PP_2021_2911
Proposed Cyprus Club Redevelopment

58-76 Stanmore Road, 2-20 Tupper Street & 3-9 Alma Street, Stanmore

TRAFFIC AND PARKING ASSESSMENT REPORT

28 March 2022

Ref 21513

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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LIST OF ILLUSTRATIONS

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1. INTRODUCTION

This report has been prepared to accompany an amended Planning Proposal for the proposed redevelopment of the Cyprus Club, located at 58-76 Stanmore Road, 2-20 Tupper Street & 3-9 Alma Street, Stanmore (Figures 1 and 2).

On 25 September 2018, PP_2021_2911 was originally lodged with the Department of Planning, Industry & Environment (DPIE) seeking to amend the *Marrickville LEP 2011* by:

- rezoning the site to *B4 Mixed Use* and *R1 General Residential*
- identify the land on the key site map to introduce an additional permitted use for a residential flat building associated with a mixed-use development on the *B4* zoned land
- increase the building height to range from 11m to 23m
- increase the FSR to range from 1:1 to 1.8:1
- widen the road on the Alma Avenue frontage, as per the Land Reservation Acquisition Map

As a result of the above proposed changes to the *Marrickville LEP 2011*, the original Planning Proposal envisaged the construction of up to 160 dwellings in addition of commercial/retail and club floor space across three sites. In particular, Site A (Buildings A & B) comprised the club and commercial/retail space, Site B (Buildings C & D) comprised residential apartments and Site C (Building E) comprised residential townhouses.

Two new through-site links were also proposed, running east-west through the site, known as Lane A (12m wide reserve, separating Sites B & C and lining up with Harrington Street) and Lane B (8m wide reserve, separating Sites A & B).

Off-street parking was proposed for each site in separate basement parking areas. Vehicular access to Site A was proposed to be provided via Lane B, vehicular access to Site B was proposed to be provided via Lane A and vehicular access to Site C was proposed to be provided directly off Tupper Street.

In order to mitigate the projected increase in vehicular movements, the original Planning Proposal proposed measures to assist through:

- the widening of Alma Avenue
- the provision of two through-site laneways between Alma Avenue & Tupper Street, offering continuation of Harrington Street

The original Planning Proposal was lodged with Council in 2016 a *draft* Traffic & Parking Impact Assessment (by *Traffix*, dated December 2016) was prepared in support of the Planning Proposal. The *Traffix* report acknowledged the site's suitable location near public transport for future residents and visitors, also describing the existing and proposed road intersection performance, impact on surrounding road network and the proposed car parking requirements.

In terms of associated traffic movements, the 2016 *Traffix* report estimated that the Planning Proposal would generate in the order of 46 and 77 vehicles/hour (vph) during the weekday AM and PM road network peak periods, respectively, which represented a *net increase* of approximately 40 and 52 vph, respectively, when factoring in the existing traffic generation of the site.

Traffix Forecasted Traffic Generation Assessment			
Use	**Floor area/yield**	**AM peak trips**	**PM peak trips**
Club	966m^2	0	10 (8 in & 2 out)
Commercial/retail	467m^2	0	26 (13 in & 13 out)
Residential	160 dwellings	46 (9 in & 37 out)	41 (33 in & 8 out)
Sub total		**46 (9 in & 37 out)**	**77 (54 in & 23 out)**
Less existing		-6 (1 in & 5 out)	-25 (20 in & 5 out)
Nett total		**40 (8 in & 32 out)**	**52 (34 in & 18 out)**

As part of the *Traffix* report, a SIDRA capacity analysis of the surrounding road network was undertaken at the following intersections:

- Stanmore Road, Enmore Road & Edgeware Road
- Stanmore Road & Liberty Street
- Stanmore Road & Tupper Street

The *Traffix* report ultimately concluded that the Planning Proposal scheme resulted in a *"negligible increase in traffic delays across the network"*.

Off-street parking requirements were also assessed in the *Traffix* report, based on the rates specified in the *Marrickville DCP 2011* and the RMS *Guidelines.*

Based on the original Planning Proposal scheme, *Traffix* concluded that the development would require a total of 166 off-street car parking spaces for the residential and commercial/retail uses *plus* parking for the club.

DPIE have since undertaken a detailed review of the planning proposal, including the *Traffix* report, and noted that the report *"does not adequately assess the suitability of the existing road network to accommodate the proposal, the impact of the proposal and measures to address this". "There are some matters which are unclear or have not been adequately addressed and remain unresolved until addressed by Gateway Conditions (as follows)":*

	• The anticipated number of parking spaces does not reflect the updated Urban Design Report (apartment mix and dwelling numbers), the current DCP parking provisions which are listed by Areas 1, 2 and 3, and the number of spaces expected for the proposed club premises (based on the expected patronage and staffing number). • The traffic surveys (2009 and 2016) used to determine existing in-bound and out-bound traffic flows are out of date, and limited to a survey of the Alma Avenue-Stanmore Road intersection, and not the Tupper Street-Stanmore Road intersection. • Details of the vehicle entry and exit movements onto Tupper Street and Alma Avenue. • Lack of clarity as to whether the existing road network can support the proposed development, or recommendations of the updates required to accommodate the proposed development and manage traffic movements and delays including: o upgrades to Tupper Street-Stanmore Road intersection to address the anticipated vehicle delays and level of service capacity. It is noted that this intersection will require either traffic signal upgrades or an accident report to be prepared if the existing give-way intersection is retained. o how the proposed widening of Alma Avenue will operate with regards to the operation of the intersection with Stanmore Road and whether one-way or bi-directional traffic movements will be accommodated. o the implications for kerbside parking on Tupper Street which currently limits bi-directional traffic flows. o options for reduced on-site parking provision to minimise trip generation and private vehicle usage, and maximise public transport patronage. A new traffic impact assessment will need to address the above uncertainties and investigate the potential widening of the street to support the proposed development, the impact that the proposed development will have on the existing street network and make recommendations on how to address this. A **Gateway Condition** is recommended accordingly

As noted above, DPIE have requested that a new traffic and parking impact assessment report is prepared in order to assess the abovementioned unresolved matters. Furthermore, in a report to Council in September 2018, referenced in Gateway, the following was also noted:

> *Council should note that the report to the Local Planning Panel recommended there should be additional studies carried out post-Gateway Determination for the following*
> - *a study dealing with the existing narrow Alma Avenue and narrow Tupper Street capacity, the need to service the development and so identify the necessary accommodating street widths*
> - *a local traffic study dealing with traffic impacts on the existing nearby narrow local street network and making recommendations on how to address this.*

Accordingly, *Varga Traffic Planning (VTP)* have been engaged to undertake the new study.

Notwithstanding, the original 2018 Planning Proposal scheme submitted to DPIE, the March 2022 Planning Proposal scheme has been amended for a reduced MFSR of 1.75:1. This will accommodate 116 dwellings (106 apartments & 10 terrace houses) and approximately 2,500m^2 GFA of commercial/retail and club floor space across three sites.

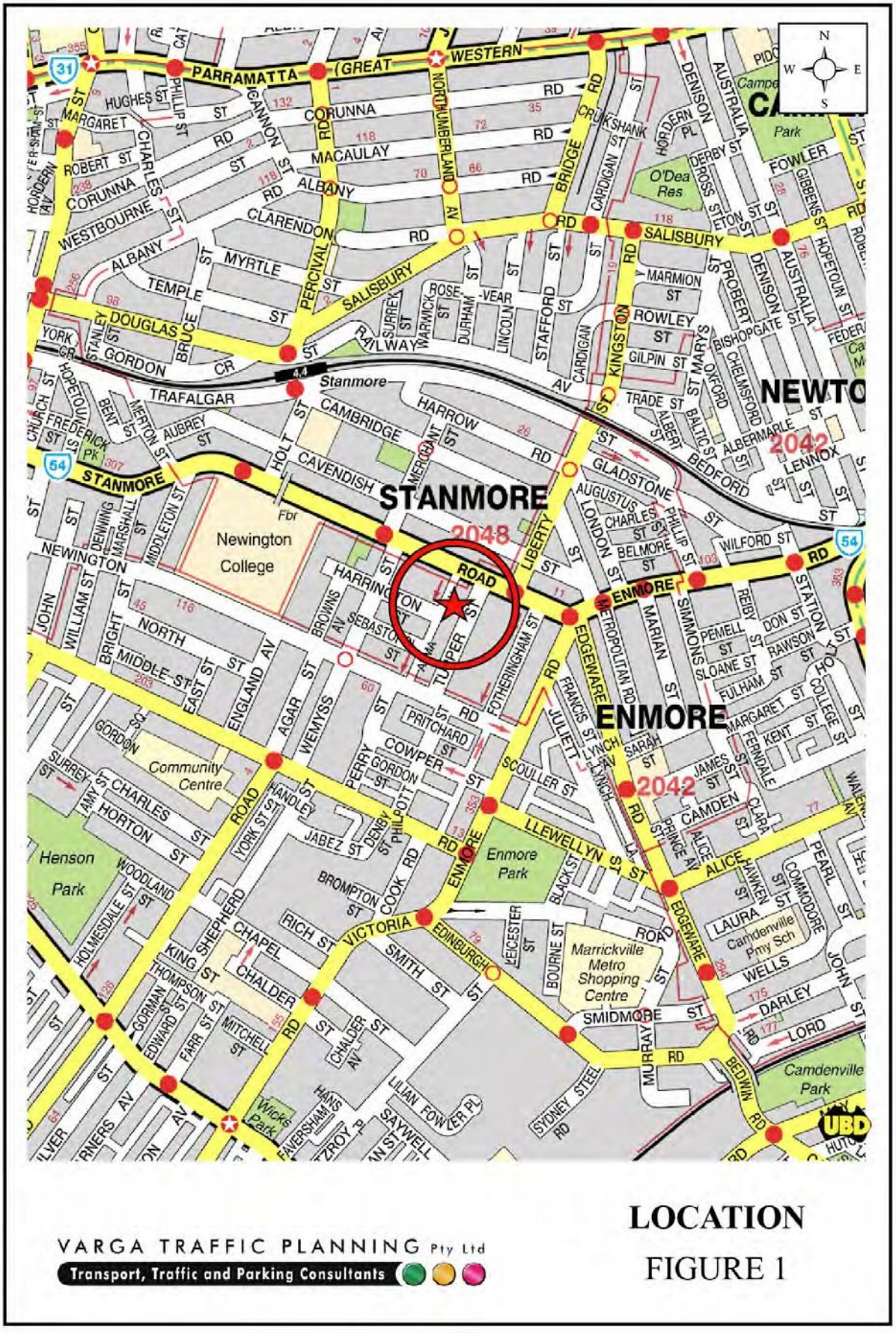
Off-street parking is again proposed for each site in separate basement parking areas, however the two vehicular through-site links, Lane A & Lane B, have been deleted, as the ownership of the entire site will remain with The Cyprus Club as opposed to being divested. There will, however, remain pedestrian pathways between Tupper Street and Alma Avenue where the laneways previously were present.

Vehicular access to Site A (the club and commercial/retail space) is now proposed to be provided via the southern end of Site A's Tupper Street site frontage, whilst vehicular access to Site B (the residential apartments) is now proposed to be provided midway along the (widened) Alma Avenue site frontage. Vehicular access to Site C (the residential townhouse) is now proposed to be provided via Site B's Alma Avenue driveway, with an internal through-site link.

It is noted that based on the proposed land use and parking yields within the revised Planning Proposal, and the proposed driveways being located within 90m of a classified road (Stanmore Road), referral is required to Transport for NSW (TfNSW) under Clause 104 and Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007.*

The purpose of this report is to assess the traffic and parking implications of the amended Planning Proposal, and to that end this report:

- describes the site and provides details of the amended Planning Proposal
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- reviews the existing public transport and essential services available in the vicinity of the site
- estimates the traffic generation potential of the amended Planning Proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the amended Planning Proposal in terms of road network capacity and any mitigation measures required
- reviews the geometric design features of the proposed amended concept car parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site.
- Undertake a preliminary assessment of car parking requirements which will be included in a future site specific DCP
- Recommendations of next steps for measures to reduce private vehicle trip generation and demand, and maximise public transport patronage.



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LOCATION

FIGURE 1


N
W
E
S
CAMBRIDGE ST
CAVENDISH
CAVENDISH
MERCHANT ST
LN
CAVENDISH
STANMORE
CAVENDISH
LIBERTY
LN
RD
HARRINGTON ST
WEMYSS
SEBASTOPOL ST
ALMA
TUPPER ST
SHORT ST
FOTHERINGHAM RD
JULIET ST
ENMORE
NEWINGTON
PERRY ST
PRITCHARD
PHILPOTT ST
RD
COWPER ST
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SITE
FIGURE 2

2. PROPOSED DEVELOPMENT

Existing Site

The subject site is located on the southern side of Stanmore Road, extending between Alma Avenue and Tupper Street. The site has street frontages of approximately 67m in length to Stanmore Road and approximately 140m in length to both Alma Avenue and Tupper Street. The site occupies an area of approximately 9,129m^2.

The subject site is currently occupied by the Cyprus Club which is a part three/part four- storey building located in the north-eastern corner of the site. The club building comprises bars, a restaurant and function rooms, and has a Gross Floor Area (GFA) of approximately 1,765m^2 and an internal *Public Floor Area (PFA)* of approximately 900m^2.

The term *Public Floor Area (PFA)* is used to define those areas of the club which are readily accessible to patrons and therefore provides the most accurate basis for determining club patronage levels, and the traffic and parking demands expected to be generated by those patronage levels. Generally speaking, it includes indoor bars, lounges, gaming rooms, bistro and dining areas, however excludes uncovered outdoor areas, loading docks, storage areas, office/administration areas, staff amenities, kitchens and other "back-of-house" facilities which are inaccessible to club patrons.

The existing club currently employees a total of 19 staff, including up to 10 staff at any given time on busy days during food service times. Those staff numbers do not include contractors such as cleaners. Notwithstanding, contractors such as cleaners are typically on site *outside* of the club's busy periods.

Off-street parking for the Cyprus Club is currently provided for approximately 173 cars in an outdoor, at-grade parking area located on the western and southern portions of the site, as indicated in the aerial image below. The western parking area comprises formal, linemarked parking spaces whilst the southern portion provides informal overflow parking. Vehicular access to the club's car parking area is provided via 4 separate driveways located off the Alma Street site frontage. No existing vehicular access to the club's car park is provided off the Stanmore Road or Tupper Street site frontages.

Existing Cyprus Club parking provision

Loading/servicing for the existing club is currently undertaken by a variety of commercial vehicles from vans, wagons and utilities up to and including medium rigid trucks. A service area is provided at the rear of the existing club, accessed via a single driveway located off the Tupper Street site frontage.

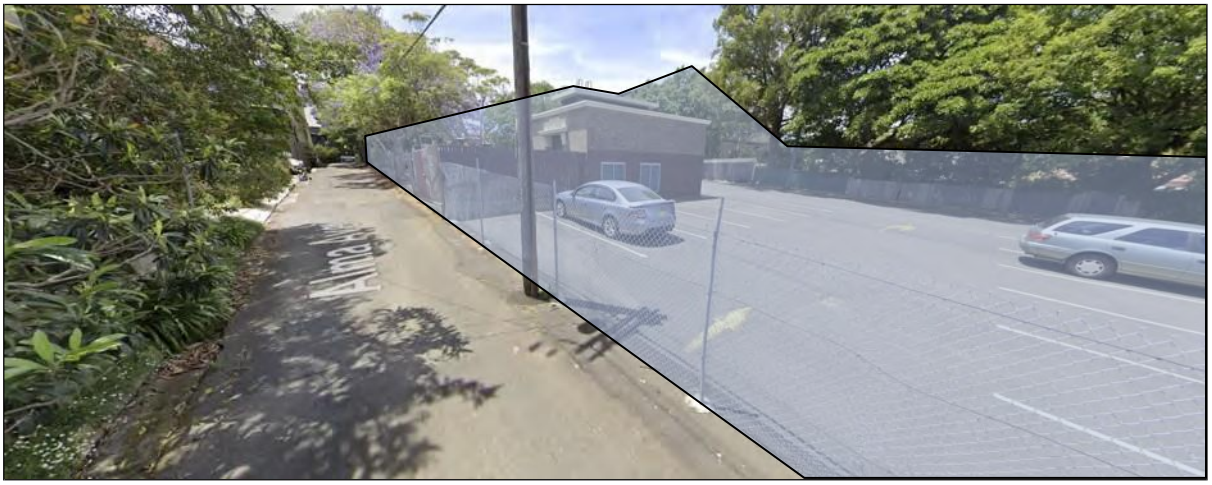
In addition to the club, the site also contains 6 free-standing residential dwelling houses to the south of the club building, fronting Tupper Street. No.10 & No.14 Tupper Street residences have an off-street parking space, however the remaining 4 residences to not.

A series of *Streetview* images of the site frontages are reproduced below and on the following page.

Stanmore Road & Tupper Street intersection

Tupper Street (facing north towards Stanmore Road)

Stanmore Road & Alma Avenue intersection



Alma Avenue (facing north towards Stanmore Road)

Original Planning Proposal

As noted in the foregoing, the original Planning Proposal PP_2021_2911 was lodged which sought to rezone the abovementioned site and amend the *Marrickville LEP 2011's* development standards to enable residential flat buildings and mixed-use development, commercial and club floor space across three sites, as per the figure on the following page.

A summary of the original proposal for each site is reproduced on the following page which has been taken from Inner West Council's meeting on 11 September 2018.

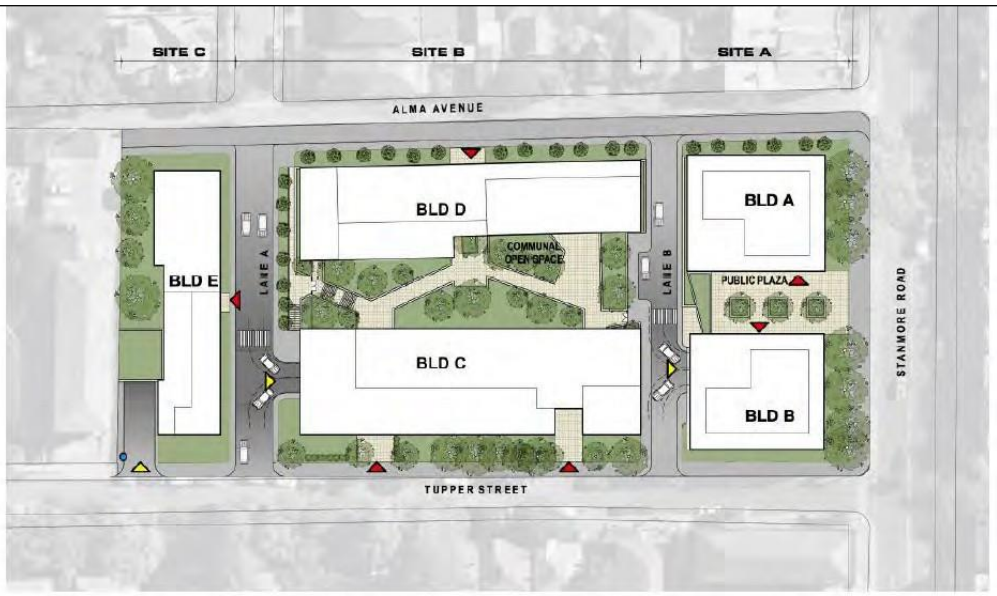


Figure 3. Indicative scheme, including division of larger site into Sites A, B and C and associated buildings A, B, C, D and E.

Original Planning Proposal Site Plan

Item 8

INNER WEST COUNCIL

Council Meeting
25 July 2017

PROPOSED	Site A	Site B	Site C
Land Use zone (proposed)	B4 Mixed Use	R1 General Residential	R1 General Residential
Uses	Building A – club and residential Building B – commercial and residential	Residential (residential flat buildings)	Residential (terraces)
Height of Building (maximum)	21 metres	28 metres	14 metres
Height in storeys (maximum)	Building A – 5 storeys Building B – 5 storeys	Building C –8 storeys Building D –5 storeys	4 storeys
Site Area	2,425m²	4,675m²	1,450m²
Gross Floor Area	4,250m²	9,350m²	2,100m²
Floor Space Ratio (excluding car parking)	1.75:1	2.0:1	1.84:1

Table 1: Summary of proposal for each proposed site

Summary of Original Planning Proposal

Off-street parking was proposed for each site in separate basement parking areas, comprising 50-100 spaces for Site A, 150-200 spaces for Site B and 10-15 spaces for Site C. Vehicular access to Site A was proposed to be provided via Lane B, vehicular access to Site B was proposed to be provided via Lane A and vehicular access to Site C was proposed to be provided directly off Tupper Street.

In order to mitigate the projected increase in vehicular movements, the original Planning Proposal proposed measures to assist through:

- the widening of Alma Avenue
- the provision of two through-site laneways between Alma Avenue & Tupper Street, offering continuation of Harrington Street

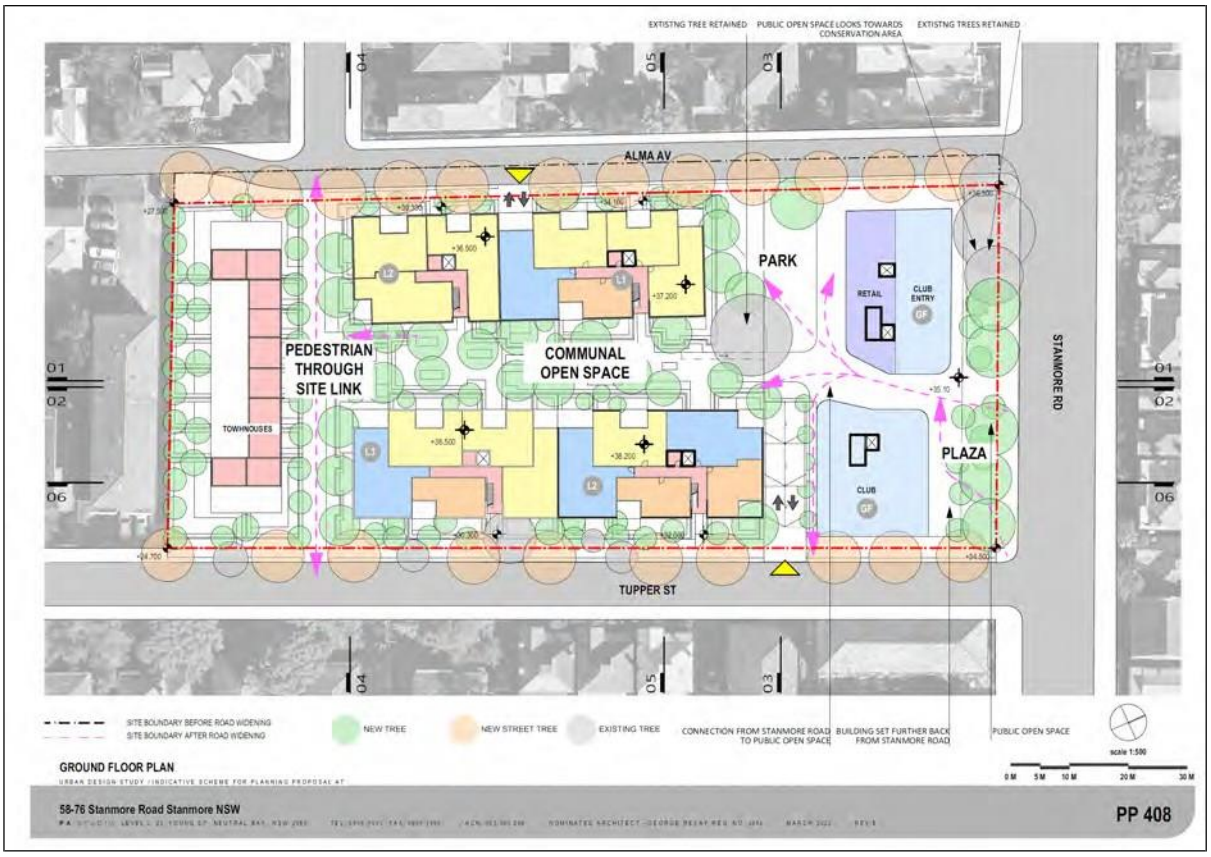
Revised Planning Proposal – March 2022

The original Planning Proposal scheme has been amended to propose MFSR 1.75:1, accommodating up to 116 dwellings (106 apartments & 10 terrace houses) and approximately 2,500m^2 GFA of commercial/retail and club floor space across three sites. A comparison table of the original and revised PP schemes is reproduced below whilst the ground floor and lower ground floor plan extracts of the revised Planning Proposal are reproduced on the following page.

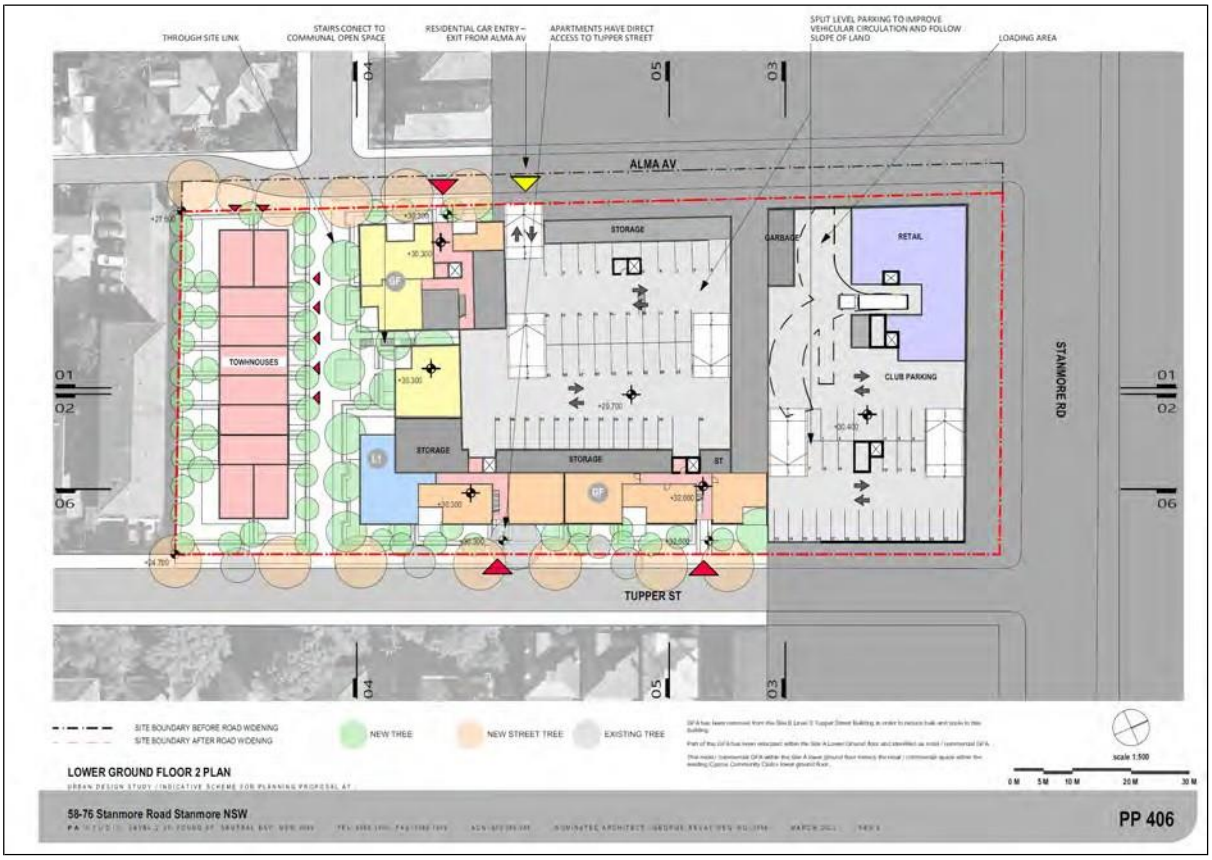
Use	Original PP – 2016 *Traffix* Report	Revised PP – 2022
Club floor area	966m^2 GFA (~500m^2 PFA)	~1,800m^2 GFA (~900m^2 PFA)
Retail/commercial floor area	467m^2	676m^2
Residential	160 dwellings	116 dwellings
Parking	166 spaces + club	260-270 spaces inc. club

Off-street parking is again proposed for each site in separate basement parking areas, however the two vehicular through-site links, Lane A & Lane B, have been deleted, as the ownership of the entire site will remain with The Cyprus Club as opposed to being divested. There will, however, remain pedestrian pathways between Tupper Street and Alma Avenue where the laneways previously were present.

Vehicular access to Site A (the club and retail/commercial space) is now proposed to be provided via the southern end of Site A's Tupper Street site frontage, whilst vehicular access to Site B (the residential apartments) is now proposed to be provided midway along the (widened) Alma Avenue site frontage. Vehicular access to Site C (the residential townhouse) is now proposed to be provided via Site B's Alma Avenue driveway, with an internal through-site link.



Revised Planning Proposal 2022 – Ground Floor



Revised Planning Proposal 2022 – Lower Ground Floor

The revised traffic modelling indicates that under normal operating conditions, queue lengths into and out of the club/retail parking area off Tupper Street will be minimal and will not impact traffic flow along Stanmore Road. At this stage, it is not yet known what type of "control point" will be implemented at the club/retail car park entry – e.g., boom gate, number plate recognition, etc. This level of design will be further explored at DA stage.

Loading/servicing for the proposed development is expected to continue to be undertaken by a variety of commercial vehicles from vans, wagons and utilities up to and including 8.8m long medium rigid trucks. In this regard, a dedicated loading bay is proposed to be provided within the lower ground floor level, underneath the club building. Due to the topography of the site and the longer ramp lengths required for trucks due to shallower permissible ramp grades, vehicular access for service vehicles is to be provided via the abovementioned entry/exit driveway located towards the northern end of the Tupper Street site frontage.

Architectural concept plans of the revised Planning Proposal have been prepared by *PA Studio* and are reproduced in Appendix A.

Proposed Road Network Changes

As noted in the foregoing, in order to mitigate the projected increase in vehicular movements, the original Planning Proposal proposed measures to assist through:

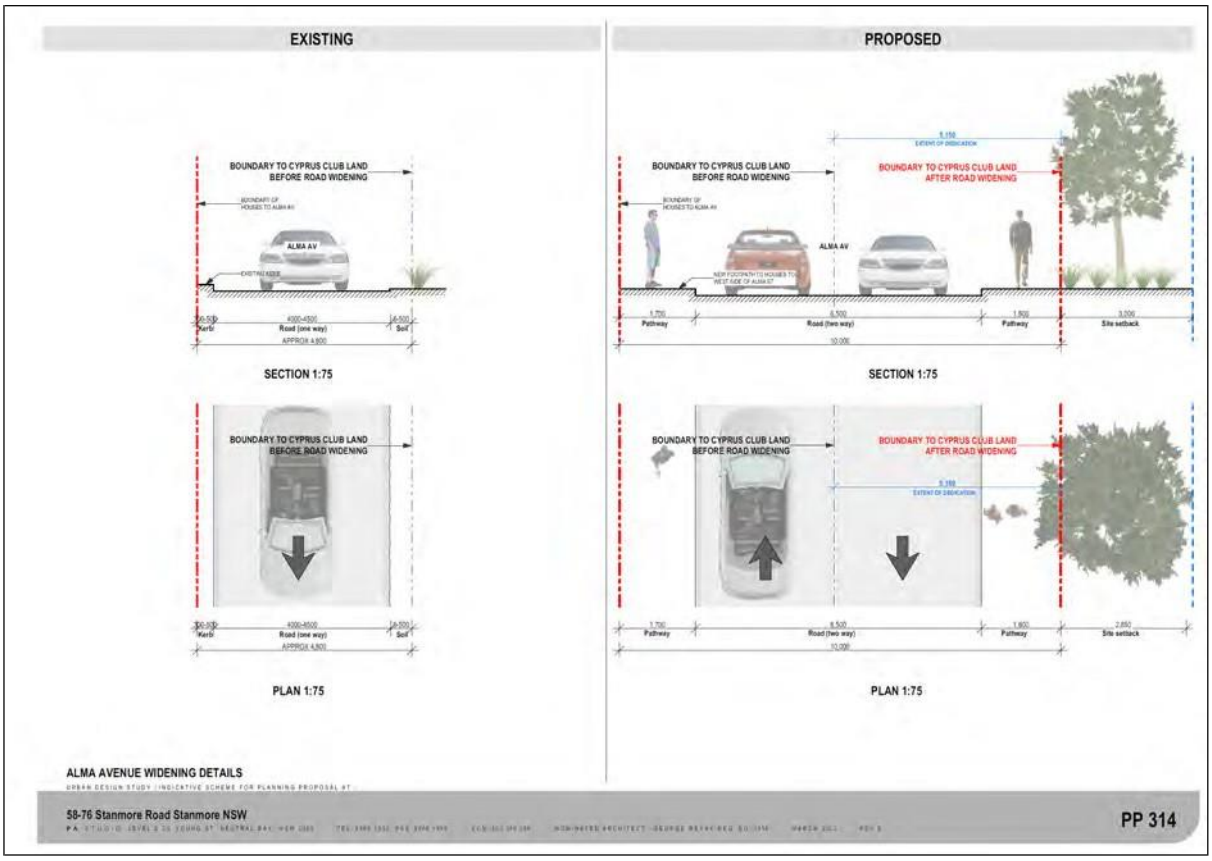
- the widening of Alma Avenue
- the provision of two through-site laneways between Alma Avenue & Tupper Street, offering continuation of Harrington Street

Whilst the two through-site vehicular laneways have been deleted from the revised Planning Proposal, the widening of Alma Avenue is still proposed. In this regard, plan extracts of the proposed Alma Avenue road widening are provided on the following page, indicating that the existing 4.85m wide road reserve will be increased to 10.0m – i.e., a land dedication of 5.15m. This will allow the provision of a 1.7m wide footpath along the western side of Alma Road, a 6.5m wide road carriageway and a 1.8m wide footpath along the eastern side of Alma Avenue, along the site frontage.

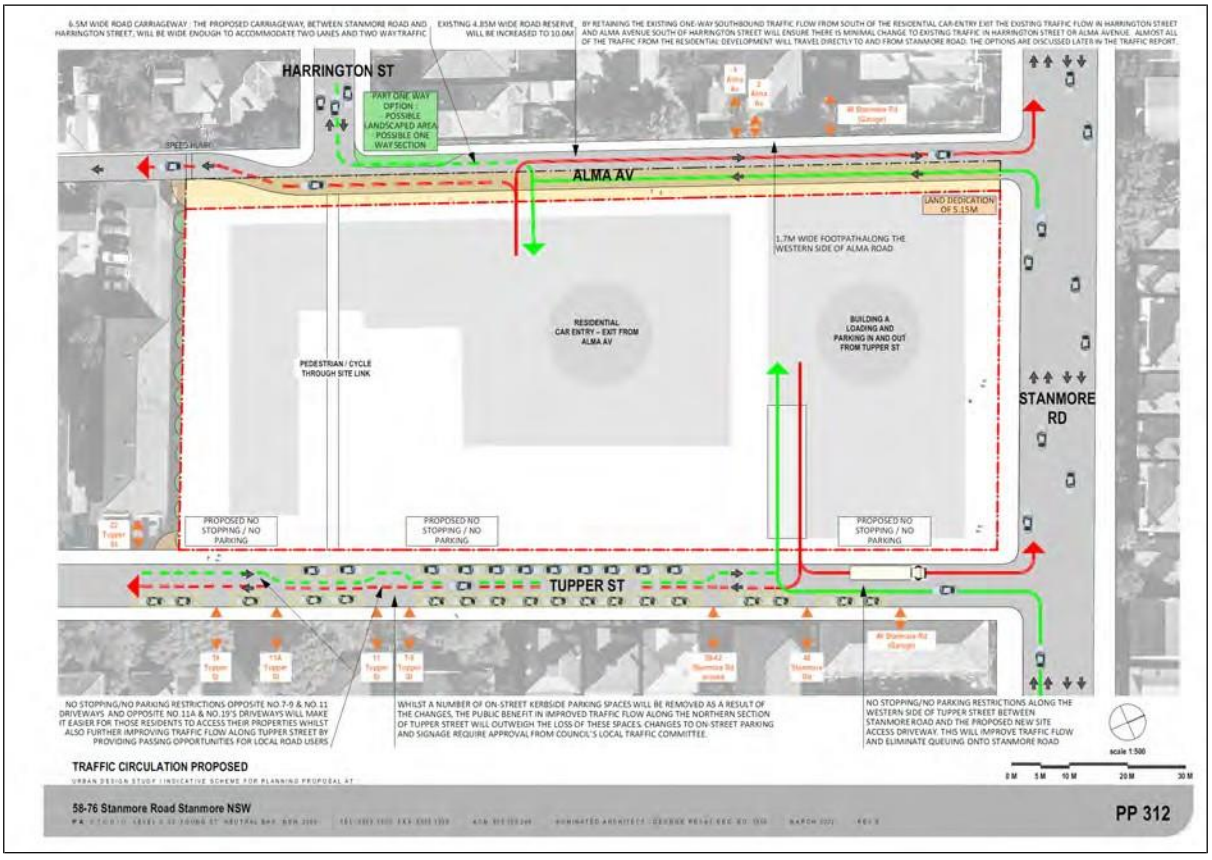
It is also worth noting that the design of the building fronting Stanmore Road will be set back from the northern boundary such that the available footpath width for the public will extend within the site boundary. The official boundary will not change however the usable footpath width for pedestrians walking along the southern side of Stanmore Road will be wider than the official/legal Council verge width. This may comprise a right-of-footway easement strip within the site, or similar, which is commonplace. These works will not affect the retained trees shown on landscape drawings.

The proposed 6.5m wide Alma Avenue carriageway width, between Stanmore Road and Harrington Street, will be wide enough to accommodate two lanes. This could comprise either retaining the existing one-way southbound traffic flow with on-street parking introduced *or* converting Alma Avenue to two-way traffic flow, north of Harrington Street. Both options are discussed later in this report.

Proposed Alma Avenue Road Widening



Proposed Alma Avenue Road Widening



Proposed Traffic Circulation

The existing width of Tupper Street is approximately 7.3m wide, with kerbside parking permitted along both sides of the road. Whilst two-way traffic flow is permitted, the road width and kerbside parking essentially reduces traffic to a single lane flow, with drivers having to wait where they can until an opposing driver(s) passes.

Residents of the existing flat buildings opposite the site in Tupper Street also currently experience difficulty turning into/out of their respective property's driveway, particularly when cars are parked close to the edge of their driveway and/or when cars are parked opposite their driveway.

As such, it is also now proposed to install No Stopping/No Parking restrictions along the western side of Tupper Street, in between Stanmore Road and the proposed new site access driveway, in order to improve traffic flow. In addition, it is also proposed to install No Stopping/No Parking restrictions along the western side of Tupper Street, opposite No.7-9 & No.11's driveways as well as opposite No.11A & No.19's driveways. Restricting parking along these two sections of Tupper Street will make it easier for those residents to access their properties whilst also further improving traffic flow along Tupper Street by providing passing opportunities for local road users.

Whilst a number of on-street kerbside parking spaces will be removed as a result of the changes, it is considered that the public benefit in improved traffic flow and safety along the northern section of Tupper Street will outweigh the loss of these spaces. It is also noted that any changes to on-street parking and signage requires approval from Council's Local Traffic Committee.

A series of architectural concept plans of the existing and proposed traffic arrangements have been prepared by *PA Studio* and are also reproduced in Appendix A.

3. TRAFFIC ASSESSMENT

Road Hierarchy

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

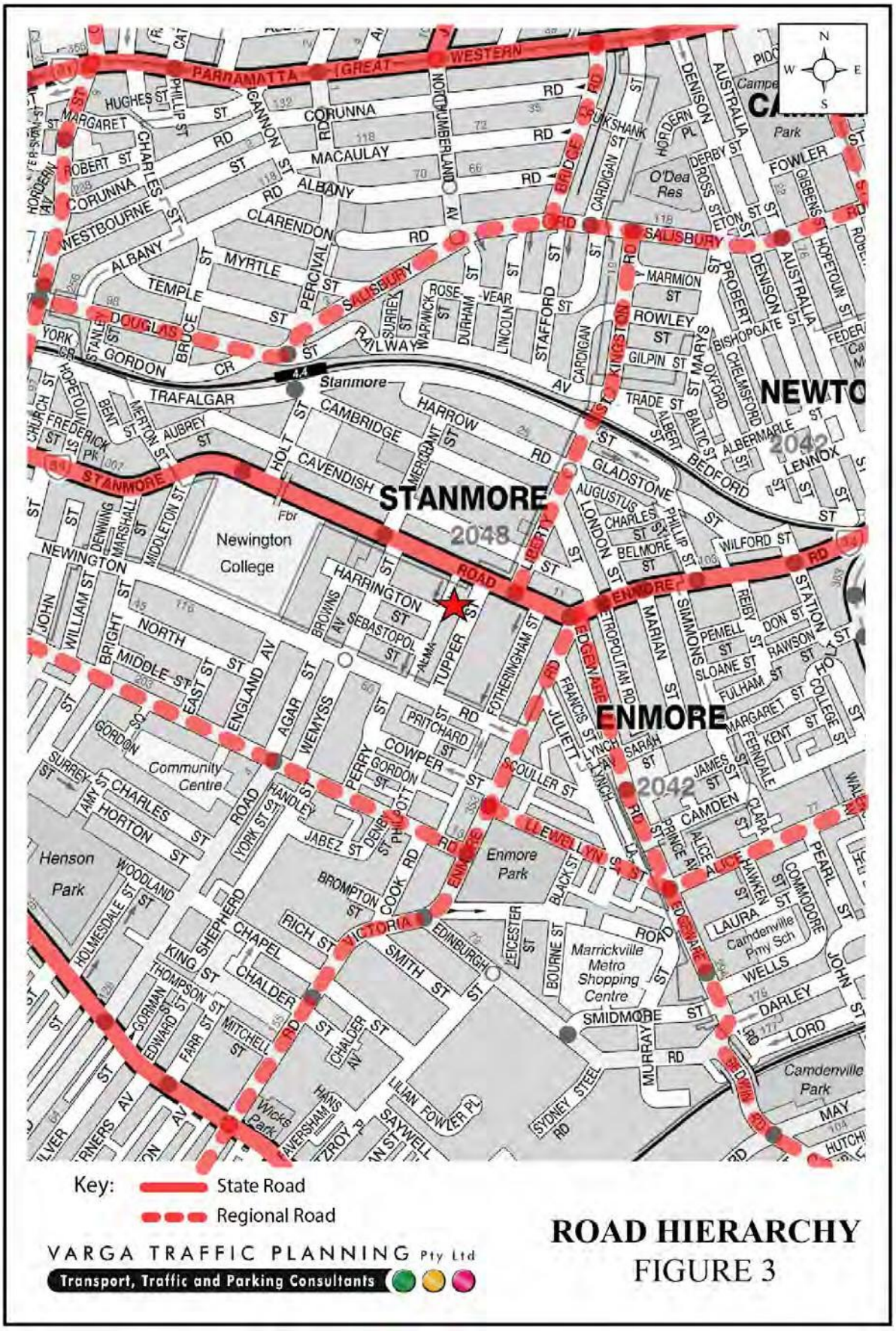
Stanmore Road and Enmore Road (north of Stanmore Road) are classified by TfNSW as *State Roads* which provide the key east-west road link in the area, linking Enmore Road to King Street. They typically carry two traffic lanes in each direction in the vicinity of the site, with kerbside parking permitted at selected locations, outside of road network peak periods.

Enmore Road (south of Stanmore Road) and Victoria Road are classified by TfNSW as *Regional Roads* which provide a key north-south road link in the local area, linking Sydenham Road and Stanmore Road. They also typically carry two traffic lanes in each direction in the vicinity of the site, with kerbside parking permitted at selected locations, outside of road network peak periods.

Edgeware Road and Liberty Street are also classified by TfNSW as *Regional Roads* which perform the function of a north-south *collector route* through the local area. They typically carry one traffic lane in each direction in the vicinity of the site, with additional lanes/turning bays provided at key locations. Kerbside parking is generally permitted.

Tupper Street is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Two-way traffic flow is permitted, whilst kerbside parking is generally permitted on both sides of the road.

Alma Avenue is also a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. It is restricted to one-way southbound traffic flow only. Due to the existing road reservation width, footpaths are not provided along either side of the road, nor is kerbside parking permitted.


PARRAMATTA
GREAT WESTERN
HIGHWAY
STANMORE
STANMORE
2048
NEWTO
2042
ENMORE
2042
ROAD
Newington College
Community Centre
Henson Park
Enmore Park
Marrickville Metro Shopping Centre
Camdenville Pmy Sch
Camdenville Park
Wicks Park
Stanmore
Key:
State Road
Regional Road
VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants
ROAD HIERARCHY
FIGURE 3

Existing Traffic Controls

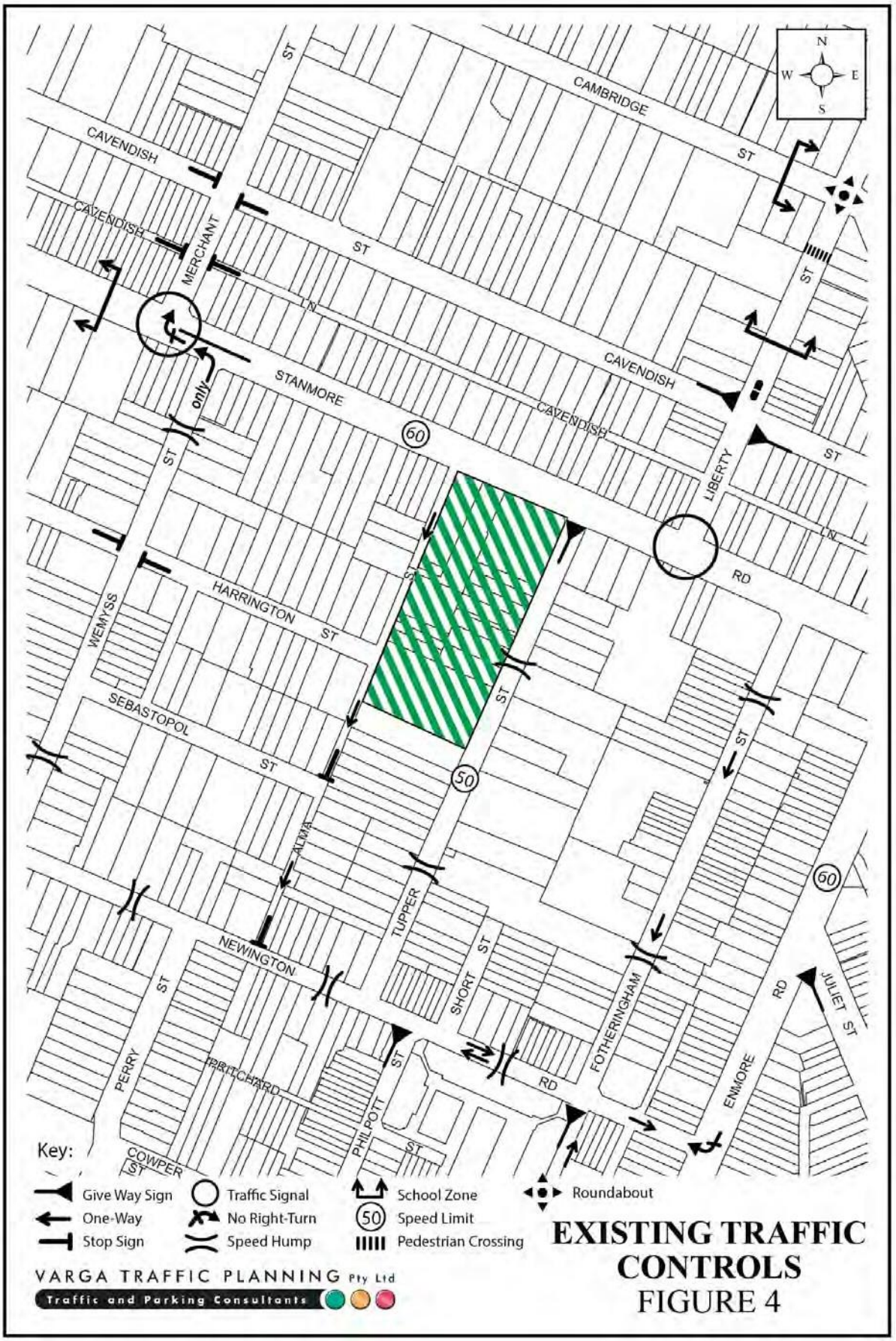
The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Stanmore Road
- a 50 km/h SPEED LIMIT which applies to all other local roads in the area
- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to all roads in the vicinity of Newington College
- TRAFFIC SIGNALS in Stanmore Road where it intersects with Merchant Street, Liberty Street and also Enmore Road/Edgeware Road
- a NO RIGHT TURN restriction in Stanmore Road for westbound traffic turning onto Merchant Street
- a ONE WAY southbound restriction in Alma Avenue and also Fotheringham Street
- a ONE WAY eastbound restriction in Newington Road, between Fotheringham Street and Enmore Road
- SPEED HUMPS located along Tupper Street Newington Road and also Wemyss Street
- a 3T LOAD LIMIT in Tupper Street

Existing Public Transport Services

The existing bus services available in the area are illustrated on Figure 5. There are currently 7 bus routes travelling within approximately 400m radius of the site along Enmore Road and Stanmore Road, comprising the 355, 423/423X, 426, 428/428X & 430 services.

The abovementioned bus services also connect with train services at numerous suburban railway stations including Bondi Junction, Erskineville, Newtown, Martin Place, St James, Central, Canterbury and Sydenham.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HARRINGTON ST
SEBASTOPOL ST
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ALMA
TUPPER ST
NEWINGTON
SHORT ST
FOTHERINGHAM RD
ENMORE RD
JULIET ST
PERRY ST
PRITCHARD
PHILPOTT ST
COWPER ST
Key:
Give Way Sign
One-Way
Stop Sign
Traffic Signal
No Right-Turn
Speed Hump
School Zone
50 Speed Limit
Pedestrian Crossing
Roundabout
VARGA TRAFFIC PLANNING Pty Ltd
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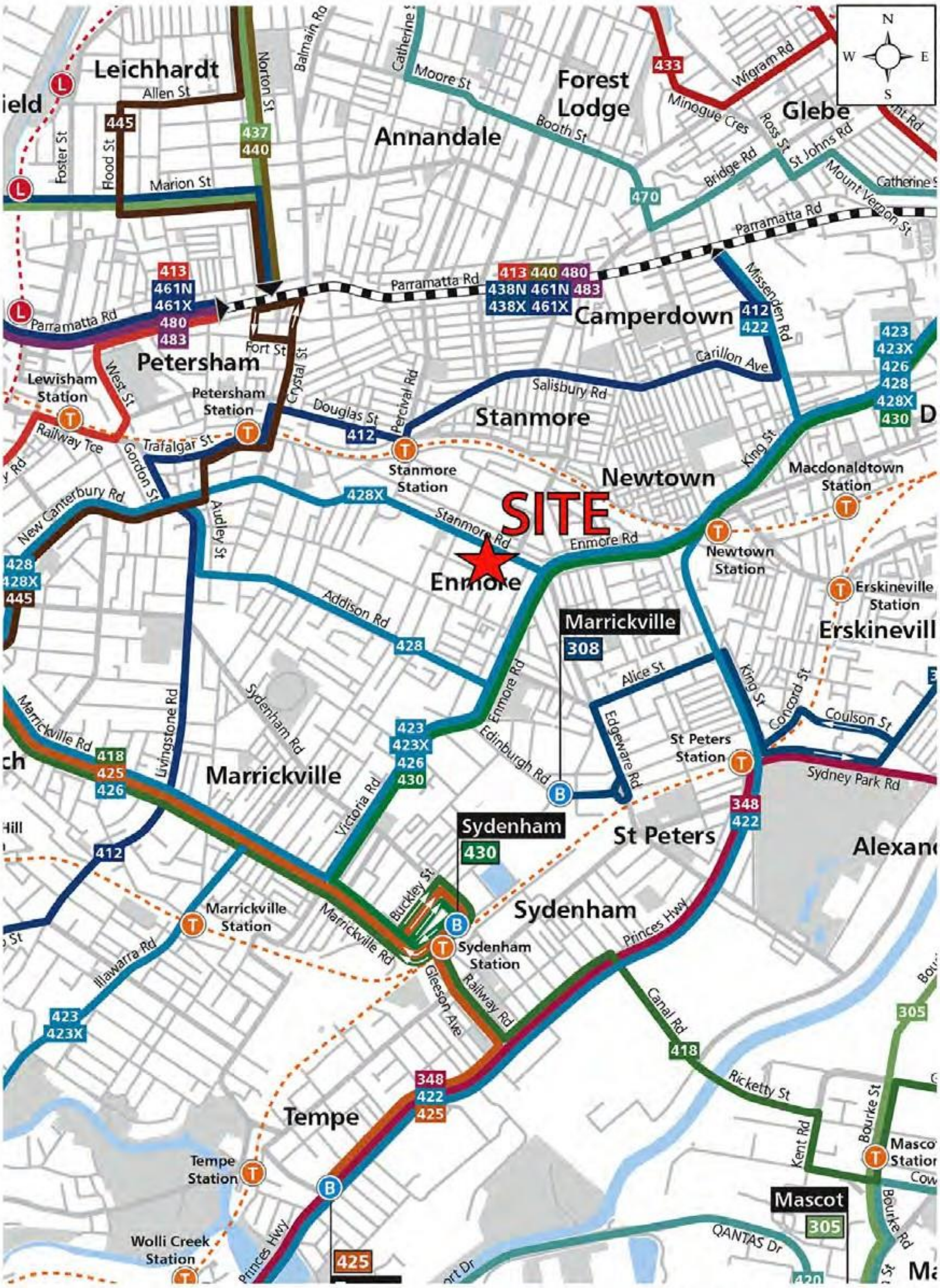
EXISTING TRAFFIC CONTROLS
FIGURE 4



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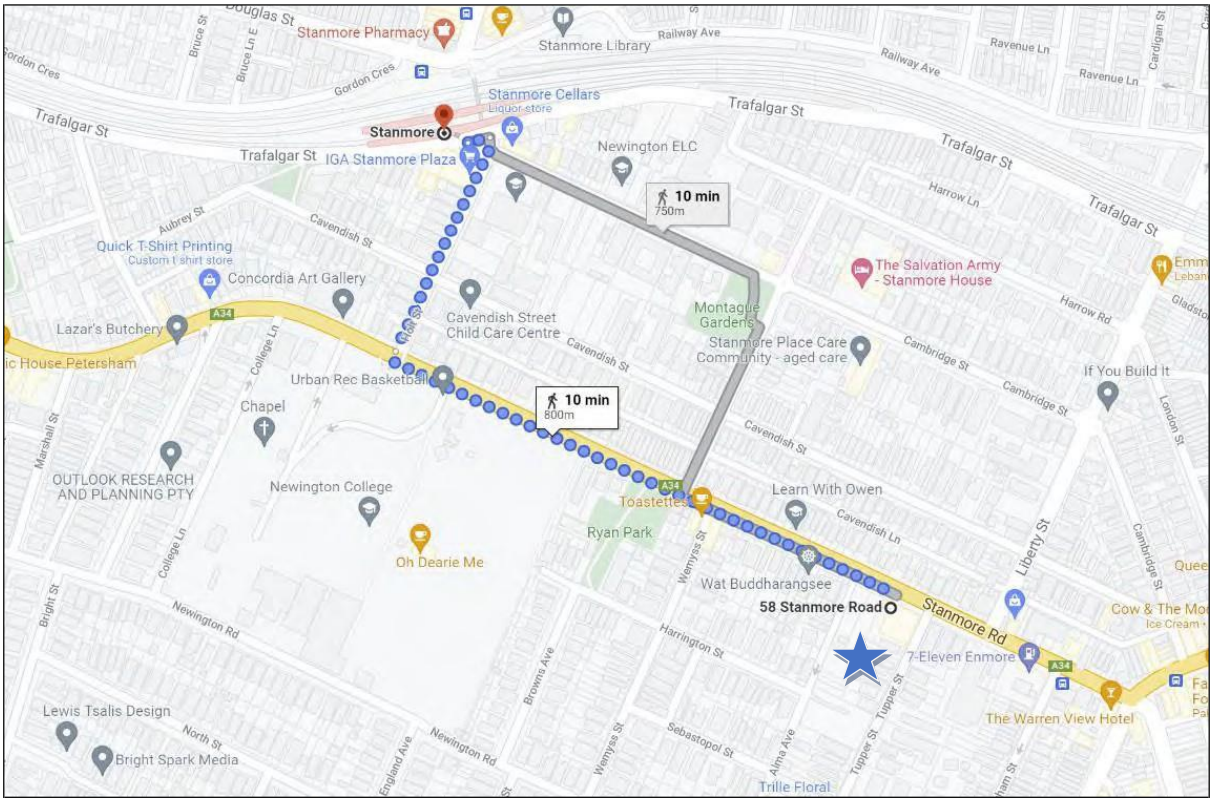
EXISTING PUBLIC TRANSPORT

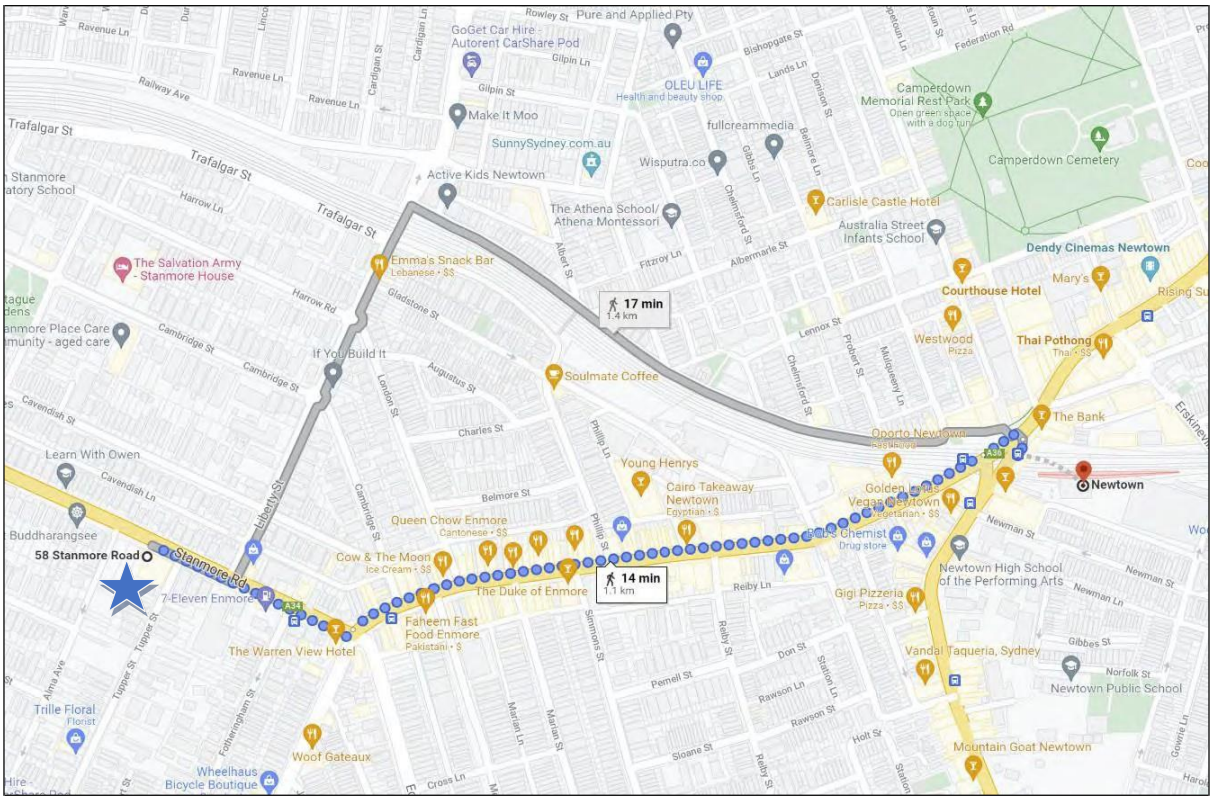
FIGURE 5

400m radius map

In addition, Stanmore and Newtown railway stations are also located approximately 800m and 1.1km walking distance, respectively, to/from the site.



Walking route to/from Stanmore railway station



Walking route to/from Newtown railway station

In addition, the site is located within close proximity to a wide variety of shops and services including licenced clubs, banks, supermarkets, gymnasiums, restaurants and specialty stores along Stanmore Road and Enmore Road. The site is therefore considered to be highly accessible to essential services and public transport options.

Local Bicycle Routes

The existing bicycle routes located in the vicinity of the site are illustrated on the following page. The bicycle routes are readily accessible from the subject site and provide a number of on-road bicycle routes linking the local area, including the following routes to employment centres:

- Redfern via Wilson Street & Church Street
- Broadway via Shephard Street, Wilson Street & Church Street
- Camperdown via Church Street
- Newtown via Mary Street
- Redfern via Wilson Street & Church Street

- University of Sydney via Prospect Street & Church Street
- Stanmore & Petersham via Salisbury Road & Church Street

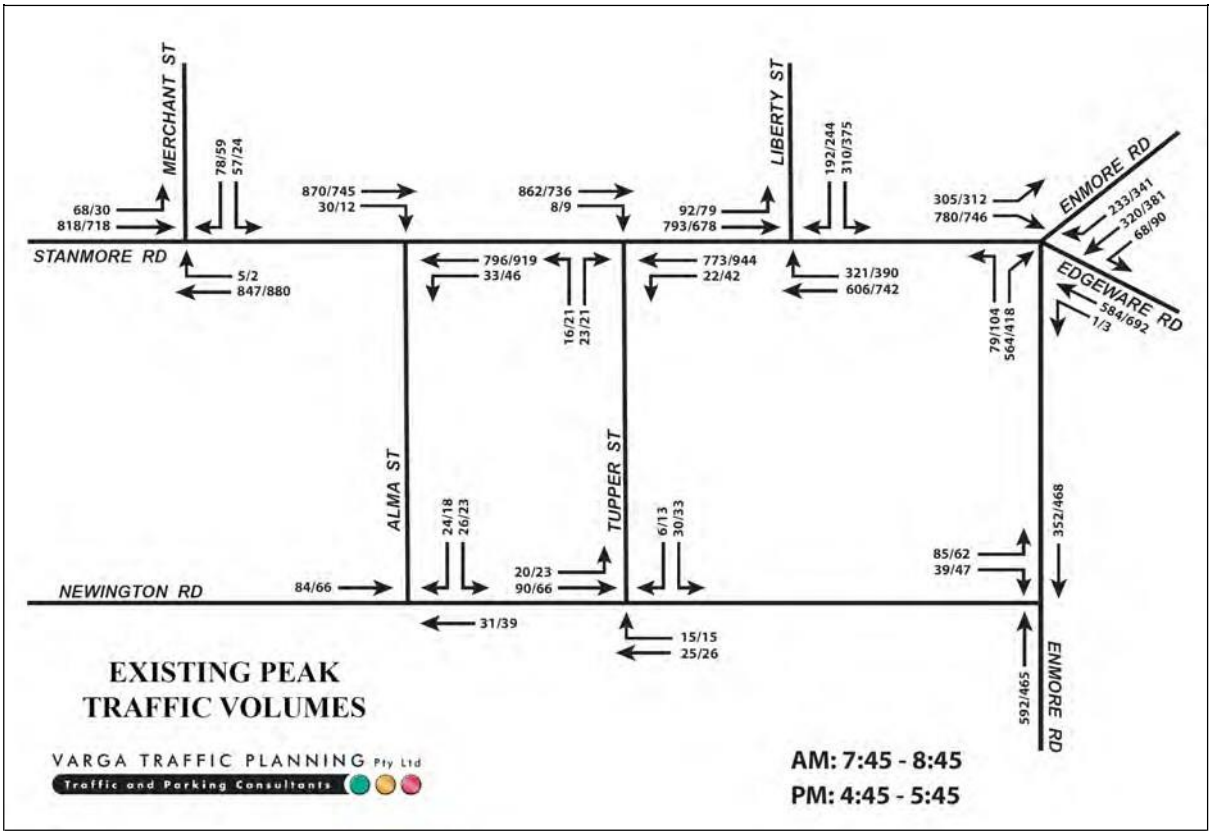
Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by *updated* peak period traffic surveys which were undertaken on Friday 26th November 2021 as part of this traffic study. In this regard, the *updated* traffic surveys were undertaken at the following intersections:

- Stanmore Road & Merchant Street
- Stanmore Road & Alma Avenue
- Stanmore Road & Tupper Street
- Stanmore Road & Liberty Street
- Stanmore Road, Enmore Road & Edgeware Road
- Newington Road & Alma Avenue
- Newington Road & Tupper Street

- Newington Road & Enmore Road
- Alma Avenue and the club car park's access driveways

The results of the traffic surveys are reproduced in full in Appendix B and summarised on the figure below. It is also pertinent to note that the existing Cyprus Club car park is also used as a Covid-19 drive-through testing facility, such that those traffic movements were captured in the survey results.



Existing road network weekday peak traffic volumes

Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network, particularly during the morning and afternoon weekday road network peak periods.

An indication of the traffic generation potential of the Planning Proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS's *Technical Direction* (TDT 2013/04a) document.

The RMS *Guidelines* and TDT 2013/04a are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the Planning Proposal:

Commercial Premises

2.0 peak hour vehicle trips per 100m^2 GFA

Medium Density Residential Flat Buildings (2-20 dwellings)

1 & 2 bedroom apartments:	0.4-0.5 peak hour vehicle trips per dwelling
3 or more bedroom apartments:	0.5-0.65 peak hour vehicle trips per dwelling

High Density Residential Flat Buildings in Sub-Regional Centres (20+ dwellings)

0.29 peak hour vehicle trips per dwelling

With respect to the club component, the RMS *Guidelines* notes the following.

3.7.3 Clubs.

Overview.

Surveys of licensed clubs conducted by the RTA in 1978 indicate that it is difficult to generalise on their traffic generation because of the diversified nature of clubs. Traffic generation is affected by such factors as the provision of live entertainment, gambling facilities, number of members and club location. Behavioural changes since 1978, such as the introduction of random breath testing, also make such generalisations more difficult.

The 1978 surveys of clubs found an evening peak period traffic generation of 10 veh/hr/100 m^2 licensed floor area, and a total vehicle generation over the 4.00 pm to 1.00 am period of 90 veh/100 m^2 licensed floor area.

A traffic generation assessment of new clubs should be based on recent surveys of similar clubs. For extensions to an existing club, the assessment should be based on the relevant club.

If a club is located in or is adjacent to a residential area, late-night traffic generation must also be assessed in order to determine noise effects.

In this regard, *VTP* have been involved in a number of club projects over the years, and in our experience, the key driver of club traffic is the number of patrons, therefore adopting a *Public Floor Area* approach, rather than a GFA approach, often provides a more accurate representation. As a general rule, a club's *PFA* is typically in the order of 50% of the GFA.

As noted in the foregoing, the term *Public Floor Area (PFA)* is used to define those areas of a club which are readily accessible to patrons and therefore provides the most accurate basis for determining club patronage levels, and the traffic and parking demands expected to be generated by those patronage levels.

Generally speaking, PFA includes indoor bars, lounges, gaming rooms, bistro and dining areas, but excludes uncovered outdoor areas, loading docks, storage areas, office/administration areas, staff amenities, kitchens and other "back-of-house" facilities which are inaccessible to club patrons.

The floor area of the club in the revised Planning Proposal is approximately 1,829m^2 GFA, such that the *Public Floor Area* is in the order of 900m^2 PFA.

In terms of a suitable traffic generation of which to apply to the club, reference is made to the Waverley Bowling Club redevelopment, that *VTP* were involved in. The original bowling club had a floor area of approximately 600m^2 PFA, and therefore is considered a good comparison for the revised Planning proposal. Traffic surveys undertaken at the Waverley Bowling Club in 2018 (i.e. pre-Covid-19), indicated that the club generated in the order of *1.0 peak vehicle trips per 100m^2 PFA* during the weekday AM peak period and *8.5 peak vehicle trips per 100m^2 PFA* during the weekday PM peak period.

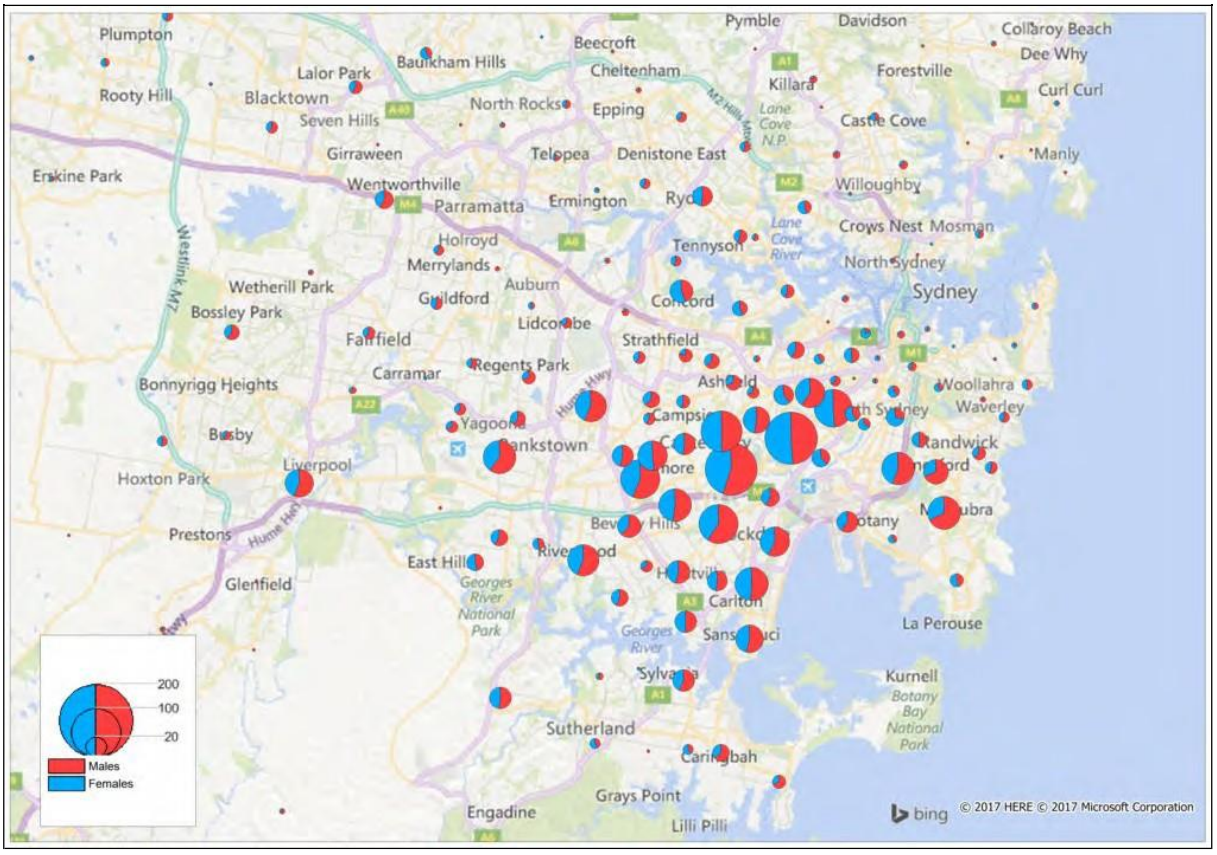
Application of the above traffic generation rates to the various components outlined in the revised Planning Proposal yields a traffic generation potential in the order of 52 and 142 vph during the weekday AM and PM road network peak periods, respectively. A table of the traffic volumes and the various uses, including in/out splits (based on industry standard and experience) is reproduced below.

Revised Planning Proposal Forecasted Traffic Generation Assessment			
Use	**Floor area/yield**	**AM peak trips (veh/hr)**	**PM peak trips (veh/hr)**
Club	1,800m^2 GFA (~900m^2 PFA)	9 (7 in & 2 out)	77 (54 in & 23 out)
Retail/commercial	676m^2	13 (10 in & 3 out)	38 (19 in & 19 out)
Residential	116 dwellings	30 (6 in & 24 out)	27 (22 in & 5 out)
Total		**52 (23 in & 29 out)**	**142 (95 in & 47 out)**

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

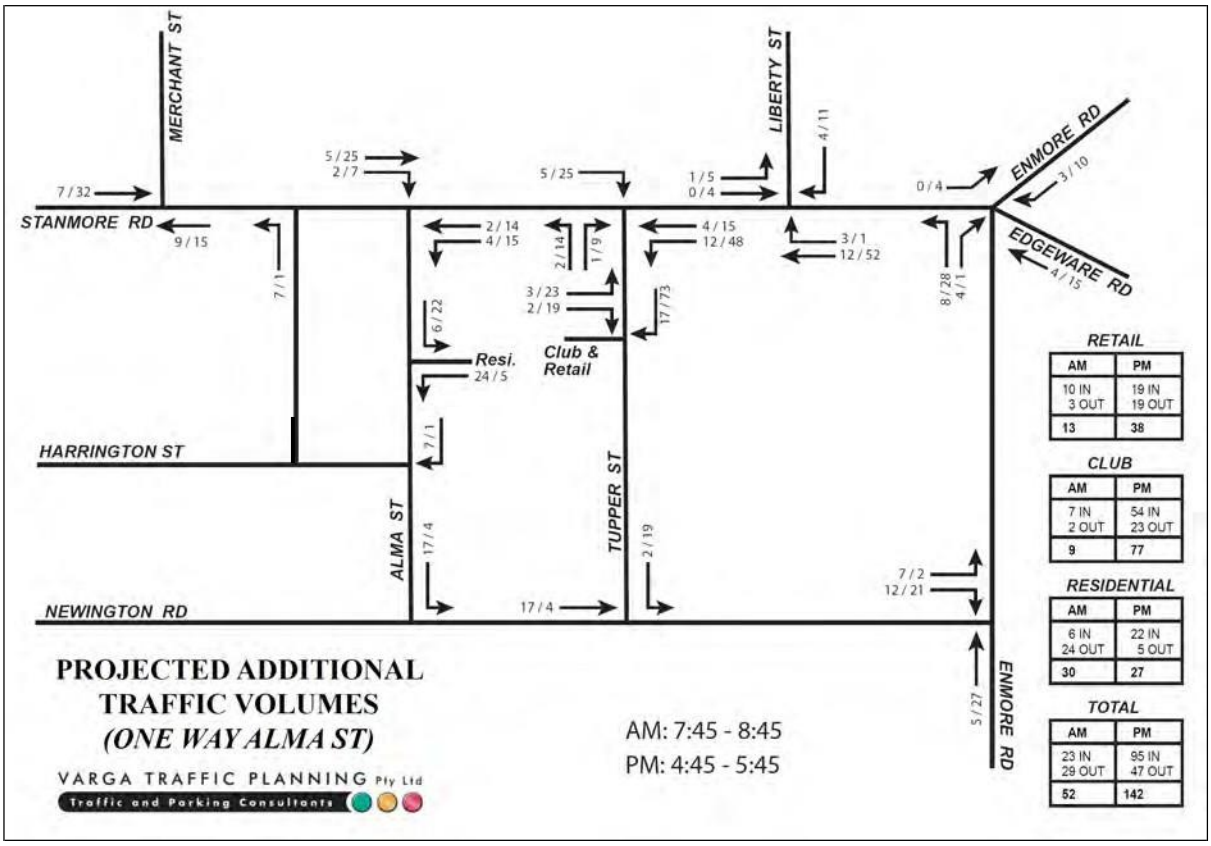
Notwithstanding the above, for the purposes of providing a rigorous assessment, it has been assumed that *all* of the projected future traffic flows of 52 AM vph and 142 PM vph will be new or *additional* to the existing traffic flows currently using the adjacent road network – i.e. no offset, or *discount*, of traffic associated with the existing club has been applied.

With respect to where existing Cyprus Club members reside, discussions with the club indicates that the vast majority live to the south and south-west of the site, as indicated in the map below.

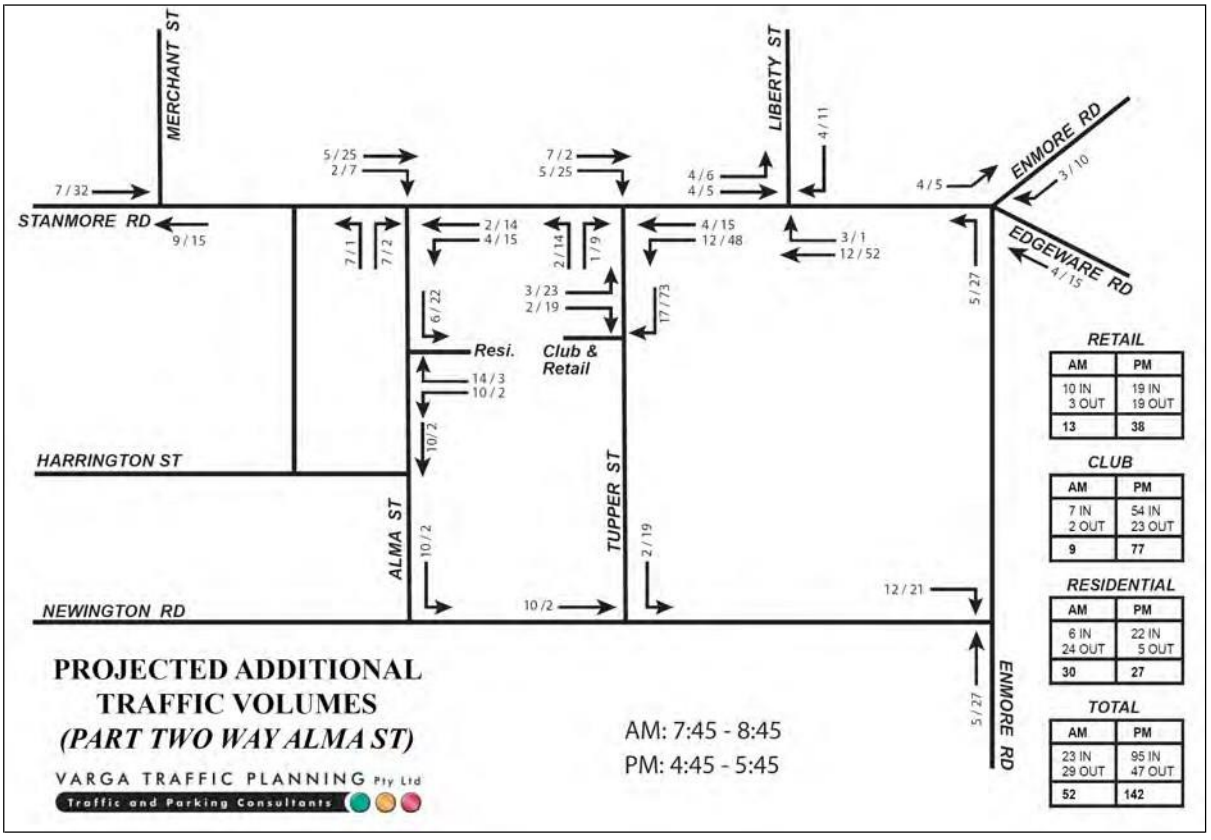


Map of where existing Cyprus Club members reside

Accordingly, the distribution of the projected future additional traffic volumes is illustrated on the diagrams on the following page, with both Alma Avenue options presented.



Projected additional traffic volumes peak trip distribution (retaining one-way Alma Avenue)



Projected additional traffic volumes peak trip distribution (two-way Alma Avenue north of Harrington St)

Those projected traffic flows as a consequence of the Planning Proposal will not have any unacceptable traffic implications in terms of road network capacity, nor will any road upgrades/improvements/widening be required beyond the proposed widening of Alma Avenue, as is demonstrated by the following section of this report.

Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA NETWORK program which is widely used by TfNSW and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages. The individual movement summaries are reproduced in Appendix C (whereby one-way traffic flow is retained in Alma Avenue) and Appendix D (whereby two-way traffic flow is introduced to Alma Avenue, north of Harrington Street).

The results of the revised SIDRA NETWORK capacity analysis of the surrounding intersections are summarised in the table on the following page, revealing that:

- all surrounding intersections currently operate at an overall average *Level of Service "A"*, *"B"* or *"C"*

- under the projected *nett increase* in projected future traffic demands expected to be generated by the Planning Proposal, all surrounding intersections will continue to operate at existing overall *Levels of Service*, with minimal increases in average vehicle delays (irrespective of whether Alma Avenue remains one-way or is converted to two- way).

In essence, the rigorous capacity analysis confirms that the traffic generation potential of the revised Planning Proposal on the subject site, even *without discounting* any traffic associated with the existing club, will not have any appreciable effect on the performance of nearby intersections (with minimal increases in delays on all approaches, if any), and that no further upgrades will be required beyond the proposed widening of Alma Avenue.

SUMMARY RESULTS OF SIDRA NETWORK ANALYSIS OF SURROUNDING ROAD NETWORK						
Key Indicators	**Existing Traffic Demand**		**Projected Development Traffic Demand (One Way Alma Ave)**		**Projected Development Traffic Demand (Two Way Alma Ave)**	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**
Stanmore Rd & Merchant St						
LOS	A	A	A	A	A	A
DOS	0.508	0.463	0.521	0.500	0.521	0.500
AVD (Sec/Veh)	10.5	7.5	10.2	7.3	10.2	7.3
Stanmore Rd & Alma Ave (one-way)						
LOS	A(A)	A(B)	A(A)	A(B)	A(C)	A(C)
DOS	0.366	0.514	0.368	0.557	0.368	0.559
AVD (Sec/Veh)	0.7 (12.0)	0.4 (14.9)	0.8 (12.3)	0.7 (15.8)	0.9 (39.7)	0.7 (29.1)
Stanmore Rd & Tupper St						
LOS	A(C)	A(C)	A(D)	A(D)	A(D)	A(D)
DOS	0.343	0.302	0.361	0.470	0.365	0.471
AVD (Sec/Veh)	1.0 (41.8)	0.8 (38.5)	1.1 (44.0)	1.8 (49.3)	1.1 (44.6)	1.8 (49.5)
Stanmore Rd & Liberty St						
LOS	B	B	B	B	B	B
DOS	0.715	0.719	0.716	0.772	0.708	0.724
AVD (Sec/Veh)	23.7	25.5	23.6	26.4	23.5	26.6
Stanmore Rd, Enmore Rd & Edgeware Rd						
LOS	C	C	C	C	C	C
DOS	0.847	0.844	0.863	0.875	0.854	0.872
AVD (Sec/Veh)	40.2	38.3	40.7	40.2	40.4	40.1
Newington Rd & Alma Ave						
LOS	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)
DOS	0.043	0.034	0.049	0.034	0.044	0.034
AVD (Sec/Veh)	1.2 (4.3)	1.1 (4.2)	1.4 (4.3)	1.2 (4.2)	1.3 (4.3)	1.1 (4.2)
Newington Rd & Tupper St						
LOS	A(A)	A(A)	A(A)	A(A)	A(A)	A(A)
DOS	0.057	0.046	0.066	0.048	0.062	0.047
AVD (Sec/Veh)	1.8 (5.0)	2.3 (4.9)	1.7 (5.1)	2.5 (5.0)	1.8 (5.1)	2.5 (5.0)
Newington Rd & Enmore Rd						
LOS	A(B)	A(B)	A(B)	A(B)	A(B)	A(B)
DOS	0.163	0.208	0.172	0.235	0.205	0.242
AVD (Sec/Veh)	1.1 (15.7)	1.1 (15.6)	1.3 (16.1)	1.5 (17.4)	1.4 (16.6)	1.5 (17.6)
Alma Ave & Residential Driveway						
LOS	-	-	A(A)	A(A)	A(A)	A(A)
DOS	-	-	0.036	0.042	0.036	0.042
AVD (Sec/Veh)	-	-	1.1 (3.6)	1.1 (3.6)	1.2 (3.7)	1.2 (5.7)
Tupper St & Club/Retail Driveway						
LOS	-	-	A(A)	A(A)	A(A)	A(A)
DOS	-	-	0.025	0.069	0.025	0.069
AVD (Sec/Veh)	-	-	0.9 (3.8)	2.1 (4.1)	0.9 (3.8)	2.1 (4.1)

LOS – Level of Service; DOS – Degree of Saturation; AVD – Average Vehicle Delays
Worst turning movements and respective delays indicated in brackets (sign-controlled intersections)

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

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

2. Average Vehicle Delay (AVD)

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

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

3. Degree of Saturation (DS)

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

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

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

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

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6 and comprise:

- CLEARWAY restrictions along the northern side of Stanmore Road during the weekday morning peak period

- CLEARWAY restrictions along the southern side of Stanmore Road during the weekday afternoon peak period, including along the site frontage

- NO STOPPING/NO PARKING restrictions along both sides of Stanmore Road at all other times, between Enmore Road and Tupper Street

- generally UNRESTRICTED kerbside parking along both sides of Stanmore Road in the vicinity of the site outside of weekday Clearway times, including along the western portion of the site frontage

- NO STOPPING/NO PARKING restrictions along Alma Avenue, including along the site frontage

- generally UNRESTRICTED kerbside parking along both sides of Tupper Street, including along the site frontage, and elsewhere throughout the local area.


N
W
E
S
CAVENDISH
STANMORE
CLEARWAY (6-10 AM)
LN
RD
CLEARWAY (3-7 PM)
ST
ST
HARRINGTON
ST
ALMA
SEBASTOPOL
ST
TUPPER
Key:
No Stopping
No Parking
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING PARKING
RESTRICTIONS
FIGURE 6

Club Car-Parking – Site Specific DCP

Based on the proposed club's floor area, the club has the potential to accommodate up to say, 40 staff and 915 patrons.

By way of comparison, the existing club has a floor area of approximately 1,765m^2 GFA, with approximately 173 car parking spaces, equating to an effective parking rate of *1 space per 10m^2 GFA.*

Applying the existing effective parking rate of *1 space per 10m^2 GFA* to the proposed club's floor area of 1,829m^2 GFA, yields an off-street parking requirement of 183 spaces.

It is pertinent to note however, that the original club approval was granted at a time when car driver rates at clubs and licensed venues tended to be much higher. Behavioral changes since that time, such as the introduction of random breath testing and the proliferation of Uber and the like, has meant that the car driver rates have reduced.

Based on detailed club member consultations and feedback, approximately 100 car spaces (including staff) are required. Furthermore, by way of comparison, the Waverley Bowling Club redevelopment was ultimately approved with a club floor area of approximately 660m^2 PFA and 77 dedicated off-street parking spaces, thereby equating to a parking rate of *1 space per 8.5m^2 PFA.* Application of that parking rate to the Cyprus Club's proposed redeveloped floor area of approximately 900m^2 PFA, yields a parking requirement of 105 spaces.

On this basis, the indicative concept scheme submitted with the revised Planning Proposal includes the provision of approximately 100 club parking spaces, which is a significant reduction to the *existing* parking provision and consistent with an equivalent venue (Waverley Bowling Club), and will therefore ensures the viability of the club moving forward. However, the exact parking rates will be established through the site-specific DCP to be prepared

With respect to the parking for the residential and retail/commercial components, it is expected that parking will be provided broadly in accordance with the *MDCP 2011* rates, which equates to a total of approximately 260-270 parking spaces across the entire site. Again, these exact rates will be established through the site-specific DCP.

The geometric design layout of the proposed car parking facilities will ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* in respect of parking bay dimensions, ramp gradients and aisle widths for the various user classes.

The below table demonstrates how car parking provision was calculated for the purposes of the indicative scheme, noting that actual car parking rates will be determined through the only informs the site specific DCP.

Car Park Summary - Indicative Scheme [1]								Scheme Provides
Site	Building	Units / SQM	Council Parking Rates	RMS Parking Rates	Club (Outlined Traffic Report)	Council Parking Rates	RMS Parking Rates	PP403 - PP406
Site A	Building A - Residential - 1 Bed	16	0.5	0.6		8	9.6	
	Building A - Residential - 2 Bed	8	1.0	0.9		8	7.2	
	Building A - Residential - 3 Bed	4	1.2	1.4		4.8	5.6	
	Total Apartments / Visitor	28	0.1	0.2		2.8	5.6	
	Club @ 1,800	1,800	22.5		100	100	100	
	Retail / Commercial @ 700sqm	700	7+1per 45sqm > 500sqm			11	11	
Total - Site A						135	139	150
Site B	Building C - Residential - 1 Bed	15	0.5	0.6		8	9	
	Building C - Residential - 2 Bed	22	1.0	0.9		22	20	
	Building C - Residential - 3 Bed	11	1.2	1.4		13	15	
	Building D - Residential - 1 Bed	6	0.5	0.6		3	4	
	Building D - Residential - 2 Bed	20	1.0	0.9		20	18	
	Building D - Residential - 3 Bed	4	1.2	1.4		5	6	
	Total Apartments / Visitor	78	0.1	0.2		8	16	
Total - Site B						78	87	90
Site C	Townhouses / Terrace Housing - 2 Bed	2	1			2	2	
	Townhouses / Terrace Housing - 3 Bed	8	1			8	8	
	Total Dwellings	116						
Total - Site C						10	10	19
Total Cars Required						223	236	259
1. The scheme provided in the urban design report is indicative only with the future DCP controlling the eventual scheme								

As noted in the foregoing, at this stage it is not yet known what type of "control point" will be implemented at the club/retail car park entry – e.g., boom gate, number plate recognition, etc. Appendix D of *AS2890.1:2004* provides detail on the capacity of entry and exits at large car parks, with boom gates capable of allowing in the order of 300 vehicles/hour/lane, whilst number plate recognition (or "free flow") capable of allowing in the order of 600 vehicles/hour/lane.

Based on a more restrictive/conservative boom gate control point design within the club/retail car park, and the estimated peak vehicle trips detailed in Chapter 3 of this report, a high-level queuing analysis indicates that the 98th percentile queue lengths at the entry and exit control points will be in the order of 3 cars.

Along with the proposed removal of kerbside parking along the northern end of the western side of Tupper Street, drivers exiting the club/retail parking area will be able to turn left back onto Stanmore Road in an orderly fashion.

Whilst minimising any impact to neighbouring residential streets is always a priority, such as Tupper Street and Harrington Street to the south of the site, it is difficult to "discourage" drivers to avoid those roads without physical or legal restrictions.
Furthermore, restricting the development's residential traffic to right-out only (and avoiding Harrington Street) and club/retail traffic to left-out only (and avoiding Tupper Street to the south), would add additional traffic load to the Stanmore Road/Alma Street and Stanmore Road/Tupper Street intersections.

Introducing measures to "discourage" development traffic to avoid Harrington Street and Tupper Street to the south can be further explored at DA stage, however the traffic analysis determined that this was not required and that development traffic using these roads will be minimal.

Loading/Servicing Provisions

Loading/servicing for the proposed development is expected to be undertaken by a variety of commercial vehicles from vans, wagons and utilities up to and including 8.8m long medium rigid trucks. In this regard, a dedicated loading bay is proposed to be provided within the lower ground floor level, underneath the club building.

The manoeuvring area will ultimately be designed to accommodate the swept turning path requirements of these MRV trucks, allowing them to enter and exit the site in a forward direction at all times via the Tupper Street access ramp.

The geometric design layout of the proposed loading facilities will also ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2* in respect of loading dock dimensions, overhead clearances, ramp gradients and service area requirements for 8.8m MRV trucks.

Recommendations of next steps for measures to reduce private vehicle trip generation and demand, and maximise public transport patronage:

It is recommended than any development application, is conditioned to include a Green Travel Plan (GTP) to bring about better transport arrangements to manage travel demands, particularly promoting more sustainable modes of travel, modes which have a low environmental impact such as walking, cycling, public transport and better management of car use.

As part of a GTP, a number of policies and procedures would be put in place at the site to encourage transport choice to and within the site, namely public transport, walking and cycling. These measures would effectively assist in managing the use of private vehicle trips and parking within the area to reduce congestion and cumulative impacts of vehicle emissions upon air quality.

A GTP is a package of coordinated strategies and measures to promote and encourage sustainable travel, such as walking, cycling and public transport etc. Such plans aim to influence the way people move to/from a business, residential complex or any other organisation to deliver better environmental outcomes and a range of travel choices, whilst also reducing the reliance on private car usage, particularly single occupancy car trips.

The planning of the new development would need to accommodate innovative ideas to better manage the transport demand of the project. It would be necessary to introduce new measures to ensure that trips generated by the proposed development are not solely private car based, particularly single occupancy trips. An example of a successful GTP is the one implemented at Harold Park. The green travel plan incorporates concepts to reduce reliance on cars, by facilitating a modal shift towards public transport usage as opposed to car usage, particularly for single-occupancy car trips.

As such, it is proposed to provide a green travel plan as part of the CCC proposed development, with green travel plan initiatives intended to be provided prior to the occupation of the site.

This travel plan would aim to achieve a lower car driver mode upon occupation compared with comparable sites. These green travel plan initiatives would promote the use of more sustainable modes of travel (i.e., walking, cycling, car share and public transport) and subsequently, reduce vehicle trips to/from the area. Such measures would include (but not limited to):

- Appointment of a Travel Plan Co-ordinator to ensure the ongoing monitoring and evaluation of the plan.
- The Cyprus Club providing a bus service to transport multiple patrons to and from the club
- Providing information and ensuring the development ties in with the sustainable active travel initiatives outside of the site.
- Provision of a Transport Access Guide (TAG) given to every new occupant of the dwelling
- Creation of high-quality pedestrian/shared environments and cycling facilities to encourage cycling and walking
- Provide car sharing facilities and promote the availability of such car sharing pods to reduce private car ownership
- Provide free opal cards to all residents upon occupation with pre-loaded credit so that travel patterns can be influenced from Day 1 and or club patron with their new or renewed membership
- Provision of public transport noticeboards to notify all residents/occupants of the alternate transport options available and a transport access guide for all new occupants
- Provision of high-quality telecommunication points to reduce the need for travel off-site
- A half yearly newsletter for every resident after occupation to outline the latest news on sustainable travel initiatives in the area.
- Provision of free yearly GoOccasional, car share membership for the initial occupation of dwellings to allow two drivers registered per membership
- Provision of bicycle parking spaces for both residents and visitors in accordance with council requirements.

Thus, it is envisaged that the implementation of a green travel plan could reduce trips generated by the development, particularly to target residents and staff within the proposed development site.

Conclusion

The foregoing has found that all surrounding intersections are expected to continue to operate at existing *Levels of Service* under the revised Planning Proposal scenario (with minimal increases in delays on all approaches), and that no infrastructure upgrades will be required, beyond the proposed widening of Alma Avenue. Whether Alma Avenue remains as one-way or is converted to two-way makes little difference to the network, however it does remove a portion of the development's residential traffic off the local road network.

Furthermore, the proposed development will also ultimately satisfy Council's off-street parking requirements for the residential and retail/commercial components whilst also providing sufficient parking for the club to ensure its viability into the future.

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

APPENDIX A

ARCHITECTURAL CONCEPT PLANS

SITE DATA

Current Proposal

Site:

56-78 Stanmore Road, Stanmore 2-20
Tupper Street, Stanmore
1-9 Alma Avenue, Stanmore

Site Area:

9129 m2 (original site area)
8438 m2 (after road widening to Alma Avenue)

Site Dimensions:

66.5 m to Stanmore Road
139.5 m to Alma Avenue 140 m to Tupper Street

Proposal Summary

Zoning

Part Mixed Use (B4) and part General Residential (R1)

Massing:

Perimeter block massing consisting of buildings facing Stanmore Road, Tupper Street and Alma Avenue highly articulated building forms in both plan and elevation buildings step to reflect site falls.

Use

Approx. 1600 - 2000 m2 of club building over 2 levels

Approx. 500-700 m2 of commercial /retail space at ground level facing Stanmore Road

Approx. 106 residential units + 10 Terrace Houses

Road Widening

- approx. 700 m2 of land dedicated for road widening along Alma Avenue (5.m wide)

Public Open Space:

- approx. 400 m2 public plaza located at the northern end of the site facing Stanmore Road
- approx. 600 m2 of a public park off Alma street as shown

Communal Open Space:

- approx. 2215 m2 of communal open space at ground levels, as per ADG guidelines. Roof level areas removed

Through Site Link:

- Lane A: Publicly accessible shared pedestrian zone & thru site link extending Harrington Street. Potential for dedication to Council (subject to Council consideration)
- Lane B: Publicly accessible shared vehicular / pedestrian zone & thru site link connecting Alma Avenue and Tupper Street

Parking:

- Site A: approx. 150 spaces over three levels
- Site B: approx. 90 spaces over two levels
- Site C: approx. 20 spaces

Height:

- 5 Storey Stanmore Road (upper two levels set back)
- 4 Storey Alma Avenue (upper level set back)
- 5/6 Storey Tupper Street (upper level set back)
- Townhouses (Site C)

Setbacks

2 - 6 m (in addition to upper level setbacks on building on site A and B)

Recommendations

1. Approx 5m wide / 700 m2 of land dedicated for road widening along Alma Avenue, in addition to new footpath of 1.8 m adjoining the site and 1.7 m on the opposite side of Alma avenue as per diagram PP403
2. i) publicly accessible thru site link extending Harrington Street with potential for dedication to Council – LANE A (PP404)

   ii) publicly accessible through site link connecting Alma Avenue and Tupper Street – LANE B (PP404)
3. Site is not subdivided – Land remains owned into perpetuity by the Cyprus Club
4. Setbacks to Stanmore Road of min 4.5 m
   Setbacks to Tupper Street of between 2 m and 5 m
   Setbacks to Alma Avenue between 2 m and 3 m, excluding road dedication
5. Approx. 600 m² Common Open Space (Urban Pocket Park) adjacent to Alma St. Landscaping, children's playground, public seating area provided.

   The centrepiece of the Urban Pocket Park will be a large existing tree (not previously proposed to be retained) and confirmed by our Arborist consultant as worthy of retention
6. Approx. 400 m² of public plaza at the northern end of the site facing Stanmore Road
7. Nom. 1000 m2 internal residential courtyard extending the length of the Site B
8. Mixed Use (B4) Zoning to upper portion of site (Site A) and General Residential (R1) Zoning to the middle and lower portions of the site (Site B + Site C)
9. Maximum building heights of:
   - SITE A - 21 m
   - SITE B - 17-21 m
   - SITE C - 11 m
6. i) building heights of 4-5 storeys fronting Stanmore Road with the upper most storey setback 3 m on all sides from the external wall of the floor below

   ii) building heights of 4 storeys fronting Alma Avenue with the upper most storey setback 3 m from the Alma Avenue external wall of the floor below

   iii) building heights of 4 - 6 storeys fronting Tupper Street with the upper storey (small area) setback 9 m from the Tupper Street external wall of the floor below and 6 m from the lane A external wall of the floor below.
   Half storey removed
10. Maximum AHD building heights as setout in PP412 11. Permissible

Floor Space Ratio of
- SITE A & SITE B COMBINED - 1.75 : 1
- SITE C - 1.0 : 1

harrington st

alma avenue 139.5m

27550mm

site fall 8.37m

DP 180283

5.6m nom

8.5m nom

brick substation

36260mm

existing trees

no.74-76
DP 121240

DP 971516

total site area:
9129 sqm

site falls 11.65

existing tree

no.70
DP 105806

no.9 DP 444675 LOT 3

no.7 DP 444675 LOT 2

no.5 DP 444675 LOT 1

no.10 DP 119242 LOT 1

no.16-20
DP 167529
LOT 1

brick garage

no.8 DP 923826 LOT 1

no.6 DP 308880 LOT D

no.4 DP 308880 LOT C

64m

site fall 2.88m

no.14
DP 301956
LOT 2

DP 115287 LOT 1

no.58
DP 308880
LOT A

no.2
DP 308880
LOT B

site fall 1.56m

66.5m

stanmore road

shed

no.12
DP 301956
LOT 1

single storey brick house

single storey brick house

single storey brick house

single storey brick house

single storey brick house

single storey brick house

2 storey brick building "cyprus community centre"

cyprus club

24610mm

site fall 9.69m

34360mm

140m

tupper street

source : kennedy associates architects

58-76 Stanmore Road Stanmore NSW

PA STUDIO LEVEL 2 20 YOUNG ST NEUTRAL BAY, NSW 2089 TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288 NOMINATED ARCHITECT - GEORGE REVAY REG. NO. 3954

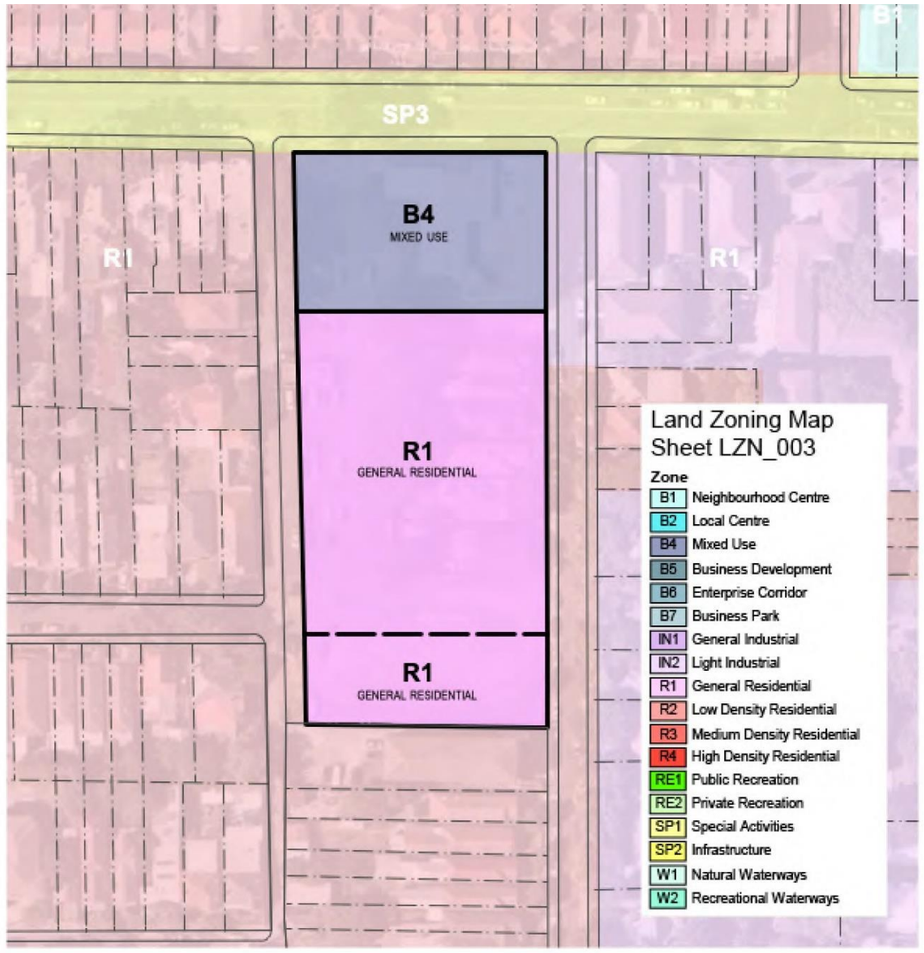
MARCH 2022 REVE

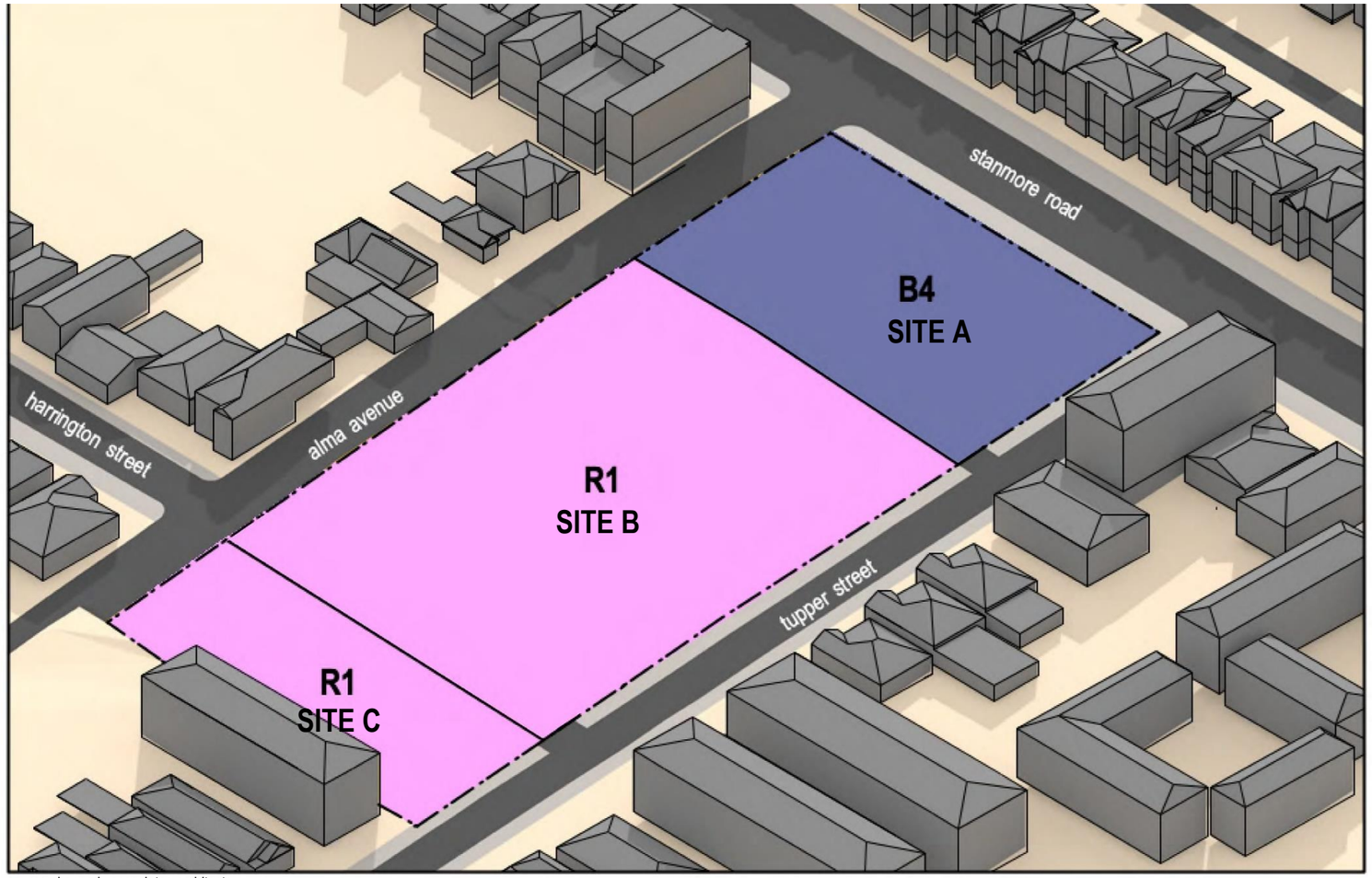
EXISTING SITE

URBAN DESIGN STUDY / INDICATIVE SCHEME FOR PLANNING PROPOSAL AT:

scale 1:500

0 M 5 M 10 M 20 M 30 M





source : kennedy associates architects

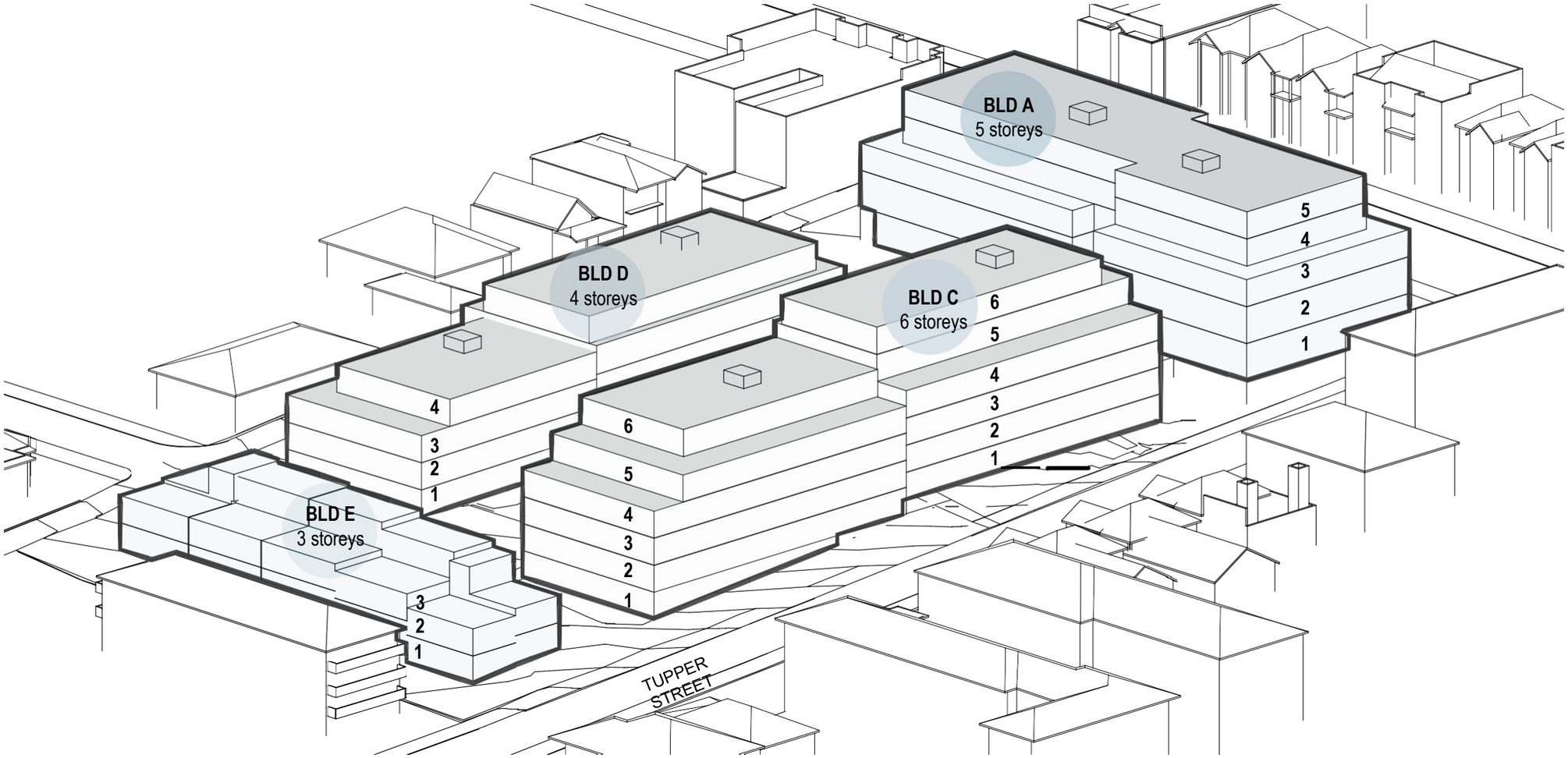
ZONING

location	zoning	proposed use
SITE A	B4 - mixed use *note: Site A to be inlculded on MLEP schedule 1 with additional permitted use of a 'residential flat building' as part of a mixed use development*	BLD A registered club **(ground + first floors)** residential apartments above (upper floors) **retail / commercial (basement + ground floors)**
SITE B	R1 - General Residential	BLD A + B residential flat buildings
SITE C	R1 - General Residentiall	BLD E **towhnhouses / terrace housings**

LEP ZONING

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

58-76 Stanmore Road Stanmore NSW



BUILDING HEIGHT IN STOREYS

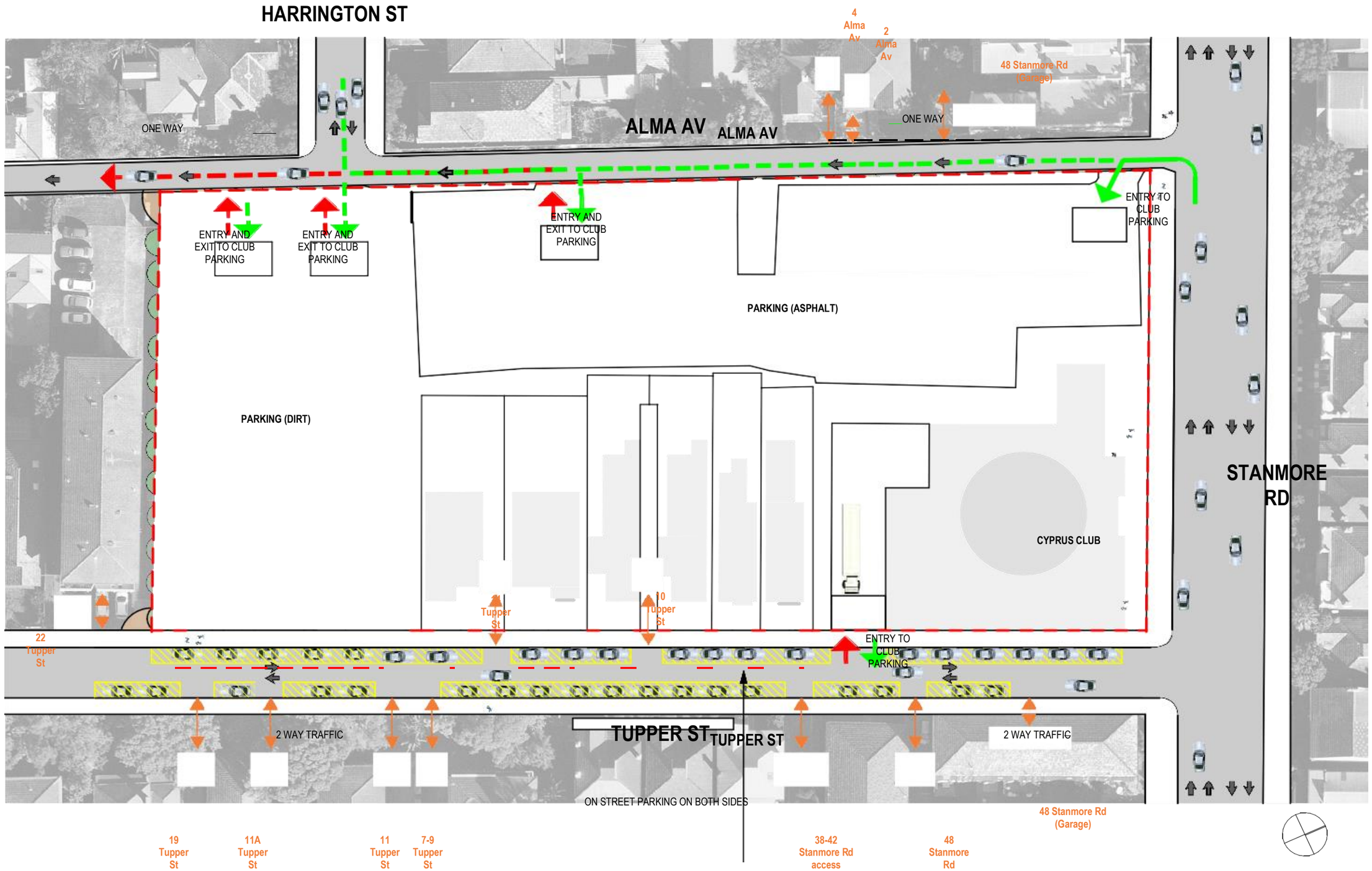
location		no. storeys
SITE A	building A	5 storeys
SITE B	building C	6 storeys
	building D	4 storeys
SITE C	building E	3 storeys

NOTE :
number of storeys excluded basement carparkig including where parts of basement is raised more than 1m above ground level due to site falls.

storeys are counted above ground level for street frontages and above podium level for the interior portion of buildings C+D.

BUILDING HEIGHT - STOREYS

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:



PRESENTLY,TUPPER STREET IS DESIGNATED AS A TWO-WAY ROAD, HOWEVER TWO VEHICLES CANNOT PASS ONE ANOTHER AND VEHICULAR ACCESS IS DIFFICULT TO ENTRIES TO EXISTING APARTMENT BUILDINGS BECAUSE OF PARKED CARS

TRAFFIC CIRCULATION EXISTING

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

scale 1:500

0 M 5 M 10 M 20 M 30 M

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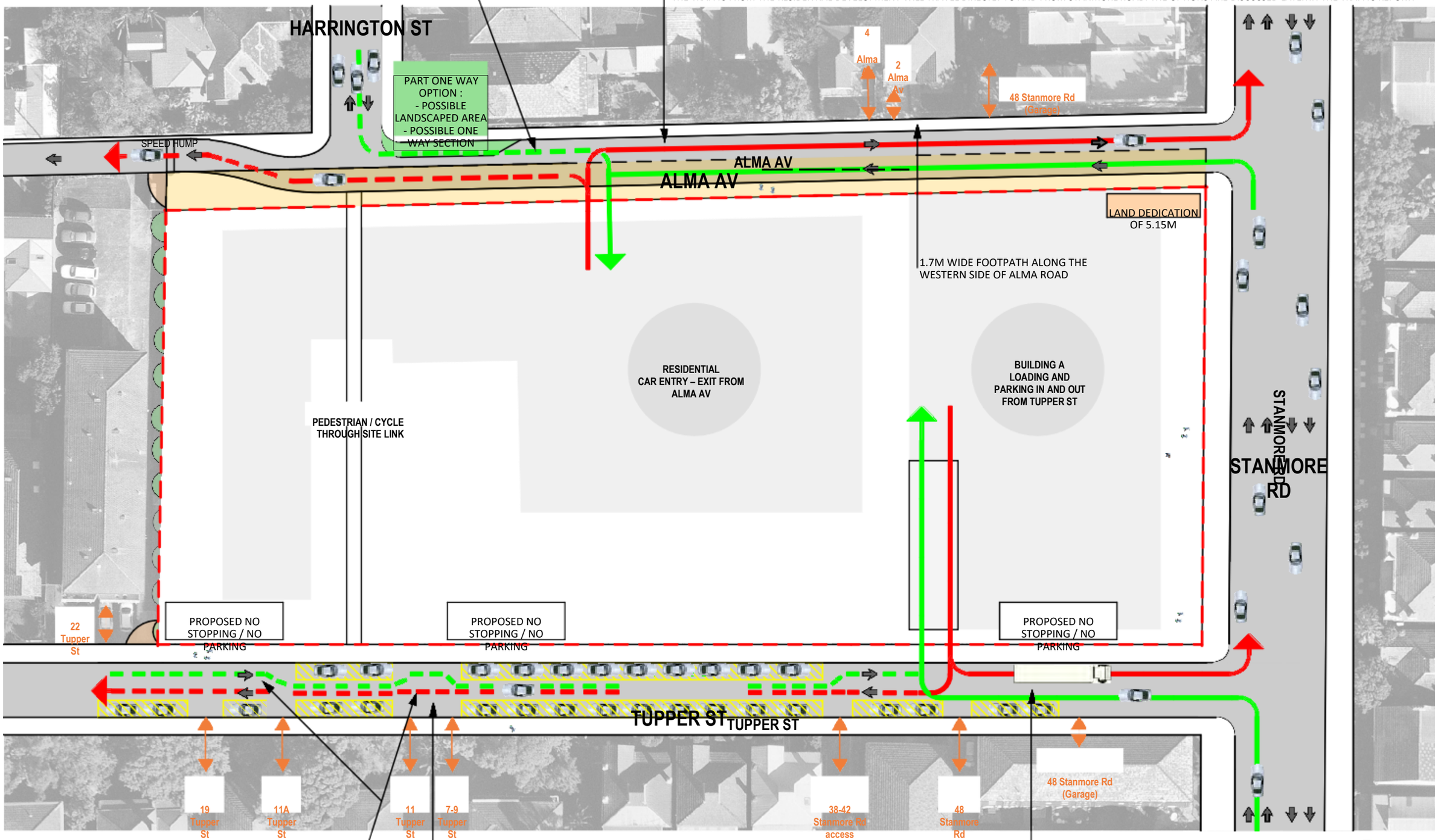
6.5M WIDE ROAD CARRIAGEWAY : THE PROPOSED CARRIAGEWAY, BETWEEN STANMORE ROAD AND HARRINGTON STREET, WILL BE WIDE ENOUGH TO ACCOMMODATE TWO LANES AND TWO WAY TRAFFIC

EXISTING 4.85M WIDE ROAD RESERVE WILL BE INCREASED TO 10.0M

BY RETAINING THE EXISTING ONE-WAY SOUTHBOUND TRAFFIC FLOW FROM SOUTH OF THE RESIDENTIAL CAR-ENTRY EXIT THE EXISTING TRAFFIC FLOW IN HARRINGTON STREET AND ALMA AVENUE SOUTH OF HARRINGTON STREET WILL ENSURE THERE IS MINIMAL CHANGE TO EXISTING TRAFFIC IN HARRINGTON STREET OR ALMA AVENUE. ALMOST ALL OF THE TRAFFIC FROM THE RESIDENTIAL DEVELOPMENT WILL TRAVEL DIRECTLY TO AND FROM STANMORE ROAD. THE OPTIONS ARE DISCUSSED LATER IN THE TRAFFIC REPORT.



NO STOPPING/NO PARKING RESTRICTIONS OPPOSITE NO.7-9 & NO.11 DRIVEWAYS AND OPPOSITE NO.11A & NO.19'S DRIVEWAYS WILL MAKE IT EASIER FOR THOSE RESIDENTS TO ACCESS THEIR PROPERTIES WHILST ALSO FURTHER IMPROVING TRAFFIC FLOW ALONG TUPPER STREET BY PROVIDING PASSING OPPORTUNITIES FOR LOCAL ROAD USERS

WHILST A NUMBER OF ON-STREET KERBSIDE PARKING SPACES WILL BE REMOVED AS A RESULT OF THE CHANGES, THE PUBLIC BENEFIT IN IMPROVED TRAFFIC FLOW ALONG THE NORTHERN SECTION OF TUPPER STREET WILL OUTWEIGH THE LOSS OF THESE SPACES. CHANGES TO ON-STREET PARKING AND SIGNAGE REQUIRE APPROVAL FROM COUNCIL'S LOCAL TRAFFIC COMMITTEE.

NO STOPPING/NO PARKING RESTRICTIONS ALONG THE WESTERN SIDE OF TUPPER STREET BETWEEN STANMORE ROAD AND THE PROPOSED NEW SITE ACCESS DRIVEWAY. THIS WILL IMPROVE TRAFFIC FLOW AND ELIMINATE QUEUING ONTO STANMORE ROAD

TRAFFIC CIRCULATION PROPOSED

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

scale 1:500

0 M 5 M 10 M 20 M 30 M

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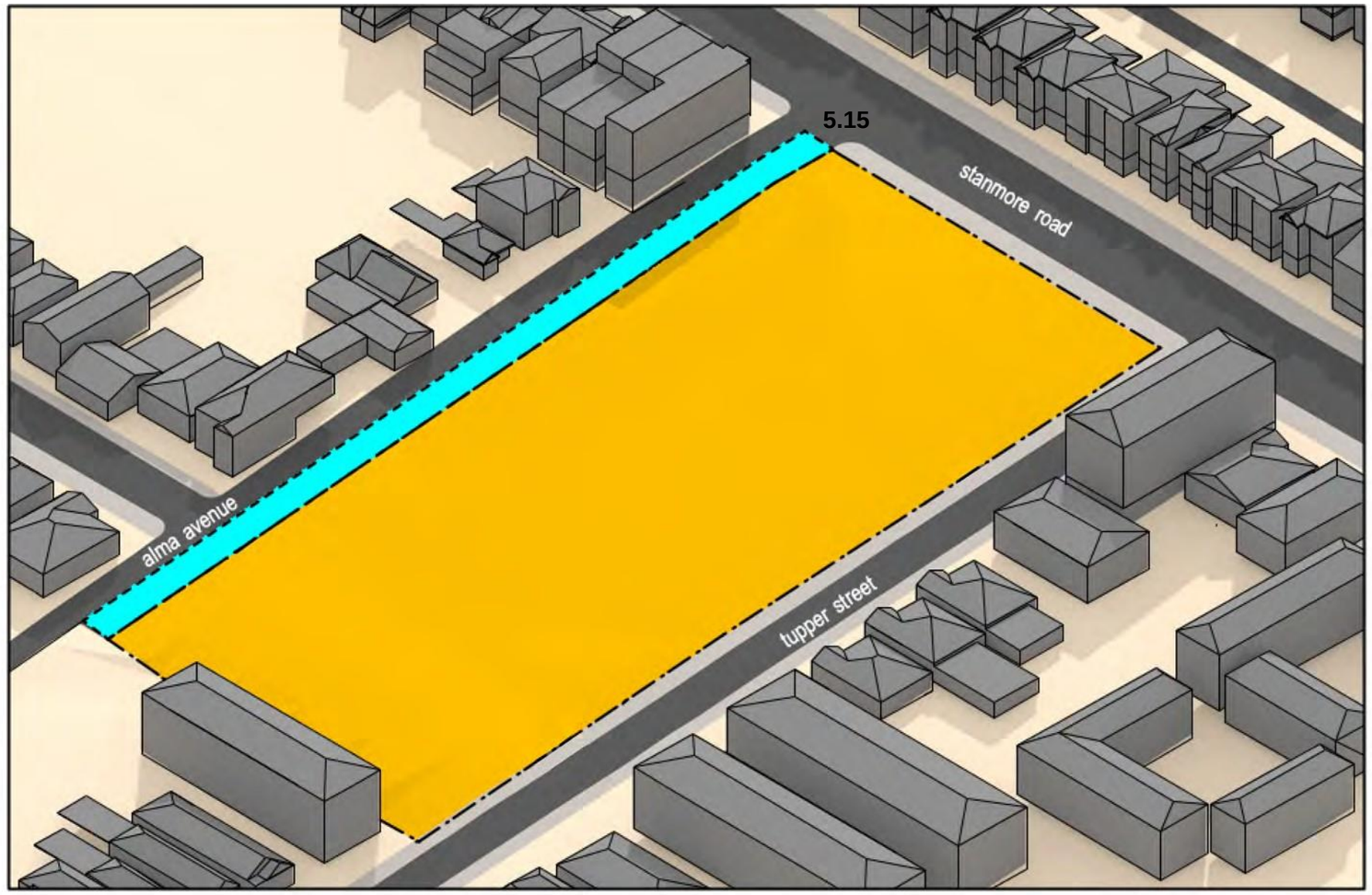
ALMA AVENUE
VIEW FACING NORTH



source : kennedy associates architects

ROAD WIDENING *

location	width	area (m^2)
ALMA AVENUE	5.15m	697

*see diagram PP314 for road widening details

Alma avenue is currently a one-way traffic. By expending it, we will allow a two-way street along our site.

ALMA AVENUE WIDENING

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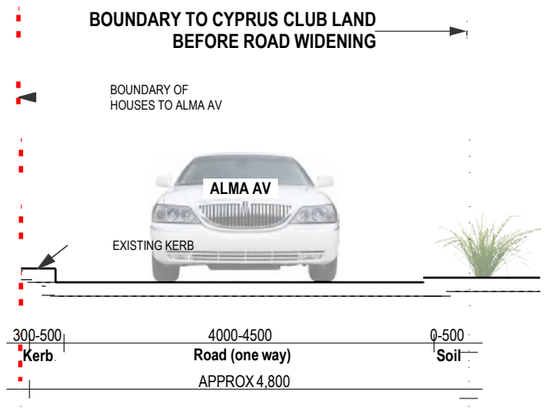
EXISTING



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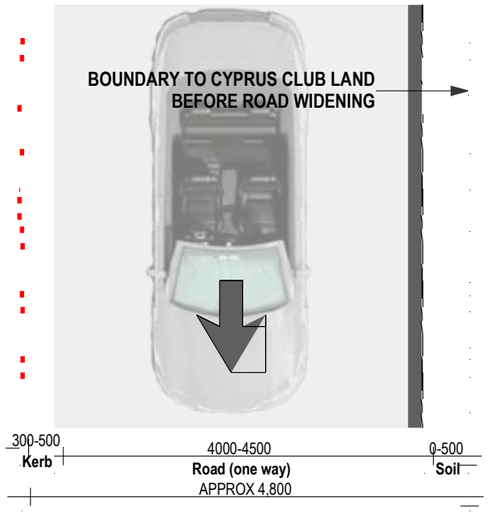
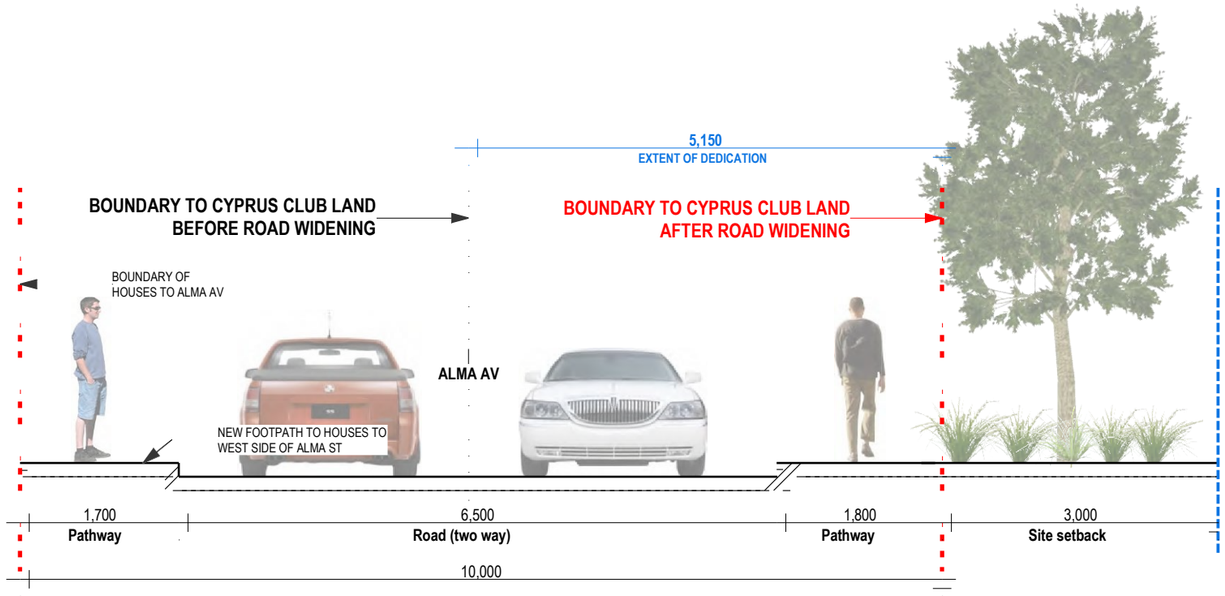


PLAN 1:75

PROPOSED



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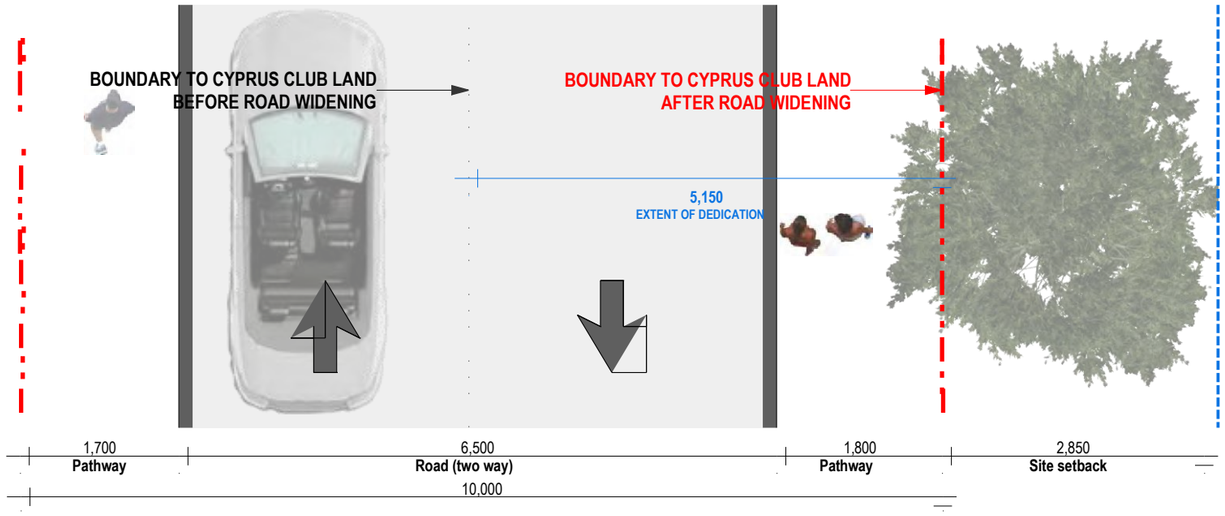

PLAN 1:75

ALMA AVENUE WIDENING DETAILS

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

58-76 Stanmore Road Stanmore NSW

PASTUDIOLEVEL220YOUNGSTNEUTRALBAY,NSW2089 TEL:8968 1900 FAX:8968 1999 ACN:603 389 288 NOMINATEDARCHITECT-GEORGEREVAYREG.NO.3954

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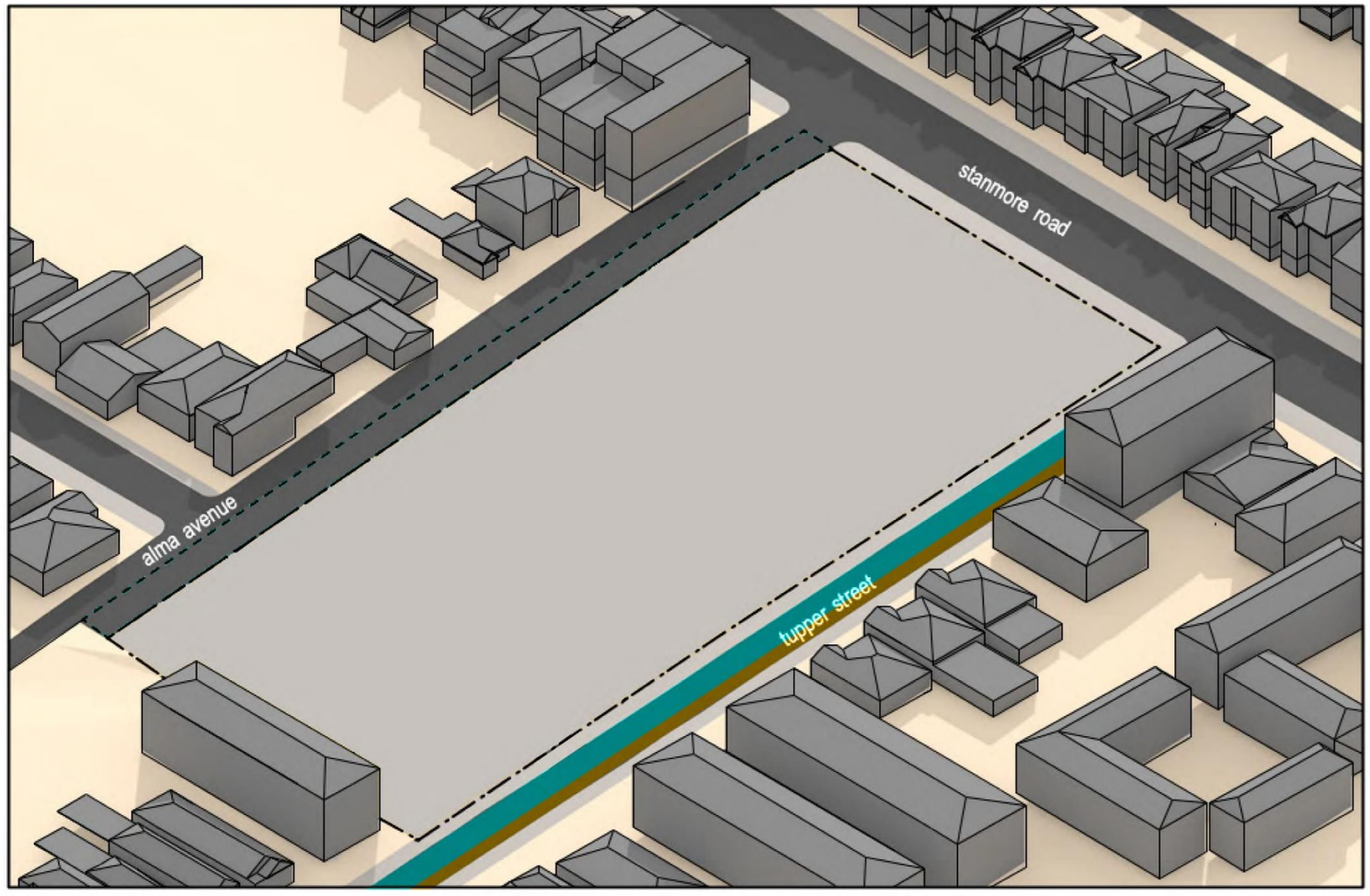
PP 314

TUPPER STREET
VIEW FACING SOUTH



PARKING CHANGE

*see diagram PP316 for details

Tupper street is very narrow. It is only 7.5 metres wide and two cars cannot pass each other without pulling into driveways or reverse manoeuvring.

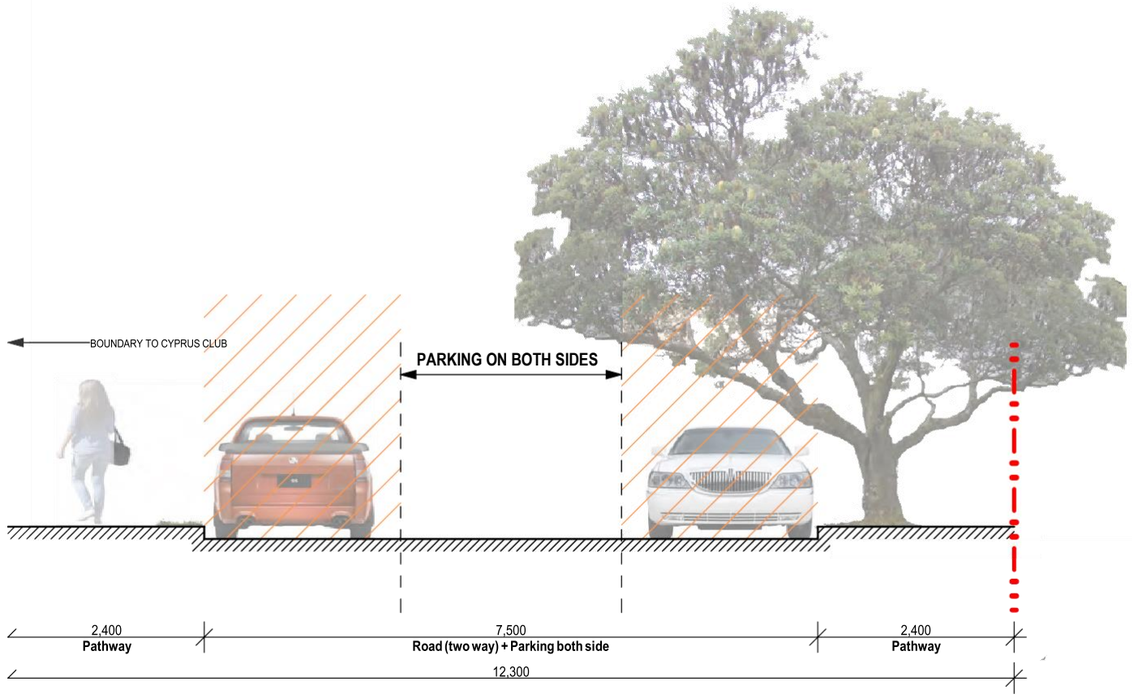
Tupper Street will be 2 way allowing vehicles to easily enter and exit the car-park, reduce any likelihood of queuing onto Stanmore Road.

Parking on the west side of Tupper Street traffic will be partially removed.

Entry to the basement car-park will be close to Stanmore Road.

PASTUDIOLEVEL220YOUNGSTNEUTRALBAY,NSW2089 TEL:8968 1900 FAX:8968 1999 ACN:603 389 288 NOMINATEDARCHITECT-GEORGEREVAYREG.NO.3954

EXISTING



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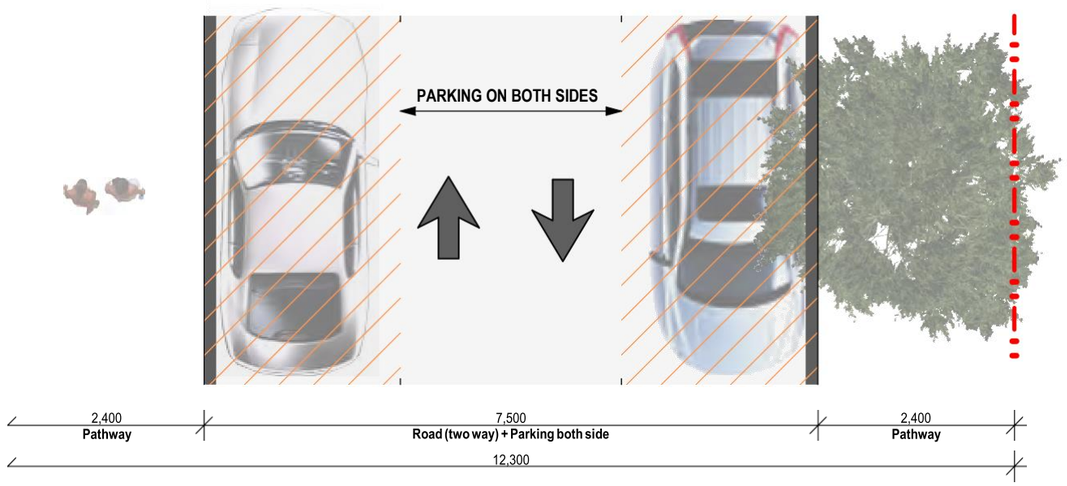
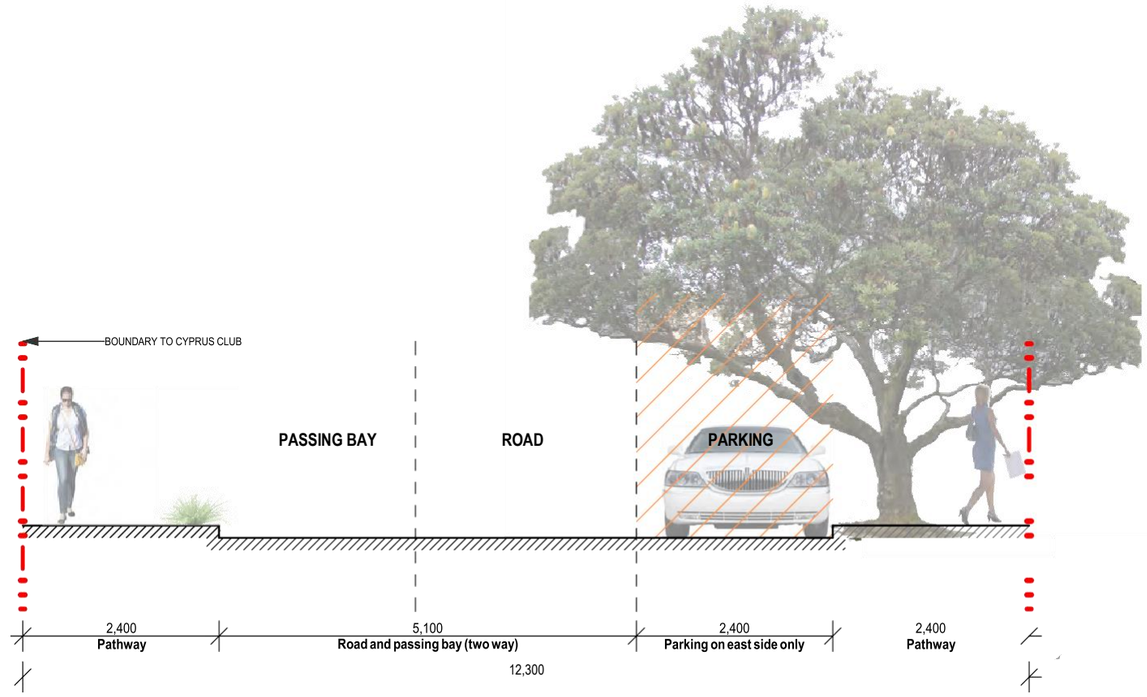


PLAN 1:75

PROPOSED



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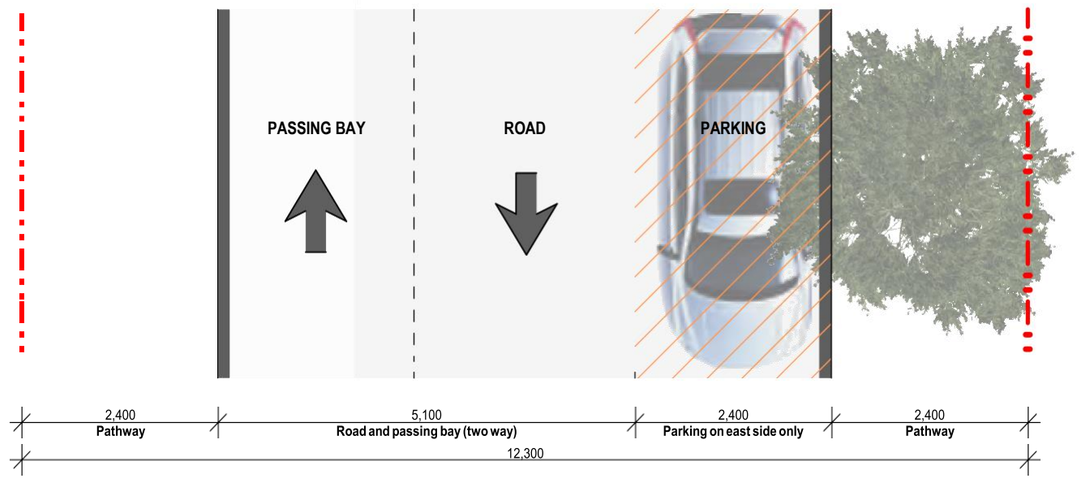

PLAN 1:75

TUPPER STREET PARKING CHANGE DETAILS

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

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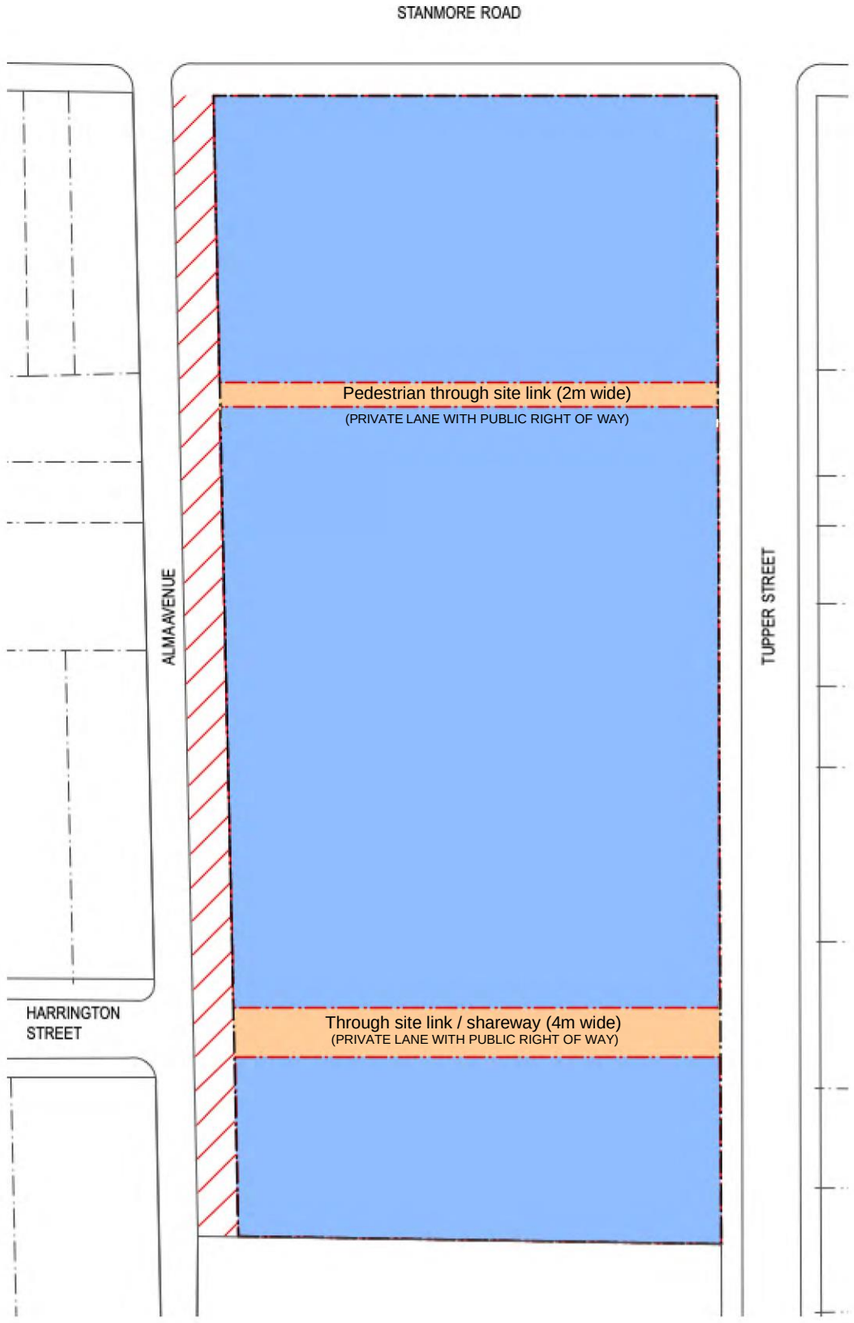

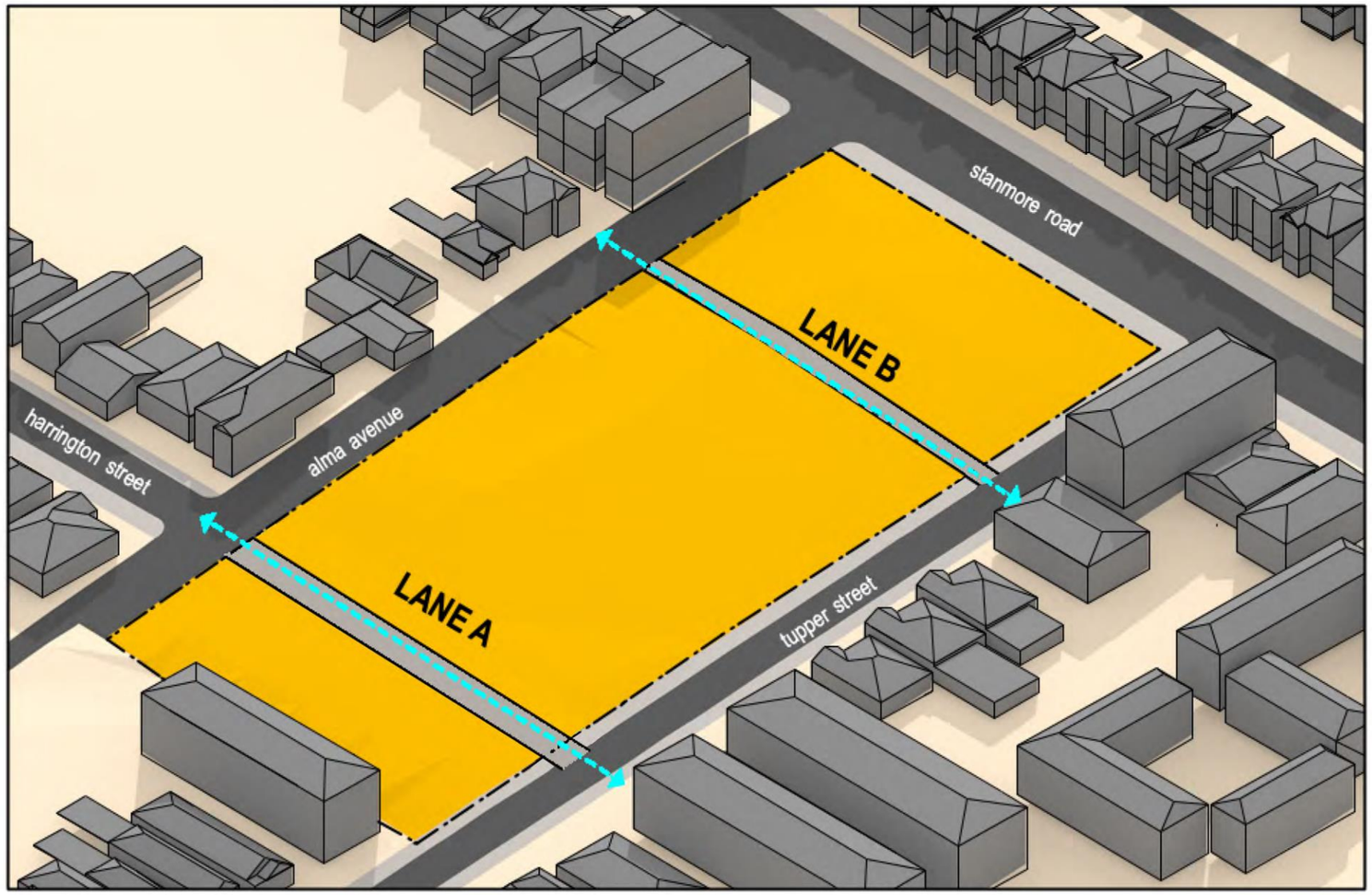

source : kennedy associates architects

LANES

name	width	domain
LANE A	4m	private lane with public right of way (potential of council ownership)
LANE B	2m	private lane with public right of way (potential of council ownership)

THROUGH SITE LINKS

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

SITE C | SITE B | SITE A

04 05 03

5.15M ROAD WINEDING

RESIDENTIAL CAR ENTRY – EXIT

ALMA AV

140,3M

+27.500 +30.300 +34.100 +36.300

URBAN POCKET

+38.100

BUILDING D
4 STOREYS
+42.700 +46.500

BUILDING E
3 STOREYS

PEDESTRIAN THROUGH SITE LINK

COMMUNAL OPEN SPACE

+34.100

BUILDING A
5 STOREYS
+52.800

61.7M

+35.100

PLAZA

01 02 06

BUILDING C
6 STOREYS
+45.800 +50.600

+35.900

+30.300 140,9M +32.000

+24.700

+34.500

TUPPER ST

BUILDING A LOADING AND PARKING IN AND OUT

04 05 03

SITE BOUNDARY BEFORE ROAD WIDENING

SITE BOUNDARY AFTER ROAD WIDENING

NEW TREE

NEW STREET TREE

EXISTING TREE

INDICATES LOW POINT ON SITE

INDICATES LOCATION OF VEHICULAR ENTRY

INDICATES LOCATION OF PEDESTRIAN ENTRY

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

SITE PLAN

scale 1:500

0 M 5 M 10 M 20 M 30 M

58-76 Stanmore Road Stanmore NSW

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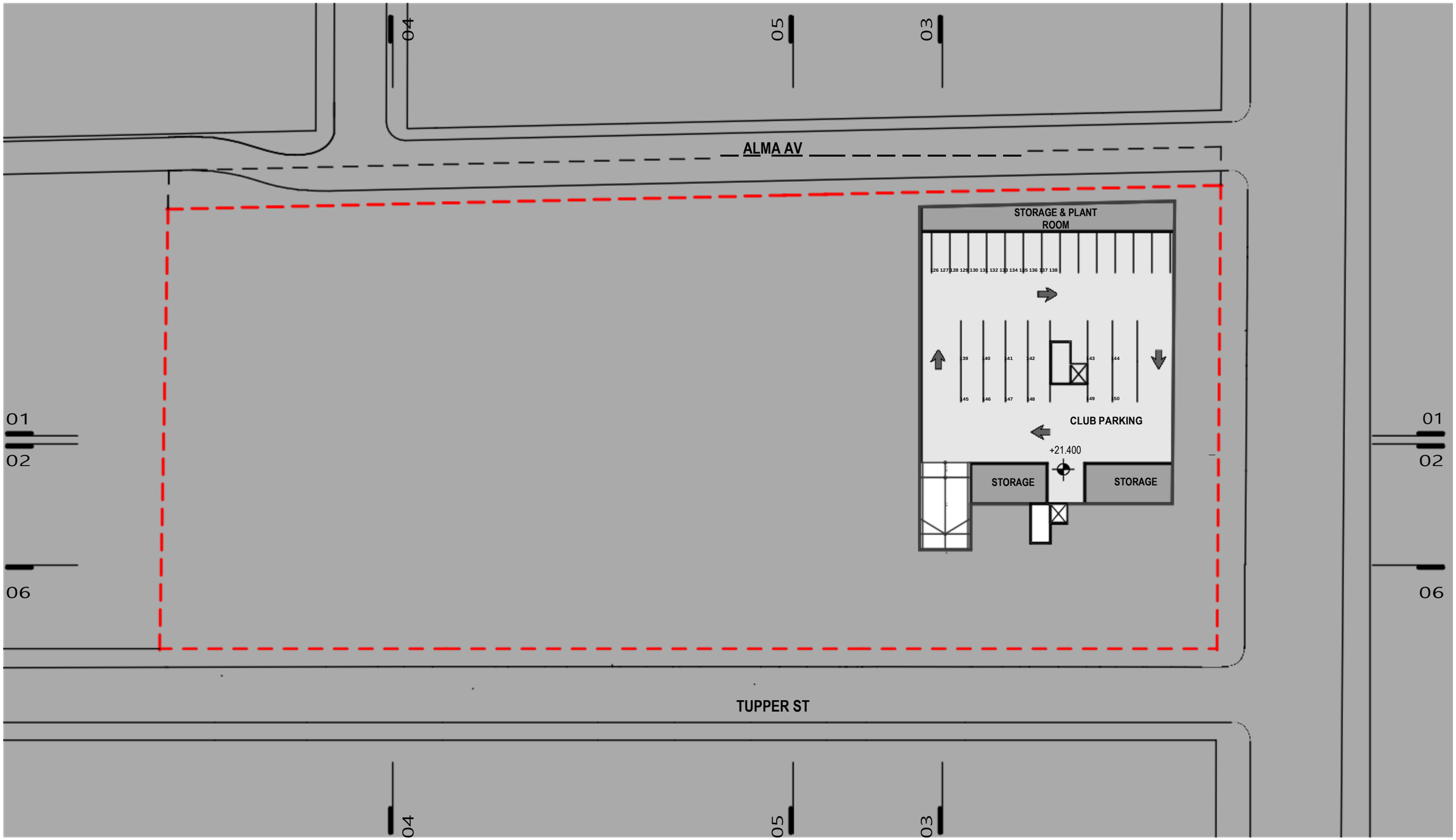
PP 402



SITE BOUNDARY BEFORE ROAD WIDENING
SITE BOUNDARY AFTER ROAD WIDENING

NEW TREE

NEW STREET TREE

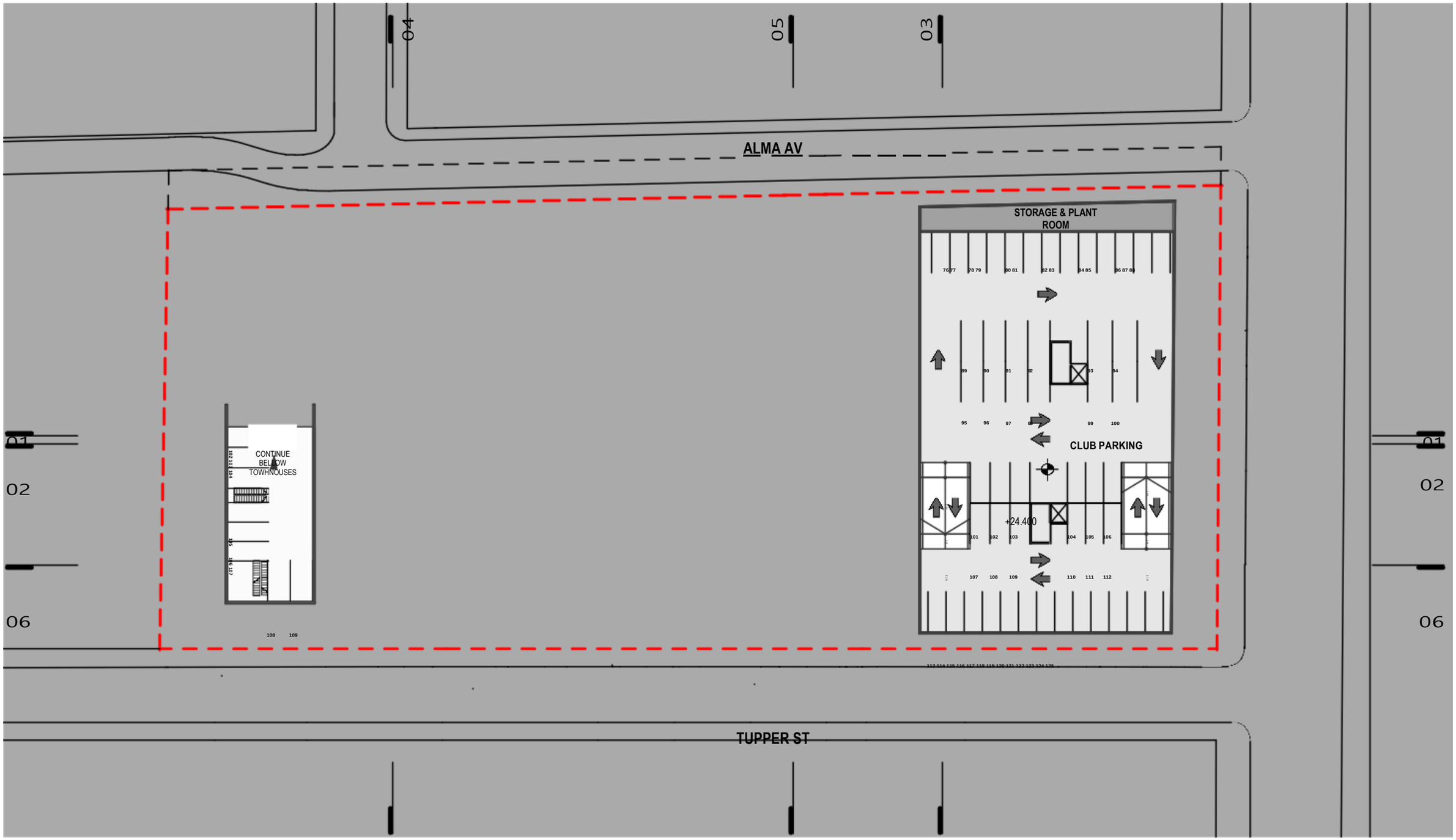
EXISTING TREE

scale 1:500

0 M 5 M 10 M 20 M 30 M

LOWER GROUND FLOOR 5 PLAN

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:



SITE BOUNDARY BEFORE ROAD WIDENING
SITE BOUNDARY AFTER ROAD WIDENING

NEW TREE

NEW STREET TREE

EXISTING TREE

scale 1:500

0 M 5 M 10 M 20 M 30 M

LOWER GROUND FLOOR 4 PLAN

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

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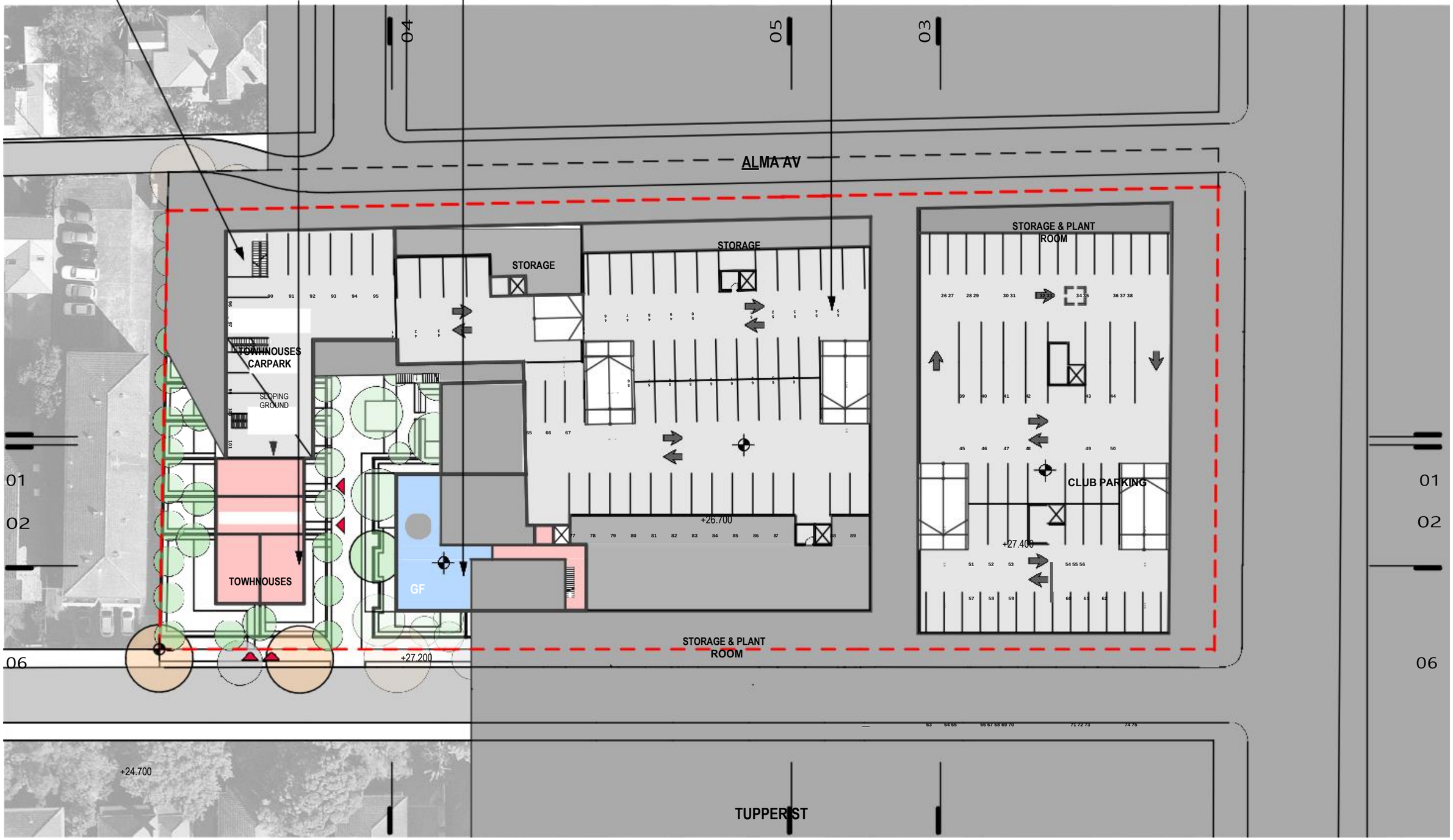
PARKING UNDER BUILDING TO MAXIMISE DEEP SOIL

TOWN HOUSES HAVE 2 STOREY APPEARANCE WHEN VIEWED FROM SOUTH AND NO LONGER OVERSHADOW

APARTMENTS FACE THROUGH SITE LINK FOR SURVEILLANCE

SPLIT LEVEL PARKING TO IMPROVE VEHICULAR CIRCULATION AND FOLLOW SLOPE OF LAND



SITE BOUNDARY BEFORE ROAD WIDENING

SITE BOUNDARY AFTER ROAD WIDENING

NEW TREE

NEW STREET TREE

EXISTING TREE

scale 1:500

LOWER GROUND FLOOR 3 PLAN

0 M 5 M 10 M 20 M 30 M

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PP 405

THROUGH SITE LINK

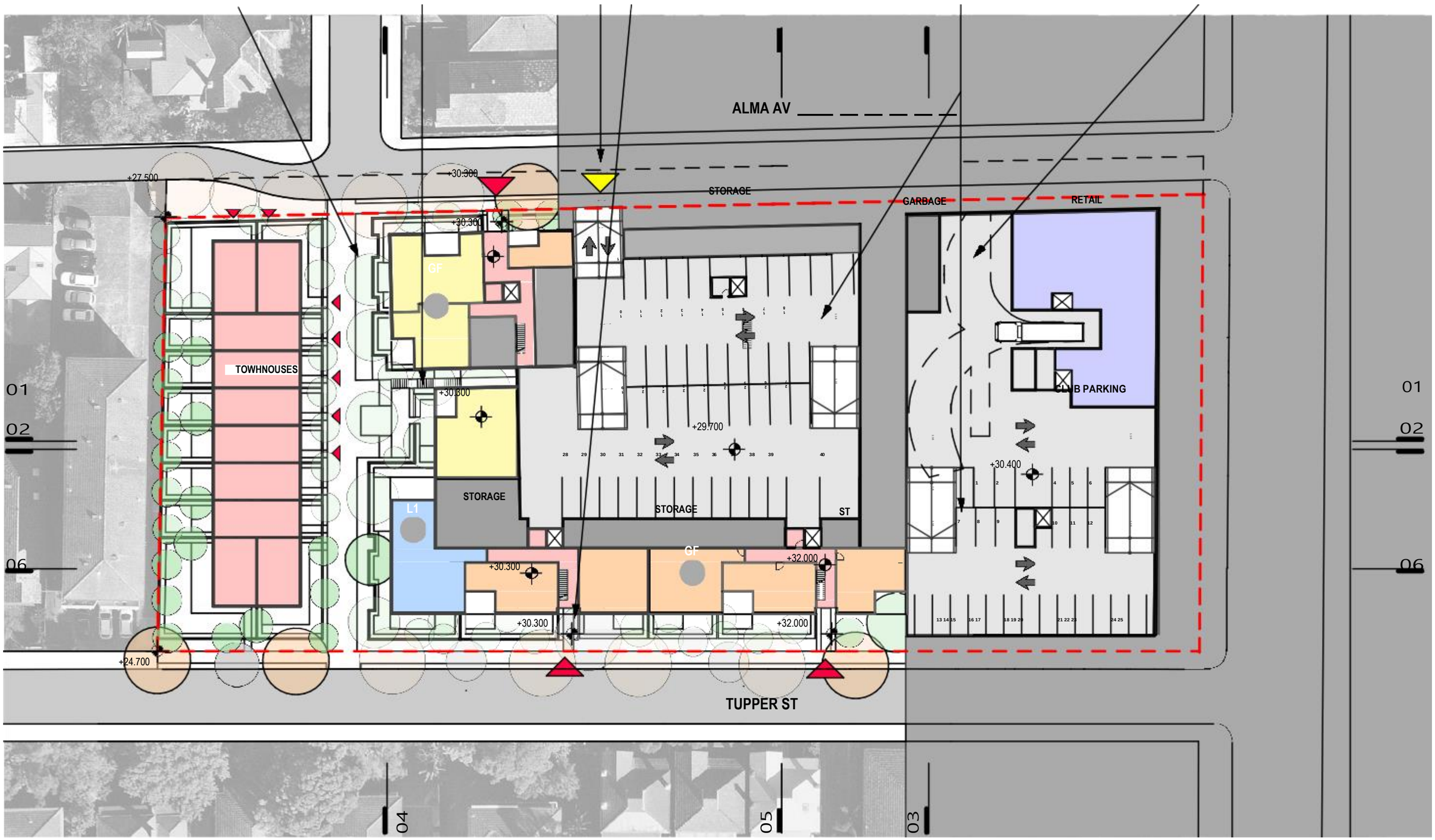
STAIRS CONECT TO COMMUNAL OPEN SPACE

RESIDENTIAL CAR ENTRY – EXIT FROM ALMA AV

APARTMENTS HAVE DIRECT ACCESS TO TUPPER STREET

SPLIT LEVEL PARKING TO IMPROVE VEHICULAR CIRCULATION AND FOLLOW SLOPE OF LAND

LOADING AREA



SITE BOUNDARY BEFORE ROAD WIDENING

SITE BOUNDARY AFTER ROAD WIDENING

NEW TREE

NEW STREET TREE

EXISTING TREE

GFA has been removed from the Site B Level 5 Tupper Street Building in order to reduce bulk and scale to this building.

Part of this GFA has been relocated within the Site A Lower Ground floor and identified as retail / commercial GFA.

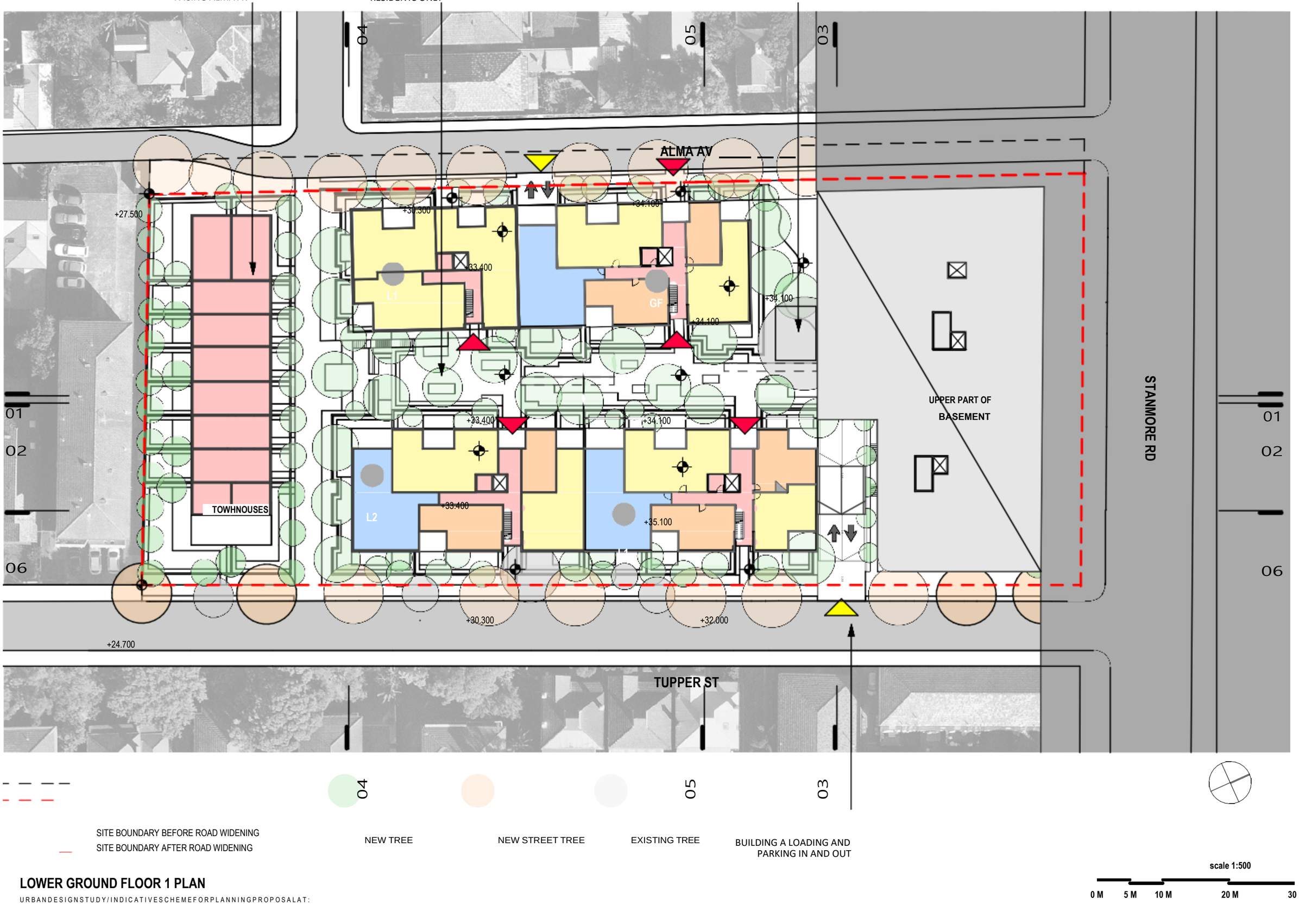
This retail / commercial GFA within the Site A lower ground floor mimics the retail / commercial space within the existing Cyprus Community Club's lower ground floor.

scale 1:500

0 M 5 M 10 M 20 M 30 M

LOWER GROUND FLOOR 2 PLAN

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:



SITE BOUNDARY BEFORE ROAD WIDENING

SITE BOUNDARY AFTER ROAD WIDENING

NEW TREE

NEW STREET TREE

EXISTING TREE

BUILDING A LOADING AND PARKING IN AND OUT

LOWER GROUND FLOOR 1 PLAN

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

scale 1:500

0 M 5 M 10 M 20 M 30 M

PA STUDIO LEVEL 2 20 YOUNG ST NEUTRAL BAY, NSW 2089 TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288 NOMINATED ARCHITECT - GEORGE REVAY REG. NO. 3954

EXTISTNG TREE RETAINED
PUBLIC OPEN SPACE LOOKS TOWARDS CONSERVATION AREA
EXTISTNG TREES RETAINED
04
05
03
ALMA AV
+27.500
+30.300
+34.100
+36.300
+36.500
L2
L1
+37.200
PARK
RETAIL
CLUB ENTRY
GF
PEDESTRIAN THROUGH SITE LINK
COMMUNAL OPEN SPACE
+35.10
STANMORE RD
02
TOWNHOUSES
L3
+36.500
+38.200
L2
PLAZA
CLUB
06
+30.300
+32.000
+24.700
+34.500
TUPPER ST

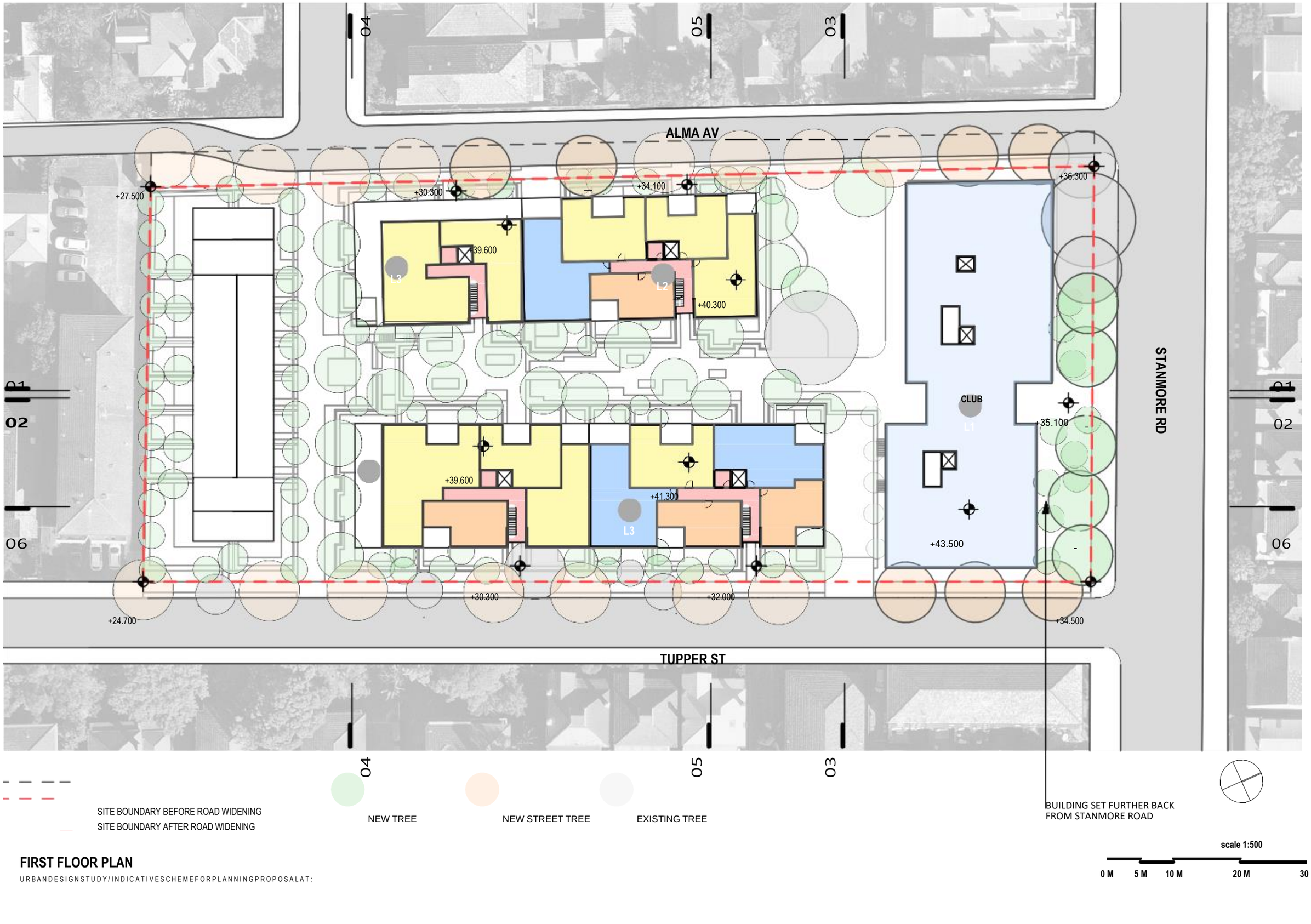
SITE BOUNDARY BEFORE ROAD WIDENING
SITE BOUNDARY AFTER ROAD WIDENING
NEW TREE
NEW STREET TREE
EXISTING TREE
CONNECTION FROM STANMORE ROAD TO PUBLIC OPEN SPACE
BUILDING SET FURTHER BACK FROM STANMORE ROAD
PUBLIC OPEN SPACE

scale 1:500
0 M 5 M 10 M 20 M 30 M

GROUND FLOOR PLAN

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

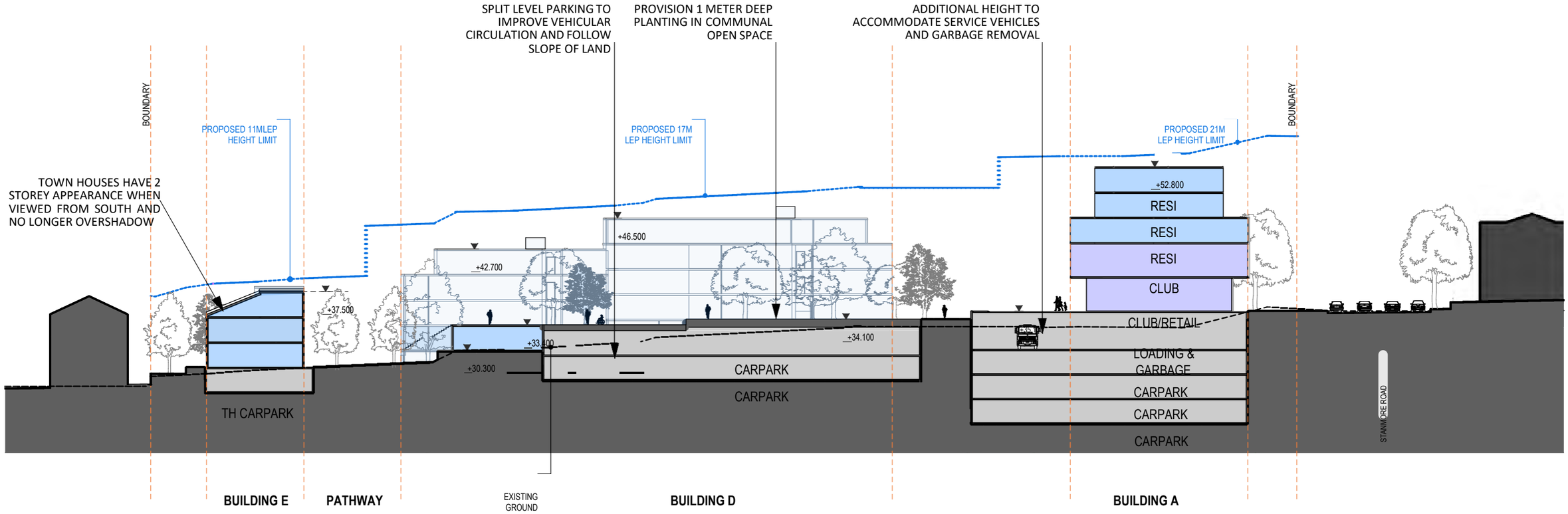
PA STUDIO LEVEL 2 20 YOUNG ST NEUTRAL BAY, NSW 2089 TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288 NOMINATED ARCHITECT - GEORGE REVAY REG. NO. 3954



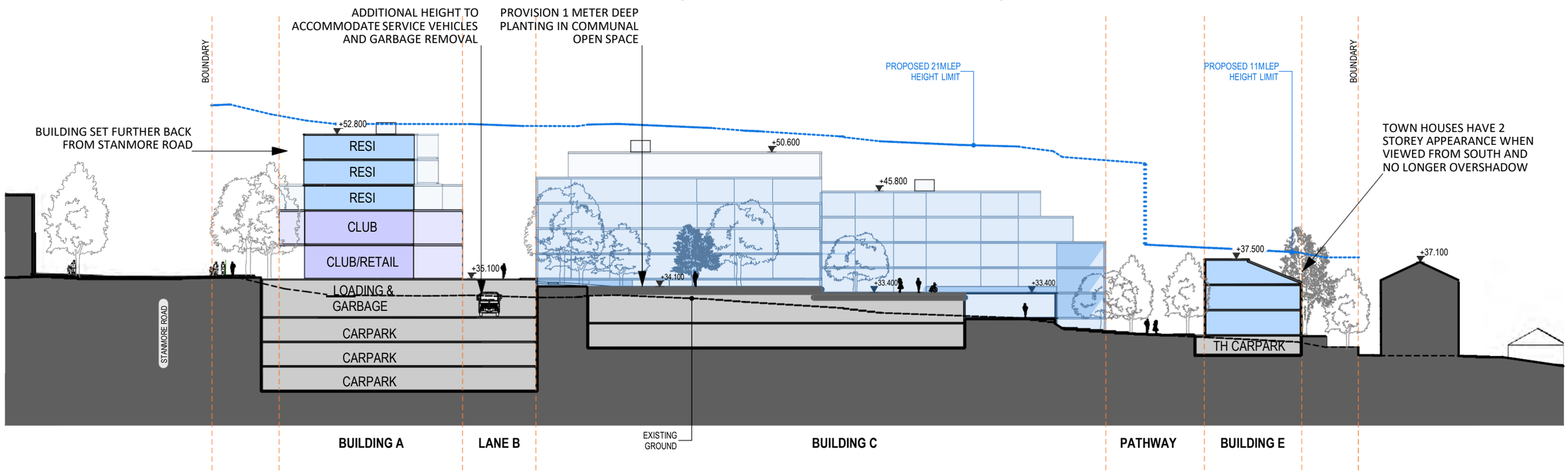
FIRST FLOOR PLAN

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

PA STUDIO LEVEL 2 20 YOUNG ST NEUTRAL BAY, NSW 2089 TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288 NOMINATED ARCHITECT - GEORGE REVAY REG. NO. 3954



SECTION 01 (FROM CENTRE OF SITE TO WEST) 1:500



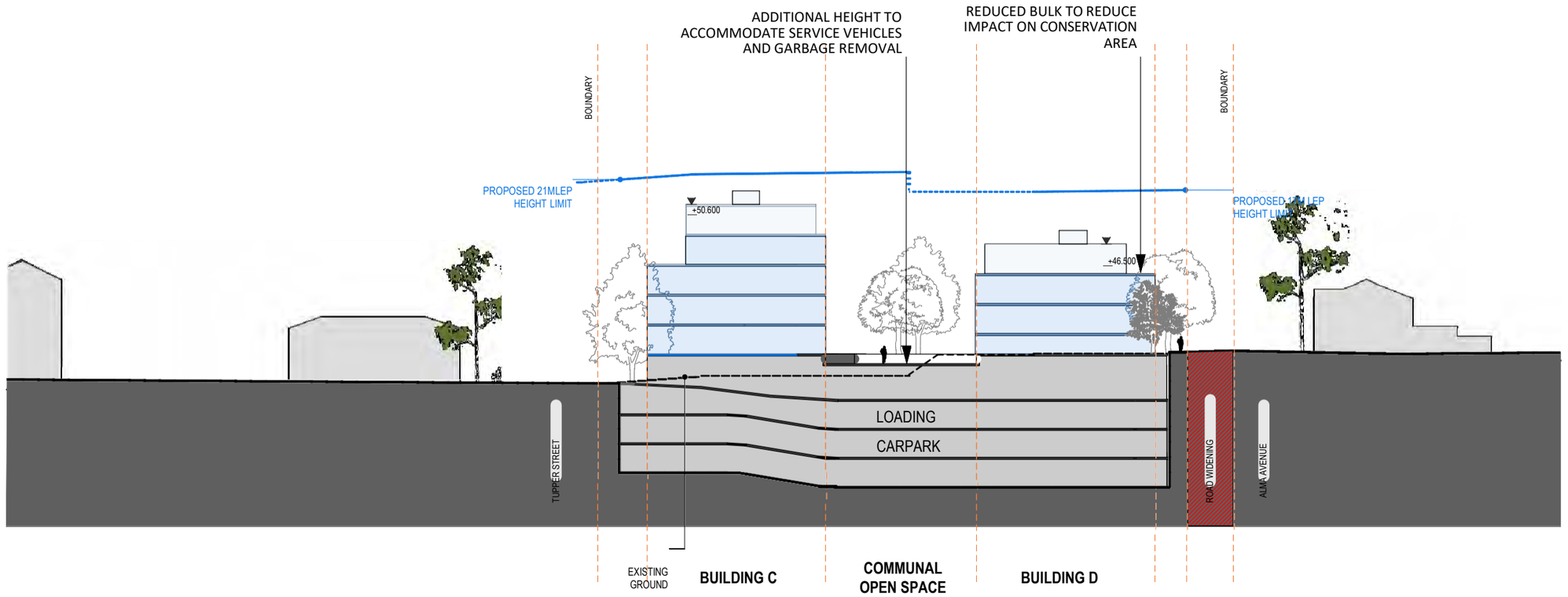
SECTION 02 (FROM CENTRE OF SITE TO EAST) 1:500

SECTIONS 1 + 2

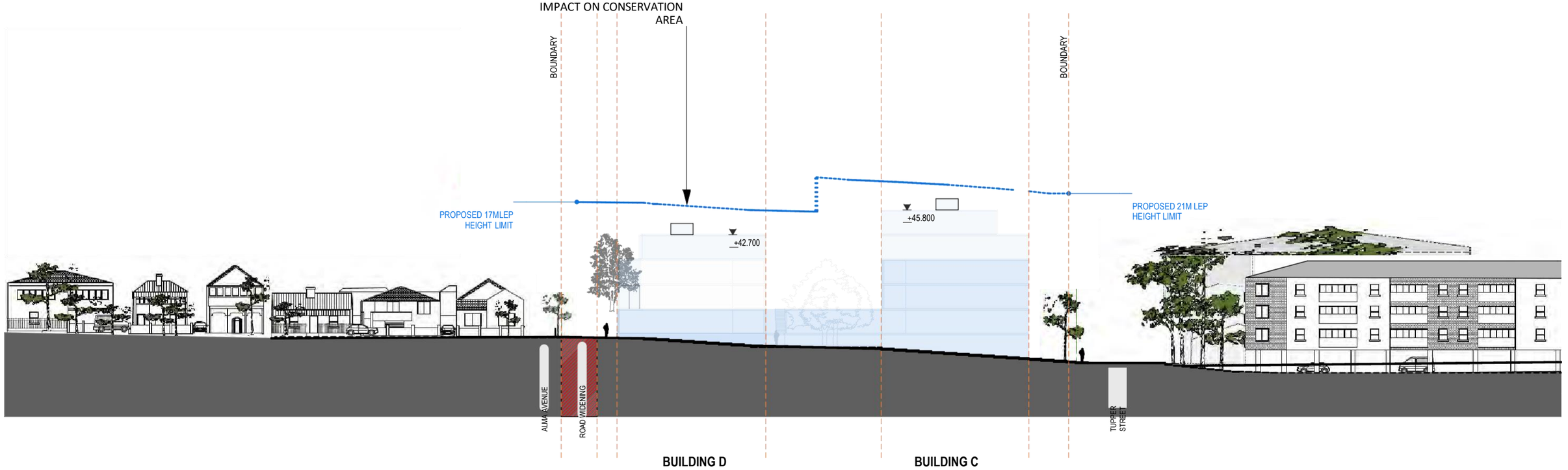
URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

0 M 5 M 10 M 20 M 30 M

PA STUDIO LEVEL 2 20 YOUNG ST NEUTRAL BAY, NSW 2089 TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288 NOMINATED ARCHITECT - GEORGE REVAY REG. NO. 3954



SECTION 03 (LANE B) 1:500



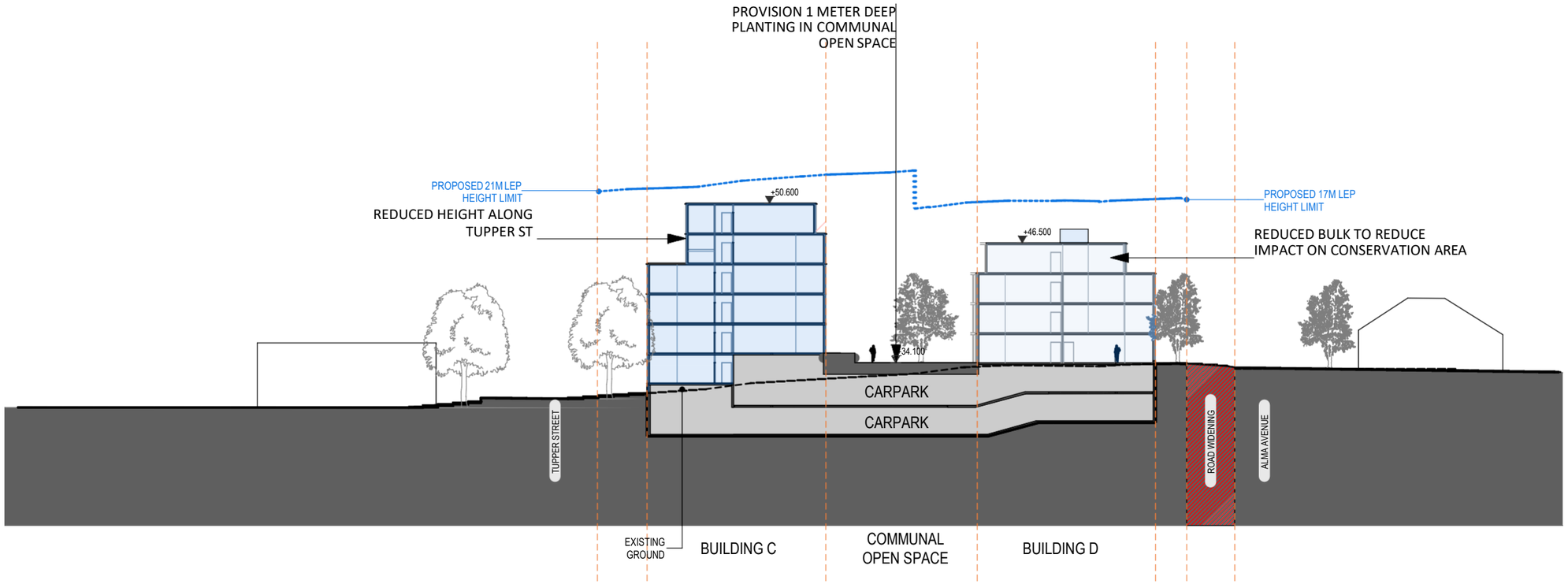
SECTION 04 (LANE A) 1:500

SECTIONS 3 + 4

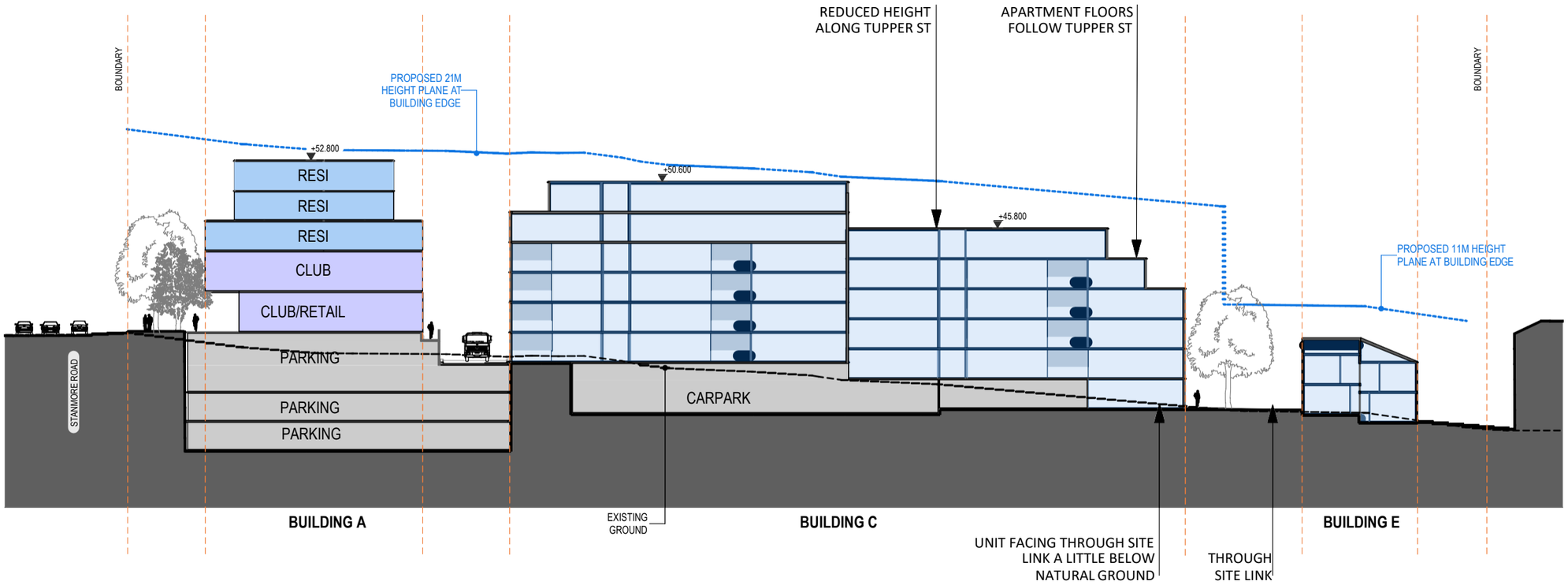
URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

0 M 5 M 10 M 20 M 30 M

PA STUDIO LEVEL 2 20 YOUNG ST NEUTRAL BAY, NSW 2089 TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288 NOMINATED ARCHITECT - GEORGE REVAY REG. NO. 3954



SECTION 05 1:500



SECTION 06 1:500

0 M 5 M 10 M 20 M 30 M

SECTIONS 5 + 6

URBANDESIGNSTUDY/INDICATIVESCHEMEFORPLANNINGPROPOSALAT:

BOUNDARY

BOUNDARY

58-76 Stanmore Road Stanmore NSW

PA STUDIO LEVEL 2 20 YOUNG ST NEUTRAL BAY, NSW 2089 TEL: 8968 1900 FAX: 8968 1999 ACN: 603 389 288 NOMINATED ARCHITECT - GEORGE REVAY REG. NO. 3954

MARCH 2022 REVE

PP 417

APPENDIX B

TRAFFIC SURVEY DATA

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Stanmore Rd and Merchant St, Stanmore

GPS -33.897711,151.166391

Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Merchant St
East:	Stanmore Rd
South:	N/A
West:	Stanmore Rd

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:30 AM-8:30 AM
	PM:	5:15 PM-6:15 PM

All Vehicles

Time		North Approach Merchant S			East Approach Stanmore Rd			West Approach Stanmore Rd			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:30	7:45	0	8	6	0	0	178	0	271	13	1892	Peak
7:45	8:00	0	19	13	0	1	208	0	228	17	1873	
8:00	8:15	0	27	15	0	3	207	0	187	13	1831	
8:15	8:30	0	25	17	0	1	216	0	208	11	1751	
8:30	8:45	0	7	12	0	0	216	0	195	27	1662	
8:45	9:00	0	24	19	0	0	206	0	160	35		
9:00	9:15	0	14	5	0	0	184	0	154	15		
9:15	9:30	0	7	7	0	0	176	0	188	11		
16:30	16:45	0	12	5	0	0	209	0	163	9	1683	
16:45	17:00	0	17	4	0	0	218	0	192	12	1713	
17:00	17:15	0	16	8	0	0	199	0	172	11	1693	
17:15	17:30	0	10	5	0	2	235	0	181	3	1727	Peak
17:30	17:45	0	16	7	0	0	228	0	173	4	1696	
17:45	18:00	0	18	6	0	0	201	0	184	14		
18:00	18:15	0	10	6	0	1	228	0	188	7		
18:15	18:30	0	7	7	0	0	215	0	165	11		

Peak Time		North Approach Merchant S			East Approach Stanmore Rd			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
7:30	8:30	0	79	51	0	5	809	0	894	54	1892
17:15	18:15	0	54	24	0	3	892	0	726	28	1727

Pedestrians Crossing

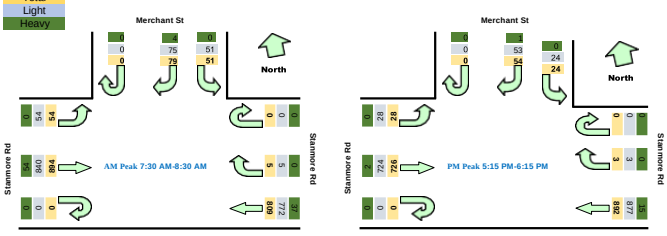
Time		North Approach Merchant St		East Approach Stanmore Rd		West Approach Stanmore Rd		Hourly Total
Period Start	Period End	Eastbound	Westbound	Northbound	Southbound	Northbound	Southbound	
7:30	7:45	0	0	1	2	2	4	40
7:45	8:00	0	0	0	0	3	1	61
8:00	8:15	1	0	2	1	1	1	83
8:15	8:30	0	2	6	0	11	2	83
8:30	8:45	0	1	3	2	19	5	66
8:45	9:00	1	0	2	5	15	3	
9:00	9:15	0	1	1	0	2	2	
9:15	9:30	0	1	2	0	1	0	
16:30	16:45	0	0	0	1	3	1	33
16:45	17:00	0	1	1	1	4	4	34
17:00	17:15	0	0	1	3	5	1	31
17:15	17:30	1	0	0	2	4	0	30
17:30	17:45	0	0	2	3	0	1	40
17:45	18:00	0	0	0	3	2	3	
18:00	18:15	2	0	4	0	2	1	
18:15	18:30	1	0	0	0	6	10	

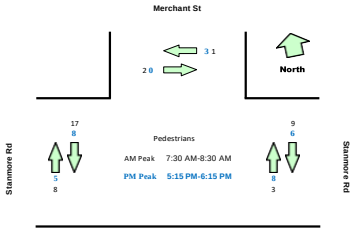
Peak Time		North Approach Merchant St		East Approach Stanmore Rd		West Approach Stanmore Rd		Peak total
Period Start	Period End	Eastbound	Westbound	Northbound	Southbound	Northbound	Southbound	
7:30	8:30	1	2	9	3	17	8	40
17:15	18:15	3	0	6	8	8	5	30

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Merchant S			East Approach Stanmore Rd			West Approach Stanmore Rd		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	7	6	0	0	171	0	255	13
7:45	8:00	0	16	13	0	1	198	0	214	17
8:00	8:15	0	27	15	0	3	197	0	177	13
8:15	8:30	0	25	17	0	1	206	0	194	11
8:30	8:45	0	7	12	0	0	210	0	183	27
8:45	9:00	0	23	19	0	0	191	0	153	35
9:00	9:15	0	14	5	0	0	173	0	146	15
9:15	9:30	0	7	6	0	0	162	0	171	11
16:30	16:45	0	12	5	0	0	204	0	160	9
16:45	17:00	0	17	4	0	0	213	0	188	12
17:00	17:15	0	16	8	0	0	192	0	169	11
17:15	17:30	0	10	5	0	2	231	0	180	3
17:30	17:45	0	16	7	0	0	224	0	173	4
17:45	18:00	0	18	6	0	0	197	0	184	14
18:00	18:15	0	9	6	0	1	225	0	187	7
18:15	18:30	0	7	6	0	0	213	0	164	11

Peak Time		North Approach Merchant S			East Approach Stanmore Rd			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
7:30	8:30	0	75	51	0	5	772	0	840	54	1797
17:15	18:15	0	53	24	0	3	877	0	724	28	1709

Heavy Vehicles

Time		North Approach Merchant S			East Approach Stanmore Rd			West Approach Stanmore Rd		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	1	0	0	0	7	0	16	0
7:45	8:00	0	3	0	0	0	10	0	14	0
8:00	8:15	0	0	0	0	0	10	0	10	0
8:15	8:30	0	0	0	0	0	10	0	14	0
8:30	8:45	0	0	0	0	0	6	0	12	0
8:45	9:00	0	1	0	0	0	15	0	7	0
9:00	9:15	0	0	0	0	0	11	0	8	0
9:15	9:30	0	0	1	0	0	14	0	17	0
16:30	16:45	0	0	0	0	0	5	0	3	0
16:45	17:00	0	0	0	0	0	5	0	4	0
17:00	17:15	0	0	0	0	0	7	0	3	0
17:15	17:30	0	0	0	0	0	4	0	1	0
17:30	17:45	0	0	0	0	0	4	0	0	0
17:45	18:00	0	0	0	0	0	4	0	0	0
18:00	18:15	0	1	0	0	0	3	0	1	0
18:15	18:30	0	0	1	0	0	2	0	1	0

Peak Time		North Approach Merchant S			East Approach Stanmore Rd			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
7:30	8:30	0	4	0	0	0	37	0	54	0	95
17:15	18:15	0	1	0	0	0	15	0	2	0	18

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Stanmore Rd and Alma Ave, Stanmore

GPS	-33.898367,151.168133
Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	N/A
East:	Stanmore Rd
South:	Alma Ave
West:	Stanmore Rd

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:45 AM-8:45 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Time		East Approach Stanmore Rd			South Approach Alma Ave			West Approach Stanmore Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:30	7:45	0	166	7	0	0	0	0	8	238	1727	
7:45	8:00	0	189	6	0	0	0	0	5	245	1729	Peak
8:00	8:15	0	200	10	0	0	0	0	5	213	1652	
8:15	8:30	0	204	3	0	0	0	0	5	223	1618	
8:30	8:45	0	203	14	0	0	0	0	15	189	1599	
8:45	9:00	0	187	13	0	0	0	0	12	156		
9:00	9:15	0	191	7	0	0	0	0	10	186		
9:15	9:30	0	195	3	0	0	0	0	7	211		
16:30	16:45	0	236	11	0	0	0	0	7	159	1699	
16:45	17:00	0	209	8	0	0	1	0	4	200	1723	Peak
17:00	17:15	0	222	17	0	0	0	0	3	179	1685	
17:15	17:30	0	245	11	0	0	0	0	2	185	1687	
17:30	17:45	0	243	10	0	0	0	0	3	181	1659	
17:45	18:00	0	201	4	0	0	1	0	6	172		
18:00	18:15	0	222	5	0	0	0	0	4	192		
18:15	18:30	0	210	4	0	0	0	0	5	196		

Peak Time		East Approach Stanmore Rd			South Approach Alma Ave			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:45	8:45	0	796	33	0	0	0	0	30	870	1729
16:45	17:45	0	919	46	0	0	1	0	12	745	1723

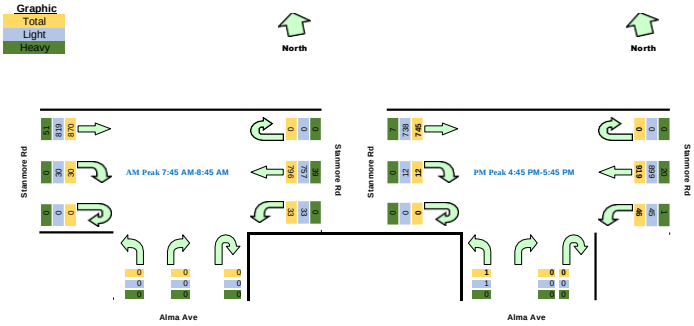
Pedestrians Crossing

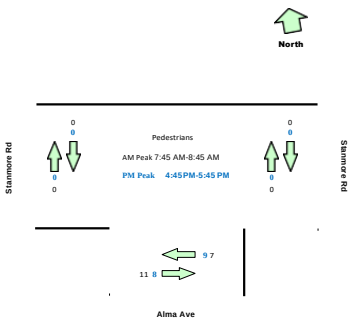
Time		East Approach Stanmore Rd		South Approach Alma Ave		West Approach Stanmore Rd		Hourly Total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
7:30	7:45	0	0	4	2	0	0	20
7:45	8:00	0	0	0	2	0	0	18
8:00	8:15	0	0	4	3	0	0	22
8:15	8:30	0	0	0	5	0	0	24
8:30	8:45	0	0	3	1	0	0	22
8:45	9:00	0	0	0	6	0	0	
9:00	9:15	0	0	2	7	0	0	
9:15	9:30	0	0	1	2	0	0	
16:30	16:45	0	0	0	1	0	0	16
16:45	17:00	0	0	4	2	0	0	17
17:00	17:15	0	0	2	2	0	0	15
17:15	17:30	0	0	3	2	0	0	19
17:30	17:45	0	0	0	2	0	0	16
17:45	18:00	0	0	4	0	0	0	
18:00	18:15	0	0	3	5	0	0	
18:15	18:30	0	0	1	1	0	0	

Peak Time		East Approach Stanmore Rd		South Approach Alma Ave		West Approach Stanmore Rd		Peak total
Period Start	Period End	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	
7:45	8:45	0	0	7	11	0	0	18
16:45	17:45	0	0	9	8	0	0	17

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

Graphic
Total
Light
Heavy





Light Vehicles

Time		East Approach Stanmore Rd			South Approach Alma Ave			West Approach Stanmore Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	159	7	0	0	0	0	8	225
7:45	8:00	0	179	6	0	0	0	0	5	229
8:00	8:15	0	190	10	0	0	0	0	5	203
8:15	8:30	0	193	3	0	0	0	0	5	210
8:30	8:45	0	195	14	0	0	0	0	15	177
8:45	9:00	0	170	13	0	0	0	0	12	147
9:00	9:15	0	181	7	0	0	0	0	10	178
9:15	9:30	0	178	3	0	0	0	0	7	191
16:30	16:45	0	231	11	0	0	0	0	7	156
16:45	17:00	0	204	8	0	0	1	0	4	196
17:00	17:15	0	216	16	0	0	0	0	3	177
17:15	17:30	0	240	11	0	0	0	0	2	184
17:30	17:45	0	239	10	0	0	0	0	3	181
17:45	18:00	0	197	4	0	0	1	0	6	172
18:00	18:15	0	219	5	0	0	0	0	4	191
18:15	18:30	0	208	4	0	0	0	0	5	195

Peak Time		East Approach Stanmore Rd			South Approach Alma Ave			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:45	8:45	0	757	33	0	0	0	0	30	819	1639
16:45	17:45	0	899	45	0	0	1	0	12	738	1695

Heavy Vehicles

Time		East Approach Stanmore Rd			South Approach Alma Ave			West Approach Stanmore Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	7	0	0	0	0	0	0	13
7:45	8:00	0	10	0	0	0	0	0	0	16
8:00	8:15	0	10	0	0	0	0	0	0	10
8:15	8:30	0	11	0	0	0	0	0	0	13
8:30	8:45	0	8	0	0	0	0	0	0	12
8:45	9:00	0	17	0	0	0	0	0	0	9
9:00	9:15	0	10	0	0	0	0	0	0	8
9:15	9:30	0	17	0	0	0	0	0	0	20
16:30	16:45	0	5	0	0	0	0	0	0	3
16:45	17:00	0	5	0	0	0	0	0	0	4
17:00	17:15	0	6	1	0	0	0	0	0	2
17:15	17:30	0	5	0	0	0	0	0	0	1
17:30	17:45	0	4	0	0	0	0	0	0	0
17:45	18:00	0	4	0	0	0	0	0	0	0
18:00	18:15	0	3	0	0	0	0	0	0	1
18:15	18:30	0	2	0	0	0	0	0	0	1

Peak Time		East Approach Stanmore Rd			South Approach Alma Ave			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:45	8:45	0	39	0	0	0	0	0	0	51	90
16:45	17:45	0	20	1	0	0	0	0	0	7	28

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Stanmore Rd and Tupper St, Stanmore

GPS	*-33.898679,151.168889*
Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	N/A
East:	Stanmore Rd
South:	Tupper St
West:	Stanmore Rd

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	7:30 AM-8:30 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Time		East Approach Stanmore Rd			South Approach Tupper St			West Approach Stanmore Rd			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:30	7:45	0	166	1	0	10	7	0	0	238	1747	Peak
7:45	8:00	0	190	2	0	2	5	0	1	244	1704	
8:00	8:15	0	204	7	0	8	6	0	4	209	1624	
8:15	8:30	0	204	5	0	8	3	0	0	223	1588	
8:30	8:45	0	175	8	0	5	2	0	3	186	1570	
8:45	9:00	0	196	4	0	5	3	1	2	153		
9:00	9:15	0	195	13	0	5	3	0	3	183		
9:15	9:30	0	196	8	0	8	2	0	2	209		
16:30	16:45	0	242	12	0	6	5	0	4	155	1747	
16:45	17:00	0	215	11	0	5	2	0	2	198	1773	Peak
17:00	17:15	0	232	10	0	3	7	0	4	175	1736	
17:15	17:30	0	246	12	0	6	10	0	2	183	1750	
17:30	17:45	0	251	9	0	7	2	0	1	180	1721	
17:45	18:00	0	199	10	0	9	6	0	3	169		
18:00	18:15	0	223	12	0	14	4	0	2	190		
18:15	18:30	0	207	13	0	7	7	0	5	191		

Peak Time		East Approach Stanmore Rd			South Approach Tupper St			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:30	8:30	0	764	15	0	28	21	0	5	914	1747
16:45	17:45	0	944	42	0	21	21	0	9	736	1773

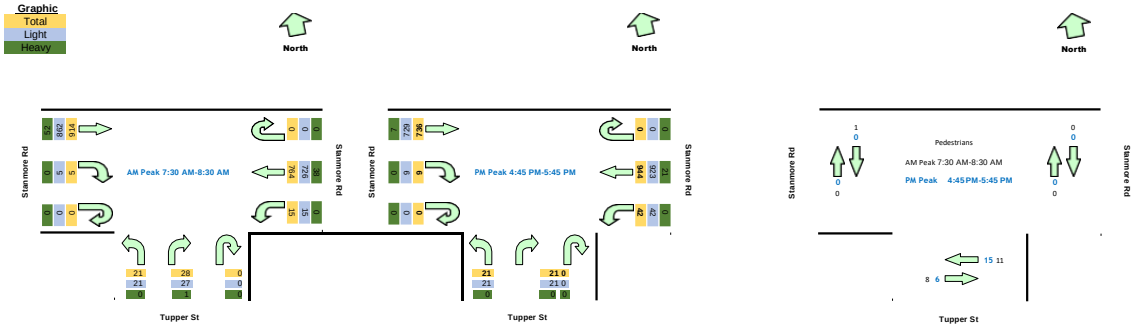
Pedestrians Crossing

Time		East Approach Stanmore Rd		South Approach Tupper St		West Approach Stanmore Rd		Hourly Total
Period Start	Period End	Southbound	Northbound	Eastbound	Westbound	Southbound	Northbound	
7:30	7:45	0	0	7	1	0	0	20
7:45	8:00	0	0	0	5	1	0	20
8:00	8:15	0	0	4	1	0	0	24
8:15	8:30	0	0	0	1	0	0	31
8:30	8:45	0	0	2	5	1	0	32
8:45	9:00	0	0	0	7	1	2	
9:00	9:15	2	1	4	4	0	1	
9:15	9:30	0	0	1	1	0	0	
16:30	16:45	0	0	1	3	0	0	24
16:45	17:00	0	0	6	4	0	0	21
17:00	17:15	0	0	8	1	0	0	16
17:15	17:30	0	0	1	0	0	0	12
17:30	17:45	0	0	0	1	0	0	16
17:45	18:00	0	0	4	1	0	0	
18:00	18:15	0	0	2	3	0	0	
18:15	18:30	0	0	1	4	0	0	

Peak Time		East Approach Stanmore Rd		South Approach Tupper St		West Approach Stanmore Rd		Peak total
Period Start	Period End	Southbound	Northbound	Eastbound	Westbound	Southbound	Northbound	
7:30	8:30	0	0	11	8	1	0	20
16:45	17:45	0	0	15	6	0	0	21

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

Graphic
Total
Light
Heavy



Light Vehicles

Time		East Approach Stanmore Rd			South Approach Tupper St			West Approach Stanmore Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	159	1	0	10	7	0	0	225
7:45	8:00	0	180	2	0	2	5	0	1	228
8:00	8:15	0	194	7	0	7	6	0	4	199
8:15	8:30	0	193	5	0	8	3	0	0	210
8:30	8:45	0	167	8	0	5	2	0	3	174
8:45	9:00	0	179	4	0	5	3	1	1	145
9:00	9:15	0	185	13	0	5	3	0	3	175
9:15	9:30	0	179	8	0	8	2	0	2	189
16:30	16:45	0	237	11	0	6	5	0	4	152
16:45	17:00	0	210	11	0	5	2	0	2	194
17:00	17:15	0	225	10	0	3	7	0	4	173
17:15	17:30	0	241	12	0	6	10	0	2	182
17:30	17:45	0	247	9	0	7	2	0	1	180
17:45	18:00	0	195	10	0	9	6	0	3	169
18:00	18:15	0	220	12	0	14	4	0	2	189
18:15	18:30	0	205	13	0	7	7	0	5	190

Peak Time		East Approach Stanmore Rd			South Approach Tupper St			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:30	8:30	0	726	15	0	27	21	0	5	862	1656
16:45	17:45	0	923	42	0	21	21	0	9	729	1745

Heavy Vehicles

Time		East Approach Stanmore Rd			South Approach Tupper St			West Approach Stanmore Rd		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:30	7:45	0	7	0	0	0	0	0	0	13
7:45	8:00	0	10	0	0	0	0	0	0	16
8:00	8:15	0	10	0	0	1	0	0	0	10
8:15	8:30	0	11	0	0	0	0	0	0	13
8:30	8:45	0	8	0	0	0	0	0	0	12
8:45	9:00	0	17	0	0	0	0	0	1	8
9:00	9:15	0	10	0	0	0	0	0	0	8
9:15	9:30	0	17	0	0	0	0	0	0	20
16:30	16:45	0	5	1	0	0	0	0	0	3
16:45	17:00	0	5	0	0	0	0	0	0	4
17:00	17:15	0	7	0	0	0	0	0	0	2
17:15	17:30	0	5	0	0	0	0	0	0	1
17:30	17:45	0	4	0	0	0	0	0	0	0
17:45	18:00	0	4	0	0	0	0	0	0	0
18:00	18:15	0	3	0	0	0	0	0	0	1
18:15	18:30	0	2	0	0	0	0	0	0	1

Peak Time		East Approach Stanmore Rd			South Approach Tupper St			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:30	8:30	0	38	0	0	1	0	0	0	52	91
16:45	17:45	0	21	0	0	0	0	0	0	7	28

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Stanmore Rd and Liberty St, Stanmore

GPS	-33.898899,151.169476
Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Liberty St
East:	Stanmore Rd
South:	N/A
West:	Stanmore Rd

Survey Period		
Traffic Peak	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
	AM:	7:45 AM-8:45 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Time		North Approach Liberty St			East Approach Stanmore Rd			West Approach Stanmore Rd			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:30	7:45	0	35	71	0	71	132	0	222	26	2292	
7:45	8:00	0	45	58	0	69	147	0	228	18	2311	Peak
8:00	8:15	0	54	77	0	62	157	0	195	22	2284	
8:15	8:30	0	60	82	0	81	149	0	209	22	2283	
8:30	8:45	0	30	93	0	109	153	0	161	30	2243	
8:45	9:00	0	56	86	0	93	145	0	145	13		
9:00	9:15	0	37	89	0	81	171	0	175	13		
9:15	9:30	0	43	72	0	70	161	0	203	14		
16:30	16:45	0	72	109	0	102	182	0	140	21	2496	
16:45	17:00	0	57	88	0	111	169	0	188	15	2508	Peak
17:00	17:15	0	65	98	0	97	177	0	158	20	2470	
17:15	17:30	0	64	90	0	90	194	0	170	19	2473	
17:30	17:45	0	58	99	0	92	202	0	162	25	2457	
17:45	18:00	0	52	109	0	94	157	0	156	22		
18:00	18:15	0	57	93	0	86	178	0	175	29		
18:15	18:30	0	46	100	0	93	174	0	184	14		

Peak Time		North Approach Liberty St			East Approach Stanmore Rd			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
7:45	8:45	0	189	310	0	321	606	0	793	92	2311
16:45	17:45	0	244	375	0	390	742	0	678	79	2508

Pedestrians Crossing

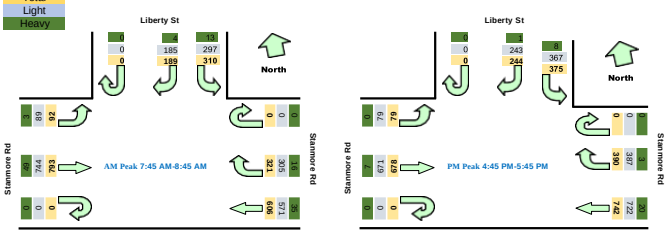
Time		North Approach Liberty St		East Approach Stanmore Rd		West Approach Stanmore Rd		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Northbound	Southbound	
7:30	7:45	0	0	1	2	0	0	17
7:45	8:00	0	1	3	1	0	0	26
8:00	8:15	1	1	4	2	0	0	34
8:15	8:30	0	0	1	0	0	0	33
8:30	8:45	1	0	9	2	0	0	35
8:45	9:00	0	2	2	9	0	0	
9:00	9:15	1	1	2	3	0	0	
9:15	9:30	0	0	1	2	0	0	
16:30	16:45	0	3	3	1	0	0	22
16:45	17:00	1	2	2	3	0	0	24
17:00	17:15	0	1	0	1	0	0	23
17:15	17:30	0	2	1	2	0	0	37
17:30	17:45	2	4	0	3	0	0	40
17:45	18:00	1	0	5	1	0	0	
18:00	18:15	4	2	5	5	0	0	
18:15	18:30	1	2	3	2	0	0	

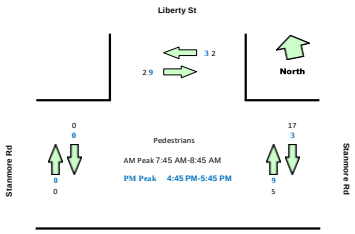
Peak Time		North Approach Liberty St		East Approach Stanmore Rd		West Approach Stanmore Rd		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Northbound	Southbound	
7:45	8:45	2	2	17	5	0	0	26
16:45	17:45	3	9	3	9	0	0	24

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Liberty St			East Approach Stanmore Rd			West Approach Stanmore Rd		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	34	69	0	64	126	0	209	26
7:45	8:00	0	44	55	0	63	138	0	213	17
8:00	8:15	0	52	74	0	57	149	0	185	21
8:15	8:30	0	60	80	0	78	138	0	196	22
8:30	8:45	0	29	88	0	107	146	0	150	29
8:45	9:00	0	55	82	0	90	129	0	137	13
9:00	9:15	0	37	87	0	80	161	0	168	12
9:15	9:30	0	42	68	0	68	145	0	183	14
16:30	16:45	0	71	108	0	101	177	0	137	21
16:45	17:00	0	57	84	0	110	164	0	184	15
17:00	17:15	0	65	96	0	97	170	0	156	20
17:15	17:30	0	63	89	0	89	190	0	169	19
17:30	17:45	0	58	98	0	91	198	0	162	25
17:45	18:00	0	51	108	0	94	154	0	156	22
18:00	18:15	0	57	93	0	86	175	0	174	29
18:15	18:30	0	46	98	0	93	172	0	183	14

Peak Time		North Approach Liberty St			East Approach Stanmore Rd			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
7:45	8:45	0	185	297	0	305	571	0	744	89	2191
16:45	17:45	0	243	367	0	387	722	0	671	79	2469

Heavy Vehicles

Time		North Approach Liberty St			East Approach Stanmore Rd			West Approach Stanmore Rd		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	1	2	0	7	6	0	13	0
7:45	8:00	0	1	3	0	6	9	0	15	1
8:00	8:15	0	2	3	0	5	8	0	10	1
8:15	8:30	0	0	2	0	3	11	0	13	0
8:30	8:45	0	1	5	0	2	7	0	11	1
8:45	9:00	0	1	4	0	3	16	0	8	0
9:00	9:15	0	0	2	0	1	10	0	7	1
9:15	9:30	0	1	4	0	2	16	0	20	0
16:30	16:45	0	1	1	0	1	5	0	3	0
16:45	17:00	0	0	4	0	1	5	0	4	0
17:00	17:15	0	0	2	0	0	7	0	2	0
17:15	17:30	0	1	1	0	1	4	0	1	0
17:30	17:45	0	0	1	0	1	4	0	0	0
17:45	18:00	0	1	1	0	0	3	0	0	0
18:00	18:15	0	0	0	0	0	3	0	1	0
18:15	18:30	0	0	2	0	0	2	0	1	0

Peak Time		North Approach Liberty St			East Approach Stanmore Rd			West Approach Stanmore Rd			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
7:45	8:45	0	4	13	0	16	35	0	49	3	120
16:45	17:45	0	1	8	0	3	20	0	7	0	39

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Edgeware Rd and Enmore Rd, Stanmore

GPS -33.899467,151.170940

Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Enmore Rd
East:	Edgeware Rd
South:	Enmore Rd
West:	Stanmore Rd

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Time		North Approach Enmore Rd				East Approach Edgeware Rd				South Approach Enmore Rd				West Approach Stanmore Rd				Hourly Total	
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	52	77	18	0	0	126	0	0	0	97	2	0	0	165	92	2791	
7:45	8:00	0	43	79	18	0	0	145	0	0	0	137	5	0	0	190	68	2934	
8:00	8:15	0	52	69	15	0	0	150	0	0	0	126	9	0	0	218	89	2951	Peak
8:15	8:30	0	56	92	17	0	0	141	1	0	0	152	24	0	0	181	85	2932	
8:30	8:45	0	82	80	18	0	0	148	0	0	0	149	41	0	0	191	63	2924	
8:45	9:00	0	63	91	25	0	0	141	2	0	0	132	30	0	0	172	46		
9:00	9:15	0	55	99	13	0	0	169	2	0	0	110	16	0	0	172	73		
9:15	9:30	0	62	107	13	0	1	171	1	0	0	107	15	0	0	185	79		
16:30	16:45	0	82	99	19	0	0	178	8	0	0	79	35	0	0	186	69	3082	
16:45	17:00	0	73	109	31	0	0	170	1	0	0	107	33	0	0	184	87	3087	Peak
17:00	17:15	0	103	98	15	0	0	160	2	0	0	108	17	0	0	182	61	3025	
17:15	17:30	0	76	94	23	0	0	174	0	0	0	115	33	0	0	188	83	3002	
17:30	17:45	0	89	80	21	0	0	188	0	0	0	88	21	0	0	192	81	2964	
17:45	18:00	0	84	90	21	0	0	153	3	0	0	105	17	0	0	194	66		
18:00	18:15	0	96	98	22	0	0	160	1	0	0	78	19	0	0	165	84		
18:15	18:30	0	66	109	22	0	0	175	2	0	0	82	22	0	0	188	82		

Peak Time		North Approach Enmore Rd				East Approach Edgeware Rd				South Approach Enmore Rd				West Approach Stanmore Rd				Peak total
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:00	9:00	0	253	332	75	0	0	580	3	0	0	559	104	0	0	762	283	2951
16:45	17:45	0	341	381	90	0	0	692	3	0	0	418	104	0	0	746	312	3087

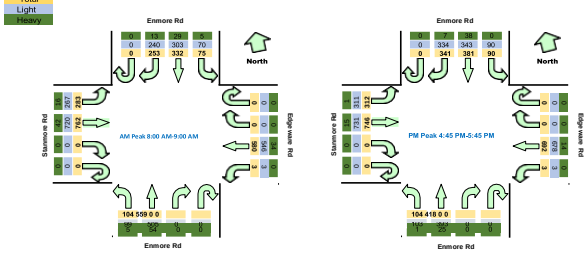
Pedestrians Crossing

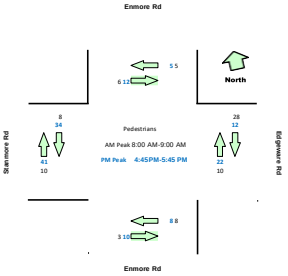
Time		North Approach Enmore Rd		East Approach Edgeware Rd		South Approach Enmore Rd		West Approach Stanmore Rd		Hourly Total
Period Sta	Period En	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	
7:30	7:45	0	2	2	7	1	1	1	1	71
7:45	8:00	1	5	1	1	1	1	3	1	69
8:00	8:15	1	2	6	0	2	1	1	1	78
8:15	8:30	0	2	12	3	3	2	3	3	87
8:30	8:45	0	1	5	3	1	0	1	2	71
8:45	9:00	4	1	5	4	2	0	3	4	
9:00	9:15	2	1	4	1	0	1	12	2	
9:15	9:30	0	1	1	1	0	0	5	4	
16:30	16:45	2	3	4	9	4	7	4	13	153
16:45	17:00	3	2	2	11	4	6	6	14	144
17:00	17:15	0	4	2	2	0	2	16	9	156
17:15	17:30	0	1	0	6	1	1	6	9	163
17:30	17:45	2	5	8	3	3	1	6	9	199
17:45	18:00	0	3	12	11	7	5	12	10	
18:00	18:15	3	3	6	8	2	7	7	6	
18:15	18:30	4	5	13	6	2	2	16	12	

Peak Time		North Approach Enmore Rd		East Approach Edgeware Rd		South Approach Enmore Rd		West Approach Stanmore Rd		Peak hour total
Period Sta	Period En	Eastbound	Westbound	Northbound	Southbound	Eastbound	Westbound	Northbound	Southbound	
8:00	9:00	5	5	29	10	8	3	8	10	78
16:45	17:45	5	12	12	22	8	10	34	41	144

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

Graphic: Total / Light / Heavy





Light Vehicles

Time		North Approach Enmore Rd				East Approach Edgeware Rd				South Approach Enmore Rd				West Approach Stanmore Rd			
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	50	64	18	0	0	115	0	0	0	87	2	0	0	159	85
7:45	8:00	0	38	75	18	0	0	136	0	0	0	120	5	0	0	178	64
8:00	8:15	0	50	63	13	0	0	142	0	0	0	112	8	0	0	206	84
8:15	8:30	0	53	83	16	0	0	131	1	0	0	136	24	0	0	173	79
8:30	8:45	0	79	73	17	0	0	144	0	0	0	132	39	0	0	176	62
8:45	9:00	0	58	84	24	0	0	129	2	0	0	125	28	0	0	165	42
9:00	9:15	0	51	90	13	0	0	164	2	0	0	100	14	0	0	163	72
9:15	9:30	0	57	94	11	0	1	159	1	0	0	99	14	0	0	166	78
16:30	16:45	0	82	93	19	0	0	174	8	0	0	72	35	0	0	184	68
16:45	17:00	0	72	98	31	0	0	165	1	0	0	100	33	0	0	175	87
17:00	17:15	0	100	93	15	0	0	155	2	0	0	101	17	0	0	180	61
17:15	17:30	0	75	82	23	0	0	171	0	0	0	108	32	0	0	185	82
17:30	17:45	0	87	70	21	0	0	187	0	0	0	84	21	0	0	191	81
17:45	18:00	0	82	83	21	0	0	152	3	0	0	100	17	0	0	193	66
18:00	18:15	0	93	90	22	0	0	160	1	0	0	73	19	0	0	164	84
18:15	18:30	0	64	95	22	0	0	175	2	0	0	75	22	0	0	186	82

Peak Time		North Approach Enmore Rd				East Approach Edgeware Rd				South Approach Enmore Rd				West Approach Stanmore Rd				Peak total
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:00	9:00	0	240	303	70	0	0	546	3	0	0	505	99	0	0	720	267	2753
16:45	17:45	0	334	343	90	0	0	678	3	0	0	393	103	0	0	731	311	2986

Heavy Vehicles

Time		North Approach Enmore Rd				East Approach Edgeware Rd				South Approach Enmore Rd				West Approach Stanmore Rd			
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	2	13	0	0	0	11	0	0	0	10	0	0	0	6	7
7:45	8:00	0	5	4	0	0	0	9	0	0	0	17	0	0	0	12	4
8:00	8:15	0	2	6	2	0	0	8	0	0	0	14	1	0	0	12	5
8:15	8:30	0	3	9	1	0	0	10	0	0	0	16	0	0	0	8	6
8:30	8:45	0	3	7	1	0	0	4	0	0	0	17	2	0	0	15	1
8:45	9:00	0	5	7	1	0	0	12	0	0	0	7	2	0	0	7	4
9:00	9:15	0	4	9	0	0	0	5	0	0	0	10	2	0	0	9	1
9:15	9:30	0	5	13	2	0	0	12	0	0	0	8	1	0	0	19	1
16:30	16:45	0	0	6	0	0	0	4	0	0	0	7	0	0	0	2	1
16:45	17:00	0	1	11	0	0	0	5	0	0	0	7	0	0	0	9	0
17:00	17:15	0	3	5	0	0	0	5	0	0	0	7	0	0	0	2	0
17:15	17:30	0	1	12	0	0	0	3	0	0	0	7	1	0	0	3	1
17:30	17:45	0	2	10	0	0	0	1	0	0	0	4	0	0	0	1	0
17:45	18:00	0	2	7	0	0	0	1	0	0	0	5	0	0	0	1	0
18:00	18:15	0	3	8	0	0	0	0	0	0	0	5	0	0	0	1	0
18:15	18:30	0	2	14	0	0	0	0	0	0	0	7	0	0	0	2	0

Peak Time		North Approach Enmore Rd				East Approach Edgeware Rd				South Approach Enmore Rd				West Approach Stanmore Rd				Peak total
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:00	9:00	0	13	29	5	0	0	34	0	0	0	54	5	0	0	42	16	198
16:45	17:45	0	7	38	0	0	0	14	0	0	0	25	1	0	0	15	1	101

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Newington Rd and Alma Ave, Stanmore

GPS	-33.900909,151.166840
Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Alma Ave
East:	Newington Rd
South:	N/A
West:	Newington Rd

Survey Period		
Traffic Peak	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
	AM:	8:00 AM-9:00 AM
	PM:	5:15 PM-6:15 PM

All Vehicles

Time		North Approach Alma Ave			East Approach Newington R			West Approach Newington R			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:30	7:45	0	2	5	0	0	6	0	12	0	136	
7:45	8:00	0	1	4	0	0	7	0	14	0	165	
8:00	8:15	0	7	6	0	0	3	0	21	0	189	Peak
8:15	8:30	0	6	5	0	0	8	0	29	0	189	Peak
8:30	8:45	0	10	11	0	0	13	0	20	0	183	
8:45	9:00	0	17	6	0	0	9	0	18	0		
9:00	9:15	0	4	12	0	0	1	0	20	0		
9:15	9:30	0	3	12	0	0	7	0	20	0		
16:30	16:45	0	5	4	0	0	17	0	19	0	147	
16:45	17:00	0	4	5	0	0	12	0	18	0	146	
17:00	17:15	0	3	6	0	0	6	0	13	0	140	
17:15	17:30	0	4	6	0	0	7	0	18	0	151	Peak
17:30	17:45	0	7	6	0	0	14	0	17	0	147	
17:45	18:00	0	2	2	0	0	10	0	19	0		
18:00	18:15	0	6	4	0	0	10	0	19	0		
18:15	18:30	0	4	4	0	0	15	0	8	0		

Peak Time		North Approach Alma Ave			East Approach Newington R			West Approach Newington R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:00	9:00	0	40	28	0	0	33	0	88	0	189
17:15	18:15	0	19	18	0	0	41	0	73	0	151

Pedestrians Crossing

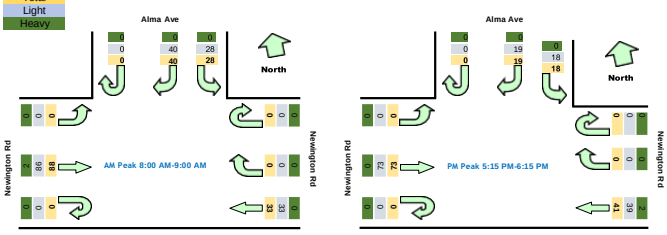
Time		North Approach Alma Ave		East Approach Newington Rd		West Approach Newington Rd		Hourly Total
Period Start	Period End	Eastbound	Westbound	Southbound	Northbound	Southbound	Northbound	
7:30	7:45	1	1	0	0	0	0	14
7:45	8:00	1	1	0	0	0	0	15
8:00	8:15	0	0	0	0	2	0	18
8:15	8:30	3	5	0	0	0	0	16
8:30	8:45	0	3	0	0	0	0	9
8:45	9:00	4	0	0	1	0	0	
9:00	9:15	0	0	0	0	0	0	
9:15	9:30	0	0	0	1	0	0	
16:30	16:45	4	0	0	0	1	0	15
16:45	17:00	0	1	0	0	0	0	11
17:00	17:15	2	0	0	0	0	0	11
17:15	17:30	3	2	1	1	0	0	10
17:30	17:45	1	0	0	0	0	0	7
17:45	18:00	1	0	0	0	0	0	
18:00	18:15	1	0	0	0	0	0	
18:15	18:30	3	0	0	1	0	0	

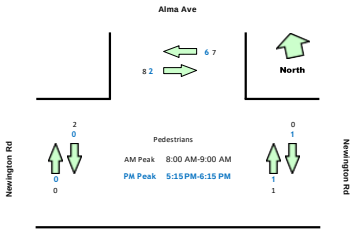
Peak Time		North Approach Alma Ave		East Approach Newington Rd		West Approach Newington Rd		Peak total
Period Start	Period End	Eastbound	Westbound	Southbound	Northbound	Southbound	Northbound	
8:00	9:00	7	8	0	1	2	0	18
17:15	18:15	6	2	1	1	0	0	10

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Alma Ave			East Approach Newington R			West Approach Newington R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	2	5	0	0	6	0	12	0
7:45	8:00	0	1	4	0	0	7	0	13	0
8:00	8:15	0	7	6	0	0	3	0	20	0
8:15	8:30	0	6	5	0	0	8	0	29	0
8:30	8:45	0	10	11	0	0	13	0	20	0
8:45	9:00	0	17	6	0	0	9	0	17	0
9:00	9:15	0	4	12	0	0	1	0	20	0
9:15	9:30	0	3	12	0	0	7	0	19	0
16:30	16:45	0	5	4	0	0	17	0	19	0
16:45	17:00	0	4	5	0	0	12	0	18	0
17:00	17:15	0	3	6	0	0	6	0	13	0
17:15	17:30	0	4	6	0	0	7	0	18	0
17:30	17:45	0	7	6	0	0	12	0	17	0
17:45	18:00	0	2	2	0	0	10	0	19	0
18:00	18:15	0	6	4	0	0	10	0	19	0
18:15	18:30	0	4	4	0	0	15	0	8	0

Peak Time		North Approach Alma Ave			East Approach Newington R			West Approach Newington R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:00	9:00	0	40	28	0	0	33	0	86	0	187
17:15	18:15	0	19	18	0	0	39	0	73	0	149

Heavy Vehicles

Time		North Approach Alma Ave			East Approach Newington R			West Approach Newington R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	1	0
8:00	8:15	0	0	0	0	0	0	0	1	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	1	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	1	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	2	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Alma Ave			East Approach Newington R			West Approach Newington R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:00	9:00	0	0	0	0	0	0	0	2	0	2
17:15	18:15	0	0	0	0	0	2	0	0	0	2

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Newington Rd and Tupper St, Stanmore

GPS	-33.901151,151.167506
Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Tupper St
East:	Newington Rd
South:	N/A
West:	Newington Rd

Survey Period		
	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	5:15 PM-6:15 PM

All Vehicles

Time		North Approach Tupper St			East Approach Newington R			West Approach Newington R			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
7:30	7:45	0	0	6	0	4	6	0	9	8	159	
7:45	8:00	0	1	5	0	3	6	0	16	2	187	
8:00	8:15	0	1	7	0	4	2	0	20	7	192	
8:15	8:30	0	3	6	0	4	5	0	29	5	199	Peak
8:30	8:45	1	1	12	0	4	12	0	25	6	194	
8:45	9:00	0	1	5	0	0	8	0	14	10		
9:00	9:15	0	0	14	0	1	1	0	30	2		
9:15	9:30	0	4	6	1	1	3	0	23	9		
16:30	16:45	0	3	8	0	6	14	0	19	4	181	
16:45	17:00	1	6	3	0	4	6	0	18	5	177	
17:00	17:15	0	3	8	0	3	3	0	14	5	182	
17:15	17:30	0	1	14	0	3	6	0	18	6	197	Peak
17:30	17:45	0	3	8	0	5	11	0	16	7	194	
17:45	18:00	0	3	9	0	8	7	0	13	8		
18:00	18:15	0	1	10	0	8	9	0	14	9		
18:15	18:30	0	6	12	0	6	9	0	8	4		

Peak Time		North Approach Tupper St			East Approach Newington R			West Approach Newington R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:15	9:15	1	5	37	0	9	26	0	98	23	199
17:15	18:15	0	8	41	0	24	33	0	61	30	197

Pedestrians Crossing

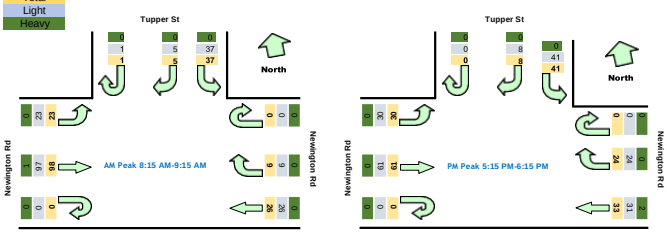
Time		North Approach Tupper St		East Approach Newington Rd		West Approach Newington Rd		Hourly Total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Northbound	Southbound	
7:30	7:45	1	1	1	1	0	0	13
7:45	8:00	1	1	0	1	0	0	17
8:00	8:15	1	0	1	0	0	0	21
8:15	8:30	3	1	0	0	0	0	25
8:30	8:45	3	0	0	0	3	2	23
8:45	9:00	1	2	2	0	0	2	
9:00	9:15	1	3	0	0	0	2	
9:15	9:30	0	1	1	0	0	0	
16:30	16:45	1	4	0	0	0	0	16
16:45	17:00	0	1	0	0	0	0	14
17:00	17:15	0	3	0	1	0	0	16
17:15	17:30	2	0	0	0	1	3	15
17:30	17:45	1	2	0	0	0	0	13
17:45	18:00	2	0	0	0	0	1	
18:00	18:15	0	2	1	0	0	0	
18:15	18:30	0	1	0	3	0	0	

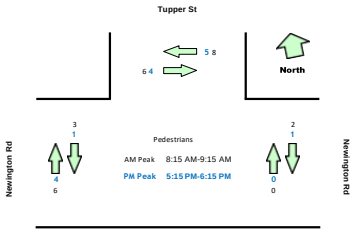
Peak Time		North Approach Tupper St		East Approach Newington Rd		West Approach Newington Rd		Peak total
Period Start	Period End	Westbound	Eastbound	Northbound	Southbound	Northbound	Southbound	
8:15	9:15	8	6	2	0	3	6	25
17:15	18:15	5	4	1	0	1	4	15

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Tupper St			East Approach Newington R			West Approach Newington R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	0	6	0	4	6	0	9	8
7:45	8:00	0	1	5	0	3	6	0	15	2
8:00	8:15	0	1	7	0	4	2	0	20	6
8:15	8:30	0	3	6	0	4	5	0	29	5
8:30	8:45	1	1	12	0	4	12	0	25	6
8:45	9:00	0	1	5	0	0	8	0	13	10
9:00	9:15	0	0	14	0	1	1	0	30	2
9:15	9:30	0	4	6	1	1	3	0	22	9
16:30	16:45	0	3	7	0	6	14	0	19	4
16:45	17:00	1	6	3	0	4	6	0	18	5
17:00	17:15	0	3	8	0	3	3	0	14	5
17:15	17:30	0	1	14	0	3	6	0	18	6
17:30	17:45	0	3	8	0	5	9	0	16	7
17:45	18:00	0	3	9	0	8	7	0	13	8
18:00	18:15	0	1	10	0	8	9	0	14	9
18:15	18:30	0	6	12	0	6	9	0	8	4

Peak Time		North Approach Tupper St			East Approach Newington R			West Approach Newington R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:15	9:15	1	5	37	0	9	26	0	97	23	198
17:15	18:15	0	8	41	0	24	31	0	61	30	195

Heavy Vehicles

Time		North Approach Tupper St			East Approach Newington R			West Approach Newington R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	1	0
8:00	8:15	0	0	0	0	0	0	0	0	1
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	1	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	1	0
16:30	16:45	0	0	1	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	2	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Tupper St			East Approach Newington R			West Approach Newington R			Peak total
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	
8:15	9:15	0	0	0	0	0	0	0	1	0	1
17:15	18:15	0	0	0	0	0	2	0	0	0	2

TRANS TRAFFIC SURVEY
TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Newington Rd and Enmore Rd, Stanmore

GPS -33.901954,151.169566

Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Enmore Rd
East:	N/A
South:	Enmore Rd
West:	Newington Rd

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

Time		North Approach Enmore Rd			South Approach Enmore Rd			West Approach Newington R			Hourly Total	
Period Star	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
7:30	7:45	0	0	58	0	116	0	0	9	15	989	
7:45	8:00	0	0	78	0	128	0	0	6	21	1068	
8:00	8:15	0	0	86	0	156	0	0	10	13	1077	Peak
8:15	8:30	0	0	99	0	159	0	0	6	29	1032	
8:30	8:45	0	0	89	0	149	0	0	17	22	961	
8:45	9:00	0	0	84	0	135	0	0	17	6		
9:00	9:15	0	0	90	0	108	0	0	11	11		
9:15	9:30	0	0	75	0	120	0	0	8	19		
16:30	16:45	0	0	106	0	97	0	0	15	19	1030	
16:45	17:00	0	0	129	1	114	0	0	12	13	1043	Peak
17:00	17:15	0	0	115	0	109	0	0	16	18	1015	
17:15	17:30	0	0	122	0	119	0	0	8	17	990	
17:30	17:45	0	0	102	0	123	0	0	11	14	939	
17:45	18:00	0	0	123	0	96	0	0	11	11		
18:00	18:15	0	0	106	0	93	0	0	17	17		
18:15	18:30	0	0	101	0	92	0	0	11	11		

Peak Time		North Approach Enmore Rd			South Approach Enmore Rd			West Approach Newington R			Peak total
Period Star	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	0	358	0	599	0	0	50	70	1077
16:45	17:45	0	0	468	1	465	0	0	47	62	1043

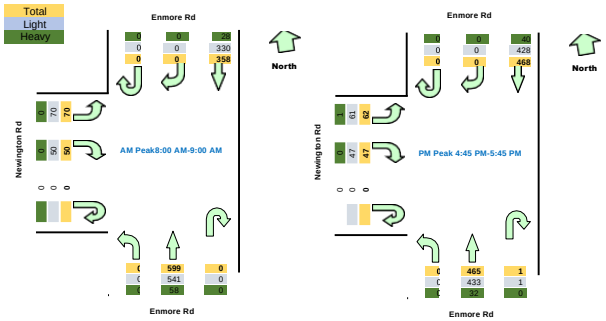
Pedestrians Crossing

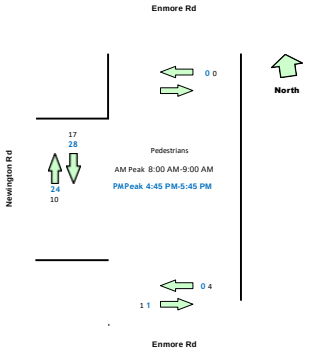
Time		North Approach Enmore Rd		South Approach Enmore Rd		West Approach Newington Rd		Hourly Total
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	Southbound	Northbound	
7:30	7:45	0	0	0	0	4	1	33
7:45	8:00	0	0	1	1	3	1	35
8:00	8:15	0	0	0	0	5	4	32
8:15	8:30	0	0	1	1	9	2	28
8:30	8:45	0	0	2	0	2	3	19
8:45	9:00	0	0	1	0	1	1	
9:00	9:15	0	0	0	0	1	4	
9:15	9:30	0	0	0	0	1	3	
16:30	16:45	0	1	0	0	6	6	47
16:45	17:00	0	0	0	0	8	1	53
17:00	17:15	0	0	0	0	9	4	61
17:15	17:30	0	0	0	0	6	6	66
17:30	17:45	0	0	0	1	5	13	68
17:45	18:00	0	0	0	1	6	10	
18:00	18:15	0	0	0	0	13	5	
18:15	18:30	0	0	0	1	9	4	

Peak Time		North Approach Enmore Rd		South Approach Enmore Rd		West Approach Newington Rd		Peak total
Period Start	Period End	Westbound	Eastbound	Westbound	Eastbound	Southbound	Northbound	
8:00	9:00	0	0	4	1	17	10	32
16:45	17:45	0	0	0	1	28	24	53

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

Graphic





Light Vehicles

Time		North Approach Enmore Rd			South Approach Enmore Rd			West Approach Newington R		
Period Star	Period End	U	R	SB	U	NB	L	U	R	L
7:30	7:45	0	0	53	0	107	0	0	9	15
7:45	8:00	0	0	71	0	110	0	0	5	19
8:00	8:15	0	0	79	0	142	0	0	10	13
8:15	8:30	0	0	93	0	138	0	0	6	29
8:30	8:45	0	0	82	0	136	0	0	17	22
8:45	9:00	0	0	76	0	125	0	0	17	6
9:00	9:15	0	0	79	0	96	0	0	11	11
9:15	9:30	0	0	65	0	109	0	0	7	19
16:30	16:45	0	0	96	0	92	0	0	15	19
16:45	17:00	0	0	118	1	105	0	0	12	13
17:00	17:15	0	0	103	0	100	0	0	16	18
17:15	17:30	0	0	113	0	114	0	0	8	16
17:30	17:45	0	0	94	0	114	0	0	11	14
17:45	18:00	0	0	115	0	91	0	0	11	11
18:00	18:15	0	0	95	0	83	0	0	17	17
18:15	18:30	0	0	93	0	88	0	0	11	11

Peak Time		North Approach Enmore Rd			South Approach Enmore Rd			West Approach Newington R			Peak total
Period Star	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	0	330	0	541	0	0	50	70	991
16:45	17:45	0	0	428	1	433	0	0	47	61	970

Heavy Vehicles

Time		North Approach Enmore Rd			South Approach Enmore Rd			West Approach Newington R		
Period Star	Period End	U	R	SB	U	NB	L	U	R	L
7:30	7:45	0	0	5	0	9	0	0	0	0
7:45	8:00	0	0	7	0	18	0	0	1	2
8:00	8:15	0	0	7	0	14	0	0	0	0
8:15	8:30	0	0	6	0	21	0	0	0	0
8:30	8:45	0	0	7	0	13	0	0	0	0
8:45	9:00	0	0	8	0	10	0	0	0	0
9:00	9:15	0	0	11	0	12	0	0	0	0
9:15	9:30	0	0	10	0	11	0	0	1	0
16:30	16:45	0	0	10	0	5	0	0	0	0
16:45	17:00	0	0	11	0	9	0	0	0	0
17:00	17:15	0	0	12	0	9	0	0	0	0
17:15	17:30	0	0	9	0	5	0	0	0	1
17:30	17:45	0	0	8	0	9	0	0	0	0
17:45	18:00	0	0	8	0	5	0	0	0	0
18:00	18:15	0	0	11	0	10	0	0	0	0
18:15	18:30	0	0	8	0	4	0	0	0	0

Peak Time		North Approach Enmore Rd			South Approach Enmore Rd			West Approach Newington R			Peak total
Period Star	Period End	U	R	SB	U	NB	L	U	R	L	
8:00	9:00	0	0	28	0	58	0	0	0	0	86
16:45	17:45	0	0	40	0	32	0	0	0	1	73

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Alma Ave and Access 1 (Most Southern),

GPS *-33.898503, 151.168098*

Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Alma Ave
East:	Access 1 (Most Southern)
South:	Alma Ave
West:	N/A

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

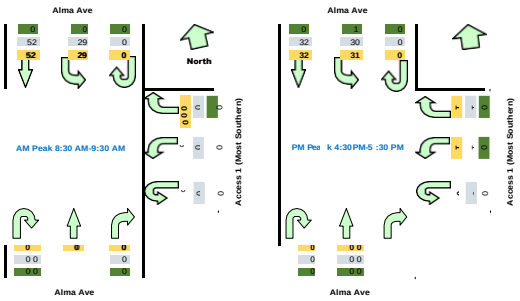
Time		North Approach Alma Ave			pproach Access 1 (Most So			South Approach Alma Ave			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30	7:45	0	7	8	0	0	0	0	0	0	49	
7:45	8:00	0	4	7	0	0	0	0	0	0	63	
8:00	8:15	0	7	8	0	0	0	0	0	0	77	
8:15	8:30	0	5	3	0	0	0	0	0	0	79	
8:30	8:45	0	19	10	0	0	0	0	0	0	81	Peak
8:45	9:00	0	16	9	0	0	0	0	0	0		
9:00	9:15	0	11	6	0	0	0	0	0	0		
9:15	9:30	0	6	4	0	0	0	0	0	0		
16:30	16:45	0	12	6	0	0	0	0	0	0	65	Peak
16:45	17:00	0	5	7	0	1	1	0	0	0	60	
17:00	17:15	0	9	11	0	0	0	0	0	0	57	
17:15	17:30	0	6	7	0	0	0	0	0	0	46	
17:30	17:45	0	7	6	0	0	0	0	0	0	43	
17:45	18:00	0	5	5	0	0	1	0	0	0		
18:00	18:15	0	6	3	0	0	0	0	0	0		
18:15	18:30	0	6	3	0	0	1	0	0	0		

Peak Time		North Approach Alma Ave			pproach Access 1 (Most So			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:30	9:30	0	52	29	0	0	0	0	0	0	81
16:30	17:30	0	32	31	0	1	1	0	0	0	65

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Alma Ave			pproach Access 1 (Most So			South Approach Alma Ave		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	7	8	0	0	0	0	0	0
7:45	8:00	0	4	7	0	0	0	0	0	0
8:00	8:15	0	7	8	0	0	0	0	0	0
8:15	8:30	0	5	3	0	0	0	0	0	0
8:30	8:45	0	19	10	0	0	0	0	0	0
8:45	9:00	0	16	9	0	0	0	0	0	0
9:00	9:15	0	11	6	0	0	0	0	0	0
9:15	9:30	0	6	4	0	0	0	0	0	0
16:30	16:45	0	12	6	0	0	0	0	0	0
16:45	17:00	0	5	7	0	1	1	0	0	0
17:00	17:15	0	9	10	0	0	0	0	0	0
17:15	17:30	0	6	7	0	0	0	0	0	0
17:30	17:45	0	7	6	0	0	0	0	0	0
17:45	18:00	0	5	5	0	0	1	0	0	0
18:00	18:15	0	6	3	0	0	0	0	0	0
18:15	18:30	0	6	3	0	0	1	0	0	0

Peak Time		North Approach Alma Ave			pproach Access 1 (Most So			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:30	9:30	0	52	29	0	0	0	0	0	0	81
16:30	17:30	0	32	30	0	1	1	0	0	0	64

Heavy Vehicles

Time		North Approach Alma Ave			pproach Access 1 (Most So			South Approach Alma Ave		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	1	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Alma Ave			pproach Access 1 (Most So			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:30	9:30	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	1	0	0	0	0	0	0	1

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Alma Ave and Access 2 (S of Harrington),

GPS *-33.899167, 151.167767*

Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Alma Ave
East:	Access 2 (S of Harrington)
South:	Alma Ave
West:	N/A

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

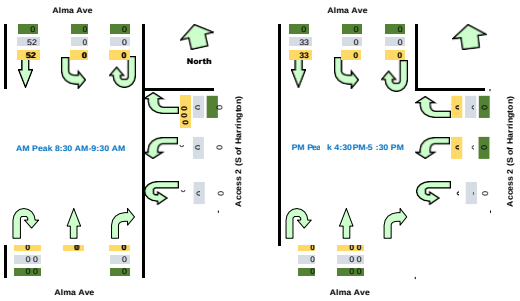
Time		North Approach Alma Ave			pproach Access 2 (S of Harr			South Approach Alma Ave			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30	7:45	0	7	0	0	0	0	0	0	0	23	
7:45	8:00	0	4	0	0	0	0	0	0	0	35	
8:00	8:15	0	7	0	0	0	0	0	0	0	47	
8:15	8:30	0	5	0	0	0	0	0	0	0	51	
8:30	8:45	0	19	0	0	0	0	0	0	0	52	Peak
8:45	9:00	0	16	0	0	0	0	0	0	0		
9:00	9:15	0	11	0	0	0	0	0	0	0		
9:15	9:30	0	6	0	0	0	0	0	0	0		
16:30	16:45	0	12	0	0	0	0	0	0	0	33	Peak
16:45	17:00	0	6	0	0	0	0	0	0	0	28	
17:00	17:15	0	9	0	0	0	0	0	0	0	28	
17:15	17:30	0	6	0	0	0	0	0	0	0	25	
17:30	17:45	0	7	0	0	0	0	0	0	0	26	
17:45	18:00	0	6	0	0	0	0	0	0	0		
18:00	18:15	0	6	0	0	0	0	0	0	0		
18:15	18:30	0	7	0	0	0	0	0	0	0		

Peak Time		North Approach Alma Ave			pproach Access 2 (S of Harr			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:30	9:30	0	52	0	0	0	0	0	0	0	52
16:30	17:30	0	33	0	0	0	0	0	0	0	33

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Alma Ave			pproach Access 2 (S of Harr			South Approach Alma Ave		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	7	0	0	0	0	0	0	0
7:45	8:00	0	4	0	0	0	0	0	0	0
8:00	8:15	0	7	0	0	0	0	0	0	0
8:15	8:30	0	5	0	0	0	0	0	0	0
8:30	8:45	0	19	0	0	0	0	0	0	0
8:45	9:00	0	16	0	0	0	0	0	0	0
9:00	9:15	0	11	0	0	0	0	0	0	0
9:15	9:30	0	6	0	0	0	0	0	0	0
16:30	16:45	0	12	0	0	0	0	0	0	0
16:45	17:00	0	6	0	0	0	0	0	0	0
17:00	17:15	0	9	0	0	0	0	0	0	0
17:15	17:30	0	6	0	0	0	0	0	0	0
17:30	17:45	0	7	0	0	0	0	0	0	0
17:45	18:00	0	6	0	0	0	0	0	0	0
18:00	18:15	0	6	0	0	0	0	0	0	0
18:15	18:30	0	7	0	0	0	0	0	0	0

Peak Time		North Approach Alma Ave			pproach Access 2 (S of Harr			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:30	9:30	0	52	0	0	0	0	0	0	0	52
16:30	17:30	0	33	0	0	0	0	0	0	0	33

Heavy Vehicles

Time		North Approach Alma Ave			pproach Access 2 (S of Harr			South Approach Alma Ave		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Alma Ave			pproach Access 2 (S of Harr			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:30	9:30	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Access 3 and Alma Ave, Stanmore

GPS -33.899425, 151.167628

Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Alma Ave
East:	Access 3
South:	Alma Ave
West:	Harrington St

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

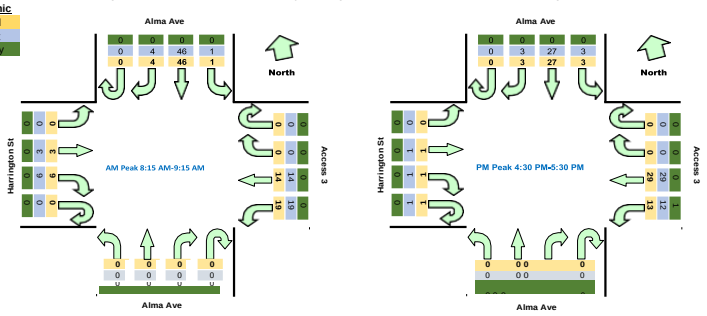
Time		North Approach Alma Ave				East Approach Access 3				South Approach Alma Ave				West Approach Harrington St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:30	7:45	0	0	7	0	0	0	3	3	0	0	0	0	0	0	0	0	55	
7:45	8:00	0	1	2	1	0	0	9	2	0	0	0	0	0	1	0	0	71	
8:00	8:15	0	0	7	0	0	0	2	4	0	0	0	0	0	0	0	0	84	
8:15	8:30	0	0	5	0	0	0	3	3	0	0	0	0	0	2	0	0	93	Peak
8:30	8:45	0	3	16	0	0	0	5	4	0	0	0	0	0	0	1	0	91	
8:45	9:00	0	0	15	1	0	0	3	7	0	0	0	0	0	2	1	0		
9:00	9:15	0	1	10	0	0	0	3	5	0	0	0	0	0	2	1	0		
9:15	9:30	0	0	6	0	0	0	2	2	0	0	0	0	0	1	0	0		
16:30	16:45	0	0	11	1	0	0	8	3	0	0	0	0	0	0	0	0	78	Peak
16:45	17:00	0	1	4	1	0	0	7	5	0	0	0	0	0	0	0	0	67	
17:00	17:15	0	2	7	0	0	0	4	4	0	0	0	0	0	0	1	0	62	
17:15	17:30	0	0	5	1	0	0	10	1	0	0	0	0	1	1	0	0	61	
17:30	17:45	0	0	7	0	0	0	2	3	0	0	0	0	0	0	0	0	50	
17:45	18:00	0	0	5	1	0	0	6	0	0	0	0	0	0	1	0	0		
18:00	18:15	0	2	4	0	0	0	6	0	0	0	0	0	0	4	1	0		
18:15	18:30	0	1	6	0	0	0	0	1	0	0	0	0	0	0	0	0		

Peak Time		North Approach Alma Ave				East Approach Access 3				South Approach Alma Ave				West Approach Harrington St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:15	9:15	0	4	46	1	0	0	14	19	0	0	0	0	0	6	3	0	93
16:30	17:30	0	3	27	3	0	0	29	13	0	0	0	0	1	1	1	0	78

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Alma Ave				East Approach Access 3				South Approach Alma Ave				West Approach Harrington St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	7	0	0	0	3	3	0	0	0	0	0	0	0	0
7:45	8:00	0	1	2	1	0	0	9	2	0	0	0	0	0	1	0	0
8:00	8:15	0	0	7	0	0	0	2	4	0	0	0	0	0	0	0	0
8:15	8:30	0	0	5	0	0	0	3	3	0	0	0	0	0	2	0	0
8:30	8:45	0	3	16	0	0	0	5	4	0	0	0	0	0	0	1	0
8:45	9:00	0	0	15	1	0	0	3	7	0	0	0	0	0	2	1	0
9:00	9:15	0	1	10	0	0	0	3	5	0	0	0	0	0	2	1	0
9:15	9:30	0	0	6	0	0	0	2	2	0	0	0	0	0	1	0	0
16:30	16:45	0	0	11	1	0	0	8	3	0	0	0	0	0	0	0	0
16:45	17:00	0	1	4	1	0	0	7	5	0	0	0	0	0	0	0	0
17:00	17:15	0	2	7	0	0	0	4	4	0	0	0	0	0	0	1	0
17:15	17:30	0	0	5	1	0	0	10	0	0	0	0	0	1	1	0	0
17:30	17:45	0	0	7	0	0	0	2	3	0	0	0	0	0	0	0	0
17:45	18:00	0	0	5	1	0	0	6	0	0	0	0	0	0	1	0	0
18:00	18:15	0	2	4	0	0	0	6	0	0	0	0	0	0	4	1	0
18:15	18:30	0	1	6	0	0	0	0	1	0	0	0	0	0	0	0	0

Peak Time		North Approach Alma Ave				East Approach Access 3				South Approach Alma Ave				West Approach Harrington St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:15	9:15	0	4	46	1	0	0	14	19	0	0	0	0	0	6	3	0	93
16:30	17:30	0	3	27	3	0	0	29	12	0	0	0	0	1	1	1	0	77

Heavy Vehicles

Time		North Approach Alma Ave				East Approach Access 3				South Approach Alma Ave				West Approach Harrington St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Alma Ave				East Approach Access 3				South Approach Alma Ave				West Approach Harrington St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY trafficsurvey.com.au

Intersection of Alma Ave and Access 4 (N of Harrington),

GPS -33.899579, 151.167564

Date:	Fri 26/11/21
Weather:	Fine
Suburban:	Stanmore
Customer:	VTP

North:	Alma Ave
East:	Access 4 (N of Harrington)
South:	Alma Ave
West:	N/A

Survey Period	AM:	7:30 AM-9:30 AM
	PM:	4:30 PM-6:30 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

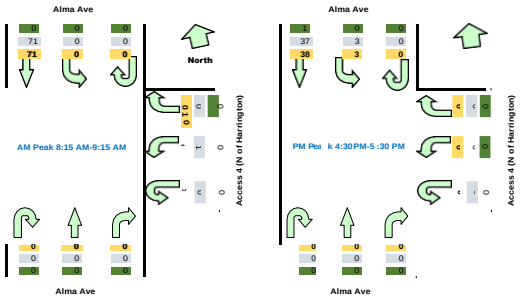
Time		North Approach Alma Ave			pproach Access 4 (N of Harr			South Approach Alma Ave			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:30	7:45	0	10	0	0	0	0	0	0	0	36	
7:45	8:00	0	5	0	0	0	0	0	0	0	46	
8:00	8:15	0	11	0	0	0	0	0	0	0	65	
8:15	8:30	0	10	0	0	0	0	0	0	0	72	Peak
8:30	8:45	0	20	0	0	0	0	0	0	0	72	Peak
8:45	9:00	0	24	0	0	0	0	0	0	0		
9:00	9:15	0	17	0	0	0	1	0	0	0		
9:15	9:30	0	9	0	0	0	1	0	0	0		
16:30	16:45	0	12	2	0	0	0	0	0	0	41	Peak
16:45	17:00	0	9	0	0	0	0	0	0	0	38	
17:00	17:15	0	11	0	0	0	0	0	0	0	36	
17:15	17:30	0	6	1	0	0	0	0	0	0	34	
17:30	17:45	0	10	0	0	0	1	0	0	0	36	
17:45	18:00	0	6	0	0	0	1	0	0	0		
18:00	18:15	0	7	1	0	0	1	0	0	0		
18:15	18:30	0	7	0	0	0	2	0	0	0		

Peak Time		North Approach Alma Ave			pproach Access 4 (N of Harr			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:15	9:15	0	71	0	0	0	1	0	0	0	72
16:30	17:30	0	38	3	0	0	0	0	0	0	41

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Alma Ave			pproach Access 4 (N of Harr			South Approach Alma Ave			
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
7:30	7:45	0	10	0	0	0	0	0	0	0	
7:45	8:00	0	5	0	0	0	0	0	0	0	
8:00	8:15	0	11	0	0	0	0	0	0	0	
8:15	8:30	0	10	0	0	0	0	0	0	0	
8:30	8:45	0	20	0	0	0	0	0	0	0	
8:45	9:00	0	24	0	0	0	0	0	0	0	
9:00	9:15	0	17	0	0	0	1	0	0	0	
9:15	9:30	0	9	0	0	0	1	0	0	0	
16:30	16:45	0	12	2	0	0	0	0	0	0	
16:45	17:00	0	9	0	0	0	0	0	0	0	
17:00	17:15	0	11	0	0	0	0	0	0	0	
17:15	17:30	0	5	1	0	0	0	0	0	0	
17:30	17:45	0	10	0	0	0	1	0	0	0	
17:45	18:00	0	6	0	0	0	1	0	0	0	
18:00	18:15	0	7	1	0	0	1	0	0	0	
18:15	18:30	0	7	0	0	0	2	0	0	0	

Peak Time		North Approach Alma Ave			pproach Access 4 (N of Harr			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:15	9:15	0	71	0	0	0	1	0	0	0	72
16:30	17:30	0	37	3	0	0	0	0	0	0	40

Heavy Vehicles

Time		North Approach Alma Ave			pproach Access 4 (N of Harr			South Approach Alma Ave			
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
7:30	7:45	0	0	0	0	0	0	0	0	0	
7:45	8:00	0	0	0	0	0	0	0	0	0	
8:00	8:15	0	0	0	0	0	0	0	0	0	
8:15	8:30	0	0	0	0	0	0	0	0	0	
8:30	8:45	0	0	0	0	0	0	0	0	0	
8:45	9:00	0	0	0	0	0	0	0	0	0	
9:00	9:15	0	0	0	0	0	0	0	0	0	
9:15	9:30	0	0	0	0	0	0	0	0	0	
16:30	16:45	0	0	0	0	0	0	0	0	0	
16:45	17:00	0	0	0	0	0	0	0	0	0	
17:00	17:15	0	0	0	0	0	0	0	0	0	
17:15	17:30	0	1	0	0	0	0	0	0	0	
17:30	17:45	0	0	0	0	0	0	0	0	0	
17:45	18:00	0	0	0	0	0	0	0	0	0	
18:00	18:15	0	0	0	0	0	0	0	0	0	
18:15	18:30	0	0	0	0	0	0	0	0	0	

0

Peak Time		North Approach Alma Ave			pproach Access 4 (N of Harr			South Approach Alma Ave			Peak total
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	
8:15	9:15	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	1	0	0	0	0	0	0	0	1

APPENDIX C

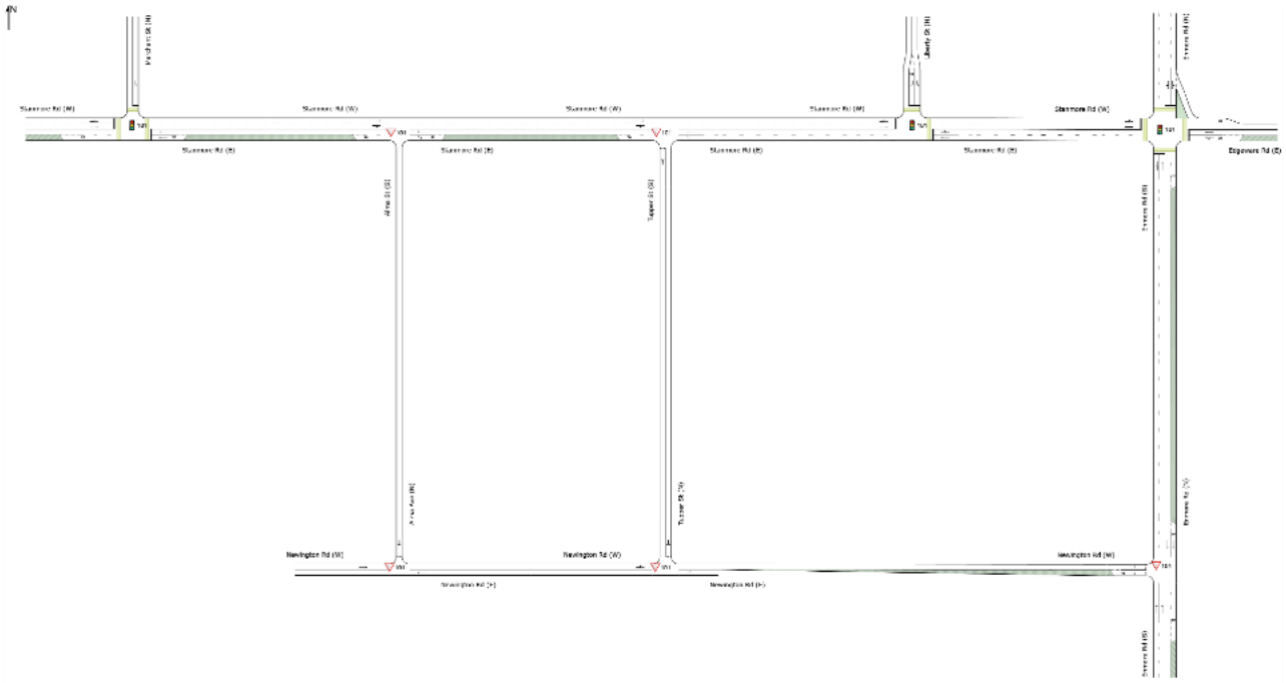
SIDRA MOVEMENT SUMMARIES
ONE WAY ALMA AVENUE

NETWORK LAYOUT

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Existing Network AM 2021
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	STA_MERX AM 2021
101	NA	STA_ALMX AM 2021
101	NA	STA_TUPX AM 2021
101	NA	STA_LIBX AM 2021
101	NA	STA_ENM_EDGX AM 2021
101	NA	NEW_ALMX AM 2021
101	NA	NEW_TUPX AM 2021
101	NA	ENM_NEWX AM 2021

MOVEMENT SUMMARY

Site: 101 [STA_MERX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Stanmore Rd & Merchant St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	847	4.3	847	4.3	* 0.508	8.5	LOS A	15.7	113.6	0.40	0.58	0.40	38.3
Approach		847	4.3	847	4.3	0.508	8.5	LOS A	15.7	113.6	0.40	0.58	0.40	38.3
North: Merchant St (N)														
7	L2	57	0.0	57	0.0	0.492	56.1	LOS D	7.4	53.0	0.97	0.80	0.97	19.9
9	R2	78	3.8	78	3.8	* 0.492	56.2	LOS D	7.4	53.0	0.97	0.80	0.97	26.4
Approach		135	2.2	135	2.2	0.492	56.2	LOS D	7.4	53.0	0.97	0.80	0.97	24.3
West: Stanmore Rd (W)														
10	L2	68	0.0	68	0.0	0.315	8.6	LOS A	8.3	60.5	0.35	0.36	0.35	41.2
11	T1	818	6.1	818	6.1	0.315	5.2	LOS A	8.3	61.1	0.35	0.34	0.35	35.8
Approach		886	5.6	886	5.6	0.315	5.4	LOS A	8.3	61.1	0.35	0.34	0.35	36.5
All Vehicles		1868	4.8	1868	4.8	0.508	10.5	LOS A	15.7	113.6	0.42	0.48	0.42	35.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
North: Merchant St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	214.6	208.6	0.97
West: Stanmore Rd (W)											
P4	Full	45	54.3	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
All Pedestrians		64	54.2	LOS E	0.1	0.1	0.95	0.95	219.4	214.8	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ALMX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Stanmore Rd & Alma St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
4	L2	33	0.0	33	0.0	0.073	4.9	LOS A	0.0	0.0	0.00	0.14	0.00	48.5
5	T1	796	4.9	796	4.9	0.366	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
Approach		829	4.7	829	4.7	0.366	0.4	NA	0.0	0.0	0.00	0.02	0.00	57.5
West: Stanmore Rd (W)														
11	T1	870	5.9	870	5.9	0.334	0.6	LOS A	0.7	5.4	0.08	0.02	0.09	55.3
12	R2	30	0.0	30	0.0	0.334	12.0	LOS A	0.7	5.4	0.19	0.06	0.23	49.5
Approach		900	5.7	900	5.7	0.334	1.0	NA	0.7	5.4	0.08	0.02	0.10	55.1
All Vehicles		1729	5.2	1729	5.2	0.366	0.7	NA	0.7	5.4	0.04	0.02	0.05	55.8

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

MOVEMENT SUMMARY

Site: 101 [STA_TUPX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Stanmore Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	16	0.0	16	0.0	0.339	10.9	LOS A	0.8	5.4	0.56	0.70	0.66	19.9
3	R2	23	0.0	23	0.0	0.339	41.8	LOS C	0.8	5.4	0.56	0.70	0.66	19.9
Approach		39	0.0	39	0.0	0.339	29.1	LOS C	0.8	5.4	0.56	0.70	0.66	19.9
East: Stanmore Rd (E)														
4	L2	22	0.0	22	0.0	0.078	4.1	LOS A	0.0	0.0	0.00	0.09	0.00	51.5
5	T1	773	5.0	773	5.0	0.343	0.3	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
Approach		795	4.9	795	4.9	0.343	0.4	NA	0.0	0.0	0.00	0.02	0.00	58.1
West: Stanmore Rd (W)														
11	T1	862	5.9	862	5.9	0.236	0.1	LOS A	11.9	87.8	0.02	0.01	0.02	57.4
12	R2	8	0.0	8	0.0	0.236	10.8	LOS A	7.3	53.3	0.04	0.01	0.05	55.0
Approach		870	5.9	870	5.9	0.236	0.2	NA	11.9	87.8	0.02	0.01	0.02	57.4
All Vehicles		1704	5.3	1704	5.3	0.343	1.0	NA	11.9	87.8	0.02	0.03	0.03	49.3

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

MOVEMENT SUMMARY

Site: 101 [STA_LIBX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Stanmore Rd & Liberty St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	606	5.8	606	5.8	0.430	4.8	LOS A	9.6	70.3	0.30	0.27	0.30	37.6
6	R2	321	5.0	321	5.0	* 0.536	17.7	LOS B	7.2	52.6	0.44	0.82	0.44	36.5
Approach		927	5.5	927	5.5	0.536	9.3	LOS A	9.6	70.3	0.35	0.46	0.35	36.8
North: Liberty St (N)														
7	L2	310	4.2	310	4.2	0.375	27.2	LOS B	11.7	85.1	0.70	0.76	0.70	28.9
9	R2	189	2.1	189	2.1	* 0.689	58.9	LOS E	10.9	77.8	1.00	0.84	1.05	19.3
Approach		499	3.4	499	3.4	0.689	39.2	LOS C	11.7	85.1	0.81	0.79	0.83	24.3
West: Stanmore Rd (W)														
10	L2	92	3.3	92	3.3	0.715	32.7	LOS C	12.2	89.8	0.86	0.79	0.86	29.2
11	T1	793	6.2	793	6.2	* 0.715	29.6	LOS C	12.2	89.8	0.87	0.79	0.88	7.2
Approach		885	5.9	885	5.9	0.715	30.0	LOS C	12.2	89.8	0.87	0.79	0.88	11.4
All Vehicles		2311	5.2	2311	5.2	0.715	23.7	LOS B	12.2	89.8	0.65	0.66	0.65	23.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	23	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
North: Liberty St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	217.2	211.9	0.98
All Pedestrians		27	54.2	LOS E	0.1	0.1	0.95	0.95	219.3	214.7	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ENM_EDGX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Stanmore Rd, Enmore Rd & Edgeware Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
1	L2	79	0.0	79	0.0	0.847	62.6	LOS E	20.2	151.7	1.00	0.98	1.19	14.2
2	T1	564	11.3	564	11.3	* 0.847	58.2	LOS E	20.2	151.7	1.00	0.99	1.19	16.8
Approach		643	10.0	643	10.0	0.847	58.8	LOS E	20.2	154.3	1.00	0.99	1.19	16.5
East: Edgeware Rd (E)														
4	L2	1	0.0	1	0.0	0.321	24.7	LOS B	10.3	75.5	0.65	0.56	0.65	32.4
5	T1	584	5.3	584	5.3	0.321	20.1	LOS B	10.3	75.5	0.65	0.56	0.65	32.5
Approach		585	5.3	585	5.3	0.321	20.1	LOS B	10.3	75.5	0.65	0.56	0.65	32.5
North: Enmore Rd (N)														
7	L2	68	5.9	68	5.9	0.502	42.6	LOS D	17.2	128.6	0.79	0.76	0.79	27.0
8	T1	320	8.1	320	8.1	0.502	36.1	LOS C	17.2	128.6	0.79	0.76	0.79	8.0
9	R2	233	5.6	233	5.6	* 0.654	55.2	LOS D	12.1	89.0	0.97	1.01	0.97	5.5
Approach		621	6.9	621	6.9	0.654	44.0	LOS D	17.2	128.6	0.86	0.86	0.86	10.0
West: Stanmore Rd (W)														
10	L2	305	5.2	305	5.2	0.275	17.9	LOS B	10.3	75.2	0.60	0.75	0.60	23.9
11	T1	780	6.0	780	6.0	* 0.844	45.7	LOS D	26.6	195.8	0.99	0.93	1.02	25.5
Approach		1085	5.8	1085	5.8	0.844	37.9	LOS C	26.6	195.8	0.88	0.88	0.90	25.3
All Vehicles		2934	6.9	2934	6.9	0.847	40.2	LOS C	26.6	195.8	0.86	0.83	0.91	21.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Enmore Rd (S)											
P1	Full	12	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
East: Edgeware Rd (E)											
P2	Full	33	54.2	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
North: Enmore Rd (N)											
P3	Full	13	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
West: Stanmore Rd (W)											
P4	Full	16	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
All Pedestrians		73	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98

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

MOVEMENT SUMMARY

Site: 101 [NEW_ALMX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Newington Rd & Alma Ave
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	31	0.0	31	0.0	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		31	0.0	31	0.0	0.016	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Alma Ave (N)														
7	L2	26	0.0	26	0.0	0.038	3.6	LOS A	0.1	0.9	0.17	0.48	0.17	34.7
9	R2	24	0.0	24	0.0	0.038	4.3	LOS A	0.1	0.9	0.17	0.48	0.17	41.7
Approach		50	0.0	50	0.0	0.038	3.9	LOS A	0.1	0.9	0.17	0.48	0.17	39.4
West: Newington Rd (W)														
11	T1	84	0.0	84	0.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		84	0.0	84	0.0	0.043	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		165	0.0	165	0.0	0.043	1.2	NA	0.1	0.9	0.05	0.15	0.05	46.1

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

MOVEMENT SUMMARY

Site: 101 [NEW_TUPX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Newington Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	25	0.0	25	0.0	0.022	0.2	LOS A	0.1	0.6	0.15	0.20	0.15	43.4
6	R2	15	0.0	15	0.0	0.022	4.9	LOS A	0.1	0.6	0.15	0.20	0.15	43.4
Approach		40	0.0	40	0.0	0.022	1.9	NA	0.1	0.6	0.15	0.20	0.15	43.4
North: Tupper St (N)														
7	L2	30	0.0	30	0.0	0.025	4.8	LOS A	0.1	0.7	0.18	0.51	0.18	40.6
9	R2	6	0.0	6	0.0	0.025	5.0	LOS A	0.1	0.7	0.18	0.51	0.18	40.6
Approach		36	0.0	36	0.0	0.025	4.8	LOS A	0.1	0.7	0.18	0.51	0.18	40.6
West: Newington Rd (W)														
10	L2	20	0.0	20	0.0	0.057	4.5	LOS A	0.0	0.0	0.00	0.10	0.00	43.5
11	T1	90	0.0	90	0.0	0.057	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	43.5
Approach		110	0.0	110	0.0	0.057	0.8	NA	0.0	0.0	0.00	0.10	0.00	43.5
All Vehicles		186	0.0	186	0.0	0.057	1.8	NA	0.1	0.7	0.07	0.20	0.07	42.2

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

MOVEMENT SUMMARY

Site: 101 [ENM_NEWX AM 2021 (Site Folder: General)]

Network: N101 [Existing Network AM 2021 (Network Folder: General)]

Enmore Rd & Newington Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
2	T1	592	11.1	592	11.1	0.163	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		592	11.1	592	11.1	0.163	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Enmore Rd (N)														
8	T1	352	7.7	352	7.7	0.158	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		352	7.7	352	7.7	0.158	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Newington Rd (W)														
10	L2	85	0.0	85	0.0	0.087	6.0	LOS A	0.3	2.2	0.38	0.60	0.38	35.9
12	R2	39	0.0	39	0.0	0.130	15.7	LOS B	0.5	3.2	0.75	0.89	0.75	30.4
Approach		124	0.0	124	0.0	0.130	9.0	LOS A	0.5	3.2	0.50	0.69	0.50	33.3
All Vehicles		1068	8.7	1068	8.7	0.163	1.1	NA	0.5	3.2	0.06	0.08	0.06	54.8

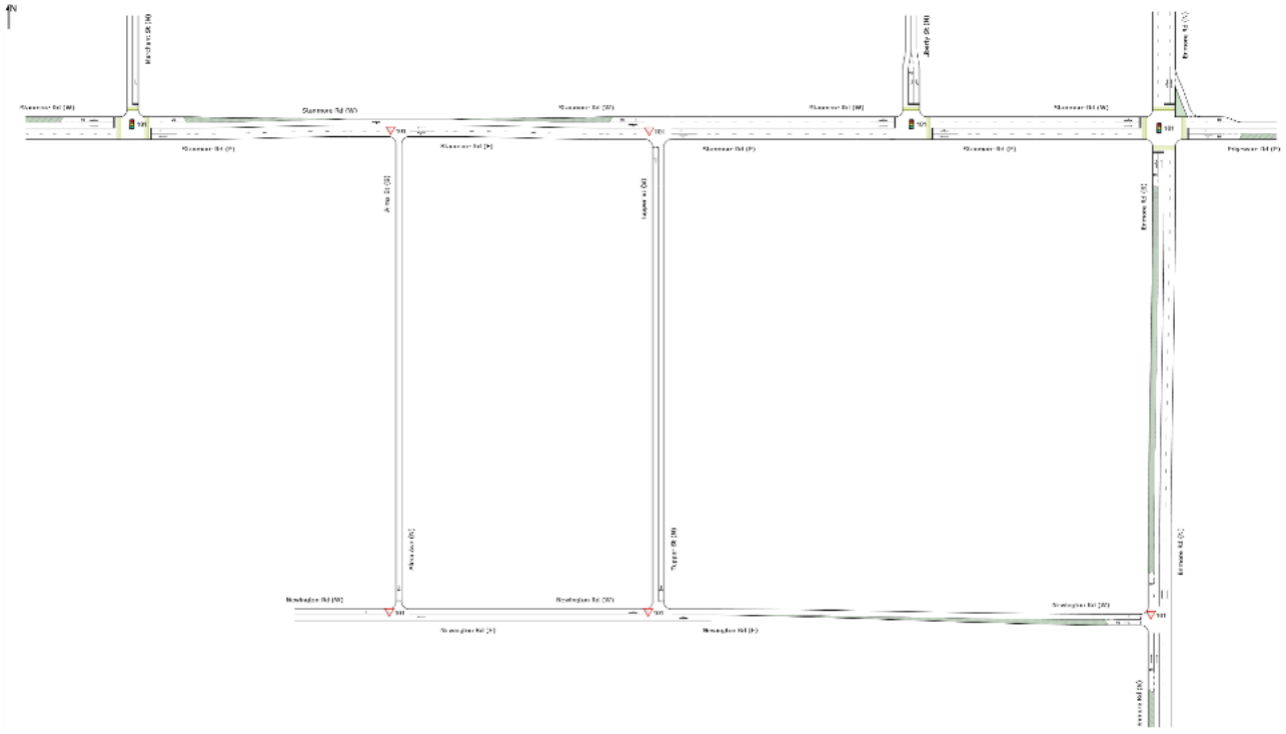
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Existing Network PM 2021
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	STA_MERX PM 2021
101	NA	STA_ALMX PM 2021
101	NA	STA_TUPX PM 2021
101	NA	STA_LIBX PM 2021
101	NA	STA_ENM_EDGX PM 2021
101	NA	NEW_ALMX PM 2021
101	NA	NEW_TUPX PM 2021
101	NA	ENM_NEWX PM 2021

MOVEMENT SUMMARY

Site: 101 [STA_MERX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Stanmore Rd & Merchant St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	880	2.3	880	2.3	0.286	5.5	LOS A	6.5	46.4	0.28	0.51	0.28	39.9
Approach		880	2.3	880	2.3	0.286	5.5	LOS A	6.5	46.4	0.28	0.51	0.28	39.9
North: Merchant St (N)														
7	L2	24	0.0	24	0.0	0.458	63.0	LOS E	4.8	34.4	0.99	0.77	0.99	18.8
9	R2	59	5.1	59	5.1	* 0.458	61.6	LOS E	4.8	34.4	0.99	0.77	0.99	25.4
Approach		83	3.6	83	3.6	0.458	62.0	LOS E	4.8	34.4	0.99	0.77	0.99	24.0
West: Stanmore Rd (W)														
10	L2	30	0.0	30	0.0	0.093	6.1	LOS A	1.7	12.3	0.23	0.27	0.23	42.3
11	T1	718	1.1	718	1.1	* 0.463	3.7	LOS A	10.1	71.1	0.30	0.28	0.30	37.1
Approach		748	1.1	748	1.1	0.463	3.8	LOS A	10.1	71.1	0.30	0.28	0.30	37.4
All Vehicles		1711	1.8	1711	1.8	0.463	7.5	LOS A	10.1	71.1	0.32	0.42	0.32	37.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
North: Merchant St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	214.6	208.6	0.97
West: Stanmore Rd (W)											
P4	Full	45	54.3	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
All Pedestrians		64	54.2	LOS E	0.1	0.1	0.95	0.95	219.4	214.8	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ALMX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Stanmore Rd & Alma St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
4	L2	46	0.0	46	0.0	0.251	5.0	LOS A	0.0	0.0	0.00	0.06	0.00	54.7
5	T1	919	2.2	919	2.2	0.251	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	57.3
Approach		965	2.1	965	2.1	0.251	0.2	NA	0.0	0.0	0.00	0.03	0.00	57.2
West: Stanmore Rd (W)														
11	T1	745	0.9	745	0.9	0.514	0.5	LOS A	0.5	3.6	0.06	0.01	0.08	56.4
12	R2	12	0.0	12	0.0	0.514	14.9	LOS B	0.5	3.6	0.06	0.01	0.08	56.4
Approach		757	0.9	757	0.9	0.514	0.7	NA	0.5	3.6	0.06	0.01	0.08	56.4
All Vehicles		1722	1.6	1722	1.6	0.514	0.4	NA	0.5	3.6	0.03	0.02	0.04	56.7

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

MOVEMENT SUMMARY

Site: 101 [STA_TUPX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Stanmore Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	21	0.0	21	0.0	0.302	8.7	LOS A	0.7	5.0	0.74	0.86	0.86	21.8
3	R2	21	0.0	21	0.0	0.302	38.5	LOS C	0.7	5.0	0.74	0.86	0.86	21.8
Approach		42	0.0	42	0.0	0.302	23.6	LOS B	0.7	5.0	0.74	0.86	0.86	21.8
East: Stanmore Rd (E)														
4	L2	42	0.0	42	0.0	0.257	4.1	LOS A	0.0	0.0	0.00	0.05	0.00	54.9
5	T1	944	2.3	944	2.3	0.257	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	57.4
Approach		986	2.2	986	2.2	0.257	0.2	NA	0.0	0.0	0.00	0.02	0.00	57.2
West: Stanmore Rd (W)														
11	T1	736	1.0	736	1.0	0.198	0.2	LOS A	11.4	80.7	0.03	0.01	0.03	56.2
12	R2	9	0.0	9	0.0	0.198	11.6	LOS A	2.8	19.7	0.07	0.02	0.07	52.7
Approach		745	0.9	745	0.9	0.198	0.3	NA	11.4	80.7	0.03	0.01	0.03	56.2
All Vehicles		1773	1.6	1773	1.6	0.302	0.8	NA	11.4	80.7	0.03	0.04	0.03	49.3

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

MOVEMENT SUMMARY

Site: 101 [STA_LIBX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Stanmore Rd & Liberty St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	742	2.7	742	2.7	0.540	7.5	LOS A	16.3	116.8	0.42	0.38	0.42	31.0
6	R2	390	0.8	390	0.8	* 0.565	23.4	LOS B	11.5	81.0	0.60	0.88	0.60	33.5
Approach		1132	2.0	1132	2.0	0.565	13.0	LOS A	16.3	116.8	0.48	0.55	0.48	32.8
North: Liberty St (N)														
7	L2	375	2.1	375	2.1	0.384	22.0	LOS B	12.7	90.5	0.63	0.75	0.63	31.4
9	R2	244	0.4	244	0.4	* 0.719	56.3	LOS D	14.0	98.0	1.00	0.86	1.05	19.8
Approach		619	1.5	619	1.5	0.719	35.5	LOS C	14.0	98.0	0.77	0.79	0.79	25.5
West: Stanmore Rd (W)														
10	L2	79	0.0	79	0.0	0.714	38.9	LOS C	12.7	89.8	0.92	0.82	0.92	26.8
11	T1	678	1.0	678	1.0	* 0.714	35.9	LOS C	12.7	89.8	0.92	0.82	0.93	6.1
Approach		757	0.9	757	0.9	0.714	36.2	LOS C	12.7	89.8	0.92	0.82	0.93	9.8
All Vehicles		2508	1.6	2508	1.6	0.719	25.5	LOS B	16.3	116.8	0.68	0.69	0.69	23.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	23	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
North: Liberty St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	217.2	211.9	0.98
All Pedestrians		27	54.2	LOS E	0.1	0.1	0.95	0.95	219.3	214.7	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ENM_EDGX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Stanmore Rd, Enmore Rd & Edgeware Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
1	L2	104	0.0	104	0.0	0.815	62.9	LOS E	15.6	112.7	1.00	0.95	1.17	14.0
2	T1	418	6.0	418	6.0	* 0.815	58.3	LOS E	16.4	120.6	1.00	0.94	1.16	16.7
Approach		522	4.8	522	4.8	0.815	59.2	LOS E	16.4	120.6	1.00	0.94	1.16	16.2
East: Edgeware Rd (E)														
4	L2	3	0.0	3	0.0	0.424	28.5	LOS B	12.9	92.1	0.73	0.63	0.73	30.4
5	T1	692	2.0	692	2.0	0.424	23.9	LOS B	14.4	102.7	0.73	0.63	0.73	30.4
Approach		695	2.0	695	2.0	0.424	23.9	LOS B	14.4	102.7	0.73	0.63	0.73	30.4
North: Enmore Rd (N)														
7	L2	90	0.0	90	0.0	0.564	39.2	LOS C	19.7	146.9	0.79	0.78	0.79	28.1
8	T1	381	9.7	381	9.7	0.564	32.8	LOS C	19.7	146.9	0.79	0.78	0.79	8.6
9	R2	341	2.1	341	2.1	* 0.700	50.2	LOS D	16.3	116.3	0.96	1.04	0.96	6.0
Approach		812	5.4	812	5.4	0.700	40.8	LOS C	19.7	146.9	0.86	0.89	0.86	10.6
West: Stanmore Rd (W)														
10	L2	312	0.0	312	0.0	0.275	17.8	LOS B	10.5	73.4	0.60	0.75	0.60	24.1
11	T1	746	2.0	746	2.0	* 0.844	43.0	LOS D	27.5	195.8	0.99	0.94	1.03	26.3
Approach		1058	1.4	1058	1.4	0.844	35.6	LOS C	27.5	195.8	0.88	0.88	0.91	26.0
All Vehicles		3087	3.2	3087	3.2	0.844	38.3	LOS C	27.5	195.8	0.86	0.84	0.90	21.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Enmore Rd (S)											
P1	Full	12	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
East: Edgeware Rd (E)											
P2	Full	33	54.2	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
North: Enmore Rd (N)											
P3	Full	13	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
West: Stanmore Rd (W)											
P4	Full	16	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
All Pedestrians		73	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98

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

MOVEMENT SUMMARY

Site: 101 [NEW_ALMX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Newington Rd & Alma Ave
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	39	0.0	39	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		39	0.0	39	0.0	0.020	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Alma Ave (N)														
7	L2	23	0.0	23	0.0	0.030	3.6	LOS A	0.1	0.8	0.15	0.47	0.15	34.8
9	R2	18	0.0	18	0.0	0.030	4.2	LOS A	0.1	0.8	0.15	0.47	0.15	41.8
Approach		41	0.0	41	0.0	0.030	3.9	LOS A	0.1	0.8	0.15	0.47	0.15	39.2
West: Newington Rd (W)														
11	T1	66	0.0	66	0.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		66	0.0	66	0.0	0.034	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		146	0.0	146	0.0	0.034	1.1	NA	0.1	0.8	0.04	0.13	0.04	46.4

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

MOVEMENT SUMMARY

Site: 101 [NEW_TUPX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Newington Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	26	0.0	26	0.0	0.023	0.1	LOS A	0.1	0.6	0.13	0.20	0.13	43.7
6	R2	15	0.0	15	0.0	0.023	4.8	LOS A	0.1	0.6	0.13	0.20	0.13	43.7
Approach		41	0.0	41	0.0	0.023	1.8	NA	0.1	0.6	0.13	0.20	0.13	43.7
North: Tupper St (N)														
7	L2	33	0.0	33	0.0	0.032	4.7	LOS A	0.1	0.8	0.15	0.51	0.15	40.7
9	R2	13	0.0	13	0.0	0.032	4.9	LOS A	0.1	0.8	0.15	0.51	0.15	40.7
Approach		46	0.0	46	0.0	0.032	4.8	LOS A	0.1	0.8	0.15	0.51	0.15	40.7
West: Newington Rd (W)														
10	L2	23	0.0	23	0.0	0.046	4.5	LOS A	0.0	0.0	0.00	0.14	0.00	41.3
11	T1	66	0.0	66	0.0	0.046	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	41.3
Approach		89	0.0	89	0.0	0.046	1.2	NA	0.0	0.0	0.00	0.14	0.00	41.3
All Vehicles		176	0.0	176	0.0	0.046	2.3	NA	0.1	0.8	0.07	0.25	0.07	41.7

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

MOVEMENT SUMMARY

Site: 101 [ENM_NEWX PM 2021 (Site Folder: General)]

Network: N101 [Existing Network PM 2021 (Network Folder: General)]

Enmore Rd & Newington Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
2	T1	465	6.9	465	6.9	0.208	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		465	6.9	465	6.9	0.208	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Enmore Rd (N)														
8	T1	468	8.5	468	8.5	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		468	8.5	468	8.5	0.127	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Newington Rd (W)														
10	L2	62	0.0	62	0.0	0.050	5.7	LOS A	0.2	1.3	0.17	0.51	0.17	37.4
12	R2	47	0.0	47	0.0	0.154	15.6	LOS B	0.5	3.8	0.75	0.89	0.75	30.5
Approach		109	0.0	109	0.0	0.154	10.0	LOS A	0.5	3.8	0.42	0.67	0.42	33.2
All Vehicles		1042	6.9	1042	6.9	0.208	1.1	NA	0.5	3.8	0.04	0.07	0.04	55.6

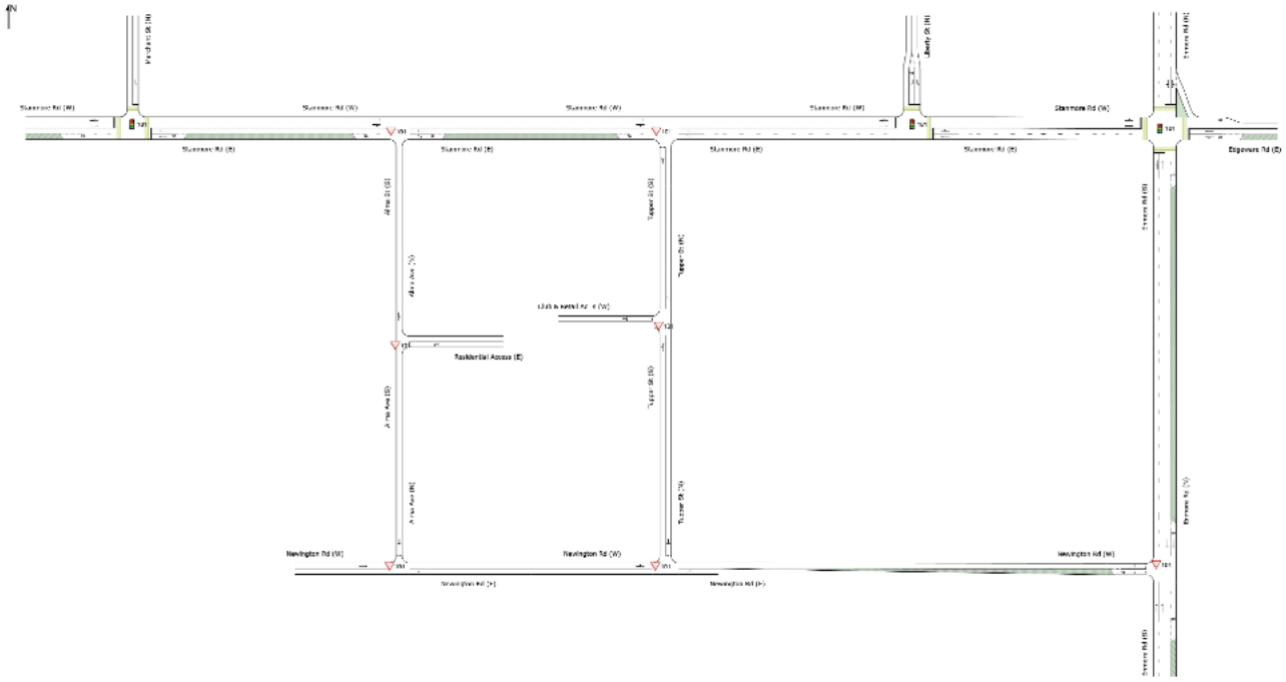
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Existing Network AM 2021
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	STA_MERP AM 2021
101	NA	STA_ALMP AM 2021
101	NA	STA_TUPP AM 2021
101	NA	STA_LIBP AM 2021
101	NA	STA_ENM_EDGP AM 2021
101	NA	NEW_ALMP AM 2021
101	NA	NEW_TUPP AM 2021
101	NA	ENM_NEWP AM 2021
101	NA	ALM_SITEP AM 2021
101	NA	TUP_SITEP AM 2021

MOVEMENT SUMMARY

Site: 101 [STA_MERP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & Merchant St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	856	4.2	856	4.2	* 0.506	8.2	LOS A	15.4	111.7	0.39	0.57	0.39	38.5
Approach		856	4.2	856	4.2	0.506	8.2	LOS A	15.4	111.7	0.39	0.57	0.39	38.5
North: Merchant St (N)														
7	L2	57	0.0	57	0.0	0.521	57.3	LOS E	7.5	53.6	0.97	0.80	0.97	19.6
9	R2	78	3.8	78	3.8	* 0.521	57.3	LOS E	7.5	53.6	0.97	0.80	0.97	26.2
Approach		135	2.2	135	2.2	0.521	57.3	LOS E	7.5	53.6	0.97	0.80	0.97	24.0
West: Stanmore Rd (W)														
10	L2	68	0.0	68	0.0	0.314	8.2	LOS A	8.1	59.1	0.34	0.35	0.34	41.3
11	T1	825	6.1	825	6.1	0.314	4.8	LOS A	8.1	59.6	0.34	0.33	0.34	36.0
Approach		893	5.6	893	5.6	0.314	5.1	LOS A	8.1	59.6	0.34	0.33	0.34	36.7
All Vehicles		1884	4.7	1884	4.7	0.521	10.2	LOS A	15.4	111.7	0.41	0.47	0.41	35.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
North: Merchant St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	214.6	208.6	0.97
West: Stanmore Rd (W)											
P4	Full	45	54.3	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
All Pedestrians		64	54.2	LOS E	0.1	0.1	0.95	0.95	219.4	214.8	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ALMP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & Alma St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
4	L2	37	0.0	37	0.0	0.074	4.9	LOS A	0.0	0.0	0.00	0.16	0.00	47.5
5	T1	798	4.9	798	4.9	0.368	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
Approach		835	4.7	835	4.7	0.368	0.4	NA	0.0	0.0	0.00	0.03	0.00	57.3
West: Stanmore Rd (W)														
11	T1	875	5.8	875	5.8	0.350	0.6	LOS A	0.8	6.1	0.08	0.02	0.10	54.8
12	R2	32	0.0	32	0.0	0.350	12.3	LOS A	0.8	6.1	0.19	0.06	0.24	49.5
Approach		907	5.6	907	5.6	0.350	1.1	NA	0.8	6.1	0.09	0.03	0.11	54.6
All Vehicles		1742	5.2	1742	5.2	0.368	0.8	NA	0.8	6.1	0.05	0.03	0.06	55.4

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

MOVEMENT SUMMARY

Site: 101 [STA_TUPP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	18	0.0	18	0.0	0.361	11.9	LOS A	0.9	6.0	0.53	0.69	0.65	6.5
3	R2	24	0.0	24	0.0	0.361	44.0	LOS D	0.9	6.0	0.53	0.69	0.65	6.5
Approach		42	0.0	42	0.0	0.361	30.3	LOS C	0.9	6.0	0.53	0.69	0.65	6.5
East: Stanmore Rd (E)														
4	L2	34	0.0	34	0.0	0.079	4.1	LOS A	0.0	0.0	0.00	0.13	0.00	48.2
5	T1	777	5.0	777	5.0	0.350	0.3	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
Approach		811	4.8	811	4.8	0.350	0.4	NA	0.0	0.0	0.00	0.02	0.00	57.2
West: Stanmore Rd (W)														
11	T1	862	5.9	862	5.9	0.240	0.2	LOS A	13.3	97.7	0.04	0.01	0.04	55.8
12	R2	13	0.0	13	0.0	0.240	11.0	LOS A	4.8	35.2	0.07	0.02	0.08	52.0
Approach		875	5.8	875	5.8	0.240	0.4	NA	13.3	97.7	0.04	0.01	0.04	55.8
All Vehicles		1728	5.2	1728	5.2	0.361	1.1	NA	13.3	97.7	0.03	0.03	0.03	48.7

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

MOVEMENT SUMMARY

Site: 101 [STA_LIBP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & Liberty St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	618	5.7	618	5.7	0.438	4.8	LOS A	9.7	71.5	0.30	0.27	0.30	37.6
6	R2	324	4.9	324	4.9	* 0.541	17.7	LOS B	7.3	53.0	0.44	0.82	0.44	36.5
Approach		942	5.4	942	5.4	0.541	9.2	LOS A	9.7	71.5	0.35	0.46	0.35	36.8
North: Liberty St (N)														
7	L2	310	4.2	310	4.2	0.375	27.2	LOS B	11.7	85.1	0.70	0.76	0.70	28.9
9	R2	193	2.1	193	2.1	* 0.703	59.2	LOS E	11.2	79.9	1.00	0.85	1.06	19.2
Approach		503	3.4	503	3.4	0.703	39.5	LOS C	11.7	85.1	0.81	0.80	0.84	24.2
West: Stanmore Rd (W)														
10	L2	93	3.2	93	3.2	0.716	32.7	LOS C	12.2	89.8	0.86	0.79	0.86	29.2
11	T1	793	6.2	793	6.2	* 0.716	29.7	LOS C	12.2	89.8	0.87	0.79	0.88	7.2
Approach		886	5.9	886	5.9	0.716	30.0	LOS C	12.2	89.8	0.87	0.79	0.88	11.5
All Vehicles		2331	5.1	2331	5.1	0.716	23.6	LOS B	12.2	89.8	0.65	0.66	0.65	23.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	23	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
North: Liberty St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	217.2	211.9	0.98
All Pedestrians		27	54.2	LOS E	0.1	0.1	0.95	0.95	219.3	214.7	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ENM_EDGP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd, Enmore Rd & Edgeware Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
1	L2	87	0.0	87	0.0	0.863	64.2	LOS E	21.0	157.1	1.00	1.00	1.22	13.9
2	T1	568	11.3	568	11.3	* 0.863	59.9	LOS E	21.0	157.1	1.00	1.01	1.22	16.5
Approach		655	9.8	655	9.8	0.863	60.4	LOS E	21.0	160.1	1.00	1.01	1.22	16.1
East: Edgeware Rd (E)														
4	L2	1	0.0	1	0.0	0.323	24.7	LOS B	10.4	76.1	0.65	0.56	0.65	32.4
5	T1	588	5.3	588	5.3	0.323	20.1	LOS B	10.4	76.1	0.65	0.56	0.65	32.4
Approach		589	5.3	589	5.3	0.323	20.1	LOS B	10.4	76.1	0.65	0.56	0.65	32.4
North: Enmore Rd (N)														
7	L2	68	5.9	68	5.9	0.502	42.3	LOS C	16.9	126.2	0.79	0.76	0.79	27.1
8	T1	320	8.1	320	8.1	0.502	35.7	LOS C	16.9	126.2	0.79	0.76	0.79	8.1
9	R2	236	5.5	236	5.5	* 0.667	55.8	LOS D	12.4	90.7	0.98	1.01	0.98	5.5
Approach		624	6.9	624	6.9	0.667	44.1	LOS D	16.9	126.2	0.86	0.86	0.86	10.0
West: Stanmore Rd (W)														
10	L2	305	5.2	305	5.2	0.276	16.9	LOS B	9.7	70.6	0.57	0.74	0.57	24.7
11	T1	780	6.0	780	6.0	* 0.846	46.3	LOS D	26.6	195.8	0.99	0.94	1.03	25.3
Approach		1085	5.8	1085	5.8	0.846	38.0	LOS C	26.6	195.8	0.87	0.88	0.90	25.2
All Vehicles		2953	6.8	2953	6.8	0.863	40.7	LOS C	26.6	195.8	0.85	0.84	0.91	21.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Enmore Rd (S)											
P1	Full	12	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
East: Edgeware Rd (E)											
P2	Full	33	54.2	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
North: Enmore Rd (N)											
P3	Full	13	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
West: Stanmore Rd (W)											
P4	Full	16	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
All Pedestrians		73	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98

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

MOVEMENT SUMMARY

Site: 101 [NEW_ALMP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Newington Rd & Alma Ave
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	31	0.0	31	0.0	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		31	0.0	31	0.0	0.016	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Alma Ave (N)														
7	L2	43	0.0	43	0.0	0.049	3.6	LOS A	0.2	1.3	0.17	0.47	0.17	34.8
9	R2	24	0.0	24	0.0	0.049	4.3	LOS A	0.2	1.3	0.17	0.47	0.17	41.8
Approach		67	0.0	67	0.0	0.049	3.9	LOS A	0.2	1.3	0.17	0.47	0.17	38.6
West: Newington Rd (W)														
11	T1	84	0.0	84	0.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		84	0.0	84	0.0	0.043	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		182	0.0	182	0.0	0.049	1.4	NA	0.2	1.3	0.06	0.17	0.06	45.3

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

MOVEMENT SUMMARY

Site: 101 [NEW_TUPP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Newington Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	25	0.0	25	0.0	0.022	0.2	LOS A	0.1	0.6	0.17	0.20	0.17	43.2
6	R2	15	0.0	15	0.0	0.022	4.9	LOS A	0.1	0.6	0.17	0.20	0.17	43.2
Approach		40	0.0	40	0.0	0.022	2.0	NA	0.1	0.6	0.17	0.20	0.17	43.2
North: Tupper St (N)														
7	L2	32	0.0	32	0.0	0.027	4.9	LOS A	0.1	0.7	0.20	0.51	0.20	39.0
9	R2	6	0.0	6	0.0	0.027	5.1	LOS A	0.1	0.7	0.20	0.51	0.20	39.0
Approach		38	0.0	38	0.0	0.027	4.9	LOS A	0.1	0.7	0.20	0.51	0.20	39.0
West: Newington Rd (W)														
10	L2	20	0.0	20	0.0	0.066	4.5	LOS A	0.0	0.0	0.00	0.09	0.00	44.2
11	T1	107	0.0	107	0.0	0.066	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	44.2
Approach		127	0.0	127	0.0	0.066	0.7	NA	0.0	0.0	0.00	0.09	0.00	44.2
All Vehicles		205	0.0	205	0.0	0.066	1.7	NA	0.1	0.7	0.07	0.19	0.07	41.9

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

MOVEMENT SUMMARY

Site: 101 [ENM_NEWP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Enmore Rd & Newington Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
2	T1	597	11.1	597	11.1	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		597	11.1	597	11.1	0.164	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Enmore Rd (N)														
8	T1	352	7.7	352	7.7	0.158	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		352	7.7	352	7.7	0.158	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Newington Rd (W)														
10	L2	92	0.0	92	0.0	0.095	6.0	LOS A	0.3	2.4	0.38	0.61	0.38	35.9
12	R2	51	0.0	51	0.0	0.172	16.1	LOS B	0.6	4.2	0.76	0.89	0.76	30.2
Approach		143	0.0	143	0.0	0.172	9.6	LOS A	0.6	4.2	0.52	0.71	0.52	32.9
All Vehicles		1092	8.5	1092	8.5	0.172	1.3	NA	0.6	4.2	0.07	0.09	0.07	54.0

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

MOVEMENT SUMMARY

Site: 101 [ALM_SITEP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Alma Ave & Residential Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Residential Access (E)														
4	L2	24	0.0	24	0.0	0.015	3.6	LOS A	0.1	0.4	0.14	0.43	0.14	36.8
Approach		24	0.0	24	0.0	0.015	3.6	LOS A	0.1	0.4	0.14	0.43	0.14	36.8
North: Alma Ave (N)														
7	L2	6	0.0	6	0.0	0.036	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	40.0
8	T1	63	0.0	63	0.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	38.5
Approach		69	0.0	69	0.0	0.036	0.3	NA	0.0	0.0	0.00	0.04	0.00	39.1
All Vehicles		93	0.0	93	0.0	0.036	1.1	NA	0.1	0.4	0.04	0.14	0.04	37.7

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

MOVEMENT SUMMARY

Site: 101 [TUP_SITEP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Tupper St & Club/Retail Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	1	0.0	1	0.0	0.021	3.4	LOS A	0.0	0.0	0.00	0.01	0.00	40.1
2	T1	39	0.0	39	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.9
Approach		40	0.0	40	0.0	0.021	0.1	NA	0.0	0.0	0.00	0.01	0.00	39.9
North: Tupper St (N)														
8	T1	30	0.0	30	0.0	0.025	0.1	LOS A	0.1	0.6	0.08	0.17	0.08	30.9
9	R2	17	0.0	17	0.0	0.025	3.6	LOS A	0.1	0.6	0.08	0.17	0.08	38.4
Approach		47	0.0	47	0.0	0.025	1.4	NA	0.1	0.6	0.08	0.17	0.08	37.0
West: Club & Retail Access (W)														
10	L2	3	0.0	3	0.0	0.004	3.5	LOS A	0.0	0.1	0.11	0.45	0.11	36.9
12	R2	2	0.0	2	0.0	0.004	3.8	LOS A	0.0	0.1	0.11	0.45	0.11	36.9
Approach		5	0.0	5	0.0	0.004	3.6	LOS A	0.0	0.1	0.11	0.45	0.11	36.9
All Vehicles		92	0.0	92	0.0	0.025	0.9	NA	0.1	0.6	0.05	0.12	0.05	38.2

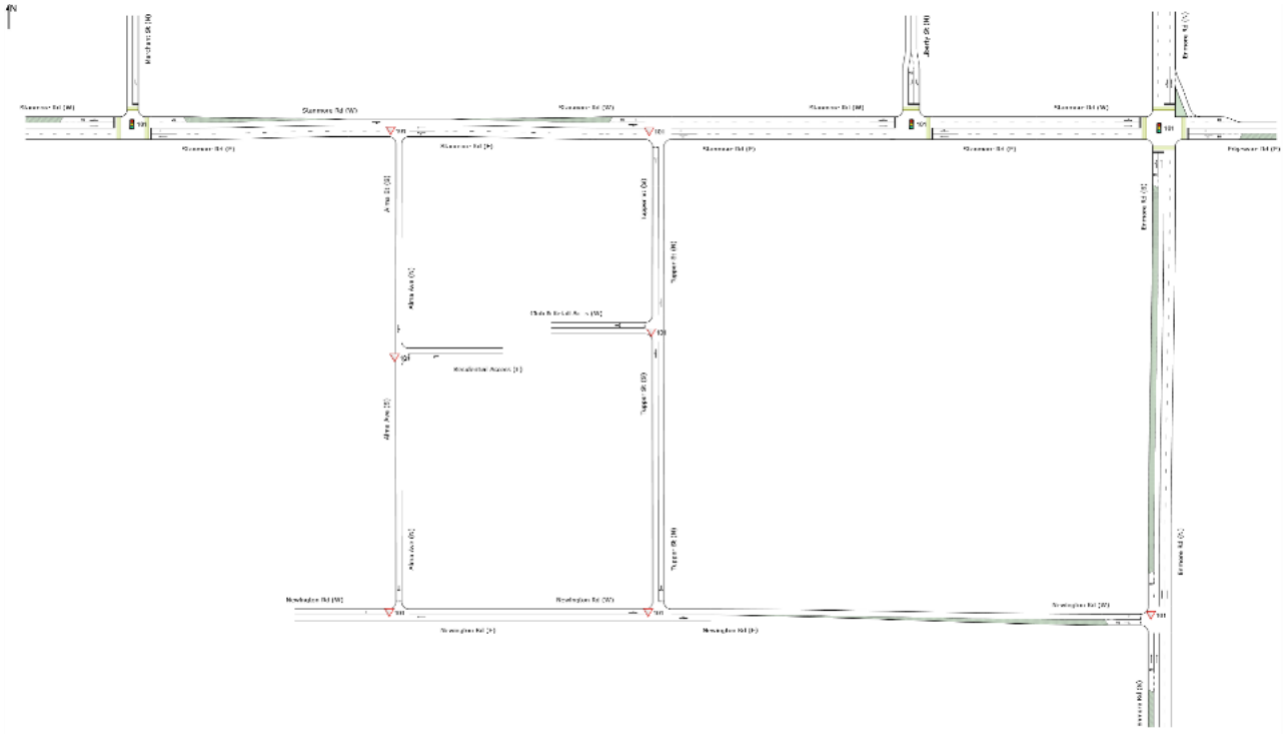
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Existing Network PM 2021
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	STA_MERP PM 2021
101	NA	STA_ALMP PM 2021
101	NA	STA_TUPP PM 2021
101	NA	STA_LIBP PM 2021
101	NA	STA_ENM_EDGP PM 2021
101	NA	NEW_ALMP PM 2021
101	NA	NEW_TUPP PM 2021
101	NA	ENM_NEWP PM 2021
101	NA	ALM_SITEP PM 2021
101	NA	TUP_SITEP PM 2021

MOVEMENT SUMMARY

Site: 101 [STA_MERP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & Merchant St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	895	2.2	895	2.2	0.288	5.3	LOS A	6.4	45.5	0.27	0.50	0.27	40.1
Approach		895	2.2	895	2.2	0.288	5.3	LOS A	6.4	45.5	0.27	0.50	0.27	40.1
North: Merchant St (N)														
7	L2	24	0.0	24	0.0	0.500	64.4	LOS E	4.8	34.9	0.99	0.77	0.99	18.5
9	R2	59	5.1	59	5.1	* 0.500	63.0	LOS E	4.8	34.9	0.99	0.77	0.99	25.2
Approach		83	3.6	83	3.6	0.500	63.4	LOS E	4.8	34.9	0.99	0.77	0.99	23.7
West: Stanmore Rd (W)														
10	L2	30	0.0	30	0.0	0.096	5.9	LOS A	1.8	12.3	0.22	0.26	0.22	42.4
11	T1	750	1.1	750	1.1	* 0.478	3.5	LOS A	10.3	72.4	0.29	0.28	0.29	37.2
Approach		780	1.0	780	1.0	0.478	3.6	LOS A	10.3	72.4	0.29	0.28	0.29	37.6
All Vehicles		1758	1.8	1758	1.8	0.500	7.3	LOS A	10.3	72.4	0.31	0.41	0.31	37.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
North: Merchant St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	214.6	208.6	0.97
West: Stanmore Rd (W)											
P4	Full	45	54.3	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
All Pedestrians		64	54.2	LOS E	0.1	0.1	0.95	0.95	219.4	214.8	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ALMP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & Alma St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
4	L2	61	0.0	61	0.0	0.259	5.0	LOS A	0.0	0.0	0.00	0.07	0.00	53.4
5	T1	933	2.1	933	2.1	0.259	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.7
Approach		994	2.0	994	2.0	0.259	0.3	NA	0.0	0.0	0.00	0.04	0.00	56.5
West: Stanmore Rd (W)														
11	T1	770	0.9	770	0.9	0.557	0.8	LOS A	0.9	6.2	0.09	0.02	0.14	54.2
12	R2	19	0.0	19	0.0	0.557	15.8	LOS B	0.9	6.2	0.09	0.02	0.14	54.2
Approach		789	0.9	789	0.9	0.557	1.2	NA	0.9	6.2	0.09	0.02	0.14	54.2
All Vehicles		1783	1.5	1783	1.5	0.557	0.7	NA	0.9	6.2	0.04	0.03	0.06	55.0

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

MOVEMENT SUMMARY

Site: 101 [STA_TUPP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	35	0.0	35	0.0	0.470	14.9	LOS B	1.3	9.3	0.75	0.95	1.05	6.4
3	R2	30	0.0	30	0.0	0.470	49.3	LOS D	1.3	9.3	0.75	0.95	1.05	6.4
Approach		65	0.0	65	0.0	0.470	30.8	LOS C	1.3	9.3	0.75	0.95	1.05	6.4
East: Stanmore Rd (E)														
4	L2	90	0.0	90	0.0	0.274	4.1	LOS A	0.0	0.0	0.00	0.10	0.00	50.6
5	T1	959	2.3	959	2.3	0.274	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	55.3
Approach		1049	2.1	1049	2.1	0.274	0.4	NA	0.0	0.0	0.00	0.05	0.00	54.8
West: Stanmore Rd (W)														
11	T1	736	1.0	736	1.0	0.221	0.8	LOS A	11.8	83.4	0.11	0.03	0.11	48.1
12	R2	34	0.0	34	0.0	0.221	12.3	LOS A	2.3	16.6	0.26	0.07	0.27	37.8
Approach		770	0.9	770	0.9	0.221	1.3	NA	11.8	83.4	0.12	0.03	0.12	47.5
All Vehicles		1884	1.5	1884	1.5	0.470	1.8	NA	11.8	83.4	0.07	0.07	0.09	42.1

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

MOVEMENT SUMMARY

Site: 101 [STA_LIBP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & Liberty St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	794	2.5	794	2.5	0.584	8.7	LOS A	21.8	155.6	0.52	0.48	0.52	28.8
6	R2	391	0.8	391	0.8	* 0.584	27.9	LOS B	12.2	86.3	0.64	0.90	0.64	31.5
Approach		1185	1.9	1185	1.9	0.584	15.0	LOS B	21.8	155.6	0.56	0.62	0.56	30.6
North: Liberty St (N)														
7	L2	375	2.1	375	2.1	0.384	22.0	LOS B	12.7	90.5	0.63	0.75	0.63	31.4
9	R2	255	0.4	255	0.4	* 0.718	55.5	LOS D	14.5	101.8	0.99	0.86	1.04	20.0
Approach		630	1.4	630	1.4	0.718	35.5	LOS C	14.5	101.8	0.78	0.79	0.80	25.5
West: Stanmore Rd (W)														
10	L2	84	0.0	84	0.0	0.722	39.0	LOS C	12.7	89.8	0.92	0.82	0.92	26.8
11	T1	682	1.0	682	1.0	* 0.722	36.2	LOS C	12.7	89.8	0.92	0.83	0.94	6.1
Approach		766	0.9	766	0.9	0.722	36.5	LOS C	12.7	89.8	0.92	0.83	0.94	9.9
All Vehicles		2581	1.5	2581	1.5	0.722	26.4	LOS B	21.8	155.6	0.72	0.72	0.73	22.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	23	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
North: Liberty St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	217.2	211.9	0.98
All Pedestrians		27	54.2	LOS E	0.1	0.1	0.95	0.95	219.3	214.7	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ENM_EDGP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd, Enmore Rd & Edgeware Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
1	L2	132	0.0	132	0.0	0.875	69.3	LOS E	16.6	118.7	1.00	1.02	1.30	12.9
2	T1	419	6.0	419	6.0	* 0.875	63.6	LOS E	19.6	144.1	1.00	1.02	1.27	15.7
Approach		551	4.5	551	4.5	0.875	64.9	LOS E	19.6	144.1	1.00	1.02	1.28	15.1
East: Edgeware Rd (E)														
4	L2	3	0.0	3	0.0	0.503	29.8	LOS C	13.2	93.8	0.76	0.67	0.76	29.8
5	T1	707	2.0	707	2.0	0.503	24.7	LOS B	15.7	111.8	0.75	0.66	0.75	30.0
Approach		710	2.0	710	2.0	0.503	24.7	LOS B	15.7	111.8	0.75	0.66	0.75	30.0
North: Enmore Rd (N)														
7	L2	90	0.0	90	0.0	0.564	39.2	LOS C	19.7	146.9	0.79	0.78	0.79	28.1
8	T1	381	9.7	381	9.7	0.564	32.8	LOS C	19.7	146.9	0.79	0.78	0.79	8.6
9	R2	351	2.0	351	2.0	* 0.756	54.4	LOS D	17.7	125.8	0.98	1.07	1.03	5.6
Approach		822	5.4	822	5.4	0.756	42.7	LOS D	19.7	146.9	0.87	0.90	0.89	10.2
West: Stanmore Rd (W)														
10	L2	316	0.0	316	0.0	0.276	17.8	LOS B	10.6	74.1	0.60	0.75	0.60	24.1
11	T1	746	2.0	746	2.0	* 0.846	43.3	LOS D	27.5	195.8	0.99	0.94	1.04	26.2
Approach		1062	1.4	1062	1.4	0.846	35.7	LOS C	27.5	195.8	0.88	0.88	0.91	25.9
All Vehicles		3145	3.1	3145	3.1	0.875	40.2	LOS C	27.5	195.8	0.87	0.86	0.93	21.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Enmore Rd (S)											
P1	Full	12	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
East: Edgeware Rd (E)											
P2	Full	33	54.2	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
North: Enmore Rd (N)											
P3	Full	13	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
West: Stanmore Rd (W)											
P4	Full	16	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
All Pedestrians		73	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98

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

MOVEMENT SUMMARY

Site: 101 [NEW_ALMP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Newington Rd & Alma Ave
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	39	0.0	39	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		39	0.0	39	0.0	0.020	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Alma Ave (N)														
7	L2	27	0.0	27	0.0	0.033	3.6	LOS A	0.1	0.8	0.15	0.47	0.15	34.8
9	R2	18	0.0	18	0.0	0.033	4.2	LOS A	0.1	0.8	0.15	0.47	0.15	41.8
Approach		45	0.0	45	0.0	0.033	3.8	LOS A	0.1	0.8	0.15	0.47	0.15	38.9
West: Newington Rd (W)														
11	T1	66	0.0	66	0.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		66	0.0	66	0.0	0.034	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		150	0.0	150	0.0	0.034	1.2	NA	0.1	0.8	0.05	0.14	0.05	46.2

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

MOVEMENT SUMMARY

Site: 101 [NEW_TUPP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Newington Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	26	0.0	26	0.0	0.023	0.1	LOS A	0.1	0.6	0.14	0.20	0.14	43.6
6	R2	15	0.0	15	0.0	0.023	4.8	LOS A	0.1	0.6	0.14	0.20	0.14	43.6
Approach		41	0.0	41	0.0	0.023	1.9	NA	0.1	0.6	0.14	0.20	0.14	43.6
North: Tupper St (N)														
7	L2	52	0.0	52	0.0	0.045	4.8	LOS A	0.2	1.2	0.16	0.51	0.16	39.3
9	R2	13	0.0	13	0.0	0.045	5.0	LOS A	0.2	1.2	0.16	0.51	0.16	39.3
Approach		65	0.0	65	0.0	0.045	4.8	LOS A	0.2	1.2	0.16	0.51	0.16	39.3
West: Newington Rd (W)														
10	L2	23	0.0	23	0.0	0.048	4.5	LOS A	0.0	0.0	0.00	0.13	0.00	41.6
11	T1	70	0.0	70	0.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	41.6
Approach		93	0.0	93	0.0	0.048	1.1	NA	0.0	0.0	0.00	0.13	0.00	41.6
All Vehicles		199	0.0	199	0.0	0.048	2.5	NA	0.2	1.2	0.08	0.27	0.08	40.8

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

MOVEMENT SUMMARY

Site: 101 [ENM_NEWP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Enmore Rd & Newington Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
2	T1	492	6.5	492	6.5	0.219	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		492	6.5	492	6.5	0.219	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Enmore Rd (N)														
8	T1	468	8.5	468	8.5	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		468	8.5	468	8.5	0.127	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Newington Rd (W)														
10	L2	64	0.0	64	0.0	0.052	5.7	LOS A	0.2	1.3	0.17	0.51	0.17	37.3
12	R2	68	0.0	68	0.0	0.235	17.4	LOS B	0.9	6.1	0.78	0.93	0.86	29.2
Approach		132	0.0	132	0.0	0.235	11.8	LOS A	0.9	6.1	0.49	0.72	0.52	31.7
All Vehicles		1092	6.6	1092	6.6	0.235	1.5	NA	0.9	6.1	0.06	0.09	0.06	54.2

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

MOVEMENT SUMMARY

Site: 101 [ALM_SITEP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Alma Ave & Residential Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Residential Access (E)														
4	L2	5	0.0	5	0.0	0.003	3.6	LOS A	0.0	0.1	0.13	0.43	0.13	36.9
Approach		5	0.0	5	0.0	0.003	3.6	LOS A	0.0	0.1	0.13	0.43	0.13	36.9
North: Alma Ave (N)														
7	L2	22	0.0	22	0.0	0.042	3.4	LOS A	0.0	0.0	0.00	0.13	0.00	39.5
8	T1	58	0.0	58	0.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	35.7
Approach		80	0.0	80	0.0	0.042	0.9	NA	0.0	0.0	0.00	0.13	0.00	38.4
All Vehicles		85	0.0	85	0.0	0.042	1.1	NA	0.0	0.1	0.01	0.15	0.01	38.2

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

MOVEMENT SUMMARY

Site: 101 [TUP_SITEP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Tupper St & Club/Retail Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	1	0.0	1	0.0	0.022	3.4	LOS A	0.0	0.0	0.00	0.01	0.00	40.1
2	T1	42	0.0	42	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.9
Approach		43	0.0	43	0.0	0.022	0.1	NA	0.0	0.0	0.00	0.01	0.00	39.9
North: Tupper St (N)														
8	T1	51	0.0	51	0.0	0.069	0.1	LOS A	0.3	2.2	0.12	0.28	0.12	27.3
9	R2	73	0.0	73	0.0	0.069	3.7	LOS A	0.3	2.2	0.12	0.28	0.12	37.8
Approach		124	0.0	124	0.0	0.069	2.2	NA	0.3	2.2	0.12	0.28	0.12	36.8
West: Club & Retail Access (W)														
10	L2	23	0.0	23	0.0	0.032	3.5	LOS A	0.1	0.8	0.12	0.46	0.12	36.9
12	R2	19	0.0	19	0.0	0.032	4.1	LOS A	0.1	0.8	0.12	0.46	0.12	36.9
Approach		42	0.0	42	0.0	0.032	3.8	LOS A	0.1	0.8	0.12	0.46	0.12	36.9
All Vehicles		209	0.0	209	0.0	0.069	2.1	NA	0.3	2.2	0.09	0.26	0.09	37.3

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

APPENDIX D

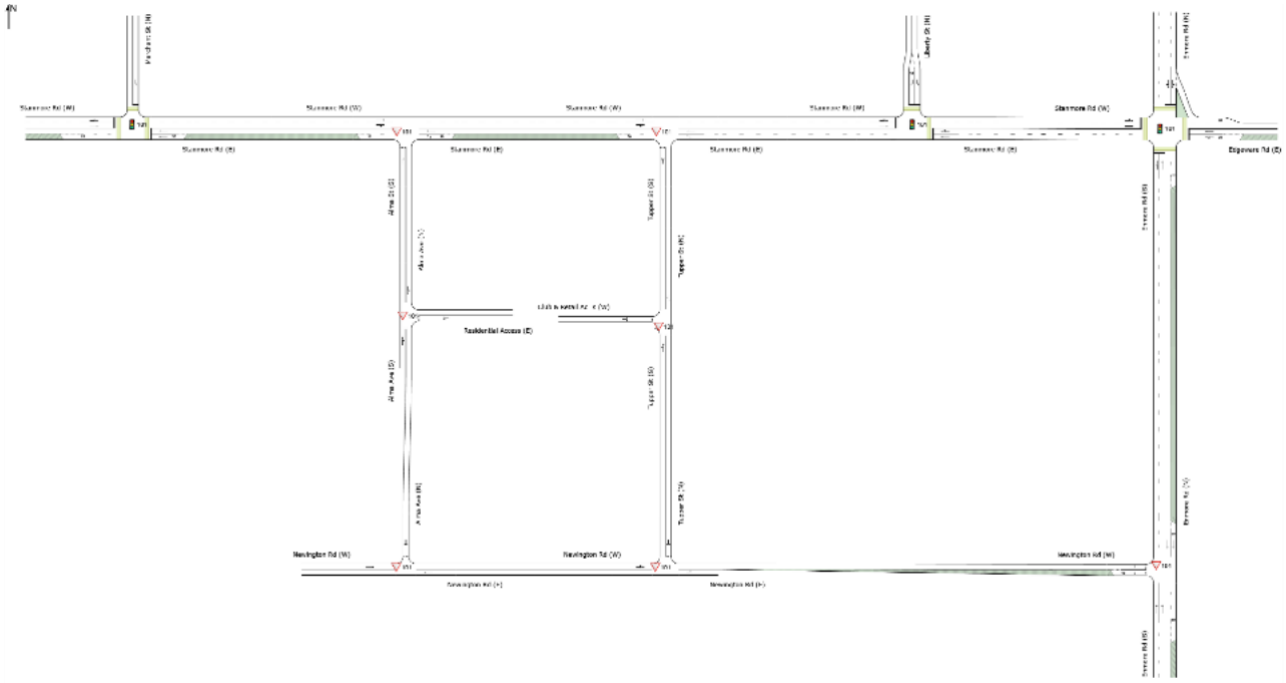
SIDRA MOVEMENT SUMMARIES
TWO WAY ALMA AVENUE

NETWORK LAYOUT

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Existing Network AM 2021
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	STA_MERP AM 2021
101	NA	STA_ALMP AM 2021
101	NA	STA_TUPP AM 2021
101	NA	STA_LIBP AM 2021
101	NA	STA_ENM_EDGP AM 2021
101	NA	NEW_ALMP AM 2021
101	NA	NEW_TUPP AM 2021
101	NA	ENM_NEWP AM 2021
101	NA	ALM_SITEP AM 2021
101	NA	TUP_SITEP AM 2021

MOVEMENT SUMMARY

Site: 101 [STA_MERP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & Merchant St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	856	4.2	856	4.2	* 0.506	8.2	LOS A	15.4	111.7	0.39	0.57	0.39	38.5
Approach		856	4.2	856	4.2	0.506	8.2	LOS A	15.4	111.7	0.39	0.57	0.39	38.5
North: Merchant St (N)														
7	L2	57	0.0	57	0.0	0.521	57.3	LOS E	7.5	53.6	0.97	0.80	0.97	19.6
9	R2	78	3.8	78	3.8	* 0.521	57.3	LOS E	7.5	53.6	0.97	0.80	0.97	26.2
Approach		135	2.2	135	2.2	0.521	57.3	LOS E	7.5	53.6	0.97	0.80	0.97	24.0
West: Stanmore Rd (W)														
10	L2	68	0.0	68	0.0	0.314	8.2	LOS A	8.1	59.1	0.34	0.35	0.34	41.3
11	T1	825	6.1	825	6.1	0.314	4.8	LOS A	8.1	59.6	0.34	0.33	0.34	36.0
Approach		893	5.6	893	5.6	0.314	5.1	LOS A	8.1	59.6	0.34	0.33	0.34	36.7
All Vehicles		1884	4.7	1884	4.7	0.521	10.2	LOS A	15.4	111.7	0.41	0.47	0.41	35.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
North: Merchant St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	214.6	208.6	0.97
West: Stanmore Rd (W)											
P4	Full	45	54.3	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
All Pedestrians		64	54.2	LOS E	0.1	0.1	0.95	0.95	219.4	214.8	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ALMP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & (Two-Way) Alma St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Alma St (S)														
1	L2	7	0.0	7	0.0	0.091	5.5	LOS A	0.2	1.6	0.47	0.58	0.47	27.2
3	R2	7	0.0	7	0.0	0.091	39.7	LOS C	0.2	1.6	0.47	0.58	0.47	27.2
Approach		14	0.0	14	0.0	0.091	22.6	LOS B	0.2	1.6	0.47	0.58	0.47	27.2
East: Stanmore Rd (E)														
4	L2	37	0.0	37	0.0	0.074	4.9	LOS A	0.0	0.0	0.00	0.16	0.00	47.5
5	T1	798	4.9	798	4.9	0.368	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	57.8
Approach		835	4.7	835	4.7	0.368	0.4	NA	0.0	0.0	0.00	0.03	0.00	57.3
West: Stanmore Rd (W)														
11	T1	875	5.8	875	5.8	0.335	0.6	LOS A	0.8	5.9	0.08	0.02	0.10	54.9
12	R2	32	0.0	32	0.0	0.335	12.2	LOS A	0.8	5.9	0.20	0.06	0.24	49.2
Approach		907	5.6	907	5.6	0.335	1.0	NA	0.8	5.9	0.09	0.03	0.10	54.7
All Vehicles		1756	5.1	1756	5.1	0.368	0.9	NA	0.8	5.9	0.05	0.03	0.06	53.8

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

MOVEMENT SUMMARY

Site: 101 [STA_TUPP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	18	0.0	18	0.0	0.365	12.2	LOS A	0.9	6.0	0.53	0.69	0.66	6.5
3	R2	24	0.0	24	0.0	0.365	44.6	LOS D	0.9	6.0	0.53	0.69	0.66	6.5
Approach		42	0.0	42	0.0	0.365	30.7	LOS C	0.9	6.0	0.53	0.69	0.66	6.5
East: Stanmore Rd (E)														
4	L2	34	0.0	34	0.0	0.079	4.1	LOS A	0.0	0.0	0.00	0.13	0.00	48.2
5	T1	777	5.0	777	5.0	0.350	0.3	LOS A	0.0	0.0	0.00	0.02	0.00	57.7
Approach		811	4.8	811	4.8	0.350	0.4	NA	0.0	0.0	0.00	0.02	0.00	57.2
West: Stanmore Rd (W)														
11	T1	869	5.9	869	5.9	0.242	0.2	LOS A	12.2	89.9	0.04	0.01	0.04	55.8
12	R2	13	0.0	13	0.0	0.242	11.0	LOS A	5.1	37.2	0.07	0.02	0.08	52.0
Approach		882	5.8	882	5.8	0.242	0.4	NA	12.2	89.9	0.04	0.01	0.04	55.8
All Vehicles		1735	5.2	1735	5.2	0.365	1.1	NA	12.2	89.9	0.03	0.03	0.03	48.6

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

MOVEMENT SUMMARY

Site: 101 [STA_LIBP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd & Liberty St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	618	5.7	618	5.7	0.438	4.8	LOS A	9.8	71.9	0.30	0.27	0.30	37.5
6	R2	324	4.9	324	4.9	* 0.552	17.9	LOS B	7.4	54.3	0.45	0.82	0.45	36.4
Approach		942	5.4	942	5.4	0.552	9.3	LOS A	9.8	71.9	0.35	0.46	0.35	36.7
North: Liberty St (N)														
7	L2	310	4.2	310	4.2	0.382	27.9	LOS B	11.9	86.5	0.71	0.77	0.71	28.6
9	R2	193	2.1	193	2.1	* 0.703	59.2	LOS E	11.2	79.9	1.00	0.85	1.06	19.2
Approach		503	3.4	503	3.4	0.703	39.9	LOS C	11.9	86.5	0.82	0.80	0.84	24.1
West: Stanmore Rd (W)														
10	L2	96	3.1	96	3.1	0.708	31.9	LOS C	12.2	89.8	0.85	0.78	0.85	29.5
11	T1	797	6.1	797	6.1	* 0.708	28.7	LOS C	12.2	89.8	0.86	0.78	0.87	7.4
Approach		893	5.8	893	5.8	0.708	29.1	LOS C	12.2	89.8	0.86	0.78	0.86	11.8
All Vehicles		2338	5.1	2338	5.1	0.708	23.5	LOS B	12.2	89.8	0.65	0.66	0.65	23.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	23	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
North: Liberty St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	217.2	211.9	0.98
All Pedestrians		27	54.2	LOS E	0.1	0.1	0.95	0.95	219.3	214.7	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ENM_EDGP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Stanmore Rd, Enmore Rd & Edgeware Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
1	L2	84	0.0	84	0.0	0.854	63.2	LOS E	20.5	153.9	1.00	0.99	1.20	14.1
2	T1	564	11.3	564	11.3	* 0.854	58.9	LOS E	20.5	153.9	1.00	0.99	1.20	16.7
Approach		648	9.9	648	9.9	0.854	59.4	LOS E	20.5	156.7	1.00	0.99	1.20	16.3
East: Edgeware Rd (E)														
4	L2	1	0.0	1	0.0	0.323	24.7	LOS B	10.4	76.1	0.65	0.56	0.65	32.4
5	T1	588	5.3	588	5.3	0.323	20.1	LOS B	10.4	76.1	0.65	0.56	0.65	32.4
Approach		589	5.3	589	5.3	0.323	20.1	LOS B	10.4	76.1	0.65	0.56	0.65	32.4
North: Enmore Rd (N)														
7	L2	68	5.9	68	5.9	0.502	42.6	LOS D	17.2	128.6	0.79	0.76	0.79	27.0
8	T1	320	8.1	320	8.1	0.502	36.1	LOS C	17.2	128.6	0.79	0.76	0.79	8.0
9	R2	236	5.5	236	5.5	* 0.664	55.6	LOS D	12.3	90.4	0.97	1.01	0.98	5.5
Approach		624	6.9	624	6.9	0.664	44.2	LOS D	17.2	128.6	0.86	0.86	0.86	9.9
West: Stanmore Rd (W)														
10	L2	309	5.2	309	5.2	0.276	17.2	LOS B	10.0	73.2	0.58	0.74	0.58	24.4
11	T1	780	6.0	780	6.0	* 0.847	46.2	LOS D	26.6	195.8	0.99	0.93	1.02	25.3
Approach		1089	5.8	1089	5.8	0.847	38.0	LOS C	26.6	195.8	0.88	0.88	0.90	25.2
All Vehicles		2950	6.8	2950	6.8	0.854	40.4	LOS C	26.6	195.8	0.86	0.84	0.91	21.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Enmore Rd (S)											
P1	Full	12	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
East: Edgeware Rd (E)											
P2	Full	33	54.2	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
North: Enmore Rd (N)											
P3	Full	13	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
West: Stanmore Rd (W)											
P4	Full	16	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
All Pedestrians		73	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98

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

MOVEMENT SUMMARY

Site: 101 [NEW_ALMP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Newington Rd & Alma Ave
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	31	0.0	31	0.0	0.016	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		31	0.0	31	0.0	0.016	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Alma Ave (N)														
7	L2	36	0.0	36	0.0	0.044	3.6	LOS A	0.2	1.1	0.17	0.48	0.17	34.8
9	R2	24	0.0	24	0.0	0.044	4.3	LOS A	0.2	1.1	0.17	0.48	0.17	41.7
Approach		60	0.0	60	0.0	0.044	3.9	LOS A	0.2	1.1	0.17	0.48	0.17	38.9
West: Newington Rd (W)														
11	T1	84	0.0	84	0.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		84	0.0	84	0.0	0.043	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		175	0.0	175	0.0	0.044	1.3	NA	0.2	1.1	0.06	0.16	0.06	45.6

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

MOVEMENT SUMMARY

Site: 101 [NEW_TUPP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Newington Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	25	0.0	25	0.0	0.022	0.2	LOS A	0.1	0.6	0.16	0.20	0.16	43.3
6	R2	15	0.0	15	0.0	0.022	4.9	LOS A	0.1	0.6	0.16	0.20	0.16	43.3
Approach		40	0.0	40	0.0	0.022	2.0	NA	0.1	0.6	0.16	0.20	0.16	43.3
North: Tupper St (N)														
7	L2	32	0.0	32	0.0	0.027	4.8	LOS A	0.1	0.7	0.19	0.51	0.19	39.1
9	R2	6	0.0	6	0.0	0.027	5.1	LOS A	0.1	0.7	0.19	0.51	0.19	39.1
Approach		38	0.0	38	0.0	0.027	4.9	LOS A	0.1	0.7	0.19	0.51	0.19	39.1
West: Newington Rd (W)														
10	L2	20	0.0	20	0.0	0.062	4.5	LOS A	0.0	0.0	0.00	0.09	0.00	43.9
11	T1	100	0.0	100	0.0	0.062	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	43.9
Approach		120	0.0	120	0.0	0.062	0.8	NA	0.0	0.0	0.00	0.09	0.00	43.9
All Vehicles		198	0.0	198	0.0	0.062	1.8	NA	0.1	0.7	0.07	0.19	0.07	41.9

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

MOVEMENT SUMMARY

Site: 101 [ENM_NEWP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Enmore Rd & Newington Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
2	T1	597	11.1	597	11.1	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		597	11.1	597	11.1	0.164	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Enmore Rd (N)														
8	T1	352	7.7	352	7.7	0.158	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		352	7.7	352	7.7	0.158	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Newington Rd (W)														
10	L2	85	0.0	85	0.0	0.087	6.0	LOS A	0.3	2.2	0.38	0.60	0.38	35.9
12	R2	61	0.0	61	0.0	0.205	16.6	LOS B	0.7	5.2	0.77	0.91	0.81	29.8
Approach		146	0.0	146	0.0	0.205	10.4	LOS A	0.7	5.2	0.54	0.73	0.56	32.3
All Vehicles		1095	8.5	1095	8.5	0.205	1.4	NA	0.7	5.2	0.07	0.10	0.07	53.5

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

MOVEMENT SUMMARY

Site: 101 [ALM_SITEP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

(Two-Way) Alma Ave & Residential Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Alma Ave (S)														
2	T1	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.14	0.23	0.14	36.1
3	R2	1	0.0	1	0.0	0.001	3.7	LOS A	0.0	0.0	0.14	0.23	0.14	38.4
Approach		2	0.0	2	0.0	0.001	1.9	NA	0.0	0.0	0.14	0.23	0.14	37.8
East: Residential Access (E)														
4	L2	10	0.0	10	0.0	0.018	3.6	LOS A	0.1	0.4	0.14	0.46	0.14	36.8
6	R2	14	0.0	14	0.0	0.018	3.7	LOS A	0.1	0.4	0.14	0.46	0.14	36.8
Approach		24	0.0	24	0.0	0.018	3.7	LOS A	0.1	0.4	0.14	0.46	0.14	36.8
North: Alma Ave (N)														
7	L2	6	0.0	6	0.0	0.036	3.4	LOS A	0.0	0.0	0.00	0.04	0.00	40.0
8	T1	63	0.0	63	0.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	38.5
Approach		69	0.0	69	0.0	0.036	0.3	NA	0.0	0.0	0.00	0.04	0.00	39.1
All Vehicles		95	0.0	95	0.0	0.036	1.2	NA	0.1	0.4	0.04	0.15	0.04	37.7

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

MOVEMENT SUMMARY

Site: 101 [TUP_SITEP AM 2021 (Site Folder: General)]

Network: N101 [Proposed Network AM 2021 (Network Folder: General)]

Tupper St & Club/Retail Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	1	0.0	1	0.0	0.021	3.4	LOS A	0.0	0.0	0.00	0.01	0.00	40.1
2	T1	39	0.0	39	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.9
Approach		40	0.0	40	0.0	0.021	0.1	NA	0.0	0.0	0.00	0.01	0.00	39.9
North: Tupper St (N)														
8	T1	30	0.0	30	0.0	0.025	0.1	LOS A	0.1	0.6	0.08	0.17	0.08	30.9
9	R2	17	0.0	17	0.0	0.025	3.6	LOS A	0.1	0.6	0.08	0.17	0.08	38.4
Approach		47	0.0	47	0.0	0.025	1.4	NA	0.1	0.6	0.08	0.17	0.08	37.0
West: Club & Retail Access (W)														
10	L2	3	0.0	3	0.0	0.004	3.5	LOS A	0.0	0.1	0.11	0.45	0.11	36.9
12	R2	2	0.0	2	0.0	0.004	3.8	LOS A	0.0	0.1	0.11	0.45	0.11	36.9
Approach		5	0.0	5	0.0	0.004	3.6	LOS A	0.0	0.1	0.11	0.45	0.11	36.9
All Vehicles		92	0.0	92	0.0	0.025	0.9	NA	0.1	0.6	0.05	0.12	0.05	38.2

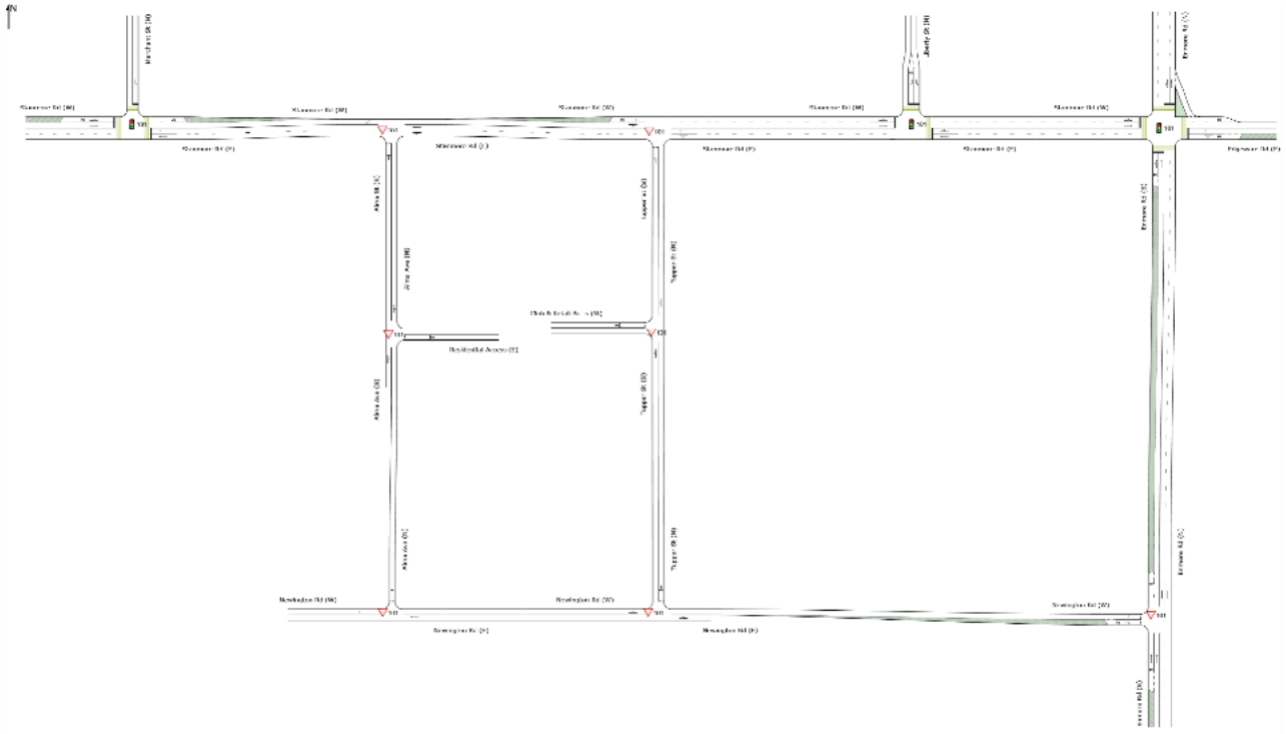
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Existing Network PM 2021
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	STA_MERP PM 2021
101	NA	STA_ALMP PM 2021
101	NA	STA_TUPP PM 2021
101	NA	STA_LIBP PM 2021
101	NA	STA_ENM_EDGP PM 2021
101	NA	NEW_ALMP PM 2021
101	NA	NEW_TUPP PM 2021
101	NA	ENM_NEWP PM 2021
101	NA	ALM_SITEP PM 2021
101	NA	TUP_SITEP PM 2021

MOVEMENT SUMMARY

Site: 101 [STA_MERP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & Merchant St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	895	2.2	895	2.2	0.288	5.3	LOS A	6.4	45.5	0.27	0.50	0.27	40.1
Approach		895	2.2	895	2.2	0.288	5.3	LOS A	6.4	45.5	0.27	0.50	0.27	40.1
North: Merchant St (N)														
7	L2	24	0.0	24	0.0	0.500	64.4	LOS E	4.8	34.9	0.99	0.77	0.99	18.5
9	R2	59	5.1	59	5.1	* 0.500	63.0	LOS E	4.8	34.9	0.99	0.77	0.99	25.2
Approach		83	3.6	83	3.6	0.500	63.4	LOS E	4.8	34.9	0.99	0.77	0.99	23.7
West: Stanmore Rd (W)														
10	L2	30	0.0	30	0.0	0.096	5.9	LOS A	1.8	12.3	0.22	0.26	0.22	42.4
11	T1	750	1.1	750	1.1	* 0.478	3.5	LOS A	10.3	72.4	0.29	0.28	0.29	37.2
Approach		780	1.0	780	1.0	0.478	3.6	LOS A	10.3	72.4	0.29	0.28	0.29	37.6
All Vehicles		1758	1.8	1758	1.8	0.500	7.3	LOS A	10.3	72.4	0.31	0.41	0.31	37.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	15	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
North: Merchant St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	214.6	208.6	0.97
West: Stanmore Rd (W)											
P4	Full	45	54.3	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
All Pedestrians		64	54.2	LOS E	0.1	0.1	0.95	0.95	219.4	214.8	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ALMP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & (Two-Way) Alma St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Alma St (S)														
1	L2	1	0.0	1	0.0	0.019	4.9	LOS A	0.0	0.3	0.78	0.78	0.78	27.5
3	R2	2	0.0	2	0.0	0.019	29.1	LOS C	0.0	0.3	0.78	0.78	0.78	27.5
Approach		3	0.0	3	0.0	0.019	21.1	LOS B	0.0	0.3	0.78	0.78	0.78	27.5
East: Stanmore Rd (E)														
4	L2	61	0.0	61	0.0	0.259	5.0	LOS A	0.0	0.0	0.00	0.07	0.00	53.4
5	T1	933	2.1	933	2.1	0.259	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	56.7
Approach		994	2.0	994	2.0	0.259	0.3	NA	0.0	0.0	0.00	0.04	0.00	56.5
West: Stanmore Rd (W)														
11	T1	770	0.9	770	0.9	0.559	0.8	LOS A	0.9	6.2	0.09	0.02	0.14	54.2
12	R2	19	0.0	19	0.0	0.559	15.8	LOS B	0.9	6.2	0.09	0.02	0.14	54.2
Approach		789	0.9	789	0.9	0.559	1.2	NA	0.9	6.2	0.09	0.02	0.14	54.2
All Vehicles		1786	1.5	1786	1.5	0.559	0.7	NA	0.9	6.2	0.04	0.03	0.06	54.6

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

MOVEMENT SUMMARY

Site: 101 [STA_TUPP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	35	0.0	35	0.0	0.471	14.9	LOS B	1.3	9.3	0.75	0.95	1.05	6.3
3	R2	30	0.0	30	0.0	0.471	49.5	LOS D	1.3	9.3	0.75	0.95	1.05	6.3
Approach		65	0.0	65	0.0	0.471	30.9	LOS C	1.3	9.3	0.75	0.95	1.05	6.3
East: Stanmore Rd (E)														
4	L2	90	0.0	90	0.0	0.274	4.1	LOS A	0.0	0.0	0.00	0.10	0.00	50.6
5	T1	959	2.3	959	2.3	0.274	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	55.3
Approach		1049	2.1	1049	2.1	0.274	0.4	NA	0.0	0.0	0.00	0.05	0.00	54.8
West: Stanmore Rd (W)														
11	T1	738	0.9	738	0.9	0.221	0.8	LOS A	11.9	84.0	0.11	0.03	0.11	48.1
12	R2	34	0.0	34	0.0	0.221	12.3	LOS A	2.3	16.1	0.26	0.07	0.27	37.8
Approach		772	0.9	772	0.9	0.221	1.3	NA	11.9	84.0	0.12	0.03	0.12	47.5
All Vehicles		1886	1.5	1886	1.5	0.471	1.8	NA	11.9	84.0	0.07	0.07	0.09	42.0

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

MOVEMENT SUMMARY

Site: 101 [STA_LIBP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd & Liberty St
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Stanmore Rd (E)														
5	T1	794	2.5	794	2.5	0.584	8.7	LOS A	21.8	155.8	0.52	0.48	0.52	28.8
6	R2	391	0.8	391	0.8	* 0.584	28.9	LOS C	12.5	87.8	0.65	0.90	0.65	31.0
Approach		1185	1.9	1185	1.9	0.584	15.3	LOS B	21.8	155.8	0.56	0.62	0.56	30.3
North: Liberty St (N)														
7	L2	375	2.1	375	2.1	0.384	22.0	LOS B	12.7	90.5	0.63	0.75	0.63	31.4
9	R2	255	0.4	255	0.4	* 0.718	55.5	LOS D	14.5	101.8	0.99	0.86	1.04	20.0
Approach		630	1.4	630	1.4	0.718	35.5	LOS C	14.5	101.8	0.78	0.79	0.80	25.5
West: Stanmore Rd (W)														
10	L2	85	0.0	85	0.0	0.724	39.1	LOS C	12.7	89.8	0.92	0.82	0.92	26.8
11	T1	683	1.0	683	1.0	* 0.724	36.3	LOS C	12.7	89.8	0.92	0.83	0.94	6.0
Approach		768	0.9	768	0.9	0.724	36.6	LOS C	12.7	89.8	0.92	0.83	0.94	10.0
All Vehicles		2583	1.5	2583	1.5	0.724	26.6	LOS B	21.8	155.8	0.72	0.72	0.73	22.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Stanmore Rd (E)											
P2	Full	23	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
North: Liberty St (N)											
P3	Full	4	54.2	LOS E	0.0	0.0	0.95	0.95	217.2	211.9	0.98
All Pedestrians		27	54.2	LOS E	0.1	0.1	0.95	0.95	219.3	214.7	0.98

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

MOVEMENT SUMMARY

Site: 101 [STA_ENM_EDGP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Stanmore Rd, Enmore Rd & Edgeware Rd
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
1	L2	131	0.0	131	0.0	0.872	68.8	LOS E	16.4	117.8	1.00	1.02	1.29	12.9
2	T1	418	6.0	418	6.0	* 0.872	63.2	LOS E	19.4	143.0	1.00	1.01	1.26	15.8
Approach		549	4.6	549	4.6	0.872	64.5	LOS E	19.4	143.0	1.00	1.02	1.27	15.1
East: Edgeware Rd (E)														
4	L2	3	0.0	3	0.0	0.503	29.8	LOS C	13.2	93.8	0.76	0.67	0.76	29.8
5	T1	707	2.0	707	2.0	0.503	24.7	LOS B	15.7	111.9	0.75	0.66	0.75	30.0
Approach		710	2.0	710	2.0	0.503	24.7	LOS B	15.7	111.9	0.75	0.66	0.75	30.0
North: Enmore Rd (N)														
7	L2	90	0.0	90	0.0	0.564	39.2	LOS C	19.7	146.9	0.79	0.78	0.79	28.1
8	T1	381	9.7	381	9.7	0.564	32.8	LOS C	19.7	146.9	0.79	0.78	0.79	8.6
9	R2	351	2.0	351	2.0	* 0.756	54.3	LOS D	17.6	125.6	0.98	1.07	1.03	5.6
Approach		822	5.4	822	5.4	0.756	42.7	LOS D	19.7	146.9	0.87	0.90	0.89	10.2
West: Stanmore Rd (W)														
10	L2	317	0.0	317	0.0	0.276	17.6	LOS B	10.4	73.0	0.59	0.75	0.59	24.3
11	T1	746	2.0	746	2.0	* 0.846	43.4	LOS D	27.5	195.8	0.99	0.94	1.04	26.2
Approach		1063	1.4	1063	1.4	0.846	35.7	LOS C	27.5	195.8	0.87	0.88	0.90	25.9
All Vehicles		3144	3.1	3144	3.1	0.872	40.1	LOS C	27.5	195.8	0.87	0.86	0.93	21.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Enmore Rd (S)											
P1	Full	12	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
East: Edgeware Rd (E)											
P2	Full	33	54.2	LOS E	0.1	0.1	0.95	0.95	219.8	215.2	0.98
North: Enmore Rd (N)											
P3	Full	13	54.2	LOS E	0.0	0.0	0.95	0.95	219.7	215.2	0.98
West: Stanmore Rd (W)											
P4	Full	16	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98
All Pedestrians		73	54.2	LOS E	0.1	0.1	0.95	0.95	219.7	215.2	0.98

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

MOVEMENT SUMMARY

Site: 101 [NEW_ALMP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Newington Rd & Alma Ave
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	39	0.0	39	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		39	0.0	39	0.0	0.020	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Alma Ave (N)														
7	L2	25	0.0	25	0.0	0.031	3.6	LOS A	0.1	0.8	0.15	0.47	0.15	34.8
9	R2	18	0.0	18	0.0	0.031	4.2	LOS A	0.1	0.8	0.15	0.47	0.15	41.8
Approach		43	0.0	43	0.0	0.031	3.9	LOS A	0.1	0.8	0.15	0.47	0.15	39.1
West: Newington Rd (W)														
11	T1	66	0.0	66	0.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		66	0.0	66	0.0	0.034	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
All Vehicles		148	0.0	148	0.0	0.034	1.1	NA	0.1	0.8	0.04	0.14	0.04	46.3

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

MOVEMENT SUMMARY

Site: 101 [NEW_TUPP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Newington Rd & Tupper St
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Newington Rd (E)														
5	T1	26	0.0	26	0.0	0.023	0.1	LOS A	0.1	0.6	0.13	0.20	0.13	43.6
6	R2	15	0.0	15	0.0	0.023	4.8	LOS A	0.1	0.6	0.13	0.20	0.13	43.6
Approach		41	0.0	41	0.0	0.023	1.8	NA	0.1	0.6	0.13	0.20	0.13	43.6
North: Tupper St (N)														
7	L2	52	0.0	52	0.0	0.045	4.8	LOS A	0.2	1.2	0.15	0.51	0.15	39.3
9	R2	13	0.0	13	0.0	0.045	5.0	LOS A	0.2	1.2	0.15	0.51	0.15	39.3
Approach		65	0.0	65	0.0	0.045	4.8	LOS A	0.2	1.2	0.15	0.51	0.15	39.3
West: Newington Rd (W)														
10	L2	23	0.0	23	0.0	0.047	4.5	LOS A	0.0	0.0	0.00	0.14	0.00	41.4
11	T1	68	0.0	68	0.0	0.047	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	41.4
Approach		91	0.0	91	0.0	0.047	1.1	NA	0.0	0.0	0.00	0.14	0.00	41.4
All Vehicles		197	0.0	197	0.0	0.047	2.5	NA	0.2	1.2	0.08	0.27	0.08	40.8

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

MOVEMENT SUMMARY

Site: 101 [ENM_NEWP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Enmore Rd & Newington Rd
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Enmore Rd (S)														
2	T1	492	6.5	492	6.5	0.219	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		492	6.5	492	6.5	0.219	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Enmore Rd (N)														
8	T1	468	8.5	468	8.5	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		468	8.5	468	8.5	0.127	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Newington Rd (W)														
10	L2	62	0.0	62	0.0	0.050	5.7	LOS A	0.2	1.3	0.17	0.51	0.17	37.3
12	R2	70	0.0	70	0.0	0.242	17.6	LOS B	0.9	6.4	0.78	0.93	0.86	29.1
Approach		132	0.0	132	0.0	0.242	12.0	LOS A	0.9	6.4	0.50	0.73	0.54	31.6
All Vehicles		1092	6.6	1092	6.6	0.242	1.5	NA	0.9	6.4	0.06	0.09	0.07	54.1

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

MOVEMENT SUMMARY

Site: 101 [ALM_SITEP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

(Two-Way) Alma Ave & Residential Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Alma Ave (S)														
2	T1	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.15	0.28	0.15	48.6
3	R2	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.15	0.28	0.15	53.1
Approach		2	0.0	2	0.0	0.001	2.9	NA	0.0	0.0	0.15	0.28	0.15	52.0
East: Residential Access (E)														
4	L2	2	0.0	2	0.0	0.004	3.6	LOS A	0.0	0.1	0.13	0.51	0.13	43.8
6	R2	3	0.0	3	0.0	0.004	5.7	LOS A	0.0	0.1	0.13	0.51	0.13	43.8
Approach		5	0.0	5	0.0	0.004	4.8	LOS A	0.0	0.1	0.13	0.51	0.13	43.8
North: Alma Ave (N)														
7	L2	22	0.0	22	0.0	0.042	3.4	LOS A	0.0	0.0	0.00	0.13	0.00	39.5
8	T1	58	0.0	58	0.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	35.7
Approach		80	0.0	80	0.0	0.042	0.9	NA	0.0	0.0	0.00	0.13	0.00	38.4
All Vehicles		87	0.0	87	0.0	0.042	1.2	NA	0.0	0.1	0.01	0.15	0.01	39.4

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

MOVEMENT SUMMARY

Site: 101 [TUP_SITEP PM 2021 (Site Folder: General)]

Network: N101 [Proposed Network PM 2021 (Network Folder: General)]

Tupper St & Club/Retail Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Tupper St (S)														
1	L2	1	0.0	1	0.0	0.022	3.4	LOS A	0.0	0.0	0.00	0.01	0.00	40.1
2	T1	42	0.0	42	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	39.9
Approach		43	0.0	43	0.0	0.022	0.1	NA	0.0	0.0	0.00	0.01	0.00	39.9
North: Tupper St (N)														
8	T1	51	0.0	51	0.0	0.069	0.1	LOS A	0.3	2.2	0.12	0.28	0.12	27.3
9	R2	73	0.0	73	0.0	0.069	3.7	LOS A	0.3	2.2	0.12	0.28	0.12	37.8
Approach		124	0.0	124	0.0	0.069	2.2	NA	0.3	2.2	0.12	0.28	0.12	36.8
West: Club & Retail Access (W)														
10	L2	23	0.0	23	0.0	0.032	3.5	LOS A	0.1	0.8	0.12	0.46	0.12	36.9
12	R2	19	0.0	19	0.0	0.032	4.1	LOS A	0.1	0.8	0.12	0.46	0.12	36.9
Approach		42	0.0	42	0.0	0.032	3.8	LOS A	0.1	0.8	0.12	0.46	0.12	36.9
All Vehicles		209	0.0	209	0.0	0.069	2.1	NA	0.3	2.2	0.09	0.26	0.09	37.3

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