TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

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Reference: 24.014r03v03

08 April 2025

Isaac Property Terrey Hills Pty Ltd
Suite 1.04
3 Thomas Holt Drive
Macqurie Park NSW 2113
Australia

Attention: Mr Ben Isaac, Director

Re: 40 Myoora Road, Terrey Hills
Council's Development Application No. DA2024/1362
TfNSW Reference: SYD24/01792/01
**Response to Request for Information**

Dear Ben,

We refer to the subject development application in relation to the proposed restaurant located at 40 Myoora Road, Terrey Hills. TRAFFIX has been forwarded comments from Transport for New South Wales (TfNSW) dated 12th November 2024) provided in **Attachment 1** for reference.

The proposed development has been revised in response to feedback received from the local community, Council and TfNSW summarised as follows:

- A reduction in development yield from 2,698m$^2$ Gross Floor Area (GFA) with a maximum capacity of 794 patrons (original proposed development yield) to 1,399m$^2$ GFA with a maximum capacity of 594 patrons (amended proposed development yield).
- Removal of overflow parking area.
- Removal of mini bus service.

This document should be read with reference to the following documentation prepared by TRAFFIX which accompanied the Development Application:

- Original Traffic Impact Assessment Report (TRAFFIX reference: 24.014r01v02 dated September 2024).
- Updated Traffic Impact Assessment Report (TRAFFIX reference: 24.014r01v04 dated April 2025).

TRAFFIX has reviewed all relevant comments related to traffic and parking and has responded to each relevant comment as summarised below.

**Responses to *Transport for New South Wales (TAB A - TfNSW Comments)***

- ***1) Delays:** TfNSW notes that the DA will significantly increase the delay for vehicles at the Mona Vale Road/Aumuna Road intersection, with delays for right turns out onto Mona Vale Road increasing from 310 seconds to 403 seconds. The analysis provided shows that the Mona Vale Road/Aumuna Road intersection is currently performing very poorly, and that the additional traffic generated by the DA will create an unacceptable safety risk at this intersection. High delays at an intersection will likely encourage drivers to take risks. Given the road environment, such risks could result in high-speed, high-severity crashes. The currently submitted documentation does not include any transport or traffic amelioration measures at the above intersection to reduce the impact of the DA in terms of improving road safety and network efficiency outcomes that benefit the development's operations and the associated vehicular traffic that the DA will generate. The fact that an intersection is already performing poorly does not justify accepting further vehicle movements without implementing necessary improvements. The Applicant must investigate and propose suitable traffic mitigation measures to reduce delays and improve road safety at this intersection*

TRAFFIX Response:

Reference should be made to the updated modelling results based on the revised development yields discussed above and summarised in **Table A** below.

**Table A: Intersection Performance for Existing and Development**

| Intersection | Control Type | Scenario | Period | Degree of Saturation (DoS) | Average Delay | Level of Service |
|---|---|---|---|---|---|---|
| Mona Vale Road and Aumuna Road (south approach) | Give way | Existing | PM | 0.398 | 35.8 | C |
| | | | SAT | 0.486 | 200.1 | F |
| | | Existing + Development | PM | 0.398 | 36.6 | C |
| | | | SAT | 0.501 | 195.9 | F |
| Mona Vale Road and Kamber Road (north approach) | Give way | Existing | PM | 0.325 | 21.7 | B |
| | | | SAT | 0.379 | 60.2 | E |
| | | Existing + Development | PM | 0.325 | 22.1 | B |
| | | | SAT | 0.381 | 61.3 | E |
| Aumuna Road and Myoora Road | Roundabout | Existing | PM | 0.204 | 8.8 | A |
| | | | SAT | 0.226 | 8.7 | A |
| | | Existing + Development | PM | 0.224 | 8.8 | A |
| | | | SAT | 0.246 | 8.8 | A |

**LOS for priority intersections is based on the worst performing movement in accordance with TfNSW Guidelines.*

The above modelling results show there will be no noticeable changes to the overall performance of the critical intersection of Mona Vale Road and Aumuna Road as a result of the proposed development and no upgrades are required to be made to this intersection, accordingly. Reference is made to the intersection performance summary figure summary presented in **Figure 1** below.

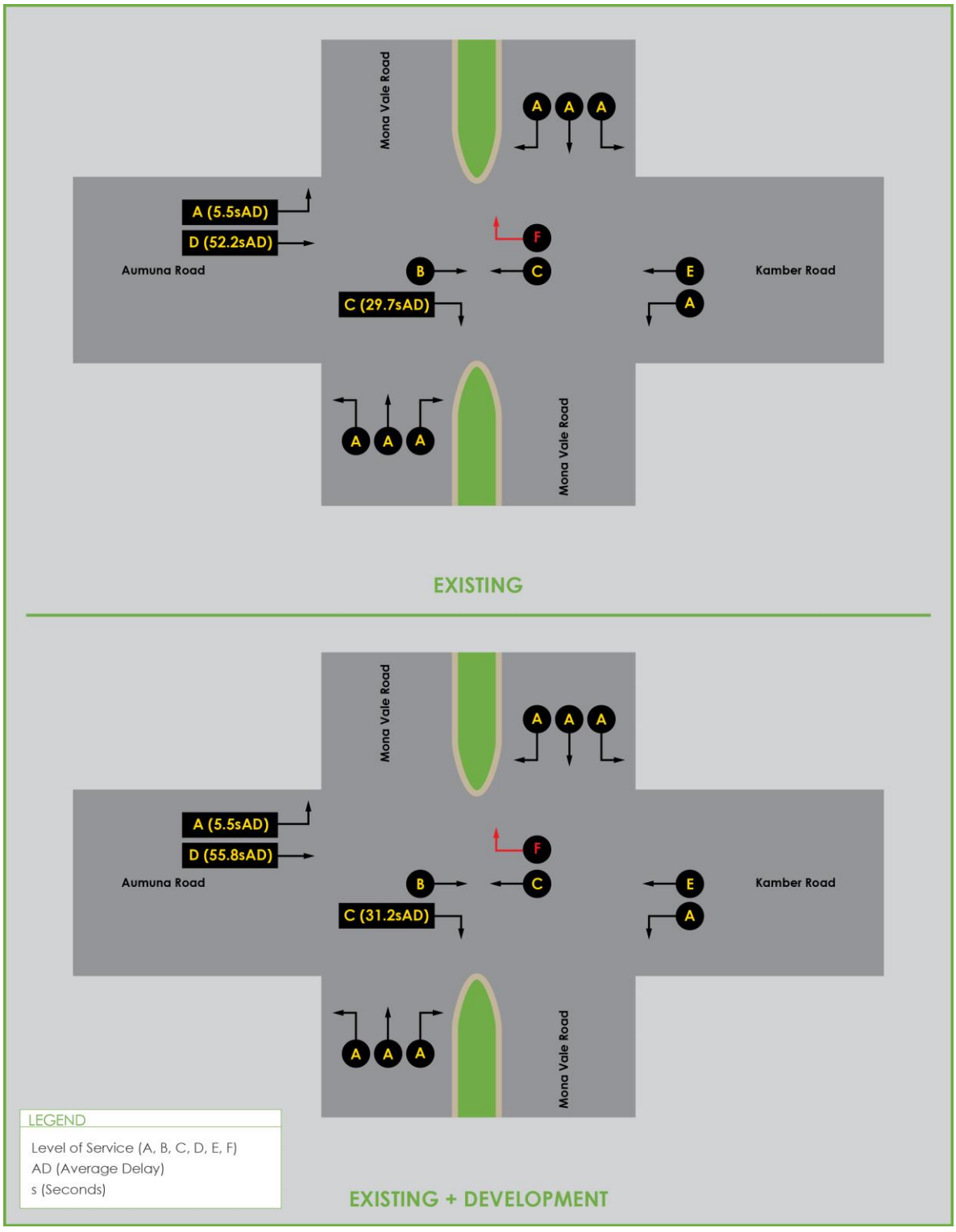



*Figure 1: Mona Vale Road / Aumuna Road/ Kamber Road Intersection Performance Summary*

Whilst the intersection of Mona Vale Road and Aumuna Road currently fails and will continue to fail under the development scenario, this is due to vehicles turning right from Kamber Road onto Mona Vale Road, northbound and is not attributed to the additional traffic generated by the proposed development. Reference should be made to the intersection performance summary diagram presented in **Figure 1** above showing the Level of Service for each leg respectively for the existing and

existing plus development scenarios. Whilst there is a small increase to the average delay for vehicles turning right from Aumuna Road, eastbound onto Mona Vale Road, southbound, this is minor (+5.1 seconds in total), and the overall performance of the intersection will continue to operate at a Level of Service F with a slight improvement in average delay (-4.2 seconds) as shown in **Table A** above. This slight improvement is likely because more vehicles pass through the intersection without causing the worst performing movement (the right turn movement from Kamber Road onto Mona Vale Road) to perform any worse than it is already performing under the existing scenario.

Furthermore, the critical movement involving vehicles departing the subject site and turning right from Aumuna Road (eastbound) onto Mona Vale Road, southbound will result in an additional six (6) vehicles per hour undertaking this manoeuvre during peak times which is considered minor (equivalent to one additional vehicle every 10 minutes) and will have no noticeable impact on the performance of this intersection. A summary of additional vehicle movements caused by the proposed development, including the additional six (6) additional vehicles per hour turning right from Aumuna Road, eastbound onto Mona Vale Road, southbound (in green) is shown in **Figure 2** below for clarity.

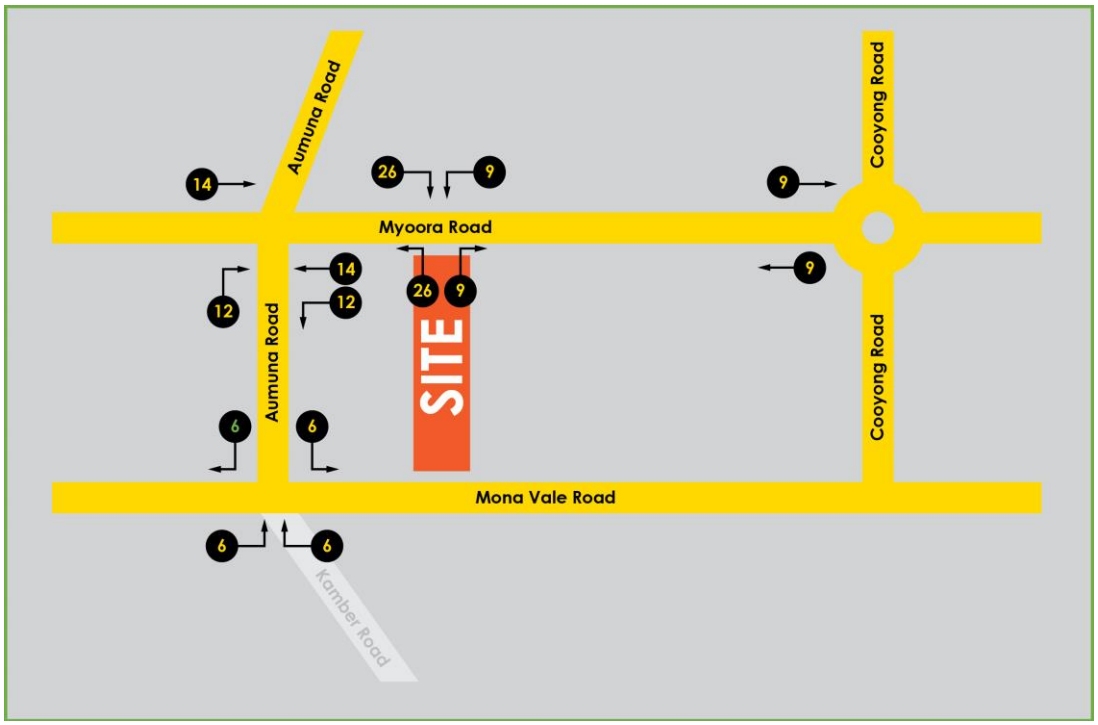



***Figure 2 Development Peak Hourly Vehicle Trips***

Therefore, no improvements are required to the critical intersection of Mona Vale Road and Aumuna Road to facilitate the proposed development in accordance with TfNSW guidelines.

***2) Trip Distribution TfNSW does not agree with the trip distributions as detailed in the Traffic Impact Assessment (TIA) prepared by Traffix (reference 24.01 4r01 v02, dated September 2024). A review of available Google data suggests that vehicles travelling from the development site to the east, south, and north are directed by Google Maps to exit via the Mona Vale Road and Aumuna Road intersection. Although some vehicle movements generated by the development may "take advantage of alternative more convenient vehicle routes using nearby signalised intersections to turn right onto Mona Vale Road" most vehicle movements will utilise the Mona Vale Road and Aumuna Road intersection.***

TRAFFIX Response:

Reference should be made to the intersection survey results presented in **Attachment 2** which demonstrates that during the critical Saturday peak at the intersection of Myoora Road/Aumuna Road between 10:15am-11:15am, only 17% of vehicles approached the intersection via the northeastern leg of Myoora Road and turned left onto Aumuna Road, southeast towards the intersection of Aumuna Road/Monavale Road.

The adopted trip distributions as assessed in the Traffic Impact Assessment assigned 75% of outbound vehicles to exit the site and turn left onto Myoora Road and 50 % of those vehicles were assigned to turn left onto Aumuna Road, southwest which is considered a conservative assessment. For context, if 100% of outbound vehicles exited the subject site and turned left onto Myoora Road and 17% of those vehicles turned left onto Aumuna Road at the intersection of Aumuna Road / Myoora Road as per the intersection surveys, then only 17% of vehicles exiting the subject site would turn left onto Aumuna Road, less than the 25% of vehicle trips as assessed in the TIA.

For clarity, a vehicle trip diagram of all additional vehicle trips generated by the subject development during peak operating hours is presented in **Figure 2** above.

***3) Shuttle Bus:** TfNSW acknowledges the statements highlighting the significant role of the shuttle/mini-bus in promoting more sustainable travel behaviour and reducing reliance on private vehicles and onsite parking. However, TfNSW notes that the mini-bus will not operate during peak periods in the middle of the week or on Saturdays, and its operation will be limited to Friday and Saturday evenings starting from 6 pm. Additionally, TfNSW observes that the parking and patron survey conducted by McLaren Traffic Engineering (dated 10 January 2018) indicated no shuttle bus usage among patrons of the nearby Tavern. Furthermore, TfNSW was unable to locate the map showing the areas covered by the shuttle bus, as referenced in the Statement of Environmental Effects prepared by Urbis in September 2024. TfNSW is of the opinion that if the shuttle bus to be provided is only servicing the local area, given the size of the development and the large catchment that patrons will be coming from, the shuttle bus, while great to provide, will have minimal impacts on reducing the number of vehicular movements coming to and from Mona Vale Road.*

TRAFFIX Response:

The shuttle bus is no longer proposed in accordance with the revised plans.

***4. Length of stay:** Based on the information provided, TfNSW assumes that the traffic generation rates for the DA assume a length of stay of 4.4 hours. If patrons were to stay for shorter durations, it would result in additional vehicle movements (e.g. if people were staying for 1 hour there would be 2 movements per car space) thereby increasing traffic at the Mona Vale Road/Aumuna Road intersection. The submitted TIA has estimated 0.45 movements per parking space which indicates you will have large groups of people that will arrive and leave at the same time.*

TRAFFIX Response:

Vehicle trip rates are based on Transport for New South Wales Guidelines (5 vehicle trips per 100m$^2$ of restaurant GFA) and are not based on parking provisions.

***5.TfNSW has reviewed the provided SIDRA files and while noting the comments above has identified the following concerns that need to be addressed:***

***a) The priorities within the model indicate that vehicles turning right out of Aumuna Road onto Mona Vale Road don't have to give way to vehicles turning right from Mona Vale Road into Aumuna Road. This is to be confirmed by the Applicant.***

TRAFFIX Response:

The revised model has been updated accordingly.

***b) The results within the network model are based on the average back of queue and not the 95th percentile. While the average can be provided, the 95th percentile should also be assessed/reported.***

TRAFFIX Response:

The 95th percentile queue is included in the updated modelling results presented in **Attachment 3**. It is noteworthy that the western Aumuna Road approach at the intersection of Mona Vale Road / Aumuna Road (South Approach) during the critical Saturday peak in the post development scenario operates with a 95$^{th}$ percentile back of queue of 1.7 vehicles (11.7m). This is in comparison with a 95$^{th}$ percentile back of queue of 1.4 vehicles (10.1m) for the existing intersection. The increase (0.3 vehicles and 1.6m) is considered negligible and will have no noticeable impacts on the operation of this intersection.

***c) The default gap acceptance has been used and confirmation that this satisfactorily calibrates the model should be provided (refer to additional comments on base model calibration in Point g)***

TRAFFIX Response:

The Gap acceptance has been set as 'high' to account for the high traffic flow along Mona Vale Road (opposing movement).

***d) The traffic surveys undertaken in inform the study were not included in the traffic report, please provided these for review***

TRAFFIX Response:

Reference should be made to the intersection survey results presented in **Attachment 2**.

***e) An exit speed of 50km/h has been selected for vehicles travelling from Aumuna Road to the waiting bay. Justification for the speed selected is to be provided.***

TRAFFIX Response:

The revised model has been updated with an applied exit speed of 10km/h.

***f) The SIDRA results show that the post-development intersection of Mona Vale Road and Aumuna Road will not be functioning satisfactorily and will be over capacity. But that is based on an input of 135 movements per hour. There is no justification for this rate and that it applies to this site. TfNSW notes that the mini-bus will not be operating during peak times in the middle of the week and will only be operating on Friday and Saturday evenings from 6 pm therefore making it more difficult for TfNSW to understand the applicability of the 135 vehicle movements per hour. In addition, the above does not include the use of the site for functions that would see large numbers of people arriving and leaving at the same time.***

TRAFFIX Response:

The revised model has been updated based on the updated yield and associated trip generation based on TfNSW Guidelines.

***g) The SIDRA base models needs to be calibrated with on-site observations relating to queue lengths, delays, etc. While it is noted that a traffic survey has been completed, no details have been provided on what calibration works have been undertaken. As such, TfNSW requires details on how the base model has been calibrated and validated with on-site observations in the AM and PM peaks (e.g. TfNSW requires the observation data for queue lengths and delays at the Mona Vale Road and Aumuna Road intersection that has been used to inform the SIDRA base models in the AM and PM peaks).***

TRAFFIX Response:

Observed video footage demonstrated no more than two (2) vehicles arrived and queued along Aumuna Road at the intersection of Aumuna Road / Mona Vale Road.

***6) Strategic Design: A strategic design for any identified works at the Mona Vale Road and Aumuna Road intersection will need to be prepared to clarify the scope of works, demonstrate the works can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works as part of their Part 4 assessment. These impacts include traffic and road safety impacts as well as other impacts such noise, flora and fauna, heritage and impact to community. The strategic design should address the requirements as detailed in the TfNSW Strategic Design Requirements fact sheet which is accessible through the following link - Strategic Design Fact Sheet.***

TRAFFIX Response:

No intersection upgrades are required or considered necessary based on the modelling results presented in **Attachment 3**.

## Conclusion

Having considered all comments, continued support is given to the subject development on traffic engineering and safety grounds and no road improvements or upgrades are warranted for the reasons discussed above. However, should any issues require further clarification, TRAFFIX requests the opportunity to provide a response prior to any determination being made.

Yours faithfully,

**Traffix**

Justin Pindar
**Director**

*Encl: Attachment 1: TfNSW Correspondence*
*Attachment 2: Survey Results*
*Attachment 3: SIDRA Intersection Modelling Results*

# ATTACHMENT 1

TfNSW Correspondence

Transport for NSW

12 November 2024

TfNSW Reference: SYD24/01792/01
Council's Reference: DA2024/1362 (CNR-74738)

Mr Scott Phillips
Chief Executive Officer
PO Box 82
MANLY NSW 1655

**HOSPITALITY VENUE COMPRISING THREE RESTAURANTS AND ANCILLARY SUPPORTING USES**
**40 MYOORA ROAD, TERREY HILLS**

Dear Mr Phillips,

Reference is made to Council's correspondence, concerning the abovementioned Development Application (**DA**) which was referred to Transport for NSW (**TfNSW**) for comment under Sections 2.119 and 2.122 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the application and **does not support** the DA in its current form. TfNSW is of the view that the DA will create a number of road safety issues, in particular, right turns out of Aumuna Road onto Mona Vale Road. Detailed comments are provided in **TAB A**.

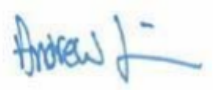
It has been identified by TfNSW that no transport or traffic amelioration measures are proposed by the Applicant at the intersection of Mona Vale Road (**classified road**) and Aumuna Road intersection to reduce the impact of the DA in terms of improving road safety and network efficiency outcomes that benefit the development's operations and traffic generation and future road users.

As such, TfNSW recommends that the Applicant investigate and propose appropriate traffic mitigation measures to reduce the delay and associated road safety impact of the DA on the classified road network to address TfNSW comments in **TAB A.** Following receipt of updated information that addresses **TAB A**, TfNSW will review the material and respond accordingly.

TfNSW would welcome an opportunity to discuss this matter with Council and the Applicant to clarify the matters raised in **TAB A**, if required.

For more information, please contact Jim Tsirimiagos, Land Use Planner, on 0412 376 198, or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



**Andrew Lissenden**
**A/Senior Land Use Planner - Eastern**
**Land Use, Network & Place Planning**
**Transport Planning I Planning, Integration and Passenger**

**TAB A – TfNSW comments**

TfNSW's reasons for not supporting the DA as currently submitted are detailed below:

1. *Delays:* TfNSW notes that the DA will significantly increase the delay for vehicles at the Mona Vale Road/Aumuna Road intersection, with delays for right turns out onto Mona Vale Road increasing from 310 seconds to 403 seconds. The analysis provided shows that the Mona Vale Road/Aumuna Road intersection is currently performing very poorly, and that the additional traffic generated by the DA will create an unacceptable safety risk at this intersection. High delays at an intersection will likely encourage drivers to take risks. Given the road environment, such risks could result in high-speed, high-severity crashes. The currently submitted documentation does not include any transport or traffic amelioration measures at the above intersection to reduce the impact of the DA in terms of improving road safety and network efficiency outcomes that benefit the development's operations and the associated vehicular traffic that the DA will generate. The fact that an intersection is already performing poorly does not justify accepting further vehicle movements without implementing necessary improvements. The Applicant must investigate and propose suitable traffic mitigation measures to reduce delays and improve road safety at this intersection.

2. *Trip Distribution:* TfNSW does not agree with the trip distributions as detailed in the Traffic Impact Assessment (TIA) prepared by Traffix (reference 24.01 4r01 v02, dated September 2024). A review of available Google data suggests that vehicles travelling from the development site to the east, south, and north are directed by Google Maps to exit via the Mona Vale Road and Aumuna Road intersection. Although some vehicle movements generated by the development may "*take advantage of alternative more convenient vehicle routes using nearby signalised intersections to turn right onto Mona Vale Road*" most vehicle movements will utilise the Mona Vale Road and Aumuna Road intersection.

3. *Shuttle Bus:* TfNSW acknowledges the statements highlighting the significant role of the shuttle/mini-bus in promoting more sustainable travel behaviour and reducing reliance on private vehicles and onsite parking. However, TfNSW notes that the mini-bus will not operate during peak periods in the middle of the week or on Saturdays, and its operation will be limited to Friday and Saturday evenings starting from 6 pm. Additionally, TfNSW observes that the parking and patron survey conducted by McLaren Traffic Engineering (dated 10 January 2018) indicated no shuttle bus usage among patrons of the nearby Tavern. Furthermore, TfNSW was unable to locate the map showing the areas covered by the shuttle bus, as referenced in the Statement of Environmental Effects prepared by Urbis in September 2024. TfNSW is of the opinion that if the shuttle bus to be provided is only servicing the local area, given the size of the development and the large catchment that patrons will be coming from, the shuttle bus, while great to provide, will have minimal impacts on reducing the number of vehicular movements coming to and from Mona Vale Road.

4. *Length of Stay:* Based on the information provided, TfNSW assumes that the traffic generation rates for the DA assume a length of stay of 4.4 hours. If patrons were to stay for shorter durations, it would result in additional vehicle movements (e.g. if people were staying for 1 hour there would be 2 movements per car space) thereby increasing traffic at the Mona Vale Road/Aumuna Road intersection. The submitted TIA has estimated 0.45 movements per parking space which indicates you will have large groups of people that will arrive and leave at the same time.

5. *SIDRA:* TfNSW has reviewed the provided SIDRA files and while noting the comments above has identified the following concerns that need to be addressed:

    a. The priorities within the model indicate that vehicles turning right out of Aumuna Road onto Mona Vale Road don't have to give way to vehicles turning right from Mona Vale Road into Aumuna Road. This is to be confirmed by the Applicant.

    b. The results within the network model are based on the average back of queue and not the 95th percentile. While the average can be provided, the 95th percentile should also be assessed/reported.

    c. The default gap acceptance has been used and confirmation that this satisfactorily calibrates the model should be provided (refer to additional comments on base model calibration in Point g).

    d. The traffic surveys undertaken in inform the study were not included in the traffic report, please provided these for review.

    e. An exit speed of 50km/h has been selected for vehicles travelling from Aumuna Road to the waiting bay. Justification for the speed selected is to be provided.

f. The SIDRA results show that the post-development intersection of Mona Vale Road and Aumuna Road will not be functioning satisfactorily and will be over capacity. But that is based on an input of 135 movements per hour. There is no justification for this rate and that it applies to this site. TfNSW notes that the mini-bus will not be operating during peak times in the middle of the week and will only be operating on Friday and Saturday evenings from 6 pm therefore making it more difficult for TfNSW to understand the applicability of the 135 vehicle movements per hour. In addition, the above does not include the use of the site for functions that would see large numbers of people arriving and leaving at the same time.

g. The SIDRA base models needs to be calibrated with on-site observations relating to queue lengths, delays, etc. While it is noted that a traffic survey has been completed, no details have been provided on what calibration works have been undertaken. As such, TfNSW requires details on how the base model has been calibrated and validated with on-site observations in the AM and PM peaks (e.g. TfNSW requires the observation data for queue lengths and delays at the Mona Vale Road and Aumuna Road intersection that has been used to inform the SIDRA base models in the AM and PM peaks).

6. *Strategic Design:* A strategic design for any identified works at the Mona Vale Road and Aumuna Road intersection will need to be prepared to clarify the scope of works, demonstrate the works can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works as part of their Part 4 assessment. These impacts include traffic and road safety impacts as well as other impacts such noise, flora and fauna, heritage and impact to community. The strategic design should address the requirements as detailed in the TfNSW Strategic Design Requirements fact sheet which is accessible through the following link - Strategic Design Fact Sheet.

   *Notes: TfNSW concurrence under Section 138 of the Roads Act, 1993 is required for any works within the road reserve of Mona Vale Road.*

To reconsider the submitted DA, TfNSW requires the above matters to be addressed.

# ATTACHMENT 2

Survey Results

| | | | | | |
|---|---|---|---|---|---|
| **Location** | **Monavale Road** | **Duration** | **10:00** | **-** | **14:00** |
| | **Kamber Road** | | | **-** | |
| | **Monavale Road** | | | **-** | |
| | **Aumuna Road** | **Date** | **Saturday, 6 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

| **All Vehicles** | **NORTHEAST** | | | | | | | | | | | | | **EAST** | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time Per 15 Mins** | ***Monavale Road*** | | | | | | | | | | | | | ***Kamber Road*** | | | | | | | | | | | | | | |
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | **TOTAL** | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **10:00 - 10:15** | 0 | 0 | **0** | 264 | 4 | **268** | 3 | 0 | **3** | 0 | 0 | **0** | **271** | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 2 | **2** | 0 | 0 | **0** | **3** | 598 | 10 | **608** |
| **10:15 - 10:30** | 0 | 0 | **0** | 318 | 8 | **326** | 6 | 1 | **7** | 3 | 0 | **3** | **336** | 1 | 0 | **1** | 0 | 0 | **0** | 2 | 0 | **2** | 0 | 0 | **0** | **3** | 683 | 19 | **702** |
| **10:30 - 10:45** | 2 | 2 | **4** | 321 | 4 | **325** | 7 | 2 | **9** | 0 | 0 | **0** | **338** | 2 | 0 | **2** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **3** | 703 | 14 | **717** |
| **10:45 - 11:00** | 3 | 1 | **4** | 329 | 11 | **340** | 6 | 1 | **7** | 3 | 0 | **3** | **354** | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 2 | **2** | 0 | 0 | **0** | **3** | 746 | 20 | **766** |
| **11:00 - 11:15** | 1 | 0 | **1** | 345 | 7 | **352** | 7 | 2 | **9** | 2 | 0 | **2** | **364** | 2 | 1 | **3** | 1 | 0 | **1** | 1 | 0 | **1** | 0 | 0 | **0** | **5** | 766 | 13 | **779** |
| **11:15 - 11:30** | 1 | 0 | **1** | 359 | 6 | **365** | 7 | 0 | **7** | 1 | 0 | **1** | **374** | 1 | 0 | **1** | 0 | 0 | **0** | 3 | 0 | **3** | 0 | 0 | **0** | **4** | 768 | 14 | **782** |
| **11:30 - 11:45** | 0 | 0 | **0** | 372 | 4 | **376** | 7 | 1 | **8** | 1 | 0 | **1** | **385** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** | 803 | 18 | **821** |
| **11:45 - 12:00** | 2 | 0 | **2** | 307 | 10 | **317** | 2 | 0 | **2** | 1 | 0 | **1** | **322** | 1 | 0 | **1** | 0 | 0 | **0** | 2 | 0 | **2** | 0 | 0 | **0** | **3** | 753 | 16 | **769** |
| **12:00 - 12:15** | 0 | 0 | **0** | 333 | 4 | **337** | 8 | 2 | **10** | 1 | 0 | **1** | **348** | 2 | 0 | **2** | 0 | 0 | **0** | 1 | 1 | **2** | 0 | 0 | **0** | **4** | 798 | 12 | **810** |
| **12:15 - 12:30** | 1 | 0 | **1** | 347 | 10 | **357** | 7 | 1 | **8** | 3 | 0 | **3** | **369** | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **1** | 840 | 18 | **858** |
| **12:30 - 12:45** | 3 | 1 | **4** | 392 | 2 | **394** | 9 | 3 | **12** | 7 | 0 | **7** | **417** | 4 | 0 | **4** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **4** | 880 | 18 | **898** |
| **12:45 - 13:00** | 0 | 0 | **0** | 296 | 7 | **303** | 12 | 0 | **12** | 1 | 0 | **1** | **316** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** | 804 | 14 | **818** |
| **Period End** | **13** | **4** | **17** | **3983** | **77** | **4060** | **81** | **13** | **94** | **23** | **0** | **23** | **4194** | **16** | **1** | **17** | **1** | **0** | **1** | **10** | **5** | **15** | **0** | **0** | **0** | **33** | **9142** | **186** | **9328** |

| **All Vehicles** | **SOUTHWEST** | | | | | | | | | | | | | **WEST** | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time Per 15 Mins** | ***Monavale Road*** | | | | | | | | | | | | | ***Aumuna Road*** | | | | | | | | | | | | | | |
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | **TOTAL** | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **10:00 - 10:15** | 15 | 0 | **15** | 300 | 4 | **304** | 1 | 0 | **1** | 2 | 0 | **2** | **322** | 5 | 0 | **5** | 1 | 0 | **1** | 6 | 0 | **6** | 0 | 0 | **0** | **12** | 598 | 10 | **608** |
| **10:15 - 10:30** | 14 | 0 | **14** | 318 | 8 | **326** | 1 | 0 | **1** | 0 | 0 | **0** | **341** | 5 | 2 | **7** | 2 | 0 | **2** | 13 | 0 | **13** | 0 | 0 | **0** | **22** | 683 | 19 | **702** |
| **10:30 - 10:45** | 18 | 0 | **18** | 327 | 6 | **333** | 1 | 0 | **1** | 0 | 0 | **0** | **352** | 9 | 0 | **9** | 1 | 0 | **1** | 14 | 0 | **14** | 0 | 0 | **0** | **24** | 703 | 14 | **717** |
| **10:45 - 11:00** | 22 | 1 | **23** | 366 | 4 | **370** | 0 | 0 | **0** | 2 | 0 | **2** | **395** | 5 | 0 | **5** | 0 | 0 | **0** | 9 | 0 | **9** | 0 | 0 | **0** | **14** | 746 | 20 | **766** |
| **11:00 - 11:15** | 12 | 0 | **12** | 379 | 3 | **382** | 0 | 0 | **0** | 0 | 0 | **0** | **394** | 3 | 0 | **3** | 0 | 0 | **0** | 13 | 0 | **13** | 0 | 0 | **0** | **16** | 766 | 13 | **779** |
| **11:15 - 11:30** | 4 | 1 | **5** | 364 | 7 | **371** | 1 | 0 | **1** | 1 | 0 | **1** | **378** | 13 | 0 | **13** | 1 | 0 | **1** | 12 | 0 | **12** | 0 | 0 | **0** | **26** | 768 | 14 | **782** |
| **11:30 - 11:45** | 13 | 0 | **13** | 387 | 8 | **395** | 1 | 0 | **1** | 1 | 0 | **1** | **410** | 6 | 3 | **9** | 0 | 0 | **0** | 15 | 2 | **17** | 0 | 0 | **0** | **26** | 803 | 18 | **821** |
| **11:45 - 12:00** | 20 | 0 | **20** | 399 | 5 | **404** | 3 | 0 | **3** | 1 | 0 | **1** | **428** | 7 | 1 | **8** | 0 | 0 | **0** | 8 | 0 | **8** | 0 | 0 | **0** | **16** | 753 | 16 | **769** |
| **12:00 - 12:15** | 4 | 0 | **4** | 423 | 4 | **427** | 1 | 0 | **1** | 2 | 0 | **2** | **434** | 13 | 1 | **14** | 0 | 0 | **0** | 10 | 0 | **10** | 0 | 0 | **0** | **24** | 798 | 12 | **810** |
| **12:15 - 12:30** | 12 | 0 | **12** | 454 | 6 | **460** | 0 | 0 | **0** | 0 | 0 | **0** | **472** | 7 | 1 | **8** | 0 | 0 | **0** | 8 | 0 | **8** | 0 | 0 | **0** | **16** | 840 | 18 | **858** |
| **12:30 - 12:45** | 12 | 1 | **13** | 429 | 10 | **439** | 1 | 0 | **1** | 0 | 0 | **0** | **453** | 10 | 1 | **11** | 0 | 0 | **0** | 13 | 0 | **13** | 0 | 0 | **0** | **24** | 880 | 18 | **898** |
| **12:45 - 13:00** | 22 | 0 | **22** | 449 | 7 | **456** | 3 | 0 | **3** | 1 | 0 | **1** | **482** | 5 | 0 | **5** | 0 | 0 | **0** | 15 | 0 | **15** | 0 | 0 | **0** | **20** | 804 | 14 | **818** |
| **Period End** | **168** | **3** | **171** | **4595** | **72** | **4667** | **13** | **0** | **13** | **10** | **0** | **10** | | **88** | **9** | **97** | **5** | **0** | **5** | **136** | **2** | **138** | **0** | **0** | **0** | **240** | **9142** | **186** | **9328** |

| | | | | | |
|---|---|---|---|---|---|
| **Location** | **Monavale Road** | **Duration** | **10:00** | **-** | **14:00** |
| | **Kamber Road** | | | **-** | |
| | **Monavale Road** | | | **-** | |
| | **Aumuna Road** | **Date** | **Saturday, 6 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

| **All Vehicles** Time Per Hour | **NORTHEAST** *Monavale Road* | | | | | | | | | | | | | **EAST** *Kamber Road* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | TOTAL | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **10:00 - 11:00** | 5 | 3 | **8** | 1232 | 27 | **1259** | 22 | 4 | **26** | 6 | 0 | **6** | **1299** | 5 | 0 | **5** | 0 | 0 | **0** | 3 | 4 | **7** | 0 | 0 | **0** | **12** | 2730 | 63 | **2793** |
| **10:15 - 11:15** | 6 | 3 | **9** | 1313 | 30 | **1343** | 26 | 6 | **32** | 8 | 0 | **8** | **1392** | 6 | 1 | **7** | 1 | 0 | **1** | 4 | 2 | **6** | 0 | 0 | **0** | **14** | 2898 | 66 | **2964** |
| **10:30 - 11:30** | 7 | 3 | **10** | 1354 | 28 | **1382** | 27 | 5 | **32** | 6 | 0 | **6** | **1430** | 6 | 1 | **7** | 1 | 0 | **1** | 5 | 2 | **7** | 0 | 0 | **0** | **15** | 2983 | 61 | **3044** |
| **10:45 - 11:45** | 5 | 1 | **6** | 1405 | 28 | **1433** | 27 | 4 | **31** | 7 | 0 | **7** | **1477** | 4 | 1 | **5** | 1 | 0 | **1** | 4 | 2 | **6** | 0 | 0 | **0** | **12** | 3083 | 65 | **3148** |
| **11:00 - 12:00** | 4 | 0 | **4** | 1383 | 27 | **1410** | 23 | 3 | **26** | 5 | 0 | **5** | **1445** | 4 | 1 | **5** | 1 | 0 | **1** | 6 | 0 | **6** | 0 | 0 | **0** | **12** | 3090 | 61 | **3151** |
| **11:15 - 12:15** | 3 | 0 | **3** | 1371 | 24 | **1395** | 24 | 3 | **27** | 4 | 0 | **4** | **1429** | 4 | 0 | **4** | 0 | 0 | **0** | 6 | 1 | **7** | 0 | 0 | **0** | **11** | 3122 | 60 | **3182** |
| **11:30 - 12:30** | 3 | 0 | **3** | 1359 | 28 | **1387** | 24 | 4 | **28** | 6 | 0 | **6** | **1424** | 4 | 0 | **4** | 0 | 0 | **0** | 3 | 1 | **4** | 0 | 0 | **0** | **8** | 3194 | 64 | **3258** |
| **11:45 - 12:45** | 6 | 1 | **7** | 1379 | 26 | **1405** | 26 | 6 | **32** | 12 | 0 | **12** | **1456** | 8 | 0 | **8** | 0 | 0 | **0** | 3 | 1 | **4** | 0 | 0 | **0** | **12** | 3271 | 64 | **3335** |
| **12:00 - 13:00** | 4 | 1 | **5** | 1368 | 23 | **1391** | 36 | 6 | **42** | 12 | 0 | **12** | **1450** | 7 | 0 | **7** | 0 | 0 | **0** | 1 | 1 | **2** | 0 | 0 | **0** | **9** | 3322 | 62 | **3384** |
| **12:15 - 13:15** | 4 | 1 | **5** | 1035 | 19 | **1054** | 28 | 4 | **32** | 11 | 0 | **11** | **1102** | 5 | 0 | **5** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **5** | 2524 | 50 | **2574** |
| **12:30 - 13:30** | 3 | 1 | **4** | 688 | 9 | **697** | 21 | 3 | **24** | 8 | 0 | **8** | **733** | 4 | 0 | **4** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **4** | 1684 | 32 | **1716** |
| **12:45 - 13:45** | 0 | 0 | **0** | 296 | 7 | **303** | 12 | 0 | **12** | 1 | 0 | **1** | **316** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** | 804 | 14 | **818** |
| **13:00 - 14:00** | 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** |
| **Period End** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| **All Vehicles** Time Per Hour | **SOUTHWEST** *Monavale Road* | | | | | | | | | | | | | **WEST** *Aumuna Road* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | TOTAL | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **10:00 - 11:00** | 69 | 1 | **70** | 1311 | 22 | **1333** | 3 | 0 | **3** | 4 | 0 | **4** | **1410** | 24 | 2 | **26** | 4 | 0 | **4** | 42 | 0 | **42** | 0 | 0 | **0** | **72** | 2730 | 63 | **2793** |
| **10:15 - 11:15** | 66 | 1 | **67** | 1390 | 21 | **1411** | 2 | 0 | **2** | 2 | 0 | **2** | **1482** | 22 | 2 | **24** | 3 | 0 | **3** | 49 | 0 | **49** | 0 | 0 | **0** | **76** | 2898 | 66 | **2964** |
| **10:30 - 11:30** | 56 | 2 | **58** | 1436 | 20 | **1456** | 2 | 0 | **2** | 3 | 0 | **3** | **1519** | 30 | 0 | **30** | 2 | 0 | **2** | 48 | 0 | **48** | 0 | 0 | **0** | **80** | 2983 | 61 | **3044** |
| **10:45 - 11:45** | 51 | 2 | **53** | 1496 | 22 | **1518** | 2 | 0 | **2** | 4 | 0 | **4** | **1577** | 27 | 3 | **30** | 1 | 0 | **1** | 49 | 2 | **51** | 0 | 0 | **0** | **82** | 3083 | 65 | **3148** |
| **11:00 - 12:00** | 49 | 1 | **50** | 1529 | 23 | **1552** | 5 | 0 | **5** | 3 | 0 | **3** | **1610** | 29 | 4 | **33** | 1 | 0 | **1** | 48 | 2 | **50** | 0 | 0 | **0** | **84** | 3090 | 61 | **3151** |
| **11:15 - 12:15** | 41 | 1 | **42** | 1573 | 24 | **1597** | 6 | 0 | **6** | 5 | 0 | **5** | **1650** | 39 | 5 | **44** | 1 | 0 | **1** | 45 | 2 | **47** | 0 | 0 | **0** | **92** | 3122 | 60 | **3182** |
| **11:30 - 12:30** | 49 | 0 | **49** | 1663 | 23 | **1686** | 5 | 0 | **5** | 4 | 0 | **4** | **1744** | 33 | 6 | **39** | 0 | 0 | **0** | 41 | 2 | **43** | 0 | 0 | **0** | **82** | 3194 | 64 | **3258** |
| **11:45 - 12:45** | 48 | 1 | **49** | 1705 | 25 | **1730** | 5 | 0 | **5** | 3 | 0 | **3** | **1787** | 37 | 4 | **41** | 0 | 0 | **0** | 39 | 0 | **39** | 0 | 0 | **0** | **80** | 3271 | 64 | **3335** |
| **12:00 - 13:00** | 50 | 1 | **51** | 1755 | 27 | **1782** | 5 | 0 | **5** | 3 | 0 | **3** | **1841** | 35 | 3 | **38** | 0 | 0 | **0** | 46 | 0 | **46** | 0 | 0 | **0** | **84** | 3322 | 62 | **3384** |
| **12:15 - 13:15** | 46 | 1 | **47** | 1332 | 23 | **1355** | 4 | 0 | **4** | 1 | 0 | **1** | **1407** | 22 | 2 | **24** | 0 | 0 | **0** | 36 | 0 | **36** | 0 | 0 | **0** | **60** | 2524 | 50 | **2574** |
| **12:30 - 13:30** | 34 | 1 | **35** | 878 | 17 | **895** | 4 | 0 | **4** | 1 | 0 | **1** | **935** | 15 | 1 | **16** | 0 | 0 | **0** | 28 | 0 | **28** | 0 | 0 | **0** | **44** | 1684 | 32 | **1716** |
| **12:45 - 13:45** | 22 | 0 | **22** | 449 | 7 | **456** | 3 | 0 | **3** | 1 | 0 | **1** | **482** | 5 | 0 | **5** | 0 | 0 | **0** | 15 | 0 | **15** | 0 | 0 | **0** | **20** | 804 | 14 | **818** |
| **13:00 - 14:00** | 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** |
| **Period End** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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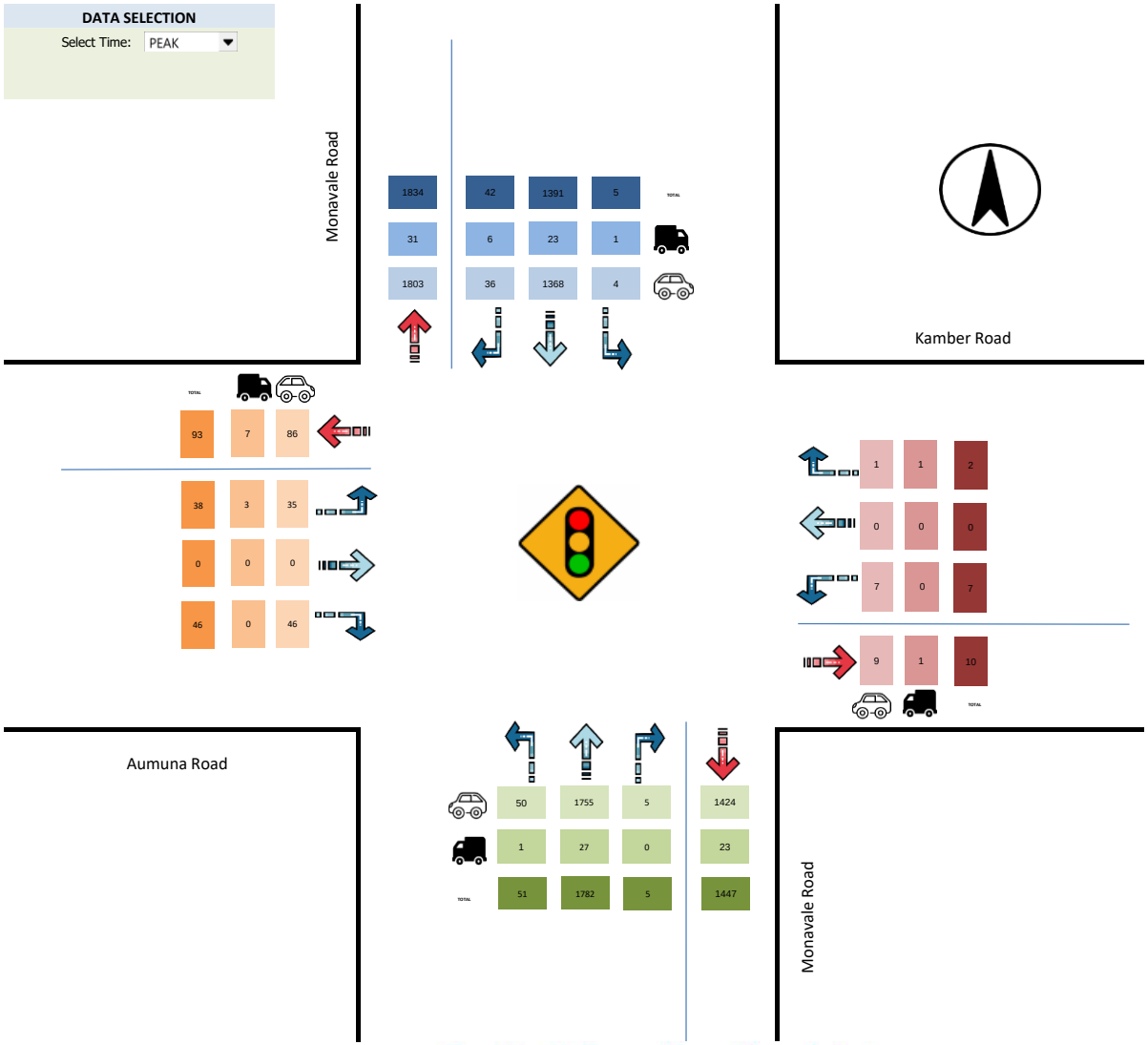
|---|---|---|---|---|---|
| **Location** | **Monavale Road** | **Duration** | **10:00** | **-** | **14:00** |
| | **Kamber Road** | | | **-** | |
| | **Monavale Road** | | | **-** | |
| | **Aumuna Road** | **Date** | **Saturday, 6 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

**DATA SELECTION**

Select Time: PEAK

| TIME RANGE | | |
|---|---|---|
| **PEAK** | **-** | **MIDDAY** |
| **PEAK** | | |
| **12:00** | **-** | **13:00** |





**Traffic Information Specialist**

ABN: 42 613 389 923

Email info@tistraffic.com.au

| | | | | | |
|---|---|---|---|---|---|
| **Location** | **Aumuna Road** | **Duration** | **-** | | |
| | **Myoora Road** | | **-** | | |
| | **Aumuna Road** | | **16:00** | **-** | **18:00** |
| | **Myoora Road** | **Date** | **Friday, 5 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

| **All Vehicles** Time Per 15 Mins | **NORTHWEST** *Aumuna Road* | | | | | | | | | | | | | **NORTHEAST** *Myoora Road* | | | | | | | | | | | | **TOTAL** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00 - 16:15** | 2 | 0 | **2** | 2 | 0 | **2** | 13 | 0 | **13** | 0 | 0 | **0** | **17** | 13 | 0 | **13** | 55 | 3 | **58** | 2 | 0 | **2** | 0 | 0 | **0** | **73** | 137 | 11 | **148** |
| **16:15 - 16:30** | 2 | 0 | **2** | 3 | 0 | **3** | 11 | 0 | **11** | 0 | 0 | **0** | **16** | 6 | 0 | **6** | 48 | 5 | **53** | 1 | 0 | **1** | 0 | 0 | **0** | **60** | 115 | 15 | **130** |
| **16:30 - 16:45** | 0 | 0 | **0** | 4 | 0 | **4** | 10 | 0 | **10** | 0 | 0 | **0** | **14** | 8 | 1 | **9** | 58 | 2 | **60** | 0 | 0 | **0** | 0 | 0 | **0** | **69** | 118 | 8 | **126** |
| **16:45 - 17:00** | 1 | 0 | **1** | 1 | 0 | **1** | 8 | 0 | **8** | 0 | 0 | **0** | **10** | 10 | 0 | **10** | 35 | 3 | **38** | 2 | 0 | **2** | 1 | 0 | **1** | **51** | 107 | 7 | **114** |
| **17:00 - 17:15** | 0 | 0 | **0** | 3 | 0 | **3** | 3 | 0 | **3** | 0 | 0 | **0** | **6** | 9 | 0 | **9** | 54 | 1 | **55** | 1 | 0 | **1** | 0 | 0 | **0** | **65** | 119 | 2 | **121** |
| **17:15 - 17:30** | 0 | 0 | **0** | 1 | 0 | **1** | 9 | 0 | **9** | 0 | 0 | **0** | **10** | 14 | 0 | **14** | 32 | 3 | **35** | 0 | 0 | **0** | 0 | 0 | **0** | **49** | 96 | 6 | **102** |
| **17:30 - 17:45** | 0 | 0 | **0** | 6 | 0 | **6** | 4 | 0 | **4** | 0 | 0 | **0** | **10** | 11 | 0 | **11** | 41 | 0 | **41** | 0 | 0 | **0** | 0 | 0 | **0** | **52** | 97 | 3 | **100** |
| **17:45 - 18:00** | 0 | 0 | **0** | 2 | 0 | **2** | 6 | 0 | **6** | 0 | 0 | **0** | **8** | 6 | 0 | **6** | 24 | 2 | **26** | 0 | 0 | **0** | 0 | 0 | **0** | **32** | 77 | 8 | **85** |
| **Period End** | **5** | **0** | **5** | **22** | **0** | **22** | **64** | **0** | **64** | **0** | **0** | **0** | **91** | **77** | **1** | **78** | **347** | **19** | **366** | **6** | **0** | **6** | **1** | **0** | **1** | **451** | **866** | **60** | **926** |

| **All Vehicles** Time Per 15 Mins | **SOUTHEAST** *Aumuna Road* | | | | | | | | | | | | | **SOUTHWEST** *Myoora Road* | | | | | | | | | | | | **TOTAL** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00 - 16:15** | 6 | 2 | **8** | 6 | 0 | **6** | 9 | 1 | **10** | 0 | 0 | **0** | **24** | 6 | 0 | **6** | 20 | 3 | **23** | 3 | 2 | **5** | 0 | 0 | **0** | **34** | 137 | 11 | **148** |
| **16:15 - 16:30** | 8 | 0 | **8** | 3 | 0 | **3** | 10 | 2 | **12** | 0 | 0 | **0** | **23** | 7 | 0 | **7** | 6 | 8 | **14** | 10 | 0 | **10** | 0 | 0 | **0** | **31** | 115 | 15 | **130** |
| **16:30 - 16:45** | 6 | 2 | **8** | 1 | 0 | **1** | 6 | 1 | **7** | 0 | 0 | **0** | **16** | 4 | 0 | **4** | 14 | 1 | **15** | 7 | 1 | **8** | 0 | 0 | **0** | **27** | 118 | 8 | **126** |
| **16:45 - 17:00** | 7 | 2 | **9** | 4 | 0 | **4** | 12 | 0 | **12** | 0 | 0 | **0** | **25** | 5 | 0 | **5** | 15 | 2 | **17** | 6 | 0 | **6** | 0 | 0 | **0** | **28** | 107 | 7 | **114** |
| **17:00 - 17:15** | 5 | 0 | **5** | 6 | 0 | **6** | 7 | 0 | **7** | 0 | 0 | **0** | **18** | 8 | 0 | **8** | 17 | 1 | **18** | 6 | 0 | **6** | 0 | 0 | **0** | **32** | 119 | 2 | **121** |
| **17:15 - 17:30** | 6 | 0 | **6** | 2 | 0 | **2** | 11 | 0 | **11** | 0 | 0 | **0** | **19** | 4 | 0 | **4** | 12 | 3 | **15** | 5 | 0 | **5** | 0 | 0 | **0** | **24** | 96 | 6 | **102** |
| **17:30 - 17:45** | 7 | 1 | **8** | 2 | 0 | **2** | 7 | 0 | **7** | 0 | 0 | **0** | **17** | 5 | 0 | **5** | 10 | 2 | **12** | 4 | 0 | **4** | 0 | 0 | **0** | **21** | 97 | 3 | **100** |
| **17:45 - 18:00** | 10 | 0 | **10** | 4 | 0 | **4** | 10 | 0 | **10** | 0 | 0 | **0** | **24** | 2 | 0 | **2** | 7 | 6 | **13** | 6 | 0 | **6** | 0 | 0 | **0** | **21** | 77 | 8 | **85** |
| **Period End** | **55** | **7** | **62** | **28** | **0** | **28** | **72** | **4** | **76** | **0** | **0** | **0** | **166** | **41** | **0** | **41** | **101** | **26** | **127** | **47** | **3** | **50** | **0** | **0** | **0** | **218** | **866** | **60** | **926** |

| | | | | |
|---|---|---|---|---|
| **Location** | **Aumuna Road** | **Duration** | - | |
| | **Myoora Road** | | - | |
| | **Aumuna Road** | | **16:00** - | **18:00** |
| | **Myoora Road** | **Date** | **Friday, 5 April 2024** | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | |

| **All Vehicles** | **NORTHWEST** | | | | | | | | | | | | | **NORTHEAST** | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time Per Hour** | ***Aumuna Road*** | | | | | | | | | | | | | ***Myoora Road*** | | | | | | | | | | | | | | |
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | **TOTAL** | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00 - 17:00** | 5 | 0 | **5** | 10 | 0 | **10** | 42 | 0 | **42** | 0 | 0 | **0** | **57** | 37 | 1 | **38** | 196 | 13 | **209** | 5 | 0 | **5** | 1 | 0 | **1** | **253** | 477 | 41 | **518** |
| **16:15 - 17:15** | 3 | 0 | **3** | 11 | 0 | **11** | 32 | 0 | **32** | 0 | 0 | **0** | **46** | 33 | 1 | **34** | 195 | 11 | **206** | 4 | 0 | **4** | 1 | 0 | **1** | **245** | 459 | 32 | **491** |
| **16:30 - 17:30** | 1 | 0 | **1** | 9 | 0 | **9** | 30 | 0 | **30** | 0 | 0 | **0** | **40** | 41 | 1 | **42** | 179 | 9 | **188** | 3 | 0 | **3** | 1 | 0 | **1** | **234** | 440 | 23 | **463** |
| **16:45 - 17:45** | 1 | 0 | **1** | 11 | 0 | **11** | 24 | 0 | **24** | 0 | 0 | **0** | **36** | 44 | 0 | **44** | 162 | 7 | **169** | 3 | 0 | **3** | 1 | 0 | **1** | **217** | 419 | 18 | **437** |
| **17:00 - 18:00** | 0 | 0 | **0** | 12 | 0 | **12** | 22 | 0 | **22** | 0 | 0 | **0** | **34** | 40 | 0 | **40** | 151 | 6 | **157** | 1 | 0 | **1** | 0 | 0 | **0** | **198** | 389 | 19 | **408** |
| **Period End** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| **All Vehicles** | **SOUTHEAST** | | | | | | | | | | | | | **SOUTHWEST** | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time Per Hour** | ***Aumuna Road*** | | | | | | | | | | | | | ***Myoora Road*** | | | | | | | | | | | | | | |
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | **TOTAL** | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00 - 17:00** | 27 | 6 | **33** | 14 | 0 | **14** | 37 | 4 | **41** | 0 | 0 | **0** | **88** | 22 | 0 | **22** | 55 | 14 | **69** | 26 | 3 | **29** | 0 | 0 | **0** | **120** | 477 | 41 | **518** |
| **16:15 - 17:15** | 26 | 4 | **30** | 14 | 0 | **14** | 35 | 3 | **38** | 0 | 0 | **0** | **82** | 24 | 0 | **24** | 52 | 12 | **64** | 29 | 1 | **30** | 0 | 0 | **0** | **118** | 459 | 32 | **491** |
| **16:30 - 17:30** | 24 | 4 | **28** | 13 | 0 | **13** | 36 | 1 | **37** | 0 | 0 | **0** | **78** | 21 | 0 | **21** | 58 | 7 | **65** | 24 | 1 | **25** | 0 | 0 | **0** | **111** | 440 | 23 | **463** |
| **16:45 - 17:45** | 25 | 3 | **28** | 14 | 0 | **14** | 37 | 0 | **37** | 0 | 0 | **0** | **79** | 22 | 0 | **22** | 54 | 8 | **62** | 21 | 0 | **21** | 0 | 0 | **0** | **105** | 419 | 18 | **437** |
| **17:00 - 18:00** | 28 | 1 | **29** | 14 | 0 | **14** | 35 | 0 | **35** | 0 | 0 | **0** | **78** | 19 | 0 | **19** | 46 | 12 | **58** | 21 | 0 | **21** | 0 | 0 | **0** | **98** | 389 | 19 | **408** |
| **Period End** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|---|---|---|---|---|---|
| **Location** | **Aumuna Road** | **Duration** | **-** | | |
| | **Myoora Road** | | **-** | | |
| | **Aumuna Road** | | **16:00** | **-** | **18:00** |
| | **Myoora Road** | **Date** | **Friday, 5 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

**DATA SELECTION**

Select Time: PEAK

| TIME RANGE | | |
|---|---|---|
| **PEAK** | **-** | **PM** |
| **PEAK** | | |
| **16:00** | **-** | **17:00** |



**Traffic Information Specialist**

ABN: 42 613 389 923

Email info@tistraffic.com.au

| | | | | | |
|---|---|---|---|---|---|
| **Location** | **Monavale Road** | **Duration** | - | | |
| | **Kamber Road** | | - | | |
| | **Monavale Road** | | **16:00** | - | **18:00** |
| | **Aumuna Road** | **Date** | **Friday, 5 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

| **All Vehicles** Time Per 15 Mins | | **NORTHEAST** *Monavale Road* | | | | | | | | | | | | | **EAST** *Kamber Road* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | | |
| | | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00** | **16:15** | 0 | 0 | **0** | 234 | 10 | **244** | 4 | 2 | **6** | 0 | 0 | **0** | **250** | 2 | 0 | **2** | 0 | 0 | **0** | 2 | 0 | **2** | 0 | 0 | **0** | **4** | 656 | 29 | **685** |
| **16:15** | **16:30** | 2 | 0 | **2** | 267 | 11 | **278** | 6 | 0 | **6** | 0 | 0 | **0** | **286** | 2 | 0 | **2** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **2** | 656 | 22 | **678** |
| **16:30** | **16:45** | 4 | 0 | **4** | 266 | 7 | **273** | 8 | 2 | **10** | 1 | 0 | **1** | **288** | 0 | 0 | **0** | 0 | 0 | **0** | 2 | 0 | **2** | 0 | 0 | **0** | **2** | 672 | 19 | **691** |
| **16:45** | **17:00** | 1 | 0 | **1** | 282 | 12 | **294** | 4 | 2 | **6** | 0 | 0 | **0** | **301** | 2 | 0 | **2** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **3** | 694 | 22 | **716** |
| **17:00** | **17:15** | 0 | 0 | **0** | 315 | 14 | **329** | 1 | 0 | **1** | 0 | 0 | **0** | **330** | 2 | 0 | **2** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | **3** | 761 | 23 | **784** |
| **17:15** | **17:30** | 0 | 0 | **0** | 316 | 3 | **319** | 2 | 0 | **2** | 1 | 0 | **1** | **322** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **0** | 730 | 7 | **737** |
| **17:30** | **17:45** | 0 | 0 | **0** | 253 | 8 | **261** | 3 | 1 | **4** | 0 | 0 | **0** | **265** | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | 0 | 0 | **0** | **1** | 648 | 11 | **659** |
| **17:45** | **18:00** | 0 | 0 | **0** | 207 | 4 | **211** | 3 | 0 | **3** | 0 | 0 | **0** | **214** | 0 | 0 | **0** | 1 | 0 | **1** | 0 | 0 | **0** | 0 | 0 | **0** | **1** | 596 | 9 | **605** |
| **Period End** | | **7** | **0** | **7** | **2140** | **69** | **2209** | **31** | **7** | **38** | **2** | **0** | **2** | | **9** | **0** | **9** | **1** | **0** | **1** | **6** | **0** | **6** | **0** | **0** | **0** | **16** | **5413** | **142** | **5555** |

| **All Vehicles** Time Per 15 Mins | | **SOUTHWEST** *Monavale Road* | | | | | | | | | | | | | **WEST** *Aumuna Road* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | | |
| | | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00** | **16:15** | 30 | 1 | **31** | 353 | 13 | **366** | 2 | 0 | **2** | 8 | 0 | **8** | **407** | 14 | 2 | **16** | 0 | 0 | **0** | 7 | 1 | **8** | 0 | 0 | **0** | **24** | 656 | 29 | **685** |
| **16:15** | **16:30** | 17 | 2 | **19** | 334 | 9 | **343** | 3 | 0 | **3** | 4 | 0 | **4** | **369** | 12 | 0 | **12** | 0 | 0 | **0** | 9 | 0 | **9** | 0 | 0 | **0** | **21** | 656 | 22 | **678** |
| **16:30** | **16:45** | 17 | 1 | **18** | 342 | 7 | **349** | 3 | 0 | **3** | 8 | 0 | **8** | **378** | 12 | 1 | **13** | 0 | 0 | **0** | 9 | 1 | **10** | 0 | 0 | **0** | **23** | 672 | 19 | **691** |
| **16:45** | **17:00** | 21 | 0 | **21** | 358 | 7 | **365** | 0 | 0 | **0** | 5 | 0 | **5** | **391** | 11 | 0 | **11** | 0 | 0 | **0** | 9 | 1 | **10** | 0 | 0 | **0** | **21** | 694 | 22 | **716** |
| **17:00** | **17:15** | 18 | 2 | **20** | 390 | 7 | **397** | 1 | 0 | **1** | 13 | 0 | **13** | **431** | 11 | 0 | **11** | 0 | 0 | **0** | 9 | 0 | **9** | 0 | 0 | **0** | **20** | 761 | 23 | **784** |
| **17:15** | **17:30** | 21 | 0 | **21** | 359 | 2 | **361** | 1 | 0 | **1** | 9 | 0 | **9** | **392** | 10 | 2 | **12** | 0 | 0 | **0** | 11 | 0 | **11** | 0 | 0 | **0** | **23** | 730 | 7 | **737** |
| **17:30** | **17:45** | 15 | 1 | **16** | 354 | 1 | **355** | 2 | 0 | **2** | 5 | 0 | **5** | **378** | 6 | 0 | **6** | 0 | 0 | **0** | 9 | 0 | **9** | 0 | 0 | **0** | **15** | 648 | 11 | **659** |
| **17:45** | **18:00** | 25 | 0 | **25** | 335 | 5 | **340** | 0 | 0 | **0** | 3 | 0 | **3** | **368** | 14 | 0 | **14** | 0 | 0 | **0** | 8 | 0 | **8** | 0 | 0 | **0** | **22** | 596 | 9 | **605** |
| **Period End** | | **164** | **7** | **171** | **2825** | **51** | **2876** | **12** | **0** | **12** | **55** | **0** | **55** | **3114** | **90** | **5** | **95** | **0** | **0** | **0** | **71** | **3** | **74** | **0** | **0** | **0** | **169** | **5413** | **142** | **5555** |

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| **Location** | **Monavale Road** | **Duration** | **-** | | |
| | **Kamber Road** | | **-** | | |
| | **Monavale Road** | | **16:00** | **-** | **18:00** |
| | **Aumuna Road** | **Date** | **Friday, 5 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

| **All Vehicles** Time Per Hour | **NORTHEAST** *Monavale Road* | | | | | | | | | | | | | **EAST** *Kamber Road* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | TOTAL | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00 - 17:00** | 7 | 0 | **7** | 1049 | 40 | **1089** | 22 | 6 | **28** | 1 | 0 | **1** | **1125** | 6 | 0 | **6** | 0 | 0 | **0** | 5 | 0 | **5** | 0 | 0 | **0** | **11** | 2678 | 92 | **2770** |
| **16:15 - 17:15** | 7 | 0 | **7** | 1130 | 44 | **1174** | 19 | 4 | **23** | 1 | 0 | **1** | **1205** | 6 | 0 | **6** | 0 | 0 | **0** | 4 | 0 | **4** | 0 | 0 | **0** | **10** | 2783 | 86 | **2869** |
| **16:30 - 17:30** | 5 | 0 | **5** | 1179 | 36 | **1215** | 15 | 4 | **19** | 2 | 0 | **2** | **1241** | 4 | 0 | **4** | 0 | 0 | **0** | 4 | 0 | **4** | 0 | 0 | **0** | **8** | 2857 | 71 | **2928** |
| **16:45 - 17:45** | 1 | 0 | **1** | 1166 | 37 | **1203** | 10 | 3 | **13** | 1 | 0 | **1** | **1218** | 5 | 0 | **5** | 0 | 0 | **0** | 2 | 0 | **2** | 0 | 0 | **0** | **7** | 2833 | 63 | **2896** |
| **17:00 - 18:00** | 0 | 0 | **0** | 1091 | 29 | **1120** | 9 | 1 | **10** | 1 | 0 | **1** | **1131** | 3 | 0 | **3** | 1 | 0 | **1** | 1 | 0 | **1** | 0 | 0 | **0** | **5** | 2735 | 50 | **2785** |
| **Period End** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| **All Vehicles** Time Per Hour | **SOUTHWEST** *Monavale Road* | | | | | | | | | | | | | **WEST** *Aumuna Road* | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | TOTAL | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **16:00 - 17:00** | 85 | 4 | **89** | 1387 | 36 | **1423** | 8 | 0 | **8** | 25 | 0 | **25** | **1545** | 49 | 3 | **52** | 0 | 0 | **0** | 34 | 3 | **37** | 0 | 0 | **0** | **89** | 2678 | 92 | **2770** |
| **16:15 - 17:15** | 73 | 5 | **78** | 1424 | 30 | **1454** | 7 | 0 | **7** | 30 | 0 | **30** | **1569** | 46 | 1 | **47** | 0 | 0 | **0** | 36 | 2 | **38** | 0 | 0 | **0** | **85** | 2783 | 86 | **2869** |
| **16:30 - 17:30** | 77 | 3 | **80** | 1449 | 23 | **1472** | 5 | 0 | **5** | 35 | 0 | **35** | **1592** | 44 | 3 | **47** | 0 | 0 | **0** | 38 | 2 | **40** | 0 | 0 | **0** | **87** | 2857 | 71 | **2928** |
| **16:45 - 17:45** | 75 | 3 | **78** | 1461 | 17 | **1478** | 4 | 0 | **4** | 32 | 0 | **32** | **1592** | 38 | 2 | **40** | 0 | 0 | **0** | 38 | 1 | **39** | 0 | 0 | **0** | **79** | 2833 | 63 | **2896** |
| **17:00 - 18:00** | 79 | 3 | **82** | 1438 | 15 | **1453** | 4 | 0 | **4** | 30 | 0 | **30** | **1569** | 41 | 2 | **43** | 0 | 0 | **0** | 37 | 0 | **37** | 0 | 0 | **0** | **80** | 2735 | 50 | **2785** |
| **Period End** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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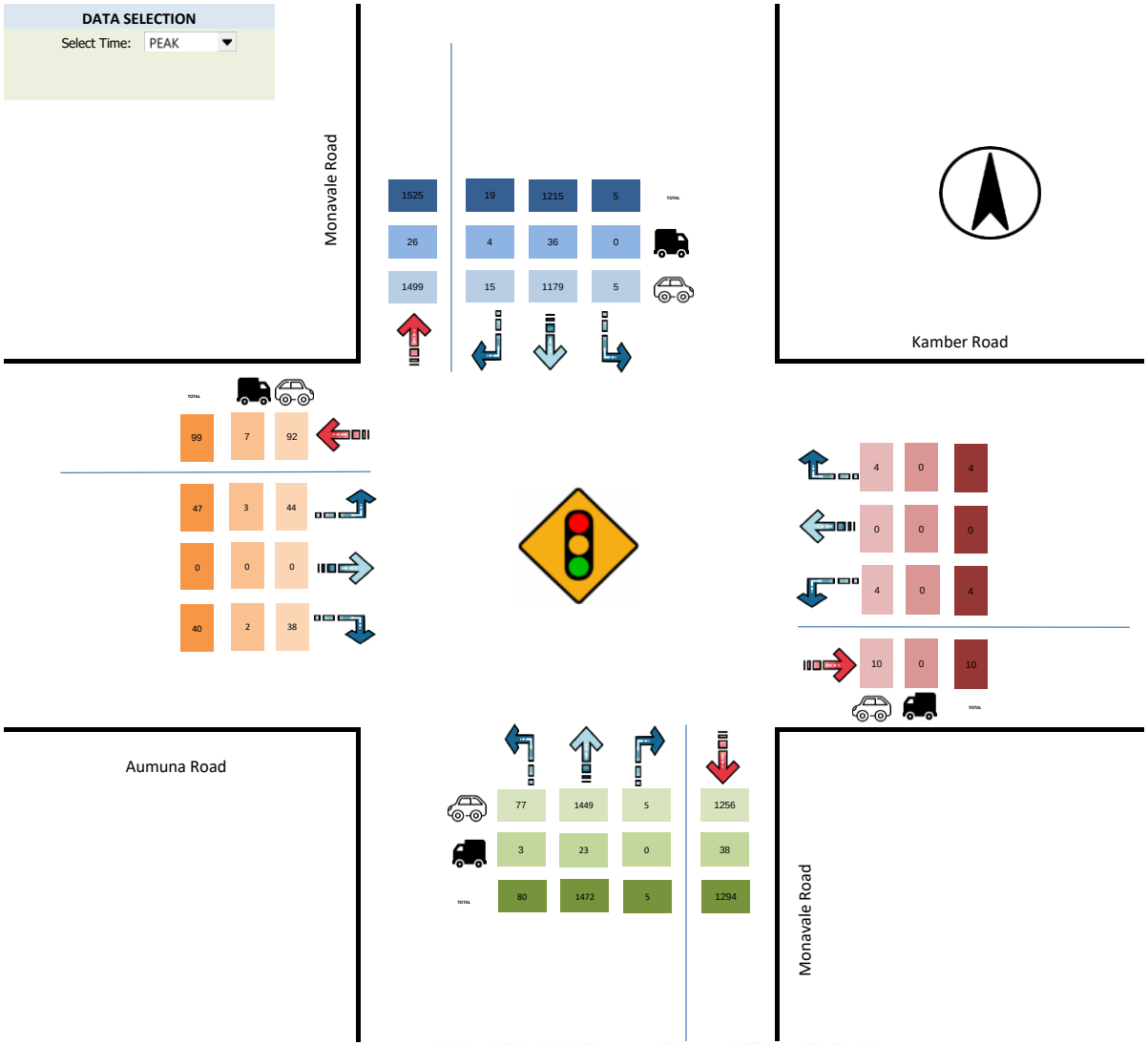
| **Location** | **Monavale Road** | **Duration** | | - | |
| | **Kamber Road** | | | - | |
| | **Monavale Road** | | **16:00** | - | **18:00** |
| | **Aumuna Road** | **Date** | **Friday, 5 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

| DATA SELECTION | |
|---|---|
| Select Time: | PEAK |

| TIME RANGE | | |
|---|---|---|
| **PEAK** | - | **PM** |
| **PEAK** | | |
| **16:30** | - | **17:30** |





**Traffic Information Specialist**
ABN: 42 613 389 923
Email info@tistraffic.com.au

| | | | | | |
|---|---|---|---|---|---|
| **Location** | **Aumuna Road** | **Duration** | **10:00** | **-** | **14:00** |
| | **Myoora Road** | | | **-** | |
| | **Aumuna Road** | | | **-** | |
| | **Myoora Road** | **Date** | **Saturday, 6 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

| **All Vehicles** | **NORTHWEST** | | | | | | | | | | | | | **NORTHEAST** | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time Per 15 Mins** | ***Aumuna Road*** | | | | | | | | | | | | | ***Myoora Road*** | | | | | | | | | | | | | | |
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | **TOTAL** | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **10:00 - 10:15** | 1 | 0 | **1** | 3 | 0 | **3** | 11 | 1 | **12** | 0 | 0 | **0** | **16** | 12 | 0 | **12** | 56 | 1 | **57** | 0 | 0 | **0** | 0 | 0 | **0** | **69** | 128 | 6 | **134** |
| **10:15 - 10:30** | 0 | 0 | **0** | 5 | 0 | **5** | 9 | 0 | **9** | 0 | 0 | **0** | **14** | 9 | 0 | **9** | 55 | 3 | **58** | 1 | 0 | **1** | 0 | 0 | **0** | **68** | 126 | 5 | **131** |
| **10:30 - 10:45** | 0 | 0 | **0** | 4 | 0 | **4** | 5 | 0 | **5** | 0 | 0 | **0** | **9** | 15 | 0 | **15** | 57 | 2 | **59** | 3 | 0 | **3** | 1 | 0 | **1** | **78** | 127 | 5 | **132** |
| **10:45 - 11:00** | 0 | 0 | **0** | 3 | 0 | **3** | 9 | 0 | **9** | 0 | 0 | **0** | **12** | 11 | 1 | **12** | 51 | 2 | **53** | 0 | 0 | **0** | 3 | 0 | **3** | **68** | 136 | 4 | **140** |
| **11:00 - 11:15** | 3 | 0 | **3** | 0 | 0 | **0** | 15 | 0 | **15** | 0 | 0 | **0** | **18** | 16 | 0 | **16** | 71 | 2 | **73** | 2 | 0 | **2** | 1 | 0 | **1** | **92** | 152 | 5 | **157** |
| **11:15 - 11:30** | 0 | 0 | **0** | 3 | 0 | **3** | 5 | 0 | **5** | 0 | 0 | **0** | **8** | 11 | 0 | **11** | 46 | 1 | **47** | 1 | 0 | **1** | 0 | 0 | **0** | **59** | 100 | 3 | **103** |
| **11:30 - 11:45** | 1 | 0 | **1** | 7 | 0 | **7** | 10 | 0 | **10** | 0 | 0 | **0** | **18** | 9 | 1 | **10** | 66 | 0 | **66** | 1 | 0 | **1** | 0 | 0 | **0** | **77** | 134 | 9 | **143** |
| **11:45 - 12:00** | 2 | 0 | **2** | 4 | 0 | **4** | 4 | 0 | **4** | 0 | 0 | **0** | **10** | 12 | 0 | **12** | 48 | 1 | **49** | 1 | 0 | **1** | 0 | 0 | **0** | **62** | 116 | 4 | **120** |
| **12:00 - 12:15** | 0 | 0 | **0** | 3 | 0 | **3** | 10 | 0 | **10** | 1 | 0 | **1** | **14** | 16 | 0 | **16** | 67 | 1 | **68** | 2 | 0 | **2** | 1 | 0 | **1** | **87** | 139 | 3 | **142** |
| **12:15 - 12:30** | 0 | 0 | **0** | 5 | 0 | **5** | 13 | 0 | **13** | 0 | 0 | **0** | **18** | 9 | 0 | **9** | 43 | 3 | **46** | 0 | 0 | **0** | 0 | 0 | **0** | **55** | 110 | 6 | **116** |
| **12:30 - 12:45** | 0 | 0 | **0** | 3 | 0 | **3** | 4 | 0 | **4** | 0 | 0 | **0** | **7** | 14 | 0 | **14** | 62 | 0 | **62** | 0 | 0 | **0** | 1 | 0 | **1** | **77** | 126 | 5 | **131** |
| **12:45 - 13:00** | 0 | 0 | **0** | 6 | 0 | **6** | 6 | 1 | **7** | 0 | 0 | **0** | **13** | 7 | 0 | **7** | 52 | 2 | **54** | 1 | 0 | **1** | 1 | 0 | **1** | **63** | 119 | 4 | **123** |
| **Period End** | **7** | **0** | **7** | **46** | **0** | **46** | **101** | **2** | **103** | **1** | **0** | **1** | **157** | **141** | **2** | **143** | **674** | **18** | **692** | **12** | **0** | **12** | **8** | **0** | **8** | **855** | **1513** | **59** | **1572** |

| **All Vehicles** | **SOUTHEAST** | | | | | | | | | | | | | **SOUTHWEST** | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Time Per 15 Mins** | ***Aumuna Road*** | | | | | | | | | | | | | ***Myoora Road*** | | | | | | | | | | | | | | |
| | **L** | | | **T** | | | **R** | | | **U** | | | | **L** | | | **T** | | | **R** | | | **U** | | | | **TOTAL** | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| **10:00 - 10:15** | 7 | 0 | **7** | 3 | 0 | **3** | 10 | 0 | **10** | 1 | 0 | **1** | **21** | 5 | 0 | **5** | 17 | 2 | **19** | 2 | 2 | **4** | 0 | 0 | **0** | **28** | 128 | 6 | **134** |
| **10:15 - 10:30** | 7 | 1 | **8** | 2 | 0 | **2** | 12 | 0 | **12** | 0 | 0 | **0** | **22** | 1 | 0 | **1** | 24 | 0 | **24** | 1 | 1 | **2** | 0 | 0 | **0** | **27** | 126 | 5 | **131** |
| **10:30 - 10:45** | 8 | 1 | **9** | 4 | 0 | **4** | 6 | 0 | **6** | 0 | 0 | **0** | **19** | 7 | 0 | **7** | 17 | 2 | **19** | 0 | 0 | **0** | 0 | 0 | **0** | **26** | 127 | 5 | **132** |
| **10:45 - 11:00** | 7 | 1 | **8** | 2 | 0 | **2** | 16 | 0 | **16** | 0 | 0 | **0** | **26** | 9 | 0 | **9** | 24 | 0 | **24** | 1 | 0 | **1** | 0 | 0 | **0** | **34** | 136 | 4 | **140** |
| **11:00 - 11:15** | 10 | 2 | **12** | 5 | 0 | **5** | 8 | 0 | **8** | 0 | 0 | **0** | **25** | 4 | 0 | **4** | 14 | 1 | **15** | 3 | 0 | **3** | 0 | 0 | **0** | **22** | 152 | 5 | **157** |
| **11:15 - 11:30** | 8 | 1 | **9** | 2 | 0 | **2** | 3 | 0 | **3** | 1 | 0 | **1** | **15** | 6 | 0 | **6** | 10 | 0 | **10** | 4 | 0 | **4** | 0 | 1 | **1** | **21** | 100 | 3 | **103** |
| **11:30 - 11:45** | 10 | 1 | **11** | 1 | 0 | **1** | 4 | 0 | **4** | 0 | 0 | **0** | **16** | 7 | 0 | **7** | 14 | 1 | **15** | 3 | 4 | **7** | 1 | 2 | **3** | **32** | 134 | 9 | **143** |
| **11:45 - 12:00** | 6 | 1 | **7** | 6 | 0 | **6** | 3 | 0 | **3** | 0 | 0 | **0** | **16** | 5 | 0 | **5** | 17 | 2 | **19** | 7 | 0 | **7** | 1 | 0 | **1** | **32** | 116 | 4 | **120** |
| **12:00 - 12:15** | 6 | 1 | **7** | 3 | 0 | **3** | 5 | 0 | **5** | 1 | 0 | **1** | **16** | 8 | 0 | **8** | 12 | 0 | **12** | 4 | 1 | **5** | 0 | 0 | **0** | **25** | 139 | 3 | **142** |
| **12:15 - 12:30** | 6 | 2 | **8** | 3 | 0 | **3** | 8 | 0 | **8** | 0 | 0 | **0** | **19** | 3 | 0 | **3** | 16 | 1 | **17** | 3 | 0 | **3** | 1 | 0 | **1** | **24** | 110 | 6 | **116** |
| **12:30 - 12:45** | 10 | 3 | **13** | 1 | 0 | **1** | 6 | 0 | **6** | 2 | 0 | **2** | **22** | 3 | 1 | **4** | 16 | 1 | **17** | 4 | 0 | **4** | 0 | 0 | **0** | **25** | 126 | 5 | **131** |
| **12:45 - 13:00** | 12 | 0 | **12** | 1 | 0 | **1** | 14 | 0 | **14** | 0 | 0 | **0** | **27** | 3 | 0 | **3** | 14 | 1 | **15** | 2 | 0 | **2** | 0 | 0 | **0** | **20** | 119 | 4 | **123** |
| **Period End** | **97** | **14** | **111** | **33** | **0** | **33** | **95** | **0** | **95** | **5** | **0** | **5** | **244** | **61** | **1** | **62** | **195** | **11** | **206** | **34** | **8** | **42** | **3** | **3** | **6** | **316** | **1513** | **59** | **1572** |

| | | | | | |
|---|---|---|---|---|---|
| **Location** | Aumuna Road | | **Duration** | 10:00 - | 14:00 |
| | Myoora Road | | | - | |
| | Aumuna Road | | | - | |
| | Myoora Road | | **Date** | Saturday, 6 April 2024 | |
| **Suburb** | TERRY HILLS | | **Weather** | RAIN | |

**All Vehicles** — **Time Per Hour**

| | NORTHWEST — *Aumuna Road* | | | | | | | | | | | | | NORTHEAST — *Myoora Road* | | | | | | | | | | | | | TOTAL | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| 10:00 - 11:00 | 1 | 0 | **1** | 15 | 0 | **15** | 34 | 1 | **35** | 0 | 0 | **0** | **51** | 47 | 1 | **48** | 219 | 8 | **227** | 4 | 0 | **4** | 4 | 0 | **4** | **283** | 517 | 20 | **537** |
| 10:15 - 11:15 | 3 | 0 | **3** | 12 | 0 | **12** | 38 | 0 | **38** | 0 | 0 | **0** | **53** | 51 | 1 | **52** | 234 | 9 | **243** | 6 | 0 | **6** | 5 | 0 | **5** | **306** | 541 | 19 | **560** |
| 10:30 - 11:30 | 3 | 0 | **3** | 10 | 0 | **10** | 34 | 0 | **34** | 0 | 0 | **0** | **47** | 53 | 1 | **54** | 225 | 7 | **232** | 6 | 0 | **6** | 5 | 0 | **5** | **297** | 515 | 17 | **532** |
| 10:45 - 11:45 | 4 | 0 | **4** | 13 | 0 | **13** | 39 | 0 | **39** | 0 | 0 | **0** | **56** | 47 | 2 | **49** | 234 | 5 | **239** | 4 | 0 | **4** | 4 | 0 | **4** | **296** | 522 | 21 | **543** |
| 11:00 - 12:00 | 6 | 0 | **6** | 14 | 0 | **14** | 34 | 0 | **34** | 0 | 0 | **0** | **54** | 48 | 1 | **49** | 231 | 4 | **235** | 5 | 0 | **5** | 1 | 0 | **1** | **290** | 502 | 21 | **523** |
| 11:15 - 12:15 | 3 | 0 | **3** | 17 | 0 | **17** | 29 | 0 | **29** | 1 | 0 | **1** | **50** | 48 | 1 | **49** | 227 | 3 | **230** | 5 | 0 | **5** | 1 | 0 | **1** | **285** | 489 | 19 | **508** |
| 11:30 - 12:30 | 3 | 0 | **3** | 19 | 0 | **19** | 37 | 0 | **37** | 1 | 0 | **1** | **60** | 46 | 1 | **47** | 224 | 5 | **229** | 4 | 0 | **4** | 1 | 0 | **1** | **281** | 499 | 22 | **521** |
| 11:45 - 12:45 | 2 | 0 | **2** | 15 | 0 | **15** | 31 | 0 | **31** | 1 | 0 | **1** | **49** | 51 | 0 | **51** | 220 | 5 | **225** | 3 | 0 | **3** | 2 | 0 | **2** | **281** | 491 | 18 | **509** |
| 12:00 - 13:00 | 0 | 0 | **0** | 17 | 0 | **17** | 33 | 1 | **34** | 1 | 0 | **1** | **52** | 46 | 0 | **46** | 224 | 6 | **230** | 3 | 0 | **3** | 3 | 0 | **3** | **282** | 494 | 18 | **512** |
| 12:15 - 13:15 | 0 | 0 | **0** | 14 | 0 | **14** | 23 | 1 | **24** | 0 | 0 | **0** | **38** | 30 | 0 | **30** | 157 | 5 | **162** | 1 | 0 | **1** | 2 | 0 | **2** | **195** | 355 | 15 | **370** |
| 12:30 - 13:30 | 0 | 0 | **0** | 9 | 0 | **9** | 10 | 1 | **11** | 0 | 0 | **0** | **20** | 21 | 0 | **21** | 114 | 2 | **116** | 1 | 0 | **1** | 2 | 0 | **2** | **140** | 245 | 9 | **254** |
| 12:45 - 13:45 | 0 | 0 | **0** | 6 | 0 | **6** | 6 | 1 | **7** | 0 | 0 | **0** | **13** | 7 | 0 | **7** | 52 | 2 | **54** | 1 | 0 | **1** | 1 | 0 | **1** | **63** | 119 | 4 | **123** |
| 13:00 - 14:00 | 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** |
| Period End | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**All Vehicles** — **Time Per Hour**

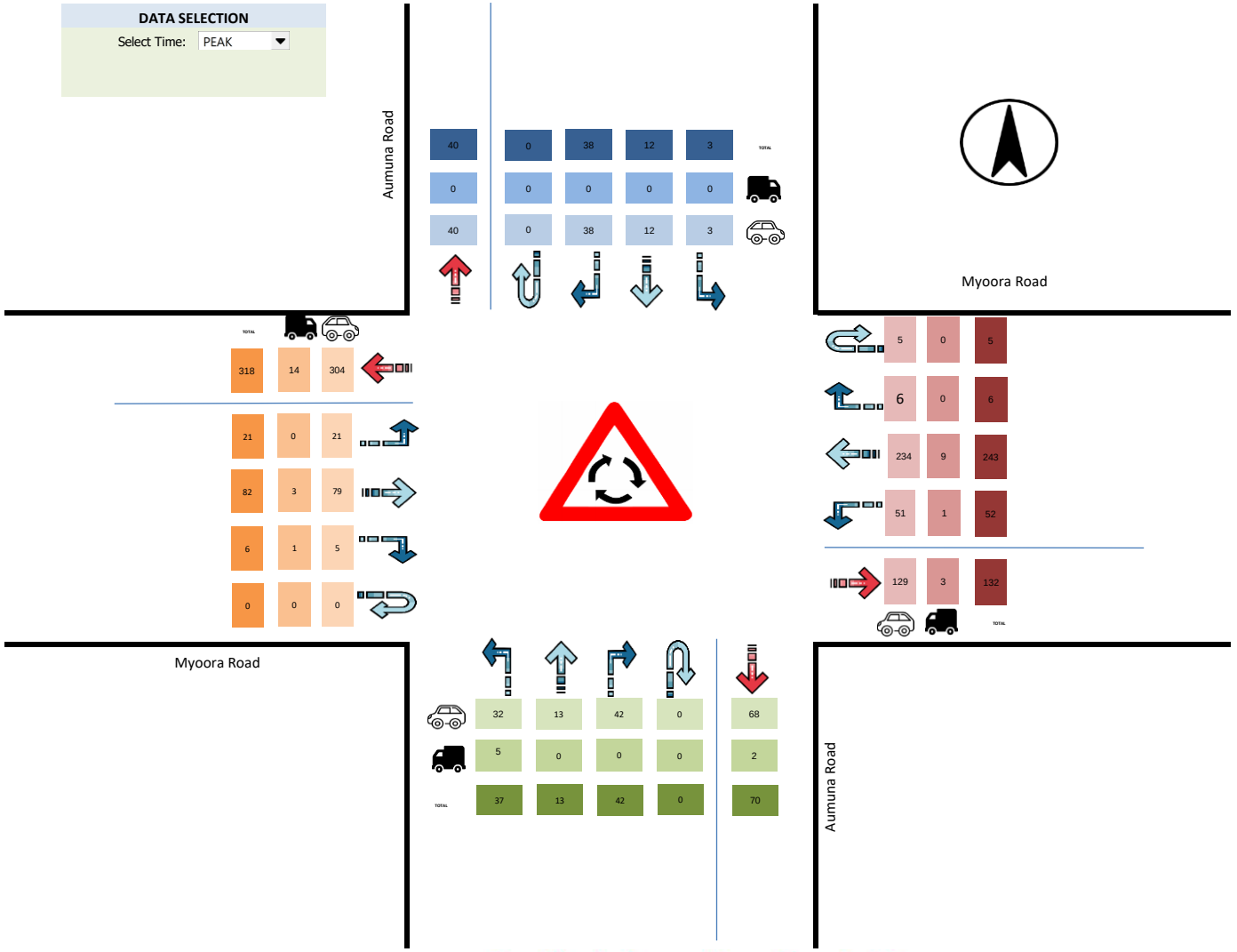
| | SOUTHEAST — *Aumuna Road* | | | | | | | | | | | | | SOUTHWEST — *Myoora Road* | | | | | | | | | | | | | TOTAL | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | L | | | T | | | R | | | U | | | | L | | | T | | | R | | | U | | | | | |
| | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | LIGHT | HEAVY | Σ | TOTAL | LIGHT | HEAVY | TOTAL |
| 10:00 - 11:00 | 29 | 3 | **32** | 11 | 0 | **11** | 44 | 0 | **44** | 1 | 0 | **1** | **88** | 22 | 0 | **22** | 82 | 4 | **86** | 4 | 3 | **7** | 0 | 0 | **0** | **115** | 517 | 20 | **537** |
| 10:15 - 11:15 | 32 | 5 | **37** | 13 | 0 | **13** | 42 | 0 | **42** | 0 | 0 | **0** | **92** | 21 | 0 | **21** | 79 | 3 | **82** | 5 | 1 | **6** | 0 | 0 | **0** | **109** | 541 | 19 | **560** |
| 10:30 - 11:30 | 33 | 5 | **38** | 13 | 0 | **13** | 33 | 0 | **33** | 1 | 0 | **1** | **85** | 26 | 0 | **26** | 65 | 3 | **68** | 8 | 0 | **8** | 0 | 1 | **1** | **103** | 515 | 17 | **532** |
| 10:45 - 11:45 | 35 | 5 | **40** | 10 | 0 | **10** | 31 | 0 | **31** | 1 | 0 | **1** | **82** | 26 | 0 | **26** | 62 | 2 | **64** | 11 | 4 | **15** | 1 | 3 | **4** | **109** | 522 | 21 | **543** |
| 11:00 - 12:00 | 34 | 5 | **39** | 14 | 0 | **14** | 18 | 0 | **18** | 1 | 0 | **1** | **72** | 22 | 0 | **22** | 55 | 4 | **59** | 17 | 4 | **21** | 2 | 3 | **5** | **107** | 502 | 21 | **523** |
| 11:15 - 12:15 | 30 | 4 | **34** | 12 | 0 | **12** | 15 | 0 | **15** | 2 | 0 | **2** | **63** | 26 | 0 | **26** | 53 | 3 | **56** | 18 | 5 | **23** | 2 | 3 | **5** | **110** | 489 | 19 | **508** |
| 11:30 - 12:30 | 28 | 5 | **33** | 13 | 0 | **13** | 20 | 0 | **20** | 1 | 0 | **1** | **67** | 23 | 0 | **23** | 59 | 4 | **63** | 17 | 5 | **22** | 3 | 2 | **5** | **113** | 499 | 22 | **521** |
| 11:45 - 12:45 | 28 | 7 | **35** | 13 | 0 | **13** | 22 | 0 | **22** | 3 | 0 | **3** | **73** | 19 | 1 | **20** | 61 | 4 | **65** | 18 | 1 | **19** | 2 | 0 | **2** | **106** | 491 | 18 | **509** |
| 12:00 - 13:00 | 34 | 6 | **40** | 8 | 0 | **8** | 33 | 0 | **33** | 3 | 0 | **3** | **84** | 17 | 1 | **18** | 58 | 3 | **61** | 13 | 1 | **14** | 1 | 0 | **1** | **94** | 494 | 18 | **512** |
| 12:15 - 13:15 | 28 | 5 | **33** | 5 | 0 | **5** | 28 | 0 | **28** | 2 | 0 | **2** | **68** | 9 | 1 | **10** | 46 | 3 | **49** | 9 | 0 | **9** | 1 | 0 | **1** | **69** | 355 | 15 | **370** |
| 12:30 - 13:30 | 22 | 3 | **25** | 2 | 0 | **2** | 20 | 0 | **20** | 2 | 0 | **2** | **49** | 6 | 1 | **7** | 30 | 2 | **32** | 6 | 0 | **6** | 0 | 0 | **0** | **45** | 245 | 9 | **254** |
| 12:45 - 13:45 | 12 | 0 | **12** | 1 | 0 | **1** | 14 | 0 | **14** | 0 | 0 | **0** | **27** | 3 | 0 | **3** | 14 | 1 | **15** | 2 | 0 | **2** | 0 | 0 | **0** | **20** | 119 | 4 | **123** |
| 13:00 - 14:00 | 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** |
| Period End | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| **Location** | **Aumuna Road** | **Duration** | **10:00** | **-** | **14:00** |
| | **Myoora Road** | | | **-** | |
| | **Aumuna Road** | | | **-** | |
| | **Myoora Road** | **Date** | **Saturday, 6 April 2024** | | |
| **Suburb** | **TERRY HILLS** | **Weather** | **RAIN** | | |

**DATA SELECTION**

Select Time: PEAK

| TIME RANGE | | |
|---|---|---|
| **PEAK** | **-** | **MIDDAY** |
| **PEAK** | | |
| **10:15** | **-** | **11:15** |





**Traffic Information Specialist**

ABN: 42 613 389 923

Email info@tistraffic.com.au

# ATTACHMENT 3

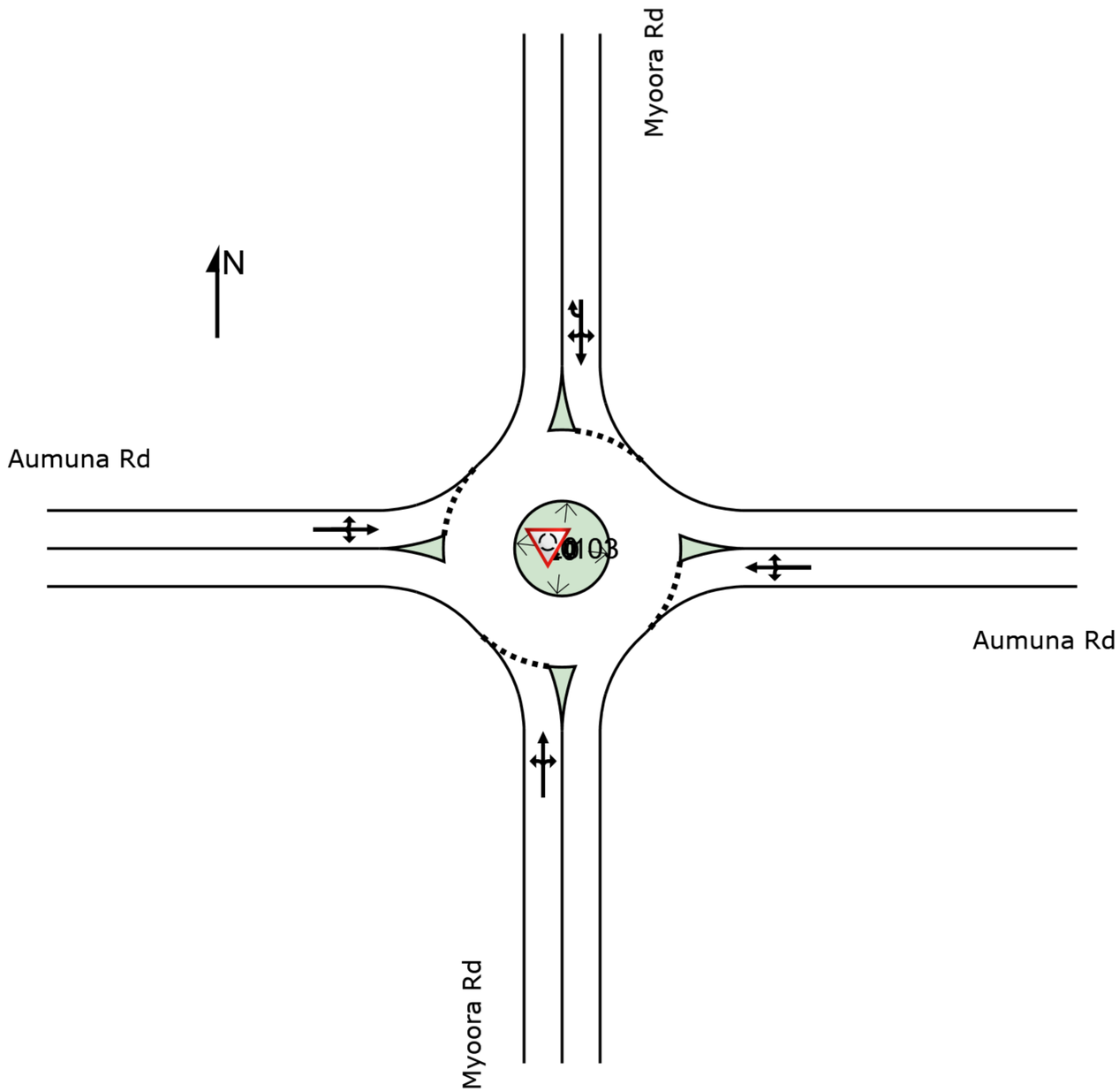
SIDRA Intersection Modelling Results

# SITE LAYOUT

## Site: 103 [Aumuna / Myoora PM Peak - Existing (Site Folder: Existing )]

New Site
Site Category: Existing Design
Roundabout

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



# MOVEMENT SUMMARY

## Site: 103 [Aumuna / Myoora PM Peak - Existing (Site Folder: Existing )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site
Site Category: Existing Design
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Myoora Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 25 | 0.0 | 25 | 0.0 | 0.103 | 3.9 | LOS A | 0.5 | 4.2 | 0.21 | 0.48 | 0.21 | 45.6 |
| 2 | T1 | All MCs | 67 | 18.8 | 67 | 18.8 | 0.103 | 4.1 | LOS A | 0.5 | 4.2 | 0.21 | 0.48 | 0.21 | 45.8 |
| 3 | R2 | All MCs | 32 | 3.3 | 32 | 3.3 | 0.103 | 7.2 | LOS A | 0.5 | 4.2 | 0.21 | 0.48 | 0.21 | 45.4 |
| Approach | | | 124 | 11.0 | 124 | 11.0 | 0.103 | 4.8 | LOS A | 0.5 | 4.2 | 0.21 | 0.48 | 0.21 | 45.6 |
| East: Aumuna Rd | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 32 | 13.3 | 32 | 13.3 | 0.088 | 5.3 | LOS A | 0.4 | 3.3 | 0.43 | 0.59 | 0.43 | 44.7 |
| 5 | T1 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.088 | 5.0 | LOS A | 0.4 | 3.3 | 0.43 | 0.59 | 0.43 | 45.1 |
| 6 | R2 | All MCs | 40 | 7.9 | 40 | 7.9 | 0.088 | 8.4 | LOS A | 0.4 | 3.3 | 0.43 | 0.59 | 0.43 | 44.5 |
| Approach | | | 86 | 8.5 | 86 | 8.5 | 0.088 | 6.7 | LOS A | 0.4 | 3.3 | 0.43 | 0.59 | 0.43 | 44.7 |
| North: Myoora Rd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 36 | 2.9 | 36 | 2.9 | 0.204 | 4.1 | LOS A | 1.1 | 8.3 | 0.25 | 0.42 | 0.25 | 45.9 |
| 8 | T1 | All MCs | 217 | 5.3 | 217 | 5.3 | 0.204 | 4.1 | LOS A | 1.1 | 8.3 | 0.25 | 0.42 | 0.25 | 46.2 |
| 9 | R2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.204 | 7.3 | LOS A | 1.1 | 8.3 | 0.25 | 0.42 | 0.25 | 45.7 |
| 9u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.204 | 8.8 | LOS A | 1.1 | 8.3 | 0.25 | 0.42 | 0.25 | 45.7 |
| Approach | | | 258 | 4.9 | 258 | 4.9 | 0.204 | 4.1 | LOS A | 1.1 | 8.3 | 0.25 | 0.42 | 0.25 | 46.1 |
| West: Aumuna Rd | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.042 | 4.3 | LOS A | 0.2 | 1.4 | 0.30 | 0.57 | 0.30 | 44.8 |
| 11 | T1 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.042 | 4.3 | LOS A | 0.2 | 1.4 | 0.30 | 0.57 | 0.30 | 45.0 |
| 12 | R2 | All MCs | 34 | 0.0 | 34 | 0.0 | 0.042 | 7.6 | LOS A | 0.2 | 1.4 | 0.30 | 0.57 | 0.30 | 44.5 |
| Approach | | | 48 | 0.0 | 48 | 0.0 | 0.042 | 6.6 | LOS A | 0.2 | 1.4 | 0.30 | 0.57 | 0.30 | 44.7 |
| All Vehicles | | | 517 | 6.5 | 517 | 6.5 | 0.204 | 5.0 | LOS A | 1.1 | 8.3 | 0.27 | 0.48 | 0.27 | 45.6 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 103 [Aumuna / Myoora SAT Peak - Existing (Site Folder: Existing )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site
Site Category: Existing Design
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Myoora Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 19 | 5.6 | 19 | 5.6 | 0.078 | 3.9 | LOS A | 0.4 | 3.0 | 0.18 | 0.45 | 0.18 | 45.9 |
| 2 | T1 | All MCs | 64 | 4.9 | 64 | 4.9 | 0.078 | 3.9 | LOS A | 0.4 | 3.0 | 0.18 | 0.45 | 0.18 | 46.2 |
| 3 | R2 | All MCs | 15 | 7.1 | 15 | 7.1 | 0.078 | 7.2 | LOS A | 0.4 | 3.0 | 0.18 | 0.45 | 0.18 | 45.6 |
| Approach | | | 98 | 5.4 | 98 | 5.4 | 0.078 | 4.4 | LOS A | 0.4 | 3.0 | 0.18 | 0.45 | 0.18 | 46.0 |
| East: Aumuna Rd | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 42 | 15.0 | 42 | 15.0 | 0.088 | 5.5 | LOS A | 0.4 | 3.3 | 0.45 | 0.59 | 0.45 | 44.7 |
| 5 | T1 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.088 | 5.1 | LOS A | 0.4 | 3.3 | 0.45 | 0.59 | 0.45 | 45.1 |
| 6 | R2 | All MCs | 35 | 0.0 | 35 | 0.0 | 0.088 | 8.4 | LOS A | 0.4 | 3.3 | 0.45 | 0.59 | 0.45 | 44.6 |
| Approach | | | 85 | 7.4 | 85 | 7.4 | 0.088 | 6.6 | LOS A | 0.4 | 3.3 | 0.45 | 0.59 | 0.45 | 44.7 |
| North: Myoora Rd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 48 | 0.0 | 48 | 0.0 | 0.226 | 4.0 | LOS A | 1.3 | 9.3 | 0.24 | 0.42 | 0.24 | 46.0 |
| 8 | T1 | All MCs | 242 | 2.6 | 242 | 2.6 | 0.226 | 4.0 | LOS A | 1.3 | 9.3 | 0.24 | 0.42 | 0.24 | 46.2 |
| 9 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.226 | 7.2 | LOS A | 1.3 | 9.3 | 0.24 | 0.42 | 0.24 | 45.7 |
| 9u | U | All MCs | 3 | 0.0 | 3 | 0.0 | 0.226 | 8.7 | LOS A | 1.3 | 9.3 | 0.24 | 0.42 | 0.24 | 45.7 |
| Approach | | | 297 | 2.1 | 297 | 2.1 | 0.226 | 4.1 | LOS A | 1.3 | 9.3 | 0.24 | 0.42 | 0.24 | 46.2 |
| West: Aumuna Rd | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.047 | 4.2 | LOS A | 0.2 | 1.6 | 0.27 | 0.55 | 0.27 | 44.9 |
| 11 | T1 | All MCs | 18 | 0.0 | 18 | 0.0 | 0.047 | 4.2 | LOS A | 0.2 | 1.6 | 0.27 | 0.55 | 0.27 | 45.2 |
| 12 | R2 | All MCs | 36 | 2.9 | 36 | 2.9 | 0.047 | 7.5 | LOS A | 0.2 | 1.6 | 0.27 | 0.55 | 0.27 | 44.6 |
| Approach | | | 55 | 1.9 | 55 | 1.9 | 0.047 | 6.3 | LOS A | 0.2 | 1.6 | 0.27 | 0.55 | 0.27 | 44.8 |
| All Vehicles | | | 535 | 3.5 | 535 | 3.5 | 0.226 | 4.8 | LOS A | 1.3 | 9.3 | 0.26 | 0.47 | 0.26 | 45.8 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 103 [Aumuna / Myoora PM Peak (Site Folder: Post development )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site
Site Category: Existing Design
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Myoora Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 25 | 0.0 | 25 | 0.0 | 0.117 | 4.0 | LOS A | 0.6 | 4.8 | 0.24 | 0.47 | 0.24 | 45.6 |
| 2 | T1 | All MCs | 82 | 15.4 | 82 | 15.4 | 0.117 | 4.1 | LOS A | 0.6 | 4.8 | 0.24 | 0.47 | 0.24 | 45.8 |
| 3 | R2 | All MCs | 32 | 3.3 | 32 | 3.3 | 0.117 | 7.3 | LOS A | 0.6 | 4.8 | 0.24 | 0.47 | 0.24 | 45.3 |
| Approach | | | 139 | 9.8 | 139 | 9.8 | 0.117 | 4.8 | LOS A | 0.6 | 4.8 | 0.24 | 0.47 | 0.24 | 45.6 |
| East: Aumuna Rd | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 32 | 13.3 | 32 | 13.3 | 0.101 | 5.4 | LOS A | 0.5 | 3.8 | 0.44 | 0.60 | 0.44 | 44.6 |
| 5 | T1 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.101 | 5.1 | LOS A | 0.5 | 3.8 | 0.44 | 0.60 | 0.44 | 45.0 |
| 6 | R2 | All MCs | 53 | 6.0 | 53 | 6.0 | 0.101 | 8.5 | LOS A | 0.5 | 3.8 | 0.44 | 0.60 | 0.44 | 44.4 |
| Approach | | | 99 | 7.4 | 99 | 7.4 | 0.101 | 7.0 | LOS A | 0.5 | 3.8 | 0.44 | 0.60 | 0.44 | 44.5 |
| North: Myoora Rd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 48 | 2.2 | 48 | 2.2 | 0.224 | 4.1 | LOS A | 1.3 | 9.3 | 0.25 | 0.43 | 0.25 | 45.9 |
| 8 | T1 | All MCs | 232 | 5.0 | 232 | 5.0 | 0.224 | 4.1 | LOS A | 1.3 | 9.3 | 0.25 | 0.43 | 0.25 | 46.2 |
| 9 | R2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.224 | 7.3 | LOS A | 1.3 | 9.3 | 0.25 | 0.43 | 0.25 | 45.7 |
| 9u | U | All MCs | 1 | 0.0 | 1 | 0.0 | 0.224 | 8.8 | LOS A | 1.3 | 9.3 | 0.25 | 0.43 | 0.25 | 45.7 |
| Approach | | | 285 | 4.4 | 285 | 4.4 | 0.224 | 4.1 | LOS A | 1.3 | 9.3 | 0.25 | 0.43 | 0.25 | 46.1 |
| West: Aumuna Rd | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.043 | 4.5 | LOS A | 0.2 | 1.5 | 0.33 | 0.57 | 0.33 | 44.7 |
| 11 | T1 | All MCs | 12 | 0.0 | 12 | 0.0 | 0.043 | 4.5 | LOS A | 0.2 | 1.5 | 0.33 | 0.57 | 0.33 | 45.0 |
| 12 | R2 | All MCs | 34 | 0.0 | 34 | 0.0 | 0.043 | 7.7 | LOS A | 0.2 | 1.5 | 0.33 | 0.57 | 0.33 | 44.5 |
| Approach | | | 48 | 0.0 | 48 | 0.0 | 0.043 | 6.7 | LOS A | 0.2 | 1.5 | 0.33 | 0.57 | 0.33 | 44.6 |
| All Vehicles | | | 572 | 5.9 | 572 | 5.9 | 0.224 | 5.0 | LOS A | 1.3 | 9.3 | 0.29 | 0.48 | 0.29 | 45.6 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 103 [Aumuna / Myoora SAT Peak (Site Folder: Post development )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site
Site Category: Existing Design
Roundabout

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Myoora Rd | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 19 | 5.6 | 19 | 5.6 | 0.091 | 4.0 | LOS A | 0.5 | 3.5 | 0.21 | 0.45 | 0.21 | 45.8 |
| 2 | T1 | All MCs | 79 | 4.0 | 79 | 4.0 | 0.091 | 3.9 | LOS A | 0.5 | 3.5 | 0.21 | 0.45 | 0.21 | 46.1 |
| 3 | R2 | All MCs | 15 | 7.1 | 15 | 7.1 | 0.091 | 7.3 | LOS A | 0.5 | 3.5 | 0.21 | 0.45 | 0.21 | 45.5 |
| Approach | | | 113 | 4.7 | 113 | 4.7 | 0.091 | 4.4 | LOS A | 0.5 | 3.5 | 0.21 | 0.45 | 0.21 | 46.0 |
| East: Aumuna Rd | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 42 | 15.0 | 42 | 15.0 | 0.102 | 5.6 | LOS A | 0.5 | 3.8 | 0.46 | 0.61 | 0.46 | 44.5 |
| 5 | T1 | All MCs | 8 | 0.0 | 8 | 0.0 | 0.102 | 5.2 | LOS A | 0.5 | 3.8 | 0.46 | 0.61 | 0.46 | 45.0 |
| 6 | R2 | All MCs | 47 | 0.0 | 47 | 0.0 | 0.102 | 8.5 | LOS A | 0.5 | 3.8 | 0.46 | 0.61 | 0.46 | 44.5 |
| Approach | | | 98 | 6.5 | 98 | 6.5 | 0.102 | 7.0 | LOS A | 0.5 | 3.8 | 0.46 | 0.61 | 0.46 | 44.5 |
| North: Myoora Rd | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 61 | 0.0 | 61 | 0.0 | 0.246 | 4.0 | LOS A | 1.5 | 10.4 | 0.24 | 0.42 | 0.24 | 46.0 |
| 8 | T1 | All MCs | 257 | 2.5 | 257 | 2.5 | 0.246 | 4.0 | LOS A | 1.5 | 10.4 | 0.24 | 0.42 | 0.24 | 46.2 |
| 9 | R2 | All MCs | 3 | 0.0 | 3 | 0.0 | 0.246 | 7.2 | LOS A | 1.5 | 10.4 | 0.24 | 0.42 | 0.24 | 45.7 |
| 9u | U | All MCs | 3 | 0.0 | 3 | 0.0 | 0.246 | 8.8 | LOS A | 1.5 | 10.4 | 0.24 | 0.42 | 0.24 | 45.7 |
| Approach | | | 324 | 1.9 | 324 | 1.9 | 0.246 | 4.1 | LOS A | 1.5 | 10.4 | 0.24 | 0.42 | 0.24 | 46.2 |
| West: Aumuna Rd | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.048 | 4.3 | LOS A | 0.2 | 1.6 | 0.30 | 0.56 | 0.30 | 44.8 |
| 11 | T1 | All MCs | 18 | 0.0 | 18 | 0.0 | 0.048 | 4.3 | LOS A | 0.2 | 1.6 | 0.30 | 0.56 | 0.30 | 45.1 |
| 12 | R2 | All MCs | 36 | 2.9 | 36 | 2.9 | 0.048 | 7.6 | LOS A | 0.2 | 1.6 | 0.30 | 0.56 | 0.30 | 44.6 |
| Approach | | | 55 | 1.9 | 55 | 1.9 | 0.048 | 6.5 | LOS A | 0.2 | 1.6 | 0.30 | 0.56 | 0.30 | 44.7 |
| All Vehicles | | | 589 | 3.2 | 589 | 3.2 | 0.246 | 4.8 | LOS A | 1.5 | 10.4 | 0.28 | 0.47 | 0.28 | 45.7 |

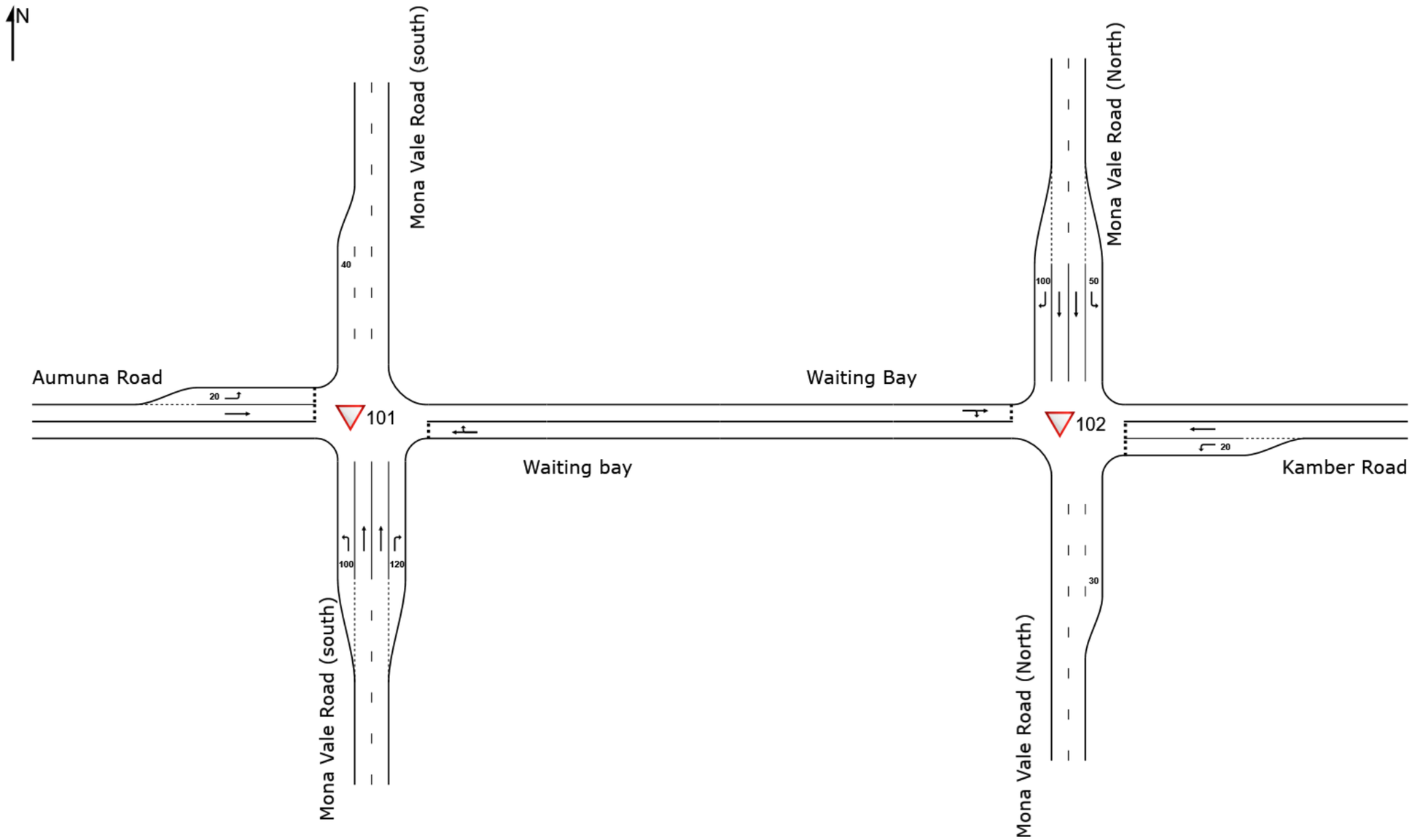
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# NETWORK LAYOUT

## Network: N103 [Mona Vale Road PM (Network Folder: Existing)]

New Network
Network Category: (None)

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




| SITES IN NETWORK | | |
|---|---|---|
| **Site ID** | **CCG ID** | **Site Name** |
| ▽101 | NA | Mona Vale / Aumuna South Approach PM Peak - Existing |
| ▽102 | NA | Mona Vale / Kamber North Approach PM Peak - Existing |

# MOVEMENT SUMMARY

## Site: 101 [Mona Vale / Aumuna South Approach PM Peak - Existing (Site Folder: Existing )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N103 [Mona Vale Road PM (Network Folder: Existing)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Mona Vale Road (south) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 82 | 6.4 | 82 | 6.4 | 0.046 | 7.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 67.3 |
| 2 | T1 | All MCs | 1531 | 2.1 | 1531 | 2.1 | 0.398 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 3 | R2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.004 | 8.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1620 | 2.3 | 1620 | 2.3 | 0.398 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 79.1 |
| East: Waiting bay | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.069 | 20.2 | LOS B | 0.2 | 1.5 | 0.90 | 0.90 | 0.90 | 26.5 |
| 6 | R2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.069 | 28.2 | LOS B | 0.2 | 1.5 | 0.90 | 0.90 | 0.90 | 45.2 |
| Approach | | | 11 | 0.0 | 11 | 0.0 | 0.069 | 23.4 | LOS B | 0.2 | 1.5 | 0.90 | 0.90 | 0.90 | 34.6 |
| West: Aumuna Road | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 49 | 2.1 | 49 | 2.1 | 0.038 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 60.0 |
| 11 | T1 | All MCs | 40 | 5.3 | 40 | 5.3 | 0.263 | 35.8 | LOS C | 0.8 | 5.9 | 0.92 | 1.01 | 1.02 | 25.5 |
| Approach | | | 89 | 3.5 | 89 | 3.5 | 0.263 | 18.8 | LOS B | 0.8 | 5.9 | 0.41 | 0.74 | 0.45 | 46.4 |
| All Vehicles | | | 1720 | 2.3 | 1720 | 2.3 | 0.398 | 1.7 | NA | 0.8 | 5.9 | 0.03 | 0.08 | 0.03 | 77.3 |

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

# MOVEMENT SUMMARY

## Site: 102 [Mona Vale / Kamber North Approach PM Peak - Existing (Site Folder: Existing )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N103 [Mona Vale Road PM (Network Folder: Existing)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kamber Road | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.005 | 4.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 60.2 |
| 5 | T1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.016 | 21.3 | LOS B | 0.1 | 0.4 | 0.82 | 0.93 | 0.82 | 31.8 |
| Approach | | | 11 | 0.0 | 11 | 0.0 | 0.016 | 11.3 | LOS A | 0.1 | 0.4 | 0.33 | 0.69 | 0.33 | 51.7 |
| North: Mona Vale Road (North) | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.004 | 6.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 69.0 |
| 8 | T1 | All MCs | 1236 | 3.7 | 1236 | 3.7 | 0.325 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.8 |
| 9 | R2 | All MCs | 24 | 17.4 | 24 | 17.4 | 0.015 | 8.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1267 | 4.0 | 1267 | 4.0 | 0.325 | 0.3 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 79.6 |
| West: Waiting Bay | | | | | | | | | | | | | | | |
| 11 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.228 | 14.6 | LOS B | 0.7 | 5.2 | 0.87 | 0.95 | 0.95 | 27.6 |
| 12 | R2 | All MCs | 40 | 5.3 | 40 | 5.3 | 0.228 | 21.7 | LOS B | 0.7 | 5.2 | 0.87 | 0.95 | 0.95 | 46.3 |
| Approach | | | 41 | 5.1 | 41 | 5.1 | 0.228 | 21.5 | LOS B | 0.7 | 5.2 | 0.87 | 0.95 | 0.95 | 45.9 |
| All Vehicles | | | 1319 | 4.0 | 1319 | 4.0 | 0.325 | 1.1 | NA | 0.7 | 5.2 | 0.03 | 0.05 | 0.03 | 78.5 |

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

# MOVEMENT SUMMARY

## Site: 101 [Mona Vale / Aumuna South Approach SAT Peak - Existing (Site Folder: Existing )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N101 [Mona Vale Road SAT (Network Folder: Existing)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Mona Vale Road (south) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 54 | 2.0 | 54 | 2.0 | 0.029 | 7.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 68.5 |
| 2 | T1 | All MCs | 1876 | 1.5 | 1876 | 1.5 | 0.486 | 0.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.5 |
| 3 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.003 | 8.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1935 | 1.5 | 1935 | 1.5 | 0.486 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 79.3 |
| East: Waiting bay | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.142 | 35.6 | LOS C | 0.2 | 2.2 | 0.98 | 0.99 | 0.99 | 9.8 |
| 6 | R2 | All MCs | 2 | 50.0 | 2 | 50.0 | 0.142 | 200.1 | LOS F | 0.2 | 2.2 | 0.98 | 0.99 | 0.99 | 17.4 |
| Approach | | | 3 | 33.3 | 3 | 33.3 | 0.142 | 145.2 | LOS F | 0.2 | 2.2 | 0.98 | 0.99 | 0.99 | 15.0 |
| West: Aumuna Road | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 40 | 7.9 | 40 | 7.9 | 0.031 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 59.5 |
| 11 | T1 | All MCs | 48 | 0.0 | 48 | 0.0 | 0.431 | 52.5 | LOS D | 1.4 | 10.1 | 0.96 | 1.04 | 1.16 | 20.7 |
| Approach | | | 88 | 3.6 | 88 | 3.6 | 0.431 | 31.3 | LOS C | 1.4 | 10.1 | 0.53 | 0.81 | 0.63 | 38.5 |
| All Vehicles | | | 2026 | 1.7 | 2026 | 1.7 | 0.486 | 2.0 | NA | 1.4 | 10.1 | 0.02 | 0.06 | 0.03 | 77.3 |

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

# MOVEMENT SUMMARY

## Site: 102 [Mona Vale / Kamber North Approach SAT Peak - Existing (Site Folder: Existing )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N101 [Mona Vale Road SAT (Network Folder: Existing)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kamber Road | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.006 | 4.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 60.2 |
| 5 | T1 | All MCs | 2 | 50.0 | 2 | 50.0 | 0.031 | 60.2 | LOS E | 0.1 | 0.7 | 0.93 | 0.98 | 0.93 | 19.2 |
| Approach | | | 9 | 11.1 | 9 | 11.1 | 0.031 | 17.1 | LOS B | 0.1 | 0.7 | 0.21 | 0.63 | 0.21 | 50.6 |
| North: Mona Vale Road (North) | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 5 | 20.0 | 5 | 20.0 | 0.003 | 7.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 64.2 |
| 8 | T1 | All MCs | 1464 | 1.7 | 1464 | 1.7 | 0.379 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 9 | R2 | All MCs | 44 | 14.3 | 44 | 14.3 | 0.026 | 8.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1514 | 2.1 | 1514 | 2.1 | 0.379 | 0.4 | NA | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 79.4 |
| West: Waiting Bay | | | | | | | | | | | | | | | |
| 11 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.335 | 23.1 | LOS B | 1.1 | 7.9 | 0.92 | 1.08 | 1.08 | 24.7 |
| 12 | R2 | All MCs | 48 | 0.0 | 48 | 0.0 | 0.335 | 29.7 | LOS C | 1.1 | 7.9 | 0.92 | 1.08 | 1.08 | 42.5 |
| Approach | | | 49 | 0.0 | 49 | 0.0 | 0.335 | 29.5 | LOS C | 1.1 | 7.9 | 0.92 | 1.08 | 1.08 | 42.2 |
| All Vehicles | | | 1573 | 2.1 | 1573 | 2.1 | 0.379 | 1.5 | NA | 1.1 | 7.9 | 0.03 | 0.06 | 0.04 | 78.1 |

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

# MOVEMENT SUMMARY

## Site: 101 [Mona Vale / Aumuna South Approach PM Peak (Site Folder: Post development )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N101 [Mona Vale Rd PM (Network Folder: Post development - right turn from Aumuna Rd permitted)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Mona Vale Road (south) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 88 | 6.0 | 88 | 6.0 | 0.050 | 7.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 67.5 |
| 2 | T1 | All MCs | 1531 | 2.1 | 1531 | 2.1 | 0.398 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 3 | R2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.004 | 8.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1626 | 2.3 | 1626 | 2.3 | 0.398 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.04 | 0.00 | 79.1 |
| East: Waiting bay | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.106 | 20.6 | LOS B | 0.3 | 2.3 | 0.90 | 0.90 | 0.90 | 26.7 |
| 6 | R2 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.106 | 29.0 | LOS C | 0.3 | 2.3 | 0.90 | 0.90 | 0.90 | 45.4 |
| Approach | | | 17 | 0.0 | 17 | 0.0 | 0.106 | 22.7 | LOS B | 0.3 | 2.3 | 0.90 | 0.90 | 0.90 | 31.9 |
| West: Aumuna Road | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 56 | 1.9 | 56 | 1.9 | 0.042 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 60.0 |
| 11 | T1 | All MCs | 46 | 4.5 | 46 | 4.5 | 0.301 | 36.6 | LOS C | 1.0 | 7.0 | 0.92 | 1.02 | 1.05 | 25.2 |
| Approach | | | 102 | 3.1 | 102 | 3.1 | 0.301 | 19.3 | LOS B | 1.0 | 7.0 | 0.42 | 0.75 | 0.48 | 46.0 |
| All Vehicles | | | 1745 | 2.3 | 1745 | 2.3 | 0.398 | 1.9 | NA | 1.0 | 7.0 | 0.03 | 0.09 | 0.04 | 76.9 |

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

## Site: 102 [Mona Vale / Kamber North Approach PM Peak (Site Folder: Post development )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N101 [Mona Vale Rd PM (Network Folder: Post development - right turn from Aumuna Rd permitted)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kamber Road | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 6 | 0.0 | 6 | 0.0 | 0.005 | 4.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 60.2 |
| 5 | T1 | All MCs | 4 | 0.0 | 4 | 0.0 | 0.016 | 21.5 | LOS B | 0.1 | 0.4 | 0.82 | 0.93 | 0.82 | 31.7 |
| Approach | | | 11 | 0.0 | 11 | 0.0 | 0.016 | 11.4 | LOS A | 0.1 | 0.4 | 0.33 | 0.69 | 0.33 | 51.6 |
| North: Mona Vale Road (North) | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.004 | 6.9 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 69.0 |
| 8 | T1 | All MCs | 1236 | 3.7 | 1236 | 3.7 | 0.325 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.8 |
| 9 | R2 | All MCs | 31 | 13.8 | 31 | 13.8 | 0.018 | 8.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1274 | 4.0 | 1274 | 4.0 | 0.325 | 0.4 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 79.5 |
| West: Waiting Bay | | | | | | | | | | | | | | | |
| 11 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.260 | 15.3 | LOS B | 0.8 | 6.1 | 0.88 | 0.98 | 0.98 | 27.4 |
| 12 | R2 | All MCs | 46 | 4.5 | 46 | 4.5 | 0.260 | 22.1 | LOS B | 0.8 | 6.1 | 0.88 | 0.98 | 0.98 | 46.1 |
| Approach | | | 47 | 4.4 | 47 | 4.4 | 0.260 | 22.0 | LOS B | 0.8 | 6.1 | 0.88 | 0.98 | 0.98 | 45.8 |
| All Vehicles | | | 1332 | 4.0 | 1332 | 4.0 | 0.325 | 1.2 | NA | 0.8 | 6.1 | 0.03 | 0.06 | 0.04 | 78.3 |

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


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# MOVEMENT SUMMARY

## Site: 101 [Mona Vale / Aumuna South Approach SAT Peak (Site Folder: Post development )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N101 [Mona Vale Rd SAT (Network Folder: Post development - right turn from Aumuna Rd permitted)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Mona Vale Road (south) | | | | | | | | | | | | | | | |
| 1 | L2 | All MCs | 60 | 1.8 | 60 | 1.8 | 0.033 | 7.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 68.5 |
| 2 | T1 | All MCs | 1876 | 1.5 | 1876 | 1.5 | 0.486 | 0.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.5 |
| 3 | R2 | All MCs | 5 | 0.0 | 5 | 0.0 | 0.003 | 8.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1941 | 1.5 | 1941 | 1.5 | 0.486 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 79.2 |
| East: Waiting bay | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.146 | 36.0 | LOS C | 0.3 | 2.3 | 0.98 | 0.99 | 0.99 | 9.9 |
| 6 | R2 | All MCs | 2 | 50.0 | 2 | 50.0 | 0.146 | 195.9 | LOS F | 0.3 | 2.3 | 0.98 | 0.99 | 0.99 | 17.6 |
| Approach | | | 3 | 33.3 | 3 | 33.3 | 0.146 | 142.6 | LOS F | 0.3 | 2.3 | 0.98 | 0.99 | 0.99 | 15.2 |
| West: Aumuna Road | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 46 | 6.8 | 46 | 6.8 | 0.036 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 59.6 |
| 11 | T1 | All MCs | 55 | 0.0 | 55 | 0.0 | 0.501 | 55.8 | LOS D | 1.7 | 11.7 | 0.96 | 1.06 | 1.21 | 20.0 |
| Approach | | | 101 | 3.1 | 101 | 3.1 | 0.501 | 32.7 | LOS C | 1.7 | 11.7 | 0.52 | 0.81 | 0.66 | 38.0 |
| All Vehicles | | | 2045 | 1.6 | 2045 | 1.6 | 0.501 | 2.3 | NA | 1.7 | 11.7 | 0.03 | 0.06 | 0.03 | 76.9 |

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

# MOVEMENT SUMMARY

## Site: 102 [Mona Vale / Kamber North Approach SAT Peak (Site Folder: Post development )]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

**Network: N101 [Mona Vale Rd SAT (Network Folder: Post development - right turn from Aumuna Rd permitted)]**

New Site
Site Category: Existing Design
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kamber Road | | | | | | | | | | | | | | | |
| 4 | L2 | All MCs | 7 | 0.0 | 7 | 0.0 | 0.006 | 4.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.53 | 0.00 | 60.2 |
| 5 | T1 | All MCs | 2 | 50.0 | 2 | 50.0 | 0.032 | 61.3 | LOS E | 0.1 | 0.7 | 0.93 | 0.98 | 0.93 | 19.0 |
| Approach | | | 9 | 11.1 | 9 | 11.1 | 0.032 | 17.4 | LOS B | 0.1 | 0.7 | 0.21 | 0.63 | 0.21 | 50.5 |
| North: Mona Vale Road (North) | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 5 | 20.0 | 5 | 20.0 | 0.003 | 7.3 | LOS A | 0.0 | 0.0 | 0.00 | 0.63 | 0.00 | 64.2 |
| 8 | T1 | All MCs | 1464 | 1.7 | 1464 | 1.7 | 0.379 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 9 | R2 | All MCs | 51 | 12.5 | 51 | 12.5 | 0.030 | 8.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.78 | 0.00 | 67.8 |
| Approach | | | 1520 | 2.1 | 1520 | 2.1 | 0.379 | 0.5 | NA | 0.0 | 0.0 | 0.00 | 0.03 | 0.00 | 79.4 |
| West: Waiting Bay | | | | | | | | | | | | | | | |
| 11 | T1 | All MCs | 1 | 0.0 | 1 | 0.0 | 0.381 | 24.5 | LOS B | 1.3 | 9.2 | 0.93 | 1.12 | 1.12 | 24.2 |
| 12 | R2 | All MCs | 55 | 0.0 | 55 | 0.0 | 0.381 | 31.2 | LOS C | 1.3 | 9.2 | 0.93 | 1.12 | 1.12 | 41.8 |
| Approach | | | 56 | 0.0 | 56 | 0.0 | 0.381 | 31.1 | LOS C | 1.3 | 9.2 | 0.93 | 1.12 | 1.12 | 41.5 |
| All Vehicles | | | 1585 | 2.1 | 1585 | 2.1 | 0.381 | 1.6 | NA | 1.3 | 9.2 | 0.03 | 0.07 | 0.04 | 77.9 |

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


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