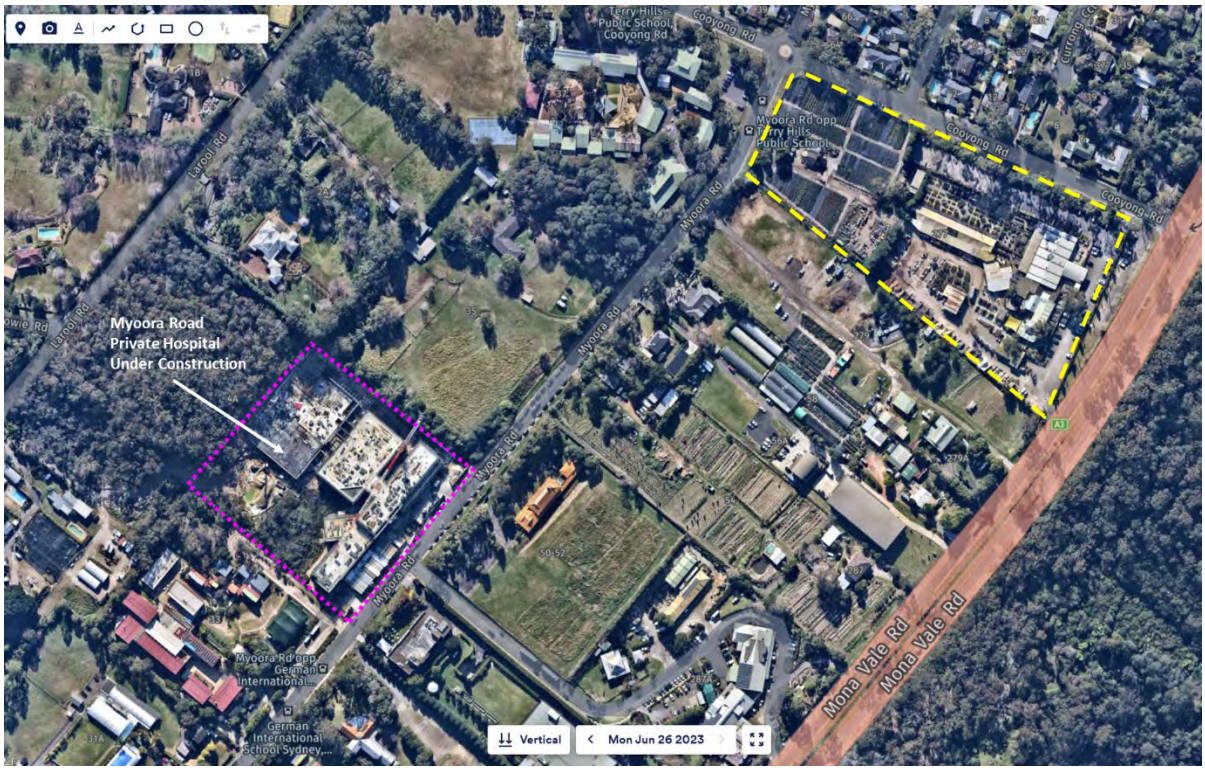
2.14 Background Report Review - Myoora Road Private Hospital TIA Report – McLaren Traffic Engineering April 2017

It is noted that near the development site the now approved Myoora Road Private Hospital development is under construction and was subject to a Traffic Impact Assessment (TIA) report prepared by McLaren Traffic Engineering. The key components of the hospital are summarised below:

- 22 Doctors;
- 8 Administration Staff;
- 69 Nursing Staff;
- 84 Hospital Beds.
- A total of 134 car parking spaces across the site;
- Drop-off /pick-up zone fronting Myoora Road;
- Loading / Ambulance bay along the northern boundary;
- Main car parking access in the south-western corner of the site;
- Secondary car parking area for consulting rooms accessible from the loading/service
- entrance driveway.

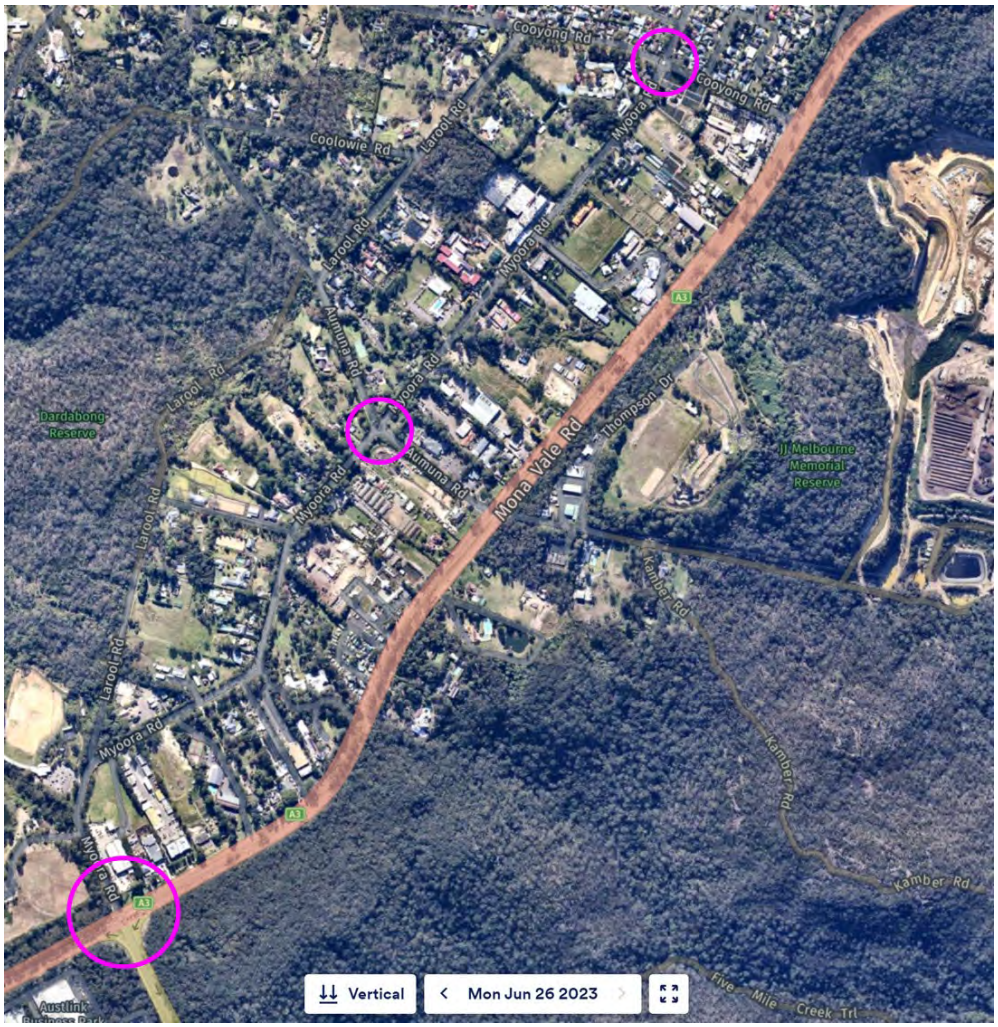
The location of the Myoora Road Private Hospital is some 300m south of Flower Power Terrey Hills as shown below in **Figure 21**.

Figure 21 – Under Construction Myoora Road Private Hospital



The report included intersection counts and modelling of potential traffic impacts at the following locations:

Figure 22 – Surveyed Intersection of Myoora Road Private Hospital TIA Report



It is noted that whilst a potential route of travel to / from the new private hospital now approved, the intersection of Mona Vale Road / Cooyong Road was not surveyed for either traffic volumes or assessed for intersection operating conditions as part of the assessment. Further, the traffic report assumed additional traffic through the intersection of Mona Vale Road / Cooyong Road as presented below in the trip distribution assumptions of the report but provided no assessment of the intersection.

It is considered that the surrounding road network provides numerous routes for inbound/outbound traffic. The estimated percentage of use of the inbound/outbound routes for patients/visitors are described below:

Inbound

- *20% of both staff and patients enter Myoora Road from Forest Way;*
- *10% of patients enter Myoora Road from the Forest Way / Mona Vale Road junction;*
- *30% of both staff and patients turn right from Mona Vale Road into Aumuna Road;*
- *30% of both staff and patients turn right from Mona Vale Road into Cooyong Road;*
- *5% of both staff and patients approach from Cooyong Road west;*
- *5% of patients and 15% of staff approach from Myoora Road north, travelling through the junction with Cooyong Road.*

Outbound

- *20% of both staff and patients exit west at the Myoora Road / Mona Vale Road junction;*
- *20% of both staff and patients exit south at the Myoora Road / Mona Vale Road junction;*
- *10% of both staff and patients exit via Aumuna Road;*
- *40% of both staff and patients exit to the east on Cooyong Road;*
- *5% of both staff and patients exit to Myoora Road north at the junction with Cooyong Road;*
- *5% of both staff and patients exit to Cooyong Road west.*[1]

The report found that all intersections surveyed would continue to operate at a satisfactory level of service in the future and thus the traffic impacts of the new private hospital now under construction were acceptable.

[1] New Private Hospital 4A Larool Road, Terrey Hills TIA Report – McLaren Traffic Engineering 27 April 2017

3. The Proposed Development

The proposal includes an enhancement to the garden centre patron experience with improved and expanded facilities providing a number of ancillary uses to the garden centre. The expansion would include an improved café, pet centre and fruit market. A breakdown of the resulting areas by GFA is presented below.

Table 5 – Flower Power Terrey Hills Proposed Ultimate Development Components

GFA	Use
Garden Centre existing	837m^2
Retail	+1854m^2
Pet shop	+402m^2
Café	+473m^2
Fruit shop	+1349m^2
Garden Centre goods store	+239m^2
Plant store	+146m^2
Landscape shop	+570m^2
TOTAL GFA	**5,870m^2**
Outdoor nursery	4,718m^2
Outdoor bulky goods (landscape bins & open bulky goods)	835m^2
NOT GFA	
Outdoor nursery	3312m^2
Outdoor Nursery extension	1406m^2
Outdoor kids play area	188m^2
Access ramp and stair	94m^2
Service access 1	302m^2
Service access 2	293m^2
Landscape bins	578m^2
Open bulky goods display	257m^2
Hardstand and driveways	3812m^2
Carparking areas	7523m^2

From **Table 5** and compared with Milperra (**Table 4**) the proposed development of Flower Power Terrey Hills would be some 1,897.4m^2 or **25%** smaller in scale than the Milperra Flower Power store. Whilst Terrey Hills would include a larger outdoor nursery area, the retail area of Milperra is some 100% more than the retail area achieved in the redevelopment of the Terrey Hills Store.

Thus, application of a 25% reduction to the generated peak hour of Milperra Flower Power is considered representative of the potential traffic generation of the redeveloped Terrey Hills store. This is discussed further in **Section 4** of this report.

The existing access arrangements for light and heavy vehicles would be retained and enhanced with better separation of light (patron) and heavy vehicles.

A new entry / exit driveway which also caters for large vehicles would be provided in Myoora Road in the south-western corner of the site which provides access to a purpose-built loading area along with light vehicle access to the bulky goods materials. The arrangement also allows the majority of heavy / large vehicles to enter / exit the site without the need to travel through general vehicle parking areas.

The redevelopment of the site would also include a total general vehicle parking provision of **259 spaces** including eight (8) accessible parking spaces which would be provided in open air carpark arrangement.

The existing access driveway in Mona Vale Road would be **closed** as part of the proposal with all light vehicle access via Cooyong Road and Myoora Road.

It should be noted that the triangular shaped land parcel along the Mona Vale Road does not form part of the redevelopment of the site and is currently reserved for road widening. As stated above this parcel of land has been historically used for car parking.

On the matter of heavy vehicle access via the new entry / exit driveway in Myoora Road, the development seeks to minimise any large vehicle movements during school peak periods to only one (1) movement each way if required on an as needs basis.

Plans of the proposed development can be found in **Appendix D** of this report.

4. Potential Traffic Impacts

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

4.1 Introduction

The following presents an assessment of the potential traffic impacts of the proposal using the Roads and Traffic Authority Guide to Traffic Generating Developments standard approach

As stated above and in accordance with the RTA Guide to Traffic Generating Developments, the data recorded at the Milperra Flower Power development provides a direct comparison for the estimation of both traffic generation and parking needs of this proposed development.

4.2 Development Traffic Generation – First Principles Assessment

As the proposal includes uses which are not currently available at the Terrey Hills Store but are available at the Milperra store, the Milperra store has been used as the basis of forecasting potential traffic generation.

As stated above, the resulting GFA of the proposed redevelopment of the Flower Power Terrey Hills store would some 25% less than that which has been achieved at the Milperra store. Therefore, using the counts recorded at the Milperra site, the following would equate to the potential peak hour traffic generation of the redeveloped site at Terrey Hills. As the existing traffic generation of the store has been captured in the 2023 intersection counts, this will be subtracted from the forecast overall site traffic generation of the redeveloped Flower Power Terrey Hills.

Table 6 - Forecast Potential Peak Hour Traffic Generation

Peak Period	Existing Inbound	Existing Outbound	Total	Potential Inbound*	Potential Outbound*	Total	Net Diff. IB	Net Diff. OB	Net Diff.
Thursday PM	16	35	**51**	95	77	**172**	**79**	**42**	**121**
Saturday AM	103	80	**183**	190	203	**393**	**87**	**123**	**210**

*75% of Flower Power Milperra recorded traffic generation

From **Table 6** it is estimated the redevelopment of the site may result in a *net increase* of **121** vehicle trips two way in the Thursday PM peak and **210** trips two way during the Saturday peak hour.

4.3 Trip Distribution

The nature of the development is such that inbound / outbound trips were generally split 50/50.

The new entry / exit driveway located in Myoora Road would alleviate some of the vehicle demands in Cooyong Road.

The net traffic generation of the development has been distributed onto the surrounding road network having regard to the existing distribution of traffic between the two entry driveways and the split of traffic eastbound and westbound in Cooyong Road.

To provide an estimate of potential traffic using the new Myoora Road entry / exit driveway, consideration has been given to the distribution of traffic at the roundabout of Myoora Road / Cooyong Road. The resultant entry and exit trip distributions have been adopted for the potential net traffic generation of the redeveloped site and as shown below.

Further and as stated above and following consultation with Transport for NSW on the previous proposal, the existing left turn in only driveway in Mona Vale Road will be closed and the majority of existing traffic using this driveway has been transferred to the left turn movement into Cooyong Road with some to the Myoora Road new driveway access.

The adopted distribution of trips is presented below in **Figure 23**.

Figure 23 – Adopted Trip Distribution

The resulting additional traffic generated on the network during the Thursday evening and Saturday morning peak periods by the proposal is shown below in **Figure 24** and **Figure 25**.

Figure 24 – Thursday PM Peak Trip Distribution of Site Net Traffic Generation

Figure 25 – Saturday AM Peak Trip Distribution of Site Net Traffic Generation

4.4 Future Intersection Operating Conditions

The additional traffic generated by the proposal has been added to the surrounding road network in accordance with the adopted distribution of trips presented above. To also provide a conservative estimate of future traffic conditions the additional traffic generated by the new private hospital in Myoora Road through the intersections of Mona Vale Road / Cooyong Road and Cooyong Road / Myoora Road has been included in the intersection operating conditions assessment below.

The resulting future intersection operating conditions is presented below in **Table 7**.

Table 7 – Future Thursday PM / Saturday AM Intersection Operating Conditions

		Thursday PM Peak		Saturday AM Peak	
Intersection	Control	Av Delay	LOS	Av Delay	LOS
Myoora Rd / Cooyong Rd	Roundabout	10.6	A	10.4	A
Cooyong Rd / Mona Vale Rd	Priority	33.4	C	41.4	C

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

From **Table 7** it is noted that all intersections surveyed would continue to operate with a satisfactory level of service following *full development of the site* and with existing intersection arrangements in place. This includes the intersection of Mona Vale Road / Cooyong Road which accommodates both the full closure of the existing driveway to the site in Mona Vale Road and the traffic generated by the proposal.

Overall, the traffic impacts of the development are considered acceptable.

SIDRA outputs of all models are provided in **Appendix B** of this report.

5. Parking, Access and Design Compliance Assessment

5.1 DCP Parking Requirements

As stated above, the existing DCP parking requirements, which mirror the requirements of the RTA Guide to Traffic Generating Developments, are based on site area. Therefore, application of the DCP rate is not considered reflective of the potential parking demands of the proposal.

Reference is made to the RTA Guide to Traffic Generating Developments disaggregated parking rates for a number of retail types which is presented below:

Peak Parking = 24 A(S) + 40 A(F) + 42 A(SM) + 45 A(SS) + 9 A(OM) Demand (per 1,000m^2).
where:

- *A(S): Slow Trade GLFA, includes major Department stores such as David Jones and Grace Brothers, furniture, electrical and utility goods stores.*
- *A(F): Faster Trade GLFA, includes discount department stores such as K-Mart and Target, together with larger specialist stores such as Fosseys.*
- *A(SM): Supermarket GLFA, includes stores such as Franklins and large fruit markets.*
  A(SS): Speciality Shops and Secondary retail GLFA, includes speciality shops and take-away stores such as McDonalds. These stores are grouped since they tend not be primary attractors to the centre.
  A(OM): Offices, medical GLFA.

As summarised in **Table 5**, the additional components of the development which could be considered as generators of parking demands including the pet store, café, general retail and fruit shop components of the proposal with the remaining additions ancillary to the existing operations of the site.

Thus, the additional 3,605m^2 of retail space and 473m^2 café could be expected to generate some 172 parking spaces. This assumes this retail would individually generated traffic in its own right where in reality much of these retail trips could be expected to be *linked trips* associated with trips to the overall garden nursery site.

Allowance for say 25% reduction in generated parking demands to account for linked trips (in line with suggestions of the RTA Guide to Traffic Generating Developments reduction rates for retail trips in general), the parking demands may be in the order of 129 vehicles.

Therefore allowing for the existing peak demand on a Saturday of 96 spaces or a total potential parking demand of 225 spaces, the provision of 259 spaces is considered more than appropriate to accommodate potential peak demands of the proposed development and which reflect better the parking demands of the proposal compared with the standard DCP rate for a garden centre which is based on site area.

Overall, the parking provision of the proposal is considered satisfactory.

5.2 Car Park Design

All elements of the proposed car parking areas design have been reviewed for compliance with AS2890.1 and were found to be satisfactory. All parking space widths, lengths, aisle widths and ramp grades comply with AS2890.1.

Overall, the design of the parking areas, drive thru lane, service vehicle arrangements comply with the relevant Australian Standards and is considered satisfactory.

5.3 Service Vehicle Access / Provision Assessment

The proposed access driveway in Myoora Road along with access to the loading dock area by the potential largest vehicle accessing the site, a 19.0m semi-trailer, has been assessed for compliance with the requirements of AS2890.2. The proposed driveway in Myoora Road and adjacent to the loading dock would provide adequate manoeuvring space for a 19.0m semi-trailer to access the site without impacting on light vehicle access.

A turning path assessment of a 19.0m semi-trailer entering, accessing each loading dock and exiting the site is provided in **Appendix E** of this report. This turning path assessment confirms the proposed access, loading dock arrangements and manoeuvring areas would adequately cater for the expected operational largest vehicle to access the site.

Overall, the provision for service vehicles in the design comply with the requirements of AS2890.2 and are considered satisfactory.

5.4 Terrey Hills Public School Operations

As stated above, the new entry / exit driveway in Myoora Road would provide the main service vehicle access for the redeveloped site. Further, this access would be located opposite Terrey Hills Public School.

The existing arrangements of Terrey Hills Public School in Myoora Road include a No Stopping Zone from the southern driveway of the school to the roundabout at Cooyong Road preventing Kiss and Drop activities in Myoora Road and focusing these activities in Cooyong Road. Myoora Road also includes an offset centreline markings to deter any kerbside parking northbound. This is shown below in **Figure 26**.

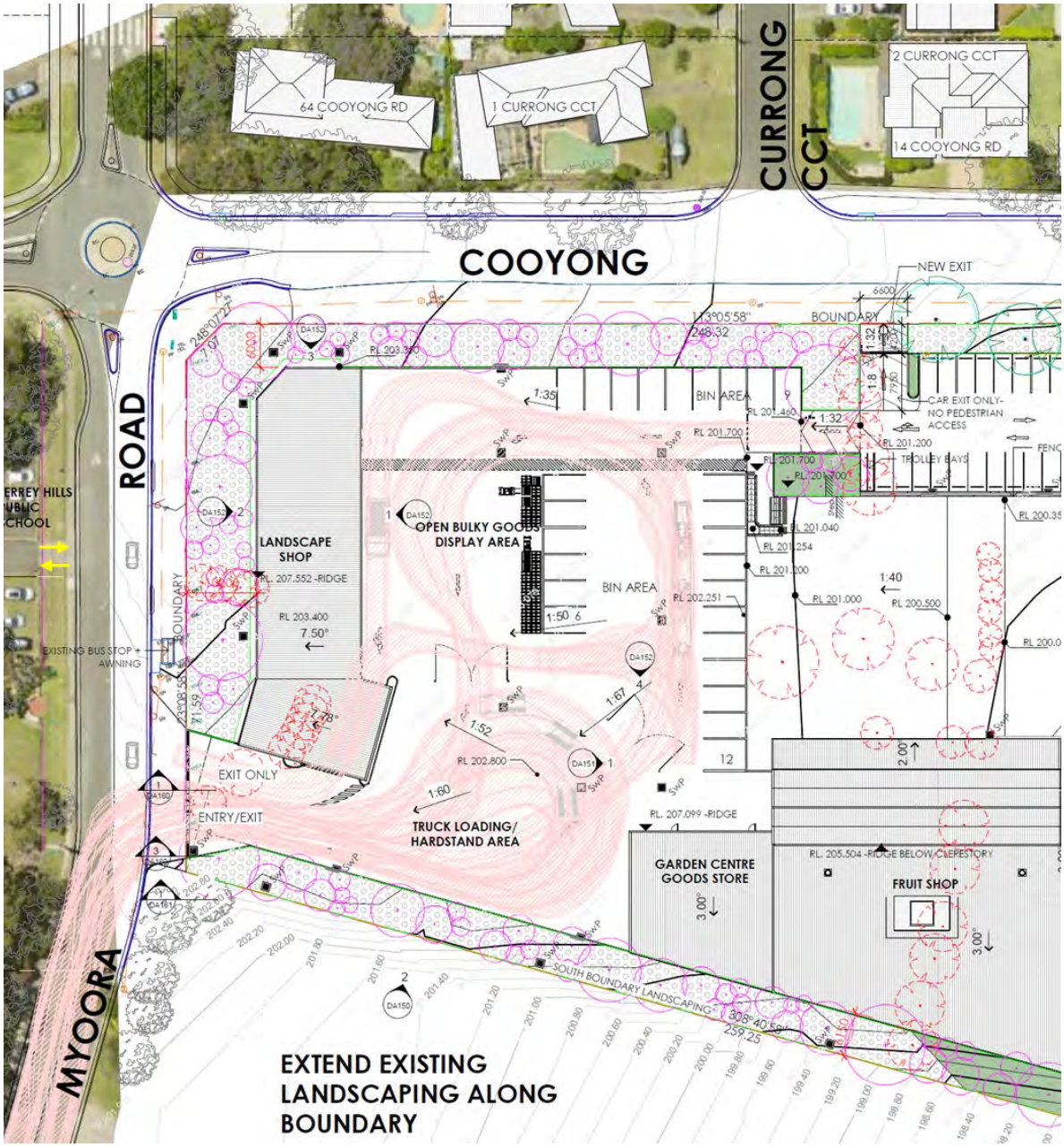
Figure 26 – Existing Northbound No Stopping Zone / Offset Double Centreline Markings Preventing Kerbside Parking in Myoora Road

Myoora Road provides access to a small 'staff only' car park with driveway access located within the northbound bus zone as shown below in **Figure 27**.

Figure 27 – Staff Only Car Park Driveway in Myoora Road

The proposed new access driveway on the southern boundary of the site in Myoora Road seeks to maximise separation to the existing staff only car park driveway along with sight lines to the north and south as shown below in **Figure 28**.

Figure 28 – Position of New Myoora Road Driveway Relative to Staff Only Car Park Driveway of Terrey Hills Public School



As the counts of the site confirmed, the expected traffic generation of the site on a weekday would be markedly low compared to the peak period which occurs on weekends and not during school operation periods.

Further, the limitations on service vehicle movements (which generally seek to avoid weekday peak periods in most instances for efficiency purposes) would minimise potential impacts on school operations.

Myoora Road is currently used by large vehicles and the position of the driveway as south as possible removes large vehicles from utilising the existing roundabout at the Myoora Road / Cooyong Road intersection located much closer to Kiss and Drop operations of Terrey Hills Public School.

Overall, the access arrangements and management of service vehicle access is considered an appropriate arrangement having regard to the sites interface with Terrey Hills Public School.

6. Conclusions

This report has reviewed the potential traffic impacts of the proposed redevelopment of the Flower Power Garden Centre Terrey Hills to provide a range of new facilities within the centre along with additional car parking to serve these new / expanded uses. 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. The future intersection operating conditions at adjacent intersections would continue to be satisfactory following *full* development of the subject site in both the Thursday PM and Saturday AM peak periods.
3. The parking demands of the proposal would comply with the minimum requirements of the DCP and are considered satisfactory.
4. The proposed parking provision would cater for the expected peak demands of the site based on surveys of the site.
5. The proposed parking provision would also reduce any potential risk for site generated traffic queuing onto the local road network.
6. The design of the car parking areas and access arrangements complies with AS2890.1 and AS2890.2 and are considered satisfactory.
7. The service vehicle arrangements provide adequately manoeuvring area and parking arrangements for all potential service vehicles which may access the site and enables all service vehicles to enter and leave the site in a forward direction.
8. The location of the access driveway in Myoora Road along with restrictions on service vehicle movements during weekday school peak periods seeks to minimise any impact on Terrey Hills Public School.

Overall, the traffic impacts of the proposal are considered acceptable.

7. Appendix A – Terrey Hills Intersection / Parking Counts

Client	The Trustee for Positive Traffic Trust
Date	Thursday, 22 June 2023
Time	16:00
Description	Flower Power Terry Hills Parking

Client	The Trustee for Positive Traffic Trust
Date	Thursday, 22 June 2023
Time	16:00
Description	Flower Power Terry Hills Parking

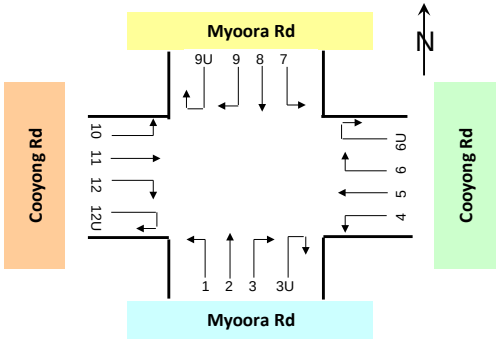
MATRIX Traffic and Transport Data

AREA	Side of Street	Restriction	Applicable Hours	Supply	7:30
AREA 1	-	No Restriction		**65**	12
		Loading Zone	5 minute Parking Only	**2**	0
		Disabled		**3**	0
		No Restriction		**3**	2
Total				**73**	**14**
% Capacity					**19%**
AREA 2	South	No Restriction		**25**	0
	North	No Restriction		**32**	0
Total				**57**	**0**
% Capacity					**0%**
AREA 3	South	No Restriction		**16**	0
	North	No Restriction		**16**	0
Total				**32**	**0**
% Capacity					**0%**
AREA 4	-	No Restriction		**46**	7
Total				**46**	**7**
% Capacity					**15%**

Client	The Trustee for Positive Traffic Trust
Date	Thursday, 22 June 2023
Time	16:00
Description	Flower Power Terry Hills Parking

Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 1. Myoora Rd / Cooyong Rd
Day/Date	: Thursday, 22nd June 2023
Weather	: Partly rainy
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



Approach	Myoora Rd												Cooyong Rd											
Direction	**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	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
16:00 to 16:15	2	0	**2**	11	5	**16**	15	0	**15**	0	0	**0**	10	0	**10**	9	1	**10**	18	1	**19**	0	0	**0**
16:15 to 16:30	1	0	**1**	10	4	**14**	5	0	**5**	2	0	**2**	11	0	**11**	18	0	**18**	20	0	**20**	0	0	**0**
16:30 to 16:45	4	0	**4**	18	3	**21**	8	0	**8**	0	0	**0**	7	0	**7**	14	0	**14**	9	0	**9**	0	0	**0**
16:45 to 17:00	0	0	**0**	12	4	**16**	4	0	**4**	0	0	**0**	18	0	**18**	27	1	**28**	19	1	**20**	0	0	**0**
17:00 to 17:15	2	0	**2**	15	0	**15**	16	0	**16**	2	0	**2**	6	0	**6**	6	0	**6**	6	0	**6**	0	0	**0**
17:15 to 17:30	3	0	**3**	13	3	**16**	9	0	**9**	1	0	**1**	7	1	**8**	16	0	**16**	12	0	**12**	0	0	**0**
17:30 to 17:45	5	0	**5**	15	3	**18**	9	0	**9**	0	0	**0**	4	0	**4**	12	0	**12**	9	0	**9**	0	0	**0**
17:45 to 18:00	0	0	**0**	13	4	**17**	7	0	**7**	0	0	**0**	2	0	**2**	13	0	**13**	10	0	**10**	0	0	**0**
18:00 to 18:15	1	0	**1**	8	2	**10**	6	0	**6**	1	0	**1**	6	0	**6**	9	0	**9**	11	1	**12**	0	0	**0**
18:15 to 18:30	1	0	**1**	6	3	**9**	4	0	**4**	0	0	**0**	5	0	**5**	14	0	**14**	10	0	**10**	0	0	**0**
18:30 to 18:45	1	0	**1**	16	2	**18**	4	0	**4**	0	0	**0**	2	0	**2**	19	0	**19**	21	0	**21**	0	0	**0**
18:45 to 19:00	4	0	**4**	17	1	**18**	2	0	**2**	0	0	**0**	1	0	**1**	10	0	**10**	8	0	**8**	1	0	**1**
19:00 to 19:15	1	0	**1**	4	1	**5**	0	0	**0**	0	0	**0**	5	0	**5**	4	0	**4**	3	0	**3**	0	0	**0**
19:15 to 19:30	1	0	**1**	4	4	**8**	1	0	**1**	0	0	**0**	0	0	**0**	7	0	**7**	3	0	**3**	0	0	**0**
19:30 to 19:45	1	0	**1**	7	2	**9**	1	0	**1**	1	0	**1**	4	0	**4**	10	0	**10**	6	0	**6**	0	0	**0**
19:45 to 20:00	0	0	**0**	3	4	**7**	0	0	**0**	0	0	**0**	2	0	**2**	6	0	**6**	4	0	**4**	0	0	**0**
Totals	**27**	**0**	**27**	**172**	**45**	**217**	**91**	**0**	**91**	**7**	**0**	**7**	**90**	**1**	**91**	**194**	**2**	**196**	**169**	**3**	**172**	**1**	**0**	**1**

Approach	Myoora Rd												Cooyong Rd											
Direction	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	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15	1	0	**1**	44	4	**48**	2	0	**2**	0	0	**0**	4	0	**4**	2	0	**2**	3	0	**3**	1	0	**1**
16:15 to 16:30	4	0	**4**	23	6	**29**	2	0	**2**	0	0	**0**	2	0	**2**	1	0	**1**	3	0	**3**	0	0	**0**
16:30 to 16:45	3	0	**3**	29	3	**32**	2	0	**2**	0	0	**0**	2	0	**2**	3	0	**3**	5	1	**6**	1	0	**1**
16:45 to 17:00	5	0	**5**	33	3	**36**	4	0	**4**	1	0	**1**	2	0	**2**	0	0	**0**	9	0	**9**	0	0	**0**
17:00 to 17:15	6	0	**6**	33	2	**35**	3	0	**3**	1	0	**1**	2	0	**2**	2	0	**2**	5	0	**5**	0	0	**0**
17:15 to 17:30	5	0	**5**	21	1	**22**	2	0	**2**	1	0	**1**	0	0	**0**	4	0	**4**	4	0	**4**	0	0	**0**
17:30 to 17:45	1	0	**1**	17	6	**23**	1	1	**2**	0	0	**0**	0	0	**0**	2	0	**2**	6	0	**6**	0	0	**0**
17:45 to 18:00	0	0	**0**	10	0	**10**	1	0	**1**	0	0	**0**	0	0	**0**	3	0	**3**	10	0	**10**	0	0	**0**
18:00 to 18:15	1	0	**1**	15	3	**18**	1	0	**1**	0	0	**0**	1	0	**1**	3	0	**3**	4	0	**4**	1	0	**1**
18:15 to 18:30	0	0	**0**	16	1	**17**	0	0	**0**	1	0	**1**	2	0	**2**	0	0	**0**	3	0	**3**	0	0	**0**
18:30 to 18:45	1	0	**1**	10	4	**14**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**
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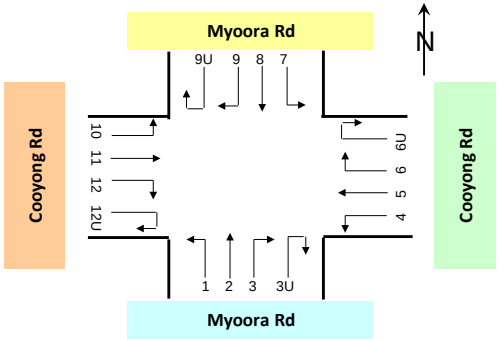
19:00 to 19:15	1	0	**1**	9	2	**11**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	1	0	**1**	0	0	**0**
19:15 to 19:30	0	0	**0**	5	1	**6**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**
19:30 to 19:45	0	0	**0**	6	5	**11**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**
19:45 to 20:00	0	0	**0**	4	2	**6**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**
Totals	**28**	**0**	**28**	**289**	**44**	**333**	**20**	**1**	**21**	**4**	**0**	**4**	**19**	**0**	**19**	**20**	**0**	**20**	**60**	**1**	**61**	**3**	**0**	**3**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Classified Intersection Count
: Hourly Summary



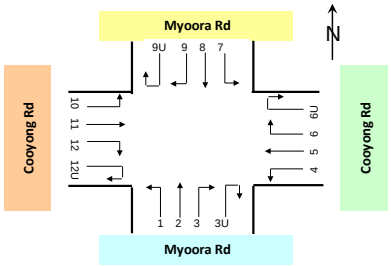
MATRIX Traffic and Transport Data

Approach	Myoora Rd												Cooyong Rd											
Direction	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	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	7	0	**7**	51	16	**67**	32	0	**32**	2	0	**2**	46	0	**46**	68	2	**70**	66	2	**68**	0	0	**0**
16:15 to 17:15	7	0	**7**	55	11	**66**	33	0	**33**	4	0	**4**	42	0	**42**	65	1	**66**	54	1	**55**	0	0	**0**
16:30 to 17:30	9	0	**9**	58	10	**68**	37	0	**37**	3	0	**3**	38	1	**39**	63	1	**64**	46	1	**47**	0	0	**0**
16:45 to 17:45	10	0	**10**	55	10	**65**	38	0	**38**	3	0	**3**	35	1	**36**	61	1	**62**	46	1	**47**	0	0	**0**
17:00 to 18:00	10	0	**10**	56	10	**66**	41	0	**41**	3	0	**3**	19	1	**20**	47	0	**47**	37	0	**37**	0	0	**0**
17:15 to 18:15	9	0	**9**	49	12	**61**	31	0	**31**	2	0	**2**	19	1	**20**	50	0	**50**	42	1	**43**	0	0	**0**
17:30 to 18:30	7	0	**7**	42	12	**54**	26	0	**26**	1	0	**1**	17	0	**17**	48	0	**48**	40	1	**41**	0	0	**0**
17:45 to 18:45	3	0	**3**	43	11	**54**	21	0	**21**	1	0	**1**	15	0	**15**	55	0	**55**	52	1	**53**	0	0	**0**
18:00 to 19:00	7	0	**7**	47	8	**55**	16	0	**16**	1	0	**1**	14	0	**14**	52	0	**52**	50	1	**51**	1	0	**1**
18:15 to 19:15	7	0	**7**	43	7	**50**	10	0	**10**	0	0	**0**	13	0	**13**	47	0	**47**	42	0	**42**	1	0	**1**
18:30 to 19:30	7	0	**7**	41	8	**49**	7	0	**7**	0	0	**0**	8	0	**8**	40	0	**40**	35	0	**35**	1	0	**1**
18:45 to 19:45	7	0	**7**	32	8	**40**	4	0	**4**	1	0	**1**	10	0	**10**	31	0	**31**	20	0	**20**	1	0	**1**
19:00 to 20:00	3	0	**3**	18	11	**29**	2	0	**2**	1	0	**1**	11	0	**11**	27	0	**27**	16	0	**16**	0	0	**0**
Totals	**27**	**0**	**27**	**172**	**45**	**217**	**91**	**0**	**91**	**7**	**0**	**7**	**90**	**1**	**91**	**194**	**2**	**196**	**169**	**3**	**172**	**1**	**0**	**1**

Approach	Myoora Rd												Cooyong Rd											
Direction	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	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	13	0	**13**	129	16	**145**	10	0	**10**	1	0	**1**	10	0	**10**	6	0	**6**	20	1	**21**	2	0	**2**
16:15 to 17:15	18	0	**18**	118	14	**132**	11	0	**11**	2	0	**2**	8	0	**8**	6	0	**6**	22	1	**23**	1	0	**1**
16:30 to 17:30	19	0	**19**	116	9	**125**	11	0	**11**	3	0	**3**	6	0	**6**	9	0	**9**	23	1	**24**	1	0	**1**
16:45 to 17:45	17	0	**17**	104	12	**116**	10	1	**11**	3	0	**3**	4	0	**4**	8	0	**8**	24	0	**24**	0	0	**0**
17:00 to 18:00	12	0	**12**	81	9	**90**	7	1	**8**	2	0	**2**	2	0	**2**	11	0	**11**	25	0	**25**	0	0	**0**
17:15 to 18:15	7	0	**7**	63	10	**73**	5	1	**6**	1	0	**1**	1	0	**1**	12	0	**12**	24	0	**24**	1	0	**1**
17:30 to 18:30	2	0	**2**	58	10	**68**	3	1	**4**	1	0	**1**	3	0	**3**	8	0	**8**	23	0	**23**	1	0	**1**
17:45 to 18:45	2	0	**2**	51	8	**59**	3	0	**3**	1	0	**1**	3	0	**3**	6	0	**6**	18	0	**18**	1	0	**1**
18:00 to 19:00	2	0	**2**	55	9	**64**	2	0	**2**	1	0	**1**	5	0	**5**	3	0	**3**	11	0	**11**	1	0	**1**
18:15 to 19:15	2	0	**2**	49	8	**57**	1	0	**1**	1	0	**1**	5	0	**5**	0	0	**0**	8	0	**8**	0	0	**0**
18:30 to 19:30	2	0	**2**	38	8	**46**	1	0	**1**	0	0	**0**	4	0	**4**	0	0	**0**	5	0	**5**	0	0	**0**
18:45 to 19:45	1	0	**1**	34	9	**43**	1	0	**1**	0	0	**0**	4	0	**4**	0	0	**0**	6	0	**6**	0	0	**0**
19:00 to 20:00	1	0	**1**	24	10	**34**	1	0	**1**	0	0	**0**	2	0	**2**	0	0	**0**	4	0	**4**	0	0	**0**
Totals	**28**	**0**	**28**	**289**	**44**	**333**	**20**	**1**	**21**	**4**	**0**	**4**	**19**	**0**	**19**	**20**	**0**	**20**	**60**	**1**	**61**	**3**	**0**	**3**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	92	16	**108**	180	4	**184**	153	16	**169**	38	1	**39**	**500**

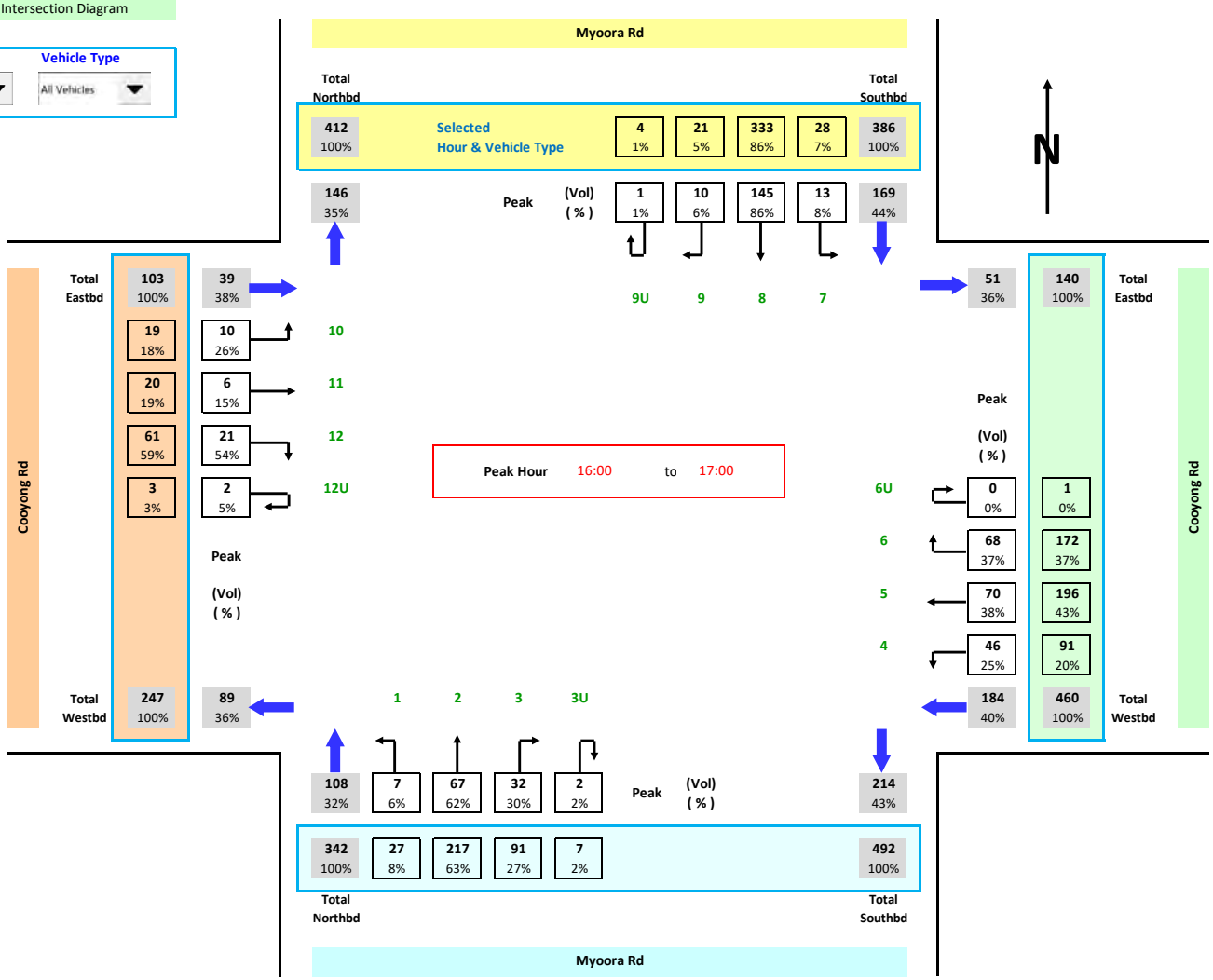
Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	92	16	**108**	180	4	**184**	153	16	**169**	38	1	**39**	**500**
16:15 to 17:15	99	11	**110**	161	2	**163**	149	14	**163**	37	1	**38**	**474**
16:30 to 17:30	107	10	**117**	147	3	**150**	149	9	**158**	39	1	**40**	**465**
16:45 to 17:45	106	10	**116**	142	3	**145**	134	13	**147**	36	0	**36**	**444**
17:00 to 18:00	110	10	**120**	103	1	**104**	102	10	**112**	38	0	**38**	**374**
17:15 to 18:15	91	12	**103**	111	2	**113**	76	11	**87**	38	0	**38**	**341**
17:30 to 18:30	76	12	**88**	105	1	**106**	64	11	**75**	35	0	**35**	**304**
17:45 to 18:45	68	11	**79**	122	1	**123**	57	8	**65**	28	0	**28**	**295**
18:00 to 19:00	71	8	**79**	117	1	**118**	60	9	**69**	20	0	**20**	**286**
18:15 to 19:15	60	7	**67**	103	0	**103**	53	8	**61**	13	0	**13**	**244**
18:30 to 19:30	55	8	**63**	84	0	**84**	41	8	**49**	9	0	**9**	**205**
18:45 to 19:45	44	8	**52**	62	0	**62**	36	9	**45**	10	0	**10**	**169**
19:00 to 20:00	24	11	**35**	54	0	**54**	26	10	**36**	6	0	**6**	**131**
Totals	**297**	**45**	**342**	**454**	**6**	**460**	**341**	**45**	**386**	**102**	**1**	**103**	**1,291**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

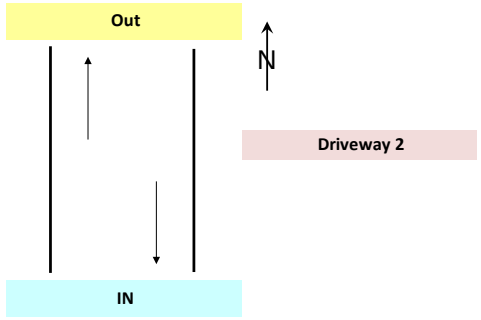
Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting Totals | **Vehicle Type** All Vehicles



Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 2. Driveway 2 & Cooyong Rd
Day/Date	: Thursday, 22nd June 2023
Weather	: Partly rainy
Description	: Mid-block Count
	: 15 mins Data

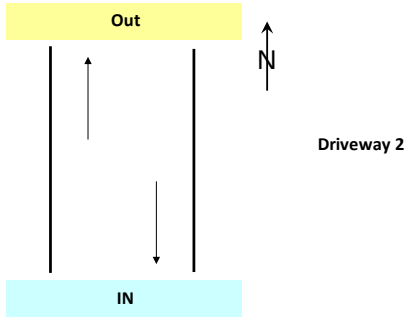


	Class 1	Class 2
Classifications	Lights	Heavies

Approach	**Driveway 2**					
Direction	**Out**			**IN**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
16:00 to 16:15	7	0	**7**	1	0	**1**
16:15 to 16:30	4	0	**4**	4	0	**4**
16:30 to 16:45	7	0	**7**	1	0	**1**
16:45 to 17:00	7	0	**7**	1	0	**1**
17:00 to 17:15	3	0	**3**	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	1	**1**
18:45 to 19:00	0	1	**1**	0	0	**0**
19:00 to 19:15	0	0	**0**	0	0	**0**
19:15 to 19:30	0	0	**0**	0	0	**0**
19:30 to 19:45	0	0	**0**	0	0	**0**
19:45 to 20:00	0	0	**0**	0	0	**0**
Total	**28**	**1**	**29**	**7**	**1**	**8**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 2. Driveway 2 & Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Hourly Summary



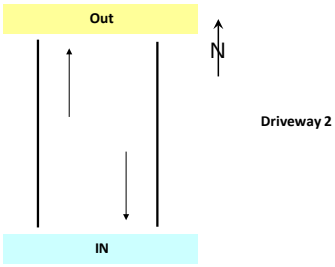
Driveway 2

MATRIX Traffic and Transport Data

Approach	Driveway 2					
Direction	Out			IN		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	25	0	**25**	7	0	**7**
16:15 to 17:15	21	0	**21**	6	0	**6**
16:30 to 17:30	17	0	**17**	2	0	**2**
16:45 to 17:45	10	0	**10**	1	0	**1**
17:00 to 18:00	3	0	**3**	0	0	**0**
17:15 to 18:15	0	0	**0**	0	0	**0**
17:30 to 18:30	0	0	**0**	0	0	**0**
17:45 to 18:45	0	0	**0**	0	1	**1**
18:00 to 19:00	0	1	**1**	0	1	**1**
18:15 to 19:15	0	1	**1**	0	1	**1**
18:30 to 19:30	0	1	**1**	0	1	**1**
18:45 to 19:45	0	1	**1**	0	0	**0**
19:00 to 20:00	0	0	**0**	0	0	**0**
Total	**28**	**1**	**29**	**7**	**1**	**8**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 2. Driveway 2 & Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

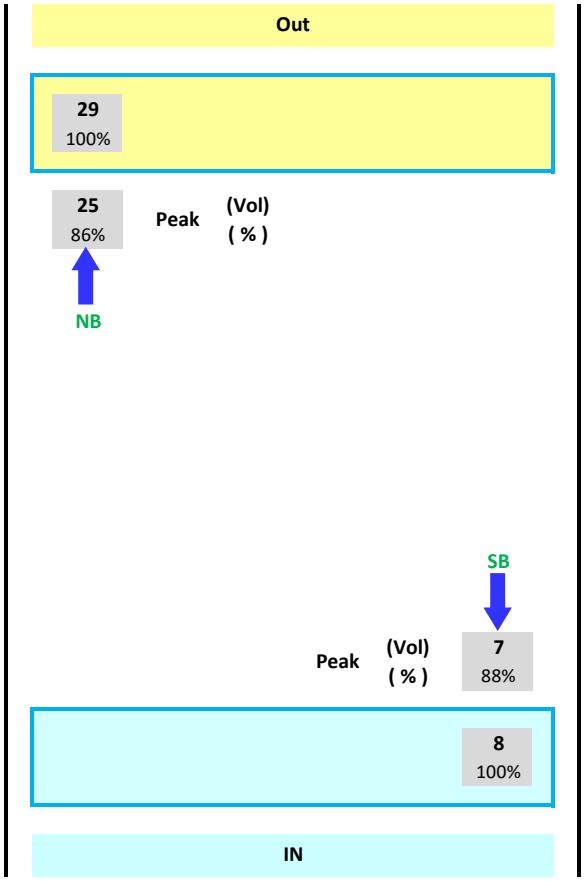
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	25	0	**25**	7	0	**7**	**32**

Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	25	0	**25**	7	0	**7**	**32**
16:15 to 17:15	21	0	**21**	6	0	**6**	**27**
16:30 to 17:30	17	0	**17**	2	0	**2**	**19**
16:45 to 17:45	10	0	**10**	1	0	**1**	**11**
17:00 to 18:00	3	0	**3**	0	0	**0**	**3**
17:15 to 18:15	0	0	**0**	0	0	**0**	**0**
17:30 to 18:30	0	0	**0**	0	0	**0**	**0**
17:45 to 18:45	0	0	**0**	0	1	**1**	**1**
18:00 to 19:00	0	1	**1**	0	1	**1**	**2**
18:15 to 19:15	0	1	**1**	0	1	**1**	**2**
18:30 to 19:30	0	1	**1**	0	1	**1**	**2**
18:45 to 19:45	0	1	**1**	0	0	**0**	**1**
19:00 to 20:00	0	0	**0**	0	0	**0**	**0**
Total	**28**	**1**	**29**	**7**	**1**	**8**	**37**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 2. Driveway 2 & Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Intersection Diagram

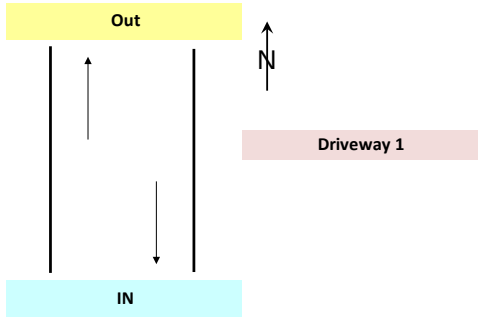
Hour Starting	Vehicle Type
Total	All Vehicles



Driveway 2

Peak Hour 16:00 to 17:00

Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 3. Driveway 1 & Cooyong Rd
Day/Date	: Thursday, 22nd June 2023
Weather	: Partly rainy
Description	: Mid-block Count
	: 15 mins Data

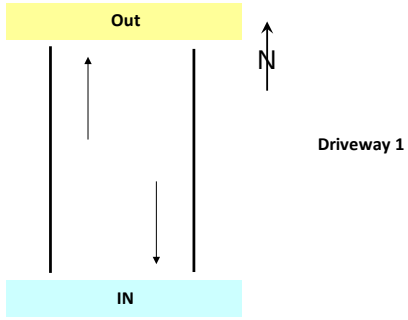


	Class 1	Class 2
Classifications	Lights	Heavies

Approach	**Driveway 1**					
Direction	**Out**			**IN**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
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	1	0	**1**	1	0	**1**
16:45 to 17:00	0	0	**0**	2	0	**2**
17:00 to 17:15	5	0	**5**	0	0	**0**
17:15 to 17:30	4	0	**4**	1	0	**1**
17:30 to 17:45	1	0	**1**	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**
19:00 to 19:15	0	0	**0**	0	0	**0**
19:15 to 19:30	0	0	**0**	0	0	**0**
19:30 to 19:45	0	0	**0**	0	0	**0**
19:45 to 20:00	0	0	**0**	0	0	**0**
Total	**11**	**0**	**11**	**4**	**0**	**4**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 3. Driveway 1 & Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Hourly Summary

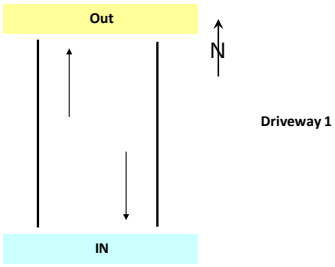


MATRIX Traffic and Transport Data

Approach	Driveway 1					
Direction	Out			IN		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	1	0	**1**	3	0	**3**
16:15 to 17:15	6	0	**6**	3	0	**3**
16:30 to 17:30	10	0	**10**	4	0	**4**
16:45 to 17:45	10	0	**10**	3	0	**3**
17:00 to 18:00	10	0	**10**	1	0	**1**
17:15 to 18:15	5	0	**5**	1	0	**1**
17:30 to 18:30	1	0	**1**	0	0	**0**
17:45 to 18:45	0	0	**0**	0	0	**0**
18:00 to 19:00	0	0	**0**	0	0	**0**
18:15 to 19:15	0	0	**0**	0	0	**0**
18:30 to 19:30	0	0	**0**	0	0	**0**
18:45 to 19:45	0	0	**0**	0	0	**0**
19:00 to 20:00	0	0	**0**	0	0	**0**
Total	**11**	**0**	**11**	**4**	**0**	**4**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 3. Driveway 1 & Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Peak Hour Summary



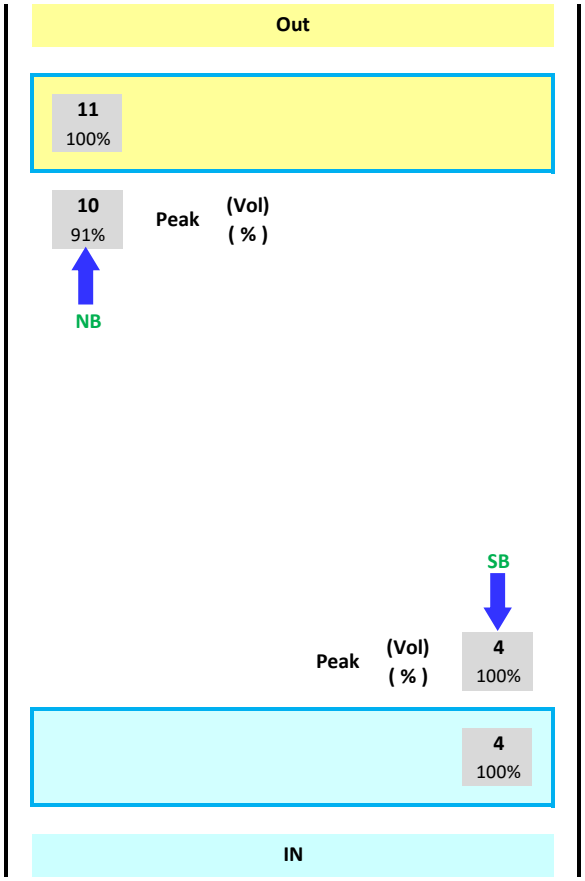
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:30 to 17:30	10	0	**10**	4	0	**4**	**14**

Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	1	0	**1**	3	0	**3**	**4**
16:15 to 17:15	6	0	**6**	3	0	**3**	**9**
16:30 to 17:30	10	0	**10**	4	0	**4**	**14**
16:45 to 17:45	10	0	**10**	3	0	**3**	**13**
17:00 to 18:00	10	0	**10**	1	0	**1**	**11**
17:15 to 18:15	5	0	**5**	1	0	**1**	**6**
17:30 to 18:30	1	0	**1**	0	0	**0**	**1**
17:45 to 18:45	0	0	**0**	0	0	**0**	**0**
18:00 to 19:00	0	0	**0**	0	0	**0**	**0**
18:15 to 19:15	0	0	**0**	0	0	**0**	**0**
18:30 to 19:30	0	0	**0**	0	0	**0**	**0**
18:45 to 19:45	0	0	**0**	0	0	**0**	**0**
19:00 to 20:00	0	0	**0**	0	0	**0**	**0**
Total	**11**	**0**	**11**	**4**	**0**	**4**	**15**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 3. Driveway 1 & Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Intersection Diagram

Hour Starting	Vehicle Type
Total	All Vehicles

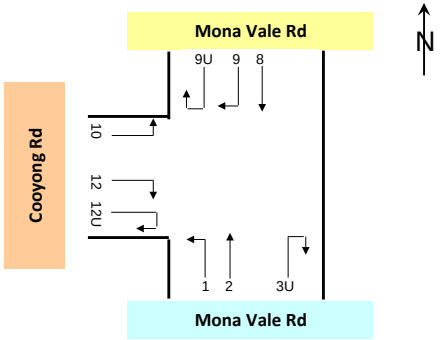


Driveway 1

Peak Hour	16:30	to	17:30

Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 4. Mona Vale Rd / Cooyong Rd
Day/Date	: Thursday, 22nd June 2023
Weather	: Partly rainy
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



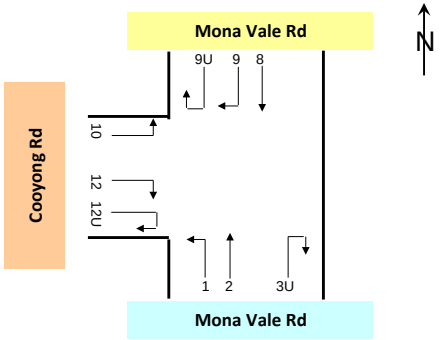
MATRIX Traffic and Transport Data

Approach	Mona Vale Rd								
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**			**Direction 3U (U Turn)**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
16:00 to 16:15	26	2	**28**	337	22	**359**	0	0	**0**
16:15 to 16:30	42	0	**42**	339	10	**349**	0	0	**0**
16:30 to 16:45	25	0	**25**	327	6	**333**	0	0	**0**
16:45 to 17:00	44	2	**46**	323	6	**329**	0	0	**0**
17:00 to 17:15	14	0	**14**	326	7	**333**	0	0	**0**
17:15 to 17:30	32	1	**33**	287	3	**290**	0	0	**0**
17:30 to 17:45	22	0	**22**	274	7	**281**	0	0	**0**
17:45 to 18:00	20	0	**20**	271	8	**279**	0	0	**0**
18:00 to 18:15	25	1	**26**	262	6	**268**	0	0	**0**
18:15 to 18:30	24	0	**24**	228	4	**232**	0	0	**0**
18:30 to 18:45	37	0	**37**	236	2	**238**	0	0	**0**
18:45 to 19:00	17	0	**17**	198	0	**198**	0	0	**0**
19:00 to 19:15	10	0	**10**	147	0	**147**	0	0	**0**
19:15 to 19:30	8	0	**8**	123	0	**123**	0	0	**0**
19:30 to 19:45	19	0	**19**	118	2	**120**	0	0	**0**
19:45 to 20:00	8	0	**8**	104	0	**104**	0	0	**0**
Totals	**373**	**6**	**379**	**3,900**	**83**	**3,983**	**0**	**0**	**0**

Approach	Mona Vale Rd									Cooyong Rd								
Direction		Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)				Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15		329	38	**367**	5	0	**5**	0	0	**0**	20	0	**20**		0	0	**0**	0	0	**0**
16:15 to 16:30		333	18	**351**	11	0	**11**	0	0	**0**	9	0	**9**		0	0	**0**	0	0	**0**
16:30 to 16:45		324	16	**340**	9	0	**9**	0	0	**0**	18	0	**18**		0	0	**0**	0	0	**0**
16:45 to 17:00		284	12	**296**	14	0	**14**	0	0	**0**	11	0	**11**		0	0	**0**	0	0	**0**
17:00 to 17:15		322	15	**337**	3	0	**3**	0	0	**0**	28	0	**28**		0	0	**0**	0	0	**0**
17:15 to 17:30		321	6	**327**	6	0	**6**	0	0	**0**	18	0	**18**		0	0	**0**	0	0	**0**
17:30 to 17:45		307	8	**315**	3	0	**3**	0	0	**0**	14	0	**14**		0	0	**0**	0	0	**0**
17:45 to 18:00		257	5	**262**	7	0	**7**	0	0	**0**	10	0	**10**		0	0	**0**	0	0	**0**
18:00 to 18:15		189	3	**192**	5	0	**5**	0	0	**0**	9	0	**9**		0	0	**0**	0	0	**0**
18:15 to 18:30		164	4	**168**	5	0	**5**	0	0	**0**	3	0	**3**		0	0	**0**	0	0	**0**
18:30 to 18:45		143	2	**145**	4	1	**5**	0	0	**0**	6	0	**6**		0	0	**0**	0	0	**0**
18:45 to 19:00		130	1	**131**	5	0	**5**	0	0	**0**	1	0	**1**		0	0	**0**	0	0	**0**
19:00 to 19:15		101	5	**106**	4	0	**4**	1	0	**1**	2	1	**3**		0	0	**0**	0	0	**0**
19:15 to 19:30		84	1	**85**	2	0	**2**	0	0	**0**	1	0	**1**		0	0	**0**	0	0	**0**
19:30 to 19:45		78	2	**80**	2	0	**2**	0	0	**0**	3	0	**3**		0	0	**0**	0	0	**0**
19:45 to 20:00		64	1	**65**	3	0	**3**	0	0	**0**	0	0	**0**		0	0	**0**	0	0	**0**
Totals		**3,430**	**137**	**3,567**	**88**	**1**	**89**	**1**	**0**	**1**	**153**	**1**	**154**		**0**	**0**	**0**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 4. Mona Vale Rd / Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Classified Intersection Count
: Hourly Summary



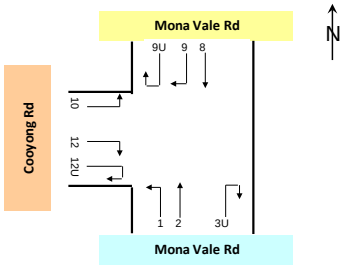
MATRIX Traffic and Transport Data

Approach	Mona Vale Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	137	4	**141**	1,326	44	**1,370**	0	0	**0**
16:15 to 17:15	125	2	**127**	1,315	29	**1,344**	0	0	**0**
16:30 to 17:30	115	3	**118**	1,263	22	**1,285**	0	0	**0**
16:45 to 17:45	112	3	**115**	1,210	23	**1,233**	0	0	**0**
17:00 to 18:00	88	1	**89**	1,158	25	**1,183**	0	0	**0**
17:15 to 18:15	99	2	**101**	1,094	24	**1,118**	0	0	**0**
17:30 to 18:30	91	1	**92**	1,035	25	**1,060**	0	0	**0**
17:45 to 18:45	106	1	**107**	997	20	**1,017**	0	0	**0**
18:00 to 19:00	103	1	**104**	924	12	**936**	0	0	**0**
18:15 to 19:15	88	0	**88**	809	6	**815**	0	0	**0**
18:30 to 19:30	72	0	**72**	704	2	**706**	0	0	**0**
18:45 to 19:45	54	0	**54**	586	2	**588**	0	0	**0**
19:00 to 20:00	45	0	**45**	492	2	**494**	0	0	**0**
Totals	**373**	**6**	**379**	**3,900**	**83**	**3,983**	**0**	**0**	**0**

Approach	Mona Vale Rd										Cooyong Rd									
Direction		Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)				Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00		1,270	84	**1,354**	39	0	**39**	0	0	**0**	58	0	**58**		0	0	**0**	0	0	**0**
16:15 to 17:15		1,263	61	**1,324**	37	0	**37**	0	0	**0**	66	0	**66**		0	0	**0**	0	0	**0**
16:30 to 17:30		1,251	49	**1,300**	32	0	**32**	0	0	**0**	75	0	**75**		0	0	**0**	0	0	**0**
16:45 to 17:45		1,234	41	**1,275**	26	0	**26**	0	0	**0**	71	0	**71**		0	0	**0**	0	0	**0**
17:00 to 18:00		1,207	34	**1,241**	19	0	**19**	0	0	**0**	70	0	**70**		0	0	**0**	0	0	**0**
17:15 to 18:15		1,074	22	**1,096**	21	0	**21**	0	0	**0**	51	0	**51**		0	0	**0**	0	0	**0**
17:30 to 18:30		917	20	**937**	20	0	**20**	0	0	**0**	36	0	**36**		0	0	**0**	0	0	**0**
17:45 to 18:45		753	14	**767**	21	1	**22**	0	0	**0**	28	0	**28**		0	0	**0**	0	0	**0**
18:00 to 19:00		626	10	**636**	19	1	**20**	0	0	**0**	19	0	**19**		0	0	**0**	0	0	**0**
18:15 to 19:15		538	12	**550**	18	1	**19**	1	0	**1**	12	1	**13**		0	0	**0**	0	0	**0**
18:30 to 19:30		458	9	**467**	15	1	**16**	1	0	**1**	10	1	**11**		0	0	**0**	0	0	**0**
18:45 to 19:45		393	9	**402**	13	0	**13**	1	0	**1**	7	1	**8**		0	0	**0**	0	0	**0**
19:00 to 20:00		327	9	**336**	11	0	**11**	1	0	**1**	6	1	**7**		0	0	**0**	0	0	**0**
Totals		**3,430**	**137**	**3,567**	**88**	**1**	**89**	**1**	**0**	**1**	**153**	**1**	**154**		**0**	**0**	**0**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 4. Mona Vale Rd / Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	Mona Vale Rd				Mona Vale Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	1,463	48	**1,511**		1,309	84	**1,393**	58	0	**58**	**2,962**

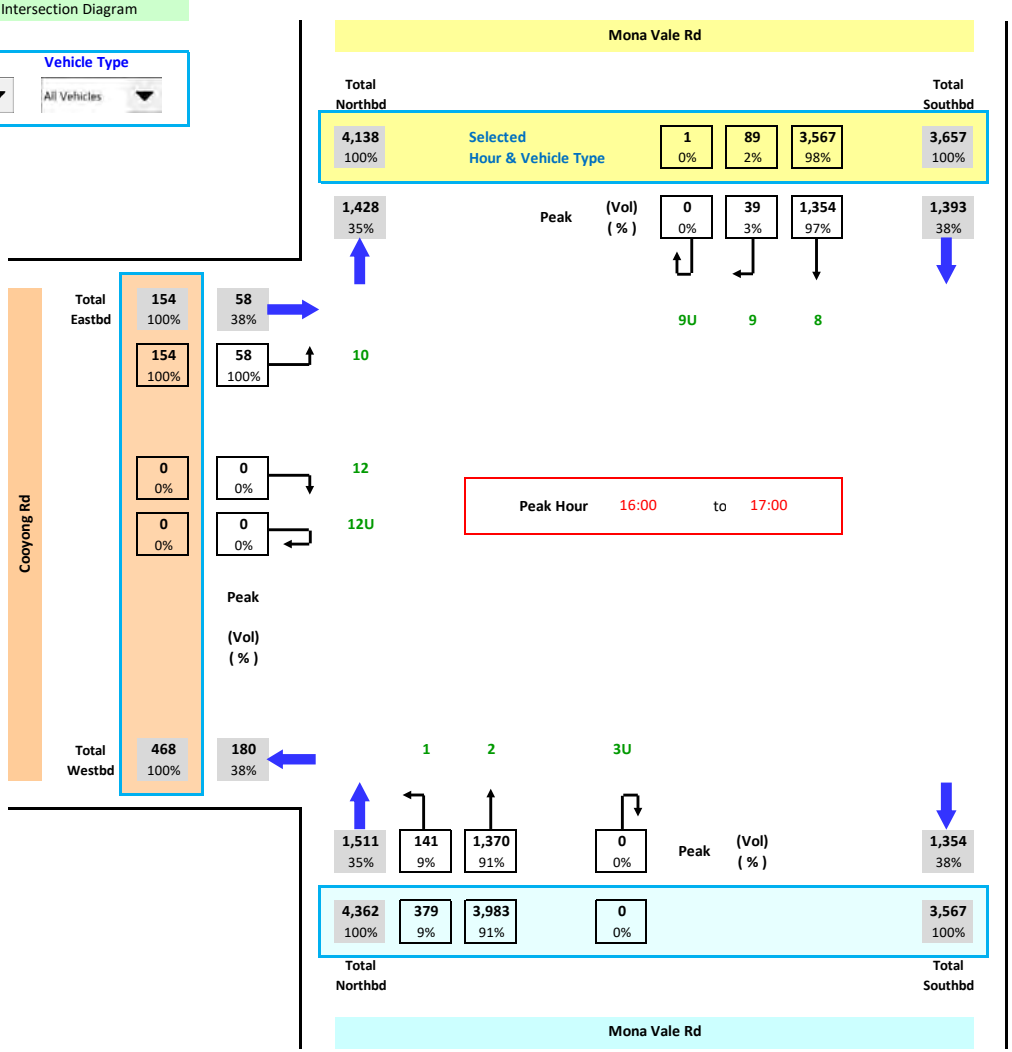
Approach	Mona Vale Rd				Mona Vale Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	1,463	48	**1,511**		1,309	84	**1,393**	58	0	**58**	**2,962**
16:15 to 17:15	1,440	31	**1,471**		1,300	61	**1,361**	66	0	**66**	**2,898**
16:30 to 17:30	1,378	25	**1,403**		1,283	49	**1,332**	75	0	**75**	**2,810**
16:45 to 17:45	1,322	26	**1,348**		1,260	41	**1,301**	71	0	**71**	**2,720**
17:00 to 18:00	1,246	26	**1,272**		1,226	34	**1,260**	70	0	**70**	**2,602**
17:15 to 18:15	1,193	26	**1,219**		1,095	22	**1,117**	51	0	**51**	**2,387**
17:30 to 18:30	1,126	26	**1,152**		937	20	**957**	36	0	**36**	**2,145**
17:45 to 18:45	1,103	21	**1,124**		774	15	**789**	28	0	**28**	**1,941**
18:00 to 19:00	1,027	13	**1,040**		645	11	**656**	19	0	**19**	**1,715**
18:15 to 19:15	897	6	**903**		557	13	**570**	12	1	**13**	**1,486**
18:30 to 19:30	776	2	**778**		474	10	**484**	10	1	**11**	**1,273**
18:45 to 19:45	640	2	**642**		407	9	**416**	7	1	**8**	**1,066**
19:00 to 20:00	537	2	**539**		339	9	**348**	6	1	**7**	**894**
Totals	**4,273**	**89**	**4,362**		**3,519**	**138**	**3,657**	**153**	**1**	**154**	**8,173**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 4. Mona Vale Rd / Cooyong Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data

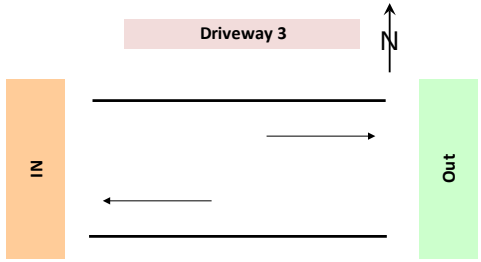
Hour Starting Totals
Vehicle Type All Vehicles



N

Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 5. Driveway 3 & Mona Vale Rd
Day/Date	: Thursday, 22nd June 2023
Weather	: Partly rainy
Description	: Mid-block Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies

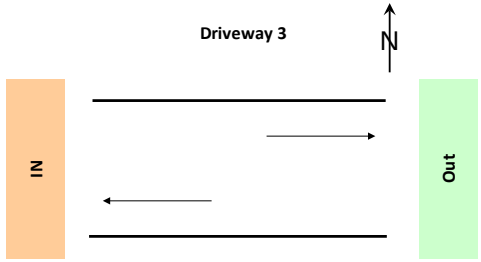


MATRIX Traffic and Transport Data

Approach	Driveway 3					
Direction	**IN**			**Out**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
16:00 to 16:15	3	0	**3**	0	0	**0**
16:15 to 16:30	3	0	**3**	0	0	**0**
16:30 to 16:45	1	0	**1**	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**
19:00 to 19:15	0	0	**0**	0	0	**0**
19:15 to 19:30	0	0	**0**	0	0	**0**
19:30 to 19:45	0	0	**0**	0	0	**0**
19:45 to 20:00	0	0	**0**	0	0	**0**
Total	**7**	**0**	**7**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 5. Driveway 3 & Mona Vale Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Hourly Summary

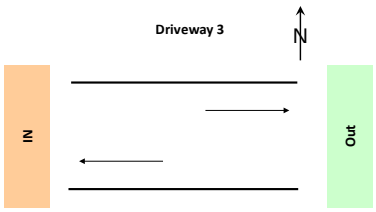


MATRIX Traffic and Transport Data

Approach	Driveway 3					
Direction	IN			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	7	0	**7**	0	0	**0**
16:15 to 17:15	4	0	**4**	0	0	**0**
16:30 to 17:30	1	0	**1**	0	0	**0**
16:45 to 17:45	0	0	**0**	0	0	**0**
17:00 to 18:00	0	0	**0**	0	0	**0**
17:15 to 18:15	0	0	**0**	0	0	**0**
17:30 to 18:30	0	0	**0**	0	0	**0**
17:45 to 18:45	0	0	**0**	0	0	**0**
18:00 to 19:00	0	0	**0**	0	0	**0**
18:15 to 19:15	0	0	**0**	0	0	**0**
18:30 to 19:30	0	0	**0**	0	0	**0**
18:45 to 19:45	0	0	**0**	0	0	**0**
19:00 to 20:00	0	0	**0**	0	0	**0**
Total	**7**	**0**	**7**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 5. Driveway 3 & Mona Vale Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	IN			Out			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	7	0	**7**	0	0	**0**	**7**

Approach	IN			Out			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	7	0	**7**	0	0	**0**	**7**
16:15 to 17:15	4	0	**4**	0	0	**0**	**4**
16:30 to 17:30	1	0	**1**	0	0	**0**	**1**
16:45 to 17:45	0	0	**0**	0	0	**0**	**0**
17:00 to 18:00	0	0	**0**	0	0	**0**	**0**
17:15 to 18:15	0	0	**0**	0	0	**0**	**0**
17:30 to 18:30	0	0	**0**	0	0	**0**	**0**
17:45 to 18:45	0	0	**0**	0	0	**0**	**0**
18:00 to 19:00	0	0	**0**	0	0	**0**	**0**
18:15 to 19:15	0	0	**0**	0	0	**0**	**0**
18:30 to 19:30	0	0	**0**	0	0	**0**	**0**
18:45 to 19:45	0	0	**0**	0	0	**0**	**0**
19:00 to 20:00	0	0	**0**	0	0	**0**	**0**
Total	**7**	**0**	**7**	**0**	**0**	**0**	**7**

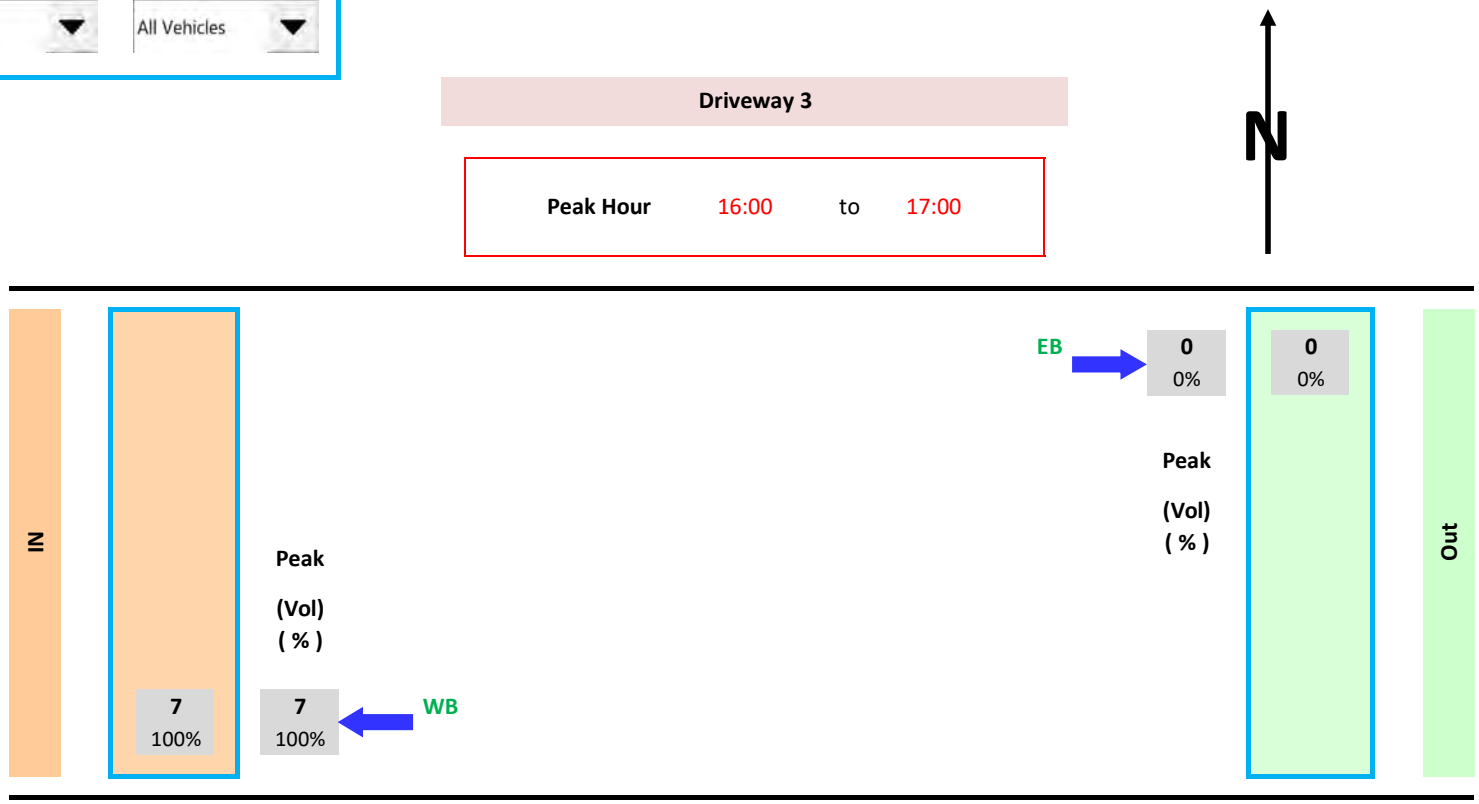
Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 5. Driveway 3 & Mona Vale Rd

Day/Date : Thursday, 22nd June 2023
Weather : Partly rainy
Description : Mid-block Count
: Intersection Diagram

Hour Starting Total
Vehicle Type All Vehicles

Driveway 3

Peak Hour 16:00 to 17:00



Client	The Trustee for Positive Traffic Trust
Date	Saturday, 24 June 2023
Time	10:00
Description	Flower Power Terry Hills Parking

MATRIX
Traffic and Transport Data

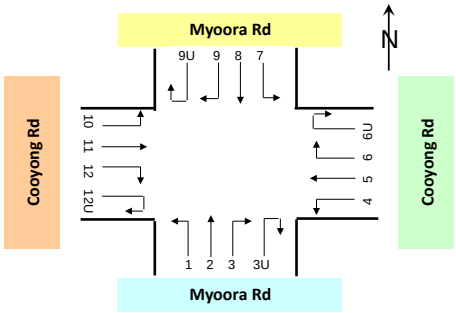
Client	The Trustee for Positive Traffic Trust
Date	Saturday, 24 June 2023
Time	10:00
Description	Flower Power Terry Hills Parking

AREA	Side of Street	Restriction	Applicable Hours	Supply	10:00
AREA 1	-	No Restriction		**65**	25
		Loading Zone	5 minute Parking Only	**2**	0
		Disabled		**3**	1
		No Restriction		**3**	2
Total				**73**	**28**
% Capacity					**38%**
AREA 2	South	No Restriction		**25**	0
	North	No Restriction		**32**	5
Total				**57**	**5**
% Capacity					**9%**
AREA 3	South	No Restriction		**16**	0
	North	No Restriction		**16**	0
Total				**32**	**0**
% Capacity					**0%**
AREA 4	-	No Restriction		**46**	5
Total				**46**	**5**
% Capacity					**11%**

Client	The Trustee for Positive Traffic Trust
Date	Saturday, 24 June 2023
Time	10:00
Description	Flower Power Terry Hills Parking

Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 1. Myoora Rd / Cooyong Rd
Day/Date	: Saturday, 24th June 2023
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



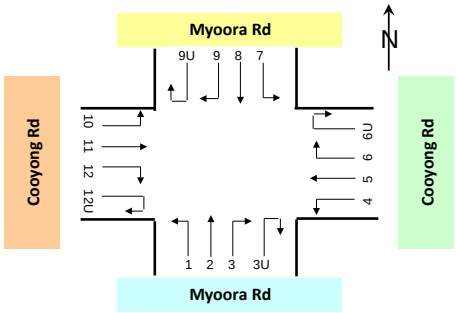
MATRIX
Traffic and Transport Data

Approach	Myoora Rd												Cooyong Rd											
Direction	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	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	2	0	**2**	11	1	**12**	12	0	**12**	2	0	**2**	15	1	**16**	11	0	**11**	10	0	**10**	0	0	**0**
10:15 to 10:30	5	0	**5**	21	1	**22**	10	0	**10**	1	0	**1**	18	1	**19**	9	0	**9**	13	1	**14**	1	0	**1**
10:30 to 10:45	3	0	**3**	18	0	**18**	7	0	**7**	1	0	**1**	24	1	**25**	11	0	**11**	18	0	**18**	0	0	**0**
10:45 to 11:00	3	0	**3**	14	3	**17**	6	0	**6**	1	1	**2**	13	0	**13**	13	0	**13**	25	0	**25**	0	0	**0**
11:00 to 11:15	3	0	**3**	17	0	**17**	8	0	**8**	0	0	**0**	17	1	**18**	11	0	**11**	13	0	**13**	0	0	**0**
11:15 to 11:30	2	0	**2**	16	2	**18**	8	0	**8**	1	0	**1**	18	1	**19**	15	0	**15**	27	0	**27**	0	0	**0**
11:30 to 11:45	2	0	**2**	11	2	**13**	4	0	**4**	0	0	**0**	22	0	**22**	17	0	**17**	31	0	**31**	0	0	**0**
11:45 to 12:00	8	0	**8**	14	2	**16**	6	0	**6**	2	0	**2**	27	0	**27**	26	0	**26**	30	0	**30**	0	0	**0**
12:00 to 12:15	0	0	**0**	13	1	**14**	7	0	**7**	1	0	**1**	31	0	**31**	17	0	**17**	13	0	**13**	0	0	**0**
12:15 to 12:30	3	1	**4**	19	1	**20**	6	0	**6**	0	0	**0**	20	1	**21**	14	0	**14**	15	0	**15**	0	0	**0**
12:30 to 12:45	2	0	**2**	11	0	**11**	1	0	**1**	0	0	**0**	19	0	**19**	8	0	**8**	14	0	**14**	0	0	**0**
12:45 to 13:00	3	0	**3**	18	1	**19**	2	0	**2**	0	0	**0**	21	1	**22**	4	0	**4**	11	0	**11**	0	0	**0**
13:00 to 13:15	3	0	**3**	9	1	**10**	6	0	**6**	1	0	**1**	12	0	**12**	13	0	**13**	21	0	**21**	0	0	**0**
13:15 to 13:30	5	0	**5**	9	3	**12**	6	0	**6**	1	0	**1**	15	0	**15**	10	1	**11**	11	0	**11**	0	0	**0**
13:30 to 13:45	1	0	**1**	18	0	**18**	1	1	**2**	0	0	**0**	29	0	**29**	8	0	**8**	14	0	**14**	0	0	**0**
13:45 to 14:00	1	0	**1**	9	2	**11**	6	0	**6**	0	0	**0**	20	0	**20**	16	0	**16**	10	0	**10**	0	0	**0**
14:00 to 14:15	2	0	**2**	12	0	**12**	4	0	**4**	0	0	**0**	18	0	**18**	4	0	**4**	18	0	**18**	0	0	**0**
14:15 to 14:30	2	0	**2**	10	2	**12**	4	0	**4**	1	0	**1**	21	0	**21**	6	0	**6**	6	0	**6**	0	0	**0**
14:30 to 14:45	3	0	**3**	13	0	**13**	4	0	**4**	1	0	**1**	15	1	**16**	11	1	**12**	15	0	**15**	0	0	**0**
14:45 to 15:00	3	0	**3**	7	3	**10**	2	0	**2**	0	0	**0**	25	0	**25**	13	0	**13**	6	0	**6**	0	0	**0**
Totals	**56**	**1**	**57**	**270**	**25**	**295**	**110**	**1**	**111**	**13**	**1**	**14**	**400**	**8**	**408**	**237**	**2**	**239**	**321**	**1**	**322**	**1**	**0**	**1**

Approach	Myoora Rd												Cooyong Rd											
Direction	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	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	3	0	**3**	40	1	**41**	0	0	**0**	0	0	**0**	1	0	**1**	5	0	**5**	7	0	**7**	0	0	**0**
10:15 to 10:30	2	0	**2**	26	2	**28**	2	0	**2**	0	0	**0**	1	0	**1**	1	0	**1**	6	0	**6**	0	0	**0**
10:30 to 10:45	4	0	**4**	25	1	**26**	2	0	**2**	1	0	**1**	1	0	**1**	1	0	**1**	6	0	**6**	0	0	**0**
10:45 to 11:00	3	0	**3**	27	1	**28**	0	0	**0**	0	0	**0**	1	0	**1**	2	0	**2**	6	0	**6**	0	0	**0**
11:00 to 11:15	4	0	**4**	19	1	**20**	0	0	**0**	0	0	**0**	2	0	**2**	3	0	**3**	2	0	**2**	0	0	**0**
11:15 to 11:30	2	0	**2**	33	1	**34**	2	0	**2**	0	0	**0**	1	0	**1**	3	0	**3**	1	1	**2**	0	0	**0**
11:30 to 11:45	8	0	**8**	32	0	**32**	0	0	**0**	1	0	**1**	2	0	**2**	4	0	**4**	3	0	**3**	0	0	**0**
11:45 to 12:00	4	0	**4**	27	2	**29**	2	0	**2**	0	0	**0**	3	0	**3**	2	0	**2**	6	0	**6**	0	0	**0**
12:00 to 12:15	6	0	**6**	28	3	**31**	1	0	**1**	0	0	**0**	1	0	**1**	4	0	**4**	5	0	**5**	0	0	**0**
12:15 to 12:30	3	0	**3**	28	2	**30**	1	0	**1**	1	0	**1**	0	0	**0**	2	0	**2**	12	0	**12**	0	0	**0**
12:30 to 12:45	3	0	**3**	24	0	**24**	2	0	**2**	1	0	**1**	0	0	**0**	3	0	**3**	8	0	**8**	0	0	**0**
12:45 to 13:00	3	0	**3**	21	2	**23**	2	0	**2**	0	0	**0**	0	0	**0**	2	0	**2**	2	0	**2**	0	0	**0**
13:00 to 13:15	1	0	**1**	30	1	**31**	1	2	**3**	0	0	**0**	2	0	**2**	0	0	**0**	6	0	**6**	0	0	**0**
13:15 to 13:30	3	0	**3**	20	0	**20**	2	0	**2**	0	0	**0**	1	0	**1**	3	0	**3**	7	0	**7**	0	0	**0**
13:30 to 13:45	4	0	**4**	25	2	**27**	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	1	0	**1**	0	0	**0**
13:45 to 14:00	4	0	**4**	21	3	**24**	0	0	**0**	1	0	**1**	1	0	**1**	2	0	**2**	7	0	**7**	0	0	**0**
14:00 to 14:15	2	0	**2**	29	0	**29**	0	0	**0**	0	0	**0**	1	0	**1**	2	0	**2**	3	0	**3**	0	0	**0**
14:15 to 14:30	2	0	**2**	23	2	**25**	0	0	**0**	0	0	**0**	2	0	**2**	6	0	**6**	4	0	**4**	0	0	**0**
14:30 to 14:45	3	0	**3**	29	0	**29**	2	0	**2**	0	0	**0**	2	0	**2**	2	0	**2**	5	0	**5**	0	0	**0**
14:45 to 15:00	1	0	**1**	36	3	**39**	1	0	**1**	1	0	**1**	3	0	**3**	3	0	**3**	7	0	**7**	0	0	**0**
Totals	**65**	**0**	**65**	**543**	**27**	**570**	**20**	**2**	**22**	**6**	**0**	**6**	**25**	**0**	**25**	**51**	**0**	**51**	**104**	**1**	**105**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



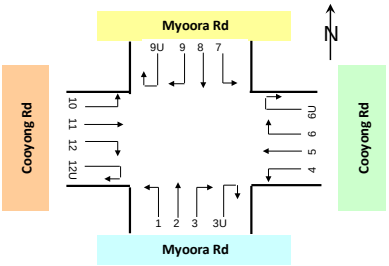
MATRIX Traffic and Transport Data

Approach	Myoora Rd												Cooyong Rd											
Direction	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	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	13	0	**13**	64	5	**69**	35	0	**35**	5	1	**6**	70	3	**73**	44	0	**44**	66	1	**67**	1	0	**1**
10:15 to 11:15	14	0	**14**	70	4	**74**	31	0	**31**	3	1	**4**	72	3	**75**	44	0	**44**	69	1	**70**	1	0	**1**
10:30 to 11:30	11	0	**11**	65	5	**70**	29	0	**29**	3	1	**4**	72	3	**75**	50	0	**50**	83	0	**83**	0	0	**0**
10:45 to 11:45	10	0	**10**	58	7	**65**	26	0	**26**	2	1	**3**	70	2	**72**	56	0	**56**	96	0	**96**	0	0	**0**
11:00 to 12:00	15	0	**15**	58	6	**64**	26	0	**26**	3	0	**3**	84	2	**86**	69	0	**69**	101	0	**101**	0	0	**0**
11:15 to 12:15	12	0	**12**	54	7	**61**	25	0	**25**	4	0	**4**	98	1	**99**	75	0	**75**	101	0	**101**	0	0	**0**
11:30 to 12:30	13	1	**14**	57	6	**63**	23	0	**23**	3	0	**3**	100	1	**101**	74	0	**74**	89	0	**89**	0	0	**0**
11:45 to 12:45	13	1	**14**	57	4	**61**	20	0	**20**	3	0	**3**	97	1	**98**	65	0	**65**	72	0	**72**	0	0	**0**
12:00 to 13:00	8	1	**9**	61	3	**64**	16	0	**16**	1	0	**1**	91	2	**93**	43	0	**43**	53	0	**53**	0	0	**0**
12:15 to 13:15	11	1	**12**	57	3	**60**	15	0	**15**	1	0	**1**	72	2	**74**	39	0	**39**	61	0	**61**	0	0	**0**
12:30 to 13:30	13	0	**13**	47	5	**52**	15	0	**15**	2	0	**2**	67	1	**68**	35	1	**36**	57	0	**57**	0	0	**0**
12:45 to 13:45	12	0	**12**	54	5	**59**	15	1	**16**	2	0	**2**	77	1	**78**	35	1	**36**	57	0	**57**	0	0	**0**
13:00 to 14:00	10	0	**10**	45	6	**51**	19	1	**20**	2	0	**2**	76	0	**76**	47	1	**48**	56	0	**56**	0	0	**0**
13:15 to 14:15	9	0	**9**	48	5	**53**	17	1	**18**	1	0	**1**	82	0	**82**	38	1	**39**	53	0	**53**	0	0	**0**
13:30 to 14:30	6	0	**6**	49	4	**53**	15	1	**16**	1	0	**1**	88	0	**88**	34	0	**34**	48	0	**48**	0	0	**0**
13:45 to 14:45	8	0	**8**	44	4	**48**	18	0	**18**	2	0	**2**	74	1	**75**	37	1	**38**	49	0	**49**	0	0	**0**
14:00 to 15:00	10	0	**10**	42	5	**47**	14	0	**14**	2	0	**2**	79	1	**80**	34	1	**35**	45	0	**45**	0	0	**0**
Totals	**56**	**1**	**57**	**270**	**25**	**295**	**110**	**1**	**111**	**13**	**1**	**14**	**400**	**8**	**408**	**237**	**2**	**239**	**321**	**1**	**322**	**1**	**0**	**1**

Approach	Myoora Rd												Cooyong Rd											
Direction	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	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	12	0	**12**	118	5	**123**	4	0	**4**	1	0	**1**	4	0	**4**	9	0	**9**	25	0	**25**	0	0	**0**
10:15 to 11:15	13	0	**13**	97	5	**102**	4	0	**4**	1	0	**1**	5	0	**5**	7	0	**7**	20	0	**20**	0	0	**0**
10:30 to 11:30	13	0	**13**	104	4	**108**	4	0	**4**	1	0	**1**	5	0	**5**	9	0	**9**	15	1	**16**	0	0	**0**
10:45 to 11:45	17	0	**17**	111	3	**114**	2	0	**2**	1	0	**1**	6	0	**6**	12	0	**12**	12	1	**13**	0	0	**0**
11:00 to 12:00	18	0	**18**	111	4	**115**	4	0	**4**	1	0	**1**	8	0	**8**	12	0	**12**	12	1	**13**	0	0	**0**
11:15 to 12:15	20	0	**20**	120	6	**126**	5	0	**5**	1	0	**1**	7	0	**7**	13	0	**13**	15	1	**16**	0	0	**0**
11:30 to 12:30	21	0	**21**	115	7	**122**	4	0	**4**	2	0	**2**	6	0	**6**	12	0	**12**	26	0	**26**	0	0	**0**
11:45 to 12:45	16	0	**16**	107	7	**114**	6	0	**6**	2	0	**2**	4	0	**4**	11	0	**11**	31	0	**31**	0	0	**0**
12:00 to 13:00	15	0	**15**	101	7	**108**	6	0	**6**	2	0	**2**	1	0	**1**	11	0	**11**	27	0	**27**	0	0	**0**
12:15 to 13:15	10	0	**10**	103	5	**108**	6	2	**8**	2	0	**2**	2	0	**2**	7	0	**7**	28	0	**28**	0	0	**0**
12:30 to 13:30	10	0	**10**	95	3	**98**	7	2	**9**	1	0	**1**	3	0	**3**	8	0	**8**	23	0	**23**	0	0	**0**
12:45 to 13:45	11	0	**11**	96	5	**101**	5	2	**7**	0	0	**0**	3	0	**3**	6	0	**6**	16	0	**16**	0	0	**0**
13:00 to 14:00	12	0	**12**	96	6	**102**	3	2	**5**	1	0	**1**	4	0	**4**	6	0	**6**	21	0	**21**	0	0	**0**
13:15 to 14:15	13	0	**13**	95	5	**100**	2	0	**2**	1	0	**1**	3	0	**3**	8	0	**8**	18	0	**18**	0	0	**0**
13:30 to 14:30	12	0	**12**	98	7	**105**	0	0	**0**	1	0	**1**	4	0	**4**	11	0	**11**	15	0	**15**	0	0	**0**
13:45 to 14:45	11	0	**11**	102	5	**107**	2	0	**2**	1	0	**1**	6	0	**6**	12	0	**12**	19	0	**19**	0	0	**0**
14:00 to 15:00	8	0	**8**	117	5	**122**	3	0	**3**	1	0	**1**	8	0	**8**	13	0	**13**	19	0	**19**	0	0	**0**
Totals	**65**	**0**	**65**	**543**	**27**	**570**	**20**	**2**	**22**	**6**	**0**	**6**	**25**	**0**	**25**	**51**	**0**	**51**	**104**	**1**	**105**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

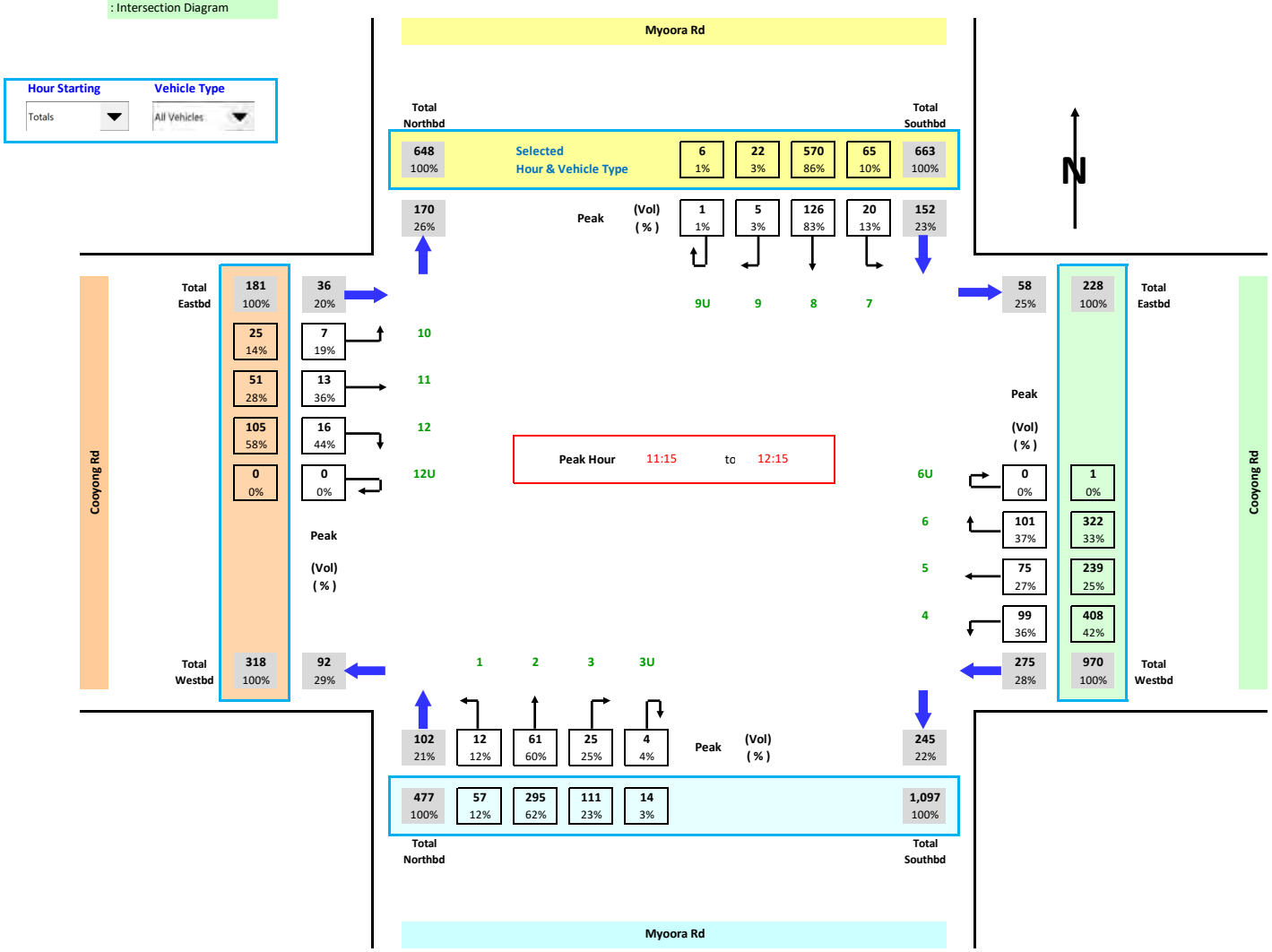
Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	95	7	**102**	274	1	**275**	146	6	**152**	35	1	**36**	**565**

Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	117	6	**123**	181	4	**185**	135	5	**140**	38	0	**38**	**486**
10:15 to 11:15	118	5	**123**	186	4	**190**	115	5	**120**	32	0	**32**	**465**
10:30 to 11:30	108	6	**114**	205	3	**208**	122	4	**126**	29	1	**30**	**478**
10:45 to 11:45	96	8	**104**	222	2	**224**	131	3	**134**	30	1	**31**	**493**
11:00 to 12:00	102	6	**108**	254	2	**256**	134	4	**138**	32	1	**33**	**535**
11:15 to 12:15	95	7	**102**	274	1	**275**	146	6	**152**	35	1	**36**	**565**
11:30 to 12:30	96	7	**103**	263	1	**264**	142	7	**149**	44	0	**44**	**560**
11:45 to 12:45	93	5	**98**	234	1	**235**	131	7	**138**	46	0	**46**	**517**
12:00 to 13:00	86	4	**90**	187	2	**189**	124	7	**131**	39	0	**39**	**449**
12:15 to 13:15	84	4	**88**	172	2	**174**	121	7	**128**	37	0	**37**	**427**
12:30 to 13:30	77	5	**82**	159	2	**161**	113	5	**118**	34	0	**34**	**395**
12:45 to 13:45	83	6	**89**	169	2	**171**	112	7	**119**	25	0	**25**	**404**
13:00 to 14:00	76	7	**83**	179	1	**180**	112	8	**120**	31	0	**31**	**414**
13:15 to 14:15	75	6	**81**	173	1	**174**	111	5	**116**	29	0	**29**	**400**
13:30 to 14:30	71	5	**76**	170	0	**170**	111	7	**118**	30	0	**30**	**394**
13:45 to 14:45	72	4	**76**	160	2	**162**	116	5	**121**	37	0	**37**	**396**
14:00 to 15:00	68	5	**73**	158	2	**160**	129	5	**134**	40	0	**40**	**407**
Totals	**449**	**28**	**477**	**959**	**11**	**970**	**634**	**29**	**663**	**180**	**1**	**181**	**2,291**

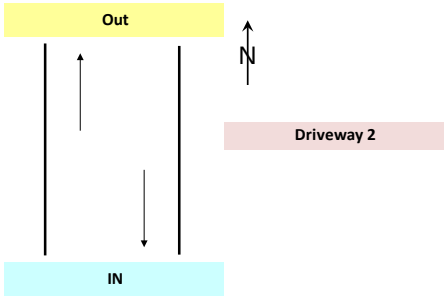
Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data



Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 2. Driveway 2 & Cooyong Rd
Day/Date	: Saturday, 24th June 2023
Weather	: Fine
Description	: Mid-block Count
	: 15 mins Data

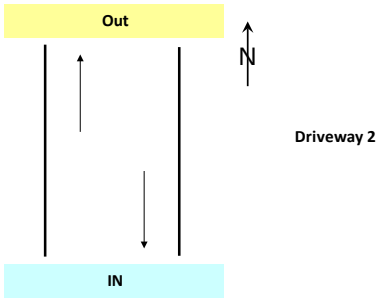


Classifications	**Class 1**	**Class 2**
	Lights	Heavies

Approach	**Driveway 2**					
Direction	**Out**			**IN**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	15	1	**16**	6	0	**6**
10:15 to 10:30	11	0	**11**	6	1	**7**
10:30 to 10:45	17	1	**18**	11	0	**11**
10:45 to 11:00	10	0	**10**	5	0	**5**
11:00 to 11:15	17	1	**18**	11	1	**12**
11:15 to 11:30	20	0	**20**	7	0	**7**
11:30 to 11:45	23	0	**23**	12	0	**12**
11:45 to 12:00	19	0	**19**	10	0	**10**
12:00 to 12:15	19	0	**19**	9	0	**9**
12:15 to 12:30	20	1	**21**	11	0	**11**
12:30 to 12:45	26	0	**26**	5	0	**5**
12:45 to 13:00	18	0	**18**	7	0	**7**
13:00 to 13:15	15	0	**15**	7	0	**7**
13:15 to 13:30	13	0	**13**	7	0	**7**
13:30 to 13:45	21	0	**21**	4	1	**5**
13:45 to 14:00	21	1	**22**	5	0	**5**
14:00 to 14:15	18	0	**18**	15	0	**15**
14:15 to 14:30	22	0	**22**	5	0	**5**
14:30 to 14:45	16	0	**16**	9	0	**9**
14:45 to 15:00	29	0	**29**	9	0	**9**
Total	**370**	**5**	**375**	**161**	**3**	**164**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 2. Driveway 2 & Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Hourly Summary



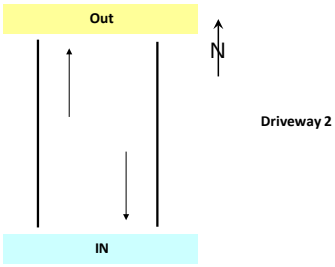
Driveway 2

MATRIX
Traffic and Transport Data

Approach	Driveway 2					
Direction	Out			IN		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	53	2	**55**	28	1	**29**
10:15 to 11:15	55	2	**57**	33	2	**35**
10:30 to 11:30	64	2	**66**	34	1	**35**
10:45 to 11:45	70	1	**71**	35	1	**36**
11:00 to 12:00	79	1	**80**	40	1	**41**
11:15 to 12:15	81	0	**81**	38	0	**38**
11:30 to 12:30	81	1	**82**	42	0	**42**
11:45 to 12:45	84	1	**85**	35	0	**35**
12:00 to 13:00	83	1	**84**	32	0	**32**
12:15 to 13:15	79	1	**80**	30	0	**30**
12:30 to 13:30	72	0	**72**	26	0	**26**
12:45 to 13:45	67	0	**67**	25	1	**26**
13:00 to 14:00	70	1	**71**	23	1	**24**
13:15 to 14:15	73	1	**74**	31	1	**32**
13:30 to 14:30	82	1	**83**	29	1	**30**
13:45 to 14:45	77	1	**78**	34	0	**34**
14:00 to 15:00	85	0	**85**	38	0	**38**
Total	**370**	**5**	**375**	**161**	**3**	**164**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 2. Driveway 2 & Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

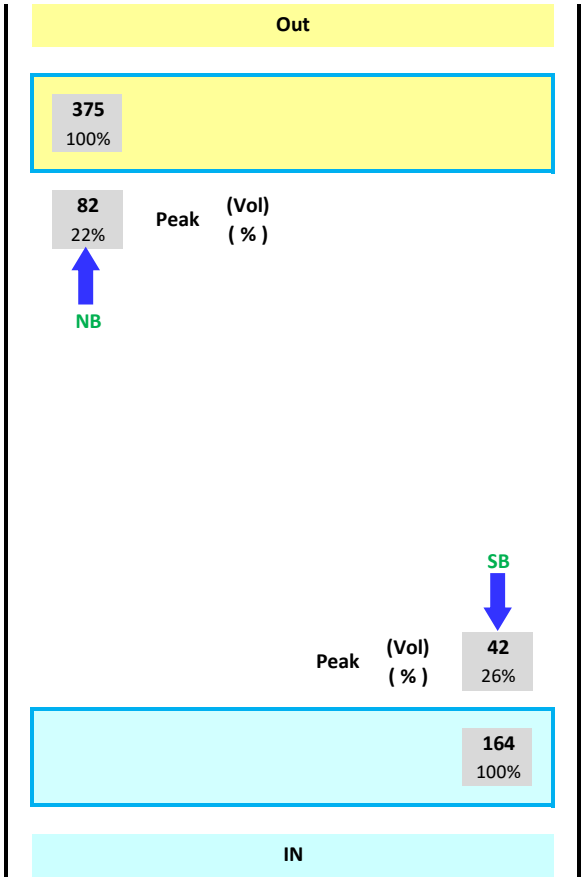
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
11:30 to 12:30	81	1	**82**	42	0	**42**	**124**

Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	53	2	**55**	28	1	**29**	**84**
10:15 to 11:15	55	2	**57**	33	2	**35**	**92**
10:30 to 11:30	64	2	**66**	34	1	**35**	**101**
10:45 to 11:45	70	1	**71**	35	1	**36**	**107**
11:00 to 12:00	79	1	**80**	40	1	**41**	**121**
11:15 to 12:15	81	0	**81**	38	0	**38**	**119**
11:30 to 12:30	81	1	**82**	42	0	**42**	**124**
11:45 to 12:45	84	1	**85**	35	0	**35**	**120**
12:00 to 13:00	83	1	**84**	32	0	**32**	**116**
12:15 to 13:15	79	1	**80**	30	0	**30**	**110**
12:30 to 13:30	72	0	**72**	26	0	**26**	**98**
12:45 to 13:45	67	0	**67**	25	1	**26**	**93**
13:00 to 14:00	70	1	**71**	23	1	**24**	**95**
13:15 to 14:15	73	1	**74**	31	1	**32**	**106**
13:30 to 14:30	82	1	**83**	29	1	**30**	**113**
13:45 to 14:45	77	1	**78**	34	0	**34**	**112**
14:00 to 15:00	85	0	**85**	38	0	**38**	**123**
Total	**370**	**5**	**375**	**161**	**3**	**164**	**539**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 2. Driveway 2 & Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Intersection Diagram

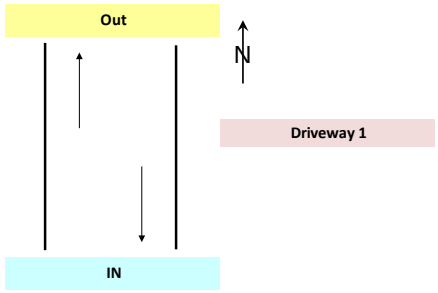
Hour Starting	Vehicle Type
Total	All Vehicles



Driveway 2

Peak Hour 11:30 to 12:30

Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 3. Driveway 1 & Cooyong Rd
Day/Date	: Saturday, 24th June 2023
Weather	: Fine
Description	: Mid-block Count
	: 15 mins Data

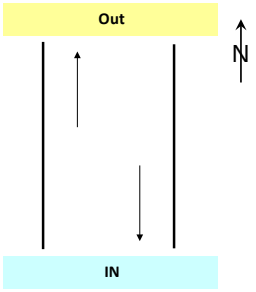


	Class 1	Class 2
Classifications	Lights	Heavies

Approach	**Driveway 1**					
Direction	**Out**			**IN**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	0	0	**0**	0	0	**0**
10:15 to 10:30	1	0	**1**	2	0	**2**
10:30 to 10:45	0	0	**0**	0	0	**0**
10:45 to 11:00	0	0	**0**	0	0	**0**
11:00 to 11:15	0	0	**0**	1	0	**1**
11:15 to 11:30	0	0	**0**	0	0	**0**
11:30 to 11:45	1	0	**1**	0	0	**0**
11:45 to 12:00	0	0	**0**	1	0	**1**
12:00 to 12:15	1	0	**1**	0	0	**0**
12:15 to 12:30	0	0	**0**	0	0	**0**
12:30 to 12:45	0	0	**0**	0	0	**0**
12:45 to 13:00	0	0	**0**	0	0	**0**
13:00 to 13:15	0	0	**0**	1	0	**1**
13:15 to 13:30	0	0	**0**	0	0	**0**
13:30 to 13:45	0	0	**0**	0	0	**0**
13:45 to 14:00	0	0	**0**	0	0	**0**
14:00 to 14:15	0	0	**0**	1	0	**1**
14:15 to 14:30	2	0	**2**	1	0	**1**
14:30 to 14:45	0	0	**0**	0	0	**0**
14:45 to 15:00	2	0	**2**	1	0	**1**
Total	**7**	**0**	**7**	**8**	**0**	**8**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 3. Driveway 1 & Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Hourly Summary



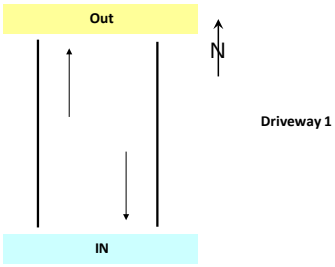
Driveway 1

MATRIX Traffic and Transport Data

Approach	Driveway 1					
Direction	Out			IN		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	1	0	**1**	2	0	**2**
10:15 to 11:15	1	0	**1**	3	0	**3**
10:30 to 11:30	0	0	**0**	1	0	**1**
10:45 to 11:45	1	0	**1**	1	0	**1**
11:00 to 12:00	1	0	**1**	2	0	**2**
11:15 to 12:15	2	0	**2**	1	0	**1**
11:30 to 12:30	2	0	**2**	1	0	**1**
11:45 to 12:45	1	0	**1**	1	0	**1**
12:00 to 13:00	1	0	**1**	0	0	**0**
12:15 to 13:15	0	0	**0**	1	0	**1**
12:30 to 13:30	0	0	**0**	1	0	**1**
12:45 to 13:45	0	0	**0**	1	0	**1**
13:00 to 14:00	0	0	**0**	1	0	**1**
13:15 to 14:15	0	0	**0**	1	0	**1**
13:30 to 14:30	2	0	**2**	2	0	**2**
13:45 to 14:45	2	0	**2**	2	0	**2**
14:00 to 15:00	4	0	**4**	3	0	**3**
Total	**7**	**0**	**7**	**8**	**0**	**8**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 3. Driveway 1 & Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

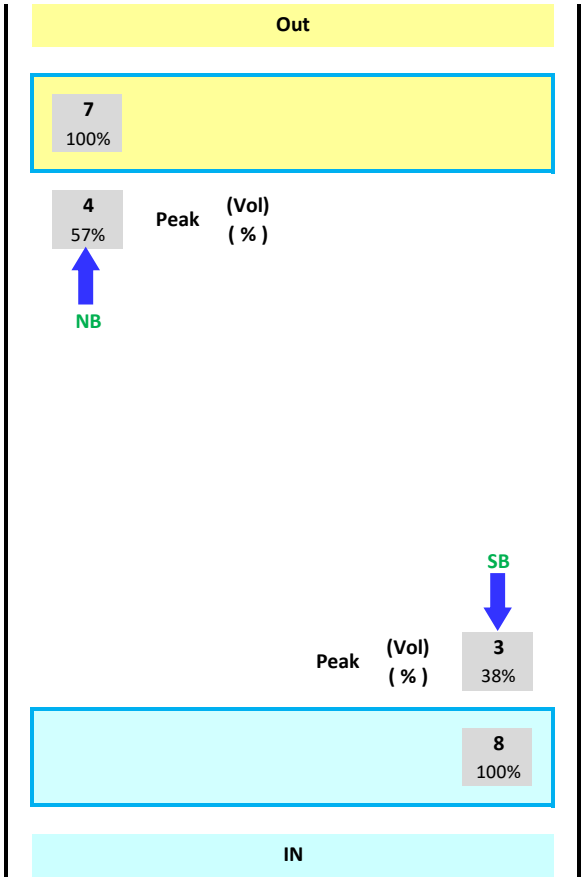
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
14:00 to 15:00	4	0	**4**	3	0	**3**	**7**

Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	1	0	**1**	2	0	**2**	**3**
10:15 to 11:15	1	0	**1**	3	0	**3**	**4**
10:30 to 11:30	0	0	**0**	1	0	**1**	**1**
10:45 to 11:45	1	0	**1**	1	0	**1**	**2**
11:00 to 12:00	1	0	**1**	2	0	**2**	**3**
11:15 to 12:15	2	0	**2**	1	0	**1**	**3**
11:30 to 12:30	2	0	**2**	1	0	**1**	**3**
11:45 to 12:45	1	0	**1**	1	0	**1**	**2**
12:00 to 13:00	1	0	**1**	0	0	**0**	**1**
12:15 to 13:15	0	0	**0**	1	0	**1**	**1**
12:30 to 13:30	0	0	**0**	1	0	**1**	**1**
12:45 to 13:45	0	0	**0**	1	0	**1**	**1**
13:00 to 14:00	0	0	**0**	1	0	**1**	**1**
13:15 to 14:15	0	0	**0**	1	0	**1**	**1**
13:30 to 14:30	2	0	**2**	2	0	**2**	**4**
13:45 to 14:45	2	0	**2**	2	0	**2**	**4**
14:00 to 15:00	4	0	**4**	3	0	**3**	**7**
Total	**7**	**0**	**7**	**8**	**0**	**8**	**15**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 3. Driveway 1 & Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Intersection Diagram

Hour Starting	Vehicle Type
Total	All Vehicles

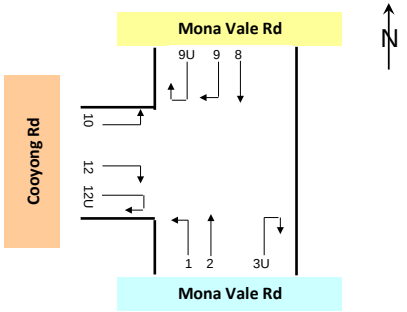


Driveway 1

Peak Hour 14:00 to 15:00

Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 4. Mona Vale Rd / Cooyong Rd
Day/Date	: Saturday, 24th June 2023
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies

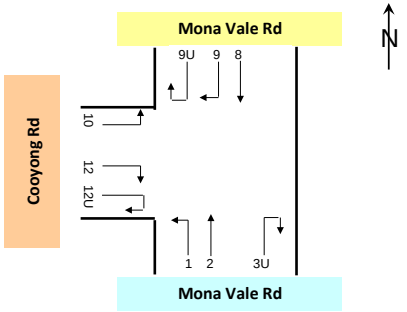


Approach	Mona Vale Rd								
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**				**Direction 3U (U Turn)**	
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	24	1	**25**	268	7	**275**	0	0	**0**
10:15 to 10:30	32	1	**33**	263	8	**271**	0	0	**0**
10:30 to 10:45	33	1	**34**	311	8	**319**	0	0	**0**
10:45 to 11:00	34	0	**34**	361	9	**370**	0	0	**0**
11:00 to 11:15	31	0	**31**	300	4	**304**	0	0	**0**
11:15 to 11:30	40	1	**41**	321	4	**325**	0	0	**0**
11:30 to 11:45	43	0	**43**	364	9	**373**	0	0	**0**
11:45 to 12:00	64	0	**64**	345	7	**352**	0	0	**0**
12:00 to 12:15	36	0	**36**	342	9	**351**	0	0	**0**
12:15 to 12:30	35	0	**35**	330	6	**336**	0	0	**0**
12:30 to 12:45	19	0	**19**	314	11	**325**	0	0	**0**
12:45 to 13:00	24	1	**25**	325	6	**331**	0	0	**0**
13:00 to 13:15	30	0	**30**	329	4	**333**	0	0	**0**
13:15 to 13:30	19	1	**20**	305	6	**311**	0	0	**0**
13:30 to 13:45	28	0	**28**	292	8	**300**	0	0	**0**
13:45 to 14:00	29	0	**29**	291	4	**295**	0	0	**0**
14:00 to 14:15	37	0	**37**	332	8	**340**	0	0	**0**
14:15 to 14:30	19	0	**19**	291	4	**295**	0	0	**0**
14:30 to 14:45	29	1	**30**	277	12	**289**	0	0	**0**
14:45 to 15:00	20	0	**20**	334	2	**336**	0	0	**0**
Totals	**626**	**7**	**633**	**6,295**	**136**	**6,431**	**0**	**0**	**0**

Approach		Mona Vale Rd									Cooyong Rd								
Direction		Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)				Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15		306	12	**318**	8	0	**8**	0	0	**0**	19	1	**20**		0	0	**0**	0	0	**0**
10:15 to 10:30		299	7	**306**	16	1	**17**	0	0	**0**	18	0	**18**		0	0	**0**	0	0	**0**
10:30 to 10:45		319	4	**323**	13	0	**13**	0	0	**0**	18	1	**19**		0	0	**0**	0	0	**0**
10:45 to 11:00		310	17	**327**	12	0	**12**	0	0	**0**	14	0	**14**		0	0	**0**	0	0	**0**
11:00 to 11:15		285	10	**295**	12	1	**13**	0	0	**0**	17	0	**17**		0	0	**0**	0	0	**0**
11:15 to 11:30		340	12	**352**	9	0	**9**	0	0	**0**	19	0	**19**		0	0	**0**	0	0	**0**
11:30 to 11:45		316	5	**321**	10	0	**10**	0	0	**0**	11	0	**11**		0	0	**0**	0	0	**0**
11:45 to 12:00		303	7	**310**	18	0	**18**	0	0	**0**	13	0	**13**		0	0	**0**	0	0	**0**
12:00 to 12:15		358	12	**370**	14	0	**14**	0	0	**0**	15	0	**15**		0	0	**0**	0	0	**0**
12:15 to 12:30		323	6	**329**	11	0	**11**	0	0	**0**	14	0	**14**		0	0	**0**	0	0	**0**
12:30 to 12:45		266	4	**270**	9	0	**9**	0	0	**0**	21	0	**21**		0	0	**0**	0	0	**0**
12:45 to 13:00		302	6	**308**	6	0	**6**	0	0	**0**	8	0	**8**		0	0	**0**	0	0	**0**
13:00 to 13:15		316	5	**321**	9	0	**9**	0	0	**0**	9	0	**9**		0	0	**0**	0	0	**0**
13:15 to 13:30		323	7	**330**	8	0	**8**	0	0	**0**	12	0	**12**		0	0	**0**	0	0	**0**
13:30 to 13:45		288	7	**295**	7	1	**8**	0	0	**0**	7	0	**7**		0	0	**0**	0	0	**0**
13:45 to 14:00		307	11	**318**	9	0	**9**	0	0	**0**	17	1	**18**		0	0	**0**	0	0	**0**
14:00 to 14:15		310	7	**317**	8	0	**8**	0	0	**0**	12	0	**12**		0	0	**0**	0	0	**0**
14:15 to 14:30		301	7	**308**	6	0	**6**	0	0	**0**	14	0	**14**		0	0	**0**	0	0	**0**
14:30 to 14:45		343	8	**351**	12	1	**13**	0	0	**0**	17	0	**17**		0	0	**0**	0	0	**0**
14:45 to 15:00		313	10	**323**	12	0	**12**	0	0	**0**	19	0	**19**		0	0	**0**	0	0	**0**
Totals		**6,228**	**164**	**6,392**	**209**	**4**	**213**	**0**	**0**	**0**	**294**	**3**	**297**		**0**	**0**	**0**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 4. Mona Vale Rd / Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



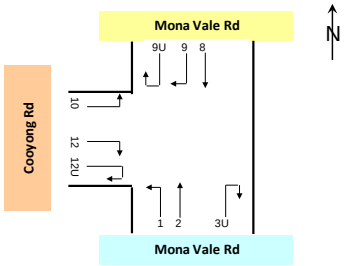
MATRIX Traffic and Transport Data

Approach	Mona Vale Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)				Direction 3U (U Turn)	
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
10:00 to 11:00	123	3	**126**	1,203	32	**1,235**		0	0	**0**
10:15 to 11:15	130	2	**132**	1,235	29	**1,264**		0	0	**0**
10:30 to 11:30	138	2	**140**	1,293	25	**1,318**		0	0	**0**
10:45 to 11:45	148	1	**149**	1,346	26	**1,372**		0	0	**0**
11:00 to 12:00	178	1	**179**	1,330	24	**1,354**		0	0	**0**
11:15 to 12:15	183	1	**184**	1,372	29	**1,401**		0	0	**0**
11:30 to 12:30	178	0	**178**	1,381	31	**1,412**		0	0	**0**
11:45 to 12:45	154	0	**154**	1,331	33	**1,364**		0	0	**0**
12:00 to 13:00	114	1	**115**	1,311	32	**1,343**		0	0	**0**
12:15 to 13:15	108	1	**109**	1,298	27	**1,325**		0	0	**0**
12:30 to 13:30	92	2	**94**	1,273	27	**1,300**		0	0	**0**
12:45 to 13:45	101	2	**103**	1,251	24	**1,275**		0	0	**0**
13:00 to 14:00	106	1	**107**	1,217	22	**1,239**		0	0	**0**
13:15 to 14:15	113	1	**114**	1,220	26	**1,246**		0	0	**0**
13:30 to 14:30	113	0	**113**	1,206	24	**1,230**		0	0	**0**
13:45 to 14:45	114	1	**115**	1,191	28	**1,219**		0	0	**0**
14:00 to 15:00	105	1	**106**	1,234	26	**1,260**		0	0	**0**
Totals	**626**	**7**	**633**	**6,295**	**136**	**6,431**		**0**	**0**	**0**

Approach	Mona Vale Rd									Cooyong Rd								
Direction		Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)				Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00		1,234	40	**1,274**	49	1	**50**	0	0	**0**	69	2	**71**		0	0	**0**	0	0	**0**
10:15 to 11:15		1,213	38	**1,251**	53	2	**55**	0	0	**0**	67	1	**68**		0	0	**0**	0	0	**0**
10:30 to 11:30		1,254	43	**1,297**	46	1	**47**	0	0	**0**	68	1	**69**		0	0	**0**	0	0	**0**
10:45 to 11:45		1,251	44	**1,295**	43	1	**44**	0	0	**0**	61	0	**61**		0	0	**0**	0	0	**0**
11:00 to 12:00		1,244	34	**1,278**	49	1	**50**	0	0	**0**	60	0	**60**		0	0	**0**	0	0	**0**
11:15 to 12:15		1,317	36	**1,353**	51	0	**51**	0	0	**0**	58	0	**58**		0	0	**0**	0	0	**0**
11:30 to 12:30		1,300	30	**1,330**	53	0	**53**	0	0	**0**	53	0	**53**		0	0	**0**	0	0	**0**
11:45 to 12:45		1,250	29	**1,279**	52	0	**52**	0	0	**0**	63	0	**63**		0	0	**0**	0	0	**0**
12:00 to 13:00		1,249	28	**1,277**	40	0	**40**	0	0	**0**	58	0	**58**		0	0	**0**	0	0	**0**
12:15 to 13:15		1,207	21	**1,228**	35	0	**35**	0	0	**0**	52	0	**52**		0	0	**0**	0	0	**0**
12:30 to 13:30		1,207	22	**1,229**	32	0	**32**	0	0	**0**	50	0	**50**		0	0	**0**	0	0	**0**
12:45 to 13:45		1,229	25	**1,254**	30	1	**31**	0	0	**0**	36	0	**36**		0	0	**0**	0	0	**0**
13:00 to 14:00		1,234	30	**1,264**	33	1	**34**	0	0	**0**	45	1	**46**		0	0	**0**	0	0	**0**
13:15 to 14:15		1,228	32	**1,260**	32	1	**33**	0	0	**0**	48	1	**49**		0	0	**0**	0	0	**0**
13:30 to 14:30		1,206	32	**1,238**	30	1	**31**	0	0	**0**	50	1	**51**		0	0	**0**	0	0	**0**
13:45 to 14:45		1,261	33	**1,294**	35	1	**36**	0	0	**0**	60	1	**61**		0	0	**0**	0	0	**0**
14:00 to 15:00		1,267	32	**1,299**	38	1	**39**	0	0	**0**	62	0	**62**		0	0	**0**	0	0	**0**
Totals		**6,228**	**164**	**6,392**	**209**	**4**	**213**	**0**	**0**	**0**	**294**	**3**	**297**		**0**	**0**	**0**	**0**	**0**	**0**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 4. Mona Vale Rd / Cooyong Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

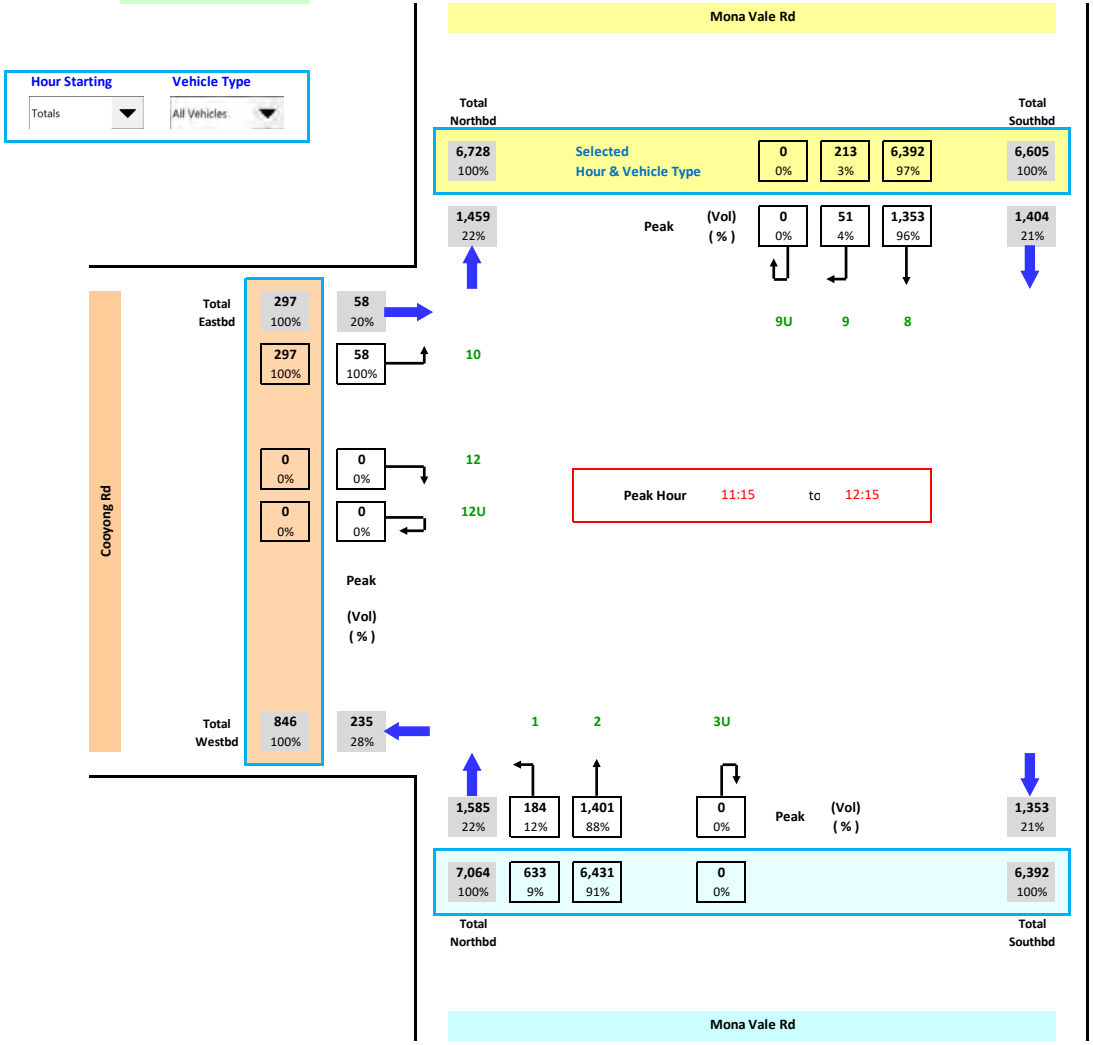
Approach	Mona Vale Rd				Mona Vale Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	1,555	30	**1,585**		1,368	36	**1,404**	58	0	**58**	**3,047**

Approach	Mona Vale Rd				Mona Vale Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	1,326	35	**1,361**		1,283	41	**1,324**	69	2	**71**	**2,756**
10:15 to 11:15	1,365	31	**1,396**		1,266	40	**1,306**	67	1	**68**	**2,770**
10:30 to 11:30	1,431	27	**1,458**		1,300	44	**1,344**	68	1	**69**	**2,871**
10:45 to 11:45	1,494	27	**1,521**		1,294	45	**1,339**	61	0	**61**	**2,921**
11:00 to 12:00	1,508	25	**1,533**		1,293	35	**1,328**	60	0	**60**	**2,921**
11:15 to 12:15	1,555	30	**1,585**		1,368	36	**1,404**	58	0	**58**	**3,047**
11:30 to 12:30	1,559	31	**1,590**		1,353	30	**1,383**	53	0	**53**	**3,026**
11:45 to 12:45	1,485	33	**1,518**		1,302	29	**1,331**	63	0	**63**	**2,912**
12:00 to 13:00	1,425	33	**1,458**		1,289	28	**1,317**	58	0	**58**	**2,833**
12:15 to 13:15	1,406	28	**1,434**		1,242	21	**1,263**	52	0	**52**	**2,749**
12:30 to 13:30	1,365	29	**1,394**		1,239	22	**1,261**	50	0	**50**	**2,705**
12:45 to 13:45	1,352	26	**1,378**		1,259	26	**1,285**	36	0	**36**	**2,699**
13:00 to 14:00	1,323	23	**1,346**		1,267	31	**1,298**	45	1	**46**	**2,690**
13:15 to 14:15	1,333	27	**1,360**		1,260	33	**1,293**	48	1	**49**	**2,702**
13:30 to 14:30	1,319	24	**1,343**		1,236	33	**1,269**	50	1	**51**	**2,663**
13:45 to 14:45	1,305	29	**1,334**		1,296	34	**1,330**	60	1	**61**	**2,725**
14:00 to 15:00	1,339	27	**1,366**		1,305	33	**1,338**	62	0	**62**	**2,766**
Totals	**6,921**	**143**	**7,064**		**6,437**	**168**	**6,605**	**294**	**3**	**297**	**13,966**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 4. Mona Vale Rd / Cooyong Rd

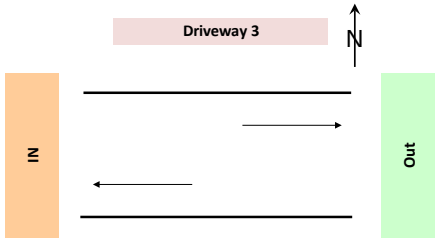
Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data



Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 5. Driveway 3 & Mona Vale Rd
Day/Date	: Saturday, 24th June 2023
Weather	: Fine
Description	: Mid-block Count
	: 15 mins Data

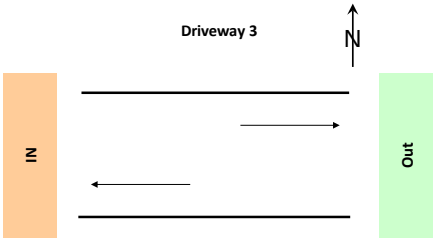
	Class 1	**Class 2**
Classifications	Lights	Heavies



Approach	**Driveway 3**					
Direction	**IN**			**Out**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
10:00 to 10:15	10	1	**11**	0	0	**0**
10:15 to 10:30	13	0	**13**	1	0	**1**
10:30 to 10:45	9	0	**9**	1	0	**1**
10:45 to 11:00	10	0	**10**	0	0	**0**
11:00 to 11:15	17	0	**17**	4	0	**4**
11:15 to 11:30	20	0	**20**	0	0	**0**
11:30 to 11:45	12	0	**12**	0	0	**0**
11:45 to 12:00	12	0	**12**	0	0	**0**
12:00 to 12:15	17	1	**18**	1	0	**1**
12:15 to 12:30	12	0	**12**	0	0	**0**
12:30 to 12:45	12	1	**13**	0	1	**1**
12:45 to 13:00	12	0	**12**	4	0	**4**
13:00 to 13:15	16	0	**16**	1	0	**1**
13:15 to 13:30	15	0	**15**	0	0	**0**
13:30 to 13:45	15	0	**15**	1	0	**1**
13:45 to 14:00	10	0	**10**	0	0	**0**
14:00 to 14:15	16	0	**16**	0	0	**0**
14:15 to 14:30	13	0	**13**	2	0	**2**
14:30 to 14:45	9	0	**9**	1	0	**1**
14:45 to 15:00	9	0	**9**	0	0	**0**
Total	**259**	**3**	**262**	**16**	**1**	**17**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 5. Driveway 3 & Mona Vale Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Hourly Summary

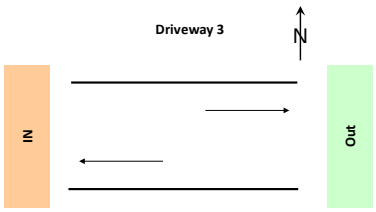


MATRIX Traffic and Transport Data

Approach	Driveway 3					
Direction	IN			Out		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	42	1	**43**	2	0	**2**
10:15 to 11:15	49	0	**49**	6	0	**6**
10:30 to 11:30	56	0	**56**	5	0	**5**
10:45 to 11:45	59	0	**59**	4	0	**4**
11:00 to 12:00	61	0	**61**	4	0	**4**
11:15 to 12:15	61	1	**62**	1	0	**1**
11:30 to 12:30	53	1	**54**	1	0	**1**
11:45 to 12:45	53	2	**55**	1	1	**2**
12:00 to 13:00	53	2	**55**	5	1	**6**
12:15 to 13:15	52	1	**53**	5	1	**6**
12:30 to 13:30	55	1	**56**	5	1	**6**
12:45 to 13:45	58	0	**58**	6	0	**6**
13:00 to 14:00	56	0	**56**	2	0	**2**
13:15 to 14:15	56	0	**56**	1	0	**1**
13:30 to 14:30	54	0	**54**	3	0	**3**
13:45 to 14:45	48	0	**48**	3	0	**3**
14:00 to 15:00	47	0	**47**	3	0	**3**
Total	**259**	**3**	**262**	**16**	**1**	**17**

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 5. Driveway 3 & Mona Vale Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

Approach	IN			Out			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
11:00 to 12:00	61	0	61	4	0	4	65

Approach	IN			Out			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	42	1	43	2	0	2	45
10:15 to 11:15	49	0	49	6	0	6	55
10:30 to 11:30	56	0	56	5	0	5	61
10:45 to 11:45	59	0	59	4	0	4	63
11:00 to 12:00	61	0	61	4	0	4	65
11:15 to 12:15	61	1	62	1	0	1	63
11:30 to 12:30	53	1	54	1	0	1	55
11:45 to 12:45	53	2	55	1	1	2	57
12:00 to 13:00	53	2	55	5	1	6	61
12:15 to 13:15	52	1	53	5	1	6	59
12:30 to 13:30	55	1	56	5	1	6	62
12:45 to 13:45	58	0	58	6	0	6	64
13:00 to 14:00	56	0	56	2	0	2	58
13:15 to 14:15	56	0	56	1	0	1	57
13:30 to 14:30	54	0	54	3	0	3	57
13:45 to 14:45	48	0	48	3	0	3	51
14:00 to 15:00	47	0	47	3	0	3	50
Total	259	3	262	16	1	17	279

Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 5. Driveway 3 & Mona Vale Rd

Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Mid-block Count
: Intersection Diagram

MATRIX Traffic and Transport Data

Hour Starting	Vehicle Type
Total	All Vehicles

Driveway 3

Peak Hour 11:00 to 12:00

8. Appendix B – Sidra Modelling Outputs

MOVEMENT SUMMARY

Site: 101 [Myoora_Cooyong_Sat_AM_June 2023 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	13	0.0	13	0.0	0.105	6.1	LOS A	0.5	4.1	0.42	0.58	0.42	51.5
		LV	13		13		0.105	6.1	LOS A	0.5	4.1	NA	NA	NA	51.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
2	T1	All MCs	64	11.5	64	11.5	0.105	6.3	LOS A	0.5	4.1	0.42	0.58	0.42	51.6
		LV	57		57		0.105	6.2	LOS A	0.5	4.1	NA	NA	NA	51.7
		HV	7		7		0.105	7.6	LOS A	0.5	4.1	NA	NA	NA	50.6
3	R2	All MCs	26	0.0	26	0.0	0.105	9.0	LOS A	0.5	4.1	0.42	0.58	0.42	51.3
		LV	26		26		0.105	9.0	LOS A	0.5	4.1	NA	NA	NA	51.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			103	7.1	103	7.1	0.105	7.0	LOS A	0.5	4.1	0.42	0.58	0.42	51.5
East: Cooyong Rd															
4	L2	All MCs	104	1.0	104	1.0	0.283	5.9	LOS A	1.7	11.7	0.39	0.58	0.39	51.4
		LV	103		103		0.283	5.9	LOS A	1.7	11.7	NA	NA	NA	51.4
		HV	1		1		0.283	7.2	LOS A	1.7	11.7	NA	NA	NA	50.5
5	T1	All MCs	79	0.0	79	0.0	0.283	5.8	LOS A	1.7	11.7	0.39	0.58	0.39	51.8
		LV	79		79		0.283	5.8	LOS A	1.7	11.7	NA	NA	NA	51.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
6	R2	All MCs	139	0.0	139	0.0	0.283	8.7	LOS A	1.7	11.7	0.39	0.58	0.39	51.2
		LV	139		139		0.283	8.7	LOS A	1.7	11.7	NA	NA	NA	51.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			322	0.3	322	0.3	0.283	7.1	LOS A	1.7	11.7	0.39	0.58	0.39	51.4
North: Myoora Rd															
7	L2	All MCs	35	0.0	35	0.0	0.137	5.2	LOS A	0.7	5.2	0.20	0.49	0.20	52.7
		LV	35		35		0.137	5.2	LOS A	0.7	5.2	NA	NA	NA	52.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
8	T1	All MCs	133	4.8	133	4.8	0.137	5.2	LOS A	0.7	5.2	0.20	0.49	0.20	53.0
		LV	126		126		0.137	5.2	LOS A	0.7	5.2	NA	NA	NA	53.0
		HV	6		6		0.137	5.5	LOS A	0.7	5.2	NA	NA	NA	52.7
9	R2	All MCs	5	0.0	5	0.0	0.137	8.0	LOS A	0.7	5.2	0.20	0.49	0.20	52.4
		LV	5		5		0.137	8.0	LOS A	0.7	5.2	NA	NA	NA	52.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			173	3.7	173	3.7	0.137	5.3	LOS A	0.7	5.2	0.20	0.49	0.20	52.9
West: Cooyong Rd															
10	L2	All MCs	7	0.0	7	0.0	0.038	6.1	LOS A	0.2	1.3	0.39	0.59	0.39	51.4
		LV	7		7		0.038	6.1	LOS A	0.2	1.3	NA	NA	NA	51.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
11	T1	All MCs	14	0.0	14	0.0	0.038	6.0	LOS A	0.2	1.3	0.39	0.59	0.39	51.8
		LV	14		14		0.038	6.0	LOS A	0.2	1.3	NA	NA	NA	51.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
12	R2	All MCs	17	6.3	17	6.3	0.038	9.1	LOS A	0.2	1.3	0.39	0.59	0.39	50.9

	LV	16		16		0.038	9.0	LOS A	0.2	1.3	NA	NA	NA	50.9
	HV	1		1		0.038	10.4	LOS A	0.2	1.3	NA	NA	NA	49.9
Approach		38	2.8	38	2.8	0.038	7.4	LOS A	0.2	1.3	0.39	0.59	0.39	51.3
All Vehicles		636	2.5	636	2.5	0.283	6.6	LOS A	1.7	11.7	0.34	0.56	0.34	51.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Cooyong_Mona_Thu_PM_2023_V2 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	76.9	76.9	km/h
Travel Distance (Total)	veh-km/h	3150.6	3780.7	pers-km/h
Travel Time (Total)	veh-h/h	41.0	49.2	pers-h/h
Desired Speed	km/h	78.1		
Speed Efficiency		0.98		
Travel Time Index		9.82		
Congestion Coefficient		1.02		
Demand Flows (Total)	veh/h	3118	3741	pers/h
Arrival Flows (Total)	veh/h	3118		
Percent Heavy Vehicles (Demand)	%	4.5		
Percent Heavy Vehicles (Arrivals)	%	4.5		
Degree of Saturation		0.380		
Practical Spare Capacity	%	157.8		
Effective Intersection Capacity	veh/h	8201		
Control Delay (Total)	veh-h/h	0.86	1.03	pers-h/h
Control Delay (Average)	sec	1.0	1.0	sec
Control Delay (Worst Lane by MC)	sec	29.7		
Control Delay (Worst Movement by MC)	sec	29.7	29.7	sec
Geometric Delay (Average)	sec	0.5		
Stop-Line Delay (Average)	sec	0.5		
Idling Time (Average)	sec	0.3		
Intersection Level of Service (LOS)		NA		
95% Back of Queue - Veh (Worst Lane)	veh	0.8		
95% Back of Queue - Dist (Worst Lane)	m	5.4		
Ave. Que Storage Ratio (Worst Lane)		0.00		
Effective Stops (Total)	veh/h	184	220	pers/h
Effective Stop Rate		0.06	0.06	
Proportion Queued		0.02	0.02	
Performance Index		42.2	42.2	
Cost (Total)	$/h	1884.58	1884.58	$/h
Fuel Consumption (Total)	L/h	234.3		
Carbon Dioxide (Total)	kg/h	557.8		
Hydrocarbons (Total)	kg/h	0.057		
Carbon Monoxide (Total)	kg/h	1.16		
NOx (Total)	kg/h	0.821		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 70.2% 90.5% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Demand Flows (Total)	veh/y	1,496,590	1,795,908	pers/y

Delay (Total)	veh-h/y	412	494	pers-h/y
Effective Stops (Total)	veh/y	88,096	105,716	pers/y
Travel Distance (Total)	veh-km/y	1,512,289	1,814,747	pers-km/y
Travel Time (Total)	veh-h/y	19,671	23,606	pers-h/y
Cost (Total)	$/y	904,597	904,597	$/y
Fuel Consumption (Total)	L/y	112,481		
Carbon Dioxide (Total)	kg/y	267,754		
Hydrocarbons (Total)	kg/y	27		
Carbon Monoxide (Total)	kg/y	556		
NOx (Total)	kg/y	394		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: 101 [Cooyong_Mona_Thu_PM_2023_V2 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	148	2.8	148	2.8	0.082	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	63.6
		LV	144		144		0.082	7.0	LOS A	0.0	0.0	NA	NA	NA	63.6
		HV	4		4		0.082	7.0	LOS A	0.0	0.0	NA	NA	NA	63.6
2	T1	All MCs	1442	3.2	1442	3.2	0.377	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1396		1396		0.377	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	46		46		0.377	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
Approach			1591	3.2	1591	3.2	0.377	0.7	NA	0.0	0.0	0.00	0.06	0.00	77.9
North: Mona Vale Rd															
8	T1	All MCs	1425	6.2	1425	6.2	0.380	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1337		1337		0.380	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	88		88		0.380	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
9	R2	All MCs	41	0.0	41	0.0	0.234	29.7	LOS C	0.8	5.4	0.90	0.98	0.98	40.4
		LV	41		41		0.234	29.7	LOS C	0.8	5.4	NA	NA	NA	40.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			1466	6.0	1466	6.0	0.380	0.9	NA	0.8	5.4	0.03	0.03	0.03	77.6
West: Cooyong Rd															
10	L2	All MCs	61	0.0	61	0.0	0.110	9.5	LOS A	0.4	2.6	0.61	0.82	0.61	50.0
		LV	61		61		0.110	9.5	LOS A	0.4	2.6	NA	NA	NA	50.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			61	0.0	61	0.0	0.110	9.5	LOS A	0.4	2.6	0.61	0.82	0.61	50.0
All Vehicles			3118	4.5	3118	4.5	0.380	1.0	NA	0.8	5.4	0.02	0.06	0.02	76.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Cooyong_Mona_Thu_PM_2023_V2 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	76.2	76.2	km/h
Travel Distance (Total)	veh-km/h	3216.9	3860.3	pers-km/h
Travel Time (Total)	veh-h/h	42.2	50.7	pers-h/h
Desired Speed	km/h	77.7		
Speed Efficiency		0.98		
Travel Time Index		9.78		
Congestion Coefficient		1.02		
Demand Flows (Total)	veh/h	3183	3820	pers/h
Arrival Flows (Total)	veh/h	3183		
Percent Heavy Vehicles (Demand)	%	4.4		
Percent Heavy Vehicles (Arrivals)	%	4.4		
Degree of Saturation		0.380		
Practical Spare Capacity	%	157.8		
Effective Intersection Capacity	veh/h	8373		
Control Delay (Total)	veh-h/h	1.13	1.36	pers-h/h
Control Delay (Average)	sec	1.3	1.3	sec
Control Delay (Worst Lane by MC)	sec	33.4		
Control Delay (Worst Movement by MC)	sec	33.4	33.4	sec
Geometric Delay (Average)	sec	0.6		
Stop-Line Delay (Average)	sec	0.6		
Idling Time (Average)	sec	0.4		
Intersection Level of Service (LOS)		NA		
95% Back of Queue - Veh (Worst Lane)	veh	1.1		
95% Back of Queue - Dist (Worst Lane)	m	7.7		
Ave. Que Storage Ratio (Worst Lane)		0.00		
Effective Stops (Total)	veh/h	232	279	pers/h
Effective Stop Rate		0.07	0.07	
Proportion Queued		0.03	0.03	
Performance Index		43.8	43.8	
Cost (Total)	$/h	1941.13	1941.13	$/h
Fuel Consumption (Total)	L/h	241.0		
Carbon Dioxide (Total)	kg/h	573.4		
Hydrocarbons (Total)	kg/h	0.058		
Carbon Monoxide (Total)	kg/h	1.19		
NOx (Total)	kg/h	0.827		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 70.2% 91.1% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Demand Flows (Total)	veh/y	1,527,916	1,833,499	pers/y

Delay (Total)	veh-h/y	542	650	pers-h/y
Effective Stops (Total)	veh/y	111,579	133,895	pers/y
Travel Distance (Total)	veh-km/y	1,544,122	1,852,946	pers-km/y
Travel Time (Total)	veh-h/y	20,274	24,329	pers-h/y
Cost (Total)	$/y	931,742	931,742	$/y
Fuel Consumption (Total)	L/y	115,667		
Carbon Dioxide (Total)	kg/y	275,241		
Hydrocarbons (Total)	kg/y	28		
Carbon Monoxide (Total)	kg/y	569		
NOx (Total)	kg/y	397		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: 101 [Cooyong_Mona_Thu_PM_2023_V2 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	189	2.2	189	2.2	0.104	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	63.8
		LV	185		185		0.104	7.0	LOS A	0.0	0.0	NA	NA	NA	63.8
		HV	4		4		0.104	7.0	LOS A	0.0	0.0	NA	NA	NA	63.8
2	T1	All MCs	1442	3.2	1442	3.2	0.377	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1396		1396		0.377	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	46		46		0.377	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
Approach			1632	3.1	1632	3.1	0.377	0.9	NA	0.0	0.0	0.00	0.07	0.00	77.5
North: Mona Vale Rd															
8	T1	All MCs	1425	6.2	1425	6.2	0.380	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1337		1337		0.380	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	88		88		0.380	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
9	R2	All MCs	54	0.0	54	0.0	0.324	33.4	LOS C	1.1	7.7	0.92	1.00	1.07	38.8
		LV	54		54		0.324	33.4	LOS C	1.1	7.7	NA	NA	NA	38.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			1479	6.0	1479	6.0	0.380	1.3	NA	1.1	7.7	0.03	0.04	0.04	76.7
West: Cooyong Rd															
10	L2	All MCs	73	0.0	73	0.0	0.131	9.6	LOS A	0.4	3.1	0.62	0.82	0.62	50.0
		LV	73		73		0.131	9.6	LOS A	0.4	3.1	NA	NA	NA	50.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			73	0.0	73	0.0	0.131	9.6	LOS A	0.4	3.1	0.62	0.82	0.62	50.0
All Vehicles			3183	4.4	3183	4.4	0.380	1.3	NA	1.1	7.7	0.03	0.07	0.03	76.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Cooyong_Mona_Sat_AM_2023_V2 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	76.3	76.3	km/h
Travel Distance (Total)	veh-km/h	3241.3	3889.6	pers-km/h
Travel Time (Total)	veh-h/h	42.5	51.0	pers-h/h
Desired Speed	km/h	77.8		
Speed Efficiency		0.98		
Travel Time Index		9.79		
Congestion Coefficient		1.02		
Demand Flows (Total)	veh/h	3207	3849	pers/h
Arrival Flows (Total)	veh/h	3207		
Percent Heavy Vehicles (Demand)	%	2.2		
Percent Heavy Vehicles (Arrivals)	%	2.2		
Degree of Saturation		0.383		
Practical Spare Capacity	%	155.7		
Effective Intersection Capacity	veh/h	8369		
Control Delay (Total)	veh-h/h	1.13	1.36	pers-h/h
Control Delay (Average)	sec	1.3	1.3	sec
Control Delay (Worst Lane by MC)	sec	35.3		
Control Delay (Worst Movement by MC)	sec	35.3	35.3	sec
Geometric Delay (Average)	sec	0.6		
Stop-Line Delay (Average)	sec	0.6		
Idling Time (Average)	sec	0.4		
Intersection Level of Service (LOS)		NA		
95% Back of Queue - Veh (Worst Lane)	veh	1.2		
95% Back of Queue - Dist (Worst Lane)	m	8.1		
Ave. Que Storage Ratio (Worst Lane)		0.00		
Effective Stops (Total)	veh/h	226	271	pers/h
Effective Stop Rate		0.07	0.07	
Proportion Queued		0.03	0.03	
Performance Index		44.0	44.0	
Cost (Total)	$/h	1914.07	1914.07	$/h
Fuel Consumption (Total)	L/h	225.5		
Carbon Dioxide (Total)	kg/h	533.5		
Hydrocarbons (Total)	kg/h	0.057		
Carbon Monoxide (Total)	kg/h	1.20		
NOx (Total)	kg/h	0.481		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 70.8% 91.5% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Demand Flows (Total)	veh/y	1,539,537	1,847,444	pers/y

Delay (Total)	veh-h/y	544	653	pers-h/y
Effective Stops (Total)	veh/y	108,449	130,139	pers/y
Travel Distance (Total)	veh-km/y	1,555,839	1,867,007	pers-km/y
Travel Time (Total)	veh-h/y	20,385	24,463	pers-h/y
Cost (Total)	$/y	918,755	918,755	$/y
Fuel Consumption (Total)	L/y	108,261		
Carbon Dioxide (Total)	kg/y	256,088		
Hydrocarbons (Total)	kg/y	27		
Carbon Monoxide (Total)	kg/y	575		
NOx (Total)	kg/y	231		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: 101 [Cooyong_Mona_Sat_AM_2023_V2 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	194	0.5	194	0.5	0.105	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.4
		LV	193		193		0.105	7.0	LOS A	0.0	0.0	NA	NA	NA	64.4
		HV	1		1		0.105	7.0	LOS A	0.0	0.0	NA	NA	NA	64.4
2	T1	All MCs	1475	2.1	1475	2.1	0.383	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1444		1444		0.383	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	31		31		0.383	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
Approach			1668	1.9	1668	1.9	0.383	0.9	NA	0.0	0.0	0.00	0.07	0.00	77.5
North: Mona Vale Rd															
8	T1	All MCs	1424	2.7	1424	2.7	0.371	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1386		1386		0.371	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	38		38		0.371	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
9	R2	All MCs	54	0.0	54	0.0	0.341	35.3	LOS C	1.2	8.1	0.93	1.00	1.08	38.1
		LV	54		54		0.341	35.3	LOS C	1.2	8.1	NA	NA	NA	38.1
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			1478	2.6	1478	2.6	0.371	1.4	NA	1.2	8.1	0.03	0.04	0.04	76.6
West: Cooyong Rd															
10	L2	All MCs	61	0.0	61	0.0	0.113	9.7	LOS A	0.4	2.7	0.62	0.82	0.62	49.9
		LV	61		61		0.113	9.7	LOS A	0.4	2.7	NA	NA	NA	49.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			61	0.0	61	0.0	0.113	9.7	LOS A	0.4	2.7	0.62	0.82	0.62	49.9
All Vehicles			3207	2.2	3207	2.2	0.383	1.3	NA	1.2	8.1	0.03	0.07	0.03	76.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Cooyong_Mona_Sat_AM_2023_V2 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	75.3	75.3	km/h
Travel Distance (Total)	veh-km/h	3353.6	4024.3	pers-km/h
Travel Time (Total)	veh-h/h	44.6	53.5	pers-h/h
Desired Speed	km/h	77.1		
Speed Efficiency		0.98		
Travel Time Index		9.74		
Congestion Coefficient		1.02		
Demand Flows (Total)	veh/h	3318	3981	pers/h
Arrival Flows (Total)	veh/h	3318		
Percent Heavy Vehicles (Demand)	%	2.1		
Percent Heavy Vehicles (Arrivals)	%	2.1		
Degree of Saturation		0.437		
Practical Spare Capacity	%	124.1		
Effective Intersection Capacity	veh/h	7587		
Control Delay (Total)	veh-h/h	1.55	1.86	pers-h/h
Control Delay (Average)	sec	1.7	1.7	sec
Control Delay (Worst Lane by MC)	sec	41.4		
Control Delay (Worst Movement by MC)	sec	41.4	41.4	sec
Geometric Delay (Average)	sec	0.8		
Stop-Line Delay (Average)	sec	0.9		
Idling Time (Average)	sec	0.6		
Intersection Level of Service (LOS)		NA		
95% Back of Queue - Veh (Worst Lane)	veh	1.5		
95% Back of Queue - Dist (Worst Lane)	m	10.7		
Ave. Que Storage Ratio (Worst Lane)		0.00		
Effective Stops (Total)	veh/h	307	368	pers/h
Effective Stop Rate		0.09	0.09	
Proportion Queued		0.04	0.04	
Performance Index		46.7	46.7	
Cost (Total)	$/h	2009.59	2009.59	$/h
Fuel Consumption (Total)	L/h	237.2		
Carbon Dioxide (Total)	kg/h	560.8		
Hydrocarbons (Total)	kg/h	0.060		
Carbon Monoxide (Total)	kg/h	1.24		
NOx (Total)	kg/h	0.491		

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 70.8% 92.4% 0.0%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Demand Flows (Total)	veh/y	1,592,590	1,911,108	pers/y

Delay (Total)	veh-h/y	744	892	pers-h/y
Effective Stops (Total)	veh/y	147,314	176,777	pers/y
Travel Distance (Total)	veh-km/y	1,609,735	1,931,682	pers-km/y
Travel Time (Total)	veh-h/y	21,391	25,669	pers-h/y
Cost (Total)	$/y	964,605	964,605	$/y
Fuel Consumption (Total)	L/y	113,838		
Carbon Dioxide (Total)	kg/y	269,193		
Hydrocarbons (Total)	kg/y	29		
Carbon Monoxide (Total)	kg/y	597		
NOx (Total)	kg/y	236		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: 101 [Cooyong_Mona_Sat_AM_2023_V2 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	263	0.4	263	0.4	0.142	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.4
		LV	262		262		0.142	7.0	LOS A	0.0	0.0	NA	NA	NA	64.4
		HV	1		1		0.142	7.0	LOS A	0.0	0.0	NA	NA	NA	64.4
2	T1	All MCs	1475	2.1	1475	2.1	0.383	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1444		1444		0.383	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	31		31		0.383	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
Approach			1738	1.8	1738	1.8	0.383	1.1	NA	0.0	0.0	0.00	0.10	0.00	76.9
North: Mona Vale Rd															
8	T1	All MCs	1424	2.7	1424	2.7	0.371	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
		LV	1386		1386		0.371	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
		HV	38		38		0.371	0.1	LOS A	0.0	0.0	NA	NA	NA	79.7
9	R2	All MCs	62	0.0	62	0.0	0.437	41.4	LOS C	1.5	10.7	0.94	1.02	1.17	35.8
		LV	62		62		0.437	41.4	LOS C	1.5	10.7	NA	NA	NA	35.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			1486	2.5	1486	2.5	0.437	1.8	NA	1.5	10.7	0.04	0.04	0.05	75.8
West: Cooyong Rd															
10	L2	All MCs	94	0.0	94	0.0	0.173	9.9	LOS A	0.6	4.2	0.64	0.83	0.64	49.8
		LV	94		94		0.173	9.9	LOS A	0.6	4.2	NA	NA	NA	49.8
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			94	0.0	94	0.0	0.173	9.9	LOS A	0.6	4.2	0.64	0.83	0.64	49.8
All Vehicles			3318	2.1	3318	2.1	0.437	1.7	NA	1.5	10.7	0.04	0.09	0.04	75.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Myoora_Cooyong_Thu_PM_June 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	51.8	51.8 km/h
Travel Distance (Total)	veh-km/h	530.9	637.0 pers-km/h
Travel Time (Total)	veh-h/h	10.3	12.3 pers-h/h
Desired Speed	km/h	60.0	
Speed Efficiency		0.86	
Travel Time Index		8.48	
Congestion Coefficient		1.16	
Demand Flows (Total)	veh/h	521	625 pers/h
Arrival Flows (Total)	veh/h	521	
Percent Heavy Vehicles (Demand)	%	7.5	
Percent Heavy Vehicles (Arrivals)	%	7.5	
Degree of Saturation		0.184	
Practical Spare Capacity	%	362.0	
Effective Intersection Capacity	veh/h	2832	
Control Delay (Total)	veh-h/h	0.95	1.14 pers-h/h
Control Delay (Average)	sec	6.5	6.5 sec
Control Delay (Worst Lane by MC)	sec	7.5	
Control Delay (Worst Movement by MC)	sec	10.4	10.4 sec
Geometric Delay (Average)	sec	5.7	
Stop-Line Delay (Average)	sec	0.9	
Idling Time (Average)	sec	0.0	
Intersection Level of Service (LOS)		LOS A	
95% Back of Queue - Veh (Worst Lane)	veh	1.0	
95% Back of Queue - Dist (Worst Lane)	m	7.0	
Ave. Que Storage Ratio (Worst Lane)		0.01	
Effective Stops (Total)	veh/h	287	344 pers/h
Effective Stop Rate		0.55	0.55
Proportion Queued		0.32	0.32
Performance Index		15.8	15.8
Cost (Total)	$/h	471.66	471.66 $/h
Fuel Consumption (Total)	L/h	58.7	
Carbon Dioxide (Total)	kg/h	140.5	
Hydrocarbons (Total)	kg/h	0.011	
Carbon Monoxide (Total)	kg/h	0.15	
NOx (Total)	kg/h	0.388	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.8 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.8%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	250,105	300,126 pers/y
Delay (Total)	veh-h/y	454	545 pers-h/y

Effective Stops (Total)	veh/y	137,759	165,311	pers/y
Travel Distance (Total)	veh-km/y	254,808	305,770	pers-km/y
Travel Time (Total)	veh-h/y	4,922	5,906	pers-h/y
Cost (Total)	$/y	226,395	226,395	$/y
Fuel Consumption (Total)	L/y	28,175		
Carbon Dioxide (Total)	kg/y	67,425		
Hydrocarbons (Total)	kg/y	5		
Carbon Monoxide (Total)	kg/y	70		
NOx (Total)	kg/y	186		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: 101 [Myoora_Cooyong_Thu_PM_June 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	7	0.0	7	0.0	0.111	5.8	LOS A	0.6	4.6	0.36	0.56	0.36	51.6
		LV	7		7		0.111	5.8	LOS A	0.6	4.6	NA	NA	NA	51.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
2	T1	All MCs	71	23.9	71	23.9	0.111	6.2	LOS A	0.6	4.6	0.36	0.56	0.36	51.2
		LV	54		54		0.111	5.9	LOS A	0.6	4.6	NA	NA	NA	51.4
		HV	17		17		0.111	7.0	LOS A	0.6	4.6	NA	NA	NA	50.6
3	R2	All MCs	34	0.0	34	0.0	0.111	8.6	LOS A	0.6	4.6	0.36	0.56	0.36	51.3
		LV	34		34		0.111	8.6	LOS A	0.6	4.6	NA	NA	NA	51.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			112	15.1	112	15.1	0.111	6.9	LOS A	0.6	4.6	0.36	0.56	0.36	51.3
East: Cooyong Rd															
4	L2	All MCs	48	0.0	48	0.0	0.184	6.1	LOS A	1.0	7.0	0.40	0.59	0.40	51.5
		LV	48		48		0.184	6.1	LOS A	1.0	7.0	NA	NA	NA	51.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
5	T1	All MCs	74	2.9	74	2.9	0.184	6.1	LOS A	1.0	7.0	0.40	0.59	0.40	51.8
		LV	72		72		0.184	6.0	LOS A	1.0	7.0	NA	NA	NA	51.8
		HV	2		2		0.184	7.4	LOS A	1.0	7.0	NA	NA	NA	50.8
6	R2	All MCs	72	2.9	72	2.9	0.184	9.0	LOS A	1.0	7.0	0.40	0.59	0.40	51.1
		LV	69		69		0.184	8.9	LOS A	1.0	7.0	NA	NA	NA	51.1
		HV	2		2		0.184	10.4	LOS A	1.0	7.0	NA	NA	NA	50.1
Approach			194	2.2	194	2.2	0.184	7.1	LOS A	1.0	7.0	0.40	0.59	0.40	51.5
North: Myoora Rd															
7	L2	All MCs	14	0.0	14	0.0	0.146	5.2	LOS A	0.8	5.8	0.21	0.49	0.21	52.6
		LV	14		14		0.146	5.2	LOS A	0.8	5.8	NA	NA	NA	52.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
8	T1	All MCs	153	11.0	153	11.0	0.146	5.3	LOS A	0.8	5.8	0.21	0.49	0.21	52.6
		LV	136		136		0.146	5.2	LOS A	0.8	5.8	NA	NA	NA	52.7
		HV	17		17		0.146	5.7	LOS A	0.8	5.8	NA	NA	NA	52.3
9	R2	All MCs	11	0.0	11	0.0	0.146	8.1	LOS A	0.8	5.8	0.21	0.49	0.21	52.3
		LV	11		11		0.146	8.1	LOS A	0.8	5.8	NA	NA	NA	52.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			177	9.5	177	9.5	0.146	5.5	LOS A	0.8	5.8	0.21	0.49	0.21	52.6
West: Cooyong Rd															
10	L2	All MCs	11	0.0	11	0.0	0.037	5.8	LOS A	0.2	1.3	0.35	0.60	0.35	51.3
		LV	11		11		0.037	5.8	LOS A	0.2	1.3	NA	NA	NA	51.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
11	T1	All MCs	6	0.0	6	0.0	0.037	5.7	LOS A	0.2	1.3	0.35	0.60	0.35	51.7
		LV	6		6		0.037	5.7	LOS A	0.2	1.3	NA	NA	NA	51.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
12	R2	All MCs	22	4.8	22	4.8	0.037	8.8	LOS A	0.2	1.3	0.35	0.60	0.35	50.8

	LV	21		21		0.037	8.7	LOS A	0.2	1.3	NA	NA	NA	50.9
	HV	1		1		0.037	9.9	LOS A	0.2	1.3	NA	NA	NA	50.1
Approach		39	2.7	39	2.7	0.037	7.5	LOS A	0.2	1.3	0.35	0.60	0.35	51.1
All Vehicles		521	7.5	521	7.5	0.184	6.5	LOS A	1.0	7.0	0.32	0.55	0.32	51.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Myoora_Cooyong_Thu_PM_June 2023 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	51.7	51.7 km/h
Travel Distance (Total)	veh-km/h	584.3	701.2 pers-km/h
Travel Time (Total)	veh-h/h	11.3	13.6 pers-h/h
Desired Speed	km/h	60.0	
Speed Efficiency		0.86	
Travel Time Index		8.47	
Congestion Coefficient		1.16	
Demand Flows (Total)	veh/h	574	688 pers/h
Arrival Flows (Total)	veh/h	574	
Percent Heavy Vehicles (Demand)	%	6.8	
Percent Heavy Vehicles (Arrivals)	%	6.8	
Degree of Saturation		0.211	
Practical Spare Capacity	%	302.7	
Effective Intersection Capacity	veh/h	2718	
Control Delay (Total)	veh-h/h	1.05	1.26 pers-h/h
Control Delay (Average)	sec	6.6	6.6 sec
Control Delay (Worst Lane by MC)	sec	7.6	
Control Delay (Worst Movement by MC)	sec	10.6	10.6 sec
Geometric Delay (Average)	sec	5.7	
Stop-Line Delay (Average)	sec	0.9	
Idling Time (Average)	sec	0.0	
Intersection Level of Service (LOS)		LOS A	
95% Back of Queue - Veh (Worst Lane)	veh	1.2	
95% Back of Queue - Dist (Worst Lane)	m	8.2	
Ave. Que Storage Ratio (Worst Lane)		0.01	
Effective Stops (Total)	veh/h	318	382 pers/h
Effective Stop Rate		0.56	0.56
Proportion Queued		0.34	0.34
Performance Index		17.6	17.6
Cost (Total)	$/h	516.05	516.05 $/h
Fuel Consumption (Total)	L/h	63.1	
Carbon Dioxide (Total)	kg/h	150.8	
Hydrocarbons (Total)	kg/h	0.012	
Carbon Monoxide (Total)	kg/h	0.16	
NOx (Total)	kg/h	0.392	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.9 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.9%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	275,368	330,442 pers/y
Delay (Total)	veh-h/y	506	607 pers-h/y

Effective Stops (Total)	veh/y	152,831	183,398	pers/y
Travel Distance (Total)	veh-km/y	280,468	336,561	pers-km/y
Travel Time (Total)	veh-h/y	5,421	6,505	pers-h/y
Cost (Total)	$/y	247,706	247,706	$/y
Fuel Consumption (Total)	L/y	30,294		
Carbon Dioxide (Total)	kg/y	72,399		
Hydrocarbons (Total)	kg/y	6		
Carbon Monoxide (Total)	kg/y	76		
NOx (Total)	kg/y	188		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: 101 [Myoora_Cooyong_Thu_PM_June 2023 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	7	0.0	7	0.0	0.113	5.8	LOS A	0.6	4.6	0.38	0.57	0.38	51.5
		LV	7		7		0.113	5.8	LOS A	0.6	4.6	NA	NA	NA	51.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
2	T1	All MCs	71	23.9	71	23.9	0.113	6.3	LOS A	0.6	4.6	0.38	0.57	0.38	51.2
		LV	54		54		0.113	6.0	LOS A	0.6	4.6	NA	NA	NA	51.4
		HV	17		17		0.113	7.1	LOS A	0.6	4.6	NA	NA	NA	50.5
3	R2	All MCs	34	0.0	34	0.0	0.113	8.7	LOS A	0.6	4.6	0.38	0.57	0.38	51.3
		LV	34		34		0.113	8.7	LOS A	0.6	4.6	NA	NA	NA	51.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			112	15.1	112	15.1	0.113	7.0	LOS A	0.6	4.6	0.38	0.57	0.38	51.2
East: Cooyong Rd															
4	L2	All MCs	63	0.0	63	0.0	0.211	6.2	LOS A	1.2	8.2	0.42	0.59	0.42	51.4
		LV	63		63		0.211	6.2	LOS A	1.2	8.2	NA	NA	NA	51.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
5	T1	All MCs	74	2.9	74	2.9	0.211	6.2	LOS A	1.2	8.2	0.42	0.59	0.42	51.7
		LV	72		72		0.211	6.1	LOS A	1.2	8.2	NA	NA	NA	51.8
		HV	2		2		0.211	7.7	LOS A	1.2	8.2	NA	NA	NA	50.6
6	R2	All MCs	83	2.5	83	2.5	0.211	9.1	LOS A	1.2	8.2	0.42	0.59	0.42	51.0
		LV	81		81		0.211	9.1	LOS A	1.2	8.2	NA	NA	NA	51.1
		HV	2		2		0.211	10.6	LOS A	1.2	8.2	NA	NA	NA	50.0
Approach			220	1.9	220	1.9	0.211	7.3	LOS A	1.2	8.2	0.42	0.59	0.42	51.4
North: Myoora Rd															
7	L2	All MCs	26	0.0	26	0.0	0.164	5.2	LOS A	0.9	6.6	0.22	0.49	0.22	52.6
		LV	26		26		0.164	5.2	LOS A	0.9	6.6	NA	NA	NA	52.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
8	T1	All MCs	163	10.3	163	10.3	0.164	5.3	LOS A	0.9	6.6	0.22	0.49	0.22	52.6
		LV	146		146		0.164	5.3	LOS A	0.9	6.6	NA	NA	NA	52.7
		HV	17		17		0.164	5.7	LOS A	0.9	6.6	NA	NA	NA	52.3
9	R2	All MCs	11	0.0	11	0.0	0.164	8.1	LOS A	0.9	6.6	0.22	0.49	0.22	52.3
		LV	11		11		0.164	8.1	LOS A	0.9	6.6	NA	NA	NA	52.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			200	8.4	200	8.4	0.164	5.4	LOS A	0.9	6.6	0.22	0.49	0.22	52.6
West: Cooyong Rd															
10	L2	All MCs	11	0.0	11	0.0	0.040	5.9	LOS A	0.2	1.4	0.36	0.61	0.36	51.2
		LV	11		11		0.040	5.9	LOS A	0.2	1.4	NA	NA	NA	51.2
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
11	T1	All MCs	6	0.0	6	0.0	0.040	5.8	LOS A	0.2	1.4	0.36	0.61	0.36	51.6
		LV	6		6		0.040	5.8	LOS A	0.2	1.4	NA	NA	NA	51.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
12	R2	All MCs	25	4.2	25	4.2	0.040	8.8	LOS A	0.2	1.4	0.36	0.61	0.36	50.8

	LV	24		24		0.040	8.8	LOS A	0.2	1.4	NA	NA	NA	50.8
	HV	1		1		0.040	10.0	LOS A	0.2	1.4	NA	NA	NA	50.0
Approach		42	2.5	42	2.5	0.040	7.6	LOS A	0.2	1.4	0.36	0.61	0.36	51.0
All Vehicles		574	6.8	574	6.8	0.211	6.6	LOS A	1.2	8.2	0.34	0.56	0.34	51.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Myoora_Cooyong_Sat_AM_June 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	51.9	51.9 km/h
Travel Distance (Total)	veh-km/h	600.1	720.1 pers-km/h
Travel Time (Total)	veh-h/h	11.6	13.9 pers-h/h
Desired Speed	km/h	60.0	
Speed Efficiency		0.87	
Travel Time Index		8.50	
Congestion Coefficient		1.16	
Demand Flows (Total)	veh/h	589	707 pers/h
Arrival Flows (Total)	veh/h	589	
Percent Heavy Vehicles (Demand)	%	2.7	
Percent Heavy Vehicles (Arrivals)	%	2.7	
Degree of Saturation		0.256	
Practical Spare Capacity	%	232.6	
Effective Intersection Capacity	veh/h	2307	
Control Delay (Total)	veh-h/h	1.06	1.27 pers-h/h
Control Delay (Average)	sec	6.5	6.5 sec
Control Delay (Worst Lane by MC)	sec	7.2	
Control Delay (Worst Movement by MC)	sec	10.1	10.1 sec
Geometric Delay (Average)	sec	5.6	
Stop-Line Delay (Average)	sec	0.8	
Idling Time (Average)	sec	0.0	
Intersection Level of Service (LOS)		LOS A	
95% Back of Queue - Veh (Worst Lane)	veh	1.5	
95% Back of Queue - Dist (Worst Lane)	m	10.3	
Ave. Que Storage Ratio (Worst Lane)		0.01	
Effective Stops (Total)	veh/h	325	391 pers/h
Effective Stop Rate		0.55	0.55
Proportion Queued		0.33	0.33
Performance Index		17.4	17.4
Cost (Total)	$/h	506.59	506.59 $/h
Fuel Consumption (Total)	L/h	55.0	
Carbon Dioxide (Total)	kg/h	130.2	
Hydrocarbons (Total)	kg/h	0.011	
Carbon Monoxide (Total)	kg/h	0.15	
NOx (Total)	kg/h	0.180	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.9 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.9%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	282,947	339,537 pers/y
Delay (Total)	veh-h/y	508	610 pers-h/y

Effective Stops (Total)	veh/y	156,216	187,459	pers/y
Travel Distance (Total)	veh-km/y	288,044	345,653	pers-km/y
Travel Time (Total)	veh-h/y	5,549	6,658	pers-h/y
Cost (Total)	$/y	243,165	243,165	$/y
Fuel Consumption (Total)	L/y	26,399		
Carbon Dioxide (Total)	kg/y	62,494		
Hydrocarbons (Total)	kg/y	5		
Carbon Monoxide (Total)	kg/y	70		
NOx (Total)	kg/y	87		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: 101 [Myoora_Cooyong_Sat_AM_June 2023 (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	13	0.0	13	0.0	0.101	5.9	LOS A	0.5	3.9	0.39	0.57	0.39	51.6
		LV	13		13		0.101	5.9	LOS A	0.5	3.9	NA	NA	NA	51.6
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
2	T1	All MCs	64	11.5	64	11.5	0.101	6.1	LOS A	0.5	3.9	0.39	0.57	0.39	51.7
		LV	57		57		0.101	6.0	LOS A	0.5	3.9	NA	NA	NA	51.8
		HV	7		7		0.101	7.2	LOS A	0.5	3.9	NA	NA	NA	50.9
3	R2	All MCs	26	0.0	26	0.0	0.101	8.8	LOS A	0.5	3.9	0.39	0.57	0.39	51.4
		LV	26		26		0.101	8.8	LOS A	0.5	3.9	NA	NA	NA	51.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			103	7.1	103	7.1	0.101	6.8	LOS A	0.5	3.9	0.39	0.57	0.39	51.6
East: Cooyong Rd															
4	L2	All MCs	104	1.0	104	1.0	0.256	5.9	LOS A	1.5	10.3	0.38	0.58	0.38	51.5
		LV	103		103		0.256	5.9	LOS A	1.5	10.3	NA	NA	NA	51.5
		HV	1		1		0.256	7.1	LOS A	1.5	10.3	NA	NA	NA	50.7
5	T1	All MCs	79	0.0	79	0.0	0.256	5.8	LOS A	1.5	10.3	0.38	0.58	0.38	52.0
		LV	79		79		0.256	5.8	LOS A	1.5	10.3	NA	NA	NA	52.0
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
6	R2	All MCs	106	0.0	106	0.0	0.256	8.7	LOS A	1.5	10.3	0.38	0.58	0.38	51.3
		LV	106		106		0.256	8.7	LOS A	1.5	10.3	NA	NA	NA	51.3
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			289	0.4	289	0.4	0.256	6.9	LOS A	1.5	10.3	0.38	0.58	0.38	51.6
North: Myoora Rd															
7	L2	All MCs	21	0.0	21	0.0	0.127	5.2	LOS A	0.7	4.8	0.20	0.49	0.20	52.7
		LV	21		21		0.127	5.2	LOS A	0.7	4.8	NA	NA	NA	52.7
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
8	T1	All MCs	133	4.8	133	4.8	0.127	5.2	LOS A	0.7	4.8	0.20	0.49	0.20	53.0
		LV	126		126		0.127	5.1	LOS A	0.7	4.8	NA	NA	NA	53.0
		HV	6		6		0.127	5.5	LOS A	0.7	4.8	NA	NA	NA	52.7
9	R2	All MCs	5	0.0	5	0.0	0.127	8.0	LOS A	0.7	4.8	0.20	0.49	0.20	52.4
		LV	5		5		0.127	8.0	LOS A	0.7	4.8	NA	NA	NA	52.4
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
Approach			159	4.0	159	4.0	0.127	5.3	LOS A	0.7	4.8	0.20	0.49	0.20	52.9
West: Cooyong Rd															
10	L2	All MCs	7	0.0	7	0.0	0.036	5.9	LOS A	0.2	1.2	0.36	0.59	0.36	51.5
		LV	7		7		0.036	5.9	LOS A	0.2	1.2	NA	NA	NA	51.5
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
11	T1	All MCs	14	0.0	14	0.0	0.036	5.8	LOS A	0.2	1.2	0.36	0.59	0.36	51.9
		LV	14		14		0.036	5.8	LOS A	0.2	1.2	NA	NA	NA	51.9
		HV	0		0		-	-	-	-	-	NA	NA	NA	-
12	R2	All MCs	17	6.3	17	6.3	0.036	8.9	LOS A	0.2	1.2	0.36	0.59	0.36	51.0

	LV	16		16		0.036	8.8	LOS A	0.2	1.2	NA	NA	NA	51.0
	HV	1		1		0.036	10.1	LOS A	0.2	1.2	NA	NA	NA	50.2
Approach		38	2.8	38	2.8	0.036	7.2	LOS A	0.2	1.2	0.36	0.59	0.36	51.4
All Vehicles		589	2.7	589	2.7	0.256	6.5	LOS A	1.5	10.3	0.33	0.55	0.33	51.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

INTERSECTION SUMMARY

Site: 101 [Myoora_Cooyong_Sat_AM_June 2023 + Dev (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	51.8	51.8 km/h
Travel Distance (Total)	veh-km/h	647.4	776.8 pers-km/h
Travel Time (Total)	veh-h/h	12.5	15.0 pers-h/h
Desired Speed	km/h	60.0	
Speed Efficiency		0.86	
Travel Time Index		8.48	
Congestion Coefficient		1.16	
Demand Flows (Total)	veh/h	636	763 pers/h
Arrival Flows (Total)	veh/h	636	
Percent Heavy Vehicles (Demand)	%	2.5	
Percent Heavy Vehicles (Arrivals)	%	2.5	
Degree of Saturation		0.283	
Practical Spare Capacity	%	200.6	
Effective Intersection Capacity	veh/h	2248	
Control Delay (Total)	veh-h/h	1.17	1.40 pers-h/h
Control Delay (Average)	sec	6.6	6.6 sec
Control Delay (Worst Lane by MC)	sec	7.4	
Control Delay (Worst Movement by MC)	sec	10.4	10.4 sec
Geometric Delay (Average)	sec	5.7	
Stop-Line Delay (Average)	sec	0.9	
Idling Time (Average)	sec	0.0	
Intersection Level of Service (LOS)		LOS A	
95% Back of Queue - Veh (Worst Lane)	veh	1.7	
95% Back of Queue - Dist (Worst Lane)	m	11.7	
Ave. Que Storage Ratio (Worst Lane)		0.01	
Effective Stops (Total)	veh/h	355	426 pers/h
Effective Stop Rate		0.56	0.56
Proportion Queued		0.34	0.34
Performance Index		19.0	19.0
Cost (Total)	$/h	546.62	546.62 $/h
Fuel Consumption (Total)	L/h	59.0	
Carbon Dioxide (Total)	kg/h	139.6	
Hydrocarbons (Total)	kg/h	0.012	
Carbon Monoxide (Total)	kg/h	0.16	
NOx (Total)	kg/h	0.183	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.8 %

Number of Iterations: 4 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 0.0% 1.0% 0.6%

Intersection Performance - Annual Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Demand Flows (Total)	veh/y	305,179	366,215 pers/y
Delay (Total)	veh-h/y	560	673 pers-h/y

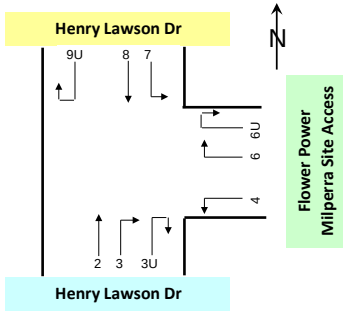
Effective Stops (Total)	veh/y	170,344	204,413	pers/y
Travel Distance (Total)	veh-km/y	310,734	372,881	pers-km/y
Travel Time (Total)	veh-h/y	5,999	7,198	pers-h/y
Cost (Total)	$/y	262,377	262,377	$/y
Fuel Consumption (Total)	L/y	28,311		
Carbon Dioxide (Total)	kg/y	66,987		
Hydrocarbons (Total)	kg/y	6		
Carbon Monoxide (Total)	kg/y	76		
NOx (Total)	kg/y	88		

1 Hours per Year: 480 (Site)

9. Appendix C – Milperra Flower Power Traffic Counts

Job No.	: AUNSW7591
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power, Milperra
Location	: 1. Henry Lawson Dr / Flower Power Milperra Site Access
Day/Date	: Sat, 12th Aug 2023
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



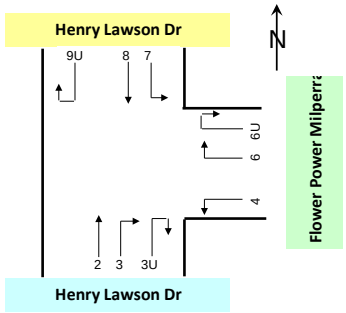
MATRIX Traffic and Transport Data

Approach	Henry Lawson Dr									Flower Power Milperra Site Access								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15		163	10	**173**	17	0	**17**	0	0	**0**	14	0	**14**		23	1	**24**	0	0	**0**
10:15 to 10:30		212	16	**228**	16	0	**16**	0	0	**0**	18	0	**18**		26	1	**27**	0	0	**0**
10:30 to 10:45		169	12	**181**	24	0	**24**	0	0	**0**	17	0	**17**		35	0	**35**	0	0	**0**
10:45 to 11:00		197	13	**210**	23	1	**24**	0	0	**0**	24	1	**25**		38	2	**40**	0	0	**0**
11:00 to 11:15		203	5	**208**	24	1	**25**	0	0	**0**	22	0	**22**		27	0	**27**	0	0	**0**
11:15 to 11:30		196	7	**203**	25	1	**26**	0	0	**0**	28	1	**29**		33	1	**34**	0	0	**0**
11:30 to 11:45		221	10	**231**	26	0	**26**	0	0	**0**	22	1	**23**		29	0	**29**	0	0	**0**
11:45 to 12:00		198	13	**211**	23	0	**23**	0	0	**0**	19	0	**19**		34	1	**35**	0	0	**0**
12:00 to 12:15		201	9	**210**	30	0	**30**	0	0	**0**	24	0	**24**		49	0	**49**	0	0	**0**
12:15 to 12:30		214	11	**225**	27	0	**27**	0	0	**0**	22	0	**22**		38	0	**38**	0	0	**0**
12:30 to 12:45		211	9	**220**	27	0	**27**	0	0	**0**	21	0	**21**		46	1	**47**	0	0	**0**
12:45 to 13:00		244	7	**251**	16	0	**16**	0	0	**0**	32	0	**32**		37	1	**38**	0	0	**0**
13:00 to 13:15		208	9	**217**	18	0	**18**	0	0	**0**	24	0	**24**		43	0	**43**	0	0	**0**
13:15 to 13:30		215	14	**229**	22	0	**22**	0	0	**0**	31	0	**31**		39	0	**39**	0	0	**0**
13:30 to 13:45		240	11	**251**	21	0	**21**	0	0	**0**	18	0	**18**		28	0	**28**	0	0	**0**
13:45 to 14:00		220	12	**232**	17	0	**17**	0	0	**0**	20	0	**20**		31	0	**31**	0	0	**0**
14:00 to 14:15		190	6	**196**	17	1	**18**	0	0	**0**	30	0	**30**		34	0	**34**	0	0	**0**
14:15 to 14:30		177	5	**182**	18	0	**18**	0	0	**0**	21	0	**21**		39	0	**39**	0	0	**0**
14:30 to 14:45		179	12	**191**	24	1	**25**	0	0	**0**	19	1	**20**		32	0	**32**	0	0	**0**
14:45 to 15:00		182	2	**184**	22	1	**23**	0	0	**0**	18	2	**20**		41	0	**41**	0	0	**0**
Totals		**4,040**	**193**	**4,233**	**437**	**6**	**443**	**0**	**0**	**0**	**444**	**6**	**450**		**702**	**8**	**710**	**0**	**0**	**0**

Approach	Henry Lawson Dr									
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
10:00 to 10:15	34	1	**35**	150	6	**156**		0	0	**0**
10:15 to 10:30	36	1	**37**	158	8	**166**		0	0	**0**
10:30 to 10:45	48	0	**48**	177	12	**189**		0	0	**0**
10:45 to 11:00	25	1	**26**	172	11	**183**		0	0	**0**
11:00 to 11:15	39	0	**39**	167	10	**177**		0	0	**0**
11:15 to 11:30	40	1	**41**	182	10	**192**		0	0	**0**
11:30 to 11:45	38	1	**39**	177	6	**183**		0	0	**0**
11:45 to 12:00	34	0	**34**	193	11	**204**		0	0	**0**
12:00 to 12:15	40	0	**40**	219	8	**227**		0	0	**0**
12:15 to 12:30	34	1	**35**	210	8	**218**		0	0	**0**
12:30 to 12:45	36	1	**37**	205	10	**215**		0	0	**0**
12:45 to 13:00	41	0	**41**	200	6	**206**		0	0	**0**
13:00 to 13:15	40	0	**40**	174	13	**187**		0	0	**0**
13:15 to 13:30	38	0	**38**	197	5	**202**		0	0	**0**
13:30 to 13:45	36	0	**36**	186	9	**195**		0	0	**0**
13:45 to 14:00	31	0	**31**	205	7	**212**		0	0	**0**
14:00 to 14:15	36	0	**36**	173	8	**181**		0	0	**0**
14:15 to 14:30	38	0	**38**	207	7	**214**		0	0	**0**
14:30 to 14:45	32	0	**32**	174	3	**177**		0	0	**0**
14:45 to 15:00	25	1	**26**	147	5	**152**		0	0	**0**
Totals	**721**	**8**	**729**	**3,673**	**163**	**3,836**		**0**	**0**	**0**

Job No. : AUNSW7591
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power, Milperra
Location : 1. Henry Lawson Dr / Flower Power Milperra Site Access

Day/Date : Sat, 12th Aug 2023
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



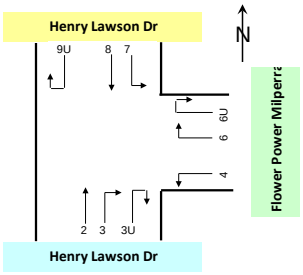
MATRIX Traffic and Transport Data

Approach	Henry Lawson Dr									Flower Power Milperra Site Access								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00		741	51	**792**	80	1	**81**	0	0	**0**	73	1	**74**		122	4	**126**	0	0	**0**
10:15 to 11:15		781	46	**827**	87	2	**89**	0	0	**0**	81	1	**82**		126	3	**129**	0	0	**0**
10:30 to 11:30		765	37	**802**	96	3	**99**	0	0	**0**	91	2	**93**		133	3	**136**	0	0	**0**
10:45 to 11:45		817	35	**852**	98	3	**101**	0	0	**0**	96	3	**99**		127	3	**130**	0	0	**0**
11:00 to 12:00		818	35	**853**	98	2	**100**	0	0	**0**	91	2	**93**		123	2	**125**	0	0	**0**
11:15 to 12:15		816	39	**855**	104	1	**105**	0	0	**0**	93	2	**95**		145	2	**147**	0	0	**0**
11:30 to 12:30		834	43	**877**	106	0	**106**	0	0	**0**	87	1	**88**		150	1	**151**	0	0	**0**
11:45 to 12:45		824	42	**866**	107	0	**107**	0	0	**0**	86	0	**86**		167	2	**169**	0	0	**0**
12:00 to 13:00		870	36	**906**	100	0	**100**	0	0	**0**	99	0	**99**		170	2	**172**	0	0	**0**
12:15 to 13:15		877	36	**913**	88	0	**88**	0	0	**0**	99	0	**99**		164	2	**166**	0	0	**0**
12:30 to 13:30		878	39	**917**	83	0	**83**	0	0	**0**	108	0	**108**		165	2	**167**	0	0	**0**
12:45 to 13:45		907	41	**948**	77	0	**77**	0	0	**0**	105	0	**105**		147	1	**148**	0	0	**0**
13:00 to 14:00		883	46	**929**	78	0	**78**	0	0	**0**	93	0	**93**		141	0	**141**	0	0	**0**
13:15 to 14:15		865	43	**908**	77	1	**78**	0	0	**0**	99	0	**99**		132	0	**132**	0	0	**0**
13:30 to 14:30		827	34	**861**	73	1	**74**	0	0	**0**	89	0	**89**		132	0	**132**	0	0	**0**
13:45 to 14:45		766	35	**801**	76	2	**78**	0	0	**0**	90	1	**91**		136	0	**136**	0	0	**0**
14:00 to 15:00		728	25	**753**	81	3	**84**	0	0	**0**	88	3	**91**		146	0	**146**	0	0	**0**
Totals		**4,040**	**193**	**4,233**	**437**	**6**	**443**	**0**	**0**	**0**	**444**	**6**	**450**		**702**	**8**	**710**	**0**	**0**	**0**

Approach	Henry Lawson Dr										
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)			
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
10:00 to 11:00	143	3	**146**	657	37	**694**		0	0	**0**	
10:15 to 11:15	148	2	**150**	674	41	**715**		0	0	**0**	
10:30 to 11:30	152	2	**154**	698	43	**741**		0	0	**0**	
10:45 to 11:45	142	3	**145**	698	37	**735**		0	0	**0**	
11:00 to 12:00	151	2	**153**	719	37	**756**		0	0	**0**	
11:15 to 12:15	152	2	**154**	771	35	**806**		0	0	**0**	
11:30 to 12:30	146	2	**148**	799	33	**832**		0	0	**0**	
11:45 to 12:45	144	2	**146**	827	37	**864**		0	0	**0**	
12:00 to 13:00	151	2	**153**	834	32	**866**		0	0	**0**	
12:15 to 13:15	151	2	**153**	789	37	**826**		0	0	**0**	
12:30 to 13:30	155	1	**156**	776	34	**810**		0	0	**0**	
12:45 to 13:45	155	0	**155**	757	33	**790**		0	0	**0**	
13:00 to 14:00	145	0	**145**	762	34	**796**		0	0	**0**	
13:15 to 14:15	141	0	**141**	761	29	**790**		0	0	**0**	
13:30 to 14:30	141	0	**141**	771	31	**802**		0	0	**0**	
13:45 to 14:45	137	0	**137**	759	25	**784**		0	0	**0**	
14:00 to 15:00	131	1	**132**	701	23	**724**		0	0	**0**	
Totals	**721**	**8**	**729**	**3,673**	**163**	**3,836**		**0**	**0**	**0**	

Job No. : AUNSW7591
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power, Milperra
Location : 1. Henry Lawson Dr / Flower Power Milperra Site Access

Day/Date : Sat, 12th Aug 2023
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

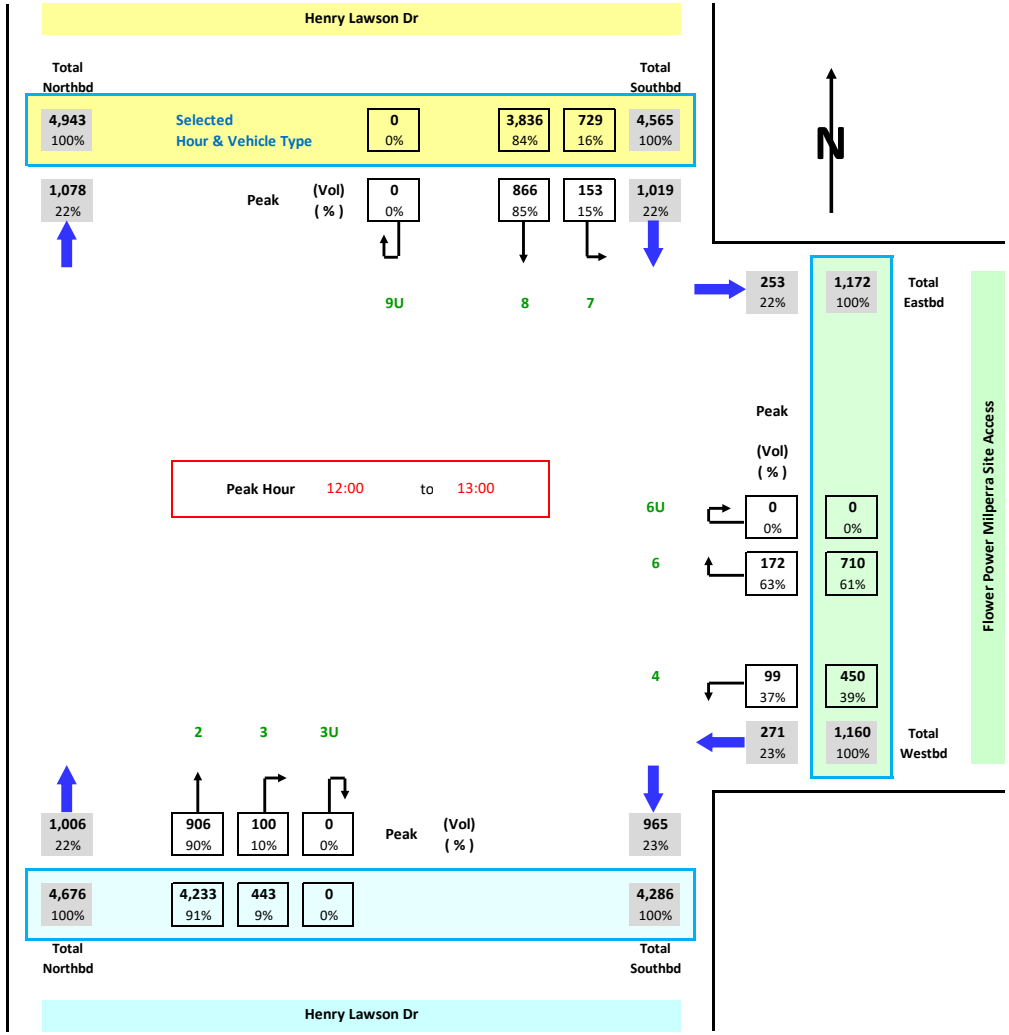
Approach	Henry Lawson Dr			Flower Power Milperra Site Access			Henry Lawson Dr			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
12:00 to 13:00	970	36	**1,006**	269	2	**271**	985	34	**1,019**	**2,296**

Approach	Henry Lawson Dr			Flower Power Milperra Site Access			Henry Lawson Dr			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	821	52	**873**	195	5	**200**	800	40	**840**	**1,913**
10:15 to 11:15	868	48	**916**	207	4	**211**	822	43	**865**	**1,992**
10:30 to 11:30	861	40	**901**	224	5	**229**	850	45	**895**	**2,025**
10:45 to 11:45	915	38	**953**	223	6	**229**	840	40	**880**	**2,062**
11:00 to 12:00	916	37	**953**	214	4	**218**	870	39	**909**	**2,080**
11:15 to 12:15	920	40	**960**	238	4	**242**	923	37	**960**	**2,162**
11:30 to 12:30	940	43	**983**	237	2	**239**	945	35	**980**	**2,202**
11:45 to 12:45	931	42	**973**	253	2	**255**	971	39	**1,010**	**2,238**
12:00 to 13:00	970	36	**1,006**	269	2	**271**	985	34	**1,019**	**2,296**
12:15 to 13:15	965	36	**1,001**	263	2	**265**	940	39	**979**	**2,245**
12:30 to 13:30	961	39	**1,000**	273	2	**275**	931	35	**966**	**2,241**
12:45 to 13:45	984	41	**1,025**	252	1	**253**	912	33	**945**	**2,223**
13:00 to 14:00	961	46	**1,007**	234	0	**234**	907	34	**941**	**2,182**
13:15 to 14:15	942	44	**986**	231	0	**231**	902	29	**931**	**2,148**
13:30 to 14:30	900	35	**935**	221	0	**221**	912	31	**943**	**2,099**
13:45 to 14:45	842	37	**879**	226	1	**227**	896	25	**921**	**2,027**
14:00 to 15:00	809	28	**837**	234	3	**237**	832	24	**856**	**1,930**
Totals	**4,477**	**199**	**4,676**	**1,146**	**14**	**1,160**	**4,394**	**171**	**4,565**	**10,401**

Job No. : AUNSW7591
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power, Milperra
Location : 1. Henry Lawson Dr / Flower Power Milperra Site Access

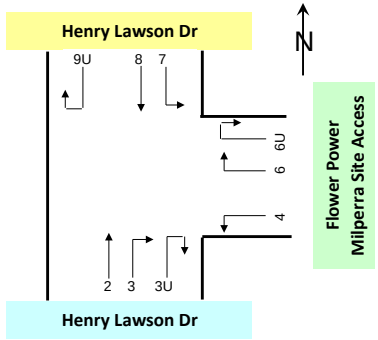
Day/Date : Sat, 12th Aug 2023
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting	Vehicle Type
Totals	All Vehicles



Job No.	: AUNSW7591
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power, Milperra
Location	: 1. Henry Lawson Dr / Flower Power Milperra Site Access
Day/Date	: Thu, 17th Aug 2023
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



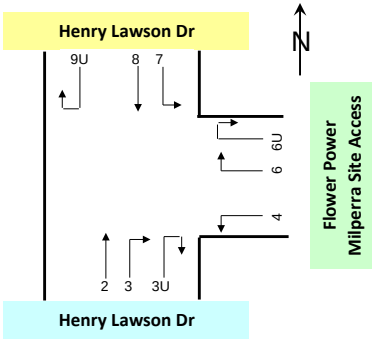
MATRIX Traffic and Transport Data

Approach	Henry Lawson Dr									Flower Power Milperra Site Access								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15		203	30	**233**	15	0	**15**	0	0	**0**	14	0	**14**		19	2	**21**	0	0	**0**
16:15 to 16:30		205	34	**239**	16	1	**17**	0	0	**0**	11	1	**12**		23	0	**23**	0	0	**0**
16:30 to 16:45		244	27	**271**	11	0	**11**	0	0	**0**	18	0	**18**		15	1	**16**	0	0	**0**
16:45 to 17:00		225	14	**239**	8	0	**8**	0	0	**0**	14	0	**14**		15	0	**15**	0	0	**0**
17:00 to 17:15		237	31	**268**	8	0	**8**	0	0	**0**	17	0	**17**		19	1	**20**	0	0	**0**
17:15 to 17:30		244	19	**263**	7	0	**7**	0	0	**0**	14	0	**14**		12	0	**12**	0	0	**0**
17:30 to 17:45		207	24	**231**	11	0	**11**	1	0	**1**	19	1	**20**		14	0	**14**	0	0	**0**
17:45 to 18:00		222	14	**236**	11	0	**11**	0	0	**0**	11	0	**11**		14	0	**14**	0	0	**0**
18:00 to 18:15		242	18	**260**	3	0	**3**	0	0	**0**	11	0	**11**		12	0	**12**	0	0	**0**
18:15 to 18:30		230	8	**238**	5	0	**5**	0	0	**0**	9	0	**9**		9	0	**9**	0	0	**0**
18:30 to 18:45		169	7	**176**	3	0	**3**	0	0	**0**	8	0	**8**		6	0	**6**	0	0	**0**
18:45 to 19:00		137	12	**149**	0	0	**0**	0	0	**0**	1	0	**1**		5	0	**5**	0	0	**0**
19:00 to 19:15		125	8	**133**	2	0	**2**	0	0	**0**	7	0	**7**		9	0	**9**	0	0	**0**
19:15 to 19:30		122	5	**127**	0	0	**0**	0	0	**0**	2	0	**2**		3	0	**3**	0	0	**0**
19:30 to 19:45		103	6	**109**	2	0	**2**	0	0	**0**	0	0	**0**		2	0	**2**	0	0	**0**
19:45 to 20:00		108	10	**118**	1	0	**1**	0	0	**0**	2	0	**2**		1	0	**1**	0	0	**0**
Totals		**3,023**	**267**	**3,290**	**103**	**1**	**104**	**1**	**0**	**1**	**158**	**2**	**160**		**178**	**4**	**182**	**0**	**0**	**0**

Approach	Henry Lawson Dr									
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
16:00 to 16:15	15	1	**16**	243	13	**256**		0	0	**0**
16:15 to 16:30	15	1	**16**	236	17	**253**		0	0	**0**
16:30 to 16:45	14	0	**14**	202	23	**225**		0	0	**0**
16:45 to 17:00	21	0	**21**	244	16	**260**		0	0	**0**
17:00 to 17:15	16	0	**16**	235	12	**247**		0	0	**0**
17:15 to 17:30	17	0	**17**	245	6	**251**		0	0	**0**
17:30 to 17:45	14	0	**14**	210	11	**221**		0	0	**0**
17:45 to 18:00	16	0	**16**	205	11	**216**		0	0	**0**
18:00 to 18:15	7	0	**7**	194	9	**203**		0	0	**0**
18:15 to 18:30	5	0	**5**	150	6	**156**		0	0	**0**
18:30 to 18:45	4	0	**4**	177	6	**183**		0	0	**0**
18:45 to 19:00	2	0	**2**	158	11	**169**		0	0	**0**
19:00 to 19:15	2	0	**2**	136	8	**144**		0	0	**0**
19:15 to 19:30	0	0	**0**	103	7	**110**		0	0	**0**
19:30 to 19:45	3	0	**3**	126	3	**129**		0	0	**0**
19:45 to 20:00	0	0	**0**	103	3	**106**		0	0	**0**
Totals	**151**	**2**	**153**	**2,967**	**162**	**3,129**		**0**	**0**	**0**

Job No. : AUNSW7591
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power, Milperra
Location : 1. Henry Lawson Dr / Flower Power Milperra Site Access

Day/Date : Thu, 17th Aug 2023
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



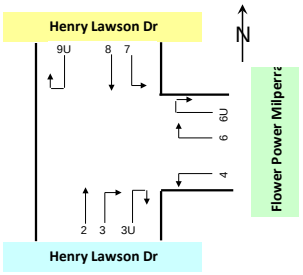
MATRIX Traffic and Transport Data

Approach	Henry Lawson Dr									Flower Power Milperra Site Access								
Direction		Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)				Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00		877	105	**982**	50	1	**51**	0	0	**0**	57	1	**58**		72	3	**75**	0	0	**0**
16:15 to 17:15		911	106	**1,017**	43	1	**44**	0	0	**0**	60	1	**61**		72	2	**74**	0	0	**0**
16:30 to 17:30		950	91	**1,041**	34	0	**34**	0	0	**0**	63	0	**63**		61	2	**63**	0	0	**0**
16:45 to 17:45		913	88	**1,001**	34	0	**34**	1	0	**1**	64	1	**65**		60	1	**61**	0	0	**0**
17:00 to 18:00		910	88	**998**	37	0	**37**	1	0	**1**	61	1	**62**		59	1	**60**	0	0	**0**
17:15 to 18:15		915	75	**990**	32	0	**32**	1	0	**1**	55	1	**56**		52	0	**52**	0	0	**0**
17:30 to 18:30		901	64	**965**	30	0	**30**	1	0	**1**	50	1	**51**		49	0	**49**	0	0	**0**
17:45 to 18:45		863	47	**910**	22	0	**22**	0	0	**0**	39	0	**39**		41	0	**41**	0	0	**0**
18:00 to 19:00		778	45	**823**	11	0	**11**	0	0	**0**	29	0	**29**		32	0	**32**	0	0	**0**
18:15 to 19:15		661	35	**696**	10	0	**10**	0	0	**0**	25	0	**25**		29	0	**29**	0	0	**0**
18:30 to 19:30		553	32	**585**	5	0	**5**	0	0	**0**	18	0	**18**		23	0	**23**	0	0	**0**
18:45 to 19:45		487	31	**518**	4	0	**4**	0	0	**0**	10	0	**10**		19	0	**19**	0	0	**0**
19:00 to 20:00		458	29	**487**	5	0	**5**	0	0	**0**	11	0	**11**		15	0	**15**	0	0	**0**
Totals		**3,023**	**267**	**3,290**	**103**	**1**	**104**	**1**	**0**	**1**	**158**	**2**	**160**		**178**	**4**	**182**	**0**	**0**	**0**

Approach	Henry Lawson Dr									
Direction	Direction 7 (Left Turn)			Direction 8 (Through)				Direction 9U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total
16:00 to 17:00	65	2	**67**	925	69	**994**		0	0	**0**
16:15 to 17:15	66	1	**67**	917	68	**985**		0	0	**0**
16:30 to 17:30	68	0	**68**	926	57	**983**		0	0	**0**
16:45 to 17:45	68	0	**68**	934	45	**979**		0	0	**0**
17:00 to 18:00	63	0	**63**	895	40	**935**		0	0	**0**
17:15 to 18:15	54	0	**54**	854	37	**891**		0	0	**0**
17:30 to 18:30	42	0	**42**	759	37	**796**		0	0	**0**
17:45 to 18:45	32	0	**32**	726	32	**758**		0	0	**0**
18:00 to 19:00	18	0	**18**	679	32	**711**		0	0	**0**
18:15 to 19:15	13	0	**13**	621	31	**652**		0	0	**0**
18:30 to 19:30	8	0	**8**	574	32	**606**		0	0	**0**
18:45 to 19:45	7	0	**7**	523	29	**552**		0	0	**0**
19:00 to 20:00	5	0	**5**	468	21	**489**		0	0	**0**
Totals	**151**	**2**	**153**	**2,967**	**162**	**3,129**		**0**	**0**	**0**

Job No. : AUNSW7591
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power, Milperra
Location : 1. Henry Lawson Dr / Flower Power Milperra Site Access

Day/Date : Thu, 17th Aug 2023
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



MATRIX Traffic and Transport Data

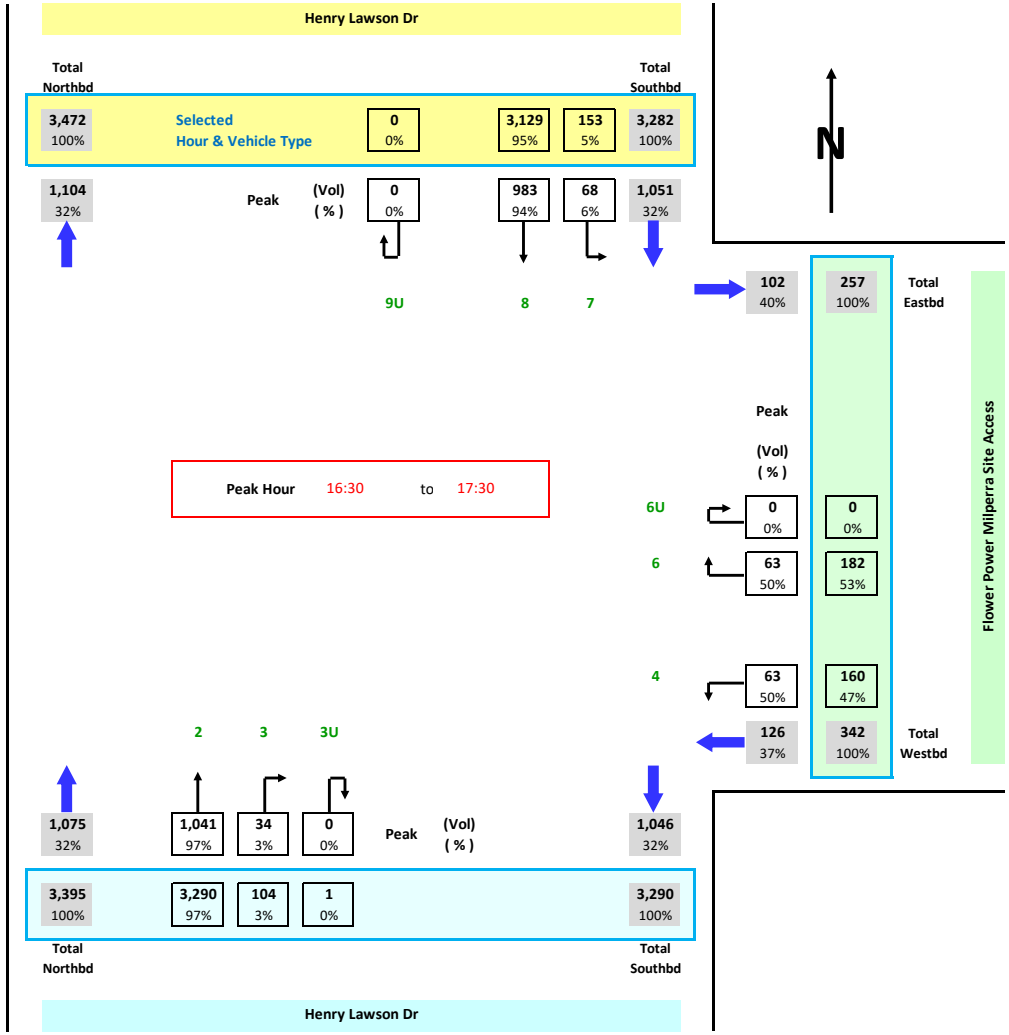
Approach	Henry Lawson Dr			Flower Power Milperra Site Access			Henry Lawson Dr				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
16:30 to 17:30	984	91	**1,075**	124	2	**126**	994	57	**1,051**		**2,252**

Approach	Henry Lawson Dr			Flower Power Milperra Site Access			Henry Lawson Dr				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
16:00 to 17:00	927	106	**1,033**	129	4	**133**	990	71	**1,061**		**2,227**
16:15 to 17:15	954	107	**1,061**	132	3	**135**	983	69	**1,052**		**2,248**
16:30 to 17:30	984	91	**1,075**	124	2	**126**	994	57	**1,051**		**2,252**
16:45 to 17:45	948	88	**1,036**	124	2	**126**	1,002	45	**1,047**		**2,209**
17:00 to 18:00	948	88	**1,036**	120	2	**122**	958	40	**998**		**2,156**
17:15 to 18:15	948	75	**1,023**	107	1	**108**	908	37	**945**		**2,076**
17:30 to 18:30	932	64	**996**	99	1	**100**	801	37	**838**		**1,934**
17:45 to 18:45	885	47	**932**	80	0	**80**	758	32	**790**		**1,802**
18:00 to 19:00	789	45	**834**	61	0	**61**	697	32	**729**		**1,624**
18:15 to 19:15	671	35	**706**	54	0	**54**	634	31	**665**		**1,425**
18:30 to 19:30	558	32	**590**	41	0	**41**	582	32	**614**		**1,245**
18:45 to 19:45	491	31	**522**	29	0	**29**	530	29	**559**		**1,110**
19:00 to 20:00	463	29	**492**	26	0	**26**	473	21	**494**		**1,012**
Totals	**3,127**	**268**	**3,395**	**336**	**6**	**342**	**3,118**	**164**	**3,282**		**7,019**

Job No. : AUNSW7591
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power, Milperra
Location : 1. Henry Lawson Dr / Flower Power Milperra Site Access

Day/Date : Thu, 17th Aug 2023
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting	Vehicle Type
Totals	All Vehicles



10. Appendix D – Plans of Proposed Development

FLOWER POWER GARDEN CENTRE TERRY HILLS
277 MONA VALE ROAD TERREY HILLS NSW

Green Building Council Australia Member

Member Australian Institute of Architects

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	17.04.23	CSG
P2	ISSUE FOR DA	18.05.23	CSG
A	ISSUE FOR DA	30.05.23	CSG

DA - DRAWING LIST

Sheet Number	Current Revision	Sheet Name
DA000	A	COVER SHEET
DA01	A	RENDERED VIEWS
DA10	A	EXISTING CONDITIONS PLAN
DA11	A	DEMOLITION PLAN
DA15	A	PROPOSED SITE PLAN
DA17	A	SHADOW DIAGRAMS
DA19	A	HEIGHT NON-COMPLIANCE
DA100	A	OVERALL FLOOR PLAN
DA111	A	FLOOR PLAN - 1 OF 3
DA112	A	FLOOR PLAN - 2 OF 3
DA113	A	FLOOR PLAN - 3 OF 3
DA120	A	OVERALL ROOF PLAN
DA150	A	ELEVATION- SHEET 1
DA151	A	ELEVATION- SHEET 2
DA152	A	ELEVATION- SHEET 3
DA160	A	SECTIONS- SHEET 1
DA161	A	SECTIONS- SHEET 2
DA162	A	SECTIONS- SHEET 3
DA163	A	SECTIONS- SHEET 4
Total: 19		

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COVER SHEET

LEFFLER SIMES PTY LTD
ABN 39 001 043 992
SYDNEY 7 YOUNG ST, NEUTRAL BAY, NSW 2089 T:+61 2 99093344
MELBOURNE LEVEL 2 - 370 LT BOURKE ST, VIC 3000 T:+61 3 96546344
WEB: www.lefflersimes.com.au BRISBANE L5 U39 131 LEICHHARDT ST, SPRING HILL, QLD 4000 T:+61 7 31235544

0 40 80 120 160 200 SCALE 1:2000

FLOWER POWER GARDEN CENTRE TERREY HILLS
277 MONA VALE RD, TERREY HILLS NSW

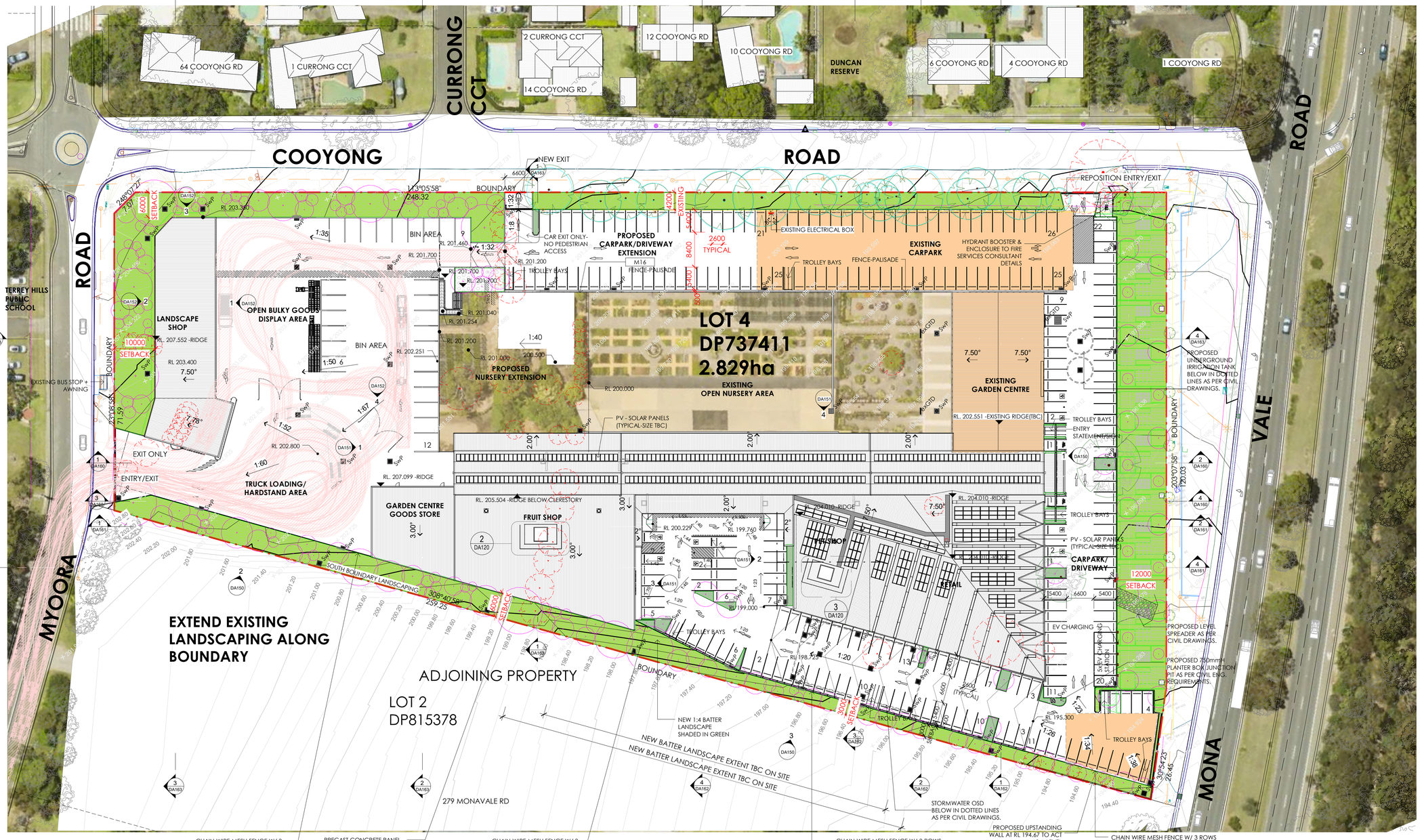
JOB NO: 4932 DWG NO. REV.
DATE: 02/12/21 DA000 A
DRAWN: TJT/CSG

LEFFLER SIMES ARCHITECTS

Green Building Council Australia Member

Member Australian Institute of Architects

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	27.03.23	CSG
P2	ISSUE FOR INFORMATION	31.03.23	CSG
P3	ISSUE FOR INFORMATION	17.04.23	CSG
P4	ISSUE FOR DA	18.05.23	CSG
A	ISSUE FOR DA	30.05.23	CSG
B	ISSUE FOR DA	19.06.23	CSG
C	ISSUE FOR DA	22.06.23	CSG
D	ISSUE FOR DA	27.06.23	CSG
E	ISSUE FOR DA	16.08.23	CSG



Terry Hills Site Area 28,299m2

GFA	Terry Hills
Garden Centre existing	837
Retail	1854
Pet shop	402
Café	473
Fruit shop	1349
Garden Centre goods store	239m2
Plant store	146m2
Landscape shop	570m2
TOTAL GFA	**5,870m2**
Outdoor nursery	4,718
Outdoor bulky goods (landscape bins & open bulky goods)	835m2

OTHER AREAS	Terry Hills
Outdoor Nursery	3312
Outdoor Nursery extension	1406
Outdoor kids play area	188
Access ramp and stair	94
Service access 1	302
Service access 2	293
Landscape bins	578
Open bulky goods display	257
Hardstand and driveways	3812
Carparking areas	7523

Parking Schedule	
ACCESSIBLE CAR SPACES	8
CAR SPACES	251
TOTAL	259

LEGEND:

EXISTING TREES TO BE RETAINED

TREES TO BE REMOVED

- NOT PART OF THE DA. EXISTING GARDEN CENTRE, OPEN NURSERY AREA, CARPARK & DRIVEWAYS (SHADED IN LIGHT ORANGE COLOR).

SOLAR PANELS SCHEDULE	
SOLAR PANELS (RETAIL ROOF EAST)	87
SOLAR PANELS (RETAIL ROOF NORTH)	33
SOLAR PANELS (ROOF NORTH)	260
SOLAR PANELS (ROOF SOUTH)	84
TOTAL SOLAR PANELS (TBC) =	464

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PROPOSED SITE PLAN

LEFFLER SIMES PTY LTD ABN 39 001 043 992
SYDNEY 7 YOUNG ST, NEUTRAL BAY, NSW 2089 T:+61 2 99093344
MELBOURNE LEVEL 2 - 370 LT BOURKE ST, VIC 3000 T:+61 3 96546344
WEB: www.lefflersimes.com.au BRISBANE L5 U39 131 LEICHHARDT ST, SPRING HILL, QLD 4000 T:+61 7 31235544

SCALE 1:200 (0 4 8 12 16 20)

FLOWER POWER GARDEN CENTRE TERREY HILLS
277 MONA VALE RD, TERREY HILLS NSW

JOB NO: 5285 DATE: 03/27/23 DRAWN: Author
DWG NO. DA15 REV. E

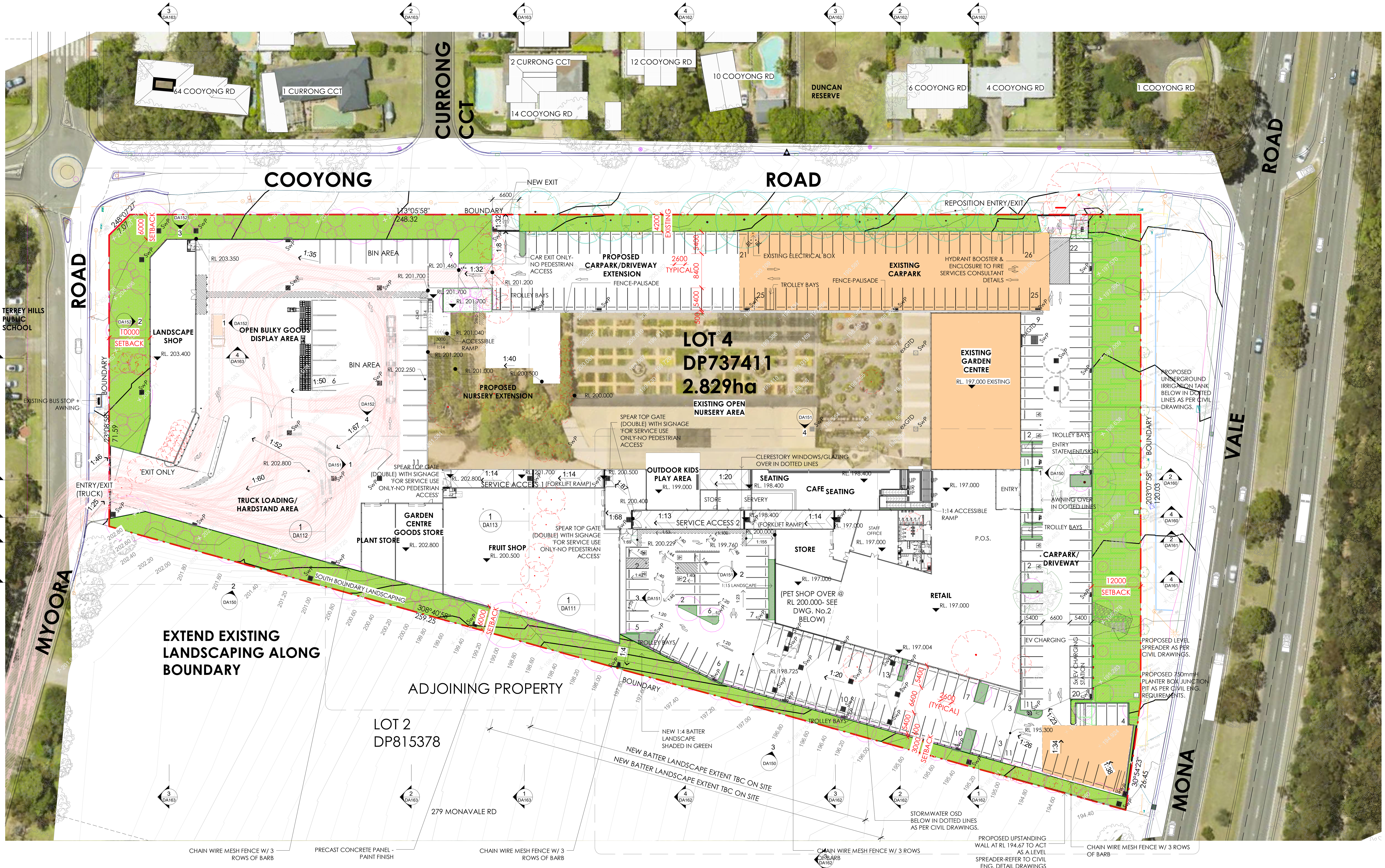
LEFFLER SIMES ARCHITECTS

11. Appendix E - Service Vehicle Turning Path Assessments

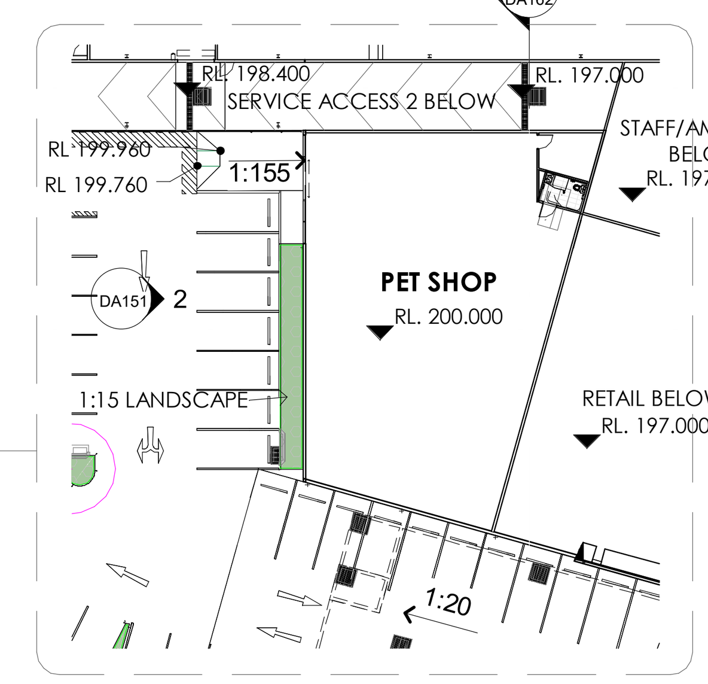
Green Building Council Australia Member

Member Australian Institute of Architects

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	27.03.23	CSG
P2	ISSUE FOR INFORMATION	31.03.23	CSG
P3	ISSUE FOR INFORMATION	17.04.23	CSG
P4	ISSUE FOR DA	18.05.23	CSG
A	ISSUE FOR DA	30.05.23	CSG
B	ISSUE FOR DA	19.06.23	CSG
C	ISSUE FOR DA	22.06.23	CSG
D	ISSUE FOR DA	27.06.23	CSG
E	ISSUE FOR DA	16.08.23	CSG



COOYONG ROAD
CURRONG CCT
MONA VALE ROAD
MYOORA ROAD
64 COOYONG RD
1 CURRONG CCT
2 CURRONG CCT
14 COOYONG RD
12 COOYONG RD
10 COOYONG RD
DUNCAN RESERVE
6 COOYONG RD
4 COOYONG RD
1 COOYONG RD
TERREY HILLS PUBLIC SCHOOL
EXISTING BUS STOP + AWNING
NEW EXIT
REPOSITION ENTRY/EXIT
PROPOSED CARPARK/DRIVEWAY EXTENSION
EXISTING CARPARK
EXISTING ELECTRICAL BOX
HYDRANT BOOSTER & ENCLOSURE TO FIRE SERVICES CONSULTANT DETAILS
TROLLEY BAYS
FENCE-PALISADE
BIN AREA
LANDSCAPE SHOP
OPEN BULKY GOODS DISPLAY AREA
PROPOSED NURSERY EXTENSION
LOT 4
DP737411
2.829ha
EXISTING OPEN NURSERY AREA
EXISTING GARDEN CENTRE
EXIT ONLY
ENTRY/EXIT (TRUCK)
TRUCK LOADING/ HARDSTAND AREA
GARDEN CENTRE GOODS STORE
PLANT STORE
FRUIT SHOP
OUTDOOR KIDS PLAY AREA
SEATING
CAFE SEATING
STORE
SERVERY
SERVICE ACCESS 1 (FORKLIFT RAMP)
SERVICE ACCESS 2
RETAIL
P.O.S.
ENTRY
CARPARK/ DRIVEWAY
EV CHARGING
SOUTH BOUNDARY LANDSCAPING
EXTEND EXISTING LANDSCAPING ALONG BOUNDARY
ADJOINING PROPERTY
LOT 2
DP815378
279 MONAVALE RD
NEW BATTER LANDSCAPE EXTENT TBC ON SITE
NEW 1:4 BATTER LANDSCAPE SHADED IN GREEN
STORMWATER OSD BELOW IN DOTTED LINES AS PER CIVIL DRAWINGS.
PROPOSED UPSTANDING WALL AT RL 194.67 TO ACT AS A LEVEL SPREADER-REFER TO CIVIL ENG. DETAIL DRAWINGS
CHAIN WIRE MESH FENCE W/ 3 ROWS OF BARB
PRECAST CONCRETE PANEL - PAINT FINISH
PROPOSED UNDERGROUND IRRIGATION TANK BELOW IN DOTTED LINES AS PER CIVIL DRAWINGS.
PROPOSED LEVEL SPREADER AS PER CIVIL DRAWINGS.
PROPOSED 750mm PLANTER BOX JUNCTION PIT AS PER CIVIL ENG. REQUIREMENTS.
12000 SETBACK
10000 SETBACK
6000 SETBACK



2 DA150 PET SHOP FLOOR PLAN

Scale: 1 : 500

LEGEND:

EXISTING TREES TO BE RETAINED

TREES TO BE REMOVED

- NOT PART OF THE DA. EXISTING GARDEN CENTRE, OPEN NURSERY AREA, CARPARK & DRIVEWAYS (SHADED IN LIGHT ORANGE COLOR).

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OVERALL FLOOR PLAN

LEFFLER SIMES PTY LTD
ABN 39 001 043 992
WEB: www.lefflersimes.com.au
SYDNEY 7 YOUNG ST, NEUTRAL BAY, NSW 2089 T:+61 2 99093344
MELBOURNE LEVEL 2 - 370 LT BOURKE ST, VIC 3000 T:+61 3 96546344
BRISBANE L5 U39 131 LEICHHARDT ST, SPRING HILL, QLD 4000 T:+61 7 31235544

SCALE 1:500 (0 10 20 30 40 50)

FLOWER POWER GARDEN CENTRE TERREY HILLS
277 MONA VALE RD, TERREY HILLS NSW

JOB NO: 5285 DATE: 10/11/21 DRAWN: TJT/CSG DWG NO. DA100 REV. E

LEFFLER SIMES ARCHITECTS