Transport Assessment

Garden Centre Upgrade

287 Mona Vale Road, Terrey Hills
15/06/2023
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Glossary

Acronym	Description
AGRD	Austroads Guide to Road Design
AGTM	Austroads Guide to Traffic Management
Council	Northern Beaches Council (Warringah)
DA	Development Application
DCP	Development Control Plan
DoS	Degree of Saturation
DPE	Department of Planning and Environment
FSR	Floor space ratio
GFA	Gross Floor Area
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
SRV	Small Rigid Vehicle (as defined by AS2890.2:2018)
TDT 2013/04a	TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013
TfNSW	Transport for New South Wales
TIA	Transport Impact Assessment
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

1 Introduction

1.1 Overview

Ason Group has been commissioned by Mainbrace Constructions Pty Ltd on behalf of Hills Marketplace to undertake a Transport Assessment (TA) to support the Development Application (DA) in relation to the Garden Centre Upgrade (the Proposal) at 287 Mona Vale Road, Terrey Hills (the Site), within the Northern Beaches Council (Council) Local Government Area (LGA).

1.2 Study Objectives

The key objectives of this TA are:

- to assess the impact of the Proposal on the performance of the road network in the proximity of the Site against the existing development;
- to assess the adequacy of off-street parking provision
- to assess the adequacy and suitability of service vehicle parking provision; and
- where required, identify necessary upgrades to mitigate any adverse impacts.

1.3 Report Structure

The report is structured as follows

- Section 2 provides a summary of the proposal
- Section 3 details the existing site context including surrounding road hierarchy, and public transport services.
- Section 4 assesses the traffic impacts of the development including the Site's projected trip generation and forecasted network performance
- Section 5 outlines parking and servicing requirements applicable to future development.
- Section 6 discusses the site access and internal road design considerations
- Section 7 provides a summary of the key conclusions.

1.4 Key References

In preparing this advice, Ason Group has referenced key planning documents, these include:

- Warringah Development Control Plan 2011 (WDCP)
- Warringah Local Environment Plan 2011 (WLEP)

This TA also references general access, traffic and parking guidelines, including:

- Roads and Maritime Services, Guide to Traffic Generating Developments, v2.02, 2002 (RMS Guide)
- Australian Standard 2890.1: 2004 Parking Facilities – Off-Street Car Parking (AS2890.1: 2004)
- Australian Standard 2890.2: 2018 Parking Facilities – Off-Street Commercial Vehicle Facilities (AS2890.2: 2018)
- Australian Standard 2890.5: 2020 Parking Facilities – On-Street Parking (AS2890.5: 2020)
- Australian Standard 2890.6: 2022 Parking Facilities – Off-Street Parking for People with Disabilities (AS2890.6: 2022)
- Austroads Guide to Traffic Management Part 11 – Parking Management Techniques, Edition 3.0 April 2020
- Austroads Guide to Traffic Management Part 12 – Integrated Transport Assessment for Developments, Edition 4.0 April 2020

1.5 Pre-Lodgement Meeting Notes

A summary of the pre-lodgement meeting notes relating to Transport & Parking is highlighted in **Table 1**.

TABLE 1 PRE-LODGEMENT MEETING NOTES

No.	Notes	Ason Group Response
1	**Parking requirements** • Provide in accordance with the Pittwater 21 DCP or RMS Guide to Traffic Generating Developments where not specified. The proposed number of 189 car park spaces is satisfactory subject to design compliance with the relevant section of AS 2890.1 (Off-street car parking). • No reduction in parking numbers is to be considered as there is sufficient space available on site. • The Transport Network section would support any request from Planners to restrict parking in the front setback area. This improves safety by minimising vehicle movements between the parking area in the south-eastern corner of the site and the driveway entry off Mona Vale Road.	The development proposes 188 spaces in accordance with Council's (**Warringah**) DCP and RMS Guide to Traffic Generating Developments. See details in **Section 4.1. These spaces have been provided in accordance with** AS2890.1, 2 and 6. See details in **Section 5.** See details in **Section 4.1.** There is no reduction in parking numbers. As requested by Council at the Pre-DA meeting, the 9 spaces previously shown in the pre-DA draft plan has now been removed and replaced with landscaping.
2	Accessible Parking and facilities • Provision of accessible parking spaces for people with disabilities must be at the rate of 3% of the required car parking spaces. A minimum of 6 accessible spaces is therefore required, however only 3 have been proposed. • Accessible parking spaces must be designed in accordance with AS2890.6 (Off-street parking for people with disabilities).	The development proposes 6 accessible spaces in accordance with Council's DCP. See details in **Section 4.2.** See details in **Section 5.**

	• The accessible parking spaces should be located to provide convenient access to facilities with a suitable concrete footpath and ramp access. • Accessible parking must be constructed on a sealed asphalt surface. No permeable parking or pavement is permitted.	
3	Deliveries and Service Vehicles • The RMS Guide to Traffic Generating Developments advises that provision must be made on-site at a convenient location for the type of delivery service vehicles appropriate to the type of development. Consideration should also be given to the future use of the site and the type of service vehicles which may service the site. • The proposal requires 6 service bays, however, only 5 have been provided. Furthermore, the parking provided only caters for 3 SRVs and 2 MRVs. • Council is currently reviewing a similar type of garden centre development with restaurant/café and retail facilities in the area, which provides access for a 19m semi-trailer to the loading area. Consideration has also been given to separation of delivery/service vehicles and general visitor traffic. • Council therefore requires that the access road and loading area be designed to cater for an Articulated Vehicle (AV). Swept paths are required to demonstrate that the largest truck type can enter and access the loading areas. This development includes a Garden Centre and Rural Supplies, and it is not unreasonable to expect that suppliers for both of the proposed developments in the area, use AVs or will use similar large vehicles for deliveries in the future. • For operational and safety reasons, separate access should be provided for delivery/service vehicles. The loading area areas should therefore be isolated from general access roads and car park areas. Where this is not possible, larger vehicles may be restricted to deliveries outside business hours, however access for SRVs will still be permitted during the day.	See details in **Section 4.5** and **Section 4.6**.
4	Additional consideration • Mona Vale Road has an 80km/h speed limit, and is a State Road under the authority of • Transport for NSW (TfNSW). The proposal has significant changes which impact traffic generation and parking. It is therefore recommended that the Applicant refer their Development	See details in **Section 3** and **Section 5.3.**

	• Application to TfNSW as soon as possible for their consideration and comment. Further access restrictions may be imposed by TfNSW due to the nature of the development.	
5	Concluding Comments • The applicant should seek to further resolve and improve any traffic and delivery issues on the site as a result of further site development and intensification of the site use.	See details in **Section 4** and **Section 5**.

1.6 Proposal

In accordance with the plans prepared by BN Architecture and Arcadia, the proposal seeks development consent to undertake alterations and additions to the existing Hills Marketplace development located at 287 Mona Vale Road, Terrey Hills.

The proposal also seeks consent to demolish various existing structures and at-grade parking, remove several trees, to comprehensively upgrade the site landscaping, to provide additional at-grade parking and to install new business identification signage.

Development consent is sought to operate a mix of land uses from the Hills Marketplace site comprising a garden centre, a café / restaurant, a restaurant with ancillary on-site brewing facilities and a rural supplies outlet. Furthermore, development consent is sought to undertake alterations and additions to the existing Flower Shop (which benefits from existing use rights).

Specifically, the development comprises a total gross floor area (GFA) of 2,813.7 m^2 with the following breakdown:

- Retail (1,866.3m^2):
  - Flower Shop – 473.6 m^2
  - Garden Centre (including Shared Amenities) – 1,042 m^2
  - Rural Supplies – 350.7 m^2
- Restaurant – 711.6 m^2 (336 seats)
- Ancillary office – 235.9 m^2

The Proposal includes a provision of:

- 188 off-street car parking spaces (including 6 accessible car parking spaces) with the following breakdown:
  - Ground floor: 149 spaces
  - Basement: 39 spaces
- 5 service vehicle spaces (2 spaces for 8.8m medium rigid vehicles (MRVs) and 3 spaces for 6.4m small rigid vehicles (SRVs)

It should be noted that the Proposal does not seek to modify the existing vehicular access strategy onto the surrounding road network. Access to the basement car park will be retained to / from the existing internal circulation road.

Reference should be made to the site plan provided in **Figure 1** (ground and mezzanine floor plans) and **Figure 2** (overall site plan).

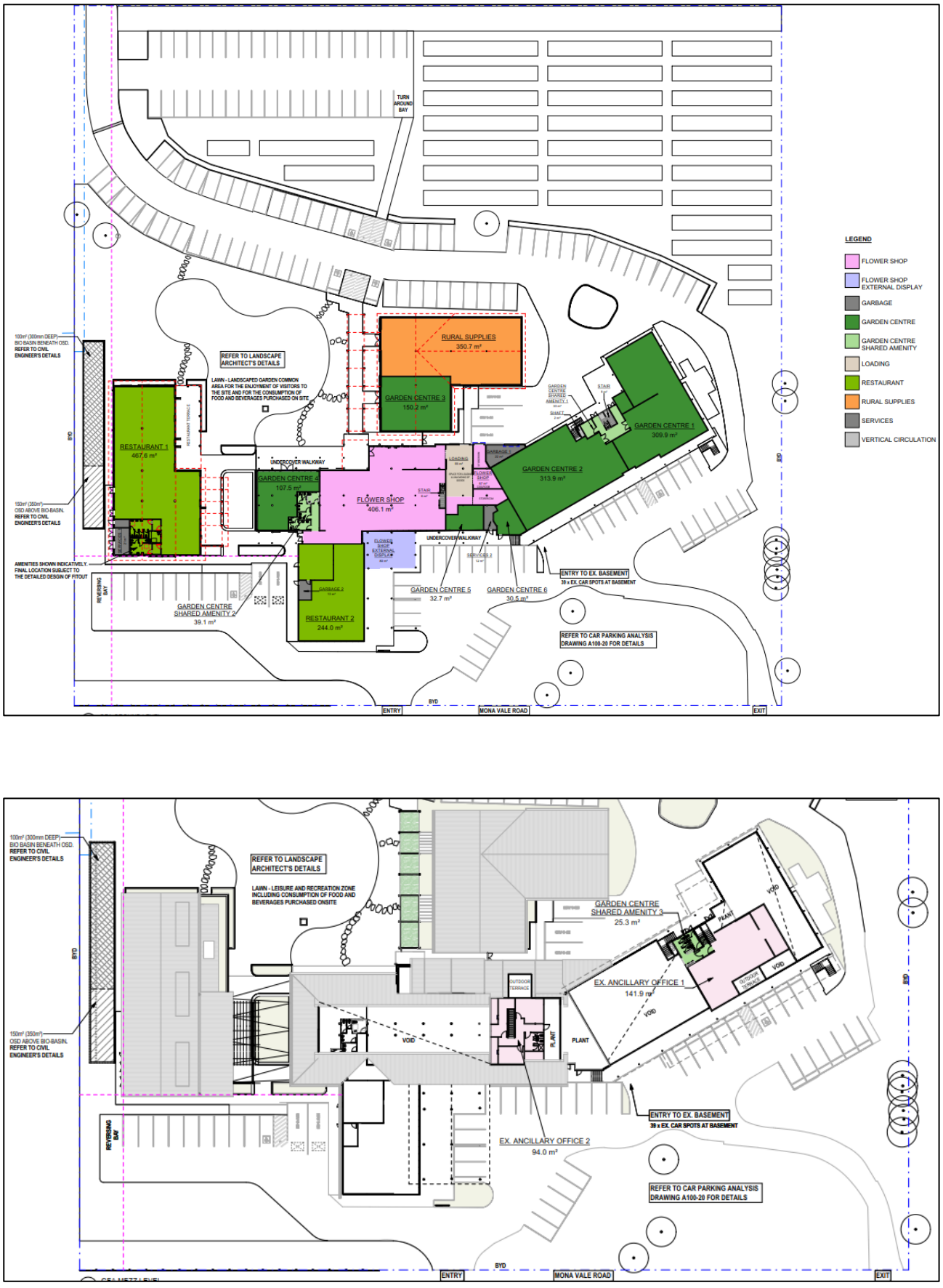

Figure 1: Proposed Ground and Mezzanine Floor Plans (Source: BN Architecture)

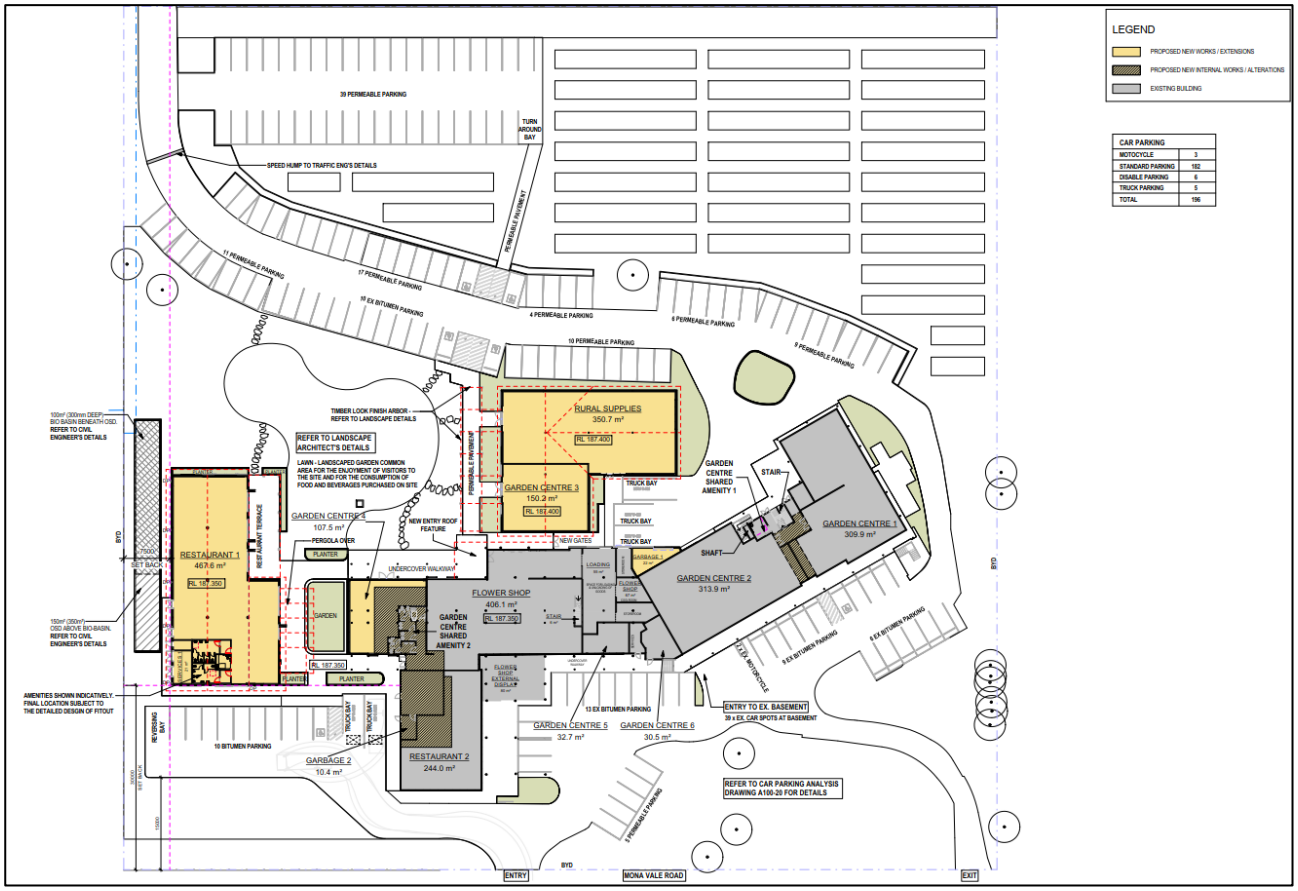

Figure 2: Overall Site Plan (Source: BN Architecture)

2 Existing Condition

2.1 Site Description & Location

The Site includes one lot with a total area of approximately 2 hectares and is bordered by Miramare Gardens to the south, the Huan Yin Buddhist Temple to the west, residential properties and gardens to the north and Mona Vale Road to the east. The legal name of the property is Lot 1/DP 845094.

The Site is currently zoned RU4: Primary Production Small Lots by the Council's Warringah Local Environmental Plan 2011 (WLEP). **Figure 3** shows the location and aerial photograph of the Site with respect to the surrounding area.

Existing land use surrounding the Site primarily consists of rural residential, public recreation and national park. Key attractors include the Terrey Hills Public School, various nurseries and Terrey Hills Tavern.

The Site is currently occupied by the following uses (See **Figure 4** for the existing Site Plan):

TABLE 2: EXISTING LAND USES

Land Use	Land Use Type	GFA/GLA (sqm)
Main Buildings	Plant Nursery, Flower Shop	1,685
Horseland 1	Rural Supplies	363
Horseland 2	Rural Supplies	207
House	Low-density Residential	110
Subtotal		2,365
Pittwater Mowers	Ancillary Office	141.9
Flower Shop	Ancillary Office	94
Subtotal		226
Total		2,591

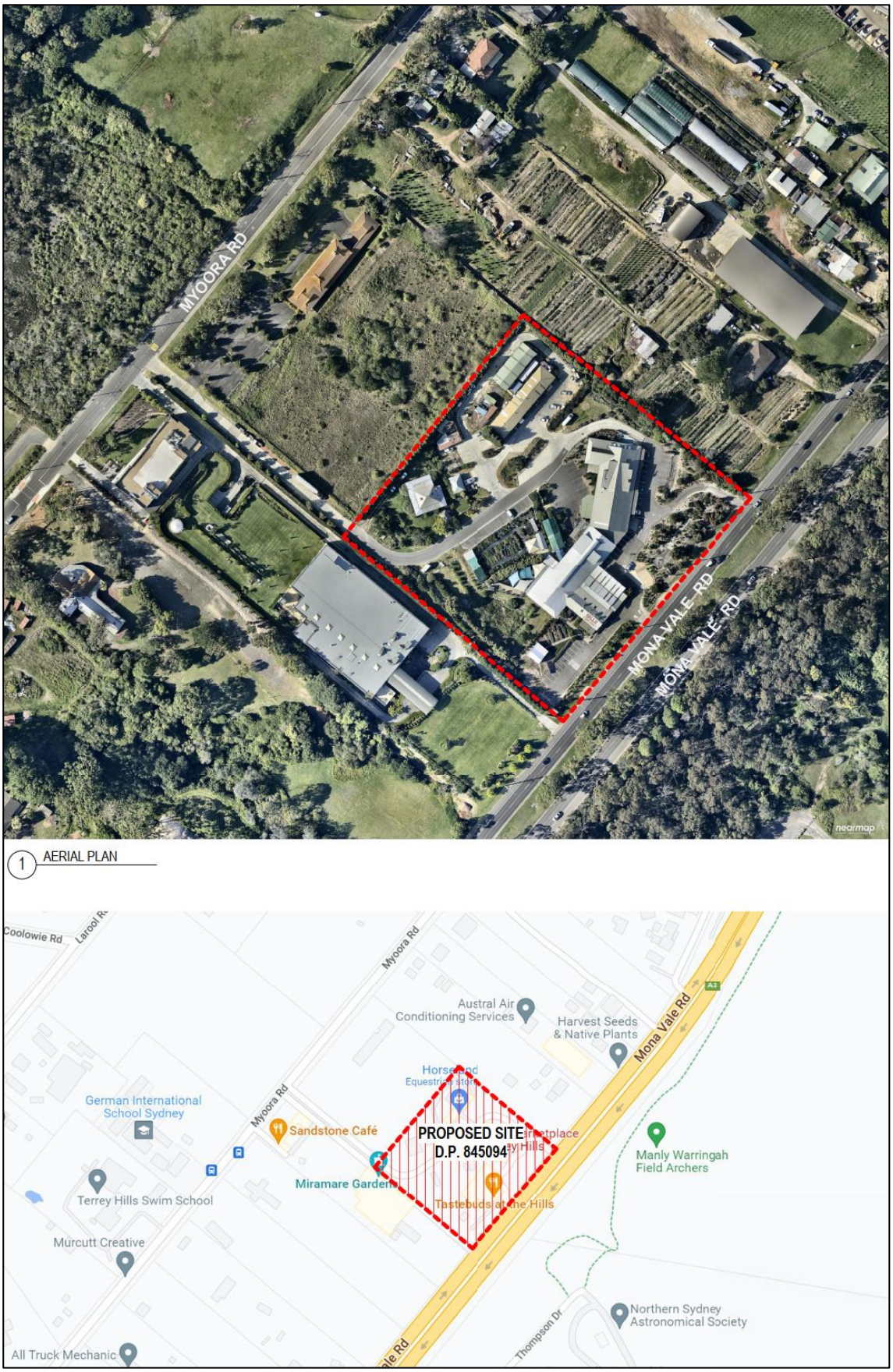

Figure 3: Aerial Plan and Location Plan (Source: BN Architecture)

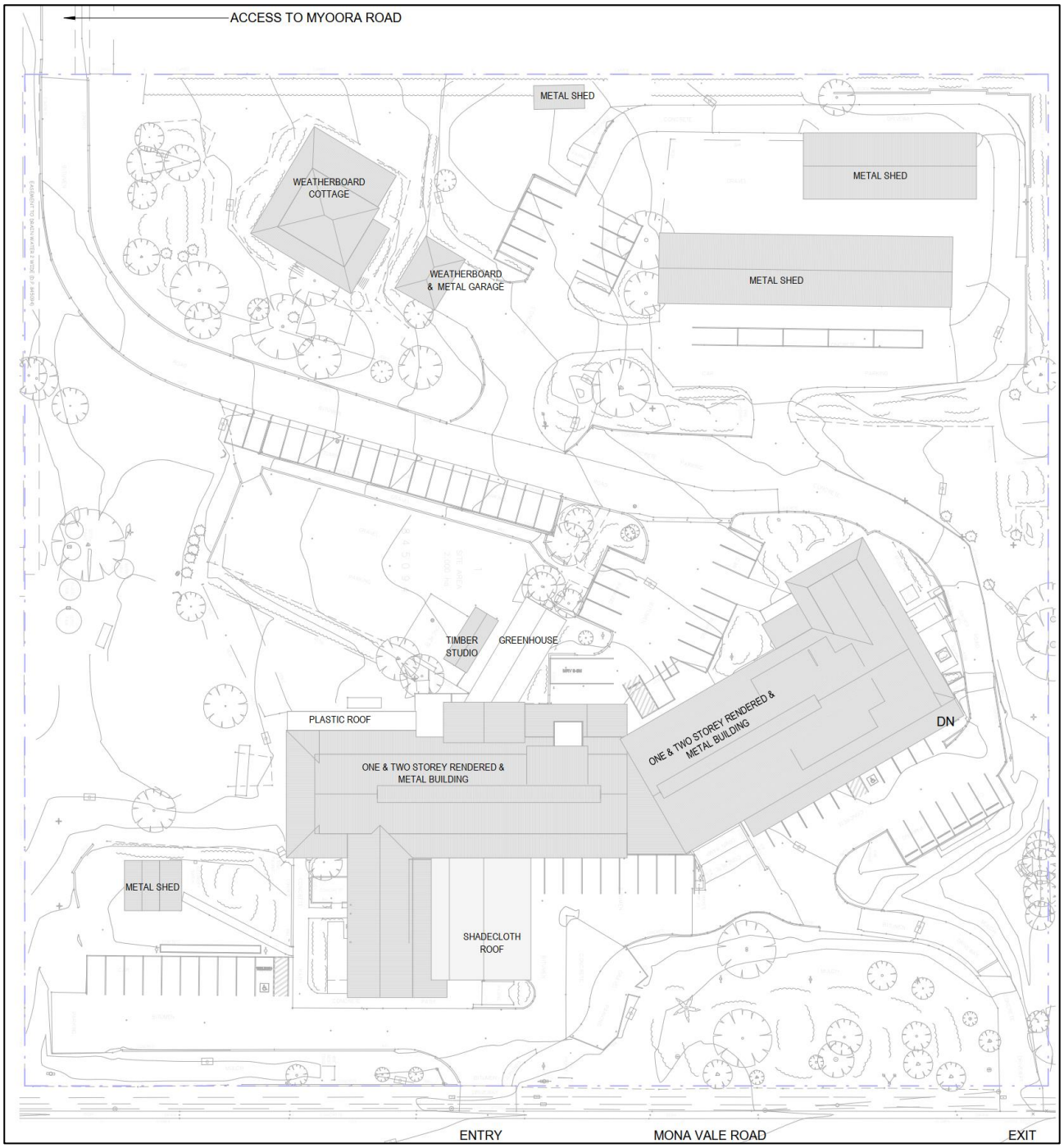

Figure 4: Existing Site Plan (Source: BN Architecture)

Vehicular access for the Site is currently provided on Mona Vale Road and Myoora Road, as summarised below, providing good distribution of traffic generated by the Site's efficient access to parking, minimising the impact on Mona Vale Road.

- Mona Vale Road: Separate entry and exit accesses
- Myoora Road: Shared entry/exit access

2.2 Road Network

2.2.1 Road Hierarchy

Key roads within the vicinity of the Site are summarised below:

- Mona Vale Road – an important arterial road connector for north-eastern Sydney. The 20km route connects Pittwater Road at Mona Vale in the northeast, to the Pacific Highway at Pymble. It is classified as a Class 4 Urban Road, and an important State Road. It is 4 lanes (2 lanes eastbound, 2 lanes westbound) in the vicinity of the Site and the speed limit is 80km/h.
- Myoora Road – a collector road providing linking Mona Vale Road to Booralie Road. The speed limit is 50km/h.

The key roads in the proximity of the site are summarised in **Table 3** with reference to the site plan and road classification in **Figure 5**.

Figure 5: Site Context and Road Classification

TABLE 3: KEY ROADS				
Road Name	**Movement and Place Classification**	**Road Classification**	**AADT[1] (vpd)**	**Speed Limit[2]**
Mona Vale Road	Movement	Arterial	~27,000	80 km/h
Myoora Road	Movement	Local Road	~14,000	50 km/h

2.2.1 Traffic Volumes

Ason Group commissioned intersection turning movement counts which were conducted at the following intersections on Saturday 2 April 2022 between the hours of 7:00 AM and 10:00 PM and Tuesday 5 April 2022 between the hours of 7:00 AM and 7:00 PM:

1. Mona Vale Rd/ Forest Way/ Myoora Rd
2. Mona Vale Rd/ Cooyong Rd
3. Cooyong Rd/ Myoora Rd
4. Myoora Rd/ Hills Marketplace Access
5. Myoora Rd/ Aumuna Rd
6. Mona Vale Rd/ Hills Marketplace Ingress
7. Mona Vale Rd/ Hills Marketplace Egress

Based on the traffic count data, it has been assessed that the Peak hours occur during the following times:

- Weekday AM Peak: 7:45 AM - 8:45 AM
- Weekday PM Peak: 4:15 PM - 5:15 PM
- Weekend MD Peak: 12:15 PM - 1:15 PM

Appendix A illustrates the Year 2022 baseline weekday and weekend peak traffic movements for the 8 intersections in the proximity of the Site.

2.3 Existing Public Transport

2.3.1 Public Bus Connectivity

The Site has good access to public bus services. With reference to existing public bus service connectivity for the area, 2 bus stops are located within 400m distance of the Site along Myoora Road and provide serviceability to seven routes, summarised in **Table 4** and illustrated in **Figure** 5**6**.

The Site is considered to have good access to public bus services.

TABLE 4 BUS SERVICES		
Route	**Description**	**Peak-Hour Frequency**
196	Mona Vale to Gordon	Every 30 minutes

[1] *Typical traffic adopted from historical peak hour surveys.*
[2] *Signposted speed*

197	Mona Vale to Macquarie University via Gordon	
260	Terrey Hills to North Sydney	
270	Terrey Hills to City QVB	
270X	Terrey Hills to City QVB (Express Service)	
271	Belrose to City QVB	
284	Duffys Forest to Terrey Hills & Chatswood	

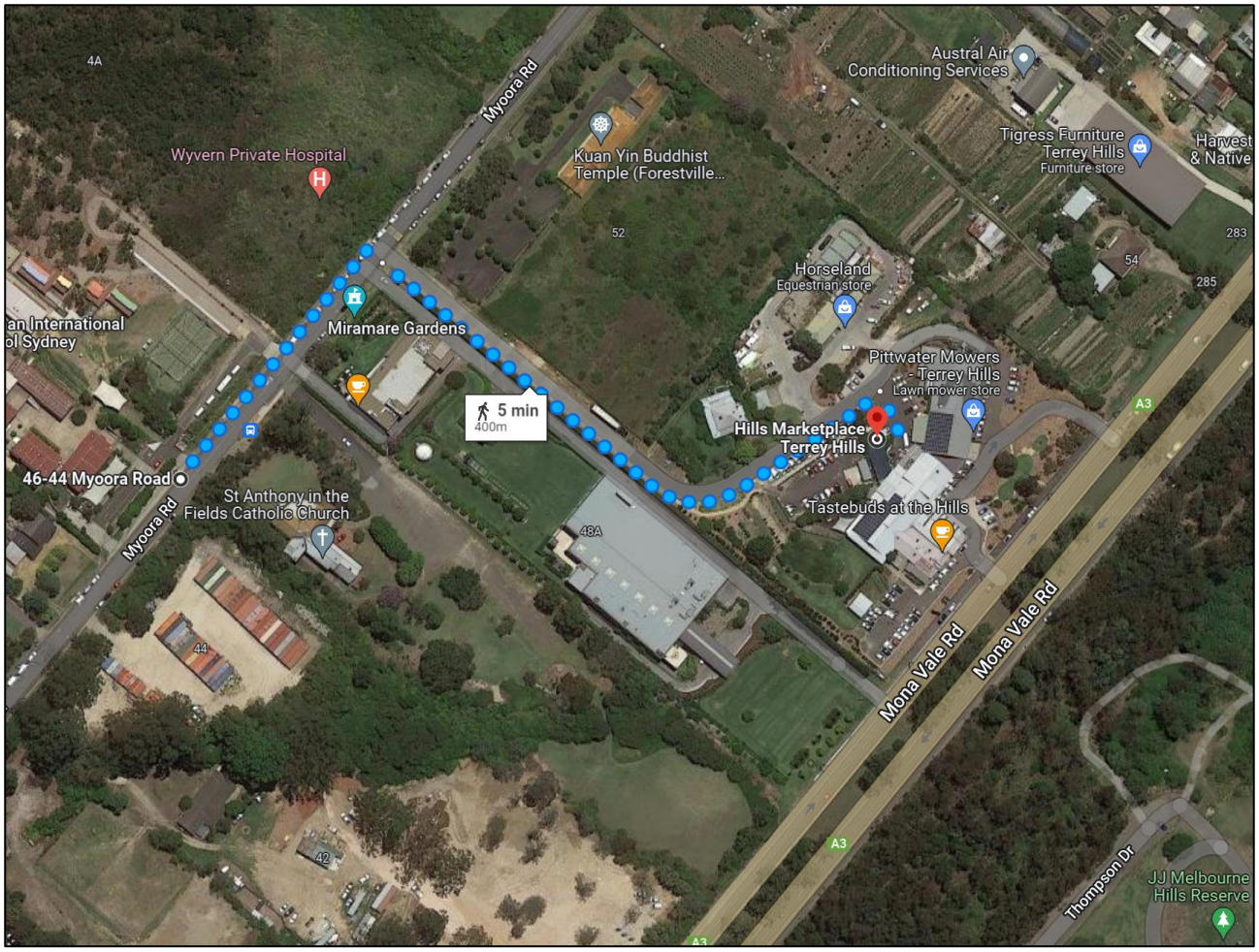

Figure 6: Existing Bus Stop Access

2.3.2 Pedestrian Infrastructure

There is currently no pedestrian footpath along Mona Vale Road with limited pedestrian infrastructure along Myoora Road.

Pedestrian footpaths are provided along the majority of the connection between the bus stops and the Site's access driveway on Myoora Road.

2.3.3 Cycling Infrastructure

At present, there are limited dedicated on-road cycling facilities through the Terrey Hills area, as shown in **Figure 7**. The following bicycle routes are available in the vicinity of the Site:

- Regional routes:
  - Mona Vale Road
- Local routes:
  - Aumuna Road
  - Forest Way

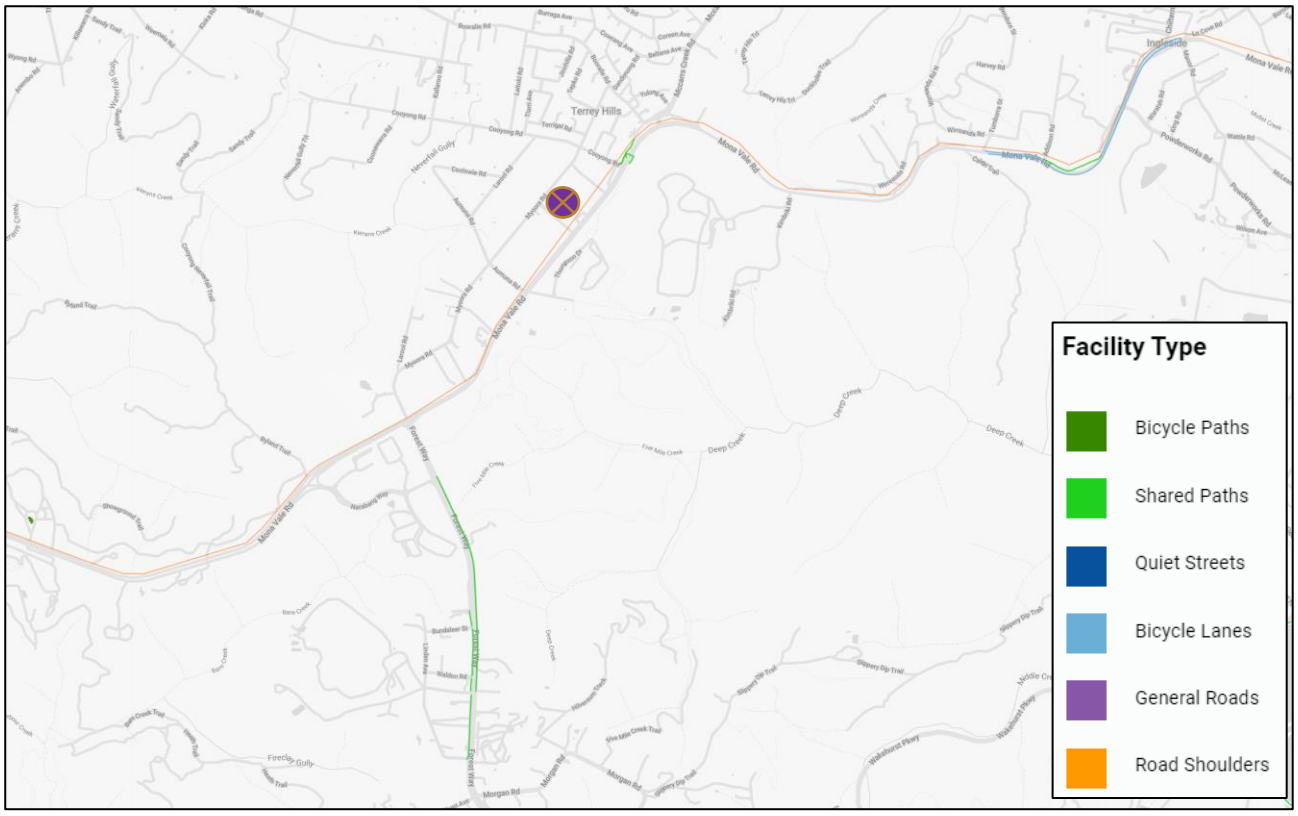

Figure 7: Cycling Network (Source: Cycleway Finder)

2.4 Road Safety

A review of the TfNSW *Centre for Road Safety* database has been undertaken to establish the crash history within the immediate vicinity of the Site. The results are based on crashes over a five-year period between 2017 and 2021. Locations of recorded crashes are shown in **Figure** 7**8** and details summarised in **Table 5**.

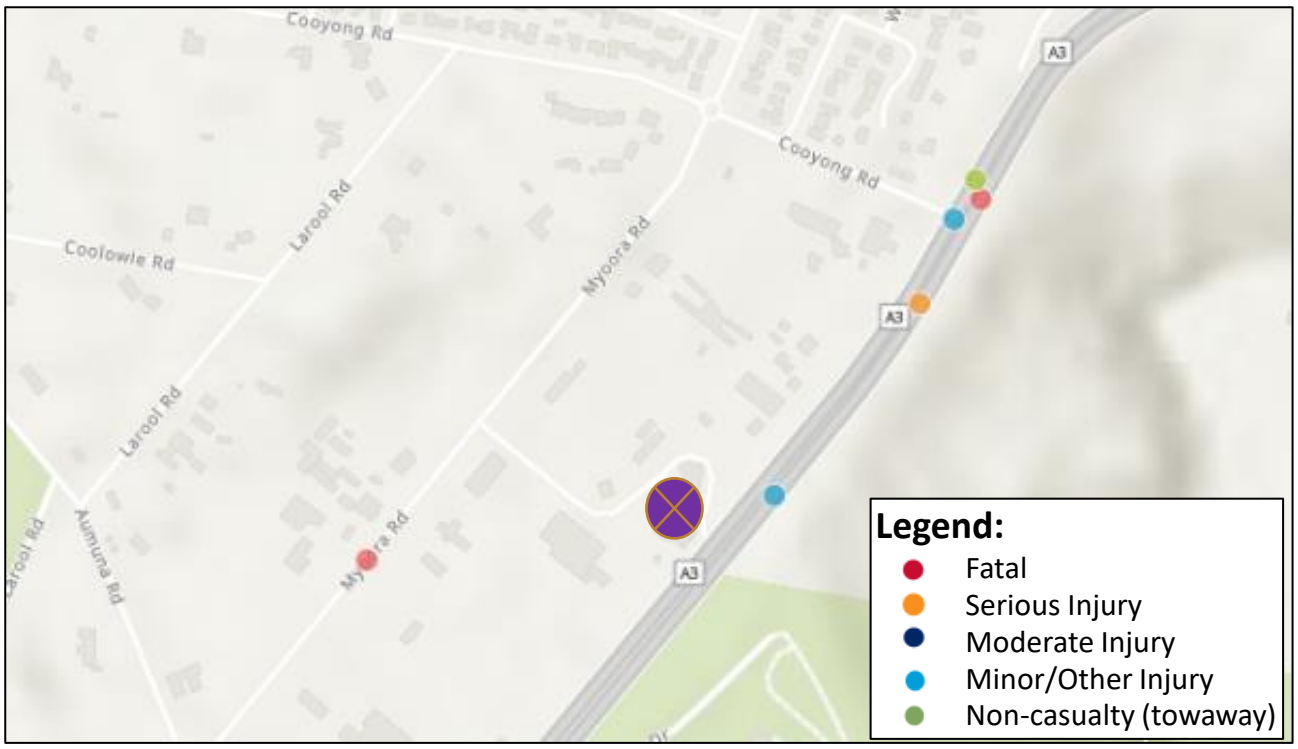

Figure 8: Crash Location and Type (2016-2020)

TABLE 5 CRASH TYPOLOGY

Reporting Year	Location	RUM Code	Number Injured	Number Killed	Degree of crash
2017	Cooyong Road/Mona Vale Road intersection	23 – Right/left	1	Nil	Moderate Injury
	Cooyong Road/Mona Vale Road intersection	39 – Other same direction	Nil	Nil	Non-casualty (towaway)
2020	Cooyong Road/Mona Vale Road intersection	0 – Ped nearside	2	Nil	Serious Injury
2021	Myoora Road between the Site and Aumuna Road	47 – Emerging from a driveway	Nil	Nil	Non-casualty (towaway)
	Mona Vale Road between Cooyong Road and the Site	73 – Off-road right - object	Nil	1	Fatal
	Mona Vale Road between Cooyong Road and the Site	73 – Off-road right - object	1	Nil	Moderate injury

Crashes which occurred within 400m of the Site are extracted and detailed above.

In 2021, there was a fatal crash on Mona Vale Road between Cooyong Road and the Site. A review of the crash indicates that the car crashed left into a tree on Mona Vale Road at 8.30am. It is noted that the crash

occurred on the 22 March 2021 where Sydney had very much above average rainfall, with many sites reporting more than three times the monthly average and a number of sites recorded their highest March daily rainfall on record on either 21 or 22 March, with totals in excess of 100 mm at many locations.

Notwithstanding the above, no crashes have been recorded in the vicinity of the Site access driveways on Mona Vale Road or Myoora Road or within the immediate Site frontage roads.

3 Traffic Assessment

3.1 Modelling Input / Assumptions

3.1.1 SIDRA Input Parameters

All modelling assessments for this study were carried out in SIDRA Network software version 9, with the below input parameters:

- 'Current Setup' was set to New South Wales.
- Site Level of Service Method was set to 'Delay (RTA NSW)'.
- Physical features of the existing intersection geometries were coded with reference to the latest Nearmap aerial imageries (captured on 17th April 2022).
- Default values for Basic Saturation Flow, peak flow factor and pedestrian walking speed were unchanged.
- Speed limits were input as per existing posted speed limits at each location.
- Signal phasing and timing were based on TfNSW's SCATS data.

The adjusted parameters are presented in **Table 6**.

TABLE 6: MODELLED INTERSECTIONS AND PARAMETER ADJUSTMENTS

#	Intersection Name	Control	Peak Hour	Adjustment
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	AM PM	• Pedestrian protection of 4s on all left-turning movements • Arrival type for the west approach adjusted from Program to 5 • Arrival type for the east approach adjusted from Program to 4
2	Mona Vale Rd/ Cooyong Rd	Priority	AM PM	• Bunching factor adjusted from 0% to 20% for the north approach
3	Cooyong Rd/ Myoora Rd	Roundabout	AM PM	• Bunching factor adjusted from 0% to 20% for the west approach
4	Myoora Rd/ Hills Marketplace Access	Priority	AM PM	• Bunching factor adjusted from 0% to 20% for the north approach
5	Myoora Rd/ Aumuna Rd	Roundabout	AM PM	• Bunching factor adjusted from 0% to 20% for the north approach
6	Mona Vale Rd/ Hills	Priority	AM	• Bunching factor adjusted from 0% to 20% for the north approach

#	Intersection Name	Control	Peak Hour	Adjustment
	Marketplace Ingress		PM	
7	Mona Vale Rd/ Hills Marketplace Egress	Priority	AM PM	• Bunching factor adjusted from 0% to 20% for the north approach

These models were calibrated and validated against the observed back-of-queue information and queue length survey data, in accordance with TfNSW Traffic Modelling Guidelines. A comparison of observed and modelled queues for the Development AM and PM peak hours is presented in **Table 7** and **Table 8**, respectively.

TABLE 7 COMPARISON OF OBSERVED & MODELLED DEVELOPMENT AM PEAK QUEUE

#	Intersection Name	Control	Approach	Modelled 95th Queue (No. of Vehicles)	Observed 95th Percentile Queue (No. of Vehicles)
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	South	10.5	10
			East	14.8	14
			North	3.5	3
			West	12.7	12
2	Mona Vale Rd/ Cooyong Rd	Signalised	South	0.8	1
			North	0.8	1
			West	4.9	5
3	Cooyong Rd/ Myoora Rd	Roundabout	South	0.3	1
			East	0.3	1
			North	0.1	1
			West	0.3	1
4	Myoora Rd/ Hills Marketplace Access	Priority	East	0	0
			North	0	0
			West	0	0
5	Myoora Rd/ Aumuna Rd	Priority	South	0.1	0
			East	0.1	0
			North	0.1	0
			West	0.1	0
6	Mona Vale Rd/ Hills Marketplace Ingress	Priority	East	0	0
			North	0.1	0
			West	0	0

7	Mona Vale Rd/ Hills Marketplace Egress	Priority	South	0.1	0
			East	0.7	1
			North	0.2	0
			West	0	0

TABLE 8 COMPARISON OF OBSERVED & MODELLED DEVELOPMENT PM PEAK QUEUE

#	Intersection Name	Control	Approach	Modelled 95th Queue (No. of Vehicles)	Observed 95th Percentile Queue (No. of Vehicles)
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	South	10.5	10
			East	14.8	14
			North	3.5	3
			West	12.7	12
2	Mona Vale Rd/ Cooyong Rd	Signalised	South	0.8	1
			North	0.8	1
			West	4.9	5
3	Cooyong Rd/ Myoora Rd	Roundabout	South	0.3	1
			East	0.3	1
			North	0.1	1
			West	0.3	1
4	Myoora Rd/ Hills Marketplace Access	Priority	East	0	0
			North	0	0
			West	0	0
5	Myoora Rd/ Aumuna Rd	Priority	South	0.1	0
			East	0.1	0
			North	0.1	0
			West	0.1	0
6	Mona Vale Rd/ Hills Marketplace Ingress	Priority	East	0	0
			North	0.1	0
			West	0	0
7	Mona Vale Rd/ Hills Marketplace Egress	Priority	South	0.1	0
			East	0.7	1
			North	0.2	0
			West	0	0

3.2 Baseline SIDRA Performance Testing

The performance of the existing road network is largely dependent on the operating performance of key intersections, which are critical capacity control points on the road network. SIDRA Intersection 9 modelling software was used to assess the proposed peak hour operating performance of intersections on the surrounding road network at key intersections within proximity of the site.

In accordance with RMS (now Transport for NSW) *Guide to Traffic Generating Developments V2.2* (2002) (RMS Guide), the Levels of Service (LoS) relevant to local roads are used to evaluate the operational performance of intersections.

According to the RMS guidelines, roads operating at LoS D or better are generally considered to have acceptable flow conditions because they are below capacity. Roads operating at LoS E or worse are generally considered to have unacceptable flow conditions because they are at or above capacity. In this regard, the operating performance of the key intersections has been analysed using the SIDRA Intersection 9 software.

SIDRA modelling outputs a range of performance measures, in particular:

- **Level of Service (LoS)** – The LoS is a qualitative measure used to relate the quality of motor vehicle traffic service. LoS is used to analyse roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion.
- **Average Vehicle Delay (AVD)** – The AVD (or average delay per vehicle in seconds) for intersections also provides a measure of the operational performance of an intersection and is used to determine an intersection's Level of Service (see below). For signalised intersections, the AVD reported relates to the average of all vehicle movements through the intersection. For priority (Give Way, Stop & Roundabout controlled) intersections, the AVD reported is that for the movement with the highest AVD.
- **Degree of Saturation (DoS)** – The DoS of an intersection (typically under traffic signal control) or a link measures the demand relative to the total capacity. A DoS value of 100% means that demand and capacity are equal and no further traffic is able to progress through the junction.

The SIDRA recommended criteria for the assessment of intersections as references by the RMS Guide are outlined in **Table 9**.

TABLE 9: RMS LEVEL OF SERVICE GUIDELINES

Level of Service	Average Delay per Vehicle (Sec/Veh)	Traffic Signals, Roundabout	Give Way and 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	More than 70	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode or major treatment

3.2.1 SIDRA Layout

Figure 9 captures the layout geometry of the existing intersection configurations as interpreted in the SIDRA modelling software.

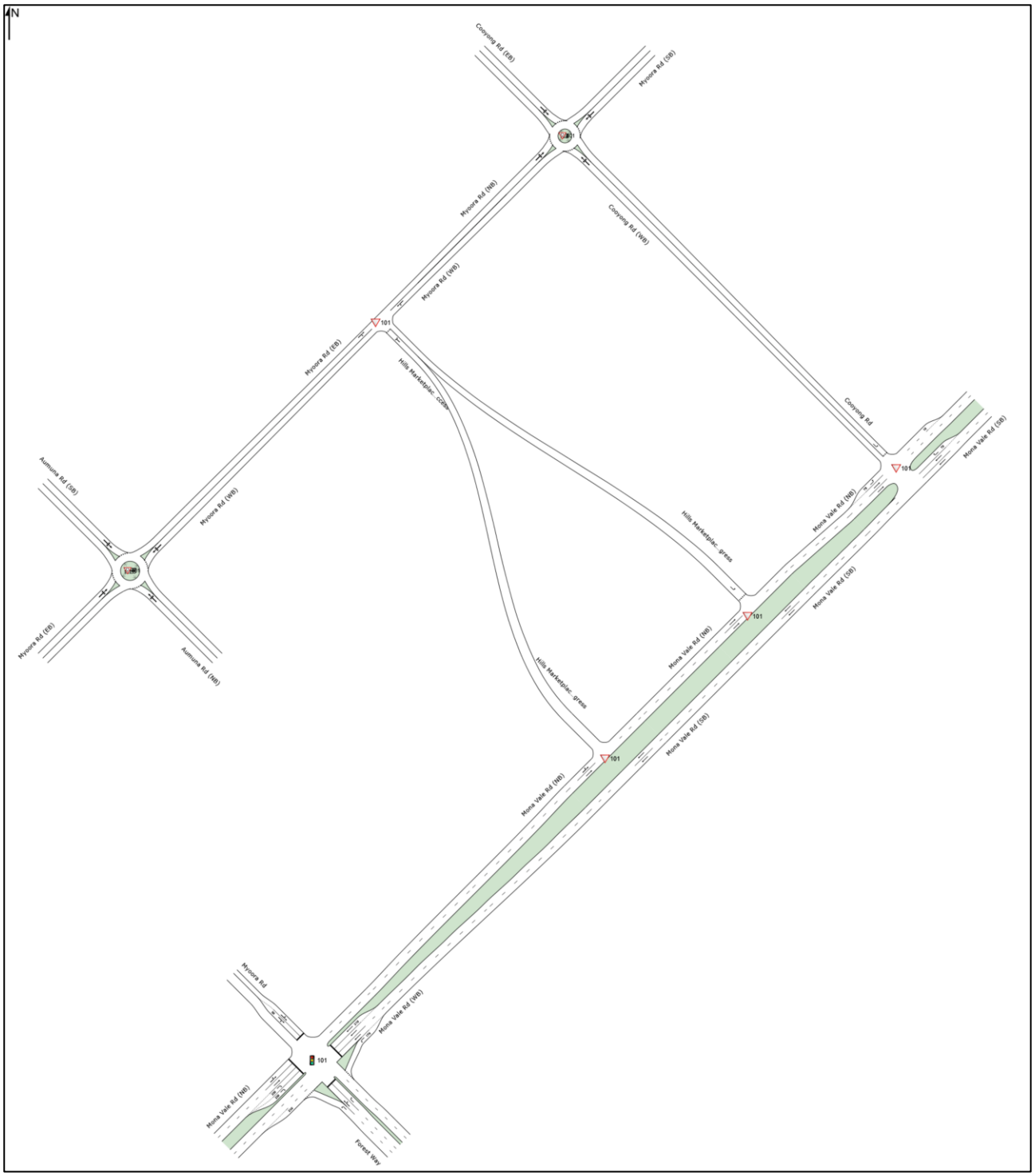

Figure 9: Existing intersection layout as modelled in SIDRA Intersection 9

3.2.2 Existing Intersection Performance

The results of the baseline SIDRA Intersection assessment are provided in **Table 10.**

TABLE 10 EXISTING YEAR 2022 DEVELOPMENT AM & PM PEAK HOUR INTERSECTION PERFORMANCE

#	Intersection Name	Control	Period	Level of Service	Degree of Saturation	Intersection Delay (s)
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	Weekday AM	LoS C	0.879	34.7
			Weekday PM	LoS C	0.771	41.4
			Weekend MD	LoS C	0.748	41.9
2	Mona Vale Rd/ Cooyong Rd	Priority	Weekday AM	LoS B	0.423	27.6
			Weekday PM	LoS C	0.232	30.4
			Weekend MD	LoS C	0.352	38.2
3	Cooyong Rd/ Myoora Rd	Roundabout	Weekday AM	LoS A	0.187	6.7
			Weekday PM	LoS A	0.184	6.8
			Weekend MD	LoS A	0.207	6.6
4	Myoora Rd/ Hills Marketplace Access	Priority	Weekday AM	LoS A	0.117	13.2
			Weekday PM	LoS A	0.156	13.2
			Weekend MD	LoS A	0.157	13.2
5	Myoora Rd/ Aumuna Rd	Roundabout	Weekday AM	LoS A	0.158	8.8
			Weekday PM	LoS A	0.090	8.2
			Weekend MD	LoS A	0.096	8.8
6	Mona Vale Rd/ Hills Marketplace Ingress	Priority	Weekday AM	LoS B	0.404	15.9
			Weekday PM	LoS B	0.439	15.8
			Weekend MD	LoS B	0.485	15.7
7	Mona Vale Rd/ Hills Marketplace Egress	Priority	Weekday AM	LoS A	0.039	5.5
			Weekday PM	LoS A	0.045	6.3
			Weekend MD	LoS A	0.104	7.9

A copy of the existing detailed SIDRA results is presented in **Appendix B.**

3.3 Trip Generation

3.3.1 Existing Trip Generation

The traffic surveys at the Site's accesses indicated the following peak-hour vehicular traffic generation:

- Weekday AM Peak: 97 vehicles per hour

- Weekday PM Peak: 115 vehicles per hour
- Weekend MD Peak: 199 vehicles per hour

Based on the existing GFA of 2,255m^2 for plant nursery/flower shop and rural supplies uses, noting that the existing house and ancillary office results in minor traffic generations, the peak-hour traffic generation rates associated with the existing land uses are as follows:

- Weekday AM Peak: 4.31 vehicles per hour per 100m^2 GFA
- Weekday PM Peak: 5.10 vehicles per hour per 100m^2 GFA
- Weekend MD Peak: 8.83 vehicles per hour per 100m^2 GFA

It should be noted that the above-surveyed rates are generally higher than the traffic generation rates suggested by The Guide to Traffic Generating Developments (Roads and Maritime Services, 2002) and Technical Direction TDT 2013/ 04 Guide to Traffic Generating Developments Updated traffic surveys (TDT 2013/ 04) as shown in **Table 11**.

TABLE 11 THE GUIDE TO TRAFFIC GENERATING DEVELOPMENTS

Land Use	Weekday AM	Weekday PM	Weekend MD	Reference	Unit
Retail (Bulky Goods)	NA	2.7	3.9	TDT 2013/ 04	GFA

3.3.2 Future Trip Generation

Traffic generation rates for the existing uses such as the flower shop, plant nursery and rural supplies have been sourced from the above traffic surveyed rates. The Guide to Traffic Generating Developments recommends a rate of 5 trips per 100m^2 GFA for restaurant use.

TDT 2013/ 04 specifies the following AM and PM peak hour traffic generation rates for office use:

- Weekday AM Peak: 1.6 vehicle trips per 100m^2 GFA
- Weekday PM Peak: 1.2 vehicle trips per 100m^2 GFA

It should be noted that the utilisation of the above traffic generation rates presents a conservative assessment noting that the office use is ancillary to the development.

Based on the existing traffic surveys, the directional split of traffic for the existing flower shop, garden centre and rural supplies uses is observed to be as follows during the peak hours:

- Weekday AM Peak: 57 percent inbound/ 43 percent outbound
- Weekday PM Peak: 38 percent inbound/ 62 percent outbound
- Weekend MD Peak: 47 percent inbound/ 53 percent outbound

The directional split of traffic for the restaurant and ancillary office has been assumed as follows:

Restaurant

- 50 percent inbound/ 50 percent outbound

Ancillary Office

- Weekday AM Peak: 80 percent inbound/ 20 percent outbound

- Weekday PM Peak: 20 percent inbound/ 80 percent outbound

Based on the traffic generates rates set out in **Table 12,** the traffic generation estimates of the peak hour traffic volumes resulting from the proposed development are provided in **Table 13**.

TABLE 12 WEEKDAY AM & PM, WEEKEND MD PEAK HOUR TRAFFIC GENERATION RATES

Land Use	GFA	Source of Traffic Generation Rates	Traffic Generation Rates (vehicles per hour per 100m^2 GFA)		
			Weekday AM	Weekday PM	Weekend MD
Flower Shop	473.6	Survey	4.31	5.10	8.83
Restaurant	711.6	Guide to Traffic Generating Developments	5.00	5.00	5.00
Garden Centre	1,042	Survey	4.31	5.10	8.83
Rural Supplies	350.7	Survey	4.31	5.10	8.83
Ancillary Office	235.9	TDT 2013/ 04	1.6	1.2	0

TABLE 13 WEEKDAY AM & PM, WEEKEND MD PEAK HOUR TRAFFIC GENERATION

Land Use	GFA	Traffic Generation Rates (vehicles per hour per 100m^2 GFA)		
		Weekday AM	Weekday PM	Weekend MD
Flower Shop	473.6	21 (12 in, 9 out)	25 (10 in, 15 out)	42 (20 in, 22 out)
Restaurant	711.6	36 (18 in, 18 out)	36 (18 in, 18 out)	36 (18 in, 18 out)
Garden Centre	1,042	45 (25 in, 20 out)	54 (21 in, 33 out)	92 (44 in, 48 out)
Rural Supplies	350.7	16 (9 in, 7 out)	18 (7 in, 11 out)	31 (15 in, 16 out)
Ancillary Office	235.9	4 (4 in, 0 out)	3 (1 in, 2 out)	0 (0 in, 0 out)
Total		**122 (68 in, 54 out)**	**136 (57 in, 79 out)**	**201 (97 in, 104 out)**

3.3.3 Net Increase

TABLE 14 NET INCREASE IN PEAK HOUR TRAFFIC GENERATION

Development	Traffic Generation Rates (vehicles per hour per 100m^2 GFA)		
	Weekday AM	Weekday PM	Weekend MD
Existing	97	115	199
Future	122	136	201
Net Increase	**25**	**21**	**2**

Based on the above rate, the projected increase of peak traffic generation outcome for the proposed development use, would be no more than 25 vehicles per hour. The traffic generation of this order of magnitude being equivalent to some 1 vehicle every 3 minutes during the peak hours, is minor in the context of the local and arterial road system.

3.4 Trip Assignment

3.4.1 Trip Distribution

The traffic directional distribution and assignment of traffic generated by the proposed development would be influenced by the following factors:

- Configuration of access points to the site
- Geographical location of households near the site and the proposed Development catchment areas in the locality where staff/visitors will likely travel to and from the Development via private vehicles.
- Existing operation of intersections providing access between the local road network and the Development site

3.4.2 Trip Distribution and Assignments

The Development AM and PM peak-hour generated traffic distributions and assignments to/from the Site is illustrated in **Appendix C.**

3.5 Intersection Performance

3.5.1 Scenarios

A comparison between Future Base and Future with Development Traffic scenarios will provide the potential impacts of the proposed development. Future models have been developed for the Opening Year (2024) and Future Horizon year (2034).

A review of the TfNSW Traffic Volume Viewer data at the Mona Vale Road (57024) count station indicates annual compound growth rates of 0.75% and 0.26% for the weekday and weekend traffic, respectively.

To provide a conservative assessment, annual compound growth rates of 1% and 0.5% were applied to obtain the future Year 2024 and 2034 background weekday and weekend traffic, respectively.

In summary, the modelling scenarios undertaken are provided in **Table 15** with the intersection turning volumes for each scenario detailed in **Appendix D**.

TABLE 15 MODELLING SCENARIOS

Scenario	Year	Name	Description
1	2024	2024 Base	2022 Base scaled up based on a 1.0% p.a. growth rate for weekday traffic and a 0.5% p.a. growth rate for weekend traffic
2	2034	2034 Base	2022 Base scaled up based on a 1.0% p.a. growth rate for weekday traffic and a 0.5% p.a. growth rate for weekend traffic
3	2024	2024 Base + Development	2024 Base with Development
4	2034	2034 Base + Development	2034 Base with Development

3.5.2 Intersection Impact

Without Development Traffic

The SIDRA Intersection modelling results for the 2024 Open Year with a 1% compounded growth for weekday traffic and 0.5% compounded growth for the weekend traffic are presented in **Table 16.**

TABLE 16 SCENARIO 1: INTERSECTION PERFORMANCE YEAR 2024 (1% GROWTH FOR WEEKDAY TRAFFIC & 0.5% GROWTH FOR WEEKEND TRAFFIC)

#	Intersection Name	Control	Period	Level of Service	Degree of Saturation	Intersection Delay (s)
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	Weekday AM	LoS C	0.887	37.3
			Weekday PM	LoS D	0.830	44.2
			Weekend MD	LoS D	0.812	44.4
2	Mona Vale Rd/ Cooyong Rd	Priority	Weekday AM	LoS C	0.471	30.4
			Weekday PM	LoS C	0.282	35.2
			Weekend MD	LoS D	0.427	45.9
3	Cooyong Rd/ Myoora Rd	Roundabout	Weekday AM	LoS A	0.199	6.8
			Weekday PM	LoS A	0.200	6.9
			Weekend MD	LoS A	0.221	6.7
4	Myoora Rd/ Hills Marketplace Access	Priority	Weekday AM	LoS A	0.122	13.3
			Weekday PM	LoS A	0.163	13.2
			Weekend MD	LoS A	0.165	13.2
5	Myoora Rd/ Aumuna Rd	Roundabout	Weekday AM	LoS A	0.168	8.9
			Weekday PM	LoS A	0.099	8.3
			Weekend MD	LoS A	0.105	9.0
6	Mona Vale Rd/ Hills Marketplace Ingress	Priority	Weekday AM	LoS B	0.413	16.0
			Weekday PM	LoS B	0.458	15.9
			Weekend MD	LoS B	0.505	15.7
7		Priority	Weekday AM	LoS A	0.047	6.1

	Mona Vale Rd/ Hills Marketplace Egress		Weekday PM	LoS A	0.051	7.0
			Weekend MD	LoS A	0.132	9.5

With reference to the tables above, the key intersections analysed are anticipated to perform to at LoS D or better during the Development AM and PM as well as weekend MD peak periods without the development.

The SIDRA Intersection modelling results for the 2034 Open Year with a 1% compounded growth for weekday traffic and 0.5% compounded growth for the weekend traffic are presented in **Table 16.**

TABLE 17 SCENARIO 2: INTERSECTION PERFORMANCE YEAR 2034 (1% GROWTH FOR WEEKDAY TRAFFIC & 0.5% GROWTH FOR WEEKEND TRAFFIC)

#	Intersection Name	Control	Period	Level of Service	Degree of Saturation	Intersection Delay (s)
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	Weekday AM	LoS D	0.897	49.3
			Weekday PM	LoS D	0.894	48.0
			Weekend MD	LoS D	0.827	45.2
2	Mona Vale Rd/ Cooyong Rd	Priority	Weekday AM	LoS D	0.691	48.5
			Weekday PM	LoS D	0.396	48.0
			Weekend MD	LoS D	0.460	49.5
3	Cooyong Rd/ Myoora Rd	Roundabout	Weekday AM	LoS A	0.222	7.0
			Weekday PM	LoS A	0.216	7.0
			Weekend MD	LoS A	0.225	6.7
4	Myoora Rd/ Hills Marketplace Access	Priority	Weekday AM	LoS A	0.134	13.3
			Weekday PM	LoS A	0.176	13.2
			Weekend MD	LoS A	0.168	13.2
5	Myoora Rd/ Aumuna Rd	Roundabout	Weekday AM	LoS A	0.189	9.1
			Weekday PM	LoS A	0.108	8.4
			Weekend MD	LoS A	0.107	9.0
6	Mona Vale Rd/ Hills Marketplace Ingress	Priority	Weekday AM	LoS B	0.456	15.9
			Weekday PM	LoS B	0.492	15.9
			Weekend MD	LoS B	0.512	15.7
7	Mona Vale Rd/ Hills Marketplace Egress	Priority	Weekday AM	LoS A	0.060	7.6
			Weekday PM	LoS A	0.065	8.4
			Weekend MD	LoS A	0.140	9.8

The analysis indicated that for the Year 2034 with a with a 1% compounded growth for weekday traffic and 0.5% compounded growth for the weekend traffic, the key intersections would operate at acceptable LoS.

The intersections of Mona Vale Rd/ Forest Way/ Myoora Rd and Mona Vale Rd/ Cooyong Rd are expected to operate at a DoS greater than 0.9, which suggests that these intersections will be operating over their capacity.

The full SIDRA output data for Scenarios 1 and 2 are provided in **Appendix E**.

With Development Traffic

The SIDRA Intersection modelling results for the Years 2024 and 2034 with a 1% compounded growth for weekday traffic and 0.5% compounded growth for the weekend traffic and the addition of Development Traffic are presented in **Table 18** and **Table 19**, respectively.

TABLE 18 SCENARIO 3: INTERSECTION PERFORMANCE YEAR 2024 (1% GROWTH FOR WEEKDAY TRAFFIC & 0.5% GROWTH FOR WEEKEND TRAFFIC) PLUS DEVELOPMENT TRAFFIC

#	Intersection Name	Control	Period	Level of Service	Degree of Saturation	Intersection Delay (s)
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	Weekday AM	LoS C	0.893	39.2
			Weekday PM	LoS D	0.831	44.6
			Weekend MD	LoS D	0.816	44.5
2	Mona Vale Rd/ Cooyong Rd	Priority	Weekday AM	LoS C	0.522	33.3
			Weekday PM	LoS C	0.299	36.0
			Weekend MD	LoS D	0.436	46.4
3	Cooyong Rd/ Myoora Rd	Roundabout	Weekday AM	LoS A	0.207	6.9
			Weekday PM	LoS A	0.202	6.9
			Weekend MD	LoS A	0.222	6.7
4	Myoora Rd/ Hills Marketplace Access	Priority	Weekday AM	LoS A	0.127	13.3
			Weekday PM	LoS A	0.166	13.2
			Weekend MD	LoS A	0.166	13.2
5	Myoora Rd/ Aumuna Rd	Roundabout	Weekday AM	LoS A	0.173	9.0
			Weekday PM	LoS A	0.100	8.3
			Weekend MD	LoS A	0.105	9.0
6	Mona Vale Rd/ Hills Marketplace Ingress	Priority	Weekday AM	LoS B	0.425	15.9
			Weekday PM	LoS B	0.461	15.8
			Weekend MD	LoS B	0.506	15.7
7	Mona Vale Rd/ Hills Marketplace Egress	Priority	Weekday AM	LoS A	0.061	6.2
			Weekday PM	LoS A	0.064	7.0
			Weekend MD	LoS A	0.135	9.5

TABLE 19 SCENARIO 4: INTERSECTION PERFORMANCE YEAR 2034 (1% GROWTH FOR WEEKDAY TRAFFIC & 0.5% GROWTH FOR WEEKEND TRAFFIC) PLUS DEVELOPMENT TRAFFIC

#	Intersection Name	Control	Period	Level of Service	Degree of Saturation	Intersection Delay (s)
1	Mona Vale Rd/ Forest Way/ Myoora Rd	Signalised	Weekday AM	LoS D	0.887	51.1
			Weekday PM	LoS D	0.899	50.9
			Weekend MD	LoS D	0.833	45.4
2	Mona Vale Rd/ Cooyong Rd	Priority	Weekday AM	LoS D	0.712	50.6
			Weekday PM	LoS D	0.419	49.2
			Weekend MD	LoS D	0.469	49.9
3	Cooyong Rd/ Myoora Rd	Roundabout	Weekday AM	LoS A	0.225	7.0
			Weekday PM	LoS A	0.219	7.1
			Weekend MD	LoS A	0.226	6.7
4	Myoora Rd/ Hills Marketplace Access	Priority	Weekday AM	LoS A	0.137	13.3
			Weekday PM	LoS A	0.179	13.2
			Weekend MD	LoS A	0.168	13.2
5	Myoora Rd/ Aumuna Rd	Roundabout	Weekday AM	LoS A	0.190	9.2
			Weekday PM	LoS A	0.107	8.4
			Weekend MD	LoS A	0.107	9.0
6	Mona Vale Rd/ Hills Marketplace Ingress	Priority	Weekday AM	LoS B	0.460	15.9
			Weekday PM	LoS B	0.494	15.8
			Weekend MD	LoS B	0.513	15.7
7	Mona Vale Rd/ Hills Marketplace Egress	Priority	Weekday AM	LoS A	0.075	7.5
			Weekday PM	LoS A	0.079	8.4
			Weekend MD	LoS A	0.143	9.8

With reference to the tables above, the majority of the key intersections analysed would continue to operate at the same LoS during the peak periods with the Development in the Years 2024 and 2034 with the proposed development traffic.

The full SIDRA output data for Scenarios 3 and 4 are provided in **Appendix F**.

4 Parking & Servicing Requirements

4.1 Car Parking Requirements

The car parking provision requirements for different development types are set out in Northern Beaches (Warringah) Council's Development Control Plan (DCP) 2011 for shops, restaurants and offices and Guide to Traffic Generating Developments for retail (bulky goods) use, as detailed in **Table 20**.

TABLE 20: CAR PARKING REQUIREMENTS

Land Use	Land Use Type	Rate	Reference
Flower Shop	Shop	6.10 spaces per 100m2 GLFA	WDCP
Restaurant	Restaurant	1 space per 3 seats or 15 spaces per 100m2 GFA	WDCP
Garden Centre	Retail (Bulky Goods)	1.90 spaces per 100m2 GLFA	Guide to Traffic Generating Developments
Rural Supplies - Horseland	Retail (Bulky Goods)	1.90 spaces per 100m2 GLFA	Guide to Traffic Generating Developments
Ancillary Office	Office	1 space per 40m2 GFA	WDCP

Application of the above car parking requirement rates for developments and the floor area schedule results in a parking requirement for the proposed development as summarised in **Table 21** (based on no. of seats) and **Table 22** (based on GFA).

TABLE 21: CAR PARKING REQUIREMENTS BASED ON NO. OF SEAT FOR RESTAURANT USE

Land Use	GFA	GLFA	Number of Seat*	Land Use Type	Rate	Unit	Required Parking
Flower Shop	473.6	473.6		Shop	6.10	GLFA	29
Restaurant	711.6		336	Restaurant	0.33	Seat	112
Garden Centre	1,042	1,042		Retail (Bulky Goods)	1.90	GLFA	20
Rural Supplies - Horseland	350.7	350.7		Retail (Bulky Goods)	1.90	GLFA	7
Ancillary Office	235.9			Office	2.50	GFA	6
Total							**174**

TABLE 22: CAR PARKING REQUIREMENTS BASED ON GROSS FLOOR AREA FOR RESTAURANT USE

Land Use	GFA	GLFA	Land Use Type	Rate	Unit	Required Parking
Flower Shop	473.6	473.6	Shop	6.10	GLFA	29
Restaurant	711.6		Restaurant	15	GFA	107
Garden Centre	1,042	1,042	Retail (Bulky Goods)	1.90	GLFA	20
Rural Supplies - Horseland	350.7	350.7	Retail (Bulky Goods)	1.90	GLFA	7
Ancillary Office	235.9		Office	2.50	GFA	6
Total						**169**

Based on the above tables, the proposed development should provide a minimum of 174 car parking spaces, noting that the car parking requirements based on the number of seatings for the restaurant use results in a higher parking requirement.

4.2 Accessible Parking

Council's DCP requires 3% of the total car parking provision to be designated as accessible parking spaces. Based on the off-street car parking provision of 188 spaces, a total of 6 disabled spaces will be required on the site.

The development proposes 6 accessible spaces in accordance with the DCP requirements.

4.3 Adequacy of Parking Supply

The development proposes a total of 188 car parking spaces. Therefore, the proposed car parking supply meets DCP 2011. Such provision ensures the parking demand of the site is accommodated wholly within the site and ensures minimal reliance on the existing on-street car parking supply along Mona Vale Road and Myoora Road. Therefore, the proposed car parking provision is considered adequate for the proposed development.

4.4 Bicycle Parking and End of Trip Facilities

The bicycle parking provision requirements for different development types are set out in DCP 2011. A review of the bicycle parking requirement rates for Business and Retail Premises and office uses are as follows:

Business and Retail Premises

- High–Medium Security Level (Staff): 1 per 200m^2 GFA
- High–Low Security Level (Visitors): 1 per 600m^2 GFA

Office

- High–Medium Security Level (Staff): 1 per 200m^2 GFA
- High–Low Security Level (Visitors): 1 per 750m^2 GFA over 1000m^2

Council's DCP states the following requirements for End of Trip Facilities:

> *5. End-of-trip facilities must be provided for new buildings and alterations or additions to existing buildings. In the case of alterations or additions to existing buildings end of trip facilities are required for the additional floor area only. End of trip facilities are not required for schools, wholly residential buildings or residential components of mixed use buildings.*
> *6. End of trip facilities shall be provided in accordance with the following:*
> *a) Bathroom/ change area(s) shall be provided and shall contain:*
> *i) At least one toilet, wash basin, mirror, clothing hooks and power points (including shaving plugs).*
> *ii) A minimum of one shower cubicle per seven (7) required Bicycle parking spaces.*
> *iii) Each shower cubicle shall include a private clothes changing area with a bench and a minimum of two (2) clothing hooks.*
> *b) Clothes Lockers shall be:*
> *i) Provided at the rate of one clothes locker for every required Bicycle parking space.*
> *ii) Secure, ventilated and large enough to store cycling gear (such as panniers, shoes, towels and clothing). Suggested minimum dimensions of a clothes locker are 900mm (height), 350mm (width) and 500mm (depth).*

Based on the above rates, the proposed development is required to provide:

- a total of 23 bicycle parking spaces with the following breakdown:
  - High–Medium Security Level (Staff): 17 spaces
  - High–Low Security Level (Visitors): 6 spaces
- one toilet
- 3 shower cubicles/change areas
- 23 clothes lockers

Based on the on-site observations, no visitors nor staff cycle to and from the Site. This is due to the lack of safe bicycle routes in the vicinity of the Site and the nature of the land uses on the Site.

A review of the Profile.Id Method of travel to work (based on the 2016 and 2021 Census) for Terrey Hills - Duffys Forest, as illustrated in **Figure 10** show that no more than 0.5% of employee cycle to/from work.

Method of travel to work

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Terrey Hills - Duffys Forest - Employed persons (Usual residence)	2021			2016			Change
Main method of travel	Number	%	Northern Beaches Council area %	Number	%	Northern Beaches Council area %	2016 to 2021
Train	3	0.2	0.3	57	3.2	2.7	-54
Bus	19	1.1	2.8	95	5.3	12.8	-76
Tram	0	--	0.0	0	--	0.0	0
Ferry	0	--	0.2	0	--	2.1	0
Taxi/ride-share	0	--	0.1	0	--	0.2	0
Car - as driver	688	38.1	33.0	1,131	63.1	54.5	-443
Car - as passenger	39	2.2	2.2	58	3.2	3.4	-19
Truck	22	1.2	0.6	20	1.1	0.7	+2
Motorbike	3	0.2	0.7	9	0.5	1.2	-6
a Bicycle	4	0.2	0.5	9	0.5	1.0	-5
a Walked only	41	2.3	2.3	52	2.9	3.4	-11
Other	10	0.6	0.8	24	1.3	1.6	-14
a Worked at home	732	40.6	44.0	180	10.0	7.1	+552
Did not go to work	235	13.0	12.1	145	8.1	8.3	+90
Not stated	9	0.5	0.3	12	0.7	0.8	-3
Total employed persons aged 15+	1,805	100.0	100.0	1,792	100.0	100.0	+13

Figure 10: Method of Travel to Work (Source: Profile.Id)

Given the current very low usage of bicycles to/from the Site, it is recommended that a bicycle parking rate of 10% of Council's requirements of 23 bicycle parking spaces is adopted.

Applying the above rates, the proposed development should provide a total of 3 bicycle spaces (2 spaces for staff and 1 space for visitors).

Such provision will be provided as part of the detailed design prior to the Construction Certification.

4.5 Loading Requirements

The *Guide to Traffic Generating Developments* (2002) specifies the following service vehicle requirements:

- Supermarkets, shops and restaurants (all spaces adequate for trucks): 5 + 1 space per 1,000m2 over 2,000 m^2
- Commercial premises (50% of spaces adequate for trucks): 5 + 1 space per 1,000m2 over 2,000 m^2

Application of the above service vehicle parking requirement rates for developments and the floor area schedule results in a parking requirement for the proposed development as summarised in **Table 23.**

TABLE 23: SERVICE VEHICLE PARKING REQUIREMENTS				
Land Use	**GFA**	**Land Use Type**	**Rate**	**Required Parking**
Flower Shop	473.6	Supermarkets, shops and restaurants (all spaces adequate for trucks)	5 + 1 space per 1,000m^2 over 2,000 m^2	5.91
Restaurant	711.6			
Garden Centre	1,042			
Rural Supplies - Horseland	350.7			
Ancillary Office	235.9	Commercial premises (50% of spaces adequate for trucks)	1 space per 4,000m^2 GFA	0.06
Total				**5.97 (6)**

The proposed development proposes 5 loading bays with the following breakdown:

- 8.8m medium rigid vehicle: 2 spaces
- 6.4m small rigid vehicle: 3 spaces.

4.6 Adequacy of Service Vehicle Parking

The above provision is considered adequate for the proposed development based on the following assessments:

4.6.1 Surveyed Service Vehicle Visitations

Figure 11 and **Figure 12** present the heavy vehicle visitations in and out of the Site on a weekday and weekend, respectively.

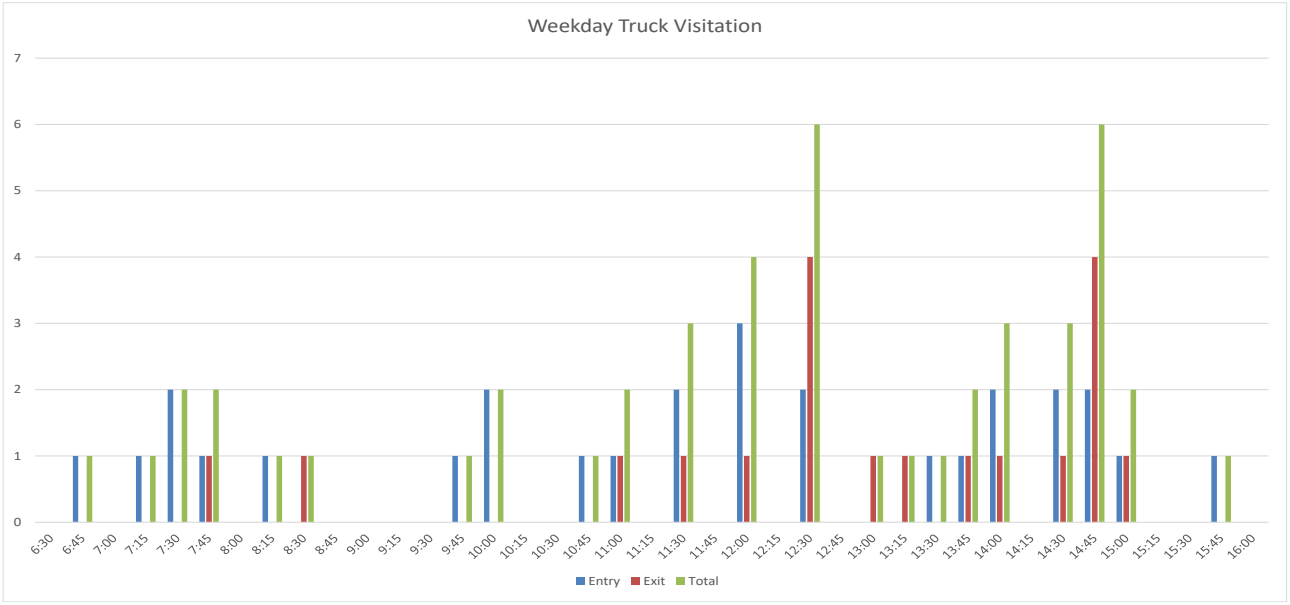


Figure 11: Weekday Truck Movements

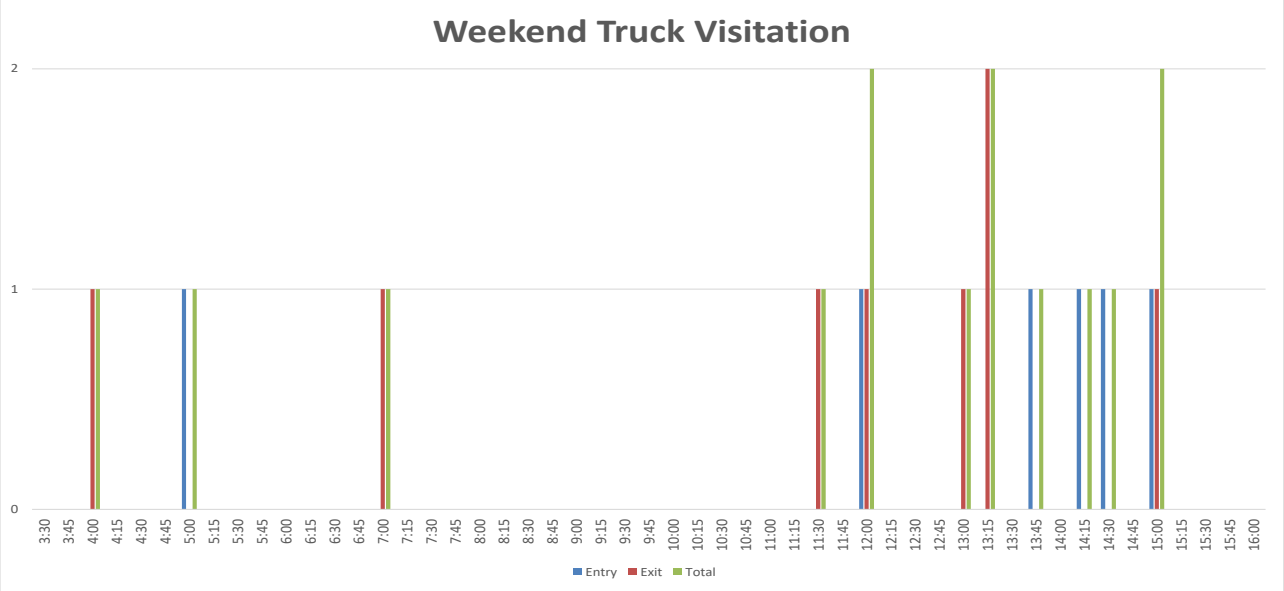


Figure 12: Weekend Truck Movements

Based on the traffic surveys, it is apparent that:

- The service vehicle visitation is minor. There are no more than 12 and 4 commercial vehicle trips per hour. Based on the existing GFA of 2,591m^2, this represents heavy vehicle visitation of 0.47 vehicle and 0.16 trips per hour for every 100m^2 on a weekday and weekend, respectively.

- A review of the video recording indicates trucks arriving and departing between 7:00 am and 4:00 pm comprise of vehicles no larger than 8.8m medium rigid vehicles (MRVs). Vehicles longer than 8.8m MRV arrive and depart before 6:00 am and after 4:00 pm.

In addition, The Hills Marketplace has very substantial experience with the design and operational needs of service vehicles in its development. Based on the existing arrangement, there is no evidence that the loading circumstances at the current development present any operational shortcomings for service/delivery vehicles

Based on the above, the provision of 5 spaces for trucks is adequate (suitable for delivery and refuse collection vehicles), recognising the reality that the majority of service/delivery vehicles are in fact small (i.e., small rigid vehicles, vans), which can rely on the standard car parking bays.

4.6.2 Articulated Vehicle Access

It is noted that the current access by a 19m semi is associated with Better Produce which sells stock feed. Better Produce will no longer be operating as part of the proposed development, as such the Site does not need to accommodate a 19m semi-trailer.

Notwithstanding the above and in the unlikely event that a larger service vehicle (12.5m heavy rigid vehicle to a semi-trailer) will need to access the site, provision has been made in the car parking layout to allow a 14.8m semi to enter and exit the site in a forward direction.

The service vehicle management plan will ensure that the larger service vehicle's arrival and departure will take place outside the Marketplace's operating periods (between 12 am and 6 am). Such restrictions will ensure that vehicle arrival and departure occur when traffic and pedestrian activities are minimal or non-existing. As such, the risk of conflict with other vehicles and pedestrians is very low. The truck will enter the

site via Myoora Road in a forward direction onto the main circulation roadway and reverse into the northern loading area. The truck will then exit the Site via Myoora Road in a forward direction.

Swept path assessments associated with the AV access are provided in **Appendix G**.

4.6.3 Service Vehicle Management Plan

- The service loading area will provide for:
  - retail/commercial/restaurant deliveries
  - refuse and recycling removal
  - courier and removalist
  - maintenance vehicles
  - service personnel and other small vehicles (couriers and small van deliveries)
- The loading area will accommodate access and manoeuvring for up to 3 SRVs and 2 MRVs at any one time.
- Refuse removal times will be coordinated for non-peak times.
- On very rare occasions where unforeseen incidents may cause undue delay, the on-site building manager will be available to supervise the loading area activity as required.
- When a truck is within the premises the driver will be required to turn on his hazard lights at all times, particularly during manoeuvring into/out of the loading area to enable retail/business/commercial vehicles to see/detect their presence.
- Appropriate signage will be provided internally to direct service vehicles and trucks to their respective spaces which will also be appropriately line-marked and delineated.
- Larger vehicles – HRV and 14.8m AV are only permitted to access the Site “out of hours” between 12.00 pm and 6.00 am (All days).
- All trucks will enter and depart the site in a forward direction.
- Ensure all trucks are equipped with features to eliminate hazards or reduce risks such as audible alarms, lights and mirrors.

5 Design Commentary

5.1 Relevant Design Standards

The Site access, car park and loading arrangements for the current plans have generally been designed to comply with the following relevant Australian Standards:

- Australian Standard 2890.1:2004 Parking Facilities – Off Street Car Parking (AS 2890.1:2004).
- Australian Standard 2890.2:2018 Parking Facilities – Off Street Commercial Vehicle Facilities (AS 2890.2:2018).
- Australian Standard 2890.6:2022 Parking Facilities – Off Street Parking for People with Disabilities (AS 2890.6:2022).

It is expected that any detailed construction drawings in relation to any modified areas of the car park or Site access would comply with these Standards. Furthermore, compliance with the above Standards would be expected to form a standard Condition of Consent to any development approval.

5.2 Design Vehicles

The following vehicles have been adopted to assess the Proposal:

- The design vehicle adopted for the Proposal is an 8.8m medium rigid vehicle, as defined within AS2890.2:2018.
- The proposed car parking area has been designed to accommodate B99 Design Vehicles as defined within AS2890.1:2004.

Reference should be made to the swept path assessment prepared and accompanying notes as included in **Appendix G**.

5.3 Car Park Design & Internal Layout

5.3.1 Parking Modules & Internal Circulation

The proposed car parking layout has been reviewed against relevant clauses of AS2890, with the following being achieved:

- Car parking spaces measure 2.6m wide by 5.4m long, compliant with AS2890.1:2004 for the proposed 6.6m aisle width for User Class 3a.
- All accessible parking spaces are provided in accordance with AS2890.6:2022, which requires a space with a clear width of 2.4m and is located adjacent to a minimum shared area of 2.4m. The accessible parking spaces are located within convenient access to the building accesses, with suitable concrete/permeable pavement footpath and ramp access to the buildings. The accessible parking spaces are constructed on a sealed asphalt surface concrete/permeable pavement. Such provision is supportable by the project team's access consultant. Such provision is supportable by the project team's access consultant.
- The car parking area is in an open area so there are no headroom restrictions applicable, with the exception of the drive whereby the minimum 2.2m clearance for cars is achieved.

5.3.2 Access and Internal Ramps

The existing driveways off Mona Vale Road and Myoora Road will remain unchanged and have been designed in accordance with AS2890.1 and 2. These facilities have also operated satisfactorily for many years with no incidents recorded.

5.4 Existing Service Areas

The existing development only provides 1 service vehicle space (which can accommodate up to 1 MRV), which is located at the rear of the building adjacent to the greenhouse, as shown in **Figure 13**. It should be noted that the Site has been operating safely without a separate access between general public vehicles and commercial vehicles.

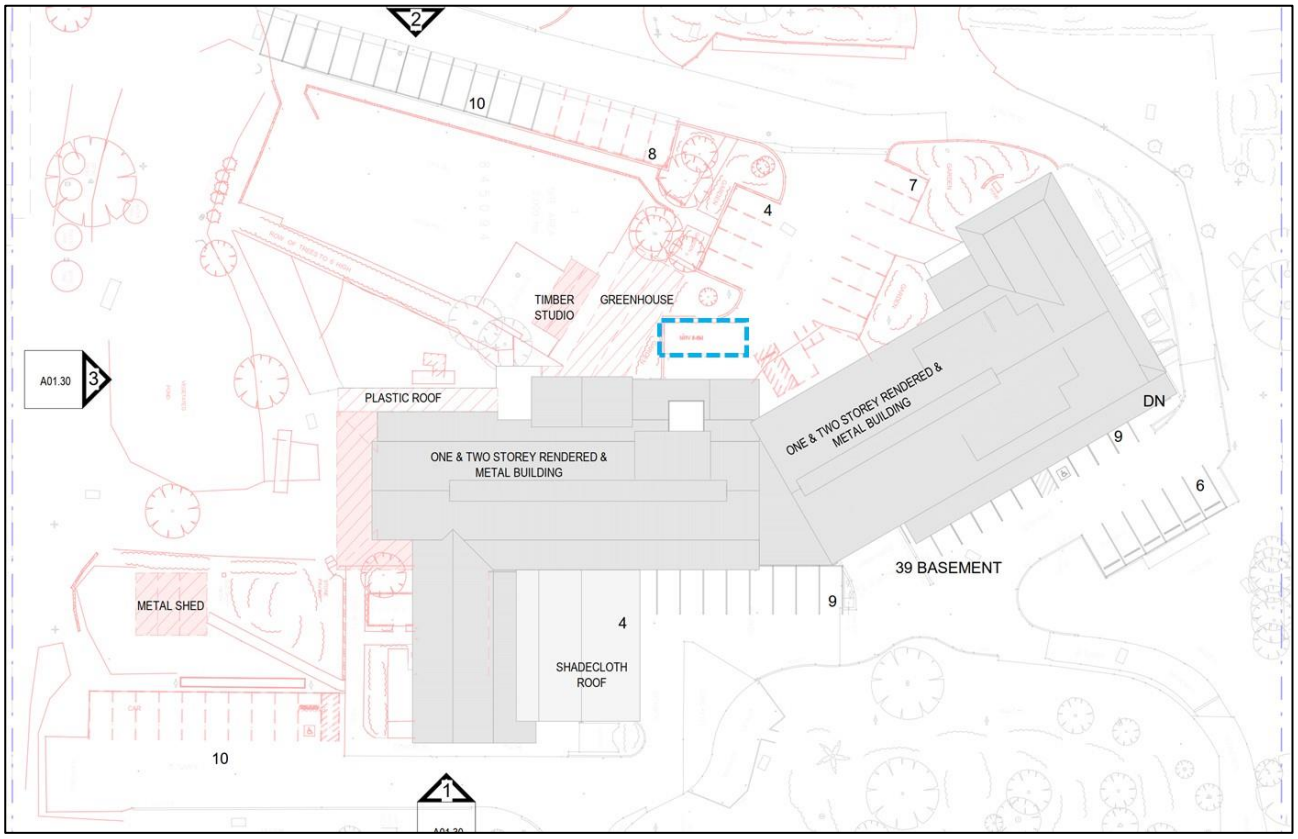


Figure 13: Site Context and Road Classification

5.5 Proposed Servicing Areas

5.5.1 Proposed Loading Area

All service areas have been designed with reference to AS 2890.2:2018, and provide for the movement of vehicles up to and including:

- a 6.4m small rigid vehicle as the design vehicle

- an 8.8m medium rigid vehicle as the design vehicle

It should be noted that the proposed development is not a knockdown and rebuild development and will retain the existing access points and the main internal circulation roadway. As such, there is limited opportunity to provide separate access for delivery/service vehicles.

5.5.2 Proposed Northern Loading Area

The loading area to the north of the buildings will remain in a similar location as the existing loading area. It is noted that the proposed servicing layout is an improved configuration in terms of operation and safety compared to the existing arrangement, which involves a truck manoeuvring (including reversing) within an 11-car parking aisle to access the loading area.

The proposed service vehicle spaces will not impede access to any car spaces as well as pedestrian access to the Marketplace. The proposed loading area allows all vehicles to enter from and exit onto the main internal road in a forward direction.

5.5.3 Proposed South-Western Loading Area

The use of the south-western loading area by the truck is expected to operate without any safety concerns due to the fact that the truck generally arrives and departs outside of the peak and operating hours when traffic and pedestrian activities are minimal.

In addition, the proposed loading area has been designed to be on the eastern end of the vehicle aisle away from the frontages of the restaurant, garden centre and restaurant. The proposed loading area is to:

- Provide a formal, convenient, safe and designated service vehicle parking to accommodate the servicing need associated with the restaurant, garden centre, restaurant and flower shop.
- Reduce the impact on the carpark by maintaining the availability of on-site car parking spaces for the tenants/visitors/staff.
- Improve safety by minimising vehicle and pedestrian conflicts with the service vehicles.

6 Summary

Ason Group has been commissioned by Mainbrace Constructions Pty Ltd on behalf of Hills Marketplace to undertake a Transport Assessment to support the DA in relation to the Garden Centre Upgrade at 287 Mona Vale Road, Terrey Hills.

Further to a detailed assessment of all relevant traffic and transport issues, Ason Group provides the following conclusions:

- The site will have ready access to several public bus services.
- The existing development currently generates 97 veh/hr, 115 veh/hr and 199 veh/hr during the weekday AM peak and PM peak periods as well as the weekend MD peak period, respectively.
- The Proposal is forecast to generate 122 veh/hr, 136 veh/hr and 201 veh/hr during the weekday AM peak and PM peak periods as well as the weekend MD peak period, respectively.
- The projected increase of peak traffic generation outcome for the proposed development use, would be no more than 25 vehicles per hour. The traffic generation of this order of magnitude being equivalent to some 1 vehicle every 3 minutes during the peak hours, is minor in the context of the local and arterial road system.
- SIDRA intersection modelling indicated that the nominated intersections would continue to operate at LoS D or better.
- The application of the parking rates within Council's DCP and RMS Guides stipulates a minimum requirement of 174 car spaces. It is proposed to provide 188 car parking spaces, in accordance with Council's DCP and RMS Guides. As such, the Proposal is supportable on car parking grounds.
- The disabled parking provision is in accordance with Council's DCP requirements.
- The proposed bicycle parking provision is satisfactory and adequate based on the existing travel mode share.
- The proposed internal circulation and servicing arrangements will be appropriate to current requirements of Council's DCP and relevant Australian Standards (i.e., AS2890.1, AS2890.2, AS2890.5 and AS2890.6) and would therefore operate safely and efficiently.

In summary, the Proposal is supportable on traffic planning grounds and would not result in any adverse impacts on the surrounding road network or the availability of on-street parking.

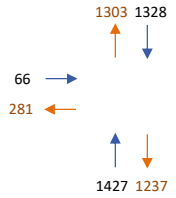
Appendix A. Existing Year 2022 AM and PM Weekday Peak Hours and Weekend Midday Intersection Turning Counts

Location: Mona Vale Rd & Cooyong Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 07:45 to 08:45
Notes: 0

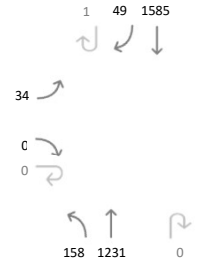
AM Peak: 07:00-08:00
PM Peak: 15:15-16:15

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist

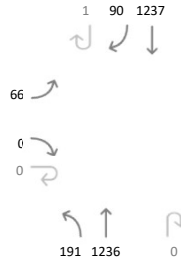
Approach & Departures (adjustable)



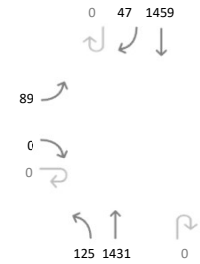
AM Peak Totals: 07:00-08:00



Turning Movements (adjustable)



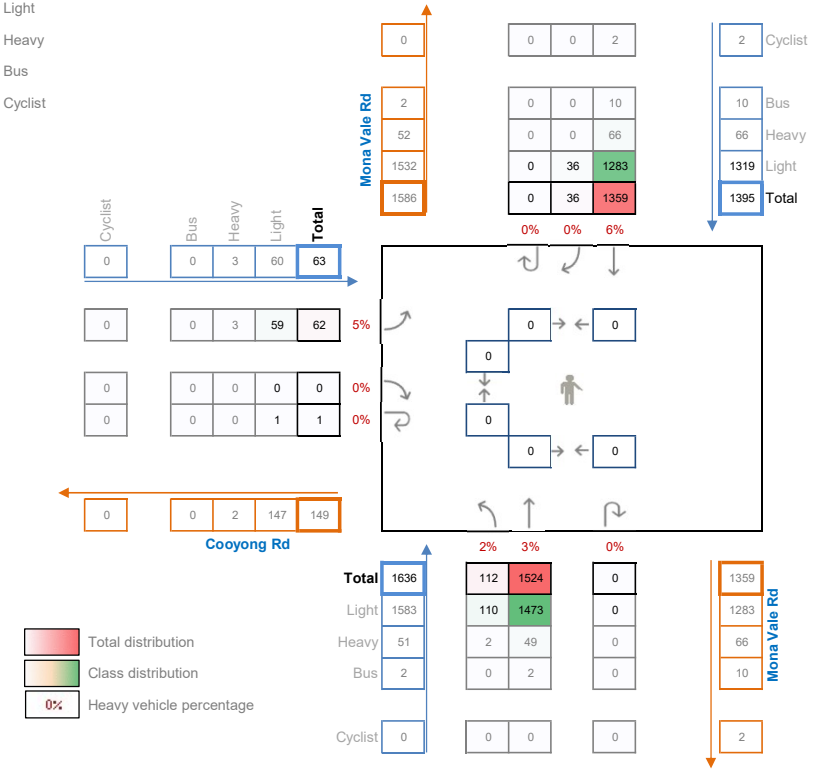
PM Peak Totals: 15:15-16:15



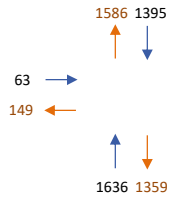
Location: Mona Vale Rd & Cooyong Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 16:15 to 17:15
Notes: 0

AM Peak: 07:00-08:00
PM Peak: 15:15-16:15

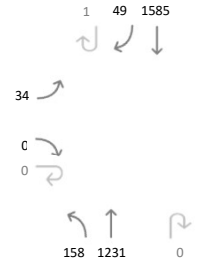
Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist



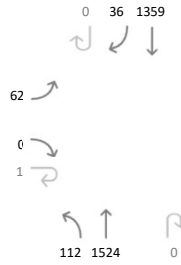
Approach & Departures (adjustable)



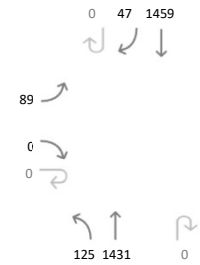
AM Peak Totals: 07:00-08:00



Turning Movements (adjustable)



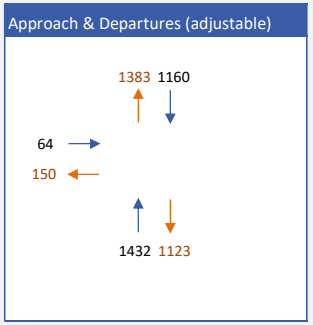
PM Peak Totals: 15:15-16:15

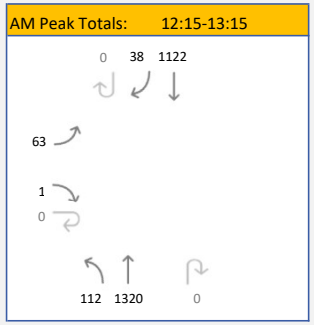


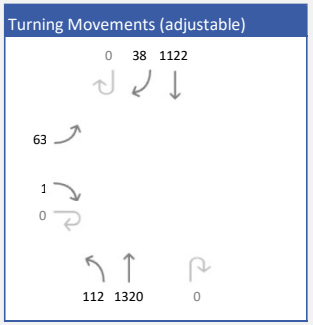
Location: Mona Vale Rd & Cooyong Rd
Date: Saturday, 2 April 2022
Survey Duration: 0700-2200
Survey Period: 12:15 to 13:15
Notes: 0

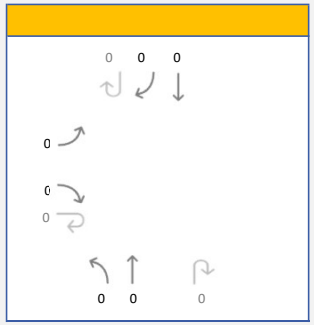
Peak Hr: 12:15-13:15

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist







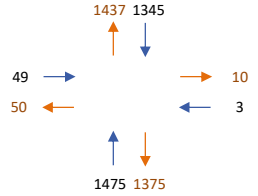


Location: Mona Vale Rd & Aumuna Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 07:45 to 08:45
Notes: 0

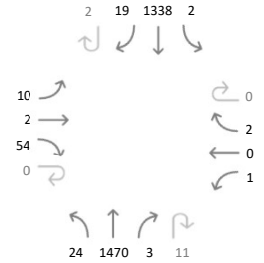
AM Peak: 07:30-08:30
PM Peak: 17:00-18:00

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist

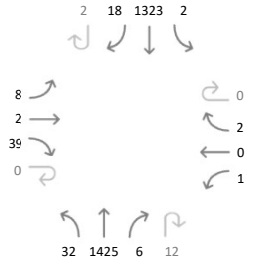
Approach & Departures (adjustable)



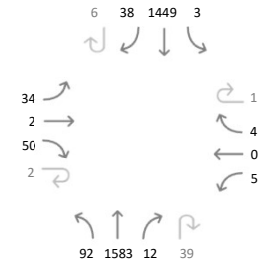
AM Peak Totals: 07:30-08:30



Turning Movements (adjustable)



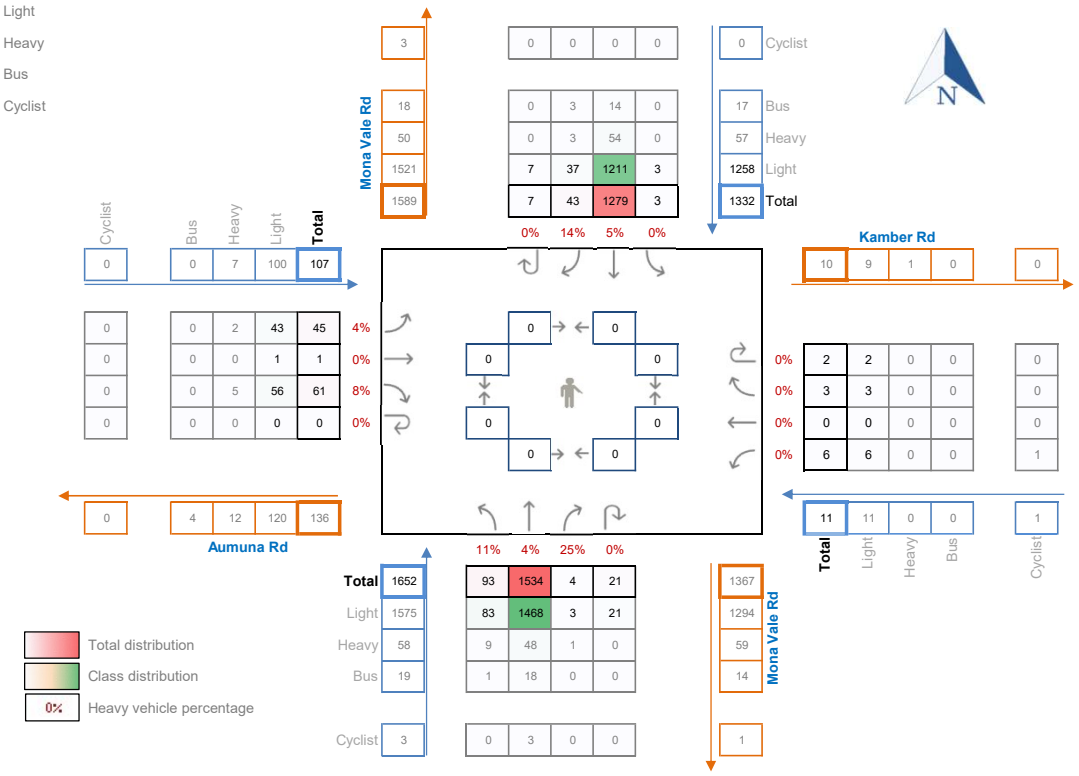
PM Peak Totals: 17:00-18:00

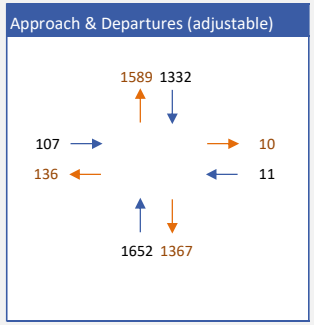


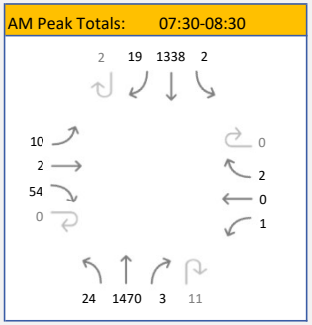
Location: Mona Vale Rd & Aumuna Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 16:15 to 17:15
Notes: 0

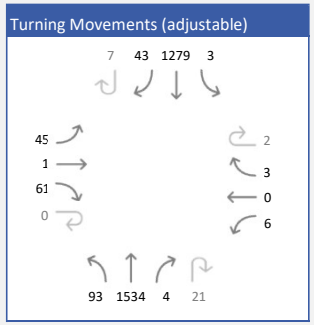
AM Peak: 07:30-08:30
PM Peak: 17:00-18:00

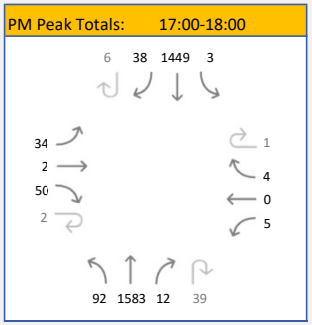
Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist









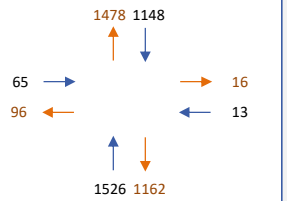


Location: Mona Vale Rd & Aumuna Rd
Date: Saturday, 2 April 2022
Survey Duration: 0700-2200
Survey Period: 12:15 to 13:15
Notes: 0

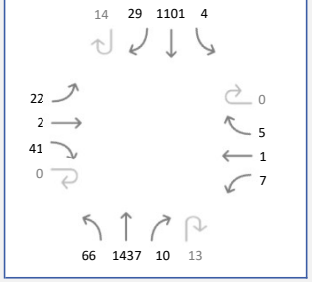
Peak Hr: 12:15-13:15

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist

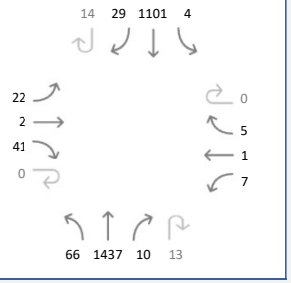
Approach & Departures (adjustable)

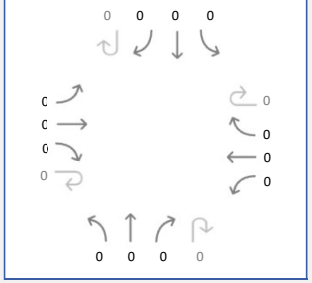


AM Peak Totals: 12:15-13:15



Turning Movements (adjustable)



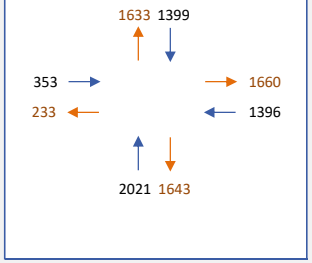


Location: Mona Vale Rd & Forest Way
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 07:45 to 08:45
Notes: 0

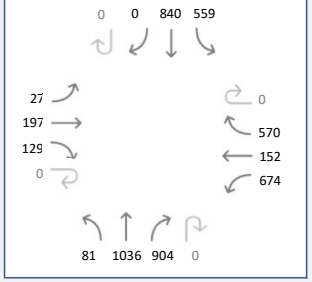
AM Peak: 07:45-08:45
PM Peak: 16:00-17:00

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist

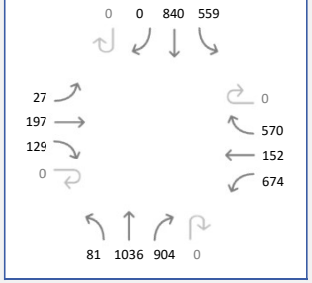
Approach & Departures (adjustable)



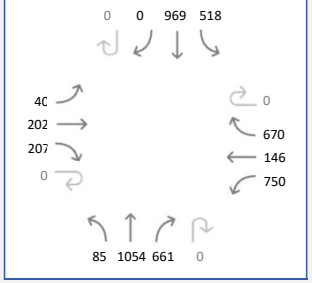
AM Peak Totals: 07:45-08:45



Turning Movements (adjustable)



PM Peak Totals: 16:00-17:00

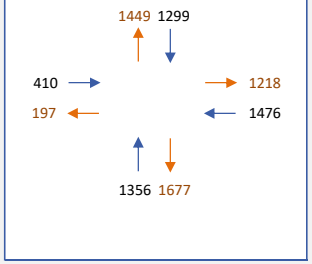


Location: Mona Vale Rd & Forest Way
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 14:15 to 15:15
Notes: 0

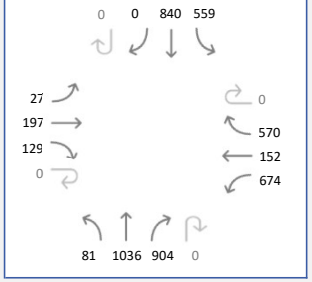
AM Peak: 07:45-08:45
PM Peak: 16:00-17:00

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist

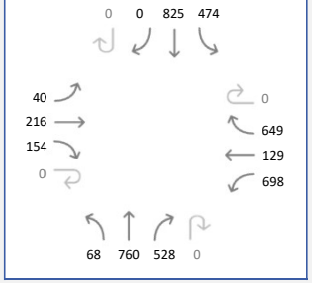
Approach & Departures (adjustable)



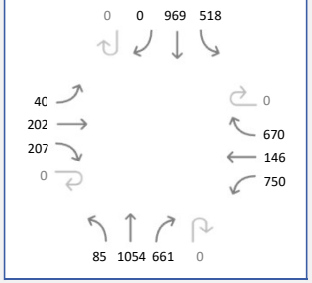
AM Peak Totals: 07:45-08:45



Turning Movements (adjustable)



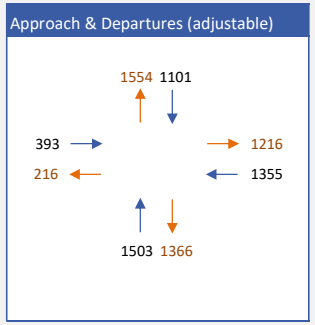
PM Peak Totals: 16:00-17:00

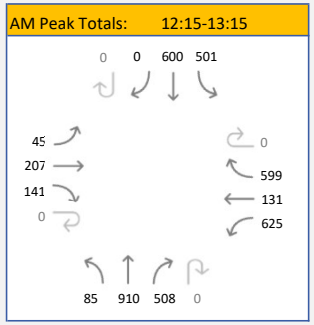


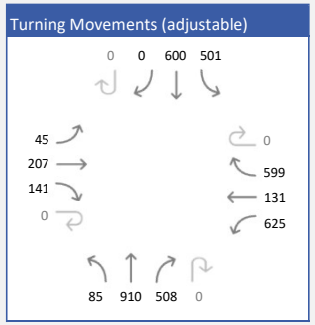
Location: Mona Vale Rd & Forest Way
Date: Saturday, 2 April 2022
Survey Duration: 0700-2200
Survey Period: 12:15 to 13:15
Notes: 0

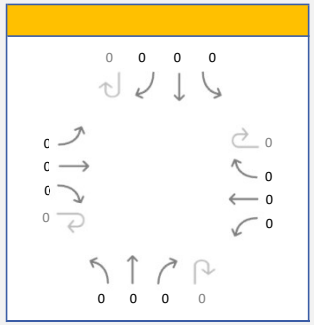
Peak Hr: 12:15-13:15

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist





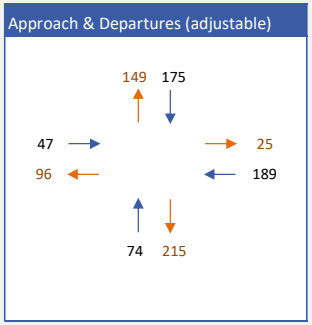


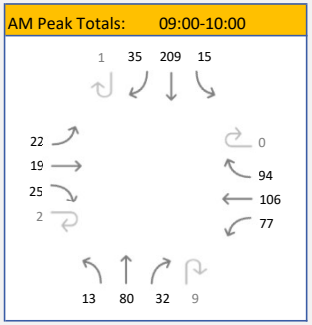


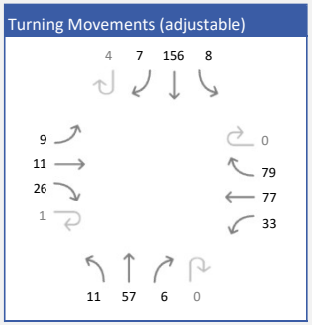
Location: Myoora Rd & Cooyong Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 07:45 to 08:45
Notes: 0

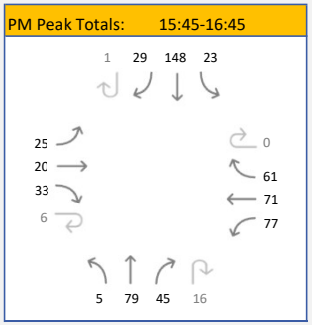
AM Peak: 09:00-10:00
PM Peak: 15:45-16:45

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist







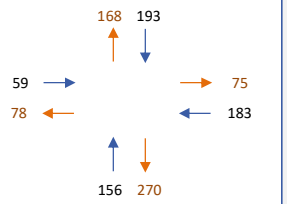


Location: Myoora Rd & Cooyong Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 16:15 to 17:15
Notes: 0

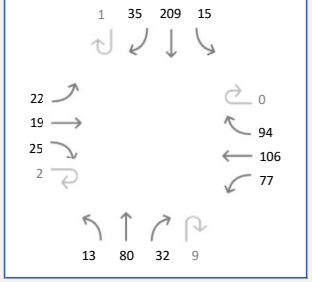
AM Peak: 09:00-10:00
PM Peak: 15:45-16:45

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist

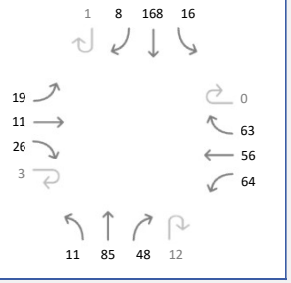
Approach & Departures (adjustable)



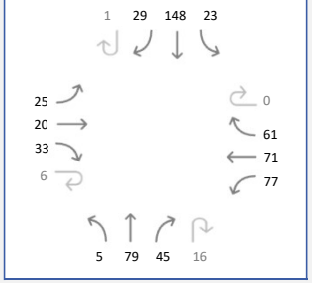
AM Peak Totals: 09:00-10:00



Turning Movements (adjustable)



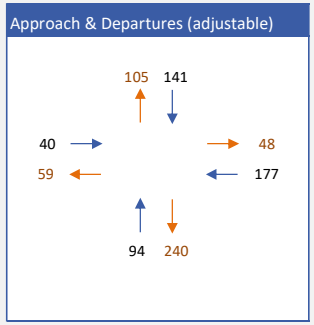
PM Peak Totals: 15:45-16:45

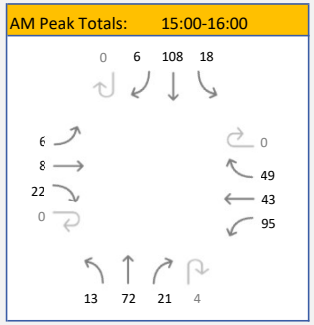


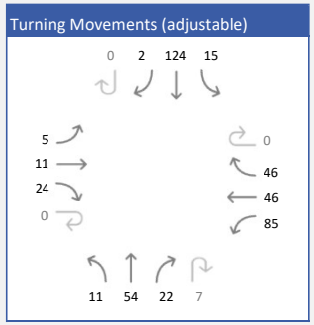
Location: Myoora Rd & Cooyong Rd
Date: Saturday, 2 April 2022
Survey Duration: 0700-2200
Survey Period: 12:15 to 13:15
Notes: 0

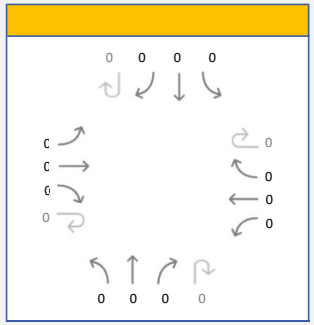
Peak Hr: 15:00-16:00

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist







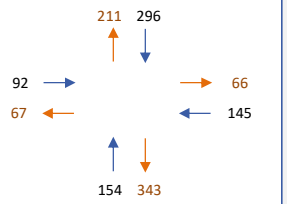


Location: Myoora Rd & Aumuna Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 07:45 to 08:45
Notes: Study interrupted early at 1400

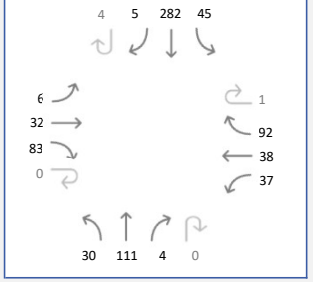
AM Peak: 08:00-09:00
PM Peak: 12:00-13:00

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist

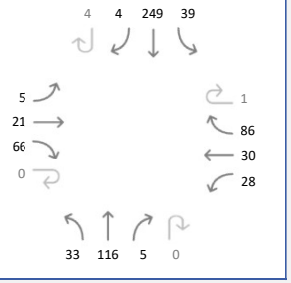
Approach & Departures (adjustable)



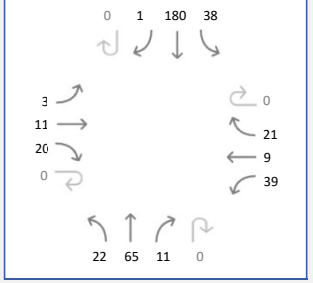
AM Peak Totals: 08:00-09:00



Turning Movements (adjustable)



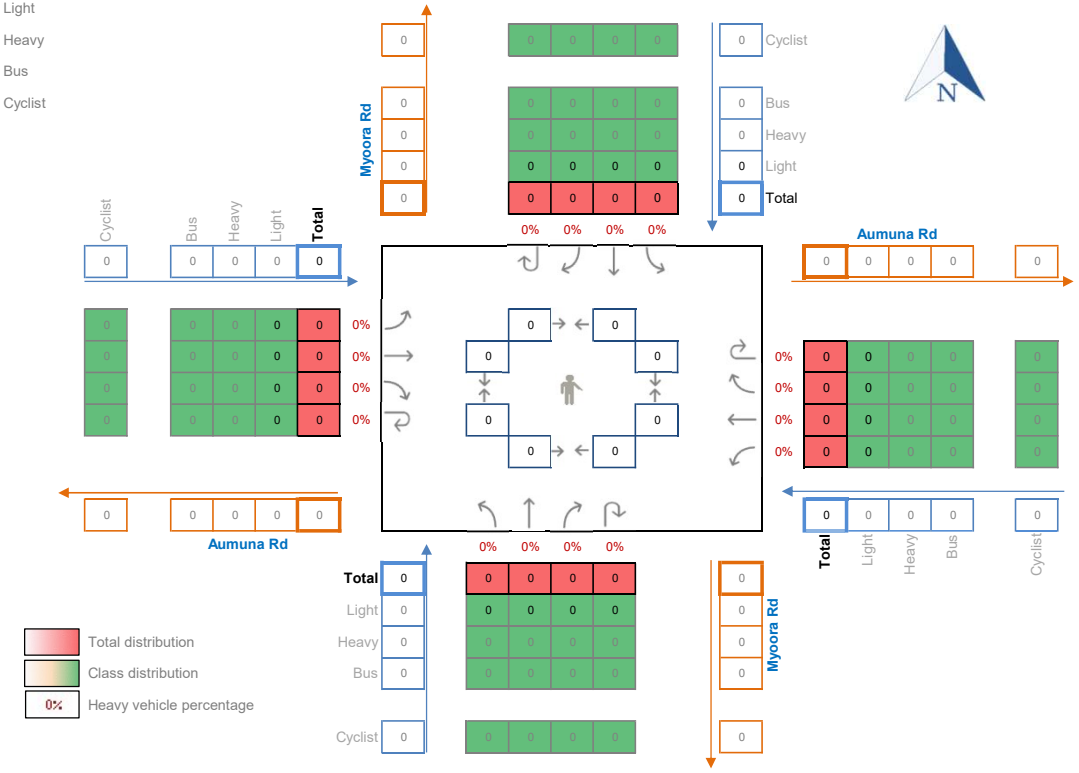
PM Peak Totals: 12:00-13:00



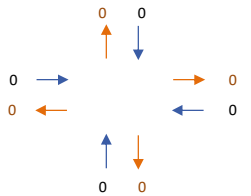
Location: Myoora Rd & Aumuna Rd
Date: Tuesday, 5 April 2022
Survey Duration: 0700-1900
Survey Period: 16:15 to 17:15
Notes: Study interrupted early at 1400

AM Peak: 08:00-09:00
PM Peak: 12:00-13:00

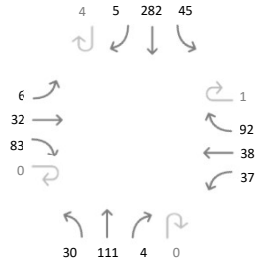
Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist



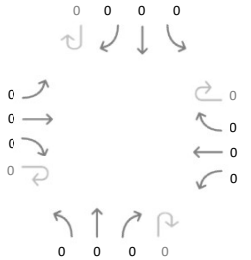
Approach & Departures (adjustable)



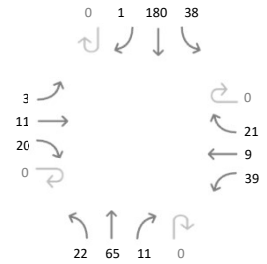
AM Peak Totals: 08:00-09:00



Turning Movements (adjustable)



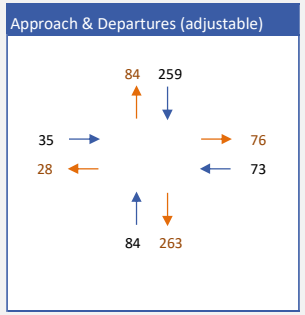
PM Peak Totals: 12:00-13:00

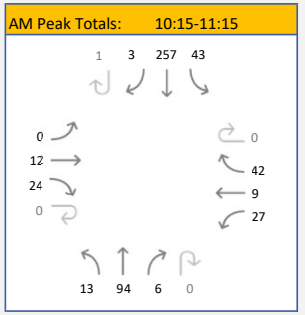


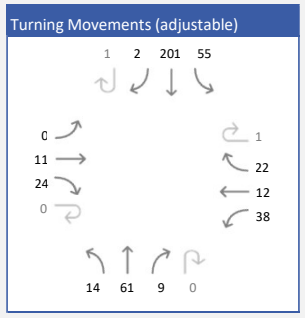
Location: Myoora Rd & Aumuna Rd
Date: Saturday, 2 April 2022
Survey Duration: 0700-2200
Survey Period: 12:15 to 13:15
Notes: 0

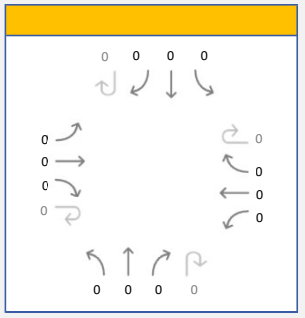
Peak Hr: 10:15-11:15

Class 1: Light
Class 2: Heavy
Class 3: Bus
Class 4: Cyclist









TTM Data

TTM Reference: 22SYD0038
Location: Hills Marketplace
Suburb: Terrey Hills
Weather: Fine
Notes:

	Saturday, 2 Apr 22									
Date	Access 01					Access 02 & 03				
Time	Entry		Exit		Total	Entry (03)		Exit (02)		Total
	Light	Hvy	Light	Hvy		Light	Hvy	Light	Hvy	
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	1	**1**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	1	0	0	**1**
5:15	0	0	0	0	**0**	2	0	0	0	**2**
5:30	0	0	0	0	**0**	4	0	0	0	**4**
5:45	0	0	1	0	**1**	2	0	0	0	**2**
6:00	0	0	0	0	**0**	3	0	0	0	**3**
6:15	1	0	0	0	**1**	8	0	0	0	**8**
6:30	1	0	2	0	**3**	1	0	0	0	**1**
6:45	2	0	1	0	**3**	13	0	2	0	**15**
7:00	4	0	2	0	**6**	2	0	0	1	**3**
7:15	2	0	2	0	**4**	2	0	1	0	**3**
7:30	6	0	4	0	**10**	4	0	0	0	**4**
7:45	4	0	10	0	**14**	10	0	0	0	**10**
8:00	2	0	5	0	**7**	5	0	0	0	**5**
8:15	4	0	2	0	**6**	1	0	3	0	**4**
8:30	3	0	5	0	**8**	5	0	0	0	**5**
8:45	9	0	7	0	**16**	7	0	5	0	**12**
9:00	8	0	10	0	**18**	11	0	2	0	**13**
9:15	3	0	12	0	**15**	12	0	1	0	**13**
9:30	10	0	11	0	**21**	11	0	4	0	**15**
9:45	11	0	21	0	**32**	21	0	6	0	**27**
10:00	6	0	15	0	**21**	18	0	7	0	**25**
10:15	7	0	11	0	**18**	12	0	7	0	**19**
10:30	10	0	15	0	**25**	14	0	5	0	**19**
10:45	9	0	18	0	**27**	18	0	5	0	**23**
11:00	10	0	14	0	**24**	15	0	6	0	**21**
11:15	5	0	19	0	**24**	20	0	7	0	**27**
11:30	5	0	19	0	**24**	18	0	6	1	**25**
11:45	6	0	13	0	**19**	11	0	4	0	**15**
12:00	8	0	24	1	**33**	23	1	5	0	**29**
12:15	4	0	16	0	**20**	15	0	10	0	**25**
12:30	9	0	12	0	**21**	11	0	5	0	**16**
12:45	2	0	14	0	**16**	15	0	8	0	**23**
13:00	8	0	14	0	**22**	14	0	8	1	**23**
13:15	6	0	8	2	**16**	9	0	4	0	**13**
13:30	8	0	13	0	**21**	12	0	4	0	**16**
13:45	7	0	16	0	**23**	16	1	6	0	**23**
14:00	7	0	15	0	**22**	15	0	6	0	**21**
14:15	12	1	17	0	**30**	17	0	12	0	**29**
14:30	6	0	19	0	**25**	18	1	8	0	**27**
14:45	9	0	11	0	**20**	11	0	5	0	**16**
15:00	4	0	15	1	**20**	11	1	3	0	**15**
15:15	5	0	10	0	**15**	7	0	5	0	**12**
15:30	7	0	12	0	**19**	9	0	3	0	**12**
15:45	4	0	18	0	**22**	17	0	9	0	**26**
16:00	1	0	19	0	**20**	18	0	8	0	**26**
16:15	1	0	7	0	**8**	6	0	6	0	**12**
16:30	6	0	8	0	**14**	7	0	10	0	**17**
16:45	0	0	6	0	**6**	8	0	3	0	**11**
17:00	0	0	2	0	**2**	0	0	2	0	**2**
17:15	1	0	2	0	**3**	4	0	1	0	**5**
17:30	2	0	1	0	**3**	1	0	0	0	**1**
17:45	2	0	4	0	**6**	3	0	0	0	**3**
18:00	3	0	3	0	**6**	3	0	1	0	**4**
18:15	1	0	2	0	**3**	1	0	1	0	**2**
18:30	1	0	1	0	**2**	1	0	1	0	**2**
18:45	0	0	5	0	**5**	5	0	0	0	**5**
19:00	1	0	4	0	**5**	4	0	1	0	**5**
19:15	0	0	1	0	**1**	1	0	1	0	**2**
19:30	1	0	2	0	**3**	2	0	2	0	**4**
19:45	0	0	0	0	**0**	0	0	1	0	**1**
20:00	0	0	2	0	**2**	2	0	1	0	**3**
20:15	0	0	0	0	**0**	1	0	1	0	**2**
20:30	0	0	0	0	**0**	0	0	1	0	**1**
20:45	0	0	1	0	**1**	1	0	0	0	**1**
21:00	0	0	1	0	**1**	1	0	0	0	**1**
21:15	0	0	1	0	**1**	2	0	0	0	**2**
21:30	0	0	0	0	**0**	0	0	1	0	**1**
21:45	0	0	0	0	**0**	0	0	3	0	**3**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	1	0	1	0	**2**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
TOTAL	**255**	**1**	**526**	**5**	**787**	**541**	**5**	**217**	**3**	**766**
AM Peak	34	0	66	0	**100**	67	0	23	0	**90**
PM Peak	23	0	66	1	**90**	64	1	28	0	**93**

Appendix B. Existing Year 2022 SIDRA Results

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - AM (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - AM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1414	6.4	1414	6.4	0.378	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1414	6.4	1414	6.4	0.378	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	19	5.6	19	5.6	0.039	5.5	LOS A	0.1	0.4	0.63	0.61	0.63	4.9
Approach		19	5.6	19	5.6	0.039	5.5	LOS A	0.1	0.4	0.63	0.61	0.63	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1469	6.4	1469	6.4	0.393	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1469	6.4	1469	6.4	0.393	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
All Vehicles		2902	6.4	2902	6.4	0.393	0.1	NA	0.1	0.4	0.00	0.00	0.00	67.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - AM (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - AM (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network Practical Cycle Time)
This Site is not connected to the Network.

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	709	5.8	709	5.8	0.611	16.6	LOS B	14.9	109.2	0.63	0.80	0.63	73.7
2	T1	160	17.8	160	17.8	* 0.859	54.3	LOS D	9.6	76.6	1.00	0.97	1.38	32.1
3	R2	600	5.6	600	5.6	0.859	44.8	LOS D	26.9	197.4	0.99	0.95	1.18	46.6
Approach		1469	7.0	1469	7.0	0.859	32.2	LOS C	26.9	197.4	0.82	0.88	0.94	63.0
NorthEast: Mona Vale Rd (WB)														
4	L2	588	7.3	588	7.3	0.720	21.7	LOS B	18.1	135.0	0.84	0.85	0.84	57.7
5	T1	884	3.9	884	3.9	* 0.879	50.2	LOS D	15.1	109.0	1.00	1.00	1.35	66.5
Approach		1473	5.3	1473	5.3	0.879	38.8	LOS C	18.1	135.0	0.94	0.94	1.15	65.0
NorthWest: Myoora Rd														
7	L2	28	7.4	28	7.4	0.864	56.0	LOS D	9.3	70.8	1.00	1.04	1.40	41.6
8	T1	207	10.2	207	10.2	* 0.864	51.3	LOS D	9.4	68.5	1.00	1.04	1.40	32.0
9	R2	136	3.1	136	3.1	0.864	55.9	LOS D	9.4	68.5	1.00	1.04	1.40	59.6
Approach		372	7.4	372	7.4	0.864	53.3	LOS D	9.4	70.8	1.00	1.04	1.40	48.6
SouthWest: Mona Vale Rd (NB)														
10	L2	85	13.6	85	13.6	0.577	21.2	LOS B	16.8	126.1	0.70	0.66	0.70	69.3
11	T1	1091	7.8	1091	7.8	0.577	14.0	LOS A	16.8	125.7	0.70	0.64	0.70	75.5
12	R2	952	6.1	952	6.1	* 0.877	50.1	LOS D	23.9	175.8	1.00	0.97	1.26	63.7
Approach		2127	7.3	2127	7.3	0.877	30.5	LOS C	23.9	175.8	0.84	0.79	0.95	69.9
All Vehicles		5441	6.7	5441	6.7	0.879	34.7	LOS C	26.9	197.4	0.87	0.87	1.03	65.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - AM(rev) (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - AM (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1302	4.6	1302	4.6	0.346	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	95	3.3	95	3.3	0.423	27.6	LOS B	0.6	4.5	0.90	1.02	1.16	29.4
Approach		1397	4.5	1397	4.5	0.423	1.9	NA	0.6	4.5	0.06	0.07	0.08	71.3
NorthWest: Cooyong Rd														
7	L2	69	3.0	69	3.0	0.059	6.2	LOS A	0.0	0.0	0.00	0.53	0.00	50.8
Approach		69	3.0	69	3.0	0.059	6.2	LOS A	0.0	0.0	0.00	0.53	0.00	50.8
SouthWest: Mona Vale Rd (NB)														
10	L2	199	1.6	199	1.6	0.108	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1301	9.0	1301	9.0	0.353	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1500	8.0	1500	8.0	0.353	1.0	NA	0.0	0.0	0.00	0.08	0.00	77.4
All Vehicles		2966	6.2	2966	6.2	0.423	1.5	NA	0.6	4.5	0.03	0.09	0.04	74.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - AM (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - AM (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	35	6.1	35	6.1	0.187	4.1	LOS A	0.4	2.9	0.41	0.54	0.41	33.3
5	T1	81	2.6	81	2.6	0.187	3.6	LOS A	0.4	2.9	0.41	0.54	0.41	37.2
6	R2	83	2.5	83	2.5	0.187	6.7	LOS A	0.4	2.9	0.41	0.54	0.41	37.6
Approach		199	3.2	199	3.2	0.187	5.0	LOS A	0.4	2.9	0.41	0.54	0.41	37.0
NorthEast: Myoora Rd (SB)														
7	L2	8	0.0	8	0.0	0.143	2.9	LOS A	0.3	2.5	0.18	0.34	0.18	36.8
8	T1	164	16.7	164	16.7	0.143	2.7	LOS A	0.3	2.5	0.18	0.34	0.18	36.8
9	R2	7	14.3	7	14.3	0.143	5.8	LOS A	0.3	2.5	0.18	0.34	0.18	38.7
Approach		180	15.8	180	15.8	0.143	2.8	LOS A	0.3	2.5	0.18	0.34	0.18	37.0
NorthWest: Cooyong Rd (EB)														
10	L2	9	0.0	9	0.0	0.043	3.5	LOS A	0.1	0.6	0.32	0.51	0.32	37.0
11	T1	12	0.0	12	0.0	0.043	3.1	LOS A	0.1	0.6	0.32	0.51	0.32	33.8
12	R2	27	0.0	27	0.0	0.043	6.2	LOS A	0.1	0.6	0.32	0.51	0.32	33.8
Approach		48	0.0	48	0.0	0.043	4.9	LOS A	0.1	0.6	0.32	0.51	0.32	34.9
SouthWest: Myoora Rd (NB)														
1	L2	12	9.1	12	9.1	0.082	3.7	LOS A	0.2	1.5	0.38	0.45	0.38	37.4
2	T1	60	35.1	60	35.1	0.082	3.7	LOS A	0.2	1.5	0.38	0.45	0.38	38.4
3	R2	6	0.0	6	0.0	0.082	6.3	LOS A	0.2	1.5	0.38	0.45	0.38	35.9
Approach		78	28.4	78	28.4	0.082	3.9	LOS A	0.2	1.5	0.38	0.45	0.38	38.1
All Vehicles		505	11.3	505	11.3	0.187	4.1	LOS A	0.4	2.9	0.31	0.45	0.31	37.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - AM (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - AM (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	15	7.1	15	7.1	0.022	0.7	LOS A	0.0	0.2	0.30	0.17	0.30	5.0
6	R2	11	0.0	11	0.0	0.022	1.1	LOS A	0.0	0.2	0.30	0.17	0.30	5.0
Approach		25	4.2	25	4.2	0.022	0.8	LOS A	0.0	0.2	0.30	0.17	0.30	5.0
NorthEast: Myoora Rd (WB)														
7	L2	13	8.3	13	8.3	0.117	13.2	LOS A	0.0	0.0	0.00	0.14	0.00	39.1
8	T1	198	13.3	198	13.3	0.117	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.1
Approach		211	13.0	211	13.0	0.117	0.8	NA	0.0	0.0	0.00	0.14	0.00	39.1
SouthWest: Myoora Rd (EB)														
2	T1	68	30.8	68	30.8	0.045	0.1	LOS A	0.0	0.1	0.04	0.10	0.04	39.1
3	R2	4	0.0	4	0.0	0.045	10.5	LOS A	0.0	0.1	0.04	0.10	0.04	39.1
Approach		73	29.0	73	29.0	0.045	0.7	NA	0.0	0.1	0.04	0.10	0.04	39.1
All Vehicles		308	16.0	308	16.0	0.117	0.8	NA	0.0	0.2	0.03	0.13	0.03	25.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - AM (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - AM (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	29	17.9	29	17.9	0.158	5.8	LOS A	0.3	2.5	0.49	0.65	0.49	44.5
2	T1	32	0.0	32	0.0	0.158	5.3	LOS A	0.3	2.5	0.49	0.65	0.49	42.9
3	R2	91	1.2	91	1.2	0.158	8.8	LOS A	0.3	2.5	0.49	0.65	0.49	36.7
Approach		152	4.2	152	4.2	0.158	7.5	LOS A	0.3	2.5	0.49	0.65	0.49	41.0
NorthEast: Myoora Rd (WB)														
4	L2	41	0.0	41	0.0	0.232	4.1	LOS A	0.6	4.0	0.30	0.44	0.30	45.2
5	T1	244	2.2	244	2.2	0.232	4.0	LOS A	0.6	4.0	0.30	0.44	0.30	47.5
6	R2	4	0.0	4	0.0	0.232	7.4	LOS A	0.6	4.0	0.30	0.44	0.30	46.3
Approach		289	1.8	289	1.8	0.232	4.1	LOS A	0.6	4.0	0.30	0.44	0.30	47.3
NorthWest: Aumuna Rd (SB)														
7	L2	5	0.0	5	0.0	0.092	4.7	LOS A	0.2	1.3	0.40	0.61	0.40	38.1
8	T1	22	0.0	22	0.0	0.092	4.7	LOS A	0.2	1.3	0.40	0.61	0.40	43.0
9	R2	69	1.5	69	1.5	0.092	8.1	LOS A	0.2	1.3	0.40	0.61	0.40	45.6
Approach		97	1.1	97	1.1	0.092	7.2	LOS A	0.2	1.3	0.40	0.61	0.40	45.0
SouthWest: Myoora Rd (EB)														
10	L2	35	6.1	35	6.1	0.153	4.3	LOS A	0.3	2.8	0.34	0.47	0.34	46.2
11	T1	122	20.7	122	20.7	0.153	4.4	LOS A	0.3	2.8	0.34	0.47	0.34	45.5
12	R2	5	20.0	5	20.0	0.153	7.9	LOS A	0.3	2.8	0.34	0.47	0.34	46.5
Approach		162	17.5	162	17.5	0.153	4.5	LOS A	0.3	2.8	0.34	0.47	0.34	45.7
All Vehicles		700	5.9	700	5.9	0.232	5.3	LOS A	0.6	4.0	0.36	0.52	0.36	45.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - AM (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - AM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1414	6.4	1414	6.4	0.378	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1414	6.4	1414	6.4	0.378	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	41	10.3	41	10.3	0.404	15.9	LOS B	0.0	0.0	0.00	0.27	0.00	74.5
11	T1	1469	6.4	1469	6.4	0.404	1.1	LOS A	0.0	0.0	0.00	0.22	0.00	75.6
Approach		1511	6.6	1511	6.6	0.404	1.5	NA	0.0	0.0	0.00	0.22	0.00	75.6
All Vehicles		2924	6.5	2924	6.5	0.404	0.8	NA	0.0	0.0	0.00	0.11	0.00	77.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1444	2.2	1444	2.2	0.376	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1444	2.2	1444	2.2	0.376	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	40	0.0	40	0.0	0.104	7.9	LOS A	0.1	0.9	0.73	0.73	0.73	4.9
Approach		40	0.0	40	0.0	0.104	7.9	LOS A	0.1	0.9	0.73	0.73	0.73	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1795	1.9	1795	1.9	0.466	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1795	1.9	1795	1.9	0.466	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
All Vehicles		3279	2.0	3279	2.0	0.466	0.1	NA	0.1	0.9	0.01	0.01	0.01	58.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	797	2.8	797	2.8	0.653	19.3	LOS B	16.3	117.0	0.62	0.80	0.62	72.9
2	T1	166	3.8	166	3.8	* 0.739	57.9	LOS E	12.8	91.9	0.99	0.87	1.01	30.8
3	R2	763	2.2	763	2.2	0.739	45.8	LOS D	20.7	147.7	0.91	0.87	0.92	22.4
Approach		1726	2.6	1726	2.6	0.739	34.7	LOS C	20.7	147.7	0.78	0.84	0.79	59.8
NorthEast: Mona Vale Rd (WB)														
4	L2	638	2.1	638	2.1	0.655	20.7	LOS B	15.2	108.4	0.69	0.82	0.69	59.0
5	T1	764	2.2	764	2.2	* 0.748	61.7	LOS E	10.5	75.2	1.00	0.87	1.06	64.0
Approach		1402	2.2	1402	2.2	0.748	43.1	LOS D	15.2	108.4	0.86	0.85	0.89	63.0
NorthWest: Myoora Rd														
7	L2	57	0.0	57	0.0	0.742	64.8	LOS E	10.4	73.7	1.00	0.88	1.05	23.0
8	T1	263	2.4	263	2.4	* 0.742	60.3	LOS E	10.4	73.7	1.00	0.88	1.05	30.0
9	R2	180	2.9	180	2.9	0.742	64.9	LOS E	10.1	72.4	1.00	0.87	1.06	57.9
Approach		500	2.3	500	2.3	0.742	62.4	LOS E	10.4	73.7	1.00	0.88	1.05	45.7
SouthWest: Mona Vale Rd (NB)														
10	L2	107	2.0	107	2.0	0.717	38.9	LOS C	21.0	150.2	0.87	0.80	0.87	64.8
11	T1	1159	2.5	1159	2.5	0.717	32.0	LOS C	21.0	150.2	0.87	0.79	0.87	68.5
12	R2	647	2.0	647	2.0	* 0.743	61.2	LOS E	12.8	90.9	0.98	0.87	1.01	61.3
Approach		1914	2.3	1914	2.3	0.743	42.3	LOS C	21.0	150.2	0.91	0.82	0.92	65.6
All Vehicles		5542	2.4	5542	2.4	0.748	41.9	LOS C	21.0	150.2	0.86	0.84	0.88	61.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

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Project: C:\Users\Meg Kong\Ason Group\Ason Group Team Site - Ason SL3 (Engineer)\Projects\1700-1799\1750\Projects\Modelling\p1750v01Y_20221205.sip9

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - WK(rev) (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1429	2.9	1429	2.9	0.375	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	48	0.0	48	0.0	0.352	38.2	LOS C	0.4	3.1	0.94	1.00	1.09	23.6
Approach		1478	2.8	1478	2.8	0.375	1.3	NA	0.4	3.1	0.03	0.03	0.04	73.9
NorthWest: Cooyong Rd														
7	L2	80	0.0	80	0.0	0.067	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
Approach		80	0.0	80	0.0	0.067	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
SouthWest: Mona Vale Rd (NB)														
10	L2	142	1.5	142	1.5	0.077	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1681	2.6	1681	2.6	0.438	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1823	2.5	1823	2.5	0.438	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.3
All Vehicles		3381	2.6	3381	2.6	0.438	1.1	NA	0.4	3.1	0.01	0.05	0.02	75.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	108	1.0	108	1.0	0.207	3.9	LOS A	0.5	3.2	0.40	0.52	0.40	33.7
5	T1	59	0.0	59	0.0	0.207	3.5	LOS A	0.5	3.2	0.40	0.52	0.40	37.5
6	R2	59	0.0	59	0.0	0.207	6.6	LOS A	0.5	3.2	0.40	0.52	0.40	37.9
Approach		226	0.5	226	0.5	0.207	4.5	LOS A	0.5	3.2	0.40	0.52	0.40	36.5
NorthEast: Myoora Rd (SB)														
7	L2	19	0.0	19	0.0	0.143	3.1	LOS A	0.3	2.2	0.23	0.36	0.23	36.7
8	T1	158	4.7	158	4.7	0.143	2.8	LOS A	0.3	2.2	0.23	0.36	0.23	36.7
9	R2	2	0.0	2	0.0	0.143	5.8	LOS A	0.3	2.2	0.23	0.36	0.23	38.7
Approach		179	4.1	179	4.1	0.143	2.8	LOS A	0.3	2.2	0.23	0.36	0.23	36.7
NorthWest: Cooyong Rd (EB)														
10	L2	6	0.0	6	0.0	0.045	3.5	LOS A	0.1	0.6	0.32	0.52	0.32	36.9
11	T1	14	0.0	14	0.0	0.045	3.2	LOS A	0.1	0.6	0.32	0.52	0.32	33.7
12	R2	31	0.0	31	0.0	0.045	6.2	LOS A	0.1	0.6	0.32	0.52	0.32	33.7
Approach		51	0.0	51	0.0	0.045	5.0	LOS A	0.1	0.6	0.32	0.52	0.32	34.4
SouthWest: Myoora Rd (NB)														
1	L2	14	7.7	14	7.7	0.102	3.4	LOS A	0.2	1.6	0.31	0.45	0.31	37.4
2	T1	69	15.2	69	15.2	0.102	3.1	LOS A	0.2	1.6	0.31	0.45	0.31	38.4
3	R2	28	0.0	28	0.0	0.102	6.1	LOS A	0.2	1.6	0.31	0.45	0.31	35.9
Approach		112	10.4	112	10.4	0.102	3.9	LOS A	0.2	1.6	0.31	0.45	0.31	37.8
All Vehicles		567	3.5	567	3.5	0.207	3.9	LOS A	0.5	3.2	0.32	0.45	0.32	36.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	49	0.0	49	0.0	0.061	0.9	LOS A	0.1	0.6	0.35	0.23	0.35	5.0
6	R2	20	0.0	20	0.0	0.061	1.6	LOS A	0.1	0.6	0.35	0.23	0.35	5.0
Approach		69	0.0	69	0.0	0.061	1.1	LOS A	0.1	0.6	0.35	0.23	0.35	5.0
NorthEast: Myoora Rd (WB)														
7	L2	26	0.0	26	0.0	0.157	13.2	LOS A	0.0	0.0	0.00	0.21	0.00	38.8
8	T1	274	3.1	274	3.1	0.157	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	38.8
Approach		300	2.8	300	2.8	0.157	1.2	NA	0.0	0.0	0.00	0.21	0.00	38.8
SouthWest: Myoora Rd (EB)														
2	T1	96	8.8	96	8.8	0.053	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	39.7
3	R2	2	0.0	2	0.0	0.053	10.8	LOS A	0.0	0.1	0.02	0.04	0.02	39.7
Approach		98	8.6	98	8.6	0.053	0.3	NA	0.0	0.1	0.02	0.04	0.02	39.7
All Vehicles		467	3.6	467	3.6	0.157	1.0	NA	0.1	0.6	0.06	0.18	0.06	19.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	48	2.2	48	2.2	0.096	5.1	LOS A	0.2	1.4	0.45	0.59	0.45	45.5
2	T1	16	0.0	16	0.0	0.096	5.0	LOS A	0.2	1.4	0.45	0.59	0.45	44.0
3	R2	28	14.8	28	14.8	0.096	8.8	LOS A	0.2	1.4	0.45	0.59	0.45	38.3
Approach		93	5.7	93	5.7	0.096	6.2	LOS A	0.2	1.4	0.45	0.59	0.45	44.2
NorthEast: Myoora Rd (WB)														
4	L2	69	3.0	69	3.0	0.243	3.8	LOS A	0.6	4.2	0.21	0.42	0.21	45.5
5	T1	256	2.9	256	2.9	0.243	3.8	LOS A	0.6	4.2	0.21	0.42	0.21	47.8
6	R2	2	0.0	2	0.0	0.243	7.2	LOS A	0.6	4.2	0.21	0.42	0.21	46.6
Approach		327	2.9	327	2.9	0.243	3.8	LOS A	0.6	4.2	0.21	0.42	0.21	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	1	0.0	1	0.0	0.039	4.1	LOS A	0.1	0.5	0.28	0.55	0.28	38.9
8	T1	14	0.0	14	0.0	0.039	4.1	LOS A	0.1	0.5	0.28	0.55	0.28	43.6
9	R2	31	0.0	31	0.0	0.039	7.5	LOS A	0.1	0.5	0.28	0.55	0.28	45.9
Approach		45	0.0	45	0.0	0.039	6.4	LOS A	0.1	0.5	0.28	0.55	0.28	45.4
SouthWest: Myoora Rd (EB)														
10	L2	18	0.0	18	0.0	0.087	3.7	LOS A	0.2	1.4	0.19	0.43	0.19	46.5
11	T1	78	13.5	78	13.5	0.087	3.8	LOS A	0.2	1.4	0.19	0.43	0.19	45.8
12	R2	12	0.0	12	0.0	0.087	7.1	LOS A	0.2	1.4	0.19	0.43	0.19	47.1
Approach		107	9.8	107	9.8	0.087	4.1	LOS A	0.2	1.4	0.19	0.43	0.19	46.1
All Vehicles		573	4.4	573	4.4	0.243	4.5	LOS A	0.6	4.2	0.25	0.46	0.25	46.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1444	2.2	1444	2.2	0.376	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1444	2.2	1444	2.2	0.376	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	71	0.0	71	0.0	0.485	15.7	LOS B	0.0	0.0	0.00	0.32	0.00	73.4
11	T1	1795	1.9	1795	1.9	0.485	1.1	LOS A	0.0	0.0	0.00	0.24	0.00	75.0
Approach		1865	1.9	1865	1.9	0.485	1.6	NA	0.0	0.0	0.00	0.24	0.00	75.0
All Vehicles		3309	2.0	3309	2.0	0.485	0.9	NA	0.0	0.0	0.00	0.14	0.00	75.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1444	2.2	1444	2.2	0.376	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1444	2.2	1444	2.2	0.376	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	40	0.0	40	0.0	0.104	7.9	LOS A	0.1	0.9	0.73	0.73	0.73	4.9
Approach		40	0.0	40	0.0	0.104	7.9	LOS A	0.1	0.9	0.73	0.73	0.73	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1795	1.9	1795	1.9	0.466	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1795	1.9	1795	1.9	0.466	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
All Vehicles		3279	2.0	3279	2.0	0.466	0.1	NA	0.1	0.9	0.01	0.01	0.01	58.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	797	2.8	797	2.8	0.653	19.3	LOS B	16.3	117.0	0.62	0.80	0.62	72.9
2	T1	166	3.8	166	3.8	* 0.739	57.9	LOS E	12.8	91.9	0.99	0.87	1.01	30.8
3	R2	763	2.2	763	2.2	0.739	45.8	LOS D	20.7	147.7	0.91	0.87	0.92	22.4
Approach		1726	2.6	1726	2.6	0.739	34.7	LOS C	20.7	147.7	0.78	0.84	0.79	59.8
NorthEast: Mona Vale Rd (WB)														
4	L2	638	2.1	638	2.1	0.655	20.7	LOS B	15.2	108.4	0.69	0.82	0.69	59.0
5	T1	764	2.2	764	2.2	* 0.748	61.7	LOS E	10.5	75.2	1.00	0.87	1.06	64.0
Approach		1402	2.2	1402	2.2	0.748	43.1	LOS D	15.2	108.4	0.86	0.85	0.89	63.0
NorthWest: Myoora Rd														
7	L2	57	0.0	57	0.0	0.742	64.8	LOS E	10.4	73.7	1.00	0.88	1.05	23.0
8	T1	263	2.4	263	2.4	* 0.742	60.3	LOS E	10.4	73.7	1.00	0.88	1.05	30.0
9	R2	180	2.9	180	2.9	0.742	64.9	LOS E	10.1	72.4	1.00	0.87	1.06	57.9
Approach		500	2.3	500	2.3	0.742	62.4	LOS E	10.4	73.7	1.00	0.88	1.05	45.7
SouthWest: Mona Vale Rd (NB)														
10	L2	107	2.0	107	2.0	0.717	38.9	LOS C	21.0	150.2	0.87	0.80	0.87	64.8
11	T1	1159	2.5	1159	2.5	0.717	32.0	LOS C	21.0	150.2	0.87	0.79	0.87	68.5
12	R2	647	2.0	647	2.0	* 0.743	61.2	LOS E	12.8	90.9	0.98	0.87	1.01	61.3
Approach		1914	2.3	1914	2.3	0.743	42.3	LOS C	21.0	150.2	0.91	0.82	0.92	65.6
All Vehicles		5542	2.4	5542	2.4	0.748	41.9	LOS C	21.0	150.2	0.86	0.84	0.88	61.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Organisation: ASON GROUP PTY LTD | Licence: NETWORK / 1PC | Processed: Friday, 2 December 2022 12:47:59 PM
Project: C:\Users\Meg Kong\Ason Group\Ason Group Team Site - Ason SL3 (Engineer)\Projects\1700-1799\1750\Projects\Modelling\p1750v01Y_20221205.sip9

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - WK(rev) (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1429	2.9	1429	2.9	0.375	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	48	0.0	48	0.0	0.352	38.2	LOS C	0.4	3.1	0.94	1.00	1.09	23.6
Approach		1478	2.8	1478	2.8	0.375	1.3	NA	0.4	3.1	0.03	0.03	0.04	73.9
NorthWest: Cooyong Rd														
7	L2	80	0.0	80	0.0	0.067	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
Approach		80	0.0	80	0.0	0.067	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
SouthWest: Mona Vale Rd (NB)														
10	L2	142	1.5	142	1.5	0.077	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1681	2.6	1681	2.6	0.438	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1823	2.5	1823	2.5	0.438	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.3
All Vehicles		3381	2.6	3381	2.6	0.438	1.1	NA	0.4	3.1	0.01	0.05	0.02	75.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	108	1.0	108	1.0	0.207	3.9	LOS A	0.5	3.2	0.40	0.52	0.40	33.7
5	T1	59	0.0	59	0.0	0.207	3.5	LOS A	0.5	3.2	0.40	0.52	0.40	37.5
6	R2	59	0.0	59	0.0	0.207	6.6	LOS A	0.5	3.2	0.40	0.52	0.40	37.9
Approach		226	0.5	226	0.5	0.207	4.5	LOS A	0.5	3.2	0.40	0.52	0.40	36.5
NorthEast: Myoora Rd (SB)														
7	L2	19	0.0	19	0.0	0.143	3.1	LOS A	0.3	2.2	0.23	0.36	0.23	36.7
8	T1	158	4.7	158	4.7	0.143	2.8	LOS A	0.3	2.2	0.23	0.36	0.23	36.7
9	R2	2	0.0	2	0.0	0.143	5.8	LOS A	0.3	2.2	0.23	0.36	0.23	38.7
Approach		179	4.1	179	4.1	0.143	2.8	LOS A	0.3	2.2	0.23	0.36	0.23	36.7
NorthWest: Cooyong Rd (EB)														
10	L2	6	0.0	6	0.0	0.045	3.5	LOS A	0.1	0.6	0.32	0.52	0.32	36.9
11	T1	14	0.0	14	0.0	0.045	3.2	LOS A	0.1	0.6	0.32	0.52	0.32	33.7
12	R2	31	0.0	31	0.0	0.045	6.2	LOS A	0.1	0.6	0.32	0.52	0.32	33.7
Approach		51	0.0	51	0.0	0.045	5.0	LOS A	0.1	0.6	0.32	0.52	0.32	34.4
SouthWest: Myoora Rd (NB)														
1	L2	14	7.7	14	7.7	0.102	3.4	LOS A	0.2	1.6	0.31	0.45	0.31	37.4
2	T1	69	15.2	69	15.2	0.102	3.1	LOS A	0.2	1.6	0.31	0.45	0.31	38.4
3	R2	28	0.0	28	0.0	0.102	6.1	LOS A	0.2	1.6	0.31	0.45	0.31	35.9
Approach		112	10.4	112	10.4	0.102	3.9	LOS A	0.2	1.6	0.31	0.45	0.31	37.8
All Vehicles		567	3.5	567	3.5	0.207	3.9	LOS A	0.5	3.2	0.32	0.45	0.32	36.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	49	0.0	49	0.0	0.061	0.9	LOS A	0.1	0.6	0.35	0.23	0.35	5.0
6	R2	20	0.0	20	0.0	0.061	1.6	LOS A	0.1	0.6	0.35	0.23	0.35	5.0
Approach		69	0.0	69	0.0	0.061	1.1	LOS A	0.1	0.6	0.35	0.23	0.35	5.0
NorthEast: Myoora Rd (WB)														
7	L2	26	0.0	26	0.0	0.157	13.2	LOS A	0.0	0.0	0.00	0.21	0.00	38.8
8	T1	274	3.1	274	3.1	0.157	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	38.8
Approach		300	2.8	300	2.8	0.157	1.2	NA	0.0	0.0	0.00	0.21	0.00	38.8
SouthWest: Myoora Rd (EB)														
2	T1	96	8.8	96	8.8	0.053	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	39.7
3	R2	2	0.0	2	0.0	0.053	10.8	LOS A	0.0	0.1	0.02	0.04	0.02	39.7
Approach		98	8.6	98	8.6	0.053	0.3	NA	0.0	0.1	0.02	0.04	0.02	39.7
All Vehicles		467	3.6	467	3.6	0.157	1.0	NA	0.1	0.6	0.06	0.18	0.06	19.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	48	2.2	48	2.2	0.096	5.1	LOS A	0.2	1.4	0.45	0.59	0.45	45.5
2	T1	16	0.0	16	0.0	0.096	5.0	LOS A	0.2	1.4	0.45	0.59	0.45	44.0
3	R2	28	14.8	28	14.8	0.096	8.8	LOS A	0.2	1.4	0.45	0.59	0.45	38.3
Approach		93	5.7	93	5.7	0.096	6.2	LOS A	0.2	1.4	0.45	0.59	0.45	44.2
NorthEast: Myoora Rd (WB)														
4	L2	69	3.0	69	3.0	0.243	3.8	LOS A	0.6	4.2	0.21	0.42	0.21	45.5
5	T1	256	2.9	256	2.9	0.243	3.8	LOS A	0.6	4.2	0.21	0.42	0.21	47.8
6	R2	2	0.0	2	0.0	0.243	7.2	LOS A	0.6	4.2	0.21	0.42	0.21	46.6
Approach		327	2.9	327	2.9	0.243	3.8	LOS A	0.6	4.2	0.21	0.42	0.21	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	1	0.0	1	0.0	0.039	4.1	LOS A	0.1	0.5	0.28	0.55	0.28	38.9
8	T1	14	0.0	14	0.0	0.039	4.1	LOS A	0.1	0.5	0.28	0.55	0.28	43.6
9	R2	31	0.0	31	0.0	0.039	7.5	LOS A	0.1	0.5	0.28	0.55	0.28	45.9
Approach		45	0.0	45	0.0	0.039	6.4	LOS A	0.1	0.5	0.28	0.55	0.28	45.4
SouthWest: Myoora Rd (EB)														
10	L2	18	0.0	18	0.0	0.087	3.7	LOS A	0.2	1.4	0.19	0.43	0.19	46.5
11	T1	78	13.5	78	13.5	0.087	3.8	LOS A	0.2	1.4	0.19	0.43	0.19	45.8
12	R2	12	0.0	12	0.0	0.087	7.1	LOS A	0.2	1.4	0.19	0.43	0.19	47.1
Approach		107	9.8	107	9.8	0.087	4.1	LOS A	0.2	1.4	0.19	0.43	0.19	46.1
All Vehicles		573	4.4	573	4.4	0.243	4.5	LOS A	0.6	4.2	0.25	0.46	0.25	46.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - WK (Site Folder: 2022 Base)]

Network: N101 [Base Network - 2022 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

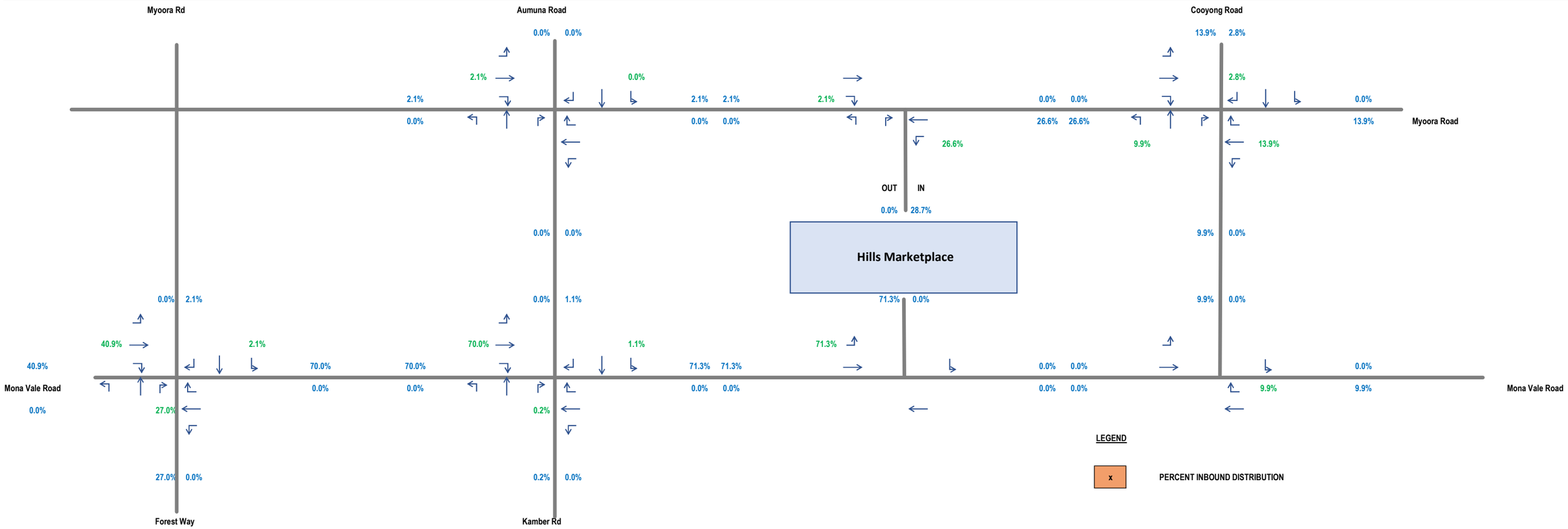
Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1444	2.2	1444	2.2	0.376	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1444	2.2	1444	2.2	0.376	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	71	0.0	71	0.0	0.485	15.7	LOS B	0.0	0.0	0.00	0.32	0.00	73.4
11	T1	1795	1.9	1795	1.9	0.485	1.1	LOS A	0.0	0.0	0.00	0.24	0.00	75.0
Approach		1865	1.9	1865	1.9	0.485	1.6	NA	0.0	0.0	0.00	0.24	0.00	75.0
All Vehicles		3309	2.0	3309	2.0	0.485	0.9	NA	0.0	0.0	0.00	0.14	0.00	75.4

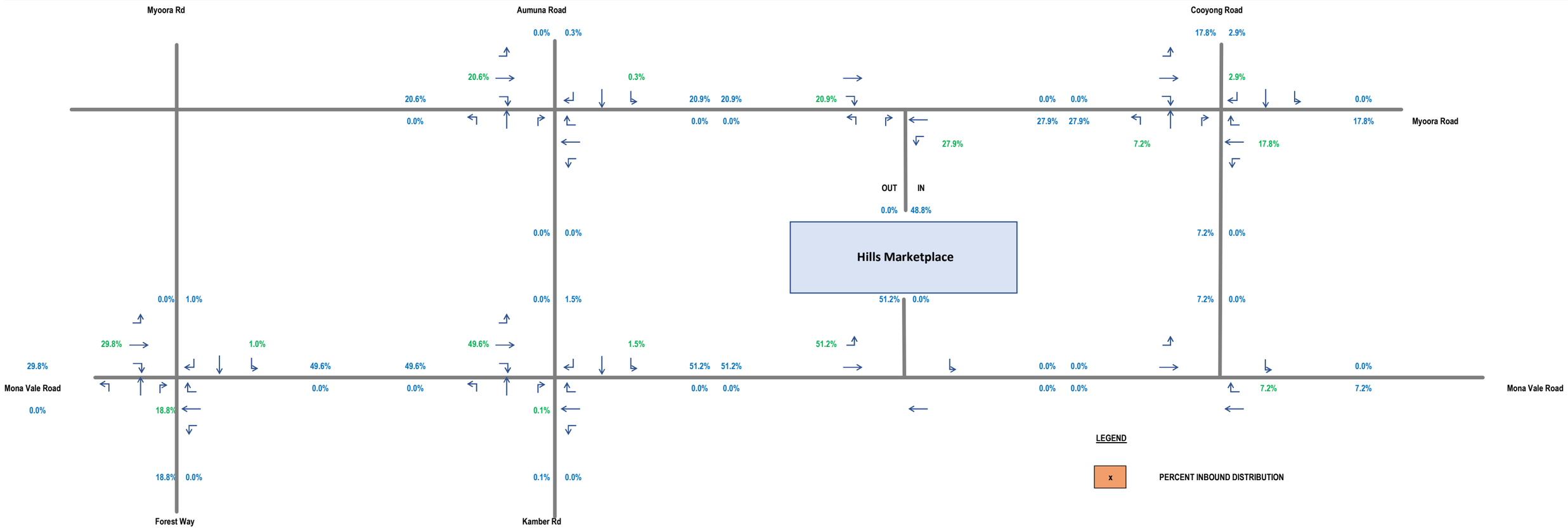
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix C. AM & PM Peak Traffic Distributions and Assignments

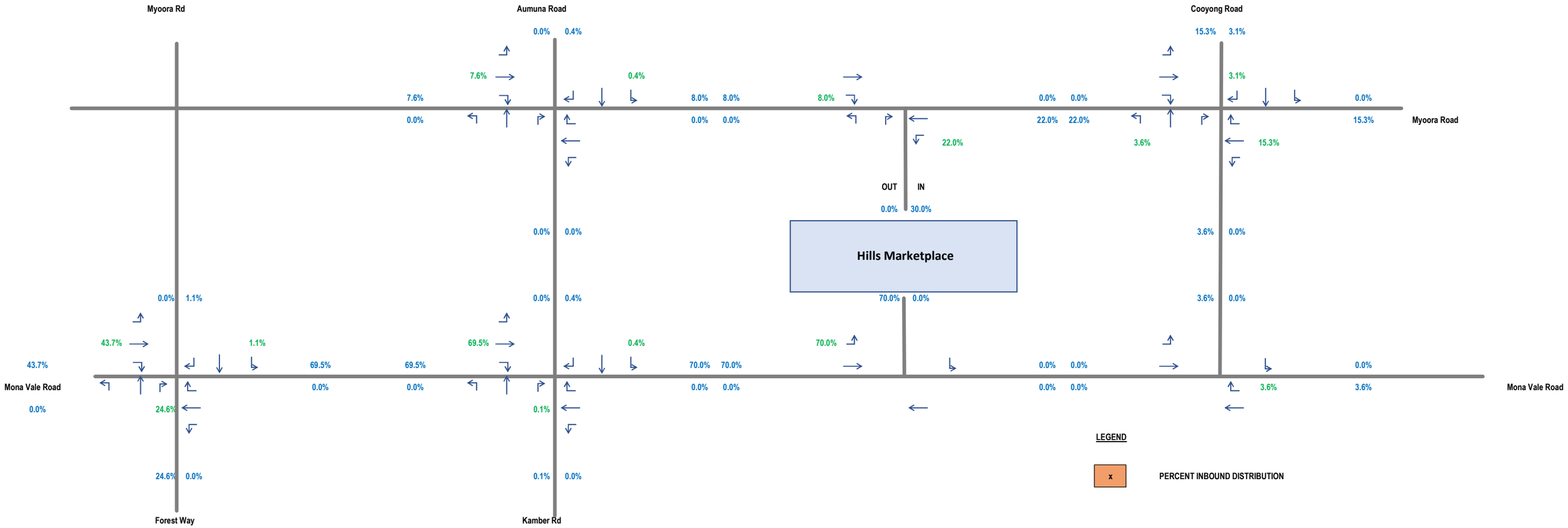
WEEKEND MIDDAY PEAK HOUR INBOUND TRAFFIC DISTRIBUTION



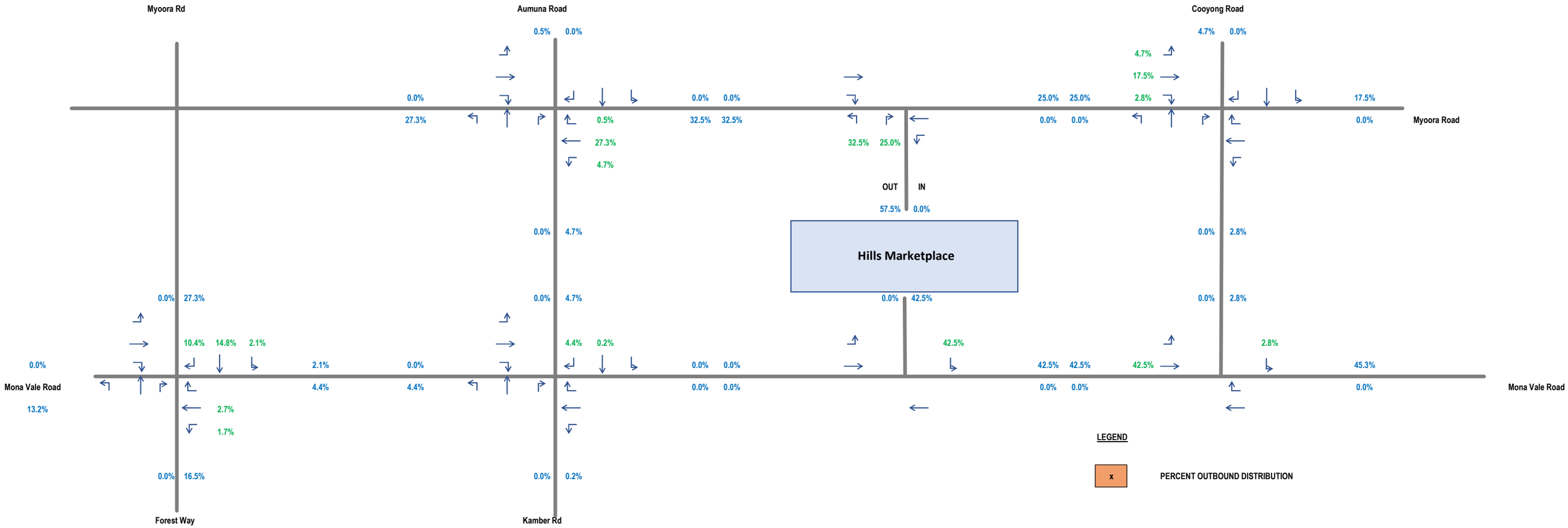
WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES INBOUND TRAFFIC DISTRIBUTION



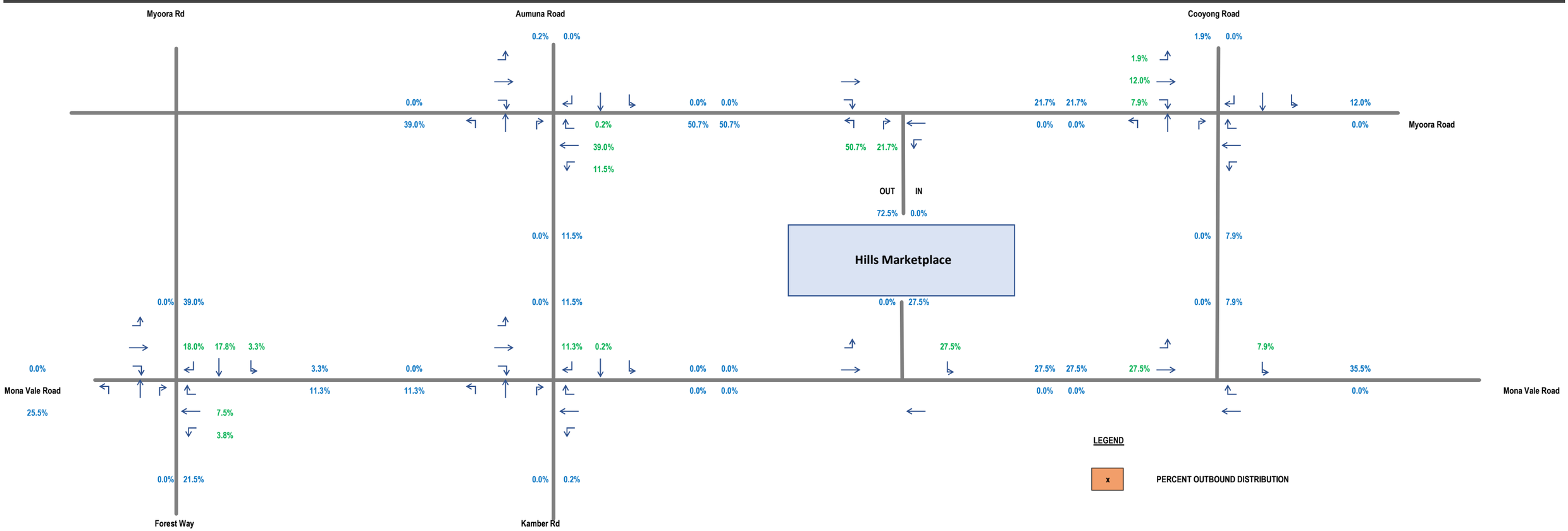
WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES INBOUND TRAFFIC DISTRIBUTION



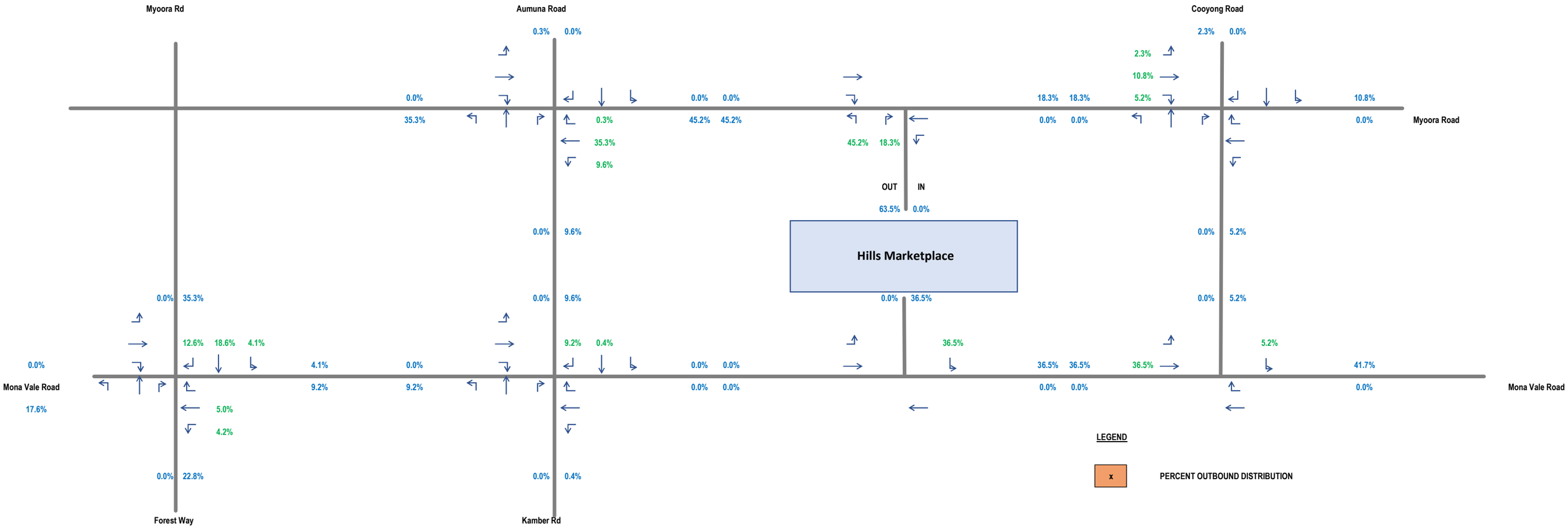
WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES OUTBOUND TRAFFIC DISTRIBUTION



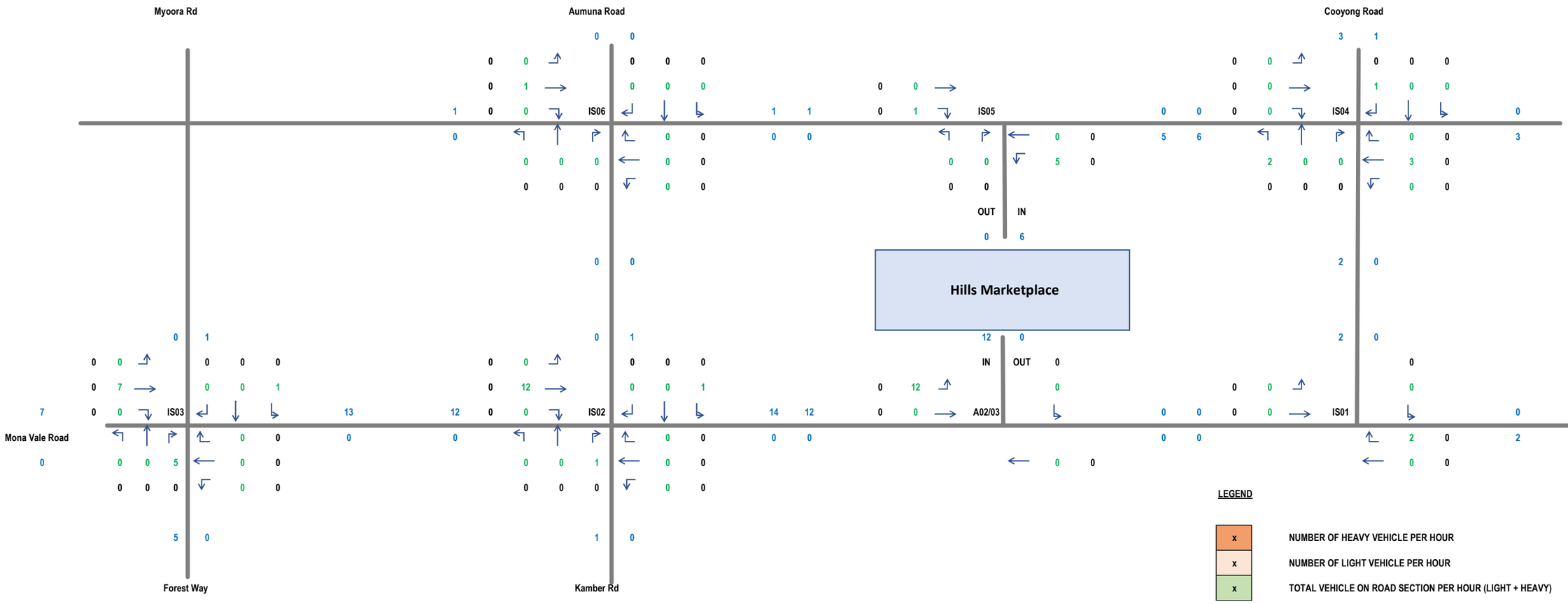
WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES OUTBOUND TRAFFIC DISTRIBUTION



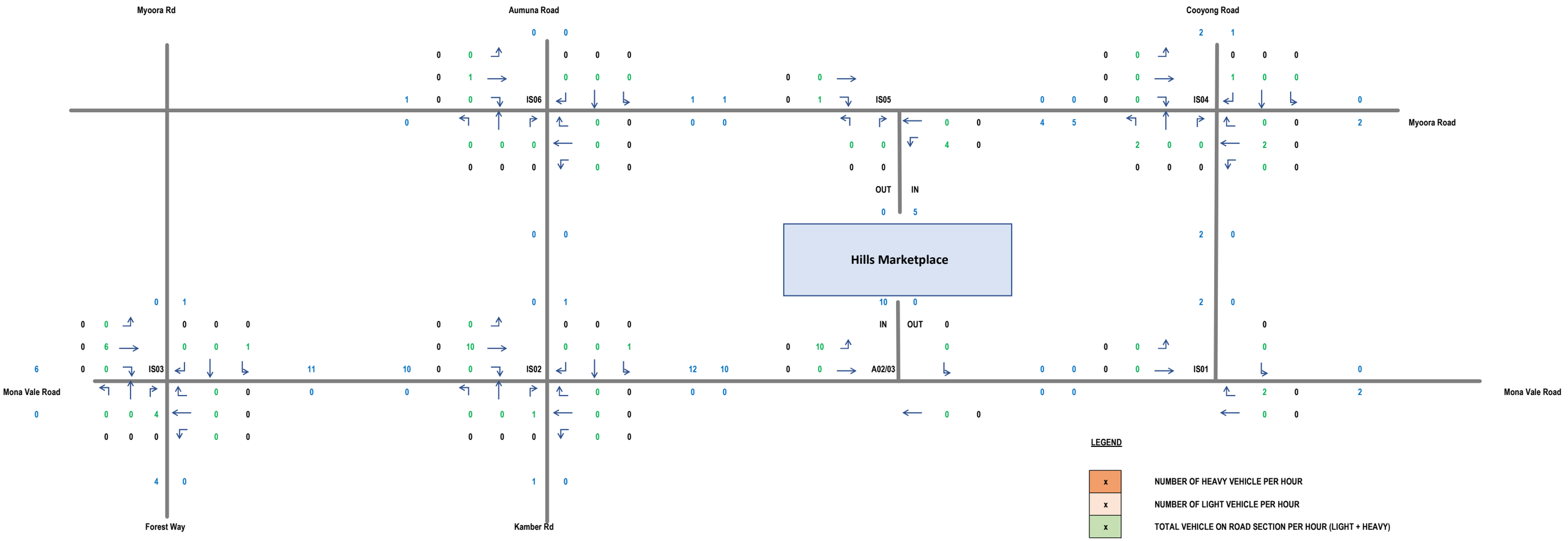
WEEKEND MIDDAY PEAK HOUR TRAFFIC VOLUMES OUTBOUND TRAFFIC DISTRIBUTION



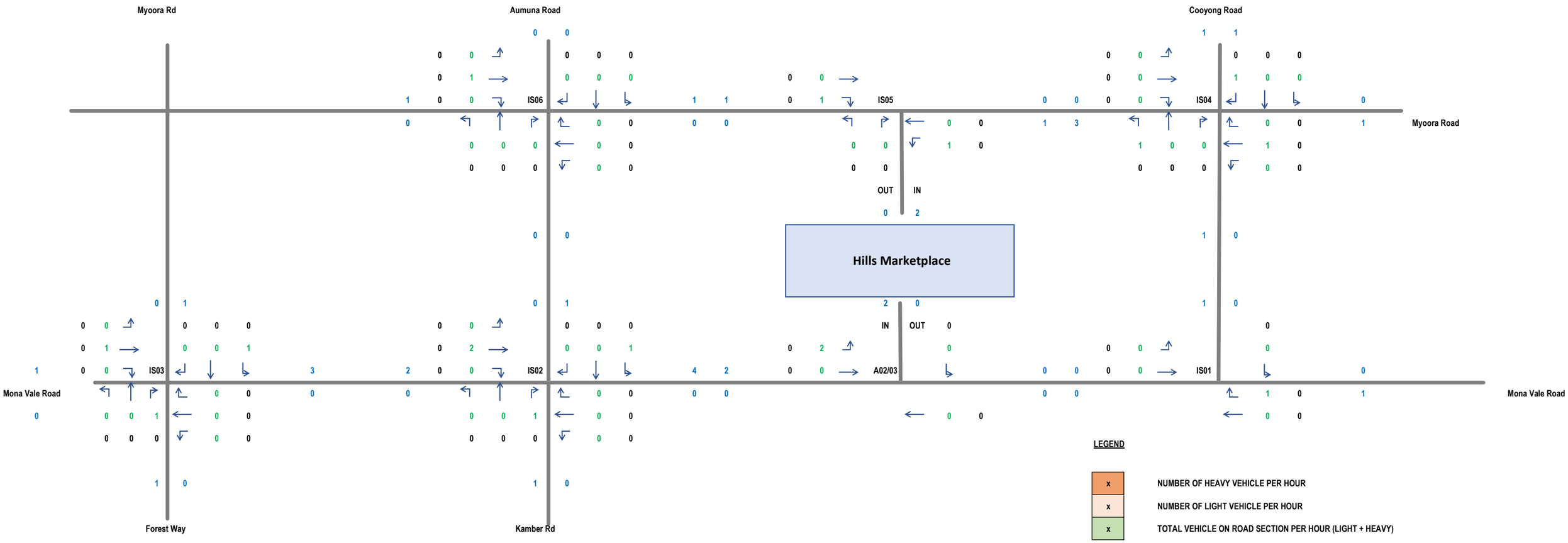
WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES



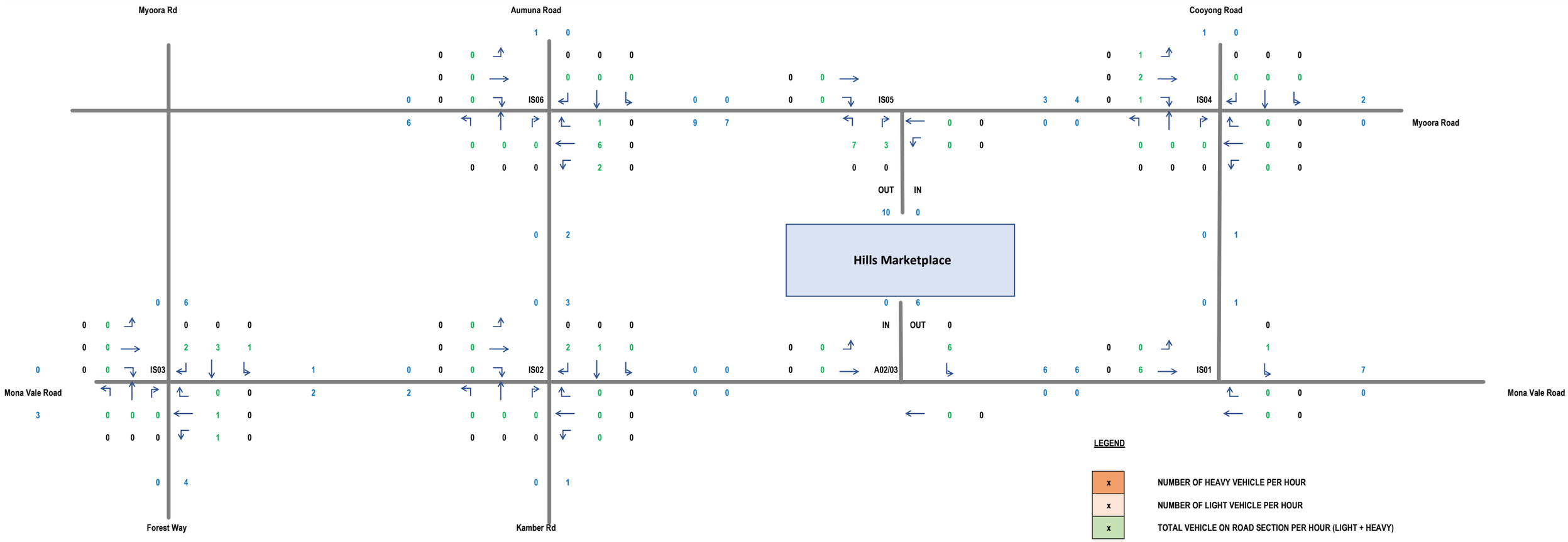
WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES



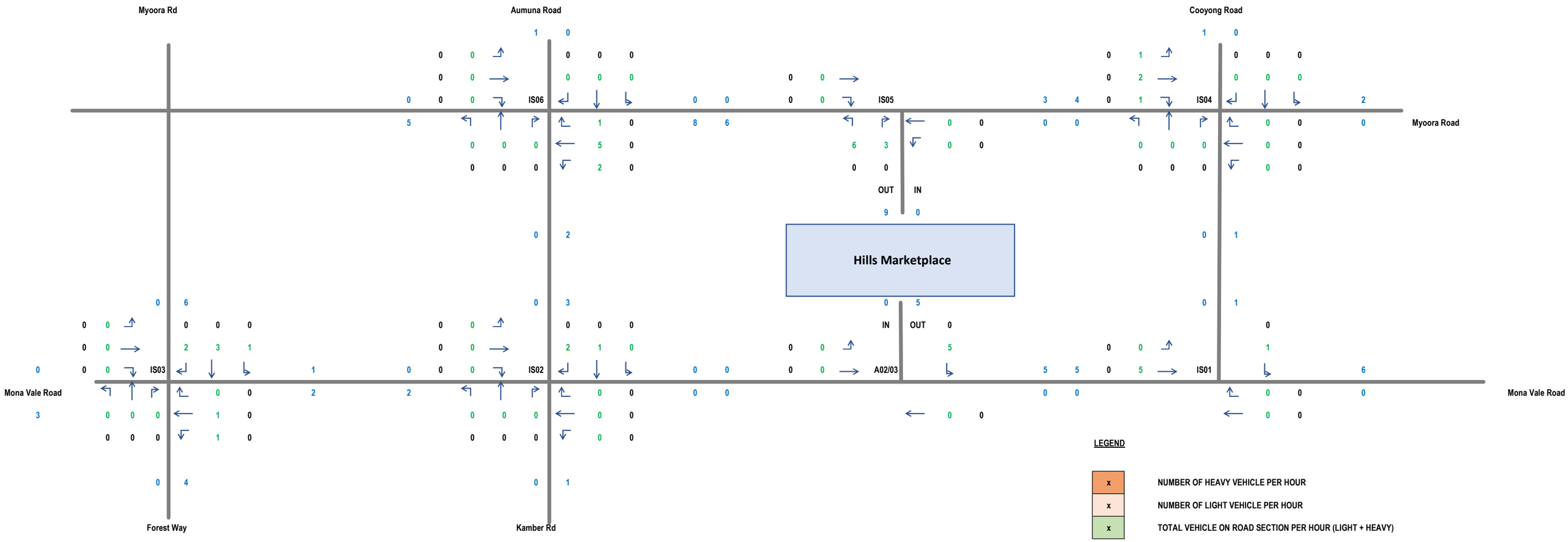
WEEKEND MIDDAY PEAK HOUR TRAFFIC VOLUMES



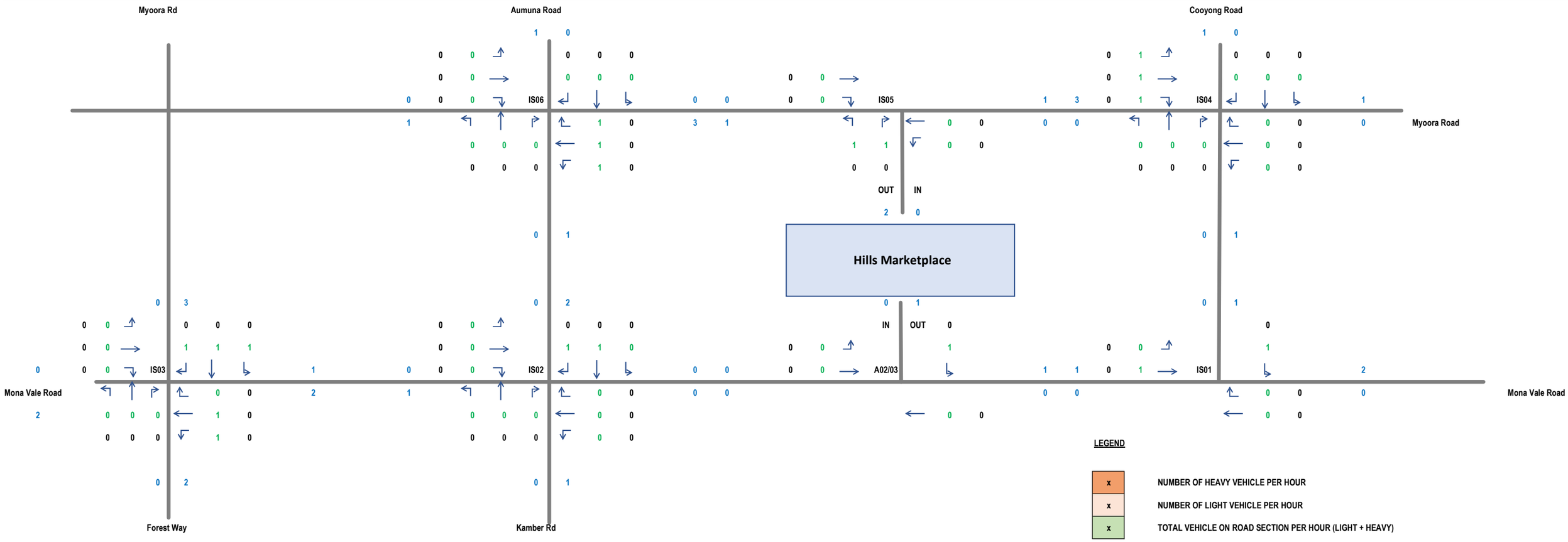
WEEKDAY AM PEAK HOUR ADDITIONAL TRAFFIC VOLUMES



WEEKDAY PM PEAK HOUR ADDITIONAL TRAFFIC VOLUMES

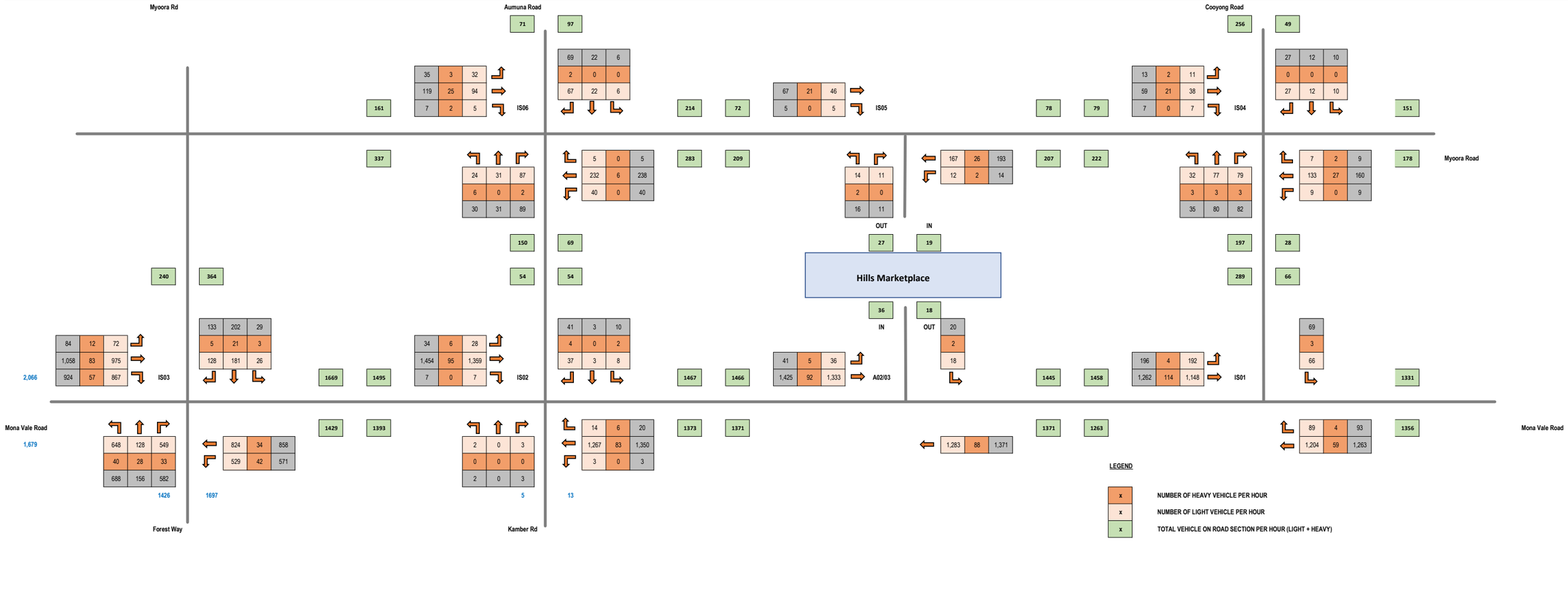


WEEKEND MIDDAY AM PEAK HOUR ADDITIONALTRAFFIC VOLUMES

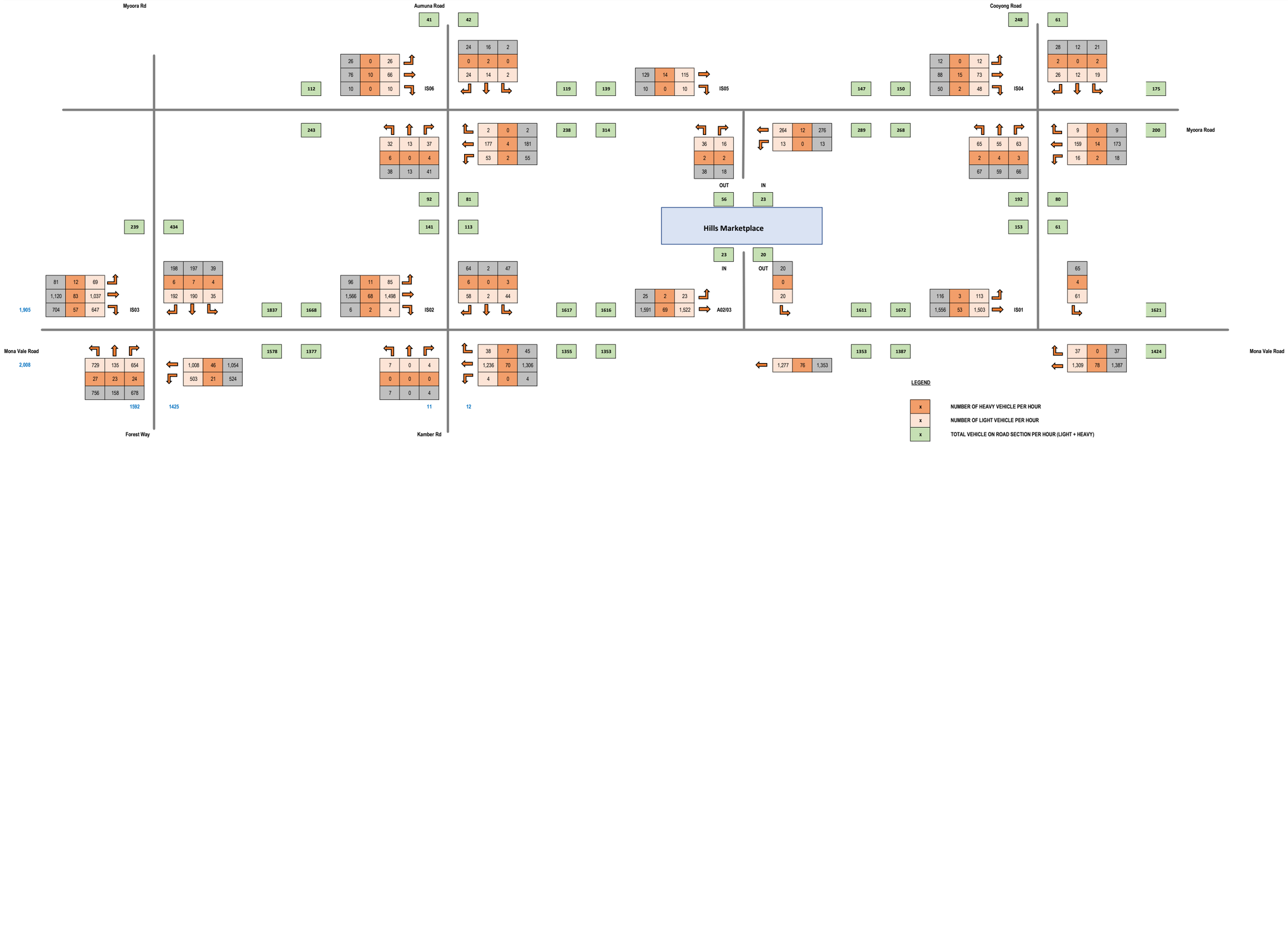


Appendix D. Future Year 2024 and 2034 Network Diagrams

YEAR 2024 WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES



YEAR 2024 WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES



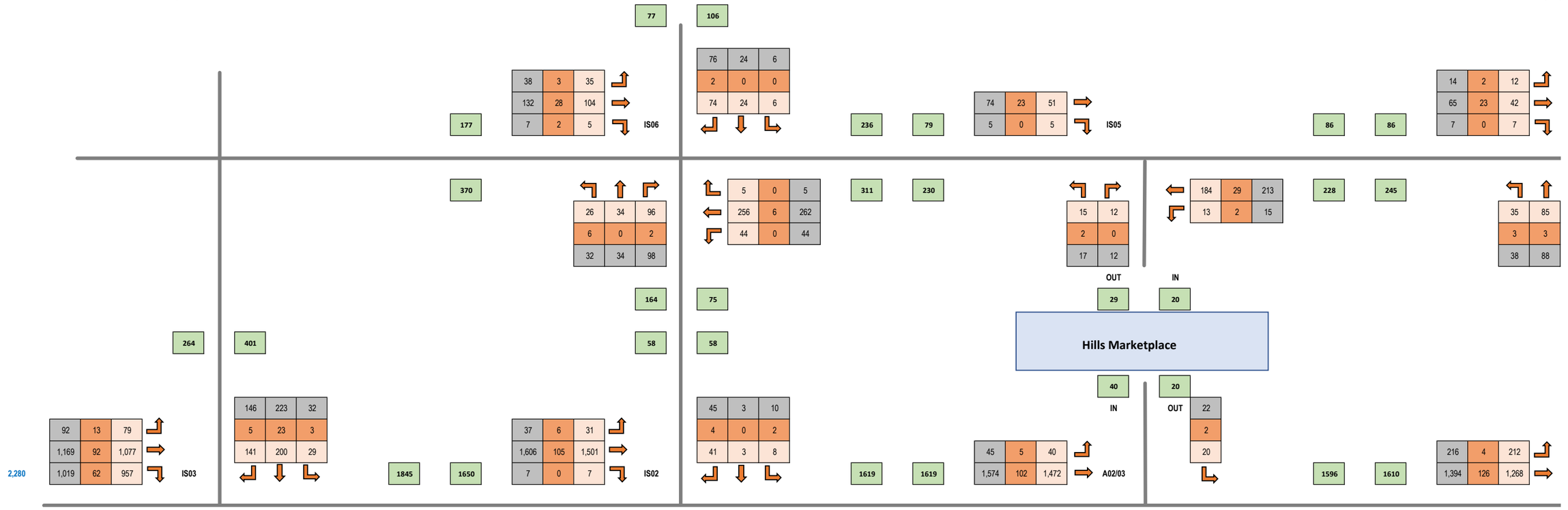
YEAR 2024 WEEKEND PEAK HOUR TRAFFIC VOLUMES

YEAR 2034 WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

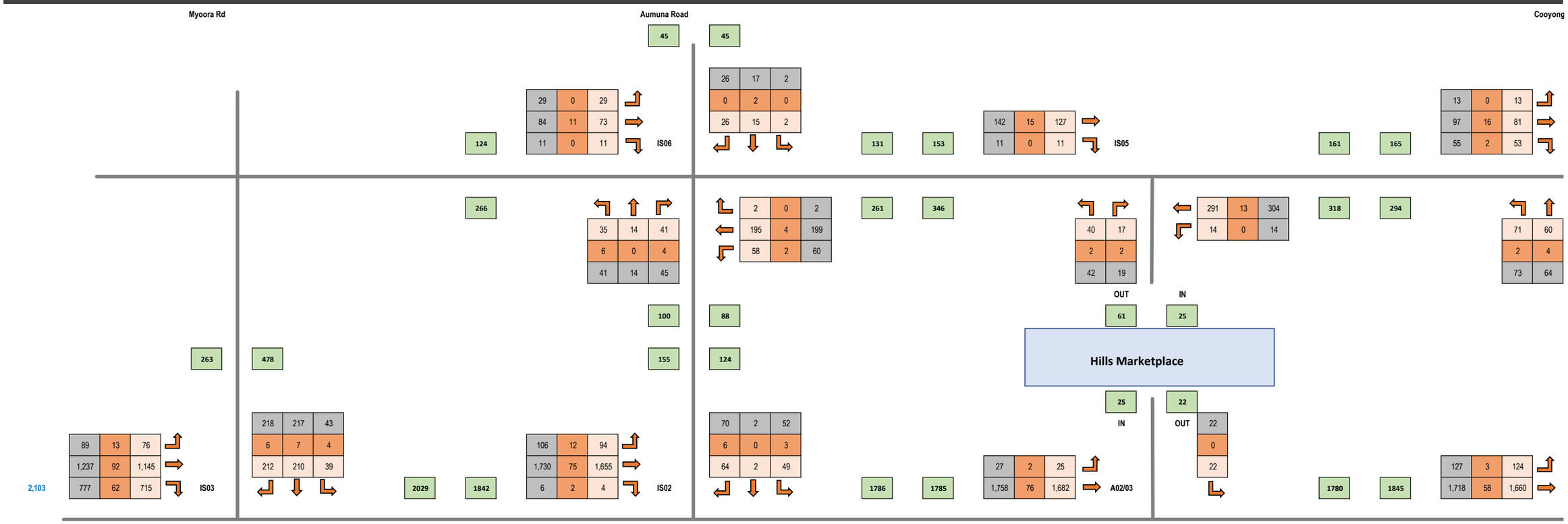
Myoora Rd

Aumuna Road

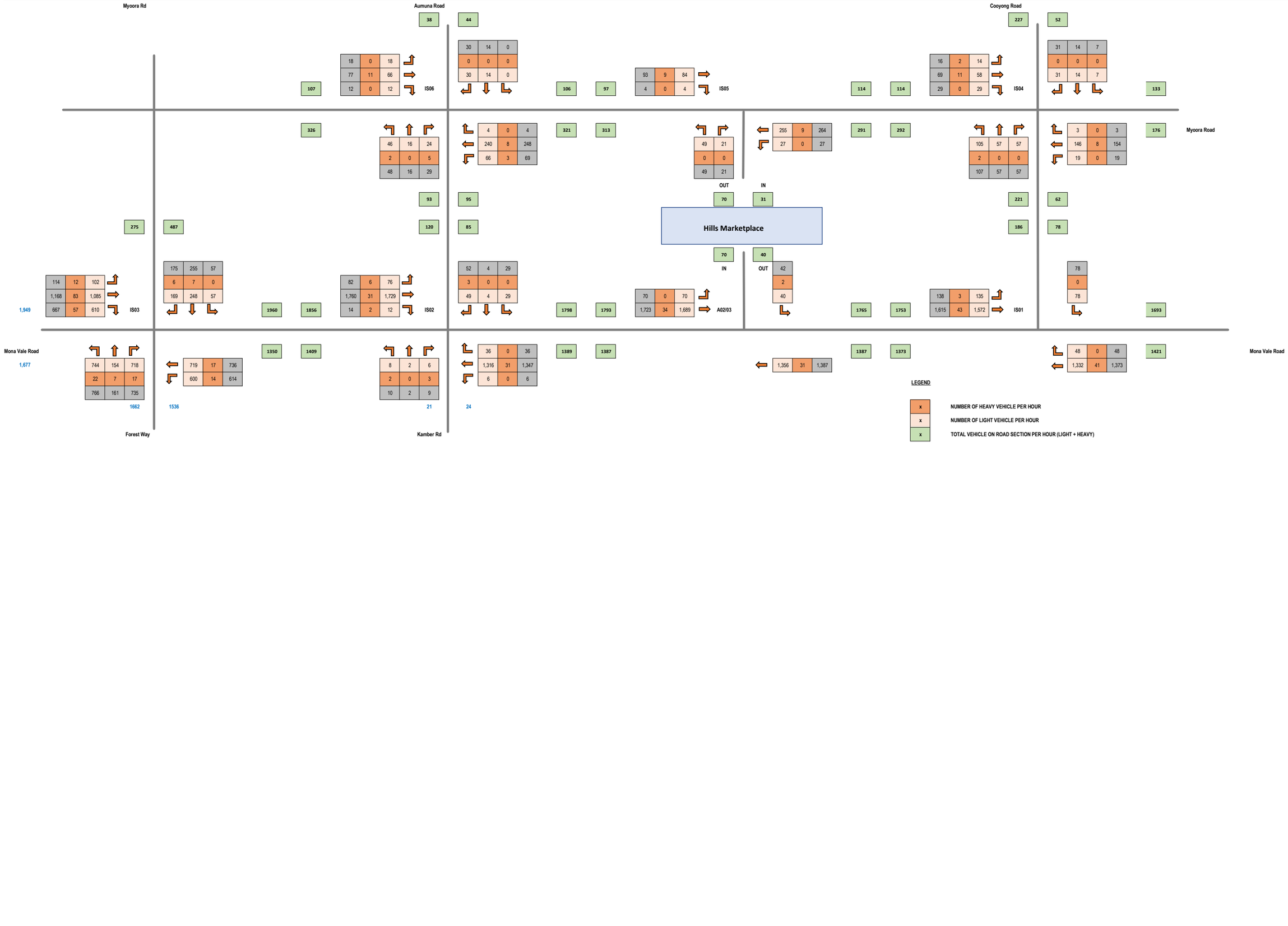
Cooyong



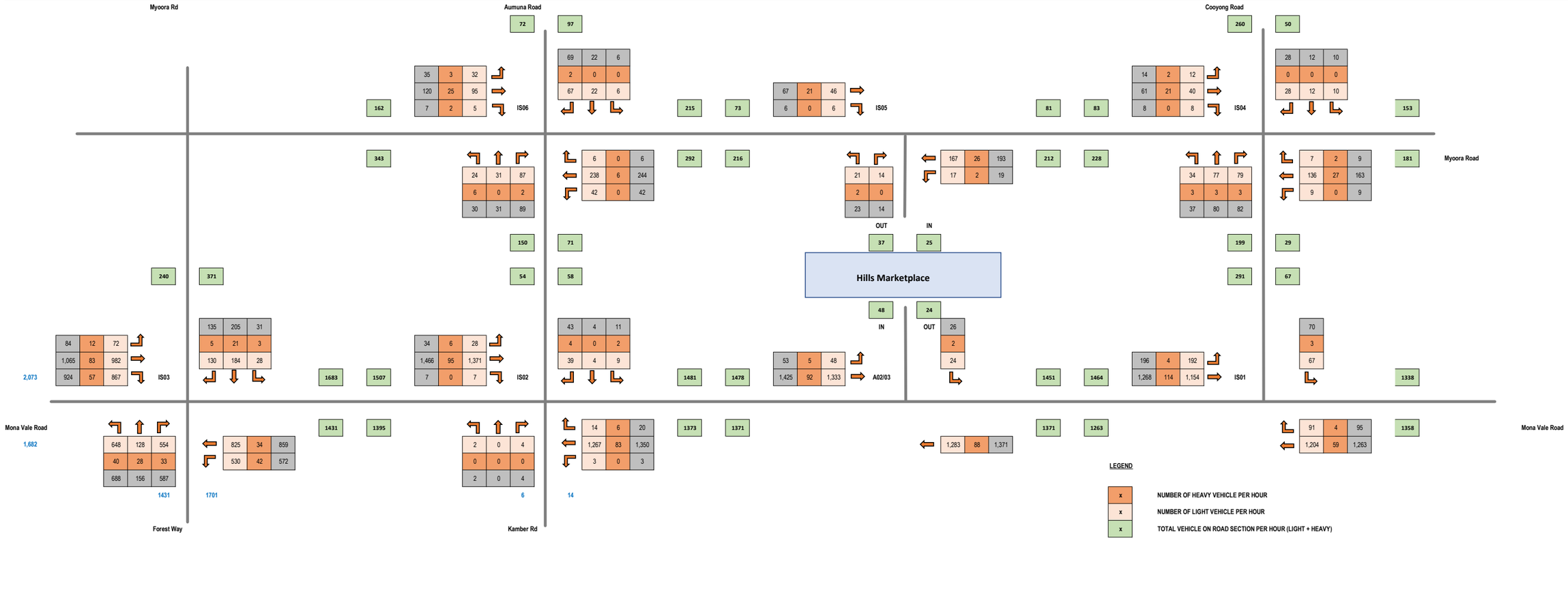
YEAR 2034 WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES



YEAR 2024 WEEKEND PEAK HOUR TRAFFIC VOLUMES WITH DEVELOPMENT



YEAR 2024 WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES WITH DEVELOPMENT



YEAR 2034 WEEKEND PEAK HOUR TRAFFIC VOLUMES

Myoora Rd

Aumuna Road

Cooyong Road

Myoora Road

Mona Vale Road

Forest Way

Kamber Rd

Mona Vale Road

Hills Marketplace

IS06

IS05

IS04

IS03

IS02

IS01

A02/03

OUT

IN

OUT

IN

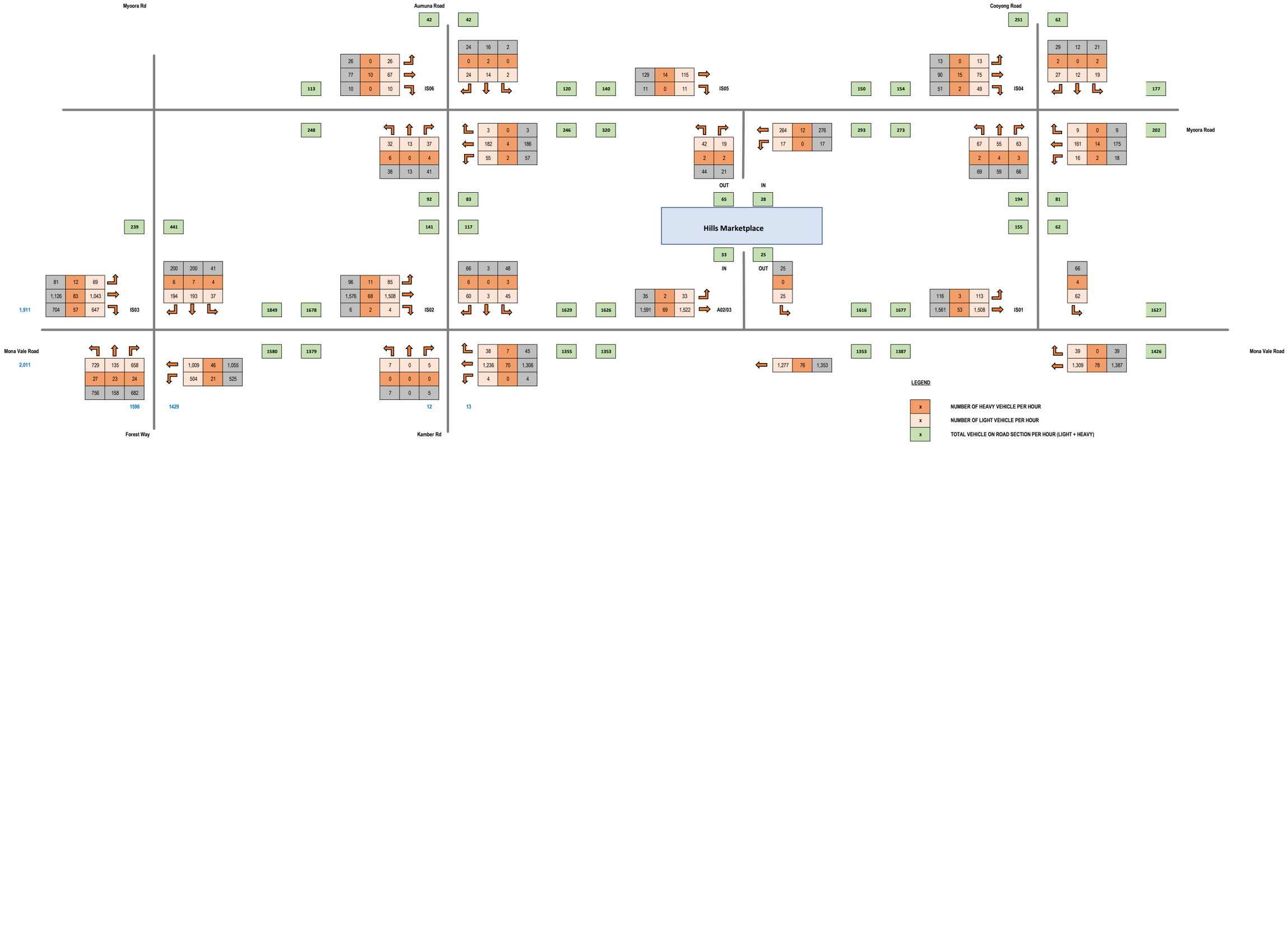
LEGEND

x — NUMBER OF HEAVY VEHICLE PER HOUR

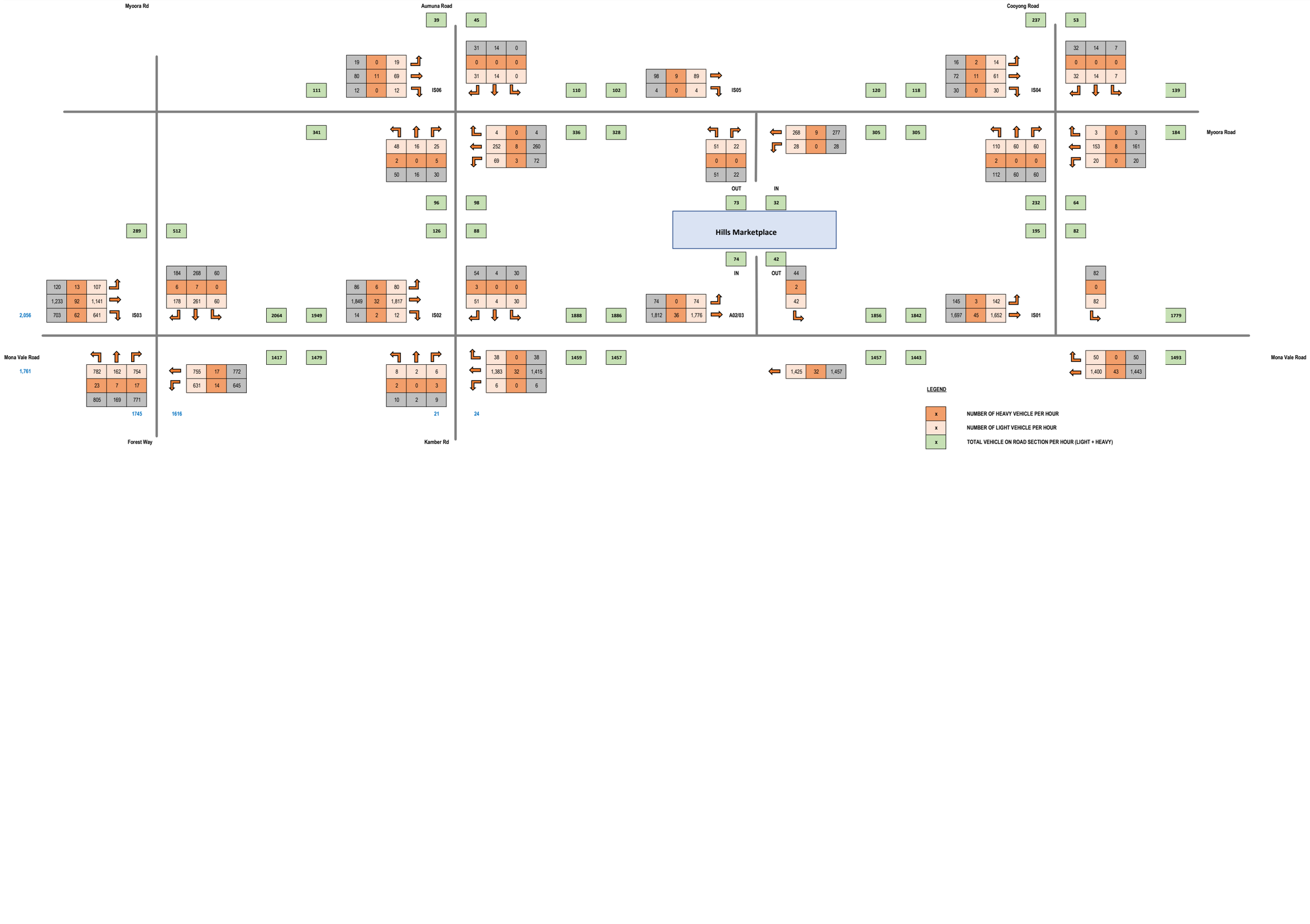
x — NUMBER OF LIGHT VEHICLE PER HOUR

x — TOTAL VEHICLE ON ROAD SECTION PER HOUR (LIGHT + HEAVY)

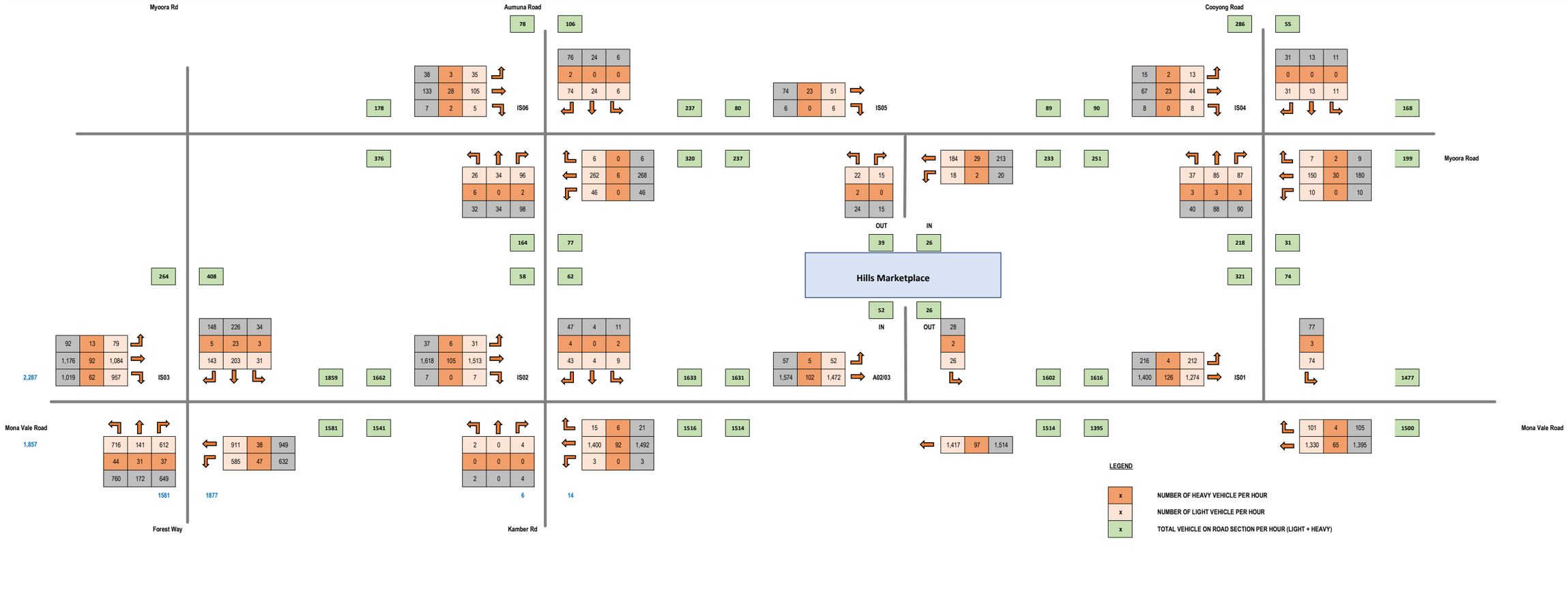
YEAR 2024 WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES WITH DEVELOPMENT



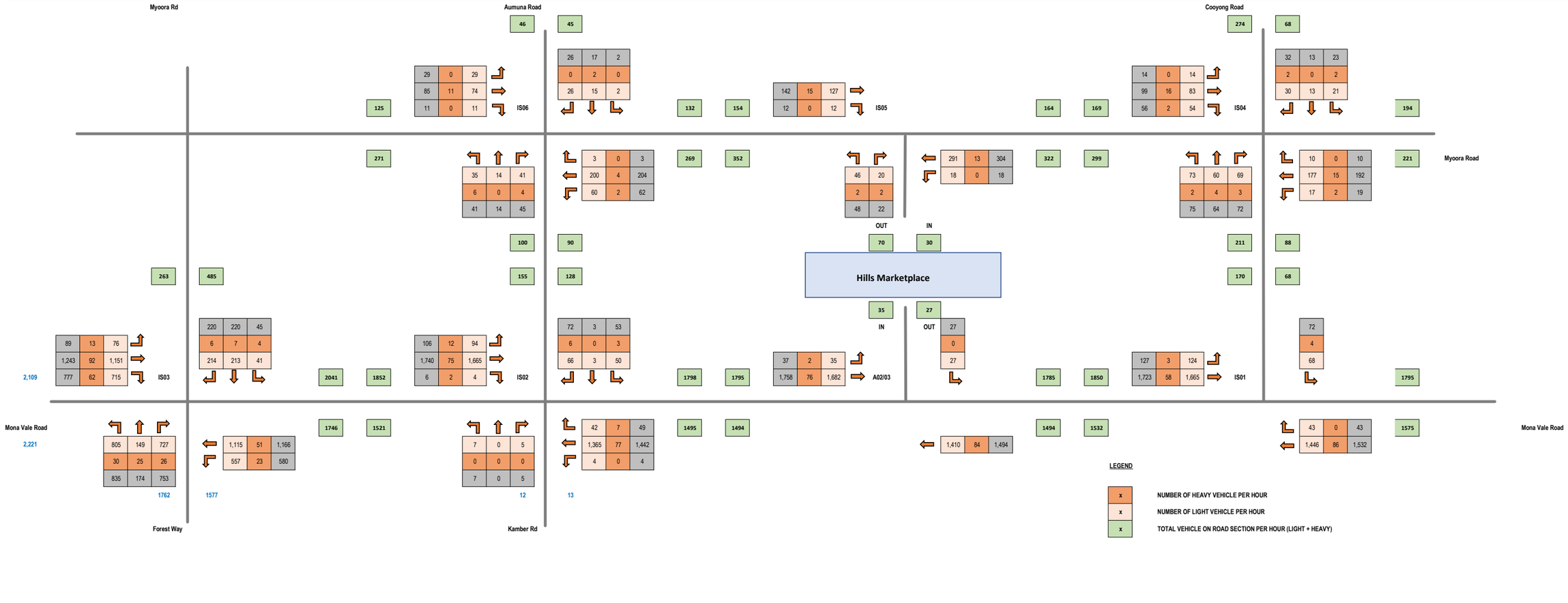
YEAR 2034 WEEKEND PEAK HOUR TRAFFIC VOLUMES WITH DEVELOPMENT



YEAR 2034 WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES WITH DEVELOPMENT



YEAR 2034 WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES WITH DEVELOPMENT



Appendix E. Future Year 2024 and 2034 (without Development) SIDRA Results

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - AM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - AM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1443	6.4	1443	6.4	0.385	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1443	6.4	1443	6.4	0.385	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	21	10.0	21	10.0	0.047	6.1	LOS A	0.1	0.5	0.66	0.65	0.66	4.9
Approach		21	10.0	21	10.0	0.047	6.1	LOS A	0.1	0.5	0.66	0.65	0.66	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1500	6.5	1500	6.5	0.401	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1500	6.5	1500	6.5	0.401	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
All Vehicles		2964	6.5	2964	6.5	0.401	0.1	NA	0.1	0.5	0.00	0.00	0.00	66.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - AM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - AM (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network Practical Cycle Time)
This Site is not connected to the Network.

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	724	5.8	724	5.8	0.619	17.6	LOS B	17.1	125.9	0.63	0.80	0.63	73.5
2	T1	164	17.9	164	17.9	* 0.858	58.5	LOS E	11.2	89.2	1.00	0.97	1.34	31.0
3	R2	613	5.7	613	5.7	0.858	47.7	LOS D	29.5	216.8	0.99	0.95	1.16	45.5
Approach		1501	7.1	1501	7.1	0.858	34.3	LOS C	29.5	216.8	0.82	0.88	0.92	62.2
NorthEast: Mona Vale Rd (WB)														
4	L2	601	7.4	601	7.4	0.739	23.7	LOS B	21.2	157.8	0.86	0.86	0.86	56.5
5	T1	903	4.0	903	4.0	* 0.887	55.6	LOS D	17.1	123.6	1.00	1.01	1.34	65.3
Approach		1504	5.3	1504	5.3	0.887	42.8	LOS D	21.2	157.8	0.94	0.95	1.15	63.8
NorthWest: Myoora Rd														
7	L2	31	10.3	31	10.3	0.841	58.5	LOS E	10.3	78.8	1.00	1.00	1.31	40.8
8	T1	213	10.4	213	10.4	* 0.841	53.9	LOS D	10.4	76.3	1.00	1.00	1.31	31.3
9	R2	140	3.8	140	3.8	0.841	58.4	LOS E	10.4	76.3	1.00	1.00	1.31	59.1
Approach		383	8.0	383	8.0	0.841	55.9	LOS D	10.4	78.8	1.00	1.00	1.31	47.9
SouthWest: Mona Vale Rd (NB)														
10	L2	88	14.3	88	14.3	0.586	22.5	LOS B	19.0	143.0	0.71	0.66	0.71	68.9
11	T1	1114	7.8	1114	7.8	0.586	15.4	LOS B	19.1	142.5	0.71	0.65	0.71	75.1
12	R2	973	6.2	973	6.2	* 0.872	52.3	LOS D	26.3	194.2	1.00	0.96	1.22	63.1
Approach		2175	7.4	2175	7.4	0.872	32.2	LOS C	26.3	194.2	0.84	0.79	0.93	69.4
All Vehicles		5563	6.8	5563	6.8	0.887	37.3	LOS C	29.5	216.8	0.87	0.87	1.02	65.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - AM(rev) 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - AM (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1329	4.7	1329	4.7	0.353	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	98	4.3	98	4.3	0.471	30.4	LOS C	0.7	5.1	0.92	1.03	1.22	27.6
Approach		1427	4.6	1427	4.6	0.471	2.1	NA	0.7	5.1	0.06	0.07	0.08	70.5
NorthWest: Cooyong Rd														
7	L2	73	4.3	73	4.3	0.062	6.2	LOS A	0.0	0.0	0.00	0.53	0.00	50.5
Approach		73	4.3	73	4.3	0.062	6.2	LOS A	0.0	0.0	0.00	0.53	0.00	50.5
SouthWest: Mona Vale Rd (NB)														
10	L2	206	2.0	206	2.0	0.113	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1328	9.0	1328	9.0	0.361	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1535	8.1	1535	8.1	0.361	1.0	NA	0.0	0.0	0.00	0.08	0.00	77.3
All Vehicles		3035	6.4	3035	6.4	0.471	1.7	NA	0.7	5.1	0.03	0.09	0.04	73.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - AM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - AM (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	37	8.6	37	8.6	0.199	4.2	LOS A	0.4	3.1	0.42	0.55	0.42	33.2
5	T1	84	3.8	84	3.7	0.199	3.7	LOS A	0.4	3.1	0.42	0.55	0.42	37.2
6	R2	86	3.7	86	3.7	0.199	6.8	LOS A	0.4	3.1	0.42	0.55	0.42	37.6
Approach		207	4.6	207	4.6	0.199	5.1	LOS A	0.4	3.1	0.42	0.55	0.42	37.0
NorthEast: Myoora Rd (SB)														
7	L2	9	0.0	9	0.0	0.151	2.9	LOS A	0.3	2.6	0.19	0.35	0.19	36.8
8	T1	168	16.9	168	16.9	0.151	2.7	LOS A	0.3	2.6	0.19	0.35	0.19	36.8
9	R2	9	22.2	9	22.2	0.151	5.9	LOS A	0.3	2.6	0.19	0.35	0.19	38.6
Approach		187	16.3	187	16.3	0.151	2.9	LOS A	0.3	2.6	0.19	0.35	0.19	36.9
NorthWest: Cooyong Rd (EB)														
10	L2	11	0.0	11	0.0	0.046	3.5	LOS A	0.1	0.6	0.33	0.51	0.33	37.0
11	T1	13	0.0	13	0.0	0.046	3.2	LOS A	0.1	0.6	0.33	0.51	0.33	33.8
12	R2	28	0.0	28	0.0	0.046	6.3	LOS A	0.1	0.6	0.33	0.51	0.33	33.8
Approach		52	0.0	52	0.0	0.046	4.9	LOS A	0.1	0.6	0.33	0.51	0.33	34.9
SouthWest: Myoora Rd (NB)														
1	L2	14	15.4	14	15.4	0.089	3.9	LOS A	0.2	1.6	0.39	0.46	0.39	37.3
2	T1	62	35.6	62	35.6	0.089	3.8	LOS A	0.2	1.6	0.39	0.46	0.39	38.3
3	R2	7	0.0	7	0.0	0.089	6.4	LOS A	0.2	1.6	0.39	0.46	0.39	35.8
Approach		83	29.1	83	29.1	0.089	4.0	LOS A	0.2	1.6	0.39	0.46	0.39	38.0
All Vehicles		529	12.1	529	12.1	0.199	4.1	LOS A	0.4	3.1	0.33	0.46	0.33	37.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - AM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - AM (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	17	12.5	17	12.5	0.025	0.7	LOS A	0.0	0.3	0.31	0.18	0.31	5.0
6	R2	12	0.0	12	0.0	0.025	1.1	LOS A	0.0	0.3	0.31	0.18	0.31	5.0
Approach		28	7.4	28	7.4	0.025	0.9	LOS A	0.0	0.3	0.31	0.18	0.31	5.0
NorthEast: Myoora Rd (WB)														
7	L2	15	14.3	15	14.3	0.122	13.3	LOS A	0.0	0.0	0.00	0.16	0.00	39.1
8	T1	203	13.5	203	13.5	0.122	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	39.1
Approach		218	13.5	218	13.5	0.122	0.9	NA	0.0	0.0	0.00	0.16	0.00	39.1
SouthWest: Myoora Rd (EB)														
2	T1	71	31.3	71	31.3	0.047	0.1	LOS A	0.0	0.1	0.05	0.12	0.05	39.0
3	R2	5	0.0	5	0.0	0.047	10.5	LOS A	0.0	0.1	0.05	0.12	0.05	39.0
Approach		76	29.2	76	29.2	0.047	0.8	NA	0.0	0.1	0.05	0.12	0.05	39.0
All Vehicles		322	16.7	322	16.7	0.122	0.9	NA	0.0	0.3	0.04	0.15	0.04	25.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - AM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - AM (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	32	20.0	32	20.0	0.168	5.9	LOS A	0.4	2.7	0.51	0.66	0.51	44.4
2	T1	33	0.0	33	0.0	0.168	5.4	LOS A	0.4	2.7	0.51	0.66	0.51	42.8
3	R2	94	2.2	94	2.2	0.168	8.9	LOS A	0.4	2.7	0.51	0.66	0.51	36.6
Approach		158	5.3	158	5.3	0.168	7.6	LOS A	0.4	2.7	0.51	0.66	0.51	41.0
NorthEast: Myoora Rd (WB)														
4	L2	42	0.0	42	0.0	0.242	4.1	LOS A	0.6	4.2	0.31	0.45	0.31	45.2
5	T1	251	2.5	251	2.5	0.242	4.1	LOS A	0.6	4.2	0.31	0.45	0.31	47.5
6	R2	5	0.0	5	0.0	0.242	7.5	LOS A	0.6	4.2	0.31	0.45	0.31	46.2
Approach		298	2.1	298	2.1	0.242	4.1	LOS A	0.6	4.2	0.31	0.45	0.31	47.2
NorthWest: Aumuna Rd (SB)														
7	L2	8	25.0	8	25.0	0.099	5.3	LOS A	0.2	1.4	0.41	0.61	0.41	38.1
8	T1	23	0.0	23	0.0	0.099	4.7	LOS A	0.2	1.4	0.41	0.61	0.41	43.0
9	R2	71	0.0	71	0.0	0.099	8.2	LOS A	0.2	1.4	0.41	0.61	0.41	45.6
Approach		102	2.1	102	2.1	0.099	7.2	LOS A	0.2	1.4	0.41	0.61	0.41	44.9
SouthWest: Myoora Rd (EB)														
10	L2	37	8.6	37	8.6	0.163	4.4	LOS A	0.4	3.0	0.35	0.48	0.35	46.1
11	T1	125	21.0	125	21.0	0.163	4.5	LOS A	0.4	3.0	0.35	0.48	0.35	45.4
12	R2	7	28.6	7	28.6	0.163	8.1	LOS A	0.4	3.0	0.35	0.48	0.35	46.3
Approach		169	18.6	169	18.6	0.163	4.6	LOS A	0.4	3.0	0.35	0.48	0.35	45.6
All Vehicles		727	6.7	727	6.7	0.242	5.4	LOS A	0.6	4.2	0.38	0.52	0.38	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - AM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - AM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1443	6.4	1443	6.4	0.385	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1443	6.4	1443	6.4	0.385	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	43	12.2	43	12.2	0.413	16.0	LOS B	0.0	0.0	0.00	0.28	0.00	74.4
11	T1	1500	6.5	1500	6.5	0.413	1.1	LOS A	0.0	0.0	0.00	0.22	0.00	75.6
Approach		1543	6.6	1543	6.6	0.413	1.5	NA	0.0	0.0	0.00	0.22	0.00	75.6
All Vehicles		2986	6.5	2986	6.5	0.413	0.8	NA	0.0	0.0	0.00	0.11	0.00	77.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - PM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - PM (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	41	5.1	41	5.1	0.059	1.1	LOS A	0.1	0.6	0.38	0.27	0.38	5.0
6	R2	19	11.1	19	11.1	0.059	2.2	LOS A	0.1	0.6	0.38	0.27	0.38	5.0
Approach		60	7.0	60	7.0	0.059	1.4	LOS A	0.1	0.6	0.38	0.27	0.38	5.0
NorthEast: Myoora Rd (WB)														
7	L2	14	0.0	14	0.0	0.163	13.2	LOS A	0.0	0.0	0.00	0.11	0.00	39.3
8	T1	296	4.3	296	4.3	0.163	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	39.3
Approach		309	4.1	309	4.1	0.163	0.6	NA	0.0	0.0	0.00	0.11	0.00	39.3
SouthWest: Myoora Rd (EB)														
2	T1	138	10.7	138	10.7	0.083	0.1	LOS A	0.0	0.3	0.07	0.13	0.07	39.1
3	R2	11	0.0	11	0.0	0.083	10.9	LOS A	0.0	0.3	0.07	0.13	0.07	39.1
Approach		148	9.9	148	9.9	0.083	0.9	NA	0.0	0.3	0.07	0.13	0.07	39.1
All Vehicles		518	6.1	518	6.1	0.163	0.8	NA	0.1	0.6	0.06	0.13	0.06	22.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - PM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - PM (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	812	3.6	812	3.6	0.758	29.1	LOS C	22.0	159.1	0.79	0.85	0.79	70.8
2	T1	169	14.3	169	14.3	* 0.812	70.1	LOS E	10.3	79.4	1.00	0.91	1.15	28.3
3	R2	727	3.5	727	3.5	0.812	47.1	LOS D	24.0	173.3	0.95	0.90	0.97	21.9
Approach		1708	4.6	1708	4.6	0.812	40.8	LOS C	24.0	173.3	0.88	0.88	0.90	58.3
NorthEast: Mona Vale Rd (WB)														
4	L2	562	3.9	562	3.9	0.596	22.7	LOS B	13.8	99.6	0.70	0.81	0.70	57.5
5	T1	1132	4.4	1132	4.4	* 0.826	60.6	LOS E	16.1	116.7	1.00	0.93	1.10	64.4
Approach		1694	4.2	1694	4.2	0.826	48.0	LOS D	16.1	116.7	0.90	0.89	0.97	63.5
NorthWest: Myoora Rd														
7	L2	42	10.0	42	10.0	0.830	73.1	LOS F	10.4	75.6	1.00	0.96	1.17	21.5
8	T1	212	3.5	212	3.5	* 0.830	68.5	LOS E	10.4	75.6	1.00	0.96	1.17	28.3
9	R2	213	3.0	213	3.0	0.830	73.2	LOS F	10.2	73.2	1.00	0.93	1.18	56.2
Approach		466	3.8	466	3.8	0.830	71.1	LOS F	10.4	75.6	1.00	0.95	1.18	46.5
SouthWest: Mona Vale Rd (NB)														
10	L2	86	14.6	86	14.6	0.630	29.5	LOS C	18.0	135.4	0.74	0.69	0.74	67.2
11	T1	1203	7.4	1203	7.4	0.630	22.4	LOS B	18.1	134.9	0.74	0.68	0.74	71.6
12	R2	756	8.1	756	8.1	* 0.809	62.8	LOS E	15.6	116.9	1.00	0.90	1.08	60.7
Approach		2045	8.0	2045	8.0	0.809	37.6	LOS C	18.1	135.4	0.83	0.76	0.86	66.8
All Vehicles		5914	5.6	5914	5.6	0.830	44.2	LOS D	24.0	173.3	0.88	0.85	0.93	62.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - PM(rev) 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - PM (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1489	5.7	1489	5.7	0.399	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	40	0.0	40	0.0	0.282	35.2	LOS C	0.3	2.4	0.93	0.99	1.03	25.0
Approach		1529	5.5	1529	5.5	0.399	1.0	NA	0.3	2.4	0.02	0.03	0.03	75.3
NorthWest: Cooyong Rd														
7	L2	69	6.1	69	6.1	0.060	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	50.1
Approach		69	6.1	69	6.1	0.060	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	50.1
SouthWest: Mona Vale Rd (NB)														
10	L2	124	2.5	124	2.5	0.068	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1671	3.4	1671	3.4	0.438	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1795	3.3	1795	3.3	0.438	0.6	NA	0.0	0.0	0.00	0.04	0.00	78.4
All Vehicles		3394	4.4	3394	4.4	0.438	0.9	NA	0.3	2.4	0.01	0.05	0.01	76.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - PM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - PM (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	72	2.9	72	2.9	0.200	4.1	LOS A	0.4	3.2	0.44	0.56	0.44	33.3
5	T1	63	6.7	63	6.7	0.200	3.8	LOS A	0.4	3.2	0.44	0.56	0.44	37.2
6	R2	71	4.5	71	4.5	0.200	6.9	LOS A	0.4	3.2	0.44	0.56	0.44	37.6
Approach		205	4.6	205	4.6	0.200	5.0	LOS A	0.4	3.2	0.44	0.56	0.44	36.6
NorthEast: Myoora Rd (SB)														
7	L2	19	11.1	19	11.1	0.180	3.4	LOS A	0.4	2.9	0.28	0.39	0.28	36.4
8	T1	185	8.0	185	8.0	0.180	3.0	LOS A	0.4	2.9	0.28	0.39	0.28	36.4
9	R2	9	0.0	9	0.0	0.180	6.0	LOS A	0.4	2.9	0.28	0.39	0.28	38.5
Approach		214	7.9	214	7.9	0.180	3.1	LOS A	0.4	2.9	0.28	0.39	0.28	36.6
NorthWest: Cooyong Rd (EB)														
10	L2	22	9.5	22	9.5	0.064	4.0	LOS A	0.1	0.9	0.40	0.54	0.40	36.9
11	T1	13	0.0	13	0.0	0.064	3.5	LOS A	0.1	0.9	0.40	0.54	0.40	33.7
12	R2	31	6.9	31	6.9	0.064	6.7	LOS A	0.1	0.9	0.40	0.54	0.40	33.7
Approach		65	6.5	65	6.5	0.064	5.2	LOS A	0.1	0.9	0.40	0.54	0.40	35.4
SouthWest: Myoora Rd (NB)														
1	L2	13	0.0	13	0.0	0.150	3.5	LOS A	0.3	2.5	0.36	0.48	0.36	37.2
2	T1	94	16.9	94	16.9	0.150	3.4	LOS A	0.3	2.5	0.36	0.48	0.36	38.2
3	R2	54	3.9	54	3.9	0.150	6.3	LOS A	0.3	2.5	0.36	0.48	0.36	35.5
Approach		160	11.2	160	11.2	0.150	4.4	LOS A	0.3	2.5	0.36	0.48	0.36	37.5
All Vehicles		644	7.5	644	7.5	0.200	4.2	LOS A	0.4	3.2	0.36	0.48	0.36	36.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - PM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - PM (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	41	15.4	41	15.4	0.099	5.0	LOS A	0.2	1.5	0.40	0.58	0.40	45.1
2	T1	14	0.0	14	0.0	0.099	4.6	LOS A	0.2	1.5	0.40	0.58	0.40	43.8
3	R2	44	9.5	44	9.5	0.099	8.3	LOS A	0.2	1.5	0.40	0.58	0.40	38.0
Approach		99	10.6	99	10.6	0.099	6.4	LOS A	0.2	1.5	0.40	0.58	0.40	43.3
NorthEast: Myoora Rd (WB)														
4	L2	59	3.6	59	3.6	0.191	3.8	LOS A	0.4	3.1	0.20	0.42	0.20	45.6
5	T1	194	2.2	194	2.2	0.191	3.7	LOS A	0.4	3.1	0.20	0.42	0.20	47.8
6	R2	2	0.0	2	0.0	0.191	7.2	LOS A	0.4	3.1	0.20	0.42	0.20	46.6
Approach		255	2.5	255	2.5	0.191	3.8	LOS A	0.4	3.1	0.20	0.42	0.20	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	2	0.0	2	0.0	0.040	4.2	LOS A	0.1	0.5	0.30	0.54	0.30	39.0
8	T1	17	12.5	17	12.5	0.040	4.3	LOS A	0.1	0.5	0.30	0.54	0.30	43.5
9	R2	25	0.0	25	0.0	0.040	7.6	LOS A	0.1	0.5	0.30	0.54	0.30	46.0
Approach		44	4.8	44	4.8	0.040	6.2	LOS A	0.1	0.5	0.30	0.54	0.30	45.2
SouthWest: Myoora Rd (EB)														
10	L2	28	0.0	28	0.0	0.099	3.8	LOS A	0.2	1.6	0.21	0.44	0.21	46.5
11	T1	81	13.0	81	13.0	0.099	3.9	LOS A	0.2	1.6	0.21	0.44	0.21	45.8
12	R2	11	0.0	11	0.0	0.099	7.2	LOS A	0.2	1.6	0.21	0.44	0.21	47.0
Approach		120	8.8	120	8.8	0.099	4.2	LOS A	0.2	1.6	0.21	0.44	0.21	46.1
All Vehicles		518	5.7	518	5.7	0.191	4.6	LOS A	0.4	3.1	0.25	0.47	0.25	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - PM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - PM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1452	5.6	1452	5.6	0.386	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1452	5.6	1452	5.6	0.386	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	26	8.0	26	8.0	0.458	15.9	LOS B	0.0	0.0	0.00	0.23	0.00	75.4
11	T1	1708	4.3	1708	4.3	0.458	1.1	LOS A	0.0	0.0	0.00	0.19	0.00	76.0
Approach		1735	4.4	1735	4.4	0.458	1.3	NA	0.0	0.0	0.00	0.19	0.00	76.0
All Vehicles		3186	4.9	3186	4.9	0.458	0.7	NA	0.0	0.0	0.00	0.11	0.00	76.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - PM 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - PM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1452	5.6	1452	5.6	0.386	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1452	5.6	1452	5.6	0.386	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	21	0.0	21	0.0	0.051	7.0	LOS A	0.1	0.4	0.70	0.70	0.70	4.9
Approach		21	0.0	21	0.0	0.051	7.0	LOS A	0.1	0.4	0.70	0.70	0.70	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1708	4.3	1708	4.3	0.450	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1708	4.3	1708	4.3	0.450	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
All Vehicles		3181	4.9	3181	4.9	0.450	0.1	NA	0.1	0.4	0.00	0.00	0.00	66.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - WK 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1504	2.2	1504	2.2	0.391	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1504	2.2	1504	2.2	0.391	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	44	4.8	44	4.8	0.132	9.5	LOS A	0.2	1.2	0.77	0.77	0.77	4.8
Approach		44	4.8	44	4.8	0.132	9.5	LOS A	0.2	1.2	0.77	0.77	0.77	4.8
SouthWest: Mona Vale Rd (NB)														
11	T1	1868	2.0	1868	2.0	0.485	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		1868	2.0	1868	2.0	0.485	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.5
All Vehicles		3417	2.1	3417	2.1	0.485	0.2	NA	0.2	1.2	0.01	0.01	0.01	57.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - WK 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - WK (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	829	2.8	829	2.8	0.683	20.5	LOS B	18.0	128.7	0.65	0.81	0.65	72.7
2	T1	175	4.2	175	4.2	* 0.797	61.9	LOS E	14.0	101.0	1.00	0.90	1.08	29.9
3	R2	795	2.3	795	2.3	0.797	48.8	LOS D	22.7	162.0	0.95	0.89	0.97	21.4
Approach		1799	2.7	1799	2.7	0.797	37.0	LOS C	22.7	162.0	0.82	0.85	0.83	59.0
NorthEast: Mona Vale Rd (WB)														
4	L2	664	2.2	664	2.2	0.719	24.6	LOS B	18.3	130.7	0.79	0.85	0.79	56.6
5	T1	796	2.2	796	2.2	* 0.812	66.0	LOS E	11.5	82.1	1.00	0.91	1.13	63.1
Approach		1460	2.2	1460	2.2	0.812	47.2	LOS D	18.3	130.7	0.90	0.88	0.97	61.8
NorthWest: Myoora Rd														
7	L2	60	0.0	60	0.0	0.809	69.2	LOS E	11.4	81.2	1.00	0.93	1.13	22.1
8	T1	275	2.7	275	2.7	* 0.809	64.7	LOS E	11.4	81.2	1.00	0.93	1.13	29.0
9	R2	188	3.4	188	3.4	0.809	69.4	LOS E	11.1	79.8	1.00	0.92	1.13	57.0
Approach		523	2.6	523	2.6	0.809	66.9	LOS E	11.4	81.2	1.00	0.93	1.13	44.7
SouthWest: Mona Vale Rd (NB)														
10	L2	123	10.3	123	10.3	0.787	39.5	LOS C	24.0	178.6	0.91	0.84	0.91	64.7
11	T1	1265	7.1	1265	7.1	0.787	32.4	LOS C	24.0	178.4	0.91	0.83	0.91	68.4
12	R2	722	8.5	722	8.5	* 0.796	62.5	LOS E	14.8	111.0	1.00	0.89	1.07	60.7
Approach		2111	7.7	2111	7.7	0.796	43.1	LOS D	24.0	178.6	0.94	0.85	0.96	65.2
All Vehicles		5893	4.4	5893	4.4	0.812	44.4	LOS D	24.0	178.6	0.90	0.87	0.94	61.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - WK(rev) 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - WK (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1488	3.0	1488	3.0	0.391	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	51	0.0	51	0.0	0.427	45.9	LOS D	0.5	3.8	0.95	1.02	1.15	20.7
Approach		1539	2.9	1539	2.9	0.427	1.6	NA	0.5	3.8	0.03	0.03	0.04	72.7
NorthWest: Cooyong Rd														
7	L2	84	0.0	84	0.0	0.070	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
Approach		84	0.0	84	0.0	0.070	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
SouthWest: Mona Vale Rd (NB)														
10	L2	149	2.1	149	2.1	0.082	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1749	2.6	1749	2.6	0.456	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1899	2.6	1899	2.6	0.456	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.2
All Vehicles		3522	2.7	3522	2.7	0.456	1.2	NA	0.5	3.8	0.01	0.05	0.02	75.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - WK 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - WK (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	115	1.8	115	1.8	0.221	4.0	LOS A	0.5	3.5	0.42	0.53	0.42	33.7
5	T1	62	0.0	62	0.0	0.221	3.6	LOS A	0.5	3.5	0.42	0.53	0.42	37.5
6	R2	62	0.0	62	0.0	0.221	6.7	LOS A	0.5	3.5	0.42	0.53	0.42	37.8
Approach		239	0.9	239	0.9	0.221	4.6	LOS A	0.5	3.5	0.42	0.53	0.42	36.4
NorthEast: Myoora Rd (SB)														
7	L2	20	0.0	20	0.0	0.152	3.1	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
8	T1	165	5.1	165	5.1	0.152	2.8	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
9	R2	3	0.0	3	0.0	0.152	5.8	LOS A	0.3	2.4	0.24	0.36	0.24	38.7
Approach		188	4.5	188	4.5	0.152	2.9	LOS A	0.3	2.4	0.24	0.36	0.24	36.7
NorthWest: Cooyong Rd (EB)														
10	L2	7	0.0	7	0.0	0.049	3.6	LOS A	0.1	0.7	0.33	0.52	0.33	36.9
11	T1	15	0.0	15	0.0	0.049	3.2	LOS A	0.1	0.7	0.33	0.52	0.33	33.7
12	R2	33	0.0	33	0.0	0.049	6.3	LOS A	0.1	0.7	0.33	0.52	0.33	33.7
Approach		55	0.0	55	0.0	0.049	5.1	LOS A	0.1	0.7	0.33	0.52	0.33	34.5
SouthWest: Myoora Rd (NB)														
1	L2	16	13.3	16	13.3	0.111	3.5	LOS A	0.2	1.8	0.32	0.45	0.32	37.3
2	T1	74	15.7	74	15.7	0.111	3.2	LOS A	0.2	1.8	0.32	0.45	0.32	38.3
3	R2	31	0.0	31	0.0	0.111	6.1	LOS A	0.2	1.8	0.32	0.45	0.32	35.8
Approach		120	11.4	120	11.4	0.111	4.0	LOS A	0.2	1.8	0.32	0.45	0.32	37.8
All Vehicles		602	4.0	602	4.0	0.221	4.0	LOS A	0.5	3.5	0.33	0.46	0.33	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - WK 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - WK (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	52	0.0	52	0.0	0.065	1.0	LOS A	0.1	0.7	0.36	0.25	0.36	5.0
6	R2	21	0.0	21	0.0	0.065	1.7	LOS A	0.1	0.7	0.36	0.25	0.36	5.0
Approach		73	0.0	73	0.0	0.065	1.2	LOS A	0.1	0.7	0.36	0.25	0.36	5.0
NorthEast: Myoora Rd (WB)														
7	L2	28	0.0	28	0.0	0.165	13.2	LOS A	0.0	0.0	0.00	0.21	0.00	38.7
8	T1	286	3.3	286	3.3	0.165	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	38.7
Approach		315	3.0	315	3.0	0.165	1.2	NA	0.0	0.0	0.00	0.21	0.00	38.7
SouthWest: Myoora Rd (EB)														
2	T1	101	9.4	101	9.4	0.057	0.0	LOS A	0.0	0.1	0.03	0.06	0.03	39.6
3	R2	3	0.0	3	0.0	0.057	10.8	LOS A	0.0	0.1	0.03	0.06	0.03	39.6
Approach		104	9.1	104	9.1	0.057	0.4	NA	0.0	0.1	0.03	0.06	0.03	39.6
All Vehicles		492	3.9	492	3.9	0.165	1.0	NA	0.1	0.7	0.06	0.19	0.06	20.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - WK 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - WK (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	52	4.1	52	4.1	0.105	5.3	LOS A	0.2	1.6	0.47	0.60	0.47	45.4
2	T1	17	0.0	17	0.0	0.105	5.1	LOS A	0.2	1.6	0.47	0.60	0.47	43.9
3	R2	31	17.2	31	17.2	0.105	9.0	LOS A	0.2	1.6	0.47	0.60	0.47	38.2
Approach		99	7.4	99	7.4	0.105	6.4	LOS A	0.2	1.6	0.47	0.60	0.47	44.1
NorthEast: Myoora Rd (WB)														
4	L2	74	4.3	74	4.3	0.258	3.9	LOS A	0.6	4.5	0.23	0.42	0.23	45.5
5	T1	267	3.1	267	3.1	0.258	3.8	LOS A	0.6	4.5	0.23	0.42	0.23	47.7
6	R2	3	0.0	3	0.0	0.258	7.2	LOS A	0.6	4.5	0.23	0.42	0.23	46.5
Approach		344	3.4	344	3.4	0.258	3.9	LOS A	0.6	4.5	0.23	0.42	0.23	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	1	0.0	1	0.0	0.042	4.2	LOS A	0.1	0.6	0.29	0.56	0.29	38.8
8	T1	15	0.0	15	0.0	0.042	4.1	LOS A	0.1	0.6	0.29	0.56	0.29	43.5
9	R2	33	0.0	33	0.0	0.042	7.5	LOS A	0.1	0.6	0.29	0.56	0.29	45.9
Approach		48	0.0	48	0.0	0.042	6.4	LOS A	0.1	0.6	0.29	0.56	0.29	45.3
SouthWest: Myoora Rd (EB)														
10	L2	19	0.0	19	0.0	0.093	3.8	LOS A	0.2	1.5	0.20	0.44	0.20	46.5
11	T1	82	14.1	82	14.1	0.093	3.8	LOS A	0.2	1.5	0.20	0.44	0.20	45.8
12	R2	13	0.0	13	0.0	0.093	7.2	LOS A	0.2	1.5	0.20	0.44	0.20	47.0
Approach		114	10.2	114	10.2	0.093	4.2	LOS A	0.2	1.5	0.20	0.44	0.20	46.1
All Vehicles		605	5.0	605	5.0	0.258	4.5	LOS A	0.6	4.5	0.26	0.47	0.26	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - WK 2024 BG (Site Folder: 2024 BG)]

Network: N101 [Base Network - 2024 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1504	2.2	1504	2.2	0.391	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1504	2.2	1504	2.2	0.391	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	74	0.0	74	0.0	0.505	15.7	LOS B	0.0	0.0	0.00	0.32	0.00	73.4
11	T1	1868	2.0	1868	2.0	0.505	1.1	LOS A	0.0	0.0	0.00	0.24	0.00	75.0
Approach		1942	1.9	1942	1.9	0.505	1.6	NA	0.0	0.0	0.00	0.24	0.00	75.0
All Vehicles		3446	2.0	3446	2.0	0.505	0.9	NA	0.0	0.0	0.00	0.14	0.00	75.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1504	2.2	1504	2.2	0.391	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1504	2.2	1504	2.2	0.391	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	45	4.7	45	4.7	0.135	9.5	LOS A	0.2	1.2	0.77	0.77	0.77	4.8
Approach		45	4.7	45	4.7	0.135	9.5	LOS A	0.2	1.2	0.77	0.77	0.77	4.8
SouthWest: Mona Vale Rd (NB)														
11	T1	1868	2.0	1868	2.0	0.485	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		1868	2.0	1868	2.0	0.485	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.5
All Vehicles		3418	2.1	3418	2.1	0.485	0.2	NA	0.2	1.2	0.01	0.01	0.01	57.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - WK(rev) 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1488	3.0	1488	3.0	0.391	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	52	0.0	52	0.0	0.436	46.4	LOS D	0.6	3.9	0.95	1.02	1.16	20.5
Approach		1540	2.9	1540	2.9	0.436	1.6	NA	0.6	3.9	0.03	0.03	0.04	72.6
NorthWest: Cooyong Rd														
7	L2	85	0.0	85	0.0	0.071	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
Approach		85	0.0	85	0.0	0.071	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
SouthWest: Mona Vale Rd (NB)														
10	L2	149	2.1	149	2.1	0.082	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1751	2.6	1751	2.6	0.457	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1900	2.6	1900	2.6	0.457	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.2
All Vehicles		3525	2.7	3525	2.7	0.457	1.2	NA	0.6	3.9	0.01	0.05	0.02	75.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	829	2.8	829	2.8	0.684	20.9	LOS B	18.2	130.5	0.66	0.81	0.66	72.5
2	T1	175	4.2	175	4.2	* 0.797	61.9	LOS E	14.1	101.2	1.00	0.90	1.08	29.9
3	R2	796	2.2	796	2.2	0.797	48.8	LOS D	22.8	162.4	0.95	0.89	0.97	21.4
Approach		1800	2.7	1800	2.7	0.797	37.2	LOS C	22.8	162.4	0.82	0.86	0.84	58.9
NorthEast: Mona Vale Rd (WB)														
4	L2	665	2.2	665	2.2	0.721	24.6	LOS B	18.4	131.1	0.79	0.85	0.79	56.6
5	T1	797	2.2	797	2.2	* 0.813	66.1	LOS E	11.5	82.2	1.00	0.91	1.13	63.1
Approach		1462	2.2	1462	2.2	0.813	47.2	LOS D	18.4	131.1	0.90	0.88	0.97	61.8
NorthWest: Myoora Rd														
7	L2	62	0.0	62	0.0	0.816	69.7	LOS E	11.5	82.2	1.00	0.94	1.14	22.0
8	T1	276	2.7	276	2.7	* 0.816	65.2	LOS E	11.5	82.2	1.00	0.94	1.14	28.9
9	R2	189	3.3	189	3.3	0.816	69.9	LOS E	11.3	80.9	1.00	0.93	1.14	57.0
Approach		527	2.6	527	2.6	0.816	67.4	LOS E	11.5	82.2	1.00	0.93	1.14	44.5
SouthWest: Mona Vale Rd (NB)														
10	L2	123	10.3	123	10.3	0.788	39.6	LOS C	24.0	178.8	0.91	0.84	0.91	64.7
11	T1	1266	7.1	1266	7.1	0.788	32.4	LOS C	24.1	178.6	0.91	0.83	0.91	68.4
12	R2	722	8.5	722	8.5	* 0.796	62.5	LOS E	14.8	111.0	1.00	0.89	1.07	60.7
Approach		2112	7.7	2112	7.7	0.796	43.1	LOS D	24.1	178.8	0.94	0.85	0.96	65.2
All Vehicles		5901	4.4	5901	4.4	0.816	44.5	LOS D	24.1	178.8	0.90	0.87	0.94	61.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	116	1.8	116	1.8	0.222	4.0	LOS A	0.5	3.5	0.42	0.53	0.42	33.7
5	T1	62	0.0	62	0.0	0.222	3.6	LOS A	0.5	3.5	0.42	0.53	0.42	37.5
6	R2	62	0.0	62	0.0	0.222	6.7	LOS A	0.5	3.5	0.42	0.53	0.42	37.8
Approach		240	0.9	240	0.9	0.222	4.6	LOS A	0.5	3.5	0.42	0.53	0.42	36.4
NorthEast: Myoora Rd (SB)														
7	L2	20	0.0	20	0.0	0.153	3.1	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
8	T1	166	5.1	166	5.1	0.153	2.8	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
9	R2	3	0.0	3	0.0	0.153	5.8	LOS A	0.3	2.4	0.24	0.36	0.24	38.6
Approach		189	4.4	189	4.4	0.153	2.9	LOS A	0.3	2.4	0.24	0.36	0.24	36.7
NorthWest: Cooyong Rd (EB)														
10	L2	7	0.0	7	0.0	0.050	3.6	LOS A	0.1	0.7	0.34	0.52	0.34	36.9
11	T1	15	0.0	15	0.0	0.050	3.2	LOS A	0.1	0.7	0.34	0.52	0.34	33.6
12	R2	34	0.0	34	0.0	0.050	6.3	LOS A	0.1	0.7	0.34	0.52	0.34	33.6
Approach		56	0.0	56	0.0	0.050	5.1	LOS A	0.1	0.7	0.34	0.52	0.34	34.4
SouthWest: Myoora Rd (NB)														
1	L2	17	12.5	17	12.5	0.114	3.5	LOS A	0.2	1.9	0.32	0.45	0.32	37.3
2	T1	75	15.5	75	15.5	0.114	3.2	LOS A	0.2	1.9	0.32	0.45	0.32	38.3
3	R2	32	0.0	32	0.0	0.114	6.1	LOS A	0.2	1.9	0.32	0.45	0.32	35.8
Approach		123	11.1	123	11.1	0.114	4.0	LOS A	0.2	1.9	0.32	0.45	0.32	37.8
All Vehicles		608	4.0	608	4.0	0.222	4.0	LOS A	0.5	3.5	0.34	0.46	0.34	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	53	0.0	53	0.0	0.067	1.0	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
6	R2	22	0.0	22	0.0	0.067	1.7	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
Approach		75	0.0	75	0.0	0.067	1.2	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
NorthEast: Myoora Rd (WB)														
7	L2	29	0.0	29	0.0	0.166	13.2	LOS A	0.0	0.0	0.00	0.22	0.00	38.7
8	T1	286	3.3	286	3.3	0.166	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	38.7
Approach		316	3.0	316	3.0	0.166	1.3	NA	0.0	0.0	0.00	0.22	0.00	38.7
SouthWest: Myoora Rd (EB)														
2	T1	101	9.4	101	9.4	0.058	0.1	LOS A	0.0	0.1	0.04	0.07	0.04	39.5
3	R2	4	0.0	4	0.0	0.058	10.9	LOS A	0.0	0.1	0.04	0.07	0.04	39.5
Approach		105	9.0	105	9.0	0.058	0.5	NA	0.0	0.1	0.04	0.07	0.04	39.5
All Vehicles		496	3.8	496	3.8	0.166	1.1	NA	0.1	0.7	0.06	0.19	0.06	19.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	52	4.1	52	4.1	0.105	5.3	LOS A	0.2	1.6	0.47	0.60	0.47	45.4
2	T1	17	0.0	17	0.0	0.105	5.1	LOS A	0.2	1.6	0.47	0.60	0.47	43.9
3	R2	31	17.2	31	17.2	0.105	9.0	LOS A	0.2	1.6	0.47	0.60	0.47	38.2
Approach		99	7.4	99	7.4	0.105	6.4	LOS A	0.2	1.6	0.47	0.60	0.47	44.1
NorthEast: Myoora Rd (WB)														
4	L2	75	4.2	75	4.2	0.260	3.9	LOS A	0.6	4.5	0.23	0.42	0.23	45.5
5	T1	268	3.1	268	3.1	0.260	3.8	LOS A	0.6	4.5	0.23	0.42	0.23	47.7
6	R2	4	0.0	4	0.0	0.260	7.2	LOS A	0.6	4.5	0.23	0.42	0.23	46.5
Approach		347	3.3	347	3.3	0.260	3.9	LOS A	0.6	4.5	0.23	0.42	0.23	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	1	0.0	1	0.0	0.042	4.2	LOS A	0.1	0.6	0.29	0.56	0.29	38.8
8	T1	15	0.0	15	0.0	0.042	4.1	LOS A	0.1	0.6	0.29	0.56	0.29	43.5
9	R2	33	0.0	33	0.0	0.042	7.6	LOS A	0.1	0.6	0.29	0.56	0.29	45.9
Approach		48	0.0	48	0.0	0.042	6.4	LOS A	0.1	0.6	0.29	0.56	0.29	45.3
SouthWest: Myoora Rd (EB)														
10	L2	19	0.0	19	0.0	0.094	3.8	LOS A	0.2	1.5	0.20	0.44	0.20	46.5
11	T1	83	13.9	83	13.9	0.094	3.8	LOS A	0.2	1.5	0.20	0.44	0.20	45.8
12	R2	13	0.0	13	0.0	0.094	7.2	LOS A	0.2	1.5	0.20	0.44	0.20	47.0
Approach		115	10.1	115	10.1	0.094	4.2	LOS A	0.2	1.5	0.20	0.44	0.20	46.1
All Vehicles		609	5.0	609	5.0	0.260	4.5	LOS A	0.6	4.5	0.27	0.47	0.27	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1504	2.2	1504	2.2	0.391	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1504	2.2	1504	2.2	0.391	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	76	0.0	76	0.0	0.506	15.7	LOS B	0.0	0.0	0.00	0.32	0.00	73.3
11	T1	1868	2.0	1868	2.0	0.506	1.1	LOS A	0.0	0.0	0.00	0.24	0.00	75.0
Approach		1944	1.9	1944	1.9	0.506	1.7	NA	0.0	0.0	0.00	0.24	0.00	74.9
All Vehicles		3448	2.0	3448	2.0	0.506	0.9	NA	0.0	0.0	0.00	0.14	0.00	75.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - PM 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - PM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1573	5.6	1573	5.6	0.418	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1573	5.6	1573	5.6	0.418	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.6
NorthWest: Hills Marketplace Egress														
7	L2	23	0.0	23	0.0	0.065	8.4	LOS A	0.1	0.6	0.74	0.74	0.74	4.9
Approach		23	0.0	23	0.0	0.065	8.4	LOS A	0.1	0.6	0.74	0.74	0.74	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1851	4.3	1836	4.3	0.484	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		1851	4.3	1836[N1]	4.3	0.484	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.5
All Vehicles		3446	4.9	3432[N1]	4.9	0.484	0.1	NA	0.1	0.6	0.01	0.01	0.01	66.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - PM 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - PM (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	879	3.6	879	3.6	0.842	37.3	LOS C	27.4	197.6	0.90	0.89	0.90	69.5
2	T1	183	14.4	183	14.4	* 0.880	76.8	LOS F	12.0	91.7	1.00	0.98	1.26	27.0
3	R2	788	3.5	788	3.5	0.880	55.8	LOS D	29.9	215.3	0.99	0.94	1.09	19.3
Approach		1851	4.6	1851	4.6	0.880	49.1	LOS D	29.9	215.3	0.95	0.92	1.02	56.0
NorthEast: Mona Vale Rd (WB)														
4	L2	609	4.0	602	3.9	0.658	26.3	LOS B	16.6	120.0	0.77	0.84	0.77	55.4
5	T1	1226	4.4	1212	4.3	* 0.884	69.1	LOS E	18.6	134.8	1.00	0.99	1.19	62.9
Approach		1836	4.2	1814 N1	4.2	0.884	54.9	LOS D	18.6	134.8	0.92	0.94	1.05	61.9
NorthWest: Myoora Rd														
7	L2	45	9.3	45	9.3	0.894	80.4	LOS F	12.0	86.9	1.00	1.05	1.29	20.3
8	T1	228	3.2	228	3.2	* 0.894	75.8	LOS F	12.0	86.9	1.00	1.05	1.29	26.9
9	R2	229	2.8	229	2.8	0.894	80.5	LOS F	11.7	84.2	1.00	1.00	1.30	55.0
Approach		503	3.6	503	3.6	0.894	78.3	LOS F	12.0	86.9	1.00	1.03	1.29	45.1
SouthWest: Mona Vale Rd (NB)														
10	L2	94	14.6	94	14.6	0.682	30.6	LOS C	20.5	153.5	0.77	0.73	0.77	66.9
11	T1	1302	7.4	1302	7.4	0.682	23.4	LOS B	20.5	152.9	0.77	0.72	0.77	71.3
12	R2	818	8.0	818	8.0	* 0.875	70.5	LOS F	18.4	138.0	1.00	0.94	1.17	59.0
Approach		2214	7.9	2214	7.9	0.875	41.1	LOS C	20.5	153.5	0.86	0.80	0.92	65.8
All Vehicles		6403	5.6	6382 N1	5.6	0.894	50.3	LOS D	29.9	215.3	0.91	0.89	1.02	60.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - PM(rev) 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - PM (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1613	5.6	1613	5.6	0.431	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
6	R2	43	0.0	43	0.0	0.396	48.0	LOS D	0.5	3.5	0.95	1.01	1.12	20.0
Approach		1656	5.5	1656	5.5	0.431	1.3	NA	0.5	3.5	0.02	0.03	0.03	73.8
NorthWest: Cooyong Rd														
7	L2	75	5.6	75	5.6	0.064	7.2	LOS A	0.0	0.0	0.00	0.53	0.00	50.2
Approach		75	5.6	75	5.6	0.064	7.2	LOS A	0.0	0.0	0.00	0.53	0.00	50.2
SouthWest: Mona Vale Rd (NB)														
10	L2	134	2.4	133	2.4	0.073	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1808	3.4	1795	3.4	0.470	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1942	3.3	1928 N1	3.3	0.470	0.6	NA	0.0	0.0	0.00	0.04	0.00	78.4
All Vehicles		3673	4.3	3659 N1	4.3	0.470	1.0	NA	0.5	3.5	0.01	0.05	0.01	76.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - PM 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - PM (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	77	2.7	77	2.7	0.216	4.3	LOS A	0.5	3.5	0.46	0.57	0.46	33.2
5	T1	67	6.3	67	6.3	0.216	4.0	LOS A	0.5	3.5	0.46	0.57	0.46	37.2
6	R2	76	4.2	75	4.2	0.216	7.0	LOS A	0.5	3.5	0.46	0.57	0.46	37.6
Approach		220	4.3	219[N1]	4.3	0.216	5.1	LOS A	0.5	3.5	0.46	0.57	0.46	36.5
NorthEast: Myoora Rd (SB)														
7	L2	20	10.5	20	10.5	0.195	3.4	LOS A	0.4	3.2	0.30	0.39	0.30	36.4
8	T1	200	7.9	200	7.9	0.195	3.0	LOS A	0.4	3.2	0.30	0.39	0.30	36.4
9	R2	11	0.0	11	0.0	0.195	6.0	LOS A	0.4	3.2	0.30	0.39	0.30	38.5
Approach		231	7.8	231	7.8	0.195	3.2	LOS A	0.4	3.2	0.30	0.39	0.30	36.5
NorthWest: Cooyong Rd (EB)														
10	L2	24	8.7	24	8.7	0.070	4.1	LOS A	0.1	1.0	0.41	0.54	0.41	36.9
11	T1	14	0.0	14	0.0	0.070	3.6	LOS A	0.1	1.0	0.41	0.54	0.41	33.7
12	R2	33	6.5	33	6.5	0.070	6.8	LOS A	0.1	1.0	0.41	0.54	0.41	33.7
Approach		71	6.0	71	6.0	0.070	5.3	LOS A	0.1	1.0	0.41	0.54	0.41	35.4
SouthWest: Myoora Rd (NB)														
1	L2	14	0.0	14	0.0	0.165	3.6	LOS A	0.4	2.8	0.37	0.49	0.37	37.2
2	T1	102	16.5	102	16.5	0.165	3.5	LOS A	0.4	2.8	0.37	0.49	0.37	38.1
3	R2	58	3.6	58	3.6	0.165	6.4	LOS A	0.4	2.8	0.37	0.49	0.37	35.5
Approach		174	10.9	174	10.9	0.165	4.4	LOS A	0.4	2.8	0.37	0.49	0.37	37.5
All Vehicles		695	7.3	694[N1]	7.3	0.216	4.3	LOS A	0.5	3.5	0.38	0.49	0.38	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - PM 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - PM (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	44	4.8	44	4.8	0.064	1.2	LOS A	0.1	0.7	0.40	0.29	0.40	5.0
6	R2	20	10.5	20	10.5	0.064	2.5	LOS A	0.1	0.7	0.40	0.29	0.40	5.0
Approach		64	6.6	64	6.5	0.064	1.6	LOS A	0.1	0.7	0.40	0.29	0.40	5.0
NorthEast: Myoora Rd (WB)														
7	L2	15	0.0	15	0.0	0.176	13.2	LOS A	0.0	0.0	0.00	0.11	0.00	39.3
8	T1	320	4.3	320	4.3	0.176	0.1	LOS A	0.0	0.0	0.00	0.11	0.00	39.3
Approach		335	4.1	334 N1	4.1	0.176	0.6	NA	0.0	0.0	0.00	0.11	0.00	39.3
SouthWest: Myoora Rd (EB)														
2	T1	149	10.6	149	10.6	0.091	0.1	LOS A	0.0	0.3	0.07	0.13	0.07	39.1
3	R2	12	0.0	12	0.0	0.091	11.0	LOS A	0.0	0.3	0.07	0.13	0.07	39.1
Approach		161	9.8	161	9.8	0.091	0.9	NA	0.0	0.3	0.07	0.13	0.07	39.1
All Vehicles		560	6.0	559 N1	6.0	0.176	0.8	NA	0.1	0.7	0.07	0.13	0.07	22.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - PM 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - PM (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	43	14.6	43	14.6	0.108	5.1	LOS A	0.2	1.7	0.42	0.59	0.42	45.1
2	T1	16	0.0	16	0.0	0.108	4.7	LOS A	0.2	1.7	0.42	0.59	0.42	43.7
3	R2	47	8.9	47	8.9	0.108	8.4	LOS A	0.2	1.7	0.42	0.59	0.42	37.9
Approach		106	9.9	106	9.9	0.108	6.5	LOS A	0.2	1.7	0.42	0.59	0.42	43.2
NorthEast: Myoora Rd (WB)														
4	L2	63	3.3	63	3.3	0.207	3.8	LOS A	0.5	3.4	0.21	0.42	0.21	45.5
5	T1	209	2.0	209	2.0	0.207	3.8	LOS A	0.5	3.4	0.21	0.42	0.21	47.8
6	R2	2	0.0	2	0.0	0.207	7.2	LOS A	0.5	3.4	0.21	0.42	0.21	46.6
Approach		275	2.3	275	2.3	0.207	3.8	LOS A	0.5	3.4	0.21	0.42	0.21	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	2	0.0	2	0.0	0.043	4.3	LOS A	0.1	0.6	0.32	0.55	0.32	38.9
8	T1	18	11.8	18	11.8	0.043	4.4	LOS A	0.1	0.6	0.32	0.55	0.32	43.5
9	R2	27	0.0	27	0.0	0.043	7.7	LOS A	0.1	0.6	0.32	0.55	0.32	46.0
Approach		47	4.4	47	4.4	0.043	6.3	LOS A	0.1	0.6	0.32	0.55	0.32	45.1
SouthWest: Myoora Rd (EB)														
10	L2	31	0.0	31	0.0	0.109	3.8	LOS A	0.2	1.8	0.23	0.44	0.23	46.4
11	T1	88	13.1	88	13.1	0.109	3.9	LOS A	0.2	1.8	0.23	0.44	0.23	45.7
12	R2	12	0.0	12	0.0	0.109	7.2	LOS A	0.2	1.8	0.23	0.44	0.23	47.0
Approach		131	8.9	131	8.9	0.109	4.2	LOS A	0.2	1.8	0.23	0.44	0.23	46.1
All Vehicles		559	5.5	559	5.5	0.207	4.6	LOS A	0.5	3.4	0.26	0.47	0.26	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - PM 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - PM (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1573	5.6	1573	5.6	0.418	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1573	5.6	1573	5.6	0.418	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
SouthWest: Mona Vale Rd (NB)														
10	L2	28	7.4	28	7.4	0.492	15.9	LOS B	0.0	0.0	0.00	0.22	0.00	75.4
11	T1	1851	4.3	1836	4.3	0.492	1.1	LOS A	0.0	0.0	0.00	0.19	0.00	76.0
Approach		1879	4.4	1865 N1	4.4	0.492	1.3	NA	0.0	0.0	0.00	0.19	0.00	76.0
All Vehicles		3452	4.9	3437 N1	5.0	0.492	0.7	NA	0.0	0.0	0.00	0.11	0.00	76.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - WK 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1534	2.2	1534	2.2	0.399	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1534	2.2	1534	2.2	0.399	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	45	4.7	45	4.7	0.140	9.8	LOS A	0.2	1.3	0.78	0.78	0.78	4.8
Approach		45	4.7	45	4.7	0.140	9.8	LOS A	0.2	1.3	0.78	0.78	0.78	4.8
SouthWest: Mona Vale Rd (NB)														
11	T1	1907	2.0	1895	2.0	0.492	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		1907	2.0	1895[N1]	2.0	0.492	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.5
All Vehicles		3486	2.1	3474[N1]	2.1	0.492	0.2	NA	0.2	1.3	0.01	0.01	0.01	57.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - WK 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - WK (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	847	2.9	847	2.9	0.701	21.3	LOS B	19.0	136.6	0.67	0.82	0.67	72.4
2	T1	178	4.1	178	4.1	* 0.812	63.0	LOS E	14.5	104.4	1.00	0.91	1.09	29.6
3	R2	811	2.2	811	2.2	0.812	50.0	LOS D	23.7	169.2	0.96	0.90	0.99	21.0
Approach		1836	2.7	1836	2.7	0.812	38.0	LOS C	23.7	169.2	0.83	0.86	0.85	58.6
NorthEast: Mona Vale Rd (WB)														
4	L2	678	2.2	668	2.1	0.729	25.3	LOS B	18.8	134.2	0.80	0.85	0.80	56.1
5	T1	812	2.2	799	2.2	* 0.815	66.3	LOS E	11.6	82.6	1.00	0.91	1.13	63.1
Approach		1489	2.2	1467 N1	2.2	0.815	47.7	LOS D	18.8	134.2	0.91	0.89	0.98	61.6
NorthWest: Myoora Rd														
7	L2	61	0.0	61	0.0	0.827	70.5	LOS F	11.8	84.1	1.00	0.95	1.15	21.9
8	T1	281	2.6	281	2.6	* 0.827	66.0	LOS E	11.8	84.1	1.00	0.95	1.15	28.8
9	R2	193	3.3	193	3.3	0.827	70.7	LOS F	11.5	82.8	1.00	0.94	1.15	56.8
Approach		535	2.6	535	2.6	0.827	68.2	LOS E	11.8	84.1	1.00	0.94	1.15	44.4
SouthWest: Mona Vale Rd (NB)														
10	L2	125	10.1	125	10.1	0.803	39.9	LOS C	24.7	184.2	0.92	0.85	0.92	64.6
11	T1	1291	7.0	1291	7.0	0.803	32.8	LOS C	24.8	183.9	0.92	0.84	0.92	68.3
12	R2	737	8.4	737	8.4	* 0.812	63.8	LOS E	15.3	115.1	1.00	0.90	1.09	60.4
Approach		2153	7.7	2153	7.7	0.812	43.8	LOS D	24.8	184.2	0.94	0.86	0.98	65.0
All Vehicles		6013	4.3	5990 N1	4.4	0.827	45.2	LOS D	24.8	184.2	0.91	0.88	0.96	60.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - WK(rev) 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - WK (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1519	3.0	1519	3.0	0.399	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	52	0.0	52	0.0	0.460	49.5	LOS D	0.6	4.1	0.96	1.02	1.18	19.5
Approach		1571	2.9	1571	2.9	0.460	1.7	NA	0.6	4.1	0.03	0.03	0.04	72.2
NorthWest: Cooyong Rd														
7	L2	85	0.0	85	0.0	0.071	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
Approach		85	0.0	85	0.0	0.071	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
SouthWest: Mona Vale Rd (NB)														
10	L2	153	2.1	152	2.1	0.083	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1785	2.7	1774	2.7	0.463	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1938	2.6	1926 N1	2.6	0.463	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.2
All Vehicles		3594	2.7	3581 N1	2.7	0.463	1.3	NA	0.6	4.1	0.01	0.05	0.02	75.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - WK 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - WK (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	117	1.8	116	1.8	0.225	4.0	LOS A	0.5	3.6	0.42	0.54	0.42	33.6
5	T1	63	0.0	63	0.0	0.225	3.6	LOS A	0.5	3.6	0.42	0.54	0.42	37.5
6	R2	63	0.0	63	0.0	0.225	6.7	LOS A	0.5	3.6	0.42	0.54	0.42	37.8
Approach		243	0.9	242[N1]	0.9	0.225	4.6	LOS A	0.5	3.6	0.42	0.54	0.42	36.4
NorthEast: Myoora Rd (SB)														
7	L2	21	0.0	21	0.0	0.155	3.1	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
8	T1	168	5.0	168	5.0	0.155	2.8	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
9	R2	3	0.0	3	0.0	0.155	5.8	LOS A	0.3	2.4	0.24	0.36	0.24	38.7
Approach		193	4.4	193	4.4	0.155	2.9	LOS A	0.3	2.4	0.24	0.36	0.24	36.7
NorthWest: Cooyong Rd (EB)														
10	L2	7	0.0	7	0.0	0.049	3.6	LOS A	0.1	0.7	0.34	0.52	0.34	36.9
11	T1	15	0.0	15	0.0	0.049	3.2	LOS A	0.1	0.7	0.34	0.52	0.34	33.7
12	R2	33	0.0	33	0.0	0.049	6.3	LOS A	0.1	0.7	0.34	0.52	0.34	33.7
Approach		55	0.0	55	0.0	0.049	5.1	LOS A	0.1	0.7	0.34	0.52	0.34	34.5
SouthWest: Myoora Rd (NB)														
1	L2	16	13.3	16	13.3	0.112	3.6	LOS A	0.2	1.8	0.33	0.45	0.33	37.3
2	T1	75	15.5	75	15.5	0.112	3.2	LOS A	0.2	1.8	0.33	0.45	0.33	38.3
3	R2	31	0.0	30	0.0	0.112	6.1	LOS A	0.2	1.8	0.33	0.45	0.33	35.8
Approach		121	11.3	121	11.3	0.112	4.0	LOS A	0.2	1.8	0.33	0.45	0.33	37.8
All Vehicles		612	4.0	610[N1]	4.0	0.225	4.0	LOS A	0.5	3.6	0.34	0.46	0.34	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - WK 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - WK (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	53	0.0	52	0.0	0.067	1.0	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
6	R2	22	0.0	22	0.0	0.067	1.8	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
Approach		75	0.0	74 N1	0.0	0.067	1.2	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
NorthEast: Myoora Rd (WB)														
7	L2	28	0.0	28	0.0	0.168	13.2	LOS A	0.0	0.0	0.00	0.21	0.00	38.7
8	T1	292	3.2	291	3.3	0.168	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	38.7
Approach		320	3.0	319 N1	3.0	0.168	1.2	NA	0.0	0.0	0.00	0.21	0.00	38.7
SouthWest: Myoora Rd (EB)														
2	T1	103	9.2	103	9.2	0.058	0.0	LOS A	0.0	0.1	0.03	0.05	0.03	39.6
3	R2	3	0.0	3	0.0	0.058	10.9	LOS A	0.0	0.1	0.03	0.05	0.03	39.6
Approach		106	8.9	106	8.9	0.058	0.4	NA	0.0	0.1	0.03	0.05	0.03	39.6
All Vehicles		501	3.8	500 N1	3.8	0.168	1.0	NA	0.1	0.7	0.06	0.18	0.06	19.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - WK 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - WK (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	53	4.0	53	4.0	0.107	5.3	LOS A	0.2	1.6	0.47	0.61	0.47	45.3
2	T1	17	0.0	17	0.0	0.107	5.1	LOS A	0.2	1.6	0.47	0.61	0.47	43.9
3	R2	32	16.7	32	16.7	0.107	9.0	LOS A	0.2	1.6	0.47	0.61	0.47	38.1
Approach		101	7.3	101	7.3	0.107	6.4	LOS A	0.2	1.6	0.47	0.61	0.47	44.1
NorthEast: Myoora Rd (WB)														
4	L2	75	4.2	75	4.2	0.262	3.9	LOS A	0.6	4.6	0.23	0.42	0.23	45.5
5	T1	273	3.1	272	3.1	0.262	3.8	LOS A	0.6	4.6	0.23	0.42	0.23	47.7
6	R2	3	0.0	3	0.0	0.262	7.2	LOS A	0.6	4.6	0.23	0.42	0.23	46.5
Approach		351	3.3	350 N1	3.3	0.262	3.9	LOS A	0.6	4.6	0.23	0.42	0.23	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	1	0.0	1	0.0	0.042	4.2	LOS A	0.1	0.6	0.29	0.56	0.29	38.8
8	T1	15	0.0	15	0.0	0.042	4.1	LOS A	0.1	0.6	0.29	0.56	0.29	43.5
9	R2	33	0.0	33	0.0	0.042	7.6	LOS A	0.1	0.6	0.29	0.56	0.29	45.9
Approach		48	0.0	48	0.0	0.042	6.4	LOS A	0.1	0.6	0.29	0.56	0.29	45.3
SouthWest: Myoora Rd (EB)														
10	L2	20	0.0	20	0.0	0.095	3.8	LOS A	0.2	1.6	0.20	0.44	0.20	46.5
11	T1	83	13.9	83	13.9	0.095	3.8	LOS A	0.2	1.6	0.20	0.44	0.20	45.8
12	R2	13	0.0	13	0.0	0.095	7.2	LOS A	0.2	1.6	0.20	0.44	0.20	47.0
Approach		116	10.0	116	10.0	0.095	4.2	LOS A	0.2	1.6	0.20	0.44	0.20	46.1
All Vehicles		616	5.0	615 N1	5.0	0.262	4.5	LOS A	0.6	4.6	0.27	0.47	0.27	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - WK 2034 BG (Site Folder: 2034 BG)]

Network: N101 [Base Network - 2034 - WK (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1534	2.2	1534	2.2	0.399	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1534	2.2	1534	2.2	0.399	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	76	0.0	75	0.0	0.512	15.7	LOS B	0.0	0.0	0.00	0.32	0.00	73.3
11	T1	1907	2.0	1895	2.0	0.512	1.1	LOS A	0.0	0.0	0.00	0.24	0.00	75.0
Approach		1983	1.9	1970 N1	1.9	0.512	1.7	NA	0.0	0.0	0.00	0.24	0.00	74.9
All Vehicles		3517	2.0	3504 N1	2.0	0.512	0.9	NA	0.0	0.0	0.00	0.14	0.00	75.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Appendix F. Future Year 2024 and 2034 (with Development) SIDRA Results

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - AM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1472	6.4	1472	6.4	0.393	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1472	6.4	1472	6.4	0.393	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	27	7.7	27	7.7	0.061	6.2	LOS A	0.1	0.6	0.66	0.66	0.66	4.9
Approach		27	7.7	27	7.7	0.061	6.2	LOS A	0.1	0.6	0.66	0.66	0.66	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1529	6.5	1529	6.5	0.409	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1529	6.5	1529	6.5	0.409	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
All Vehicles		3028	6.5	3028	6.5	0.409	0.1	NA	0.1	0.6	0.01	0.01	0.01	63.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - AM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Network Practical Cycle Time)
This Site is not connected to the Network.

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	739	5.8	739	5.8	0.632	18.7	LOS B	19.6	144.2	0.64	0.80	0.64	73.2
2	T1	168	18.1	168	18.1	* 0.852	62.2	LOS E	12.6	100.2	1.00	0.96	1.29	30.1
3	R2	631	5.7	631	5.7	0.852	49.1	LOS D	32.2	236.6	0.99	0.94	1.12	45.0
Approach		1538	7.1	1538	7.1	0.852	35.9	LOS C	32.2	236.6	0.82	0.87	0.91	61.7
NorthEast: Mona Vale Rd (WB)														
4	L2	614	7.4	614	7.4	0.755	25.8	LOS B	24.6	183.1	0.88	0.87	0.88	55.3
5	T1	922	4.0	922	4.0	* 0.854	55.5	LOS D	18.1	131.2	1.00	0.96	1.23	65.4
Approach		1536	5.3	1536	5.3	0.854	43.6	LOS D	24.6	183.1	0.95	0.93	1.09	63.6
NorthWest: Myoora Rd														
7	L2	34	9.4	34	9.4	0.893	68.6	LOS E	12.4	94.2	1.00	1.07	1.41	38.4
8	T1	220	10.0	220	10.0	* 0.893	64.0	LOS E	12.5	91.3	1.00	1.07	1.41	29.0
9	R2	145	3.6	145	3.6	0.893	68.5	LOS E	12.5	91.3	1.00	1.06	1.41	57.2
Approach		399	7.7	399	7.7	0.893	66.0	LOS E	12.5	94.2	1.00	1.07	1.41	45.5
SouthWest: Mona Vale Rd (NB)														
10	L2	89	14.1	89	14.1	0.587	23.3	LOS B	21.0	158.0	0.69	0.66	0.69	68.7
11	T1	1143	7.8	1143	7.8	0.587	16.1	LOS B	21.1	157.4	0.69	0.64	0.69	74.9
12	R2	992	6.2	992	6.2	* 0.869	54.6	LOS D	28.9	212.9	1.00	0.95	1.18	62.6
Approach		2224	7.3	2224	7.3	0.869	33.6	LOS C	28.9	212.9	0.83	0.78	0.91	69.1
All Vehicles		5697	6.8	5697	6.8	0.893	39.2	LOS C	32.2	236.6	0.87	0.86	0.99	64.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - AM(rev) 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1356	4.7	1356	4.7	0.361	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	102	4.1	102	4.1	0.522	33.3	LOS C	0.8	5.7	0.93	1.04	1.29	26.0
Approach		1458	4.6	1458	4.6	0.522	2.4	NA	0.8	5.7	0.07	0.07	0.09	69.5
NorthWest: Cooyong Rd														
7	L2	75	4.2	75	4.2	0.064	6.3	LOS A	0.0	0.0	0.00	0.53	0.00	50.5
Approach		75	4.2	75	4.2	0.064	6.3	LOS A	0.0	0.0	0.00	0.53	0.00	50.5
SouthWest: Mona Vale Rd (NB)														
10	L2	211	2.0	211	2.0	0.115	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1361	9.0	1361	9.0	0.369	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1572	8.0	1572	8.0	0.369	1.0	NA	0.0	0.0	0.00	0.08	0.00	77.3
All Vehicles		3104	6.3	3104	6.3	0.522	1.8	NA	0.8	5.7	0.03	0.09	0.04	73.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - AM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - AM - Dev (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	40	7.9	40	7.9	0.207	4.2	LOS A	0.5	3.3	0.44	0.56	0.44	33.2
5	T1	86	3.7	86	3.7	0.207	3.8	LOS A	0.5	3.3	0.44	0.56	0.44	37.1
6	R2	88	3.6	88	3.6	0.207	6.9	LOS A	0.5	3.3	0.44	0.56	0.44	37.5
Approach		215	4.4	215	4.4	0.207	5.1	LOS A	0.5	3.3	0.44	0.56	0.44	36.9
NorthEast: Myoora Rd (SB)														
7	L2	9	0.0	9	0.0	0.157	3.0	LOS A	0.3	2.8	0.20	0.35	0.20	36.8
8	T1	176	16.8	176	16.8	0.157	2.7	LOS A	0.3	2.8	0.20	0.35	0.20	36.8
9	R2	9	22.2	9	22.2	0.157	5.9	LOS A	0.3	2.8	0.20	0.35	0.20	38.6
Approach		195	16.2	195	16.2	0.157	2.9	LOS A	0.3	2.8	0.20	0.35	0.20	36.9
NorthWest: Cooyong Rd (EB)														
10	L2	11	0.0	11	0.0	0.048	3.6	LOS A	0.1	0.7	0.34	0.52	0.34	36.9
11	T1	13	0.0	13	0.0	0.048	3.2	LOS A	0.1	0.7	0.34	0.52	0.34	33.7
12	R2	31	0.0	31	0.0	0.048	6.3	LOS A	0.1	0.7	0.34	0.52	0.34	33.7
Approach		54	0.0	54	0.0	0.048	5.0	LOS A	0.1	0.7	0.34	0.52	0.34	34.8
SouthWest: Myoora Rd (NB)														
1	L2	15	14.3	15	14.3	0.095	3.9	LOS A	0.2	1.7	0.40	0.46	0.40	37.3
2	T1	65	33.9	65	33.9	0.095	3.8	LOS A	0.2	1.7	0.40	0.46	0.40	38.3
3	R2	8	0.0	8	0.0	0.095	6.4	LOS A	0.2	1.7	0.40	0.46	0.40	35.8
Approach		88	27.4	88	27.4	0.095	4.1	LOS A	0.2	1.7	0.40	0.46	0.40	38.0
All Vehicles		552	11.8	552	11.8	0.207	4.2	LOS A	0.5	3.3	0.34	0.47	0.34	37.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - AM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - AM - Dev (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	24	8.7	24	8.7	0.034	0.7	LOS A	0.0	0.4	0.31	0.18	0.31	5.0
6	R2	15	0.0	15	0.0	0.034	1.2	LOS A	0.0	0.4	0.31	0.18	0.31	5.0
Approach		39	5.4	39	5.4	0.034	0.9	LOS A	0.0	0.4	0.31	0.18	0.31	5.0
NorthEast: Myoora Rd (WB)														
7	L2	20	10.5	20	10.5	0.127	13.3	LOS A	0.0	0.0	0.00	0.20	0.00	38.8
8	T1	207	13.7	207	13.7	0.127	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	38.8
Approach		227	13.4	227	13.4	0.127	1.2	NA	0.0	0.0	0.00	0.20	0.00	38.8
SouthWest: Myoora Rd (EB)														
2	T1	72	30.9	72	30.9	0.048	0.1	LOS A	0.0	0.2	0.06	0.14	0.06	38.8
3	R2	6	0.0	6	0.0	0.048	10.5	LOS A	0.0	0.2	0.06	0.14	0.06	38.8
Approach		78	28.4	78	28.4	0.048	0.9	NA	0.0	0.2	0.06	0.14	0.06	38.8
All Vehicles		344	15.9	344	15.9	0.127	1.1	NA	0.0	0.4	0.05	0.19	0.05	22.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - AM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - AM - Dev (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	32	20.0	32	20.0	0.173	6.0	LOS A	0.4	2.8	0.52	0.66	0.52	44.4
2	T1	34	0.0	34	0.0	0.173	5.5	LOS A	0.4	2.8	0.52	0.66	0.52	42.7
3	R2	96	2.2	96	2.2	0.173	9.0	LOS A	0.4	2.8	0.52	0.66	0.52	36.5
Approach		161	5.2	161	5.2	0.173	7.7	LOS A	0.4	2.8	0.52	0.66	0.52	40.8
NorthEast: Myoora Rd (WB)														
4	L2	45	0.0	45	0.0	0.254	4.1	LOS A	0.6	4.5	0.32	0.45	0.32	45.2
5	T1	262	2.4	262	2.4	0.254	4.1	LOS A	0.6	4.5	0.32	0.45	0.32	47.5
6	R2	6	0.0	6	0.0	0.254	7.5	LOS A	0.6	4.5	0.32	0.45	0.32	46.2
Approach		314	2.0	314	2.0	0.254	4.1	LOS A	0.6	4.5	0.32	0.45	0.32	47.2
NorthWest: Aumuna Rd (SB)														
7	L2	8	25.0	8	25.0	0.100	5.3	LOS A	0.2	1.5	0.42	0.61	0.42	38.1
8	T1	23	0.0	23	0.0	0.100	4.8	LOS A	0.2	1.5	0.42	0.61	0.42	43.0
9	R2	72	0.0	72	0.0	0.100	8.2	LOS A	0.2	1.5	0.42	0.61	0.42	45.6
Approach		103	2.0	103	2.0	0.100	7.2	LOS A	0.2	1.5	0.42	0.61	0.42	44.9
SouthWest: Myoora Rd (EB)														
10	L2	38	8.3	38	8.3	0.168	4.4	LOS A	0.4	3.1	0.36	0.48	0.36	46.1
11	T1	128	20.5	128	20.5	0.168	4.5	LOS A	0.4	3.1	0.36	0.48	0.36	45.4
12	R2	7	28.6	7	28.6	0.168	8.2	LOS A	0.4	3.1	0.36	0.48	0.36	46.2
Approach		174	18.2	174	18.2	0.168	4.6	LOS A	0.4	3.1	0.36	0.48	0.36	45.6
All Vehicles		752	6.4	752	6.4	0.254	5.4	LOS A	0.6	4.5	0.38	0.53	0.38	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - AM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1472	6.4	1472	6.4	0.393	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1472	6.4	1472	6.4	0.393	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	57	9.3	57	9.3	0.425	15.9	LOS B	0.0	0.0	0.00	0.31	0.00	73.7
11	T1	1529	6.5	1529	6.5	0.425	1.1	LOS A	0.0	0.0	0.00	0.23	0.00	75.2
Approach		1586	6.6	1586	6.6	0.425	1.6	NA	0.0	0.0	0.00	0.24	0.00	75.2
All Vehicles		3058	6.5	3058	6.5	0.425	0.8	NA	0.0	0.0	0.00	0.12	0.00	77.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - PM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1452	5.6	1452	5.6	0.386	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1452	5.6	1452	5.6	0.386	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	26	0.0	26	0.0	0.064	7.0	LOS A	0.1	0.6	0.70	0.70	0.70	4.9
Approach		26	0.0	26	0.0	0.064	7.0	LOS A	0.1	0.6	0.70	0.70	0.70	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1708	4.3	1708	4.3	0.450	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1708	4.3	1708	4.3	0.450	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
All Vehicles		3186	4.9	3186	4.9	0.450	0.1	NA	0.1	0.6	0.01	0.01	0.01	64.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - PM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	812	3.6	812	3.6	0.761	29.3	LOS C	22.2	160.1	0.80	0.85	0.80	70.7
2	T1	169	14.3	169	14.3	* 0.816	70.4	LOS E	10.4	79.9	1.00	0.92	1.15	28.2
3	R2	732	3.5	732	3.5	0.816	47.4	LOS D	24.3	175.2	0.95	0.90	0.98	21.8
Approach		1713	4.6	1713	4.6	0.816	41.1	LOS C	24.3	175.2	0.88	0.88	0.91	58.2
NorthEast: Mona Vale Rd (WB)														
4	L2	563	3.9	563	3.9	0.595	23.0	LOS B	13.8	100.2	0.70	0.81	0.70	57.3
5	T1	1133	4.4	1133	4.4	* 0.827	60.7	LOS E	16.1	116.9	1.00	0.93	1.10	64.4
Approach		1696	4.2	1696	4.2	0.827	48.2	LOS D	16.1	116.9	0.90	0.89	0.97	63.4
NorthWest: Myoora Rd														
7	L2	44	9.5	44	9.5	0.806	70.6	LOS F	10.3	75.1	1.00	0.94	1.14	21.9
8	T1	215	3.4	215	3.4	* 0.806	66.0	LOS E	10.3	75.1	1.00	0.93	1.14	28.9
9	R2	215	2.9	215	2.9	0.806	70.7	LOS F	10.1	72.8	1.00	0.91	1.14	56.7
Approach		474	3.8	474	3.8	0.806	68.6	LOS E	10.3	75.1	1.00	0.92	1.14	47.0
SouthWest: Mona Vale Rd (NB)														
10	L2	86	14.6	86	14.6	0.641	30.3	LOS C	18.5	138.7	0.75	0.71	0.75	67.0
11	T1	1209	7.4	1209	7.4	0.641	23.1	LOS B	18.5	138.1	0.75	0.69	0.75	71.4
12	R2	756	8.1	756	8.1	* 0.831	65.6	LOS E	16.1	120.3	1.00	0.91	1.11	60.1
Approach		2052	8.0	2052	8.0	0.831	39.1	LOS C	18.5	138.7	0.84	0.77	0.88	66.4
All Vehicles		5934	5.6	5934	5.6	0.831	44.6	LOS D	24.3	175.2	0.88	0.85	0.94	62.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - PM(rev) 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1489	5.7	1489	5.7	0.399	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	42	0.0	42	0.0	0.299	36.0	LOS C	0.4	2.6	0.93	1.00	1.05	24.6
Approach		1532	5.5	1532	5.5	0.399	1.1	NA	0.4	2.6	0.03	0.03	0.03	75.0
NorthWest: Cooyong Rd														
7	L2	71	6.0	71	6.0	0.061	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	50.1
Approach		71	6.0	71	6.0	0.061	6.9	LOS A	0.0	0.0	0.00	0.53	0.00	50.1
SouthWest: Mona Vale Rd (NB)														
10	L2	124	2.5	124	2.5	0.068	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1676	3.4	1676	3.4	0.439	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1800	3.3	1800	3.3	0.439	0.6	NA	0.0	0.0	0.00	0.04	0.00	78.4
All Vehicles		3402	4.4	3402	4.4	0.439	0.9	NA	0.4	2.6	0.01	0.05	0.01	76.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - PM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - PM - Dev (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	74	2.9	74	2.9	0.202	4.2	LOS A	0.4	3.3	0.45	0.56	0.45	33.3
5	T1	63	6.7	63	6.7	0.202	3.9	LOS A	0.4	3.3	0.45	0.56	0.45	37.2
6	R2	71	4.5	71	4.5	0.202	6.9	LOS A	0.4	3.3	0.45	0.56	0.45	37.6
Approach		207	4.6	207	4.6	0.202	5.0	LOS A	0.4	3.3	0.45	0.56	0.45	36.6
NorthEast: Myoora Rd (SB)														
7	L2	19	11.1	19	11.1	0.182	3.4	LOS A	0.4	3.0	0.28	0.39	0.28	36.4
8	T1	187	7.9	187	7.9	0.182	3.0	LOS A	0.4	3.0	0.28	0.39	0.28	36.4
9	R2	9	0.0	9	0.0	0.182	6.0	LOS A	0.4	3.0	0.28	0.39	0.28	38.5
Approach		216	7.8	216	7.8	0.182	3.1	LOS A	0.4	3.0	0.28	0.39	0.28	36.5
NorthWest: Cooyong Rd (EB)														
10	L2	22	9.5	22	9.5	0.065	4.0	LOS A	0.1	1.0	0.40	0.54	0.40	36.9
11	T1	13	0.0	13	0.0	0.065	3.5	LOS A	0.1	1.0	0.40	0.54	0.40	33.7
12	R2	32	6.7	32	6.7	0.065	6.7	LOS A	0.1	1.0	0.40	0.54	0.40	33.7
Approach		66	6.3	66	6.3	0.065	5.2	LOS A	0.1	1.0	0.40	0.54	0.40	35.3
SouthWest: Myoora Rd (NB)														
1	L2	14	0.0	14	0.0	0.154	3.5	LOS A	0.3	2.6	0.36	0.48	0.36	37.2
2	T1	96	16.5	96	16.5	0.154	3.4	LOS A	0.3	2.6	0.36	0.48	0.36	38.2
3	R2	55	3.8	55	3.8	0.154	6.3	LOS A	0.3	2.6	0.36	0.48	0.36	35.5
Approach		164	10.9	164	10.9	0.154	4.4	LOS A	0.3	2.6	0.36	0.48	0.36	37.5
All Vehicles		654	7.4	654	7.4	0.202	4.3	LOS A	0.4	3.3	0.37	0.48	0.37	36.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - PM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - PM - Dev (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	47	4.4	47	4.4	0.068	1.1	LOS A	0.1	0.7	0.38	0.27	0.38	5.0
6	R2	22	9.5	22	9.5	0.068	2.2	LOS A	0.1	0.7	0.38	0.27	0.38	5.0
Approach		69	6.1	69	6.1	0.068	1.4	LOS A	0.1	0.7	0.38	0.27	0.38	5.0
NorthEast: Myoora Rd (WB)														
7	L2	18	0.0	18	0.0	0.166	13.2	LOS A	0.0	0.0	0.00	0.14	0.00	39.2
8	T1	296	4.3	296	4.3	0.166	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.2
Approach		314	4.0	314	4.0	0.166	0.8	NA	0.0	0.0	0.00	0.14	0.00	39.2
SouthWest: Myoora Rd (EB)														
2	T1	138	10.7	138	10.7	0.084	0.1	LOS A	0.0	0.3	0.08	0.14	0.08	39.0
3	R2	12	0.0	12	0.0	0.084	10.9	LOS A	0.0	0.3	0.08	0.14	0.08	39.0
Approach		149	9.9	149	9.9	0.084	1.0	NA	0.0	0.3	0.08	0.14	0.08	39.0
All Vehicles		533	5.9	533	5.9	0.166	0.9	NA	0.1	0.7	0.07	0.15	0.07	21.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - PM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - PM - Dev (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	41	15.4	41	15.4	0.100	5.0	LOS A	0.2	1.5	0.41	0.59	0.41	45.1
2	T1	14	0.0	14	0.0	0.100	4.7	LOS A	0.2	1.5	0.41	0.59	0.41	43.8
3	R2	44	9.5	44	9.5	0.100	8.3	LOS A	0.2	1.5	0.41	0.59	0.41	38.0
Approach		99	10.6	99	10.6	0.100	6.4	LOS A	0.2	1.5	0.41	0.59	0.41	43.3
NorthEast: Myoora Rd (WB)														
4	L2	61	3.4	61	3.4	0.197	3.8	LOS A	0.4	3.2	0.20	0.42	0.20	45.6
5	T1	199	2.1	199	2.1	0.197	3.7	LOS A	0.4	3.2	0.20	0.42	0.20	47.8
6	R2	3	0.0	3	0.0	0.197	7.2	LOS A	0.4	3.2	0.20	0.42	0.20	46.6
Approach		263	2.4	263	2.4	0.197	3.8	LOS A	0.4	3.2	0.20	0.42	0.20	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	2	0.0	2	0.0	0.040	4.2	LOS A	0.1	0.5	0.30	0.54	0.30	39.0
8	T1	17	12.5	17	12.5	0.040	4.3	LOS A	0.1	0.5	0.30	0.54	0.30	43.5
9	R2	25	0.0	25	0.0	0.040	7.6	LOS A	0.1	0.5	0.30	0.54	0.30	46.0
Approach		44	4.8	44	4.8	0.040	6.2	LOS A	0.1	0.5	0.30	0.54	0.30	45.2
SouthWest: Myoora Rd (EB)														
10	L2	28	0.0	28	0.0	0.100	3.8	LOS A	0.2	1.6	0.22	0.44	0.22	46.5
11	T1	82	12.8	82	12.8	0.100	3.9	LOS A	0.2	1.6	0.22	0.44	0.22	45.8
12	R2	11	0.0	11	0.0	0.100	7.2	LOS A	0.2	1.6	0.22	0.44	0.22	47.0
Approach		121	8.7	121	8.7	0.100	4.2	LOS A	0.2	1.6	0.22	0.44	0.22	46.1
All Vehicles		527	5.6	527	5.6	0.197	4.6	LOS A	0.4	3.2	0.25	0.47	0.25	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - PM 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1452	5.6	1452	5.6	0.386	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1452	5.6	1452	5.6	0.386	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	37	5.7	37	5.7	0.461	15.8	LOS B	0.0	0.0	0.00	0.25	0.00	74.9
11	T1	1708	4.3	1708	4.3	0.461	1.1	LOS A	0.0	0.0	0.00	0.21	0.00	75.8
Approach		1745	4.3	1745	4.3	0.461	1.4	NA	0.0	0.0	0.00	0.21	0.00	75.8
All Vehicles		3197	4.9	3197	4.9	0.461	0.8	NA	0.0	0.0	0.00	0.11	0.00	76.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1504	2.2	1504	2.2	0.391	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1504	2.2	1504	2.2	0.391	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	45	4.7	45	4.7	0.135	9.5	LOS A	0.2	1.2	0.77	0.77	0.77	4.8
Approach		45	4.7	45	4.7	0.135	9.5	LOS A	0.2	1.2	0.77	0.77	0.77	4.8
SouthWest: Mona Vale Rd (NB)														
11	T1	1868	2.0	1868	2.0	0.485	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		1868	2.0	1868	2.0	0.485	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.5
All Vehicles		3418	2.1	3418	2.1	0.485	0.2	NA	0.2	1.2	0.01	0.01	0.01	57.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - WK(rev) 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1488	3.0	1488	3.0	0.391	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	52	0.0	52	0.0	0.436	46.4	LOS D	0.6	3.9	0.95	1.02	1.16	20.5
Approach		1540	2.9	1540	2.9	0.436	1.6	NA	0.6	3.9	0.03	0.03	0.04	72.6
NorthWest: Cooyong Rd														
7	L2	85	0.0	85	0.0	0.071	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
Approach		85	0.0	85	0.0	0.071	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
SouthWest: Mona Vale Rd (NB)														
10	L2	149	2.1	149	2.1	0.082	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1751	2.6	1751	2.6	0.457	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1900	2.6	1900	2.6	0.457	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.2
All Vehicles		3525	2.7	3525	2.7	0.457	1.2	NA	0.6	3.9	0.01	0.05	0.02	75.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	829	2.8	829	2.8	0.684	20.9	LOS B	18.2	130.5	0.66	0.81	0.66	72.5
2	T1	175	4.2	175	4.2	* 0.797	61.9	LOS E	14.1	101.2	1.00	0.90	1.08	29.9
3	R2	796	2.2	796	2.2	0.797	48.8	LOS D	22.8	162.4	0.95	0.89	0.97	21.4
Approach		1800	2.7	1800	2.7	0.797	37.2	LOS C	22.8	162.4	0.82	0.86	0.84	58.9
NorthEast: Mona Vale Rd (WB)														
4	L2	665	2.2	665	2.2	0.721	24.6	LOS B	18.4	131.1	0.79	0.85	0.79	56.6
5	T1	797	2.2	797	2.2	* 0.813	66.1	LOS E	11.5	82.2	1.00	0.91	1.13	63.1
Approach		1462	2.2	1462	2.2	0.813	47.2	LOS D	18.4	131.1	0.90	0.88	0.97	61.8
NorthWest: Myoora Rd														
7	L2	62	0.0	62	0.0	0.816	69.7	LOS E	11.5	82.2	1.00	0.94	1.14	22.0
8	T1	276	2.7	276	2.7	* 0.816	65.2	LOS E	11.5	82.2	1.00	0.94	1.14	28.9
9	R2	189	3.3	189	3.3	0.816	69.9	LOS E	11.3	80.9	1.00	0.93	1.14	57.0
Approach		527	2.6	527	2.6	0.816	67.4	LOS E	11.5	82.2	1.00	0.93	1.14	44.5
SouthWest: Mona Vale Rd (NB)														
10	L2	123	10.3	123	10.3	0.788	39.6	LOS C	24.0	178.8	0.91	0.84	0.91	64.7
11	T1	1266	7.1	1266	7.1	0.788	32.4	LOS C	24.1	178.6	0.91	0.83	0.91	68.4
12	R2	722	8.5	722	8.5	* 0.796	62.5	LOS E	14.8	111.0	1.00	0.89	1.07	60.7
Approach		2112	7.7	2112	7.7	0.796	43.1	LOS D	24.1	178.8	0.94	0.85	0.96	65.2
All Vehicles		5901	4.4	5901	4.4	0.816	44.5	LOS D	24.1	178.8	0.90	0.87	0.94	61.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	116	1.8	116	1.8	0.222	4.0	LOS A	0.5	3.5	0.42	0.53	0.42	33.7
5	T1	62	0.0	62	0.0	0.222	3.6	LOS A	0.5	3.5	0.42	0.53	0.42	37.5
6	R2	62	0.0	62	0.0	0.222	6.7	LOS A	0.5	3.5	0.42	0.53	0.42	37.8
Approach		240	0.9	240	0.9	0.222	4.6	LOS A	0.5	3.5	0.42	0.53	0.42	36.4
NorthEast: Myoora Rd (SB)														
7	L2	20	0.0	20	0.0	0.153	3.1	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
8	T1	166	5.1	166	5.1	0.153	2.8	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
9	R2	3	0.0	3	0.0	0.153	5.8	LOS A	0.3	2.4	0.24	0.36	0.24	38.6
Approach		189	4.4	189	4.4	0.153	2.9	LOS A	0.3	2.4	0.24	0.36	0.24	36.7
NorthWest: Cooyong Rd (EB)														
10	L2	7	0.0	7	0.0	0.050	3.6	LOS A	0.1	0.7	0.34	0.52	0.34	36.9
11	T1	15	0.0	15	0.0	0.050	3.2	LOS A	0.1	0.7	0.34	0.52	0.34	33.6
12	R2	34	0.0	34	0.0	0.050	6.3	LOS A	0.1	0.7	0.34	0.52	0.34	33.6
Approach		56	0.0	56	0.0	0.050	5.1	LOS A	0.1	0.7	0.34	0.52	0.34	34.4
SouthWest: Myoora Rd (NB)														
1	L2	17	12.5	17	12.5	0.114	3.5	LOS A	0.2	1.9	0.32	0.45	0.32	37.3
2	T1	75	15.5	75	15.5	0.114	3.2	LOS A	0.2	1.9	0.32	0.45	0.32	38.3
3	R2	32	0.0	32	0.0	0.114	6.1	LOS A	0.2	1.9	0.32	0.45	0.32	35.8
Approach		123	11.1	123	11.1	0.114	4.0	LOS A	0.2	1.9	0.32	0.45	0.32	37.8
All Vehicles		608	4.0	608	4.0	0.222	4.0	LOS A	0.5	3.5	0.34	0.46	0.34	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	53	0.0	53	0.0	0.067	1.0	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
6	R2	22	0.0	22	0.0	0.067	1.7	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
Approach		75	0.0	75	0.0	0.067	1.2	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
NorthEast: Myoora Rd (WB)														
7	L2	29	0.0	29	0.0	0.166	13.2	LOS A	0.0	0.0	0.00	0.22	0.00	38.7
8	T1	286	3.3	286	3.3	0.166	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	38.7
Approach		316	3.0	316	3.0	0.166	1.3	NA	0.0	0.0	0.00	0.22	0.00	38.7
SouthWest: Myoora Rd (EB)														
2	T1	101	9.4	101	9.4	0.058	0.1	LOS A	0.0	0.1	0.04	0.07	0.04	39.5
3	R2	4	0.0	4	0.0	0.058	10.9	LOS A	0.0	0.1	0.04	0.07	0.04	39.5
Approach		105	9.0	105	9.0	0.058	0.5	NA	0.0	0.1	0.04	0.07	0.04	39.5
All Vehicles		496	3.8	496	3.8	0.166	1.1	NA	0.1	0.7	0.06	0.19	0.06	19.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	52	4.1	52	4.1	0.105	5.3	LOS A	0.2	1.6	0.47	0.60	0.47	45.4
2	T1	17	0.0	17	0.0	0.105	5.1	LOS A	0.2	1.6	0.47	0.60	0.47	43.9
3	R2	31	17.2	31	17.2	0.105	9.0	LOS A	0.2	1.6	0.47	0.60	0.47	38.2
Approach		99	7.4	99	7.4	0.105	6.4	LOS A	0.2	1.6	0.47	0.60	0.47	44.1
NorthEast: Myoora Rd (WB)														
4	L2	75	4.2	75	4.2	0.260	3.9	LOS A	0.6	4.5	0.23	0.42	0.23	45.5
5	T1	268	3.1	268	3.1	0.260	3.8	LOS A	0.6	4.5	0.23	0.42	0.23	47.7
6	R2	4	0.0	4	0.0	0.260	7.2	LOS A	0.6	4.5	0.23	0.42	0.23	46.5
Approach		347	3.3	347	3.3	0.260	3.9	LOS A	0.6	4.5	0.23	0.42	0.23	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	1	0.0	1	0.0	0.042	4.2	LOS A	0.1	0.6	0.29	0.56	0.29	38.8
8	T1	15	0.0	15	0.0	0.042	4.1	LOS A	0.1	0.6	0.29	0.56	0.29	43.5
9	R2	33	0.0	33	0.0	0.042	7.6	LOS A	0.1	0.6	0.29	0.56	0.29	45.9
Approach		48	0.0	48	0.0	0.042	6.4	LOS A	0.1	0.6	0.29	0.56	0.29	45.3
SouthWest: Myoora Rd (EB)														
10	L2	19	0.0	19	0.0	0.094	3.8	LOS A	0.2	1.5	0.20	0.44	0.20	46.5
11	T1	83	13.9	83	13.9	0.094	3.8	LOS A	0.2	1.5	0.20	0.44	0.20	45.8
12	R2	13	0.0	13	0.0	0.094	7.2	LOS A	0.2	1.5	0.20	0.44	0.20	47.0
Approach		115	10.1	115	10.1	0.094	4.2	LOS A	0.2	1.5	0.20	0.44	0.20	46.1
All Vehicles		609	5.0	609	5.0	0.260	4.5	LOS A	0.6	4.5	0.27	0.47	0.27	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - WK 2024 Dev (Site Folder: 2024 Dev)]

Network: N101 [Base Network - 2024 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1504	2.2	1504	2.2	0.391	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1504	2.2	1504	2.2	0.391	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	76	0.0	76	0.0	0.506	15.7	LOS B	0.0	0.0	0.00	0.32	0.00	73.3
11	T1	1868	2.0	1868	2.0	0.506	1.1	LOS A	0.0	0.0	0.00	0.24	0.00	75.0
Approach		1944	1.9	1944	1.9	0.506	1.7	NA	0.0	0.0	0.00	0.24	0.00	74.9
All Vehicles		3448	2.0	3448	2.0	0.506	0.9	NA	0.0	0.0	0.00	0.14	0.00	75.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - AM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - AM - Dev (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	25	8.3	25	8.3	0.037	0.8	LOS A	0.1	0.4	0.33	0.20	0.33	5.0
6	R2	16	0.0	16	0.0	0.037	1.3	LOS A	0.1	0.4	0.33	0.20	0.33	5.0
Approach		41	5.1	41	5.1	0.037	1.0	LOS A	0.1	0.4	0.33	0.20	0.33	5.0
NorthEast: Myoora Rd (WB)														
7	L2	21	10.0	21	10.0	0.137	13.3	LOS A	0.0	0.0	0.00	0.20	0.00	38.8
8	T1	224	13.6	224	13.6	0.137	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	38.8
Approach		245	13.3	245	13.3	0.137	1.2	NA	0.0	0.0	0.00	0.20	0.00	38.8
SouthWest: Myoora Rd (EB)														
2	T1	78	31.1	78	31.1	0.052	0.1	LOS A	0.0	0.2	0.06	0.13	0.06	38.9
3	R2	6	0.0	6	0.0	0.052	10.6	LOS A	0.0	0.2	0.06	0.13	0.06	38.9
Approach		84	28.8	84	28.8	0.052	0.9	NA	0.0	0.2	0.06	0.13	0.06	38.9
All Vehicles		371	15.9	371	15.9	0.137	1.1	NA	0.1	0.4	0.05	0.18	0.05	22.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - AM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 150 seconds (Network Practical Cycle Time)
This Site is not connected to the Network.

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	800	5.8	800	5.8	0.679	23.6	LOS B	31.2	229.2	0.66	0.81	0.66	71.9
2	T1	181	18.0	181	18.0	* 0.875	81.2	LOS F	19.6	154.3	1.00	0.97	1.24	26.2
3	R2	683	5.7	683	5.7	0.875	62.4	LOS E	45.7	335.2	1.00	0.94	1.10	40.5
Approach		1664	7.1	1664	7.1	0.875	45.8	LOS D	45.7	335.2	0.84	0.88	0.91	58.5
NorthEast: Mona Vale Rd (WB)														
4	L2	665	7.4	665	7.4	0.835	40.3	LOS C	38.9	290.0	0.95	0.94	0.97	48.1
5	T1	999	4.0	999	4.0	* 0.883	75.1	LOS F	26.7	193.6	1.00	0.98	1.21	61.4
Approach		1664	5.4	1664	5.4	0.883	61.2	LOS E	38.9	290.0	0.98	0.96	1.11	58.9
NorthWest: Myoora Rd														
7	L2	36	8.8	36	8.8	0.873	83.9	LOS F	17.2	130.6	1.00	1.02	1.26	35.3
8	T1	238	10.2	238	10.2	* 0.873	79.3	LOS F	17.3	126.5	1.00	1.01	1.26	26.1
9	R2	156	3.4	156	3.4	0.873	83.8	LOS F	17.3	126.5	1.00	0.98	1.26	54.6
Approach		429	7.6	429	7.6	0.873	81.3	LOS F	17.3	130.6	1.00	1.00	1.26	42.3
SouthWest: Mona Vale Rd (NB)														
10	L2	97	14.1	97	14.1	0.621	28.4	LOS B	31.0	233.5	0.70	0.67	0.70	67.4
11	T1	1238	7.8	1238	7.8	0.621	21.2	LOS B	31.1	232.7	0.70	0.66	0.70	73.5
12	R2	1073	6.1	1073	6.1	* 0.887	68.1	LOS E	41.6	306.5	1.00	0.94	1.14	59.6
Approach		2407	7.3	2407	7.3	0.887	42.4	LOS C	41.6	306.5	0.84	0.79	0.90	66.8
All Vehicles		6165	6.7	6165	6.7	0.887	51.1	LOS D	45.7	335.2	0.89	0.87	0.98	61.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - AM(rev) 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1468	4.7	1468	4.7	0.391	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	111	3.8	111	3.8	0.712	50.6	LOS D	1.2	8.6	0.97	1.12	1.64	19.2
Approach		1579	4.6	1579	4.6	0.712	3.6	NA	1.2	8.6	0.07	0.08	0.12	65.1
NorthWest: Cooyong Rd														
7	L2	81	3.9	81	3.9	0.069	6.5	LOS A	0.0	0.0	0.00	0.53	0.00	50.6
Approach		81	3.9	81	3.9	0.069	6.5	LOS A	0.0	0.0	0.00	0.53	0.00	50.6
SouthWest: Mona Vale Rd (NB)														
10	L2	227	1.9	227	1.9	0.124	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1474	9.0	1474	9.0	0.400	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1701	8.0	1701	8.0	0.400	1.0	NA	0.0	0.0	0.00	0.08	0.00	77.3
All Vehicles		3361	6.3	3361	6.3	0.712	2.4	NA	1.2	8.6	0.03	0.09	0.05	71.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - AM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - AM - Dev (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	42	7.5	42	7.5	0.225	4.4	LOS A	0.5	3.6	0.46	0.57	0.46	33.1
5	T1	93	3.4	93	3.4	0.225	3.9	LOS A	0.5	3.6	0.46	0.57	0.46	37.1
6	R2	95	3.3	95	3.3	0.225	7.0	LOS A	0.5	3.6	0.46	0.57	0.46	37.5
Approach		229	4.1	229	4.1	0.225	5.3	LOS A	0.5	3.6	0.46	0.57	0.46	36.9
NorthEast: Myoora Rd (SB)														
7	L2	11	0.0	11	0.0	0.170	3.0	LOS A	0.4	3.0	0.21	0.35	0.21	36.7
8	T1	189	16.7	189	16.7	0.170	2.7	LOS A	0.4	3.0	0.21	0.35	0.21	36.7
9	R2	9	22.2	9	22.2	0.170	5.9	LOS A	0.4	3.0	0.21	0.35	0.21	38.6
Approach		209	16.1	209	16.1	0.170	2.9	LOS A	0.4	3.0	0.21	0.35	0.21	36.9
NorthWest: Cooyong Rd (EB)														
10	L2	12	0.0	12	0.0	0.053	3.6	LOS A	0.1	0.7	0.35	0.52	0.35	36.9
11	T1	14	0.0	14	0.0	0.053	3.3	LOS A	0.1	0.7	0.35	0.52	0.35	33.7
12	R2	33	0.0	33	0.0	0.053	6.4	LOS A	0.1	0.7	0.35	0.52	0.35	33.7
Approach		58	0.0	58	0.0	0.053	5.1	LOS A	0.1	0.7	0.35	0.52	0.35	34.8
SouthWest: Myoora Rd (NB)														
1	L2	16	13.3	16	13.3	0.103	4.0	LOS A	0.2	1.9	0.41	0.47	0.41	37.3
2	T1	71	34.3	71	34.3	0.103	3.9	LOS A	0.2	1.9	0.41	0.47	0.41	38.3
3	R2	8	0.0	8	0.0	0.103	6.5	LOS A	0.2	1.9	0.41	0.47	0.41	35.8
Approach		95	27.8	95	27.8	0.103	4.2	LOS A	0.2	1.9	0.41	0.47	0.41	38.0
All Vehicles		592	11.7	592	11.7	0.225	4.2	LOS A	0.5	3.6	0.35	0.47	0.35	37.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - AM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - AM - Dev (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	34	18.8	34	18.8	0.190	6.2	LOS A	0.4	3.1	0.54	0.68	0.54	44.3
2	T1	36	0.0	36	0.0	0.190	5.7	LOS A	0.4	3.1	0.54	0.68	0.54	42.5
3	R2	103	2.0	103	2.0	0.190	9.2	LOS A	0.4	3.1	0.54	0.68	0.54	36.2
Approach		173	4.9	173	4.9	0.190	7.9	LOS A	0.4	3.1	0.54	0.68	0.54	40.7
NorthEast: Myoora Rd (WB)														
4	L2	48	0.0	48	0.0	0.275	4.2	LOS A	0.7	4.9	0.34	0.46	0.34	45.1
5	T1	282	2.2	282	2.2	0.275	4.1	LOS A	0.7	4.9	0.34	0.46	0.34	47.4
6	R2	6	0.0	6	0.0	0.275	7.6	LOS A	0.7	4.9	0.34	0.46	0.34	46.1
Approach		337	1.9	337	1.9	0.275	4.2	LOS A	0.7	4.9	0.34	0.46	0.34	47.2
NorthWest: Aumuna Rd (SB)														
7	L2	8	25.0	8	25.0	0.110	5.5	LOS A	0.2	1.6	0.44	0.62	0.44	38.0
8	T1	25	0.0	25	0.0	0.110	4.9	LOS A	0.2	1.6	0.44	0.62	0.44	42.9
9	R2	78	0.0	78	0.0	0.110	8.3	LOS A	0.2	1.6	0.44	0.62	0.44	45.5
Approach		112	1.9	112	1.9	0.110	7.3	LOS A	0.2	1.6	0.44	0.62	0.44	44.9
SouthWest: Myoora Rd (EB)														
10	L2	40	7.9	40	7.9	0.183	4.5	LOS A	0.4	3.4	0.38	0.49	0.38	46.0
11	T1	140	21.1	140	21.1	0.183	4.6	LOS A	0.4	3.4	0.38	0.49	0.38	45.3
12	R2	7	28.6	7	28.6	0.183	8.2	LOS A	0.4	3.4	0.38	0.49	0.38	46.2
Approach		187	18.5	187	18.5	0.183	4.7	LOS A	0.4	3.4	0.38	0.49	0.38	45.6
All Vehicles		808	6.4	808	6.4	0.275	5.5	LOS A	0.7	4.9	0.40	0.54	0.40	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - AM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1594	6.4	1594	6.4	0.426	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1594	6.4	1594	6.4	0.426	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
SouthWest: Mona Vale Rd (NB)														
10	L2	60	8.8	60	8.8	0.460	15.9	LOS B	0.0	0.0	0.00	0.30	0.00	73.8
11	T1	1657	6.5	1657	6.5	0.460	1.1	LOS A	0.0	0.0	0.00	0.23	0.00	75.2
Approach		1717	6.6	1717	6.6	0.460	1.6	NA	0.0	0.0	0.00	0.23	0.00	75.2
All Vehicles		3311	6.5	3311	6.5	0.460	0.8	NA	0.0	0.0	0.00	0.12	0.00	77.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - AM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - AM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1594	6.4	1594	6.4	0.426	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1594	6.4	1594	6.4	0.426	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.6
NorthWest: Hills Marketplace Egress														
7	L2	29	7.1	29	7.1	0.075	7.5	LOS A	0.1	0.7	0.71	0.71	0.71	4.9
Approach		29	7.1	29	7.1	0.075	7.5	LOS A	0.1	0.7	0.71	0.71	0.71	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1657	6.5	1657	6.5	0.443	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1657	6.5	1657	6.5	0.443	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
All Vehicles		3280	6.5	3280	6.5	0.443	0.1	NA	0.1	0.7	0.01	0.01	0.01	63.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - PM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1573	5.6	1573	5.6	0.418	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1573	5.6	1573	5.6	0.418	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.6
NorthWest: Hills Marketplace Egress														
7	L2	28	0.0	28	0.0	0.079	8.4	LOS A	0.1	0.7	0.75	0.75	0.75	4.9
Approach		28	0.0	28	0.0	0.079	8.4	LOS A	0.1	0.7	0.75	0.75	0.75	4.9
SouthWest: Mona Vale Rd (NB)														
11	T1	1851	4.3	1835	4.3	0.484	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		1851	4.3	1835[N1]	4.3	0.484	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.5
All Vehicles		3452	4.9	3436[N1]	4.9	0.484	0.1	NA	0.1	0.7	0.01	0.01	0.01	64.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - PM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	879	3.6	879	3.6	0.846	37.8	LOS C	27.8	200.5	0.90	0.89	0.91	69.4
2	T1	183	14.4	183	14.4	* 0.883	77.3	LOS F	12.1	92.5	1.00	0.98	1.26	26.9
3	R2	793	3.5	793	3.5	0.883	56.5	LOS D	30.3	218.1	0.99	0.95	1.10	19.1
Approach		1855	4.6	1855	4.6	0.883	49.7	LOS D	30.3	218.1	0.95	0.92	1.03	55.7
NorthEast: Mona Vale Rd (WB)														
4	L2	611	4.0	602	3.9	0.655	26.2	LOS B	16.5	119.4	0.77	0.84	0.77	55.4
5	T1	1227	4.4	1211	4.3	* 0.884	68.9	LOS E	18.5	134.5	1.00	0.99	1.19	62.9
Approach		1838	4.2	1813 N1	4.2	0.884	54.7	LOS D	18.5	134.5	0.92	0.94	1.05	61.9
NorthWest: Myoora Rd														
7	L2	47	8.9	47	8.9	0.867	76.0	LOS F	11.8	85.3	1.00	1.01	1.23	21.0
8	T1	232	3.2	232	3.2	* 0.867	71.4	LOS F	11.8	85.3	1.00	1.01	1.23	27.8
9	R2	232	2.7	232	2.7	0.867	76.2	LOS F	11.5	82.6	1.00	0.97	1.23	55.7
Approach		511	3.5	511	3.5	0.867	74.0	LOS F	11.8	85.3	1.00	0.99	1.23	45.9
SouthWest: Mona Vale Rd (NB)														
10	L2	94	14.6	94	14.6	0.693	31.4	LOS C	20.9	157.1	0.79	0.74	0.79	66.7
11	T1	1308	7.4	1308	7.4	0.693	24.2	LOS B	21.0	156.5	0.79	0.73	0.79	71.0
12	R2	818	8.0	818	8.0	* 0.899	75.5	LOS F	19.2	143.9	1.00	0.96	1.23	58.0
Approach		2220	7.9	2220	7.9	0.899	43.4	LOS D	21.0	157.1	0.87	0.81	0.95	65.2
All Vehicles		6423	5.6	6399 N1	5.6	0.899	50.9	LOS D	30.3	218.1	0.92	0.89	1.02	60.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - PM(rev) 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1613	5.6	1613	5.6	0.431	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
6	R2	45	0.0	45	0.0	0.419	49.2	LOS D	0.5	3.7	0.95	1.02	1.14	19.6
Approach		1658	5.5	1658	5.5	0.431	1.4	NA	0.5	3.7	0.03	0.03	0.03	73.4
NorthWest: Cooyong Rd														
7	L2	76	5.6	76	5.6	0.065	7.3	LOS A	0.0	0.0	0.00	0.53	0.00	50.2
Approach		76	5.6	76	5.6	0.065	7.3	LOS A	0.0	0.0	0.00	0.53	0.00	50.2
SouthWest: Mona Vale Rd (NB)														
10	L2	134	2.4	133	2.4	0.073	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1814	3.4	1799	3.4	0.471	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1947	3.3	1932 N1	3.3	0.471	0.6	NA	0.0	0.0	0.00	0.04	0.00	78.4
All Vehicles		3681	4.3	3665 N1	4.3	0.471	1.1	NA	0.5	3.7	0.01	0.05	0.01	75.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - PM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - PM - Dev (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	79	2.7	79	2.7	0.219	4.3	LOS A	0.5	3.6	0.47	0.57	0.47	33.2
5	T1	67	6.3	67	6.3	0.219	4.0	LOS A	0.5	3.6	0.47	0.57	0.47	37.2
6	R2	76	4.2	75	4.2	0.219	7.1	LOS A	0.5	3.6	0.47	0.57	0.47	37.6
Approach		222	4.3	221[N1]	4.3	0.219	5.1	LOS A	0.5	3.6	0.47	0.57	0.47	36.5
NorthEast: Myoora Rd (SB)														
7	L2	20	10.5	20	10.5	0.197	3.4	LOS A	0.4	3.3	0.30	0.40	0.30	36.3
8	T1	202	7.8	202	7.8	0.197	3.0	LOS A	0.4	3.3	0.30	0.40	0.30	36.3
9	R2	11	0.0	11	0.0	0.197	6.0	LOS A	0.4	3.3	0.30	0.40	0.30	38.4
Approach		233	7.7	233	7.7	0.197	3.2	LOS A	0.4	3.3	0.30	0.40	0.30	36.5
NorthWest: Cooyong Rd (EB)														
10	L2	24	8.7	24	8.7	0.071	4.1	LOS A	0.1	1.0	0.42	0.55	0.42	36.9
11	T1	14	0.0	14	0.0	0.071	3.6	LOS A	0.1	1.0	0.42	0.55	0.42	33.6
12	R2	34	6.3	34	6.3	0.071	6.8	LOS A	0.1	1.0	0.42	0.55	0.42	33.6
Approach		72	5.9	72	5.9	0.071	5.3	LOS A	0.1	1.0	0.42	0.55	0.42	35.3
SouthWest: Myoora Rd (NB)														
1	L2	15	0.0	15	0.0	0.168	3.6	LOS A	0.4	2.9	0.38	0.49	0.38	37.2
2	T1	104	16.2	104	16.2	0.168	3.4	LOS A	0.4	2.9	0.38	0.49	0.38	38.1
3	R2	59	3.6	59	3.6	0.168	6.4	LOS A	0.4	2.9	0.38	0.49	0.38	35.5
Approach		178	10.7	178	10.7	0.168	4.4	LOS A	0.4	2.9	0.38	0.49	0.38	37.5
All Vehicles		704	7.2	703[N1]	7.2	0.219	4.3	LOS A	0.5	3.6	0.38	0.49	0.38	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - PM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - PM - Dev (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	51	4.2	50	4.2	0.074	1.2	LOS A	0.1	0.8	0.40	0.30	0.40	5.0
6	R2	23	9.1	23	9.1	0.074	2.5	LOS A	0.1	0.8	0.40	0.30	0.40	5.0
Approach		74	5.7	73 N1	5.7	0.074	1.6	LOS A	0.1	0.8	0.40	0.30	0.40	5.0
NorthEast: Myoora Rd (WB)														
7	L2	19	0.0	19	0.0	0.179	13.2	LOS A	0.0	0.0	0.00	0.13	0.00	39.2
8	T1	320	4.3	320	4.3	0.179	0.1	LOS A	0.0	0.0	0.00	0.13	0.00	39.2
Approach		339	4.0	338 N1	4.0	0.179	0.8	NA	0.0	0.0	0.00	0.13	0.00	39.2
SouthWest: Myoora Rd (EB)														
2	T1	149	10.6	149	10.6	0.092	0.2	LOS A	0.0	0.3	0.08	0.14	0.08	39.0
3	R2	13	0.0	13	0.0	0.092	11.0	LOS A	0.0	0.3	0.08	0.14	0.08	39.0
Approach		162	9.7	162	9.7	0.092	1.0	NA	0.0	0.3	0.08	0.14	0.08	39.0
All Vehicles		575	5.9	574 N1	5.9	0.179	0.9	NA	0.1	0.8	0.07	0.16	0.07	21.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - PM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - PM - Dev (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	43	14.6	43	14.6	0.107	5.1	LOS A	0.2	1.6	0.42	0.60	0.42	45.1
2	T1	15	0.0	15	0.0	0.107	4.8	LOS A	0.2	1.6	0.42	0.60	0.42	43.7
3	R2	47	8.9	47	8.9	0.107	8.4	LOS A	0.2	1.6	0.42	0.60	0.42	37.8
Approach		105	10.0	105	10.0	0.107	6.6	LOS A	0.2	1.6	0.42	0.60	0.42	43.2
NorthEast: Myoora Rd (WB)														
4	L2	65	3.2	65	3.2	0.213	3.8	LOS A	0.5	3.5	0.21	0.42	0.21	45.5
5	T1	215	2.0	215	2.0	0.213	3.8	LOS A	0.5	3.5	0.21	0.42	0.21	47.8
6	R2	3	0.0	3	0.0	0.213	7.2	LOS A	0.5	3.5	0.21	0.42	0.21	46.6
Approach		283	2.2	283	2.2	0.213	3.8	LOS A	0.5	3.5	0.21	0.42	0.21	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	2	0.0	2	0.0	0.043	4.3	LOS A	0.1	0.6	0.32	0.55	0.32	38.9
8	T1	18	11.8	18	11.8	0.043	4.4	LOS A	0.1	0.6	0.32	0.55	0.32	43.5
9	R2	27	0.0	27	0.0	0.043	7.7	LOS A	0.1	0.6	0.32	0.55	0.32	46.0
Approach		47	4.4	47	4.4	0.043	6.3	LOS A	0.1	0.6	0.32	0.55	0.32	45.1
SouthWest: Myoora Rd (EB)														
10	L2	31	0.0	31	0.0	0.109	3.8	LOS A	0.2	1.8	0.23	0.44	0.23	46.4
11	T1	89	12.9	89	12.9	0.109	3.9	LOS A	0.2	1.8	0.23	0.44	0.23	45.7
12	R2	12	0.0	12	0.0	0.109	7.2	LOS A	0.2	1.8	0.23	0.44	0.23	47.0
Approach		132	8.8	132	8.8	0.109	4.2	LOS A	0.2	1.8	0.23	0.44	0.23	46.1
All Vehicles		567	5.4	567	5.4	0.213	4.6	LOS A	0.5	3.5	0.26	0.47	0.26	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - PM 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - PM - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1573	5.6	1573	5.6	0.418	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1573	5.6	1573	5.6	0.418	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.6
SouthWest: Mona Vale Rd (NB)														
10	L2	39	5.4	39	5.4	0.494	15.8	LOS B	0.0	0.0	0.00	0.25	0.00	74.9
11	T1	1851	4.3	1835	4.3	0.494	1.1	LOS A	0.0	0.0	0.00	0.20	0.00	75.7
Approach		1889	4.3	1873 N1	4.3	0.494	1.4	NA	0.0	0.0	0.00	0.21	0.00	75.7
All Vehicles		3462	4.9	3446 N1	4.9	0.494	0.8	NA	0.0	0.0	0.00	0.11	0.00	76.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [1.Mona Vale Rd/ Forest Way/ Myoora Rd - WK 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Forest Way/ Myoora Rd
Site Category: 2022 Base
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Forest Way														
1	L2	847	2.9	847	2.9	0.701	21.3	LOS B	19.1	136.8	0.67	0.82	0.67	72.4
2	T1	178	4.1	178	4.1	* 0.813	63.0	LOS E	14.5	104.6	1.00	0.91	1.10	29.6
3	R2	812	2.2	812	2.2	0.813	50.1	LOS D	23.8	169.6	0.96	0.90	0.99	21.0
Approach		1837	2.7	1837	2.7	0.813	38.1	LOS C	23.8	169.6	0.83	0.86	0.85	58.6
NorthEast: Mona Vale Rd (WB)														
4	L2	679	2.2	668	2.1	0.730	25.4	LOS B	18.9	134.7	0.80	0.85	0.80	56.1
5	T1	813	2.2	800	2.2	* 0.816	66.3	LOS E	11.6	82.7	1.00	0.91	1.13	63.1
Approach		1492	2.2	1468 N1	2.2	0.816	47.7	LOS D	18.9	134.7	0.91	0.89	0.98	61.6
NorthWest: Myoora Rd														
7	L2	63	0.0	63	0.0	0.833	71.1	LOS F	12.0	85.3	1.00	0.96	1.16	21.8
8	T1	282	2.6	282	2.6	* 0.833	66.6	LOS E	12.0	85.3	1.00	0.96	1.16	28.6
9	R2	194	3.3	194	3.3	0.833	71.3	LOS F	11.7	83.9	1.00	0.94	1.16	56.7
Approach		539	2.5	539	2.5	0.833	68.8	LOS E	12.0	85.3	1.00	0.95	1.16	44.2
SouthWest: Mona Vale Rd (NB)														
10	L2	126	10.8	126	10.8	0.810	40.1	LOS C	25.0	187.1	0.92	0.85	0.92	64.5
11	T1	1298	7.5	1298	7.5	0.810	33.0	LOS C	25.1	186.8	0.92	0.84	0.92	68.2
12	R2	740	8.8	740	8.8	* 0.818	64.3	LOS E	15.5	116.7	1.00	0.90	1.10	60.3
Approach		2164	8.1	2164	8.1	0.818	44.1	LOS D	25.1	187.1	0.95	0.87	0.98	64.9
All Vehicles		6032	4.5	6008 N1	4.5	0.833	45.4	LOS D	25.1	187.1	0.91	0.88	0.96	60.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [2.Mona Vale Rd/ Cooyong Rd - WK(rev) 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Cooyong Rd
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1519	3.0	1519	3.0	0.399	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
6	R2	53	0.0	53	0.0	0.469	49.9	LOS D	0.6	4.2	0.96	1.03	1.19	19.4
Approach		1572	2.9	1572	2.9	0.469	1.7	NA	0.6	4.2	0.03	0.03	0.04	72.0
NorthWest: Cooyong Rd														
7	L2	86	0.0	86	0.0	0.072	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
Approach		86	0.0	86	0.0	0.072	7.1	LOS A	0.0	0.0	0.00	0.53	0.00	51.5
SouthWest: Mona Vale Rd (NB)														
10	L2	153	2.1	152	2.1	0.083	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	57.0
11	T1	1786	2.7	1774	2.7	0.463	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.6
Approach		1939	2.6	1926 N1	2.6	0.463	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.2
All Vehicles		3597	2.7	3584 N1	2.7	0.469	1.3	NA	0.6	4.2	0.01	0.05	0.02	75.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [3.Cooyong Rd/ Myoora Rd - WK 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - WK - Dev (Network Folder: General)]

Cooyong Rd/ Myoora Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Cooyong Rd (WB)														
4	L2	118	1.8	117	1.8	0.226	4.0	LOS A	0.5	3.6	0.42	0.54	0.42	33.6
5	T1	63	0.0	63	0.0	0.226	3.6	LOS A	0.5	3.6	0.42	0.54	0.42	37.5
6	R2	63	0.0	63	0.0	0.226	6.7	LOS A	0.5	3.6	0.42	0.54	0.42	37.8
Approach		244	0.9	243[N1]	0.9	0.226	4.6	LOS A	0.5	3.6	0.42	0.54	0.42	36.4
NorthEast: Myoora Rd (SB)														
7	L2	21	0.0	21	0.0	0.156	3.1	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
8	T1	169	5.0	169	5.0	0.156	2.8	LOS A	0.3	2.4	0.24	0.36	0.24	36.6
9	R2	3	0.0	3	0.0	0.156	5.8	LOS A	0.3	2.4	0.24	0.36	0.24	38.6
Approach		194	4.3	194	4.3	0.156	2.9	LOS A	0.3	2.4	0.24	0.36	0.24	36.7
NorthWest: Cooyong Rd (EB)														
10	L2	7	0.0	7	0.0	0.050	3.6	LOS A	0.1	0.7	0.34	0.52	0.34	36.9
11	T1	15	0.0	15	0.0	0.050	3.2	LOS A	0.1	0.7	0.34	0.52	0.34	33.6
12	R2	34	0.0	34	0.0	0.050	6.3	LOS A	0.1	0.7	0.34	0.52	0.34	33.6
Approach		56	0.0	56	0.0	0.050	5.1	LOS A	0.1	0.7	0.34	0.52	0.34	34.4
SouthWest: Myoora Rd (NB)														
1	L2	17	12.5	17	12.5	0.115	3.5	LOS A	0.2	1.9	0.33	0.46	0.33	37.3
2	T1	76	15.3	76	15.3	0.115	3.2	LOS A	0.2	1.9	0.33	0.46	0.33	38.3
3	R2	32	0.0	32	0.0	0.115	6.1	LOS A	0.2	1.9	0.33	0.46	0.33	35.8
Approach		124	11.0	124	11.0	0.115	4.0	LOS A	0.2	1.9	0.33	0.46	0.33	37.8
All Vehicles		618	3.9	617[N1]	3.9	0.226	4.0	LOS A	0.5	3.6	0.34	0.46	0.34	36.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [4.Myoora Rd/ Hills Marketplace Access - WK 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - WK - Dev (Network Folder: General)]

Myoora Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Hills Marketplace Access														
4	L2	54	0.0	53	0.0	0.069	1.0	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
6	R2	23	0.0	23	0.0	0.069	1.8	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
Approach		77	0.0	76[N1]	0.0	0.069	1.2	LOS A	0.1	0.7	0.37	0.25	0.37	5.0
NorthEast: Myoora Rd (WB)														
7	L2	29	0.0	29	0.0	0.168	13.2	LOS A	0.0	0.0	0.00	0.22	0.00	38.7
8	T1	292	3.2	291	3.3	0.168	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	38.7
Approach		321	3.0	320[N1]	3.0	0.168	1.3	NA	0.0	0.0	0.00	0.22	0.00	38.7
SouthWest: Myoora Rd (EB)														
2	T1	103	9.2	103	9.2	0.059	0.1	LOS A	0.0	0.1	0.04	0.07	0.04	39.5
3	R2	4	0.0	4	0.0	0.059	10.9	LOS A	0.0	0.1	0.04	0.07	0.04	39.5
Approach		107	8.8	107	8.8	0.059	0.5	NA	0.0	0.1	0.04	0.07	0.04	39.5
All Vehicles		505	3.8	504[N1]	3.8	0.168	1.1	NA	0.1	0.7	0.06	0.19	0.06	19.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [5.Myoora Rd/ Aumuna Rd - WK 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - WK - Dev (Network Folder: General)]

Myoora Rd/ Aumuna Rd
Site Category: 2022 Base
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Aumuna Rd (NB)														
1	L2	53	4.0	53	4.0	0.107	5.3	LOS A	0.2	1.6	0.47	0.61	0.47	45.3
2	T1	17	0.0	17	0.0	0.107	5.2	LOS A	0.2	1.6	0.47	0.61	0.47	43.9
3	R2	32	16.7	32	16.7	0.107	9.0	LOS A	0.2	1.6	0.47	0.61	0.47	38.1
Approach		101	7.3	101	7.3	0.107	6.4	LOS A	0.2	1.6	0.47	0.61	0.47	44.1
NorthEast: Myoora Rd (WB)														
4	L2	76	4.2	76	4.2	0.264	3.9	LOS A	0.6	4.6	0.23	0.42	0.23	45.5
5	T1	274	3.1	273	3.1	0.264	3.8	LOS A	0.6	4.6	0.23	0.42	0.23	47.7
6	R2	4	0.0	4	0.0	0.264	7.2	LOS A	0.6	4.6	0.23	0.42	0.23	46.5
Approach		354	3.3	353 N1	3.3	0.264	3.9	LOS A	0.6	4.6	0.23	0.42	0.23	47.4
NorthWest: Aumuna Rd (SB)														
7	L2	1	0.0	1	0.0	0.042	4.2	LOS A	0.1	0.6	0.29	0.56	0.29	38.8
8	T1	15	0.0	15	0.0	0.042	4.1	LOS A	0.1	0.6	0.29	0.56	0.29	43.5
9	R2	33	0.0	33	0.0	0.042	7.6	LOS A	0.1	0.6	0.29	0.56	0.29	45.9
Approach		48	0.0	48	0.0	0.042	6.4	LOS A	0.1	0.6	0.29	0.56	0.29	45.3
SouthWest: Myoora Rd (EB)														
10	L2	20	0.0	20	0.0	0.096	3.8	LOS A	0.2	1.6	0.20	0.44	0.20	46.5
11	T1	84	13.8	84	13.8	0.096	3.8	LOS A	0.2	1.6	0.20	0.44	0.20	45.8
12	R2	13	0.0	13	0.0	0.096	7.2	LOS A	0.2	1.6	0.20	0.44	0.20	47.0
Approach		117	9.9	117	9.9	0.096	4.2	LOS A	0.2	1.6	0.20	0.44	0.20	46.1
All Vehicles		620	4.9	620	4.9	0.264	4.5	LOS A	0.6	4.6	0.27	0.47	0.27	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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 (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [6.Mona Vale Rd/ Hills Marketplace Ingress - WK 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1534	2.2	1534	2.2	0.399	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1534	2.2	1534	2.2	0.399	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.7
SouthWest: Mona Vale Rd (NB)														
10	L2	78	0.0	77	0.0	0.513	15.7	LOS B	0.0	0.0	0.00	0.33	0.00	73.3
11	T1	1907	2.0	1894	2.0	0.513	1.1	LOS A	0.0	0.0	0.00	0.24	0.00	75.0
Approach		1985	1.9	1971 N1	1.9	0.513	1.7	NA	0.0	0.0	0.00	0.24	0.00	74.9
All Vehicles		3519	2.0	3505 N1	2.0	0.513	0.9	NA	0.0	0.0	0.00	0.14	0.00	75.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 101 [7.Mona Vale Rd/ Hills Marketplace Egress - WK 2034 Dev (Site Folder: 2034 Dev)]

Network: N101 [Base Network - 2034 - WK - Dev (Network Folder: General)]

Mona Vale Rd/ Hills Marketplace
Site Category: 2022 Base
Give-Way (Two-Way)

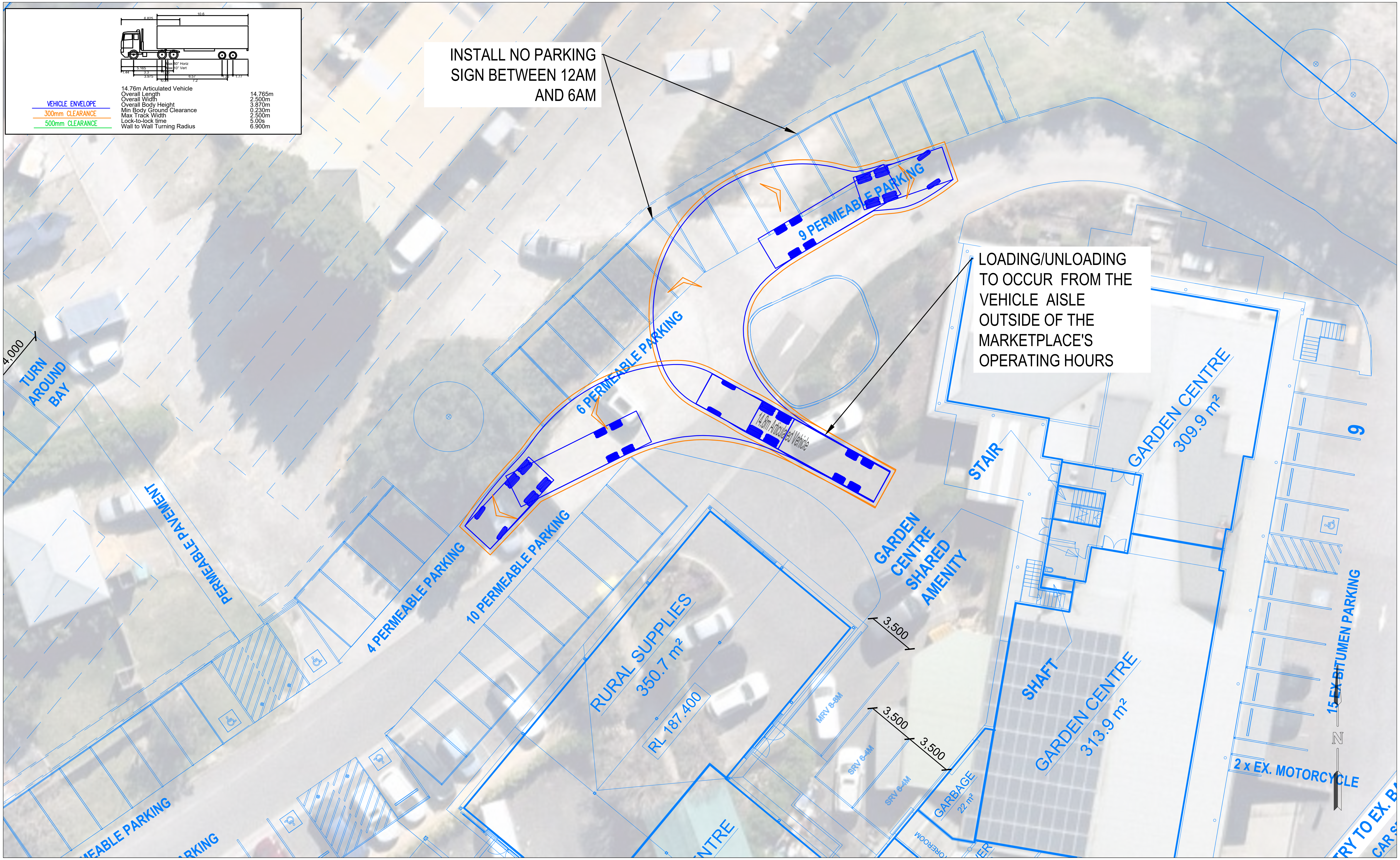
Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: Mona Vale Rd (SB)														
5	T1	1534	2.2	1534	2.2	0.399	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1534	2.2	1534	2.2	0.399	0.1	NA	0.0	0.0	0.00	0.00	0.00	79.7
NorthWest: Hills Marketplace Egress														
7	L2	46	4.5	46	4.5	0.143	9.8	LOS A	0.2	1.3	0.78	0.78	0.78	4.8
Approach		46	4.5	46	4.5	0.143	9.8	LOS A	0.2	1.3	0.78	0.78	0.78	4.8
SouthWest: Mona Vale Rd (NB)														
11	T1	1907	2.0	1894	2.0	0.492	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	79.5
Approach		1907	2.0	1894[N1]	2.0	0.492	0.0	NA	0.0	0.0	0.00	0.00	0.00	79.5
All Vehicles		3487	2.1	3474[N1]	2.1	0.492	0.2	NA	0.2	1.3	0.01	0.01	0.01	56.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network 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: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Appendix G. Design Review



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by BN Group, dated 11/05/2023.
Mona Vale Road has a posted speed limit of 80 kph.
Swept path assessments completed at 5 km/h (within the site) and 10 km/h at the driveway and 300mm clearance.
Design vehicle: 14.8m SEMI Check Vehicle: 14.8m SEMI

DESIGNED	Meg Kong
PAPER SIZE	A3 OR A1
APPROVED BY	-
DATE	02.12.2022
SCALE	1:250

0 10 20

CLIENT
MAINBRACE CONSTRUCTIONS

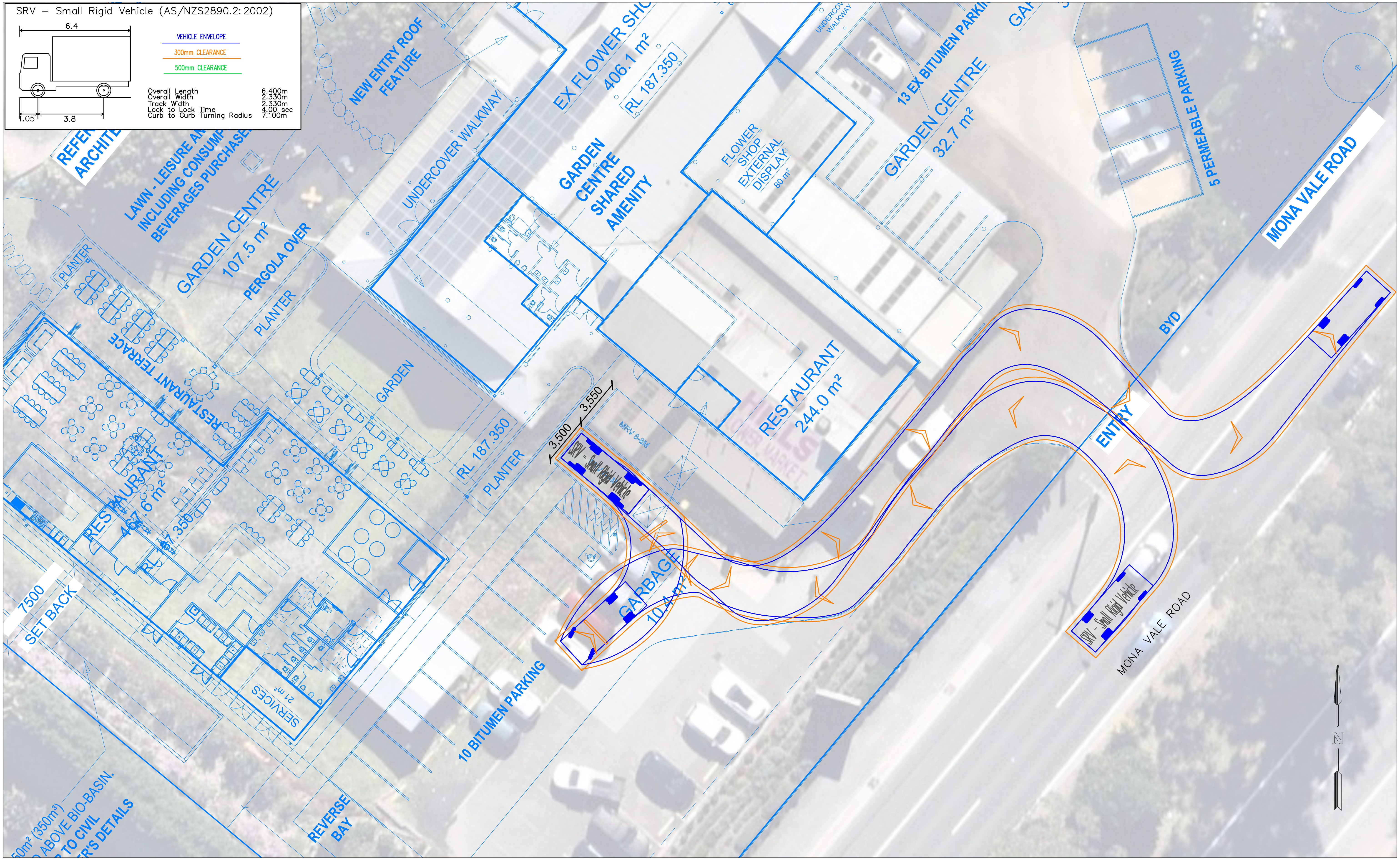
PROJECT
1750
287 MONA VALE ROAD, TERREY HILLS

DOCUMENT INFORMATION
SWEPT PATH ASSESSMENTS
14.8M SEMI TRAILER ACCESS

FILE NAME	SHEET
AG1750-01-v05.dwg	AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

PLOT DATE: 19/05/2023 4:47:39 PM | CAD REFERENCE: C:\Users\Meg Kong\Documents\1750\AG1750-01-v05.dwg | Meg Kong |



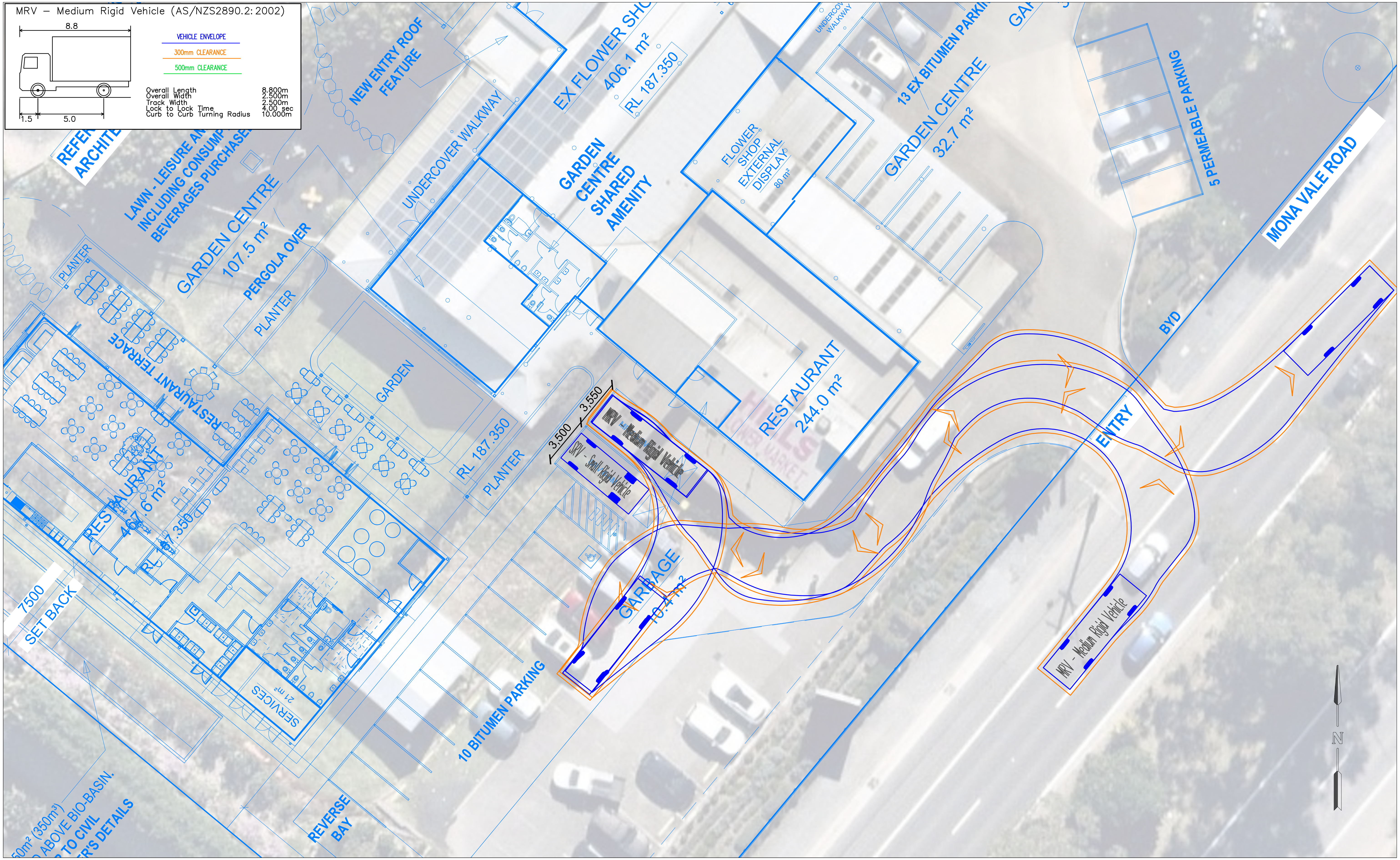
GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by BN Group, dated 11/05/2023.
Mona Vale Road has a posted speed limit of 80 kph.
Swept path assessments completed at 5 km/h (within the site) and 10 km/h at the driveway and 300mm clearance.
Design vehicle: SRV   Check Vehicle: SRV

DESIGNED: Meg Kong	PAPER SIZE: A3 OR A1	CLIENT: MAINBRACE CONSTRUCTIONS	DOCUMENT INFORMATION: SWEPT PATH ASSESSMENTS
APPROVED BY: -	DATE: 02.12.2022	PROJECT: 1750	6.4M SMALL RIGID VEHICLE ACCESS
SCALE: 1:250	0 10 20	287 MONA VALE ROAD, TERREY HILLS	FILE NAME: AG1750-01-v05.dwg / SHEET: AG02

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

PLOT DATE: 19/05/2023 4:47:43 PM | CAD REFERENCE: C:\Users\Meg Kong\Documents\1750\AG1750-01-v05.dwg | Meg Kong |



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by BN Group, dated 11/05/2023.
Mona Vale Road has a posted speed limit of 80 kph.
Swept path assessments completed at 5 km/h (within the site) and 10 km/h at the driveway and 300mm clearance.
Design vehicle: MRV Check Vehicle: MRV

DESIGNED	Meg Kong
PAPER SIZE	A3 OR A1
APPROVED BY	-
DATE	02.12.2022
SCALE	1:250
	0 10 20

CLIENT
MAINBRACE CONSTRUCTIONS

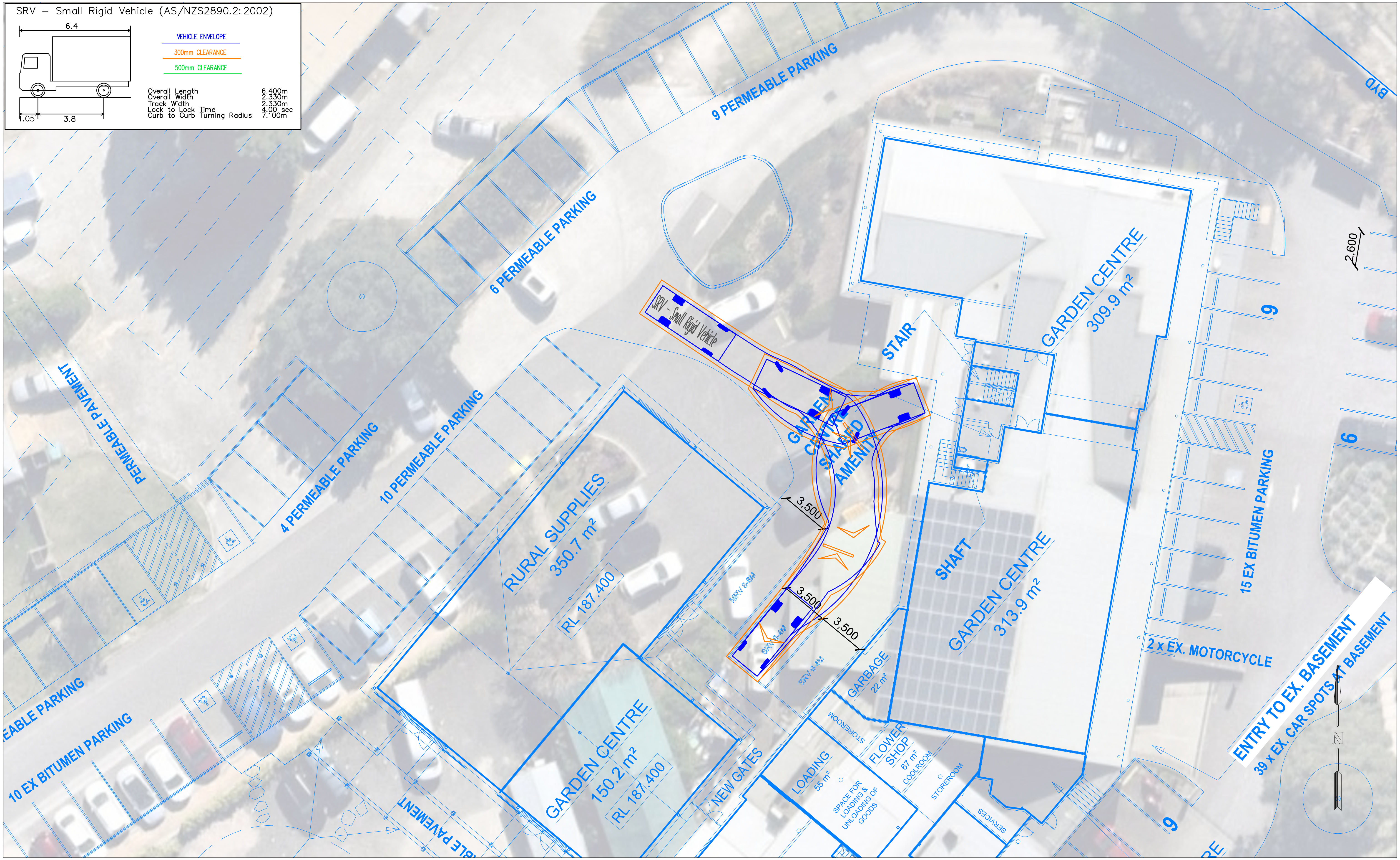
PROJECT
1750
287 MONA VALE ROAD, TERREY HILLS

DOCUMENT INFORMATION
SWEPT PATH ASSESSMENTS
8.8M MEDIUM RIGID VEHICLE ACCESS

FILE NAME	SHEET
AG1750-01-v05.dwg	AG03

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

PLOT DATE: 19/05/2023 4:47:48 PM | CAD REFERENCE: C:\Users\Meg Kong\Documents\1750\AG1750-01-v05.dwg | Meg Kong |



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by BN Group, dated 11/05/2023.
Mona Vale Road has a posted speed limit of 80 kph.
Swept path assessments completed at 5 km/h (within the site) and 10 km/h at the driveway and 300mm clearance.
Design vehicle: SRV   Check Vehicle: SRV

DESIGNED	PAPER SIZE
Meg Kong	A3 OR A1
APPROVED BY	**DATE**
-	02.12.2022
SCALE	0 10 20
1:250	

CLIENT
MAINBRACE CONSTRUCTIONS

PROJECT
1750
287 MONA VALE ROAD, TERREY HILLS

DOCUMENT INFORMATION
SWEPT PATH ASSESSMENTS
6.4M SMALL RIGID VEHICLE ACCESS

FILE NAME	SHEET
AG1750-01-v05.dwg	AG04

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
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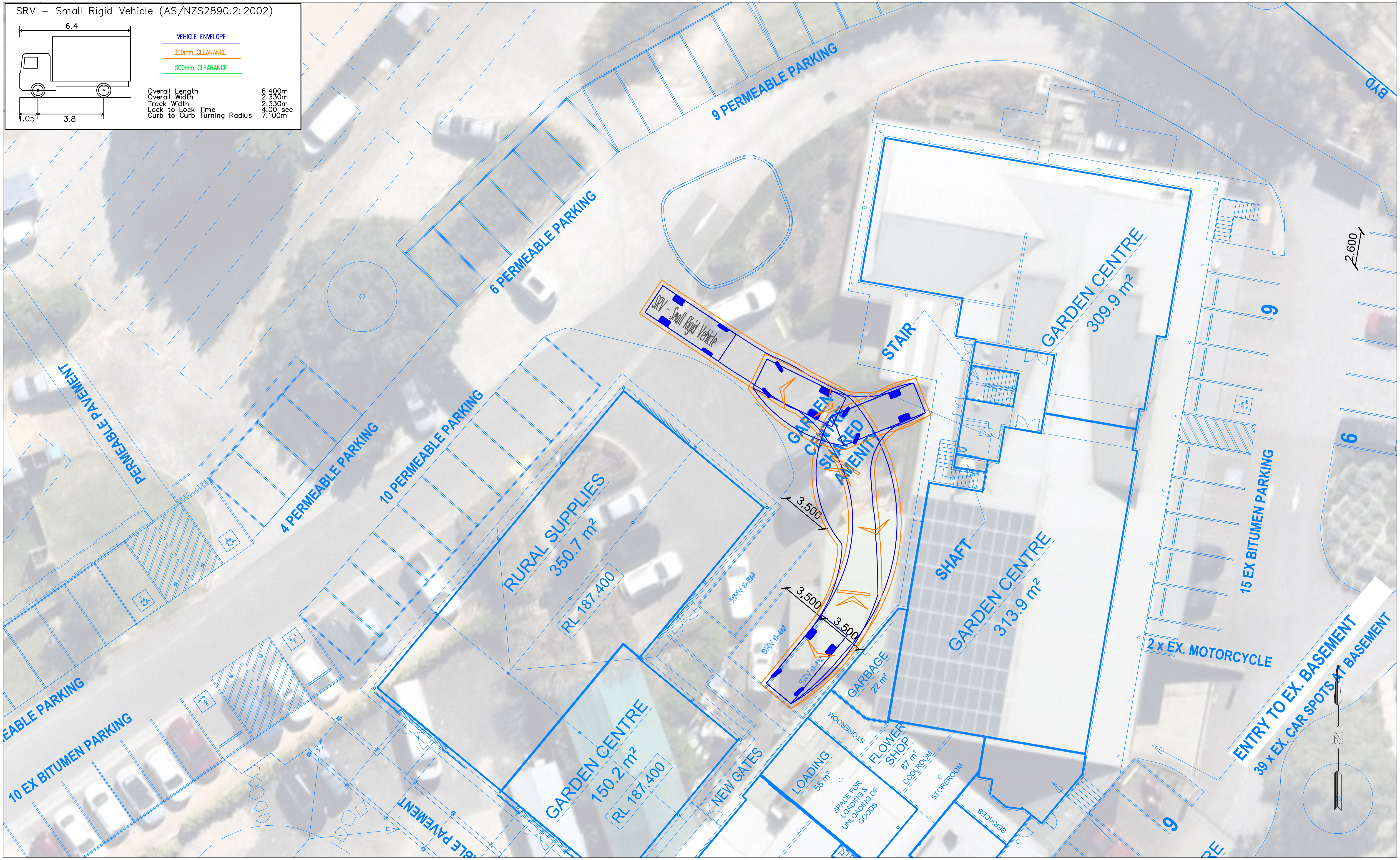
PLOT DATE: 19/05/2023 4:47:53 PM | CAD REFERENCE: C:\Users\Meg Kong\Documents\1750\AG1750-01-v05.dwg | Meg Kong |



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by BN Group, dated 11/05/2023.
Mona Vale Road has a posted speed limit of 80 kph.
Swept path assessments completed at 5 km/h (within the site) and 10 km/h at the driveway and 300mm clearance.
Design vehicle: SRV   Check Vehicle: SRV

DESIGNED: Meg Kong	PAPER SIZE: A3 OR A1	CLIENT: MAINBRACE CONSTRUCTIONS	DOCUMENT INFORMATION: SWEPT PATH ASSESSMENTS
APPROVED BY: -	DATE: 02.12.2022	PROJECT: 1750	6.4M SMALL RIGID VEHICLE ACCESS
SCALE: 1:250	0 10 20	287 MONA VALE ROAD, TERREY HILLS	FILE NAME: AG1750-01-v05.dwg / SHEET: AG05

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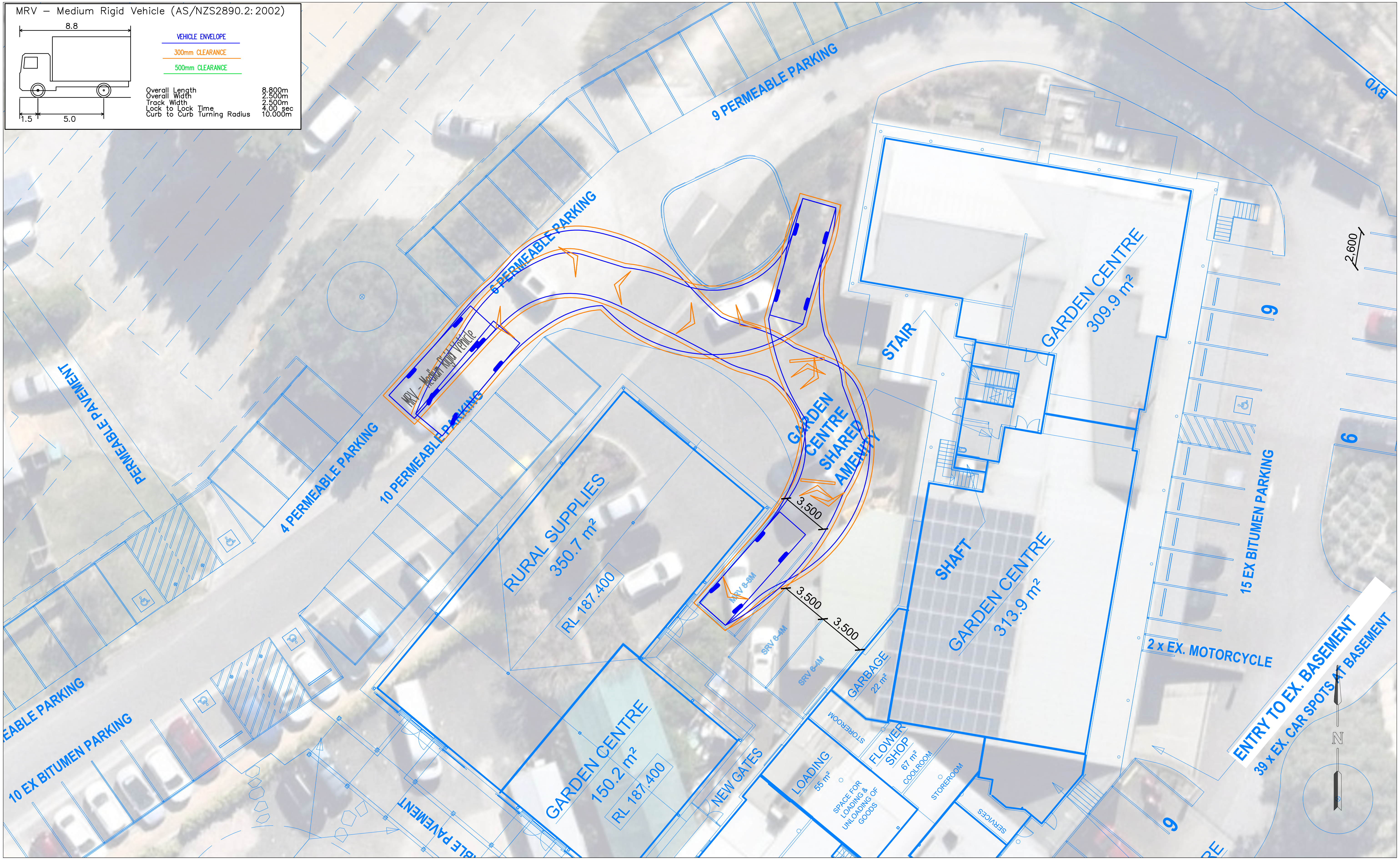
PLOT DATE: 19/05/2023 4:47:58 PM | CAD REFERENCE: C:\Users\Meg Kong\Documents\1750\AG1750-01-v05.dwg | Meg Kong |



GENERAL NOTES	DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION
This drawing is provided for information purposes only and should not be used for construction.	Meg Kong	A3 OR A1	MAINBRACE CONSTRUCTIONS	SWEPT PATH ASSESSMENTS
Base Plan prepared by BN Group, dated 11/05/2023.	APPROVED BY	DATE	PROJECT	8.8M MEDIUM RIGID VEHICLE ACCESS
Mona Vale Road has a posted speed limit of 80 kph.	-	02.12.2022	1750	FILE NAME: AG1750-01-v05.dwg
Swept path assessments completed at 5 km/h (within the site) and 10 km/h at the driveway and 300mm clearance.	SCALE	0 10 20	287 MONA VALE ROAD, TERREY HILLS	SHEET: AG06
Design vehicle: MRV Check Vehicle: MRV	1:250			

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Appendix G. Design Review