

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

Traffic and Parking Assessment Report

Prepared for: Syesun Pty Ltd

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1. Introduction

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

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

The remainder of the report is set out as follows:

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

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2. Existing Development / Conditions

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

2.1 Site Location

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

Figure 1 - Site Location



Source: Nearmap

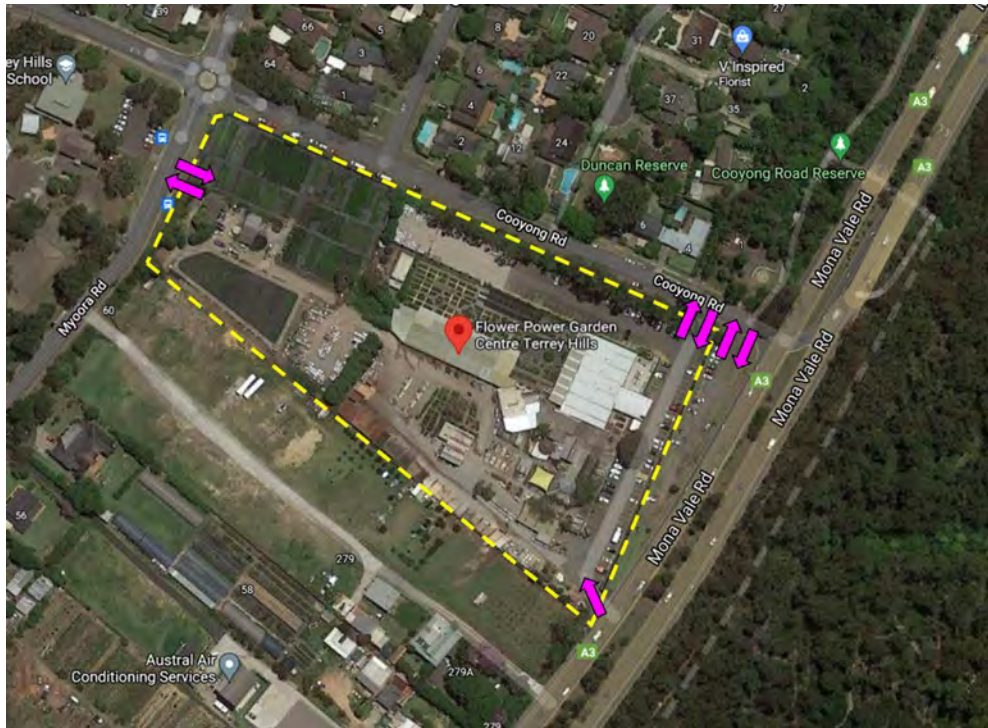
The existing site includes garden centre which provides both plants, trees and raw materials for collection by light vehicles, heavy vehicles and cars with trailers. The site includes a total GFA of 2,500m² and a total site area of 28,299m². The site includes a total of **127 parking spaces**.

2.2 Site Access Arrangements

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

However, a further driveway is also located in Cooyong Road which provides access to an open-air car parking area along the Mona Vale Road frontage of the site. This small open air car park is not owned by the site but by Northern Beaches Council. Parking areas are discussed further below. The locations of these driveways are shown below in [Figure 2](#).

Figure 2 - Existing Vehicle Access Arrangements



The Mona Vale Road driveway access does not currently include any formal provision of a deceleration lane. However, vehicles can access the kerbside parking lane in Mona Vale Road should they wish to remove themselves from northbound traffic in Mona Vale Road when turning left into the site. The existing driveway arrangements for Mona Vale Road and Cooyong Road are shown below in [Figure 3](#).

Figure 3 - Existing Mona Vale Road Entry Only Access Driveway



Figure 4 - Existing Cooyong Road Entry / Exit Driveways x 2



2.3 Existing Routes of Travel – General Vehicles

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

The intersection of Cooyong Road / Mona Vale Road includes left in / left out access along with southbound right turn access for Mona Vale Road traffic. The existing available entry and exit routes of travel for light vehicles of the site is shown below in [Figure 5](#) and [Figure 6](#).

Figure 5 - Existing Light Vehicle Entry Routes



Figure 6 - Existing Light Vehicle Exit Routes



2.4 Existing Routes of Travel – Service / Large Vehicles

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

Figure 7 - Existing Service / Heavy Vehicle Entry Routes



Figure 8 - Existing Service / Heavy Vehicle Exit Routes



2.5 Existing Site Traffic Generation – Published Rate vs Actual Traffic Generation

Applying the RTA Guide to Traffic Generating Developments ‘Plant Nurseries’ rate of 57 vehicles plus 0.7 vehicles per 100m² of site area, the site is expected to generate approximately 255 peak hour trips two way.

However, surveys of all existing driveways were undertaken during peak operating periods on a Thursday afternoon / evening and Saturday morning / afternoon. The results of these site surveys are shown below in **Figure 9** and **Figure 10**.

Figure 9 - Surveyed Thursday Peak Site Traffic Generation



Figure 10 - Surveyed Saturday Peak Site Traffic Generation



From **Figure 9** and **Figure 10** it noted that the weekday peak is well below that estimated in the RTA Guide whereas the peak hour on a Saturday was similar to that which is estimated by the RTA Guide.

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

2.6 Existing Site Parking Demands

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

Figure 11 - Surveyed Parking Areas



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

Chart 1 - Thursday PM Peak Parking Demand vs Capacity

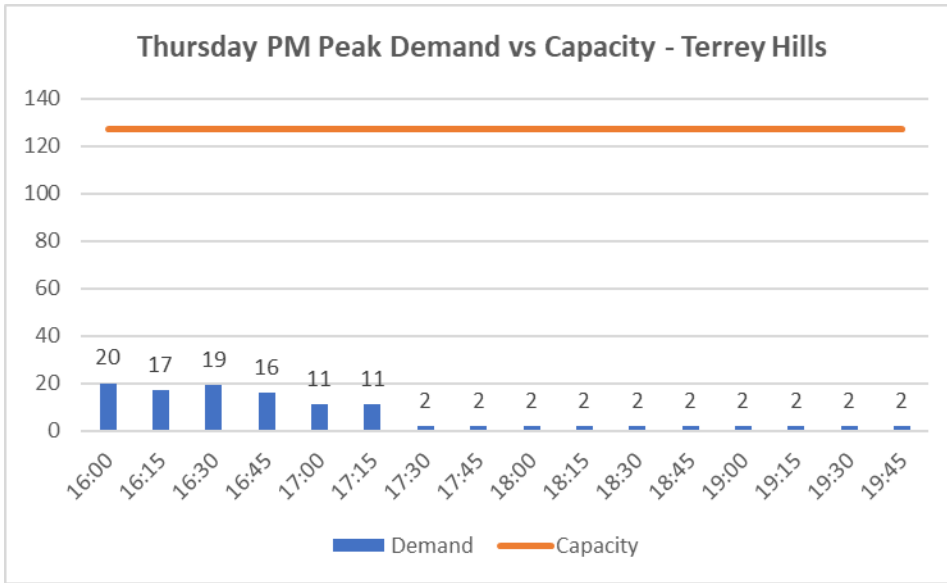
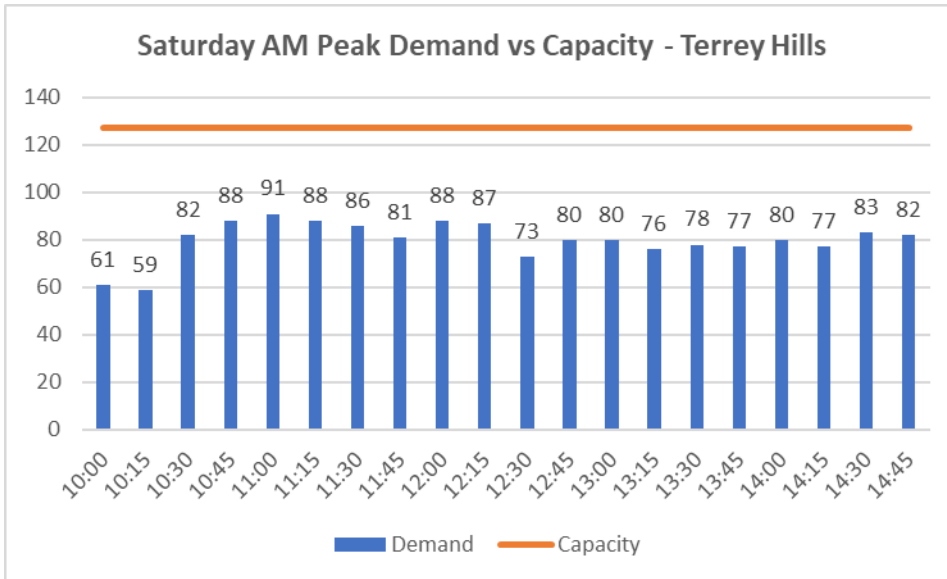


Chart 2 - Saturday AM Peak Parking Demand vs Capacity



From **Chart 1** and **Chart 2** it was observed the post lockdown parking surveys indicated a peak parking demand of 24 vehicles on the Thursday PM peak and 91 vehicles during the Saturday AM peak with an on-site capacity of 127 spaces. As a comparison, the Northern Beaches DCP adopts the same parking provision rate for a garden centre as which is identified in the RTA Guide to Traffic Generating Developments. These are:

Whichever is greater of:

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

Therefore, applying the DCP rate the development should provide a minimum of **142 spaces**.

As noted above, the parking provision is based on site area in the DCP only and not strictly on potential uses within the site. However, whilst not stated in the DCP, the RTA Guide to Traffic Generating Developments states the following regarding this issue:

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

2.7 Classification Criteria

It is usual to classify roads according to a road hierarchy in order to determine their functional role within the road network. Changes to traffic flows on the roads can then be assessed within the context of the road hierarchy. Roads are classified according to the role they fulfil and the volume of traffic they should appropriately carry. The RTA has set down the following guidelines for the functional classification of roads.

- Arterial Road – typically a main road carrying over 15,000 vehicles per day and fulfilling a role as a major inter-regional link (over 1,500 vehicles per hour)
- Sub-arterial Road – defined as secondary inter-regional links, typically carrying volumes between 5,000 and 20,000 vehicles per day (500 to 2,000 vehicles per hour)
- Collector Road – provides a link between local roads and regional roads, typically carrying between 2,000 and 10,000 vehicles per day (250 to 1,000 vehicles per hour). At volumes greater than 5,000 vehicles per day, residential amenity begins to decline noticeably.
- Local Road – provides access to individual allotments, carrying low volumes, typically less than 2,000 vehicles per day (250 vehicles per hour).

2.8 Existing Road Network

Mona Vale Road – is the main arterial road through the area and includes two (2) travel lanes in each direction separated by a landscaped median. The posted speed limit across the frontage of the site is 80km/hr. The road also includes wide asphalted shoulders which are utilised by turning traffic to developments which front the road. The intersection of Mona Vale Road / Cooyong Road is a priority controlled intersection with right turn bay provided for southbound Mona Vale Road traffic and left turn lane provided for northbound Mona Vale Road traffic. Traffic is not permitted to turn right from Cooyong Road to head south along Mona Vale Road. The existing arrangements are shown below in [Figure 12](#).

Figure 12 - Mona Vale Rd / Cooyong Rd Existing Intersection Arrangements



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

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

2.9 Existing Site Traffic Generation

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

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

Figure 13 - AM / PM Peak Period Count Locations



Copies of all intersection counts can be found in [Appendix A](#) of this report. The peak flows by direction in each street at each intersection are summarised below.

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

Road	Location	Thursday PM		Saturday AM	
		NB/EB	SB/WB	NB/EB	SB/WB
Myoora Road	North of Cooyong Rd	424	411	639	647
	South of Cooyong Rd	146	215	123	305
Cooyong Road	West of Myoora Rd	103	214	214	315
	East of Myoora Rd	46	147	59	267
	West of Mona Vale Rd	118	373	375	859
Mona Vale Road	North of Cooyong Rd	1,354	1,307	1,614	1,574
	South of Cooyong Rd	1,413	1,217	1,668	1,529

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

2.10 Existing Intersection Operation Conditions

All intersections surveyed have been analysed using the Sidra Intersection analysis program. Sidra Intersection determines the average delay that vehicles encounter, the degree of saturation of the intersection, and the level of service. The degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Sidra Intersection provides analysis of the operating conditions which can be compared to the performance criteria set out in [Table 2](#).

Table 2 – Level of Service Criteria

Level of Service	Average Delay per Vehicle (secs/veh)	Signals & Roundabouts	Give Way & Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & Spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode
F	> 70	Extra capacity required	Extreme delay, traffic signals or other major treatment required

Adapted from RTA Guide to Traffic Generating Developments, 2002.

For roundabouts and priority intersections, the reported average delay is for the individual movement with the highest average delay per vehicle. At signalised intersections, the reported average delay is over all movements. The two intersections surveyed have been modelled as a network given their close proximity to each other.

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

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

Intersection	Control	Thursday PM Peak		Saturday AM Peak	
		Av Delay	LOS	Av Delay	LOS
Myoora Rd / Cooyong Rd	Roundabout	8.9	A	9.0	A
Cooyong Rd / Mona Vale Rd	Priority	52.9	D	>120	F

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

From [Table 3](#) it is noted that the intersection of Myoora Road / Cooyong Road operates with a satisfactory level of service with spare capacity during peak periods of the development site. However, the intersection of Cooyong Road / Mona Vale Road operates poorly during the Saturday AM peak but only for the right turn into Cooyong Road as shown below. All other movements operate at Level of Service A. The existing LOS by movement for each peak period is shown below.

Figure 14 - Mona Vale Rd / Cooyong Rd Thursday PM LOS by Movement

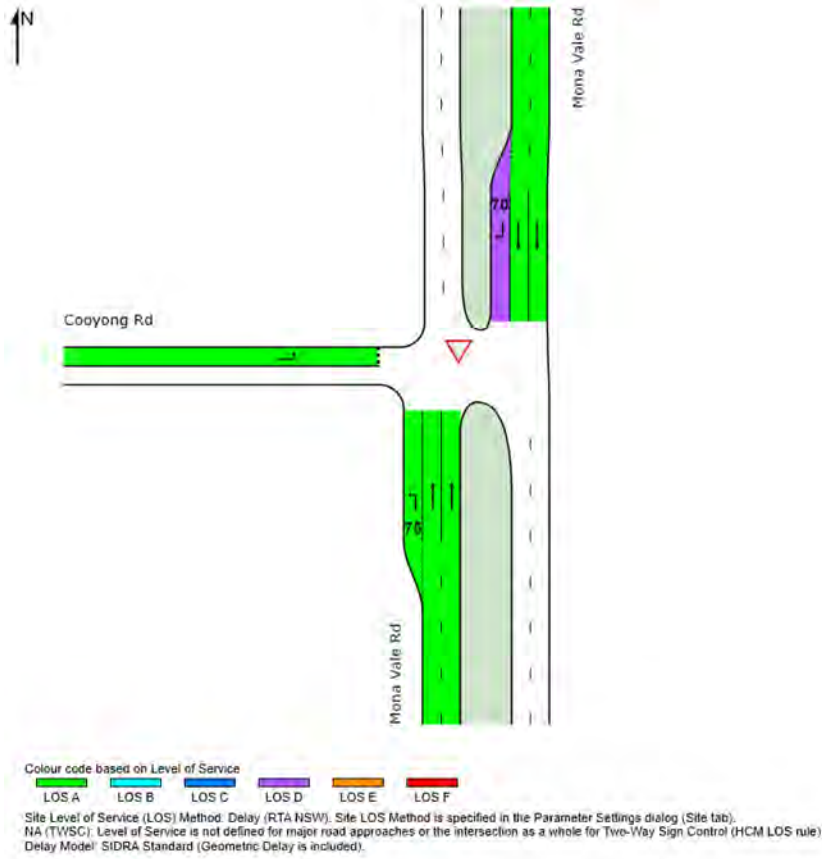
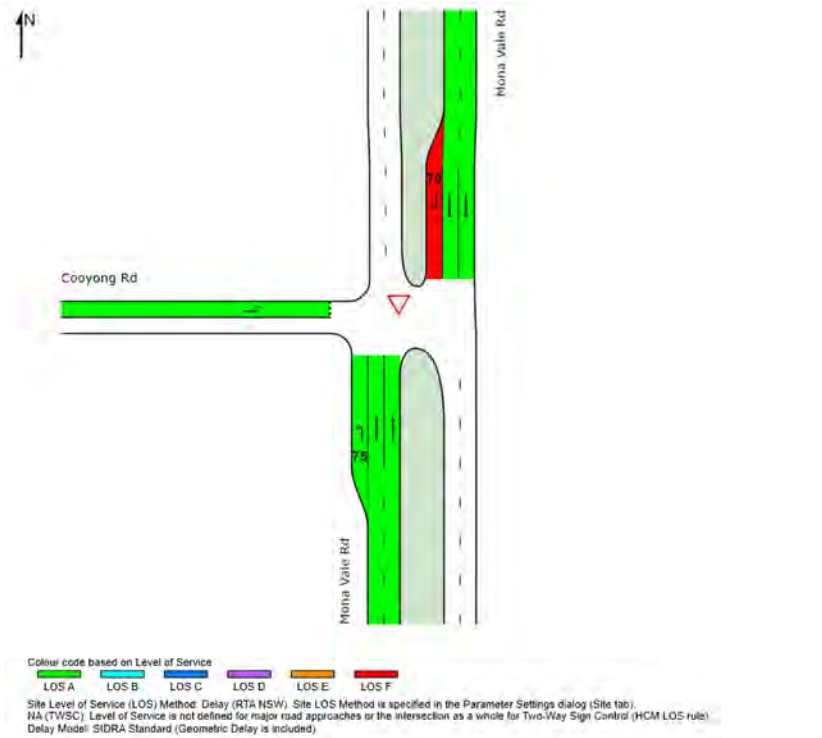


Figure 15 - Mona Vale Rd / Cooyong Rd Saturday AM PM LOS by Movement



Copies of the SIDRA outputs are provided in [Appendix B](#) of this report.

2.11 Survey of Representative Similar Development

As recommended in the RTA Guide to Traffic Generating Developments, a survey of a recently developed Flower Power site in Milperra was undertaken to gauge both traffic and parking demands of the site. The redeveloped site at Milperra includes many of the uses proposed at the Flower Power site Terrey Hills and is considered a model for all future Flower Power sites to adopt.

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

Figure 16 – Flower Power Milperra Site Location



Counts were undertaken between the hours of 4:00pm – 8:00pm on a Thursday and 10:00 – 3:00pm on the same days as the Flower Power Terrey Hills surveys. The redeveloped site included the following components:

- Garden Centre 3,649 m²
- Supply store 1,805 m²

- Print facility 468 m²
- Café (200 seats) 417 m²
- Outdoor display 3,332 m²
- Total built area of **9,671m²**
- **211** Parking Spaces
- Entry / exit access via signalised intersection in Henry Lawson Drive
- Loading dock facilities
- Site Area of 28,838m²

Whilst the site would require **144 spaces**, the site was approved with a total of **211 spaces**.

Copies of all surveys are provided in [Appendix C](#) of this report.

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

Figure 17 – Flower Power Milperra Thursday PM Peak Site Traffic Generation



Figure 18 – Flower Power Milperra Saturday AM Peak Site Traffic Generation



It is noted that the peak hour traffic generation of the redeveloped Flower Power at Milperra despite having a similar site area to the site at Terrey Hills, has a peak hour traffic generation markedly higher than that would be expected through the application of the RTA Guide to Traffic Generating developments rate.

This is reflective of the other uses at the site which are attractors in their own right of traffic and the time of year of the surveys which were undertaken immediately post lockdown restrictions and during spring, the peak season of the site.

The resulting parking demands versus capacity is presented below.

Chart 3 - Flower Power Milperra Thursday PM Parking Demand vs Capacity

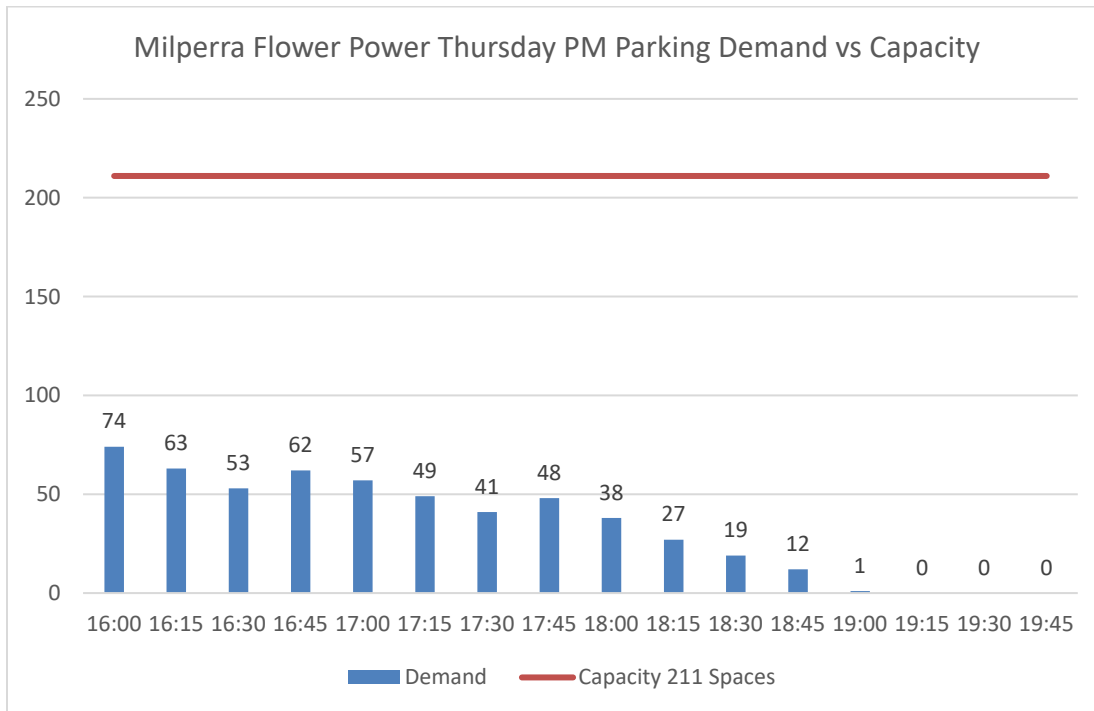
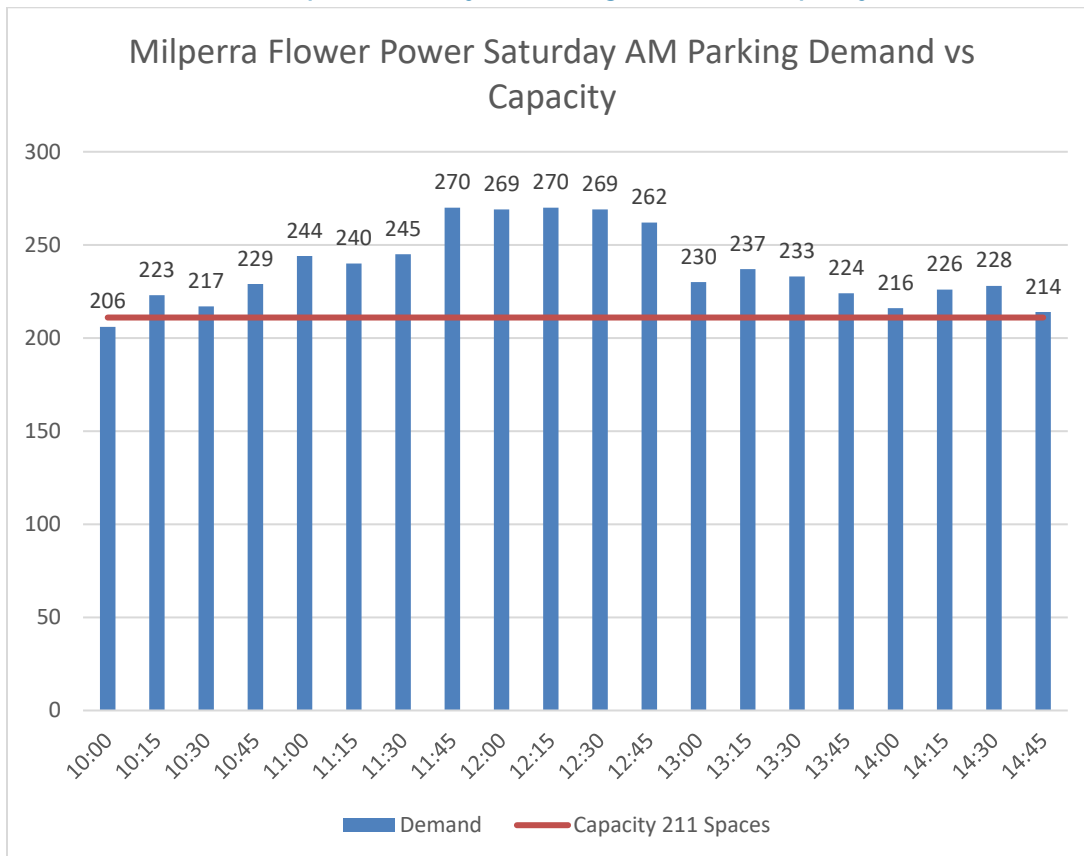


Chart 4 - Flower Power Milperra Saturday AM Parking Demand vs Capacity



As observed from [Chart 3](#), parking provision for a weekday peak is adequate to accommodate demands. However, as evident from [Chart 4](#), parking demands exceed the capacity of the site by some 28%. Further, the RTA Guide recommended parking rate of only **144 spaces** for the development *significantly* underestimates the parking demands of this new form of garden centre.

Allowing for say 10% spare capacity to ensure efficient circulation / turnover of parking, the site would be expected to have in the order of 300+ parking spaces.



3. The Proposed Development

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

The total GFA of the redeveloped site would be 5,677m². The total built area would equate to 10,961m².

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

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

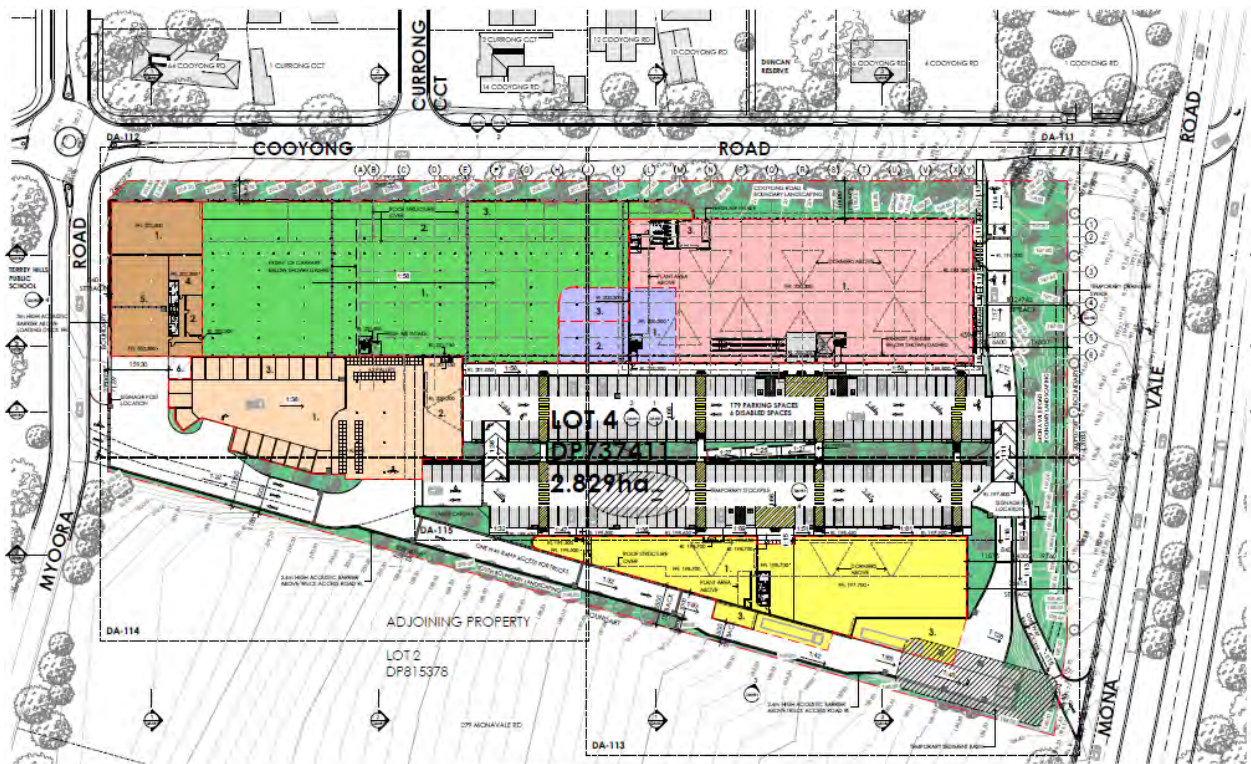
The redevelopment of the site would also include a total general vehicle parking provision of 403 parking spaces which would be provided in both an open air / basement parking arrangement.

It has been experience of the Flower Power company at their garden centres that historical recommended parking rates for a Garden Centre are insufficient to cope with demands. The provision of both increased floorspace and uses at the site, will place further demands on parking provision.

Plans of the proposed new site arrangements are shown below in [Figure 19](#).



Figure 19 – Proposed Development Arrangements



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

A breakdown of the uses by area is summarised below.

LOCATION	AREA
GARDEN CENTRE	2925 m ²
AMENITIES	59 m ²
STORAGE	94 m ²
TOTAL =	3078 m²
CAFE INDOOR	228 m ²
CAFE OUTSIDE	162 m ²
KIDS PLAYGROUND	197 m ²
TOTAL =	587 m²
OPEN NURSERY	3068 m ²
POTS ZONE	720 m ²
SERVICE DRIVEWAY	592 m ²
TOTAL =	4380 m²
STORAGE	335 m ²
STAFF ZONE	110 m ²
AMENITIES	35 m ²
PLANT STORAGE	82 m ²
LOADING DOCK	410 m ²
PLANT AREA	36 m ²
TOTAL =	1008 m²
LANDSCAPE ZONE	1275 m ²
LANDSCAPE SHOP	272 m ²
LANDSCAPE BINS	480 m ²
TOTAL =	2027 m²
TENANCY SPACES	1844 m ²
TENANCY LOADING	46 m ²
AMENITIES	35 m ²
TOTAL =	1925 m²

Plans of the proposed development can be found in [Appendix D](#) of this report.



4. Potential Traffic Impacts

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

4.1 Introduction

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

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

4.2 Development Traffic Generation – First Principles Assessment

With a total built area of 10,961m², this would be some 13% more than the built area of the Milperra Flower Power Garden Centre (9,671m²). Therefore, using the counts recorded at the Milperra site, the following would equate to the potential peak hour traffic generation of the redeveloped site at Terrey Hills.

Table 4 - Forecast Potential Peak Hour Traffic Generation

Peak Period	Existing Inbound	Existing Outbound	Total	Potential Inbound	Potential Outbound	Total	Net Diff. IB	Net Diff. OB	Net Diff.
Thursday PM	16	24	40	107	121	228	91	97	188
Saturday AM	139	142	281	337	303	640	198	161	359

From **Table 4** it is estimated the redevelopment of the site may result in a *net increase* of 188 vehicle trips two way in the Thursday PM peak and 359 trips two way during the Saturday peak hour.

4.3 Trip Distribution

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

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

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

To provide an estimate of potential traffic using the new Myoora Road entry / exit driveway, consideration has been given to the distribution of traffic at the roundabout of Myoora Road / Cooyong Road.

The resultant entry and exit trip distributions have been adopted for the potential net traffic generation of the redeveloped site and as shown below.

Figure 20 – Thursday PM Peak Trip Distribution of Site Net Traffic Generation



Figure 21 – Saturday AM Peak Trip Distribution of Site Net Traffic Generation



4.4 Future Intersection Operating Conditions

The additional traffic generated by the proposal has been added to the surrounding road network in accordance with the adopted distribution of trips presented above. The resulting future intersection operating conditions is presented below in [Table 5](#).

Table 5 – Future Thursday PM / Saturday AM Intersection Operating Conditions

Intersection	Control	Thursday PM Peak		Saturday AM Peak	
		Av Delay	LOS	Av Delay	LOS
Myoora Rd / Cooyong Rd	Roundabout	8.9	A	9.0	A
Cooyong Rd / Mona Vale Rd	Priority	65.7	E	>120	F

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

From [Table 5](#) it is noted that the intersection of Myoora Road / Cooyong Road would continue to operate with a satisfactory level of service at full development of the site. There is some minor increase in delay of the worst movement (right turn southbound in Mona Vale Road). However, as with existing conditions all other movements continue to operate at LOS A.

The nature of the intersection with large northbound demands and a small number of right turn movements for southbound traffic in Mona Vale Road is such that the modelling of the intersection is very sensitive to any change in demands for this movement in question.

The future recorded 95th percentile queue in this right turn bay during the Saturday peak period was noted to be approximately 113m. It is recommended that as part of the development the existing right turn bay for Mona Vale Road southbound at Cooyong Road is increased to a length of 115m.

Beyond the minor works in Mona Vale Road, overall the traffic impacts of the proposal are considered acceptable.

SIDRA outputs of all models are provided in [Appendix B](#) of this report.

5. Parking, Access and Design Compliance Assessment

5.1 DCP Parking Requirements

As stated above, the existing DCP parking requirements, which mirror the requirements of the RTA Guide to Traffic Generating Developments, are based on site area. Thus, despite the marked increase in usable floorspace generated by the development, the DCP would not require *any* additional on-site parking.

It is clear from the surveys of the Milperra Flower Power Garden Centre that the parking needs of this development would well exceed the **142 spaces** required by the DCP.

Given the proposal would result in a 10,891m² of usable floorspace compared to 9,671m² of the Milperra store, the parking provision for this site should not only account for a factored provision based on floorspace but provide further allowance for efficiency / circulation purposes during peak periods of the development. The proposed development would include an additional 1,220m² of usable floorspace or 12.6% more than the Milperra Store.

Thus, the minimum parking requirements for the Terrey Hills Flower Power Garden Centre should be:

Milperra Peak Demand:	270 spaces
Terrey Hills Additional Floorspace	12.6%
Terrey Hills Baseline Minimum Parking:	305 spaces
15% allowance for circulation / efficiency:	350 spaces

It is clearly evident from the surveys of a model store for this development that the parking needs well exceed the requirements of the DCP. The provision of 403 parking spaces would cater for the expected peak hour demands of the site and would be considered appropriate given the location. That is, located adjacent to an arterial road where no parking is permitted and where traffic should be able to access the site freely with limited potential for internal delays overflowing onto the surrounding road network.

5.2 Car Park Design

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

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

5.3 Service Vehicle Access / Provision Assessment

As confirmed in the surveys of service vehicle access for the existing Diana Foods site at Beresfield,

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

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

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



6. Conclusions

This report has reviewed the potential traffic impacts of the proposed redevelopment of the Flower Power Garden Centre Terrey Hills to provide a range of new facilities within the centre along with additional car parking to serve these new / expanded uses. The findings of this review are presented below:

1. The potential traffic impacts of the proposal would not result in significant impact on the operation of intersections surrounding the site.
2. The proposal would require the extension of the existing right turn bay in Mona Vale Road to a length of 115m (currently 80m) to provide sufficient queuing for potential future traffic demands.
3. The parking demands of the proposal would be markedly higher than that which would be required by the DCP.
4. The proposed parking provision would cater for the expected peak demands of the site whilst providing some spare capacity for efficiency / circulation purposes.
5. The proposed parking provision would also reduce any potential risk for site generated traffic queuing onto the local road network.
6. The design of the car parking areas and access arrangements complies with AS2890.1 and AS2890.2 and are considered satisfactory.
7. The service vehicle arrangements provide adequately manoeuvring area and parking arrangements for all potential service vehicles which may access the site and enables all service vehicles to enter and leave the site in a forward direction.

Overall the traffic impacts of the proposal are considered acceptable.



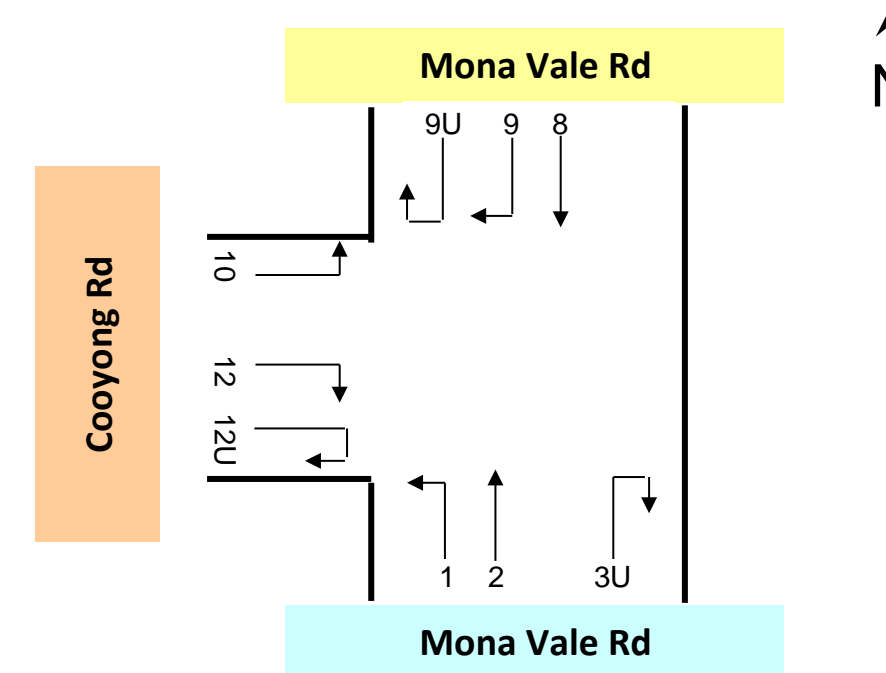
7. Appendix A – Terrey Hills Intersection / Parking Counts



Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

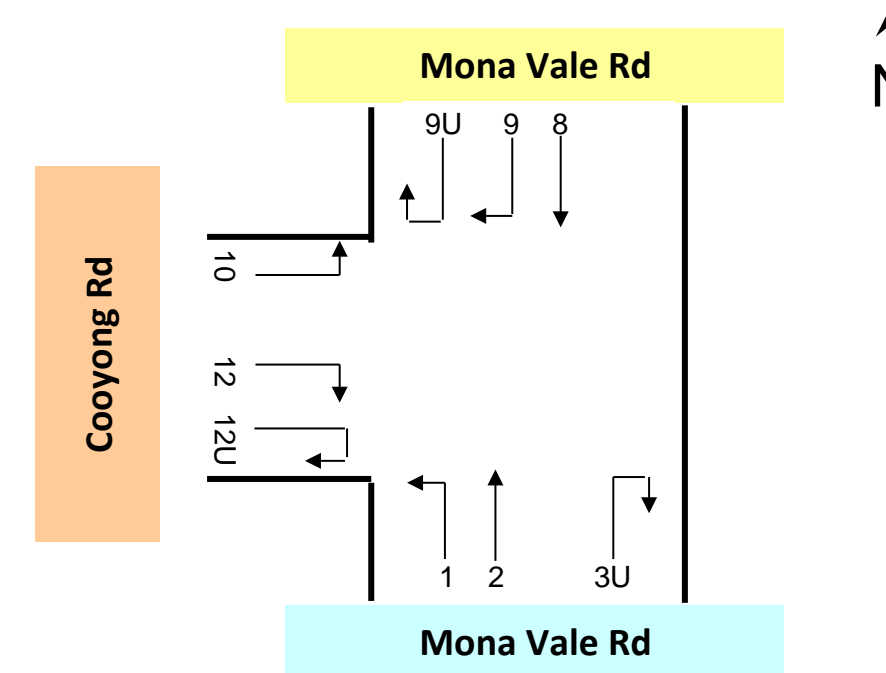
Classifications	Class 1	Class 2
	Lights	Heavies



Approach	Mona Vale Rd									
	Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15	24	1	25	308	16	324	0	0	0	
16:15 to 16:30	25	0	25	337	15	352	0	0	0	
16:30 to 16:45	26	1	27	319	13	332	0	0	0	
16:45 to 17:00	24	0	24	297	7	304	0	0	0	
17:00 to 17:15	24	1	25	324	2	326	0	0	0	
17:15 to 17:30	25	0	25	326	9	335	0	0	0	
17:30 to 17:45	17	0	17	260	4	264	0	0	0	
17:45 to 18:00	21	1	22	273	8	281	0	0	0	
18:00 to 18:15	18	0	18	212	5	217	0	0	0	
18:15 to 18:30	18	0	18	243	4	247	0	0	0	
18:30 to 18:45	18	0	18	199	2	201	0	0	0	
18:45 to 19:00	20	0	20	167	1	168	0	0	0	
19:00 to 19:15	5	0	5	153	2	155	0	0	0	
19:15 to 19:30	6	0	6	130	3	133	0	0	0	
19:30 to 19:45	7	1	8	98	5	103	0	0	0	
19:45 to 20:00	7	1	8	81	2	83	0	0	0	
Totals	285	6	291	3,727	98	3,825	0	0	0	

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

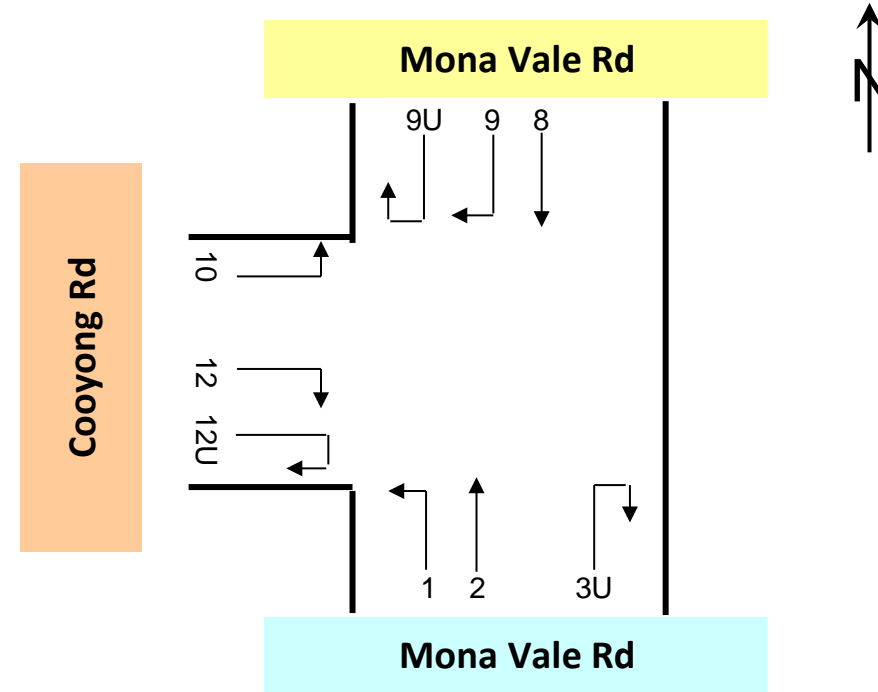
Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Mona Vale Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	99	2	101	1,261	51	1,312	0	0	0
16:15 to 17:15	99	2	101	1,277	37	1,314	0	0	0
16:30 to 17:30	99	2	101	1,266	31	1,297	0	0	0
16:45 to 17:45	90	1	91	1,207	22	1,229	0	0	0
17:00 to 18:00	87	2	89	1,183	23	1,206	0	0	0
17:15 to 18:15	81	1	82	1,071	26	1,097	0	0	0
17:30 to 18:30	74	1	75	988	21	1,009	0	0	0
17:45 to 18:45	75	1	76	927	19	946	0	0	0
18:00 to 19:00	74	0	74	821	12	833	0	0	0
18:15 to 19:15	61	0	61	762	9	771	0	0	0
18:30 to 19:30	49	0	49	649	8	657	0	0	0
18:45 to 19:45	38	1	39	548	11	559	0	0	0
19:00 to 20:00	25	2	27	462	12	474	0	0	0
Totals	285	6	291	3,727	98	3,825	0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Peak Hour Summary



Approach	Mona Vale Rd			Mona Vale Rd			Cooyong Rd			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	1,360	53	1,413	1,231	76	1,307	41	1	42	2,762

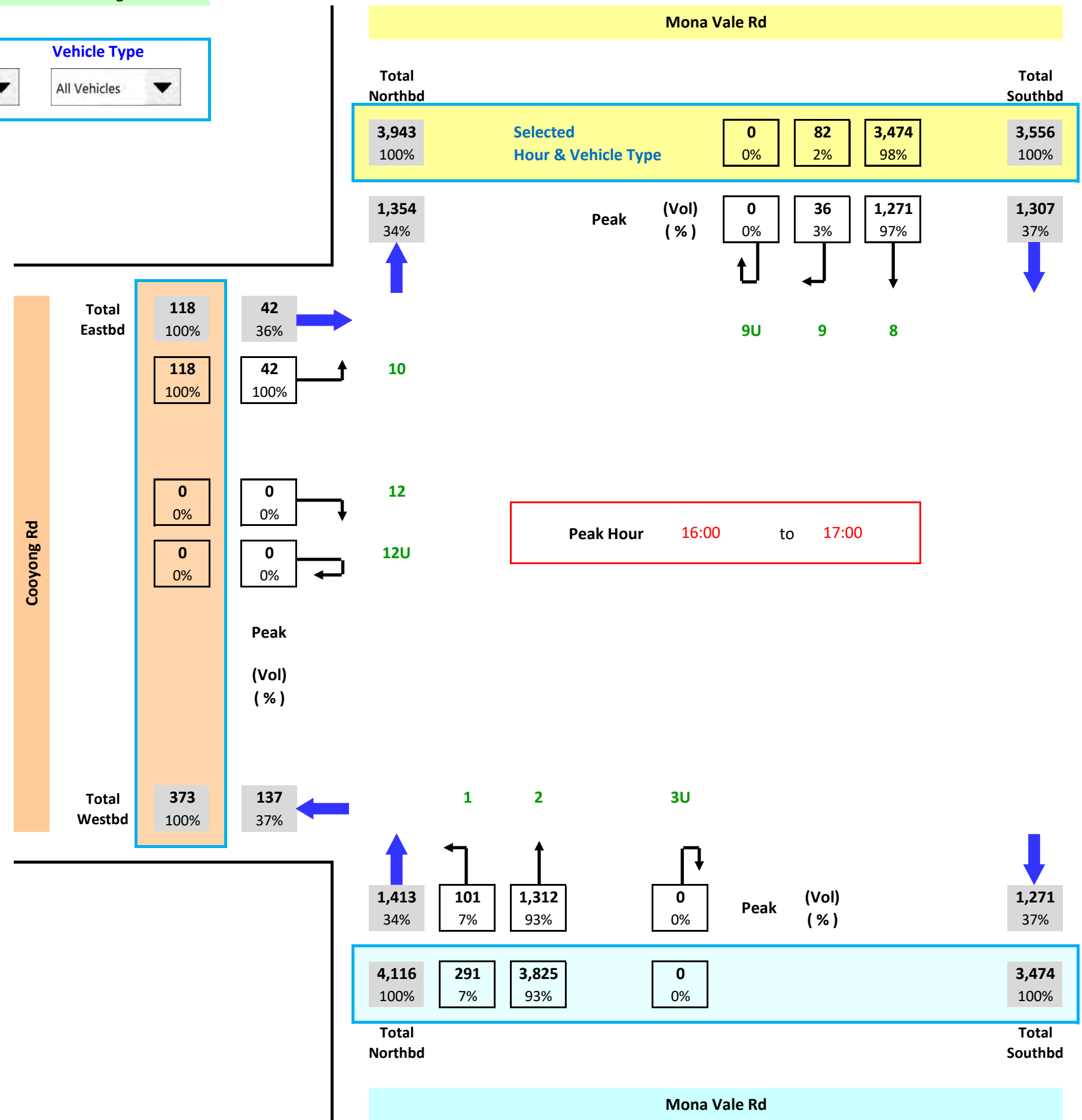
Approach	Mona Vale Rd			Mona Vale Rd			Cooyong Rd			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	1,360	53	1,413	1,231	76	1,307	41	1	42	2,762
16:15 to 17:15	1,376	39	1,415	1,217	66	1,283	42	1	43	2,741
16:30 to 17:30	1,365	33	1,398	1,176	62	1,238	34	2	36	2,672
16:45 to 17:45	1,297	23	1,320	1,142	54	1,196	38	2	40	2,556
17:00 to 18:00	1,270	25	1,295	1,110	45	1,155	38	2	40	2,490
17:15 to 18:15	1,152	27	1,179	977	33	1,010	32	2	34	2,223
17:30 to 18:30	1,062	22	1,084	862	25	887	35	1	36	2,007
17:45 to 18:45	1,002	20	1,022	757	23	780	28	0	28	1,830
18:00 to 19:00	895	12	907	676	18	694	23	0	23	1,624
18:15 to 19:15	823	9	832	622	15	637	17	0	17	1,486
18:30 to 19:30	698	8	706	531	11	542	14	0	14	1,262
18:45 to 19:45	586	12	598	472	5	477	12	0	12	1,087
19:00 to 20:00	487	14	501	393	7	400	13	0	13	914
Totals	4,012	104	4,116	3,410	146	3,556	115	3	118	7,790

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Intersection Diagram



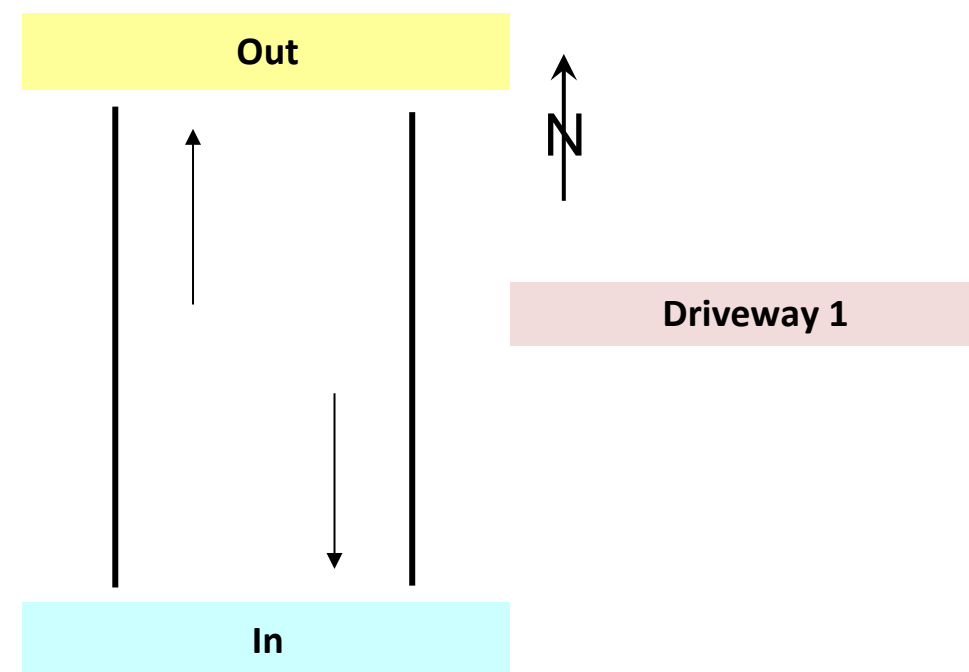
Hour Starting : Totals
Vehicle Type : All Vehicles



Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Mid-block Count
: 15 mins Data

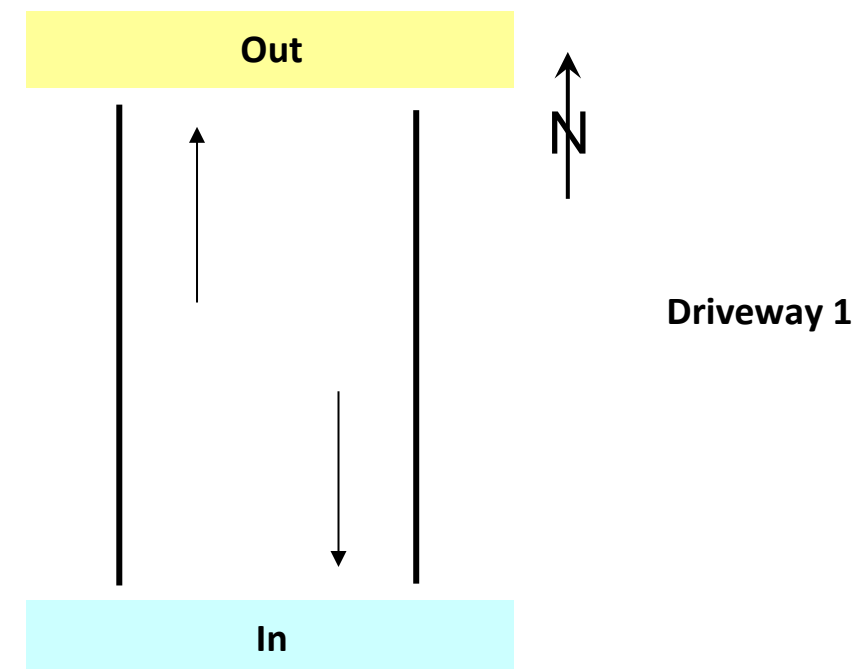
Classifications	Class 1	Class 2
	Lights	Heavies



Approach	Driveway 1					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15	2	0	2	2	0	2
16:15 to 16:30	0	0	0	0	0	0
16:30 to 16:45	0	0	0	0	0	0
16:45 to 17:00	0	0	0	0	0	0
17:00 to 17:15	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	0	0
17:30 to 17:45	0	0	0	0	0	0
17:45 to 18:00	0	0	0	1	0	1
18:00 to 18:15	1	0	1	0	0	0
18:15 to 18:30	0	0	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0
19:15 to 19:30	0	0	0	0	0	0
19:30 to 19:45	0	0	0	0	0	0
19:45 to 20:00	0	0	0	0	0	0
Total	3	0	3	3	0	3

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Mid-block Count
: Hourly Summary

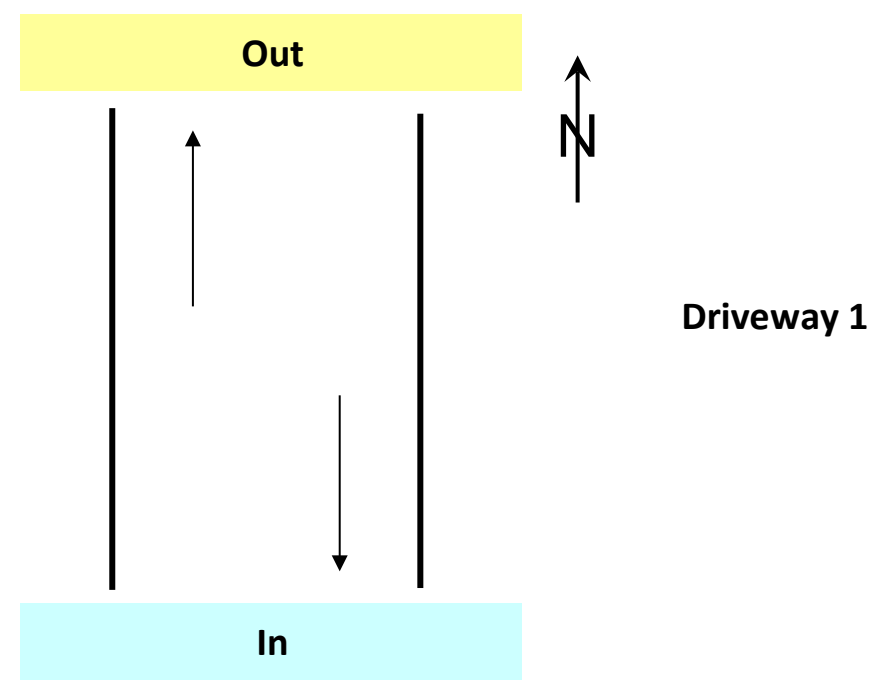


Approach	Driveway 1					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	2	0	2	2	0	2
16:15 to 17:15	0	0	0	0	0	0
16:30 to 17:30	0	0	0	0	0	0
16:45 to 17:45	0	0	0	0	0	0
17:00 to 18:00	0	0	0	1	0	1
17:15 to 18:15	1	0	1	1	0	1
17:30 to 18:30	1	0	1	1	0	1
17:45 to 18:45	1	0	1	1	0	1
18:00 to 19:00	1	0	1	0	0	0
18:15 to 19:15	0	0	0	0	0	0
18:30 to 19:30	0	0	0	0	0	0
18:45 to 19:45	0	0	0	0	0	0
19:00 to 20:00	0	0	0	0	0	0
Total	3	0	3	3	0	3

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Mid-block Count

: Peak Hour Summary



Approach	Out			In			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	2	0	2	2	0	2	4

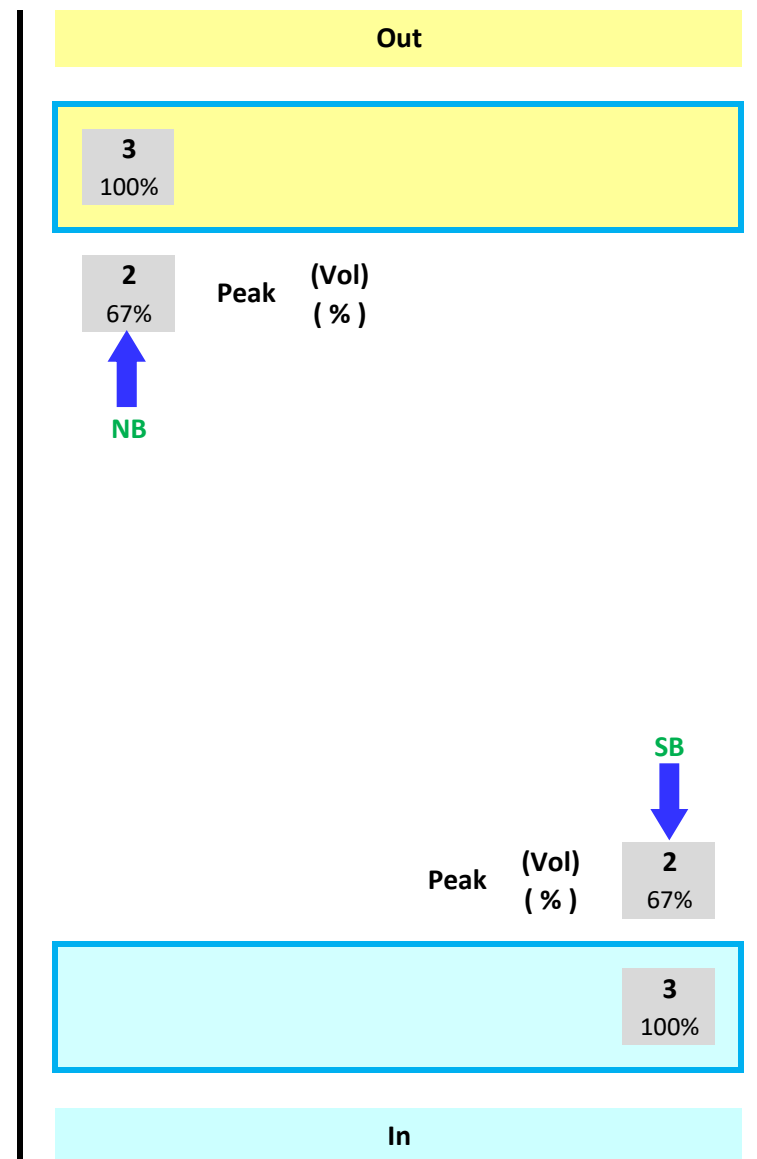
Approach	Out			In			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	2	0	2	2	0	2	4
16:15 to 17:15	0	0	0	0	0	0	0
16:30 to 17:30	0	0	0	0	0	0	0
16:45 to 17:45	0	0	0	0	0	0	0
17:00 to 18:00	0	0	0	1	0	1	1
17:15 to 18:15	1	0	1	1	0	1	2
17:30 to 18:30	1	0	1	1	0	1	2
17:45 to 18:45	1	0	1	1	0	1	2
18:00 to 19:00	1	0	1	0	0	0	1
18:15 to 19:15	0	0	0	0	0	0	0
18:30 to 19:30	0	0	0	0	0	0	0
18:45 to 19:45	0	0	0	0	0	0	0
19:00 to 20:00	0	0	0	0	0	0	0
Total	3	0	3	3	0	3	6

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Mid-block Count

: Intersection Diagram

Hour Starting	Vehicle Type
Total ▼	All Vehicles ▼



Driveway 1

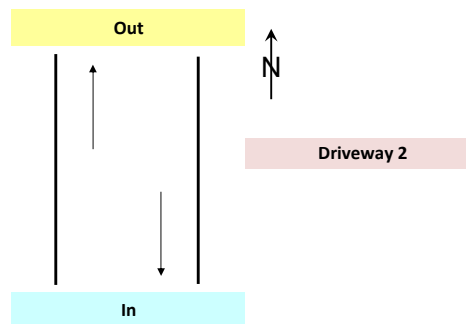
Peak Hour 16:00 to 17:00

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 5. Cooyong Rd / Driveway 2

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Mid-block Count

: 15 mins Data

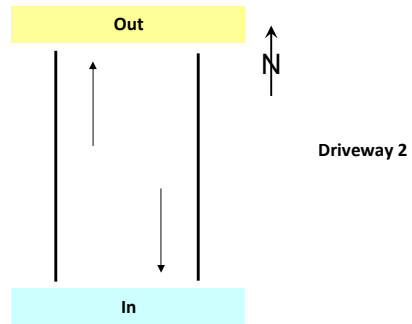
	Class 1	Class 2
Classifications	Lights	Heavies



Approach	Driveway 2					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15	9	0	9	1	0	1
16:15 to 16:30	4	0	4	0	0	0
16:30 to 16:45	3	0	3	3	0	3
16:45 to 17:00	6	0	6	1	0	1
17:00 to 17:15	7	0	7	1	1	2
17:15 to 17:30	0	0	0	0	0	0
17:30 to 17:45	9	1	10	1	0	1
17:45 to 18:00	0	0	0	0	0	0
18:00 to 18:15	0	0	0	0	0	0
18:15 to 18:30	0	0	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0
19:00 to 19:15	0	0	0	0	0	0
19:15 to 19:30	0	0	0	0	0	0
19:30 to 19:45	0	0	0	0	0	0
19:45 to 20:00	0	0	0	0	0	0
Total	38	1	39	7	1	8

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 5. Cooyong Rd / Driveway 2

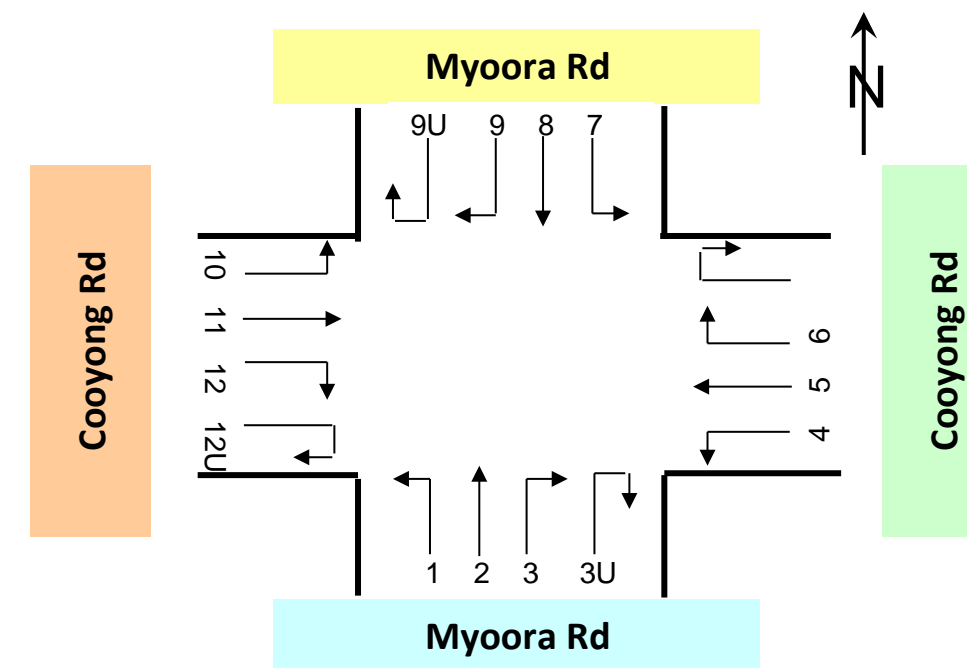
Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Mid-block Count
: Hourly Summary



Approach	Driveway 2					
Direction	Out			In		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	22	0	22	5	0	5
16:15 to 17:15	20	0	20	5	1	6
16:30 to 17:30	16	0	16	5	1	6
16:45 to 17:45	22	1	23	3	1	4
17:00 to 18:00	16	1	17	2	1	3
17:15 to 18:15	9	1	10	1	0	1
17:30 to 18:30	9	1	10	1	0	1
17:45 to 18:45	0	0	0	0	0	0
18:00 to 19:00	0	0	0	0	0	0
18:15 to 19:15	0	0	0	0	0	0
18:30 to 19:30	0	0	0	0	0	0
18:45 to 19:45	0	0	0	0	0	0
19:00 to 20:00	0	0	0	0	0	0
Total	38	1	39	7	1	8

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 2. Myoora Rd / Cooyong Rd

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data



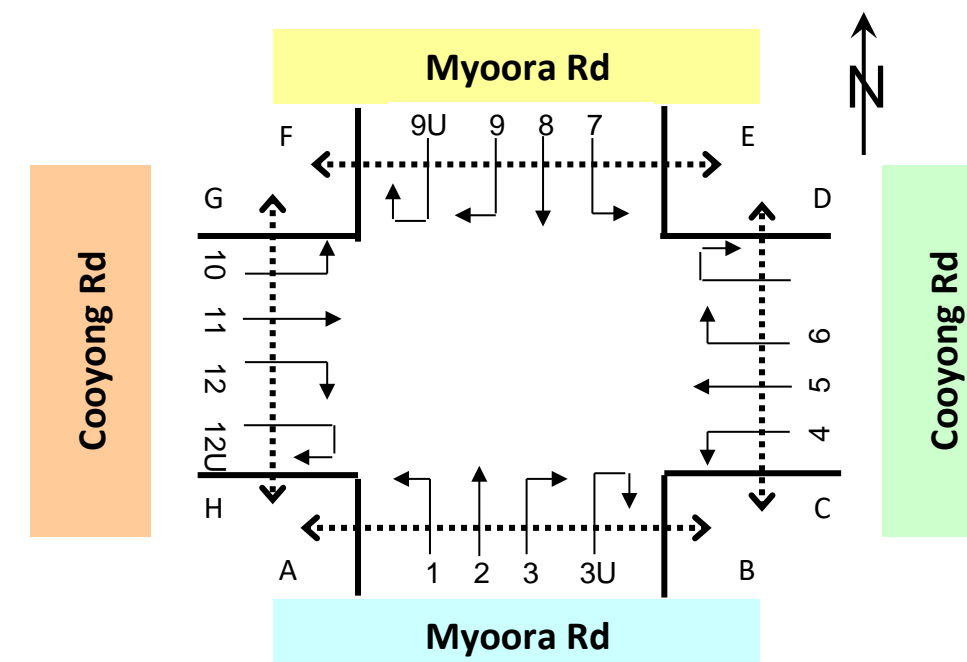
	Class 1	Class 2
Classifications	Lights	Heavies

Approach	Myoora Rd												Cooyong Rd											
	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	3	0	3	15	2	17	6	0	6	0	0	0	18	0	18	8	0	8	7	1	8	1	0	1
10:15 to 10:30	8	0	8	15	1	16	7	0	7	3	0	3	28	0	28	7	0	7	13	0	13	1	0	1
10:30 to 10:45	3	0	3	28	2	30	6	0	6	2	0	2	18	1	19	16	1	17	13	0	13	0	0	0
10:45 to 11:00	3	0	3	23	1	24	5	0	5	0	0	0	25	0	25	12	0	12	11	0	11	0	0	0
11:00 to 11:15	4	0	4	17	0	17	7	0	7	0	0	0	24	0	24	10	0	10	15	0	15	1	0	1
11:15 to 11:30	5	0	5	18	3	21	5	0	5	0	0	0	31	0	31	14	0	14	12	1	13	0	0	0
11:30 to 11:45	4	0	4	20	2	22	12	0	12	1	0	1	39	0	39	12	1	13	22	0	22	0	0	0
11:45 to 12:00	1	0	1	12	1	13	9	0	9	3	0	3	32	0	32	17	0	17	16	1	17	1	0	1
12:00 to 12:15	1	0	1	20	1	21	5	0	5	0	0	0	38	0	38	15	0	15	14	0	14	1	0	1
12:15 to 12:30	5	0	5	19	2	21	9	0	9	2	0	2	23	0	23	12	1	13	10	0	10	0	0	0
12:30 to 12:45	7	0	7	20	1	21	5	0	5	0	0	0	34	0	34	9	0	9	18	0	18	0	0	0
12:45 to 13:00	4	0	4	9	1	10	7	0	7	0	0	0	35	0	35	15	1	16	14	0	14	0	0	0
13:00 to 13:15	2	0	2	9	2	11	3	0	3	1	0	1	30	1	31	6	0	6	8	0	8	1	0	1
13:15 to 13:30	3	0	3	20	2	22	4	0	4	0	0	0	24	0	24	8	0	8	14	0	14	1	0	1
13:30 to 13:45	2	0	2	10	4	14	4	0	4	0	0	0	25	1	26	8	0	8	9	0	9	0	0	0
13:45 to 14:00	2	0	2	18	2	20	2	0	2	2	0	2	26	0	26	12	0	12	16	1	17	0	0	0
14:00 to 14:15	2	0	2	10	1	11	1	0	1	0	0	0	36	0	36	19	0	19	8	1	9	0	0	0
14:15 to 14:30	2	0	2	14	1	15	5	0	5	1	0	1	25	0	25	9	0	9	5	0	5	0	0	0
14:30 to 14:45	2	0	2	15	1	16	5	0	5	1	0	1	13	0	13	8	0	8	5	0	5	0	0	0
14:45 to 15:00	2	0	2	8	1	9	1	0	1	0	0	0	29	0	29	9	0	9	13	1	14	0	0	0
Totals	65	0	65	320	31	351	108	0	108	16	0	16	553	3	556	226	4	230	243	6	249	7	0	7

Approach	Myoora Rd												Cooyong Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	0	0	0	26	1	27	4	0	4	0	0	0	4	0	4	5	0	5	8	0	8	0	0	0
10:15 to 10:30	1	0	1	27	2	29	2	0	2	0	0	0	0	0	0	2	0	2	8	0	8	0	0	0
10:30 to 10:45	2	0	2	27	1	28	1	0	1	1	0	1	1	0	1	2	0	2	7	0	7	0	0	0
10:45 to 11:00	5	0	5	23	1	24	2	0	2	0	0	0	4	0	4	10	0	10	9	1	10	0	0	0
11:00 to 11:15	5	0	5	21	1	22	0	0	0	1	0	1	6	0	6	3	0	3	8	0	8	0	0	0
11:15 to 11:30	3	0	3	37	1	38	3	0	3	1	0	1	2	0	2	2	0	2	7	0	7	0	0	0
11:30 to 11:45	3	0	3	31	2	33	0	0	0	1	0	1	1	0	1	3	0	3	6	0	6	0	0	0
11:45 to 12:00	3	1	4	32	3	35	2	0	2	0	0	0	1	0	1	1	0	1	4	0	4	0	0	0
12:00 to 12:15	7	0	7	29	1	30	3	0	3	0	0	0	3	0	3	3	0	3	8	0	8	0	0	0
12:15 to 12:30	3	0	3	31	3	34	0	0	0	0	0	0	0	0	0	1	0	1	5	1	6	0	0	0
12:30 to 12:45	2	0	2	29	0	29	0	0	0	0	0	0	1	0	1	0	0	0	4	0	4	0	0	0
12:45 to 13:00	5	0	5	26	1	27	0	0	0	1	0	1	0	0	0	0	0	0	5	0	5	0	0	0
13:00 to 13:15	3	0	3	22	1	23	0	0	0	0	0	0	2	0	2	1	0	1	4	1	5	0	0	0
13:15 to 13:30	1	0	1	27	2	29	2	0	2	0	0	0	2	0	2	1	0	1	6	0	6	0	0	0
13:30 to 13:45	1	0	1	18	3	21	0	0	0	0	0	0	2	0	2	1	0	1	2	1	3	0	0	0
13:45 to 14:00	5	0	5	31	1	32	1	0	1	0	0	0	1	0	1	5	0	5	6	0	6	0	0	0
14:00 to 14:15	1	0	1	25	1	26	0	0	0	0	0	0	1	0	1	5	0	5	7	0	7	0	0	0
14:15 to 14:30	2	0	2	22	1	23	0	0	0	0	0	0	0	0	0	3	0	3	5	0	5	0	0	0
14:30 to 14:45	4	0	4	25	0	25	0	0	0	0	0	0	0	0	0	3	0	3	6	0	6	0	0	0
14:45 to 15:00	4	0	4	25	1	26	0	0	0	0	0	0	3	0	3	1	0	1	9	0	9	0	0	0
Totals	60	1	61	534	27	561	20	0	20	5	0	5	34	0	34	52	0	52	124	4	128	0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 2. Myoora Rd / Cooyong Rd

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

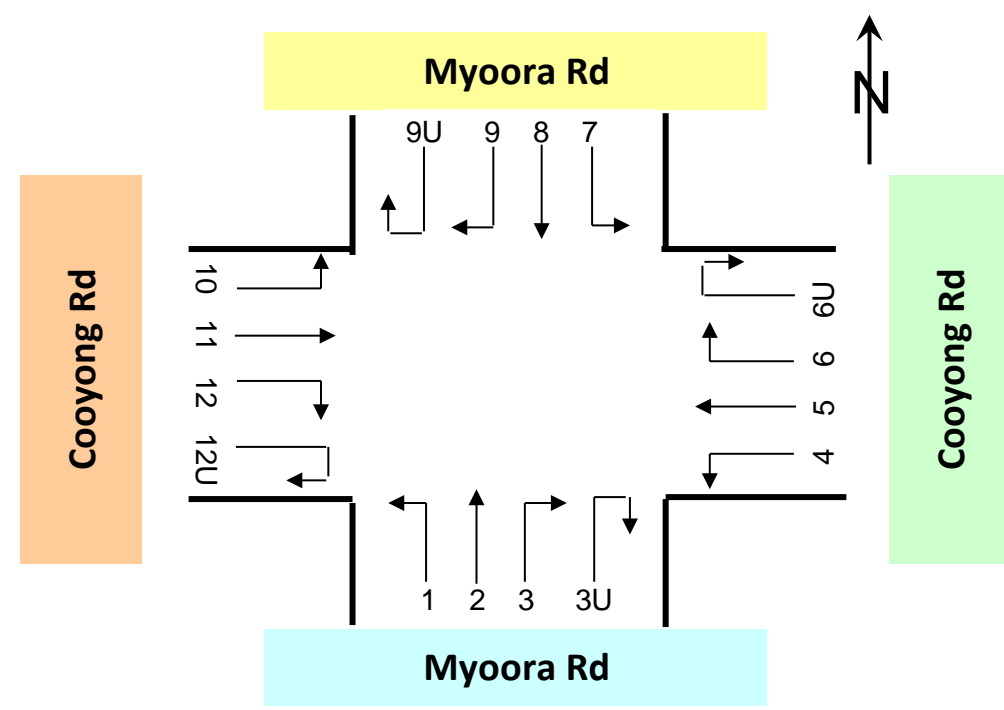


Approach	Myoora Rd												Cooyong Rd											
	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	17	0	17	81	6	87	24	0	24	5	0	5	89	1	90	43	1	44	44	1	45	2	0	2
10:15 to 11:15	18	0	18	83	4	87	25	0	25	5	0	5	95	1	96	45	1	46	52	0	52	2	0	2
10:30 to 11:30	15	0	15	86	6	92	23	0	23	2	0	2	98	1	99	52	1	53	51	1	52	1	0	1
10:45 to 11:45	16	0	16	78	6	84	29	0	29	1	0	1	119	0	119	48	1	49	60	1	61	1	0	1
11:00 to 12:00	14	0	14	67	6	73	33	0	33	4	0	4	126	0	126	53	1	54	65	2	67	2	0	2
11:15 to 12:15	11	0	11	70	7	77	31	0	31	4	0	4	140	0	140	58	1	59	64	2	66	2	0	2
11:30 to 12:30	11	0	11	71	6	77	35	0	35	6	0	6	132	0	132	56	2	58	62	1	63	2	0	2
11:45 to 12:45	14	0	14	71	5	76	28	0	28	5	0	5	127	0	127	53	1	54	58	1	59	2	0	2
12:00 to 13:00	17	0	17	68	5	73	26	0	26	2	0	2	130	0	130	51	2	53	56	0	56	1	0	1
12:15 to 13:15	18	0	18	57	6	63	24	0	24	3	0	3	122	1	123	42	2	44	50	0	50	1	0	1
12:30 to 13:30	16	0	16	58	6	64	19	0	19	1	0	1	123	1	124	38	1	39	54	0	54	2	0	2
12:45 to 13:45	11	0	11	48	9	57	18	0	18	1	0	1	114	2	116	37	1	38	45	0	45	2	0	2
13:00 to 14:00	9	0	9	57	10	67	13	0	13	3	0	3	105	2	107	34	0	34	47	1	48	2	0	2
13:15 to 14:15	9	0	9	58	9	67	11	0	11	2	0	2	111	1	112	47	0	47	47	2	49	1	0	1
13:30 to 14:30	8	0	8	52	8	60	12	0	12	3	0	3	112	1	113	48	0	48	38	2	40	0	0	0
13:45 to 14:45	8	0	8	57	5	62	13	0	13	4	0	4	100	0	100	48	0	48	34	2	36	0	0	0
14:00 to 15:00	8	0	8	47	4	51	12	0	12	2	0	2	103	0	103	45	0	45	31	2	33	0	0	0
Totals	65	0	65	320	31	351	108	0	108	16	0	16	553	3	556	226	4	230	243	6	249	7	0	7

Approach	Myoora Rd												Cooyong Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	8	0	8	103	5	108	9	0	9	1	0	1	9	0	9	19	0	19	32	1	33	0	0	0
10:15 to 11:15	13	0	13	98	5	103	5	0	5	2	0	2	11	0	11	17	0	17	32	1	33	0	0	0
10:30 to 11:30	15	0	15	108	4	112	6	0	6	3	0	3	13	0	13	17	0	17	31	1	32	0	0	0
10:45 to 11:45	16	0	16	112	5	117	5	0	5	3	0	3	13	0	13	18	0	18	30	1	31	0	0	0
11:00 to 12:00	14	1	15	121	7	128	5	0	5	3	0	3	10	0	10	9	0	9	25	0	25	0	0	0
11:15 to 12:15	16	1	17	129	7	136	8	0	8	2	0	2	7	0	7	9	0	9	25	0	25	0	0	0
11:30 to 12:30	16	1	17	123	9	132	5	0	5	1	0	1	5	0	5	8	0	8	23	1	24	0	0	0
11:45 to 12:45	15	1	16	121	7	128	5	0	5	0	0	0	5	0	5	5	0	5	21	1	22	0	0	0
12:00 to 13:00	17	0	17	115	5	120	3	0	3	1	0	1	4	0	4	4	0	4	22	1	23	0	0	0
12:15 to 13:15	13	0	13	108	5	113	0	0	0	1	0	1	3	0	3	2	0	2	18	2	20	0	0	0
12:30 to 13:30	11	0	11	104	4	108	2	0	2	1	0	1	5	0	5	2	0	2	19	1	20	0	0	0
12:45 to 13:45	10	0	10	93	7	100	2	0	2	1	0	1	6	0	6	3	0	3	17	2	19	0	0	0
13:00 to 14:00	10	0	10	98	7	105	3	0	3	0	0	0	7	0	7	8	0	8	18	2	20	0	0	0
13:15 to 14:15	8	0	8	101	7	108	3	0	3	0	0	0	6	0	6	12	0	12	21	1	22	0	0	0
13:30 to 14:30	9	0	9	96	6	102	1	0	1	0	0	0	4	0	4	14	0	14	20	1	21	0	0	0
13:45 to 14:45	12	0	12	103	3	106	1	0	1	0	0	0	2	0	2	16	0	16	24	0	24	0	0	0
14:00 to 15:00	11	0	11	97	3	100	0	0	0	0	0	0	4	0	4	12	0	12	27	0	27	0	0	0
Totals	60	1	61	534	27	561	20	0	20	5	0	5	34	0	34	52	0	52	124	4	128	0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 2. Myoora Rd / Cooyong Rd

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	116	7	123	264	3	267	155	8	163	41	0	41	594

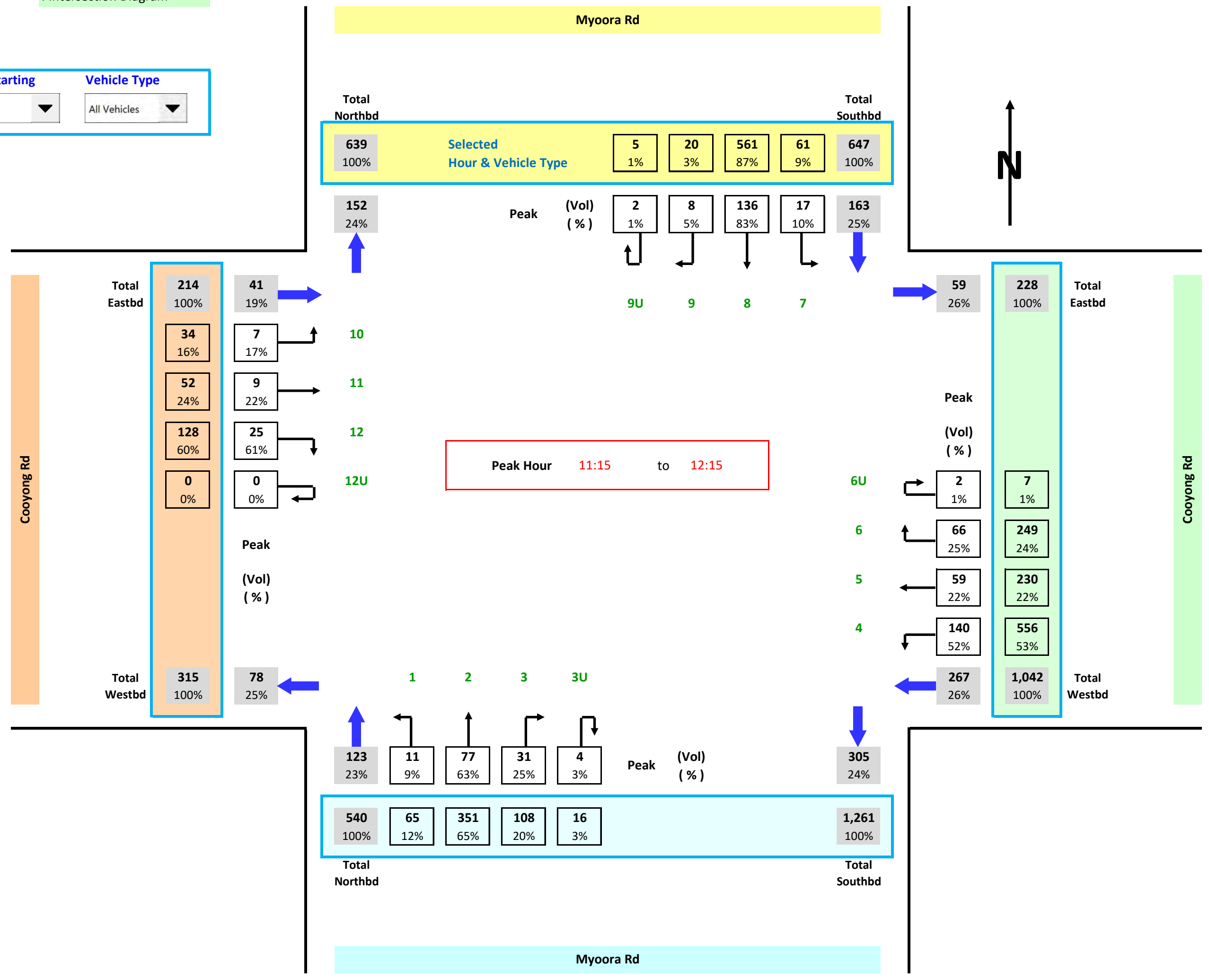
Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	127	6	133	178	3	181	121	5	126	60	1	61	501
10:15 to 11:15	131	4	135	194	2	196	118	5	123	60	1	61	515
10:30 to 11:30	126	6	132	202	3	205	132	4	136	61	1	62	535
10:45 to 11:45	124	6	130	228	2	230	136	5	141	61	1	62	563
11:00 to 12:00	118	6	124	246	3	249	143	8	151	44	0	44	568
11:15 to 12:15	116	7	123	264	3	267	155	8	163	41	0	41	594
11:30 to 12:30	123	6	129	252	3	255	145	10	155	36	1	37	576
11:45 to 12:45	118	5	123	240	2	242	141	8	149	31	1	32	546
12:00 to 13:00	113	5	118	238	2	240	136	5	141	30	1	31	530
12:15 to 13:15	102	6	108	215	3	218	122	5	127	23	2	25	478
12:30 to 13:30	94	6	100	217	2	219	118	4	122	26	1	27	468
12:45 to 13:45	78	9	87	198	3	201	106	7	113	26	2	28	429
13:00 to 14:00	82	10	92	188	3	191	111	7	118	33	2	35	436
13:15 to 14:15	80	9	89	206	3	209	112	7	119	39	1	40	457
13:30 to 14:30	75	8	83	198	3	201	106	6	112	38	1	39	435
13:45 to 14:45	82	5	87	182	2	184	116	3	119	42	0	42	432
14:00 to 15:00	69	4	73	179	2	181	108	3	111	43	0	43	408
Totals	509	31	540	1,029	13	1,042	619	28	647	210	4	214	2,443

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 2. Myoora Rd / Cooyong Rd

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Intersection Diagram

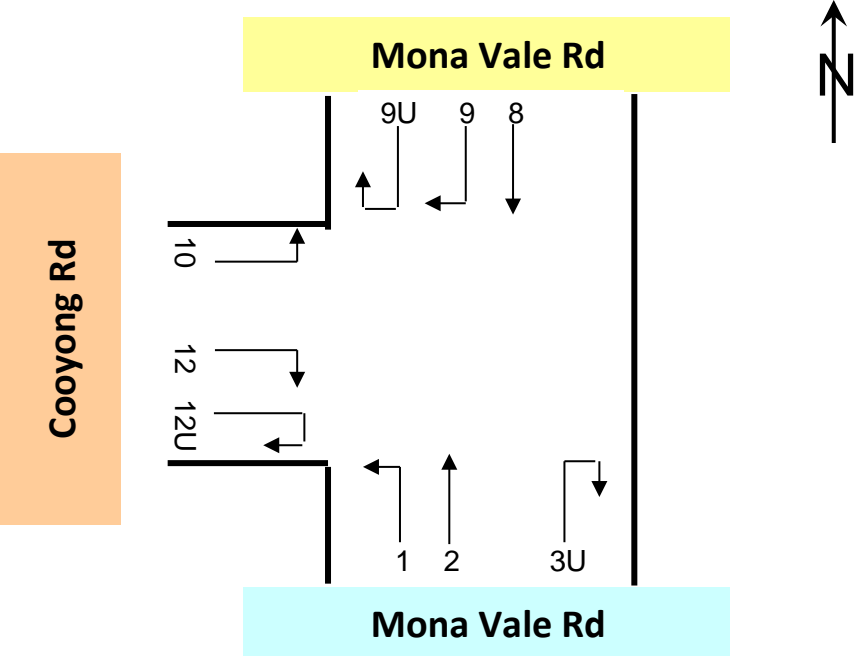


Hour Starting : Totals
Vehicle Type : All Vehicles



Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: 15 mins Data

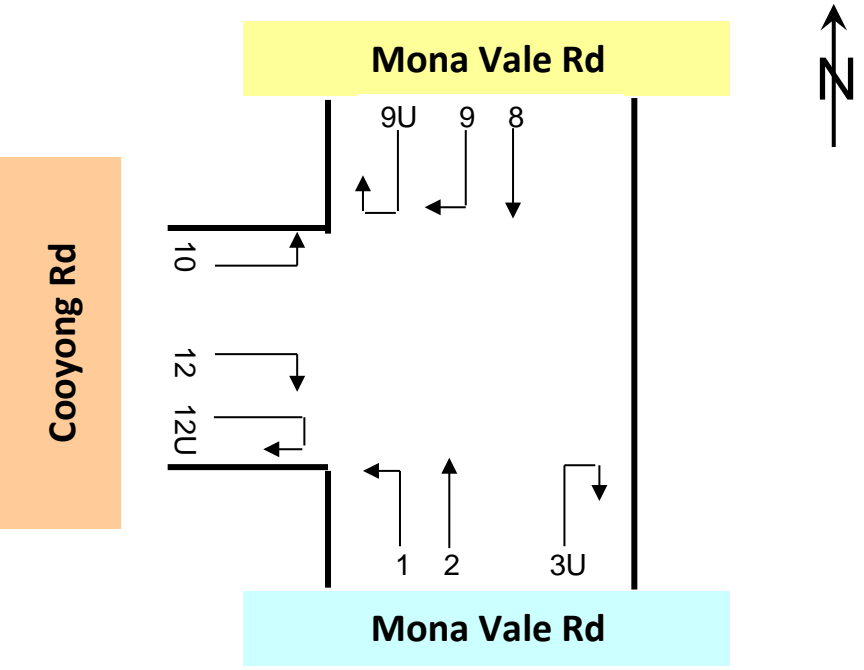


	Class 1	Class 2
Classifications	Lights	Heavies

Approach	Mona Vale Rd									
	Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 10:15	27	1	28	345	5	350	0	0	0	
10:15 to 10:30	25	0	25	316	7	323	0	0	0	
10:30 to 10:45	33	1	34	354	11	365	0	0	0	
10:45 to 11:00	30	0	30	421	6	427	0	0	0	
11:00 to 11:15	32	0	32	407	11	418	0	0	0	
11:15 to 11:30	33	1	34	357	7	364	0	0	0	
11:30 to 11:45	43	1	44	362	11	373	0	0	0	
11:45 to 12:00	39	1	40	331	7	338	0	0	0	
12:00 to 12:15	38	1	39	378	12	390	0	0	0	
12:15 to 12:30	27	1	28	401	15	416	0	0	0	
12:30 to 12:45	31	0	31	374	14	388	0	0	0	
12:45 to 13:00	45	0	45	411	7	418	0	0	0	
13:00 to 13:15	26	0	26	342	9	351	0	0	0	
13:15 to 13:30	28	0	28	324	7	331	0	0	0	
13:30 to 13:45	22	0	22	331	10	341	0	0	0	
13:45 to 14:00	30	1	31	356	7	363	0	0	0	
14:00 to 14:15	36	1	37	317	7	324	0	0	0	
14:15 to 14:30	27	0	27	354	5	359	0	0	0	
14:30 to 14:45	26	0	26	334	8	342	0	0	0	
14:45 to 15:00	32	1	33	314	4	318	0	0	0	
Totals	630	10	640	7,129	170	7,299	0	0	0	

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

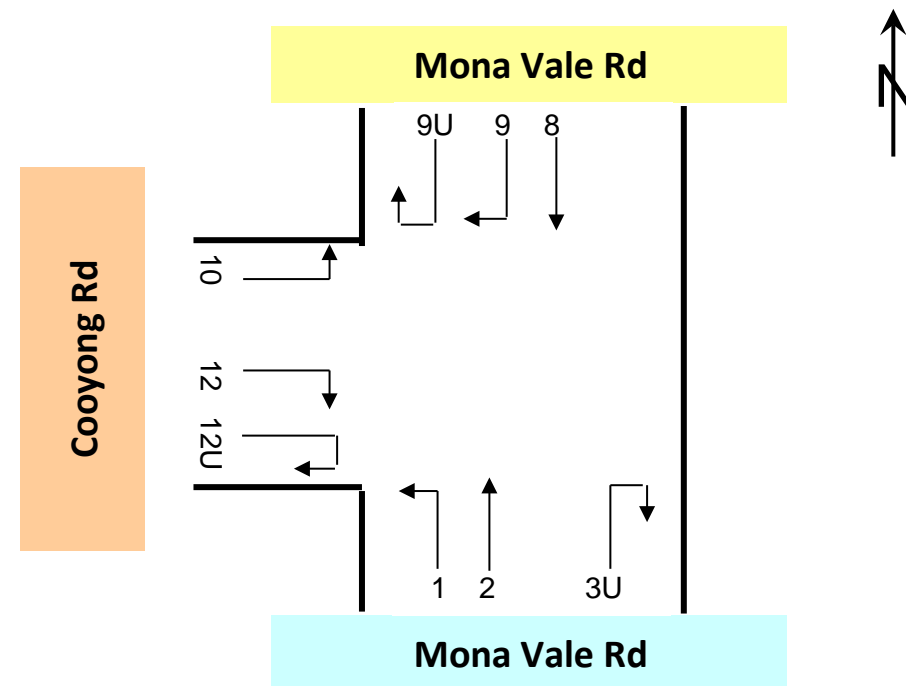
Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



Approach	Mona Vale Rd								
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3U (U Turn)		
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
Time Period									
10:00 to 11:00	115	2	117	1,436	29	1,465	0	0	0
10:15 to 11:15	120	1	121	1,498	35	1,533	0	0	0
10:30 to 11:30	128	2	130	1,539	35	1,574	0	0	0
10:45 to 11:45	138	2	140	1,547	35	1,582	0	0	0
11:00 to 12:00	147	3	150	1,457	36	1,493	0	0	0
11:15 to 12:15	153	4	157	1,428	37	1,465	0	0	0
11:30 to 12:30	147	4	151	1,472	45	1,517	0	0	0
11:45 to 12:45	135	3	138	1,484	48	1,532	0	0	0
12:00 to 13:00	141	2	143	1,564	48	1,612	0	0	0
12:15 to 13:15	129	1	130	1,528	45	1,573	0	0	0
12:30 to 13:30	130	0	130	1,451	37	1,488	0	0	0
12:45 to 13:45	121	0	121	1,408	33	1,441	0	0	0
13:00 to 14:00	106	1	107	1,353	33	1,386	0	0	0
13:15 to 14:15	116	2	118	1,328	31	1,359	0	0	0
13:30 to 14:30	115	2	117	1,358	29	1,387	0	0	0
13:45 to 14:45	119	2	121	1,361	27	1,388	0	0	0
14:00 to 15:00	121	2	123	1,319	24	1,343	0	0	0
Totals	630	10	640	7,129	170	7,299	0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Mona Vale Rd			Mona Vale Rd			Cooyong Rd			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:30 to 12:30	1,619	49	1,668	1,530	44	1,574	95	2	97	3,339

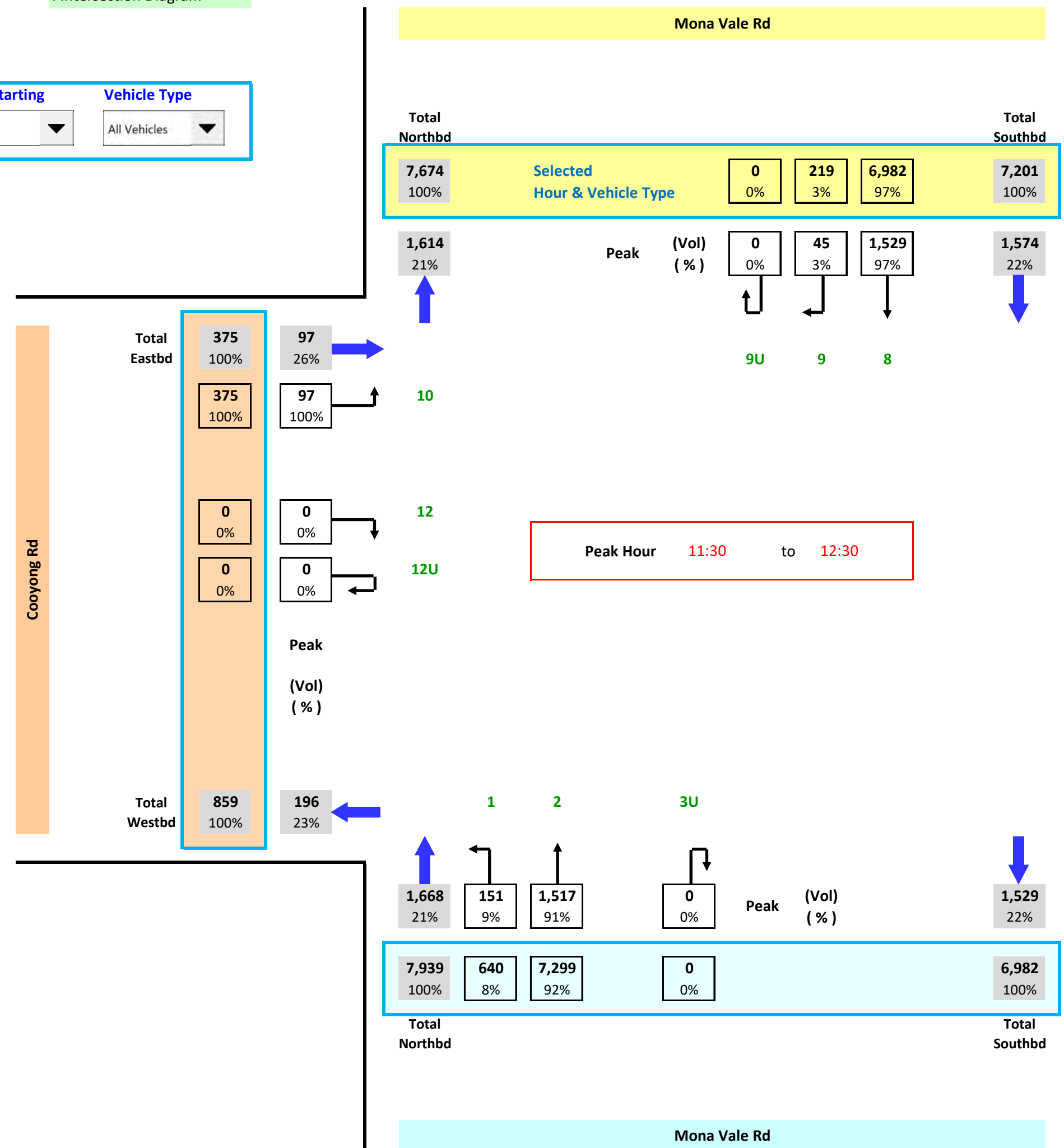
Approach	Mona Vale Rd			Mona Vale Rd			Cooyong Rd			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	1,551	31	1,582	1,303	37	1,340	70	2	72	2,994
10:15 to 11:15	1,618	36	1,654	1,333	42	1,375	73	1	74	3,103
10:30 to 11:30	1,667	37	1,704	1,369	48	1,417	73	1	74	3,195
10:45 to 11:45	1,685	37	1,722	1,382	48	1,430	86	0	86	3,238
11:00 to 12:00	1,604	39	1,643	1,461	44	1,505	89	1	90	3,238
11:15 to 12:15	1,581	41	1,622	1,496	44	1,540	92	2	94	3,256
11:30 to 12:30	1,619	49	1,668	1,530	44	1,574	95	2	97	3,339
11:45 to 12:45	1,619	51	1,670	1,489	51	1,540	84	2	86	3,296
12:00 to 13:00	1,705	50	1,755	1,421	54	1,475	77	1	78	3,308
12:15 to 13:15	1,657	46	1,703	1,368	49	1,417	74	1	75	3,195
12:30 to 13:30	1,581	37	1,618	1,339	47	1,386	71	1	72	3,076
12:45 to 13:45	1,529	33	1,562	1,382	39	1,421	62	1	63	3,046
13:00 to 14:00	1,459	34	1,493	1,374	37	1,411	67	1	68	2,972
13:15 to 14:15	1,444	33	1,477	1,438	35	1,473	61	0	61	3,011
13:30 to 14:30	1,473	31	1,504	1,441	34	1,475	66	0	66	3,045
13:45 to 14:45	1,480	29	1,509	1,456	33	1,489	75	0	75	3,073
14:00 to 15:00	1,440	26	1,466	1,441	29	1,470	67	0	67	3,003
Totals	7,759	180	7,939	7,000	201	7,201	370	5	375	15,515

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 3. Mona Vale Rd / Cooyong Rd

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Intersection Diagram



Hour Starting : Totals
Vehicle Type : All Vehicles

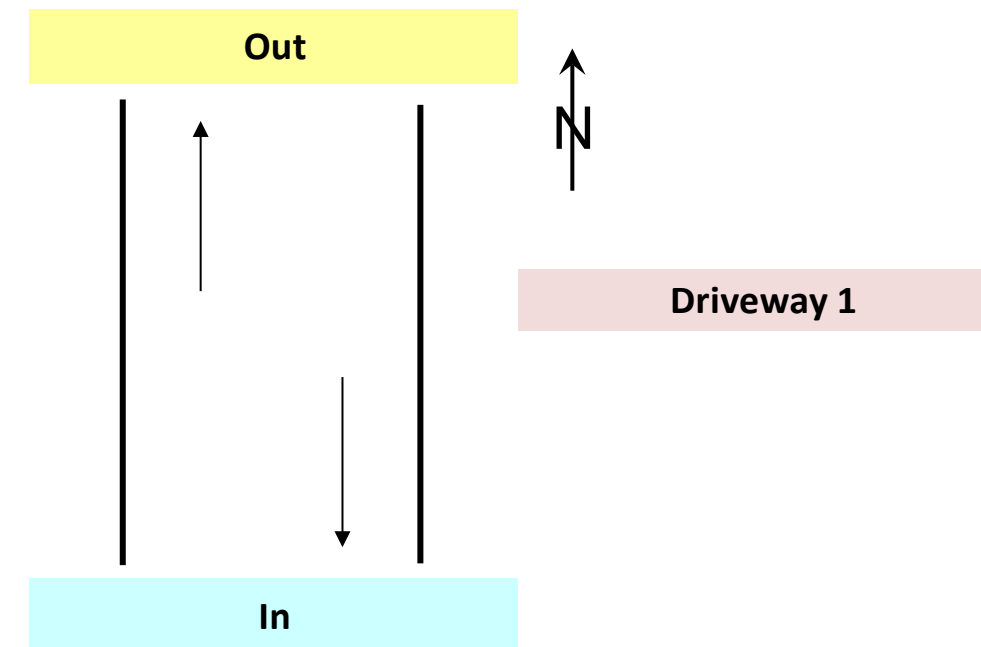


Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count
 : 15 mins Data

Classifications

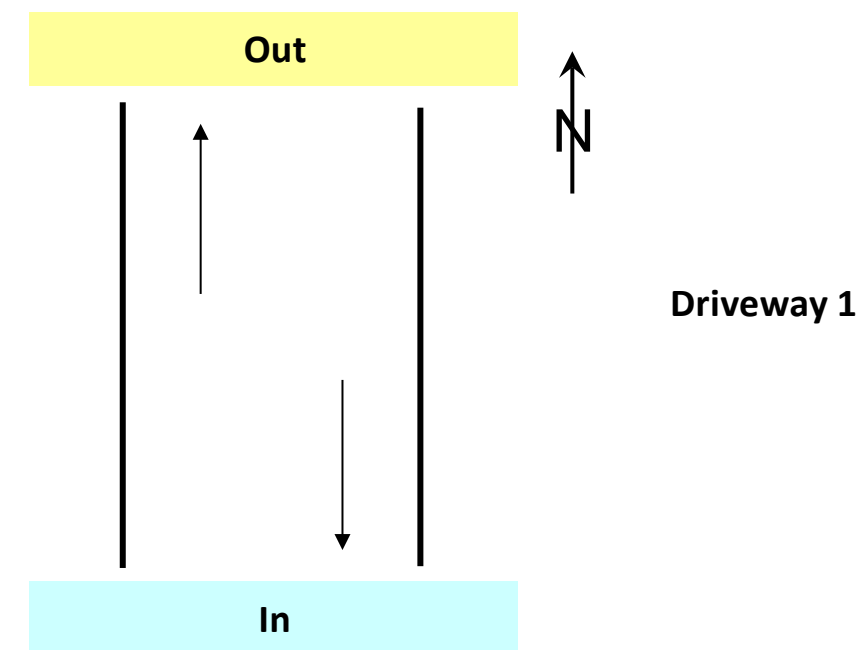
Class 1	Class 2
Lights	Heavies



Approach	Driveway 1					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0
11:15 to 11:30	0	0	0	1	0	1
11:30 to 11:45	1	0	1	0	0	0
11:45 to 12:00	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	0	0
12:15 to 12:30	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	0
12:45 to 13:00	0	0	0	0	0	0
13:00 to 13:15	0	0	0	0	0	0
13:15 to 13:30	0	0	0	0	0	0
13:30 to 13:45	0	0	0	0	0	0
13:45 to 14:00	0	0	0	0	0	0
14:00 to 14:15	0	0	0	0	0	0
14:15 to 14:30	0	0	0	0	0	0
14:30 to 14:45	0	0	0	1	0	1
14:45 to 15:00	0	0	0	1	0	1
Total	1	0	1	3	0	3

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count
: Hourly Summary

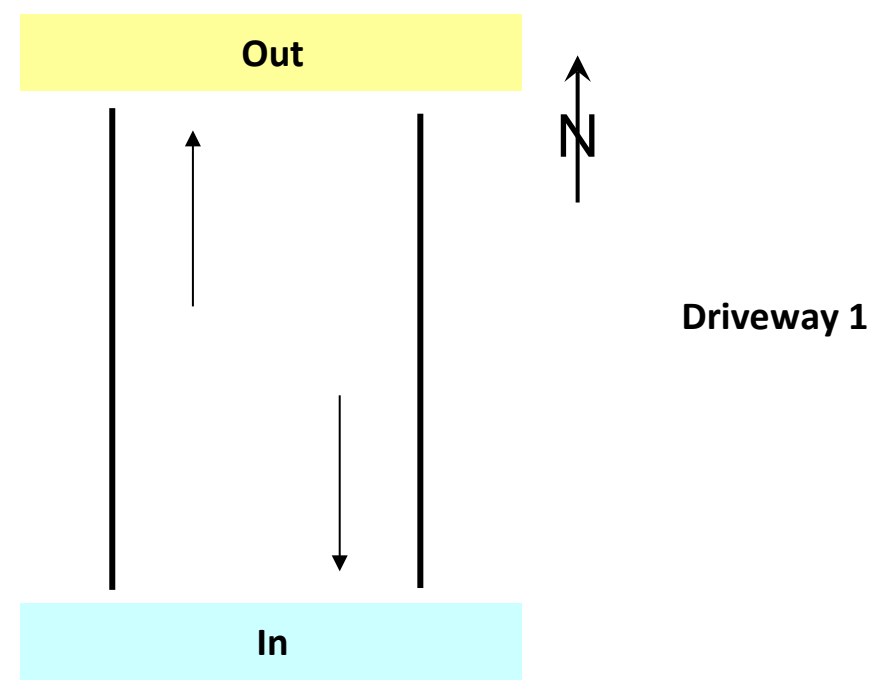


Approach	Driveway 1					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	0	0	0	0	0	0
10:15 to 11:15	0	0	0	0	0	0
10:30 to 11:30	0	0	0	1	0	1
10:45 to 11:45	1	0	1	1	0	1
11:00 to 12:00	1	0	1	1	0	1
11:15 to 12:15	1	0	1	1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

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count

: Peak Hour Summary



Approach	Out			In			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	
10:45 to 11:45	1	0	1	1	0	1	2

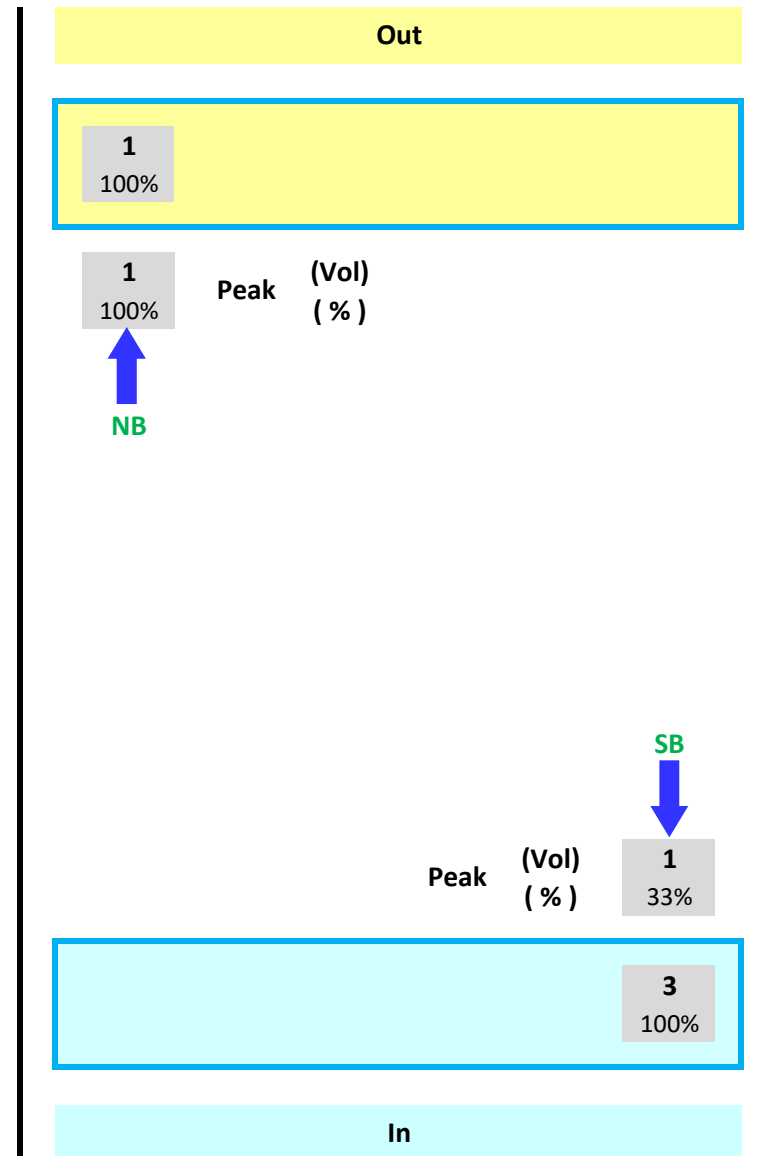
Approach	Out			In			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	0	0	0	0	0	0	0
10:15 to 11:15	0	0	0	0	0	0	0
10:30 to 11:30	0	0	0	1	0	1	1
10:45 to 11:45	1	0	1	1	0	1	2
11:00 to 12:00	1	0	1	1	0	1	2
11:15 to 12:15	1	0	1	1	0	1	2
11:30 to 12:30	1	0	1	0	0	0	1
11:45 to 12:45	0	0	0	0	0	0	0
12:00 to 13:00	0	0	0	0	0	0	0
12:15 to 13:15	0	0	0	0	0	0	0
12:30 to 13:30	0	0	0	0	0	0	0
12:45 to 13:45	0	0	0	0	0	0	0
13:00 to 14:00	0	0	0	0	0	0	0
13:15 to 14:15	0	0	0	0	0	0	0
13:30 to 14:30	0	0	0	0	0	0	0
13:45 to 14:45	0	0	0	1	0	1	1
14:00 to 15:00	0	0	0	2	0	2	2
Total	1	0	1	3	0	3	4

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 4. Cooyong Rd / Driveway 1

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count

: Intersection Diagram

Hour Starting	Vehicle Type
Total ▼	All Vehicles ▼



Driveway 1

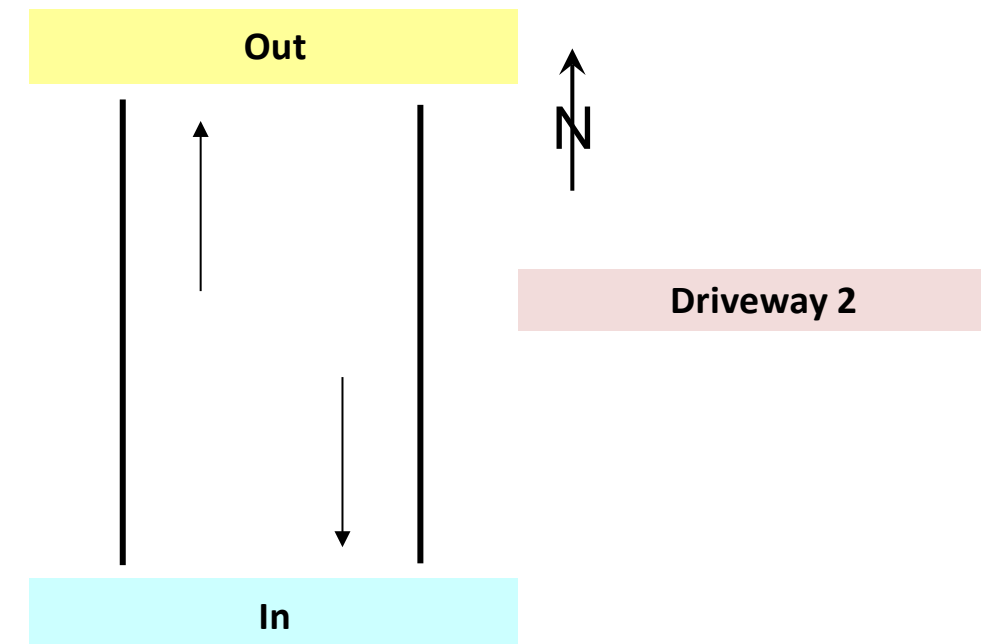
Peak Hour 10:45 to 11:45

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 5. Cooyong Rd / Driveway 2

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count

: 15 mins Data

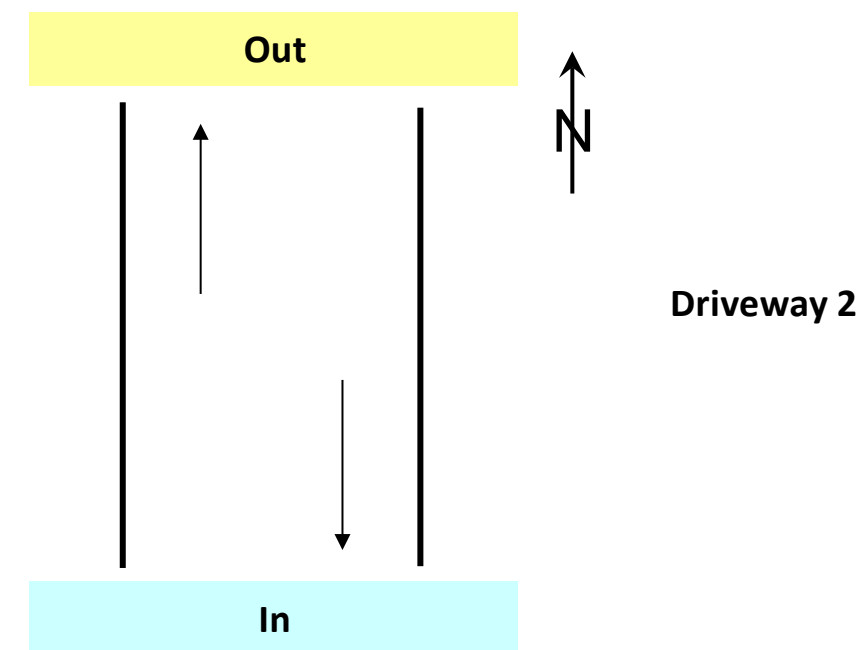
Classifications
 Class 1: Lights
 Class 2: Heavies



Approach	Driveway 2					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	13	1	14	15	0	15
10:15 to 10:30	22	0	22	10	1	11
10:30 to 10:45	21	2	23	15	0	15
10:45 to 11:00	26	0	26	14	0	14
11:00 to 11:15	28	0	28	15	0	15
11:15 to 11:30	33	0	33	13	0	13
11:30 to 11:45	36	0	36	10	0	10
11:45 to 12:00	34	0	34	12	0	12
12:00 to 12:15	37	1	38	13	0	13
12:15 to 12:30	33	0	33	12	0	12
12:30 to 12:45	41	0	41	3	0	3
12:45 to 13:00	28	0	28	14	1	15
13:00 to 13:15	37	1	38	10	0	10
13:15 to 13:30	30	0	30	11	0	11
13:30 to 13:45	29	0	29	10	0	10
13:45 to 14:00	30	0	30	5	0	5
14:00 to 14:15	37	0	37	20	0	20
14:15 to 14:30	34	0	34	14	0	14
14:30 to 14:45	22	0	22	13	0	13
14:45 to 15:00	31	0	31	17	0	17
Total	602	5	607	246	2	248

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 5. Cooyong Rd / Driveway 2

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count
: Hourly Summary

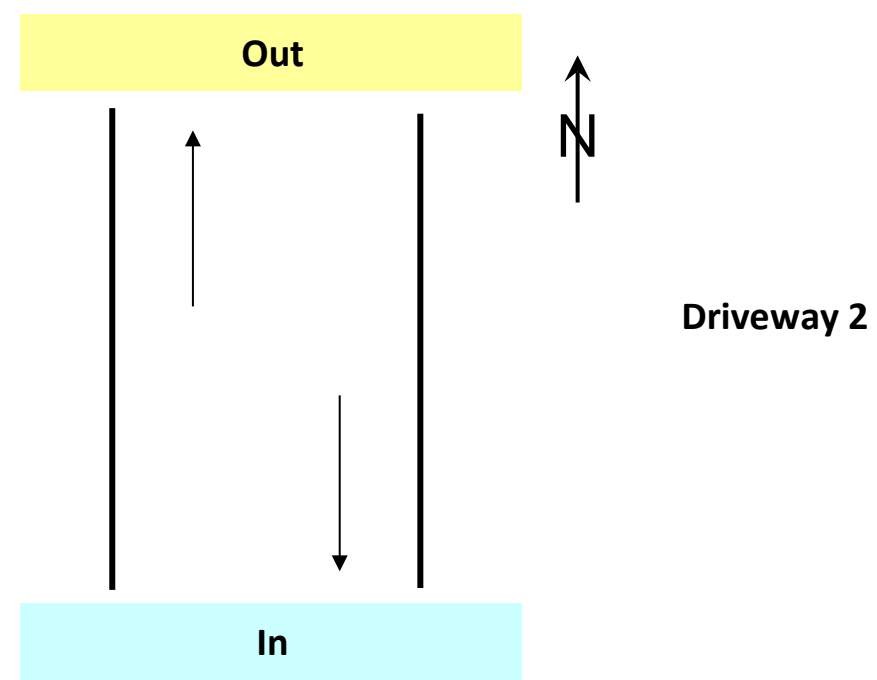


Approach	Driveway 2					
	Out			In		
Direction	Lights	Heavies	Total	Lights	Heavies	Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	82	3	85	54	1	55
10:15 to 11:15	97	2	99	54	1	55
10:30 to 11:30	108	2	110	57	0	57
10:45 to 11:45	123	0	123	52	0	52
11:00 to 12:00	131	0	131	50	0	50
11:15 to 12:15	140	1	141	48	0	48
11:30 to 12:30	140	1	141	47	0	47
11:45 to 12:45	145	1	146	40	0	40
12:00 to 13:00	139	1	140	42	1	43
12:15 to 13:15	139	1	140	39	1	40
12:30 to 13:30	136	1	137	38	1	39
12:45 to 13:45	124	1	125	45	1	46
13:00 to 14:00	126	1	127	36	0	36
13:15 to 14:15	126	0	126	46	0	46
13:30 to 14:30	130	0	130	49	0	49
13:45 to 14:45	123	0	123	52	0	52
14:00 to 15:00	124	0	124	64	0	64
Total	602	5	607	246	2	248

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 5. Cooyong Rd / Driveway 2

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count

: Peak Hour Summary



Approach	Out			In			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	140	1	141	48	0	48	189

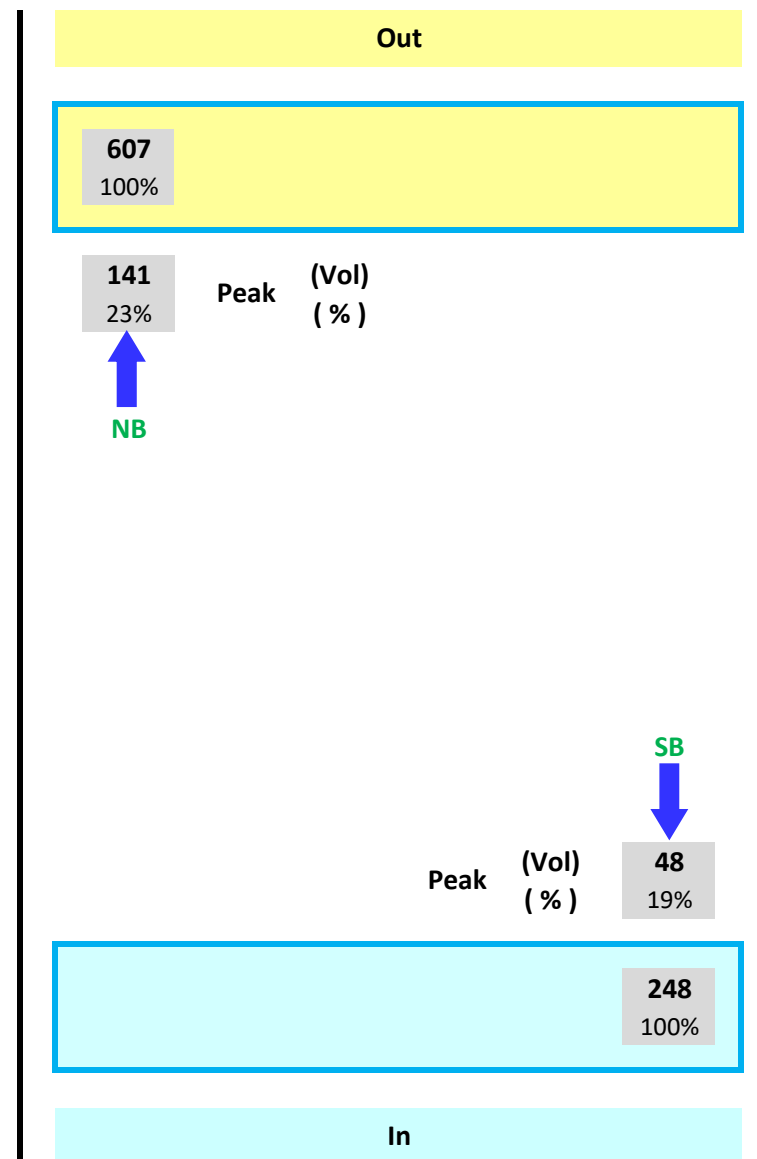
Approach	Out			In			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	82	3	85	54	1	55	140
10:15 to 11:15	97	2	99	54	1	55	154
10:30 to 11:30	108	2	110	57	0	57	167
10:45 to 11:45	123	0	123	52	0	52	175
11:00 to 12:00	131	0	131	50	0	50	181
11:15 to 12:15	140	1	141	48	0	48	189
11:30 to 12:30	140	1	141	47	0	47	188
11:45 to 12:45	145	1	146	40	0	40	186
12:00 to 13:00	139	1	140	42	1	43	183
12:15 to 13:15	139	1	140	39	1	40	180
12:30 to 13:30	136	1	137	38	1	39	176
12:45 to 13:45	124	1	125	45	1	46	171
13:00 to 14:00	126	1	127	36	0	36	163
13:15 to 14:15	126	0	126	46	0	46	172
13:30 to 14:30	130	0	130	49	0	49	179
13:45 to 14:45	123	0	123	52	0	52	175
14:00 to 15:00	124	0	124	64	0	64	188
Total	602	5	607	246	2	248	855

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 5. Cooyong Rd / Driveway 2

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Mid-block Count

: Intersection Diagram

Hour Starting	Vehicle Type
Total ▼	All Vehicles ▼



Driveway 2

Peak Hour 11:15 to 12:15

8. Appendix B – Sidra Modelling Outputs



INTERSECTION SUMMARY

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

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

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	60.7 km/h	60.7 km/h
Travel Distance (Total)	3537.0 veh-km/h	4244.4 pers-km/h
Travel Time (Total)	58.3 veh-h/h	70.0 pers-h/h
Desired Speed (Program)	77.4 km/h	
Speed Efficiency	0.78	
Travel Time Index	7.59	
Congestion Coefficient	1.28	
Demand Flows (Total)	3500 veh/h	4200 pers/h
Percent Heavy Vehicles (Demand)	2.6 %	
Degree of Saturation	1.303	
Practical Spare Capacity	-24.8 %	
Effective Intersection Capacity	2687 veh/h	
Control Delay (Total)	12.55 veh-h/h	15.06 pers-h/h
Control Delay (Average)	12.9 sec	12.9 sec
Control Delay (Worst Lane)	389.9 sec	
Control Delay (Worst Movement)	389.9 sec	389.9 sec
Geometric Delay (Average)	0.7 sec	
Stop-Line Delay (Average)	12.2 sec	
Idling Time (Average)	11.4 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	16.0 veh	
95% Back of Queue - Distance (Worst Lane)	113.5 m	
Ave. Queue Storage Ratio (Worst Lane)	0.09	
Total Effective Stops	370 veh/h	444 pers/h
Effective Stop Rate	0.11	0.11
Proportion Queued	0.12	0.12
Performance Index	75.5	75.5
Cost (Total)	2560.80 \$/h	2560.80 \$/h
Fuel Consumption (Total)	279.9 L/h	
Carbon Dioxide (Total)	662.6 kg/h	
Hydrocarbons (Total)	0.070 kg/h	
Carbon Monoxide (Total)	1.348 kg/h	
NOx (Total)	0.729 kg/h	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Site Model Variability Index (Iterations 3 to N): 2.4 %
 Number of Iterations: 8 (Maximum: 10)
 Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 1.8% 1.3% 1.0%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,680,000 veh/y	2,016,000 pers/y
Delay	6,025 veh-h/y	7,230 pers-h/y
Effective Stops	177,741 veh/y	213,289 pers/y
Travel Distance	1,697,761 veh-km/y	2,037,313 pers-km/y
Travel Time	27,986 veh-h/y	33,583 pers-h/y
Cost	1,229,186 \$/y	1,229,186 \$/y
Fuel Consumption	134,355 L/y	
Carbon Dioxide	318,068 kg/y	
Hydrocarbons	34 kg/y	
Carbon Monoxide	647 kg/y	

NOx

350 kg/y

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INTERSECTION SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	52.8 km/h	52.8 km/h
Travel Distance (Total)	525.3 veh-km/h	630.3 pers-km/h
Travel Time (Total)	9.9 veh-h/h	11.9 pers-h/h
Desired Speed (Program)	60.0 km/h	
Speed Efficiency	0.88	
Travel Time Index	8.67	
Congestion Coefficient	1.14	
Demand Flows (Total)	516 veh/h	619 pers/h
Percent Heavy Vehicles (Demand)	7.3 %	
Degree of Saturation	0.145	
Practical Spare Capacity	486.0 %	
Effective Intersection Capacity	3556 veh/h	
Control Delay (Total)	0.89 veh-h/h	1.07 pers-h/h
Control Delay (Average)	6.2 sec	6.2 sec
Control Delay (Worst Lane)	7.4 sec	
Control Delay (Worst Movement)	8.9 sec	8.9 sec
Geometric Delay (Average)	5.5 sec	
Stop-Line Delay (Average)	0.7 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	0.8 veh	
95% Back of Queue - Distance (Worst Lane)	5.8 m	
Ave. Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	282 veh/h	339 pers/h
Effective Stop Rate	0.55	0.55
Proportion Queued	0.30	0.30
Performance Index	15.3	15.3
Cost (Total)	458.78 \$/h	458.78 \$/h
Fuel Consumption (Total)	57.6 L/h	
Carbon Dioxide (Total)	137.7 kg/h	
Hydrocarbons (Total)	0.011 kg/h	
Carbon Monoxide (Total)	0.143 kg/h	
NOx (Total)	0.377 kg/h	

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA Standard.

Site Model Variability Index (Iterations 3 to N): 0.6 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 89.4% 0.6%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	247,579 veh/y	297,095 pers/y
Delay	428 veh-h/y	514 pers-h/y
Effective Stops	135,444 veh/y	162,532 pers/y
Travel Distance	252,127 veh-km/y	302,553 pers-km/y
Travel Time	4,772 veh-h/y	5,726 pers-h/y
Cost	220,213 \$/y	220,213 \$/y
Fuel Consumption	27,633 L/y	
Carbon Dioxide	66,111 kg/y	
Hydrocarbons	5 kg/y	
Carbon Monoxide	69 kg/y	

NOx

181 kg/y

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MOVEMENT SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Myoora Rd														
1	L2	19	0	20	0.0	0.140	5.6	LOS A	0.8	5.8	0.32	0.54	0.32	52.5
2	T1	99	18	104	18.2	0.140	5.8	LOS A	0.8	5.8	0.32	0.54	0.32	52.6
3	R2	25	0	26	0.0	0.140	8.4	LOS A	0.8	5.8	0.32	0.54	0.32	52.9
Approach		143	18	151	12.6	0.140	6.2	LOS A	0.8	5.8	0.32	0.54	0.32	52.6
East: Cooyong Rd														
4	L2	42	2	44	4.8	0.145	6.1	LOS A	0.8	5.3	0.38	0.60	0.38	51.8
5	T1	53	0	56	0.0	0.145	5.9	LOS A	0.8	5.3	0.38	0.60	0.38	52.8
6	R2	51	0	54	0.0	0.145	8.9	LOS A	0.8	5.3	0.38	0.60	0.38	52.4
Approach		146	2	154	1.4	0.145	7.0	LOS A	0.8	5.3	0.38	0.60	0.38	52.4
North: Myoora Rd														
7	L2	10	0	11	0.0	0.143	5.2	LOS A	0.8	5.7	0.20	0.49	0.20	53.1
8	T1	152	15	160	9.9	0.143	5.2	LOS A	0.8	5.7	0.20	0.49	0.20	53.6
9	R2	6	1	6	16.7	0.143	8.3	LOS A	0.8	5.7	0.20	0.49	0.20	52.8
Approach		168	16	177	9.5	0.143	5.3	LOS A	0.8	5.7	0.20	0.49	0.20	53.6
West: Cooyong Rd														
10	L2	5	0	5	0.0	0.033	5.9	LOS A	0.2	1.1	0.35	0.59	0.35	51.7
11	T1	10	0	11	0.0	0.033	5.8	LOS A	0.2	1.1	0.35	0.59	0.35	52.5
12	R2	18	0	19	0.0	0.033	8.7	LOS A	0.2	1.1	0.35	0.59	0.35	52.1
Approach		33	0	35	0.0	0.033	7.4	LOS A	0.2	1.1	0.35	0.59	0.35	52.2
All Vehicles		490	36	516	7.3	0.145	6.2	LOS A	0.8	5.8	0.30	0.55	0.30	52.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INTERSECTION SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	52.7 km/h	52.7 km/h
Travel Distance (Total)	574.7 veh-km/h	689.7 pers-km/h
Travel Time (Total)	10.9 veh-h/h	13.1 pers-h/h
Desired Speed (Program)	60.0 km/h	
Speed Efficiency	0.88	
Travel Time Index	8.64	
Congestion Coefficient	1.14	
Demand Flows (Total)	564 veh/h	677 pers/h
Percent Heavy Vehicles (Demand)	6.7 %	
Degree of Saturation	0.181	
Practical Spare Capacity	370.9 %	
Effective Intersection Capacity	3125 veh/h	
Control Delay (Total)	1.02 veh-h/h	1.22 pers-h/h
Control Delay (Average)	6.5 sec	6.5 sec
Control Delay (Worst Lane)	7.6 sec	
Control Delay (Worst Movement)	8.9 sec	8.9 sec
Geometric Delay (Average)	5.6 sec	
Stop-Line Delay (Average)	0.9 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	1.0 veh	
95% Back of Queue - Distance (Worst Lane)	6.8 m	
Ave. Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	318 veh/h	381 pers/h
Effective Stop Rate	0.56	0.56
Proportion Queued	0.32	0.32
Performance Index	17.0	17.0
Cost (Total)	500.40 \$/h	500.40 \$/h
Fuel Consumption (Total)	61.8 L/h	
Carbon Dioxide (Total)	147.6 kg/h	
Hydrocarbons (Total)	0.012 kg/h	
Carbon Monoxide (Total)	0.155 kg/h	
NOx (Total)	0.381 kg/h	

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA Standard.

Site Model Variability Index (Iterations 3 to N): 0.8 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 89.7% 0.8%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	270,821 veh/y	324,985 pers/y
Delay	488 veh-h/y	585 pers-h/y
Effective Stops	152,407 veh/y	182,889 pers/y
Travel Distance	275,875 veh-km/y	331,049 pers-km/y
Travel Time	5,237 veh-h/y	6,285 pers-h/y
Cost	240,190 \$/y	240,190 \$/y
Fuel Consumption	29,657 L/y	
Carbon Dioxide	70,863 kg/y	
Hydrocarbons	6 kg/y	
Carbon Monoxide	74 kg/y	

NOx

183 kg/y

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MOVEMENT SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Myoora Rd														
1	L2	19	0	20	0.0	0.147	5.8	LOS A	0.8	6.1	0.37	0.56	0.37	52.3
2	T1	99	18	104	18.2	0.147	6.1	LOS A	0.8	6.1	0.37	0.56	0.37	52.5
3	R2	25	0	26	0.0	0.147	8.6	LOS A	0.8	6.1	0.37	0.56	0.37	52.7
Approach		143	18	151	12.6	0.147	6.5	LOS A	0.8	6.1	0.37	0.56	0.37	52.5
East: Cooyong Rd														
4	L2	42	2	44	4.8	0.181	6.2	LOS A	1.0	6.8	0.40	0.62	0.40	51.6
5	T1	53	0	56	0.0	0.181	6.0	LOS A	1.0	6.8	0.40	0.62	0.40	52.5
6	R2	87	0	92	0.0	0.181	8.9	LOS A	1.0	6.8	0.40	0.62	0.40	52.1
Approach		182	2	192	1.1	0.181	7.4	LOS A	1.0	6.8	0.40	0.62	0.40	52.1
North: Myoora Rd														
7	L2	20	0	21	0.0	0.151	5.2	LOS A	0.8	6.1	0.20	0.49	0.20	53.1
8	T1	152	15	160	9.9	0.151	5.2	LOS A	0.8	6.1	0.20	0.49	0.20	53.6
9	R2	6	1	6	16.7	0.151	8.3	LOS A	0.8	6.1	0.20	0.49	0.20	52.8
Approach		178	16	187	9.0	0.151	5.3	LOS A	0.8	6.1	0.20	0.49	0.20	53.5
West: Cooyong Rd														
10	L2	5	0	5	0.0	0.034	6.1	LOS A	0.2	1.1	0.39	0.60	0.39	51.6
11	T1	10	0	11	0.0	0.034	6.0	LOS A	0.2	1.1	0.39	0.60	0.39	52.4
12	R2	18	0	19	0.0	0.034	8.9	LOS A	0.2	1.1	0.39	0.60	0.39	52.0
Approach		33	0	35	0.0	0.034	7.6	LOS A	0.2	1.1	0.39	0.60	0.39	52.1
All Vehicles		536	36	564	6.7	0.181	6.5	LOS A	1.0	6.8	0.32	0.56	0.32	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INTERSECTION SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	52.7 km/h	52.7 km/h
Travel Distance (Total)	627.5 veh-km/h	753.0 pers-km/h
Travel Time (Total)	11.9 veh-h/h	14.3 pers-h/h
Desired Speed (Program)	60.0 km/h	
Speed Efficiency	0.88	
Travel Time Index	8.65	
Congestion Coefficient	1.14	
Demand Flows (Total)	617 veh/h	740 pers/h
Percent Heavy Vehicles (Demand)	3.1 %	
Degree of Saturation	0.255	
Practical Spare Capacity	232.8 %	
Effective Intersection Capacity	2415 veh/h	
Control Delay (Total)	1.09 veh-h/h	1.31 pers-h/h
Control Delay (Average)	6.4 sec	6.4 sec
Control Delay (Worst Lane)	7.6 sec	
Control Delay (Worst Movement)	9.0 sec	9.0 sec
Geometric Delay (Average)	5.5 sec	
Stop-Line Delay (Average)	0.9 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	1.5 veh	
95% Back of Queue - Distance (Worst Lane)	10.4 m	
Ave. Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	350 veh/h	421 pers/h
Effective Stop Rate	0.57	0.57
Proportion Queued	0.34	0.34
Performance Index	19.1	19.1
Cost (Total)	525.60 \$/h	525.60 \$/h
Fuel Consumption (Total)	58.5 L/h	
Carbon Dioxide (Total)	138.5 kg/h	
Hydrocarbons (Total)	0.011 kg/h	
Carbon Monoxide (Total)	0.155 kg/h	
NOx (Total)	0.211 kg/h	

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA Standard.

Site Model Variability Index (Iterations 3 to N): 0.7 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 89.2% 0.7%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	296,084 veh/y	355,301 pers/y
Delay	526 veh-h/y	631 pers-h/y
Effective Stops	168,208 veh/y	201,850 pers/y
Travel Distance	301,201 veh-km/y	361,442 pers-km/y
Travel Time	5,711 veh-h/y	6,854 pers-h/y
Cost	252,288 \$/y	252,288 \$/y
Fuel Consumption	28,056 L/y	
Carbon Dioxide	66,475 kg/y	
Hydrocarbons	5 kg/y	
Carbon Monoxide	74 kg/y	

NOx

101 kg/y

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MOVEMENT SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Myoora Rd														
1	L2	11	0	12	0.0	0.116	5.7	LOS A	0.6	4.5	0.34	0.56	0.34	52.2
2	T1	77	7	81	9.1	0.116	5.8	LOS A	0.6	4.5	0.34	0.56	0.34	52.7
3	R2	31	0	33	0.0	0.116	8.5	LOS A	0.6	4.5	0.34	0.56	0.34	52.7
Approach		119	7	125	5.9	0.116	6.5	LOS A	0.6	4.5	0.34	0.56	0.34	52.7
East: Cooyong Rd														
4	L2	140	0	147	0.0	0.255	6.1	LOS A	1.5	10.4	0.41	0.61	0.41	52.1
5	T1	59	1	62	1.7	0.255	6.0	LOS A	1.5	10.4	0.41	0.61	0.41	52.9
6	R2	66	2	69	3.0	0.255	9.0	LOS A	1.5	10.4	0.41	0.61	0.41	52.4
Approach		265	3	279	1.1	0.255	6.8	LOS A	1.5	10.4	0.41	0.61	0.41	52.4
North: Myoora Rd														
7	L2	17	1	18	5.9	0.138	5.3	LOS A	0.7	5.3	0.22	0.50	0.22	52.8
8	T1	136	7	143	5.1	0.138	5.2	LOS A	0.7	5.3	0.22	0.50	0.22	53.7
9	R2	8	0	8	0.0	0.138	8.1	LOS A	0.7	5.3	0.22	0.50	0.22	53.4
Approach		161	8	169	5.0	0.138	5.4	LOS A	0.7	5.3	0.22	0.50	0.22	53.6
West: Cooyong Rd														
10	L2	7	0	7	0.0	0.040	5.9	LOS A	0.2	1.4	0.35	0.60	0.35	51.6
11	T1	9	0	9	0.0	0.040	5.8	LOS A	0.2	1.4	0.35	0.60	0.35	52.4
12	R2	25	0	26	0.0	0.040	8.7	LOS A	0.2	1.4	0.35	0.60	0.35	52.0
Approach		41	0	43	0.0	0.040	7.6	LOS A	0.2	1.4	0.35	0.60	0.35	52.0
All Vehicles		586	18	617	3.1	0.255	6.4	LOS A	1.5	10.4	0.34	0.57	0.34	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INTERSECTION SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	52.6 km/h	52.6 km/h
Travel Distance (Total)	691.9 veh-km/h	830.3 pers-km/h
Travel Time (Total)	13.2 veh-h/h	15.8 pers-h/h
Desired Speed (Program)	60.0 km/h	
Speed Efficiency	0.88	
Travel Time Index	8.63	
Congestion Coefficient	1.14	
Demand Flows (Total)	680 veh/h	816 pers/h
Percent Heavy Vehicles (Demand)	2.8 %	
Degree of Saturation	0.291	
Practical Spare Capacity	192.2 %	
Effective Intersection Capacity	2338 veh/h	
Control Delay (Total)	1.24 veh-h/h	1.49 pers-h/h
Control Delay (Average)	6.6 sec	6.6 sec
Control Delay (Worst Lane)	7.8 sec	
Control Delay (Worst Movement)	9.0 sec	9.0 sec
Geometric Delay (Average)	5.6 sec	
Stop-Line Delay (Average)	1.0 sec	
Idling Time (Average)	0.0 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	1.7 veh	
95% Back of Queue - Distance (Worst Lane)	12.2 m	
Ave. Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	394 veh/h	473 pers/h
Effective Stop Rate	0.58	0.58
Proportion Queued	0.36	0.36
Performance Index	21.4	21.4
Cost (Total)	579.43 \$/h	579.43 \$/h
Fuel Consumption (Total)	63.9 L/h	
Carbon Dioxide (Total)	151.3 kg/h	
Hydrocarbons (Total)	0.012 kg/h	
Carbon Monoxide (Total)	0.170 kg/h	
NOx (Total)	0.215 kg/h	

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

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

Roundabout Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA Standard.

Site Model Variability Index (Iterations 3 to N): 0.9 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 89.6% 0.9%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	326,400 veh/y	391,680 pers/y
Delay	597 veh-h/y	717 pers-h/y
Effective Stops	189,138 veh/y	226,966 pers/y
Travel Distance	332,124 veh-km/y	398,549 pers-km/y
Travel Time	6,314 veh-h/y	7,577 pers-h/y
Cost	278,127 \$/y	278,127 \$/y
Fuel Consumption	30,664 L/y	
Carbon Dioxide	72,602 kg/y	
Hydrocarbons	6 kg/y	
Carbon Monoxide	82 kg/y	

NOx

103 kg/y

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MOVEMENT SUMMARY

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

New Site
 Site Category: (None)
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Myoora Rd														
1	L2	11	0	12	0.0	0.121	5.9	LOS A	0.6	4.7	0.39	0.58	0.39	52.1
2	T1	77	7	81	9.1	0.121	6.0	LOS A	0.6	4.7	0.39	0.58	0.39	52.6
3	R2	31	0	33	0.0	0.121	8.8	LOS A	0.6	4.7	0.39	0.58	0.39	52.5
Approach		119	7	125	5.9	0.121	6.7	LOS A	0.6	4.7	0.39	0.58	0.39	52.5
East: Cooyong Rd														
4	L2	140	0	147	0.0	0.291	6.1	LOS A	1.7	12.2	0.42	0.62	0.42	51.9
5	T1	59	1	62	1.7	0.291	6.0	LOS A	1.7	12.2	0.42	0.62	0.42	52.7
6	R2	106	2	112	1.9	0.291	9.0	LOS A	1.7	12.2	0.42	0.62	0.42	52.3
Approach		305	3	321	1.0	0.291	7.1	LOS A	1.7	12.2	0.42	0.62	0.42	52.2
North: Myoora Rd														
7	L2	37	1	39	2.7	0.154	5.3	LOS A	0.8	6.0	0.22	0.50	0.22	52.9
8	T1	136	7	143	5.1	0.154	5.2	LOS A	0.8	6.0	0.22	0.50	0.22	53.7
9	R2	8	0	8	0.0	0.154	8.1	LOS A	0.8	6.0	0.22	0.50	0.22	53.5
Approach		181	8	191	4.4	0.154	5.4	LOS A	0.8	6.0	0.22	0.50	0.22	53.5
West: Cooyong Rd														
10	L2	7	0	7	0.0	0.042	6.1	LOS A	0.2	1.4	0.39	0.61	0.39	51.5
11	T1	9	0	9	0.0	0.042	6.0	LOS A	0.2	1.4	0.39	0.61	0.39	52.3
12	R2	25	0	26	0.0	0.042	8.9	LOS A	0.2	1.4	0.39	0.61	0.39	51.9
Approach		41	0	43	0.0	0.042	7.8	LOS A	0.2	1.4	0.39	0.61	0.39	51.9
All Vehicles		646	18	680	2.8	0.291	6.6	LOS A	1.7	12.2	0.36	0.58	0.36	52.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

INTERSECTION SUMMARY

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

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

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	76.9 km/h	76.9 km/h
Travel Distance (Total)	2937.4 veh-km/h	3524.9 pers-km/h
Travel Time (Total)	38.2 veh-h/h	45.8 pers-h/h
Desired Speed (Program)	78.5 km/h	
Speed Efficiency	0.98	
Travel Time Index	9.78	
Congestion Coefficient	1.02	
Demand Flows (Total)	2907 veh/h	3489 pers/h
Percent Heavy Vehicles (Demand)	4.7 %	
Degree of Saturation	0.402	
Practical Spare Capacity	143.5 %	
Effective Intersection Capacity	7224 veh/h	
Control Delay (Total)	0.94 veh-h/h	1.12 pers-h/h
Control Delay (Average)	1.2 sec	1.2 sec
Control Delay (Worst Lane)	52.9 sec	
Control Delay (Worst Movement)	52.9 sec	52.9 sec
Geometric Delay (Average)	0.4 sec	
Stop-Line Delay (Average)	0.7 sec	
Idling Time (Average)	0.6 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	1.2 veh	
95% Back of Queue - Distance (Worst Lane)	8.9 m	
Ave. Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	141 veh/h	169 pers/h
Effective Stop Rate	0.05	0.05
Proportion Queued	0.02	0.02
Performance Index	40.0	40.0
Cost (Total)	1756.74 \$/h	1756.74 \$/h
Fuel Consumption (Total)	218.5 L/h	
Carbon Dioxide (Total)	520.4 kg/h	
Hydrocarbons (Total)	0.053 kg/h	
Carbon Monoxide (Total)	1.080 kg/h	
NOx (Total)	0.797 kg/h	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Site Model Variability Index (Iterations 3 to N): 3.9 %
 Number of Iterations: 7 (Maximum: 10)
 Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.3% 1.1% 0.6%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,395,537 veh/y	1,674,644 pers/y
Delay	450 veh-h/y	540 pers-h/y
Effective Stops	67,520 veh/y	81,024 pers/y
Travel Distance	1,409,963 veh-km/y	1,691,956 pers-km/y
Travel Time	18,336 veh-h/y	22,003 pers-h/y
Cost	843,234 \$/y	843,234 \$/y
Fuel Consumption	104,862 L/y	
Carbon Dioxide	249,795 kg/y	
Hydrocarbons	25 kg/y	
Carbon Monoxide	518 kg/y	

NOx

383 kg/y

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MOVEMENT SUMMARY

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

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Mona Vale Rd														
1	L2	101	2	106	2.0	0.058	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.7
2	T1	1312	51	1381	3.9	0.363	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1413	53	1487	3.8	0.363	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.4
North: Mona Vale Rd														
8	T1	1271	75	1338	5.9	0.358	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	36	1	38	2.8	0.402	52.9	LOS D	1.2	8.9	0.94	1.01	1.13	32.3
Approach		1307	76	1376	5.8	0.402	1.5	NA	1.2	8.9	0.03	0.03	0.03	76.6
West: Cooyong Rd														
10	L2	42	1	44	2.4	0.078	9.2	LOS A	0.3	1.9	0.59	0.80	0.59	50.2
Approach		42	1	44	2.4	0.078	9.2	LOS A	0.3	1.9	0.59	0.80	0.59	50.2
All Vehicles		2762	130	2907	4.7	0.402	1.2	NA	1.2	8.9	0.02	0.05	0.02	76.9

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

INTERSECTION SUMMARY

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

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

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	75.2 km/h	75.2 km/h
Travel Distance (Total)	2999.4 veh-km/h	3599.3 pers-km/h
Travel Time (Total)	39.9 veh-h/h	47.9 pers-h/h
Desired Speed (Program)	78.0 km/h	
Speed Efficiency	0.96	
Travel Time Index	9.59	
Congestion Coefficient	1.04	
Demand Flows (Total)	2968 veh/h	3562 pers/h
Percent Heavy Vehicles (Demand)	4.6 %	
Degree of Saturation	0.636	
Practical Spare Capacity	54.0 %	
Effective Intersection Capacity	4664 veh/h	
Control Delay (Total)	1.60 veh-h/h	1.91 pers-h/h
Control Delay (Average)	1.9 sec	1.9 sec
Control Delay (Worst Lane)	65.7 sec	
Control Delay (Worst Movement)	65.7 sec	65.7 sec
Geometric Delay (Average)	0.5 sec	
Stop-Line Delay (Average)	1.4 sec	
Idling Time (Average)	1.2 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	2.2 veh	
95% Back of Queue - Distance (Worst Lane)	15.9 m	
Ave. Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	199 veh/h	239 pers/h
Effective Stop Rate	0.07	0.07
Proportion Queued	0.04	0.04
Performance Index	43.0	43.0
Cost (Total)	1827.95 \$/h	1827.95 \$/h
Fuel Consumption (Total)	225.0 L/h	
Carbon Dioxide (Total)	535.7 kg/h	
Hydrocarbons (Total)	0.054 kg/h	
Carbon Monoxide (Total)	1.100 kg/h	
NOx (Total)	0.803 kg/h	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Queue Model: SIDRA Standard.
 Site Model Variability Index (Iterations 3 to N): 5.4 %
 Number of Iterations: 7 (Maximum: 10)
 Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 3.1% 1.5% 0.7%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,424,842 veh/y	1,709,811 pers/y
Delay	766 veh-h/y	919 pers-h/y
Effective Stops	95,558 veh/y	114,670 pers/y
Travel Distance	1,439,701 veh-km/y	1,727,641 pers-km/y
Travel Time	19,156 veh-h/y	22,987 pers-h/y
Cost	877,414 \$/y	877,414 \$/y
Fuel Consumption	107,991 L/y	
Carbon Dioxide	257,147 kg/y	
Hydrocarbons	26 kg/y	
Carbon Monoxide	528 kg/y	

NOx

385 kg/y

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Project: Z:\2021 Projects\PT21021 - Flower Power Terry Hills\SIDRA\PT21021.sip9

MOVEMENT SUMMARY

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

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Mona Vale Rd														
1	L2	101	2	106	2.0	0.058	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.7
2	T1	1312	51	1381	3.9	0.363	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1413	53	1487	3.8	0.363	0.6	NA	0.0	0.0	0.00	0.05	0.00	78.4
North: Mona Vale Rd														
8	T1	1271	75	1338	5.9	0.359	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	58	1	61	1.7	0.636	65.7	LOS E	2.2	15.9	0.96	1.07	1.42	29.0
Approach		1329	76	1399	5.7	0.636	2.9	NA	2.2	15.9	0.04	0.05	0.06	74.0
West: Cooyong Rd														
10	L2	78	1	82	1.3	0.144	9.3	LOS A	0.5	3.5	0.61	0.81	0.61	50.4
Approach		78	1	82	1.3	0.144	9.3	LOS A	0.5	3.5	0.61	0.81	0.61	50.4
All Vehicles		2820	130	2968	4.6	0.636	1.9	NA	2.2	15.9	0.04	0.07	0.05	75.2

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

INTERSECTION SUMMARY

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

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

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	74.1 km/h	74.1 km/h
Travel Distance (Total)	3463.3 veh-km/h	4156.0 pers-km/h
Travel Time (Total)	46.7 veh-h/h	56.1 pers-h/h
Desired Speed (Program)	77.9 km/h	
Speed Efficiency	0.95	
Travel Time Index	9.46	
Congestion Coefficient	1.05	
Demand Flows (Total)	3427 veh/h	4113 pers/h
Percent Heavy Vehicles (Demand)	2.7 %	
Degree of Saturation	0.813	
Practical Spare Capacity	20.6 %	
Effective Intersection Capacity	4217 veh/h	
Control Delay (Total)	2.49 veh-h/h	2.99 pers-h/h
Control Delay (Average)	2.6 sec	2.6 sec
Control Delay (Worst Lane)	133.2 sec	
Control Delay (Worst Movement)	133.2 sec	133.2 sec
Geometric Delay (Average)	0.6 sec	
Stop-Line Delay (Average)	2.0 sec	
Idling Time (Average)	1.8 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	3.0 veh	
95% Back of Queue - Distance (Worst Lane)	21.4 m	
Ave. Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	243 veh/h	291 pers/h
Effective Stop Rate	0.07	0.07
Proportion Queued	0.03	0.03
Performance Index	50.8	50.8
Cost (Total)	2105.08 \$/h	2105.08 \$/h
Fuel Consumption (Total)	247.7 L/h	
Carbon Dioxide (Total)	586.8 kg/h	
Hydrocarbons (Total)	0.062 kg/h	
Carbon Monoxide (Total)	1.282 kg/h	
NOx (Total)	0.635 kg/h	

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

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

Queue Model: SIDRA Standard.

Site Model Variability Index (Iterations 3 to N): 6.0 %

Number of Iterations: 7 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 3.4% 1.6% 0.8%

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,645,137 veh/y	1,974,165 pers/y
Delay	1,195 veh-h/y	1,434 pers-h/y
Effective Stops	116,401 veh/y	139,681 pers/y
Travel Distance	1,662,387 veh-km/y	1,994,864 pers-km/y
Travel Time	22,431 veh-h/y	26,917 pers-h/y
Cost	1,010,437 \$/y	1,010,437 \$/y
Fuel Consumption	118,896 L/y	
Carbon Dioxide	281,662 kg/y	
Hydrocarbons	30 kg/y	
Carbon Monoxide	615 kg/y	
NOx	305 kg/y	

MOVEMENT SUMMARY

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

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

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Mona Vale Rd														
1	L2	157	4	165	2.5	0.091	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.5
2	T1	1465	37	1542	2.5	0.402	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1622	41	1707	2.5	0.402	0.8	NA	0.0	0.0	0.00	0.06	0.00	77.9
North: Mona Vale Rd														
8	T1	1494	43	1573	2.9	0.414	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	46	1	48	2.2	0.813	133.2	LOS F	3.0	21.4	0.99	1.12	1.71	18.9
Approach		1540	44	1621	2.9	0.813	4.1	NA	3.0	21.4	0.03	0.03	0.05	72.6
West: Cooyong Rd														
10	L2	94	2	99	2.1	0.199	10.7	LOS A	0.7	4.9	0.67	0.85	0.68	49.3
Approach		94	2	99	2.1	0.199	10.7	LOS A	0.7	4.9	0.67	0.85	0.68	49.3
All Vehicles		3256	87	3427	2.7	0.813	2.6	NA	3.0	21.4	0.03	0.07	0.04	74.1

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

MOVEMENT SUMMARY

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

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

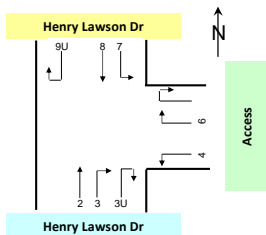
Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Mona Vale Rd														
1	L2	157	4	165	2.5	0.091	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.5
2	T1	1465	37	1542	2.5	0.402	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach		1622	41	1707	2.5	0.402	0.8	NA	0.0	0.0	0.00	0.06	0.00	77.9
North: Mona Vale Rd														
8	T1	1494	43	1573	2.9	0.697	7.3	LOS A	14.9	106.9	0.15	0.00	0.22	68.9
9	R2	75	1	79	1.3	1.303	389.9	LOS F	16.0	113.5	1.00	1.78	5.40	7.9
Approach		1569	44	1652	2.8	1.303	25.6	NA	16.0	113.5	0.19	0.08	0.47	50.2
West: Cooyong Rd														
10	L2	134	2	141	1.5	0.281	11.4	LOS A	1.1	7.7	0.70	0.89	0.81	49.0
Approach		134	2	141	1.5	0.281	11.4	LOS A	1.1	7.7	0.70	0.89	0.81	49.0
All Vehicles		3325	87	3500	2.6	1.303	12.9	NA	16.0	113.5	0.12	0.11	0.25	60.7

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

9. Appendix C – Milperra Flower Power Traffic / Parking Counts



Job No. : AUNSW1228
 Client : The Trustee for Positive Traffic Trust
 Suburb : Milperra and Terry Hills
 Location : 1. Henry Lawson Dr / Flower Power Milperra Access
 Day/Date : Thu, 4th Nov 2021
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data



Classifications	Class 1	Class 2
	Lights	Heavies

Approach	Henry Lawson Dr												Access						
	Direction	Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15		266	31	297	17	0	17	0	0	0	12	0	12	11	0	11	0	0	0
16:15 to 16:30		245	33	278	5	0	5	0	0	0	8	0	8	19	0	19	0	0	0
16:30 to 16:45		253	27	280	6	0	6	0	0	0	14	0	14	11	1	12	0	0	0
16:45 to 17:00		273	31	304	13	0	13	0	0	0	8	0	8	13	0	13	0	0	0
17:00 to 17:15		250	29	279	15	0	15	0	0	0	10	0	10	19	0	19	0	0	0
17:15 to 17:30		263	29	292	13	0	13	0	0	0	13	0	13	18	1	19	0	0	0
17:30 to 17:45		254	39	293	9	0	9	0	0	0	12	0	12	13	0	13	0	0	0
17:45 to 18:00		238	16	254	12	0	12	0	0	0	7	0	7	6	0	6	0	0	0
18:00 to 18:15		192	17	209	8	0	8	0	0	0	13	0	13	13	0	13	0	0	0
18:15 to 18:30		163	10	173	2	0	2	0	0	0	9	0	9	9	0	9	0	0	0
18:30 to 18:45		140	6	146	3	0	3	0	0	0	8	0	8	7	0	7	0	0	0
18:45 to 19:00		120	8	128	5	0	5	0	0	0	7	0	7	9	0	9	0	0	0
19:00 to 19:15		106	3	109	0	0	0	0	0	0	7	0	7	5	0	5	0	0	0
19:15 to 19:30		104	2	106	0	0	0	0	0	0	6	0	6	1	0	1	0	0	0
19:30 to 19:45		116	5	121	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
19:45 to 20:00		73	8	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		3,056	294	3,350	108	0	108	0	0	0	135	0	135	154	2	156	0	0	0

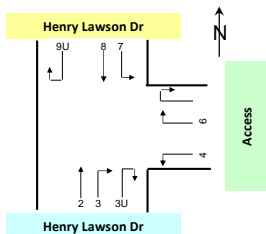
Approach	Henry Lawson Dr									
	Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)		
		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15		6	0	6	213	15	228	0	0	0
16:15 to 16:30		11	0	11	213	17	230	0	0	0
16:30 to 16:45		9	1	10	235	7	242	0	0	0
16:45 to 17:00		17	0	17	191	7	198	0	0	0
17:00 to 17:15		9	0	9	224	5	229	0	0	0
17:15 to 17:30		10	1	11	228	13	241	0	0	0
17:30 to 17:45		8	0	8	235	13	248	0	0	0
17:45 to 18:00		8	0	8	188	9	197	0	0	0
18:00 to 18:15		8	0	8	187	8	195	0	0	0
18:15 to 18:30		5	0	5	176	14	190	0	0	0
18:30 to 18:45		4	0	4	163	6	169	0	0	0
18:45 to 19:00		4	0	4	130	11	141	0	0	0

19:00 to 19:15	1	0	1	124	4	128
19:15 to 19:30	3	0	3	112	6	118
19:30 to 19:45	1	0	1	108	6	114
19:45 to 20:00	0	0	0	76	1	77
Totals	104	2	106	2,803	142	2,945

0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 1. Henry Lawson Dr / Flower Power Milperra Access

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary

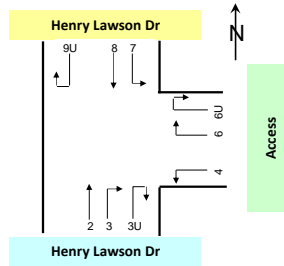


Approach	Henry Lawson Dr												Access					
Direction	Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	1,037	122	1,159	41	0	41	0	0	0	42	0	42	54	1	55	0	0	0
16:15 to 17:15	1,021	120	1,141	39	0	39	0	0	0	40	0	40	62	1	63	0	0	0
16:30 to 17:30	1,039	116	1,155	47	0	47	0	0	0	45	0	45	61	2	63	0	0	0
16:45 to 17:45	1,040	128	1,168	50	0	50	0	0	0	43	0	43	63	1	64	0	0	0
17:00 to 18:00	1,005	113	1,118	49	0	49	0	0	0	42	0	42	56	1	57	0	0	0
17:15 to 18:15	947	101	1,048	42	0	42	0	0	0	45	0	45	50	1	51	0	0	0
17:30 to 18:30	847	82	929	31	0	31	0	0	0	41	0	41	41	0	41	0	0	0
17:45 to 18:45	733	49	782	25	0	25	0	0	0	37	0	37	35	0	35	0	0	0
18:00 to 19:00	615	41	656	18	0	18	0	0	0	37	0	37	38	0	38	0	0	0
18:15 to 19:15	529	27	556	10	0	10	0	0	0	31	0	31	30	0	30	0	0	0
18:30 to 19:30	470	19	489	8	0	8	0	0	0	28	0	28	22	0	22	0	0	0
18:45 to 19:45	446	18	464	5	0	5	0	0	0	21	0	21	15	0	15	0	0	0
19:00 to 20:00	399	18	417	0	0	0	0	0	0	14	0	14	6	0	6	0	0	0
Totals	3,056	294	3,350	108	0	108	0	0	0	135	0	135	154	2	156	0	0	0

Approach	Henry Lawson Dr								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)		
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	43	1	44	852	46	898	0	0	0
16:15 to 17:15	46	1	47	863	36	899	0	0	0
16:30 to 17:30	45	2	47	878	32	910	0	0	0
16:45 to 17:45	44	1	45	878	38	916	0	0	0
17:00 to 18:00	35	1	36	875	40	915	0	0	0
17:15 to 18:15	34	1	35	838	43	881	0	0	0
17:30 to 18:30	29	0	29	786	44	830	0	0	0
17:45 to 18:45	25	0	25	714	37	751	0	0	0
18:00 to 19:00	21	0	21	656	39	695	0	0	0
18:15 to 19:15	14	0	14	593	35	628	0	0	0
18:30 to 19:30	12	0	12	529	27	556	0	0	0
18:45 to 19:45	9	0	9	474	27	501	0	0	0
19:00 to 20:00	5	0	5	420	17	437	0	0	0
Totals	104	2	106	2,803	142	2,945	0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 1. Henry Lawson Dr / Flower Power Milperra Access

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Peak Hour Summary



Approach	Henry Lawson Dr			Access			Henry Lawson Dr			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
16:45 to 17:45	1,090	128	1,218	106	1	107	922	39	961	2,286

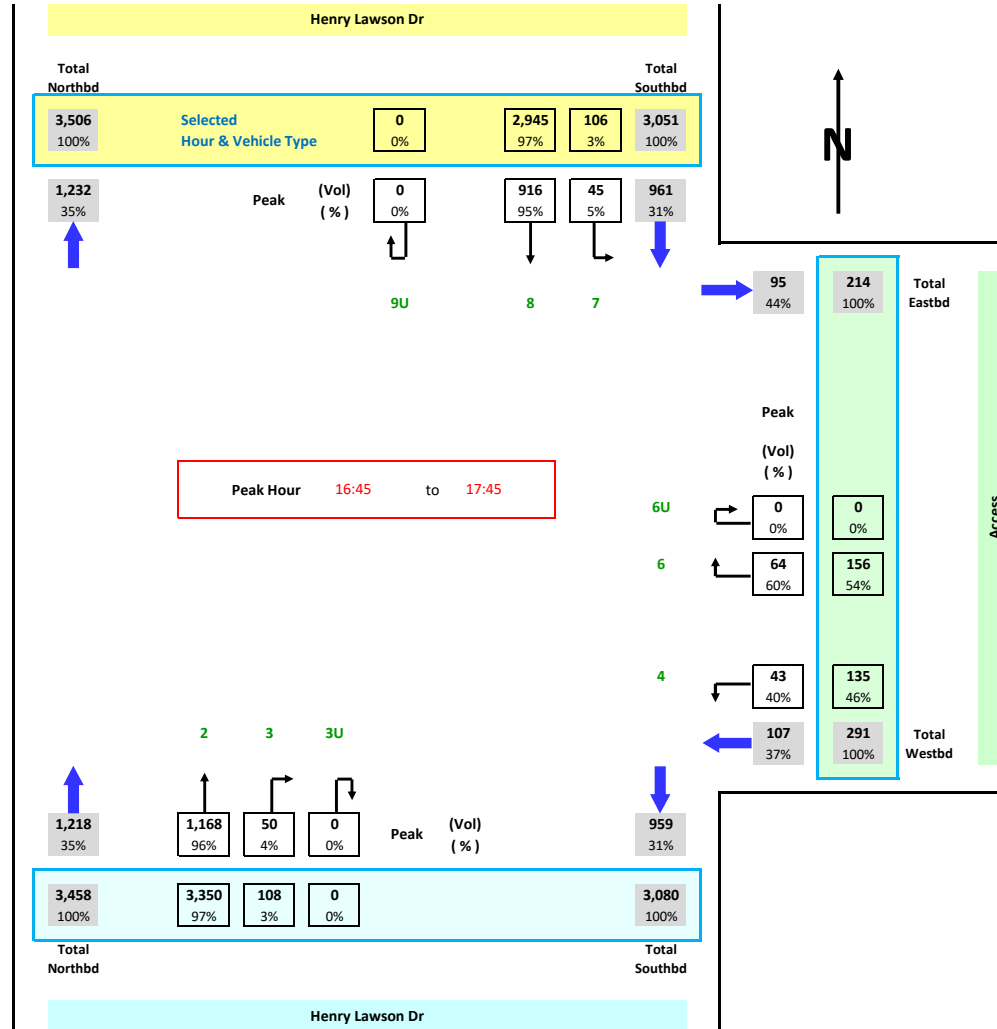
Approach	Henry Lawson Dr			Access			Henry Lawson Dr			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	1,078	122	1,200	96	1	97	895	47	942	2,239
16:15 to 17:15	1,060	120	1,180	102	1	103	909	37	946	2,229
16:30 to 17:30	1,086	116	1,202	106	2	108	923	34	957	2,267
16:45 to 17:45	1,090	128	1,218	106	1	107	922	39	961	2,286
17:00 to 18:00	1,054	113	1,167	98	1	99	910	41	951	2,217
17:15 to 18:15	989	101	1,090	95	1	96	872	44	916	2,102
17:30 to 18:30	878	82	960	82	0	82	815	44	859	1,901
17:45 to 18:45	758	49	807	72	0	72	739	37	776	1,655
18:00 to 19:00	633	41	674	75	0	75	677	39	716	1,465
18:15 to 19:15	539	27	566	61	0	61	607	35	642	1,269
18:30 to 19:30	478	19	497	50	0	50	541	27	568	1,115
18:45 to 19:45	451	18	469	36	0	36	483	27	510	1,015
19:00 to 20:00	399	18	417	20	0	20	425	17	442	879
Totals	3,164	294	3,458	289	2	291	2,907	144	3,051	6,800

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 1. Henry Lawson Dr / Flower Power Milperra Access

Day/Date : Thu, 4th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Intersection Diagram



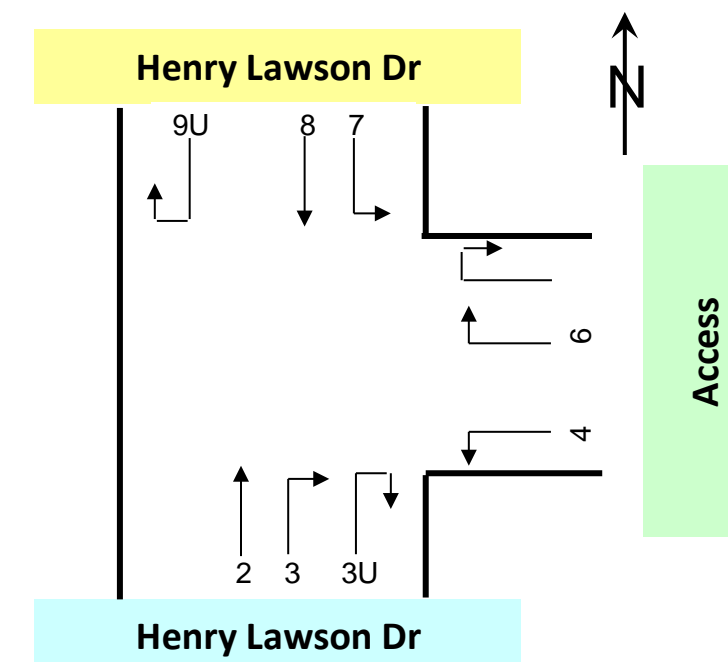
Hour Starting : Totals
Vehicle Type : All Vehicles



Job No. : AUNSW1228
 Client : The Trustee for Positive Traffic Trust
 Suburb : Milperra and Terry Hills
 Location : 1. Henry Lawson Dr / Flower Power Milperra Access

Day/Date : Sat, 6th Nov 2021
 Weather : Fine
 Description : Classified Intersection Count
 : 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies

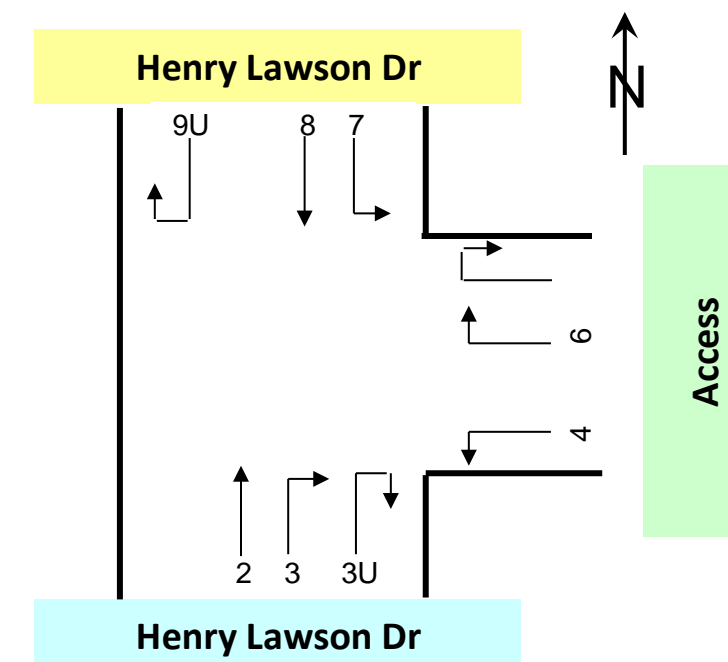


Approach	Henry Lawson Dr									Access									
	Direction	Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
Time Period																			
10:00 to 10:15	166	10	176	24	0	24	0	0	0	28	4	32	35	0	35	0	0	0	
10:15 to 10:30	201	10	211	26	0	26	0	0	0	18	0	18	28	0	28	0	0	0	
10:30 to 10:45	194	7	201	28	0	28	0	0	0	25	0	25	40	2	42	0	0	0	
10:45 to 11:00	185	9	194	32	1	33	0	0	0	29	0	29	26	0	26	0	0	0	
11:00 to 11:15	192	8	200	23	0	23	0	0	0	22	0	22	33	0	33	0	0	0	
11:15 to 11:30	211	10	221	26	0	26	0	0	0	30	0	30	35	2	37	0	0	0	
11:30 to 11:45	199	8	207	31	0	31	0	0	0	39	0	39	31	0	31	0	0	0	
11:45 to 12:00	224	14	238	35	1	36	0	0	0	28	0	28	35	1	36	0	0	0	
12:00 to 12:15	234	9	243	26	0	26	0	0	0	27	0	27	44	0	44	0	0	0	
12:15 to 12:30	232	9	241	28	0	28	0	0	0	29	0	29	34	0	34	0	0	0	
12:30 to 12:45	208	13	221	27	0	27	0	0	0	27	0	27	37	1	38	0	0	0	
12:45 to 13:00	199	9	208	23	0	23	0	0	0	28	0	28	44	0	44	0	0	0	
13:00 to 13:15	181	10	191	18	1	19	0	0	0	23	0	23	50	2	52	0	0	0	
13:15 to 13:30	210	11	221	23	2	25	0	0	0	25	0	25	28	0	28	0	0	0	
13:30 to 13:45	208	4	212	22	0	22	0	0	0	20	1	21	42	0	42	0	0	0	
13:45 to 14:00	178	11	189	20	0	20	0	0	0	20	0	20	41	1	42	0	0	0	
14:00 to 14:15	200	8	208	15	1	16	0	0	0	32	0	32	35	0	35	0	0	0	
14:15 to 14:30	199	7	206	22	0	22	0	0	0	19	0	19	25	2	27	0	0	0	
14:30 to 14:45	204	10	214	19	0	19	0	0	0	25	0	25	29	0	29	0	0	0	
14:45 to 15:00	185	2	187	23	0	23	0	0	0	23	0	23	43	0	43	0	0	0	
Totals	4,010	179	4,189	491	6	497	0	0	0	517	5	522	715	11	726	0	0	0	

Approach	Henry Lawson Dr								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	46	1	47	172	8	180	0	0	0
10:15 to 10:30	35	2	37	155	10	165	0	0	0
10:30 to 10:45	33	0	33	184	11	195	0	0	0
10:45 to 11:00	33	1	34	181	5	186	0	0	0
11:00 to 11:15	47	0	47	200	10	210	0	0	0
11:15 to 11:30	37	0	37	204	6	210	0	0	0
11:30 to 11:45	44	0	44	208	7	215	0	0	0
11:45 to 12:00	53	0	53	164	6	170	0	0	0
12:00 to 12:15	44	0	44	182	7	189	0	0	0
12:15 to 12:30	34	2	36	195	12	207	0	0	0
12:30 to 12:45	37	0	37	197	9	206	0	0	0
12:45 to 13:00	42	0	42	199	9	208	0	0	0
13:00 to 13:15	23	1	24	167	11	178	0	0	0
13:15 to 13:30	35	0	35	214	9	223	0	0	0
13:30 to 13:45	36	1	37	214	9	223	0	0	0
13:45 to 14:00	33	0	33	194	2	196	0	0	0
14:00 to 14:15	42	1	43	191	4	195	0	0	0
14:15 to 14:30	34	0	34	186	3	189	0	0	0
14:30 to 14:45	37	0	37	184	1	185	0	0	0
14:45 to 15:00	29	0	29	176	3	179	0	0	0
Totals	754	9	763	3,767	142	3,909	0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 1. Henry Lawson Dr / Flower Power Milperra Access

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Hourly Summary

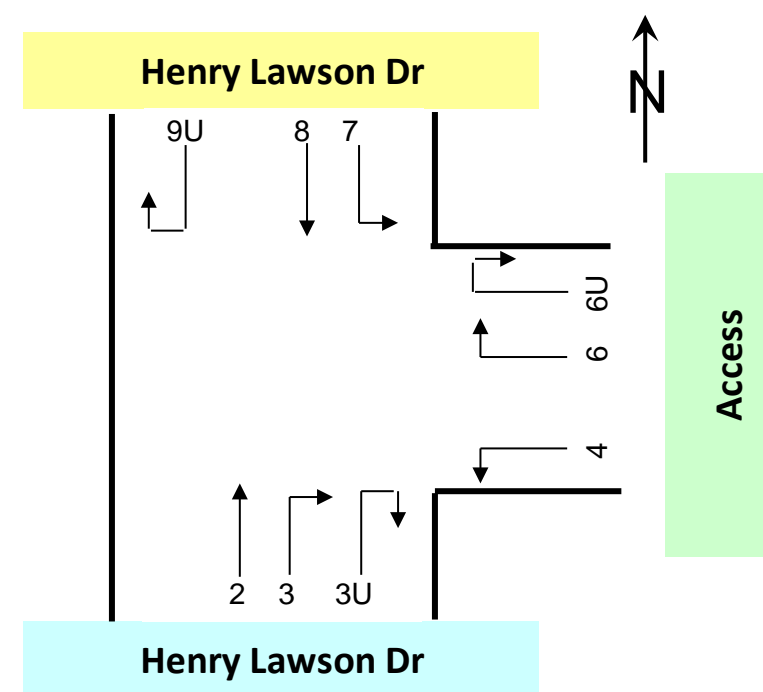


Approach	Henry Lawson Dr										Access							
	Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	746	36	782	110	1	111	0	0	0	100	4	104	129	2	131	0	0	0
10:15 to 11:15	772	34	806	109	1	110	0	0	0	94	0	94	127	2	129	0	0	0
10:30 to 11:30	782	34	816	109	1	110	0	0	0	106	0	106	134	4	138	0	0	0
10:45 to 11:45	787	35	822	112	1	113	0	0	0	120	0	120	125	2	127	0	0	0
11:00 to 12:00	826	40	866	115	1	116	0	0	0	119	0	119	134	3	137	0	0	0
11:15 to 12:15	868	41	909	118	1	119	0	0	0	124	0	124	145	3	148	0	0	0
11:30 to 12:30	889	40	929	120	1	121	0	0	0	123	0	123	144	1	145	0	0	0
11:45 to 12:45	898	45	943	116	1	117	0	0	0	111	0	111	150	2	152	0	0	0
12:00 to 13:00	873	40	913	104	0	104	0	0	0	111	0	111	159	1	160	0	0	0
12:15 to 13:15	820	41	861	96	1	97	0	0	0	107	0	107	165	3	168	0	0	0
12:30 to 13:30	798	43	841	91	3	94	0	0	0	103	0	103	159	3	162	0	0	0
12:45 to 13:45	798	34	832	86	3	89	0	0	0	96	1	97	164	2	166	0	0	0
13:00 to 14:00	777	36	813	83	3	86	0	0	0	88	1	89	161	3	164	0	0	0
13:15 to 14:15	796	34	830	80	3	83	0	0	0	97	1	98	146	1	147	0	0	0
13:30 to 14:30	785	30	815	79	1	80	0	0	0	91	1	92	143	3	146	0	0	0
13:45 to 14:45	781	36	817	76	1	77	0	0	0	96	0	96	130	3	133	0	0	0
14:00 to 15:00	788	27	815	79	1	80	0	0	0	99	0	99	132	2	134	0	0	0
Totals	4,010	179	4,189	491	6	497	0	0	0	517	5	522	715	11	726	0	0	0

Approach	Henry Lawson Dr								
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 11:00	147	4	151	692	34	726	0	0	0
10:15 to 11:15	148	3	151	720	36	756	0	0	0
10:30 to 11:30	150	1	151	769	32	801	0	0	0
10:45 to 11:45	161	1	162	793	28	821	0	0	0
11:00 to 12:00	181	0	181	776	29	805	0	0	0
11:15 to 12:15	178	0	178	758	26	784	0	0	0
11:30 to 12:30	175	2	177	749	32	781	0	0	0
11:45 to 12:45	168	2	170	738	34	772	0	0	0
12:00 to 13:00	157	2	159	773	37	810	0	0	0
12:15 to 13:15	136	3	139	758	41	799	0	0	0
12:30 to 13:30	137	1	138	777	38	815	0	0	0
12:45 to 13:45	136	2	138	794	38	832	0	0	0
13:00 to 14:00	127	2	129	789	31	820	0	0	0
13:15 to 14:15	146	2	148	813	24	837	0	0	0
13:30 to 14:30	145	2	147	785	18	803	0	0	0
13:45 to 14:45	146	1	147	755	10	765	0	0	0
14:00 to 15:00	142	1	143	737	11	748	0	0	0
Totals	754	9	763	3,767	142	3,909	0	0	0

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 1. Henry Lawson Dr / Flower Power Milperra Access

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Peak Hour Summary



Approach	Henry Lawson Dr			Access			Henry Lawson Dr			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:30 to 12:30	1,009	41	1,050	267	1	268	924	34	958	2,276

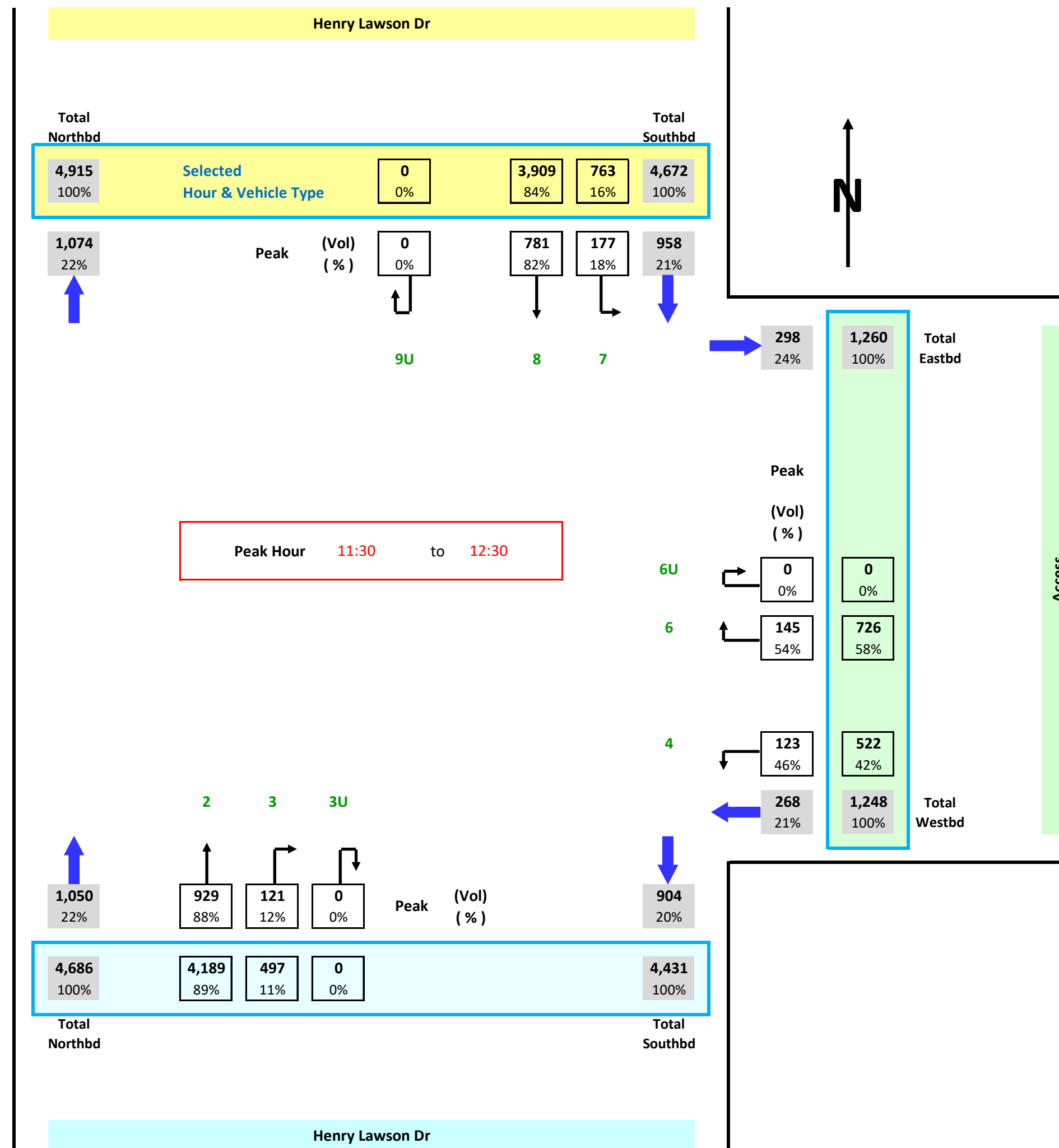
Approach	Henry Lawson Dr			Access			Henry Lawson Dr			Grand Total
	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:00 to 11:00	856	37	893	229	6	235	839	38	877	2,005
10:15 to 11:15	881	35	916	221	2	223	868	39	907	2,046
10:30 to 11:30	891	35	926	240	4	244	919	33	952	2,122
10:45 to 11:45	899	36	935	245	2	247	954	29	983	2,165
11:00 to 12:00	941	41	982	253	3	256	957	29	986	2,224
11:15 to 12:15	986	42	1,028	269	3	272	936	26	962	2,262
11:30 to 12:30	1,009	41	1,050	267	1	268	924	34	958	2,276
11:45 to 12:45	1,014	46	1,060	261	2	263	906	36	942	2,265
12:00 to 13:00	977	40	1,017	270	1	271	930	39	969	2,257
12:15 to 13:15	916	42	958	272	3	275	894	44	938	2,171
12:30 to 13:30	889	46	935	262	3	265	914	39	953	2,153
12:45 to 13:45	884	37	921	260	3	263	930	40	970	2,154
13:00 to 14:00	860	39	899	249	4	253	916	33	949	2,101
13:15 to 14:15	876	37	913	243	2	245	959	26	985	2,143
13:30 to 14:30	864	31	895	234	4	238	930	20	950	2,083
13:45 to 14:45	857	37	894	226	3	229	901	11	912	2,035
14:00 to 15:00	867	28	895	231	2	233	879	12	891	2,019
Totals	4,501	185	4,686	1,232	16	1,248	4,521	151	4,672	10,606

Job No. : AUNSW1228
Client : The Trustee for Positive Traffic Trust
Suburb : Milperra and Terry Hills
Location : 1. Henry Lawson Dr / Flower Power Milperra Access

Day/Date : Sat, 6th Nov 2021
Weather : Fine
Description : Classified Intersection Count
 : Intersection Diagram



Hour Starting : Totals
Vehicle Type : All Vehicles



10. Appendix D – Plans of Proposed Development



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

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ISSUE	AMENDMENT	DATE	CHK'D
1	INFORMATION ISSUE	02/12/21	CSG
2	INFORMATION ISSUE	19/01/22	CSG
3	INFORMATION ISSUE	08/02/22	CSG
4	INFORMATION ISSUE	09/02/22	CSG
5	INFORMATION ISSUE	17/02/22	CSG
6	INFORMATION ISSUE	22/02/22	CSG
7	INFORMATION ISSUE	01/03/22	CSG
8	INFORMATION ISSUE	02/03/22	CSG

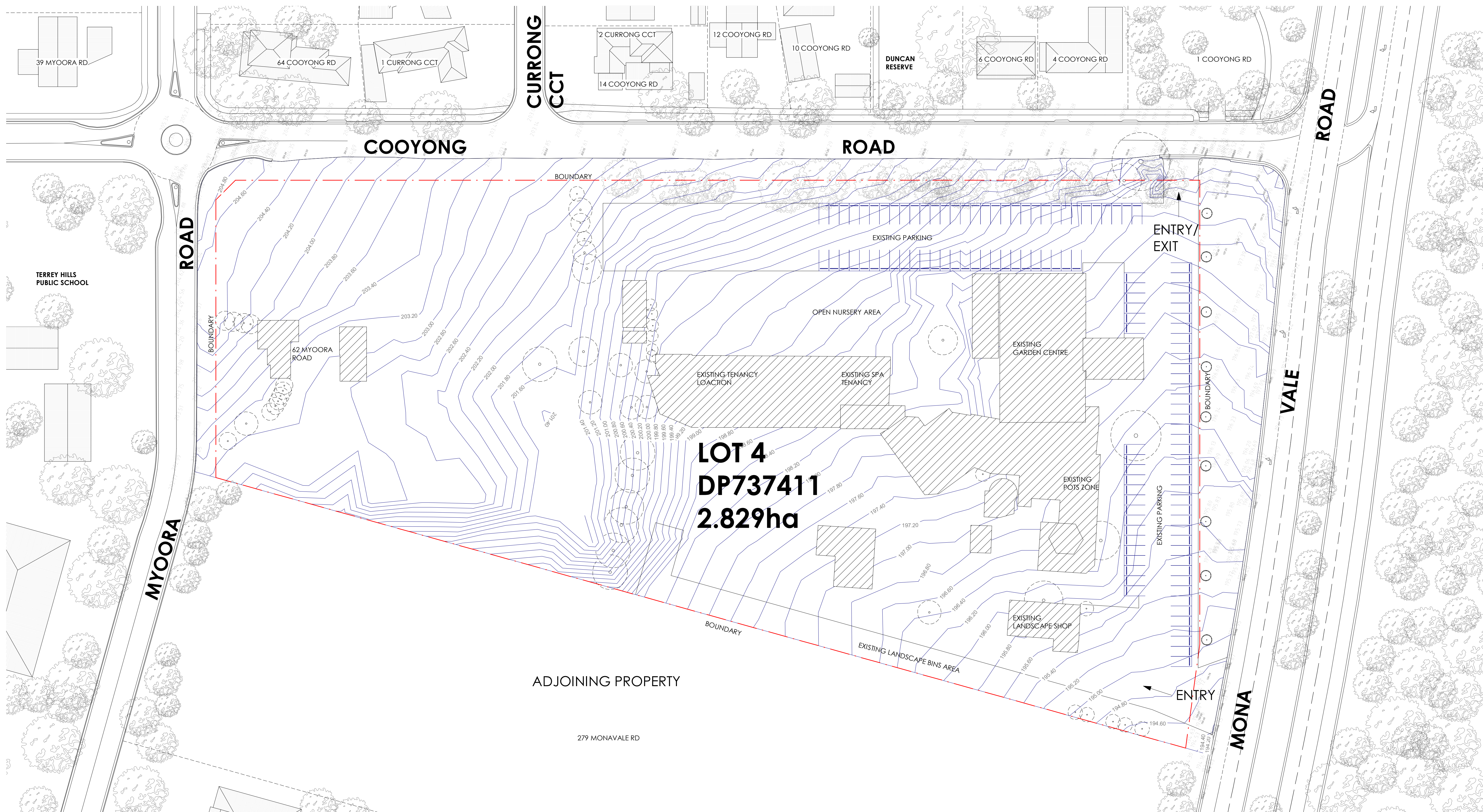
DA - DRAWING LIST	
Sheet Number	Sheet Name
DA000	COVER SHEET
DA01	RENDERED VIEWS
DA02	RENDERED VIEWS
DA06	SIGNAGE PLAN
DA10	EXISTING CONDITIONS PLAN
DA11	DEMOLITION PLAN
DA12	SITE ANALYSIS PLAN
DA15	PROPOSED SITE PLAN
DA17	SHADOW DIAGRAMS
DA19	HEIGHT NON-COMPLIANCE
DA100	BASEMENT PLAN
DA101	BASEMENT PLAN - 1 OF 2
DA102	BASEMENT PLAN - 2 OF 2
DA111	GROUND FL PLAN - 1 OF 4
DA112	GROUND FL PLAN - 2 OF 4
DA113	GROUND FL PLAN - 3 OF 4
DA114	GROUND FL PLAN - 4 OF 4
DA115	GROUND FL PLAN - PARKING
DA120	ROOF PLAN
DA150	ELEVATION
DA151	ELEVATION
DA160	SECTIONS
DA161	SECTIONS
DA162	SECTIONS



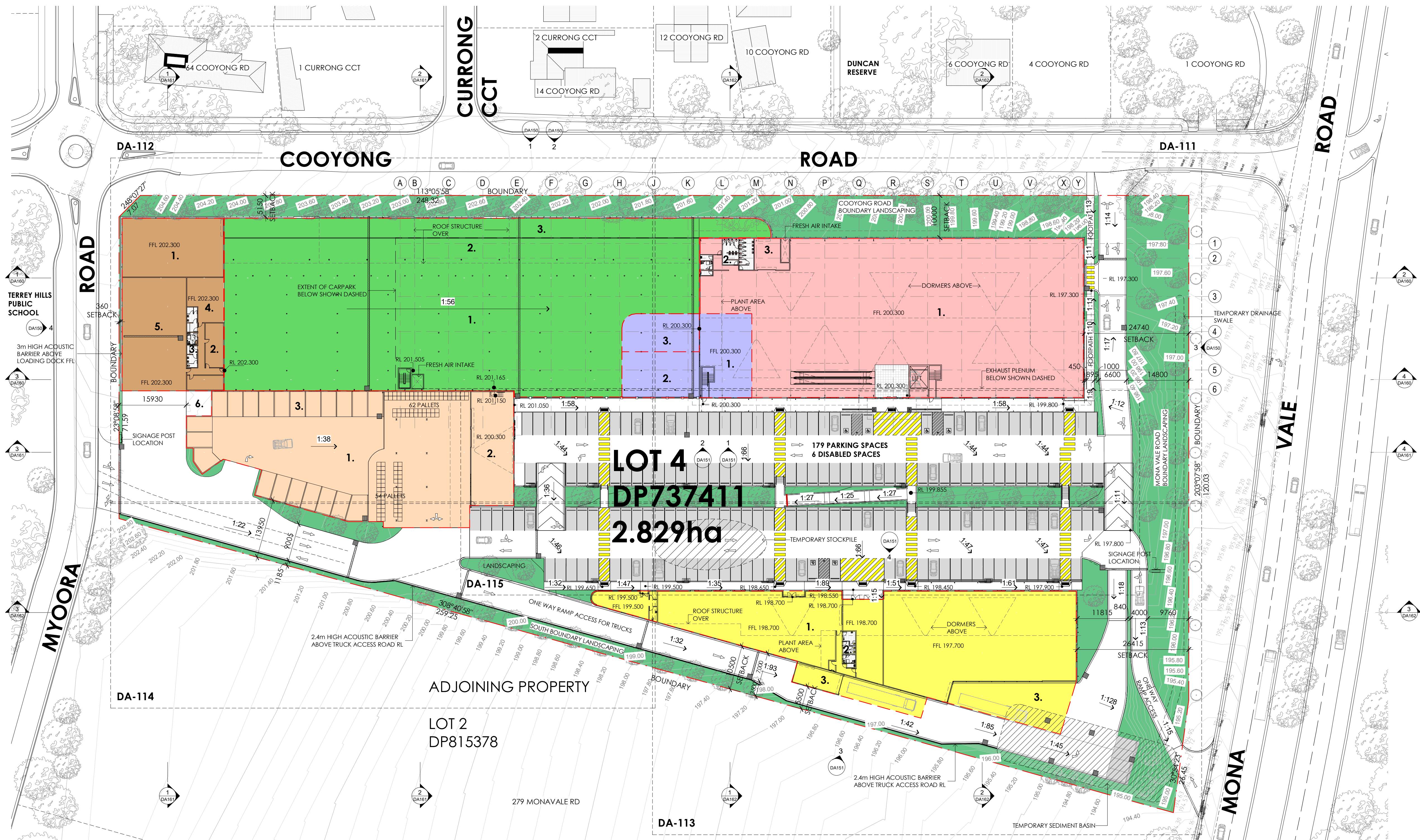
PRELIMINARY ISSUE COVER SHEET



ISSUE	AMENDMENT	DATE	CHK'D
1	INFORMATION ISSUE	19/01/22	CSG
2	INFORMATION ISSUE	08/02/22	CSG
3	INFORMATION ISSUE	09/02/22	CSG
4	INFORMATION ISSUE	17/02/22	CSG
5	INFORMATION ISSUE	22/02/22	CSG
6	INFORMATION ISSUE	01/03/22	CSG



ISSUE	AMENDMENT	DATE	CHK'D
1	PRELIMINARY ISSUE	18/11/21	CSG
2	PRELIMINARY ISSUE	29/11/21	CSG
3	INFORMATION ISSUE	02/12/21	CSG
4	INFORMATION ISSUE	13/12/21	CSG
5	INFORMATION ISSUE	19/01/22	CSG
6	INFORMATION ISSUE	08/02/22	CSG
7	INFORMATION ISSUE	09/02/22	CSG
8	INFORMATION ISSUE	17/02/22	CSG
9	INFORMATION ISSUE	22/02/22	CSG
10	INFORMATION ISSUE	01/03/22	CSG



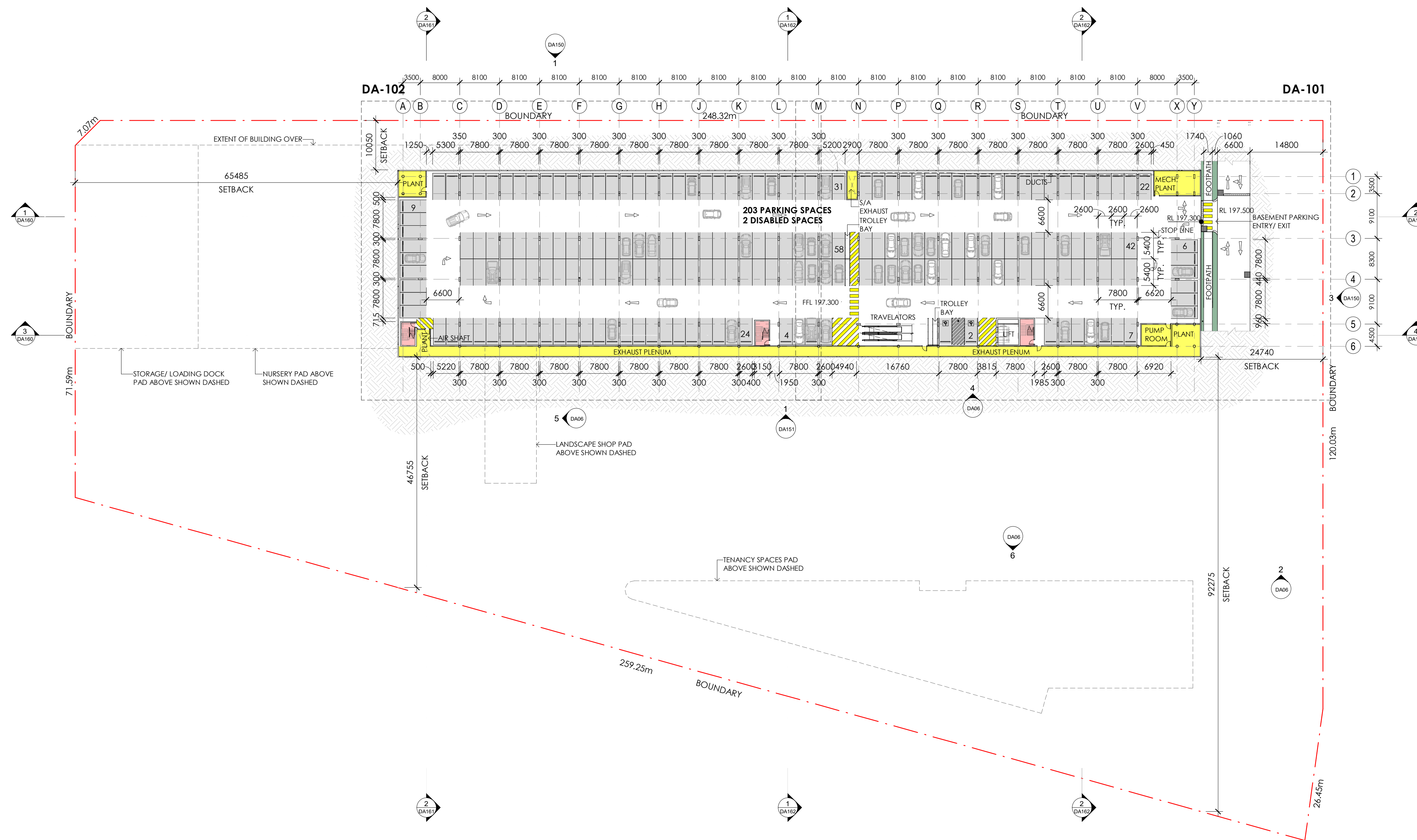
- KEY**
- A GARDEN CENTRE
 - B CAFE/ PLAYGROUND
 - C NURSERY
 - D LOADING/ STORE
 - E LANDSCAPE ZONE
 - F TENANCY SHOPS/ LOADING
 - PARKING
 - LANDSCAPING

KEY	LOCATION	AREA
A) 1.	GARDEN CENTRE	2925 m ²
2.	AMENITIES	59 m ²
3.	STORAGE	94 m ²
TOTAL = 3078 m²		
B) 1.	CAFE INDOOR	228 m ²
2.	CAFE OUTSIDE	162 m ²
3.	KIDS PLAYGROUND	197 m ²
TOTAL = 587 m²		
C) 1.	OPEN NURSERY	3068 m ²
2.	POTS ZONE	720 m ²
3.	SERVICE DRIVEWAY	592 m ²
TOTAL = 4380 m²		
D) 1.	STORAGE	335 m ²
2.	STAFF ZONE	110 m ²
3.	AMENITIES	35 m ²
4.	PLANT STORAGE	82 m ²
5.	LOADING DOCK	410 m ²
6.	PLANT AREA	36 m ²
TOTAL = 1008 m²		
E) 1.	LANDSCAPE ZONE	1275 m ²
2.	LANDSCAPE SHOP	272 m ²
3.	LANDSCAPE BINS	480 m ²
TOTAL = 2027 m²		
F) 1.	TENANCY SPACES	1844 m ²
2.	TENANCY LOADING	46m ²
3.	AMENITIES	35m ²
TOTAL = 1925 m²		

PARKING	NO.	LOCATION	AREA	%
BASEMENT PARKING	203	GROUND FLOOR	8915 m ²	32%
BASEMENT DISABLED	2	TENANCY AREA	1879 m ²	6%
GF PARKING	179	BASEMENT AREA	6065 m ²	21%
GF DISABLED	6			
TOTAL =	382		TOTAL = 16,859 m²	59%
TOTAL DISABLED = 8		SOUTH BOUNDARY LANDSCAPING	642 m ²	2%
		MONA VALE ROAD LANDSCAPING	1775 m ²	6%
		COOYONG ROAD LANDSCAPING	1525 m ²	5%
		INTERNAL LANDSCAPING	990 m ²	4%
			TOTAL = 4932 m²	17%
		DRIVEWAYS/ PARKING	6508 m²	24%
		TOTAL SITE AREA =	28,299 m²	

KEY	LOCATION	AREA
A) 1.	PLANT	495 m ²
2.	BASEMENT PARKING	5570 m ²
TOTAL = 6065 m²		

ISSUE	AMENDMENT	DATE	CHK'D
1	PRELIMINARY ISSUE	10/11/21	CSG
2	PRELIMINARY ISSUE	29/11/21	CSG
3	INFORMATION ISSUE	02/12/21	CSG
4	INFORMATION ISSUE	13/12/21	CSG
5	INFORMATION ISSUE	19/01/22	CSG
6	INFORMATION ISSUE	08/02/22	CSG
7	INFORMATION ISSUE	09/02/22	CSG
8	INFORMATION ISSUE	17/02/22	CSG
9	INFORMATION ISSUE	22/02/22	CSG
10	INFORMATION ISSUE	01/03/22	CSG
11	INFORMATION ISSUE	08/03/22	CSG



KEY	LOCATION	AREA
A) 1.	PLANT	495 m ²
2.	BASEMENT PARKING	5570 m ²
TOTAL =		6065 m²

PARKING	NO.
BASEMENT PARKING	203
BASEMENT DISABLED	2
GF PARKING	179
GF DISABLED	6
TOTAL =	382
TOTAL DISABLED =	8

BASEMENT KEY

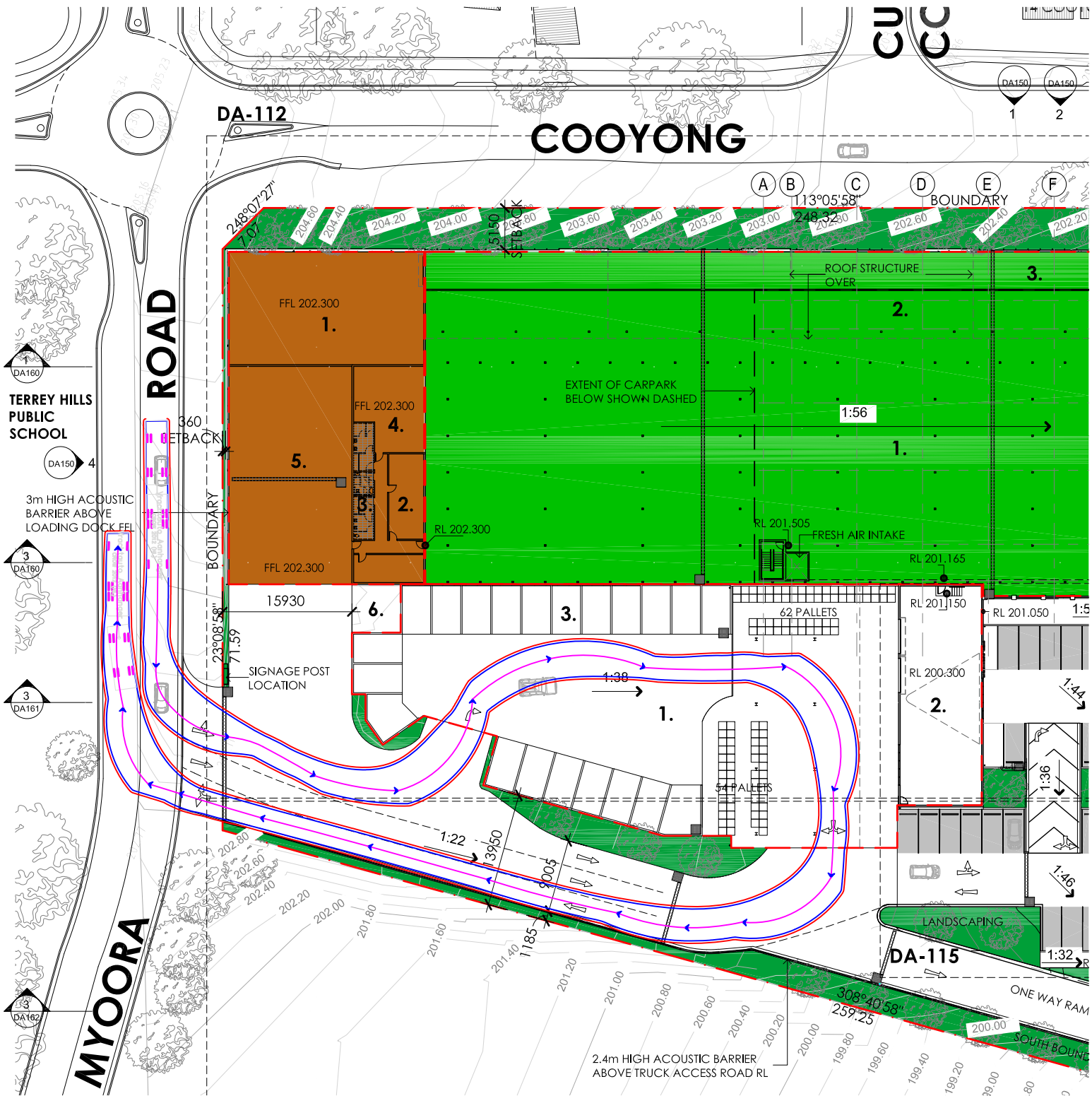
- FIRE STAIR
- SERVICES
- PARKING
- LANDSCAPING

PRELIMINARY ISSUE BASEMENT PLAN



11. Appendix E - Service Vehicle Turning Path Assessments





COOYONG

DA-112

CC
CC

DA150 1
DA150 2

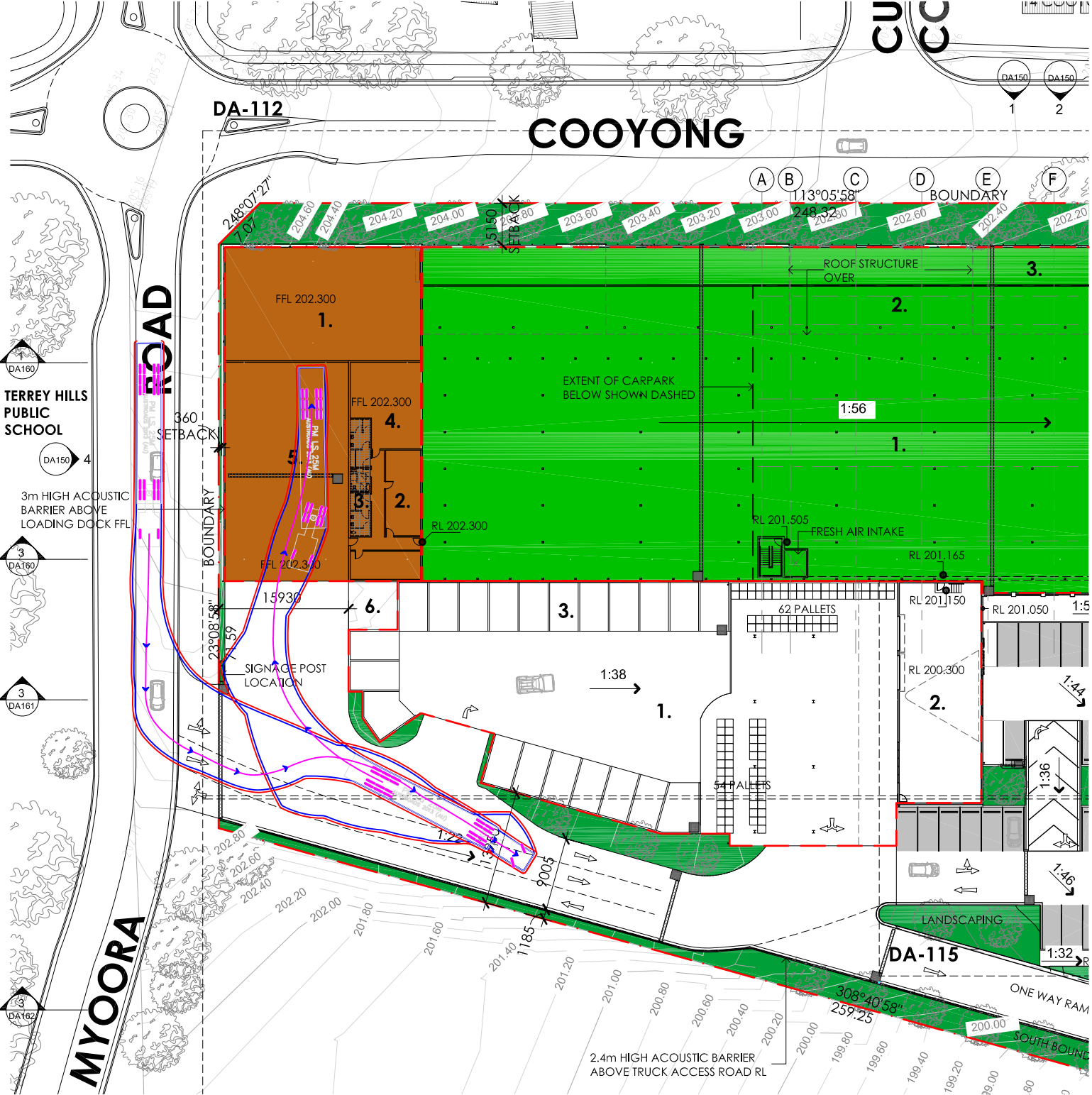
ROAD

TERREY HILLS PUBLIC SCHOOL

3m HIGH ACOUSTIC BARRIER ABOVE LOADING DOCK FFL

MYOORA

2.4m HIGH ACOUSTIC BARRIER ABOVE TRUCK ACCESS ROAD RL



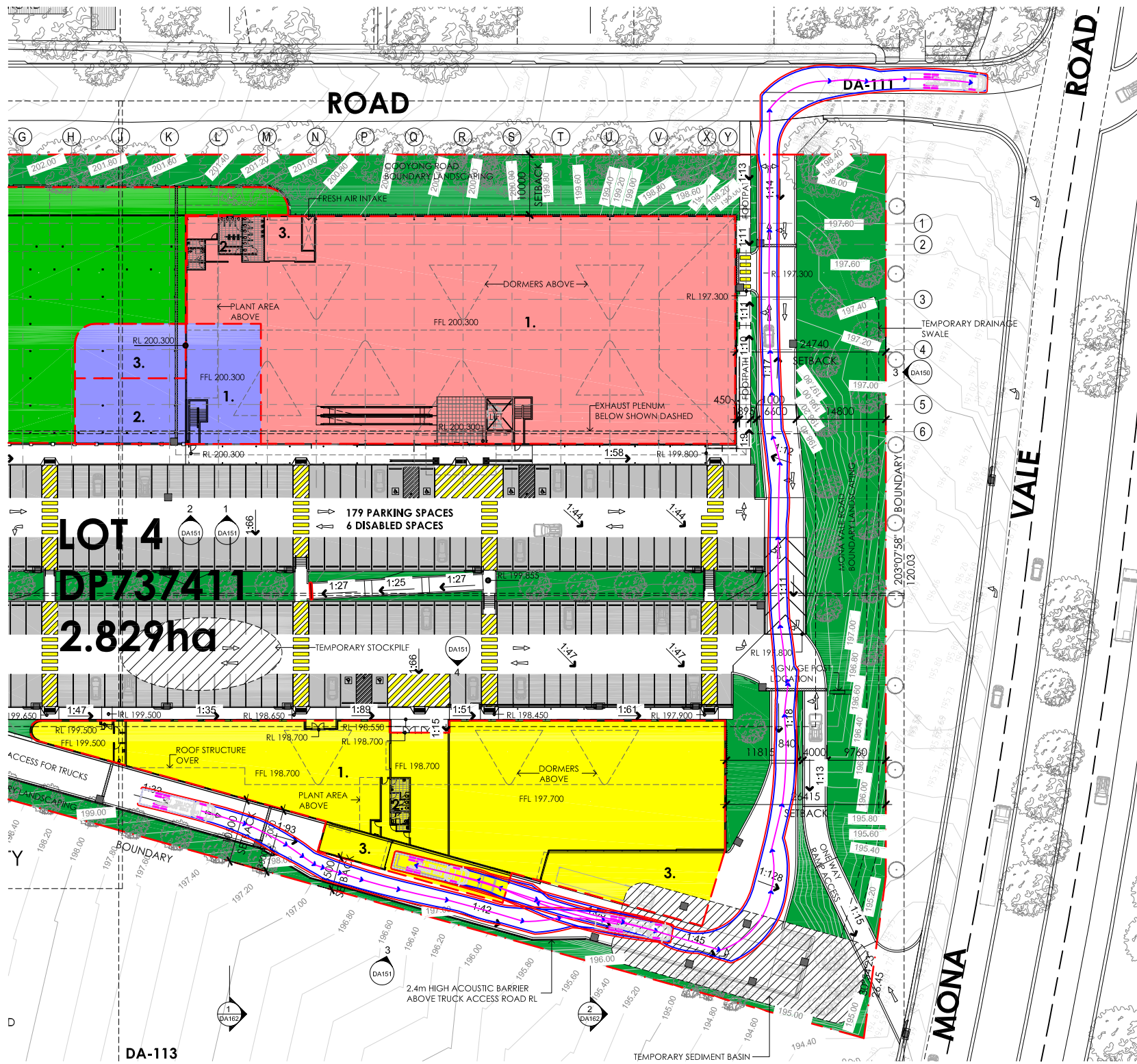
DA160

DA150 4

DA160 3

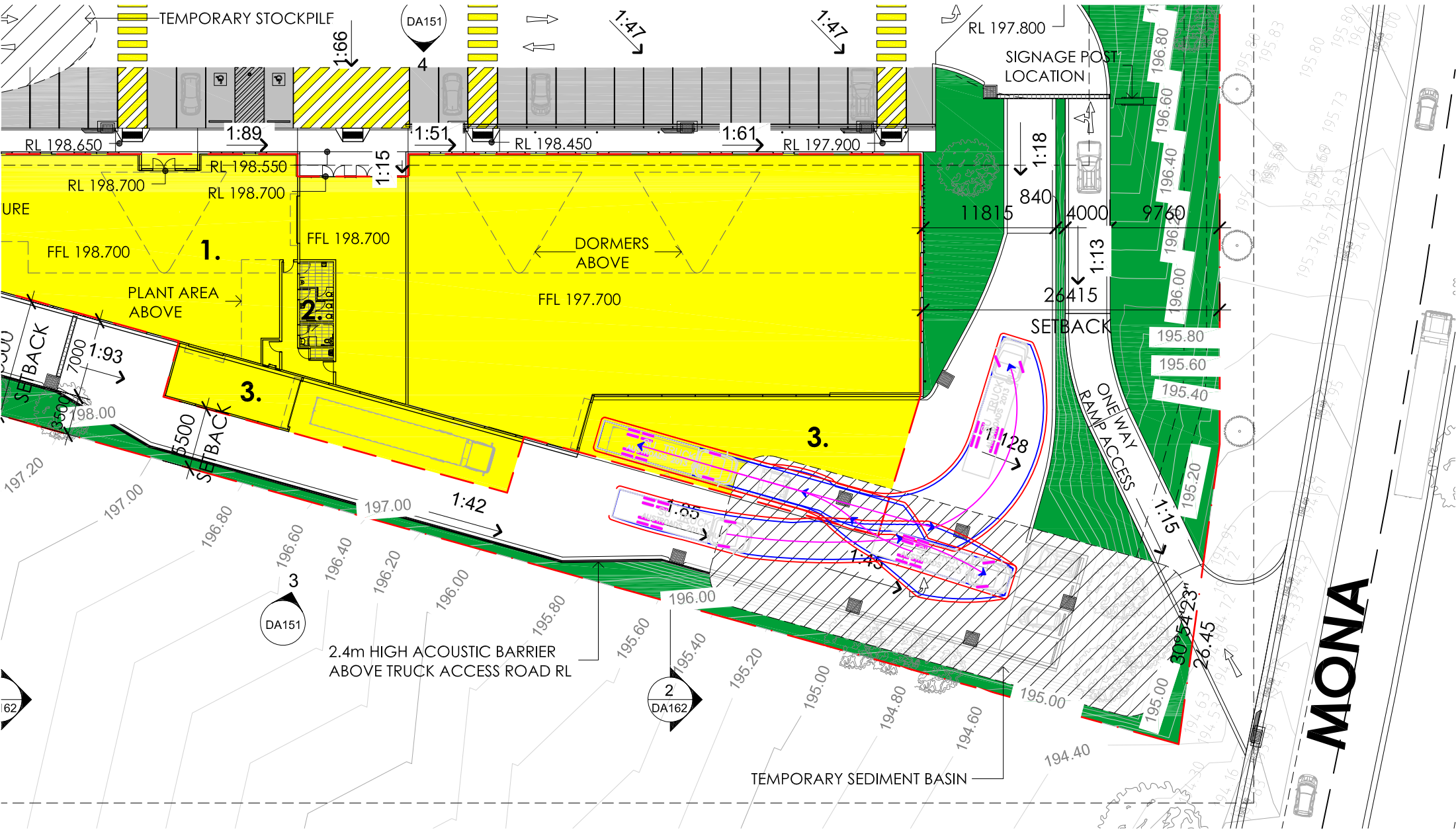
DA161 3

DA162 13



DA-113

TEMPORARY SEDIMENT BASIN



TEMPORARY STOCKPILE

DA151

SIGNAGE POST LOCATION

RL 198.650 1:89 RL 198.550 1:15 RL 198.700 1:51 RL 198.450 1:61 RL 197.900

URE
 RL 198.700 RL 198.700
 FFL 198.700 1.
 FFL 198.700 2.
 PLANT AREA ABOVE

DORMERS ABOVE

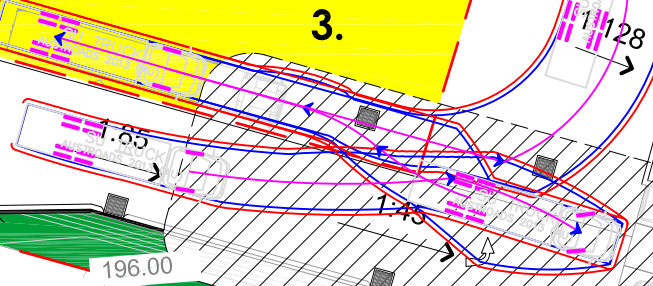
FFL 197.700

SETBACK
 7000
 1:93
 198.00

SETBACK
 5500

SETBACK

ONE WAY RAMP ACCESS



2.4m HIGH ACOUSTIC BARRIER ABOVE TRUCK ACCESS ROAD RL

TEMPORARY SEDIMENT BASIN

MONA

DA151

DA162

62

197.20
 197.00
 196.80
 196.60
 196.40
 196.20
 196.00
 195.80
 195.60
 195.40
 195.20
 195.00
 194.80
 194.60
 194.40
 194.20
 194.00

30' 54" 23"
 26.45

197.80
 196.80
 196.60
 196.40
 196.20
 196.00
 195.80
 195.60
 195.40
 195.20
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