TRAFFIC AND PARKING IMPACT ASSESSMENT OF THE PROPOSED WEST TALBINGO VILLAGE MASTERPLAN AT MILES FRANKLIN DRIVE, TALBINGO

Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: +61 2 9521 7199
Web: www.mclarentraffic.com.au
Email: admin@mclarentraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457
Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

230139.02FA - 27 July 2023

Development Type: **West Talbingo Village Masterplan**

Site Address: **Miles Franklin Drive, Talbingo**

Prepared for: **Site Plus Pty Ltd**

Document reference: **230139.02FA**

Status	Issue	Prepared By	Checked By	Approved By	Date
Draft	A	JC	AT	CM	24 July 2023
Final	A	AT	CM	CM	27 July 2023

TABLE OF CONTENTS

Certification of Traffic & Parking Impact Assessment Report

Registered Professional Engineer Queensland & Throughout Australia

Project Title	Traffic and Parking Impact Assessment of the Proposed West Talbingo Village Masterplan at Miles Franklin Drive, Talbingo

As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the *Professional Engineers Act 2002* as competent in my areas of nominated expertise throughout Australia, I understand and recognise:

- the significant role of engineering as a profession, and that
- the community has a legitimate expectation that my certification affixed to this engineering work can be trusted, and that
- I am responsible for ensuring his preparation has satisfied all necessary standards, conduct and contemporary practise.

As the responsible RPEQ, I certify:

a) I am satisfied that all submitted components comprising this traffic & parking impact assessment, listed in the following table, have been completed in accordance with the guides to traffic impact assessment published by the Transport for New South Wales / AUSTROADS and using sound engineering principles, and
b) where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment, and that
c) the outcomes of this traffic and parking impact assessment are a true reflection of results of assessment, and that
d) I believe the strategies recommended for mitigating impacts, by this traffic and parking impact assessment embrace contemporary practise initiatives and will deliver the desired outcomes.

Name:	Craig McLaren	RPEQ No.	19457
RPEQ Competencies:	Traffic Engineering Transport Planning Road Safety	[redacted]	
Signature:		Date:	27/07/2023
Postal Address:	P.O Box 66 Sutherland NSW 1499		
Email:	admin@mclarentraffic.com.au		

1 INTRODUCTION

M^CLaren Traffic Engineering was commissioned by *Site Plus Pty Ltd* to provide a traffic and parking impact assessment of the proposed West Talbingo Village Masterplan at Miles Franklin Drive, Talbingo. The proposed plans are provided in **Annexure A**.

1.1 Description and Scale of Development

The proposed masterplan has the following characteristics relevant to traffic and parking, as summarised in **Table 1**:

TABLE 1: SUMMARY OF PROJECT SCALE

Zone	Land Use	Development Scale
Zone 1	Single Dwelling Residential	82 dwellings, with at least 2 parking spaces per dwelling
Zone 2	Multi-Unit Residential (Tourist Accommodation)	27 x 4-bedroom accommodation dwellings 108 car parking spaces
	Shop Top Housing (Tourist Accommodation)	60 x 2-bedroom apartments (4 per building) 60 x 3-bedroom apartments (4 per building)
		4,788m^2 GFA commercial
		383 car parking spaces
Zone 3	Hotel	152 hotel rooms 450m^2 restaurant Approximately 25 staff required
		264 car parking spaces

1.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

The proposed development does qualify as a traffic generating development with relevant size and/or capacity under *Clause 2.122* of the *SEPP (Transport and Infrastructure) 2021,* as the proposal provides more than 200 car parking spaces with access to any road. Accordingly, formal referral to Transport for NSW (TfNSW) is necessary, and the application will be assessed by Snowy Valley Council officers in conjunction with TfNSW officers.

1.3 Site Description

The subject development involves the development of one vacant lot (Lot 35 in DP878862) currently zoned *RU5 – Village* under the *Tumut Local Environmental Plan 2012.* The subject site has a frontage to Miles Franklin Drive to the north with two streets – Wilkinson Street and Tan Street – passing through the site.

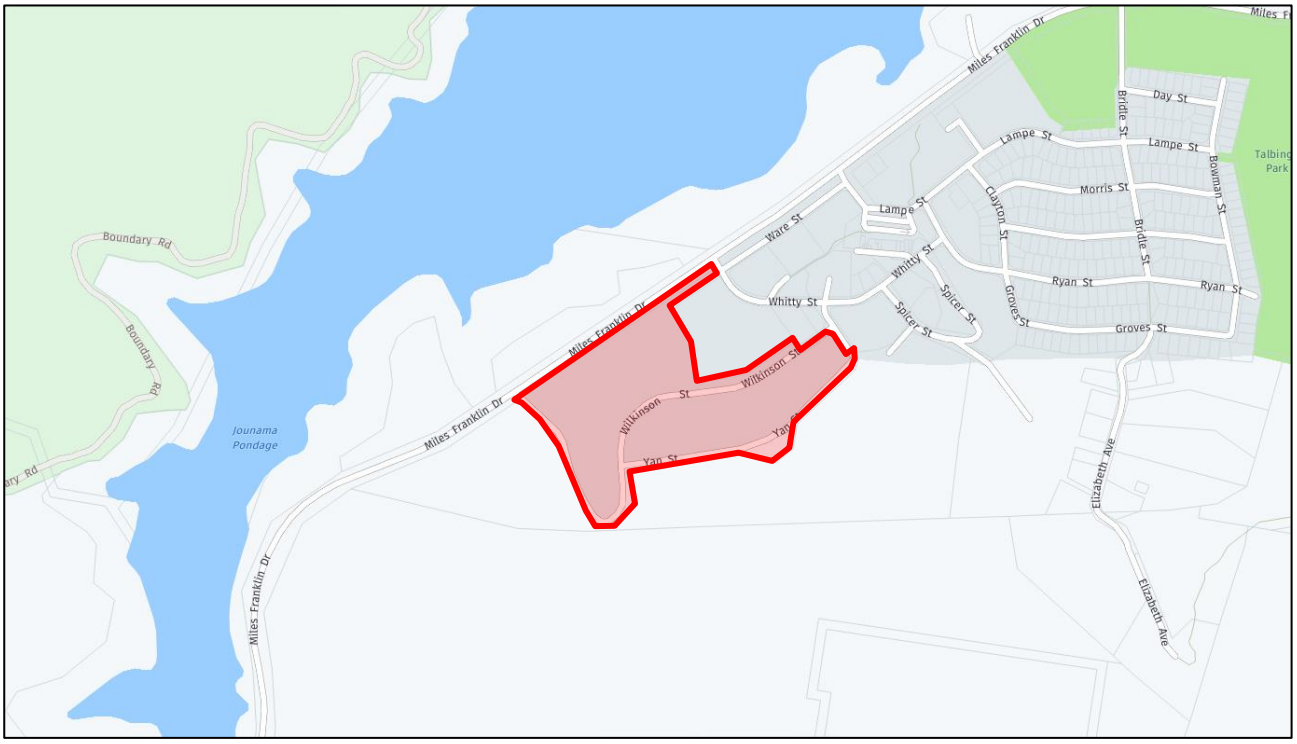
The site is generally surrounded by rural land with a tourist park located directly to the east of the site. An airstrip / heliport is located to the north of the site on the opposite side of Miles Franklin Drive. The local supermarket is also located approximately 500m to the east of the site.

1.4 Site Context

The location of the site is shown on an aerial photo and a street map in **Figure 1** and **Figure 2** respectively.

Site Location

FIGURE 1: SITE CONTEXT – AERIAL PHOTO



Site Location

FIGURE 2: SITE CONTEXT – STREET MAP

2 EXISTING TRAFFIC AND PARKING CONDITIONS

2.1 Road Hierarchy

The road network servicing the site has characteristics as described in the following sub-sections.

2.1.1 Miles Franklin Drive

- Unclassified COLLECTOR Road;
- Approximately 7m wide carriageway facilitating one (1) traffic flow lane in each direction;
- Signposted 80km/h speed limit to the east of Talbingo Country Club;
- Signposted 60km/h speed limit to the west of Talbingo Country Club and to the east of Talbingo Airfield;
- Signposted 100km/h speed limit to the west of Talbingo Airfield;
- No formal kerbside parking permitted along both sides of the road.

2.1.2 Whitty Street

- Unclassified LOCAL Road;
- Approximately 9m wide carriageway facilitating two-way traffic flow and kerbside parking;
- Default 50km/h speed limit applies;
- Generally, unrestricted kerbside parking permitted along both sides of the road.

2.1.3 Thomas Street

- Unclassified LOCAL Road;
- Approximately 9m wide carriageway facilitating two-way traffic flow and kerbside parking;
- Default 50km/h speed limit applies;
- Generally, unrestricted kerbside parking permitted along both sides of the road.

2.1.4 Snowy Mountains Highway

- TfNSW Classified STATE Highway (No. 4);
- Approximately 8m wide carriageway facilitating one (1) traffic flow lane in each direction;
- Signposted 100km/h speed limit to the north of Miles Franklin Drive;
- Signposted 60km/h speed limit to the south of Miles Franklin Drive;
- No kerbside parking permitted along both sides of the road.

2.2 Existing Traffic Management

- "Give Way" controlled slip lane intersection of Snowy Mountains Highway / Miles Franklin Drive;
    - Left-turn slip lane from Snowy Mountains Highway (northbound) towards Miles Franklin Drive;
    - Jounama Creek Trail (an unsealed fire trail serving the Jounama Creek Campground) meets the Snowy Mountains Highway opposite Miles Franklin Drive.
- Priority controlled intersection of Miles Franklin Drive / Whitty Street;
- Priority controlled intersection of Miles Franklin Drive / Lampe Street;
- Priority controlled intersection of Miles Franklin Drive / Bridle Street;
- Priority controlled intersection of Whitty Street / Thomas Street;
- Priority controlled intersection of Ryan Street / Whitty Street;
- Priority controlled intersection of Lampe Street / Ryan Street.

2.3 Existing Traffic Environment

Turning movement count traffic surveys were conducted at the following intersections:

- Snowy Mountains Highway / Miles Franklin Drive;
- Miles Franklin Drive / Bridle Street;
- Miles Franklin Drive / Lampe Street;
- Miles Franklin Drive / Whitty Street;
- Whitty Street / Thomas Street;
- Whitty Street / Ryan Street;
- Lampe Street / Ryan Street.

These surveys were undertaken from 7:00am to 9:30am and 2:30pm to 6:00pm on Friday 30 June 2023 representing a typical operating weekday during one of the busiest periods of the year for Talbingo and the Snowy Mountains Highway. The Friday was chosen as the it was the Friday immediately prior to the first weekend of the NSW winter school holidays (Saturday 1 July – Sunday 16 July 2023) and also overlapped with the second weekend of the Victorian winter school holidays (Saturday 24 June – Sunday 9 July 2023).

The intersection of Snowy Mountains Highway / Miles Franklin Drive was also surveyed on Saturday 1 July 2023 representing a typical operating weekend during the snow season where residents and visitors may be heading towards the Selwyn Snow Resort or further afield towards the Perisher or Thredbo Ski Resorts (however these are approximately 3hours travel from Talbingo. The full survey results are shown in **Annexure B** for reference.

It should be noted that the Selwyn Snow Resort reopened on Friday the 23rd June 2023.

2.3.1 Existing Road Performance

The performance of the surrounding intersections under the existing traffic conditions has been assessed using SIDRA INTERSECTION 9.1, **Table 2** summarises the resultant intersection performance data, with full SIDRA results reproduced in **Annexure C**.

TABLE 2: EXISTING INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.1)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement
EXISTING PERFORMANCE						
Miles Franklin Drive / Snowy Mountains Highway **(Friday)**	AM	0.03	5.8 (Worst: 8.3)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway
	PM	0.02	4.2 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Miles Franklin Drive /Snowy Mountains Highway – **(Saturday)**	AM	0.03	5.8 (Worst: 8.3)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway
	PM	0.02	4.2 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Bridle Street / Miles Franklin Drive	AM	0.02	2.7 (Worst: 5.5)	**NA** (Worst: A)	Give Way	LT from Miles Franklin Drive
	PM	0.02	3.1 (Worst: 6)	**NA** (Worst: A)		RT from Miles Franklin Drive
Miles Franklin Drive / Lampe Street	AM	0.01	4.2 (Worst: 5.7)	**NA** (Worst: A)	Give Way	LT from Miles Franklin Drive
	PM	0.01	2.9 (Worst: 5.5)	**NA** (Worst: A)		LT from Miles Franklin Drive
Miles Franklin Drive / Whitty Street	AM	0.01	1.7 (Worst: 6.1)	**NA** (Worst: A)	Give Way	LT from Miles Franklin Drive
	PM	0.01	1.9 (Worst: 5.5)	**NA** (Worst: A)		LT from Miles Franklin Drive
Thomas Street / Whitty Street	AM	0.00	3.5 (Worst: 5.5)	**NA** (Worst: A)	Give Way	RT from Thomas Street
	PM	0.00	2.4 (Worst: 5.5)	**NA** (Worst: A)		RT from Thomas Street
Ryan Street / Whitty Street	AM	0.00	2.1 (Worst: 4.6)	**NA** (Worst: A)	Give Way	LT from Ryan Street
	PM	0.01	2 (Worst: 4.8)	**NA** (Worst: A)		LT from Ryan Street
Lampe Street / Ryan Street	AM	0.00	2.3 (Worst: 5.1)	**NA** (Worst: A)	Give Way	RT from Ryan Street
	PM	0.01	1.7 (Worst: 4.6)	**NA** (Worst: A)		LT from Ryan Street

Notes:

(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.

(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.

(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.

(4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

As shown, the relevant intersections are currently performing at a high level of efficiency, with a level of service “A” conditions in both the AM & PM peak hour periods. The level of service “A” performance is characterised by low approach delays and spare capacity.

2.3.2 Two-Way Traffic Volumes

In addition to the intersection turning movement counts, 14-day automatic traffic surveys were undertaken from Saturday 24 June 2023 to Saturday 8 July 2023 at the following locations:

- Snowy Mountains Highway (south of Miles Franklin Drive);
- Miles Franklin Drive (west of Snowy Mountains Highway);
- Bridle Street (south of Miles Franklin Drive);
- Lampe Street (west of Bridle Street);
- Miles Franklin Drive (at the location of the approximate hotel access driveway).

These 14-day surveys were completed to study the existing characteristics of these roads in terms of:

- Peak traffic volumes and speeds;
- Daily traffic volumes and speeds;
- Classification of vehicles.
- Changes in traffic volumes over the 14-day period, including one week before the NSW winter school holidays and one week during the NSW winter school holidays.

The complete automatic traffic survey results are reproduced in **Annexure B**, with the results summarised in **Table 3** and **Table 4**.

TABLE 3: 7-DAY TUBE SURVEY RESULTS (WEEK 1)

Week	Road	Direction	Peak Hour Volumes		Average Daily Volume	85th Percentile Speed	Heavy Vehicles
			Time	Volume			
1	**Snowy Mountains Highway**	Northbound	AM 9am – 10am	12	245	70.2km/h	11.4%
			PM 4pm – 5pm	41			
		Southbound	AM 9am – 10am	28	243	70.8km/h	12.4%
			PM 4pm – 5pm	9			
	Miles Franklin Drive (West of Snowy Mts Hwy)	Eastbound	AM 9am – 10am	25	201	73.9km/h	7.9%
			PM 4pm – 5pm	12			
		Westbound	AM 9am – 10am	13	204	65.3km/h	7.2%
			PM 4pm – 5pm	30			
	Bridle Street(1)	Northbound	AM 7am – 8am	20	131	N/A	4.6%
			PM 4pm – 5pm	5			
		Southbound	AM 7am – 8am	2	146	N/A	3.2%
			PM 4pm – 5pm	19			
	Lampe Street	Eastbound	AM 10am – 11am	7	56	40.3km/h	7.1%
			PM 12pm – 1pm	6			
		Westbound	AM 10am – 11am	6	54	39.4km/h	7.4%
			PM 12pm – 1pm	7			
	Miles Franklin Drive (West of Whitty St)	Eastbound	AM 6am - 7am	0	59	71.4km/h	11.7%
			PM 12pm – 1pm	9			
		Westbound	AM 6am – 7am	14	60	67.8km/h	11.9%
			PM 12pm – 1pm	7			

Notes: (1) Traffic survey tube along Bridge Street was vandalised and the only data recorded was through an intersection survey camera between Thursday 2:00pm – Saturday 11:59pm.

TABLE 4: 7-DAY TUBE SURVEY RESULTS (WEEK 2)

Week	Road	Direction	Peak Hour Volumes		Average Daily Volume	85th Percentile Speed	Heavy Vehicles
			Time	Volume			
2[1]	Snowy Mountains Highway	Northbound	AM 9am – 10am	11	297	71.3km/h	8.7%
			PM 4pm – 5pm	55			
		Southbound	AM 9am – 10am	45	335	74.1km/h	9.6%
			PM 4pm – 5pm	9			
	Miles Franklin Drive (West of Snowy Mts Hwy)	Eastbound	AM 9am – 10am	38	264	73.6km/h	2.7%
			PM 4pm – 5pm	20			
		Westbound	AM 9am – 10am	14	264	66.7km/h	1.9%
			PM 4pm – 5pm	40			
	Lampe Street	Eastbound	AM 10am – 11am	8	65	41.2km/h	7.6%
			PM 4pm – 5pm	6			
		Westbound	AM 10am – 1apm	6	66	40.2km/h	7.5%
			PM 4pm – 5pm	6			
	Miles Franklin Drive (West of Whitty St)	Eastbound	AM 6am – 7am	1	77	73.4km/h	10.4%
			PM 3pm – 4pm	20			
		Westbound	AM 6am – 7am	19	75	64.9km/h	9.3%
			PM 3pm – 4pm	4			

Notes: (1) Traffic survey tube along Bridle Street was vandalised, and no data was able to be recorded in Week 2.

2.3.3 14-Day Traffic Volumes

This 14-day surveys captured what is believed to be the yearly peak (or close to it) of the Talbingo region on the Sunday 2 July 2023 and Monday 3 July 2023. The daily (24-hour) traffic flows at along all five roads where 14-day surveys were undertaken are outlined in **Figure 3**.

It is standard engineering practice to design to the 30th highest hourly volume in designing rural roads. However, the 30th highest hour may be inappropriately high for predominately recreational routes (as the Snowy Mountains Highway), with great differences in traffic flows across seasons. In these locations the 80th or the 120th highest hourly volume may be more appropriately chosen for design and testing. Given the 14-day survey results, the modelling undertaken on the Friday 30th July is considered likely to capture higher then the 80th hourly volume and likely within close vicinity to the 30th hourly volumes.

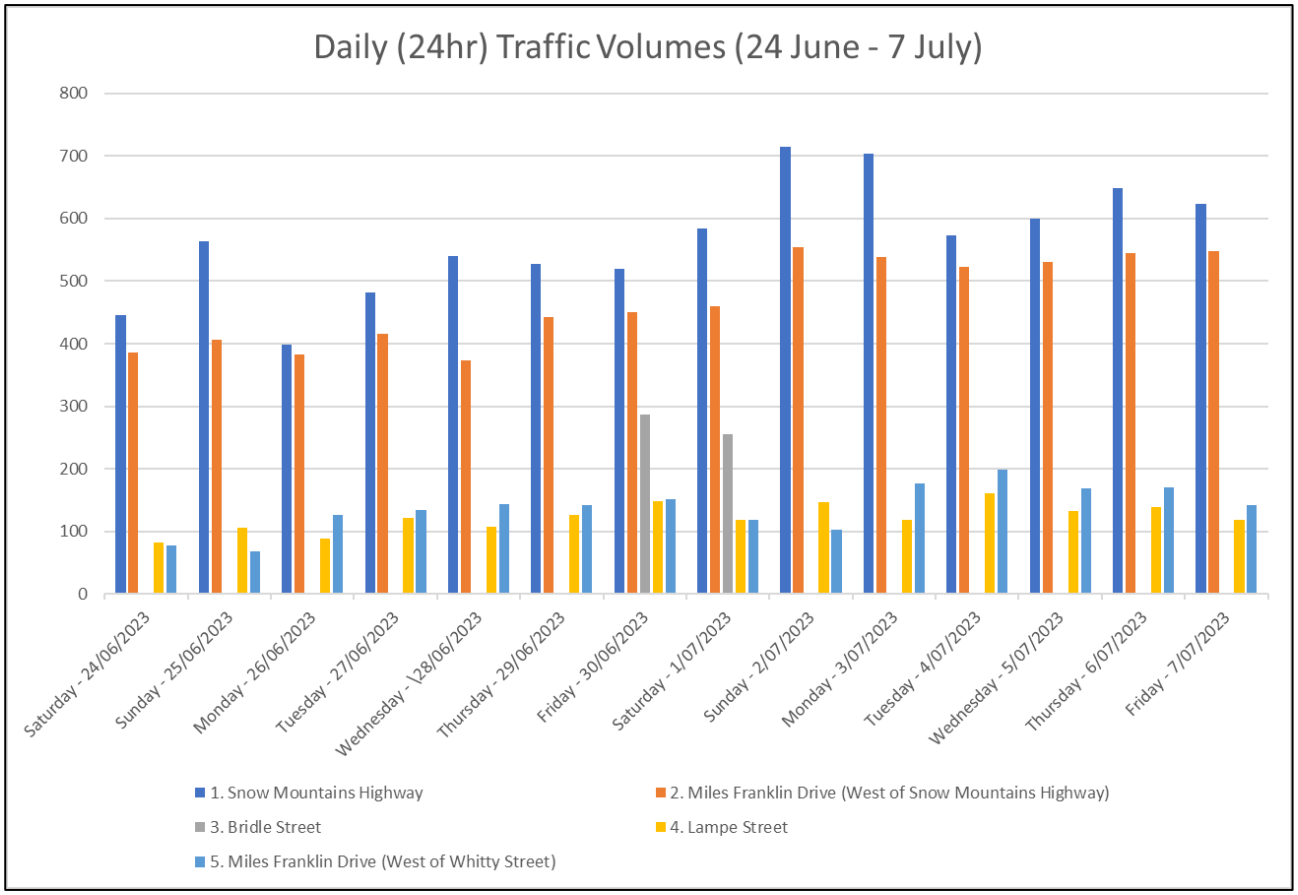


FIGURE 3: DAILY (24-HOUR) TRAFFIC VOLUMES

It can also be seen that traffic volumes along the Snowy Mountains Highway does increase into the NSW School Holiday periods (from 1 July 2023), however vehicle movements internally to Talbingo to not exceed 200 vehicles per day, and up to 300 vehicles per day along Bridle Street.

As a sensitivity test, the key intersection of Snowy Mountains Highway / Miles Franklin Drive has been tested with the observed peak hour movements on Sunday 2 July 2023, with turning directions from Saturday 1 July adopted. The results of this sensitivity test undertaken in SIDRA INTERSECTION 9.1, is summarised in **Table 5**, with full results provided in **Annexure C**.

TABLE 5: SNOWY MOUNTAINS HIGHWAY SENSITIVITY TEST – 2 JULY 2023

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement	95th Percentile Queue
EXISTING PERFORMANCE – SUNDAY 2 July 2023 (Sensitivity)							
Miles Franklin Drive /Snowy Mountains Highway	AM	0.05	5 (Worst: 8)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway	0.1 veh (1m) Snowy Mountains Highway
	PM	0.04	3.7 (Worst: 7.9)	**NA** (Worst: A)		RT from Snowy Mountains Highway	0.1 veh (1m) Snowy Mountains Highway

NOTES: Refer to **Table 2**.

As shown above, the existing intersection of Snowy Mountain Highway / Miles Franklin Drive operates at a worst movement level of service “A” during the busiest day observed across the 14-day survey period.

2.4 Public Transport

The subject site is not located in proximity to any public transport facilities.

2.5 Future Road and Infrastructure Upgrades

From the TfNSW major projects website, it appears that there are no future planned road or public transport changes that will affect traffic conditions within the immediate vicinity of the subject site.

3 SUBDIVISION DESIGN CONSIDERATIONS

3.1 Internal Road Design

Reference is made to the AUS-SPEC design manual, as adopted by *Snowy Valleys Council* as their Engineering Development Specifications for design and construction of civil infrastructure works. The geometric design requirements for residential subdivisions are depicted in **Table 6**:

TABLE 6: SUBDIVISION GEOMETRIC ROAD DESIGN REQUIREMENTS

Road Type	Maximum Traffic Volume (vpd) (1)	Maximum Speed (2) (km/h)	Carriageway width (m)(3)		Parking Provisions within Road Reserve	Kerbing (4)	Footpath Requirement	Bicycle path requirement	Verge Width (each side)
			Traffic Lane	Parking Lane					
Minor Local Street	150	25	Two Lane 7.0	Nil	Carriageway	Roll-over	No	No	4.0m See Note (6)
Local Street	400	40	Two Lane 8.0	Nil	Carriageway	Rollover/ Barrier	1.2m wide(7) footpath(s)	No	Min 3.5m
Collector Street	2,000 (with access to residential allotments)	60(8)	Two Lane 6.0	2 @ 2.5m.0	Marked areas on Carriageway	Barrier	1.2m wide footpath both sides.	If required, 2.0m bicycle path one side only in the verge, (13)	4.0m
Arterial Road	>2,000 (no access to single dwelling residential allotments)	70(11)	Two Lane 7.0.0	2 @ 3.0m	Marked areas on carriageway	Barrier	1.2m wide footpath both sides.	If required, 2.0m bicycle path one side only in the verge, (13)	5.0m

NOTES:

(1) For single dwelling allotments apply traffic generation rate of 10 vehicles per day (vpd)/allotment (equivalent to approximately one vehicle per hour (vph) in the peak hour) unless a lower rate can be demonstrated. Lower rates can be applied to multi-unit dwellings based on locally derived rates.

(2) See **Design speed** and **Horizontal curves and tangent lengths** on designing for specific operating speeds.

(3) Widening required at bends to allow for wider vehicle paths (using AUSTROADS *Turning Templates*).

(4) Where kerbing is not required a flush pavement edge treatment can be used. Maximum carriageway widths required if barrier kerbing used.

(5) Requires:

- Provision for widening to 5.0m if necessary in the future.
- Verge parking as noted with scope for additional spaces (see **Parking**)

(6) Minimum width required to provide for pedestrians, services, drainage, landscaping and preservation of existing trees.

(7) A minimum of one footpath on one side of the street to be constructed initially with provision to construct a second footpath if required by residents in the future.

(8) Reduced speeds are required at designated pedestrian/bicycle crossing. A speed of 20km/h is desirable, achieved by the road design principles outlined in this work section.

(9) Barrier kerbing may be used if required for drainage purposes without reducing the carriageway width.

(10) On bus routes, 7.0m travelled way with 2.0m wide indented parking and bus bays defined by kerbed protuberances. Where bicycle way can be anticipated, a bicycle lane is required along the kerb.

(11) Speed on sub-arterial road not to exceed legal limit.

(12) If required, to be provided in parking areas.

(13) Required only if part of a pedestrian/bicycle network and replaces 1.2m footpath on one side only.

Derived from AMCORD

The proposed internal road network complies with the minimum requirements outlined within the AUS-SPEC design manual and as such, complies with *Snowy Valleys Council* requirements for residential subdivision roads.

The detailed design of the internal road network proposed will be assessed in detail during the detailed design stage and subsequent development applications. It is expected that the internal road network will be able to achieve compliance with the requirements of the Snowy Valleys Council and AUS-SPEC during the detailed design process.

3.2 Sightline Requirements

3.2.1 AS2890.1 Requirements

Reference is made to *AS2890.1:2004 – Figure 3.2 Sight Distance Requirements at Access Driveways* which designates the minimum required sight distance for the hotel access driveway onto

Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

FIGURE 4: AS2890.1:2004 – FIGURE 3.2

As shown in **Figure 4**, the desirable 5 second gap for a 100km/h frontage road speed is 139m whilst the minimum stopping sight distance is 160m. The alignment of Miles Franklin Drive across the hotel frontage is straight and generally flat, such that the requirements for AS2890 will be able to be achieved during the detailed design stage. Some adjustment may however be required to the embankment along the sites frontage to ensure compliant sightlines are provided to the proposed hotel driveway.

However, given the proposed development will act as an extension to the existing Talbingo township it is recommended that the existing speed limit change from 60km/h to 100km/h that occurs in front of the site along Miles Franklin Drive, be moved further to the west such that the speed limit in front of the site is 60km/h. This speed limit will be in-line with the existing speed along the remainder of Miles Franklin Drive to the east. In the instance where the speed limit is changed to 60km/h along the site frontage, the desirable 5 second gap is 83m and minimum stopping sight distance 65m respectively, which can be achieved during the detailed design stage.

3.2.2 Austroads Requirements

Reference is made to *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections – Table 3.2* which designates the minimum requires Safe Intersection Sight Distance (SISD) at intersections.

Design speed (km/h)	Based on safe intersection sight distance for cars[1] h_1 = 1.1; h_2 = 1.25, d = 0.36[2]; Observation time = 3 sec					
	R_T = 1.5 sec[3]		R_T = 2.0 sec		R_T = 2.5 sec	
	SISD (m)	K	SISD (m)	K	SISD (m)	K
40	67	4.9	73	6	–	–
50	90	8.6	97	10	–	–
60	114	14	123	16	–	–
70	141	22	151	25	–	–
80	170	31	181	35	–	–
90	201	43	214	49	226	55
100	234	59	248	66	262	74
110	–	–	285	87	300	97
120	–	–	324	112	341	124
130	–	–	365	143	383	157

FIGURE 5: AUSTROADS TABLE 3.2

Considering a reaction time of 2 seconds, the minimum SISD required for the proposed intersections along Miles Franklin Drive, currently a 100km/h road, is 248m for level terrain. If the speed limit is to be adjusted to 60km/h along the site frontage, then the minimum required SISD would be 123m. Preliminary assessment of the approach from the west along Miles Franklin drive indicates a large radius approach curve and an embankment on either side of the road, which may restrict sightlines for an 100km/h road speed (248m), however it is expected to be achieved for 60km/h (123m). During the detailed design stage these sightlines should be reviewed in detail, but it is expected that compliance will be able to be achieved.

For the proposed intersections internally and the external intersections of the development with Thomas Street (50km/h roads), a minimum SISD of 97m is required. It is expected that the minimum SISD required by Austroads is able to be achieved at all proposed intersections of the subdivision. The SISD of each new proposed intersection shall be assessed in full during the detailed design stage.

4 PARKING ASSESSMENT

4.1 Council Parking Requirement

Reference is made to the *Snowy Valleys Development Control Plan 2019* (SVDCP 2019) which designates the following parking rates applicable to the proposed development:

3.2.2. Car Parking

3.2.3.1 Car Parking Requirements

Parking requirement rates included in the following Car Parking Requirements Table 1 are to be calculated in accordance with proposed gross floor area (GFA) and rounded-up to the next highest number.

Where a building or site is utilised for more than one category or use included in the following table, then the parking requirement for each individual use will be cumulatively applied.

Table 1: Car Parking Requirements

Commercial

Business and Office Premises

1 space per 40m^2 of GFA

Tourist/Visitor

Hotel Accommodation

1 space per unit (see other hotel [Motel] component requirements)

Motel Accommodation and Serviced Units

1 space per unit + 1 space per 2 employees.

If Restaurant included, then add the greater of 1 space per 6.5m^2 of GFA of the restaurant.

If Function Room included, then add the greater of 1 space per 3 seats.

Residential

Shop Top Housing

2 spaces per unit, plus visitor parking at the rate of 1 space per 5 units or part thereof in excess of the first 4 units.

4. Residential Development

4.5.3 Car Parking

A minimum of 2 off-street car parking spaces are required is to be provided on the site with at least one space located behind the building line.

4.11 Multi-Dwelling Housing

4.11.4 Car Parking

The following car parking requirements apply:

- *Two (2) car parking spaces for one (1) or (2) bedroom dwellings;*
- *Two (2) car parking spaces for each dwelling containing more than two (2) bedrooms; and*
- *One (1) visitor space per three (3) dwellings.*

Table 7 presents the parking requirements of the proposal according to strict application of the SVDCP 2019 car parking rates.

TABLE 7: APPLICATION OF SVDCP 2019 CAR PARKING RATES

Zone & Land Use	Scale	Parking Rate	Parking Required	Parking Proposed
Zone 1 – Residential	82 dwellings	2 per dwelling	164	164
Zone 2 – Multi-Unit Residential	27 x 4-bedroom dwellings	2 per dwelling	54	108
		1 visitor space per 3 dwellings	9	
Zone 2 – Shop Top Housing	120 units	2 per unit	240	383
		1 per 5 units	24	
	4,788m^2 GFA Commercial	1 space per 40m^2 GFA	120	
Zone 3 - Hotel	152 rooms (unit)	1 per unit	152	264
	25 employees	1 per 2 employees	13	
	450 m^2 GFA	1 per 6.5m^2 Restaurant	70	
Total			**846**	**919**

As shown, strict application of the SVDCP 2019 requires the provision of **846** car parking spaces. The proposed plans detail the provision of **919** car parking spaces, resulting in a **73** car parking spaces excess above the SVDCP 2019 parking requirements.

It is noted that the majority of the demand for commercial floor area and the hotel restaurant is expected to come from within the village and therefore will not generate the same level of additional parking demand as commercial or restaurant developments in large towns such as Tumut or Wagga Wagga, as the majority of customers are likely to be accommodated nearby and to walk throughout the village to access these land uses. As such, the strict application of the SVDCP 2019 car parking rates for those specific components is expected overestimates the anticipated car parking demand of the subject site. Nonetheless, the development proposes ample parking that will satisfy the sites peak car parking demand and satisfies the SVDCP 2019 requirements.

4.2 Car Parking for People with Disabilities

The SVDCP does not outline car parking rates for people with disabilities applicable to the proposed development. As such, reference is made to *Section D4D6* of the *Building Code of Australia* (BCA) as part of the *National Construction Code 2022* (NCC) which categorises a commercial building as a Class 5 building and a restaurant as a Class 6 building. Therefore, the proposed development requires the provision of car parking for people with disabilities at a rate of:

> ***(a) Class 1b and 3 Buildings:***
>
> *(i) For a boarding house, guest house, hostel, lodging house, backpacker's accommodation or the residential part of a hotel or motel, the number of accessible carparking spaces required is to be calculated by multiplying the total number of car parking spaces by the percentage of –*
>
> *A. Accessible sole-occupancy units to the total number of sole-occupancy units; or*
>
> *B. Accessible bedrooms to the total number of bedrooms.*
>
> *(ii) For the purpose of (i), the calculated number is taken to the next whole figure.*
>
> *(b)* ***Class 5, 7, 8 or 9c buildings*** *– 1 accessible space for every 100 carparking spaces or part thereof.*
>
> ***(c) Class 6 buildings –***
>
> *(i) With up to 1000 carparking spaces – 1 accessible space for every 50 carparking spaces or part thereof; and*

The proposed development will likely have a mix of Class 1a, 1b, 3, 5 and 6 buildings, and as such the above BCA requirements apply with respect to parking spaces for people with disabilities. Given the 120 car parking spaces provided for commercial use and 264 car parking spaces for the hotel use, it is assumed that the site will require between four (4) and eight (8) accessible car parking spaces across the site, to which there is sufficient room to provide these accessible car parking spaces. The exact provision will be determined during the detailed design stage of each lot.

The accessible car parking spaces should be designed in accordance with the relevant design requirements of *AS2890.6:2022*.

Furthermore, it is common practice to provide an accessible car space for each adaptable unit proposed within any multi dwelling housing development. Given the proposed development does not yet identify the number of adaptable units proposed (if any), this cannot be quantified, but this requirement can be reviewed during the detailed design stage and is expected to achieve compliance.

4.3 Bicycle Parking Requirements

Reference is made to the SVDCP which states the following regarding bicycle parking:

> *developments generating less than 10 car parking spaces – N/A; and*
>
> *developments generating more than 10 car parking spaces – 1 bicycle parking bay per 10 car parking spaces*

As the development requires **846** car parking spaces, strict application of the SVDCP requires the provision of **85** bicycle parking bays. It should be noted that the proposed plans do not currently detail any bicycle parking bays however there is ample space onsite to do so. However, it is not anticipated that residents and visitors to the precinct will travel via bicycle externally to Talbingo and bicycle travel will primarily focus on internal trips from accommodation or residential dwellings to the village centre.

The proposal provides residents with enclosed garages for both the residential dwellings and multi-dwelling housing, where it would be expected that residents can store their bicycle/s when required. For tourist accommodation, it is highly unlikely that tourists will ride their own bicycles and as such bicycle hire facilities could be considered in order to promote cycling within the village, however it is considered that this is not strictly necessary.

4.4 Motorcycle Parking Requirements

The SVDCP does not require the provision of motorcycle parking. Accordingly, no motorcycle parking facilities have been provided, thus satisfying Council requirements. If motorcycle arrived at site, they could utilise a normal car parking space given the **73** additional car parking spaces provided in excess of the SVDCP 2019 requirements for car parking.

4.5 Servicing & Loading

The SVDCP states the following requirement for servicing and loading relevant for commercial car parking layouts:

> *Adequate space is to be made for the manoeuvring, loading and unloading of rigid and articulated heavy vehicles.*

It is expected that the largest vehicle to service the commercial aspect of the site will be a 12.5m long Heavy Rigid Vehicle (HRV) which can be accommodated within the proposed internal road network. For the commercial areas on site loading areas should be considered within the detailed design to satisfy the anticipated loading demand.

It is expected that the Hotel will also require loading and servicing facilities for service vehicles which should be considered during the detailed design of hotel component.

Delivery / courier vehicles can utilise the residential visitor parking within the car park for any residential deliveries. These types of delivery vehicles for residential developments are infrequent and typically occur outside of peak residential visitor periods which occur after 6pm on a Friday and Saturday nights. The standard size of a courier vehicle is a B99 design vehicle, which can easily park within the proposed on-site visitor parking spaces.

It is expected that subdivision will be serviced by Council's waste collection services via the proposed internal road network. The design of the internal road network will ensure the appropriate circulation of Council's waste collection vehicle or a private waste collection vehicle up to a 12.5m long HRV.

4.6 Car Park Design & Compliance

The car parking layout as depicted in **Annexure A,** has not been assessed against the relevant clauses and objectives of *AS2890.1:2004*, *AS2890.2:2018* and *AS2890.6:2022* as a part of this traffic and parking impact assessment, given the high level nature of the proposal at this stage. It is acceptable that compliance with the relevant standards be assessed during the detailed design stage and be further confirmed within a design certificate at the Construction Certificate stage.

The proposed car parking and vehicular access design should achieve the following where relevant:

- Minimum 5.8m wide parking aisles;
- Minimum 6.1m wall-to-wall width along ramp, with kerbs provided;
- Compliant ramp grades not exceeding 25% for private developments, and 20% for public developments, with no grade change greater than 12.5%:
- Minimum 5.4m long, 2.4m wide spaces for staff / residents;
- Minimum 5.4m long, 2.5m wide spaces for residential visitors;
- Minimum 5.4m long, 2.5m wide spaces for commercial visitors;
- Minimum 5.4m long, 2.4m wide accessible spaces with adjacent associated 5.4m long, 2.4m wide shared space;
- Minimum headroom of 2.2m for general circulation and 2.5m headroom clearance provided over accessible and adaptable parking areas;
- Motorcycle spaces with minimum dimensions of 1.2m by 2.5m;
- 2.0m x 2.5m pedestrian sight triangles clear of obstructions where the driveway meets the boundary line of a property or pedestrian footpath.

5 TRAFFIC ASSESSMENT

The impact of the expected traffic generation levels associated with the subject proposal is discussed in the following sub-sections.

5.1 Traffic Generation

Traffic generation rates for the relevant land uses are provided in the *RTA Guide to Traffic Generating Developments (2002)* and recent supplements as adopted by *Transport for NSW* (TfNSW) and are as follows:

Dwelling house

AM Peak Hour = 0.71 vehicle trips per dwelling in regional areas

PM Peak Hour = 0.78 vehicle trips per dwelling in regional areas

Motels

Peak Hour Vehicle Trips = 0.4 vehicle trips per unit

Restaurants

Peak Hour Vehicle Trip = 5 trips per 100m^2 GFA

Retail

5.6 vehicle trips per 100m^2 GLFA of specialty shops

It is noted that the nature of the commercial floor area within the subject development is subject to further development and is likely to consist of a range of commercial activities, none-the-less the retail peak hour traffic generation rate of 5.6 vehicle trips per 100m^2 GLFA for speciality shops is considered here as a conservative approach. Furthermore, it is anticipated that the commercial traffic within the village will be less than the above estimations as most customers will be staying within the village within walking distance to the commercial premises and as such will likely walk, rather than drive to the surrounding commercial uses.

As a tourist facility, the Zone 2 dwellings are anticipated to provide accommodation to tourist rather than act as permanent dwellings and therefore their traffic generation behaviour is likely to be closer to that of the motel traffic generation rates rather than traffic generation of a residential dwelling. However, given the four (4) bedroom size of the multi-unit residential dwellings, the higher traffic generation rates associated with a standard residential dwelling have been applied to these multi-unit dwellings, as a conservative approach. It is also anticipated that dwellings within Zone 1 are likely to be primarily used by tourists but for a conservative approach Zone 1 dwellings are treated as permanent residential dwellings within this analysis with the dwelling house traffic generation rates adopted.

The resulting AM and PM peak hourly traffic generation is summarised in **Table 8**.

TABLE 8: ESTIMATED TRAFFIC GENERATION

Zone & Land Use	Scale	Parking Rate	AM Traffic Generation	PM Traffic Generation
Zone 1 – Residential	82 dwellings (1)	0.71 trips per dwelling (AM) 0.78 vehicle trips per dwelling (PM)	58 (12 in, 46 out)	64 (51 in, 13 out)
Zone 2 – Multi-Unit Residential	27 dwellings (2)	0.71 trips per dwelling (AM) 0.78 vehicle trips per dwelling (PM)	19 (2 in, 17 out)	21 (19 in, 2 out)
Zone 2 – Shop Top Housing	120 units (2) (3)	0.4 trips per dwelling	48 (5 in, 43 out)	48 (43 in, 5 out)
	4,788m^2 GFA Commercial	5.6 trips per 100m^2 GLFA (PM)	134(4)(5) (67 in, 67 out)	268(5) (134 in, 134 out)
Zone 3 - Hotel	152 rooms (unit) (2)	0.4 trips per dwelling	61 (6 in, 55 out)	61 (55 in, 6 out)
Total			**320 (92 in, 228 out)**	**462 (302 in, 160 out)**

Notes:

(1) Residential trip generation is assumed to be 80% outbound, 20% inbound in the AM peak. Vice versa in the PM peak.
(2) Tourist accommodation trip generation is assumed as 90% outbound, 10% inbound in the AM peak. Vice versa in the PM peak.
(3) Dwellings in Zone 2 – Shop Top Housing have been treated as primarily visitor accommodation and as such will exhibit a similar traffic generation to that of a motel as provided in the RTA Guide.
(4) AM Commercial traffic generation is estimated as 50% of the PM traffic generation, which is a highly conservative estimate.
(5) Commercial traffic generation is estimated as 50% outbound, 50% inbound in the AM and PM peaks.

As shown, the expected traffic generation associated with the proposed development is in the order of **320** vehicle trips in the AM peak period (92 in, 228 out) and **462** vehicle trips in the PM peak period (302 in, 160 out).

Given that the proposed Commercial land-use will primarily serve existing residents and visitors within Talbingo, the significant majority of the estimated commercial traffic generation will be internal trips with Talbingo and further these trips are likely not involve driving, but rather active transport such as walking. External trips to/from Talbingo (via the Snowy Mountains Highway) will generally exclude the commercial traffic generation of the site, such that the expected external (entering / leaving Talbingo) traffic generation of the proposed development will be in the order of **186** (25 in, 161 out) vehicle trips in the AM peak period and **194** (168 in, 26 out) vehicle trips in the PM peak period.

It is noted that given the nature of the site as primarily a tourist facility, these traffic generation rates provide an estimation of traffic during periods of high-tourist visitation (approximately the 85th percentile period throughout the year). During low season the sites anticipated traffic generation will be significantly lower, and conversely in the ultimate peak periods (such as the peak of the July school holidays) traffic generation may be slightly higher, representing the 99th percentile period for the site. In accordance with sound transport planning and traffic engineering practice, it is both inconsistent and unreasonable to assess external traffic impacts for a 99th percentile period given this 99th percentile period is infrequent and atypical event times.

5.2 Traffic Assignment

The road network, traffic surveys and locations of residential areas surrounding the site have been assessed and the following traffic assignment has been assumed for all traffic to and from the site.

5.2.1 External

Turning movement count traffic surveys were conducted at the intersection of Snowy Mountains Highway / Miles Franklin Drive on Friday 30 June 2023 and Saturday 1 July 2023 representing a typical weekend to determine an appropriate external traffic distribution. The total inbound and outbound trips are summarised with direction split in **Table 9**.

TABLE 9: EXISTING EXTERNAL TRIP DISTRIBUTION

	Inbound		Outbound	
	From Cooma	**From Tumut**	**To Tumut**	**To Cooma**
Friday AM Peak Period (7:00am – 9:30am)	21%	79%	58%	42%
Friday PM Peak Period (2:30pm – 6:00pm)	39%	61%	75%	25%
Saturday AM Peak Period (6:00am – 10:00am)	0%	100%	38%	62%
Saturday PM Peak Period (2:00pm – 7:00pm)	53%	47%	92%	8%

However, given the nature of the site providing for predominately visitor accommodation and services, it is expected that during the peak periods the majority of trips external to the site will be to and from the Selwyn Snow Fields and the Snowy Mountains Area. For a conservative assessment the following traffic assignment has been assumed for the addition traffic traveling to and from the site via the Snowy Mountains Highway:

AM:

- 80% to the south via Snowy Mountains Highway;
- 20% to the north via Snowy Mountains Highway;
- 80% from the north via Snowy Mountains Highway;
- 20% from the south via Snowy Mountains Highway.

PM:

- 80% from the south via Snowy Mountains Highway;
- 20% from the north via Snowy Mountains Highway;
- 80% to the north via Snowy Mountains Highway;
- 20% to the south via Snowy Mountains Highway.

5.2.2 Internal

The following traffic assignment has been assumed for the internal traffic within Talbingo as drivers travel to and from the site to the Snowy Mountains Highway:

Zone 1:

- 45% to/from Wilkinson Street;
- 45% to/from Thomas Street;
- 10% to/from Miles Franklin Drive Eastern Site Driveway.

Zone 2:

- 50% to/from Miles Franklin Drive Western Site Driveway;
- 50% to/from Miles Franklin Drive Eastern Site Driveway.

Zone 3:

- 100% to/from Miles Franklin Drive Central Site Driveway.

It is noted that the traffic distributed for Zone 1 has been assumed to utilise the existing roads such as Wilkinson Street, Thomas Street, Whitty Street, Ryan Street, Lampe Street and Bridle Street. For a conservative assessment, 90% of the Zone 1 traffic has been assumed to utilise this route whereby it is likely that a higher percentage of road users seek to travel via the Miles Franklin Drive collector road..

5.3 Traffic Impact

The traffic generation outlined in **Section 5.1** & **5.2** above has been added to the existing traffic volumes recorded. SIDRA INTERSECTION 9.1 was used to assess the intersections performance. The purpose of this assessment is to compare the existing intersection operations to the future scenario under the increased traffic load. The results of this assessment are shown in **Table 10** and **Table 11**.

As shown, all relevant intersections retain the same overall level of service under future conditions with minimal delays and additional capacity, indicating that there will be no adverse impact on the existing road network as a result of the proposed development.

TABLE 10: INTERSECTION PERFORMANCE (SIDRA INTERSECTION 9.1)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement
2023EXISTING PERFORMANCE						
Miles Franklin Drive / Snowy Mountains Highway - Weekday	AM	0.03	5.8 (Worst: 8.3)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway
	PM	0.02	4.2 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Miles Franklin Drive /Snowy Mountains Highway - Saturday	AM	0.03	5.8 (Worst: 8.3)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway
	PM	0.02	4.2 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Bridle Street / Miles Franklin Drive	AM	0.02	2.7 (Worst: 5.5)	**NA** (Worst: A)	Give Way	LT from Miles Franklin Drive
	PM	0.02	3.1 (Worst: 6)	**NA** (Worst: A)		RT from Miles Franklin Drive
Miles Franklin Drive / Lampe Street	AM	0.01	4.2 (Worst: 5.7)	**NA** (Worst: A)	Give Way	LT from Miles Franklin Drive
	PM	0.01	2.9 (Worst: 5.5)	**NA** (Worst: A)		LT from Miles Franklin Drive
Miles Franklin Drive / Whitty Street	AM	0.01	1.7 (Worst: 6.1)	**NA** (Worst: A)	Give Way	LT from Miles Franklin Drive
	PM	0.01	1.9 (Worst: 5.5)	**NA** (Worst: A)		LT from Miles Franklin Drive
Thomas Street / Whitty Street	AM	0.00	3.5 (Worst: 5.5)	**NA** (Worst: A)	Give Way	RT from Thomas Street
	PM	0.00	2.4 (Worst: 5.5)	**NA** (Worst: A)		RT from Thomas Street
Ryan Street / Whitty Street	AM	0.00	2.1 (Worst: 4.6)	**NA** (Worst: A)	Give Way	LT from Ryan Street
	PM	0.01	2 (Worst: 4.8)	**NA** (Worst: A)		LT from Ryan Street
Lampe Street / Ryan Street	AM	0.00	2.3 (Worst: 5.1)	**NA** (Worst: A)	Give Way	RT from Ryan Street
	PM	0.01	1.7 (Worst: 4.6)	**NA** (Worst: A)		LT from Ryan Street

NOTES: Refer to **Table 2**.

TABLE 11: INTERSECTION PERFORMANCE (SIDRA INTERSECTION 9.1)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement
2023 FUTURE (POST DEVELOPMENT) PERFORMANCE						
Miles Franklin Drive /Snowy Mountains Highway - Weekday	AM	0.18	5.8 (Worst: 7.8)	**NA** (Worst: A)	Give Way	LT from Snowy Mountains Highway
	PM	0.10	5.3 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Miles Franklin Drive /Snowy Mountains Highway - Saturday	AM	0.18	5.8 (Worst: 7.8)	**NA** (Worst: A)	Give Way	LT from Snowy Mountains Highway
	PM	0.10	5.3 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Bridle Street / Miles Franklin Drive	AM	0.10	1.4 (Worst: 6.3)	**NA** (Worst: A)	Give Way	RT from Bridle Street
	PM	0.18	1.1 (Worst: 9.9)	**NA** (Worst: A)		RT from Miles Franklin Drive
Miles Franklin Drive / Lampe Street	AM	0.10	0.5 (Worst: 6.8)	**NA** (Worst: A)	Give Way	RT from Lampe Street
	PM	0.17	0.3 (Worst: 7.8)	**NA** (Worst: A)		RT from Miles Franklin Drive
Miles Franklin Drive / Whitty Street	AM	0.10	0.1 (Worst: 6.1)	**NA** (Worst: A)	Give Way	LT from Miles Franklin Drive
	PM	0.17	0.2 (Worst: 7.9)	**NA** (Worst: A)		RT from Whitty Street
Thomas Street / Whitty Street	AM	0.04	5.3 (Worst: 5.5)	**NA** (Worst: A)	Give Way	RT from Thomas Street
	PM	0.03	4.9 (Worst: 5.6)	**NA** (Worst: A)		RT from Thomas Street
Ryan Street / Whitty Street	AM	0.03	4.9 (Worst: 5.5)	**NA** (Worst: A)	Give Way	LT from Whitty Street
	PM	0.03	4.6 (Worst: 5.5)	**NA** (Worst: A)		LT from Whitty Street
Lampe Street / Ryan Street	AM	0.04	4.7 (Worst: 5.5)	**NA** (Worst: A)	Give Way	RT from Ryan Street
	PM	0.03	4.2 (Worst: 5.5)	**NA** (Worst: A)		RT from Ryan Street

NOTES: Refer to **Table 2**.

5.3.1 Traffic Impact – Proposed Driveway Performance

The traffic generation outlined in **Section 5.1** & **5.2** has been added to the existing traffic volumes recorded. SIDRA INTERSECTION 9.1 was used to assess the proposed site driveways performance. The purpose of this assessment is to determine the performance of the three (3) proposed site driveways. The results of this assessment are shown in **Table 12**.

TABLE 12: PROPOSED DRIVEWAY PERFORMANCE

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement
2023 FUTURE PERFORMANCE						
Miles Franklin Drive / Eastern Site Driveway	AM	0.07	2.2 (Worst: 6.2)	**NA** (Worst: A)	Give Way	RT from Eastern Site Driveway
	PM	0.08	3.1 (Worst: 6.2)	**NA** (Worst: A)		RT from Eastern Site Driveway
Miles Franklin Drive / Eastern Site Driveway	AM	0.05	2.1 (Worst: 5.8)	**NA** (Worst: A)	Give Way	RT from Eastern Site Driveway
	PM	0.09	1.4 (Worst: 6.2)	**NA** (Worst: A)		RT from Eastern Site Driveway
Miles Franklin Drive / Eastern Site Driveway	AM	0.05	5.1 (Worst: 5.6)	**NA** (Worst: A)	Give Way	LT from Eastern Site Driveway
	PM	0.06	5.1 (Worst: 6.1)	**NA** (Worst: A)		RT from Miles Franklin Drive

NOTES: Refer to **Table 2**.

5.3.2 Traffic Impact – 10-Year (2033) Growth Performance

An assessment of the proposed development after 10-years has also been undertaken in accordance with TfNSW guidelines for projects on Classified Roads. As growth factors along the surrounding roads are unknown it has been conservatively assumed that there will be a 2% p.a. growth rate across the Snowy Mountains Highway / Miles Franklin Drive intersection for all movements. SIDRA INTERSECTION 9.1 was used to assess the intersections performance after 10-years (2033).

The purpose of this assessment is to compare the existing intersection operations in 10-years to the future scenario in 10-years under the increased traffic load due to the development. The results of this assessment are shown in **Table 13**.

TABLE 13: 10-YEAR GROWTH INTERSECTION PERFORMANCE (SIDRA INTERSECTION 9.1)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement
2033 PERFORMANCE – WITHOUT DEVELOPMENT						
Miles Franklin Drive /Snowy Mountains Highway	AM	0.03	5.8 (Worst: 8.3)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway
	PM	0.02	4.2 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Miles Franklin Drive /Snowy Mountains Highway	AM	0.03	5.8 (Worst: 8.3)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway
	PM	0.02	4.2 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
2033 PERFORMANCE – WITH DEVELOPMENT						
Miles Franklin Drive /Snowy Mountains Highway	AM	0.12	5.4 (Worst: 7.8)	**NA** (Worst: A)	Give Way	LT from Snowy Mountains Highway
	PM	0.21	5.9 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway
Miles Franklin Drive /Snowy Mountains Highway	AM	0.12	5.4 (Worst: 7.8)	**NA** (Worst: A)	Give Way	LT from Snowy Mountains Highway
	PM	0.21	5.9 (Worst: 7.8)	**NA** (Worst: A)		LT from Snowy Mountains Highway

NOTES: Refer to **Table 2**.

As shown, all relevant intersections retain the same overall level of service under future conditions with minimal delays and additional capacity, indicating that there will be no adverse impact on the existing road network in a 10-year growth scenario as a result of the proposed development.

5.3.3 Sensitivity Test – Sunday Peak Volumes

As a sensitivity test, the key intersection of Snowy Mountains Highway / Miles Franklin Drive has been tested with the observed peak hour movements on Sunday 2 July 2023, with turning directions from Saturday 1 July adopted. The results of this sensitivity test undertaken in SIDRA INTERSECTION 9.1 for both existing and future traffic volumes, is summarised in **Table 14**, with full results provided in **Annexure C**.

TABLE 14: SNOWY MOUNTAINS HIGHWAY SENSITIVITY TEST – 2 JULY 2023

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement	95th Percentile Queue
2023 EXISTING PERFORMANCE – SUNDAY 2 July 2023 (Sensitivity)							
Miles Franklin Drive /Snowy Mountains Highway	AM	0.05	5 (Worst: 8)	**NA** (Worst: A)	Give Way	RT from Snowy Mountains Highway	0.1 veh (1m) Snowy Mountains Highway
	PM	0.04	3.7 (Worst: 7.9)	**NA** (Worst: A)		RT from Snowy Mountains Highway	0.1 veh (1m) Snowy Mountains Highway
2023 FUTURE PERFORMANCE – SUNDAY 2 July 2023 (Sensitivity)							
Miles Franklin Drive /Snowy Mountains Highway	AM	0.19	6.4 (Worst: 7.8)	**NA** (Worst: A)	Give Way	LT from Snowy Mountains Highway	0.8 veh (5.4m) Miles Franklin Drive
	PM	0.12	5.6 (Worst: 8.5)	**NA** (Worst: A)		RT from Miles Franklin Drive	0.6 veh (4.1m) Snowy Mountains Highway

NOTES: Refer to **Table 2**.

As shown above, after the proposed development the intersection of Snowy Mountain Highway / Miles Franklin Drive operates at a worst movement level of service “A” even during the busiest day observed across the 14-day survey period, which is anticipated to represent one of the busiest days of the year for the Snowy Mountains Highway at this location. Level of service “A” performance outcome represents good performance with minimal delays and spare capacity.

5.3.4 Traffic Impact – Emergency Evacuation

It is noted that there is currently only one entry and exit point servicing the township of Talbingo. The intersection of Snowy Mountains Highway / Miles Franklin Drive has been assessed to ensure that people in Talbingo are able to safely and efficiently exit the town in the case of an emergency evacuation.

It is noted that traffic modelling of emergency evacuation scenarios are difficult, with an extensive number of unknown variables that impact modelling, such as:

- Time of day & year of the bushfire event (which impacts population numbers);
- Location of bushfire event (which impacts the direction of evacuation);
- Level of prior warning (or notice) before the bushfire event impacts (which impacts the time which is available for the evacuation to occur);
- Intensity of the bushfire event (impacts the number of residents / visitors who decided to leave and when);
- Australian & NSW *"Stay or Go"* Policy, which allows residents to generally be self-determinate regarding both the decision to evacuate and when to evacuate;
- Actions of Emergency Services (especially regarding road closures, warning instructions and localised support & preparedness).

While these unknowns all have a significant impact on the traffic modelling scenario, an extremely conservative scenario has been employed to assess the performance of the Snowy Mountains Highway / Miles Franklin Drive intersection during an short-notice (1-hour period) complete evacuation of the entire township of Talbingo during a bushfire emergency evacuation.

The following conservative assumptions have been employed in the traffic impact assessment of the scenario of a significant bushfire evacuation event at short notice:

- 1 trip per existing dwelling in Talbingo;
    - 210 existing private dwellings as per 2021 Census;
- 1 trip per proposed resident car parking space;
    - 729 residential trips;
    - Commercial and Restaurant patrons and staff are predominately expected to also live / stay within Talbingo, and thus are accommodated with the residential trips.
- Resulting in 939 total outbound vehicle trips during a 1-hour period;
- Weekend PM peak assessed as it contains the highest total existing traffic volumes along the Snowy Mountains Highway;
- All vehicles travelling the same direction via Snowy Mountains Highway;
    - 1 scenario traveling north and 1 scenario travelling south.

The results of this assessment are shown in **Table 15**.

TABLE 15: EMERGENCY EVACUATION INTERSECTION PERFORMANCE) (SIDRA INTERSECTION 9.1)

Intersection	Direction of Travel	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3][4]	Control Type	Worst Movement	96th Percentile Queue along Miles Franklin Drive (veh)
EMERGENCY EVACUATION PERFORMANCE							
Miles Franklin Drive /Snowy Mountains Highway	North (Toward Tumut)	0.76	5.8 (Worst: 27.2)	**NA** (Worst: B)	Give Way	RT from Jounama Creek Trail	10
	South (Towards Cooma)	0.96	17.5 (Worst: 18.5)	**NA** (Worst: B)		RT from Miles Franklin Drive	49

NOTES: Refer to **Table 2**.

As shown, the intersection of Snowy Mountains Highway / Miles Franklin Drive has a worst overall Level of Service “B” conditions under an emergency evacuation scenario. A Level of Service “B” is an acceptable outcome considering the unlikely nature of this event. The Level of Service “B” conditions is characterised by low approach delays and spare capacity.

It is however noted that the modelling indicates that during the evacuation traffic model a 95th percentile queue of between 10 vehicles (left-turn evacuation towards Tumut) and 49 vehicles (right-turn evacuation towards Cooma). This is however also representing an average delay of 6.0 seconds in left-turn evacuation and 18.5 seconds for the right turn evacuation scenario, indicating that the queue is moving and vehicles are regularly exiting onto the Snowy Mountains Highway.

It is noted that this model is considered extremely conservative, noting that it is highly unlikely that during the peak summer bushfire season the proposed development (and township) will be occupied at the same level as during the winter peak period when bushfires are highly unlikely. Further to this, the majority of bushfire events have multiple hours (if not days) of warning and preparation (either via weather predictions or tracking of bushfire trajectory), and in those instances the evacuation traffic will be distributed over multiple hours, generally many hours before a bushfire event reaches the township. Lastly, emergency services are anticipated to be available to assist evacuation, including taking control of the intersection to ensure priority for outbound evacuating vehicles.

As such, based upon the above conservative assessment, it is anticipated that the intersection of Snowy Mountains Highway’ / Miles Franklin Drive will operate satisfactorily during an emergency evacuation event whereby it is assumed the entire township of Talbingo is full (consisting of 939 vehicles) and that such an evacuation occurs within a condensed 1-hour period. Emergency services are anticipated to proactively manage and support any evacuation that is recommended or enforced within the Talbingo township.

5.4 Residential Amenity

Increased traffic volumes along residential roads have the potential to impact some aspects of the amenity of residents in low-density residential neighbourhoods. Over certain traffic thresholds, the ability for aged or impaired persons to cross the road and the ability for children to play safely in the street are reduced and the ambient road noise becomes noticeable to residents. The *RTA Guide to Traffic Generating Developments 2002* (RTA Guide) as adopted by TfNSW, suggests that the environmental goal thresholds for local streets is **200** vehicles per hour and that ideally local streets should not exceed **300** vehicles per hour.

The majority of the traffic generated by the site will travel directly to Miles Franklin Drive and not via existing residential streets. However, it is acknowledged that some traffic generated by the site may travel to and from the development via the residential roads within the existing township, and in particular Lampe Street.

The existing and future peak hourly traffic volumes along Lamp Street have been considered, as summarised in **Table 16**.

TABLE 16: RESIDENTIAL AMENITY - PEAK HOUR TRAFFIC FLOWS

Street	Existing (1)(2)		Future (4)	
	AM	PM	AM	PM
Lampe Street (3)	13	13	65	71

Notes (1) Taken from intersection surveys reproduced within **Annexure B**.
(2) Highest two-way traffic flow along subject road in any hour within the survey period. Not necessarily the intersection peak.
(3) AM and PM two-way peak occurs at 10:00am – 11:00am and 12:00pm - 1:00pm respectively.
(4) Future equals existing two-way traffic flow plus traffic generation as determined in **Section 5.1**.

As shown in the above table, the two-way peak hour flows under the future scenario remain below the 200 vehicle per hour environmental goal threshold suggested in the RTA Guide thresholds for local roads. Therefore, it is concluded that residential amenity will not be adversely affected by the increases in two-way trips. It is noted that other surrounding streets within Talbingo are unlikely to receive any additional traffic as most users will be traveling to and from Miles Franklin Drive directly. In any case, all local roads within Talbingo are anticipated to have future traffic flows well below the 200 vehicle per hour environmental goal.

It should be noted that the traffic distributed through Lampe Street is a conservative estimate with 90% of Zone 1 traffic being assigned to this route. It is expected that a larger number of vehicles will seek to utilise Miles Franklin Drive directly resulting in less vehicles travelling to and from the site via Lampe Street. In any case, the two-way peak hour flows remain below the 200 vehicle per hour environmental goal threshold suggested in the RTA Guide in this conservative scenario.

6 CONCLUSION

In view of the foregoing, the West Talbingo Village Masterplan proposal at Miles Franklin Drive, Talbingo (as depicted in **Annexure A**) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:

a) The proposal includes the provision of **919** car parking spaces within the site, satisfying the relevant controls applicable to the development, including the SVDCP 2019 requirements.

b) Council's DCP requires the provision of **85** bicycle parking spaces which can be provided onsite resulting in an avenue for compliance with DCP requirements. Noting that residential dwellings can provided bicycle parking on-site within their designated garage or property.

c) The proposed plans have not been assessed by MTE against the relevant sections of *AS2890.1:2004*, *AS2890.2:2018* and *AS2890.6:2022* as a part of this traffic and parking impact assessment. Compliance of the development is to be undertaken during the detailed design stage and the Construction Certificate stage.

d) Traffic surveys that underpin the traffic modelling have been undertaken during the peak recreational period for the Snowy Mountains Highway and Talbingo (the July School Holiday Period), resulting in an appropriate approach to assessing the impacts of the proposed development.

e) The traffic generation of the proposed development has been estimated to be some **320** trips in the AM peak period (92 in, 228 out) and **462** trips in the PM peak period (302 in, 160 out). The impacts of the traffic generation have been modelled using SIDRA INTERSECTION 9.1, indicating that there will be no adverse impact to the performance of the surrounding road network and key intersections (including the Miles Franklin Drive / Snowy Mountains Highway Intersection) as a result of the generated traffic.

f) A highly conservative scenario regarding a short-notice (1-hour) bushfire evacuation of the entire expected winter peak population of Talbingo has been undertaken (noting that a bushfire is most likely to occur during summer , with the assessment of the Snowy Mountain Highway / Miles Franklin Drive intersection using SIDRA INTERSECTION 9.1, indicating that the intersection can operate satisfactorily during this evacuation scenario. It is anticipated that during an emergency, evacuation will be managed and supported by emergency services, which will further improve the performance of an evacuation.

ANNEXURE A: PROPOSED PLANS
(26 SHEETS)

VIEW OF SHOPTOP HOUSING

ARCHITECTURAL DRAWINGS FOR WEST TALBINGO VILLAGE MASTERPLAN CONCEPT

LOT 35 DP 878862 MILES FRANKLIN DRIVE TALBINGO NSW

At West Talbingo Village, we've developed a masterplan for urban living that blends convenient amenity with beautiful native habitat.

Talbingo West has been designed to be sensitive to the architectural style of the existing Talbingo township. This community focused project to be established over time aims to create a positive context for the future, bringing amenity and economic benefit to the local area.

The low density, medium and mixed-use precints offer residents a place to live comfortably - with everything they need in close proximity.

The township design merges into the fabric of the existing street layout, reconnecting precints of the town and providing a greater amenity for the community.

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

COVER PAGE

DRAWING NUMBER

CP

SCALE

NTS

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

SITE ANALYSIS PLAN
NTS

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
SITE ANALYSIS PLAN

DRAWING NUMBER
PL 01

SCALE
NTS

N

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

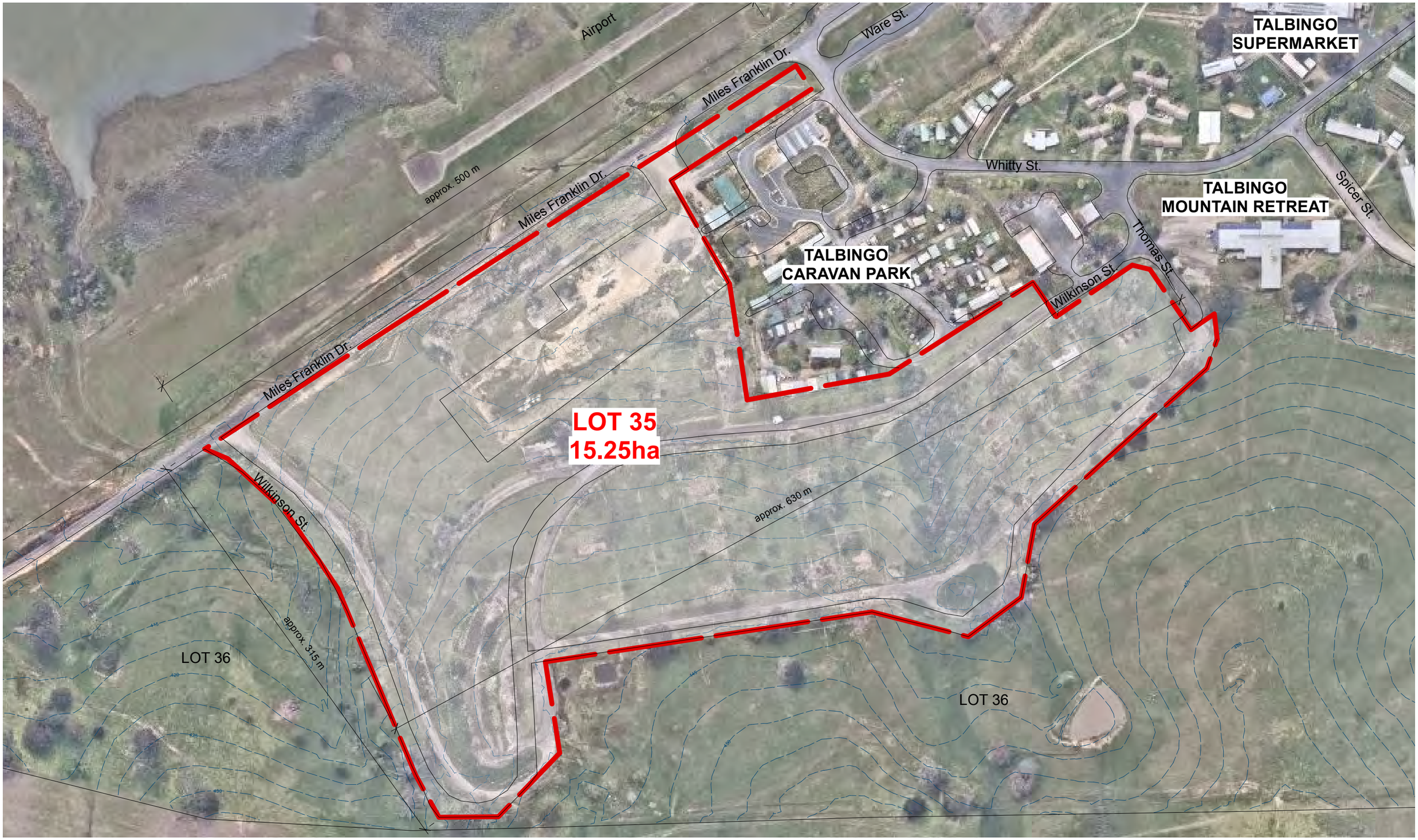
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930



PROPOSED LOT DEVELOPMENT PLAN
1.2500

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED LOT DEVELOPMENT PLAN

DRAWING NUMBER
PL 02

SCALE
1.2500

N

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

JOUNAMA PONDAGE

Airport

Miles Franklin Dr.

Ware St.

TALBINGO SUPERMARKET

Parking

Trailer boat parking

Whitty St.

TALBINGO MOUNTAIN RETREAT

Spicer St.

Thomas St.

TALBINGO CARAVAN PARK

10 LOTS approx 320 s.qm

7 LOTS approx 370 s.qm

Wilkinson St.

S1

S2

HOTEL

Parking

7 LOTS approx 370 s.qm

15 LOTS approx 325 s.qm

Corso

LOT 35

12 LOTS approx 360 s.qm

S2

19 LOTS approx 400s.qm

Wilkinson St.

Parking

LOT 36

S3

Corso

Parking

12 LOTS approx 380 s.qm

S3

S1

Future road to Lot 36

LOT 36

Existing grassed field

PROPOSED MASTERPLAN CONCEPT SITE PLAN
1.2500

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED MASTERPLAN CONCEPT SITE PLAN

DRAWING NUMBER

PL 03

SCALE

1.2500

N

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

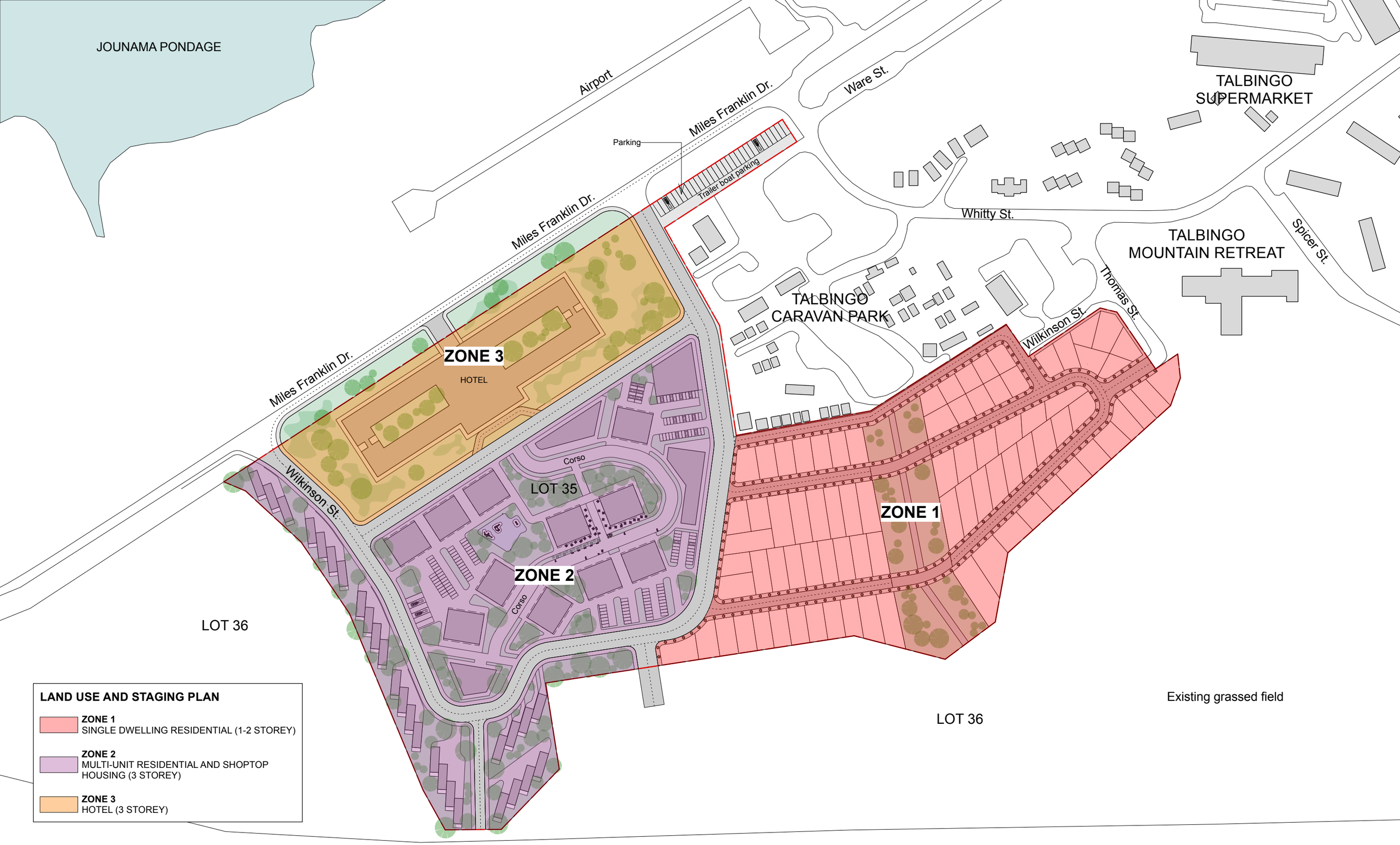
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930



LAND USE AND STAGING PLAN

ZONE 1
SINGLE DWELLING RESIDENTIAL (1-2 STOREY)

ZONE 2
MULTI-UNIT RESIDENTIAL AND SHOPTOP HOUSING (3 STOREY)

ZONE 3
HOTEL (3 STOREY)

PROPOSED MASTERPLAN CONCEPT LAND USE AND ZONE PLAN

1.2500

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED MASTERPLAN CONCEPT LAND USE AND ZONE PLAN

DRAWING NUMBER
PL 04

SCALE
1.2500

N

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

PROPOSED MASTERPLAN CONCEPT
LOT AREAS PLAN
1.2500

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED MASTERPLAN CONCEPT LOT AREAS PLAN

DRAWING NUMBER
PL 05

SCALE
1.2500

N

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

PROPOSED MASTERPLAN CONCEPT VEHICLE ACCESS PLAN

1.2500

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED MASTERPLAN CONCEPT VEHICLE ACCESS PLAN

DRAWING NUMBER

PL 07

SCALE

1.2500

N

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

PROPOSED MASTERPLAN CONCEPT PEDESTRIAN ACCESS AND BICYCLE PATH PLAN

1.2500

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED MASTERPLAN CONCEPT PEDESTRIAN ACCESS AND BICYCLE PATH PLAN

DRAWING NUMBER

PL 08

SCALE

1.2500

N

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

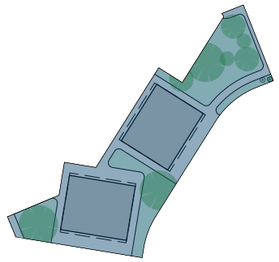
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

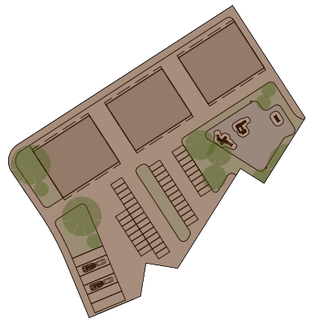
18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

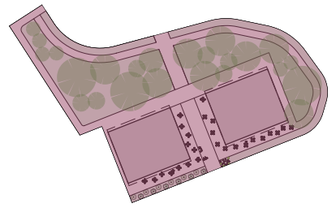
ABN 96 630 851 930



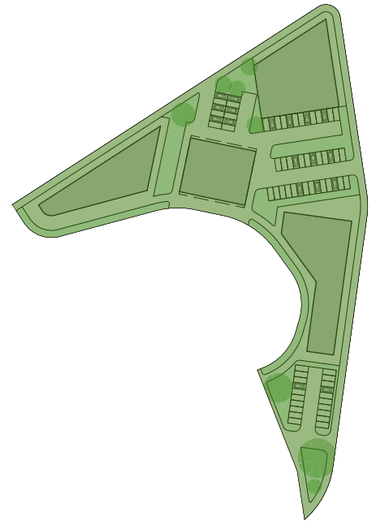
LOT 1
SITE AREA = 3760.00 sq.m COMMERCIAL AREA = 505.20 sq.m RESIDENTIAL AREA = 1765.60 sq.m TOTAL FLOOR AREA = 2270.80 sq.m FSR = 0.6:1 CAR SPACES = 40



LOT 2
SITE AREA = 7775.00 sq.m COMMERCIAL AREA = 757.80 sq.m RESIDENTIAL AREA = 2648.40 sq.m TOTAL FLOOR AREA = 3406.20 sq.m FSR = 0.43:1 CAR SPACES = 104

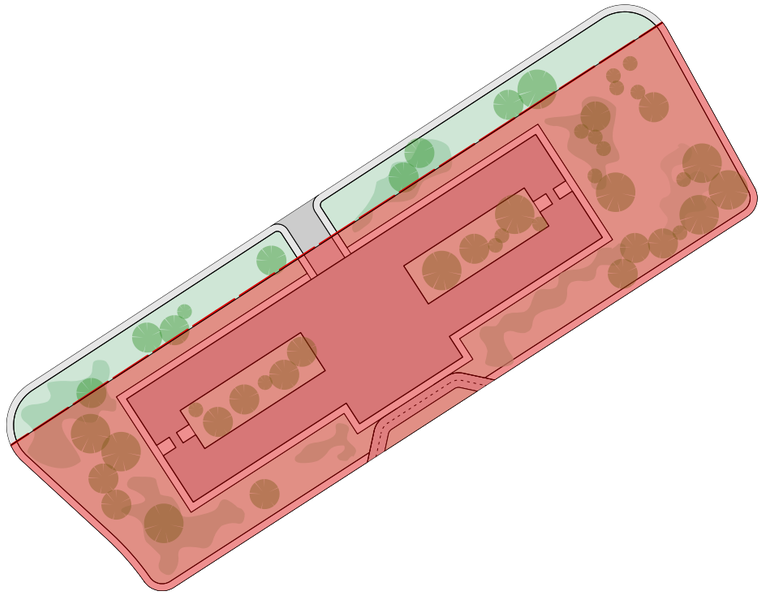


LOT 3
SITE AREA = 5837.00 sq.m COMMERCIAL AREA = 505.20 sq.m RESIDENTIAL AREA = 1765.60 sq.m TOTAL FLOOR AREA = 2260.80 sq.m FSR = 0.38:1 CAR SPACES = 40



LOT 4
SITE AREA = 10155.00 sq.m COMMERCIAL AREA = 1910.80 sq.m RESIDENTIAL AREA = 4199.20 sq.m TOTAL FLOOR AREA = 6110.00 sq.m FSR = 0.60:1 CAR SPACES = 104

LOT 5
SITE AREA = 8633.00 sq.m COMMERCIAL AREA = 1108.45 sq.m RESIDENTIAL AREA = 3349.65 sq.m TOTAL FLOOR AREA = 4458.10 sq.m FSR = 0.52:1 CAR SPACES = 95



LOT 13
SITE AREA = 25929.00 sq.m TOTAL FLOOR AREA = 12517.00 sq.m sq.m FSR = 0.48:1 CAR SPACES = 264

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

AREAS SCHEDULE SHOPTOP HOUSING AND HOTEL

DRAWING NUMBER

PL 10

SCALE

NTS

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

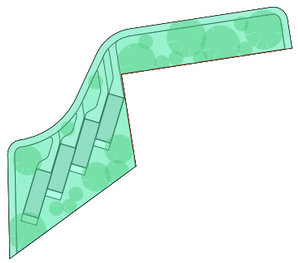
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

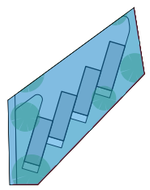
18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

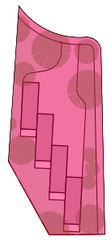
ABN 96 630 851 930



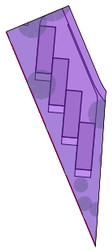
LOT 6
SITE AREA = 3594.00 sq.m TOTAL FLOOR AREA = 746.20 sq.m FSR = 0.2:1 CAR SPACES = 16



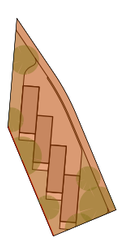
LOT 7
SITE AREA = 2016.00 sq.m TOTAL FLOOR AREA = 746.20 sq.m FSR = 0.37:1 CAR SPACES = 16



LOT 8
SITE AREA = 2873.00 sq.m TOTAL FLOOR AREA = 746.20 sq.m FSR = 0.26:1 CAR SPACES = 16

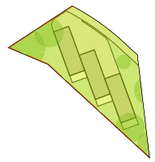


LOT 9
SITE AREA = 1871.00 sq.m TOTAL FLOOR AREA = 746.20 sq.m FSR = 0.39:1 CAR SPACES = 16



LOT 10
SITE AREA = 1904.00 sq.m TOTAL FLOOR AREA = 746.20 sq.m FSR = 0.39:1 CAR SPACES = 16

LOT 11
SITE AREA = 1855.00 sq.m TOTAL FLOOR AREA = 746.20 sq.m FSR = 0.40:1 CAR SPACES = 16



LOT 12
SITE AREA = 1455.00 sq.m TOTAL FLOOR AREA = 559.65 sq.m FSR = 0.38:1 CAR SPACES = 12

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

AREAS SCHEDULE TOWNHOUSES

DRAWING NUMBER

PL 11

SCALE

NTS

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

Village Centre area comprising Lots 1 - 5

PROPOSED SHOPTOP HOUSING

Typical view with commercial tenancies on ground floor and residential apartments on level 1 and level 2

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED SHOPTOP HOUSING

DRAWING NUMBER

PL 12

SCALE

NTS

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

PROPOSED SHOPTOP HOUSING
TYPICAL GROUND FLOOR PLAN
1.150

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED SHOPTOP HOUSING TYPICAL GROUND FLOOR PLAN

DRAWING NUMBER

PL 19

SCALE

1.150

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

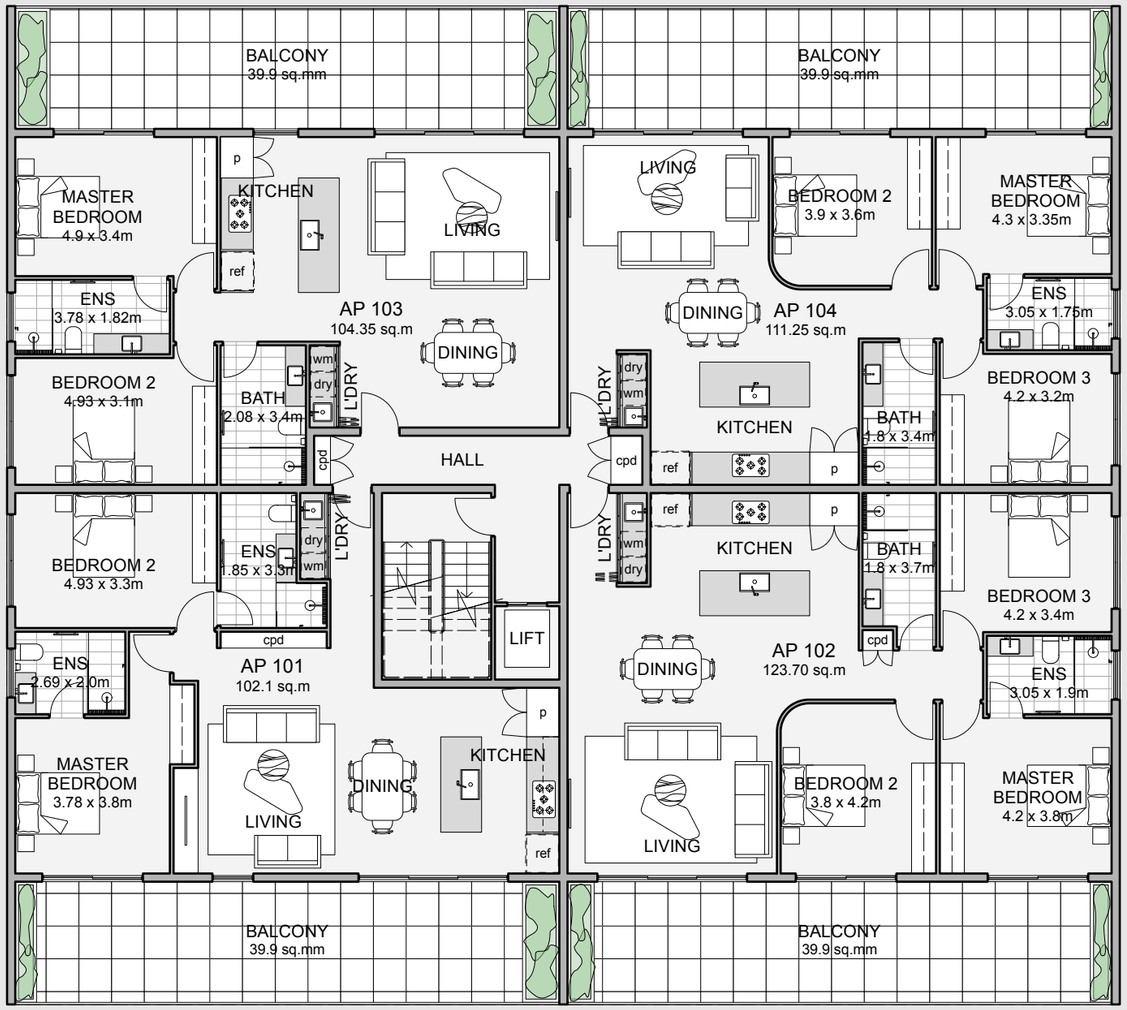
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930



CORSO

PROPOSED SHOPTOP HOUSING
TYPICAL FIRST FLOOR PLAN
1.150

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED SHOPTOP HOUSING TYPICAL FIRST FLOOR PLAN

DRAWING NUMBER

PL 20

SCALE

1.150

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

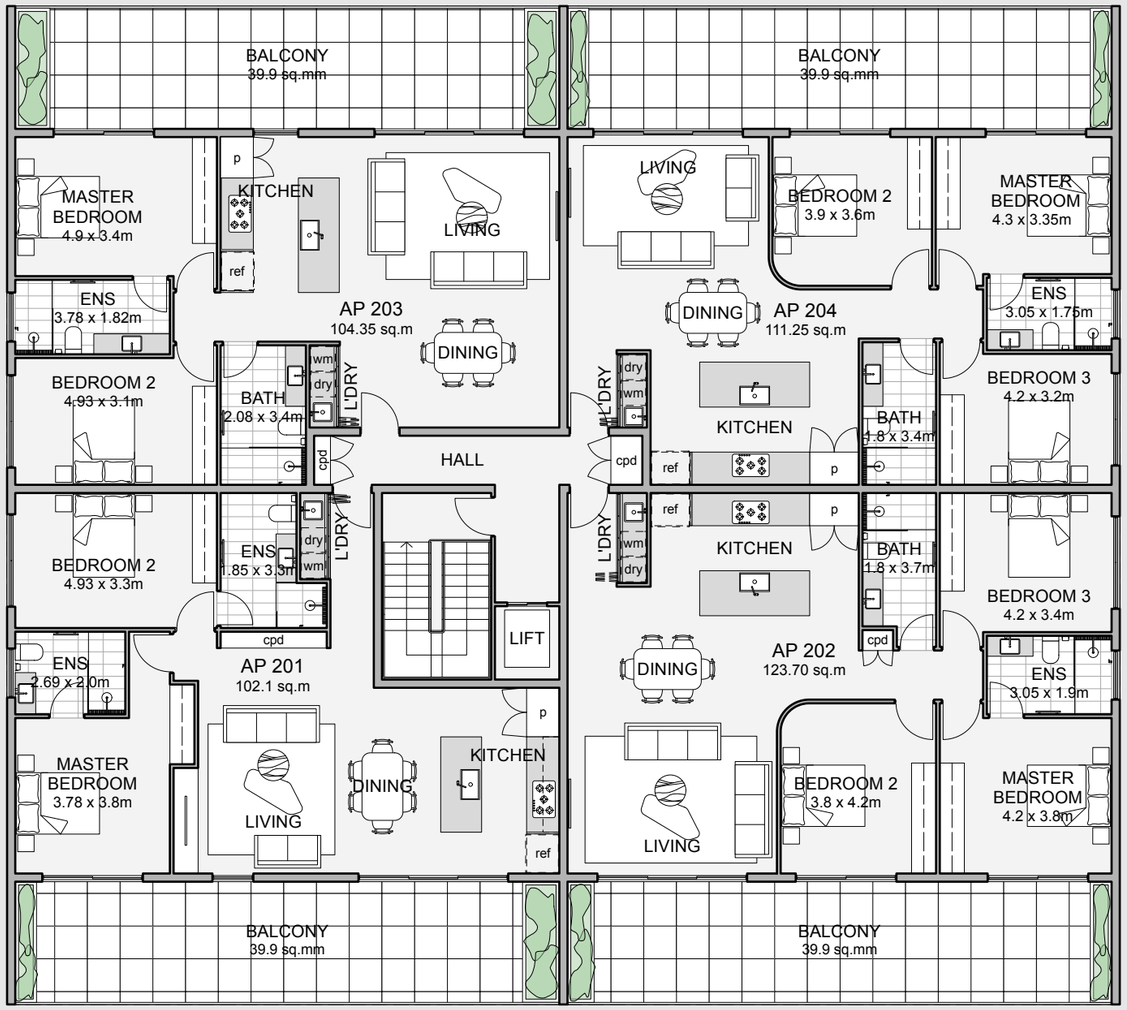
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930



CORSO

PROPOSED SHOPTOP HOUSING
TYPICAL SECOND FLOOR PLAN
1.150

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED SHOPTOP HOUSING TYPICAL SECOND FLOOR PLAN

DRAWING NUMBER

PL 21

SCALE

1.150

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

Western side of Wilkinson Street comprising Lots 6 - 12

PROPOSED MULTI-UNIT DWELLING (TOWNHOUSES)

Typical view with clusters of 4 attached terrace house units with carpark on ground level and two level dwelling above

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED MULTI-UNIT DWELLING (TOWNHOUSES)

DRAWING NUMBER

PL 22

SCALE

NTS

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

PROPOSED MULTI-UNIT DWELLING (TOWNHOUSES) ELEVATIONS
1.200

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED MULTI-UNIT DWELLING (TOWNHOUSES) ELEVATIONS

DRAWING NUMBER
PL 23

SCALE
1.200

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

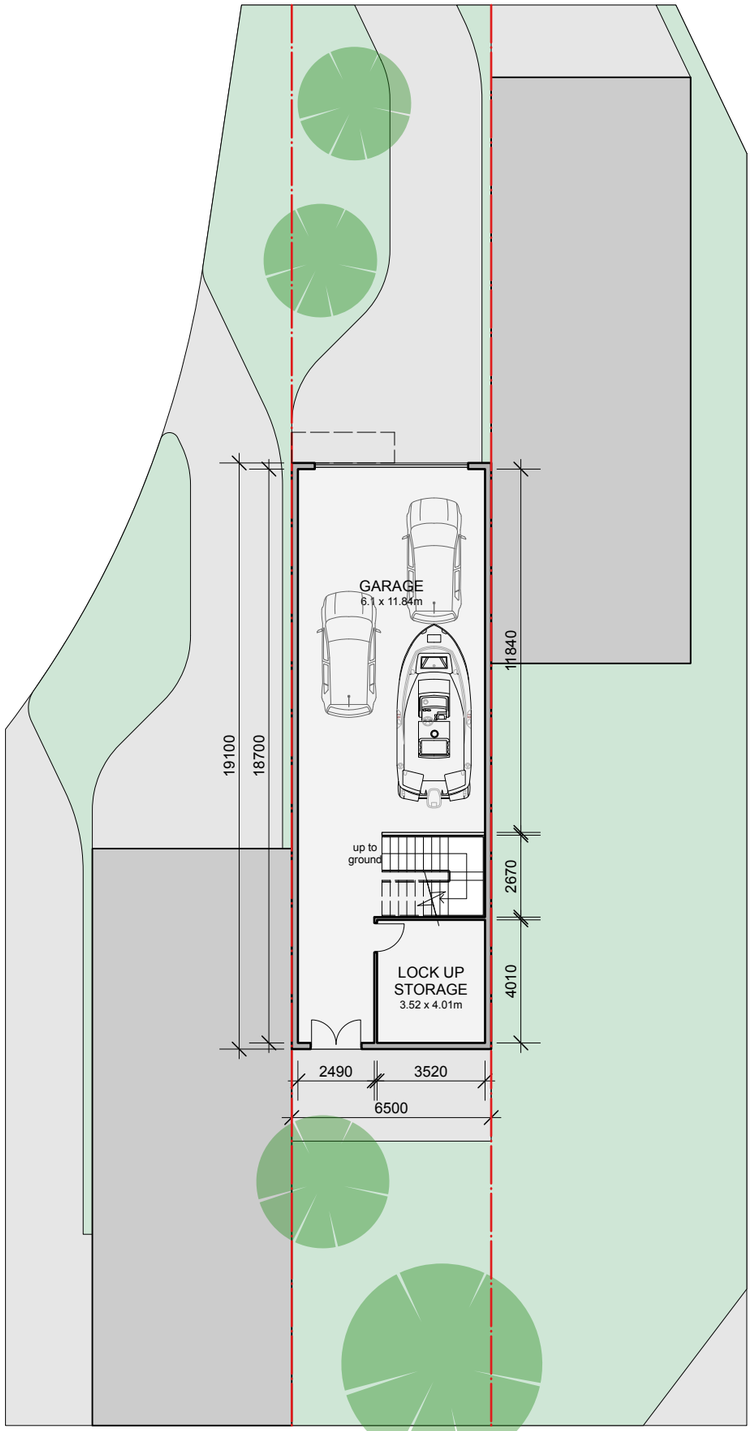
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

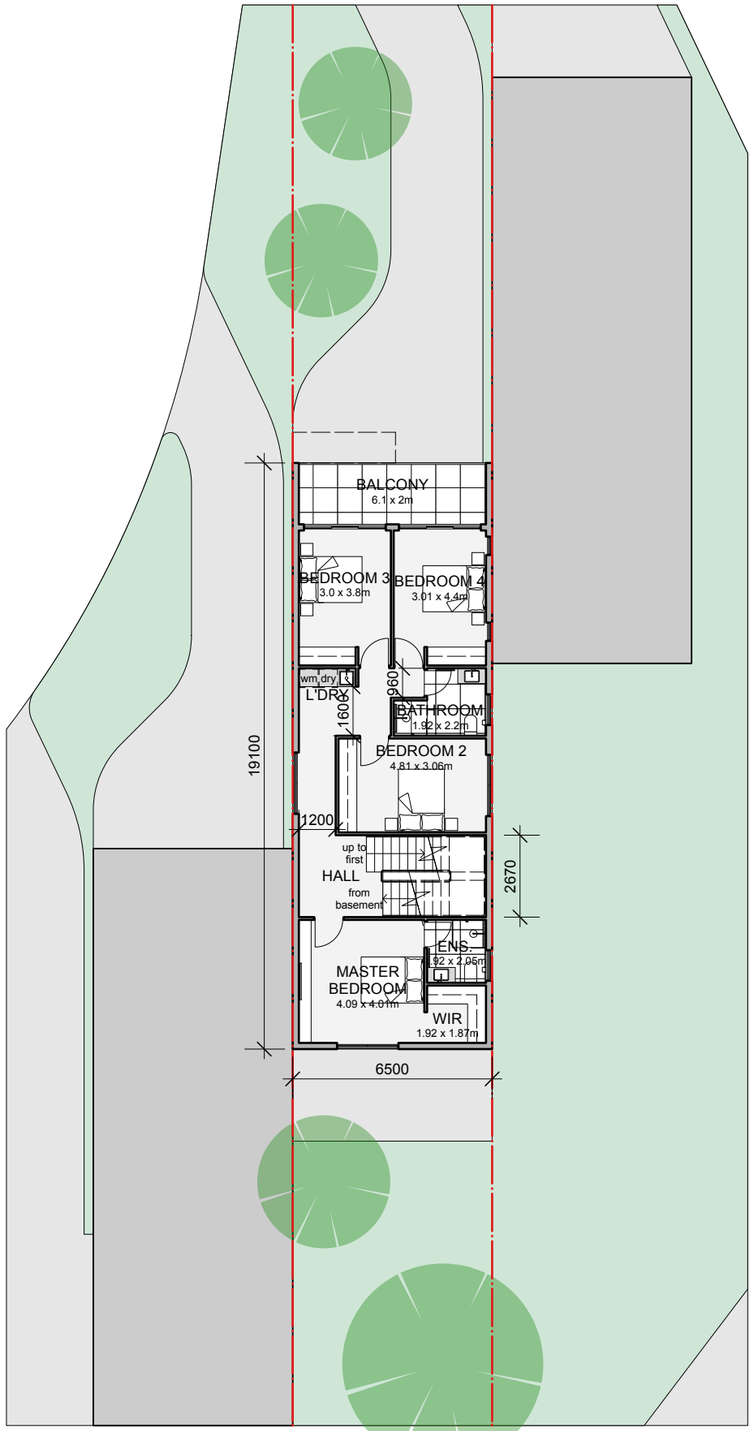
18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

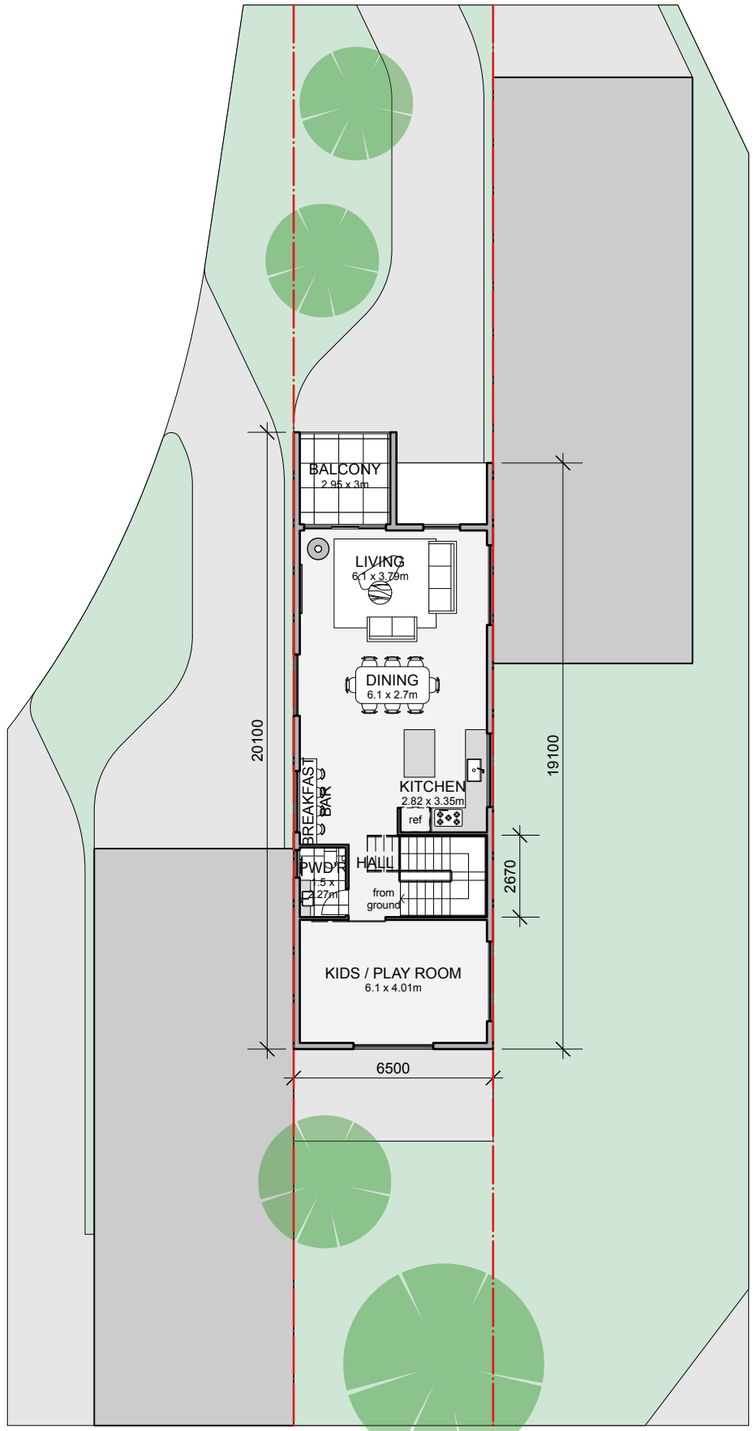
ABN 96 630 851 930



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

PROPOSED MULTI-UNIT DWELLING (TOWNHOUSES) FLOOR PLANS
1.200

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED MULTI-UNIT DWELLING (TOWNHOUSES) FLOOR PLANS

DRAWING NUMBER
PL 24

SCALE
1.200

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

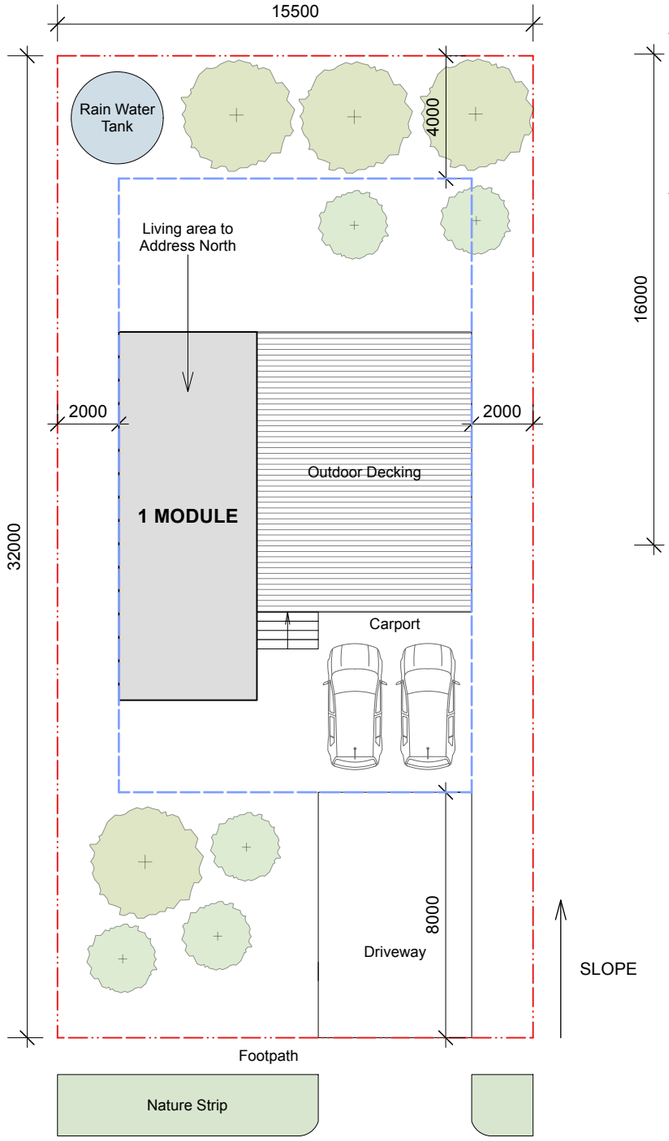
SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

LOT SIZE 500 sqm

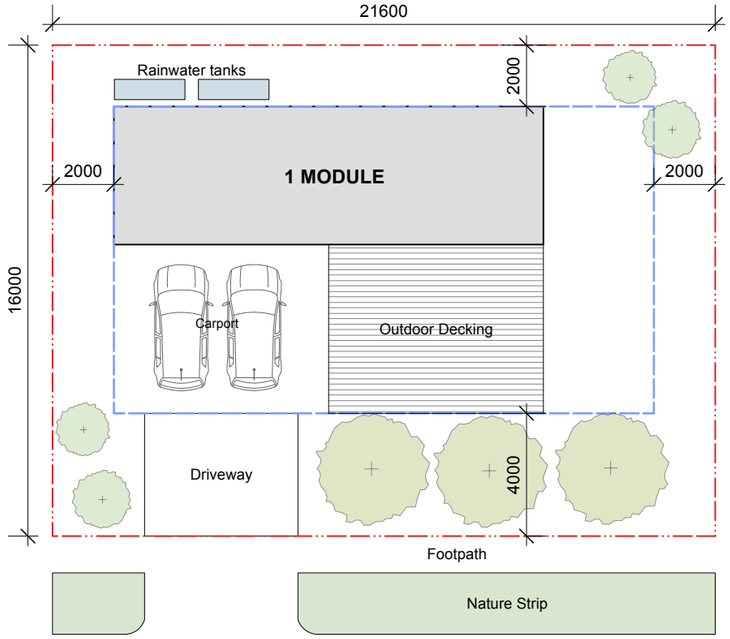


FOR LARGER SIZED LOTS

MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 8.0m
MIN. REAR SETBACK 4.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

FLOOR PLAN
1.200

LOT SIZE 350 sqm

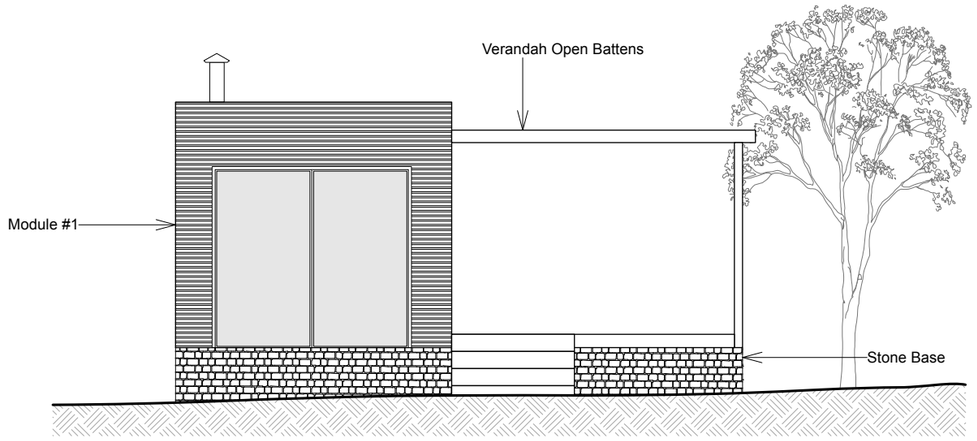


FOR SMALL SIZED LOTS

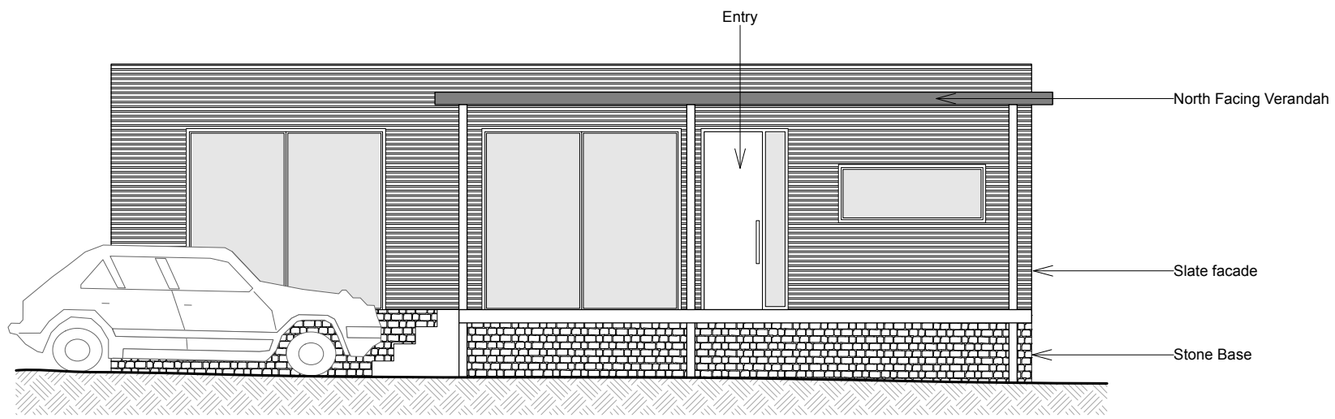
MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 4.0m
MIN. REAR SETBACK 2.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

FLOOR PLAN
1.200

1 - 2 MODULE REFERENCE



ELEVATION
1.100



ELEVATION
1.100

PROPOSED SINGLE DWELLING DESIGN GUIDELINES SMALL MODULE OPTION (1 MODULE)

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED SINGLE DWELLING DESIGN GUIDELINES SMALL MODULE OPTION (1 MODULE)

DRAWING NUMBER
PL 29

SCALE
1.200 | 1.100

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

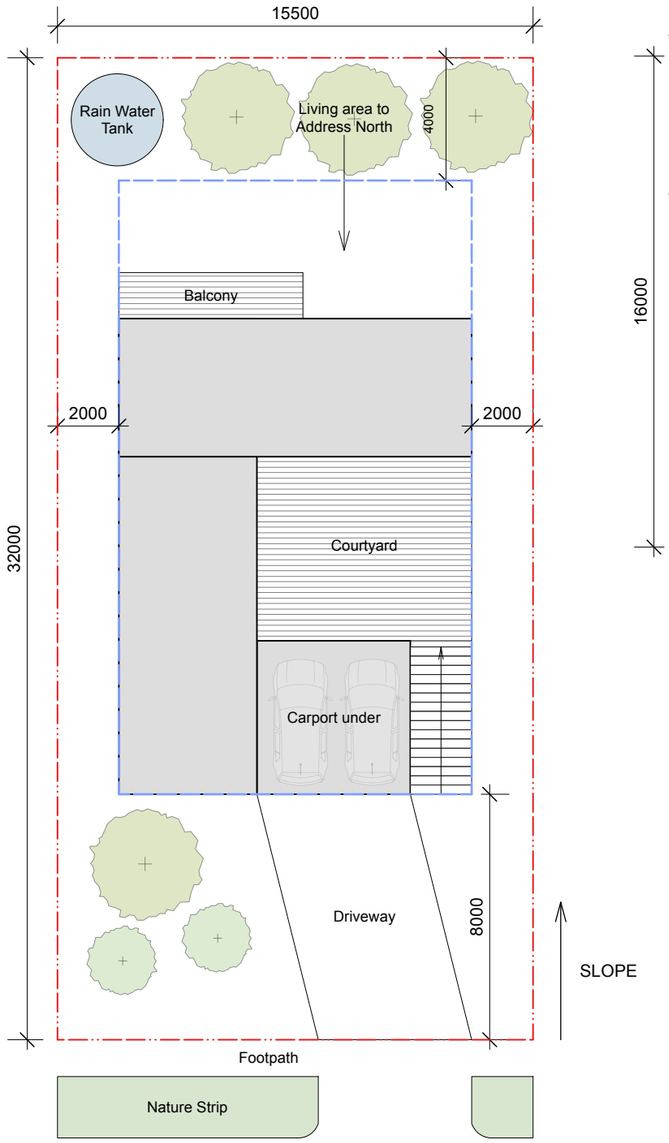
SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

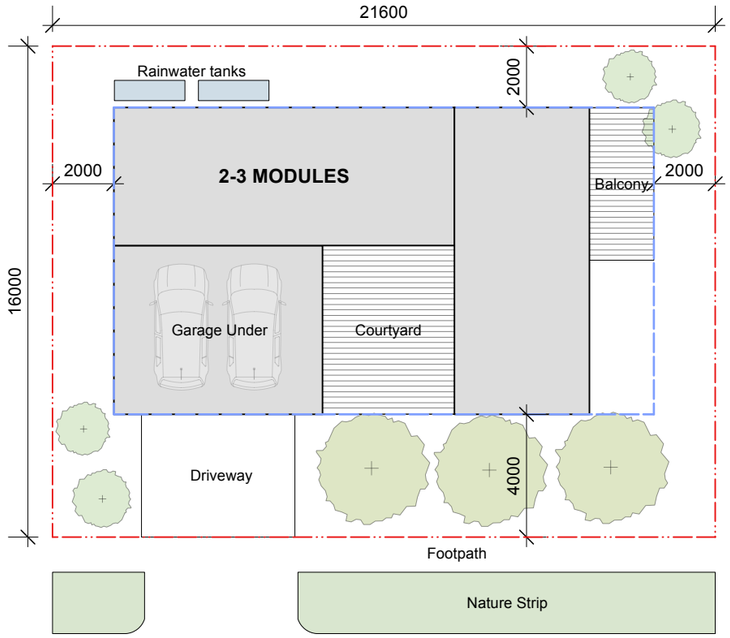
LOT SIZE 500 sqm



FOR LARGER SIZED LOTS

MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 8.0m
MIN. REAR SETBACK 4.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

LOT SIZE 350 sqm



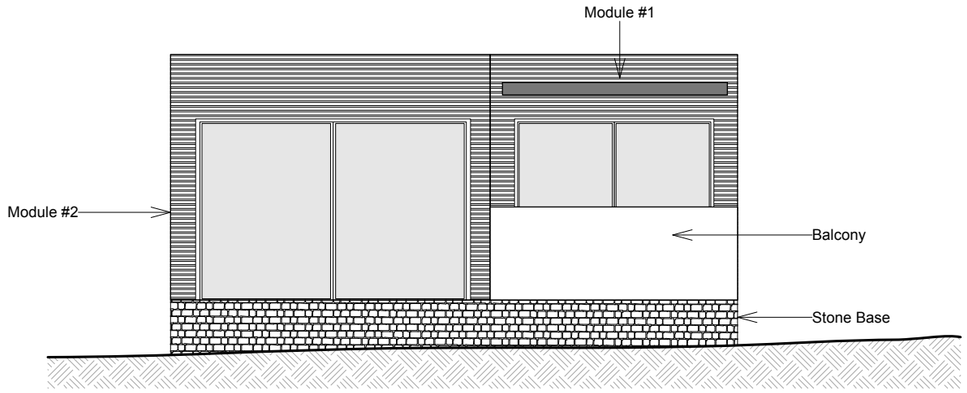
FOR SMALL SIZED LOTS

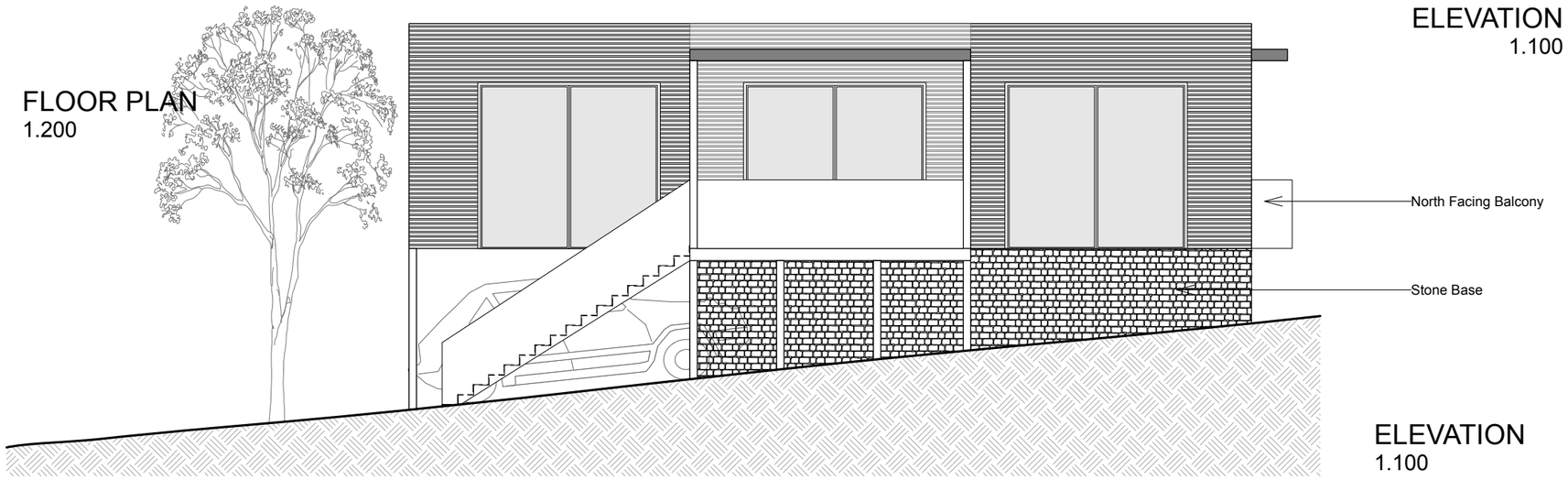
MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 4.0m
MIN. REAR SETBACK 2.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

FLOOR PLAN
1.200

FLOOR PLAN
1.200

2 - 3 MODULE REFERENCE





ELEVATION
1.100

ELEVATION
1.100

PROPOSED SINGLE DWELLING
DESIGN GUIDELINES
MEDIUM MODULE OPTION (2 - 3 MODULES)

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED SINGLE DWELLING DESIGN GUIDELINES MEDIUM MODULE OPTION (2 - 3 MODULES)

DRAWING NUMBER
PL 30

SCALE
1.200 | 1.100

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

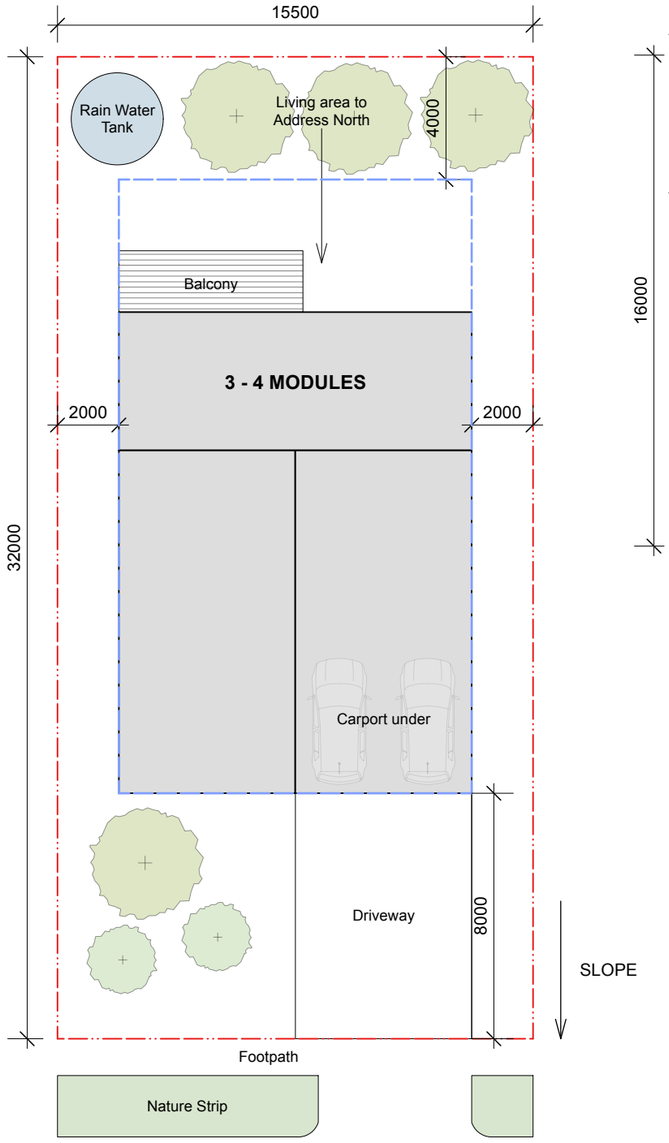
SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

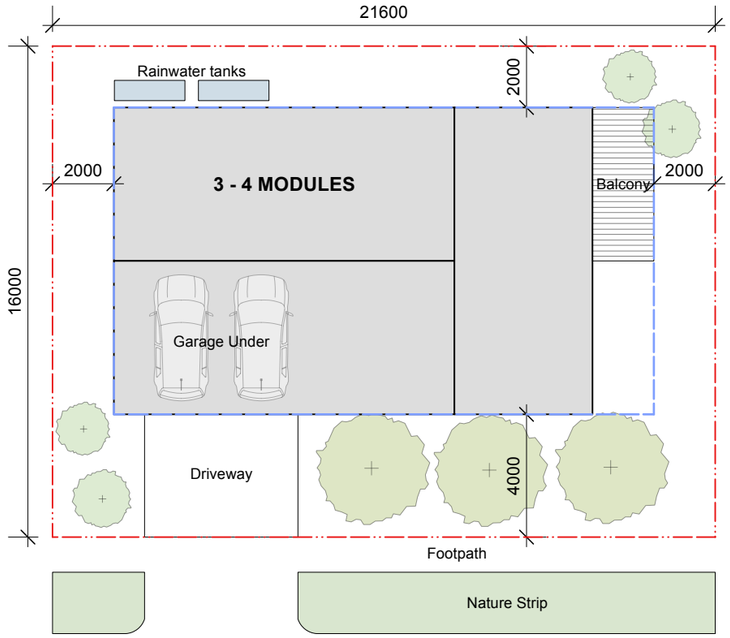
LOT SIZE 500 sqm



FOR LARGER SIZED LOTS

MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 8.0m
MIN. REAR SETBACK 4.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

LOT SIZE 350 sqm



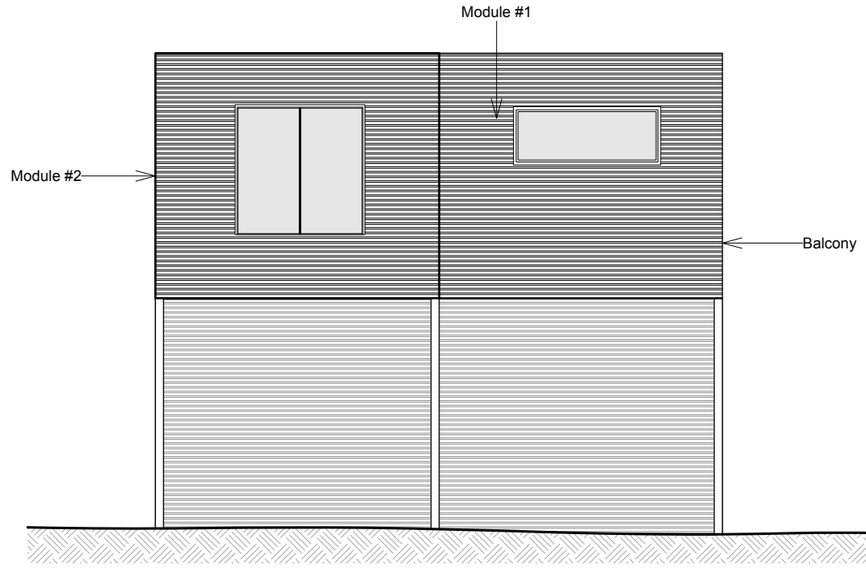
FOR SMALL SIZED LOTS

MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 4.0m
MIN. REAR SETBACK 2.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

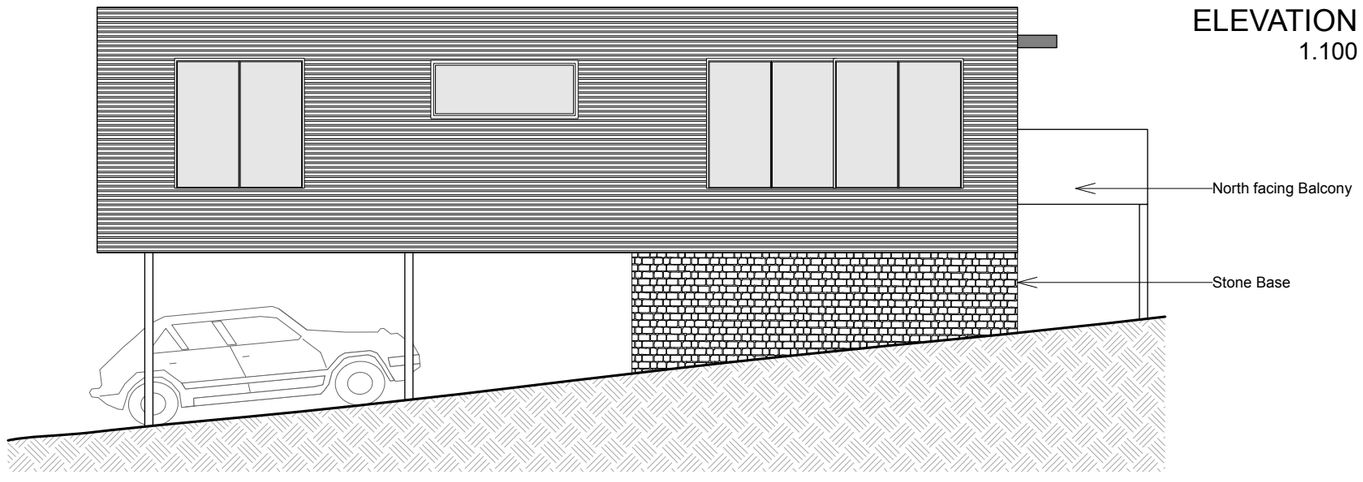
FLOOR PLAN
1.200

FLOOR PLAN
1.200

3 - 4 MODULE REFERENCE



ELEVATION
1.100



ELEVATION
1.100

PROPOSED SINGLE DWELLING DESIGN GUIDELINES MEDIUM MODULE OPTION (3 - 4 MODULES)

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED SINGLE DWELLING DESIGN GUIDELINES MEDIUM MODULE OPTION (3 - 4 MODULES)

DRAWING NUMBER
PL 31

SCALE
1.200 | 1.100

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

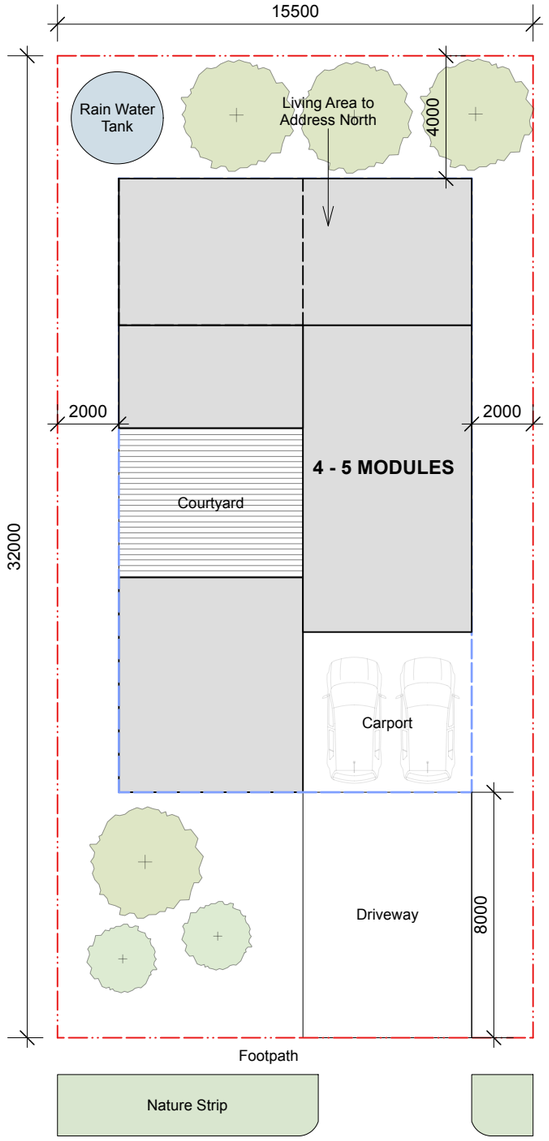
SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

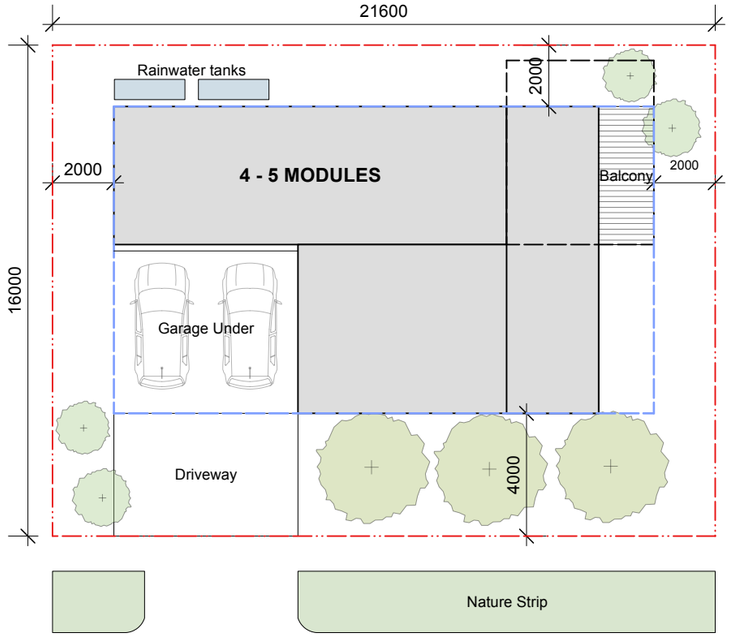
LOT SIZE 500 sqm



FOR LARGER SIZED LOTS

MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 8.0m
MIN. REAR SETBACK 4.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

LOT SIZE 350 sqm

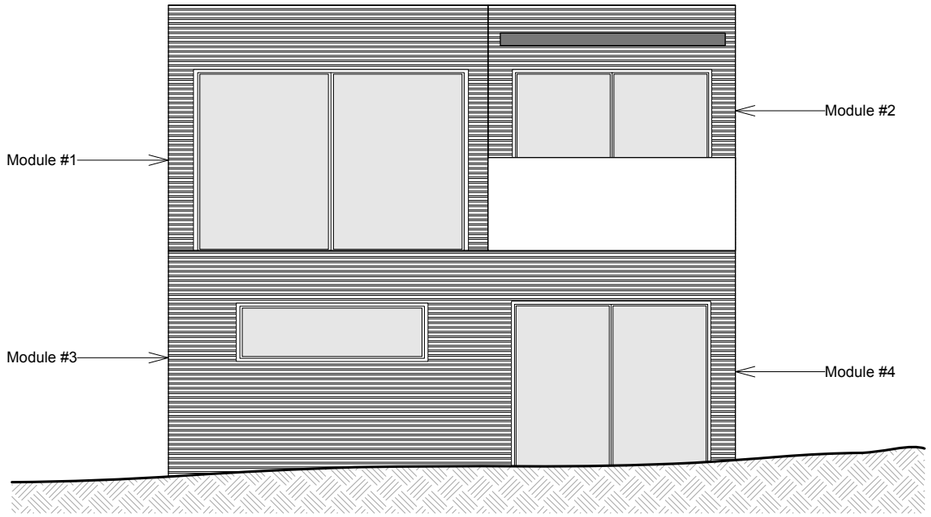


FOR SMALL SIZED LOTS

MAX. BUILDING HEIGHT 8.5m
MIN. FRONT SETBACK 4.0m
MIN. REAR SETBACK 2.0m
MIN. SIDE SETBACK 2.0m
CEILING HEIGHT MIN. 2.7m

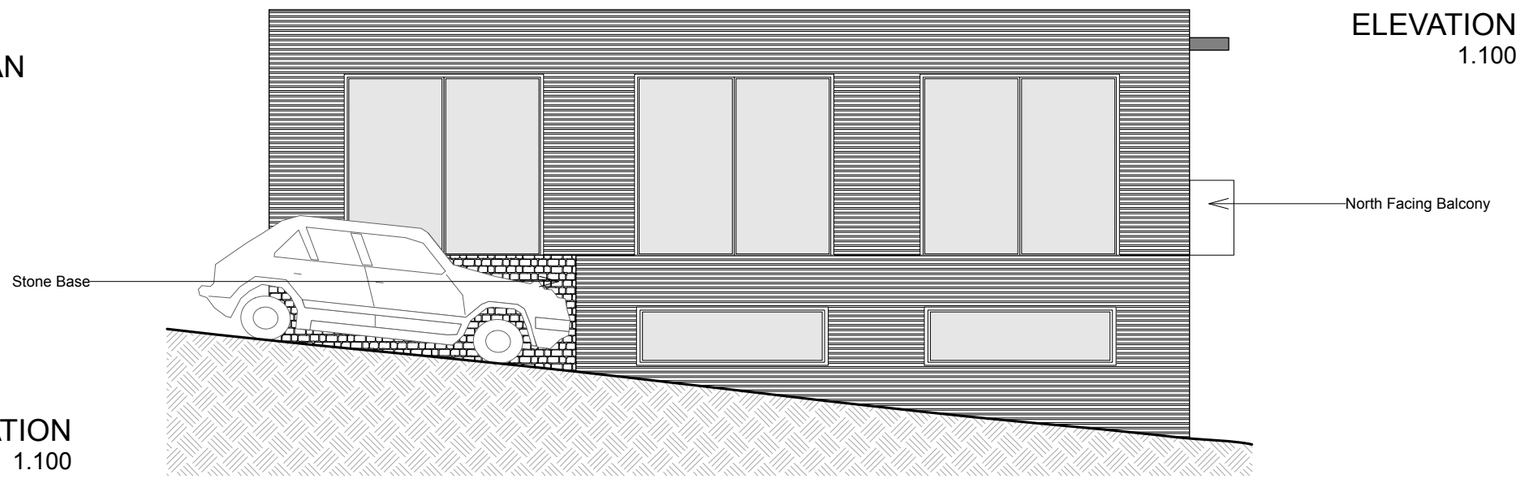
FLOOR PLAN
1.200

4 - 5 MODULE REFERENCE



ELEVATION
1.100

FLOOR PLAN
1.200



ELEVATION
1.100

PROPOSED SINGLE DWELLING
DESIGN GUIDELINES
MEDIUM MODULE OPTION (4 - 5 MODULES)

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED SINGLE DWELLING DESIGN GUIDELINES MEDIUM MODULE OPTION (4 - 5 MODULES)

DRAWING NUMBER

PL 32

SCALE

1.200 | 1.100

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

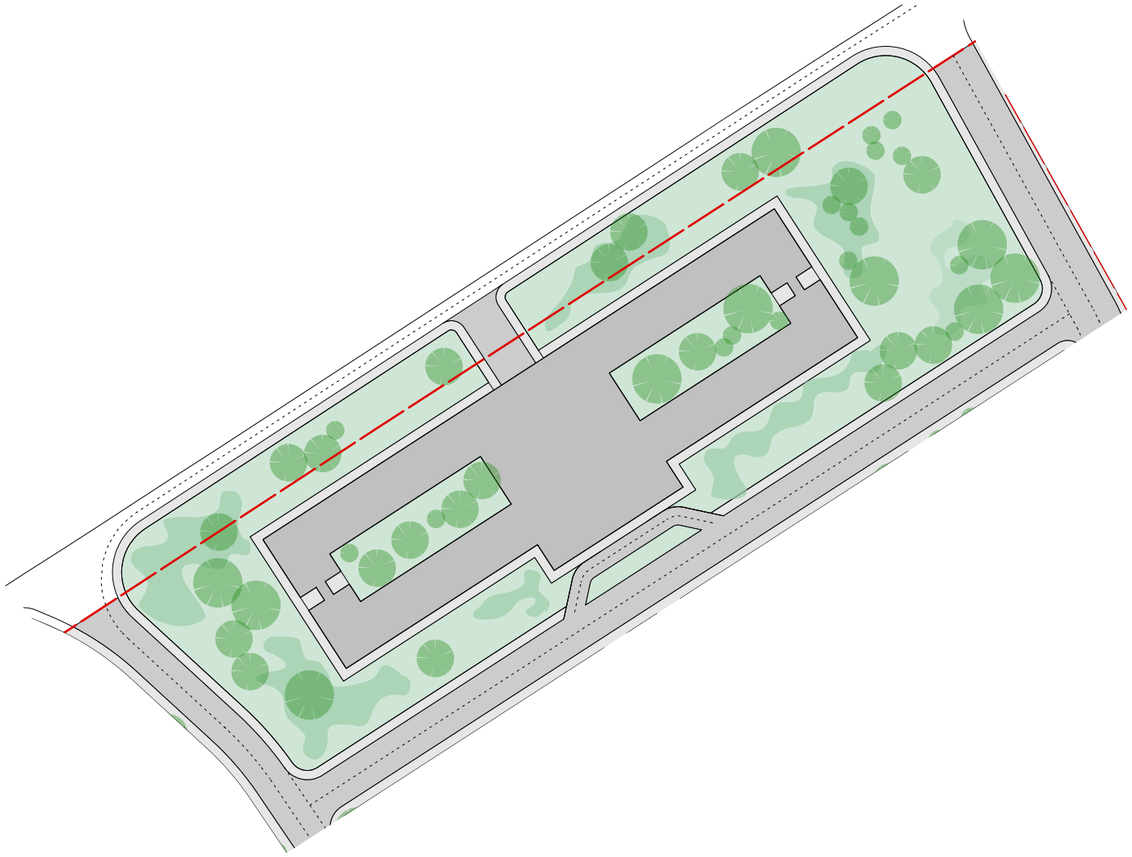
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930



PROPOSED HOTEL

View from Lake and Landing Strip

Lot 13 is the designated Hotel site, comprising 25,929 sq.m fronting Miles Franklin Drive and the Jounama Pondage.
The site is accessible from both front and rear roads.
The site will support a three level hotel with sub-basement carparking.

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED HOTEL

DRAWING NUMBER

PL 33

SCALE

NTS

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

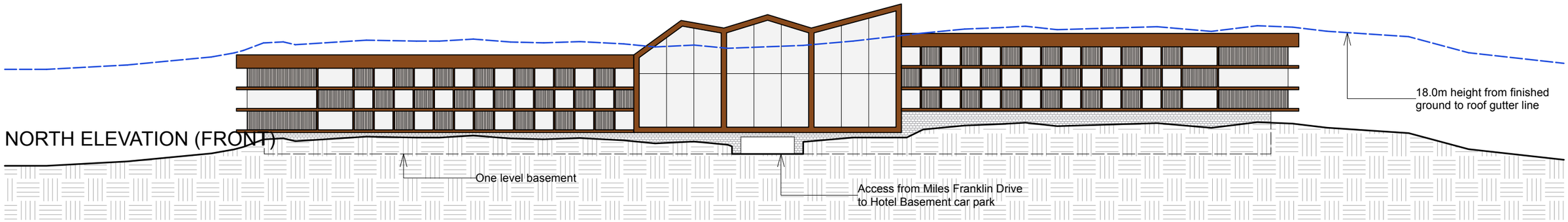
ABN 96 630 851 930

MATERIALS AND FINISHES

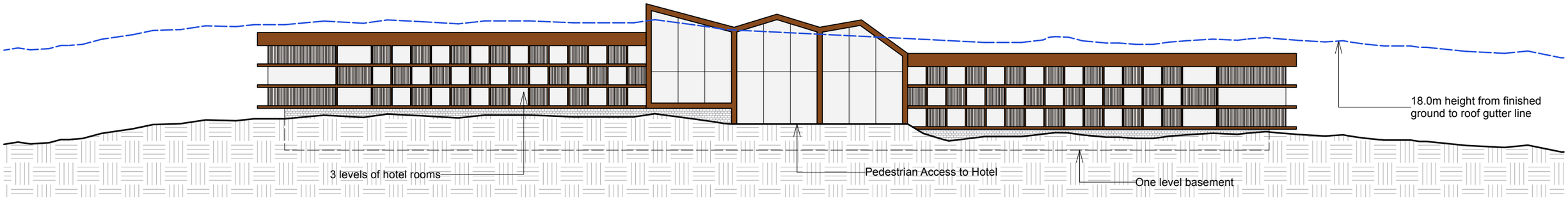
Ⓐ CORTEN STEEL CLADDING

Ⓑ THERMAL TREATED TIMBER SLATS

Ⓒ NATURAL HONED RIVERSTONE FACING



NORTH ELEVATION (FRONT)



SOUTH ELEVATION (REAR)

PROPOSED HOTEL ELEVATIONS
1.750

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION
LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE
21 APR 23

DRAWING STAGE
MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION
PROPOSED HOTEL ELEVATION

DRAWING NUMBER
PL 37

SCALE
1.750

SERVICES PROVIDED BY
ROBERT HARWOOD ARCHITECTS
0414551550

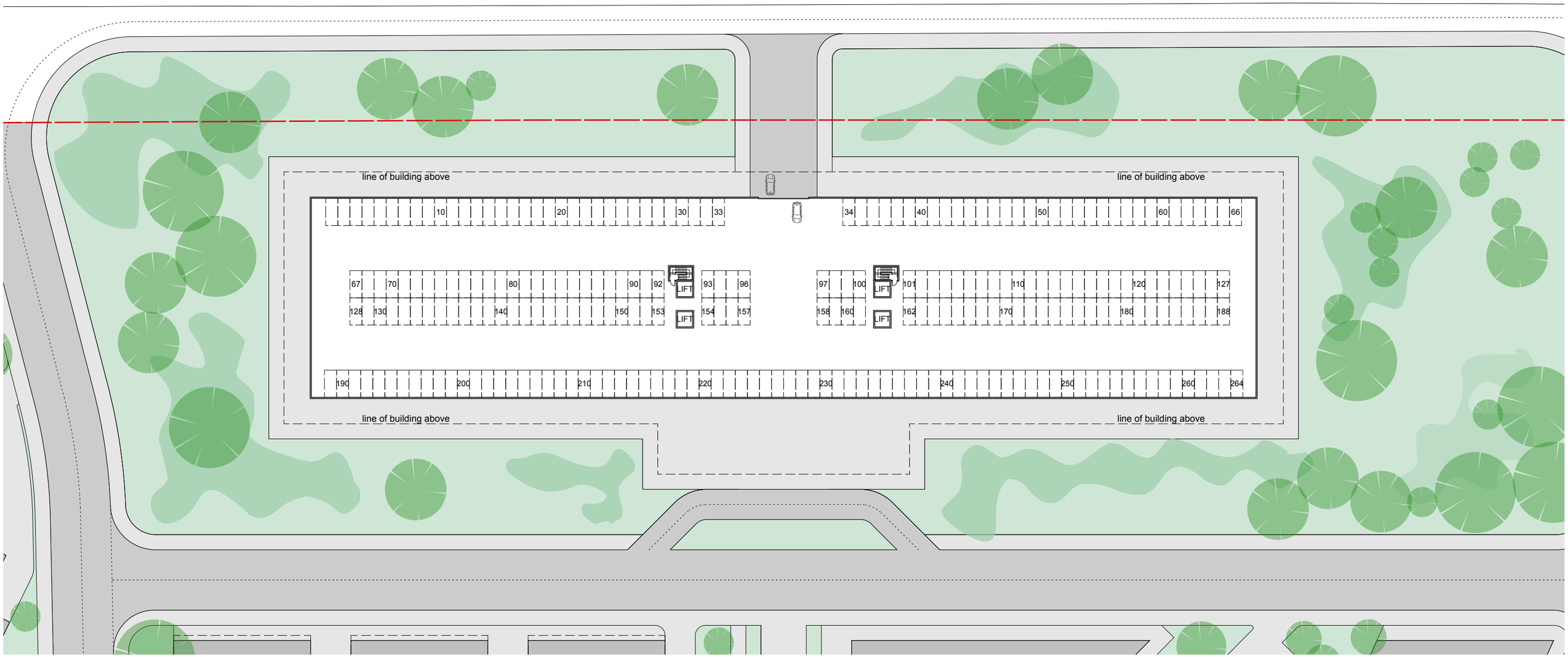
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930



PROPOSED HOTEL GARAGE
BASEMENT FLOOR PLAN
1.750

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED HOTEL GARAGE BASEMENT FLOOR PLAN

DRAWING NUMBER

PL 38

SCALE

1.750

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

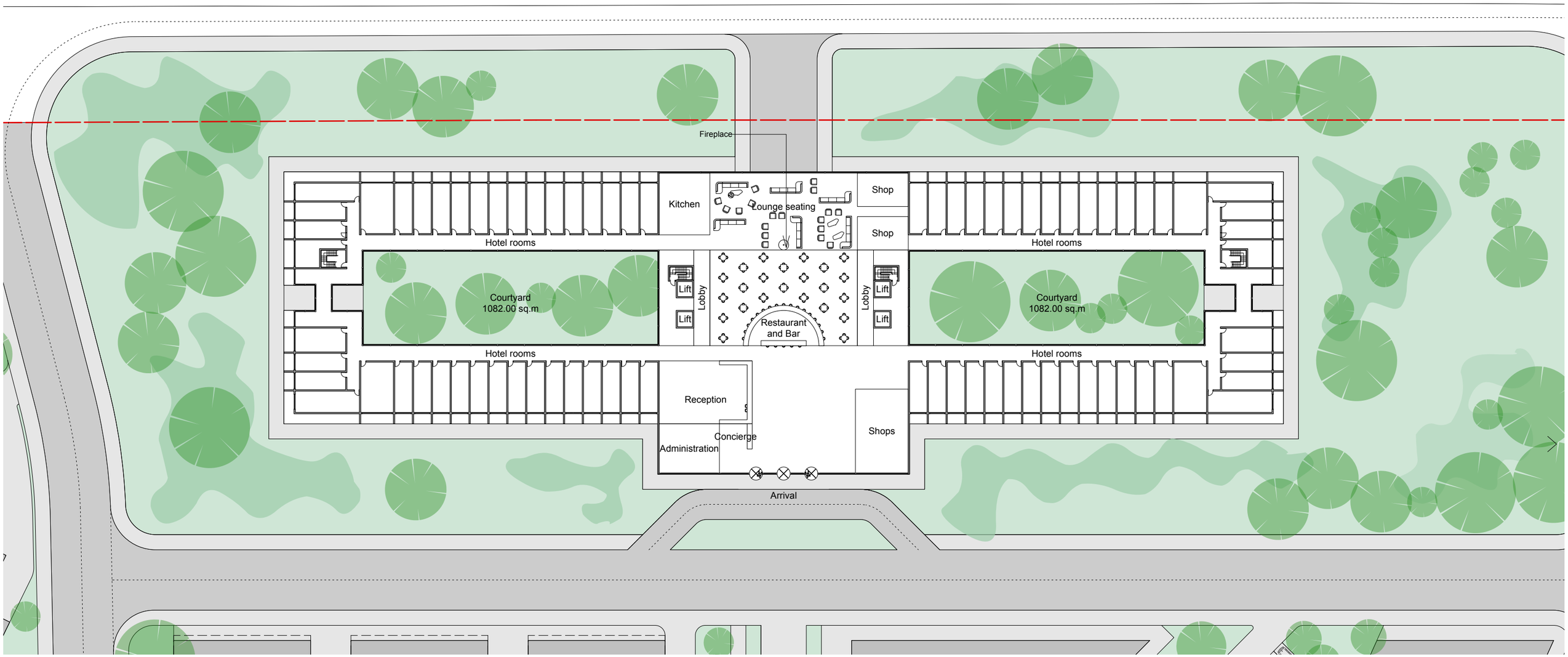
RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930



PROPOSED HOTEL GROUND FLOOR PLAN
1.750

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED HOTEL GROUND FLOOR PLAN

DRAWING NUMBER

PL 39

SCALE

1.750

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

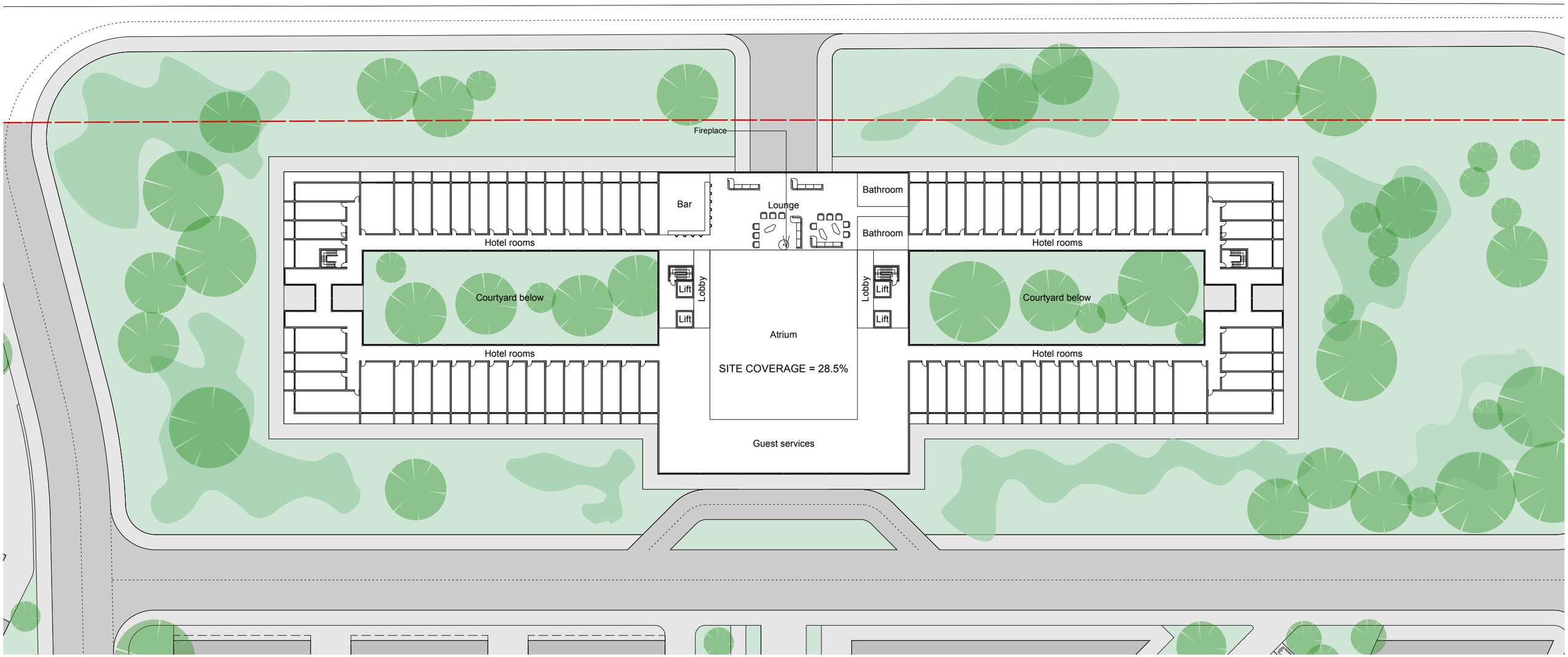
18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

Miles Franklin Drive

Miles Franklin Drive



PROPOSED HOTEL FIRST AND SECOND FLOOR PLANS

1.750

ROBERT HARWOOD ARCHITECTS

PROJECT AND LOCATION

LOT 35 DP 878862 Miles Franklin Drive Talbingo NSW

DATE

21 APR 23

DRAWING STAGE

MASTERPLAN CONCEPT DRAWINGS

DRAWING DESCRIPTION

PROPOSED HOTEL FIRST AND SECOND FLOOR PLANS

DRAWING NUMBER

PL 40

SCALE

1.750

SERVICES PROVIDED BY

ROBERT HARWOOD ARCHITECTS
0414551550

RH@HARWOODARCHITECTS.COM
WWW.ROBERTHARWOODARCHITECTS.COM

SUITE 303, 61 MARLBOROUGH ST
SURRY HILLS NSW 2010

18 BAY RD SANDRINGHAM VIC 3191

REGISTERED ARCHITECT:
VICTORIA 14450
NSW 8367
UK 072397E

ABN 96 630 851 930

ANNEXURE B: TRAFFIC SURVEY DATA
(19 SHEETS)

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Jounama Creek Trail and Snow Mountains Hwy, Talbin

GPS	-35.56795 148.32603
Date:	Sat 01/07/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	Snow Mountains Hwy
East:	Jounama Creek Trail
South:	Snow Mountains Hwy
West:	Miles Franklin Dr

Survey Period	AM:	6:00 AM-10:00 AM
	PM:	2:00 PM-7:00 PM
Traffic Peak	AM:	9:00 AM-10:00 AM
	PM:	3:45 PM-4:45 PM

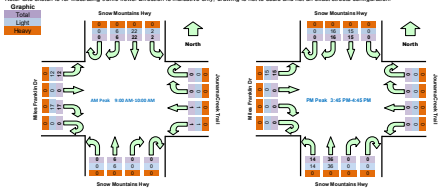
All Vehicles

Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
6:30	6:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	27	
6:45	7:00	0	2	2	0	0	0	0	0	0	0	1	0	0	2	0	0	39	
7:00	7:15	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	41	
7:15	7:30	0	3	1	0	0	0	0	0	0	0	0	0	0	9	0	0	46	
7:30	7:45	0	3	7	0	0	0	0	0	0	0	0	0	0	4	0	0	44	
7:45	8:00	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	3	42	
8:00	8:15	0	1	5	0	0	0	0	0	0	0	0	0	0	2	0	2	42	
8:15	8:30	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	5	44	
8:30	8:45	0	1	3	0	0	0	0	0	0	0	2	0	0	2	0	4	47	
8:45	9:00	0	4	3	0	0	0	0	0	0	0	2	0	0	0	0	0	52	
9:00	9:15	0	0	6	1	0	0	0	1	0	0	0	0	0	2	0	2	67	Peak
9:15	9:30	0	1	6	0	0	0	0	0	0	0	1	0	0	4	0	2		
9:30	9:45	0	1	3	1	0	0	1	0	0	0	2	0	0	4	0	5		
9:45	10:00	0	4	7	0	0	0	0	0	0	0	3	0	0	7	0	3		
14:00	14:15	0	4	11	1	0	0	1	0	0	0	5	1	0	3	1	3	89	
14:15	14:30	0	8	1	0	0	0	0	0	0	0	5	2	0	0	0	1	84	
14:30	14:45	0	5	2	1	0	0	0	0	0	0	3	2	0	1	0	1	84	
14:45	15:00	0	5	8	0	0	0	2	1	0	2	3	1	0	0	0	5	82	
15:00	15:15	0	2	5	0	0	0	0	0	0	0	7	3	0	1	0	7	80	
15:15	15:30	0	0	1	0	0	1	0	0	0	0	8	0	0	0	1	6	82	
15:30	15:45	0	0	3	0	0	0	0	0	0	0	4	4	0	0	0	2	83	
15:45	16:00	0	2	3	0	0	0	0	0	0	0	14	4	0	0	0	2	96	Peak
16:00	16:15	0	2	7	0	0	0	0	0	0	0	9	2	0	0	0	7	84	
16:15	16:30	0	6	2	0	0	0	0	0	0	0	5	2	0	0	0	3	74	
16:30	16:45	0	6	3	0	0	0	0	0	0	0	8	6	0	0	0	3	81	
16:45	17:00	0	1	1	0	0	0	0	0	0	0	6	1	0	0	0	4	86	
17:00	17:15	0	4	0	0	0	0	0	0	0	0	5	8	0	0	0	0	91	
17:15	17:30	0	4	1	0	0	0	0	0	0	0	9	9	0	0	0	2	90	
17:30	17:45	0	1	0	0	0	0	0	0	0	0	10	20	0	0	0	0	71	
17:45	18:00	0	5	1	0	0	0	0	0	0	0	5	4	0	0	0	3	45	
18:00	18:15	0	2	0	0	0	0	0	0	0	0	7	1	0	0	0	6	31	
18:15	18:30	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1		
18:30	18:45	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	1		
18:45	19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2		

Peak Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
9:00	10:00	0	6	22	2	0	0	1	1	0	0	6	0	0	17	0	12	67
15:45	16:45	0	18	15	0	0	0	0	0	0	0	36	14	0	0	0	15	96

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 Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
6:45	7:00	0	2	2	0	0	0	0	0	0	0	1	0	0	2	0	0
7:00	7:15	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0
7:15	7:30	0	3	1	0	0	0	0	0	0	0	0	0	0	9	0	0
7:30	7:45	0	3	7	0	0	0	0	0	0	0	0	0	0	4	0	0
7:45	8:00	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	3
8:00	8:15	0	1	5	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15	8:30	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	4
8:30	8:45	0	1	3	0	0	0	0	0	0	0	2	0	0	2	0	4
8:45	9:00	0	4	3	0	0	0	0	0	0	0	2	0	0	0	0	0
9:00	9:15	0	0	6	1	0	0	0	1	0	0	0	0	0	2	0	2
9:15	9:30	0	1	6	0	0	0	0	0	0	0	1	0	0	4	0	2
9:30	9:45	0	1	3	1	0	0	1	0	0	0	2	0	0	4	0	5
9:45	10:00	0	4	7	0	0	0	0	0	0	0	3	0	0	7	0	3
14:00	14:15	0	4	11	1	0	0	1	0	0	0	5	1	0	3	1	3
14:15	14:30	0	8	1	0	0	0	0	0	0	0	5	2	0	0	0	1
14:30	14:45	0	5	2	1	0	0	0	0	0	0	3	2	0	1	0	1
14:45	15:00	0	5	8	0	0	0	2	1	0	2	3	1	0	0	0	5
15:00	15:15	0	2	4	0	0	0	0	0	0	0	7	3	0	1	0	7
15:15	15:30	0	0	1	0	0	1	0	0	0	0	8	0	0	0	1	6
15:30	15:45	0	0	3	0	0	0	0	0	0	0	4	4	0	0	0	2
15:45	16:00	0	2	3	0	0	0	0	0	0	0	14	4	0	0	0	2
16:00	16:15	0	2	7	0	0	0	0	0	0	0	9	2	0	0	0	7
16:15	16:30	0	6	2	0	0	0	0	0	0	0	5	2	0	0	0	3
16:30	16:45	0	6	3	0	0	0	0	0	0	0	8	6	0	0	0	3
16:45	17:00	0	1	1	0	0	0	0	0	0	0	6	1	0	0	0	4
17:00	17:15	0	4	0	0	0	0	0	0	0	0	5	8	0	0	0	0
17:15	17:30	0	4	1	0	0	0	0	0	0	0	8	9	0	0	0	2
17:30	17:45	0	1	0	0	0	0	0	0	0	0	10	20	0	0	0	0
17:45	18:00	0	5	1	0	0	0	0	0	0	0	5	4	0	0	0	3
18:00	18:15	0	2	0	0	0	0	0	0	0	0	7	1	0	0	0	6
18:15	18:30	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	1
18:30	18:45	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	1
18:45	19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2

Peak Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
9:00	10:00	0	6	22	2	0	0	1	1	0	0	6	0	0	17	0	12	67
15:45	16:45	0	18	15	0	0	0	0	0	0	0	36	14	0	0	0	15	96

Heavy Vehicles

Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1
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
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	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	0	0	0	1	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
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
9:00	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Jounama Creek Trail and Snow Mountains Hwy, Talbi

GPS	-35.56795, 148.32603
Date:	Fri 30/06/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	Snow Mountains Hwy
East:	Jounama Creek Trail
South:	Snow Mountains Hwy
West:	Miles Franklin Dr

Survey	AM:	7:00 AM-9:30 AM
Period	PM:	2:30 PM-6:00 PM
Traffic	AM:	7:45 AM-8:45 AM
Peak	PM:	3:45 PM-4:45 PM

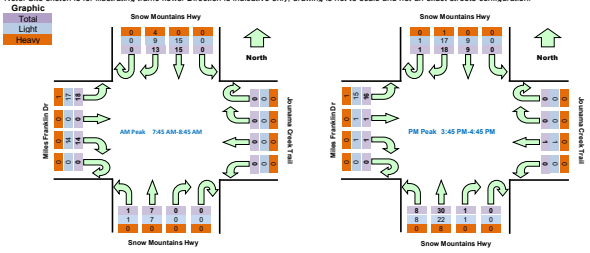
All Vehicles

Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Hourly Total	
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	1	56	
7:15	7:30	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	3	64	
7:30	7:45	0	2	5	0	0	0	0	0	0	0	0	1	0	4	0	3	65	
7:45	8:00	0	7	7	0	0	0	0	0	0	0	2	0	0	4	0	6	68	Peak
8:00	8:15	0	2	4	0	0	0	0	0	0	0	1	0	0	3	0	3	54	
8:15	8:30	0	2	2	0	0	0	0	0	0	0	1	0	0	2	0	4	61	
8:30	8:45	0	2	2	0	0	0	0	0	0	0	3	1	0	5	0	5	63	
8:45	9:00	0	3	3	0	0	0	0	0	0	0	2	0	0	0	0	4		
9:00	9:15	0	2	3	0	0	0	0	0	0	0	3	0	0	9	0	3		
9:15	9:30	0	3	1	0	0	0	0	0	0	0	1	0	0	5	0	3		
14:30	14:45	0	5	8	0	0	0	0	0	0	0	8	3	0	0	0	4	75	
14:45	15:00	0	2	4	0	0	0	0	0	0	0	7	1	0	0	1	4	63	
15:00	15:15	0	3	2	0	0	1	0	0	0	0	3	1	0	2	0	1	68	
15:15	15:30	0	4	0	0	0	1	0	0	0	1	6	1	0	0	0	2	77	
15:30	15:45	0	4	1	0	0	0	0	0	0	0	8	1	0	0	0	2	85	
15:45	16:00	0	3	0	0	0	0	0	0	0	0	13	2	0	0	1	5	86	Peak
16:00	16:15	1	4	3	0	0	0	0	0	0	0	5	3	0	0	0	6	79	
16:15	16:30	0	7	3	0	0	0	0	0	0	0	7	2	0	0	0	4	76	
16:30	16:45	0	4	3	0	0	0	1	0	0	1	5	1	0	1	0	1	77	
16:45	17:00	0	1	2	0	0	0	0	0	0	0	8	6	0	0	0	0	85	
17:00	17:15	0	4	0	1	0	0	0	0	0	0	10	3	0	1	0	0	81	
17:15	17:30	0	5	1	0	0	0	1	0	0	1	8	6	0	0	0	2		
17:30	17:45	0	4	2	0	0	1	0	0	0	0	10	5	0	0	0	3		
17:45	18:00	0	1	2	0	0	0	0	0	0	0	5	4	0	0	0	1		

Peak Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Peak
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:45	8:45	0	13	15	0	0	0	0	0	0	0	7	1	0	14	0	18	68
15:45	16:45	1	18	9	0	0	0	1	0	0	1	30	8	0	1	1	16	86

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 Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr			
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1
7:15	7:30	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	3
7:30	7:45	0	1	5	0	0	0	0	0	0	0	0	1	0	4	0	3
7:45	8:00	0	4	7	0	0	0	0	0	0	0	2	0	0	4	0	5
8:00	8:15	0	2	4	0	0	0	0	0	0	0	1	0	0	3	0	3
8:15	8:30	0	2	2	0	0	0	0	0	0	0	1	0	0	2	0	4
8:30	8:45	0	1	2	0	0	0	0	0	0	0	3	1	0	5	0	5
8:45	9:00	0	3	2	0	0	0	0	0	0	0	2	0	0	0	0	4
9:00	9:15	0	2	3	0	0	0	0	0	0	0	3	0	0	4	0	3
9:15	9:30	0	3	1	0	0	0	0	0	0	0	1	0	0	5	0	3
14:30	14:45	0	5	4	0	0	0	0	0	0	0	7	3	0	0	0	4
14:45	15:00	0	2	3	0	0	0	0	0	0	0	6	1	0	0	1	4
15:00	15:15	0	3	2	0	0	1	0	0	0	0	1	1	0	2	0	1
15:15	15:30	0	4	0	0	0	1	0	0	0	1	6	1	0	0	0	2
15:30	15:45	0	4	1	0	0	0	0	0	0	0	7	1	0	0	0	2
15:45	16:00	0	3	0	0	0	0	0	0	0	0	10	2	0	0	1	5
16:00	16:15	1	4	3	0	0	0	0	0	0	0	4	3	0	0	0	6
16:15	16:30	0	6	3	0	0	0	0	0	0	0	4	2	0	0	0	3
16:30	16:45	0	4	3	0	0	0	1	0	0	1	4	1	0	1	0	1
16:45	17:00	0	1	2	0	0	0	0	0	0	0	8	6	0	0	0	0
17:00	17:15	0	4	0	1	0	0	0	0	0	0	10	3	0	1	0	0
17:15	17:30	0	4	1	0	0	0	1	0	0	1	8	6	0	0	0	2
17:30	17:45	0	4	2	0	0	1	0	0	0	0	10	5	0	0	0	3
17:45	18:00	0	1	2	0	0	0	0	0	0	0	4	4	0	0	0	1

Peak Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Peak
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:45	8:45	0	9	15	0	0	0	0	0	0	0	7	1	0	14	0	17	63
15:45	16:45	1	17	9	0	0	0	1	0	0	1	22	8	0	1	1	15	76

Heavy Vehicles

Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr			
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
7:00	7:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	1	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	5	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0
14:45	15:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15	16:30	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	1
16:30	16:45	0	0	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	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	1	0	0	0	0	0

Peak Time		North Approach Snow Mountains Hwy				East Approach Jounama Creek Trail				South Approach Snow Mountains Hwy				West Approach Miles Franklin Dr				Peak
Period Star	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:45	8:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
15:45	16:45	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	1	10

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Miles Franklin Dr and Bridle St , Talbingo

GPS -35.57797, 148.30313

Date:	Fri 30/06/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Miles Franklin Dr
South:	Bridle St
West:	Miles Franklin Dr

Survey	AM:	7:00 AM-9:30 AM
Period	PM:	2:30 PM-6:00 PM
Traffic	AM:	8:30 AM-9:30 AM
Peak	PM:	3:30 PM-4:30 PM

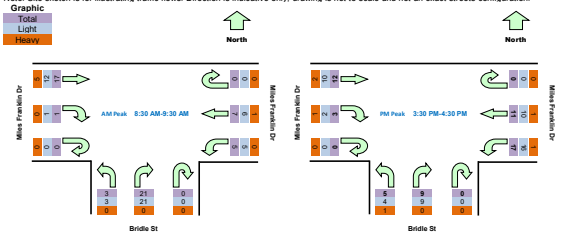
All Vehicles

Time		1st Approach Miles Franklin			South Approach Bridle St			1st Approach Miles Franklin			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	2	0	0	2	0	0	0	1	43	
7:15	7:30	0	0	0	0	8	0	0	1	0	46	
7:30	7:45	0	3	1	0	4	0	0	0	1	43	
7:45	8:00	0	7	0	0	8	1	0	0	4	49	
8:00	8:15	0	3	0	0	2	1	0	0	2	38	
8:15	8:30	0	0	0	0	4	0	0	0	2	45	
8:30	8:45	0	3	0	0	10	1	0	1	0	54	Peak
8:45	9:00	0	2	2	0	3	1	0	0	1		
9:00	9:15	0	1	1	0	1	1	0	0	11		
9:15	9:30	0	1	2	0	7	0	0	0	5		
14:30	14:45	0	5	2	0	1	0	0	0	2	34	
14:45	15:00	0	2	1	0	2	0	0	0	3	36	
15:00	15:15	0	1	4	0	1	0	0	0	2	43	
15:15	15:30	0	1	3	0	2	0	0	1	1	51	
15:30	15:45	0	1	5	0	2	3	0	0	1	57	Peak
15:45	16:00	0	1	5	0	4	1	0	0	4	52	
16:00	16:15	0	6	1	0	3	0	0	2	4	46	
16:15	16:30	0	3	6	0	0	1	0	1	3	39	
16:30	16:45	0	3	2	0	0	0	0	2	0	40	
16:45	17:00	0	2	4	0	0	0	0	3	0	44	
17:00	17:15	0	3	4	0	0	0	0	0	2	47	
17:15	17:30	0	7	6	0	1	0	0	0	1		
17:30	17:45	0	4	4	0	0	0	0	1	2		
17:45	18:00	0	4	4	0	1	0	0	2	1		

Peak Time		1st Approach Miles Franklin			South Approach Bridle St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	7	5	0	21	3	0	1	17	54
15:30	16:30	0	11	17	0	9	5	0	3	12	57

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		1st Approach Miles Franklin			South Approach Bridle St			1st Approach Miles Franklin			
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
7:00	7:15	0	2	0	0	2	0	0	0	1	
7:15	7:30	0	0	0	0	8	0	0	1	0	
7:30	7:45	0	3	0	0	4	0	0	0	1	
7:45	8:00	0	4	0	0	7	1	0	0	4	
8:00	8:15	0	3	0	0	2	0	0	0	2	
8:15	8:30	0	0	0	0	4	0	0	0	2	
8:30	8:45	0	2	0	0	10	1	0	1	0	
8:45	9:00	0	2	2	0	3	1	0	0	1	
9:00	9:15	0	1	1	0	1	1	0	0	6	
9:15	9:30	0	1	2	0	7	0	0	0	5	
14:30	14:45	0	5	2	0	1	0	0	0	2	
14:45	15:00	0	2	1	0	2	0	0	0	3	
15:00	15:15	0	1	4	0	1	0	0	0	2	
15:15	15:30	0	1	3	0	2	0	0	1	1	
15:30	15:45	0	1	5	0	2	3	0	0	1	
15:45	16:00	0	1	5	0	4	0	0	0	3	
16:00	16:15	0	5	1	0	3	0	0	1	4	
16:15	16:30	0	3	5	0	0	1	0	1	2	
16:30	16:45	0	3	2	0	0	0	0	2	0	
16:45	17:00	0	2	4	0	0	0	0	3	0	
17:00	17:15	0	3	4	0	0	0	0	0	2	
17:15	17:30	0	7	5	0	1	0	0	0	1	
17:30	17:45	0	4	4	0	0	0	0	1	2	
17:45	18:00	0	4	4	0	1	0	0	2	1	

Peak Time		1st Approach Miles Franklin			South Approach Bridle St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	6	5	0	21	3	0	1	12	48
15:30	16:30	0	10	16	0	9	4	0	2	10	51

Heavy Vehicles

Time		1st Approach Miles Franklin			South Approach Bridle St			1st Approach Miles Franklin		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	1	0	0	0	0	0	0
7:45	8:00	0	3	0	0	1	0	0	0	0
8:00	8:15	0	0	0	0	0	1	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	1	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	5
9:15	9:30	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	1	0	0	1
16:00	16:15	0	1	0	0	0	0	0	1	0
16:15	16:30	0	0	1	0	0	0	0	0	1
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	1	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

Peak Time		1st Approach Miles Franklin			South Approach Bridle St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	1	0	0	0	0	0	0	5	6
15:30	16:30	0	1	1	0	0	1	0	1	2	6

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Miles Franklin Dr and Lampe St, Talbingo

GPS	-35.58119, 148.29661
Date:	Fri 30/06/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Miles Franklin Dr
South:	Lampe St
West:	Miles Franklin Dr

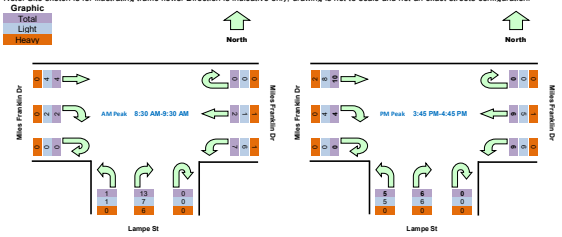
Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	3:45 PM-4:45 PM

All Vehicles

Time		1st Approach Miles Franklin			South Approach Lampe St			1st Approach Miles Franklin			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	1	1	0	0	2	0	0	1	23	
7:15	7:30	0	0	0	0	1	0	0	0	0	24	
7:30	7:45	0	2	1	0	2	0	0	0	0	25	
7:45	8:00	0	4	4	0	1	0	0	0	3	25	
8:00	8:15	0	3	0	0	0	0	0	0	3	18	
8:15	8:30	0	1	0	0	0	0	0	0	1	25	
8:30	8:45	0	1	3	0	1	0	0	0	0	29	Peak
8:45	9:00	0	1	1	0	1	1	0	0	1		
9:00	9:15	0	0	2	0	8	0	0	1	2		
9:15	9:30	0	0	1	0	3	0	0	1	1		
14:30	14:45	0	2	2	0	0	0	0	0	0	14	
14:45	15:00	0	1	0	0	1	0	0	0	2	15	
15:00	15:15	0	1	0	0	0	1	0	1	1	18	
15:15	15:30	0	0	1	0	1	0	0	0	0	26	
15:30	15:45	0	2	2	0	1	0	0	0	0	33	
15:45	16:00	0	0	1	0	2	0	0	1	3	37	Peak
16:00	16:15	0	3	2	0	2	1	0	1	3	31	
16:15	16:30	0	1	2	0	1	2	0	1	2	24	
16:30	16:45	0	2	1	0	1	2	0	1	2	28	
16:45	17:00	0	0	0	0	0	0	0	1	0	27	
17:00	17:15	0	1	1	0	1	1	0	0	1	33	
17:15	17:30	0	0	8	0	2	0	0	3	0		
17:30	17:45	0	2	2	0	2	0	0	2	0		
17:45	18:00	0	0	3	0	3	0	0	1	0		

Peak Time		1st Approach Miles Franklin			South Approach Lampe St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	2	7	0	13	1	0	2	4	29
15:45	16:45	0	6	6	0	6	5	0	4	10	37

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



Light Vehicles

Time		1st Approach Miles Franklin			South Approach Lampe St			1st Approach Miles Franklin		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	1	1	0	0	2	0	0	1
7:15	7:30	0	0	0	0	1	0	0	0	0
7:30	7:45	0	2	1	0	2	0	0	0	0
7:45	8:00	0	4	1	0	1	0	0	0	3
8:00	8:15	0	3	0	0	0	0	0	0	3
8:15	8:30	0	0	0	0	0	0	0	0	1
8:30	8:45	0	0	2	0	0	0	0	0	0
8:45	9:00	0	1	1	0	1	1	0	0	1
9:00	9:15	0	0	2	0	3	0	0	1	2
9:15	9:30	0	0	1	0	3	0	0	1	1
14:30	14:45	0	2	2	0	0	0	0	0	0
14:45	15:00	0	1	0	0	1	0	0	0	2
15:00	15:15	0	1	0	0	0	1	0	1	1
15:15	15:30	0	0	1	0	1	0	0	0	0
15:30	15:45	0	2	2	0	1	0	0	0	0
15:45	16:00	0	0	1	0	2	0	0	1	2
16:00	16:15	0	2	2	0	2	1	0	1	3
16:15	16:30	0	1	2	0	1	2	0	1	1
16:30	16:45	0	2	1	0	1	2	0	1	2
16:45	17:00	0	0	0	0	0	0	0	1	0
17:00	17:15	0	1	1	0	1	1	0	0	1
17:15	17:30	0	0	8	0	2	0	0	3	0
17:30	17:45	0	2	2	0	2	0	0	2	0
17:45	18:00	0	0	3	0	3	0	0	1	0

Peak Time		1st Approach Miles Franklin			South Approach Lampe St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	1	6	0	7	1	0	2	4	21
15:45	16:45	0	5	6	0	6	5	0	4	8	34

Heavy Vehicles

Time		1st Approach Miles Franklin			South Approach Lampe St			1st Approach Miles Franklin		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	3	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	1	0	0	0	0	0	0	0
8:30	8:45	0	1	1	0	1	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	5	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	1
16:00	16:15	0	1	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	1
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

Peak Time		1st Approach Miles Franklin			South Approach Lampe St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	1	1	0	6	0	0	0	0	8
15:45	16:45	0	1	0	0	0	0	0	0	2	3

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Miles Franklin Dr and Whitty St, Talbingo

GPS	-35.58284, 148.29377
Date:	Fri 30/06/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Miles Franklin Dr
South:	Whitty St
West:	Miles Franklin Dr

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	7:30 AM-8:30 AM
	PM:	3:45 PM-4:45 PM

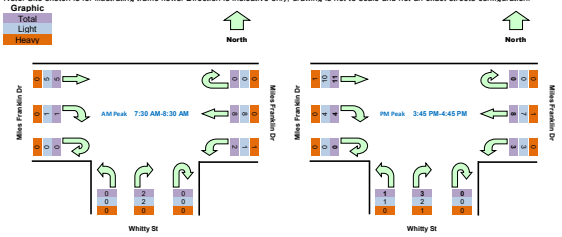
All Vehicles

Time		1st Approach Miles Franklin			South Approach Whitty St			1st Approach Miles Franklin			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	3	0	0	0	0	0	0	1	14	
7:15	7:30	0	0	0	0	0	0	0	0	0	16	
7:30	7:45	0	2	0	0	0	0	0	0	0	18	Peak
7:45	8:00	0	3	1	0	1	0	0	1	2	18	Peak
8:00	8:15	0	3	0	0	1	0	0	0	2	14	
8:15	8:30	0	0	1	0	0	0	0	0	1	12	
8:30	8:45	0	1	0	0	0	1	0	0	0	12	
8:45	9:00	0	2	0	0	1	0	0	1	0		
9:00	9:15	0	0	0	0	0	1	0	0	3		
9:15	9:30	0	0	0	0	0	0	0	0	2		
14:30	14:45	0	2	0	0	0	0	0	1	0	15	
14:45	15:00	0	0	1	0	0	1	0	1	2	15	
15:00	15:15	0	1	1	0	0	0	0	2	2	16	
15:15	15:30	0	0	0	0	0	0	0	1	0	18	
15:30	15:45	0	1	1	0	0	1	0	0	0	26	
15:45	16:00	0	0	0	0	0	0	0	2	4	30	Peak
16:00	16:15	0	3	1	0	2	0	0	0	2	25	
16:15	16:30	0	2	1	0	1	1	0	2	2	21	
16:30	16:45	0	3	1	0	0	0	0	0	3	15	
16:45	17:00	0	0	0	0	0	0	0	0	1	12	
17:00	17:15	0	2	0	0	0	1	0	0	1	13	
17:15	17:30	0	0	0	0	0	0	0	0	3		
17:30	17:45	0	0	2	0	0	0	0	0	2		
17:45	18:00	0	0	0	0	0	0	0	1	1		

Peak Time		1st Approach Miles Franklin			South Approach Whitty St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:30	8:30	0	8	2	0	2	0	0	1	5	18
15:45	16:45	0	8	3	0	3	1	0	4	11	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		1st Approach Miles Franklin			South Approach Whitty St			1st Approach Miles Franklin		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	3	0	0	0	0	0	0	1
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	2	0	0	0	0	0	0	0
7:45	8:00	0	3	1	0	1	0	0	1	2
8:00	8:15	0	3	0	0	1	0	0	0	2
8:15	8:30	0	0	0	0	0	0	0	0	1
8:30	8:45	0	0	0	0	0	1	0	0	0
8:45	9:00	0	2	0	0	1	0	0	0	0
9:00	9:15	0	0	0	0	0	1	0	0	3
9:15	9:30	0	0	0	0	0	0	0	0	2
14:30	14:45	0	2	0	0	0	0	0	1	0
14:45	15:00	0	0	1	0	0	0	0	1	2
15:00	15:15	0	1	1	0	0	0	0	2	2
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	1	1	0	0	1	0	0	0
15:45	16:00	0	0	0	0	0	0	0	2	3
16:00	16:15	0	2	1	0	2	0	0	0	2
16:15	16:30	0	2	1	0	0	1	0	2	2
16:30	16:45	0	3	1	0	0	0	0	0	3
16:45	17:00	0	0	0	0	0	0	0	0	1
17:00	17:15	0	2	0	0	0	1	0	0	1
17:15	17:30	0	0	0	0	0	0	0	0	3
17:30	17:45	0	0	2	0	0	0	0	0	2
17:45	18:00	0	0	0	0	0	0	0	1	1

Peak Time		1st Approach Miles Franklin			South Approach Whitty St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:30	8:30	0	8	1	0	2	0	0	1	5	17
15:45	16:45	0	7	3	0	2	1	0	4	10	27

Heavy Vehicles

Time		1st Approach Miles Franklin			South Approach Whitty St			1st Approach Miles Franklin		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0
8:30	8:45	0	1	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	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	1	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	1	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	1
16:00	16:15	0	1	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	1	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

Peak Time		1st Approach Miles Franklin			South Approach Whitty St			1st Approach Miles Franklin			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:30	8:30	0	0	1	0	0	0	0	0	0	1
15:45	16:45	0	1	0	0	1	0	0	0	1	3

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Whitty St and Thomas St, Talbingo

GPS	-35.58366, 148.29624
Date:	Fri 30/06/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Whitty St
South:	Thomas St
West:	Whitty St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	7:45 AM-8:45 AM
	PM:	3:30 PM-4:30 PM

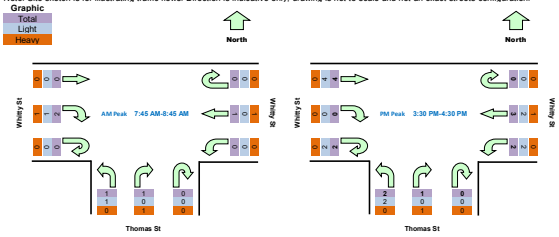
All Vehicles

Time		East Approach Whitty St			South Approach Thomas S			West Approach Whitty St			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	0	0	0	0	0	0	0	0	2	
7:15	7:30	0	0	0	0	0	0	0	0	0	2	
7:30	7:45	0	0	0	0	0	0	0	0	0	3	
7:45	8:00	0	1	0	0	0	0	0	1	0	5	Peak
8:00	8:15	0	0	0	0	0	0	0	0	0	4	
8:15	8:30	0	0	0	0	0	0	0	1	0	4	
8:30	8:45	0	0	0	0	1	1	0	0	0	3	
8:45	9:00	0	0	0	0	0	0	0	0	1		
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		
14:30	14:45	0	0	1	0	0	0	0	0	1	6	
14:45	15:00	0	0	0	0	0	1	0	1	0	8	
15:00	15:15	0	0	0	0	0	0	0	1	0	11	
15:15	15:30	0	0	0	0	0	0	0	1	0	12	
15:30	15:45	0	2	0	0	1	0	0	0	1	14	Peak
15:45	16:00	0	0	2	0	0	1	1	0	1	12	
16:00	16:15	0	0	0	0	0	1	0	0	1	7	
16:15	16:30	0	1	0	0	0	0	1	0	1	5	
16:30	16:45	0	1	0	0	0	0	0	0	1	3	
16:45	17:00	0	0	0	0	0	0	0	0	0	3	
17:00	17:15	0	0	0	0	0	0	0	0	0	3	
17:15	17:30	0	0	1	0	0	0	0	0	0		
17:30	17:45	0	0	0	0	0	1	0	0	1		
17:45	18:00	0	0	0	0	0	0	0	0	0		

Peak Time		East Approach Whitty St			South Approach Thomas S			West Approach Whitty St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:45	8:45	0	1	0	0	1	1	0	2	0	5
15:30	16:30	0	3	2	0	1	2	2	0	4	14

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 Whitty St			South Approach Thomas S			West Approach Whitty St		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
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	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	1	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
14:30	14:45	0	0	0	0	0	0	0	0	1
14:45	15:00	0	0	0	0	0	0	0	1	0
15:00	15:15	0	0	0	0	0	0	0	1	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	2	0	0	0	0	0	0	1
15:45	16:00	0	0	2	0	0	1	1	0	1
16:00	16:15	0	0	0	0	0	1	0	0	1
16:15	16:30	0	0	0	0	0	0	1	0	1
16:30	16:45	0	1	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	1	0	0	1
17:45	18:00	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Whitty St			South Approach Thomas S			West Approach Whitty St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:45	8:45	0	0	0	0	0	1	0	1	0	2
15:30	16:30	0	2	2	0	0	2	2	0	4	12

Heavy Vehicles

Time		East Approach Whitty St			South Approach Thomas S			West Approach Whitty St		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	1	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	1	0
8:30	8:45	0	0	0	0	1	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	1
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
14:30	14:45	0	0	1	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	1	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	1	0
15:30	15:45	0	0	0	0	1	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	1	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

Peak Time		East Approach Whitty St			South Approach Thomas S			West Approach Whitty St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:45	8:45	0	1	0	0	1	0	0	0	0	2
15:30	16:30	0	1	0	0	1	0	0	0	0	2

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Whitty St and Ryan St, Talbingo

GPS	-35.58244, 148.29906
Date:	Fri 30/06/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	Ryan St
East:	N/A
South:	Ryan St
West:	Whitty St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	3:45 PM-4:45 PM

All Vehicles

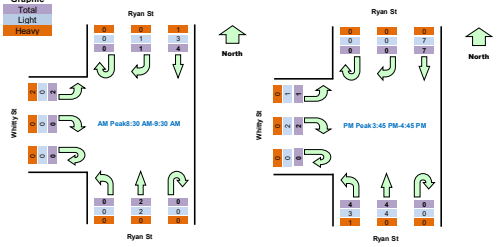
Time		North Approach Ryan St			South Approach Ryan St			West Approach Whitty St			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
7:00	7:15	0	0	0	0	0	0	0	0	0	5	
7:15	7:30	0	0	0	0	2	0	0	0	0	5	
7:30	7:45	0	0	0	0	0	0	0	0	1	3	
7:45	8:00	0	0	0	0	1	1	0	0	0	4	
8:00	8:15	0	0	0	0	0	0	0	0	0	2	
8:15	8:30	0	0	0	0	0	0	0	0	0	7	
8:30	8:45	0	0	0	0	1	0	0	0	1	9	Peak
8:45	9:00	0	0	0	0	0	0	0	0	0		
9:00	9:15	0	0	3	0	1	0	0	0	1		
9:15	9:30	0	1	1	0	0	0	0	0	0		
14:30	14:45	0	0	0	0	0	2	0	0	1	6	
14:45	15:00	0	1	0	0	1	0	0	0	0	8	
15:00	15:15	0	0	0	0	0	0	0	0	0	10	
15:15	15:30	0	1	0	0	0	0	0	0	0	12	
15:30	15:45	0	0	2	0	0	2	0	0	1	17	
15:45	16:00	0	0	2	0	0	1	0	1	0	18	Peak
16:00	16:15	0	0	1	0	0	0	0	0	1	16	
16:15	16:30	0	0	1	0	2	2	0	1	0	16	
16:30	16:45	0	0	3	0	2	1	0	0	0	16	
16:45	17:00	0	1	1	0	0	0	0	0	0	13	
17:00	17:15	0	1	0	0	0	0	0	1	0	13	
17:15	17:30	0	2	1	0	1	0	0	0	2		
17:30	17:45	0	0	1	0	0	0	0	1	1		
17:45	18:00	0	1	0	0	0	0	0	0	1		

Peak Time		North Approach Ryan St			South Approach Ryan St			West Approach Whitty St			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:30	9:30	0	1	4	0	2	0	0	0	2	9
15:45	16:45	0	0	7	0	4	4	0	2	1	18

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 Ryan St			South Approach Ryan St			West Approach Whitty St		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	2	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	1
7:45	8:00	0	0	0	0	1	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	1	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	2	0	1	0	0	0	0
9:15	9:30	0	1	1	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	1	0	0	1
14:45	15:00	0	1	0	0	1	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	1	0	0	0	0	0	0	0
15:30	15:45	0	0	2	0	0	2	0	0	0
15:45	16:00	0	0	2	0	0	1	0	1	0
16:00	16:15	0	0	1	0	0	0	0	0	1
16:15	16:30	0	0	1	0	2	1	0	1	0
16:30	16:45	0	0	3	0	2	1	0	0	0
16:45	17:00	0	1	1	0	0	0	0	0	0
17:00	17:15	0	1	0	0	0	0	0	1	0
17:15	17:30	0	2	1	0	1	0	0	0	2
17:30	17:45	0	0	1	0	0	0	0	1	1
17:45	18:00	0	1	0	0	0	0	0	0	1

Peak Time		North Approach Ryan St			South Approach Ryan St			West Approach Whitty St			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:30	9:30	0	1	3	0	2	0	0	0	0	6
15:45	16:45	0	0	7	0	4	3	0	2	1	17

Heavy Vehicles

Time		North Approach Ryan St			South Approach Ryan St			West Approach Whitty St		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	1	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	1
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	1	0	0	0	0	0	1
9:15	9:30	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	1	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	1
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	1	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

Peak Time		North Approach Ryan St			South Approach Ryan St			West Approach Whitty St			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:30	9:30	0	0	1	0	0	0	0	0	2	3
15:45	16:45	0	0	0	0	0	1	0	0	0	1

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Lampe St and Ryan St, Talbingo

GPS	-35.58176, 148.29857
Date:	Fri 30/06/23
Weather:	Overcast
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Lampe St
South:	Ryan St
West:	Whitty St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	3:45 PM-4:45 PM

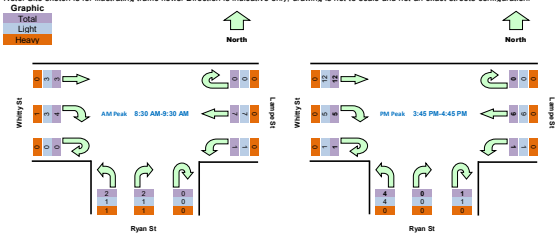
All Vehicles

Time		East Approach Lampe St			South Approach Ryan St			West Approach Whitty St			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
7:00	7:15	0	3	0	0	0	0	0	0	0	12	
7:15	7:30	0	0	0	0	1	1	0	0	0	9	
7:30	7:45	0	1	0	0	0	1	0	0	2	7	
7:45	8:00	0	0	0	0	0	1	0	0	2	7	
8:00	8:15	0	0	0	0	0	0	0	0	0	6	
8:15	8:30	0	0	0	0	0	0	0	0	0	16	
8:30	8:45	0	1	0	0	1	1	0	0	1	19	Peak
8:45	9:00	0	1	0	0	0	0	0	0	1		
9:00	9:15	0	4	0	0	1	1	0	3	1		
9:15	9:30	0	1	1	0	0	0	0	1	0		
14:30	14:45	0	0	0	0	0	1	0	0	1	9	
14:45	15:00	0	1	1	0	0	1	0	0	0	11	
15:00	15:15	0	0	0	0	0	0	0	0	1	13	
15:15	15:30	0	2	0	0	0	0	0	1	0	23	
15:30	15:45	0	1	0	0	1	0	0	2	0	31	
15:45	16:00	0	1	1	0	0	0	0	1	2	33	Peak
16:00	16:15	0	5	0	0	0	1	1	1	3	32	
16:15	16:30	0	3	0	0	0	2	0	1	5	27	
16:30	16:45	0	0	0	1	0	1	0	2	2	24	
16:45	17:00	0	2	0	0	0	0	0	2	0	23	
17:00	17:15	0	2	1	0	0	0	0	0	3	22	
17:15	17:30	0	0	0	0	1	2	0	3	2		
17:30	17:45	0	1	0	0	0	1	0	1	2		
17:45	18:00	0	0	0	0	1	0	0	1	1		

Peak Time		East Approach Lampe St			South Approach Ryan St			West Approach Whitty St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	7	1	0	2	2	0	4	3	19
15:45	16:45	0	9	1	1	0	4	1	5	12	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		East Approach Lampe St			South Approach Ryan St			West Approach Whitty St		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	3	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	1	1	0	0	0
7:30	7:45	0	1	0	0	0	1	0	0	1
7:45	8:00	0	0	0	0	0	1	0	0	1
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	1	0	0	1	0	0	0	1
8:45	9:00	0	1	0	0	0	0	0	0	1
9:00	9:15	0	4	0	0	0	1	0	2	1
9:15	9:30	0	1	1	0	0	0	0	1	0
14:30	14:45	0	0	0	0	0	1	0	0	1
14:45	15:00	0	1	1	0	0	1	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	1
15:15	15:30	0	2	0	0	0	0	0	1	0
15:30	15:45	0	1	0	0	0	0	0	2	0
15:45	16:00	0	1	1	0	0	0	0	1	2
16:00	16:15	0	5	0	0	0	1	1	1	3
16:15	16:30	0	3	0	0	0	2	0	1	5
16:30	16:45	0	0	0	1	0	1	0	2	2
16:45	17:00	0	2	0	0	0	0	0	2	0
17:00	17:15	0	2	1	0	0	0	0	0	3
17:15	17:30	0	0	0	0	1	2	0	3	2
17:30	17:45	0	1	0	0	0	1	0	1	2
17:45	18:00	0	0	0	0	1	0	0	1	1

Peak Time		East Approach Lampe St			South Approach Ryan St			West Approach Whitty St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	7	1	0	1	1	0	3	3	16
15:45	16:45	0	9	1	1	0	4	1	5	12	33

Heavy Vehicles

Time		East Approach Lampe St			South Approach Ryan St			West Approach Whitty St		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	1
7:45	8:00	0	0	0	0	0	0	0	0	1
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	1	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	1	0	0	1	0
9:15	9:30	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	1	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	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

Peak Time		East Approach Lampe St			South Approach Ryan St			West Approach Whitty St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:30	9:30	0	0	0	0	1	0	0	1	0	3
15:45	16:45	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Miles Franklin Dr and Bridle St, Talbingo

Date:	Thu 29/06/23
Weather:	Fine
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Miles Franklin Dr
South:	Bridle St
West:	Miles Franklin Dr

Survey Period	AM:	12:00 AM-12:00 PM
	PM:	12:00 PM-12:00 AM

LIGHT VECHILES

Time		East Approach Miles Franklin D			South Approach Bridle St			West Approach Miles Franklin D		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
14:00	14:15	0	2	2	0	3	0	0	0	1
14:15	14:30	0	0	1	0	0	0	0	0	0
14:30	14:45	0	3	3	0	0	1	0	0	1
14:45	15:00	0	2	3	0	3	2	0	0	1
15:00	15:15	0	3	2	0	0	0	0	0	0
15:15	15:30	0	2	2	0	1	0	0	0	0
15:30	15:45	0	2	3	0	1	0	0	0	0
15:45	16:00	0	0	3	0	1	0	0	1	4
16:00	16:15	0	4	2	0	0	0	0	1	8
16:15	16:30	0	2	5	0	0	0	0	0	3
16:30	16:45	0	3	4	0	2	0	0	0	2
16:45	17:00	0	2	5	0	0	0	0	1	2
17:00	17:15	0	4	6	0	0	0	0	1	7
17:15	17:30	0	3	8	0	0	0	0	2	1
17:30	17:45	0	5	7	0	1	0	0	2	1
17:45	18:00	0	3	8	0	0	1	0	2	1
18:00	18:15	0	0	1	0	0	0	0	0	0
18:15	18:30	0	0	1	0	0	1	0	1	0
18:30	18:45	0	1	1	0	0	0	0	0	0
18:45	19:00	0	0	1	1	0	0	0	1	0
19:00	19:15	0	0	1	0	0	0	0	0	0
19:15	19:30	0	0	0	0	0	0	0	0	0
19:30	19:45	0	3	1	0	1	0	0	0	1
19:45	20:00	0	0	2	0	0	1	0	0	0
20:00	20:15	0	0	0	0	0	1	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0
20:45	21:00	0	2	0	0	1	0	0	0	0
21:00	21:15	0	0	0	0	0	0	0	0	0
21:15	21:30	0	0	0	0	0	0	0	0	0
21:30	21:45	0	0	1	0	0	0	0	0	0
21:45	22:00	0	0	0	0	0	0	0	0	0
22:00	22:15	0	0	1	0	0	0	0	0	0
22:15	22:30	0	0	0	0	0	0	0	0	0
22:30	22:45	0	0	0	0	0	0	0	0	0
22:45	23:00	0	0	1	0	0	0	0	0	0
23:00	23:15	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0
23:30	23:45	0	0	0	0	0	0	0	0	0
23:45	0:00	0	0	0	0	0	0	0	0	0

Heavy VECHILES

Time		East Approach Miles Franklin Dr			South Approach Bridle St			West Approach Miles Franklin Dr		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
14:00	14:15	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	1
14:45	15:00	0	1	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	1
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	1	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	1	0	1	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
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	1	0	0	0	0	0	0
19:00	19:15	0	0	0	0	1	0	0	0	0
19:15	19:30	0	0	0	0	0	0	0	0	0
19:30	19:45	0	0	0	0	0	0	0	0	0
19:45	20:00	0	0	0	0	0	0	0	0	0
20:00	20:15	0	0	0	0	0	0	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	0	0	0	0	0
21:00	21:15	0	0	0	0	0	0	0	0	0
21:15	21:30	0	0	0	0	0	0	0	0	0
21:30	21:45	0	0	0	0	0	0	0	0	0
21:45	22:00	0	0	0	0	0	0	0	0	0
22:00	22:15	0	0	0	0	0	0	0	0	0
22:15	22:30	0	0	0	0	0	0	0	0	0
22:30	22:45	0	0	0	0	0	0	0	0	0
22:45	23:00	0	0	0	0	0	0	0	0	0
23:00	23:15	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0
23:30	23:45	0	0	0	0	0	0	0	0	0
23:45	0:00	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Miles Franklin Dr and Bridle St, Talbingo

Date:	Fri 30/06/23
Weather:	Fine
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Miles Franklin Dr
South:	Bridle St
West:	Miles Franklin Dr

Survey Period	AM:	12:00 AM-12:00 PM
	PM:	12:00 PM-12:00 AM

LIGHT VECHILES

Time		East Approach Miles Franklin D			South Approach Bridle St			West Approach Miles Franklin I		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
0:00	0:15	0	0	0	0	0	0	0	0	0
0:15	0:30	0	0	0	0	0	0	0	0	0
0:30	0:45	0	0	0	0	0	0	0	0	0
0:45	1:00	0	0	0	0	0	0	0	0	0
1:00	1:15	0	0	0	0	0	0	0	0	0
1:15	1:30	0	0	0	0	0	0	0	0	0
1:30	1:45	0	0	0	0	0	0	0	0	0
1:45	2:00	0	0	0	0	0	0	0	0	0
2:00	2:15	0	0	0	0	0	0	0	0	0
2:15	2:30	0	0	0	0	0	0	0	0	0
2:30	2:45	0	0	0	0	0	0	0	0	0
2:45	3:00	0	0	0	0	0	0	0	0	0
3:00	3:15	0	0	0	0	0	0	0	0	0
3:15	3:30	0	0	0	0	0	0	0	0	0
3:30	3:45	0	0	0	0	0	0	0	0	0
3:45	4:00	0	0	0	0	0	0	0	0	0
4:00	4:15	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	1	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	1	0	0	0	1
6:00	6:15	0	0	0	0	0	0	0	0	1
6:15	6:30	0	0	0	0	1	0	0	0	0
6:30	6:45	0	1	0	0	1	0	0	0	0
6:45	7:00	0	2	0	0	1	0	0	0	0
7:00	7:15	0	2	0	0	2	0	0	0	1
7:15	7:30	0	0	0	0	8	0	0	1	0
7:30	7:45	0	3	0	0	4	0	0	0	1
7:45	8:00	0	4	0	0	7	1	0	0	4
8:00	8:15	0	3	0	0	2	0	0	0	2
8:15	8:30	0	0	0	0	4	0	0	0	2
8:30	8:45	0	2	0	0	10	1	0	1	0
8:45	9:00	0	3	2	0	3	1	0	0	1
9:00	9:15	0	1	1	0	1	1	0	0	6
9:15	9:30	0	1	2	0	7	0	0	0	5
9:30	9:45	0	0	2	0	5	0	0	0	5
9:45	10:00	0	2	2	0	2	1	0	0	0
10:00	10:15	0	4	2	0	2	0	0	1	1
10:15	10:30	0	2	1	0	4	1	0	1	2
10:30	10:45	0	0	3	0	2	0	0	0	1
10:45	11:00	0	1	0	0	1	0	0	1	0
11:00	11:15	0	0	0	0	2	1	0	1	3
11:15	11:30	1	3	6	0	0	1	0	1	1
11:30	11:45	0	4	1	0	1	1	0	0	2
11:45	12:00	0	1	1	0	1	1	0	0	4
12:00	12:15	0	3	3	0	1	0	0	1	2
12:15	12:30	0	1	1	0	1	0	0	1	5
12:30	12:45	0	0	2	0	2	0	0	0	1
12:45	13:00	0	0	5	0	0	0	0	0	3
13:00	13:15	0	0	0	0	1	0	0	1	1
13:15	13:30	0	2	1	0	3	0	0	0	1
13:30	13:45	0	2	3	0	0	0	0	1	1
13:45	14:00	0	0	3	0	1	0	0	1	5
14:00	14:15	0	2	2	0	3	0	0	0	1
14:15	14:30	0	4	7	0	1	0	0	0	3
14:30	14:45	0	5	2	0	1	0	0	0	3
14:45	15:00	0	3	1	0	2	0	0	0	2
15:00	15:15	0	1	4	0	1	0	0	0	2
15:15	15:30	0	1	3	0	2	0	0	1	1
15:30	15:45	0	1	5	0	2	3	0	0	1
15:45	16:00	0	1	5	0	4	0	0	0	3
16:00	16:15	0	5	1	0	3	0	0	1	4
16:15	16:30	0	5	5	0	0	1	0	1	2
16:30	16:45	0	3	2	0	0	0	0	2	0
16:45	17:00	0	2	4	0	0	0	0	3	0
17:00	17:15	0	3	4	0	0	0	0	0	2
17:15	17:30	0	7	5	0	1	1	0	0	1
17:30	17:45	0	4	4	0	0	0	0	1	2
17:45	18:00	0	3	4	0	1	0	0	2	1
18:00	18:15	0	1	1	0	1	2	0	0	1
18:15	18:30	0	0	2	0	0	0	0	0	0
18:30	18:45	0	0	1	0	0	0	0	2	1
18:45	19:00	0	1	3	0	2	1	0	1	0
19:00	19:15	0	1	2	0	0	0	0	0	1
19:15	19:30	0	3	1	0	0	1	0	0	1
19:30	19:45	0	2	3	0	0	0	0	0	2
19:45	20:00	0	1	2	0	1	0	0	2	0
20:00	20:15	0	1	3	0	0	0	0	0	0
20:15	20:30	0	1	1	0	0	0	0	0	0
20:30	20:45	0	0	1	0	0	1	0	1	0
20:45	21:00	0	1	0	0	0	0	0	0	0
21:00	21:15	0	0	0	0	0	0	0	0	0
21:15	21:30	0	0	1	0	0	0	0	0	0
21:30	21:45	0	0	0	0	0	0	0	1	0
21:45	22:00	0	0	0	0	0	0	0	0	0
22:00	22:15	0	0	0	0	0	0	0	0	0
22:15	22:30	0	1	0	0	0	0	0	0	0
22:30	22:45	0	0	0	0	0	0	0	0	0
22:45	23:00	0	1	0	0	0	0	0	0	1
23:00	23:15	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0
23:30	23:45	0	0	0	0	0	0	0	0	0
23:45	0:00	0	0	0	0	0	0	0	0	0

Heavy VECHILES

Time		East Approach Miles Franklin Dr			South Approach Bridle St			West Approach Miles Franklin Dr		
Period Sta	Period En	U	WB	L	U	R	L	U	R	EB
0:00	0:15	0	0	0	0	0	0	0	0	0
0:15	0:30	0	0	0	0	0	0	0	0	0
0:30	0:45	0	0	0	0	0	0	0	0	0
0:45	1:00	0	0	0	0	0	0	0	0	0
1:00	1:15	0	0	0	0	0	0	0	0	0
1:15	1:30	0	0	0	0	0	0	0	0	0
1:30	1:45	0	0	0	0	0	0	0	0	0
1:45	2:00	0	0	0	0	0	0	0	0	0
2:00	2:15	0	0	0	0	0	0	0	0	0
2:15	2:30	0	0	0	0	0	0	0	0	0
2:30	2:45	0	0	0	0	0	0	0	0	0
2:45	3:00	0	0	0	0	0	0	0	0	0
3:00	3:15	0	0	0	0	0	0	0	0	0
3:15	3:30	0	0	0	0	0	0	0	0	0
3:30	3:45	0	0	0	0	0	0	0	0	0
3:45	4:00	0	0	0	0	0	0	0	0	0
4:00	4:15	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0
5:30	5:45	0	2	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	1	0	0	0	0	0	0
7:45	8:00	0	3	0	0	1	0	0	0	0
8:00	8:15	0	0	0	0	0	1	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	1	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	5
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	1	0	0	0
10:00	10:15	0	1	1	0	0	0	0	1	0
10:15	10:30	0	0	0	0	0	0	0	0	0
10:30	10:45	0	1	0	0	0	1	0	0	0
10:45	11:00	0	1	1	0	0	0	0	0	0
11:00	11:15	0	0	1	0	0	0	0	0	0
11:15	11:30	0	0	0	0	1	0	0	0	0
11:30	11:45	0	1	0	0	0	0	0	0	1
11:45	12:00	0	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	1	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	0
13:00	13:15	0	0	1	0	1	0	0	0	1
13:15	13:30	0	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	1	0	0	0	2
14:30	14:45	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	1	0	0	1
16:00	16:15	0	1	0	0	0	0	0	1	0
16:15	16:30	0	0	1	0	0	0	0	0	1
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	1	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
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0
19:00	19:15	0	0	0	0	0	0	0	0	0
19:15	19:30	0	0	0	0	0	0	0	0	0
19:30	19:45	0	1	0	0	0	0	0	0	0
19:45	20:00	0	0	0	0	0	0	0	0	0
20:00	20:15	0	0	0	0	0	0	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	0	0	0	0	0
21:00	21:15	0	0	0	0	0	0	0	0	0
21:15	21:30	0	0	0	0	0	0	0	0	0
21:30	21:45	0	0	0	0	0	0	0	0	0
21:45	22:00	0	0	0	0	0	0	0	0	0
22:00	22:15	0	0	0	0	0	0	0	0	0
22:15	22:30	0	0	0	0	0	0	0	0	0
22:30	22:45	0	0	0	0	0	0	0	0	0
22:45	23:00	0	0	0	0	0	0	0	0	0
23:00	23:15	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0
23:30	23:45	0	0	0	0	0	0	0	0	0
23:45	0:00	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Miles Franklin Dr and Bridle St, Talbingo

Date:	Sat 01/07/23
Weather:	Fine
Suburban:	Talbingo
Customer:	McLaren

North:	N/A
East:	Miles Franklin Dr
South:	Bridle St
West:	Miles Franklin Dr

Survey Period	AM:	12:00 AM-12:00 PM
	PM:	12:00 PM-12:00 AM

LIGHT VECHILES

Time		East Approach Miles Franklin Dr			South Approach Bridle St			West Approach Miles Franklin Dr		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
0:00	0:15	0	0	2	0	0	0	0	0	1
0:15	0:30	0	0	0	0	0	0	0	0	0
0:30	0:45	0	0	0	0	0	0	0	0	0
0:45	1:00	0	0	0	0	0	0	0	0	0
1:00	1:15	0	0	0	0	0	0	0	0	0
1:15	1:30	0	0	0	0	0	0	0	0	0
1:30	1:45	0	0	0	0	0	0	0	0	0
1:45	2:00	0	0	1	0	0	0	0	0	0
2:00	2:15	0	0	0	0	0	0	0	0	0
2:15	2:30	0	0	0	0	0	0	0	0	0
2:30	2:45	0	0	0	0	0	0	0	0	0
2:45	3:00	0	0	0	0	0	0	0	0	0
3:00	3:15	0	0	0	0	0	0	0	0	0
3:15	3:30	0	0	0	0	0	0	0	0	0
3:30	3:45	0	0	0	0	0	0	0	0	0
3:45	4:00	0	0	0	0	0	0	0	0	0
4:00	4:15	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0
5:00	5:15	0	0	0	0	1	0	0	0	0
5:15	5:30	0	0	0	0	1	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	1
5:45	6:00	0	0	0	0	1	0	0	1	1
6:00	6:15	0	1	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	1	0	0	0	1
6:45	7:00	0	1	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	1	1	0	0	1
7:15	7:30	0	3	0	0	7	0	0	0	1
7:30	7:45	0	1	2	0	6	0	0	0	1
7:45	8:00	0	0	0	0	4	0	0	0	1
8:00	8:15	0	0	1	0	2	0	0	0	0
8:15	8:30	0	0	0	0	2	0	0	0	4
8:30	8:45	0	0	1	0	3	0	0	0	2
8:45	9:00	0	4	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	1	0	0	0	1
9:15	9:30	0	0	1	0	5	1	0	0	2
9:30	9:45	0	1	0	0	7	0	0	0	1
9:45	10:00	0	4	1	0	1	1	0	0	9
10:00	10:15	0	3	2	0	5	2	0	1	5
10:15	10:30	0	3	1	0	3	0	0	0	5
10:30	10:45	0	0	1	0	2	1	0	1	3
10:45	11:00	0	3	2	0	2	0	0	0	3
11:00	11:15	0	2	1	0	1	0	0	0	5
11:15	11:30	0	3	1	0	0	0	0	0	4
11:30	11:45	0	2	1	0	3	0	0	0	2
11:45	12:00	0	6	3	0	1	0	0	0	4
12:00	12:15	0	1	5	0	1	0	0	0	0
12:15	12:30	0	1	1	0	3	0	0	0	1
12:30	12:45	0	6	1	0	1	0	0	1	1
12:45	13:00	0	2	4	0	3	0	0	0	3
13:00	13:15	0	5	3	0	2	1	0	0	2
13:15	13:30	0	0	5	0	1	2	0	1	1
13:30	13:45	0	2	3	0	3	0	0	1	2
13:45	14:00	0	6	5	0	0	0	0	3	5
14:00	14:15	0	2	3	0	1	3	0	0	4
14:15	14:30	0	2	6	0	1	0	0	0	1
14:30	14:45	0	3	7	0	0	1	0	0	2
14:45	15:00	0	6	2	0	2	2	0	1	3
15:00	15:15	0	4	2	0	3	2	0	0	7
15:15	15:30	0	0	2	0	2	0	0	0	4
15:30	15:45	0	4	1	0	1	1	0	0	2
15:45	16:00	0	2	1	0	3	0	0	0	0
16:00	16:15	0	2	5	0	3	0	0	1	4
16:15	16:30	0	4	4	0	2	0	0	1	0
16:30	16:45	0	2	8	0	1	1	0	0	1
16:45	17:00	0	2	0	0	2	0	0	1	2
17:00	17:15	0	2	2	0	1	0	0	0	1
17:15	17:30	0	5	4	0	0	1	0	1	0
17:30	17:45	0	5	2	0	1	1	0	0	1
17:45	18:00	0	4	2	0	0	0	0	1	0
18:00	18:15	0	2	1	0	0	1	0	0	0
18:15	18:30	0	0	2	0	0	0	0	0	0
18:30	18:45	0	1	2	0	0	0	0	0	0
18:45	19:00	0	0	2	0	1	0	0	1	1
19:00	19:15	0	0	1	0	0	0	0	0	1
19:15	19:30	0	2	2	0	0	0	0	0	1
19:30	19:45	0	1	2	0	0	0	0	0	1
19:45	20:00	0	2	1	0	2	0	0	0	0
20:00	20:15	0	2	0	0	0	0	0	0	0
20:15	20:30	0	2	0	0	0	0	0	0	0
20:30	20:45	0	1	0	0	0	1	0	0	0
20:45	21:00	0	0	0	0	0	0	0	1	1
21:00	21:15	0	0	0	0	0	0	0	1	1
21:15	21:30	0	0	0	0	0	0	0	0	1
21:30	21:45	0	0	0	0	0	0	0	0	0
21:45	22:00	0	0	1	0	0	0	0	0	0
22:00	22:15	0	0	0	0	0	0	0	0	0
22:15	22:30	0	0	0	0	0	0	0	0	0
22:30	22:45	0	0	0	0	0	0	0	0	0
22:45	23:00	0	0	0	0	0	0	0	0	0
23:00	23:15	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0
23:30	23:45	0	0	0	0	0	0	0	0	0
23:45	0:00	0	0	0	0	0	0	0	0	0

Heavy VECHILES

Time		East Approach Miles Franklin Dr			South Approach Bridle St			West Approach Miles Franklin Dr		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
0:00	0:15	0	0	0	0	0	0	0	0	0
0:15	0:30	0	0	0	0	0	0	0	0	0
0:30	0:45	0	0	0	0	0	0	0	0	0
0:45	1:00	0	0	0	0	0	0	0	0	0
1:00	1:15	0	0	0	0	0	0	0	0	0
1:15	1:30	0	0	0	0	0	0	0	0	0
1:30	1:45	0	0	0	0	0	0	0	0	0
1:45	2:00	0	0	0	0	0	0	0	0	0
2:00	2:15	0	0	0	0	0	0	0	0	0
2:15	2:30	0	0	0	0	0	0	0	0	0
2:30	2:45	0	0	0	0	0	0	0	0	0
2:45	3:00	0	0	0	0	0	0	0	0	0
3:00	3:15	0	0	0	0	0	0	0	0	0
3:15	3:30	0	0	0	0	0	0	0	0	0
3:30	3:45	0	0	0	0	0	0	0	0	0
3:45	4:00	0	0	0	0	0	0	0	0	0
4:00	4:15	0	0	0	0	0	0	0	0	0
4:15	4:30	0	0	0	0	0	0	0	0	0
4:30	4:45	0	0	0	0	0	0	0	0	0
4:45	5:00	0	0	0	0	0	0	0	0	0
5:00	5:15	0	1	0	0	0	0	0	0	0
5:15	5:30	0	0	0	0	0	0	0	0	0
5:30	5:45	0	0	0	0	0	0	0	0	0
5:45	6:00	0	0	0	0	0	0	0	0	0
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	1	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
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	1
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
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
10:00	10:15	0	0	0	0	0	0	0	0	0
10:15	10:30	0	0	0	0	0	0	0	0	0
10:30	10:45	0	0	0	0	0	0	0	0	0
10:45	11:00	0	0	0	0	0	0	0	0	0
11:00	11:15	0	0	0	0	0	0	0	0	0
11:15	11:30	0	0	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	1	0	1	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	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
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0
19:00	19:15	0	0	0	0	0	0	0	0	0
19:15	19:30	0	0	0	0	0	0	0	0	0
19:30	19:45	0	0	0	0	0	0	0	0	0
19:45	20:00	0	0	0	0	0	0	0	0	0
20:00	20:15	0	0	0	0	0	0	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	0	0	0	0	0
21:00	21:15	0	0	0	0	0	0	0	0	0
21:15	21:30	0	0	0	0	0	0	0	0	0
21:30	21:45	0	0	0	0	0	0	0	0	0
21:45	22:00	0	0	0	0	0	0	0	0	0
22:00	22:15	0	0	0	0	0	0	0	0	0
22:15	22:30	0	0	0	0	0	0	0	0	0
22:30	22:45	0	0	0	0	0	0	0	0	0
22:45	23:00	0	0	0	0	0	0	0	0	0
23:00	23:15	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0
23:30	23:45	0	0	0	0	0	0	0	0	0
23:45	0:00	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Snowy Mountains Hwy	**Location :**	South of Miles Franklin Dr
Suburb :	Talbingo	**Start Date :**	00:00 Sat 24/June/2023
Machine ID:	M614KA6H/P	**Finish Date :**	00:00 Sat 01/July/2023
Site ID:	2574	**Speed Zone :**	100 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 35° 34' 6.70 South Long 148° 19' 34.10 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	494	245	249
(Vehicles/Day)		7 Day Average	493	243	250
Weekday	**AM**	09:00	40	12	28
Peak hour starts	**PM**	16:00	50	41	9
Speeds :		85th Percentile	70.4	70.2	70.8
(Km/Hr)		Average	62.0	62.7	61.5
Classification % :		Light Vehicles up to 5.5m	88.1%	88.6%	87.6%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -35.568527, 148.326138

Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Snowy Mountains Hwy	**Location :**	South of Miles Franklin Dr
Suburb :	Talbingo	**Start Date :**	00:00 Sat 01/July/2023
Machine ID:	L779CFYS/P	**Finish Date :**	00:00 Sat 08/July/2023
Site ID:	2574	**Speed Zone :**	100 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 35° 34' 6.70 South Long 148° 19' 34.10 East		Direction of Travel		
			Both directions	**Northbound**	**Southbound**
Traffic Volume :		Weekdays Average	625	292	333
(Vehicles/Day)		7 Day Average	632	297	335
Weekday	**AM**	09:00	57	11	45
Peak hour starts	**PM**	16:00	64	55	9
Speeds :		85th Percentile	72.9	71.3	74.1
(Km/Hr)		Average	65.0	63.3	65.3
Classification % :		Light Vehicles up to 5.5m	90.9%	91.3%	90.4%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -35.568527, 148.326138

Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

TRANS TRAFFIC SURVEY
trafficsurvey.com.au
T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

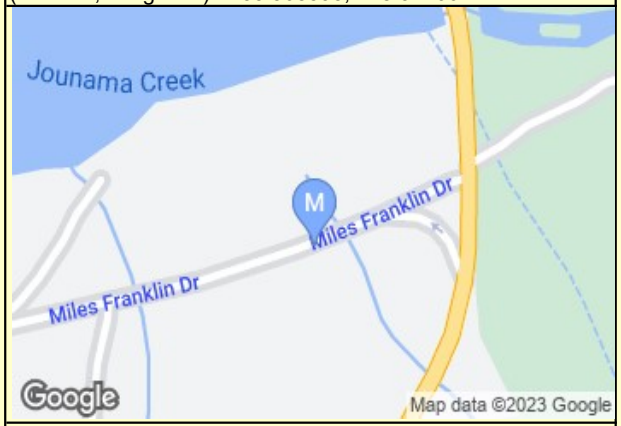
AUTOMATIC COUNT SUMMARY

Street Name :	Miles Franklin Dr	**Location :**	West of Snowy Mountains Hwy
Suburb :	Talbingo	**Start Date :**	00:00 Sat 24/June/2023
Machine ID:	SC99VRNZ/P	**Finish Date :**	00:00 Sat 01/July/2023
Site ID:	2575	**Speed Zone :**	60 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information			Direction of Travel		
Lat	35° 34' 6.94 South		**Both directions**	**Westbound**	**Eastbound**
Long	148° 19' 26.62 East				
Traffic Volume :		Weekdays Average	416	212	204
(Vehicles/Day)		7 Day Average	405	204	201
Weekday	**AM**	09:00	37	13	25
Peak hour start	**PM**	16:00	42	30	12
Speeds :		85th Percentile	69.1	65.3	73.9
(Km/Hr)		Average	62.9	59.1	67.5
Classification % :		Light Vehicles up to 5.5m	93.1%	92.8%	92.1%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.568595, 148.324061



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

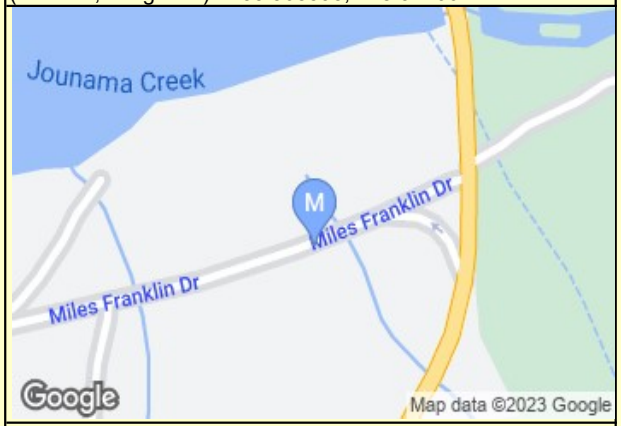
AUTOMATIC COUNT SUMMARY

Street Name :	Miles Franklin Dr	**Location :**	West of Snowy Mountains Hwy
Suburb :	Talbingo	**Start Date :**	00:00 Sat 01/July/2023
Machine ID:	PY783R9R/P	**Finish Date :**	00:00 Sat 08/July/2023
Site ID:	2575	**Speed Zone :**	60 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information	Lat 35° 34' 6.94 South Long 148° 19' 26.62 East		Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	535	265	270
(Vehicles/Day)		7 Day Average	528	264	264
Weekday	**AM**	09:00	52	14	38
Peak hour start	**PM**	16:00	60	40	20
Speeds :		85th Percentile	69.4	66.7	73.6
(Km/Hr)		Average	63.4	60.4	66.5
Classification % :		Light Vehicles up to 5.5m	97.3%	98.1%	97.3%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.568595, 148.324061



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001
SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801
ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

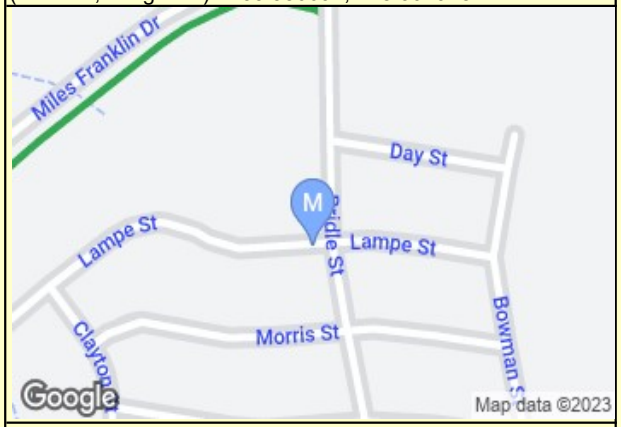
AUTOMATIC COUNT SUMMARY

Street Name :	Lampe St	**Location :**	West of Bridle St
Suburb :	Talbingo	**Start Date :**	00:00 Sat 24/June/2023
Machine ID:	ME5662JV/P	**Finish Date :**	00:00 Sat 01/July/2023
Site ID:	2577	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information			Direction of Travel		
	Lat	35° 34' 50.50 South			
	Long	148° 18' 10.50 East	**Both directions**	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	118	56	62
(Vehicles/Day)		7 Day Average	110	54	56
Weekday	**AM**	10:00	13	6	7
Peak hour start	**PM**	12:00	13	7	6
Speeds :		85th Percentile	39.8	39.4	40.3
(Km/Hr)		Average	36.5	36.1	36.7
Classification % :		Light Vehicles up to 5.5m	91.2%	92.6%	92.9%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.580694, 148.302918



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001 — SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801 — ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

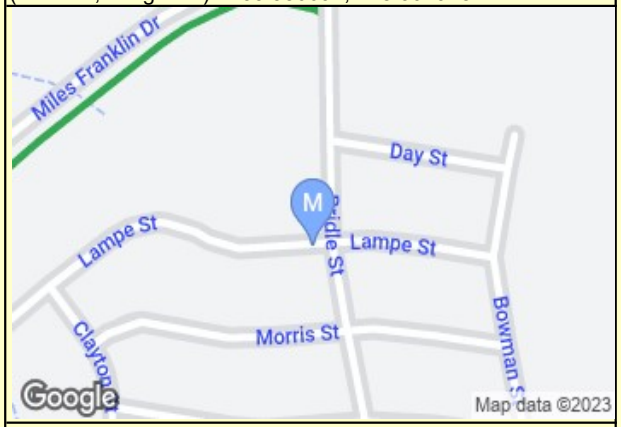
AUTOMATIC COUNT SUMMARY

Street Name :	Lampe St	**Location :**	West of Bridle St
Suburb :	Talbingo	**Start Date :**	00:00 Sat 01/July/2023
Machine ID:	CX82BZZ2/P	**Finish Date :**	00:00 Sat 08/July/2023
Site ID:	2577	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

			Direction of Travel		
GPS information	Lat	35° 34' 50.50 South	**Both directions**	**Westbound**	**Eastbound**
	Long	148° 18' 10.50 East			
Traffic Volume :		Weekdays Average	135	67	68
(Vehicles/Day)		7 Day Average	131	66	65
Weekday	**AM**	10:00	14	6	8
Peak hour start	**PM**	16:00	13	6	6
Speeds :		85th Percentile	40.8	40.2	41.2
(Km/Hr)		Average	37.4	36.8	37.8
Classification % :		Light Vehicles up to 5.5m	92.5%	92.5%	92.4%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.580694, 148.302918



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001 — SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801 — ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Miles Franklin Dr	**Location :**	West of Whitty St
Suburb :	Talbingo	**Start Date :**	00:00 Sat 24/June/2023
Machine ID:	P661VHC9/P	**Finish Date :**	00:00 Sat 01/July/2023
Site ID:	2578	**Speed Zone :**	60 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

			Direction of Travel		
GPS information	Lat	35° 35' 2.80 South	**Both directions**	**Westbound**	**Eastbound**
	Long	148° 17' 28.66 East			
Traffic Volume :		Weekdays Average	140	70	70
(Vehicles/Day)		7 Day Average	119	60	59
Weekday	**AM**	06:00	15	14	0
Peak hour start	**PM**	12:00	16	7	9
Speeds :		85th Percentile	69.0	67.8	71.4
(Km/Hr)		Average	63.7	62.8	65.4
Classification % :		Light Vehicles up to 5.5m	87.5%	88.1%	88.3%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.584110, 148.291295

Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY SYSTEM CERTIFICATION DNV·GL ISO 9001 | SAFETY SYSTEM CERTIFICATION DNV·GL AS/NZS 4801 | ENVIRONMENTAL SYSTEM CERTIFICATION DNV·GL ISO 14001

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

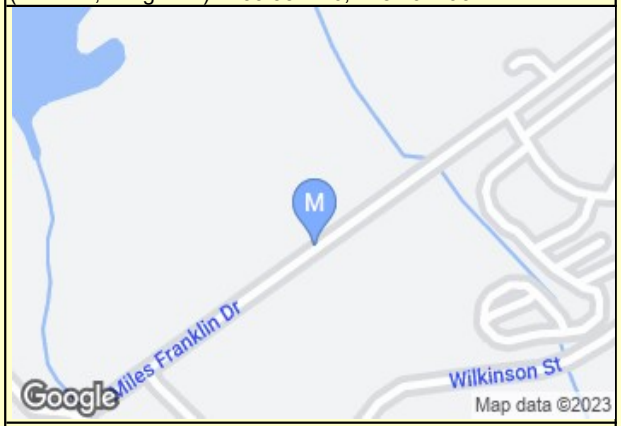
AUTOMATIC COUNT SUMMARY

Street Name :	Miles Franklin Dr	**Location :**	West of Whitty St
Suburb :	Talbingo	**Start Date :**	00:00 Sat 01/July/2023
Machine ID:	SC99VRNZ/P	**Finish Date :**	00:00 Sat 08/July/2023
Site ID:	2578	**Speed Zone :**	60 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information			Direction of Travel		
Lat	35° 35' 2.80 South		**Both directions**	**Westbound**	**Eastbound**
Long	148° 17' 28.66 East				
Traffic Volume :		Weekdays Average	171	85	86
(Vehicles/Day)		7 Day Average	152	75	77
Weekday	**AM**	06:00	20	19	1
Peak hour start	**PM**	15:00	25	4	20
Speeds :		85th Percentile	67.2	64.9	73.4
(Km/Hr)		Average	61.4	59.7	65.8
Classification % :		Light Vehicles up to 5.5m	89.5%	90.7%	89.6%

Location

GPS Information	Load Google Map (internet required)
(Latitude, Longitude)	-35.584110, 148.291295



Speed Data	Speed Graph	Speed Bin
Volume Data	Volume Graph	Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

ANNEXURE C: SIDRA RESULTS
(52 SHEETS)

MOVEMENT SUMMARY

Site: 01 [EX AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.06	0.52	0.06	58.0
2	T1	All MCs	7	0.0	7	0.0	0.004	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			9	0.0	9	0.0	0.004	1.2	LOS A	0.0	0.0	0.02	0.13	0.02	66.8
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.1	0.09	0.49	0.09	49.2
5	T1	All MCs	1	0.0	1	0.0	0.002	3.5	LOS A	0.0	0.1	0.09	0.49	0.09	54.0
6	R2	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.1	0.09	0.49	0.09	56.7
Approach			3	0.0	3	0.0	0.002	4.3	LOS A	0.0	0.1	0.09	0.49	0.09	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.019	7.8	LOS A	0.1	0.6	0.04	0.55	0.04	72.3
8	T1	All MCs	16	0.0	16	0.0	0.019	3.8	LOS A	0.1	0.6	0.04	0.55	0.04	67.6
9	R2	All MCs	14	30.8	14	30.8	0.019	8.3	LOS A	0.1	0.6	0.04	0.55	0.04	57.9
Approach			31	13.8	31	13.8	0.019	6.0	NA	0.1	0.6	0.04	0.55	0.04	63.0
West: Miles Franklin Drive (W)															
10	L2	All MCs	19	5.6	19	5.6	0.026	7.1	LOS A	0.1	0.7	0.05	0.61	0.05	66.6
11	T1	All MCs	1	0.0	1	0.0	0.026	6.1	LOS A	0.1	0.7	0.05	0.61	0.05	54.1
12	R2	All MCs	15	0.0	15	0.0	0.026	6.9	LOS A	0.1	0.7	0.05	0.61	0.05	58.0
Approach			35	3.0	35	3.0	0.026	7.0	LOS A	0.1	0.7	0.05	0.61	0.05	62.2
All Vehicles			78	6.8	78	6.8	0.026	5.8	NA	0.1	0.7	0.05	0.52	0.05	62.6

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

MOVEMENT SUMMARY

Site: 01 [EX PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	8	0.0	8	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.52	0.07	57.9
2	T1	All MCs	32	26.7	32	26.7	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.02	0.00	52.7
Approach			41	20.5	41	20.5	0.020	1.3	LOS A	0.0	0.1	0.02	0.12	0.02	64.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.08	0.49	0.08	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.08	0.49	0.08	54.0
6	R2	All MCs	1	0.0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.08	0.49	0.08	56.7
Approach			3	0.0	3	0.0	0.003	4.4	LOS A	0.0	0.1	0.08	0.49	0.08	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.017	7.8	LOS A	0.1	0.5	0.11	0.57	0.11	70.7
8	T1	All MCs	9	0.0	9	0.0	0.017	3.8	LOS A	0.1	0.5	0.11	0.57	0.11	66.1
9	R2	All MCs	19	5.6	19	5.6	0.017	7.7	LOS A	0.1	0.5	0.11	0.57	0.11	57.4
Approach			29	3.6	29	3.6	0.017	6.5	NA	0.1	0.5	0.11	0.57	0.11	60.4
West: Miles Franklin Drive (W)															
10	L2	All MCs	17	6.3	17	6.3	0.013	7.2	LOS A	0.0	0.4	0.11	0.59	0.11	66.1
11	T1	All MCs	1	0.0	1	0.0	0.013	6.3	LOS A	0.0	0.4	0.11	0.59	0.11	53.9
12	R2	All MCs	1	0.0	1	0.0	0.013	7.1	LOS A	0.0	0.4	0.11	0.59	0.11	57.7
Approach			19	5.6	19	5.6	0.013	7.1	LOS A	0.0	0.4	0.11	0.59	0.11	64.8
All Vehicles			93	11.4	93	11.4	0.020	4.2	NA	0.1	0.5	0.07	0.37	0.07	62.6

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

MOVEMENT SUMMARY

Site: 01 [EX WE AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.06	0.52	0.06	58.0
2	T1	All MCs	7	0.0	7	0.0	0.004	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			9	0.0	9	0.0	0.004	1.2	LOS A	0.0	0.0	0.02	0.13	0.02	66.8
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.1	0.09	0.49	0.09	49.2
5	T1	All MCs	1	0.0	1	0.0	0.002	3.5	LOS A	0.0	0.1	0.09	0.49	0.09	54.0
6	R2	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.1	0.09	0.49	0.09	56.7
Approach			3	0.0	3	0.0	0.002	4.3	LOS A	0.0	0.1	0.09	0.49	0.09	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.019	7.8	LOS A	0.1	0.6	0.04	0.55	0.04	72.3
8	T1	All MCs	16	0.0	16	0.0	0.019	3.8	LOS A	0.1	0.6	0.04	0.55	0.04	67.6
9	R2	All MCs	14	30.8	14	30.8	0.019	8.3	LOS A	0.1	0.6	0.04	0.55	0.04	57.9
Approach			31	13.8	31	13.8	0.019	6.0	NA	0.1	0.6	0.04	0.55	0.04	63.0
West: Miles Franklin Drive (W)															
10	L2	All MCs	19	5.6	19	5.6	0.026	7.1	LOS A	0.1	0.7	0.05	0.61	0.05	66.6
11	T1	All MCs	1	0.0	1	0.0	0.026	6.1	LOS A	0.1	0.7	0.05	0.61	0.05	54.1
12	R2	All MCs	15	0.0	15	0.0	0.026	6.9	LOS A	0.1	0.7	0.05	0.61	0.05	58.0
Approach			35	3.0	35	3.0	0.026	7.0	LOS A	0.1	0.7	0.05	0.61	0.05	62.2
All Vehicles			78	6.8	78	6.8	0.026	5.8	NA	0.1	0.7	0.05	0.52	0.05	62.6

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

MOVEMENT SUMMARY

Site: 01 [EX WE PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	8	0.0	8	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.52	0.07	57.9
2	T1	All MCs	32	26.7	32	26.7	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.02	0.00	52.7
Approach			41	20.5	41	20.5	0.020	1.3	LOS A	0.0	0.1	0.02	0.12	0.02	64.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.08	0.49	0.08	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.08	0.49	0.08	54.0
6	R2	All MCs	1	0.0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.08	0.49	0.08	56.7
Approach			3	0.0	3	0.0	0.003	4.4	LOS A	0.0	0.1	0.08	0.49	0.08	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.017	7.8	LOS A	0.1	0.5	0.11	0.57	0.11	70.7
8	T1	All MCs	9	0.0	9	0.0	0.017	3.8	LOS A	0.1	0.5	0.11	0.57	0.11	66.1
9	R2	All MCs	19	5.6	19	5.6	0.017	7.7	LOS A	0.1	0.5	0.11	0.57	0.11	57.4
Approach			29	3.6	29	3.6	0.017	6.5	NA	0.1	0.5	0.11	0.57	0.11	60.4
West: Miles Franklin Drive (W)															
10	L2	All MCs	17	6.3	17	6.3	0.013	7.2	LOS A	0.0	0.4	0.11	0.59	0.11	66.1
11	T1	All MCs	1	0.0	1	0.0	0.013	6.3	LOS A	0.0	0.4	0.11	0.59	0.11	53.9
12	R2	All MCs	1	0.0	1	0.0	0.013	7.1	LOS A	0.0	0.4	0.11	0.59	0.11	57.7
Approach			19	5.6	19	5.6	0.013	7.1	LOS A	0.0	0.4	0.11	0.59	0.11	64.8
All Vehicles			93	11.4	93	11.4	0.020	4.2	NA	0.1	0.5	0.07	0.37	0.07	62.6

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

MOVEMENT SUMMARY

Site: 02 [EX AM Miles Franklin Dr / Bridle St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Bridle Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Bridle Street (S)															
1	L2	All MCs	3	0.0	3	0.0	0.020	4.6	LOS A	0.1	0.4	0.07	0.53	0.07	49.0
3	R2	All MCs	22	0.0	22	0.0	0.020	4.7	LOS A	0.1	0.4	0.07	0.53	0.07	48.8
Approach			25	0.0	25	0.0	0.020	4.6	LOS A	0.1	0.4	0.07	0.53	0.07	48.8
East: Miles Franklin Drive (E)															
4	L2	All MCs	5	0.0	5	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.25	0.00	55.3
5	T1	All MCs	7	14.3	7	14.3	0.007	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	57.6
Approach			13	8.3	13	8.3	0.007	2.3	NA	0.0	0.0	0.00	0.25	0.00	56.6
West: Miles Franklin Drive (W)															
11	T1	All MCs	18	29.4	18	29.4	0.011	0.0	LOS A	0.0	0.0	0.01	0.03	0.01	59.6
12	R2	All MCs	1	0.0	1	0.0	0.011	5.5	LOS A	0.0	0.0	0.01	0.03	0.01	52.5
Approach			19	27.8	19	27.8	0.011	0.3	NA	0.0	0.0	0.01	0.03	0.01	59.1
All Vehicles			57	11.1	57	11.1	0.020	2.7	NA	0.1	0.4	0.03	0.30	0.03	53.6

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 02 [EX PM Miles Franklin Dr / Bridle St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Bridle Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Bridle Street (S)															
1	L2	All MCs	5	20.0	5	20.0	0.011	4.8	LOS A	0.0	0.3	0.07	0.52	0.07	48.3
3	R2	All MCs	9	0.0	9	0.0	0.011	4.7	LOS A	0.0	0.3	0.07	0.52	0.07	48.8
Approach			15	7.1	15	7.1	0.011	4.7	LOS A	0.0	0.3	0.07	0.52	0.07	48.6
East: Miles Franklin Drive (E)															
4	L2	All MCs	18	5.9	18	5.9	0.016	5.6	LOS A	0.0	0.0	0.00	0.36	0.00	54.3
5	T1	All MCs	12	9.1	12	9.1	0.016	0.0	LOS A	0.0	0.0	0.00	0.36	0.00	56.8
Approach			29	7.1	29	7.1	0.016	3.4	NA	0.0	0.0	0.00	0.36	0.00	55.3
West: Miles Franklin Drive (W)															
11	T1	All MCs	13	16.7	13	16.7	0.010	0.0	LOS A	0.0	0.2	0.05	0.12	0.05	58.9
12	R2	All MCs	3	33.3	3	33.3	0.010	6.0	LOS A	0.0	0.2	0.05	0.12	0.05	51.3
Approach			16	20.0	16	20.0	0.010	1.2	NA	0.0	0.2	0.05	0.12	0.05	57.2
All Vehicles			60	10.5	60	10.5	0.016	3.1	NA	0.0	0.3	0.03	0.34	0.03	53.9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 03 [EX AM Miles Franklin Dr / Lampe St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Lampe Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lampe Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.014	4.6	LOS A	0.0	0.4	0.05	0.54	0.05	49.1
3	R2	All MCs	14	46.2	14	46.2	0.014	5.0	LOS A	0.0	0.4	0.05	0.54	0.05	47.1
Approach			15	42.9	15	42.9	0.014	5.0	LOS A	0.0	0.4	0.05	0.54	0.05	47.2
East: Miles Franklin Drive (E)															
4	L2	All MCs	7	14.3	7	14.3	0.006	5.7	LOS A	0.0	0.0	0.00	0.45	0.00	52.9
5	T1	All MCs	2	50.0	2	50.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.45	0.00	55.7
Approach			9	22.2	9	22.2	0.006	4.4	NA	0.0	0.0	0.00	0.45	0.00	53.5
West: Miles Franklin Drive (W)															
11	T1	All MCs	4	0.0	4	0.0	0.003	0.0	LOS A	0.0	0.1	0.03	0.20	0.03	58.1
12	R2	All MCs	2	0.0	2	0.0	0.003	5.5	LOS A	0.0	0.1	0.03	0.20	0.03	51.4
Approach			6	0.0	6	0.0	0.003	1.8	NA	0.0	0.1	0.03	0.20	0.03	55.7
All Vehicles			31	27.6	31	27.6	0.014	4.2	NA	0.0	0.4	0.03	0.44	0.03	50.7

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 03 [EX PM Miles Franklin Dr / Lampe St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Lampe Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lampe Street (S)															
1	L2	All MCs	5	0.0	5	0.0	0.008	4.6	LOS A	0.0	0.2	0.05	0.52	0.05	49.1
3	R2	All MCs	6	0.0	6	0.0	0.008	4.6	LOS A	0.0	0.2	0.05	0.52	0.05	48.8
Approach			12	0.0	12	0.0	0.008	4.6	LOS A	0.0	0.2	0.05	0.52	0.05	48.9
East: Miles Franklin Drive (E)															
4	L2	All MCs	6	0.0	6	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.30	0.00	54.9
5	T1	All MCs	6	16.7	6	16.7	0.007	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	57.2
Approach			13	8.3	13	8.3	0.007	2.8	NA	0.0	0.0	0.00	0.30	0.00	56.0
West: Miles Franklin Drive (W)															
11	T1	All MCs	11	20.0	11	20.0	0.008	0.0	LOS A	0.0	0.2	0.03	0.17	0.03	58.1
12	R2	All MCs	4	0.0	4	0.0	0.008	5.5	LOS A	0.0	0.2	0.03	0.17	0.03	51.4
Approach			15	14.3	15	14.3	0.008	1.6	NA	0.0	0.2	0.03	0.17	0.03	56.0
All Vehicles			39	8.1	39	8.1	0.008	2.9	NA	0.0	0.2	0.03	0.32	0.03	53.7

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 04 [EX AM Miles Franklin Dr / Whitty St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Whitty Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Whitty Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.1	0.05	0.53	0.05	49.1
3	R2	All MCs	2	0.0	2	0.0	0.002	4.6	LOS A	0.0	0.1	0.05	0.53	0.05	48.8
Approach			3	0.0	3	0.0	0.002	4.6	LOS A	0.0	0.1	0.05	0.53	0.05	48.9
East: Miles Franklin Drive (E)															
4	L2	All MCs	2	50.0	2	50.0	0.006	6.1	LOS A	0.0	0.0	0.00	0.12	0.00	54.6
5	T1	All MCs	8	0.0	8	0.0	0.006	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	59.4
Approach			11	10.0	11	10.0	0.006	1.2	NA	0.0	0.0	0.00	0.12	0.00	58.4
West: Miles Franklin Drive (W)															
11	T1	All MCs	5	0.0	5	0.0	0.003	0.0	LOS A	0.0	0.0	0.02	0.10	0.02	59.0
12	R2	All MCs	1	0.0	1	0.0	0.003	5.5	LOS A	0.0	0.0	0.02	0.10	0.02	52.1
Approach			6	0.0	6	0.0	0.003	0.9	NA	0.0	0.0	0.02	0.10	0.02	57.8
All Vehicles			20	5.3	20	5.3	0.006	1.7	NA	0.0	0.1	0.01	0.18	0.01	56.5

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 04 [EX PM Miles Franklin Dr / Whitty St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Whitty Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Whitty Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.07	0.53	0.07	49.0
3	R2	All MCs	3	33.3	3	33.3	0.004	5.0	LOS A	0.0	0.1	0.07	0.53	0.07	47.5
Approach			4	25.0	4	25.0	0.004	4.9	LOS A	0.0	0.1	0.07	0.53	0.07	47.9
East: Miles Franklin Drive (E)															
4	L2	All MCs	3	0.0	3	0.0	0.006	5.5	LOS A	0.0	0.0	0.00	0.16	0.00	56.0
5	T1	All MCs	8	12.5	8	12.5	0.006	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.4
Approach			12	9.1	12	9.1	0.006	1.5	NA	0.0	0.0	0.00	0.16	0.00	57.7
West: Miles Franklin Drive (W)															
11	T1	All MCs	12	9.1	12	9.1	0.009	0.0	LOS A	0.0	0.2	0.03	0.16	0.03	58.4
12	R2	All MCs	4	0.0	4	0.0	0.009	5.5	LOS A	0.0	0.2	0.03	0.16	0.03	51.6
Approach			16	6.7	16	6.7	0.009	1.5	NA	0.0	0.2	0.03	0.16	0.03	56.4
All Vehicles			32	10.0	32	10.0	0.009	1.9	NA	0.0	0.2	0.02	0.21	0.02	55.6

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 05 [EX AM Whitty St / Thomas St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Whitty Street / Thomas Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Thomas Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.1	0.02	0.52	0.02	45.7
3	R2	All MCs	1	100.0	1	100.0	0.002	5.5	LOS A	0.0	0.1	0.02	0.52	0.02	44.1
Approach			2	50.0	2	50.0	0.002	5.0	LOS A	0.0	0.1	0.02	0.52	0.02	44.9
East: Whitty Street (E)															
4	L2	All MCs	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.27	0.00	47.3
5	T1	All MCs	1	0.0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	48.5
Approach			2	0.0	2	0.0	0.001	2.3	NA	0.0	0.0	0.00	0.27	0.00	47.9
West: Whitty Street (W)															
11	T1	All MCs	1	0.0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.02	0.37	0.02	48.4
12	R2	All MCs	2	50.0	2	50.0	0.002	5.0	LOS A	0.0	0.1	0.02	0.37	0.02	46.2
Approach			3	33.3	3	33.3	0.002	3.4	NA	0.0	0.1	0.02	0.37	0.02	46.9
All Vehicles			7	28.6	7	28.6	0.002	3.5	NA	0.0	0.1	0.01	0.38	0.01	46.6

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

MOVEMENT SUMMARY

Site: 05 [EX PM Whitty St / Thomas St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Whitty Street / Thomas Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Thomas Street (S)															
1	L2	All MCs	2	0.0	2	0.0	0.003	4.6	LOS A	0.0	0.1	0.03	0.52	0.03	45.7
3	R2	All MCs	1	100.0	1	100.0	0.003	5.5	LOS A	0.0	0.1	0.03	0.52	0.03	44.2
Approach			3	33.3	3	33.3	0.003	4.9	LOS A	0.0	0.1	0.03	0.52	0.03	45.2
East: Whitty Street (E)															
4	L2	All MCs	2	0.0	2	0.0	0.003	4.6	LOS A	0.0	0.0	0.00	0.22	0.00	47.3
5	T1	All MCs	3	33.3	3	33.3	0.003	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	48.5
Approach			5	20.0	5	20.0	0.003	1.8	NA	0.0	0.0	0.00	0.22	0.00	48.0
West: Whitty Street (W)															
11	T1	All MCs	4	0.0	4	0.0	0.003	0.0	LOS A	0.0	0.1	0.02	0.19	0.02	48.9
12	R2	All MCs	2	0.0	2	0.0	0.003	4.6	LOS A	0.0	0.1	0.02	0.19	0.02	47.5
Approach			6	0.0	6	0.0	0.003	1.5	NA	0.0	0.1	0.02	0.19	0.02	48.4
All Vehicles			15	14.3	15	14.3	0.003	2.4	NA	0.0	0.1	0.02	0.27	0.02	47.6

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

MOVEMENT SUMMARY

Site: 06 [EX AM Ryan St / Whitty St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Ryan Street / Whitty Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	47.8
2	T1	All MCs	2	0.0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	49.0
Approach			3	0.0	3	0.0	0.002	1.5	NA	0.0	0.0	0.00	0.18	0.00	48.6
North: Ryan Street (N)															
8	T1	All MCs	4	25.0	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.01	0.11	0.01	49.2
9	R2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.01	0.11	0.01	47.8
Approach			5	20.0	5	20.0	0.003	0.9	NA	0.0	0.0	0.01	0.11	0.01	48.9
West: Whitty Street (W)															
10	L2	All MCs	2	0.0	2	0.0	0.002	4.6	LOS A	0.0	0.1	0.02	0.53	0.02	45.9
12	R2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.1	0.02	0.53	0.02	45.7
Approach			3	0.0	3	0.0	0.002	4.6	LOS A	0.0	0.1	0.02	0.53	0.02	45.8
All Vehicles			12	9.1	12	9.1	0.003	2.1	NA	0.0	0.1	0.01	0.24	0.01	47.9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 06 [EX PM Ryan St / Whitty St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Ryan Street / Whitty Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	4	25.0	4	25.0	0.005	4.8	LOS A	0.0	0.0	0.00	0.27	0.00	47.1
2	T1	All MCs	4	0.0	4	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	48.7
Approach			8	12.5	8	12.5	0.005	2.4	NA	0.0	0.0	0.00	0.27	0.00	47.9
North: Ryan Street (N)															
8	T1	All MCs	7	0.0	7	0.0	0.004	0.0	LOS A	0.0	0.0	0.01	0.07	0.01	49.6
9	R2	All MCs	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.0	0.01	0.07	0.01	48.1
Approach			8	0.0	8	0.0	0.004	0.6	NA	0.0	0.0	0.01	0.07	0.01	49.4
West: Whitty Street (W)															
10	L2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.1	0.04	0.53	0.04	45.9
12	R2	All MCs	2	0.0	2	0.0	0.002	4.6	LOS A	0.0	0.1	0.04	0.53	0.04	45.7
Approach			3	0.0	3	0.0	0.002	4.6	LOS A	0.0	0.1	0.04	0.53	0.04	45.7
All Vehicles			20	5.3	20	5.3	0.005	2.0	NA	0.0	0.1	0.01	0.23	0.01	48.2

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 07 [EX AM Lampe St / Ryan St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Lampe Street / Ryan Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	2	50.0	2	50.0	0.004	5.0	LOS A	0.0	0.1	0.05	0.52	0.05	45.1
3	R2	All MCs	2	50.0	2	50.0	0.004	5.1	LOS A	0.0	0.1	0.05	0.52	0.05	44.9
Approach			4	50.0	4	50.0	0.004	5.0	LOS A	0.0	0.1	0.05	0.52	0.05	45.0
East: Lampe Street (E)															
4	L2	All MCs	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	48.4
5	T1	All MCs	7	0.0	7	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.6
Approach			8	0.0	8	0.0	0.004	0.6	NA	0.0	0.0	0.00	0.07	0.00	49.5
West: Lampe Street (W)															
11	T1	All MCs	3	0.0	3	0.0	0.004	0.0	LOS A	0.0	0.2	0.05	0.31	0.05	48.4
12	R2	All MCs	4	25.0	4	25.0	0.004	4.8	LOS A	0.0	0.2	0.05	0.31	0.05	46.6
Approach			7	14.3	7	14.3	0.004	2.8	NA	0.0	0.2	0.05	0.31	0.05	47.3
All Vehicles			20	15.8	20	15.8	0.004	2.3	NA	0.0	0.2	0.03	0.25	0.03	47.7

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 07 [EX PM Lampe St / Ryan St (Site Folder: Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Lampe Street / Ryan Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	4	0.0	4	0.0	0.003	4.6	LOS A	0.0	0.1	0.05	0.51	0.05	45.9
3	R2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.05	0.51	0.05	45.7
Approach			5	0.0	5	0.0	0.003	4.6	LOS A	0.0	0.1	0.05	0.51	0.05	45.8
East: Lampe Street (E)															
4	L2	All MCs	1	0.0	1	0.0	0.005	4.6	LOS A	0.0	0.0	0.00	0.05	0.00	48.5
5	T1	All MCs	9	0.0	9	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.7
Approach			11	0.0	11	0.0	0.005	0.5	NA	0.0	0.0	0.00	0.05	0.00	49.6
West: Lampe Street (W)															
11	T1	All MCs	13	0.0	13	0.0	0.010	0.0	LOS A	0.0	0.2	0.03	0.19	0.03	48.9
12	R2	All MCs	6	0.0	6	0.0	0.010	4.6	LOS A	0.0	0.2	0.03	0.19	0.03	47.5
Approach			19	0.0	19	0.0	0.010	1.5	NA	0.0	0.2	0.03	0.19	0.03	48.4
All Vehicles			35	0.0	35	0.0	0.010	1.7	NA	0.0	0.2	0.03	0.20	0.03	48.3

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 01 [FU AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	6	0.0	6	0.0	0.004	5.7	LOS A	0.0	0.1	0.10	0.51	0.10	53.8
2	T1	All MCs	7	0.0	7	0.0	0.004	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			15	0.0	15	0.0	0.004	2.8	LOS A	0.0	0.1	0.06	0.26	0.06	61.1
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.48	0.10	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.10	0.48	0.10	53.9
6	R2	All MCs	1	0.0	1	0.0	0.003	5.0	LOS A	0.0	0.1	0.10	0.48	0.10	56.7
Approach			3	0.0	3	0.0	0.003	4.4	LOS A	0.0	0.1	0.10	0.48	0.10	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.030	7.8	LOS A	0.1	1.0	0.04	0.57	0.04	66.9
8	T1	All MCs	16	0.0	16	0.0	0.030	3.8	LOS A	0.1	1.0	0.04	0.57	0.04	62.8
9	R2	All MCs	35	12.1	35	12.1	0.030	6.6	LOS A	0.1	1.0	0.04	0.57	0.04	57.6
Approach			52	8.2	52	8.2	0.030	5.8	NA	0.1	1.0	0.04	0.57	0.04	59.3
West: Miles Franklin Drive (W)															
10	L2	All MCs	53	2.0	53	2.0	0.176	6.2	LOS A	0.7	4.9	0.09	0.57	0.09	57.0
11	T1	All MCs	1	0.0	1	0.0	0.176	6.3	LOS A	0.7	4.9	0.09	0.57	0.09	50.2
12	R2	All MCs	151	0.0	151	0.0	0.176	6.0	LOS A	0.7	4.9	0.09	0.57	0.09	53.5
Approach			204	0.5	204	0.5	0.176	6.1	LOS A	0.7	4.9	0.09	0.57	0.09	54.4
All Vehicles			274	1.9	274	1.9	0.176	5.8	NA	0.7	4.9	0.08	0.55	0.08	55.6

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

MOVEMENT SUMMARY

Site: 01 [FU PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	149	0.0	149	0.0	0.096	5.8	LOS A	0.4	2.8	0.14	0.52	0.14	53.1
2	T1	All MCs	32	26.7	32	26.7	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.02	0.00	52.7
Approach			182	4.6	182	4.6	0.096	4.8	LOS A	0.4	2.8	0.12	0.43	0.12	55.0
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.08	0.49	0.08	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.7	LOS A	0.0	0.1	0.08	0.49	0.08	54.0
6	R2	All MCs	1	0.0	1	0.0	0.003	5.2	LOS A	0.0	0.1	0.08	0.49	0.08	56.7
Approach			3	0.0	3	0.0	0.003	4.5	LOS A	0.0	0.1	0.08	0.49	0.08	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.037	7.8	LOS A	0.2	1.2	0.11	0.58	0.11	64.2
8	T1	All MCs	9	0.0	9	0.0	0.037	3.8	LOS A	0.2	1.2	0.11	0.58	0.11	60.4
9	R2	All MCs	55	1.9	55	1.9	0.037	6.5	LOS A	0.2	1.2	0.11	0.58	0.11	56.1
Approach			65	1.6	65	1.6	0.037	6.1	NA	0.2	1.2	0.11	0.58	0.11	56.8
West: Miles Franklin Drive (W)															
10	L2	All MCs	39	2.7	39	2.7	0.032	6.4	LOS A	0.1	0.9	0.11	0.57	0.11	58.9
11	T1	All MCs	1	0.0	1	0.0	0.032	6.7	LOS A	0.1	0.9	0.11	0.57	0.11	51.3
12	R2	All MCs	6	0.0	6	0.0	0.032	6.6	LOS A	0.1	0.9	0.11	0.57	0.11	54.8
Approach			46	2.3	46	2.3	0.032	6.4	LOS A	0.1	0.9	0.11	0.57	0.11	58.1
All Vehicles			297	3.5	297	3.5	0.096	5.3	NA	0.4	2.8	0.11	0.48	0.11	55.8

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

MOVEMENT SUMMARY

Site: 01 [FU WE AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
Weekend AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	6	0.0	6	0.0	0.004	5.7	LOS A	0.0	0.1	0.10	0.51	0.10	53.8
2	T1	All MCs	7	0.0	7	0.0	0.004	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.004	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			15	0.0	15	0.0	0.004	2.8	LOS A	0.0	0.1	0.06	0.26	0.06	61.1
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.48	0.10	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.10	0.48	0.10	53.9
6	R2	All MCs	1	0.0	1	0.0	0.003	5.0	LOS A	0.0	0.1	0.10	0.48	0.10	56.7
Approach			3	0.0	3	0.0	0.003	4.4	LOS A	0.0	0.1	0.10	0.48	0.10	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.030	7.8	LOS A	0.1	1.0	0.04	0.57	0.04	66.9
8	T1	All MCs	16	0.0	16	0.0	0.030	3.8	LOS A	0.1	1.0	0.04	0.57	0.04	62.8
9	R2	All MCs	35	12.1	35	12.1	0.030	6.6	LOS A	0.1	1.0	0.04	0.57	0.04	57.6
Approach			52	8.2	52	8.2	0.030	5.8	NA	0.1	1.0	0.04	0.57	0.04	59.3
West: Miles Franklin Drive (W)															
10	L2	All MCs	53	2.0	53	2.0	0.176	6.2	LOS A	0.7	4.9	0.09	0.57	0.09	57.0
11	T1	All MCs	1	0.0	1	0.0	0.176	6.3	LOS A	0.7	4.9	0.09	0.57	0.09	50.2
12	R2	All MCs	151	0.0	151	0.0	0.176	6.0	LOS A	0.7	4.9	0.09	0.57	0.09	53.5
Approach			204	0.5	204	0.5	0.176	6.1	LOS A	0.7	4.9	0.09	0.57	0.09	54.4
All Vehicles			274	1.9	274	1.9	0.176	5.8	NA	0.7	4.9	0.08	0.55	0.08	55.6

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

MOVEMENT SUMMARY

Site: 01 [FU WE PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	44	0.0	44	0.0	0.031	6.1	LOS A	0.1	0.9	0.25	0.53	0.25	53.5
2	T1	All MCs	32	26.7	32	26.7	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.02	0.00	52.7
Approach			77	11.0	77	11.0	0.031	3.6	LOS A	0.1	0.9	0.14	0.31	0.14	58.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.48	0.10	49.0
5	T1	All MCs	1	0.0	1	0.0	0.003	4.1	LOS A	0.0	0.1	0.10	0.48	0.10	53.7
6	R2	All MCs	1	0.0	1	0.0	0.003	5.7	LOS A	0.0	0.1	0.10	0.48	0.10	56.5
Approach			3	0.0	3	0.0	0.003	4.8	LOS A	0.0	0.1	0.10	0.48	0.10	52.9
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.098	7.8	LOS A	0.5	3.3	0.12	0.57	0.12	60.3
8	T1	All MCs	9	0.0	9	0.0	0.098	3.8	LOS A	0.5	3.3	0.12	0.57	0.12	57.0
9	R2	All MCs	160	0.7	160	0.7	0.098	5.9	LOS A	0.5	3.3	0.12	0.57	0.12	54.0
Approach			171	0.6	171	0.6	0.098	5.8	NA	0.5	3.3	0.12	0.57	0.12	54.2
West: Miles Franklin Drive (W)															
10	L2	All MCs	39	2.7	39	2.7	0.033	6.4	LOS A	0.1	0.9	0.12	0.57	0.12	58.9
11	T1	All MCs	1	0.0	1	0.0	0.033	6.9	LOS A	0.1	0.9	0.12	0.57	0.12	51.3
12	R2	All MCs	6	0.0	6	0.0	0.033	6.9	LOS A	0.1	0.9	0.12	0.57	0.12	54.8
Approach			46	2.3	46	2.3	0.033	6.5	LOS A	0.1	0.9	0.12	0.57	0.12	58.1
All Vehicles			297	3.5	297	3.5	0.098	5.3	NA	0.5	3.3	0.12	0.50	0.12	55.7

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

MOVEMENT SUMMARY

Site: 02 [FU AM Miles Franklin Dr / Bridle St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Bridle Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Bridle Street (S)															
1	L2	All MCs	3	0.0	3	0.0	0.068	4.8	LOS A	0.2	1.6	0.32	0.61	0.32	50.8
3	R2	All MCs	65	0.0	65	0.0	0.068	6.3	LOS A	0.2	1.6	0.32	0.61	0.32	50.5
Approach			68	0.0	68	0.0	0.068	6.3	LOS A	0.2	1.6	0.32	0.61	0.32	50.6
East: Miles Franklin Drive (E)															
4	L2	All MCs	17	0.0	17	0.0	0.057	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.7
5	T1	All MCs	93	1.1	93	1.1	0.057	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.1
Approach			109	1.0	109	1.0	0.057	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
West: Miles Franklin Drive (W)															
11	T1	All MCs	197	2.7	197	2.7	0.103	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	All MCs	1	0.0	1	0.0	0.103	5.5	LOS A	0.0	0.1	0.00	0.00	0.00	52.8
Approach			198	2.7	198	2.7	0.103	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles			376	1.7	376	1.7	0.103	1.4	NA	0.2	1.6	0.06	0.14	0.06	57.6

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 02 [FU PM Miles Franklin Dr / Bridle St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Bridle Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Bridle Street (S)															
1	L2	All MCs	5	20.0	5	20.0	0.032	5.9	LOS A	0.1	0.7	0.41	0.64	0.41	49.0
3	R2	All MCs	22	0.0	22	0.0	0.032	7.1	LOS A	0.1	0.7	0.41	0.64	0.41	49.5
Approach			27	3.8	27	3.8	0.032	6.9	LOS A	0.1	0.7	0.41	0.64	0.41	49.4
East: Miles Franklin Drive (E)															
4	L2	All MCs	61	1.7	61	1.7	0.178	5.6	LOS A	0.0	0.0	0.00	0.11	0.00	56.5
5	T1	All MCs	281	0.4	281	0.4	0.178	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	59.0
Approach			342	0.6	342	0.6	0.178	1.0	NA	0.0	0.0	0.00	0.11	0.00	58.5
West: Miles Franklin Drive (W)															
11	T1	All MCs	168	1.3	168	1.3	0.091	0.0	LOS A	0.0	0.3	0.02	0.03	0.02	59.8
12	R2	All MCs	3	33.3	3	33.3	0.091	9.9	LOS A	0.0	0.3	0.02	0.03	0.02	52.0
Approach			172	1.8	172	1.8	0.091	0.2	NA	0.0	0.3	0.02	0.03	0.02	59.7
All Vehicles			541	1.2	541	1.2	0.178	1.1	NA	0.1	0.7	0.03	0.11	0.03	58.3

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

MOVEMENT SUMMARY

Site: 03 [FU AM Miles Franklin Dr / Lampe St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Lampe Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lampe Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.019	4.8	LOS A	0.1	0.6	0.35	0.58	0.35	48.1
3	R2	All MCs	14	46.2	14	46.2	0.019	6.8	LOS A	0.1	0.6	0.35	0.58	0.35	46.2
Approach			15	42.9	15	42.9	0.019	6.7	LOS A	0.1	0.6	0.35	0.58	0.35	46.3
East: Miles Franklin Drive (E)															
4	L2	All MCs	7	14.3	7	14.3	0.055	5.7	LOS A	0.0	0.0	0.00	0.04	0.00	56.5
5	T1	All MCs	98	1.1	98	1.1	0.055	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	59.6
Approach			105	2.0	105	2.0	0.055	0.4	NA	0.0	0.0	0.00	0.04	0.00	59.4
West: Miles Franklin Drive (W)															
11	T1	All MCs	201	0.0	201	0.0	0.104	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	All MCs	2	0.0	2	0.0	0.104	5.5	LOS A	0.0	0.1	0.01	0.01	0.01	52.8
Approach			203	0.0	203	0.0	0.104	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
All Vehicles			323	2.6	323	2.6	0.104	0.5	NA	0.1	0.6	0.02	0.04	0.02	58.9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 03 [FU PM Miles Franklin Dr / Lampe St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Lampe Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Lampe Street (S)															
1	L2	All MCs	5	0.0	5	0.0	0.012	5.6	LOS A	0.0	0.3	0.40	0.58	0.40	48.2
3	R2	All MCs	6	0.0	6	0.0	0.012	6.6	LOS A	0.0	0.3	0.40	0.58	0.40	47.9
Approach			12	0.0	12	0.0	0.012	6.1	LOS A	0.0	0.3	0.40	0.58	0.40	48.0
East: Miles Franklin Drive (E)															
4	L2	All MCs	6	0.0	6	0.0	0.167	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.3
5	T1	All MCs	319	0.3	319	0.3	0.167	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			325	0.3	325	0.3	0.167	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Miles Franklin Drive (W)															
11	T1	All MCs	168	1.3	168	1.3	0.090	0.0	LOS A	0.0	0.2	0.03	0.03	0.03	59.8
12	R2	All MCs	4	0.0	4	0.0	0.090	7.8	LOS A	0.0	0.2	0.03	0.03	0.03	52.7
Approach			173	1.2	173	1.2	0.090	0.2	NA	0.0	0.2	0.03	0.03	0.03	59.6
All Vehicles			509	0.6	509	0.6	0.167	0.3	NA	0.0	0.3	0.02	0.03	0.02	59.4

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 04 [FU AM Miles Franklin Dr / Whitty St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Whitty Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Whitty Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.003	4.8	LOS A	0.0	0.1	0.26	0.51	0.26	48.5
3	R2	All MCs	2	0.0	2	0.0	0.003	5.6	LOS A	0.0	0.1	0.26	0.51	0.26	48.3
Approach			3	0.0	3	0.0	0.003	5.4	LOS A	0.0	0.1	0.26	0.51	0.26	48.4
East: Miles Franklin Drive (E)															
4	L2	All MCs	2	50.0	2	50.0	0.055	6.1	LOS A	0.0	0.0	0.00	0.01	0.00	55.0
5	T1	All MCs	104	0.0	104	0.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach			106	1.0	106	1.0	0.055	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Miles Franklin Drive (W)															
11	T1	All MCs	202	0.0	202	0.0	0.104	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
12	R2	All MCs	1	0.0	1	0.0	0.104	5.5	LOS A	0.0	0.1	0.00	0.00	0.00	52.8
Approach			203	0.0	203	0.0	0.104	0.0	NA	0.0	0.1	0.00	0.00	0.00	59.9
All Vehicles			313	0.3	313	0.3	0.104	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.7

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 04 [FU PM Miles Franklin Dr / Whitty St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Whitty Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Whitty Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.006	5.5	LOS A	0.0	0.2	0.44	0.59	0.44	47.6
3	R2	All MCs	3	33.3	3	33.3	0.006	7.9	LOS A	0.0	0.2	0.44	0.59	0.44	46.2
Approach			4	25.0	4	25.0	0.006	7.3	LOS A	0.0	0.2	0.44	0.59	0.44	46.5
East: Miles Franklin Drive (E)															
4	L2	All MCs	3	0.0	3	0.0	0.167	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	57.4
5	T1	All MCs	321	0.3	321	0.3	0.167	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach			324	0.3	324	0.3	0.167	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
West: Miles Franklin Drive (W)															
11	T1	All MCs	169	0.6	169	0.6	0.091	0.0	LOS A	0.0	0.2	0.03	0.03	0.03	59.8
12	R2	All MCs	4	0.0	4	0.0	0.091	7.8	LOS A	0.0	0.2	0.03	0.03	0.03	52.7
Approach			174	0.6	174	0.6	0.091	0.2	NA	0.0	0.2	0.03	0.03	0.03	59.6
All Vehicles			502	0.6	502	0.6	0.167	0.2	NA	0.0	0.2	0.01	0.02	0.01	59.6

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 05 [FU AM Whitty St / Thomas St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Whitty Street / Thomas Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Thomas Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.036	4.6	LOS A	0.1	0.8	0.04	0.57	0.04	48.9
3	R2	All MCs	44	2.4	44	2.4	0.036	5.5	LOS A	0.1	0.8	0.04	0.57	0.04	52.4
Approach			45	2.3	45	2.3	0.036	5.5	LOS A	0.1	0.8	0.04	0.57	0.04	52.3
East: Whitty Street (E)															
4	L2	All MCs	13	0.0	13	0.0	0.007	5.4	LOS A	0.0	0.0	0.00	0.54	0.00	52.0
5	T1	All MCs	1	0.0	1	0.0	0.007	0.9	LOS A	0.0	0.0	0.00	0.54	0.00	53.8
Approach			14	0.0	14	0.0	0.007	5.0	NA	0.0	0.0	0.00	0.54	0.00	52.1
West: Whitty Street (W)															
11	T1	All MCs	1	0.0	1	0.0	0.002	0.0	LOS A	0.0	0.1	0.07	0.36	0.07	48.3
12	R2	All MCs	2	50.0	2	50.0	0.002	5.1	LOS A	0.0	0.1	0.07	0.36	0.07	46.1
Approach			3	33.3	3	33.3	0.002	3.4	NA	0.0	0.1	0.07	0.36	0.07	46.8
All Vehicles			62	3.4	62	3.4	0.036	5.3	NA	0.1	0.8	0.03	0.55	0.03	51.9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 05 [FU PM Whitty St / Thomas St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Whitty Street / Thomas Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Thomas Street (S)															
1	L2	All MCs	2	0.0	2	0.0	0.013	4.6	LOS A	0.0	0.3	0.06	0.55	0.06	48.4
3	R2	All MCs	14	7.7	14	7.7	0.013	5.6	LOS A	0.0	0.3	0.06	0.55	0.06	51.4
Approach			16	6.7	16	6.7	0.013	5.5	LOS A	0.0	0.3	0.06	0.55	0.06	51.0
East: Whitty Street (E)															
4	L2	All MCs	51	0.0	51	0.0	0.029	5.4	LOS A	0.0	0.0	0.00	0.55	0.00	52.3
5	T1	All MCs	3	33.3	3	33.3	0.029	1.1	LOS A	0.0	0.0	0.00	0.55	0.00	54.0
Approach			54	2.0	54	2.0	0.029	5.2	NA	0.0	0.0	0.00	0.55	0.00	52.4
West: Whitty Street (W)															
11	T1	All MCs	4	0.0	4	0.0	0.003	0.0	LOS A	0.0	0.1	0.09	0.19	0.09	48.7
12	R2	All MCs	2	0.0	2	0.0	0.003	4.8	LOS A	0.0	0.1	0.09	0.19	0.09	47.3
Approach			6	0.0	6	0.0	0.003	1.6	NA	0.0	0.1	0.09	0.19	0.09	48.3
All Vehicles			76	2.8	76	2.8	0.029	4.9	NA	0.0	0.3	0.02	0.52	0.02	51.7

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 06 [FU AM Ryan St / Whitty St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Ryan Street / Whitty Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	1	0.0	1	0.0	0.002	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	47.8
2	T1	All MCs	2	0.0	2	0.0	0.002	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	49.0
Approach			3	0.0	3	0.0	0.002	1.5	NA	0.0	0.0	0.00	0.18	0.00	48.6
North: Ryan Street (N)															
8	T1	All MCs	4	25.0	4	25.0	0.009	0.0	LOS A	0.0	0.3	0.02	0.44	0.02	50.1
9	R2	All MCs	13	0.0	13	0.0	0.009	5.4	LOS A	0.0	0.3	0.02	0.44	0.02	52.0
Approach			17	6.3	17	6.3	0.009	4.0	NA	0.0	0.3	0.02	0.44	0.02	51.5
West: Whitty Street (W)															
10	L2	All MCs	45	0.0	45	0.0	0.029	5.5	LOS A	0.1	0.8	0.02	0.56	0.02	52.5
12	R2	All MCs	1	0.0	1	0.0	0.029	4.6	LOS A	0.1	0.8	0.02	0.56	0.02	48.7
Approach			46	0.0	46	0.0	0.029	5.5	LOS A	0.1	0.8	0.02	0.56	0.02	52.4
All Vehicles			66	1.6	66	1.6	0.029	4.9	NA	0.1	0.8	0.02	0.52	0.02	52.0

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 06 [FU PM Ryan St / Whitty St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Ryan Street / Whitty Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	4	25.0	4	25.0	0.005	4.8	LOS A	0.0	0.0	0.00	0.27	0.00	47.1
2	T1	All MCs	4	0.0	4	0.0	0.005	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	48.7
Approach			8	12.5	8	12.5	0.005	2.4	NA	0.0	0.0	0.00	0.27	0.00	47.9
North: Ryan Street (N)															
8	T1	All MCs	7	0.0	7	0.0	0.032	0.0	LOS A	0.1	1.0	0.05	0.51	0.05	50.2
9	R2	All MCs	49	0.0	49	0.0	0.032	5.4	LOS A	0.1	1.0	0.05	0.51	0.05	52.3
Approach			57	0.0	57	0.0	0.032	4.7	NA	0.1	1.0	0.05	0.51	0.05	52.1
West: Whitty Street (W)															
10	L2	All MCs	14	0.0	14	0.0	0.010	5.5	LOS A	0.0	0.3	0.03	0.56	0.03	51.8
12	R2	All MCs	2	0.0	2	0.0	0.010	4.6	LOS A	0.0	0.3	0.03	0.56	0.03	48.3
Approach			16	0.0	16	0.0	0.010	5.4	LOS A	0.0	0.3	0.03	0.56	0.03	51.3
All Vehicles			81	1.3	81	1.3	0.032	4.6	NA	0.1	1.0	0.04	0.49	0.04	51.4

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 07 [FU AM Lampe St / Ryan St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Lampe Street / Ryan Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	2	50.0	2	50.0	0.038	5.0	LOS A	0.1	0.9	0.07	0.57	0.07	48.0
3	R2	All MCs	45	2.3	45	2.3	0.038	5.5	LOS A	0.1	0.9	0.07	0.57	0.07	52.0
Approach			47	4.4	47	4.4	0.038	5.5	LOS A	0.1	0.9	0.07	0.57	0.07	51.8
East: Lampe Street (E)															
4	L2	All MCs	13	0.0	13	0.0	0.011	5.1	LOS A	0.0	0.0	0.00	0.40	0.00	50.9
5	T1	All MCs	7	0.0	7	0.0	0.011	0.6	LOS A	0.0	0.0	0.00	0.40	0.00	52.5
Approach			20	0.0	20	0.0	0.011	3.4	NA	0.0	0.0	0.00	0.40	0.00	51.5
West: Lampe Street (W)															
11	T1	All MCs	3	0.0	3	0.0	0.005	0.0	LOS A	0.0	0.2	0.08	0.31	0.08	48.3
12	R2	All MCs	4	25.0	4	25.0	0.005	4.9	LOS A	0.0	0.2	0.08	0.31	0.08	46.5
Approach			7	14.3	7	14.3	0.005	2.8	NA	0.0	0.2	0.08	0.31	0.08	47.3
All Vehicles			75	4.2	75	4.2	0.038	4.7	NA	0.1	0.9	0.05	0.50	0.05	51.3

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 07 [FU PM Lampe St / Ryan St (Site Folder: Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Lampe Street / Ryan Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Ryan Street (S)															
1	L2	All MCs	4	0.0	4	0.0	0.014	4.6	LOS A	0.0	0.3	0.08	0.55	0.08	48.1
3	R2	All MCs	14	0.0	14	0.0	0.014	5.5	LOS A	0.0	0.3	0.08	0.55	0.08	51.1
Approach			18	0.0	18	0.0	0.014	5.3	LOS A	0.0	0.3	0.08	0.55	0.08	50.4
East: Lampe Street (E)															
4	L2	All MCs	49	0.0	49	0.0	0.031	5.4	LOS A	0.0	0.0	0.00	0.51	0.00	52.1
5	T1	All MCs	9	0.0	9	0.0	0.031	0.9	LOS A	0.0	0.0	0.00	0.51	0.00	53.9
Approach			59	0.0	59	0.0	0.031	4.6	NA	0.0	0.0	0.00	0.51	0.00	52.3
West: Lampe Street (W)															
11	T1	All MCs	13	0.0	13	0.0	0.010	0.0	LOS A	0.0	0.2	0.10	0.20	0.10	48.7
12	R2	All MCs	6	0.0	6	0.0	0.010	4.9	LOS A	0.0	0.2	0.10	0.20	0.10	47.3
Approach			19	0.0	19	0.0	0.010	1.6	NA	0.0	0.2	0.10	0.20	0.10	48.2
All Vehicles			96	0.0	96	0.0	0.031	4.2	NA	0.0	0.3	0.03	0.45	0.03	51.1

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 08 [FU AM Miles Franklin Drive / Eastern Site Driveway (Site Folder: Future Site Driveways)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Eastern Site Driveway
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Eastern Site Driveway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.063	5.7	LOS A	0.2	1.4	0.26	0.60	0.26	52.2
3	R2	All MCs	67	0.0	67	0.0	0.063	6.2	LOS A	0.2	1.4	0.26	0.60	0.26	51.9
Approach			68	0.0	68	0.0	0.063	6.2	LOS A	0.2	1.4	0.26	0.60	0.26	51.9
East: Miles Franklin Drive (E)															
4	L2	All MCs	39	0.0	39	0.0	0.052	5.6	LOS A	0.0	0.0	0.00	0.23	0.00	55.6
5	T1	All MCs	60	0.0	60	0.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	57.9
Approach			99	0.0	99	0.0	0.052	2.2	NA	0.0	0.0	0.00	0.23	0.00	57.0
West: Miles Franklin Drive (W)															
11	T1	All MCs	125	0.0	125	0.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
12	R2	All MCs	1	0.0	1	0.0	0.065	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	57.1
Approach			126	0.0	126	0.0	0.065	0.0	NA	0.0	0.0	0.00	0.01	0.00	59.9
All Vehicles			294	0.0	294	0.0	0.065	2.2	NA	0.2	1.4	0.06	0.22	0.06	56.9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 08 [FU PM Miles Franklin Drive / Eastern Site Driveway (Site Folder: Future Site Driveways)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Eastern Site Driveway
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Eastern Site Driveway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.070	5.7	LOS A	0.2	1.6	0.27	0.60	0.27	52.2
3	R2	All MCs	75	0.0	75	0.0	0.070	6.2	LOS A	0.2	1.6	0.27	0.60	0.27	51.9
Approach			76	0.0	76	0.0	0.070	6.2	LOS A	0.2	1.6	0.27	0.60	0.27	51.9
East: Miles Franklin Drive (E)															
4	L2	All MCs	103	0.0	103	0.0	0.083	5.6	LOS A	0.0	0.0	0.00	0.39	0.00	54.3
5	T1	All MCs	53	0.0	53	0.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.39	0.00	56.6
Approach			156	0.0	156	0.0	0.083	3.7	NA	0.0	0.0	0.00	0.39	0.00	55.1
West: Miles Franklin Drive (W)															
11	T1	All MCs	106	0.0	106	0.0	0.055	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	All MCs	1	0.0	1	0.0	0.055	5.6	LOS A	0.0	0.1	0.01	0.01	0.01	57.1
Approach			107	0.0	107	0.0	0.055	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
All Vehicles			339	0.0	339	0.0	0.083	3.1	NA	0.2	1.6	0.06	0.31	0.06	55.7

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 09 [FU AM Miles Franklin Drive / Central Site Driveway (Site Folder: Future Site Driveways)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Central Site Driveway
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Eastern Site Driveway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.050	5.7	LOS A	0.2	1.1	0.19	0.57	0.19	52.4
3	R2	All MCs	58	0.0	58	0.0	0.050	5.8	LOS A	0.2	1.1	0.19	0.57	0.19	52.1
Approach			59	0.0	59	0.0	0.050	5.8	LOS A	0.2	1.1	0.19	0.57	0.19	52.2
East: Miles Franklin Drive (E)															
4	L2	All MCs	6	0.0	6	0.0	0.027	5.5	LOS A	0.0	0.0	0.00	0.07	0.00	56.9
5	T1	All MCs	46	0.0	46	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	59.3
Approach			53	0.0	53	0.0	0.027	0.7	NA	0.0	0.0	0.00	0.07	0.00	59.0
West: Miles Franklin Drive (W)															
11	T1	All MCs	67	0.0	67	0.0	0.035	0.0	LOS A	0.0	0.0	0.01	0.01	0.01	59.9
12	R2	All MCs	1	0.0	1	0.0	0.035	5.5	LOS A	0.0	0.0	0.01	0.01	0.01	57.1
Approach			68	0.0	68	0.0	0.035	0.1	NA	0.0	0.0	0.01	0.01	0.01	59.8
All Vehicles			180	0.0	180	0.0	0.050	2.1	NA	0.2	1.1	0.06	0.21	0.06	56.9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 09 [FU PM Miles Franklin Drive / Central Site Driveway (Site Folder: Future Site Driveways)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Central Site Driveway
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Eastern Site Driveway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.007	5.8	LOS A	0.0	0.1	0.26	0.56	0.26	52.2
3	R2	All MCs	6	0.0	6	0.0	0.007	6.2	LOS A	0.0	0.1	0.26	0.56	0.26	52.0
Approach			7	0.0	7	0.0	0.007	6.1	LOS A	0.0	0.1	0.26	0.56	0.26	52.0
East: Miles Franklin Drive (E)															
4	L2	All MCs	58	0.0	58	0.0	0.088	5.6	LOS A	0.0	0.0	0.00	0.20	0.00	55.8
5	T1	All MCs	111	0.0	111	0.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	58.1
Approach			168	0.0	168	0.0	0.088	1.9	NA	0.0	0.0	0.00	0.20	0.00	57.3
West: Miles Franklin Drive (W)															
11	T1	All MCs	84	0.0	84	0.0	0.044	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
12	R2	All MCs	1	0.0	1	0.0	0.044	5.7	LOS A	0.0	0.1	0.01	0.01	0.01	57.1
Approach			85	0.0	85	0.0	0.044	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.9
All Vehicles			261	0.0	261	0.0	0.088	1.4	NA	0.0	0.1	0.01	0.15	0.01	57.9

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 09 [FU AM Miles Franklin Drive / Western Site Driveway (Site Folder: Future Site Driveways)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Western Site Driveway
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Eastern Site Driveway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.054	5.6	LOS A	0.2	1.2	0.08	0.57	0.08	52.7
3	R2	All MCs	67	0.0	67	0.0	0.054	5.5	LOS A	0.2	1.2	0.08	0.57	0.08	52.4
Approach			68	0.0	68	0.0	0.054	5.5	LOS A	0.2	1.2	0.08	0.57	0.08	52.4
East: Miles Franklin Drive (E)															
4	L2	All MCs	39	0.0	39	0.0	0.025	5.5	LOS A	0.0	0.0	0.00	0.49	0.00	53.6
5	T1	All MCs	7	0.0	7	0.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	55.7
Approach			46	0.0	46	0.0	0.025	4.7	NA	0.0	0.0	0.00	0.49	0.00	53.9
West: Miles Franklin Drive (W)															
11	T1	All MCs	1	0.0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.11	0.29	0.11	57.0
12	R2	All MCs	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.11	0.29	0.11	54.5
Approach			2	0.0	2	0.0	0.001	2.8	NA	0.0	0.0	0.11	0.29	0.11	55.7
All Vehicles			117	0.0	117	0.0	0.054	5.1	NA	0.2	1.2	0.05	0.54	0.05	53.1

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 09 [FU PM Miles Franklin Drive / Western Site Driveway (Site Folder: Future Site Driveways)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Miles Franklin Drive / Western Site Driveway
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Eastern Site Driveway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.062	5.6	LOS A	0.2	1.4	0.13	0.57	0.13	52.6
3	R2	All MCs	75	0.0	75	0.0	0.062	5.7	LOS A	0.2	1.4	0.13	0.57	0.13	52.3
Approach			76	0.0	76	0.0	0.062	5.7	LOS A	0.2	1.4	0.13	0.57	0.13	52.3
East: Miles Franklin Drive (E)															
4	L2	All MCs	103	0.0	103	0.0	0.059	5.6	LOS A	0.0	0.0	0.00	0.54	0.00	53.2
5	T1	All MCs	7	0.0	7	0.0	0.059	0.0	LOS A	0.0	0.0	0.00	0.54	0.00	55.3
Approach			111	0.0	111	0.0	0.059	5.2	NA	0.0	0.0	0.00	0.54	0.00	53.3
West: Miles Franklin Drive (W)															
11	T1	All MCs	9	0.0	9	0.0	0.006	0.0	LOS A	0.0	0.0	0.05	0.07	0.05	59.3
12	R2	All MCs	1	0.0	1	0.0	0.006	6.1	LOS A	0.0	0.0	0.05	0.07	0.05	56.5
Approach			11	0.0	11	0.0	0.006	0.6	NA	0.0	0.0	0.05	0.07	0.05	59.0
All Vehicles			197	0.0	197	0.0	0.062	5.1	NA	0.2	1.4	0.05	0.53	0.05	53.2

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 01 [EX AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.07	0.52	0.07	57.9
2	T1	All MCs	9	0.0	9	0.0	0.005	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			11	0.0	11	0.0	0.005	1.2	LOS A	0.0	0.0	0.03	0.13	0.03	66.8
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.48	0.10	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.10	0.48	0.10	53.9
6	R2	All MCs	1	0.0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.10	0.48	0.10	56.7
Approach			4	0.0	4	0.0	0.003	4.3	LOS A	0.0	0.1	0.10	0.48	0.10	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.022	7.8	LOS A	0.1	0.7	0.04	0.55	0.04	72.3
8	T1	All MCs	19	0.0	19	0.0	0.022	3.8	LOS A	0.1	0.7	0.04	0.55	0.04	67.6
9	R2	All MCs	16	30.8	16	30.8	0.022	8.3	LOS A	0.1	0.7	0.04	0.55	0.04	57.8
Approach			37	13.8	37	13.8	0.022	6.0	NA	0.1	0.7	0.04	0.55	0.04	63.0
West: Miles Franklin Drive (W)															
10	L2	All MCs	23	5.6	23	5.6	0.032	7.1	LOS A	0.1	0.8	0.06	0.61	0.06	66.6
11	T1	All MCs	1	0.0	1	0.0	0.032	6.1	LOS A	0.1	0.8	0.06	0.61	0.06	54.0
12	R2	All MCs	18	0.0	18	0.0	0.032	6.9	LOS A	0.1	0.8	0.06	0.61	0.06	57.9
Approach			42	3.0	42	3.0	0.032	7.0	LOS A	0.1	0.8	0.06	0.61	0.06	62.2
All Vehicles			93	6.8	93	6.8	0.032	5.8	NA	0.1	0.8	0.05	0.52	0.05	62.6

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

MOVEMENT SUMMARY

Site: 01 [EX PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	10	0.0	10	0.0	0.006	5.7	LOS A	0.0	0.2	0.08	0.52	0.08	57.9
2	T1	All MCs	38	26.7	38	26.7	0.023	0.0	LOS A	0.0	0.1	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.023	5.4	LOS A	0.0	0.1	0.00	0.02	0.00	52.7
Approach			49	20.5	49	20.5	0.023	1.3	LOS A	0.0	0.2	0.02	0.12	0.02	64.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.09	0.49	0.09	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.7	LOS A	0.0	0.1	0.09	0.49	0.09	54.0
6	R2	All MCs	1	0.0	1	0.0	0.003	5.0	LOS A	0.0	0.1	0.09	0.49	0.09	56.7
Approach			4	0.0	4	0.0	0.003	4.4	LOS A	0.0	0.1	0.09	0.49	0.09	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.020	7.8	LOS A	0.1	0.7	0.12	0.57	0.12	70.6
8	T1	All MCs	11	0.0	11	0.0	0.020	3.8	LOS A	0.1	0.7	0.12	0.57	0.12	66.1
9	R2	All MCs	23	5.6	23	5.6	0.020	7.7	LOS A	0.1	0.7	0.12	0.57	0.12	57.4
Approach			35	3.6	35	3.6	0.020	6.5	NA	0.1	0.7	0.12	0.57	0.12	60.3
West: Miles Franklin Drive (W)															
10	L2	All MCs	20	6.3	20	6.3	0.015	7.2	LOS A	0.1	0.4	0.12	0.59	0.12	66.0
11	T1	All MCs	1	0.0	1	0.0	0.015	6.3	LOS A	0.1	0.4	0.12	0.59	0.12	53.8
12	R2	All MCs	1	0.0	1	0.0	0.015	7.2	LOS A	0.1	0.4	0.12	0.59	0.12	57.7
Approach			23	5.6	23	5.6	0.015	7.1	LOS A	0.1	0.4	0.12	0.59	0.12	64.7
All Vehicles			111	11.4	111	11.4	0.023	4.2	NA	0.1	0.7	0.07	0.37	0.07	62.6

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

MOVEMENT SUMMARY

Site: 01 [EX WE AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.07	0.52	0.07	57.9
2	T1	All MCs	9	0.0	9	0.0	0.005	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			11	0.0	11	0.0	0.005	1.2	LOS A	0.0	0.0	0.03	0.13	0.03	66.8
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.48	0.10	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.10	0.48	0.10	53.9
6	R2	All MCs	1	0.0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.10	0.48	0.10	56.7
Approach			4	0.0	4	0.0	0.003	4.3	LOS A	0.0	0.1	0.10	0.48	0.10	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.022	7.8	LOS A	0.1	0.7	0.04	0.55	0.04	72.3
8	T1	All MCs	19	0.0	19	0.0	0.022	3.8	LOS A	0.1	0.7	0.04	0.55	0.04	67.6
9	R2	All MCs	16	30.8	16	30.8	0.022	8.3	LOS A	0.1	0.7	0.04	0.55	0.04	57.8
Approach			37	13.8	37	13.8	0.022	6.0	NA	0.1	0.7	0.04	0.55	0.04	63.0
West: Miles Franklin Drive (W)															
10	L2	All MCs	23	5.6	23	5.6	0.032	7.1	LOS A	0.1	0.8	0.06	0.61	0.06	66.6
11	T1	All MCs	1	0.0	1	0.0	0.032	6.1	LOS A	0.1	0.8	0.06	0.61	0.06	54.0
12	R2	All MCs	18	0.0	18	0.0	0.032	6.9	LOS A	0.1	0.8	0.06	0.61	0.06	57.9
Approach			42	3.0	42	3.0	0.032	7.0	LOS A	0.1	0.8	0.06	0.61	0.06	62.2
All Vehicles			93	6.8	93	6.8	0.032	5.8	NA	0.1	0.8	0.05	0.52	0.05	62.6

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

MOVEMENT SUMMARY

Site: 01 [EX WE PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	10	0.0	10	0.0	0.006	5.7	LOS A	0.0	0.2	0.08	0.52	0.08	57.9
2	T1	All MCs	38	26.7	38	26.7	0.023	0.0	LOS A	0.0	0.1	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.023	5.4	LOS A	0.0	0.1	0.00	0.02	0.00	52.7
Approach			49	20.5	49	20.5	0.023	1.3	LOS A	0.0	0.2	0.02	0.12	0.02	64.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.09	0.49	0.09	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.7	LOS A	0.0	0.1	0.09	0.49	0.09	54.0
6	R2	All MCs	1	0.0	1	0.0	0.003	5.0	LOS A	0.0	0.1	0.09	0.49	0.09	56.7
Approach			4	0.0	4	0.0	0.003	4.4	LOS A	0.0	0.1	0.09	0.49	0.09	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.020	7.8	LOS A	0.1	0.7	0.12	0.57	0.12	70.6
8	T1	All MCs	11	0.0	11	0.0	0.020	3.8	LOS A	0.1	0.7	0.12	0.57	0.12	66.1
9	R2	All MCs	23	5.6	23	5.6	0.020	7.7	LOS A	0.1	0.7	0.12	0.57	0.12	57.4
Approach			35	3.6	35	3.6	0.020	6.5	NA	0.1	0.7	0.12	0.57	0.12	60.3
West: Miles Franklin Drive (W)															
10	L2	All MCs	20	6.3	20	6.3	0.015	7.2	LOS A	0.1	0.4	0.12	0.59	0.12	66.0
11	T1	All MCs	1	0.0	1	0.0	0.015	6.3	LOS A	0.1	0.4	0.12	0.59	0.12	53.8
12	R2	All MCs	1	0.0	1	0.0	0.015	7.2	LOS A	0.1	0.4	0.12	0.59	0.12	57.7
Approach			23	5.6	23	5.6	0.015	7.1	LOS A	0.1	0.4	0.12	0.59	0.12	64.7
All Vehicles			111	11.4	111	11.4	0.023	4.2	NA	0.1	0.7	0.07	0.37	0.07	62.6

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

MOVEMENT SUMMARY

Site: 01 [FU WE PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	53	0.0	53	0.0	0.038	6.2	LOS A	0.2	1.1	0.28	0.54	0.28	53.4
2	T1	All MCs	38	26.7	38	26.7	0.023	0.0	LOS A	0.0	0.1	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.023	5.4	LOS A	0.0	0.1	0.00	0.02	0.00	52.7
Approach			92	11.0	92	11.0	0.038	3.6	LOS A	0.2	1.1	0.16	0.32	0.16	58.1
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.11	0.48	0.11	48.9
5	T1	All MCs	1	0.0	1	0.0	0.004	4.3	LOS A	0.0	0.1	0.11	0.48	0.11	53.6
6	R2	All MCs	1	0.0	1	0.0	0.004	6.0	LOS A	0.0	0.1	0.11	0.48	0.11	56.3
Approach			4	0.0	4	0.0	0.004	5.0	LOS A	0.0	0.1	0.11	0.48	0.11	52.8
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.118	7.8	LOS A	0.6	4.1	0.13	0.57	0.13	60.2
8	T1	All MCs	11	0.0	11	0.0	0.118	3.8	LOS A	0.6	4.1	0.13	0.57	0.13	56.9
9	R2	All MCs	192	0.7	192	0.7	0.118	5.9	LOS A	0.6	4.1	0.13	0.57	0.13	53.9
Approach			205	0.6	205	0.6	0.118	5.8	NA	0.6	4.1	0.13	0.57	0.13	54.1
West: Miles Franklin Drive (W)															
10	L2	All MCs	47	2.7	47	2.7	0.040	6.4	LOS A	0.2	1.1	0.13	0.57	0.13	58.9
11	T1	All MCs	1	0.0	1	0.0	0.040	7.1	LOS A	0.2	1.1	0.13	0.57	0.13	51.2
12	R2	All MCs	8	0.0	8	0.0	0.040	7.2	LOS A	0.2	1.1	0.13	0.57	0.13	54.7
Approach			56	2.3	56	2.3	0.040	6.6	LOS A	0.2	1.1	0.13	0.57	0.13	58.1
All Vehicles			356	3.5	356	3.5	0.118	5.4	NA	0.6	4.1	0.14	0.50	0.14	55.7

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

MOVEMENT SUMMARY

Site: 01 [FU WE AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
Weekend AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	8	0.0	8	0.0	0.005	5.7	LOS A	0.0	0.1	0.12	0.51	0.12	53.8
2	T1	All MCs	9	0.0	9	0.0	0.005	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			18	0.0	18	0.0	0.005	2.8	LOS A	0.0	0.1	0.06	0.26	0.06	61.1
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.11	0.48	0.11	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.11	0.48	0.11	53.9
6	R2	All MCs	1	0.0	1	0.0	0.003	5.1	LOS A	0.0	0.1	0.11	0.48	0.11	56.6
Approach			4	0.0	4	0.0	0.003	4.5	LOS A	0.0	0.1	0.11	0.48	0.11	53.0
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.036	7.8	LOS A	0.2	1.2	0.05	0.57	0.05	66.9
8	T1	All MCs	19	0.0	19	0.0	0.036	3.8	LOS A	0.2	1.2	0.05	0.57	0.05	62.8
9	R2	All MCs	42	12.1	42	12.1	0.036	6.6	LOS A	0.2	1.2	0.05	0.57	0.05	57.6
Approach			62	8.2	62	8.2	0.036	5.8	NA	0.2	1.2	0.05	0.57	0.05	59.3
West: Miles Franklin Drive (W)															
10	L2	All MCs	63	2.0	63	2.0	0.214	6.2	LOS A	0.9	6.2	0.11	0.56	0.11	56.9
11	T1	All MCs	1	0.0	1	0.0	0.214	6.4	LOS A	0.9	6.2	0.11	0.56	0.11	50.1
12	R2	All MCs	181	0.0	181	0.0	0.214	6.1	LOS A	0.9	6.2	0.11	0.56	0.11	53.5
Approach			245	0.5	245	0.5	0.214	6.2	LOS A	0.9	6.2	0.11	0.56	0.11	54.3
All Vehicles			328	1.9	328	1.9	0.214	5.9	NA	0.9	6.2	0.09	0.55	0.09	55.5

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

MOVEMENT SUMMARY

Site: 01 [FU PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	179	0.0	179	0.0	0.116	5.8	LOS A	0.5	3.5	0.16	0.52	0.16	53.0
2	T1	All MCs	38	26.7	38	26.7	0.023	0.0	LOS A	0.0	0.1	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.023	5.4	LOS A	0.0	0.1	0.00	0.02	0.00	52.7
Approach			219	4.6	219	4.6	0.116	4.8	LOS A	0.5	3.5	0.13	0.43	0.13	54.9
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.48	0.10	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.8	LOS A	0.0	0.1	0.10	0.48	0.10	53.9
6	R2	All MCs	1	0.0	1	0.0	0.003	5.3	LOS A	0.0	0.1	0.10	0.48	0.10	56.7
Approach			4	0.0	4	0.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.48	0.10	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.045	7.8	LOS A	0.2	1.5	0.12	0.57	0.12	64.2
8	T1	All MCs	11	0.0	11	0.0	0.045	3.8	LOS A	0.2	1.5	0.12	0.57	0.12	60.4
9	R2	All MCs	66	1.9	66	1.9	0.045	6.5	LOS A	0.2	1.5	0.12	0.57	0.12	56.1
Approach			78	1.6	78	1.6	0.045	6.1	NA	0.2	1.5	0.12	0.57	0.12	56.8
West: Miles Franklin Drive (W)															
10	L2	All MCs	47	2.7	47	2.7	0.039	6.4	LOS A	0.2	1.1	0.13	0.57	0.13	58.9
11	T1	All MCs	1	0.0	1	0.0	0.039	6.8	LOS A	0.2	1.1	0.13	0.57	0.13	51.3
12	R2	All MCs	8	0.0	8	0.0	0.039	6.8	LOS A	0.2	1.1	0.13	0.57	0.13	54.7
Approach			56	2.3	56	2.3	0.039	6.5	LOS A	0.2	1.1	0.13	0.57	0.13	58.1
All Vehicles			356	3.5	356	3.5	0.116	5.4	NA	0.5	3.5	0.13	0.48	0.13	55.8

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

MOVEMENT SUMMARY

Site: 01 [FU AM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail - Copy (Site Folder: 10 year growth)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	8	0.0	8	0.0	0.005	5.7	LOS A	0.0	0.1	0.12	0.51	0.12	53.8
2	T1	All MCs	9	0.0	9	0.0	0.005	0.0	LOS A	0.0	0.0	0.02	0.08	0.02	71.2
3	R2	All MCs	1	0.0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.02	0.08	0.02	52.3
Approach			18	0.0	18	0.0	0.005	2.8	LOS A	0.0	0.1	0.06	0.26	0.06	61.1
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.11	0.48	0.11	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.11	0.48	0.11	53.9
6	R2	All MCs	1	0.0	1	0.0	0.003	5.1	LOS A	0.0	0.1	0.11	0.48	0.11	56.6
Approach			4	0.0	4	0.0	0.003	4.5	LOS A	0.0	0.1	0.11	0.48	0.11	53.0
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.036	7.8	LOS A	0.2	1.2	0.05	0.57	0.05	66.9
8	T1	All MCs	19	0.0	19	0.0	0.036	3.8	LOS A	0.2	1.2	0.05	0.57	0.05	62.8
9	R2	All MCs	42	12.1	42	12.1	0.036	6.6	LOS A	0.2	1.2	0.05	0.57	0.05	57.6
Approach			62	8.2	62	8.2	0.036	5.8	NA	0.2	1.2	0.05	0.57	0.05	59.3
West: Miles Franklin Drive (W)															
10	L2	All MCs	63	2.0	63	2.0	0.214	6.2	LOS A	0.9	6.2	0.11	0.56	0.11	56.9
11	T1	All MCs	1	0.0	1	0.0	0.214	6.4	LOS A	0.9	6.2	0.11	0.56	0.11	50.1
12	R2	All MCs	181	0.0	181	0.0	0.214	6.1	LOS A	0.9	6.2	0.11	0.56	0.11	53.5
Approach			245	0.5	245	0.5	0.214	6.2	LOS A	0.9	6.2	0.11	0.56	0.11	54.3
All Vehicles			328	1.9	328	1.9	0.214	5.9	NA	0.9	6.2	0.09	0.55	0.09	55.5

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

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

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

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 01 [EVAC NTH WE PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Emergency Evac)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Emergency Evacuation Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	8	0.0	8	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.52	0.07	57.9
2	T1	All MCs	32	26.7	32	26.7	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.02	0.00	52.7
Approach			41	20.5	41	20.5	0.020	1.3	LOS A	0.0	0.1	0.02	0.12	0.02	64.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.009	4.6	LOS A	0.0	0.2	0.24	0.44	0.24	44.8
5	T1	All MCs	1	0.0	1	0.0	0.009	3.6	LOS A	0.0	0.2	0.24	0.44	0.24	48.7
6	R2	All MCs	1	0.0	1	0.0	0.009	27.2	LOS B	0.0	0.2	0.24	0.44	0.24	50.9
Approach			3	0.0	3	0.0	0.009	11.8	LOS A	0.0	0.2	0.24	0.44	0.24	48.0
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.017	7.8	LOS A	0.1	0.5	0.11	0.57	0.11	70.7
8	T1	All MCs	9	0.0	9	0.0	0.017	3.8	LOS A	0.1	0.5	0.11	0.57	0.11	66.1
9	R2	All MCs	19	5.6	19	5.6	0.017	7.7	LOS A	0.1	0.5	0.11	0.57	0.11	57.4
Approach			29	3.6	29	3.6	0.017	6.5	NA	0.1	0.5	0.11	0.57	0.11	60.4
West: Miles Franklin Drive (W)															
10	L2	All MCs	1205	0.1	1205	0.1	0.761	6.0	LOS A	9.5	66.4	0.29	0.51	0.29	52.2
11	T1	All MCs	1	0.0	1	0.0	0.761	7.0	LOS A	9.5	66.4	0.29	0.51	0.29	48.8
12	R2	All MCs	1	0.0	1	0.0	0.761	8.1	LOS A	9.5	66.4	0.29	0.51	0.29	52.0
Approach			1207	0.1	1207	0.1	0.761	6.0	LOS A	9.5	66.4	0.29	0.51	0.29	52.2
All Vehicles			1281	0.8	1281	0.8	0.761	5.8	NA	9.5	66.4	0.28	0.50	0.28	52.7

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

MOVEMENT SUMMARY

Site: 01 [EVAC STH WE PM Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Emergency Evac)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Emergency Evacuation Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	8	0.0	8	0.0	0.005	5.6	LOS A	0.0	0.1	0.07	0.52	0.07	57.9
2	T1	All MCs	32	26.7	32	26.7	0.020	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	66.7
3	R2	All MCs	1	0.0	1	0.0	0.020	5.4	LOS A	0.0	0.0	0.00	0.02	0.00	52.7
Approach			41	20.5	41	20.5	0.020	1.3	LOS A	0.0	0.1	0.02	0.12	0.02	64.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.08	0.49	0.08	49.2
5	T1	All MCs	1	0.0	1	0.0	0.003	3.6	LOS A	0.0	0.1	0.08	0.49	0.08	54.0
6	R2	All MCs	1	0.0	1	0.0	0.003	4.9	LOS A	0.0	0.1	0.08	0.49	0.08	56.7
Approach			3	0.0	3	0.0	0.003	4.4	LOS A	0.0	0.1	0.08	0.49	0.08	53.1
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.017	7.8	LOS A	0.1	0.5	0.11	0.57	0.11	70.7
8	T1	All MCs	9	0.0	9	0.0	0.017	3.8	LOS A	0.1	0.5	0.11	0.57	0.11	66.1
9	R2	All MCs	19	5.6	19	5.6	0.017	7.7	LOS A	0.1	0.5	0.11	0.57	0.11	57.4
Approach			29	3.6	29	3.6	0.017	6.5	NA	0.1	0.5	0.11	0.57	0.11	60.4
West: Miles Franklin Drive (W)															
10	L2	All MCs	17	6.3	17	6.3	0.955	18.0	LOS B	49.0	343.6	1.00	0.75	1.38	49.3
11	T1	All MCs	1	0.0	1	0.0	0.955	18.4	LOS B	49.0	343.6	1.00	0.75	1.38	42.2
12	R2	All MCs	989	0.0	989	0.0	0.955	18.5	LOS B	49.0	343.6	1.00	0.75	1.38	44.5
Approach			1007	0.1	1007	0.1	0.955	18.5	LOS B	49.0	343.6	1.00	0.75	1.38	44.6
All Vehicles			1081	1.0	1081	1.0	0.955	17.5	NA	49.0	343.6	0.94	0.72	1.29	45.4

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

MOVEMENT SUMMARY

Site: 01 [EX SUN AM (Sensitivity) Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Sensitivity - Snowy Mountains Highway)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	1	0.0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.08	0.52	0.08	57.9
2	T1	All MCs	15	0.0	15	0.0	0.008	0.0	LOS A	0.0	0.0	0.03	0.04	0.03	71.6
3	R2	All MCs	1	0.0	1	0.0	0.008	5.6	LOS A	0.0	0.0	0.03	0.04	0.03	52.5
Approach			17	0.0	17	0.0	0.008	0.7	LOS A	0.0	0.0	0.03	0.07	0.03	69.0
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.18	0.48	0.18	49.0
5	T1	All MCs	1	0.0	1	0.0	0.003	3.8	LOS A	0.0	0.1	0.18	0.48	0.18	53.7
6	R2	All MCs	1	0.0	1	0.0	0.003	5.1	LOS A	0.0	0.1	0.18	0.48	0.18	56.4
Approach			3	0.0	3	0.0	0.003	4.5	LOS A	0.0	0.1	0.18	0.48	0.18	52.8
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.052	7.8	LOS A	0.1	1.0	0.04	0.50	0.04	73.3
8	T1	All MCs	71	0.0	71	0.0	0.052	3.8	LOS A	0.1	1.0	0.04	0.50	0.04	68.5
9	R2	All MCs	22	19.0	22	19.0	0.052	8.0	LOS A	0.1	1.0	0.04	0.50	0.04	58.8
Approach			94	4.5	94	4.5	0.052	4.8	NA	0.1	1.0	0.04	0.50	0.04	66.0
West: Miles Franklin Drive (W)															
10	L2	All MCs	16	6.7	16	6.7	0.034	7.1	LOS A	0.1	0.9	0.10	0.60	0.10	66.0
11	T1	All MCs	1	0.0	1	0.0	0.034	6.4	LOS A	0.1	0.9	0.10	0.60	0.10	53.9
12	R2	All MCs	23	0.0	23	0.0	0.034	7.3	LOS A	0.1	0.9	0.10	0.60	0.10	57.8
Approach			40	2.6	40	2.6	0.034	7.2	LOS A	0.1	0.9	0.10	0.60	0.10	60.7
All Vehicles			154	3.4	154	3.4	0.052	5.0	NA	0.1	1.0	0.06	0.48	0.06	64.5

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

MOVEMENT SUMMARY

Site: 01 [EX SUN PM (Sensitivity) Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Sensitivity - Snowy Mountains Highway)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	31	0.0	31	0.0	0.019	5.7	LOS A	0.1	0.5	0.09	0.52	0.09	57.8
2	T1	All MCs	78	10.8	78	10.8	0.043	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	68.9
3	R2	All MCs	1	0.0	1	0.0	0.043	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	52.8
Approach			109	7.7	109	7.7	0.043	1.6	LOS A	0.1	0.5	0.03	0.15	0.03	65.2
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.15	0.48	0.15	49.0
5	T1	All MCs	1	0.0	1	0.0	0.003	3.9	LOS A	0.0	0.1	0.15	0.48	0.15	53.8
6	R2	All MCs	1	0.0	1	0.0	0.003	5.3	LOS A	0.0	0.1	0.15	0.48	0.15	56.5
Approach			3	0.0	3	0.0	0.003	4.6	LOS A	0.0	0.1	0.15	0.48	0.15	52.9
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.034	7.8	LOS A	0.1	1.0	0.15	0.53	0.15	71.4
8	T1	All MCs	32	0.0	32	0.0	0.034	3.8	LOS A	0.1	1.0	0.15	0.53	0.15	66.8
9	R2	All MCs	27	3.8	27	3.8	0.034	7.9	LOS A	0.1	1.0	0.15	0.53	0.15	57.9
Approach			60	1.8	60	1.8	0.034	5.8	NA	0.1	1.0	0.15	0.53	0.15	62.5
West: Miles Franklin Drive (W)															
10	L2	All MCs	25	4.2	25	4.2	0.020	7.3	LOS A	0.1	0.6	0.17	0.58	0.17	66.4
11	T1	All MCs	1	0.0	1	0.0	0.020	6.6	LOS A	0.1	0.6	0.17	0.58	0.17	53.6
12	R2	All MCs	2	0.0	2	0.0	0.020	7.5	LOS A	0.1	0.6	0.17	0.58	0.17	57.5
Approach			28	3.7	28	3.7	0.020	7.3	LOS A	0.1	0.6	0.17	0.58	0.17	65.0
All Vehicles			201	5.2	201	5.2	0.043	3.7	NA	0.1	1.0	0.09	0.33	0.09	64.1

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

MOVEMENT SUMMARY

Site: 01 [FU SUN AM (Sensitivity) Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Sensitivity - Snowy Mountains Highway)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	6	0.0	6	0.0	0.004	5.7	LOS A	0.0	0.1	0.12	0.51	0.12	57.7
2	T1	All MCs	15	0.0	15	0.0	0.008	0.0	LOS A	0.0	0.0	0.03	0.04	0.03	71.6
3	R2	All MCs	1	0.0	1	0.0	0.008	5.6	LOS A	0.0	0.0	0.03	0.04	0.03	52.5
Approach			22	0.0	22	0.0	0.008	1.9	LOS A	0.0	0.1	0.05	0.18	0.05	65.9
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.7	LOS A	0.0	0.1	0.20	0.48	0.20	48.9
5	T1	All MCs	1	0.0	1	0.0	0.003	3.8	LOS A	0.0	0.1	0.20	0.48	0.20	53.6
6	R2	All MCs	1	0.0	1	0.0	0.003	5.3	LOS A	0.0	0.1	0.20	0.48	0.20	56.3
Approach			3	0.0	3	0.0	0.003	4.6	LOS A	0.0	0.1	0.20	0.48	0.20	52.8
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.064	7.8	LOS A	0.2	1.7	0.05	0.53	0.05	72.5
8	T1	All MCs	71	0.0	71	0.0	0.064	3.8	LOS A	0.2	1.7	0.05	0.53	0.05	67.7
9	R2	All MCs	43	9.8	43	9.8	0.064	7.7	LOS A	0.2	1.7	0.05	0.53	0.05	58.5
Approach			115	3.7	115	3.7	0.064	5.3	NA	0.2	1.7	0.05	0.53	0.05	64.0
West: Miles Franklin Drive (W)															
10	L2	All MCs	49	2.1	49	2.1	0.194	7.0	LOS A	0.8	5.4	0.15	0.60	0.15	67.2
11	T1	All MCs	1	0.0	1	0.0	0.194	6.6	LOS A	0.8	5.4	0.15	0.60	0.15	53.8
12	R2	All MCs	159	0.0	159	0.0	0.194	7.6	LOS A	0.8	5.4	0.15	0.60	0.15	57.6
Approach			209	0.5	209	0.5	0.194	7.4	LOS A	0.8	5.4	0.15	0.60	0.15	59.6
All Vehicles			349	1.5	349	1.5	0.194	6.4	NA	0.8	5.4	0.11	0.55	0.11	61.3

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

MOVEMENT SUMMARY

Site: 01 [FU SUN PM (Sensitivity) Snowy Mountains Hwy / Miles Franklin Dr / Jounama Creek Trail (Site Folder: Sensitivity - Snowy Mountains Highway)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Snowy Mountains Highway / Miles Franklin Drive / Jounama Creek Trail
Existing Conditions
Weekend PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Snowy Mountains Highway (S)															
1	L2	All MCs	66	0.0	66	0.0	0.047	6.1	LOS A	0.2	1.3	0.26	0.54	0.26	57.1
2	T1	All MCs	78	10.8	78	10.8	0.043	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	68.9
3	R2	All MCs	1	0.0	1	0.0	0.043	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	52.8
Approach			145	5.8	145	5.8	0.047	2.8	LOS A	0.2	1.3	0.12	0.25	0.12	62.8
East: Jounama Creek Trail (W)															
4	L2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.1	0.18	0.47	0.18	48.8
5	T1	All MCs	1	0.0	1	0.0	0.003	4.5	LOS A	0.0	0.1	0.18	0.47	0.18	53.5
6	R2	All MCs	1	0.0	1	0.0	0.003	6.1	LOS A	0.0	0.1	0.18	0.47	0.18	56.2
Approach			3	0.0	3	0.0	0.003	5.1	LOS A	0.0	0.1	0.18	0.47	0.18	52.7
North: Snowy Mountains Highway (N)															
7	L2	All MCs	1	0.0	1	0.0	0.118	7.8	LOS A	0.6	4.1	0.19	0.59	0.19	69.4
8	T1	All MCs	32	0.0	32	0.0	0.118	3.8	LOS A	0.6	4.1	0.19	0.59	0.19	65.0
9	R2	All MCs	168	0.6	168	0.6	0.118	7.7	LOS A	0.6	4.1	0.19	0.59	0.19	56.7
Approach			201	0.5	201	0.5	0.118	7.1	NA	0.6	4.1	0.19	0.59	0.19	57.9
West: Miles Franklin Drive (W)															
10	L2	All MCs	47	2.2	47	2.2	0.042	7.2	LOS A	0.2	1.1	0.19	0.59	0.19	66.9
11	T1	All MCs	1	0.0	1	0.0	0.042	7.3	LOS A	0.2	1.1	0.19	0.59	0.19	53.6
12	R2	All MCs	7	0.0	7	0.0	0.042	8.5	LOS A	0.2	1.1	0.19	0.59	0.19	57.4
Approach			56	1.9	56	1.9	0.042	7.4	LOS A	0.2	1.1	0.19	0.59	0.19	65.2
All Vehicles			405	2.6	405	2.6	0.118	5.6	NA	0.6	4.1	0.17	0.47	0.17	60.5

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