PLM2022/0131 Planning Proposal for a Proposed Seniors Housing Development by Dee Why RSL

2-6 Dee Why Parade, part of 8 Dee Why Parade, 10-12 Dee Why Parade & part of 2 Clarence Avenue, Dee Why

TRAFFIC AND PARKING ASSESSMENT REPORT

18 December 2023

Ref 23173



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1. INTRODUCTION

This report has been prepared to accompany a planning proposal on behalf of Dee Why RSL for a seniors housing development to be located at 2-6 Dee Why Parade, part of 8 Dee Why Parade, 10-12 Dee Why Parade and part of 2 Clarence Avenue, Dee Why (Figures 1 and 2).

This planning proposal envisages the expansion of the Dee Why RSL's existing seniors housing development, known as '*Oceangrove*', towards the south of the site. The site of the expansion proposal is currently occupied by a vacant shop-top building, a vacant land/parking area, a residential flat building, and a child care centre.

A seven-storey building and a nine-storey building are proposed, in the southeast and southwest corners of the site respectively, to be integrated into the existing *'Oceangrove'* building to provide 51 additional seniors housing dwellings.

Off-street parking will be provided in a new basement car parking area beneath the proposed buildings and will ultimately be designed to comply with Council and *State Environmental Planning Policy (Housing) 2021* requirements as well as the relevant Australian Standards.

Vehicular access to the site is to be provided via the existing 'Oceangrove' entry/exit driveway located towards the middle of the Dee Why Parade site frontage.

The purpose of this report is to assess the traffic and parking implications of the planning proposal and to that end this report:

- describes the site and provides details of the planning proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- reviews the public transport services available in the vicinity of the site
- estimates the traffic generation potential of the planning proposal and assigns that traffic generation to the road network serving the site

- assesses the traffic implications of the planning proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site.





2. PLANNING PROPOSAL

Site

The subject site is located on the northeast corner of the Pittwater Road and Dee Why Parade intersection. The site has street frontages of approximately 39m in length to Pittwater Road and approximately 94m in length to Dee Why Parade, and occupies an area of approximately 2,800m².

The site is currently zoned *R3* - *Medium Density Residential*, and is located towards the southern portion of the broader *Dee Why RSL* site, adjacent to *Dee Why Town Centre* which is located immediately to the south of the '*Oceangrove*' site. The site is currently occupied by a vacant shop-top building, a parking area, a residential flat building with 6 x 3-bedroom apartments, and the southern portion of the existing *Dee Why Kindergarten* child care centre catering for a maximum of 90 children.

Off-street parking for the various components of the existing site is currently provided in the abovementioned vacant land/parking area and in the existing '*Oceangrove*' parking area.

A recent aerial image of the site and its surroundings is reproduced below.



Source: Metromap

Vehicular access to the '*Oceangrove*' site is currently provided via an existing entry/exit driveway located towards the middle of the Dee Why Parade site frontage.

Vehicular access to the subject site is currently also provided via a driveway off Pittwater Road serving the disused shop-top building located on the north-eastern corner of Pittwater Road/Dee Why Parade, and via a number of separate driveways off Dee Why Parade. All of these driveways (apart from the '*Oceangrove*' driveway) are to be closed as part of the planning proposal.

Loading and servicing for the existing 'Oceangrove' building and Dee Why RSL is currently undertaken by a variety of light commercial vehicles such as the Hyundai iLoad or similar B99 sized "white vans", as well as trucks up to and including 8.3m long waste trucks with a travel height of 2.85m provided by the private waste collection contractor Doyle Bros. Vehicular access to the existing loading/servicing area is currently provided via the existing Dee Why Parade entry/exit driveway.

Existing Planning Controls

The primary instrument that governs the mass and scale of the development on the site are contained within the *Warringah Local Environment Plan 2011 (WLEP 2011)*. As noted in the foregoing, the subject site is currently subject to a height limit of 12m for land at No 2 Dee Why Parade (Lot A in DP307103), and a height limit of 13m for the remainder of the subject site (Lot B in DP307103, southern portion of Lot 1 in DP1136948, Lot CP in SP11488, and Lot 2 in DP1136948).

Planning Proposal

The planning proposal involves the increase of height controls for the subject site up to the maximum RLs of RL 44.60 and RL 34.60 for the proposed nine-storey building and seven-storey building respectively.

The proposed changes to the planning controls have the potential to achieve approximately a total of 51 additional seniors housing apartments to the existing *'Oceangrove'* development, comprising 27 x 2-bedroom units and 24 x 3-bedroom units.

Off-street parking will be provided in a new basement car parking area and will be designed to comply with Council and *SEPP (Housing) 2021* requirements, as well as the relevant Australian Standards.

Vehicular access to the site is to be provided via the existing 'Oceangrove' entry/exit driveway located towards the middle of the Dee Why Parade site frontage. In this regard, *minor changes* are proposed to the existing 'Oceangrove' vehicular access driveway to accommodate the additional traffic accessing the site as a result of the planning proposal.

All of the other existing access driveways in Pittwater Road and in Dee Why Parade are to be closed as part of this development proposal, allowing kerbside parking to be reinstated (except in Pittwater Road).

Loading/servicing for the proposed development will be undertaken by a variety of light commercial vehicles such as the *Hyundai iLoad* or similar B99 sized "white vans", and trucks up to and including 8.3m long waste trucks already used by the private waste collection contractor *Doyle Bros* for the existing '*Oceangrove*' building.

A dedicated loading/servicing area is to be provided on the lower ground floor within the proposed nine-storey building in the southwestern corner of the site, with vehicular access to be provided via the abovementioned existing *Dee Why RSL* driveway, which allows all service vehicles to enter and exit the site in a forward direction at all times.

Concept plans of the planning proposal have been prepared by *Marchese Partners Architects Pty Ltd* and are reproduced in the following pages.













3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3.

Pittwater Road is classified by TfNSW as a *State Road* and provides the key north-south road link in the area, linking North Manly to Church Point. It typically carries 3 traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Kerbside parking is generally permitted on both sides of the road outside of commuter peak periods.

Dee Why Parade is classified by TfNSW as a *Regional Road* and provides an east-west road link in the area, linking Pittwater Road to Dee Why Beach. It typically carries one traffic lane in each direction in the vicinity of the site with kerbside parking generally permitted on both sides of the road, subject to sign-posted restrictions.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to the Pittwater Road
- a 40 km/h SPEED LIMIT which applies to roads located in the high pedestrian activity area to the east of Pittwater Road, including Dee Why Parade
- a 50 km/h SPEED LIMIT which applies to all other local roads in the area
- TRAFFIC SIGNALS in Pittwater Road where it intersects with Howard Avenue, Dee Why Parade and Hawkesbury Avenue





- a CENTRAL MEDIAN ISLAND in Pittwater Road in the vicinity of the site
- NO RIGHT TURN restrictions in Pittwater Road for northbound traffic turning onto Dee Why Parade, and for southbound traffic turning onto Kingsway
- a ROUNDABOUT at the Dee Why Parade and Clarence Avenue intersection
- SPEED HUMP and PEDESTRIAN CROSSING in Dee Why Parade in the immediate vicinity of the site.

Existing Public Transport Services

The existing public transport services available within the vicinity of the subject site are illustrated on Figure 5.

There is an extensive range of bus services available within 300m walking distance from the site along Pittwater Road. A summary of those bus services is provided in the table below, revealing that there are more than 510 bus services per day travelling near the site on weekdays, decreasing to approximately 470 bus services per day on Saturdays and approximately 460 bus services per day on Sundays, as set out in the table below.

Route	Pouto	Wee	kday	Satu	rday	Sunday				
No.	Koute	In	Out	In	Out	In	Out			
B1	B-Line Mona Vale to City Wynyard	85	85	121	121	122	122			
154x	Dee Why to Milsons Point (Express Service)	27	20	-	-	-	-			
160x	Dee Why to Chatswood via French Forest (Express Service)	108	108	107	107	107	107			
178	Warringah Mall to Cromer Heights	58	57	48	48	46	46			
179	Warringah Mall to Wheeler Heights	46	42	35	35	34	34			
180	Warringah Mall to Collaroy Plateau	41	40	49	49	47	47			
180x	Collaroy Plateau to City Wynyard (Express Service)	16	18	-	-	-	-			
181x	Narrabeen to City Wynyard (Express Service)	10	10	-	-	-	-			
190x	North Avalon to City Wynyard (Express Service)	11	12	-	-	-	-			
199	Palm Beach to Manly via Mona Vale & Dee Why	111	118	112	112	107	104			
	TOTAL	513	510	472	472	463	460			



The site is also located within easy walking distance of the *Dee Why Town Centre* which includes a wide range of essential shops and services including licenced clubs, banks, supermarkets, gymnasiums, restaurants and specialty stores.

On the above basis it is clear that the site is extremely well served by existing public transport and essential services and is ideally located to encourage reduced private car usage and an increased use of public transport and active forms of transport such as walking and cycling.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken on 18 July 2023 as part of this traffic study.

The traffic surveys were undertaken at the following intersections in the vicinity of the site:

- Pittwater Road & Hawkesbury Avenue
- Pittwater Road & Dee Why Parade & Kingsway
- Dee Why Parade & Site Access Driveway
- Dee Why Parade & Clarence Avenue

The results of the traffic surveys are reproduced in full in Appendix A and reveal that:

- two-way traffic flows in Pittwater Road past the site frontage are typically in the order of 2,600 vph during *morning* commuter peak period, increasing to approximately 2,900 vph during the *afternoon* peak period
- two-way traffic flows in Dee Why Parade are significantly lower, typically in the order of 500 - 590 vph during the weekday commuter peak periods
- two-way traffic flows in Hawkesbury Avenue are typically in the order of 900 vehicles per hour (vph) during *morning* commuter peak period, decreasing to approximately 800 vph during the *afternoon* peak period

 two-way traffic flows in Clarence Avenue are typically in the order of 460 - 620 vph during the weekday commuter peak periods.

Projected Traffic Generation

An indication of the traffic generation potential of the planning proposal is provided by reference to the TfNSW publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published TfNSW *Technical Direction (TDT 2013/04a)* document.

The *TDT 2013/04a* document specifies that it replaces those sections of the TfNSW *Guidelines* indicated, and that it must be followed when TfNSW when undertaking trip generation and/or parking demand assessments.

The TfNSW *Guidelines* and the updated *TDT 2013/04a* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rate which is applicable to the development proposal:

Housing for seniors

Weekday peak hour vehicle trips = 0.4 per dwelling

(Note that morning site peak hour does not generally coincide with the network peak hour)

As noted in the TfNSW *Guidelines*, the morning peak hour of seniors housing developments generally does not coincide with the network peak hour, however for a more rigorous assessment, the above traffic generation rate has been adopted for the purpose of determining the traffic generation potential of the planning proposal during commuter peak periods.

Application of the above traffic generation rate to the 51 seniors housing dwellings as outlined in the planning proposal yields a traffic generation potential of approximately 20 vph during both the *morning* and *afternoon* commuter peak periods.

That projected future traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential of the site as a consequence of the planning proposal.

The TfNSW *Guidelines* and *TDT 2013/04a* nominate the following traffic generation rates which are applicable to the existing development on the site:

Childcare Centre

0.8 peak hour vehicle trips per child

Medium Density Residential

0.4-0.5 peak hour vehicle trips/dwelling (up to 2 bedrooms) 0.5-0.65 peak hour vehicle trips/dwelling (3 or more bedrooms)

The TfNSW *Guidelines* also make the following observation in respect of medium density residential flat buildings:

Definition

A *medium density residential flat building* refers to a building containing at least 2 but less than 20 dwellings. This includes villas, town houses, flats, semi-detached houses, terrace or row houses and other medium density developments. This does not include aged or disabled persons' housing.

Application of the above traffic generation rates to the cumulative components of the existing development yields a traffic generation potential of approximately 76 vehicle trips per hour (vph) during both the AM and PM commuter peak periods as set out below:

Existing Traffic Generation Potential of the Site

	AM	PM
Residential (6 apartments):	3.9 vph	3.9 vph
Child care centre (90 children):	72.0 vph	72.0 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	75.9 vph	75.9 vph

Accordingly, the planning proposal could result in a *nett decrease* in the traffic generation potential of the site of approximately -55 vph during both the AM and PM commuter peak periods, as set out below:

Projected Nett *Decrease* in the Traffic Generation Potential of the Site as a Consequence of the Planning Proposal

	AM	PM
Projected Future Traffic Generation Potential (Proposed WLEP Controls):	20.4 vph	20.4 vph
Less Existing Traffic Generation Potential:	-75.9 vph	-75.9 vph
NETT DECREASE IN TRAFFIC GENERATION POTENTIAL:	-55.5 vph	-55.5 vph

However, for the purposes of this assessment it has been assumed that the site is vacant, and that *all* of the projected future traffic flows of 20 vph during both the AM and PM commuter peak periods, will be new or *additional* to the existing traffic flows currently using the adjacent road network.

That projected "increase" in the traffic generation potential of the site as a consequence of the planning proposal is minimal, and will clearly not have any unacceptable traffic implications in terms of road network capacity, as is demonstrated by the following section of this report.

Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network.

Those effects can be assessed using the SIDRA program which is widely used by the TfNSW and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages.

Pittwater Road / Hawkesbury Avenue Intersection

- the intersection currently operates at *Level of Service "B"* under the existing traffic demands during the weekday AM peak hour with total average vehicle delays in the order of 22.9 seconds/vehicle
- under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of Service "B"* during the weekday AM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle
- the intersection currently operates at *Level of Service "B"* under the existing traffic demands during the weekday PM peak hour with total average vehicle delays in the order of 17.7 seconds/vehicle

under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of Service "B"* during the weekday PM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle.

Pittwater Road / Dee Why Parade / Kingsway Intersection

- the intersection currently operates at *Level of Service "A"* under the existing traffic demands during the weekday AM peak hour with total average vehicle delays in the order of 13.0 seconds/vehicle
- under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of Service "A"* during the weekday AM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle
- the intersection currently operates at *Level of Service "A"* under the existing traffic demands during the weekday PM peak hour with total average vehicle delays in the order of 13.5 seconds/vehicle
- under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of Service "A"* during the weekday PM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle.

Dee Why Parade / Site Access Driveway Intersection

- the intersection currently operates at *Level of Service "A"* under the existing traffic demands during the weekday AM peak hour with total average vehicle delays in the order of 0.1 seconds/vehicle
- under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of*

Service "A" during the weekday AM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle

- the intersection currently operates at *Level of Service "A"* under the existing traffic demands during the weekday PM peak hour with total average vehicle delays in the order of 0.1 seconds/vehicle
- under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of Service "A"* during the weekday PM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle.

Dee Why Parade / Clarence Avenue Intersection

- the intersection currently operates at *Level of Service "A"* under the existing traffic demands during the weekday AM peak hour with total average vehicle delays in the order of 4.1 seconds/vehicle
- under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of Service "A"* during the weekday AM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle
- the intersection currently operates at *Level of Service "A"* under the existing traffic demands during the weekday PM peak hour with total average vehicle delays in the order of 3.9 seconds/vehicle
- under the projected future traffic demands expected to be generated by the development proposal, the intersection is expected to continue to operate at *Level of Service "A"* during the weekday PM peak hour, with increases in total average vehicle delays of *less than* 1 seconds/vehicle.

The results of the SIDRA analysis of the surrounding intersections are also summarised on the table reproduced on the following page.

Intersection	Key Indicators	<u>Existing</u> AM Traffic Demand	<u>Projected</u> AM Traffic Demand	<u>Existing</u> PM Traffic Demand	<u>Projected</u> PM Traffic Demand
Pittwatar Pood &	LoS	В	В	В	В
Hawkesbury	DoS	0.880	0.883	0.893	0.893
Avenue	Delay	22.9	23.1	17.7	18.1
Pittwatar Pood &	LoS	А	А	А	А
Dee Why Parade &	DoS	0.438	0.458	0.713	0.713
Kingsway	Delay	13.0	13.2	13.5	13.6
	LoS	А	А	А	А
Dee Why Parade & Site Access	DoS	0.192	0.192	0.183	0.187
	Delay	0.1	0.2	0.1	0.2
	LoS	А	А	А	А
Dee Why Parade & Clarence Avenue	DoS	0.457	0.459	0.359	0.362
	Delay	4.1	4.1	3.9	3.9

SIDRA Modelling Results

LoS = Levels of Service DoS = Degree of Saturation

Delay = Total average vehicle delay (seconds per vehicle)

The detailed SIDRA *movements summaries* are reproduced in full in Appendix B, with criteria for evaluating the results of the analysis reproduced in the following pages.

In essence, the SIDRA capacity analysis has found that all intersections in the vicinity of the site will continue to operate at current *Levels of Service*, with *negligible* increases in average vehicle delays and that no road improvements or intersection upgrades will be required as a consequence of the planning proposal.

Criteria for Interpreting Results of Sidra Analysis

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive	At capacity and requires other control mode.
	delays. Roundabouts require other control mode.	
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

1. Level of Service (LOS)

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
А	less than 14	Good operation.	Good operation.
В	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
С	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

1

The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6. Key features of those parking restrictions are:

- BUS LANE restrictions along the kerbside lanes, during the *morning* and *afternoon* commuter peak periods on the eastern and western side of Pittwater Road respectively
- CLEARWAY restriction during the *morning* commuter peak period, along the southern side of Pittwater Road to the south of the subject site
- NO STOPPING restrictions along some sections of Pittwater Road, Dee Why Parade and Clarence Avenue in the vicinity of the site, including along the Dee Why Parade site frontage on both sides of the road
- 2 HOUR PARKING restriction along the eastern side of Kingsway in the vicinity of the site
- BUS ZONES located at regular intervals along both sides of Pittwater Road, including just north of the site
- NO PARKING restrictions along some sections of Dee Why Parade to the east of the site.

Off-Street Car Parking Provisions

The *minimum* off-street car parking requirement applicable to the planning proposal is specified in the *SEPP (Housing) 2021* document as set out below:

Seniors Housing – Independent Living Units: at least 0.5 parking spaces for each bedroom



Application of the above *SEPP (Housing) 2021* parking requirements to the 27 x 2-bedroom and 24 x 3-bedroom seniors housing dwellings as outlined in the planning proposal yields a *minimum* off-street parking requirement of 63 spaces.

By way of comparison, the off-street parking requirements applicable to the development proposal as specified in Council's DCP is set out below:

Multi-dwelling housing, residential flat buildings, serviced apartments (including holiday flats), shoptop housing (residential component) Within the Dee Why Town Centre:

- 0.6 spaces per 1 bedroom dwelling
- 0.9 spaces per 2 bedroom dwelling
- 1.4 spaces per 3 bedroom dwelling
- 1 visitor space per 5 units or part of dwellings

Application of the above parking requirements to the planning proposal yields an off-street car parking requirement of 69 spaces, comprising 58 residential spaces and 11 visitor spaces.

The above requirements are satisfied by the proposed provision of 76 car parking spaces, comprising 64 residential spaces and 12 visitor spaces, as part of the planning proposal.

The geometric design layout of the future car parking facilities will ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6*.

Loading/Servicing Provisions

The proposed new seniors housing buildings are expected to be serviced by a variety of commercial vehicles up to and including 8.3m long private contractor waste collection trucks with a travel height of 2.85m. A dedicated service area is to be provided on the lower ground floor level.

The manoeuvring area has been designed to accommodate the swept turning path requirements of these 8.3m long trucks with 2.85m travel height, allowing them to enter and exit the site whilst travelling in a forward direction at all times, as per the attached *swept turning path* diagram.

The geometric design layout of the proposed loading facilities will also ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2* in respect of loading dock dimensions and service area requirements for 8.3m long trucks.

Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the planning proposal seeks approval to increase the height controls for the site, resulting in the potential for approximately 51 additional senior housing dwellings
- analysis based on the traffic generation rates published by TfNSW indicates that the proposed development will result in a *nett reduction* in the traffic generation potential of the site of approximately -55 vph when compared with the previously approved uses on the site
- the SIDRA capacity analysis of the public road intersections in the vicinity of the site indicates that:
 - the projected "additional" traffic flows expected to be generated by the development proposal (i.e. assuming that the site is currently vacant) indicates that there will be *no change* in current *Levels of Service* to any of the intersections located around the perimeter of the site, and
 - no road improvements or intersection upgrades would be required as a consequence of the planning proposal
- the future car parking, motorcycle parking, bicycle parking and loading facilities will be provided and designed in accordance with Council's requirements, *SEPP (Housing)* 2021 and the relevant Australian Standards

• the future vehicular access arrangements will be via the existing *Dee Why 'Oceangrove'* vehicular access driveway in Dee Why Parade with *minor changes* to accommodate the additional traffic, and all other existing site access driveways are to be *removed* allowing kerbside parking to be reinstated.

It is therefore reasonable to conclude that the planning proposal will not have any unacceptable implications in terms of road network capacity or off-street parking/loading/access requirements.











VMICA TOMETIC 1 ANNING Py Lid Phone +612 5903 5223 Acti 88 (017 172 507) Neutral Bay, NSW 2089 20 Young Street Neutral Bay, NSW 2089 20 Young Street Sydney, Australia PROLECT SENNORS LIVING DEVELOPMENT	N Basement01_B99&B85_Passing ADDRESS 2 - 14 Dee Why Pde, 23173 Dee Why Revewed RV	1:500 @ A4 DATE DRAWN 2023-12-7 PREMARD NN



APPENDIX A

TRAFFIC SURVEY DATA

80 222 058075 AM

Intersection of Hawkesbury Ave and Pittwater Rd, Dee Why

GPS	-33.749324, 151.2897	46								
Date:	Tue 18/07/23		North:	Pittwater	Rd		Survey	AM:	6:30 AM-	9:30 AM
Weather:	Fine		East:	Hawkesb	ury Ave		Period	PM:	3:30 PM-	6:30 PM
Suburban:	Dee Why		South:	Pittwater	Rd		Traffic	AM:	7:45 AM-	8:45 AM
Customer:	Varga		West:	Hawkesb	ury Ave		Peak	PM:	4:00 PM-	5:00 PM

All Vehicles																	Pedestrians Cros				ns Crossinį	9								
Ti	me	Norti	h Approa	ch Pittwa	ter Rd	East A	pproach	Hawkesb	ury Ave	Sout	n Approa	ch Pittwa	ter Rd	West A	Approach	Hawkest	oury Ave	Hour	ly Total		Ti	me	Approa	ch Pittwa	proach Hawkest	Approach Pittwapproach Har			Hawkesb	
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak		Period Sta	Period En	estbour	astboun	outhbourprthbou	r/estbou	lastbour	outhbour	orthbou	burry rot
6:30	6:45	0	0	261	25	0	31	9	8	0	4	228	5	0	5	9	0	2443			6:30	6:45	3	1	3 1	2	2	1	2	67
6:45	7:00	0	0	300	35	0	27	9	4	0	8	233	6	0	4	15	3	2584			6:45	7:00	5	3	3 0	3	0	1	1	71
7:00	7:15	0	0	258	29	0	25	9	1	0	8	190	0	0	7	10	5	2728			7:00	7:15	0	4	3 2	2	2	1	0	75
7:15	7:30	0	0	324	58	0	30	7	3	0	10	222	2	0	5	9	2	2975			7:15	7:30	1	5	5 1	5	3	1	1	89
7:30	7:45	0	0	315	60	0	42	10	3	0	6	260	6	0	9	14	1	3190			7:30	7:45	1	4	2 2	0	4	5	1	94
7:45	8:00	0	0	348	80	0	36	20	4	0	10	254	5	0	8	17	6	3323	Peak		7:45	8:00	2	0	5 0	3	6	4	0	110
8:00	8:15	0	0	324	97	0	30	8	5	0	7	292	2	0	3	15	6	3287			8:00	8:15	1	0	4 2	5	9	3	4	139
8:15	8:30	0	0	354	136	0	39	18	5	0	12	271	8	0	11	25	8	3229			8:15	8:30	1	2	5 0	6	11	1	1	138
8:30	8:45	0	0	294	166	0	29	17	1	0	13	289	9	0	5	28	8	2943			8:30	8:45	4	5	5 1	12	3	3	2	130
8:45	9:00	0	0	228	139	0	33	34	4	0	11	237	5	0	8	46	7				8:45	9:00	12	4	1 2	6	21	2	1	
9:00	9:15	0	0	316	61	0	38	9	1	0	18	245	1	0	11	23	8				9:00	9:15	1	0	3 0	9	12	1	1	
9:15	9:30	0	0	254	39	0	35	8	1	0	7	225	4	0	4	21	3				9:15	9:30	1	2	4 4	2	2	2	2	
15:30	15:45	0	0	300	56	0	67	31	3	0	15	326	2	0	5	26	6	3382			15:30	15:45	1	0	2 2	4	2	3	6	120
15:45	16:00	0	0	252	44	0	49	37	5	0	28	378	7	0	6	22	6	3399			15:45	16:00	2	1	6 6	9	6	4	6	133
16:00	16:15	0	0	294	50	0	59	31	6	0	25	376	8	0	5	21	12	3414	Peak		16:00	16:15	1	7	4 1	6	7	2	4	122
16:15	16:30	0	0	269	43	0	51	30	6	0	16	359	8	0	9	25	8	3352			16:15	16:30	4	2	7 2	0	7	2	4	113
16:30	16:45	0	0	261	44	0	51	43	6	0	20	390	5	0	4	23	7	3405			16:30	16:45	2	3	8 3	4	4	1	8	107
16:45	17:00	0	0	268	63	0	41	32	9	0	24	379	7	0	1	21	4	3395			16:45	17:00	1	1	3 3	4	9	3	5	115
17:00	17:15	0	0	246	48	0	65	44	5	0	21	340	8	0	11	28	9	3359			17:00	17:15	1	1	1 2	7	2	2	7	120
17:15	17:30	0	0	262	62	0	73	39	11	0	29	345	12	0	5	29	10	3333			17:15	17:30	3	0	1 3	3	4	5	3	123
17:30	17:45	0	0	260	54	0	64	42	1	0	27	341	6	0	9	23	17	3123			17:30	17:45	4	2	2 10	8	11	1	3	129
17:45	18:00	0	0	264	60	0	57	42	3	0	16	323	7	0	8	25	8		1		17:45	18:00	2	0	6 6	5	5	6	4	
18:00	18:15	0	0	235	31	0	50	23	4	0	27	386	7	0	3	25	8		1		18:00	18:15	0	0	5 2	4	5	3	7	
18:15	18:30	0	0	181	50	0	36	13	3	0	27	330	8	0	3	14	2				18:15	18:30	2	1	0 3	4	5	3	10	
																				-							1	1		

	Peak	Time	North	Approad	h Pittwa	ter Rd	East A	pproach	Hawkesb	ury Ave	Sout	South Approach Pittwater Rd V		West Approach I		West Approach Hawkesbury A		West Approach Hawkesbury Ave Pe		West Approach Hawkesbury Ave		West Approach Hawkesbury Ave P		West Approach Hawkesbury Ave Pea		Peak	Peak	Time	Approac	h Pittwat	proach	Hawkesb	Approac	ch Pittwat	proach H	lawkesb	Peak
F	Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total	Period Star	Period End	/estboun	astboun	outhbou	orthbour	Vestboun	astboun	outhbour	orthbour	hour							
- F	7:45	8:45	0	0	1320	479	0	134	63	15	0	42	1106	24	0	27	85	28	3323	7:45	8:45	8	7	19	3	26	29	11	7	110							
	16:00	17:00	0	0	1092	200	0	202	136	27	0	85	1504	28	0	19	90	31	3414	16:00	17:00	8	13	22	9	14	27	8	21	122							

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.



Light Vehicle	es																_		
Tir Period Start	me Period End	North U	Approa R	SB	er Rd	East Ap	R	Hawkesbu WB	ury Ave ∟	South	Approad R	NB	ter Rol	U West A	pproach R	Hawkesb EB	ury Ave		
6:30	6:45	0	0	243	23	0	31	8	6	0	2	216	5	0	4	9	0		
6:45	7:00	0	0	277	34	0	24	9	4	0	8	202	5	0	2	15	3		
7:00	7.15	0	0	233	20	0	24	9	1	0	7	176	0	0	-	10	5		
7:15	7:10	0	0	304	58	0	30	7	3	0	10	204	2	0	4	8	2		
7.10	7.45	0	0	207	50	0	30	10	3	0	5	204	2	0	4		2		
7:30	7:45	0	0	297	59	0	41	10	3	0	5	230	0	0	0	14	1		
7:45	8:00	0	0	330	79	0	35	20	4	0	9	226	5	0	6	17	6		
8:00	8:15	0	0	301	97	0	27	8	5	0	7	266	2	0	2	14	6		
8:15	8:30	0	0	334	136	0	38	17	5	0	10	249	7	0	9	24	8		
8:30	8:45	0	0	280	165	0	29	17	1	0	12	270	9	0	1	28	8		
8:45	9:00	0	0	207	138	0	31	33	4	0	11	217	5	0	6	46	7		
9:00	9:15	0	0	302	61	0	38	9	1	0	17	226	1	0	10	22	8		
9:15	9:30	0	0	244	39	0	34	8	1	0	7	206	4	0	3	21	2		
15:30	15:45	0	0	281	56	0	66	31	3	0	14	311	2	0	2	25	6		
15:45	16:00	0	0	246	43	0	48	37	5	0	26	355	7	0	5	22	6		
16:00	16:15	0	0	274	50	0	59	31	6	0	24	357	6	0	4	21	12		
16:15	16:30	0	0	260	42	0	50	30	6	0	16	347	8	0	8	25	8		
16:30	16:45	0	0	253	44	0	51	40	5	0	19	379	5	0	3	22	7		
16:45	17:00	0	0	259	63	0	40	32	9	0	24	372	7	0	1	21	4		
17:00	17:15	0	0	237	47	0	65	44	5	0	21	332	8	0	10	28	9		
17:15	17:30	0	0	255	62	0	72	39	11	0	29	336	12	0	4	29	10		
17:30	17:45	0	0	255	54	0	62	42	1	0	27	331	6	0	9	23	17		
17:45	18:00	0	0	252	60	0	57	42	3	0	16	315	7	0	8	25	8		
18.00	18.15	0	0	232	31	0	50	23	4	0	27	372	7	0	2	25	8		
18:15	18:30	0	0	177	50	0	36	13	3	0	27	318	8	0	3	13	2		
10.15	10.00	0	0		50		- 50	10	5	0	21	510	0	•	3	15	2		
Peak	Time	North	Approa	ch Pittwat	er Rd	East Ap	proach I	lawkesbu	iry Ave	South	Approad	ch Pittwat	ter Rd	West A	pproach	Hawkesb	ury Ave	Peak	
Period Start 7:45	Period End 8:45	0	R	SB 1245	L 477	0	R 129	WB 62	L 15	0	R 38	NB 1011	23	0	R 18	EB 83	28	total 3129	
16:00	17:00	0	0	1046	199	0	200	133	26	0	83	1455	26	0	16	89	31	3304	
Heavy Vehic	cles																		
Heavy Vehic Tir	cles me	North	Approa	ch Pittwat	er Rd	East Ap	proach I	lawkesbu	ury Ave	South	Approad	ch Pittwat	ter Rd	West A	pproach	Hawkesb	ury Ave		
Heavy Vehic Tir Period Start	cles me Period End	North U	Approa	ch Pittwat	er Rd	East Ap	proach I R	Hawkesbu WB	ury Ave	South U	Approac R	h Pittwat	ter Rd	West A	pproach R	Hawkesb EB	ury Ave		
Heavy Vehic Tir Period Start 6:30	cles me Period End 6:45	North U 0	Approad R 0	ch Pittwat SB 18	er Rd	East Ap	proach I R 0	Hawkesbu WB 1	ary Ave L 2	South U 0	Approad R 2	ch Pittwat NB 12	ter Rd L 0	West A	pproach R 1	Hawkesb EB 0	ury Ave L 0		
Heavy Vehic Tir Period Start 6:30 6:45	Period End 6:45 7:00	North U 0 0	Approad R 0 0	ch Pittwat SB 18 23	er Rd L 2 1	East Ap	proach I R 0 3	Hawkesbu WB 1 0	L 2 0	South U 0	Approac R 2 0	ch Pittwat NB 12 31	ter Rd L 0 1	West A U 0 0	pproach R 1 2	Hawkesb EB 0 0	ury Ave L 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00	cles me Period End 6:45 7:00 7:15	North U 0 0	Approac R 0 0	ch Pittwat SB 18 23 25	er Rd L 2 1 0	East Ap U 0 0	pproach H R 0 3 1	Hawkesbu WB 1 0 0	ary Ave L 2 0 0	South U 0 0	Approad R 2 0 1	ch Pittwat NB 12 31 14	ter Rd L 0 1 0	West A U 0 0 0	pproach R 1 2 3	Hawkesb EB 0 0	ury Ave L 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15	Period End 6:45 7:00 7:15 7:30	North U 0 0 0	Approa R 0 0 0 0	Ch Pittwat SB 18 23 25 20 20	er Rd 2 1 0 0	East Ap U 0 0 0 0	proach H R 0 3 1 0	Hawkesbu WB 1 0 0	L 2 0 0 0	South U 0 0 0	Approad R 2 0 1 0	NB 12 31 14 18	ter Rd L 0 1 0 0	West A U 0 0 0 0	pproach R 1 2 3 1	Hawkesb EB 0 0 0 1	ury Ave L 0 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30	Cles me Period End 6:45 7:00 7:15 7:30 7:45	North U 0 0 0 0 0	Approa R 0 0 0 0 0 0	Ch Pittwat SB 18 18 23 25 20 18 18	er Rd 2 1 0 0 1	East Ap U 0 0 0 0 0	proach H R 0 3 1 0 1	Hawkesbu WB 1 0 0 0	L 2 0 0 0 0 0	South U 0 0 0 0 0 0 0	Approad R 2 0 1 0 1	Ch Pittwar NB 12 31 14 18 24	ter Rd 0 1 0 0 0 0	West A U 0 0 0 0 0 0 0 0	pproach R 1 2 3 1 1	Hawkesb EB 0 0 0 1 1 0	ury Ave L 0 0 0 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45	Cles me Period End 6:45 7:00 7:15 7:30 7:45 8:00	North U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approa R 0 0 0 0 0 0 0 0 0	Pittwat SB 18 23 25 20 18 18	er Rd 2 1 0 0 1 1	East Ap U 0 0 0 0 0 0 0	pproach F R 0 3 1 0 1 1	Hawkesbu WB 1 0 0 0 0 0	Jry Ave L 2 0 0 0 0 0 0	South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approad R 2 0 1 0 1 1	ch Pittwat NB 12 31 14 18 24 28	ter Rd L 0 1 0 0 0 0 0	West A U 0 0 0 0 0 0 0	pproach R 1 2 3 1 1 2 2	Hawkesb EB 0 0 0 1 0 0 0	Ury Ave L 0 0 0 0 0 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45 8:00	Cles me Period End 6:45 7:00 7:15 7:30 7:45 8:00 8:15	North U 0 0 0 0 0 0 0 0	Approace R 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwat SB 18 23 25 20 18 18 23	er Rd 2 1 0 0 1 1 0 0	East Ag U 0 0 0 0 0 0 0 0 0	pproach H R 0 3 1 0 1 1 3	Hawkesbu WB 1 0 0 0 0 0 0 0	Jry Ave L 2 0 0 0 0 0 0 0 0 0 0 0	South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 2 0 1 0 1 1 0 0	Pittwar NB 12 31 14 18 24 28 26	ter Rd 0 1 0 0 0 0 0 0	West A U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	pproach R 1 2 3 1 1 1 2 1 2 1	Hawkesb EB 0 0 0 1 0 0 1 0 1	ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15	Cles me Period End 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30	North U 0 0 0 0 0 0 0 0 0 0	Approace R 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwat SB 18 23 25 20 18 18 23 23 20	er Rd L 2 1 0 0 1 1 0 0 0 0	East Ap U 0 0 0 0 0 0 0 0 0 0	pproach H R 0 3 1 0 1 1 3 3 1	Hawkesbu WB 1 0 0 0 0 0 0 1	Jry Ave L 2 0 0 0 0 0 0 0 0 0 0 0 0 0	South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 2 0 1 1 0 1 1 0 2	Pittwar NB 12 31 14 18 24 28 26 22	ter Rd L 0 1 0 0 0 0 0 1 1	West A U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	pproach 1 1 2 3 1 1 2 1 2 1 2	Hawkesb EB 0 0 0 1 0 0 1 1 1	ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30	Beriod End 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45	North U 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwat SB 18 23 25 20 18 18 23 20 18 18 23 20 14	er Rd L 2 1 0 0 1 1 0 0 1 1 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1	East Ap U 0 0 0 0 0 0 0 0 0 0 0 0	Deproach H R 0 3 1 0 1 1 3 1 0	Hawkesbu WB 1 0 0 0 0 0 0 1 0	ary Ave L 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	South U 0	Approace R 2 0 1 1 0 1 1 0 2 1	Pittwar NB 12 31 14 18 24 28 26 22 19	ter Rd L 0 1 0 0 0 0 0 0 1 0 0	West A U 0	pproach R 1 2 3 1 1 2 1 2 1 2 4	Hawkesb EB 0 0 1 0 0 1 1 1 0	ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0		
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Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 15:30 15:45 16:00 16:15 16:30 16:45 17:30 17:15 17:30 17:45 17:30 17:45 17:30 17:45 18:00 18:15	Des me Period End 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30	North U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwat SB 18 23 25 20 18 23 20 14 21 14 20 14 20 14 21 14 9 9 8 9 9 7 5 12 3 4	Rd L 2 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0	East Ag U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Pproach I R 0 3 1 0 1 1 3 1 0 2 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Hawkesbu WB 1 0	Jury Ave L 2 0	South U 0	Approace R 2 0 1 0 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwar NB 12 31 14 18 24 28 26 22 19 20 19 15 23 19 12 11 7 8 9 10 8 14 12	ter Rd L 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	West Aj U 0	pproach R 1 2 3 1 1 2 4 2 4 2 1 1 3 1 1 1 1 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Hawkesb EB 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0	ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0		
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 8:00 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 16:30 16:45 17:30 16:45 17:30 17:45 16:30 16:45 17:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 16:30 16:45 17:30 16:45 17:30 17:45 16:30 16:45 17:30 17:45 17:30 17:45 16:30 16:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:00 16:45 17:30 17:45 18:00 16:45 17:30 17:45 18:00 16:45 17:30 17:45 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 16:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:15 18:00 18:15 18:1	Designation me Period End 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30	North U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 0<	Pittwat SB 18 23 25 20 18 23 20 14 21 14 20 14 20 14 21 14 9 9 7 5 12 3 4	er Rd L 2 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 <td>East Ag</td> <td>Pproach H R 0 3 1 0 1 1 0 1 0 2 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Hawkesburg WB 1 0 <td< td=""><td>Jury Ave L 2 0<</td><td>South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Approace R 2 0 1 0 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Pittwar NB 12 31 14 18 24 28 26 22 19 20 19 15 23 19 12 11 7 8 9 10 8 14 12</td><td>ter Rd L 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>West Aj U 0</td><td>pproach R 1 2 3 1 1 2 4 2 4 2 1 1 3 1 1 1 1 1 0 1 1 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Hawkesb EB 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0</td><td>ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Peak</td><td></td></td<></td>	East Ag	Pproach H R 0 3 1 0 1 1 0 1 0 2 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Hawkesburg WB 1 0 <td< td=""><td>Jury Ave L 2 0<</td><td>South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Approace R 2 0 1 0 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Pittwar NB 12 31 14 18 24 28 26 22 19 20 19 15 23 19 12 11 7 8 9 10 8 14 12</td><td>ter Rd L 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>West Aj U 0</td><td>pproach R 1 2 3 1 1 2 4 2 4 2 1 1 3 1 1 1 1 1 0 1 1 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Hawkesb EB 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0</td><td>ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Peak</td><td></td></td<>	Jury Ave L 2 0<	South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 2 0 1 0 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwar NB 12 31 14 18 24 28 26 22 19 20 19 15 23 19 12 11 7 8 9 10 8 14 12	ter Rd L 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	West Aj U 0	pproach R 1 2 3 1 1 2 4 2 4 2 1 1 3 1 1 1 1 1 0 1 1 0 1 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Hawkesb EB 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0	ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak	
Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 15:30 16:15 16:00 16:45 17:00 17:45 18:00 18:15 Peak Period Start 7:45	Best Period End 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30 ************************************	North U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approac R 0	Pittwat SB 18 23 25 20 18 23 20 14 21 14 20 14 20 14 21 14 9 9 7 5 12 3 4 Ch Pittwat	er Rd L 2 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 <td>East Ag U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Pproach H R 0 3 1 0 1 0 1 0 2 0 1 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Hawkesbu WB 1 0</td> <td>Jury Ave L 2 0</td> <td>South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Approace R 2 0 1 0 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Pittwaa NB 12 31 14 18 24 28 26 22 19 20 19 15 23 19 12 11 7 8 9 10 8 14 12</td> <td>Ter Rd L 0 1 0<td>West Aj U 0</td><td>pproach R 1 2 3 1 1 2 4 2 4 2 1 1 3 1 1 1 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 1 2 1 1 1 2 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1</td><td>Hawkesb EB 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0</td><td>ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>Peak total 194</td><td></td></td>	East Ag U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Pproach H R 0 3 1 0 1 0 1 0 2 0 1 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Hawkesbu WB 1 0	Jury Ave L 2 0	South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 2 0 1 0 1 0 1 0 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwaa NB 12 31 14 18 24 28 26 22 19 20 19 15 23 19 12 11 7 8 9 10 8 14 12	Ter Rd L 0 1 0 <td>West Aj U 0</td> <td>pproach R 1 2 3 1 1 2 4 2 4 2 1 1 3 1 1 1 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 1 2 1 1 1 2 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1</td> <td>Hawkesb EB 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0</td> <td>ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>Peak total 194</td> <td></td>	West Aj U 0	pproach R 1 2 3 1 1 2 4 2 4 2 1 1 3 1 1 1 1 1 0 1 1 0 1 1 0 1 1 0 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 2 4 2 1 1 1 1 2 1 1 1 2 1 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	Hawkesb EB 0 0 1 0 1 0 1 1 0 0 1 0 0 1 0 0 0 0 0	ury Ave L 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak total 194	

TRANS TRAFFIC SURVEY

All Vahialas

Intersection of Dee Why Parade and Pittwater Rd, Dee Why

GPS	-33.751604, 151.288151								
Date:	Tue 18/07/23	North:	Pittwater	Rd		Survey	AM:	6:30 AM-	9:30 AM
Weather:	Fine	East:	Dee Wh	y Parade		Period	PM:	3:30 PM-	6:30 PM
Suburban:	Dee Why	South:	Pittwater	Rd		Traffic	AM:	7:30 AM-	8:30 AM
Customer:	Varga	West:	Kingswa	y]	Peak	PM:	3:30 PM-	4:30 PM

All Verificies																				10.1
Ti	me	North	Approa	ch Pittwa	ter Rd	East A	pproach	Dee Why	Parade	Sout	Approa	ch Pittwa	ter Rd	Wes	st Approa	ach Kings	sway	Hourl	y Total	Γ
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak	Pe
6:30	6:45	0	0	217	17	0	34	6	12	0	0	178	3	0	0	0	0	2154		
6:45	7:00	0	0	298	44	0	46	8	9	0	0	190	8	0	0	0	0	2367		
7:00	7:15	0	0	248	15	0	36	3	17	0	0	161	7	0	0	0	0	2421		
7:15	7:30	0	0	287	32	0	41	12	17	0	0	193	15	0	0	0	0	2615		
7:30	7:45	0	0	320	29	0	60	19	15	0	0	224	13	0	0	0	0	2699	Peak	
7:45	8:00	0	0	310	42	0	61	15	14	0	0	191	23	1	0	0	0	2642		
8:00	8:15	0	0	284	41	0	70	12	18	0	0	243	13	0	0	0	0	2564		
8:15	8:30	0	0	278	61	0	67	18	17	0	0	229	11	0	0	0	0	2528		
8:30	8:45	0	0	233	56	0	83	17	10	0	0	210	14	0	0	0	0	2386		
8:45	9:00	0	0	244	26	0	50	18	14	0	0	215	12	0	0	0	0			
9:00	9:15	0	0	317	33	0	61	21	16	0	0	187	10	0	0	0	0			
9:15	9:30	0	0	249	13	0	56	18	15	0	0	180	8	0	0	0	0			
15:30	15:45	0	0	256	35	0	63	13	16	0	0	300	8	0	0	0	0	2922	Peak	
15:45	16:00	0	0	244	37	0	64	15	15	0	0	357	23	0	0	0	0	2916		
16:00	16:15	0	0	264	27	0	70	11	21	0	0	317	21	0	0	0	0	2907		
16:15	16:30	0	0	259	36	0	64	8	16	0	0	342	20	0	0	0	0	2843		
16:30	16:45	0	0	226	29	0	68	12	12	0	0	325	13	0	0	0	0	2818		
16:45	17:00	0	0	262	32	0	67	14	15	0	0	333	23	0	0	0	0	2822		
17:00	17:15	0	0	217	29	0	60	10	25	0	0	306	20	0	0	0	0	2776		
17:15	17:30	0	0	237	41	0	66	18	16	0	0	319	23	0	0	0	0	2810		
17:30	17:45	0	0	230	31	0	62	19	12	0	0	308	27	0	0	0	0	2685		
17:45	18:00	0	0	268	32	0	54	25	12	0	0	293	16	0	0	0	0			
18:00	18:15	0	0	211	26	0	57	20	20	0	0	354	13	0	0	0	0			
18:15	18:30	0	0	165	24	0	66	16	19	0	0	293	12	0	0	0	0			

Pedestrian	is Crossing										
Ti	ne	Approad	h Pittwat	proach	Dee Why	Approa	h Pittwa	t Approa	ch Kings	ourly Tot	
Period Star	Period End	lestboun	astboun	outhbour	orthbour	lestboun	astboun	outhbour	orthbour	Surry TO	
6:30	6:45	0	0	4	1	3	7	3	3	97	
6:45	7:00	0	0	5	2	6	4	2	0	112	
7:00	7:15	0	0	3	0	3	11	3	2	136	
7:15	7:30	0	0	5	1	3	17	7	2	163	
7:30	7:45	0	0	5	0	6	13	8	4	166	
7:45	8:00	0	0	4	1	7	21	6	4	177	
8:00	8:15	0	0	6	1	12	17	7	6	181	
8:15	8:30	0	0	5	2	11	13	4	3	176	
8:30	8:45	0	0	2	4	13	16	8	4	173	
8:45	9:00	0	0	5	1	17	16	6	2		
9:00	9:15	0	0	7	3	8	19	3	4		
9:15	9:30	0	0	4	2	10	13	4	2		
15:30	15:45	0	0	4	4	18	15	7	18	202	
15:45	16:00	0	0	10	8	12	15	9	6	182	
16:00	16:15	0	0	3	2	14	5	5	7	175	
16:15	16:30	0	0	5	5	11	9	2	8	194	
16:30	16:45	0	0	6	5	10	15	1	9	205	
16:45	17:00	0	0	4	4	15	15	6	9	203	
17:00	17:15	0	0	5	4	18	13	4	11	212	
17:15	17:30	0	0	3	2	12	13	7	14	202	
17:30	17:45	0	0	4	4	20	7	2	7	214	
17:45	18:00	0	1	5	6	19	9	6	16		
18:00	18:15	0	0	4	3	11	9	9	9		
18:15	18:30	0	0	6	3	19	16	9	10		

Peak	Time	North	Approa	ch Pittwa	ter Rd	East A	pproach	Dee Why	Parade	South	Approa	ch Pittwa	ter Rd	Wes	st Approa	ch Kings	way	Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:30	8:30	0	0	1192	173	0	258	64	64	0	0	887	60	1	0	0	0	2699
15:30	16:30	0	0	1023	135	0	261	47	68	0	0	1316	72	0	0	0	0	2922

Peak	Time	Approac	ch Pittwa	proach	Dee Why	Approa	ch Pittwa	t Approa	ch Kings	Peak
Period Star	Period End	lestboun	astboun	outhbour	orthbour	lestboun	astboun	outhbour	orthboun	hour
7:30	8:30	0	0	20	4	36	64	25	17	166
15:30	16:30	0	0	22	19	55	44	23	30	202

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Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.





Light Vehicl	es	Maarth		h Division	D.d	F (A)		D	David a	0		I Dittant		NA/					
Period Start	me Period End	U	R	SB	L	East A	R R	WB	L	U	R	NB	L	U	R R	EB	sway L		
6:30	6:45	0	0	198	17	0	34	6	12	0	0	164	3	0	0	0	0		
6:45	7:00	0	0	274	43	0	46	8	9	0	0	160	8	0	0	0	0		
7:00	7:15	0	0	223	13	0	35	3	16	0	0	146	6	0	0	0	0		
7:15	7:30	0	0	265	32	0	40	12	16	0	0	176	15	0	0	0	0		
7:30	7:45	0	0	301	29	0	57	19	14	0	0	199	12	0	0	0	0		
7:45	8:00	0	0	289	42	0	60	15	12	0	0	165	23	1	0	0	0		
8:00	8:15	0	0	262	40	0	69	12	17	0	0	219	12	0	0	0	0		
8:15	8:30	0	0	257	60	0	65	18	16	0	0	206	11	0	0	0	0		
8:30	8:45	0	0	218	53	0	82	17	10	0	0	192	14	0	0	0	0		
8:45	9:00	0	0	222	26	0	46	18	14	0	0	199	12	0	0	0	0		
9:00	9:15	0	0	301	33	0	60	21	16	0	0	168	10	0	0	0	0		
9:15	9:30	0	0	239	13	0	55	18	14	0	0	163	8	0	0	0	0		
15:30	15:45	0	0	238	34	0	62	13	16	0	0	284	8	0	0	0	0		
15:45	16:00	0	0	235	36	0	64	15	15	0	0	333	23	0	0	0	0		
16:00	16:15	0	0	246	26	0	68	11	21	0	0	297	21	0	0	0	0		
16:15	16:30	0	0	247	36	0	62	8	16	0	0	331	20	0	0	0	0		
16:30	16:45	0	0	217	28	0	68	12	12	0	0	314	13	0	0	0	0		
16:45	17:00	0	0	253	32	0	67	14	14	0	0	325	22	0	0	0	0		
17:00	17:15	0	0	209	27	0	60	10	23	0	0	299	20	0	0	0	0		
17:15	17:30	0	0	229	41	0	66	18	16	0	0	310	23	0	0	0	0		
17:30	17:45	0	0	225	31	0	62	19	12	0	0	298	27	0	0	0	0		
17:45	18:00	0	0	257	32	0	54	25	12	0	0	285	16	0	0	0	0		
18:00	18:15	0	0	207	26	0	57	20	20	0	0	340	13	0	0	0	0		
18:15	18:30	0	0	161	23	0	66	16	19	0	0	281	11	0	0	0	0		
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Heavy Vehic Tir Period Start 6:30 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 15:30 15:45 16:00 16:15 16:30 16:45 17:00 17:15 17:30 17:45 8:30 16:45 17:00 17:15 17:30 17:45 16:00 16:45 17:00 16:45 17:00 16:45 17:00 16:45 17:00 16:45 16:30 16:45 16:30 16:45 16:30 16:45 17:00 16:45 17:00 16:45 17:00 16:45 17:00 16:45 17:00 17:15 17:30 16:45 17:00 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:15 17:30 16:45 17:00 17:15 17:30 17:45 16:30 16:45 17:00 17:45 17:45 16:30 16:45 17:00 17:45 17:30 17:45 17:00 17:45 16:30 17:45 17:00 17:15 17:30 17:45 17:00 17:15 17:30 17:45 17:00 17:15 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 17:30 17:45 18:00 17:45 18:00 17:45 18:00 17:45 18:00 17:45 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:00 18:15 18:15 18:00 18:15 18:1	Colors me Period End 6:45 7:00 7:15 7:30 7:45 8:00 8:15 8:30 8:45 9:00 9:15 9:30 15:45 16:00 16:45 17:00 17:15 17:30 17:45 18:00 18:15 18:30	North U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approac R 0 </th <th>Pittwal SB 19 24 25 22 19 21 22 21 15 22 16 10 18 9 18 12 9 8 5 11 4 4 ch Pittwate</th> <th>rer Rd</th> <th>East Al 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>pproach I R 0 1 1 3 1 1 2 1 4 1 1 1 2 1 4 1 1 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Dee Why WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Parade L 0 1 1 1 1 1 2 1 1 0 0 0 1 1 1 2 1 0 0 0 0</th> <th>South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Approace R 0 0 0 0 0 0 0 0 0 0 0 0 0</th> <th>Pittwa NB 14 30 15 17 25 26 24 23 18 16 19 17 16 24 20 11 8 7 9 10 8 14 12</th> <th>ter Rd L 0 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0</th> <th>Wes U 0</th> <th>t Approa</th> <th>ch Kings EB 0</th> <th>way L 0</th> <th></th> <th></th>	Pittwal SB 19 24 25 22 19 21 22 21 15 22 16 10 18 9 18 12 9 8 5 11 4 4 ch Pittwate	rer Rd	East Al 0 0 0 0 0 0 0 0 0 0 0 0 0	pproach I R 0 1 1 3 1 1 2 1 4 1 1 1 2 1 4 1 1 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0	Dee Why WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Parade L 0 1 1 1 1 1 2 1 1 0 0 0 1 1 1 2 1 0 0 0 0	South U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Approace R 0 0 0 0 0 0 0 0 0 0 0 0 0	Pittwa NB 14 30 15 17 25 26 24 23 18 16 19 17 16 24 20 11 8 7 9 10 8 14 12	ter Rd L 0 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0	Wes U 0	t Approa	ch Kings EB 0	way L 0		
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								N. S. C.FN CS.R.	VARGA	TRAFFI	G PLAN	NING PT	Y LTD
TR/	ANS '	FR	AF	FIC	SU	RV	A E Y				- % 		
				DVEV	🚺 tra	fficsurvey	.com.au	BN CCI	ASINZS 4501	S DNV-0			
						Driver							
Intersec				e and A	Access	Drive	way, De	1					
JPS Data:	-33.751712, Tuo 18/07/22	151.2889	150	North)rivoway			Survoy	Δ N <i>A</i> ·	6:30 AM-	0.30 VM	
Weather:	Fine	,		East:	Dee Why	/ Parade			Period	PM [.]	3:30 PM-	6:30 PM	
Suburban:	Dee Why			South:	N/A	- arado			Traffic	AM:	7:45 AM-	8:45 AM	
Customer:	Varga			West:	Dee Why	/ Parade			Peak	PM:	3:30 PM-	4:30 PM	
All Vehicles	S ime	th Annro	ach Acc	ess Drive	st Annro	ach Dee V	Why Para	st Annro	ach Dee	Why Par	Hour	v Total	
Period Star	t Period End	U	R		U	R	WB	U	EB	L	Hour	Peak	
6.30	6.45	0	1	0	0	0	44	0	19	0	333		
0.00	7.00	0		0	0	0	50	0	10	4	404		
6:45	7:00	0	0	U	U	U	59	U	44	1	404		
7:00	7:15	0	0	0	0	0	60	0	15	0	422		
7:15	7:30	0	0	0	0	0	57	0	33	0	489		
7:30	7:45	0	0	2	0	1	103	0	29	0	564		
7:45	8.00	0	1	1	0	2	76	0	42	0	588	Peak	
0.00	0.00				0	~	07	0	40		500	I Gan	
8:00	8:15	0	2	0	0	1	97	0	42	0	579		
8:15	8:30	0	2	1	0	1	99	0	62	0	558		
8:30	8:45	0	0	0	0	0	103	0	56	0	493		1
8:45	9:00	0	0	0	0	1	85	0	27	0			
9:00	9:15	0	1	0	1	1	85	0	33	0			
9:15	9:30	0	0	0	1	0	86	0	12	1			
15:30	15:45	0	0	1	0	0	91	0	.34	1	517	Peak	
15:45	16:00	0	2	2	0	0	96	0	37	0	514	- Out	
16:00	16:15			0	0	1	04	0	24		501		
10:00	16:00		4		0	-	00	4	27	2 0	501		
10.15	10:30				0	2	90		3/	0	501		
16:30	16:45	0	0	3	0	0	92	0	29	0	503		
16:45	17:00	0	1	2	0	0	89	0	32	0	504		
17:00	17:15	0	0	0	0	2	90	0	28	1	509		
17:15	17:30	0	0	0	0	0	95	0	39	0	512		
17:30	17:45	0	0	0	0	1	92	0	32	0	499		
17:45	18:00	0	2	0	0	0	96	0	31	0			
18:00	18:15	0	0	1	0	1	96	0	26	0			
18:15	18:30	0	1	1	0	0	95	0	23	1			
Peak	CTime	th Appro	ach Acc	ess Drive	st Appro	ach Dee	Why Para	st Appro	ach Dee	Why Para	Peak		

7:45 8:45 16:30 15:30

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

 Graphic

 Total



Light Vehic	les	(h. A		Delas	-1	ant Day	A/I D	-1	ask Day			
II Period Star	me Period End	th Appro	R	ess Drive	St Appro	R R	Why Para	st Appro	FB	Why Para		
6:30	6:45	0	1	0	0	0	44	0	19		PLANN	ING PT
6:45	7.00	0	0	0	0	0	59	0	43	1		
7:00	7:15	0	0	0	0	0	58	0	13	0		
7.00	7.15	0	0	0	0	0	50	0	13	0		
7:15	7:30	0	0	0	0	0	55	0	33	0		
7:30	7:45	0	0	2	0	1	99	0	29	0		
7:45	8:00	0	1	1	0	2	73	0	42	0		
8:00	8:15	0	2	0	0	1	94	0	40	0		
8:15	8:30	0	2	1	0	1	95	0	61	0		
8:30	8:45	0	0	0	0	0	102	0	53	0		
8:45	9:00	0	0	0	0	1	82	0	27	0		
9:00	9:15	0	1	0	1	1	83	0	33	0		
9:15	9:30	0	0	0	1	0	85	0	12	1		
15:30	15:45	0	0	1	0	0	90	0	33	1		
15.30	16:00	0	2	2	0	0	05	0	26	0		
15.45	10.00	0	2	2	0	0	95	0	30	0		
16:00	16:15	0	0	0	0	1	93	0	23	2		
16:15	16:30	0	1	1	0	2	89	1	37	0		
16:30	16:45	0	0	3	0	0	92	0	28	0		
16:45	17:00	0	1	2	0	0	88	0	32	0		
17:00	17:15	0	0	0	0	2	88	0	26	1		
17:15	17:30	0	0	0	0	0	95	0	39	0		
17:30	17:45	0	0	0	0	1	92	0	32	0		
17:45	18:00	0	2	0	0	0	96	0	31	0		
18.00	18.15	0	0	1	0	1	96	0	26	0		
10.00	10.10	0	1	1	0	0	05	0	20	1		
10.15	10.30	0	'		0	0	90	0	22	-		
Peak	Time	th Appro	ach Acce	ess Drive	st Appro	ach Dee	Why Para	st Appro	ach Dee	Why Para	Peak	
Period Star 7:45	Period End	U 0	R	L 2	U 0	R 4	WB 364	U 0	EB 196		total	
15:30	16:30	0	3	4	0	3	367	1	129	3	510	
Hoavy Vohi	clos											
Ti	me	th Appro	ach Acce	ess Drive	st Appro	ach Dee	Why Para	st Appro	ach Dee	Why Para		
Period Star	Period End	U	R	L	U	R	WB	U	EB	L		
6:30	6:45	0	0	0	0	0	0	0	0	0		
6:45										0		
	7:00	0	0	0	0	0	0	0	1	0		
7:00	7:00 7:15	0	0	0	0	0	0	0	1	0		
7:00 7:15	7:00 7:15 7:30	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 2 2	0 0 0	1 2 0	0 0 0 0		
7:00 7:15 7:30	7:00 7:15 7:30 7:45	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 2 2 4	0 0 0 0	1 2 0 0	0 0 0 0		
7:00 7:15 7:30 7:45	7:00 7:15 7:30 7:45 8:00	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 2 2 4 3	0 0 0 0	1 2 0 0 0	0 0 0 0 0		
7:00 7:15 7:30 7:45 8:00	7:00 7:15 7:30 7:45 8:00 8:15	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 2 2 4 3 3	0 0 0 0 0	1 2 0 0 0 0 2	0 0 0 0 0 0		
7:00 7:15 7:30 7:45 8:00 8:15	7:00 7:15 7:30 7:45 8:00 8:15 8:30	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 2 2 4 3 3 4	0 0 0 0 0 0	1 2 0 0 0 2 1	0 0 0 0 0 0 0		
7:00 7:15 7:30 7:45 8:00 8:15 8:20	7:00 7:15 7:30 7:45 8:00 8:15 8:30	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 2 2 4 3 3 4	0 0 0 0 0 0 0	1 2 0 0 0 2 1 2	0 0 0 0 0 0 0 0		
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								State Carrier	WADC/	TPΛF			חדועדי
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Intersect	tion of De	e Why	Parad	e and (e Ave.	Dee W						
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Date:	Tue 18/07/23	3		North:	Clarence	Ave			Survey	AM:	6:30 AM-9	9:30 AM	
Weather:	Fine			East:	Dee Why	Parade			Period	PM:	3:30 PM-6	6:30 PM	
Suburban:	Dee Why			South:	N/A Dee Why	Parada			I rattic Poak	AM:	8:00 AM-9	9:00 AM 5:45 PM	
Gustomer.	varga			West.	Dee wiiy	Tarace			1 can	F IVI.	н.н. т.	5.451 10	L
All Vehicles													
Ti	me	orth App	roach Cla	arence A	st Approa	ach Dee	Why Para	st Appro	ach Dee	Why Para	Hourl	y Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak	
6:30	6:45	0	4	27	0	26	38	0	18	1	573		
6:45	7:00	0	4	37	1	22	54	0	43	2	671		
7:00	7:15	1	9	31	1	15	53	0	12	1	752		
7:15	7:30	2	8	56	1	22	49	0	35	0	880		
7:30	7:45	1	14	49	1	27	88	2	28	2	1034		
7:45	8:00	0	6	90	1	32	74	0	40	1	1169		
8:00	8:15	0	9	88	2	21	87	1	42	1	1237	Peak	
8:15	8:30	0	13	134	0	30	87	1	59	3	1197		
8:30	8:45	1	7	152	2	33	95	0	56	1	1062		
8:45	9:00	1	11	160	4	31	77	0	28	0			
9:00	9:15	0	7	68	1	21	79	2	32	1			
9:15	9:30	1	10	53	3	35	78	0	10	2			
15:30	15:45	3	9	59	1	23	78	3	33	2	884		
15:45	16:00	0	5	66	2	40	88	0	37	1	903		
16:00	16:15	1	13	58	1	41	76	1	18	1	913		
16:15	16:30	0	10	50	1	40	83	0	37	3	946		
16:30	16:45	1	11	51	2	51	82	0	30	2	987		
16:45	17:00	0	12	72	4	43	83	1	31	3	1015	Peak	
17:00	17:15	2	19	52	6	58	76	0	28	2	1011		
17:15	17:30	0	8	70	3	57	88	0	37	2	986		
17:30	17:45	1	13	59	3	67	82	0	32	1	924		
17:45	18:00	2	9	48	3	65	88	0	29	1			
18:00	18:15	3	8	44	3	49	84	0	26	1			
18:15	18:30	2	10	49	0	35	82	0	24	1			
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Peak Pariod Start	lime Poriod Erd	orth App	roach Cla	arence Av	st Approa	ach Dee	Why Para	st Appro	ach Dee	why Para	Peak		
8.00	9.00	2	40	534	8	115	346	2	185	5	1237		
16:45	17:45	3	52	253	16	225	329	1	128	8	1015		

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

 Graphic

 Total



Tir	me	orth App	roach Cla	arence Av	st Appro	ach Dee	Why Para	st Appro	ach Dee	Why Para		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	IC PLA	NNING
6:30	6:45	0	4	26	0	26	38	0	18	1		
6:45	7:00	0	4	37	1	21	54	0	42	2		
7:00	7:15	1	8	31	1	15	51	0	10	1		
7:15	7:30	2	8	55	1	22	48	0	35	0		
7:30	7:45	1	14	49	1	26	83	2	28	2		
7:45	8.00	0	4	90	1	31	73	0	40	1		
9,00	0.00	0	•	97	2	20	05	0	44	0		
8:00	8:15	0	8	87	2	20	85	0	41	0		
8:15	8:30	0	12	134	0	29	85	1	58	3		
8:30	8:45	1	7	151	2	33	94	0	53	1		
8:45	9:00	1	11	159	4	31	74	0	28	0		
9:00	9:15	0	6	67	1	21	78	2	32	1		
9:15	9:30	1	10	53	3	35	77	0	10	2		
15:30	15:45	3	9	59	1	23	76	3	32	2		
15:45	16:00	0	5	65	2	40	87	0	36	1		
16:00	16:15	1	13	58	1	41	75	1	17	1		
16:15	16:30	0	10	50	1	38	82	0	37	3		
16:30	16:45	1	11	51	2	49	82	0	29	2		
16:45	17:00	0	10	71	-	10	92 92	1	21	2		
17.00	17.00	0	12	<i>[</i>]	4	43	02			3		
17:00	17:15	2	19	52	o o	58 	(4	Ű	20	2		
17:15	17:30	0	8	70	3	57	88	0	37	2		
17:30	17:45	1	13	59	3	65	82	0	32	1		
17:45	18:00	2	9	48	3	65	88	0	29	1		
18:00	18:15	3	8	44	3	49	84	0	26	1		
18:15	18:30	2	10	49	0	35	82	0	23	1		
Poak	Time	orth Ann	roach Cla	aronco Av	et Annro	ach Dee l	Why Para	et Annro	ach Dee	Why Para	Poak	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total	
8:00	9.00	2	38	E 2 1	8	113	220	4	190	4	1215	
16.45	17:45	2	50	252	16	222	200	1	100	4	1210	-
16:45	17:45	3	52	252	16	223	326	1	126	8	1007]
16:45 Heavy Vehic	17:45	3	52	252	16	223	326	1	126	8 8	1007	
16:45 Heavy Vehic Tir Period Start	17:45	3 orth App	52 roach Cla	252 arence Av	16 st Appro	223 ach Dee	326 Why Para	1 st Appro	126 ach Dee	8 Why Para	1007	
16:45 Heavy Vehic Tir Period Start 6:30	17:45	3 orth App U 0	52 roach Cla R 0	252 arence Av	16 st Appro U 0	223 ach Dee 1 R 0	326 326 Why Para WB 0	1 est Appro U 0	ach Dee EB	Why Para	1007	
16:45 Heavy Vehic Tir Period Start 6:30 6:45	17:45	2 3 orth App U 0 0	52 roach Cla R 0 0	252 arence Av L 1	0 16 st Appro U 0 0	223 ach Dee 1 R 0 1	338 326 Why Para WB 0 0	st Appro	ach Dee EB 0 1	Why Para	1007	
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APPENDIX B

SIDRA MOVEMENT SUMMARIES

NETWORK LAYOUT

■ Network: N101 [AM Peak (Network Folder: Existing)]

New Network Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



1 01	NA	AM Peak Pittwater Rd & Hawkesbury Ave
1 01	NA	AM Peak Pittwater Rd & Dee Why Pde & Kingsway
V101	NA	AM Peak Dee Why Pde & Site Access
∀ 101	NA	AM Peak Dee Why Pde & Clarence Ave

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Site: 101 [AM Peak Pittwater Rd & Hawkesbury Ave (Site Folder: Existing)]

Network: N101 [AM Peak (Network Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network Practical Cycle Time)

Vehi	icle Mo	vement	Perfo	rmano	:e									
Mov ID	Turn	DEM/ FLO	AND WS	ARRI FLO	VAL WS	Deg. Satn	Aver. Delay	Level of Service	AVERA OF G	GE BACK	Prop. Que	Effective A Stop	ver. No. Cycles	Aver. Speed
		[Total veb/b	HV] %	[Total	HV]	vic	992		[Veh.	Dist]		Rate		km/h
Sout	hEast: H	lawkesb	urv Ave	nue	70	110	300		Ven					KIIIII
4	12	15	0.0	15	0.0	0.148	32.8	LOSIC	1.1	7.8	0.86	0.67	0.86	12.3
5	T1	63	1.6	63	1.6	*0.628	31.3	LOSIC	37	26.8	0.90	0.73	0.92	18.2
6	R2	134	3.7	134	3.7	0.628	38.7	LOSIC	3.7	26.8	0.98	0.84	1.03	18.7
Appr	oach	212	2.8	212	2.8	0.628	36.1	LOS C	3.7	26.8	0.95	0.79	0.99	18.2
North	nEast: P	ittwater f	Road											
7	L2	479	0.4	479	0.4	0.879	36.4	LOS C	11.0	77.3	0.70	0.92	1.02	20.1
8	T1	1320	5.7	1320	5.7	*0.880	29.4	LOS C	22.1	162.2	0.87	0.95	1.10	17.7
Appr	oach	1799	4.3	1799	4.3	0.880	31.2	LOS C	22.1	162.2	0.82	0.94	1.08	18.5
North	nWest: H	Hawkesb	ury Ave	enue										
10	L2	28	0.0	28	0.0	0.109	35.5	LOS C	0.8	5.4	0.86	0.70	0.86	21.1
11	T1	85	2.4	85	2.4	0.344	32.8	LOS C	2.2	16.8	0.91	0.74	0.91	17.7
12	R2	27	33.3	27	33.3	0.344	36.4	LOS C	2.2	16.8	0.91	0.75	0.91	12.1
Appr	oach	140	7.9	140	7.9	0.344	34.1	LOS C	2.2	16.8	0.90	0.74	0.90	17.5
Sout	hWest:	Pittwater	Road											
1	L2	24	4.2	24	4.2	0.087	10.2	LOS A	0.7	5.2	0.30	0.33	0.30	45.5
2	T1	1106	8.6	1106	8.6	0.425	5.7	LOS A	4.6	34.9	0.38	0.34	0.38	50.6
3	R2	42	9.5	42	9.5	* 0.181	22.4	LOS B	0.6	4.2	0.88	0.73	0.88	30.5
Appr	oach	1172	8.5	1172	8.5	0.425	6.4	LOS A	4.6	34.9	0.40	0.36	0.40	49.4
	ehicles	3323	5.8	3323	5.8	0.880	22.9	LOS B	22.1	162.2	0.68	0.72	0.83	27.5

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.

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)

Peo	lestrian Mov	vement	Perform	nance							
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE QUE [Ped	BACK OF UE Dist]	Prop. Ef Que	fective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
0	th Easter Lines to	ped/h	sec	_	ped	m	_	_	sec	m	m/sec
500	theast: Hawk	espury A	venue								
P2	Full	22	34.3	LOS D	0.0	0.0	0.93	0.93	198.9	214.0	1.08
Nor	thEast: Pittwa	ter Road									
P3	Full	16	34.2	LOS D	0.0	0.0	0.93	0.93	205.5	222.6	1.08
Nor	thWest: Hawk	esbury A	venue								
P4	Full	19	34.3	LOS D	0.0	0.0	0.93	0.93	198.9	214.0	1.08
Sou	thWest: Pittwa	ater Roa	d								
P1	Full	58	34.3	LOS D	0.1	0.1	0.93	0.93	206.1	223.3	1.08
AII F	edestrians	115	34.3	LOS D	0.1	0.1	0.93	0.93	203.4	219.9	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Site: 101 [PM Peak Pittwater Rd & Hawkesbury Ave (Site Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 60 seconds (Network Practical Cycle Time)

Vehic	:le Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLOV [Total	ND NS HV]	ARRI FLO	VAL WS HV]	Deg. Satn	Aver. Delay	Level of Service	AVERAC OF Q [Veh.	GE BACK UEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
South	East: H	lawkesbu	70 Irv Ave	nue	70	V/C	SEL	_	Ven		_	_	_	KIII/II
4	12	27	37	27	37	0 210	24.4	LOS B	14	97	0.84	0.68	0.84	15.2
5	T1	136	2.2	136	2.2	0.210	29.9	LOSIC	63	44.6	0.04	0.00	1 24	18.7
6	R2	202	1.0	202	1.0	* 0.893	41.4	LOSIC	6.3	44.6	1 00	1 22	1.59	18.1
Appro	ach	365	1.6	365	1.6	0.893	35.9	LOS C	6.3	44.6	0.96	1.08	1.41	18.2
North	East: P	ittwater F	Road											
7	L2	200	0.5	200	0.5	0.740	24.0	LOS B	5.0	35.4	0.79	0.82	0.94	26.5
8	T1	1092	4.2	1092	4.2	* 0.806	21.7	LOS B	10.8	78.2	0.89	0.90	1.08	21.5
Appro	ach	1292	3.6	1292	3.6	0.806	22.1	LOS B	10.8	78.2	0.87	0.88	1.06	22.5
North	West: H	Hawkesbu	ury Ave	nue										
10	L2	31	0.0	31	0.0	0.092	27.5	LOS B	0.5	3.8	0.83	0.70	0.83	24.8
11	T1	90	1.1	90	1.1	0.289	23.4	LOS B	1.6	11.7	0.87	0.72	0.87	21.4
12	R2	19	15.8	19	15.8	0.289	26.7	LOS B	1.6	11.7	0.88	0.73	0.88	15.4
Appro	ach	140	2.9	140	2.9	0.289	24.8	LOS B	1.6	11.7	0.86	0.72	0.86	21.6
South	West:	Pittwater	Road											
1	L2	28	7.1	28	7.1	0.139	11.7	LOS A	1.1	8.0	0.43	0.41	0.43	43.8
2	T1	1504	3.3	1504	3.3	0.681	8.9	LOS A	8.2	59.3	0.66	0.60	0.66	46.5
3	R2	85	2.4	85	2.4	* 0.259	20.7	LOS B	1.1	7.6	0.75	0.73	0.75	31.4
Appro	ach	1617	3.3	1617	3.3	0.681	9.5	LOS A	8.2	59.3	0.66	0.60	0.66	45.5
All Ve	hicles	3414	3.2	3414	3.2	0.893	17.7	LOS B	10.8	78.2	0.78	0.76	0.90	32.4

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.

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

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

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

* Critical Movement (Signal Timing)

Pec	lestrian Mov	ement	Perform	nance							
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE QUE	BACK OF UE Dist 1	Prop. Ef	fective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		ped	m			sec	m	m/sec
Sou	thEast: Hawke	sbury A	venue								
P2	Full	22	24.3	LOS C	0.0	0.0	0.90	0.90	188.9	214.0	1.13
Nor	thEast: Pittwat	er Road									
P3	Full	16	24.3	LOS C	0.0	0.0	0.90	0.90	195.5	222.6	1.14
Nor	thWest: Hawke	esbury A	venue								
P4	Full	19	24.3	LOS C	0.0	0.0	0.90	0.90	188.9	214.0	1.13
Sou	thWest: Pittwa	ter Roa	d								
P1	Full	58	24.4	LOS C	0.1	0.1	0.90	0.90	196.1	223.3	1.14
AIL	Pedestrians	115	24.3	LOS C	0.1	0.1	0.90	0.90	193.5	219.9	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Site: 101 [AM Peak Pittwater Rd & Dee Why Pde & Kingsway (Site Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network Practical Cycle Time)

Vehi	cle Mo	vement	Perfo	rmano	:e									
Mov ID	Turn	DEM# FLO\ [Total veh/h	ND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVER/ OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	le											
4a	L1	59	6.8	59	6.8	0.438	28.5	LOS C	4.3	30.5	0.87	0.78	0.87	18.6
6a	R1	62	0.0	62	0.0	* 0.438	28.0	LOS B	4.3	30.5	0.87	0.78	0.87	20.1
6b	R3	281	1.8	281	1.8	0.438	30.5	LOS C	4.3	30.5	0.87	0.78	0.87	8.7
Appro	ach	402	2.2	402	2.2	0.438	29.8	LOS C	4.3	30.5	0.87	0.78	0.87	12.5
North	East: P	ittwater F	Road											
24b	L3	200	2.5	200	2.5	0.403	14.4	LOS A	4.9	35.6	0.50	0.57	0.50	39.2
8	T1	1105	7.1	1105	7.1	0.403	9.0	LOS A	4.9	35.6	0.50	0.47	0.50	44.8
Appro	ach	1305	6.4	1305	6.4	0.403	9.9	LOS A	4.9	36.0	0.50	0.49	0.50	44.1
South	West:	Pittwater	Road											
1	L2	61	1.6	61	1.6	0.088	13.6	LOS A	1.0	7.2	0.47	0.58	0.47	35.7
2	T1	873	10.4	873	10.4	* 0.407	10.0	LOS A	5.6	43.0	0.59	0.52	0.59	30.3
Appro	ach	934	9.9	934	9.9	0.407	10.3	LOS A	5.6	43.0	0.58	0.53	0.58	30.9
All Ve	hicles	2641	7.0	2641	7.0	0.438	13.0	LOS A	5.6	43.0	0.59	0.55	0.59	34.8

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)

Peo	destrian Mov	/ement	Perform	nance							
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE	BACK OF	Prop. Ef Que	fective Stop	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		[Ped ped	Dist J m		Rate	sec	m	m/sec
Eas	t: Dee Why Pa	arade									
P2	Full	26	34.3	LOS D	0.1	0.1	0.93	0.93	199.6	214.9	1.08
Nor	thWest: Kings	way									
P4	Full	44	34.3	LOS D	0.1	0.1	0.93	0.93	193.5	207.0	1.07
Sou	thWest: Pittwa	ater Roa	d								
P1	Full	116	34.4	LOS D	0.2	0.2	0.93	0.93	207.6	225.2	1.08
All F	Pedestrians	186	34.3	LOS D	0.2	0.2	0.93	0.93	203.1	219.4	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Site: 101 [PM Peak Pittwater Rd & Dee Why Pde & Kingsway (Site Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 60 seconds (Network Practical Cycle Time)

Vehi	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEM/ FLO [Total veh/h	ND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAO OF Q [Veh. veh	GE BACK UEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	e											
4a	L1	64	1.6	64	1.6	0.356	19.7	LOS B	2.8	20.0	0.81	0.75	0.81	22.9
6a	R1	45	0.0	45	0.0	* 0.356	19.2	LOS B	2.8	20.0	0.81	0.75	0.81	24.3
6b	R3	269	1.5	269	1.5	0.356	21.6	LOS B	2.8	20.0	0.81	0.76	0.81	11.2
Appro	ach	378	1.3	378	1.3	0.356	21.0	LOS B	2.8	20.0	0.81	0.75	0.81	15.6
North	East: P	Pittwater F	Road											
24b	L3	124	1.6	124	1.6	0.410	15.9	LOS B	3.9	28.3	0.60	0.59	0.60	38.2
8	T1	1011	4.7	1011	4.7	0.410	10.4	LOS A	4.2	30.5	0.64	0.57	0.64	43.4
Appro	ach	1135	4.4	1135	4.4	0.410	11.0	LOS A	4.2	30.5	0.64	0.57	0.64	42.9
South	West:	Pittwater	Road											
1	L2	77	1.3	77	1.3	0.155	14.9	LOS B	1.4	10.1	0.59	0.61	0.59	35.2
2	T1	1317	3.8	1317	3.8	*0.713	13.5	LOS A	9.6	69.3	0.82	0.75	0.84	25.9
Appro	ach	1394	3.7	1394	3.7	0.713	13.6	LOS A	9.6	69.3	0.80	0.74	0.83	26.7
All Ve	hicles	2907	3.6	2907	3.6	0.713	13.5	LOS A	9.6	69.3	0.74	0.68	0.75	33.0

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.

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)

Peo	lestrian Mov	vement	Perform	nance							
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE QUE	BACK OF UE Dist 1	Prop. Ef Que	fective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		ped	m			sec	m	m/sec
Eas	t: Dee Why Pa	arade									
P2	Full	26	24.3	LOS C	0.0	0.0	0.90	0.90	189.6	214.9	1.13
Nor	thWest: Kings	way									
P4	Full	44	24.3	LOS C	0.1	0.1	0.90	0.90	183.6	207.0	1.13
Sou	thWest: Pittwa	ater Roa	d								
P1	Full	116	24.4	LOS C	0.2	0.2	0.90	0.90	197.6	225.2	1.14
AIL	Pedestrians	186	24.4	LOS C	0.2	0.2	0.90	0.90	193.2	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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V Site: 101 [AM Peak Dee Why Pde & Site Access (Site Folder: Existing)]

■■ Network: N101 [AM Peak (Network Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	:e									
Mov ID	Turn	DEMA FLOV [Total veh/h	ND NS HV] %	ARRI FLO [Total veh/h	WS IHV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVER/ OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	Effective# Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	е											
5	T1	375	2.9	375	2.9	0.192	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	39.7
6	R2	4	0.0	4	0.0	0.192	4.3	LOS A	0.0	0.1	0.01	0.01	0.01	36.5
Appro	bach	379	2.9	379	2.9	0.192	0.1	NA	0.0	0.1	0.01	0.01	0.01	39.6
North	: Site A	ccess Dri	iveway											
7	L2	2	0.0	2	0.0	0.008	0.6	LOS A	0.0	0.1	0.36	0.26	0.36	16.1
9	R2	5	0.0	5	0.0	0.008	2.7	LOS A	0.0	0.1	0.36	0.26	0.36	16.1
Appro	bach	7	0.0	7	0.0	0.008	2.1	LOS A	0.0	0.1	0.36	0.26	0.36	16.1
West	: Dee W	/hy Parac	le											
10	L2	1	0.0	1	0.0	0.098	3.4	LOS A	0.0	0.0	0.00	0.00	0.00	21.7
11	T1	202	3.0	202	3.0	0.098	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	39.9
Appro	bach	203	3.0	203	3.0	0.098	0.0	NA	0.0	0.0	0.00	0.00	0.00	39.6
All Ve	ehicles	589	2.9	589	2.9	0.192	0.1	NA	0.0	0.1	0.01	0.01	0.01	39.2

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.

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V Site: 101 [PM Peak Dee Why Pde & Site Access (Site Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmand	:e									
Mov ID	Turn	DEMA FLO [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	WS IHV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	Effective# Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	le											
5	T1	365	0.8	365	0.8	0.183	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	39.8
6	R2	3	0.0	3	0.0	0.183	4.0	LOS A	0.0	0.1	0.01	0.00	0.01	36.6
Appro	bach	368	0.8	368	0.8	0.183	0.0	NA	0.0	0.1	0.01	0.00	0.01	39.7
North	: Site A	ccess Dr	iveway											
7	L2	6	0.0	6	0.0	0.006	0.3	LOS A	0.0	0.1	0.20	0.10	0.20	18.2
9	R2	2	0.0	2	0.0	0.006	2.2	LOS A	0.0	0.1	0.20	0.10	0.20	18.2
Appro	bach	8	0.0	8	0.0	0.006	0.8	LOS A	0.0	0.1	0.20	0.10	0.20	18.2
West	: Dee W	hy Para	de											
10	L2	2	0.0	2	0.0	0.059	3.4	LOS A	0.0	0.0	0.00	0.01	0.00	21.7
11	T1	122	1.6	122	1.6	0.059	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.7
Appro	bach	124	1.6	124	1.6	0.059	0.1	NA	0.0	0.0	0.00	0.01	0.00	38.9
All Ve	hicles	500	1.0	500	1.0	0.183	0.1	NA	0.0	0.1	0.01	0.01	0.01	39.1

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.

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Project: Z:\DATA\Data\Jobs01\Jobs\23work\23173_2-12DeeWhyPdeDeeWhy\SIDRA\231005 SIDRA.sip9

V Site: 101 [AM Peak Dee Why Pde & Clarence Ave (Site Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Roundabout

Vehi	cle Mo	vement	Perfo	rmano	ce									
Mov ID	Turn	DEMA FLO [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	WS IHV]	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
East:	Dee W	hy Parad	le											
5	T1	343	1.7	343	1.7	0.326	2.8	LOS A	0.9	6.7	0.20	0.42	0.20	33.9
6	R2	116	2.6	116	2.6	0.326	5.6	LOS A	0.9	6.7	0.20	0.42	0.20	36.2
Appro	oach	459	2.0	459	2.0	0.326	3.5	LOS A	0.9	6.7	0.20	0.42	0.20	34.6
North	: Clarer	nce Aven	ue											
7	L2	464	0.4	464	0.4	0.457	4.7	LOS A	1.3	9.4	0.53	0.58	0.53	34.3
9	R2	35	11.4	35	11.4	0.457	7.2	LOS A	1.3	9.4	0.53	0.58	0.53	27.7
Appro	oach	499	1.2	499	1.2	0.457	4.9	LOS A	1.3	9.4	0.53	0.58	0.53	34.0
West	: Dee W	Vhy Para	de											
10	L2	6	16.7	6	16.7	0.178	4.0	LOS A	0.4	2.8	0.31	0.41	0.31	32.7
11	T1	197	2.5	197	2.5	0.178	3.3	LOS A	0.4	2.8	0.31	0.41	0.31	36.2
Appro	bach	203	3.0	203	3.0	0.178	3.3	LOS A	0.4	2.8	0.31	0.41	0.31	36.1
All Ve	ehicles	1161	1.8	1161	1.8	0.457	4.1	LOS A	1.3	9.4	0.36	0.49	0.36	34.6

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 (Akcelik M3D).

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

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Site: 101 [PM Peak Dee Why Pde & Clarence Ave (Site Folder: Existing)]

Network: N101 [PM Peak (Network Folder: Existing)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Roundabout

Vehi	cle Mo	vement	Perfo	rmano	:e									
Mov ID	Turn	DEM/ FLO [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	Effective# Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	le											
5	T1	324	0.9	324	0.9	0.359	2.9	LOS A	1.0	7.2	0.22	0.45	0.22	33.5
6	R2	175	2.3	175	2.3	0.359	5.6	LOS A	1.0	7.2	0.22	0.45	0.22	35.9
Appro	bach	499	1.4	499	1.4	0.359	3.8	LOS A	1.0	7.2	0.22	0.45	0.22	34.5
North	: Clarer	nce Aven	ue											
7	L2	231	0.4	231	0.4	0.235	3.8	LOS A	0.6	3.9	0.33	0.50	0.33	34.7
9	R2	46	0.0	46	0.0	0.235	6.1	LOS A	0.6	3.9	0.33	0.50	0.33	28.7
Appro	bach	277	0.4	277	0.4	0.235	4.2	LOS A	0.6	3.9	0.33	0.50	0.33	34.2
West	: Dee W	/hy Para	de											
10	L2	9	0.0	9	0.0	0.118	4.1	LOS A	0.2	1.7	0.36	0.44	0.36	32.5
11	T1	116	1.7	116	1.7	0.118	3.6	LOS A	0.2	1.7	0.36	0.44	0.36	35.9
Appro	bach	125	1.6	125	1.6	0.118	3.7	LOS A	0.2	1.7	0.36	0.44	0.36	35.7
All Ve	hicles	901	1.1	901	1.1	0.359	3.9	LOS A	1.0	7.2	0.28	0.46	0.28	34.6

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.

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NETWORK LAYOUT

■ Network: N101 [AM Peak (Network Folder: Proposed)]

New Network Network Category: (None)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



SILES IN N	ETWORK		
Site ID	CCG ID	Site Name	
8 101	NA	AM Peak Pittwater Rd & Hawkesbury Ave	
1 01	NA	AM Peak Pittwater Rd & Dee Why Pde & Kingsway	
V101	NA	AM Peak Dee Why Pde & Site Access	
[™] 101	NA	AM Peak Dee Why Pde & Clarence Ave	

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Site: 101 [AM Peak Pittwater Rd & Hawkesbury Ave (Site Folder: Proposed)]

Network: N101 [AM Peak (Network Folder: Proposed)]

2-12 Dee Why Pde, Dee Why Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network Practical Cycle Time)

Vehio	cle Mo	vement	Perfo	rmand	:e									
Mov ID	Turn	DEMA FLOV [Total	ND NS HV]	ARRI FLO [Total	VAL WS HV]	Deg. Satn	Aver. Delay	Level of Service	AVERA OF ([Veh.	GE BACK QUEUE Dist]	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed
South	East: H	lawkesbu	JITV AVE	nue	70	10	300	_	VGII		_	_	_	KIII/II
4	12	15	0.0	15	0.0	0 148	32.8	LOSIC	11	7.8	0.86	0.67	0.86	12.3
5	T1	63	1.6	63	1.6	*0.628	31.3	105.0	3.7	26.8	0.00	0.73	0.00	18.2
6	R2	134	3.7	134	3.7	0.628	38.7	LOSIC	3.7	26.8	0.00	0.75	1.03	18.7
Appro	ach	212	2.8	212	2.8	0.628	36.1	LOS C	3.7	26.8	0.95	0.79	0.99	18.2
North	East: P	ittwater F	Road											
7	L2	479	0.4	479	0.4	0.881	36.8	LOS C	11.1	77.8	0.70	0.92	1.03	20.0
8	T1	1325	5.7	1325	5.7	* 0.883	29.9	LOS C	22.4	164.2	0.87	0.96	1.11	17.5
Appro	ach	1804	4.3	1804	4.3	0.883	31.7	LOS C	22.4	164.2	0.82	0.95	1.09	18.3
North	West: I	lawkesb	ury Ave	enue										
10	L2	28	0.0	28	0.0	0.109	35.5	LOS C	0.8	5.4	0.86	0.70	0.86	21.1
11	T1	85	2.4	85	2.4	0.344	32.8	LOS C	2.2	16.8	0.91	0.74	0.91	17.7
12	R2	27	33.3	27	33.3	0.344	36.4	LOS C	2.2	16.8	0.91	0.75	0.91	12.1
Appro	ach	140	7.9	140	7.9	0.344	34.1	LOS C	2.2	16.8	0.90	0.74	0.90	17.5
South	West:	Pittwater	Road											
1	L2	24	4.2	24	4.2	0.088	10.1	LOS A	0.7	5.2	0.29	0.33	0.29	45.6
2	T1	1125	8.4	1125	8.4	0.433	5.7	LOS A	4.7	35.6	0.38	0.35	0.38	50.6
3	R2	42	9.5	42	9.5	* 0.181	22.4	LOS B	0.6	4.3	0.90	0.73	0.90	30.5
Appro	ach	1191	8.4	1191	8.4	0.433	6.3	LOS A	4.7	35.6	0.40	0.36	0.40	49.5
All Ve	hicles	3347	5.8	3347	5.8	0.883	23.1	LOS B	22.4	164.2	0.68	0.72	0.83	27.4

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.

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)

Peo	lestrian Mov	ement	Perforn	nance							
Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE QUE [Ped	BACK OF UE Dist]	Prop. Eff Que	fective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
SouthEast: Hawkesbury Avenue											
P2	Full	22	34.3	LOS D	0.0	0.0	0.93	0.93	198.9	214.0	1.08
Nor	thEast: Pittwate	er Road									
P3	Full	16	34.2	LOS D	0.0	0.0	0.93	0.93	205.5	222.6	1.08
Nor	thWest: Hawke	sbury A	venue								
P4	Full	19	34.3	LOS D	0.0	0.0	0.93	0.93	198.9	214.0	1.08
Sou	thWest: Pittwa	ter Road	d								
P1	Full	58	34.3	LOS D	0.1	0.1	0.93	0.93	206.1	223.3	1.08
AII F	edestrians	115	34.3	LOS D	0.1	0.1	0.93	0.93	203.4	219.9	1.08

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Site: 101 [PM Peak Pittwater Rd & Hawkesbury Ave (Site Folder: Proposed)]

■ Network: N101 [PM Peak (Network Folder: Proposed)]

2-12 Dee Why Pde, Dee Why

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 60 seconds (Network Practical Cycle Time)

Vehi	cle Mo	vement	Perfo	rmand	:e									
Mov ID	Turn	DEMA FLOV	ND NS	ARRI FLO	WS	Deg. Satn	Aver. Delay	Level of Service	AVERAG OF Q	BE BACK	Prop. Que	Effective A Stop	ver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		Nate		km/h
Sout	hEast: H	lawkesbu	iry Ave	nue										
4	L2	27	3.7	27	3.7	0.210	24.4	LOS B	1.4	9.7	0.84	0.68	0.84	15.2
5	T1	136	2.2	136	2.2	0.893	29.9	LOS C	6.3	44.6	0.93	0.97	1.24	18.7
6	R2	202	1.0	202	1.0	* 0.893	41.4	LOS C	6.3	44.6	1.00	1.22	1.59	18.1
Appr	oach	365	1.6	365	1.6	0.893	35.9	LOS C	6.3	44.6	0.96	1.08	1.41	18.2
North	nEast: P	ittwater F	Road											
7	L2	200	0.5	200	0.5	0.752	24.5	LOS B	5.1	36.4	0.80	0.84	0.97	26.2
8	T1	1111	4.1	1111	4.1	* 0.819	22.6	LOS B	11.2	81.5	0.89	0.92	1.11	21.0
Appr	oach	1311	3.6	1311	3.6	0.819	22.9	LOS B	11.2	81.5	0.88	0.90	1.09	22.0
North	nWest: H	Hawkesbu	ury Ave	nue										
10	L2	31	0.0	31	0.0	0.092	27.5	LOS B	0.5	3.8	0.83	0.70	0.83	24.8
11	T1	90	1.1	90	1.1	0.289	23.4	LOS B	1.6	11.7	0.87	0.72	0.87	21.4
12	R2	19	15.8	19	15.8	0.289	26.7	LOS B	1.6	11.7	0.88	0.73	0.88	15.4
Appr	oach	140	2.9	140	2.9	0.289	24.8	LOS B	1.6	11.7	0.86	0.72	0.86	21.6
Sout	hWest: I	Pittwater	Road											
1	L2	28	7.1	28	7.1	0.140	11.7	LOS A	1.1	8.0	0.43	0.41	0.43	43.8
2	T1	1507	3.3	1507	3.3	0.683	8.9	LOS A	8.3	59.5	0.66	0.60	0.66	46.5
3	R2	85	2.4	85	2.4	* 0.261	20.8	LOS B	1.1	7.6	0.75	0.73	0.75	31.4
Appr	oach	1620	3.3	1620	3.3	0.683	9.6	LOS A	8.3	59.5	0.66	0.60	0.66	45.5
All Ve	ehicles	3436	3.2	3436	3.2	0.893	18.1	LOS B	11.2	81.5	0.79	0.77	0.91	32.1

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)

Pedestrian Mo	ovement	Perfor	mance									
Mov ID Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. E Que	ffective Stop Rate	Travel Time	Travel Dist.	Aver. Speed		
	ped/h	sec		ped	m			sec	m	m/sec		
SouthEast: Hawkesbury Avenue												
P2 Full	22	24.3	LOS C	0.0	0.0	0.90	0.90	188.9	214.0	1.13		
NorthEast: Pittwater Road												
P3 Full	16	24.3	LOS C	0.0	0.0	0.90	0.90	195.5	222.6	1.14		
NorthWest: Haw	kesbury A	venue										
P4 Full	19	24.3	LOS C	0.0	0.0	0.90	0.90	188.9	214.0	1.13		
SouthWest: Pitte	water Roa	d										
P1 Full	58	24.4	LOS C	0.1	0.1	0.90	0.90	196.1	223.3	1.14		
All Pedestrians	115	24.3	LOS C	0.1	0.1	0.90	0.90	193.5	219.9	1.14		

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Site: 101 [AM Peak Pittwater Rd & Dee Why Pde & Kingsway (Site Folder: Proposed)]

2-12 Dee Why Pde, Dee Why Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network Practical Cycle Time)

Vehi	cle Mo	vement	Perfo	rmand	:e									
Mov ID	Turn	DEMA FLO [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	WS HV]	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	le											
4a	L1	62	6.5	62	6.5	0.458	28.7	LOS C	4.5	32.1	0.88	0.78	0.88	18.5
6a	R1	65	0.0	65	0.0	* 0.458	28.2	LOS B	4.5	32.1	0.88	0.78	0.88	20.0
6b	R3	294	1.7	294	1.7	0.458	30.6	LOS C	4.5	32.1	0.88	0.79	0.88	8.6
Appro	bach	421	2.1	421	2.1	0.458	30.0	LOS C	4.5	32.1	0.88	0.79	0.88	12.4
North	East: P	Pittwater F	Road											
24b	L3	205	2.4	205	2.4	0.405	14.4	LOS A	4.9	35.9	0.50	0.58	0.50	39.1
8	T1	1105	7.1	1105	7.1	0.405	9.1	LOS A	4.9	35.9	0.50	0.47	0.50	44.8
Appro	bach	1310	6.4	1310	6.4	0.405	9.9	LOS A	4.9	36.2	0.50	0.49	0.50	44.0
South	west:	Pittwater	Road											
1	L2	61	1.6	61	1.6	0.088	13.6	LOS A	1.0	7.2	0.47	0.58	0.47	35.7
2	T1	873	10.4	873	10.4	* 0.407	10.0	LOS A	5.6	43.0	0.59	0.52	0.59	30.3
Appro	bach	934	9.9	934	9.9	0.407	10.3	LOS A	5.6	43.0	0.58	0.53	0.58	30.9
All Ve	hicles	2665	6.9	2665	6.9	0.458	13.2	LOS A	5.6	43.0	0.59	0.55	0.59	34.5

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.

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 (Akcelik M3D).

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

* Critical Movement (Signal Timing)

Pe	destrian Mov	/ement	Perform	nance								
Mo ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	of AVERAGE BACK OF e QUEUE [Ped Dist]		Prop. E Que	ffective Stop	Travel Time	Travel Dist.	Aver. Speed	
		ped/h	sec		[Ped ped	Dist j m		Rate	sec	m	m/sec	
East: Dee Why Parade												
P2	Full	26	34.3	LOS D	0.1	0.1	0.93	0.93	199.6	214.9	1.08	
Nor	thWest: Kings	way										
P4	Full	44	34.3	LOS D	0.1	0.1	0.93	0.93	193.5	207.0	1.07	
Sou	thWest: Pittwa	ater Roa	d									
P1	Full	116	34.4	LOS D	0.2	0.2	0.93	0.93	207.6	225.2	1.08	
All	Pedestrians	186	34.3	LOS D	0.2	0.2	0.93	0.93	203.1	219.4	1.08	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Site: 101 [PM Peak Pittwater Rd & Dee Why Pde & Kingsway (Site Folder: Proposed)]

2-12 Dee Why Pde, Dee Why

Site Category: (None) Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 60 seconds (Network Practical Cycle Time)

Vehi	cle Mo	vement	Perfo	rmanc	e									
Mov ID	Turn	DEMA FLOV [Total veh/h	ND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAG OFQI [Veh. veh	E BACK UEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	е											
4a	L1	64	1.6	64	1.6	0.359	19.7	LOS B	2.9	20.2	0.81	0.75	0.81	22.8
6a	R1	45	0.0	45	0.0	* 0.359	19.2	LOS B	2.9	20.2	0.81	0.75	0.81	24.2
6b	R3	272	1.5	272	1.5	0.359	21.7	LOS B	2.9	20.2	0.81	0.76	0.81	11.2
Appro	bach	381	1.3	381	1.3	0.359	21.0	LOS B	2.9	20.2	0.81	0.76	0.81	15.5
North	NorthEast: Pittwater Road													
24b	L3	143	1.4	143	1.4	0.416	16.0	LOS B	4.1	29.3	0.61	0.61	0.61	37.8
8	T1	1011	4.7	1011	4.7	0.416	10.5	LOS A	4.3	31.0	0.64	0.58	0.64	43.2
Appro	bach	1154	4.3	1154	4.3	0.416	11.1	LOS A	4.3	31.0	0.64	0.58	0.64	42.7
South	nWest: I	Pittwater	Road											
1	L2	77	1.3	77	1.3	0.155	14.9	LOS B	1.4	10.1	0.59	0.61	0.59	35.2
2	T1	1317	3.8	1317	3.8	*0.713	13.5	LOS A	9.6	69.3	0.82	0.75	0.84	25.9
Appro	bach	1394	3.7	1394	3.7	0.713	13.6	LOS A	9.6	69.3	0.80	0.74	0.83	26.7
All Ve	hicles	2929	3.6	2929	3.6	0.713	13.6	LOS A	9.6	69.3	0.74	0.68	0.75	33.0

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.

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)

_											
Peo	destrian Mo	vement	Perform	nance							
Mov ID	/ Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE [Ped Dist] ped m		Prop. E Que	ffective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	sec		ped	m			sec	m	m/sec
Eas	t: Dee Why P	arade									
P2	Full	26	24.3	LOS C	0.0	0.0	0.90	0.90	189.6	214.9	1.13
Nor	thWest: Kings	sway									
P4	Full	44	24.3	LOS C	0.1	0.1	0.90	0.90	183.6	207.0	1.13
Sou	thWest: Pittw	ater Roa	d								
P1	Full	116	24.4	LOS C	0.2	0.2	0.90	0.90	197.6	225.2	1.14
AILE	Pedestrians	186	24.4	LOS C	0.2	0.2	0.90	0.90	193.2	219.4	1.14

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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V Site: 101 [AM Peak Dee Why Pde & Site Access (Site Folder: Proposed)]

■ Network: N101 [AM Peak (Network Folder: Proposed)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	:e									
Mov ID	Turn	DEMA FLOV [Total veh/h	ND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	е											
5	T1	375	2.9	375	2.9	0.192	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	39.6
6	R2	5	0.0	5	0.0	0.192	4.3	LOS A	0.0	0.1	0.01	0.01	0.01	36.4
Appro	bach	380	2.9	380	2.9	0.192	0.1	NA	0.0	0.1	0.01	0.01	0.01	39.5
North	: Site A	ccess Dr	iveway											
7	L2	7	0.0	7	0.0	0.038	0.6	LOS A	0.1	0.4	0.38	0.32	0.38	15.7
9	R2	24	0.0	24	0.0	0.038	2.9	LOS A	0.1	0.4	0.38	0.32	0.38	15.7
Appro	bach	31	0.0	31	0.0	0.038	2.4	LOS A	0.1	0.4	0.38	0.32	0.38	15.7
West	: Dee W	/hy Parac	le											
10	L2	6	0.0	6	0.0	0.100	3.4	LOS A	0.0	0.0	0.00	0.01	0.00	21.6
11	T1	202	3.0	202	3.0	0.100	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.4
Appro	bach	208	2.9	208	2.9	0.100	0.1	NA	0.0	0.0	0.00	0.01	0.00	38.1
All Ve	hicles	619	2.7	619	2.7	0.192	0.2	NA	0.1	0.4	0.03	0.02	0.03	37.5

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.

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V Site: 101 [PM Peak Dee Why Pde & Site Access (Site Folder: Proposed)]

■ Network: N101 [PM Peak (Network Folder: Proposed)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Give-Way (Two-Way)

Vehi	cle Mo	vement	Perfo	rmano	ce									
Mov ID	Turn	DEM/ FLO [Total veh/h	AND WS HV] %	ARRI FLO [Total veh/h	IVAL WS I HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVER/ OF [Veh. veh	AGE BACK QUEUE Dist] m	Prop. Que	Effective# Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	le											
5	T1	365	0.8	365	0.8	0.187	0.0	LOS A	0.0	0.2	0.02	0.01	0.02	39.4
6	R2	8	0.0	8	0.0	0.187	4.0	LOS A	0.0	0.2	0.02	0.01	0.02	36.3
Appro	oach	373	0.8	373	0.8	0.187	0.1	NA	0.0	0.2	0.02	0.01	0.02	39.3
North	: Site A	ccess Dr	iveway											
7	L2	9	0.0	9	0.0	0.012	0.3	LOS A	0.0	0.1	0.21	0.12	0.21	17.9
9	R2	5	0.0	5	0.0	0.012	2.3	LOS A	0.0	0.1	0.21	0.12	0.21	17.9
Appro	oach	14	0.0	14	0.0	0.012	1.1	LOS A	0.0	0.1	0.21	0.12	0.21	17.9
West	: Dee V	/hy Para	de											
10	L2	21	0.0	21	0.0	0.068	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	21.2
11	T1	122	1.6	122	1.6	0.068	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	37.4
Appro	oach	143	1.4	143	1.4	0.068	0.5	NA	0.0	0.0	0.00	0.07	0.00	32.5
All Ve	ehicles	530	0.9	530	0.9	0.187	0.2	NA	0.0	0.2	0.02	0.03	0.02	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.

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 (Akcelik M3D).

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

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V Site: 101 [AM Peak Dee Why Pde & Clarence Ave (Site Folder: Proposed)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Roundabout

Vehi	cle Mo	vement	Perfo	rmano	:e									
Mov ID	Turn	DEMA FLO [Total veh/h	ND WS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
East:	Dee W	hy Parad	e											
5	T1	344	1.7	344	1.7	0.326	2.8	LOS A	0.9	6.7	0.20	0.42	0.20	33.9
6	R2	116	2.6	116	2.6	0.326	5.6	LOS A	0.9	6.7	0.20	0.42	0.20	36.2
Appro	ach	460	2.0	460	2.0	0.326	3.5	LOS A	0.9	6.7	0.20	0.42	0.20	34.6
North	: Clarer	nce Aven	ue											
7	L2	464	0.4	464	0.4	0.459	4.8	LOS A	1.3	9.4	0.53	0.59	0.53	34.2
9	R2	35	11.4	35	11.4	0.459	7.2	LOS A	1.3	9.4	0.53	0.59	0.53	27.7
Appro	ach	499	1.2	499	1.2	0.459	4.9	LOS A	1.3	9.4	0.53	0.59	0.53	34.0
West:	Dee W	hy Para	de											
10	L2	6	16.7	6	16.7	0.182	4.0	LOS A	0.4	2.8	0.31	0.41	0.31	32.7
11	T1	202	2.5	202	2.5	0.182	3.3	LOS A	0.4	2.8	0.31	0.41	0.31	36.2
Appro	ach	208	2.9	208	2.9	0.182	3.3	LOS A	0.4	2.8	0.31	0.41	0.31	36.1
All Ve	hicles	1167	1.8	1167	1.8	0.459	4.1	LOS A	1.3	9.4	0.36	0.49	0.36	34.6

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.

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Site: 101 [PM Peak Dee Why Pde & Clarence Ave (Site Folder: Proposed)]

■ Network: N101 [PM Peak (Network Folder: Proposed)]

2-12 Dee Why Pde, Dee Why Site Category: (None) Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMA FLOV [Total veh/h	ND NS HV] %	ARRI FLO [Total veh/h	VAL WS HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERA OF ([Veh. veh	GE BACK QUEUE Dist] m	Prop. Que	EffectiveA Stop Rate	ver. No. Cycles	Aver. Speed km/h
East: Dee Why Parade														
5	T1	329	0.9	329	0.9	0.362	2.9	LOS A	1.0	7.3	0.22	0.45	0.22	33.5
6	R2	175	2.3	175	2.3	0.362	5.6	LOS A	1.0	7.3	0.22	0.45	0.22	35.9
Appro	ach	504	1.4	504	1.4	0.362	3.8	LOS A	1.0	7.3	0.22	0.45	0.22	34.5
North: Clarence Avenue														
7	L2	231	0.4	231	0.4	0.236	3.9	LOS A	0.6	4.0	0.34	0.50	0.34	34.7
9	R2	46	0.0	46	0.0	0.236	6.1	LOS A	0.6	4.0	0.34	0.50	0.34	28.6
Appro	ach	277	0.4	277	0.4	0.236	4.2	LOS A	0.6	4.0	0.34	0.50	0.34	34.2
West: Dee Why Parade														
10	L2	9	0.0	9	0.0	0.121	4.1	LOS A	0.2	1.8	0.37	0.45	0.37	32.5
11	T1	119	1.7	119	1.7	0.121	3.6	LOS A	0.2	1.8	0.37	0.45	0.37	35.9
Appro	ach	128	1.6	128	1.6	0.121	3.7	LOS A	0.2	1.8	0.37	0.45	0.37	35.7
All Vehicles		909	1.1	909	1.1	0.362	3.9	LOS A	1.0	7.3	0.28	0.46	0.28	34.6

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.

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