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

Traffic and Parking Assessment Report

Prepared for: Syesun Pty Ltd

June 2025

Report No: PT21021r04_Final

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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 western areas of the existing Flower Power Garden Centre, Terrey Hills to provide a food store and pet store at the site known as 277 Mona Vale Road, Terrey Hills.

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

The remainder of the report is set out as follows:

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

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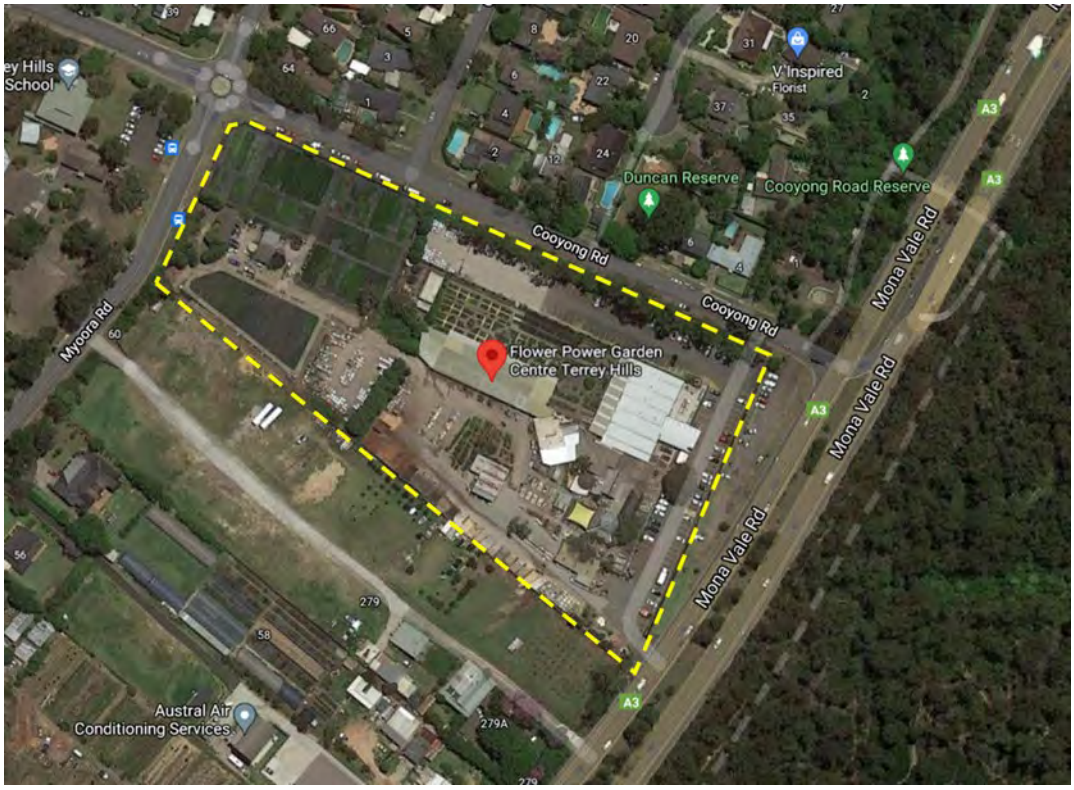
2. Existing Development / Conditions

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

2.1 Site Location

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

Figure 1 - Site Location



Source: Nearmap

The existing site includes garden centre which provides both plants, trees and raw materials for collection by light vehicles, heavy vehicles and cars with trailers. The existing site includes a total GFA of **4,164m²** of which 837m² is the existing garden centre housed in the onsite buildings. The remainder is outdoor nursery areas. The site includes a total area of **28,299m²** and a total of **127** parking spaces**.**

2.2 2021 Development Application

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

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

A description of the previous development application is presented below:

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

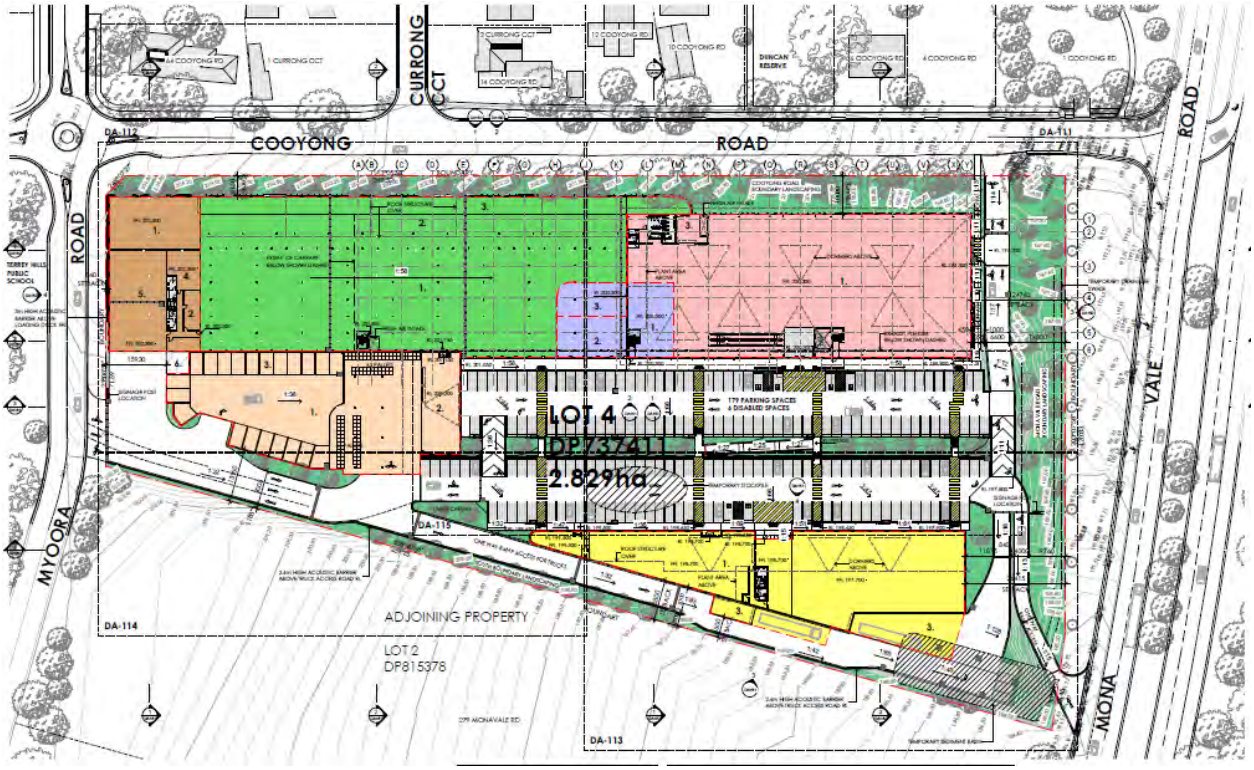
The total GFA of the redeveloped site would be 5,677m². The total built area would equate to 10,961m². The existing access arrangements for light and heavy vehicles would be retained and enhanced with better separation of light (patron) and heavy vehicles.

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

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

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

Figure 2 – 2021 Proposed Development Arrangements



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

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

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

2.3 Existing Site Access Arrangements

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

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

Figure 3 - Existing Vehicle Access Arrangements

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

Figure 4 - Existing Mona Vale Road Entry Only Access Driveway

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

2.4 Existing Routes of Travel – General Vehicles

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

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

Figure 6 - Existing Light Vehicle Entry Routes

Figure 7 - Existing Light Vehicle Exit Routes

2.5 Existing Routes of Travel – Service / Large Vehicles

The servicing of the existing site which includes access by both semi-trailers and B double trucks in the form of truck + dog vehicles mirror that of light vehicles. The existing entry and exit routes of travel by service / heavy vehicles is shown below in **Figure 8** and **Figure 9**.

Figure 8 - Existing Service / Heavy Vehicle Entry Routes

Figure 9 - Existing Service / Heavy Vehicle Exit Routes

2.6 Site Traffic Generation – Published Rate vs Actual Traffic Generation

The Transport for NSW Guide to Traffic Impact Assessments does not provide any specific traffic generation rates for a garden centre / plant nursery. However, it does provide parking rates discussed further below.

Reference is made to the previous RTA Guide to Traffic Generating Developments 'Plant Nurseries' rate of 57 vehicles plus 0.7 vehicles per 100m² of site area which would equate to an estimated **255 peak hour trips two way**.

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

Figure 10 - Surveyed Thursday Peak Site Traffic Generation

Figure 11 - Surveyed Saturday Peak Site Traffic Generation

From **Figure 10** and **Figure 11** it noted that the weekday peak is ***significantly below*** that estimated in the RTA Guide for the Thursday evening and some 30% lower during the Saturday morning peak periods. That is, the previous traffic generation rate of the RTA Guide to Traffic Generating

Developments which has not been adopted in the Transport for NSW Guide to Traffic Impact Assessment overestimates the peak hour traffic generation of the existing development and its associated patron travel behaviour.

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

2.7 Existing Site Parking Demands

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

Figure 12 - Surveyed Parking Areas

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

Chart 1 - Thursday PM Peak Parking Demand vs Capacity

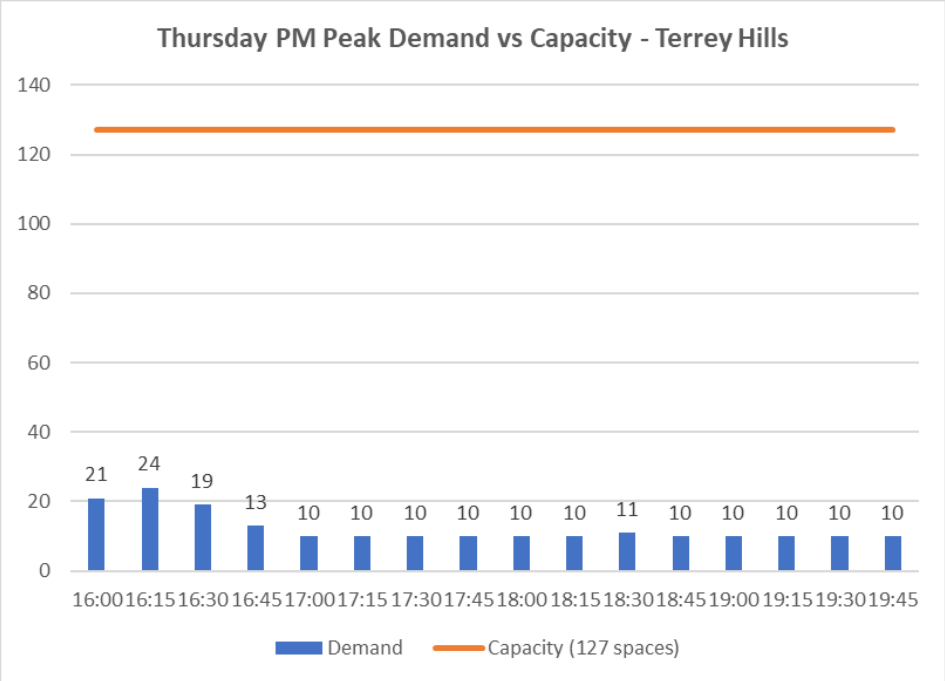
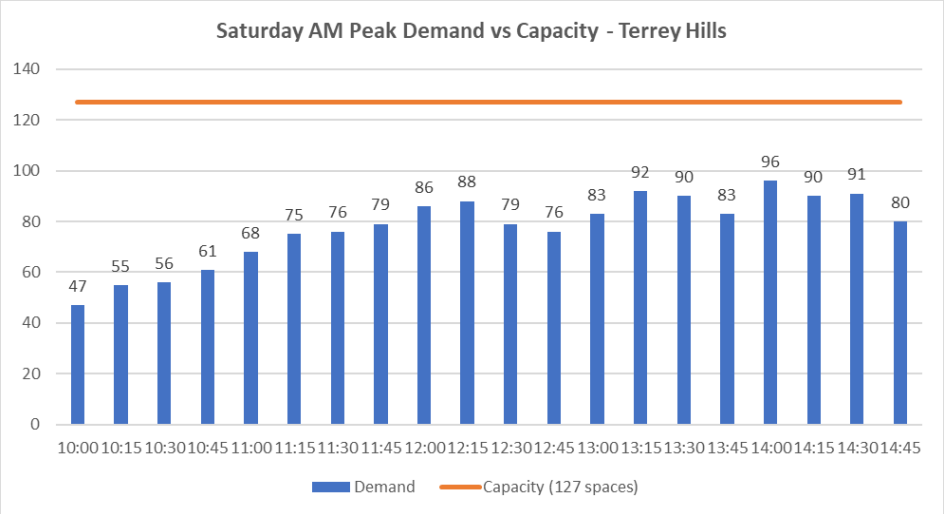


Chart 2 - Saturday PM Peak Parking Demand vs Capacity



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

Whichever is greater of:

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

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

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

2.8 Classification Criteria

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

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

2.9 Existing Road Network

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

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

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

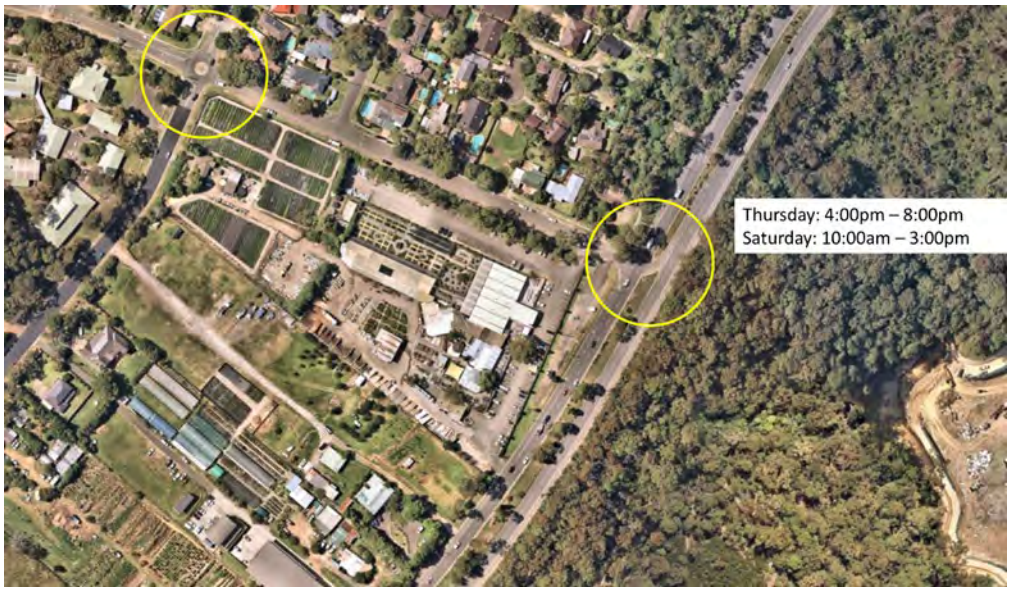
Myoora Road – is a collector road linking Mona Vale Road in the south, with the suburb / retail centre of Terrey Hills in the north. The road provides a parallel route to Mona Vale Road for local and bypassing traffic. Myoora Road includes a pavement width of approximately 12.0m with a single travel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

2.10 2023 Intersection Counts

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

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

Figure 14 - AM / PM Peak Period Count Locations



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

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

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

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

2.11 2023 Intersection Operation Conditions

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

Table 2 – Level of Service Criteria

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

Adapted from RTA Guide to Traffic Generating Developments, 2002.

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

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

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

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

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

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

Applying a 2.0% per annum growth to the above to account for 2025 conditions would result in the following intersection operating conditions.

Table 4 – 2025 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	10.4	A	10.1	A
Cooyong Rd / Mona Vale Rd	Priority	33.6	C	38.6	C

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

From **Table 4** it is also observed that surveyed intersections continue to operate at a satisfactory level of service during both peak periods of the subject development in 2025 allow for background growth of all vehicle movements.

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

2.12 Survey of Similar Development

As recommended in the Transport for NSW Guide to Traffic Impact Assessments, , a survey of a recently developed Flower Power site in Milperra was undertaken to gauge both traffic and parking demands of the site. As the proposal includes a number of new uses where linked trips are expected, the redeveloped site at Milperra includes both a pet store and fruit store and is considered representative of Terrey Hills operations in the future.

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

Figure 15 – Flower Power Milperra Site Location

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

Table 5 – Milperra Flower Power GFA by Use

Use	GFA
Garden Centre	4,018m²
Café	364m²
Tenancy 1 – Fruit shop	1,791m²
Tenancy 2 – Pool shop	299.6m²
Tenancy 3 – Pet shop	912m²
Tenancy 4 – Florist	78.3m²
Landscape shop	304.3m²
Total GFA	**7,767.2m²**
Outdoor nursery	3,332m²
Outdoor bulky goods	914m²
Total Overall Areas GFA	**12,020.2m²**

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

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

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

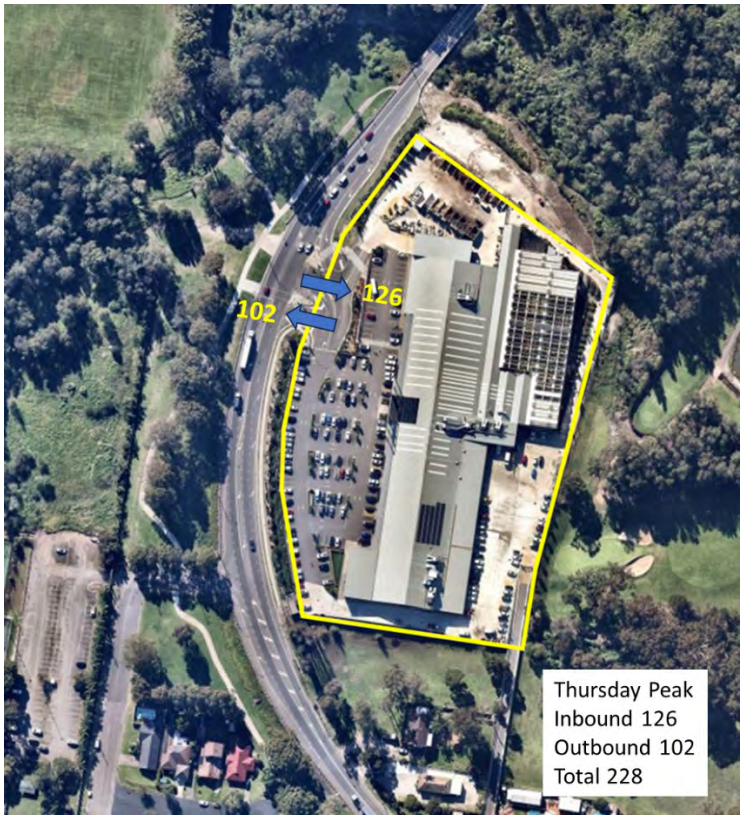
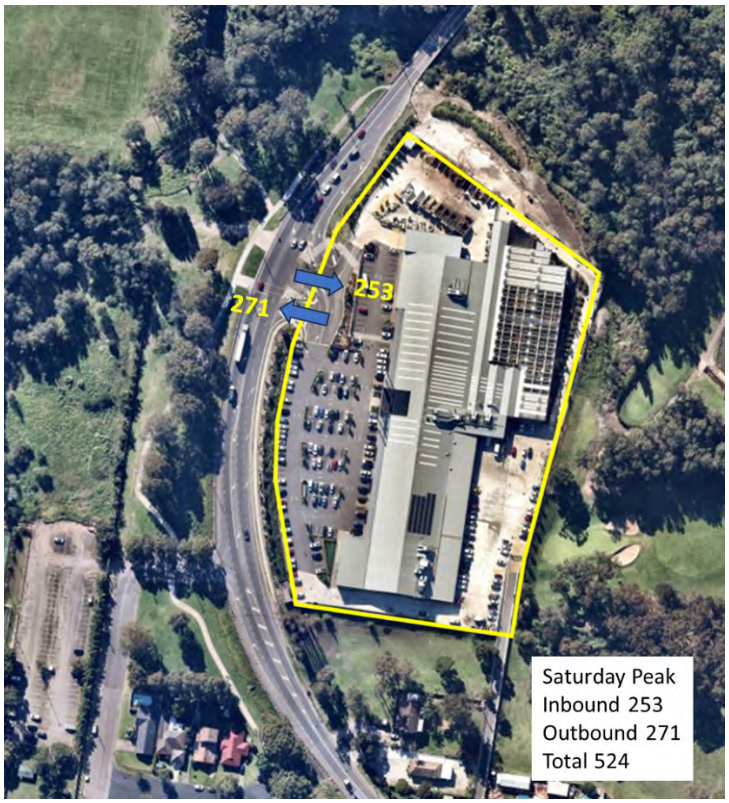


Figure 17 – Flower Power Milperra Saturday AM Peak Site Traffic Generation



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

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

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

2.13 Public Transport Operations

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

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

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

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

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

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

Figure 20 – Existing Bus Routes Operating Past Site

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

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

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

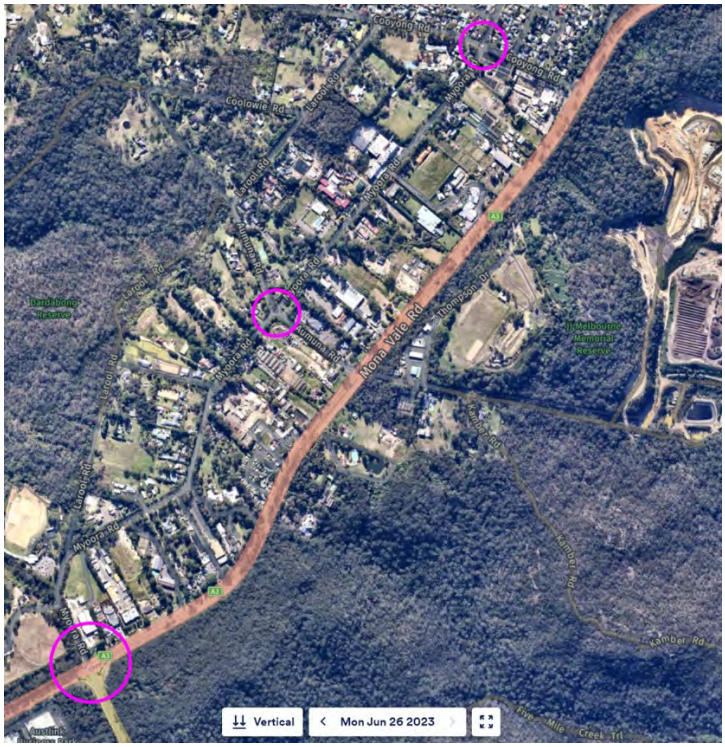
- 22 Doctors;
- 8 Administration Staff;
- 69 Nursing Staff;
- 84 Hospital Beds.
- A total of 134 car parking spaces across the site;
- Drop-off /pick-up zone fronting Myoora Road;
- Loading / Ambulance bay along the northern boundary;
- Main car parking access in the south-western corner of the site;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

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

Figure 21 – Under Construction Myoora Road Private Hospital

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

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



It is noted that the report did not include traffic surveys or intersection operating conditions assessment of the intersection of Mona Vale Road / Cooyong Road. Further, the traffic report assumed additional traffic through the intersection of Mona Vale Road / Cooyong Road as presented below in the trip distribution assumptions of the report but provided no assessment of the intersection.

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

Inbound

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

Outbound

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

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

The traffic generated by the now occupied private hospital has been included in future intersection assessments detailed below.

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

3. The Proposed Development

The proposal includes provision of a 600m² GFA pet store and 2,000m² GFA fruit store located near the western boundary of the site. This would equate to a total site GFA of 6,764m². Of note, the provision of these new stores would be at the expense of the open air nursery elements of the existing development which are traffic / parking generators in their own right.

Additional parking for 100 vehicles including four (4) accessible spaces would be provided resulting in a total site parking provision of **227** spaces.

The resulting GFA of From and compared with Milperra (**Table 5**) the proposed development of Flower Power Terrey Hills would be some **56%** of the total GFA of the Milperra store.

A new entry / exit driveway which also caters for both light large vehicles would be provided in Myoora Road in the south-western corner of the site. 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 development includes a common rear building loading dock serving both the pet store and fruit store which can accommodate a 19.0m semi-trailer.

A further new entry / exit driveway would be provided in Cooyong Road to serve the expanded car parking areas.

No changes are proposed to the remaining areas of the development.

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

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

4. Potential Traffic Impacts

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

4.1 Introduction

The following presents an assessment of the potential traffic impacts of the proposal using the Transport for NSW Guide to Traffic Impact Assessments.

As stated above the new NSW Guide to Traffic Impact Assessments does not include recommended traffic generation rates for garden centres / plant nurseries. Further, the rate provided in the superseded RTA Guide to Traffic Generating Developments is based on site area and not internal changes to GFA. Thus, the data recorded at the Milperra Flower Power development provides a direct comparison for the estimation of both traffic generation and parking needs of this proposed development.

4.2 Development Traffic Generation – First Principles Assessment

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

As stated above, the resulting GFA of the proposed redevelopment of the Flower Power Terrey Hills store would some 46% less than that which has been achieved at the Milperra store. Therefore, using the counts recorded at the Milperra site, the following would equate to the potential peak hour traffic generation of the redeveloped site at Terrey Hills. As the existing traffic generation of the store has been captured in the 2023 intersection counts, this will be subtracted from the forecast overall site traffic generation of the redeveloped Flower Power Terrey Hills.

Table 6 - Forecast Potential Peak Hour Traffic Generation

Peak Period	Existing Inbound	Existing Outbound	Total	Potential Inbound*	Potential Outbound*	Total	Net Diff. IB	Net Diff. OB	Net Diff.
Thursday PM	16	35	**51**	71	57	**128**	**55**	**22**	**77**
Saturday AM	103	80	**183**	142	152	**393**	**39**	**72**	**111**

*75% of Flower Power Milperra recorded traffic generation

From **Table 6** it is estimated the redevelopment of the site may result in a *net increase* of **77** vehicle trips two way in the Thursday PM peak and **111** trips two way during the Saturday peak hour.

4.3 Trip Distribution

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

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

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

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

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

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

Figure 23 – Adopted Trip Distribution

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

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

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

4.4 Future Intersection Operating Conditions

The additional traffic generated by the proposal has been added to the surrounding road network in accordance with the adopted distribution of trips presented above and accounting for 2025 traffic volumes. As stated above the additional traffic generated by the new private hospital in Myoora Road through the intersections of Mona Vale Road / Cooyong Road and Cooyong Road / Myoora Road has been included in the intersection operating conditions assessment below.

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

Table 7 – 2025 + Development Thursday PM / Saturday AM Intersection Operating Conditions

		Thursday PM Peak		Saturday AM Peak	
Intersection	Control	Av Delay	LOS	Av Delay	LOS
Myoora Rd / Cooyong Rd	Roundabout	10.4	A	10.3	A
Cooyong Rd / Mona Vale Rd	Priority	34.7	C	40.0	C

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

From **Table 7** it is noted that all intersections surveyed would continue to operate with a satisfactory level of service following *full development of the site* and with existing intersection arrangements in place.

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

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

5. Parking, Access and Design Compliance Assessment

5.1 DCP Parking Requirements

As stated above, the existing DCP parking requirements, which mirror the requirements of the RTA Guide to Traffic Generating Developments (now Transport for NSW Guide to Traffic Impact Assessments) and are based on site area. Therefore, application of the DCP rate is not considered reflective of the potential parking demands of the proposal.

For small retail centres less than 10,000m², the TfNSW Guide to Traffic Impact suggests a parking rate of 6.1 spaces per 100m² GLFA. With GLFA equating to some 75% of GFA as a guide.

Applying this rate to the additional floorspace would require some 119 parking spaces.

Conservatively, this assumes this retail would individually generated traffic in its own right where in reality much of these retail trips could be expected to be *linked trips* associated with trips to the overall garden nursery site.

Allowance for say 25% reduction in generated parking demands to account for linked trips (in line with suggestions of the RTA Guide to Traffic Generating Developments reduction rates for retail trips in general), the parking demands may be in the order of 90 vehicles which would be well accommodated within the additional 100 parking spaces proposed.

However, in the scenario where little linked trips occurred, the parking surveys undertaken as part of this report (Section 2.7) found a peak parking demand of 24 vehicles on the Thursday PM peak and 96 vehicles during the Saturday AM peak with an on-site capacity of 127 spaces.

Therefore allowing for the existing peak demand on a Saturday of 96 spaces or a total potential parking demand of 119 spaces, the provision of 227 spaces well exceed the potential peak parking demands of all existing / proposed uses combined.

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

5.2 Car Park Design

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

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

5.3 Service Vehicle Access / Provision Assessment

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

A turning path assessment of a 19.0m semi-trailer entering, accessing the 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 and ensure all such vehicles enter and exit the site in a forward direction at all times.

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

5.4 Terrey Hills Public School Operations

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

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

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

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

Figure 27 – Staff Only Car Park Driveway in Myoora Road

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

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

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

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

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

6. Conclusions

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

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

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

7. Appendix A – Intersection / Parking Counts

7. Appendix A – Terrey Hills Intersection / Parking Counts

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

MATRIX Traffic and Transport Data

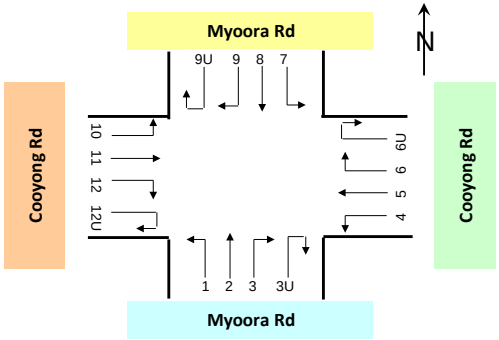
Client	The Trustee for Positive Traffic Trust
Date	Thursday, 22 June 2023
Time	16:00
Description	Flower Power Terry Hills Parking

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

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

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

	Class 1	Class 2
Classifications	Lights	Heavies

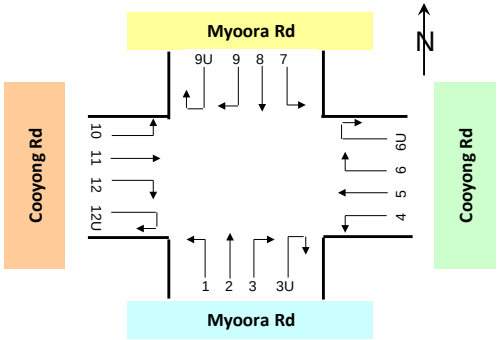


Approach	Myoora Rd												Cooyong Rd											
Direction	**Direction 1 (Left Turn)**			**Direction 2 (Through)**			**Direction 3 (Right Turn)**			**Direction 3U (U Turn)**			**Direction 4 (Left Turn)**			**Direction 5 (Through)**			**Direction 6 (Right Turn)**			**Direction 6U (U Turn)**		
Time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

Approach	Myoora Rd												Cooyong Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 16:15	1	0	**1**	44	4	**48**	2	0	**2**	0	0	**0**	4	0	**4**	2	0	**2**	3	0	**3**	1	0	**1**
16:15 to 16:30	4	0	**4**	23	6	**29**	2	0	**2**	0	0	**0**	2	0	**2**	1	0	**1**	3	0	**3**	0	0	**0**
16:30 to 16:45	3	0	**3**	29	3	**32**	2	0	**2**	0	0	**0**	2	0	**2**	3	0	**3**	5	1	**6**	1	0	**1**
16:45 to 17:00	5	0	**5**	33	3	**36**	4	0	**4**	1	0	**1**	2	0	**2**	0	0	**0**	9	0	**9**	0	0	**0**
17:00 to 17:15	6	0	**6**	33	2	**35**	3	0	**3**	1	0	**1**	2	0	**2**	2	0	**2**	5	0	**5**	0	0	**0**
17:15 to 17:30	5	0	**5**	21	1	**22**	2	0	**2**	1	0	**1**	0	0	**0**	4	0	**4**	4	0	**4**	0	0	**0**
17:30 to 17:45	1	0	**1**	17	6	**23**	1	1	**2**	0	0	**0**	0	0	**0**	2	0	**2**	6	0	**6**	0	0	**0**
17:45 to 18:00	0	0	**0**	10	0	**10**	1	0	**1**	0	0	**0**	0	0	**0**	3	0	**3**	10	0	**10**	0	0	**0**
18:00 to 18:15	1	0	**1**	15	3	**18**	1	0	**1**	0	0	**0**	1	0	**1**	3	0	**3**	4	0	**4**	1	0	**1**
18:15 to 18:30	0	0	**0**	16	1	**17**	0	0	**0**	1	0	**1**	2	0	**2**	0	0	**0**	3	0	**3**	0	0	**0**
18:30 to 18:45	1	0	**1**	10	4	**14**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**
18:45 to 19:00	0	0	**0**	14	1	**15**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**	3	0	**3**	0	0	**0**
19:00 to 19:15	1	0	**1**	9	2	**11**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	1	0	**1**	0	0	**0**
19:15 to 19:30	0	0	**0**	5	1	**6**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**
19:30 to 19:45	0	0	**0**	6	5	**11**	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	2	0	**2**	0	0	**0**
19:45 to 20:00	0	0	**0**	4	2	**6**	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	0	0	**0**
Totals	**28**	**0**	**28**	**289**	**44**	**333**	**20**	**1**	**21**	**4**	**0**	**4**	**19**	**0**	**19**	**20**	**0**	**20**	**60**	**1**	**61**	**3**	**0**	**3**

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

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



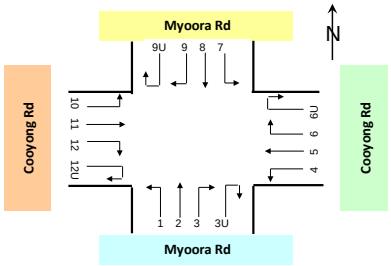
MATRIX Traffic and Transport Data

Approach	Myoora Rd												Cooyong Rd											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
16:00 to 17:00	7	0	**7**	51	16	**67**	32	0	**32**	2	0	**2**	46	0	**46**	68	2	**70**	66	2	**68**	0	0	**0**
16:15 to 17:15	7	0	**7**	55	11	**66**	33	0	**33**	4	0	**4**	42	0	**42**	65	1	**66**	54	1	**55**	0	0	**0**
16:30 to 17:30	9	0	**9**	58	10	**68**	37	0	**37**	3	0	**3**	38	1	**39**	63	1	**64**	46	1	**47**	0	0	**0**
16:45 to 17:45	10	0	**10**	55	10	**65**	38	0	**38**	3	0	**3**	35	1	**36**	61	1	**62**	46	1	**47**	0	0	**0**
17:00 to 18:00	10	0	**10**	56	10	**66**	41	0	**41**	3	0	**3**	19	1	**20**	47	0	**47**	37	0	**37**	0	0	**0**
17:15 to 18:15	9	0	**9**	49	12	**61**	31	0	**31**	2	0	**2**	19	1	**20**	50	0	**50**	42	1	**43**	0	0	**0**
17:30 to 18:30	7	0	**7**	42	12	**54**	26	0	**26**	1	0	**1**	17	0	**17**	48	0	**48**	40	1	**41**	0	0	**0**
17:45 to 18:45	3	0	**3**	43	11	**54**	21	0	**21**	1	0	**1**	15	0	**15**	55	0	**55**	52	1	**53**	0	0	**0**
18:00 to 19:00	7	0	**7**	47	8	**55**	16	0	**16**	1	0	**1**	14	0	**14**	52	0	**52**	50	1	**51**	1	0	**1**
18:15 to 19:15	7	0	**7**	43	7	**50**	10	0	**10**	0	0	**0**	13	0	**13**	47	0	**47**	42	0	**42**	1	0	**1**
18:30 to 19:30	7	0	**7**	41	8	**49**	7	0	**7**	0	0	**0**	8	0	**8**	40	0	**40**	35	0	**35**	1	0	**1**
18:45 to 19:45	7	0	**7**	32	8	**40**	4	0	**4**	1	0	**1**	10	0	**10**	31	0	**31**	20	0	**20**	1	0	**1**
19:00 to 20:00	3	0	**3**	18	11	**29**	2	0	**2**	1	0	**1**	11	0	**11**	27	0	**27**	16	0	**16**	0	0	**0**
Totals	**27**	**0**	**27**	**172**	**45**	**217**	**91**	**0**	**91**	**7**	**0**	**7**	**90**	**1**	**91**	**194**	**2**	**196**	**169**	**3**	**172**	**1**	**0**	**1**

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

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

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



MATRIX Traffic and Transport Data

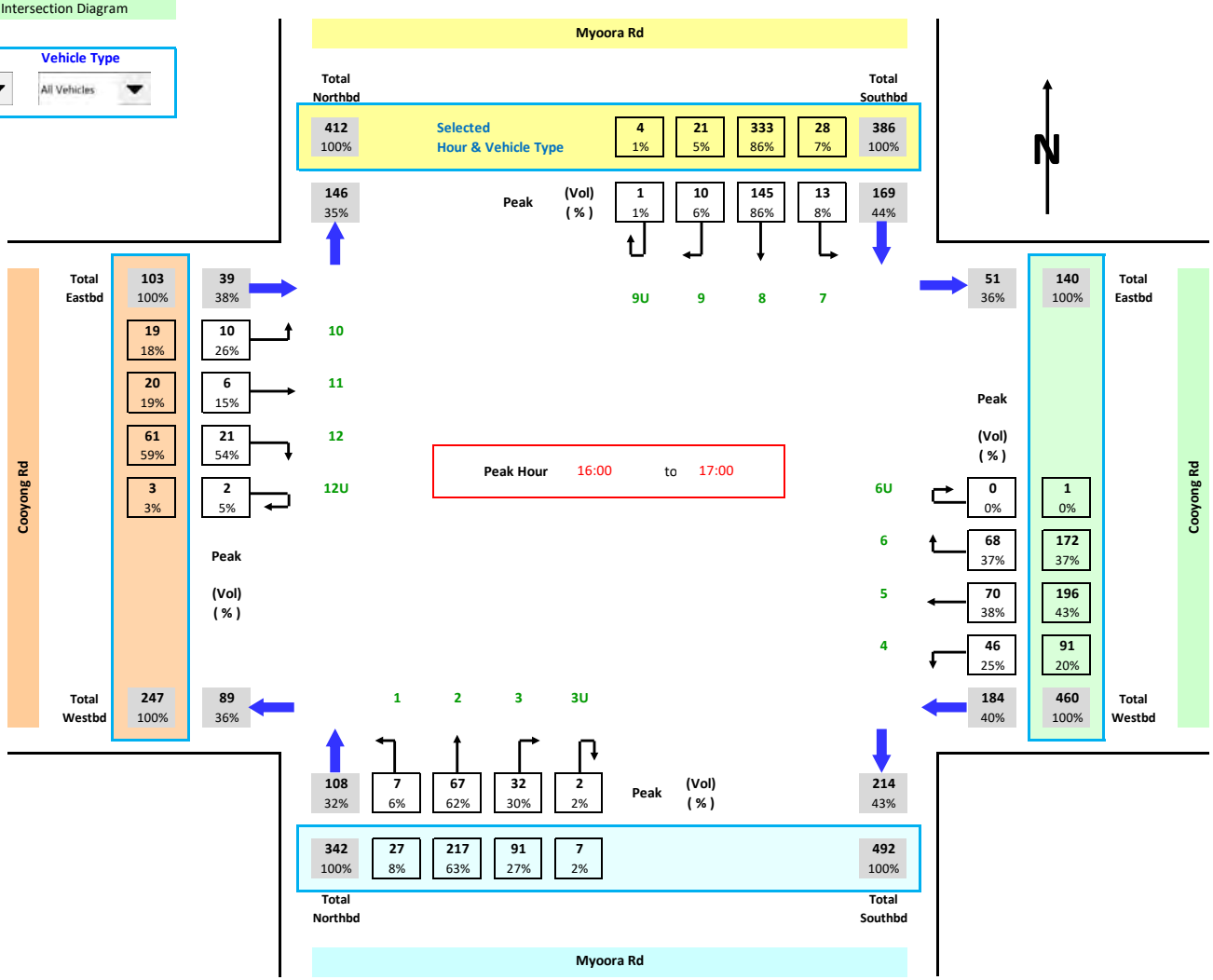
Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	92	16	**108**	180	4	**184**	153	16	**169**	38	1	**39**	**500**

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

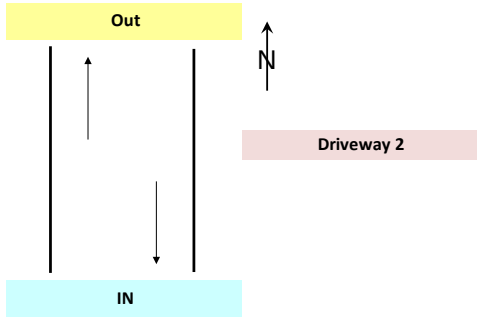
Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

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

Hour Starting Totals
Vehicle Type All Vehicles



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

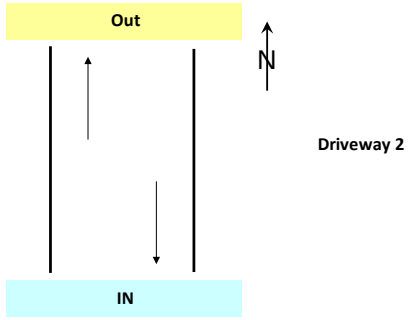


	Class 1	Class 2
Classifications	Lights	Heavies

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

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

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

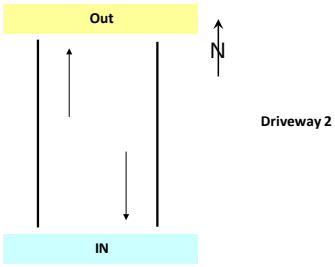


Driveway 2

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

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

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



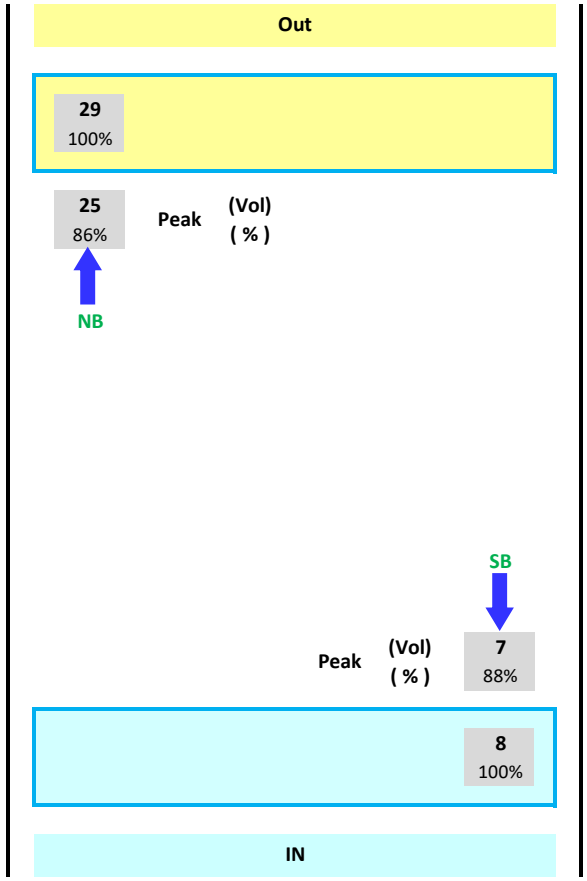
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	25	0	**25**	7	0	**7**	**32**

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

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

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

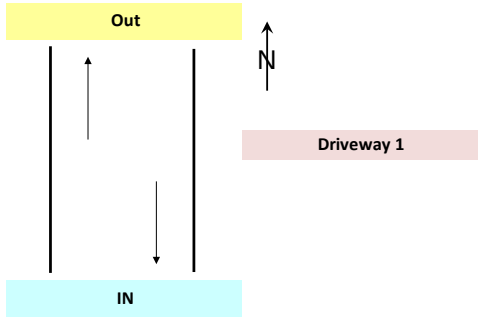
Hour Starting	Vehicle Type
Total	All Vehicles



Driveway 2

Peak Hour	16:00	to	17:00

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

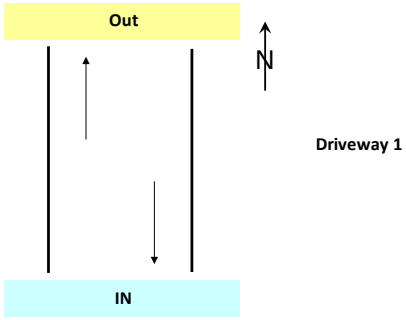


	Class 1	Class 2
Classifications	Lights	Heavies

Approach	**Driveway 1**					
Direction	**Out**			**IN**		
Time Period	**Lights**	**Heavies**	**Total**	**Lights**	**Heavies**	**Total**
16:00 to 16:15	0	0	**0**	0	0	**0**
16:15 to 16:30	0	0	**0**	0	0	**0**
16:30 to 16:45	1	0	**1**	1	0	**1**
16:45 to 17:00	0	0	**0**	2	0	**2**
17:00 to 17:15	5	0	**5**	0	0	**0**
17:15 to 17:30	4	0	**4**	1	0	**1**
17:30 to 17:45	1	0	**1**	0	0	**0**
17:45 to 18:00	0	0	**0**	0	0	**0**
18:00 to 18:15	0	0	**0**	0	0	**0**
18:15 to 18:30	0	0	**0**	0	0	**0**
18:30 to 18:45	0	0	**0**	0	0	**0**
18:45 to 19:00	0	0	**0**	0	0	**0**
19:00 to 19:15	0	0	**0**	0	0	**0**
19:15 to 19:30	0	0	**0**	0	0	**0**
19:30 to 19:45	0	0	**0**	0	0	**0**
19:45 to 20:00	0	0	**0**	0	0	**0**
Total	**11**	**0**	**11**	**4**	**0**	**4**

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

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

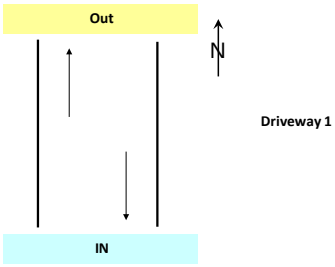


MATRIX Traffic and Transport Data

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

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

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



MATRIX Traffic and Transport Data

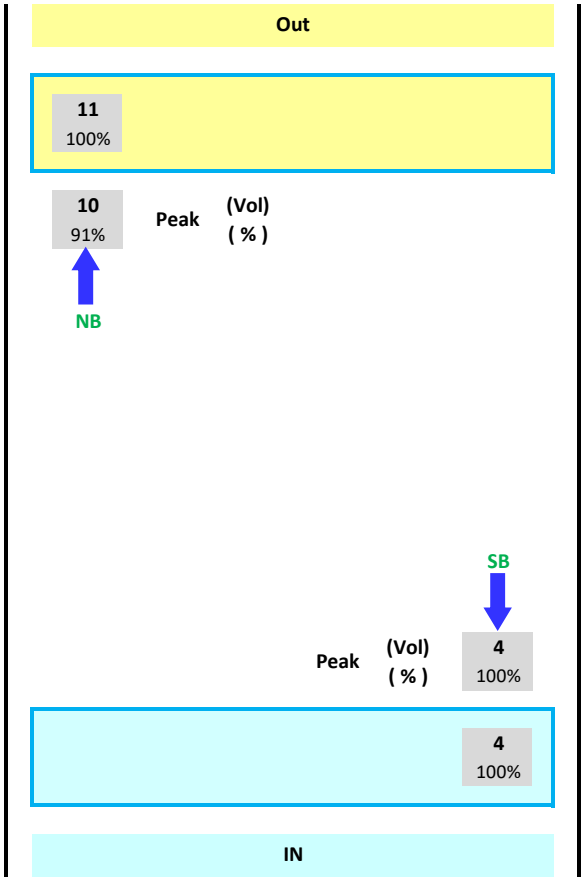
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
16:30 to 17:30	10	0	**10**	4	0	**4**	**14**

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

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

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

Hour Starting	Vehicle Type
Total	All Vehicles

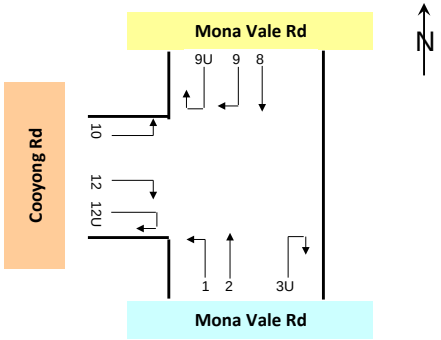


Driveway 1

Peak Hour	16:30	to	17:30

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

	Class 1	**Class 2**
Classifications	Lights	Heavies



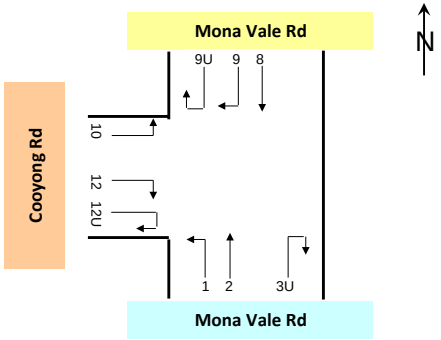
MATRIX Traffic and Transport Data

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

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

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

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



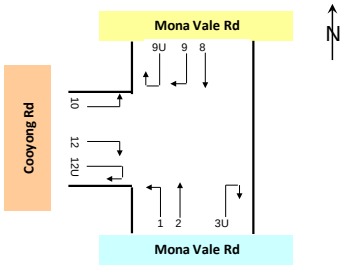
MATRIX Traffic and Transport Data

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

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

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

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



MATRIX Traffic and Transport Data

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

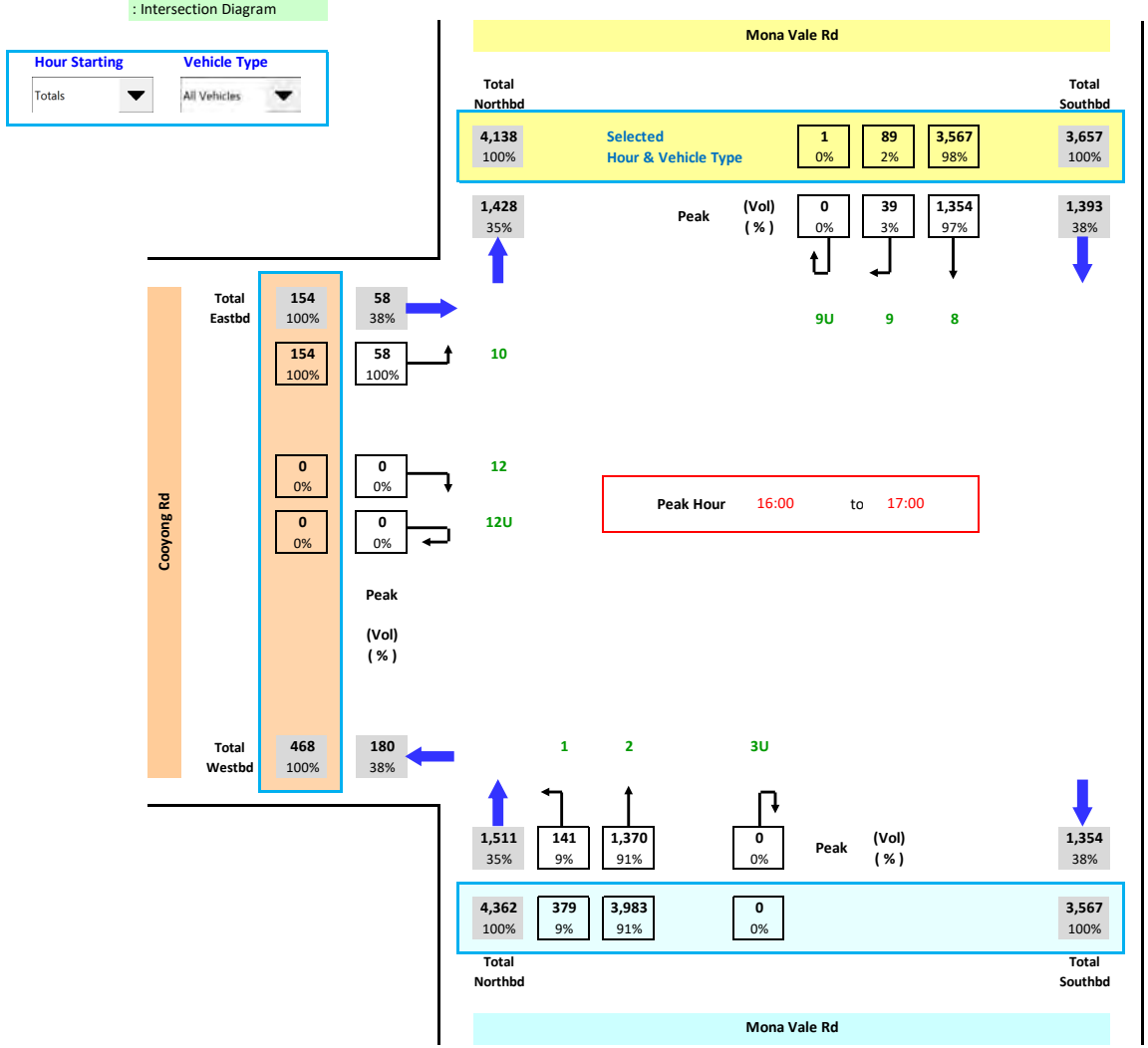
Approach	Mona Vale Rd				Mona Vale Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
16:00 to 17:00	1,463	48	**1,511**		1,309	84	**1,393**	58	0	**58**	**2,962**
16:15 to 17:15	1,440	31	**1,471**		1,300	61	**1,361**	66	0	**66**	**2,898**
16:30 to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

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

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

MATRIX Traffic and Transport Data

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



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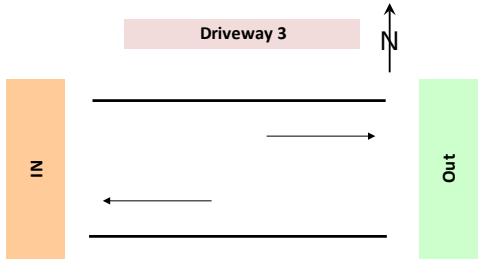
Job No.	: AUNSW7160
Client	: The Trustee for Positive Traffic Trust
Suburb	: Flower Power Terrey Hills
Location	: 5. Driveway 3 & Mona Vale Rd
Day/Date	: Thursday, 22nd June 2023
Weather	: Partly rainy
Description	: Mid-block Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies

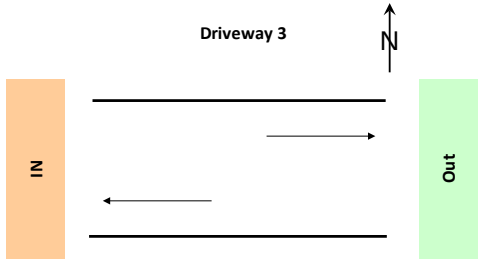


MATRIX Traffic and Transport Data

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

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

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

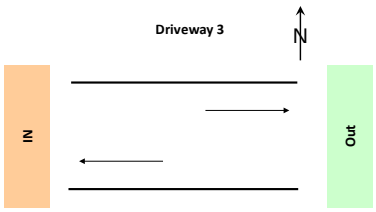


MATRIX Traffic and Transport Data

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

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

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



MATRIX Traffic and Transport Data

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

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

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

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

Hour Starting	Vehicle Type
Total	All Vehicles

Driveway 3

Peak Hour 16:00 to 17:00

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

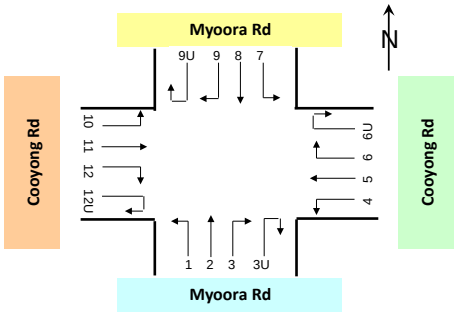
Client	The Trustee for Positive Traffic Trust
Date	Saturday, 24 June 2023
Time	10:00
Description	Flower Power Terry Hills Parking

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

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

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

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



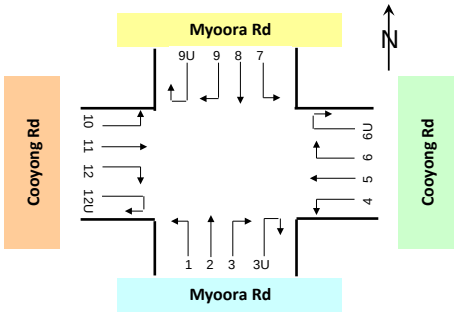
MATRIX Traffic and Transport Data

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

Approach	Myoora Rd												Cooyong Rd											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
10:00 to 10:15	3	0	**3**	40	1	**41**	0	0	**0**	0	0	**0**	1	0	**1**	5	0	**5**	7	0	**7**	0	0	**0**
10:15 to 10:30	2	0	**2**	26	2	**28**	2	0	**2**	0	0	**0**	1	0	**1**	1	0	**1**	6	0	**6**	0	0	**0**
10:30 to 10:45	4	0	**4**	25	1	**26**	2	0	**2**	1	0	**1**	1	0	**1**	1	0	**1**	6	0	**6**	0	0	**0**
10:45 to 11:00	3	0	**3**	27	1	**28**	0	0	**0**	0	0	**0**	1	0	**1**	2	0	**2**	6	0	**6**	0	0	**0**
11:00 to 11:15	4	0	**4**	19	1	**20**	0	0	**0**	0	0	**0**	2	0	**2**	3	0	**3**	2	0	**2**	0	0	**0**
11:15 to 11:30	2	0	**2**	33	1	**34**	2	0	**2**	0	0	**0**	1	0	**1**	3	0	**3**	1	1	**2**	0	0	**0**
11:30 to 11:45	8	0	**8**	32	0	**32**	0	0	**0**	1	0	**1**	2	0	**2**	4	0	**4**	3	0	**3**	0	0	**0**
11:45 to 12:00	4	0	**4**	27	2	**29**	2	0	**2**	0	0	**0**	3	0	**3**	2	0	**2**	6	0	**6**	0	0	**0**
12:00 to 12:15	6	0	**6**	28	3	**31**	1	0	**1**	0	0	**0**	1	0	**1**	4	0	**4**	5	0	**5**	0	0	**0**
12:15 to 12:30	3	0	**3**	28	2	**30**	1	0	**1**	1	0	**1**	0	0	**0**	2	0	**2**	12	0	**12**	0	0	**0**
12:30 to 12:45	3	0	**3**	24	0	**24**	2	0	**2**	1	0	**1**	0	0	**0**	3	0	**3**	8	0	**8**	0	0	**0**
12:45 to 13:00	3	0	**3**	21	2	**23**	2	0	**2**	0	0	**0**	0	0	**0**	2	0	**2**	2	0	**2**	0	0	**0**
13:00 to 13:15	1	0	**1**	30	1	**31**	1	2	**3**	0	0	**0**	2	0	**2**	0	0	**0**	6	0	**6**	0	0	**0**
13:15 to 13:30	3	0	**3**	20	0	**20**	2	0	**2**	0	0	**0**	1	0	**1**	3	0	**3**	7	0	**7**	0	0	**0**
13:30 to 13:45	4	0	**4**	25	2	**27**	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	1	0	**1**	0	0	**0**
13:45 to 14:00	4	0	**4**	21	3	**24**	0	0	**0**	1	0	**1**	1	0	**1**	2	0	**2**	7	0	**7**	0	0	**0**
14:00 to 14:15	2	0	**2**	29	0	**29**	0	0	**0**	0	0	**0**	1	0	**1**	2	0	**2**	3	0	**3**	0	0	**0**
14:15 to 14:30	2	0	**2**	23	2	**25**	0	0	**0**	0	0	**0**	2	0	**2**	6	0	**6**	4	0	**4**	0	0	**0**
14:30 to 14:45	3	0	**3**	29	0	**29**	2	0	**2**	0	0	**0**	2	0	**2**	2	0	**2**	5	0	**5**	0	0	**0**
14:45 to 15:00	1	0	**1**	36	3	**39**	1	0	**1**	1	0	**1**	3	0	**3**	3	0	**3**	7	0	**7**	0	0	**0**
Totals	**65**	**0**	**65**	**543**	**27**	**570**	**20**	**2**	**22**	**6**	**0**	**6**	**25**	**0**	**25**	**51**	**0**	**51**	**104**	**1**	**105**	**0**	**0**	**0**

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

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



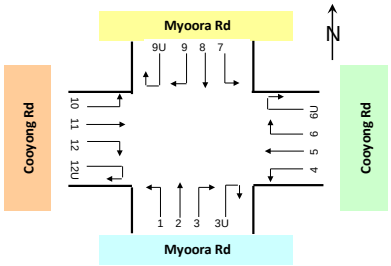
MATRIX Traffic and Transport Data

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

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

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

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



MATRIX Traffic and Transport Data

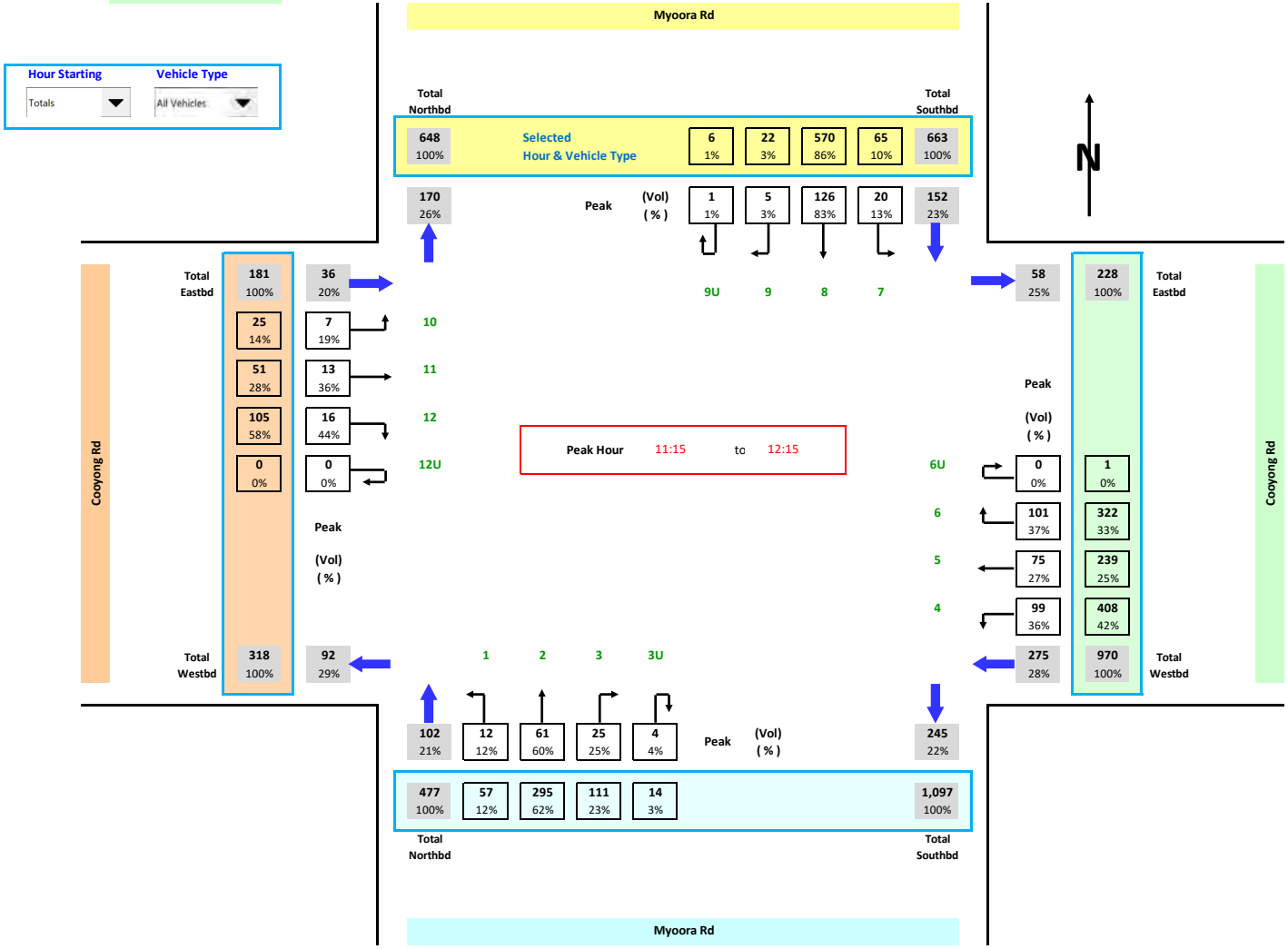
Approach	Myoora Rd			Cooyong Rd			Myoora Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	95	7	**102**	274	1	**275**	146	6	**152**	35	1	**36**	**565**

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

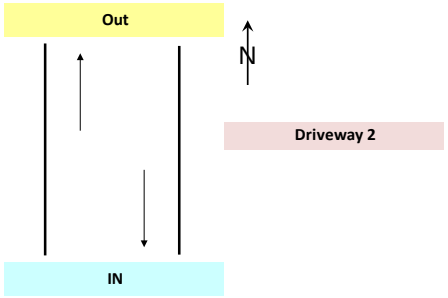
Job No. : AUNSW7160
Client : The Trustee for Positive Traffic Trust
Suburb : Flower Power Terrey Hills
Location : 1. Myoora Rd / Cooyong Rd

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

MATRIX Traffic and Transport Data



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

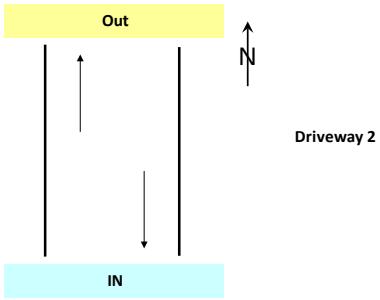


Classifications	**Class 1**	**Class 2**
	Lights	Heavies

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

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

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



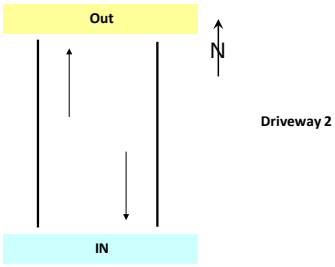
Driveway 2

MATRIX
Traffic and Transport Data

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

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

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



MATRIX Traffic and Transport Data

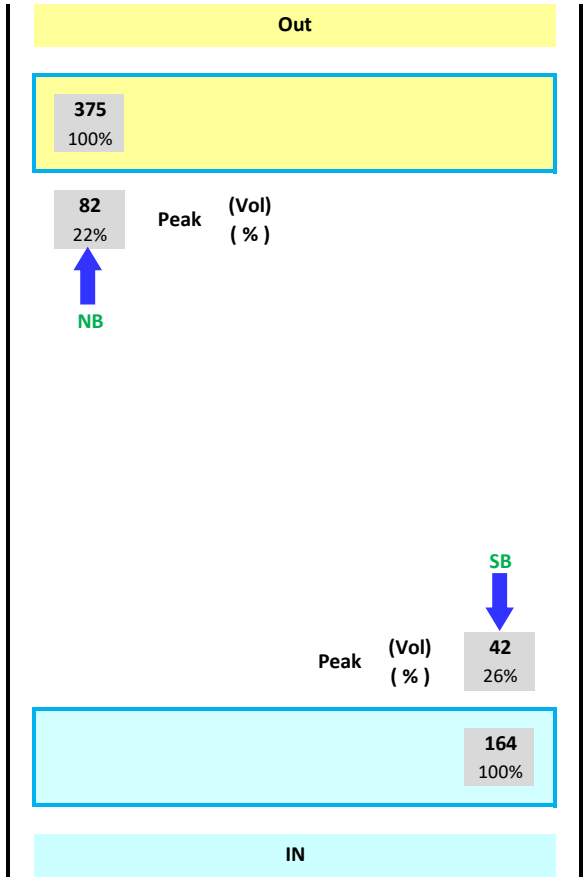
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
11:30 to 12:30	81	1	**82**	42	0	**42**	**124**

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

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

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

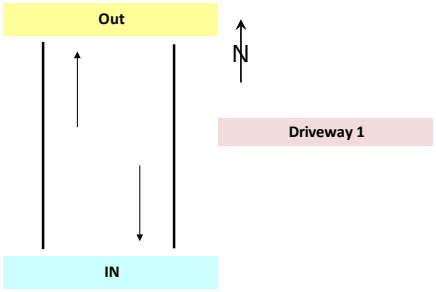
Hour Starting	Vehicle Type
Total	All Vehicles



Driveway 2

Peak Hour	11:30	to	12:30

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

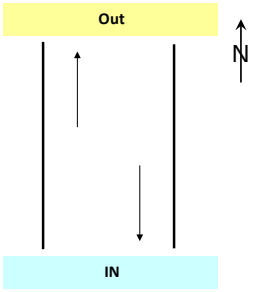


	Class 1	Class 2
Classifications	Lights	Heavies

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

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

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



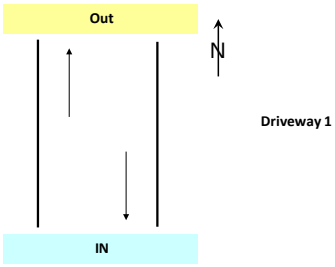
Driveway 1

MATRIX Traffic and Transport Data

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

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

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



MATRIX Traffic and Transport Data

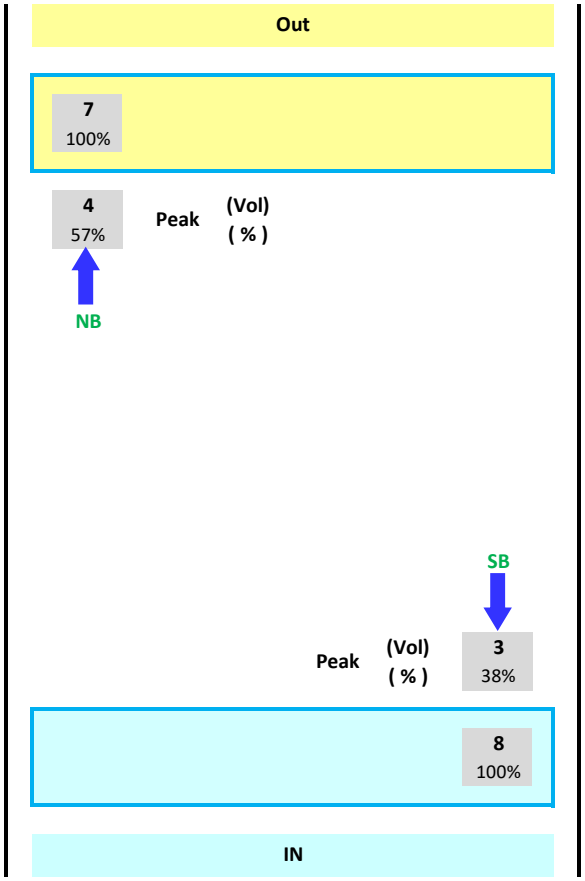
Approach	Out			IN			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	
14:00 to 15:00	4	0	**4**	3	0	**3**	**7**

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

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

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

Hour Starting	Vehicle Type
Total	All Vehicles

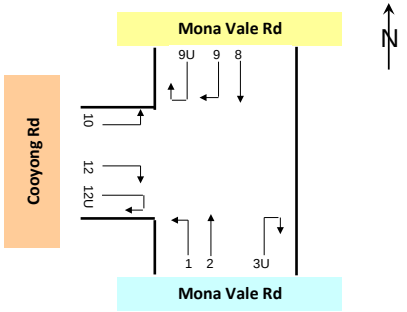


Driveway 1

Peak Hour	14:00	to	15:00

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

	Class 1	Class 2
Classifications	Lights	Heavies



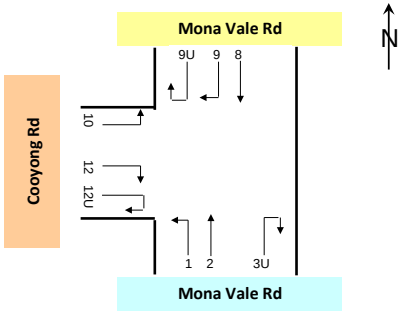
MATRIX Traffic and Transport Data

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

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

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

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



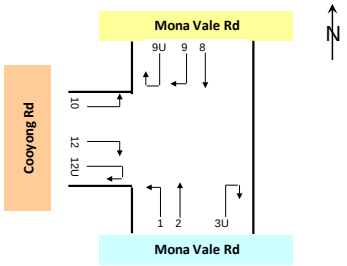
MATRIX Traffic and Transport Data

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

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

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

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



MATRIX Traffic and Transport Data

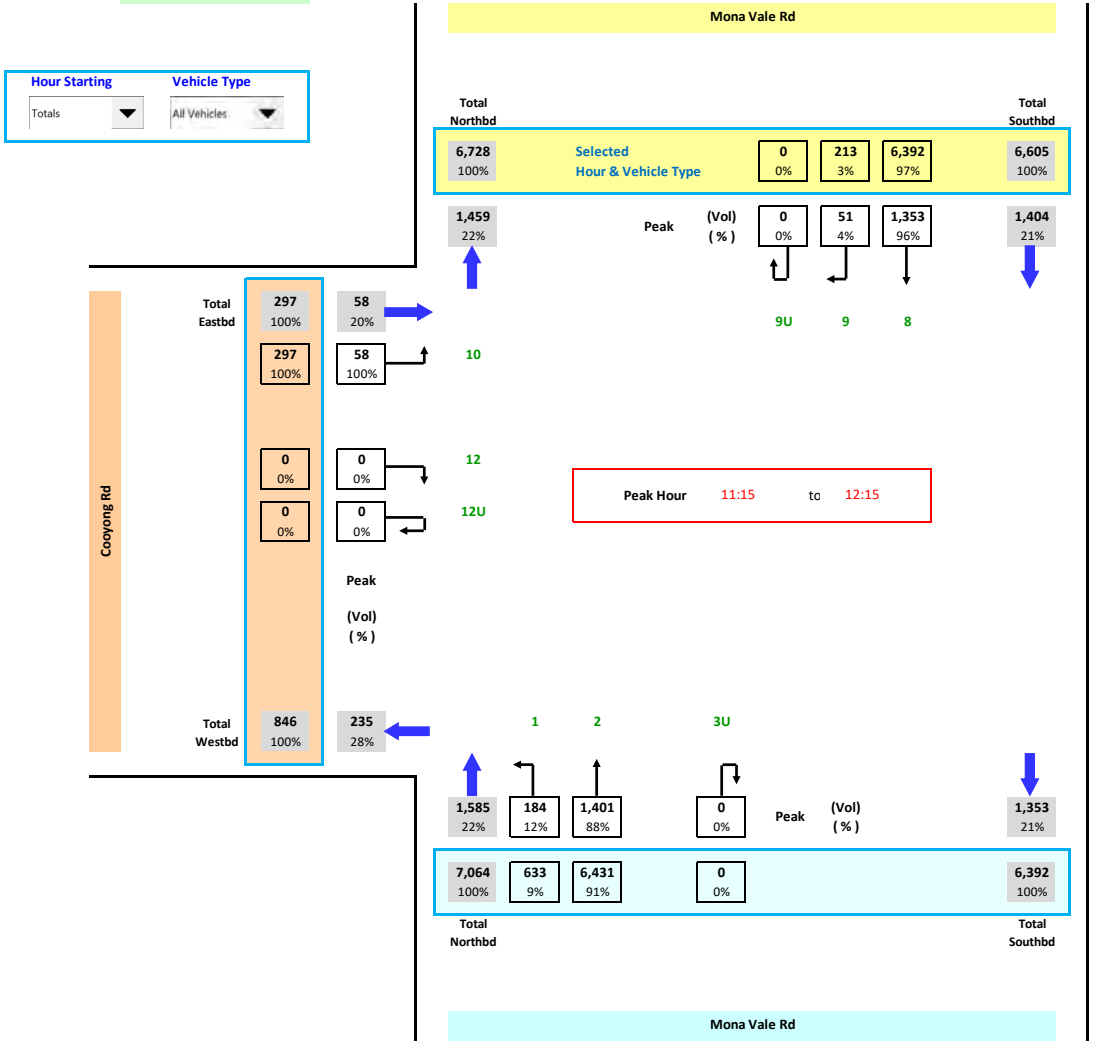
Approach	Mona Vale Rd				Mona Vale Rd			Cooyong Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	1,555	30	**1,585**		1,368	36	**1,404**	58	0	**58**	**3,047**

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

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

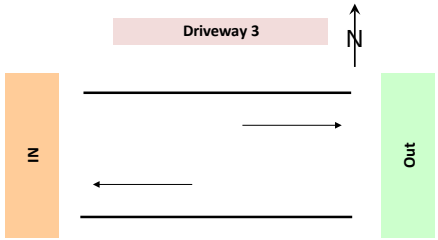
Day/Date : Saturday, 24th June 2023
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

MATRIX Traffic and Transport Data



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

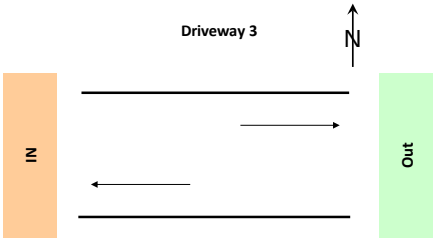
	Class 1	Class 2
Classifications	Lights	Heavies



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

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

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

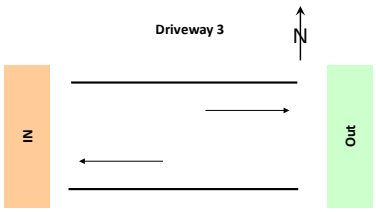


MATRIX Traffic and Transport Data

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

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

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



MATRIX Traffic and Transport Data

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

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

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

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

Hour Starting	Vehicle Type
Total	All Vehicles

Driveway 3

Peak Hour 11:00 to 12:00

8. Appendix B – Sidra Modelling Outputs

MOVEMENT SUMMARY

Site: [110 (3)] Myoora_Cooyong_Sat_AM_2025 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	13	0.0	13	0.0	0.107	6.1	LOS A	0.6	4.1	0.41	0.58	0.41	51.6
2	T1	All MCs	65	11.5	65	11.5	0.107	6.3	LOS A	0.6	4.1	0.41	0.58	0.41	51.6
3	R2	All MCs	27	0.0	27	0.0	0.107	8.9	LOS A	0.6	4.1	0.41	0.58	0.41	51.3
Approach			105	7.1	105	7.1	0.107	6.9	LOS A	0.6	4.1	0.41	0.58	0.41	51.5
East: Cooyong Rd															
4	L2	All MCs	106	1.0	106	1.0	0.278	6.0	LOS A	1.6	11.5	0.39	0.58	0.39	51.4
5	T1	All MCs	81	0.0	81	0.0	0.278	5.8	LOS A	1.6	11.5	0.39	0.58	0.39	51.9
6	R2	All MCs	128	0.0	128	0.0	0.278	8.8	LOS A	1.6	11.5	0.39	0.58	0.39	51.2
Approach			315	0.3	315	0.3	0.278	7.1	LOS A	1.6	11.5	0.39	0.58	0.39	51.4
North: Myoora Rd															
7	L2	All MCs	28	0.0	28	0.0	0.135	5.2	LOS A	0.7	5.1	0.20	0.49	0.20	52.7
8	T1	All MCs	135	4.8	135	4.8	0.135	5.2	LOS A	0.7	5.1	0.20	0.49	0.20	52.9
9	R2	All MCs	5	0.0	5	0.0	0.135	8.0	LOS A	0.7	5.1	0.20	0.49	0.20	52.4
Approach			169	3.8	169	3.8	0.135	5.3	LOS A	0.7	5.1	0.20	0.49	0.20	52.9
West: Cooyong Rd															
10	L2	All MCs	8	0.0	8	0.0	0.038	6.0	LOS A	0.2	1.3	0.39	0.59	0.39	51.4
11	T1	All MCs	14	0.0	14	0.0	0.038	5.9	LOS A	0.2	1.3	0.39	0.59	0.39	51.8
12	R2	All MCs	17	6.2	17	6.2	0.038	9.0	LOS A	0.2	1.3	0.39	0.59	0.39	50.9
Approach			39	2.8	39	2.8	0.038	7.3	LOS A	0.2	1.3	0.39	0.59	0.39	51.3
All Vehicles			627	2.6	627	2.6	0.278	6.6	LOS A	1.6	11.5	0.34	0.56	0.34	51.8

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

INTERSECTION SUMMARY

Site: [101 (2)] Cooyong_Mona_Thu_PM_2025_V2 (General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	76.8	76.8 km/h
Travel Distance (Total)	veh-km/h	3293.2	3951.8 pers-km/h
Travel Time (Total)	veh-h/h	42.9	51.4 pers-h/h
Desired Speed	km/h	78.2	
Speed Efficiency		0.98	
Travel Time Index		9.81	
Congestion Coefficient		1.02	
Demand Flows (Total)	veh/h	3259	3911 pers/h
Arrival Flows (Total)	veh/h	3259	
Percent Heavy Vehicles (Demand)	%	4.5	
Percent Heavy Vehicles (Arrivals)	%	4.5	
Degree of Saturation		0.400	
Practical Spare Capacity	%	144.8	
Effective Intersection Capacity	veh/h	8141	
Control Delay (Total)	veh-h/h	0.94	1.12 pers-h/h
Control Delay (Average)	sec	1.0	1.0 sec
Control Delay (Worst Lane by MC)	sec	33.6	
Control Delay (Worst Movement by MC)	sec	33.6	33.6 sec
Geometric Delay (Average)	sec	0.5	
Stop-Line Delay (Average)	sec	0.5	
Idling Time (Average)	sec	0.3	
Intersection Level of Service (LOS)		NA	
Worst Movement Level of Service (LOS)		LOS C	
Worst Lane Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	0.9	
95% Back of Queue - Dist (Worst Lane)	m	6.2	
Ave. Que Storage Ratio (Worst Lane)		0.00	
Effective Stops (Total)	veh/h	188	226 pers/h
Effective Stop Rate		0.06	0.06
Proportion Queued		0.02	0.02
Performance Index		44.1	44.1
Cost (Total)	$/h	1970.43	1970.43 $/h
Fuel Consumption (Total)	L/h	244.8	
Carbon Dioxide (Total)	kg/h	582.7	
Hydrocarbons (Total)	kg/h	0.059	
Carbon Monoxide (Total)	kg/h	1.21	
NOx (Total)	kg/h	0.859	

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 71.7% 91.6% 0.0%

Intersection Performance - Annual Values

Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	1,564,326	1,877,192	pers/y
Delay (Total)	veh-h/y	449	539	pers-h/y
Effective Stops (Total)	veh/y	90,382	108,458	pers/y
Travel Distance (Total)	veh-km/y	1,580,718	1,896,861	pers-km/y
Travel Time (Total)	veh-h/y	20,574	24,689	pers-h/y
Cost (Total)	$/y	945,807	945,807	$/y
Fuel Consumption (Total)	L/y	117,503		
Carbon Dioxide (Total)	kg/y	279,720		
Hydrocarbons (Total)	kg/y	28		
Carbon Monoxide (Total)	kg/y	581		
NOx (Total)	kg/y	413		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: [101 (2)] Cooyong_Mona_Thu_PM_2025_V2 (General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	151	2.8	151	2.8	0.083	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	63.6
2	T1	All MCs	1503	3.2	1503	3.2	0.393	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach			1654	3.2	1654	3.2	0.393	0.7	NA	0.0	0.0	0.00	0.06	0.00	77.9
North: Mona Vale Rd															
8	T1	All MCs	1501	6.2	1501	6.2	0.400	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	All MCs	42	0.0	42	0.0	0.269	33.6	LOS C	0.9	6.2	0.92	0.99	1.02	38.7
Approach			1543	6.0	1543	6.0	0.400	1.0	NA	0.9	6.2	0.02	0.03	0.03	77.4
West: Cooyong Rd															
10	L2	All MCs	62	0.0	62	0.0	0.119	9.9	LOS A	0.4	2.8	0.64	0.83	0.64	49.7
Approach			62	0.0	62	0.0	0.119	9.9	LOS A	0.4	2.8	0.64	0.83	0.64	49.7
All Vehicles			3259	4.5	3259	4.5	0.400	1.0	NA	0.9	6.2	0.02	0.06	0.03	76.8

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

INTERSECTION SUMMARY

Site: [101 (3)] Cooyong_Mona_Thu_PM_2025_V2 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	76.4	76.4	km/h
Travel Distance (Total)	veh-km/h	3319.4	3983.2	pers-km/h
Travel Time (Total)	veh-h/h	43.4	52.1	pers-h/h
Desired Speed	km/h	78.0		
Speed Efficiency		0.98		
Travel Time Index		9.77		
Congestion Coefficient		1.02		
Demand Flows (Total)	veh/h	3285	3942	pers/h
Arrival Flows (Total)	veh/h	3285		
Percent Heavy Vehicles (Demand)	%	4.4		
Percent Heavy Vehicles (Arrivals)	%	4.4		
Degree of Saturation		0.400		
Practical Spare Capacity	%	144.8		
Effective Intersection Capacity	veh/h	8205		
Control Delay (Total)	veh-h/h	1.07	1.28	pers-h/h
Control Delay (Average)	sec	1.2	1.2	sec
Control Delay (Worst Lane by MC)	sec	34.7		
Control Delay (Worst Movement by MC)	sec	34.7	34.7	sec
Geometric Delay (Average)	sec	0.5		
Stop-Line Delay (Average)	sec	0.6		
Idling Time (Average)	sec	0.4		
Intersection Level of Service (LOS)		NA		
Worst Movement Level of Service (LOS)		LOS C		
Worst Lane Level of Service (LOS)		LOS C		
95% Back of Queue - Veh (Worst Lane)	veh	1.0		
95% Back of Queue - Dist (Worst Lane)	m	7.3		
Ave. Que Storage Ratio (Worst Lane)		0.00		
Effective Stops (Total)	veh/h	211	254	pers/h
Effective Stop Rate		0.06	0.06	
Proportion Queued		0.03	0.03	
Performance Index		45.0	45.0	
Cost (Total)	$/h	1995.75	1995.75	$/h
Fuel Consumption (Total)	L/h	247.5		
Carbon Dioxide (Total)	kg/h	589.1		
Hydrocarbons (Total)	kg/h	0.060		
Carbon Monoxide (Total)	kg/h	1.22		
NOx (Total)	kg/h	0.862		

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 71.7% 91.6% 0.0%

Intersection Performance - Annual Values

Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	1,576,695	1,892,034	pers/y
Delay (Total)	veh-h/y	512	614	pers-h/y
Effective Stops (Total)	veh/y	101,484	121,780	pers/y
Travel Distance (Total)	veh-km/y	1,593,288	1,911,946	pers-km/y
Travel Time (Total)	veh-h/y	20,854	25,024	pers-h/y
Cost (Total)	$/y	957,960	957,960	$/y
Fuel Consumption (Total)	L/y	118,793		
Carbon Dioxide (Total)	kg/y	282,752		
Hydrocarbons (Total)	kg/y	29		
Carbon Monoxide (Total)	kg/y	586		
NOx (Total)	kg/y	414		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: [101 (3)] Cooyong_Mona_Thu_PM_2025_V2 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	151	2.8	151	2.8	0.083	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	63.6
2	T1	All MCs	1503	3.2	1503	3.2	0.393	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach			1654	3.2	1654	3.2	0.393	0.7	NA	0.0	0.0	0.00	0.06	0.00	77.9
North: Mona Vale Rd															
8	T1	All MCs	1501	6.2	1501	6.2	0.400	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	All MCs	48	0.0	48	0.0	0.311	34.7	LOS C	1.0	7.3	0.92	1.00	1.05	38.3
Approach			1549	6.0	1549	6.0	0.400	1.2	NA	1.0	7.3	0.03	0.03	0.03	77.0
West: Cooyong Rd															
10	L2	All MCs	82	0.0	82	0.0	0.155	10.0	LOS A	0.5	3.7	0.65	0.83	0.65	49.7
Approach			82	0.0	82	0.0	0.155	10.0	LOS A	0.5	3.7	0.65	0.83	0.65	49.7
All Vehicles			3285	4.4	3285	4.4	0.400	1.2	NA	1.0	7.3	0.03	0.06	0.03	76.4

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

INTERSECTION SUMMARY

Site: [105 (2)] Cooyong_Mona_Sat_AM_2025_V2 (General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	76.3	76.3 km/h
Travel Distance (Total)	veh-km/h	3356.8	4028.1 pers-km/h
Travel Time (Total)	veh-h/h	44.0	52.8 pers-h/h
Desired Speed	km/h	77.8	
Speed Efficiency		0.98	
Travel Time Index		9.78	
Congestion Coefficient		1.02	
Demand Flows (Total)	veh/h	3322	3986 pers/h
Arrival Flows (Total)	veh/h	3322	
Percent Heavy Vehicles (Demand)	%	2.2	
Percent Heavy Vehicles (Arrivals)	%	2.2	
Degree of Saturation		0.393	
Practical Spare Capacity	%	149.5	
Effective Intersection Capacity	veh/h	8456	
Control Delay (Total)	veh-h/h	1.22	1.46 pers-h/h
Control Delay (Average)	sec	1.3	1.3 sec
Control Delay (Worst Lane by MC)	sec	38.6	
Control Delay (Worst Movement by MC)	sec	38.6	38.6 sec
Geometric Delay (Average)	sec	0.6	
Stop-Line Delay (Average)	sec	0.7	
Idling Time (Average)	sec	0.5	
Intersection Level of Service (LOS)		NA	
Worst Movement Level of Service (LOS)		LOS C	
Worst Lane Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	1.3	
95% Back of Queue - Dist (Worst Lane)	m	9.0	
Ave. Que Storage Ratio (Worst Lane)		0.00	
Effective Stops (Total)	veh/h	231	278 pers/h
Effective Stop Rate		0.07	0.07
Proportion Queued		0.03	0.03
Performance Index		45.6	45.6
Cost (Total)	$/h	1983.18	1983.18 $/h
Fuel Consumption (Total)	L/h	233.5	
Carbon Dioxide (Total)	kg/h	552.3	
Hydrocarbons (Total)	kg/h	0.059	
Carbon Monoxide (Total)	kg/h	1.24	
NOx (Total)	kg/h	0.498	

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 71.7% 92.2% 0.0%

Intersection Performance - Annual Values

Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	1,594,376	1,913,251	pers/y
Delay (Total)	veh-h/y	584	701	pers-h/y
Effective Stops (Total)	veh/y	111,014	133,216	pers/y
Travel Distance (Total)	veh-km/y	1,611,244	1,933,493	pers-km/y
Travel Time (Total)	veh-h/y	21,128	25,354	pers-h/y
Cost (Total)	$/y	951,928	951,928	$/y
Fuel Consumption (Total)	L/y	112,069		
Carbon Dioxide (Total)	kg/y	265,100		
Hydrocarbons (Total)	kg/y	28		
Carbon Monoxide (Total)	kg/y	595		
NOx (Total)	kg/y	239		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: [105 (2)] Cooyong_Mona_Sat_AM_2025_V2 (General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	198	0.5	198	0.5	0.107	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.4
2	T1	All MCs	1512	2.1	1512	2.1	0.393	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach			1709	1.9	1709	1.9	0.393	0.9	NA	0.0	0.0	0.00	0.07	0.00	77.5
North: Mona Vale Rd															
8	T1	All MCs	1495	2.7	1495	2.7	0.390	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	All MCs	55	0.0	55	0.0	0.376	38.6	LOS C	1.3	9.0	0.93	1.01	1.11	36.8
Approach			1550	2.6	1550	2.6	0.390	1.4	NA	1.3	9.0	0.03	0.04	0.04	76.5
West: Cooyong Rd															
10	L2	All MCs	62	0.0	62	0.0	0.119	9.9	LOS A	0.4	2.8	0.64	0.83	0.64	49.7
Approach			62	0.0	62	0.0	0.119	9.9	LOS A	0.4	2.8	0.64	0.83	0.64	49.7
All Vehicles			3322	2.2	3322	2.2	0.393	1.3	NA	1.3	9.0	0.03	0.07	0.03	76.3

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

INTERSECTION SUMMARY

Site: [105 (3)] Cooyong_Mona_Sat_AM_2025_V2 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	75.8	75.8	km/h
Travel Distance (Total)	veh-km/h	3382.9	4059.5	pers-km/h
Travel Time (Total)	veh-h/h	44.6	53.5	pers-h/h
Desired Speed	km/h	77.6		
Speed Efficiency		0.98		
Travel Time Index		9.74		
Congestion Coefficient		1.02		
Demand Flows (Total)	veh/h	3347	4017	pers/h
Arrival Flows (Total)	veh/h	3347		
Percent Heavy Vehicles (Demand)	%	2.2		
Percent Heavy Vehicles (Arrivals)	%	2.2		
Degree of Saturation		0.421		
Practical Spare Capacity	%	133.0		
Effective Intersection Capacity	veh/h	7959		
Control Delay (Total)	veh-h/h	1.37	1.64	pers-h/h
Control Delay (Average)	sec	1.5	1.5	sec
Control Delay (Worst Lane by MC)	sec	40.0		
Control Delay (Worst Movement by MC)	sec	40.0	40.0	sec
Geometric Delay (Average)	sec	0.7		
Stop-Line Delay (Average)	sec	0.8		
Idling Time (Average)	sec	0.6		
Intersection Level of Service (LOS)		NA		
Worst Movement Level of Service (LOS)		LOS C		
Worst Lane Level of Service (LOS)		LOS C		
95% Back of Queue - Veh (Worst Lane)	veh	1.5		
95% Back of Queue - Dist (Worst Lane)	m	10.2		
Ave. Que Storage Ratio (Worst Lane)		0.00		
Effective Stops (Total)	veh/h	255	306	pers/h
Effective Stop Rate		0.08	0.08	
Proportion Queued		0.03	0.03	
Performance Index		46.5	46.5	
Cost (Total)	$/h	2009.17	2009.17	$/h
Fuel Consumption (Total)	L/h	236.2		
Carbon Dioxide (Total)	kg/h	558.7		
Hydrocarbons (Total)	kg/h	0.060		
Carbon Monoxide (Total)	kg/h	1.25		
NOx (Total)	kg/h	0.500		

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 71.7% 92.2% 0.0%

Intersection Performance - Annual Values

Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	1,606,744	1,928,093	pers/y
Delay (Total)	veh-h/y	656	787	pers-h/y
Effective Stops (Total)	veh/y	122,262	146,715	pers/y
Travel Distance (Total)	veh-km/y	1,623,815	1,948,578	pers-km/y
Travel Time (Total)	veh-h/y	21,417	25,700	pers-h/y
Cost (Total)	$/y	964,400	964,400	$/y
Fuel Consumption (Total)	L/y	113,370		
Carbon Dioxide (Total)	kg/y	268,159		
Hydrocarbons (Total)	kg/y	29		
Carbon Monoxide (Total)	kg/y	599		
NOx (Total)	kg/y	240		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: [105 (3)] Cooyong_Mona_Sat_AM_2025_V2 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Mona Vale Rd															
1	L2	All MCs	198	0.5	198	0.5	0.107	7.0	LOS A	0.0	0.0	0.00	0.63	0.00	64.4
2	T1	All MCs	1512	2.1	1512	2.1	0.393	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
Approach			1709	1.9	1709	1.9	0.393	0.9	NA	0.0	0.0	0.00	0.07	0.00	77.5
North: Mona Vale Rd															
8	T1	All MCs	1495	2.7	1495	2.7	0.390	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	79.7
9	R2	All MCs	61	0.0	61	0.0	0.421	40.0	LOS C	1.5	10.2	0.94	1.02	1.16	36.3
Approach			1557	2.6	1557	2.6	0.421	1.7	NA	1.5	10.2	0.04	0.04	0.05	76.1
West: Cooyong Rd															
10	L2	All MCs	82	0.0	82	0.0	0.156	10.0	LOS A	0.5	3.7	0.65	0.83	0.65	49.7
Approach			82	0.0	82	0.0	0.156	10.0	LOS A	0.5	3.7	0.65	0.83	0.65	49.7
All Vehicles			3347	2.2	3347	2.2	0.421	1.5	NA	1.5	10.2	0.03	0.08	0.04	75.8

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

INTERSECTION SUMMARY

Site: [108 (2)] Myoora_Cooyong_Thu_PM_2025 (General)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	51.8	51.8 km/h
Travel Distance (Total)	veh-km/h	541.5	649.8 pers-km/h
Travel Time (Total)	veh-h/h	10.5	12.6 pers-h/h
Desired Speed	km/h	60.0	
Speed Efficiency		0.86	
Travel Time Index		8.47	
Congestion Coefficient		1.16	
Demand Flows (Total)	veh/h	531	638 pers/h
Arrival Flows (Total)	veh/h	531	
Percent Heavy Vehicles (Demand)	%	7.5	
Percent Heavy Vehicles (Arrivals)	%	7.5	
Degree of Saturation		0.189	
Practical Spare Capacity	%	349.2	
Effective Intersection Capacity	veh/h	2809	
Control Delay (Total)	veh-h/h	0.97	1.16 pers-h/h
Control Delay (Average)	sec	6.6	6.6 sec
Control Delay (Worst Lane by MC)	sec	7.5	
Control Delay (Worst Movement by MC)	sec	10.4	10.4 sec
Geometric Delay (Average)	sec	5.7	
Stop-Line Delay (Average)	sec	0.9	
Idling Time (Average)	sec	0.0	
Intersection Level of Service (LOS)		LOS A	
Worst Movement Level of Service (LOS)		LOS A	
Worst Lane Level of Service (LOS)		LOS A	
95% Back of Queue - Veh (Worst Lane)	veh	1.0	
95% Back of Queue - Dist (Worst Lane)	m	7.3	
Ave. Que Storage Ratio (Worst Lane)		0.01	
Effective Stops (Total)	veh/h	293	352 pers/h
Effective Stop Rate		0.55	0.55
Proportion Queued		0.33	0.33
Performance Index		16.2	16.2
Cost (Total)	$/h	481.25	481.25 $/h
Fuel Consumption (Total)	L/h	59.9	
Carbon Dioxide (Total)	kg/h	143.3	
Hydrocarbons (Total)	kg/h	0.011	
Carbon Monoxide (Total)	kg/h	0.15	
NOx (Total)	kg/h	0.396	

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.1 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 1.6% 0.1%

Intersection Performance - Annual Values

Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	255,107	306,129	pers/y
Delay (Total)	veh-h/y	465	558	pers-h/y
Effective Stops (Total)	veh/y	140,733	168,879	pers/y
Travel Distance (Total)	veh-km/y	259,904	311,885	pers-km/y
Travel Time (Total)	veh-h/y	5,022	6,026	pers-h/y
Cost (Total)	$/y	231,001	231,001	$/y
Fuel Consumption (Total)	L/y	28,748		
Carbon Dioxide (Total)	kg/y	68,796		
Hydrocarbons (Total)	kg/y	5		
Carbon Monoxide (Total)	kg/y	71		
NOx (Total)	kg/y	190		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: [108 (2)] Myoora_Cooyong_Thu_PM_2025 (General)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	8	0.0	8	0.0	0.115	5.8	LOS A	0.6	4.7	0.37	0.57	0.37	51.6
2	T1	All MCs	72	23.9	72	23.9	0.115	6.2	LOS A	0.6	4.7	0.37	0.57	0.37	51.2
3	R2	All MCs	34	0.0	34	0.0	0.115	8.6	LOS A	0.6	4.7	0.37	0.57	0.37	51.3
Approach			114	15.1	114	15.1	0.115	6.9	LOS A	0.6	4.7	0.37	0.57	0.37	51.3
East: Cooyong Rd															
4	L2	All MCs	49	0.0	49	0.0	0.189	6.1	LOS A	1.0	7.3	0.40	0.59	0.40	51.5
5	T1	All MCs	75	2.9	75	2.9	0.189	6.1	LOS A	1.0	7.3	0.40	0.59	0.40	51.8
6	R2	All MCs	73	2.9	73	2.9	0.189	9.0	LOS A	1.0	7.3	0.40	0.59	0.40	51.1
Approach			198	2.2	198	2.2	0.189	7.2	LOS A	1.0	7.3	0.40	0.59	0.40	51.4
North: Myoora Rd															
7	L2	All MCs	14	0.0	14	0.0	0.149	5.2	LOS A	0.8	6.0	0.22	0.49	0.22	52.6
8	T1	All MCs	156	11.0	156	11.0	0.149	5.3	LOS A	0.8	6.0	0.22	0.49	0.22	52.6
9	R2	All MCs	11	0.0	11	0.0	0.149	8.1	LOS A	0.8	6.0	0.22	0.49	0.22	52.3
Approach			180	9.5	180	9.5	0.149	5.5	LOS A	0.8	6.0	0.22	0.49	0.22	52.6
West: Cooyong Rd															
10	L2	All MCs	11	0.0	11	0.0	0.038	5.9	LOS A	0.2	1.3	0.35	0.60	0.35	51.3
11	T1	All MCs	6	0.0	6	0.0	0.038	5.8	LOS A	0.2	1.3	0.35	0.60	0.35	51.7
12	R2	All MCs	23	4.8	23	4.8	0.038	8.8	LOS A	0.2	1.3	0.35	0.60	0.35	50.8
Approach			40	2.7	40	2.7	0.038	7.5	LOS A	0.2	1.3	0.35	0.60	0.35	51.1
All Vehicles			531	7.5	531	7.5	0.189	6.6	LOS A	1.0	7.3	0.33	0.55	0.33	51.8

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

INTERSECTION SUMMARY

Site: [108 (3)] Myoora_Cooyong_Thu_PM_2025 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	51.7	51.7	km/h
Travel Distance (Total)	veh-km/h	556.7	668.1	pers-km/h
Travel Time (Total)	veh-h/h	10.8	12.9	pers-h/h
Desired Speed	km/h	60.0		
Speed Efficiency		0.86		
Travel Time Index		8.47		
Congestion Coefficient		1.16		
Demand Flows (Total)	veh/h	547	656	pers/h
Arrival Flows (Total)	veh/h	547		
Percent Heavy Vehicles (Demand)	%	7.3		
Percent Heavy Vehicles (Arrivals)	%	7.3		
Degree of Saturation		0.195		
Practical Spare Capacity	%	335.2		
Effective Intersection Capacity	veh/h	2798		
Control Delay (Total)	veh-h/h	1.00	1.20	pers-h/h
Control Delay (Average)	sec	6.6	6.6	sec
Control Delay (Worst Lane by MC)	sec	7.5		
Control Delay (Worst Movement by MC)	sec	10.4	10.4	sec
Geometric Delay (Average)	sec	5.7		
Stop-Line Delay (Average)	sec	0.9		
Idling Time (Average)	sec	0.0		
Intersection Level of Service (LOS)		LOS A		
Worst Movement Level of Service (LOS)		LOS A		
Worst Lane Level of Service (LOS)		LOS A		
95% Back of Queue - Veh (Worst Lane)	veh	1.1		
95% Back of Queue - Dist (Worst Lane)	m	7.5		
Ave. Que Storage Ratio (Worst Lane)		0.01		
Effective Stops (Total)	veh/h	302	363	pers/h
Effective Stop Rate		0.55	0.55	
Proportion Queued		0.33	0.33	
Performance Index		16.7	16.7	
Cost (Total)	$/h	493.99	493.99	$/h
Fuel Consumption (Total)	L/h	61.2		
Carbon Dioxide (Total)	kg/h	146.3		
Hydrocarbons (Total)	kg/h	0.012		
Carbon Monoxide (Total)	kg/h	0.15		
NOx (Total)	kg/h	0.397		

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.1 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 1.6% 0.1%

Intersection Performance - Annual Values

Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	262,323	314,787	pers/y
Delay (Total)	veh-h/y	480	576	pers-h/y
Effective Stops (Total)	veh/y	145,076	174,091	pers/y
Travel Distance (Total)	veh-km/y	267,236	320,683	pers-km/y
Travel Time (Total)	veh-h/y	5,165	6,198	pers-h/y
Cost (Total)	$/y	237,114	237,114	$/y
Fuel Consumption (Total)	L/y	29,358		
Carbon Dioxide (Total)	kg/y	70,228		
Hydrocarbons (Total)	kg/y	6		
Carbon Monoxide (Total)	kg/y	73		
NOx (Total)	kg/y	191		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: [108 (3)] Myoora_Cooyong_Thu_PM_2025 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	8	0.0	8	0.0	0.116	5.8	LOS A	0.6	4.7	0.37	0.57	0.37	51.5
2	T1	All MCs	72	23.9	72	23.9	0.116	6.3	LOS A	0.6	4.7	0.37	0.57	0.37	51.2
3	R2	All MCs	34	0.0	34	0.0	0.116	8.7	LOS A	0.6	4.7	0.37	0.57	0.37	51.3
Approach			114	15.1	114	15.1	0.116	7.0	LOS A	0.6	4.7	0.37	0.57	0.37	51.2
East: Cooyong Rd															
4	L2	All MCs	49	0.0	49	0.0	0.195	6.1	LOS A	1.1	7.5	0.41	0.59	0.41	51.4
5	T1	All MCs	75	2.9	75	2.9	0.195	6.1	LOS A	1.1	7.5	0.41	0.59	0.41	51.7
6	R2	All MCs	79	2.7	79	2.7	0.195	9.0	LOS A	1.1	7.5	0.41	0.59	0.41	51.1
Approach			204	2.1	204	2.1	0.195	7.2	LOS A	1.1	7.5	0.41	0.59	0.41	51.4
North: Myoora Rd															
7	L2	All MCs	23	0.0	23	0.0	0.155	5.2	LOS A	0.8	6.2	0.22	0.49	0.22	52.6
8	T1	All MCs	156	11.0	156	11.0	0.155	5.3	LOS A	0.8	6.2	0.22	0.49	0.22	52.6
9	R2	All MCs	11	0.0	11	0.0	0.155	8.1	LOS A	0.8	6.2	0.22	0.49	0.22	52.3
Approach			189	9.1	189	9.1	0.155	5.5	LOS A	0.8	6.2	0.22	0.49	0.22	52.6
West: Cooyong Rd															
10	L2	All MCs	11	0.0	11	0.0	0.038	5.9	LOS A	0.2	1.3	0.36	0.60	0.36	51.3
11	T1	All MCs	6	0.0	6	0.0	0.038	5.8	LOS A	0.2	1.3	0.36	0.60	0.36	51.7
12	R2	All MCs	23	4.8	23	4.8	0.038	8.8	LOS A	0.2	1.3	0.36	0.60	0.36	50.8
Approach			40	2.7	40	2.7	0.038	7.5	LOS A	0.2	1.3	0.36	0.60	0.36	51.1
All Vehicles			547	7.3	547	7.3	0.195	6.6	LOS A	1.1	7.5	0.33	0.55	0.33	51.7

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

INTERSECTION SUMMARY

Site: [110 (2)] Myoora_Cooyong_Sat_AM_2025 (General)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values			
Performance Measure	**Vehicles:**	**All MCs**	**Persons**
Travel Speed (Average)	km/h	51.9	51.9 km/h
Travel Distance (Total)	veh-km/h	612.1	734.5 pers-km/h
Travel Time (Total)	veh-h/h	11.8	14.2 pers-h/h
Desired Speed	km/h	60.0	
Speed Efficiency		0.86	
Travel Time Index		8.50	
Congestion Coefficient		1.16	
Demand Flows (Total)	veh/h	601	722 pers/h
Arrival Flows (Total)	veh/h	601	
Percent Heavy Vehicles (Demand)	%	2.7	
Percent Heavy Vehicles (Arrivals)	%	2.7	
Degree of Saturation		0.262	
Practical Spare Capacity	%	223.9	
Effective Intersection Capacity	veh/h	2291	
Control Delay (Total)	veh-h/h	1.08	1.30 pers-h/h
Control Delay (Average)	sec	6.5	6.5 sec
Control Delay (Worst Lane by MC)	sec	7.2	
Control Delay (Worst Movement by MC)	sec	10.1	10.1 sec
Geometric Delay (Average)	sec	5.6	
Stop-Line Delay (Average)	sec	0.9	
Idling Time (Average)	sec	0.0	
Intersection Level of Service (LOS)		LOS A	
Worst Movement Level of Service (LOS)		LOS A	
Worst Lane Level of Service (LOS)		LOS A	
95% Back of Queue - Veh (Worst Lane)	veh	1.5	
95% Back of Queue - Dist (Worst Lane)	m	10.7	
Ave. Que Storage Ratio (Worst Lane)		0.01	
Effective Stops (Total)	veh/h	332	399 pers/h
Effective Stop Rate		0.55	0.55
Proportion Queued		0.34	0.34
Performance Index		17.8	17.8
Cost (Total)	$/h	516.90	516.90 $/h
Fuel Consumption (Total)	L/h	56.1	
Carbon Dioxide (Total)	kg/h	132.8	
Hydrocarbons (Total)	kg/h	0.011	
Carbon Monoxide (Total)	kg/h	0.15	
NOx (Total)	kg/h	0.184	

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 1.8% 0.0%

Intersection Performance - Annual Values

Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	288,606	346,328	pers/y
Delay (Total)	veh-h/y	520	624	pers-h/y
Effective Stops (Total)	veh/y	159,583	191,500	pers/y
Travel Distance (Total)	veh-km/y	293,805	352,566	pers-km/y
Travel Time (Total)	veh-h/y	5,661	6,794	pers-h/y
Cost (Total)	$/y	248,112	248,112	$/y
Fuel Consumption (Total)	L/y	26,937		
Carbon Dioxide (Total)	kg/y	63,767		
Hydrocarbons (Total)	kg/y	5		
Carbon Monoxide (Total)	kg/y	72		
NOx (Total)	kg/y	88		

1 Hours per Year: 480 (Site)

MOVEMENT SUMMARY

Site: [110 (2)] Myoora_Cooyong_Sat_AM_2025 (General)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Myoora Rd															
1	L2	All MCs	13	0.0	13	0.0	0.105	6.0	LOS A	0.5	4.0	0.39	0.57	0.39	51.6
2	T1	All MCs	65	11.5	65	11.5	0.105	6.1	LOS A	0.5	4.0	0.39	0.57	0.39	51.7
3	R2	All MCs	27	0.0	27	0.0	0.105	8.8	LOS A	0.5	4.0	0.39	0.57	0.39	51.4
Approach			105	7.1	105	7.1	0.105	6.8	LOS A	0.5	4.0	0.39	0.57	0.39	51.6
East: Cooyong Rd															
4	L2	All MCs	106	1.0	106	1.0	0.262	6.0	LOS A	1.5	10.7	0.38	0.58	0.38	51.5
5	T1	All MCs	81	0.0	81	0.0	0.262	5.8	LOS A	1.5	10.7	0.38	0.58	0.38	52.0
6	R2	All MCs	108	0.0	108	0.0	0.262	8.8	LOS A	1.5	10.7	0.38	0.58	0.38	51.3
Approach			295	0.4	295	0.4	0.262	6.9	LOS A	1.5	10.7	0.38	0.58	0.38	51.5
North: Myoora Rd															
7	L2	All MCs	21	0.0	21	0.0	0.130	5.2	LOS A	0.7	4.9	0.20	0.49	0.20	52.7
8	T1	All MCs	135	4.8	135	4.8	0.130	5.2	LOS A	0.7	4.9	0.20	0.49	0.20	52.9
9	R2	All MCs	5	0.0	5	0.0	0.130	8.0	LOS A	0.7	4.9	0.20	0.49	0.20	52.4
Approach			162	4.0	162	4.0	0.130	5.3	LOS A	0.7	4.9	0.20	0.49	0.20	52.9
West: Cooyong Rd															
10	L2	All MCs	8	0.0	8	0.0	0.037	5.9	LOS A	0.2	1.3	0.37	0.59	0.37	51.5
11	T1	All MCs	14	0.0	14	0.0	0.037	5.8	LOS A	0.2	1.3	0.37	0.59	0.37	51.9
12	R2	All MCs	17	6.2	17	6.2	0.037	8.9	LOS A	0.2	1.3	0.37	0.59	0.37	51.0
Approach			39	2.8	39	2.8	0.037	7.2	LOS A	0.2	1.3	0.37	0.59	0.37	51.4
All Vehicles			601	2.7	601	2.7	0.262	6.5	LOS A	1.5	10.7	0.34	0.55	0.34	51.9

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

INTERSECTION SUMMARY

Site: [110 (3)] Myoora_Cooyong_Sat_AM_2025 + Dev

(General)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 1 years
Site Scenario: 1 | Local Volumes

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles:**	**All MCs**	**Persons**	
Travel Speed (Average)	km/h	51.8	51.8	km/h
Travel Distance (Total)	veh-km/h	638.4	766.1	pers-km/h
Travel Time (Total)	veh-h/h	12.3	14.8	pers-h/h
Desired Speed	km/h	60.0		
Speed Efficiency		0.86		
Travel Time Index		8.49		
Congestion Coefficient		1.16		
Demand Flows (Total)	veh/h	627	752	pers/h
Arrival Flows (Total)	veh/h	627		
Percent Heavy Vehicles (Demand)	%	2.6		
Percent Heavy Vehicles (Arrivals)	%	2.6		
Degree of Saturation		0.278		
Practical Spare Capacity	%	205.4		
Effective Intersection Capacity	veh/h	2253		
Control Delay (Total)	veh-h/h	1.15	1.38	pers-h/h
Control Delay (Average)	sec	6.6	6.6	sec
Control Delay (Worst Lane by MC)	sec	7.3		
Control Delay (Worst Movement by MC)	sec	10.3	10.3	sec
Geometric Delay (Average)	sec	5.7		
Stop-Line Delay (Average)	sec	0.9		
Idling Time (Average)	sec	0.0		
Intersection Level of Service (LOS)		LOS A		
Worst Movement Level of Service (LOS)		LOS A		
Worst Lane Level of Service (LOS)		LOS A		
95% Back of Queue - Veh (Worst Lane)	veh	1.6		
95% Back of Queue - Dist (Worst Lane)	m	11.5		
Ave. Que Storage Ratio (Worst Lane)		0.01		
Effective Stops (Total)	veh/h	349	419	pers/h
Effective Stop Rate		0.56	0.56	
Proportion Queued		0.34	0.34	
Performance Index		18.7	18.7	
Cost (Total)	$/h	539.24	539.24	$/h
Fuel Consumption (Total)	L/h	58.3		
Carbon Dioxide (Total)	kg/h	138.1		
Hydrocarbons (Total)	kg/h	0.011		
Carbon Monoxide (Total)	kg/h	0.16		
NOx (Total)	kg/h	0.186		

Site Level of Service (LOS) Method: Delay (NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.
In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Flow-Capacity Iterations): 0.0 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 2.0% 0.0%

Intersection Performance - Annual Values

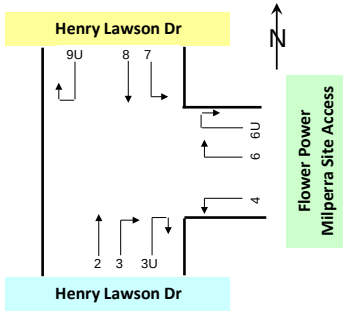
Performance Measure	Vehicles:	All MCs	Persons	
Demand Flows (Total)	veh/y	300,975	361,170	pers/y
Delay (Total)	veh-h/y	550	660	pers-h/y
Effective Stops (Total)	veh/y	167,570	201,084	pers/y
Travel Distance (Total)	veh-km/y	306,438	367,725	pers-km/y
Travel Time (Total)	veh-h/y	5,913	7,095	pers-h/y
Cost (Total)	$/y	258,835	258,835	$/y
Fuel Consumption (Total)	L/y	28,004		
Carbon Dioxide (Total)	kg/y	66,274		
Hydrocarbons (Total)	kg/y	5		
Carbon Monoxide (Total)	kg/y	75		
NOx (Total)	kg/y	89		

1 Hours per Year: 480 (Site)

9. Appendix C – Milperra Flower Power Traffic Counts

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

	Class 1	Class 2
Classifications	Lights	Heavies



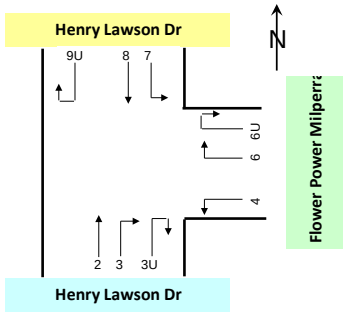
MATRIX Traffic and Transport Data

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

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

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

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



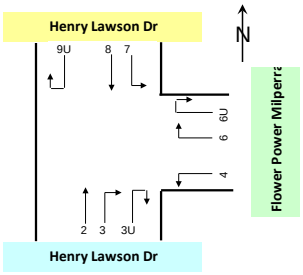
MATRIX Traffic and Transport Data

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

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

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

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



MATRIX Traffic and Transport Data

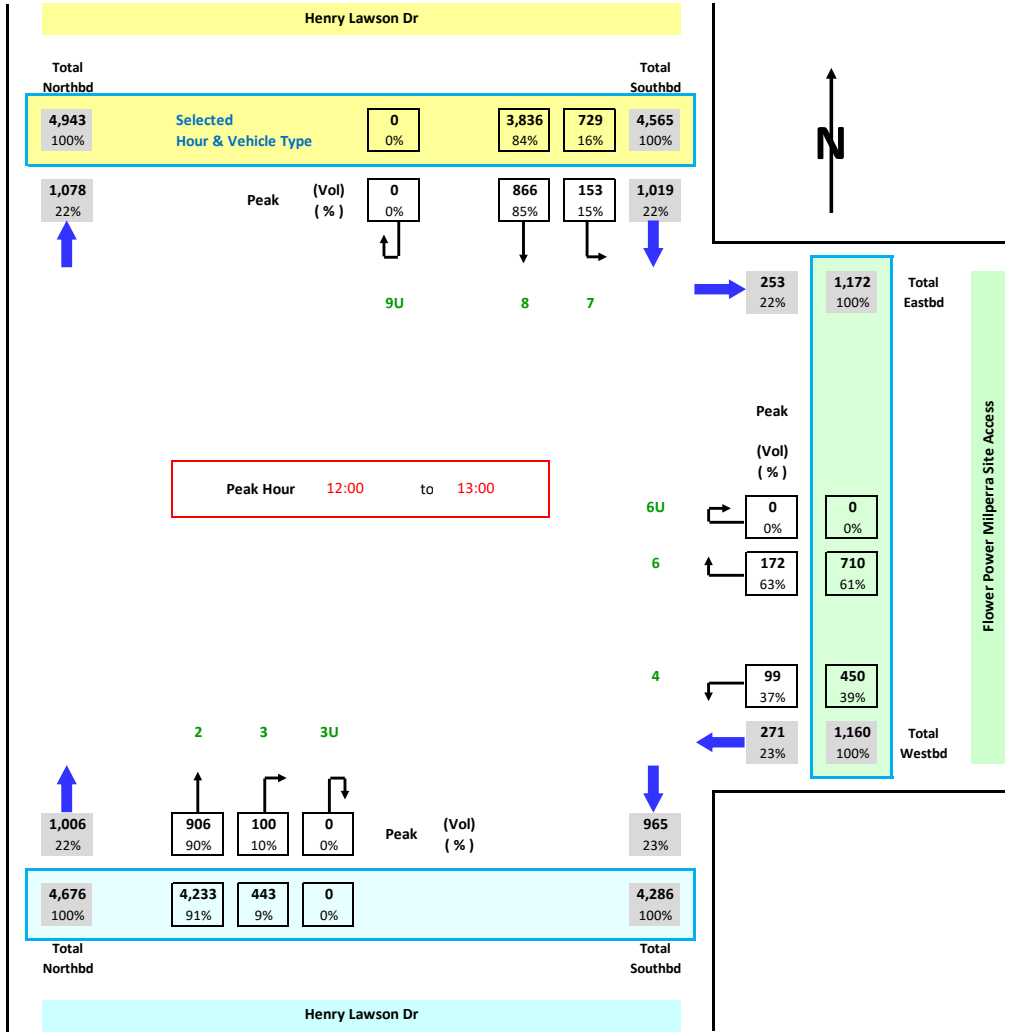
Approach	Henry Lawson Dr			Flower Power Milperra Site Access			Henry Lawson Dr				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
12:00 to 13:00	970	36	**1,006**	269	2	**271**	985	34	**1,019**		**2,296**

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

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

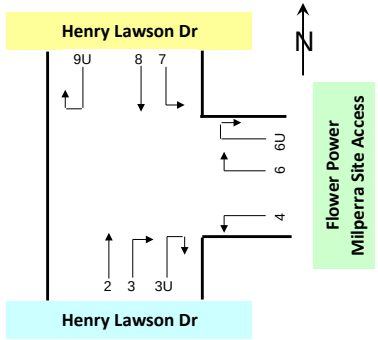
Day/Date : Sat, 12th Aug 2023
Weather : Fine
Description : Classified Intersection Count
: Intersection Diagram

Hour Starting	Vehicle Type
Totals	All Vehicles



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

	Class 1	Class 2
Classifications	Lights	Heavies



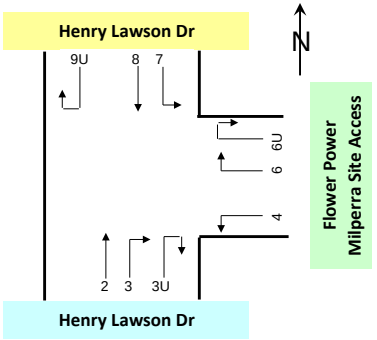
MATRIX Traffic and Transport Data

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

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

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

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



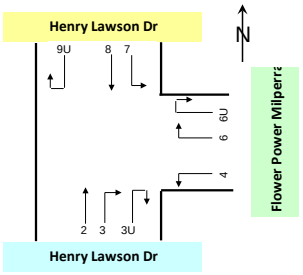
MATRIX Traffic and Transport Data

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

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

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

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



MATRIX Traffic and Transport Data

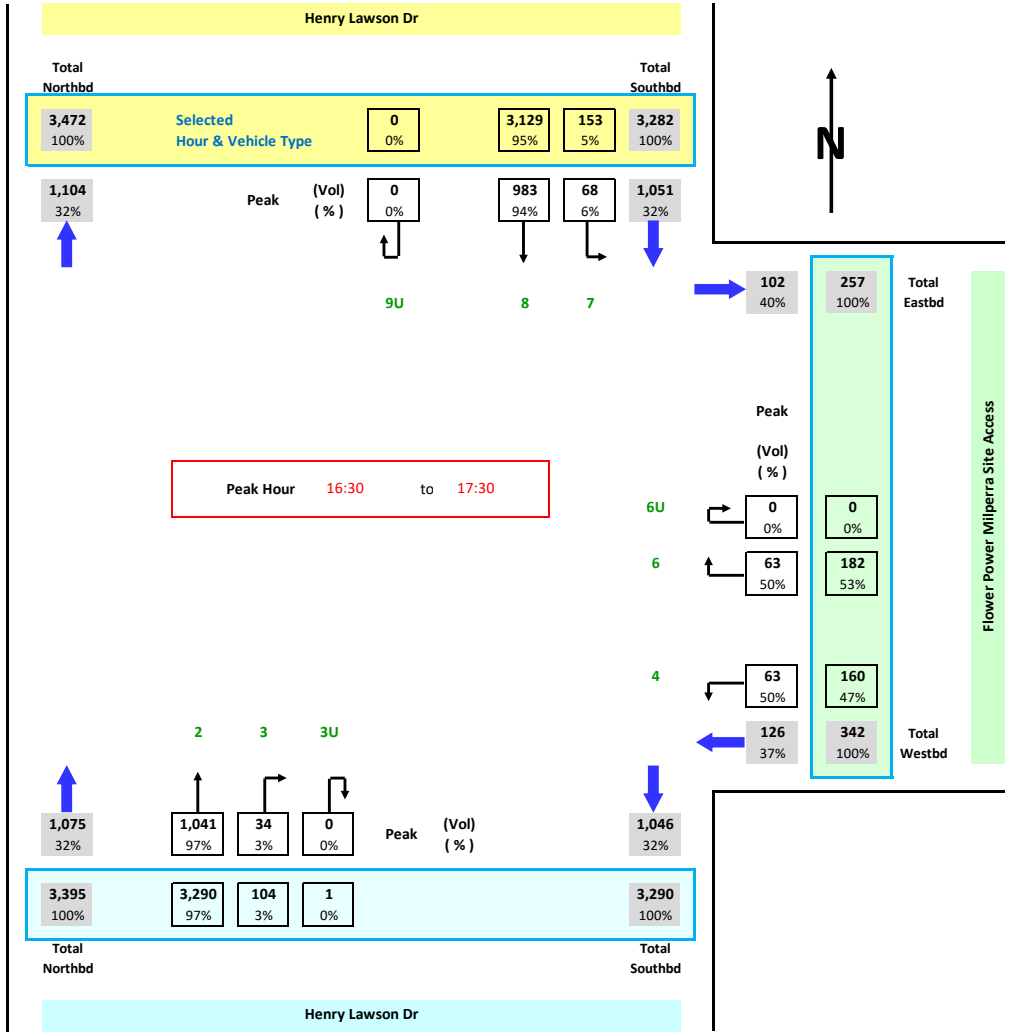
Approach	Henry Lawson Dr			Flower Power Milperra Site Access			Henry Lawson Dr				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
16:30 to 17:30	984	91	**1,075**	124	2	**126**	994	57	**1,051**		**2,252**

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

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

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

Hour Starting	Vehicle Type
Totals	All Vehicles



10. Appendix D – Plans of Proposed Development

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	02.04.25	CSG

64 COOYONG RD
1 CURRONG CCT
CURRONG CCT
14 COOYONG RD
DUNCAN RESERVE
BENCHMARK
BOLT IN KERB
R.L.201.18
COOYONG ROAD
C O O Y O N G R O A D
MONA VALE ROAD
LOT 3
7 3 7 4 1 1
HORSE TRAIL SIGNS AS PER SPECIFICATION
PROPOSED SUBSTATION
PROPOSED ENTRY & EXIT
PROPOSED 2.1m HIGH PALISADE FENCE. SHOWN BLUE TYP
EXISTING ENTRY & EXIT
113°05'58"
248.32
BOUNDARY
RETAINING WALL SHOWN RED DASHED
10000 SETBACK
6000 SETBACK
PROPOSED CARPARK AREA 100 CARS
+ RL 203.40
2500 TYP.
PROPOSED LEVEL AS PER CIVIL DRAWINGS. + RL 202.20
PROPOSED CARPARK/DRIVEWAY EXTENSION 40 CARS
2600 TYP.
EXISTING ELECTRICAL BOX TO RETAIN
EXISTING CARPARK
GATE
HEAD WALL
BITUMEN
TERREY HILLS PUBLIC SCHOOL
MYOORA ROAD
BOUNDARY
293°08'58"
71.59
6 x EV CHARGING STATION
TROLLEY
+ RL 202.75
PROPOSED 2.1m HIGH PALISADE FENCE . SHOWN BLUE TYP
EXISTING PUMP ROOM & WATER TANKS
LOT 4
DP737411
2.829ha
EXISTING NURSERY AREA
EXISTING FLOWER POWER GARDEN CENTRE
GRAVEL
EXISTING SHADE
26670
42230
RL 202.900
PROPOSED PET SHOP 600 m²
PROPOSED FRUIT SHOP 2,000 m²
EXISTING BUS STOP & AWNING
PROPOSED PYLON SIGN AS PER SPECIFICATION
PROPOSED ENTRY/EXIT
LOADING DOCK
+ RL 202.90
+ RL 200.70
1:8 RAMP
RL 199.70
SOUTH BOUNDARY LANDSCAPING
CHAIN WIRE FENCING
308°40'58"
259.25
2.4m HIGH ACOUSTIC WALL TO TRUCK LOADING AREA SHOWN DASHED
EXTEND EXISTING LANDSCAPING ALONG BOUNDARY
ADJUST THE EXISTING PAVEMENT GRADIANT SO THAT IT DOES NOT EXCEED 1:40
EXISTING BULK LANDSCAPE SUPPLIES BINS
EXISTING LANDSCAPE SHOP
EXISTING TOILETS
EXISTING OUTDOOR KIDS PLAY AREA
EXISTING CAFE
EXISTING BUILDING
EXISTING CARPARK
ADJOINING PROPERTY
LOT 2
DP815378
LOT 2
D P 815378
EXISTING ENTRY & EXIT
279 MONAVALE RD
EXISTING PYLON SIGN

Parking Schedule	
ACCESSIBLE CAR SPACES	4
CAR SPACES	140
TOTAL	**144**

Site Area 28,29m²

TERRY HILLS	**GFA (m²)**
Pet shop	600
Fruit shop	2,000
TOTAL GFA	**2,600**

LEGEND:

EXISTING TREES TO BE RETAINED

TREES TO BE REMOVED

NOTE:

EXISTING BUILDINGS

flowerpower

PROPOSED SITE PLAN

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

SCALE 1:200 @ A1
0 4 8 12 16 20

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

JOB NO: 5405 DWG NO. REV.
DATE: MAR 2025 DA15 P1
DRAWN: DG

LEFFLER SIMES ARCHITECTS

Member
Australian Institute of Architects

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	02.04.25	CSG

FLOOR PLAN

LEFFLER SIMES PTY LTD
ABN 39 001 043 992
WEB: www.lefflersimes.com.au

SYDNEY 7 YOUNG ST, NEUTRAL BAY, NSW 2089 T:+61 2 99093344
MELBOURNE LEVEL 2 - 370 LT BOURKE ST, VIC 3000 T:+61 3 96546344
BRISBANE L5 U39 131 LEICHHARDT ST, SPRING HILL, QLD 4000 T:+61 7 31235544

0 10 20 30 40 50
SCALE 1:500 @ A1

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

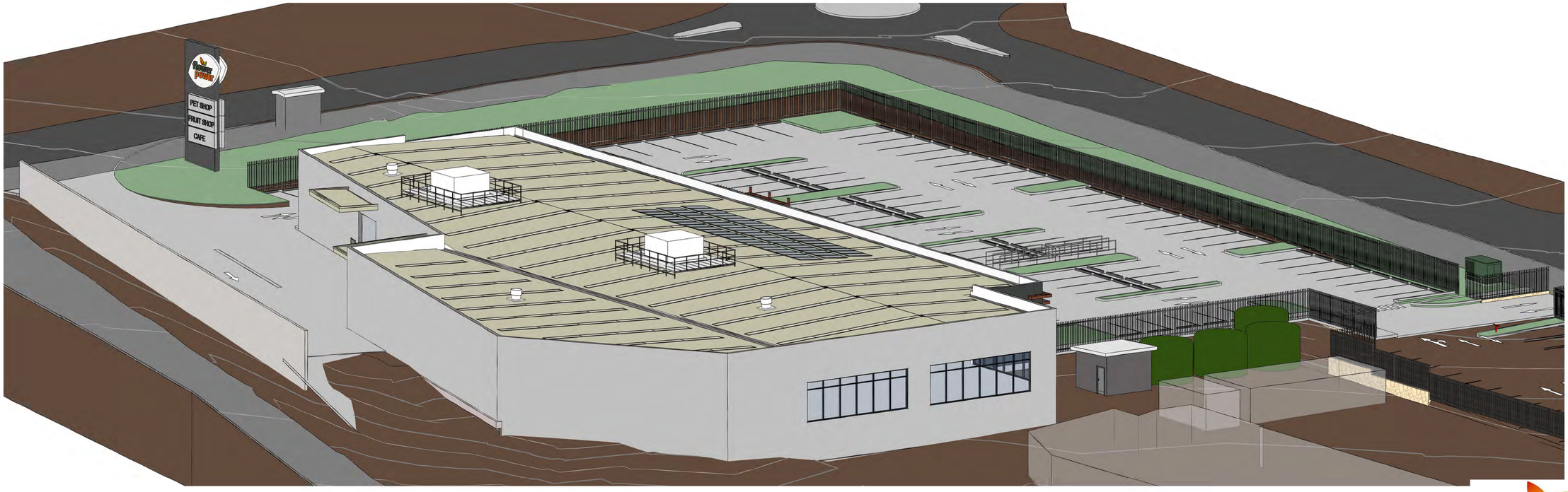
JOB NO: 5405
DATE: MAR 2025
DRAWN: DG
DWG NO. DA100
REV. P1

LEFFLER SIMES ARCHITECTS

Member
Australian Institute of Architects

ISSUE	AMENDMENT	DATE	CHK'D
P1	ISSUE FOR INFORMATION	02.04.25	CSG

3D VIEW 1



3D VIEW 2

flowerpower

RENDERED VIEWS

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

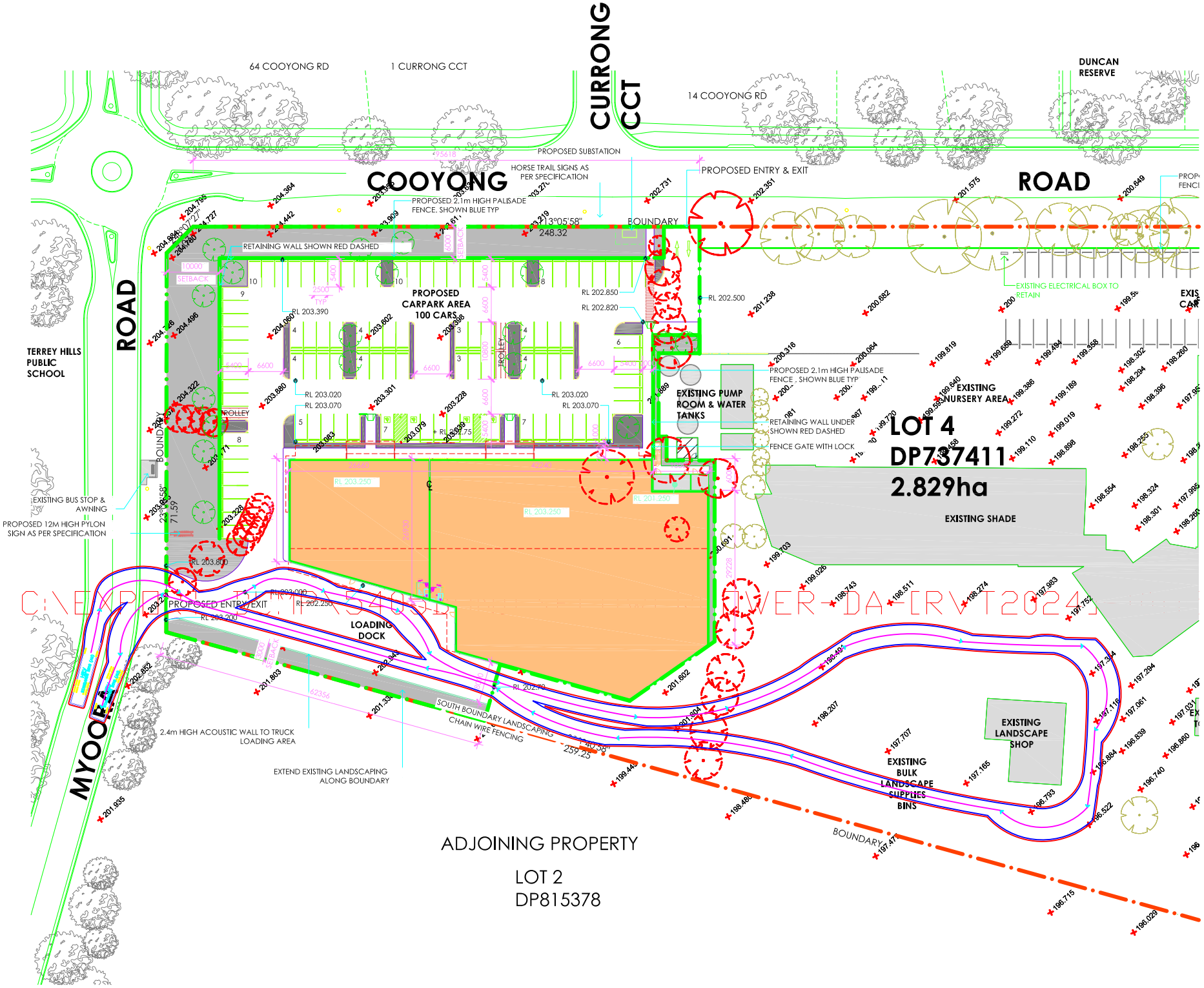
SCALE NTS @ A1

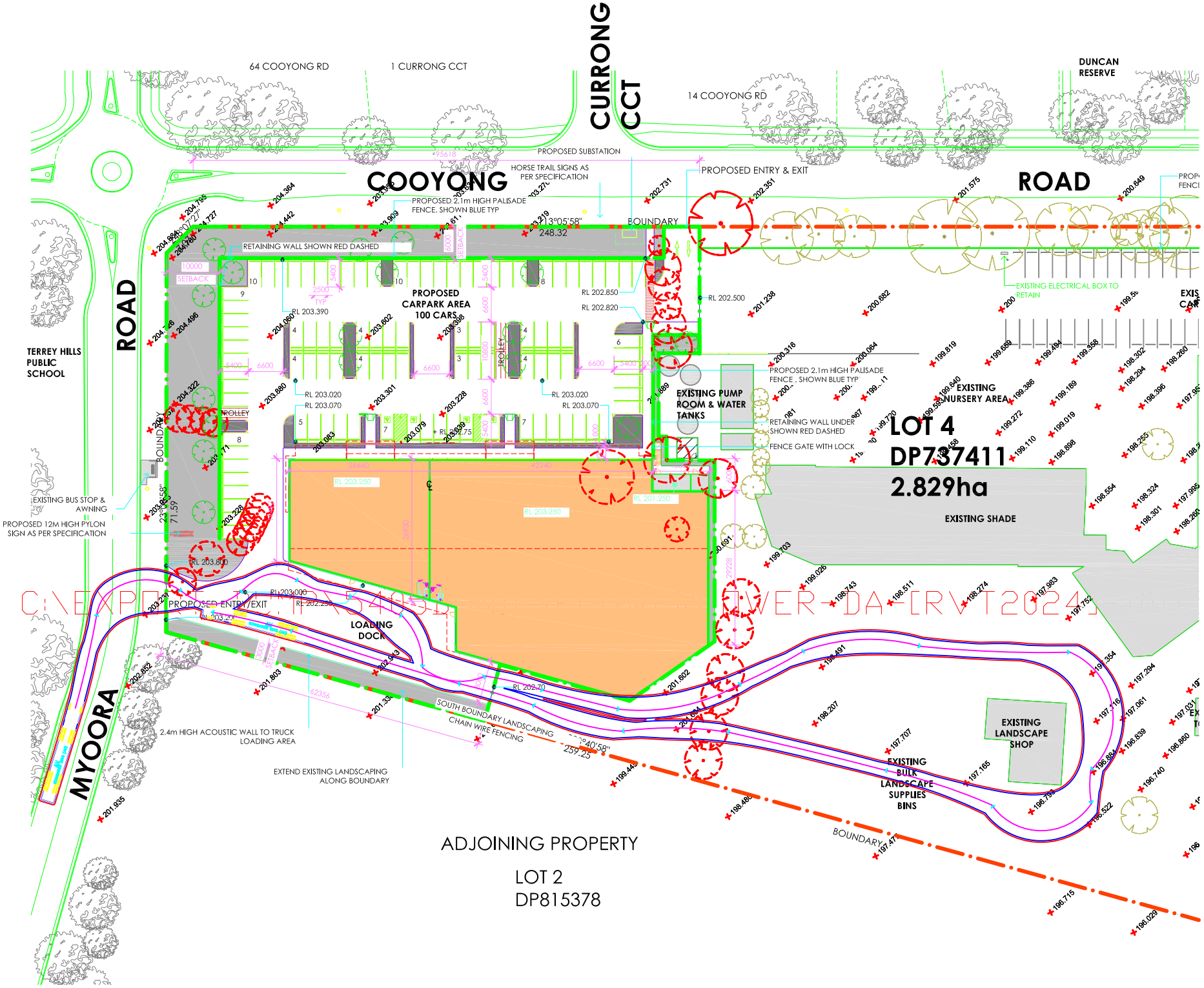
FLOWER POWER GARDEN CENTRE TERREY HILLS
277 MONA VALE RD, TERREY HILLS NSW

JOB NO: 5405
DATE: MAR 2025
DRAWN: DG
DWG NO. DA01
REV. P1

LEFFLER SIMES ARCHITECTS

11. Appendix E - Service Vehicle Turning Path Assessments


64 COOYONG RD
1 CURRONG CCT
CURRONG CCT
14 COOYONG RD
DUNCAN RESERVE
COOYONG ROAD
MYOORA ROAD
PROPOSED SUBSTATION
HORSE TRAIL SIGNS AS PER SPECIFICATION
PROPOSED ENTRY & EXIT
PROPOSED 2.1m HIGH PALISADE FENCE. SHOWN BLUE TYP
BOUNDARY
248.32
RETAINING WALL SHOWN RED DASHED
SETBACK
PROPOSED CARPARK AREA 100 CARS
TERREY HILLS PUBLIC SCHOOL
EXISTING ELECTRICAL BOX TO RETAIN
EXISTING PUMP ROOM & WATER TANKS
PROPOSED 2.1m HIGH PALISADE FENCE . SHOWN BLUE TYP
EXISTING NURSERY AREA
RETAINING WALL UNDER SHOWN RED DASHED
FENCE GATE WITH LOCK
LOT 4
DP737411
2.829ha
EXISTING SHADE
EXISTING BUS STOP & AWNING
PROPOSED 12M HIGH PYLON SIGN AS PER SPECIFICATION
PROPOSED ENTRY/EXIT
LOADING DOCK
2.4m HIGH ACOUSTIC WALL TO TRUCK LOADING AREA
EXTEND EXISTING LANDSCAPING ALONG BOUNDARY
SOUTH BOUNDARY LANDSCAPING
CHAIN WIRE FENCING
EXISTING LANDSCAPE SHOP
EXISTING BULK LANDSCAPE SUPPLIES BINS
ADJOINING PROPERTY
LOT 2
DP815378


64 COOYONG RD
1 CURRONG CCT
CURRONG CCT
14 COOYONG RD
DUNCAN RESERVE
COOYONG ROAD
PROPOSED SUBSTATION
HORSE TRAIL SIGNS AS PER SPECIFICATION
PROPOSED ENTRY & EXIT
PROPOSED 2.1m HIGH PALISADE FENCE. SHOWN BLUE TYP
BOUNDARY
248.32
RETAINING WALL SHOWN RED DASHED
SETBACK
PROPOSED CARPARK AREA 100 CARS
EXISTING ELECTRICAL BOX TO RETAIN
TERREY HILLS PUBLIC SCHOOL
MYOORA ROAD
EXISTING PUMP ROOM & WATER TANKS
PROPOSED 2.1m HIGH PALISADE FENCE . SHOWN BLUE TYP
EXISTING NURSERY AREA
RETAINING WALL UNDER SHOWN RED DASHED
FENCE GATE WITH LOCK
LOT 4
DP737411
2.829ha
EXISTING SHADE
EXISTING BUS STOP & AWNING
PROPOSED 12M HIGH PYLON SIGN AS PER SPECIFICATION
LOADING DOCK
PROPOSED ENTRY/EXIT
SOUTH BOUNDARY LANDSCAPING
CHAIN WIRE FENCING
2.4m HIGH ACOUSTIC WALL TO TRUCK LOADING AREA
EXTEND EXISTING LANDSCAPING ALONG BOUNDARY
EXISTING LANDSCAPE SHOP
EXISTING BULK LANDSCAPE SUPPLIES BINS
ADJOINING PROPERTY
LOT 2
DP815378