Site Compatibility Certificate
for a Proposed Seniors Living Development

Bankstown Golf Club
70 Ashford Avenue, Milperra

TRAFFIC AND PARKING ASSESSMENT REPORT

23 September 2019

Ref 18812

VARGA TRAFFIC PLANNING Pty Ltd
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1. INTRODUCTION

This report has been prepared to accompany a Site Compatibility Certificate for a seniors living development proposal to be located at Bankstown Golf Club, 70 Ashford Avenue, Milperra (Figures 1 and 2).

The proposal involves the demolition of the existing club house building on the site and the staged construction of four new buildings, primarily on the club's existing outdoor car parking area. The new buildings will comprise a new club house, 149 seniors independent living units (ILUs) and communal areas. In order to generate an additional revenue stream for the club, the proposal also includes a new 25m indoor swimming pool that will be available for residents and members but also used as a swim school for local families. In addition, the new club house will include a function area with a capacity of 150 people that will be available for hire, consistent with the existing club.

Off-street parking for all users will ultimately be provided both at-grade and within new basement car parking area, in accordance with Council and *State Environmental Planning Policy (Housing for Senior or People with a Disability) 2004* requirements. At-grade pick-up and drop-off areas will also be provided outside each building. Vehicular access to the site is to be provided via the existing driveway located off Ashford Avenue as well as via Bullecourt Lane.

It is worth noting that DA-1213/2017 is also currently under assessment for the proposed construction of a new *Anglicare* seniors housing development at 27 Bullecourt Avenue, comprising a 107-bed residential aged care facility, 81 ILU apartments, community facilities, off-street parking and upgrade of Bullecourt Lane.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal

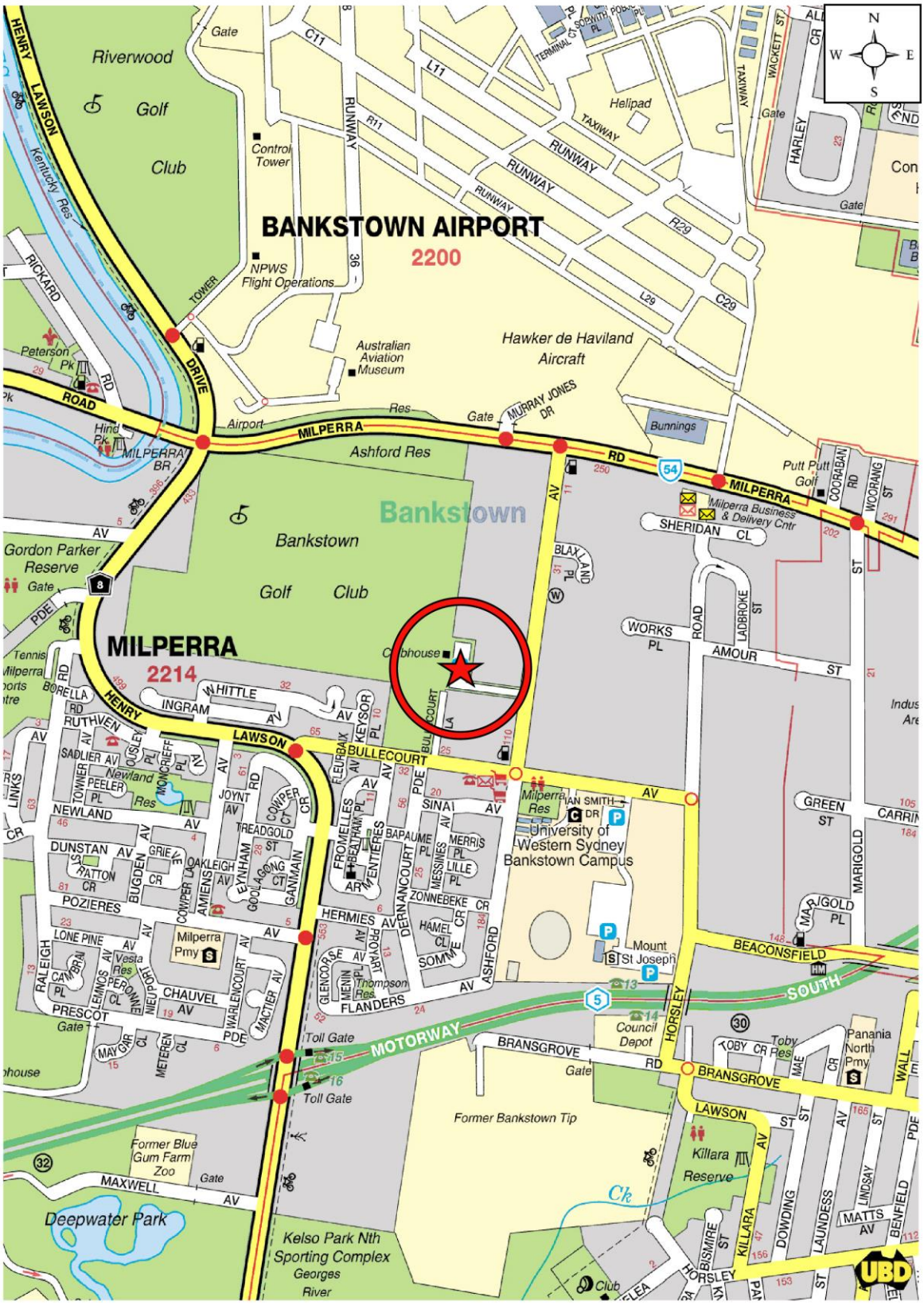
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network

- reviews the public transport services available in the vicinity of the site

- estimates the traffic generation potential of the development proposal, and assigns that traffic generation to the road network serving the site

- assesses the traffic implications of the development proposal in terms of road network capacity

- reviews the off-street car parking requirements applicable to the development proposal.



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LOCATION
FIGURE 1

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SITE
FIGURE 2

2. PROPOSED DEVELOPMENT

Site

The subject site is located on the western side of Ashford Avenue, approximately 200m north of the Bullecourt Avenue intersection. The site has a street frontage approximately 12m in length to Ashford Avenue and occupies an area of approximately 1.8ha.

The subject site is occupied by the Bankstown Golf Club which comprises the main club house building, which has a footprint of approximately 2,000m^2, *plus* a number of ancillary detached buildings including green keeper's shed, storage shed and golf cart storage shed.

A recent aerial image of the site and its surroundings is reproduced below which also shows the proximity of the site to the golf course (top-left) and *Anglicare* (bottom-left).

Off-street parking for the existing club is currently provided for approximately 180 cars in outdoor, formal and informal overflow parking areas. Vehicular access to the car parking area is provided via an entry/exit driveway which extends out to Ashford Avenue via an access handle in between No.66 and No.90 Ashford Avenue.

Loading/servicing for the existing club is currently undertaken by a variety of commercial vehicles from vans, wagons and utilities up to and including medium rigid trucks. An informal loading area is located in between the main building and the golf cart storage shed which is used to receive deliveries to the club as well as garbage collection. Vehicular access to the loading area is provided via the abovementioned entry/exit driveway extending from Ashford Avenue. A loading area is also provided outside the green keeper's shed, with vehicular access provided via Bullecourt Lane and then out to Bullecourt Avenue.

Existing Operational Characteristics

The existing golf club is open 7 days per week, with organised and social golf played each day. The club has advised that their busiest days are Saturday and Sunday followed by Wednesday. A typical weekly schedule is provided in the table below which includes the estimated number of rounds played on the respective days.

The arrival of these players for competitions is spread out, with the first golfers teeing off at 6:30am, with the last round teeing off at 12:30pm. The peak arrival time for golfers is between 6:00am-8:00am and to a lesser extent, between 10:00am-11:30am. The departures are spread out over a 6-hour period between 11:00am-5:30pm.

Typical Weekly Golf Schedule – Bankstown Golf Club		
Day	**Golfers**	**Estimated Number of Daily Rounds**
Monday	Open mens and ladies competition	220 rounds per day
Tuesday	Pro competition and social	100 rounds per day
Wednesday	Open mens competition	420 rounds per day
Thursday	Ladies competition	160 rounds per day
Friday	Social and/or corporate days	300 rounds per day
Saturday	Members competition	780 rounds per day
Sunday	Open mens and ladies competition and social groups	840 rounds per day

The existing club also operates a bistro between 11:30am-3:00pm Tuesday-Sunday as well as Sunday mornings between 6:30am-10:00am. A bbq service is also provided between 6:30am-1:30am on Wednesday, Saturday and Sunday. The vast majority of clientele to the bistro and bbq are golfers who are already on-site for their golf session.

Proposed Development

The proposed development involves the redevelopment of the golf club as well as the construction of a number of new buildings, comprising seniors independent living units, as well as ancillary communal facilities.

The proposed new club comprises a number of indoor and outdoor areas, in addition to the typical back-of-house areas, and will have an estimated floor area of approximately 2,000m^2, consistent with the existing club. Whilst floor plans of the new club have yet to be prepared, it is envisaged that the new club will include the typical bistro, bar and gaming areas in addition to amenities and back-of-house areas.

A total of 149 seniors ILUs are also proposed in the development as follows:

Proposed Unit Mix	
1 bedroom apartments	16
2 bedroom apartments	96
3 bedroom apartments	37
TOTAL APARTMENTS	**149**

A number of communal areas will also be provided including outdoor space, gymnasium and 25m (3 lane) swimming pool. As noted in the foregoing, the pool will also be used as a swim school for local families, in order to provide a revenue stream for the club.

It is envisaged that off-street parking will be provided for approximately 347 cars across at-grade basement car parking areas, in accordance with Council and *State Environmental Planning Policy (Housing for Senior or People with a Disability) 2004* requirements, as follows:

Off-Street Parking Provisions	
Ground floor club/community/visitor parking	95
Basement club parking	92
Basement residential parking	160
TOTAL PROPOSED	**347**

Drop-off and pick-up areas will also be provided in front of all four buildings.

Loading/servicing for the proposed development is expected to continue to be undertaken by a variety of commercial vehicles from vans, wagons and utilities up to and including 8.8m long medium rigid trucks. In this regard, an at-grade loading bay is to be provided on the southern side of the new club building (Building A).

Vehicular access to the site for both light passenger vehicles and service vehicles is to be provided via the existing driveway located off Ashford Avenue as well as via Bullecourt Lane.

Plans of the proposed development have been prepared by *Altis Architecture* and are provided under separate cover.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

The M5 Motorway is classified by the RMS as a *State Road* and provides the key east-west road link in the area. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. All intersections with the M5 Motorway are grade-separated.

Newbridge Road / Milperra Road is classified by the RMS as a *State Road* and provides another key east-west road link in the area, linking Liverpool and Milperra. It also typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Clearway restrictions apply along both sides of the road during commuter peak periods.

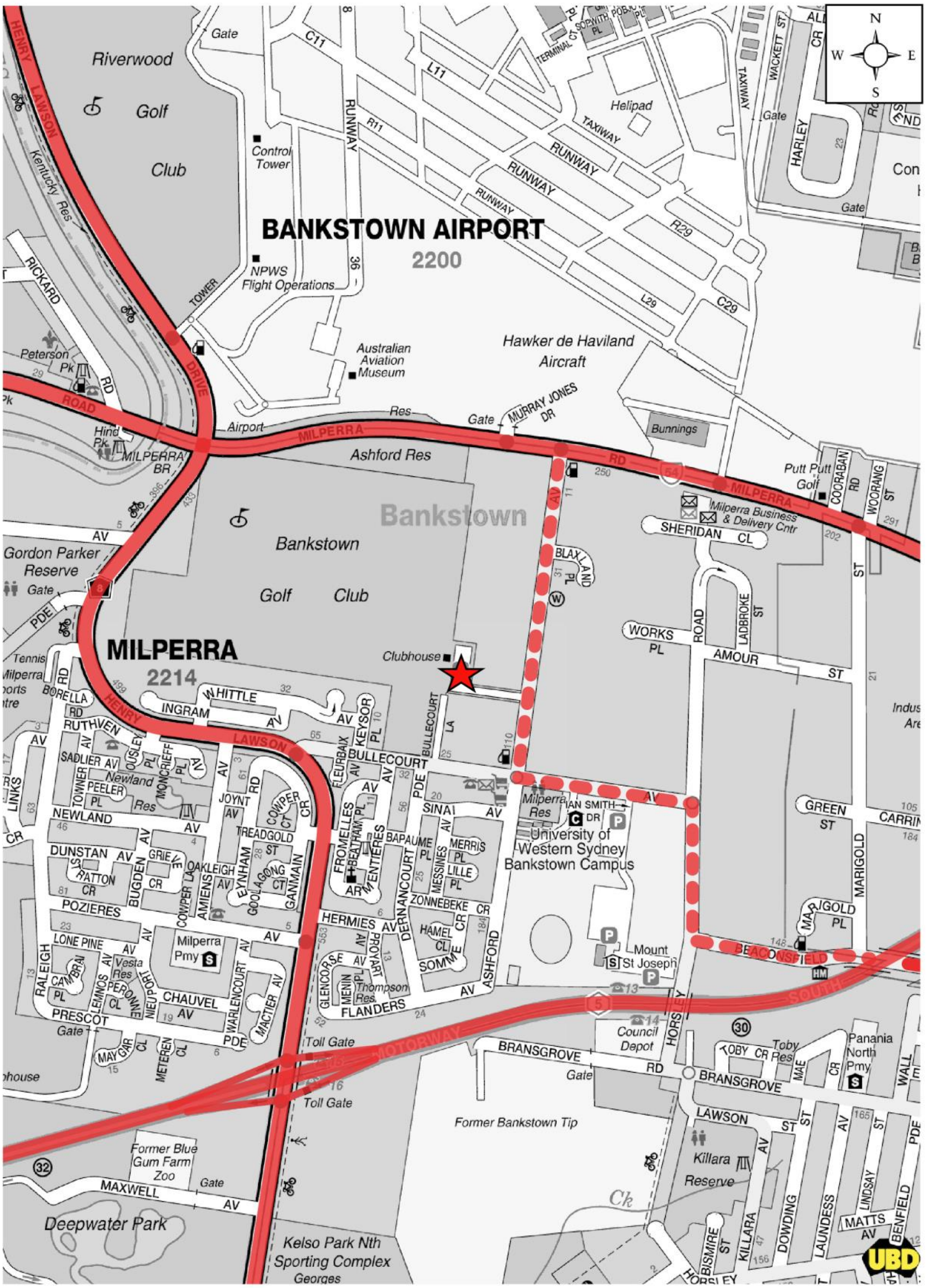
Ashford Avenue / Bullecourt Avenue / Horsley Road / Beaconsfield Street are classified by the RMS as *Regional Roads* which function as a *collector route* through the local area. they typically carry a single traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted along both sides of all these roads.

Bullecourt Lane is a local, unclassified service lane which is sealed at its southern end only. The remainder of Bullecourt Lane is typically gravel.

Existing Traffic Controls

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

- a 70 km/h SPEED LIMIT which applies to Milperra Road



Key:

State Road

Regional Road

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ROAD HIERARCHY

FIGURE 3


N
W
E
S
MURRAY JONES DR
MILPERRA RD
70
MILPERRA RD
BLAXLAND PL
ASHFORD AVE
WORKS PL
60
WHITTLE AVE
WHITTLE AVE
KEYSOR PL
INGRAM
HENRY GANMAN
BULLECOURT
50
BULLECOURT LA
60
AVE
EYNHAM RD
LAWSON DR
COWPER CT
CRS
FROMELLES AVE
AVE
AVE
PDE
SINAI
AVE
TREADGOLD ST
BEATHAM PL
BAPAUME PL
MERRIS PL
50
50
GOOLAGONG CT
CRS
FROMELLES
ARMENTIERES
DERNANCOURT
NESSINES
LILLE PL
ASHFORD AVE
GANMAN
ARMENTIERES AVE
ZONNEBEKE
CRS
HENRY LAWSON DR
HERMIES
AVE
CRS
HAMEL CL
POZIERES AVE
PROVART AVE
SOMME
Key:
Give Way Sign
Roundabout
Traffic Signal
Right-Turn Bay
Signalised Pedestrian Crossing
50 Speed Limit
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EXISTING TRAFFIC CONTROLS
FIGURE 4

- a 60 km/h SPEED LIMIT which applies to Ashford Avenue, north of Bullecourt Avenue

- a 50 km/h SPEED LIMIT which applies to Bullecourt Avenue, west of Ashford Avenue, and all other local roads in the area

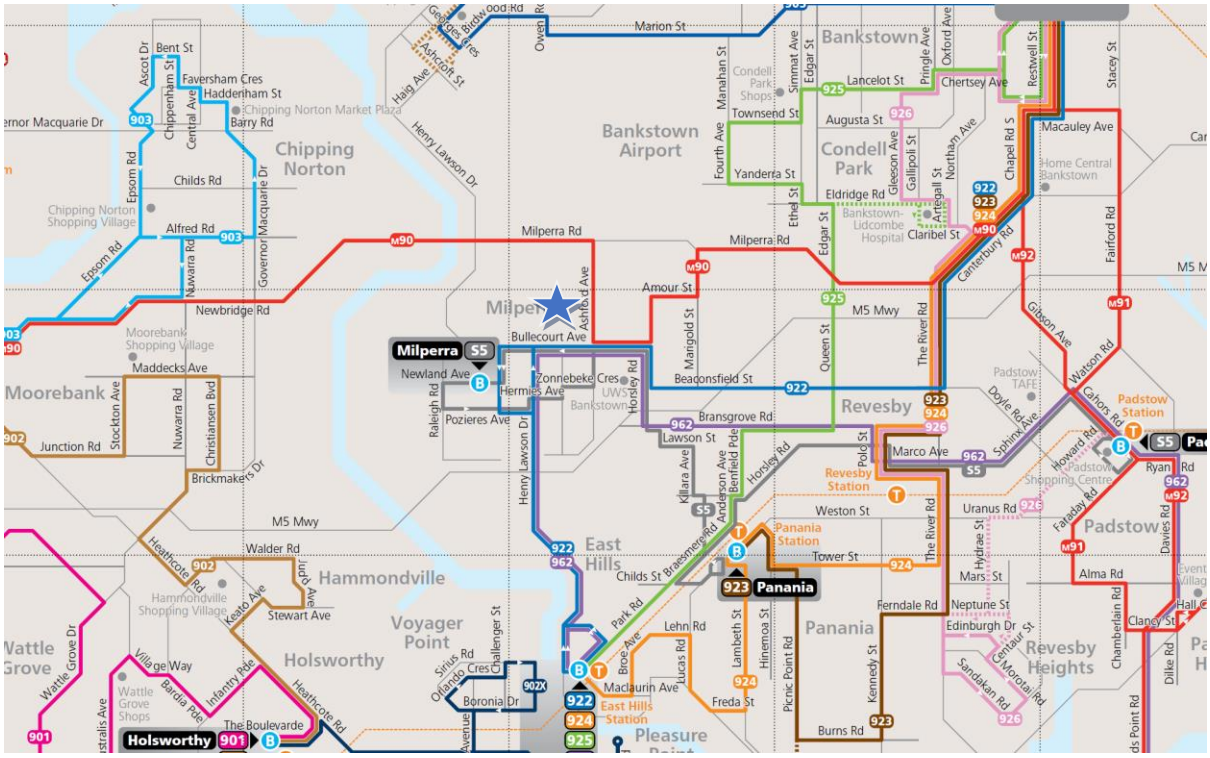
- TRAFFIC SIGNALS in Milperra Road where it intersects with Murray Jones Drive and also Ashford Avenue

- TRAFFIC SIGNALS in Henry Lawson Drive where it intersects with Bullecourt Avenue

- a ROUNDABOUT in Ashford Avenue where it intersects with Bullecourt Avenue.

Existing and Proposed Public Transport Services

The existing bus services currently operating in the area are illustrated on the figure below, with the nearest bi-directional bus stops located on Bullecourt Avenue, just east of Ashford Avenue.



In summary, there are four bus services available as follows:

- the S5 service operates Monday to Friday between Milperra and Padstow via Panania and Revesby

- the 922 service operates daily between East Hills and Bankstown via Milperra and UWS

- the 962 service operates daily between East Hills and Miranda via Padstow, Illawong, Menai, Sutherland and Gymea TAFE

- the M90 service operates daily between Liverpool and Burwood via Moorebank, Milperra, Bankstown, Greenacre, Chullora and Strathfield

In particular, the M90 service operates daily with weekday services every 15 minutes (every 10 minutes during the morning and afternoon peak) and weekend services every 20 minutes.

The abovementioned bus services also connect with train services at numerous suburban railway stations including Liverpool, Bankstown, Strathfield, East Hills, Revesby, Padstow and Sutherland.

The site is therefore located in an "accessible area" as defined in the *SEPP (Housing for Senior or People with a Disability) 2004.*

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys which were undertaken on Saturday 6th April 2019 and also Wednesday 10th April 2019, as part of this traffic study. The traffic surveys were undertaken at the following intersections:

- Ashford Avenue and Bullecourt Avenue
- Ashford Avenue and the club car park access driveway
- Bullecourt Avenue and Bullecourt Lane

The results of the traffic surveys are reproduced in full in Appendix A and summarised on the figure on the following page, revealing that:

- the weekday *morning* network peak period occurred between 8:00am and 9:00am whilst the weekday *afternoon* network peak period occurred between 4:30pm and 5:30pm. The Saturday peak period occurred between 11:15am and 12:15pm

- two-way traffic flows in Ashford Avenue, past the site access driveway, are typically in the order of 800 vehicles per hour (vph) during the weekday network peak periods, reducing to approximately 400 vph during the Saturday peak period

- two-way traffic flows in Bullecourt Avenue, past Bullecourt Lane, are typically in the order of 1,100 vph during the weekday *morning* network peak period, reducing to approximately 900 vph during the weekday *afternoon* peak period, and further reducing to approximately 700 vph during the Saturday peak period

- two-way traffic flows in Bullecourt Lane is absolutely minimal, typically in the order of *less than* 5 vph during the weekday and Saturday network peak periods.

In addition to the above, traffic surveys were also undertaken at the existing club's access driveway located off Ashford Avenue, revealing that:

- during the weekday *morning* network peak period, the club generated 8 vehicle trips, comprising 5 trips IN and 3 trips OUT

- during the weekday *afternoon* network peak period, the club generated 39 vehicle trips, comprising 6 trips IN and 33 trips OUT

- during the Saturday network peak period, the club generated 58 vehicle trips, comprising 30 trips IN and 28 trips OUT

- the peak on-site parking demand at the club on the Wednesday survey day occurred between 11:15am-11:30am when there were 138 cars recorded on-site

- the peak on-site parking demand at the club on the Saturday survey day occurred between 11:15am-12:00 noon when there were 167 cars recorded on-site

Projected Traffic Generation

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

An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS's *Technical Direction* (TDT 2013/04a) document, which are based on extensive surveys of a wide range of land uses.

The RMS's TDT 2013/04a surveyed 5 seniors living developments in greater Sydney, with traffic generation rates ranging between *0.05 vehicle trips per dwelling* during the weekday PM network peak period up to *0.36 vehicle trips per dwelling.* The average between the 5 survey sites was *0.176 vehicle trips per dwelling.*

Furthermore, the TDT 2013/04a notes that the morning site peak for seniors independent living units does *not* coincide with the morning network peak. Notwithstanding, in order to provide a more rigorous assessment, the following traffic generation rates have been adopted:

Housing for Seniors

AM: 0.2 peak hour vehicle trips per dwelling (assumed 50% of PM)

PM: 0.4 peak hour vehicle trips per dwelling

SAT: 0.4 peak hour vehicle trips per dwelling (assumed)

As noted in the foregoing, the proposal also involves the redevelopment of the existing golf club. The floor area of the proposed new club will be much the same as the existing club, such that in traffic terms, the *nett change* will be minimal, if any.

Nevertheless, for the purposes of factoring in any potential traffic associated with the proposed additional uses on the site, that being, the swim school and functions, the existing traffic associated with the club has been applied to those new uses.

Application therefore of the above traffic generation rates and assumptions to the various components of the development proposal yields a traffic generation potential of approximately 38 vph during the weekday *morning* network peak period, approximately 99 vph during the weekday *afternoon* network peak period, and approximately 118 vph during the Saturday network peak period.

Projected Future Traffic Generation Potential			
	AM	**PM**	**SAT**
Independent living units (149 apartments)	30 vph	60 vph	60 vph
Swim school and functions	8 vph*	39 vph*	58 vph*
TOTAL TRAFFIC GENERATION POTENTIAL	**38 vph**	**99 vph**	**118 vph**

* Existing golf club traffic applied to proposed new uses

In addition to the above projected additional traffic potential of the subject planning proposal, the projected additional traffic generation potential of the adjoining *Anglicare* DA has also been added to the traffic model in order to assess their *cumulative* effect.

Those projected additional traffic flows will not have any unacceptable traffic implications in terms of road network capacity, nor will any road upgrades/improvements/widening be required, as is demonstrated by the following section of this report.

Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA 8 NETWORK program which is widely used by the RMS and many LGA's for this purpose. Criteria for evaluating the results of SIDRA analysis are reproduced in the following pages. The individual movement summaries are reproduced in Appendix B.

The results of the SIDRA analysis of the Ashford Avenue and Bullecourt Avenue roundabout intersection are summarised on Table 3.1 below, revealing that:

- the existing Ashford Avenue and Bullecourt Avenue intersection currently operates at an overall *Level of Service "A"* under the existing network peak traffic demands, with total average vehicle delays in the order of 7-11 seconds/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the Ashford Avenue and Bullecourt Avenue intersection is expected to operate at *Level of Service "A"* during the network peak periods, with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the SIDRA analysis of the Ashford Avenue and the club's site access driveway intersection are summarised on Table 3.2 below, revealing that:

- the Ashford Avenue and the club's site access driveway intersection currently operates at an overall *Level of Service "A"* under the existing network peak traffic demands, including each individual movement, with overall average vehicle delays of *less than* 1 second/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the Ashford Avenue and the club's site access driveway intersection is expected to continue to operate at *Level of Service "A",* with increases in average vehicle delays of ***less than*** 1 second/vehicle.

The results of the SIDRA analysis of the Bullecourt Avenue and Bullecourt Lane intersection are summarised on Table 3.3 below, revealing that:

- the Bullecourt Avenue and Bullecourt Lane intersection currently operates at an overall *Level of Service "A"* under the existing network peak traffic demands, with overall average vehicle delays of *less than* 1 second/vehicle

- under the projected future traffic demands expected to be generated by the development proposal, the Bullecourt Avenue and Bullecourt Lane intersection is

expected to continue to operate at *Level of Service "A",* with increases in average vehicle delays of ***less than*** 1 second/vehicle.

In the circumstances, it is clear that the proposed development will not have any unacceptable traffic implications in terms of road network capacity, nor will any road upgrades/improvements/widening be required

TABLE 3.1 - RESULTS OF SIDRA ANALYSIS OF ASHFORD AVENUE & BULLECOURT AVENUE

Key Indicators	Existing Traffic Demand			Projected Development Traffic Demand (Planning Proposal)			Projected Development Traffic Demand (Planning Proposal + Anglicare DA)		
	AM	**PM**	**SAT**	**AM**	**PM**	**SAT**	**AM**	**PM**	**SAT**
Level of Service	A	A	A	A	A	A	A	A	A
Degree of Saturation	0.768	0.775	0.347	0.771	0.790	0.355	0.780	0.802	0.362
Total Average Vehicle Delay	**10.9**	**10.2**	**6.6**	**11.0**	**10.4**	**6.7**	**11.2**	**10.7**	**6.7**

TABLE 3.2 - RESULTS OF SIDRA ANALYSIS OF ASHFORD AVENUE & CLUB SITE ACCESS DRIVEWAY

Key Indicators	Existing Traffic Demand			Projected Development Traffic Demand (Planning Proposal)			Projected Development Traffic Demand (Planning Proposal + Anglicare DA)		
	AM	**PM**	**SAT**	**AM**	**PM**	**SAT**	**AM**	**PM**	**SAT**
Level of Service	A	A	A	A	A	A	A	A	A
Degree of Saturation	0.216	0.253	0.105	0.217	0.273	0.114	0.220	0.278	0.119
Total Average Vehicle Delay	**0.1**	**0.4**	**0.9**	**0.3**	**0.9**	**1.6**	**0.3**	**0.9**	**1.5**

TABLE 3.3 - RESULTS OF SIDRA ANALYSIS OF BULLECOURT AVENUE & BULLECOURT LANE									
Key Indicators	**Existing Traffic Demand**			**Projected Development Traffic Demand (Planning Proposal)**			**Projected Development Traffic Demand (Planning Proposal + Anglicare DA)**		
	AM	**PM**	**SAT**	**AM**	**PM**	**SAT**	**AM**	**PM**	**SAT**
Level of Service	A	A	A	A	A	A	A	A	A
Degree of Saturation	0.397	0.365	0.201	0.399	0.370	0.205	0.400	0.380	0.215
Total Average Vehicle Delay	**0.1**	**0.0**	**0.0**	**0.3**	**0.4**	**0.5**	**0.5**	**0.6**	**0.8**

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

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

2. Average Vehicle Delay (AVD)

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

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

3. Degree of Saturation (DS)

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

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

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

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

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 5 and comprise:

- NO STOPPING restrictions in the vicinity of the Ashford Avenue and Bullecourt Avenue intersection

- NO PARKING along both sides of Ashford Avenue in the vicinity of the golf club's site access driveway

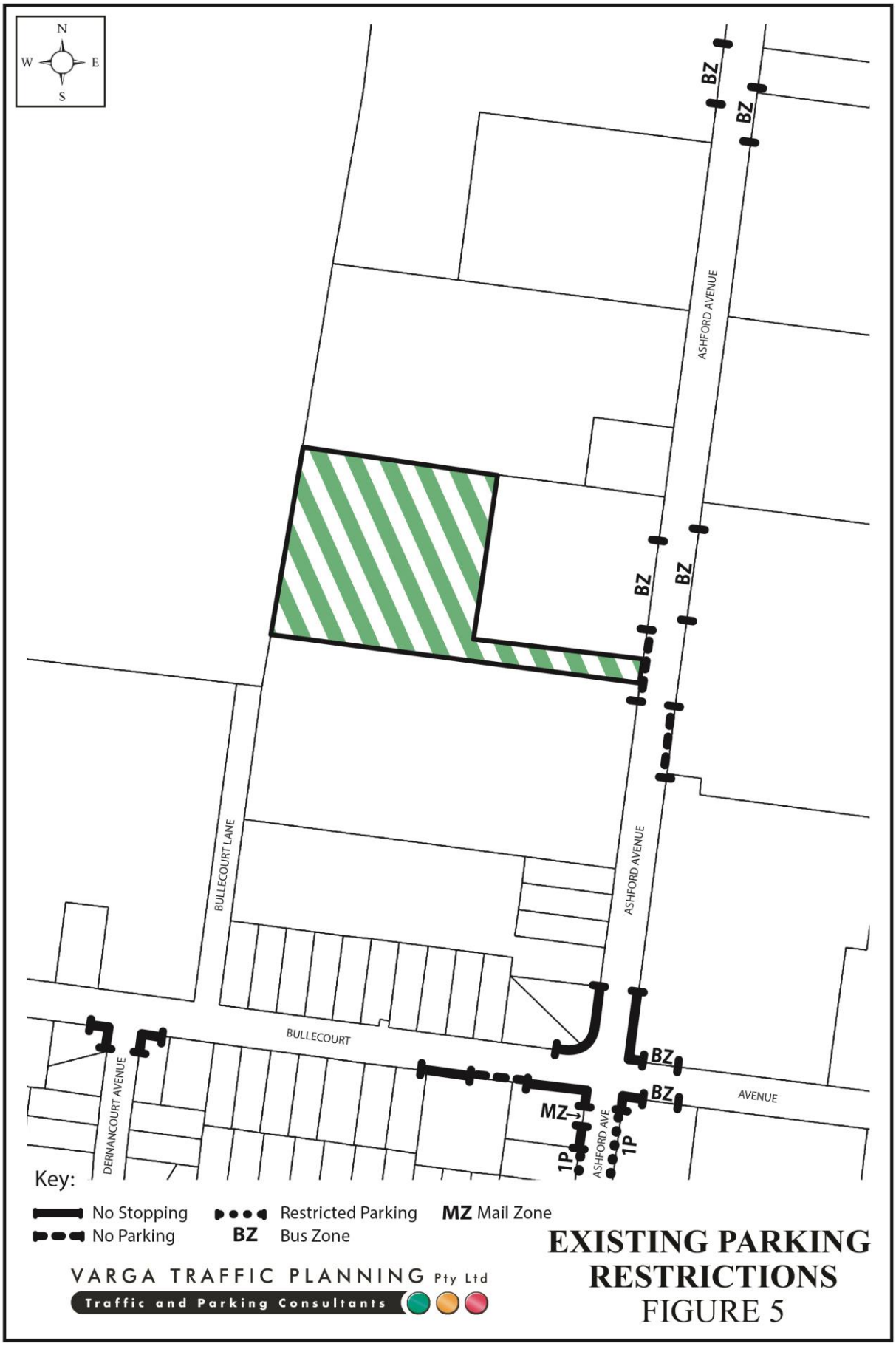
- BUS ZONES located along both sides of Bullecourt Avenue and also Ashford Avenue, including just north of the site access driveway

- generally UNRESTRICTED kerbside parking elsewhere along both sides of Bullecourt Avenue and also Ashford Avenue.

Off-Street Parking Requirements

The off-street parking requirements applicable to the ILU components of the development proposal are specified in the *SEPP (Housing for Seniors or People with a Disability) 2004* document and are reproduced below:

> **Division 4 Self-Contained Dwellings**
>
> **50 Standards that cannot be used to refuse development consent for self-contained dwellings**
>
> A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds:
>
> (h) parking: if at least the following is provided:
>
> (i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or
>
> (ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.


N
W
E
S
BZ
BZ
ASHFORD AVENUE
BZ
BZ
BULLECOURT LANE
ASHFORD AVENUE
BULLECOURT
BZ
BZ
AVENUE
MZ
1P
ASHFORD AVE
1P
DERNANCOURT AVENUE
Key:
No Stopping
No Parking
Restricted Parking
BZ Bus Zone
MZ Mail Zone
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EXISTING PARKING RESTRICTIONS
FIGURE 5

Council's *Bankstown DCP 2015 (Amendment June 2019)* does not nominate an off-street parking rate for clubs or licenced premises, therefore reference is made to the peak parking demand of the existing club which are detailed in Chapter 2 of this report.

As noted in the foregoing, the existing peak on-site parking demand at the club on the Saturday survey day occurred between 11:15am-12:00 noon when there were 167 cars recorded on-site. Reference is also made to the number of *rounds per day* on the respective days, with the peak days being Wednesday (420 rounds), Saturday (780 rounds) and Sunday (840 rounds).

Therefore, in order to assess the peak parking demand of the existing club on a Sunday, the Saturday peak of 167 cars have been *factored up* by 8%, based on the number of *rounds per day* – i.e. the peak parking demand on a Sunday is likely to be in the order of 180 cars parked on-site.

Notwithstanding, it is likely that a portion of the golfers included in the parking surveys of the existing golf club will be residents of the future development – i.e. they will be living on-site. For the purposes of this assessment therefore, it has been assumed that 10% of the golfers will be residents. Accordingly, of the 180 cars parked at the club on a Sunday, approximately 18 cars will belong to the residents and parked in their respective residential space, not in the club parking area.

With respect to the proposed other additional uses on the site, that being a swim school and function centre, the two uses are *not* expected to operate at the same time.

Based on the club's proposed 25m indoor swimming pool with 3 lanes, each accommodating 4 children per lane for a 30 minute lesson, the peak parking demand of the swim school is likely to be approximately 24 cars for a short period of time during the class changeover time.

Furthermore, based on a 150-person function at the club with a car driver rate of *1 space per 6 guests*, the peak parking demand of a function would be in the order of 25 cars.

Application therefore of the above parking rates and assumptions to the various components of the development proposal yields an off-street parking requirement of 347 parking spaces as set out on the following page:

Off-Street Parking Requirements	
Independent living units (149 apartments)	160 spaces
Swim school and function centre	25 spaces
Golf club	162 spaces
TOTAL REQUIRED	**347 spaces**

The proposed development makes provision for a total of 347 parking spaces, thereby satisfying the above expected peak parking requirements.

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

Loading/Servicing Provisions

Loading/servicing for the proposed development is expected to continue to be undertaken by a variety of commercial vehicles from vans, wagons and utilities up to and including 8.8m long medium rigid trucks. In this regard, an at-grade loading bay is to be provided on the southern side of the new club building (Building A). The loading dock and manoeuvring area will ultimately be designed to accommodate the swept turning path requirements of these medium trucks, allowing them to enter and exit the site in a forward direction at all times.

Conclusion

The foregoing has found that all surrounding intersections are expected to continue to operate at *Level of Service "A"* under the proposed scenario, even with the adjoining *Anglicare* DA traffic (with minimal delays on all approaches), and that no infrastructure upgrades will be required. Furthermore, the proposed development will ultimately satisfy the expected peak parking demand of the various uses.

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

APPENDIX A

TRAFFIC SURVEY DATA

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Lights

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0730 - 0745	19	3	8	50	108	7	7	12	14	5	59	45	**337**
0745 - 0800	36	3	9	55	149	5	5	17	20	7	63	47	**416**
0800 - 0815	48	3	15	59	131	3	5	17	23	9	62	44	**419**
0815 - 0830	55	5	16	34	139	3	7	26	42	14	64	41	**446**
0830 - 0845	49	14	14	27	137	5	5	20	21	14	59	35	**400**
0845 - 0900	68	5	14	32	137	5	2	14	27	14	65	32	**415**
0900 - 0915	50	8	15	36	113	3	2	9	18	8	57	35	**354**
0915 - 0930	41	7	14	32	86	5	8	8	10	10	59	32	**312**
Period End	**366**	**48**	**105**	**325**	**1000**	**36**	**41**	**123**	**175**	**81**	**488**	**311**	**3099**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0730 - 0745	2	0	1	2	7	0	0	0	0	0	5	2	**19**
0745 - 0800	1	0	1	4	5	0	0	0	0	0	6	2	**19**
0800 - 0815	4	0	3	2	5	0	0	0	0	0	5	3	**22**
0815 - 0830	6	0	0	1	6	0	0	0	1	0	7	2	**23**
0830 - 0845	4	0	2	4	4	0	0	1	1	0	5	4	**25**
0845 - 0900	4	1	2	0	3	0	0	0	0	0	10	7	**27**
0900 - 0915	0	0	1	6	6	0	0	0	0	0	5	1	**19**
0915 - 0930	5	0	2	3	5	0	0	1	0	0	4	2	**22**
Period End	**26**	**1**	**12**	**22**	**41**	**0**	**0**	**2**	**2**	**0**	**47**	**23**	**176**

Lights

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0730 - 0830	158	14	48	198	527	18	24	72	99	35	248	177	**1618**
0745 - 0845	188	25	54	175	556	16	22	80	106	44	248	167	**1681**
0800 - 0900	220	27	59	152	544	16	19	77	113	51	250	152	**1680**
0815 - 0915	222	32	59	129	526	16	16	69	108	50	245	143	**1615**
0830 - 0930	208	34	57	127	473	18	17	51	76	46	240	134	**1481**
PEAK HOUR	**220**	**27**	**59**	**152**	**544**	**16**	**19**	**77**	**113**	**51**	**250**	**152**	**1680**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0730 - 0830	13	0	5	9	23	0	0	0	1	0	23	9	**83**
0745 - 0845	15	0	6	11	20	0	0	1	2	0	23	11	**89**
0800 - 0900	18	1	7	7	18	0	0	1	2	0	27	16	**97**
0815 - 0915	14	1	5	11	19	0	0	1	2	0	27	14	**94**
0830 - 0930	13	1	7	13	18	0	0	2	1	0	24	14	**93**
PEAK HOUR	**18**	**1**	**7**	**7**	**18**	**0**	**0**	**1**	**2**	**0**	**27**	**16**	**97**

Combined

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0730 - 0745	21	3	9	52	115	7	7	12	14	5	64	47	**356**
0745 - 0800	37	3	10	59	154	5	5	17	20	7	69	49	**435**
0800 - 0815	52	3	18	61	136	3	5	17	23	9	67	47	**441**
0815 - 0830	61	5	16	35	145	3	7	26	43	14	71	43	**469**
0830 - 0845	53	14	16	31	141	5	5	21	22	14	64	39	**425**
0845 - 0900	72	6	16	32	140	5	2	14	27	14	75	39	**442**
0900 - 0915	50	8	16	42	119	3	2	9	18	8	62	36	**373**
0915 - 0930	46	7	16	35	91	5	8	9	10	10	63	34	**334**
Period End	**392**	**49**	**117**	**347**	**1041**	**36**	**41**	**125**	**177**	**81**	**535**	**334**	**3275**

Peds

	NORTH	WEST	SOUTH	EAST	
	Ashford Ave	*Bullecourt Ave*	*Bullecourt Ave*	*Ashford Ave*	
Time Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
0730 - 0745	1	0	5	1	**7**
0745 - 0800	0	0	5	0	**5**
0800 - 0815	1	1	6	0	**8**
0815 - 0830	8	5	18	8	**39**
0830 - 0845	1	0	1	0	**2**
0845 - 0900	1	1	5	2	**9**
0900 - 0915	0	0	0	0	**0**
0915 - 0930	1	0	1	0	**2**
Period End	**13**	**7**	**41**	**11**	**72**

Combined

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
0730 - 0830	171	14	53	207	550	18	24	72	100	35	271	186	**1701**
0745 - 0845	203	25	60	186	576	16	22	81	108	44	271	178	**1770**
0800 - 0900	238	28	66	159	562	16	19	78	115	51	277	168	**1777**
0815 - 0915	236	33	64	140	545	16	16	70	110	50	272	157	**1709**
0830 - 0930	221	35	64	140	491	18	17	53	77	46	264	148	**1574**
PEAK HOUR	**238**	**28**	**66**	**159**	**562**	**16**	**19**	**78**	**115**	**51**	**277**	**168**	**1777**

Peds

	NORTH	WEST	SOUTH	EAST	
	Ashford Ave	*Bullecourt Ave*	*Bullecourt Ave*	*Ashford Ave*	
Peak Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
0730 - 0830	10	6	34	9	**59**
0745 - 0845	10	6	30	8	**54**
0800 - 0900	11	7	30	10	**58**
0815 - 0915	10	6	24	10	**50**
0830 - 0930	3	1	7	2	**13**
PEAK HR	**11**	**7**	**30**	**10**	**58**

R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

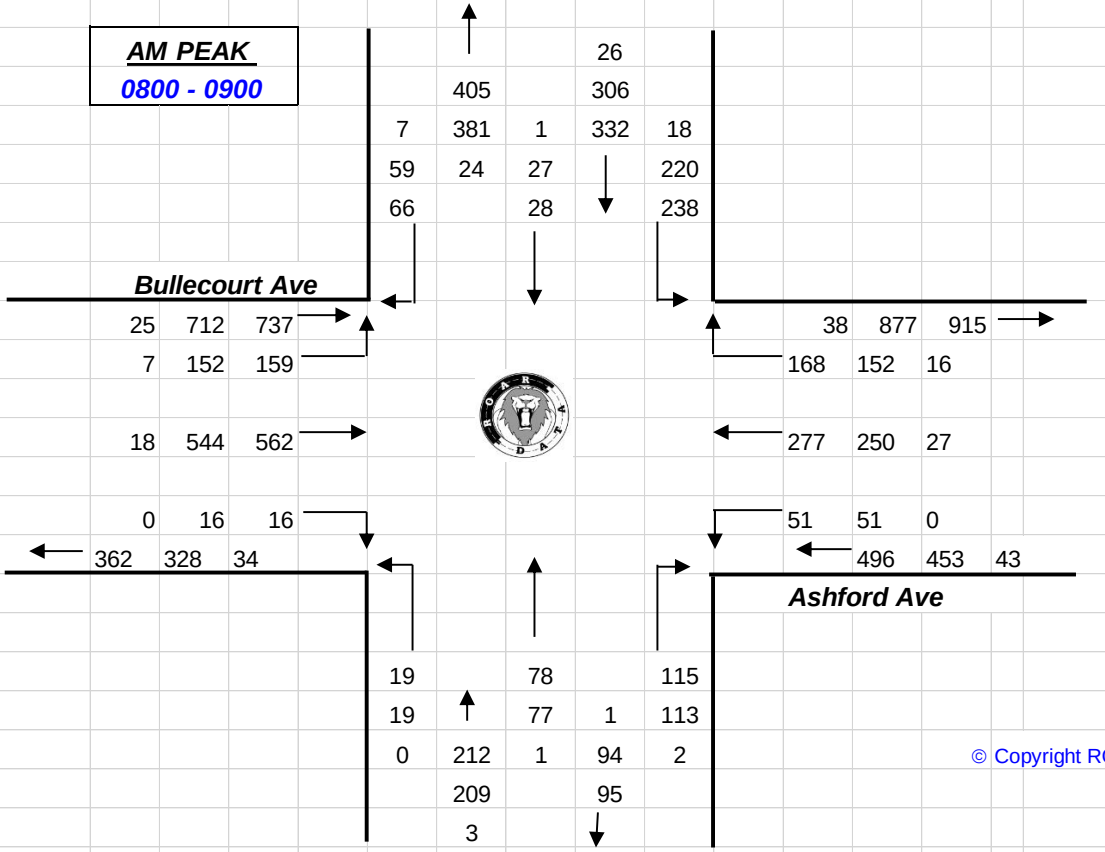
Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Hours 1 | Hours 2 | Hours 3 | Hours 4 | Hours 5

AM PEAK

0800 - 0900



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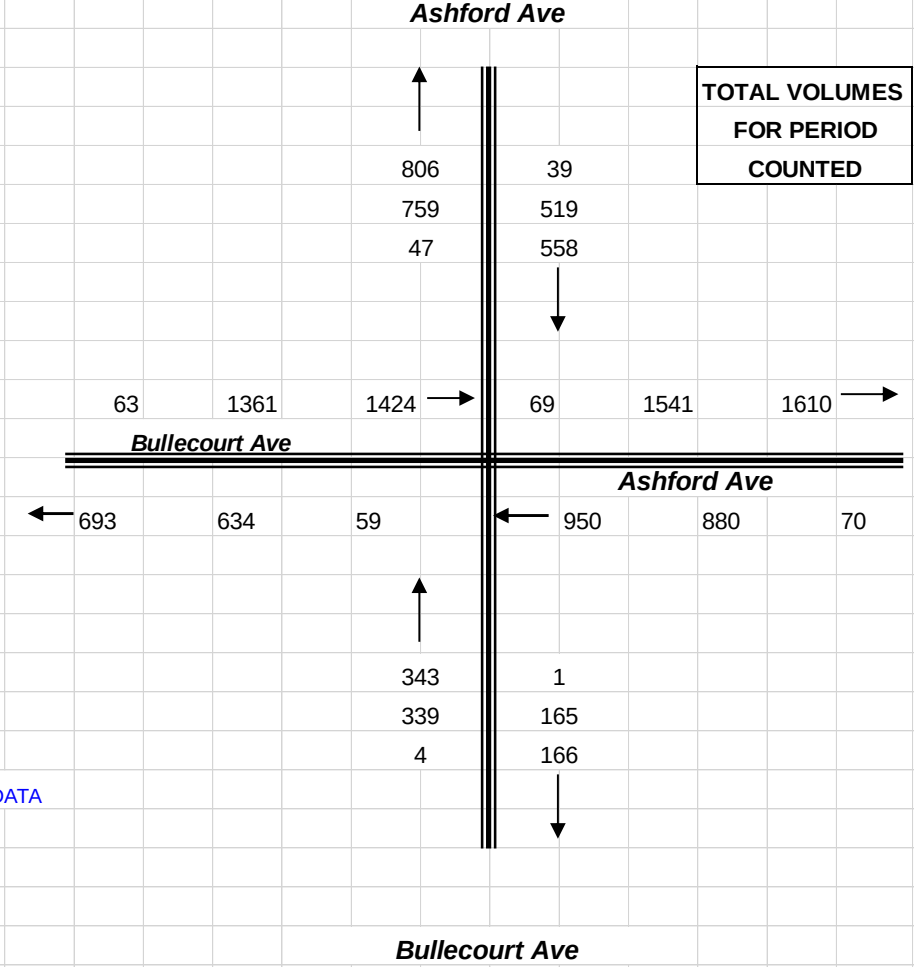


TOTAL VOLUMES FOR PERIOD COUNTED

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Lights

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1630 - 1645	42	23	39	23	29	7	2	10	14	32	116	36	**373**
1645 - 1700	45	25	41	18	34	5	5	14	16	32	113	45	**393**
1700 - 1715	74	34	68	12	31	2	1	11	16	24	113	41	**427**
1715 - 1730	65	26	55	8	47	3	7	7	9	36	112	38	**413**
1730 - 1745	55	15	48	11	28	4	3	12	10	21	109	25	**341**
1745 - 1800	25	15	14	12	29	5	3	10	8	10	68	14	**213**
1800 - 1815	23	14	19	12	42	3	5	5	18	14	95	19	**269**
1815 - 1830	34	14	25	16	50	4	5	14	9	21	84	20	**296**
Period End	**363**	**166**	**309**	**112**	**290**	**33**	**31**	**83**	**100**	**190**	**810**	**238**	**2725**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1630 - 1645	4	0	0	2	3	0	0	1	0	0	6	5	**21**
1645 - 1700	2	0	2	0	3	0	0	0	0	0	3	1	**11**
1700 - 1715	2	0	1	0	1	0	0	0	0	0	1	2	**7**
1715 - 1730	2	0	2	0	2	0	0	0	0	0	4	1	**11**
1730 - 1745	2	0	1	0	2	0	0	0	0	0	1	2	**8**
1745 - 1800	2	0	0	1	2	0	0	0	0	0	2	0	**7**
1800 - 1815	2	0	0	1	1	0	0	0	0	0	2	1	**7**
1815 - 1830	1	0	1	0	5	0	0	0	0	0	2	1	**10**
Period End	**17**	**0**	**7**	**4**	**19**	**0**	**0**	**1**	**0**	**0**	**21**	**13**	**82**

Lights

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1630 - 1730	226	108	203	61	141	17	15	42	55	124	454	160	**1606**
1645 - 1745	239	100	212	49	140	14	16	44	51	113	447	149	**1574**
1700 - 1800	219	90	185	43	135	14	14	40	43	91	402	118	**1394**
1715 - 1815	168	70	136	43	146	15	18	34	45	81	384	96	**1236**
1730 - 1830	137	58	106	51	149	16	16	41	45	66	356	78	**1119**
PEAK HOUR	**226**	**108**	**203**	**61**	**141**	**17**	**15**	**42**	**55**	**124**	**454**	**160**	**1606**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1630 - 1730	10	0	5	2	9	0	0	1	0	0	14	9	**50**
1645 - 1745	8	0	6	0	8	0	0	0	0	0	9	6	**37**
1700 - 1800	8	0	4	1	7	0	0	0	0	0	8	5	**33**
1715 - 1815	8	0	3	2	7	0	0	0	0	0	9	4	**33**
1730 - 1830	7	0	2	2	10	0	0	0	0	0	7	4	**32**
PEAK HOUR	**10**	**0**	**5**	**2**	**9**	**0**	**0**	**1**	**0**	**0**	**14**	**9**	**50**

Combined

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1630 - 1645	46	23	39	25	32	7	2	11	14	32	122	41	**394**
1645 - 1700	47	25	43	18	37	5	5	14	16	32	116	46	**404**
1700 - 1715	76	34	69	12	32	2	1	11	16	24	114	43	**434**
1715 - 1730	67	26	57	8	49	3	7	7	9	36	116	39	**424**
1730 - 1745	57	15	49	11	30	4	3	12	10	21	110	27	**349**
1745 - 1800	27	15	14	13	31	5	3	10	8	10	70	14	**220**
1800 - 1815	25	14	19	13	43	3	5	5	18	14	97	20	**276**
1815 - 1830	35	14	26	16	55	4	5	14	9	21	86	21	**306**
Period End	**380**	**166**	**316**	**116**	**309**	**33**	**31**	**84**	**100**	**190**	**831**	**251**	**2807**

Peds

	NORTH	WEST	SOUTH	EAST	
	Ashford Ave	*Bullecourt Ave*	*Bullecourt Ave*	*Ashford Ave*	
Time Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
1630 - 1645	1	0	0	0	**1**
1645 - 1700	0	3	14	1	**18**
1700 - 1715	1	2	7	0	**10**
1715 - 1730	0	0	8	0	**8**
1730 - 1745	0	2	5	0	**7**
1745 - 1800	1	1	7	0	**9**
1800 - 1815	1	1	5	0	**7**
1815 - 1830	1	0	3	0	**4**
Period End	**5**	**9**	**49**	**1**	**64**

Combined

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1630 - 1730	236	108	208	63	150	17	15	43	55	124	468	169	**1656**
1645 - 1745	247	100	218	49	148	14	16	44	51	113	456	155	**1611**
1700 - 1800	227	90	189	44	142	14	14	40	43	91	410	123	**1427**
1715 - 1815	176	70	139	45	153	15	18	34	45	81	393	100	**1269**
1730 - 1830	144	58	108	53	159	16	16	41	45	66	363	82	**1151**
PEAK HOUR	**236**	**108**	**208**	**63**	**150**	**17**	**15**	**43**	**55**	**124**	**468**	**169**	**1656**

Peds

	NORTH	WEST	SOUTH	EAST	
	Ashford Ave	*Bullecourt Ave*	*Bullecourt Ave*	*Ashford Ave*	
Peak Per	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**UNCLASSIFIED**	**TOT**
1630 - 1730	2	5	29	1	**37**
1645 - 1745	1	7	34	1	**43**
1700 - 1800	2	5	27	0	**34**
1715 - 1815	2	4	25	0	**31**
1730 - 1830	3	4	20	0	**27**
PEAK HR	**2**	**5**	**29**	**1**	**37**

R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

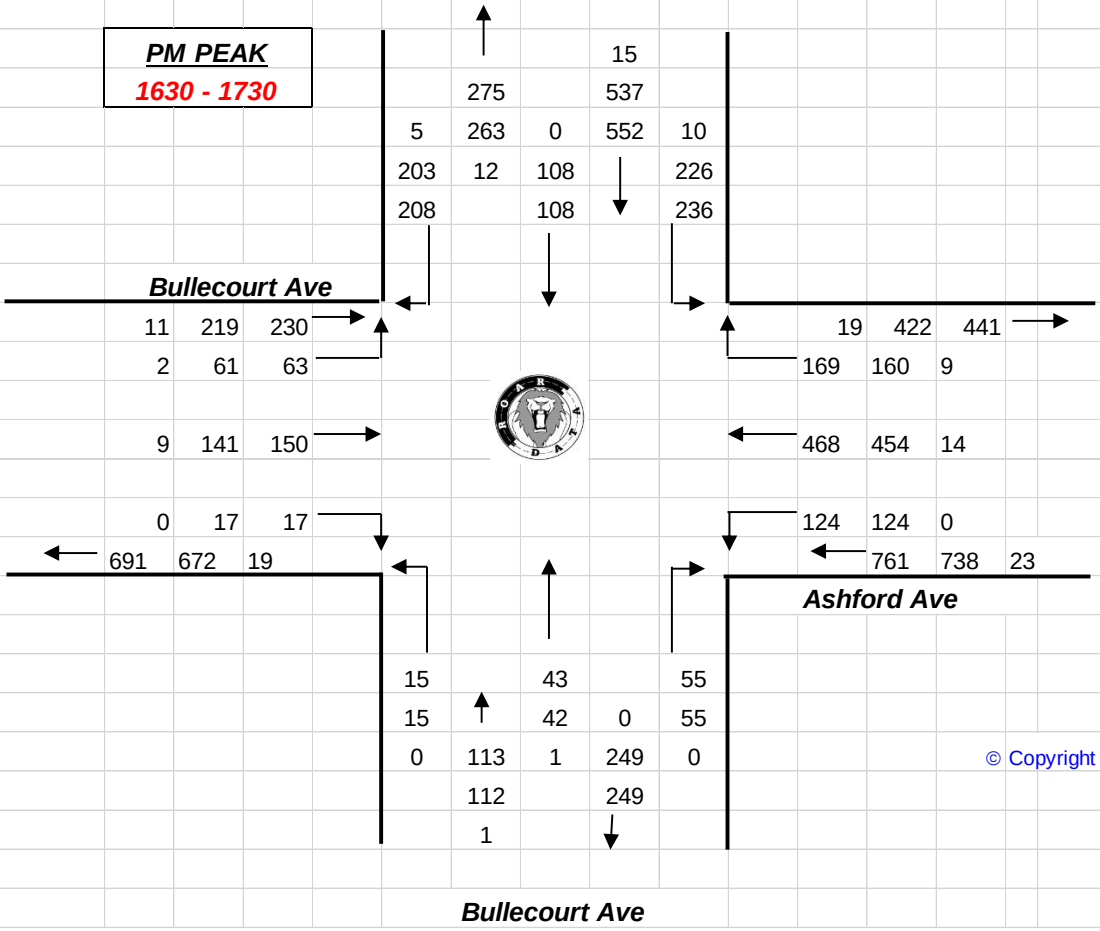
Job No/Name : 7062 MILPERRA Bankstown Golf Club

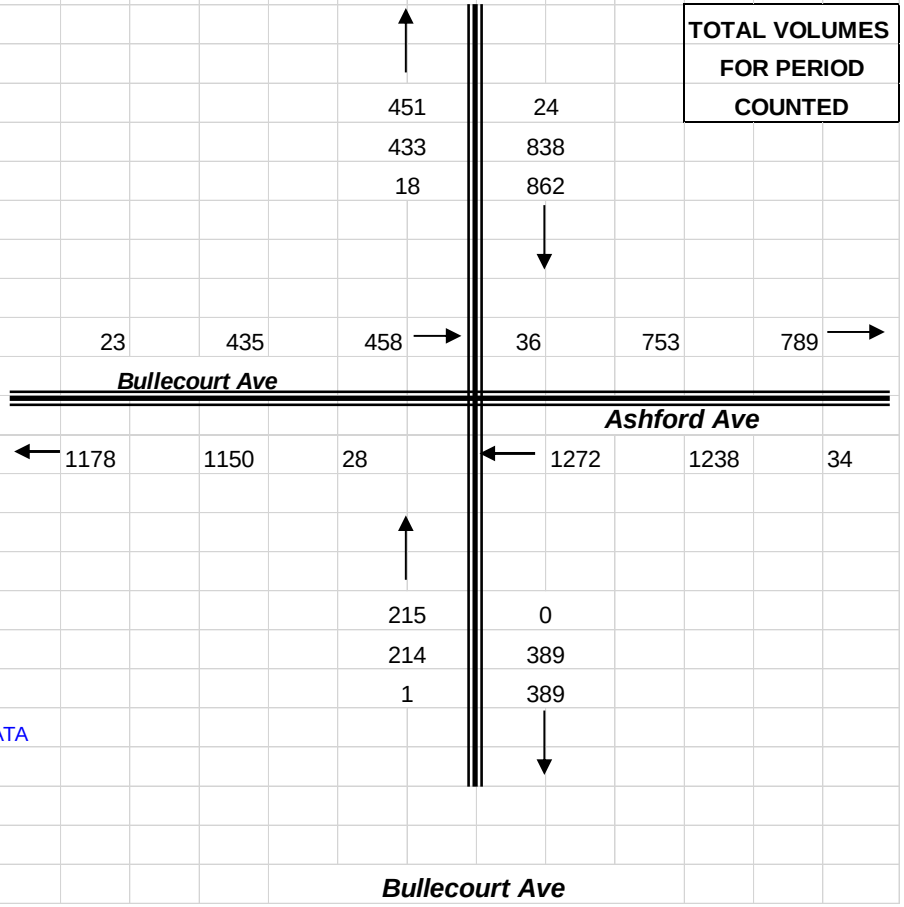
Day/Date : Wednesday 10th April 2019

Hours 1 | Hours 2 | Hours 3 | Hours 4 | Hours 5

PM PEAK

1630 - 1730





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

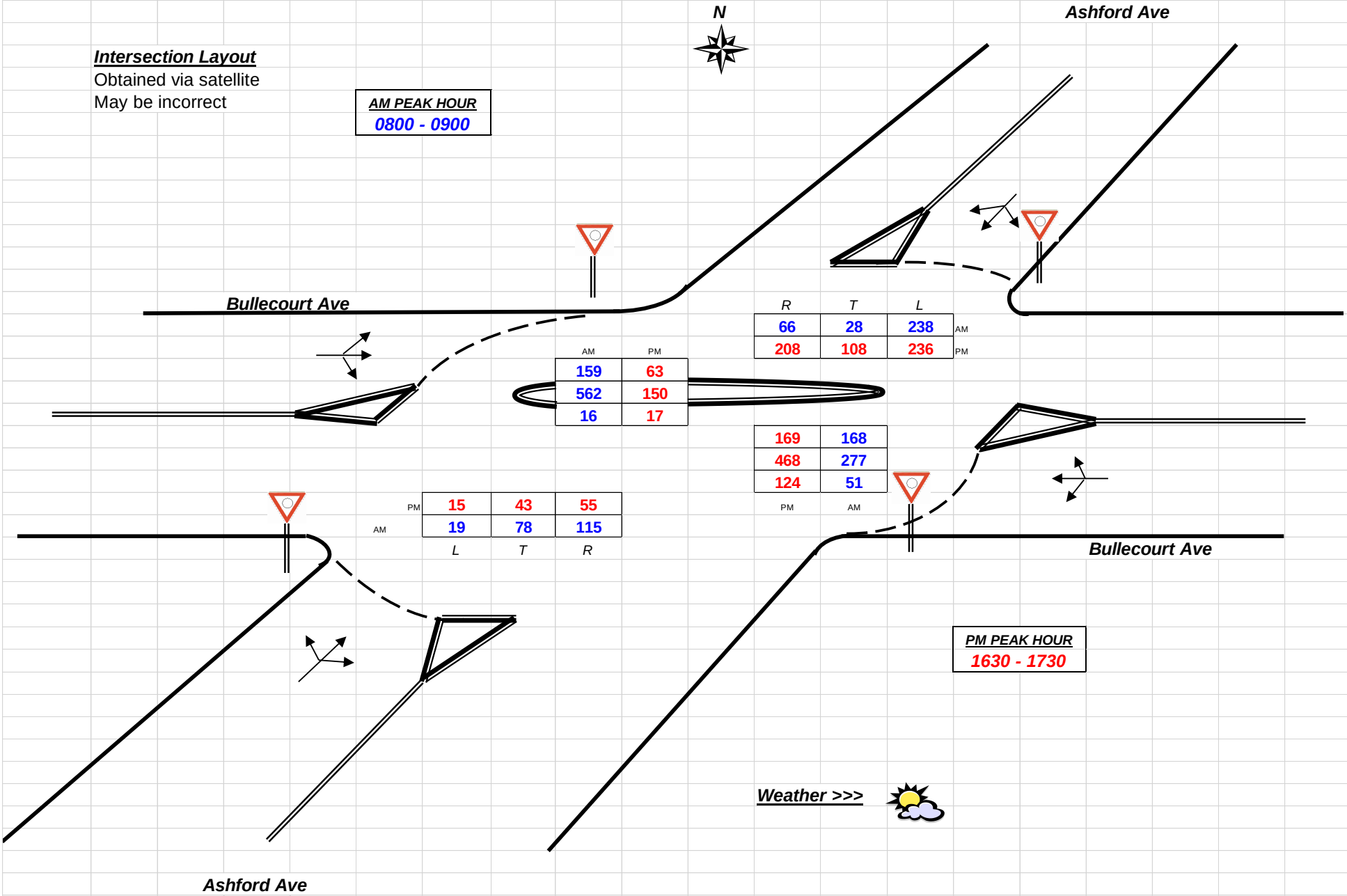
Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR

0800 - 0900



PM PEAK HOUR

1630 - 1730

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning
Job No/Name : 7062 MILPERRA Bankstown Golf Club
Day/Date : Saturday 6th April 2019

Lights

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1100 - 1115	23	14	21	15	53	2	9	5	11	6	71	29	**259**
1115 - 1130	25	5	9	19	47	0	8	6	11	12	75	26	**243**
1130 - 1145	26	6	14	20	57	3	3	11	11	11	55	19	**236**
1145 - 1200	28	5	19	16	41	0	8	9	16	11	73	17	**243**
1200 - 1215	28	21	35	19	62	1	4	9	13	14	80	30	**316**
1215 - 1230	24	6	19	16	47	4	5	10	7	9	49	18	**214**
1230 - 1245	33	7	22	11	54	2	6	9	8	14	52	18	**236**
1245 - 1300	21	9	13	7	35	2	9	4	11	9	47	13	**180**
1300 - 1315	22	6	22	18	41	5	4	6	11	14	64	20	**233**
1315 - 1330	26	9	12	19	46	0	6	13	9	9	42	18	**209**
1330 - 1345	33	7	22	14	37	3	4	5	14	8	46	19	**212**
1345 - 1400	22	5	12	10	46	1	2	5	9	10	43	21	**186**
Period End	**311**	**100**	**220**	**184**	**566**	**23**	**68**	**92**	**131**	**127**	**697**	**248**	**2767**

Lights

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Time	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1100 - 1200	102	30	63	70	198	5	28	31	49	40	274	91	**981**
1115 - 1215	107	37	77	74	207	4	23	35	51	48	283	92	**1038**
1130 - 1230	106	38	87	71	207	8	20	39	47	45	257	84	**1009**
1145 - 1245	113	39	95	62	204	7	23	37	44	48	254	83	**1009**
1200 - 1300	106	43	89	53	198	9	24	32	39	46	228	79	**946**
1215 - 1315	100	28	76	52	177	13	24	29	37	46	212	69	**863**
1230 - 1330	102	31	69	55	176	9	25	32	39	46	205	69	**858**
1245 - 1345	102	31	69	58	159	10	23	28	45	40	199	70	**834**
1300 - 1400	103	27	68	61	170	9	16	29	43	41	195	78	**840**
PEAK HOUR	**107**	**37**	**77**	**74**	**207**	**4**	**23**	**35**	**51**	**48**	**283**	**92**	**1038**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1100 - 1115	1	0	0	0	1	0	0	0	0	0	1	1	**4**
1115 - 1130	0	0	0	0	1	0	0	0	0	0	1	1	**3**
1130 - 1145	1	0	0	0	1	0	0	0	0	0	0	1	**3**
1145 - 1200	1	0	0	0	3	0	0	0	0	0	2	1	**7**
1200 - 1215	0	0	0	0	1	0	0	0	0	0	2	1	**4**
1215 - 1230	1	0	0	0	2	0	0	0	0	0	2	2	**7**
1230 - 1245	1	0	0	0	1	0	0	0	0	0	0	1	**3**
1245 - 1300	2	0	0	1	2	0	0	0	0	0	0	1	**6**
1300 - 1315	1	0	0	0	1	0	0	0	0	0	2	0	**4**
1315 - 1330	1	0	0	1	2	0	0	0	0	0	1	1	**6**
1330 - 1345	2	0	0	0	1	0	0	0	0	0	1	1	**5**
1345 - 1400	1	0	0	0	2	0	0	0	0	0	1	1	**5**
Period End	**12**	**0**	**0**	**2**	**18**	**0**	**0**	**0**	**0**	**0**	**13**	**12**	**57**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1100 - 1200	3	0	0	0	6	0	0	0	0	0	4	4	**17**
1115 - 1215	2	0	0	0	6	0	0	0	0	0	5	4	**17**
1130 - 1230	3	0	0	0	7	0	0	0	0	0	6	5	**21**
1145 - 1245	3	0	0	0	7	0	0	0	0	0	6	5	**21**
1200 - 1300	4	0	0	1	6	0	0	0	0	0	4	5	**20**
1215 - 1315	5	0	0	1	6	0	0	0	0	0	4	4	**20**
1230 - 1330	5	0	0	2	6	0	0	0	0	0	3	3	**19**
1245 - 1345	6	0	0	2	6	0	0	0	0	0	4	3	**21**
1300 - 1400	5	0	0	1	6	0	0	0	0	0	5	3	**20**
PEAK HOUR	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**17**

Combined

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Time Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1100 - 1115	24	14	21	15	54	2	9	5	11	6	72	30	**263**
1115 - 1130	25	5	9	19	48	0	8	6	11	12	76	27	**246**
1130 - 1145	27	6	14	20	58	3	3	11	11	11	55	20	**239**
1145 - 1200	29	5	19	16	44	0	8	9	16	11	75	18	**250**
1200 - 1215	28	21	35	19	63	1	4	9	13	14	82	31	**320**
1215 - 1230	25	6	19	16	49	4	5	10	7	9	51	20	**221**
1230 - 1245	34	7	22	11	55	2	6	9	8	14	52	19	**239**
1245 - 1300	23	9	13	8	37	2	9	4	11	9	47	14	**186**
1300 - 1315	23	6	22	18	42	5	4	6	11	14	66	20	**237**
1315 - 1330	27	9	12	20	48	0	6	13	9	9	43	19	**215**
1330 - 1345	35	7	22	14	38	3	4	5	14	8	47	20	**217**
1345 - 1400	23	5	12	10	48	1	2	5	9	10	44	22	**191**
Period End	**323**	**100**	**220**	**186**	**584**	**23**	**68**	**92**	**131**	**127**	**710**	**260**	**2824**

Combined

	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			*Bullecourt Ave*			*Bullecourt Ave*			*Ashford Ave*			
Peak Per	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOT**
1100 - 1200	105	30	63	70	204	5	28	31	49	40	278	95	**998**
1115 - 1215	109	37	77	74	213	4	23	35	51	48	288	96	**1055**
1130 - 1230	109	38	87	71	214	8	20	39	47	45	263	89	**1030**
1145 - 1245	116	39	95	62	211	7	23	37	44	48	260	88	**1030**
1200 - 1300	110	43	89	54	204	9	24	32	39	46	232	84	**966**
1215 - 1315	105	28	76	53	183	13	24	29	37	46	216	73	**883**
1230 - 1330	107	31	69	57	182	9	25	32	39	46	208	72	**877**
1245 - 1345	108	31	69	60	165	10	23	28	45	40	203	73	**855**
1300 - 1400	108	27	68	62	176	9	16	29	43	41	200	81	**860**
PEAK HOUR	**109**	**37**	**77**	**74**	**213**	**4**	**23**	**35**	**51**	**48**	**288**	**96**	**1055**

R.O.A.R DATA

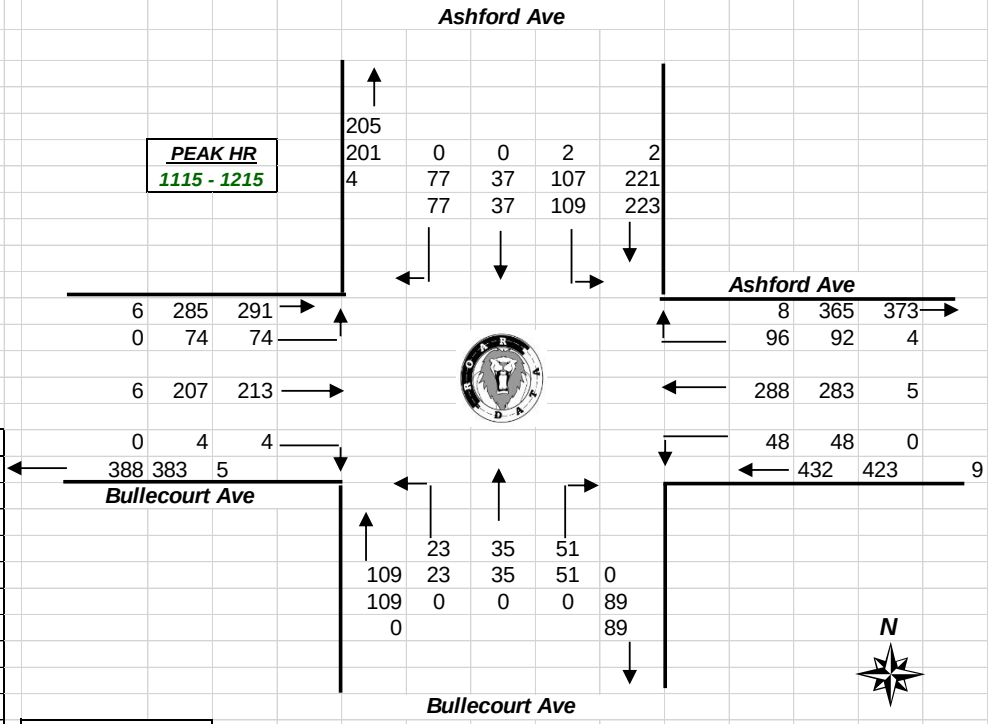
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

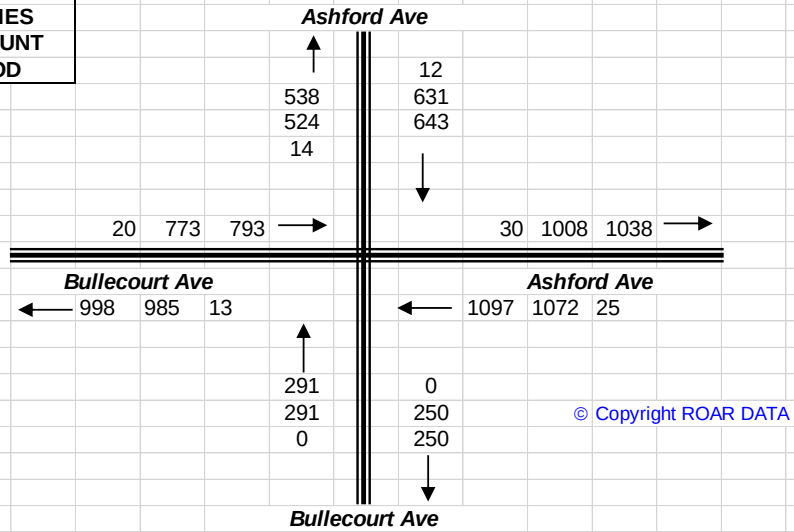
Client : Varga Traffic Planning
Job No/Name : 7062 MILPERRA Bankstown Golf Club
Day/Date : Saturday 6th April 2019

Peds	NORTH	WEST	SOUTH	EAST	
	Ashford Ave	*Bullecourt Ave*	*Bullecourt Ave*	*Ashford Ave*	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1100 - 1115	0	1	7	0	**8**
1115 - 1130	0	1	2	0	**3**
1130 - 1145	0	0	1	0	**1**
1145 - 1200	0	0	2	0	**2**
1200 - 1215	4	0	2	0	**6**
1215 - 1230	1	0	2	0	**3**
1230 - 1245	0	0	3	0	**3**
1245 - 1300	0	0	4	0	**4**
1300 - 1315	0	0	2	0	**2**
1315 - 1330	0	3	0	0	**3**
1330 - 1345	0	0	1	0	**1**
1345 - 1400	0	0	0	0	**0**
Period End	**5**	**5**	**26**	**0**	**36**

Peds	NORTH	WEST	SOUTH	EAST	
	Ashford Ave	*Bullecourt Ave*	*Bullecourt Ave*	*Ashford Ave*	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1100 - 1200	0	0	0	0	**0**
1115 - 1215	0	1	7	0	**8**
1130 - 1230	0	2	9	0	**11**
1145 - 1245	0	2	10	0	**12**
1200 - 1300	0	2	12	0	**14**
1215 - 1315	4	1	7	0	**12**
1230 - 1330	5	0	7	0	**12**
1245 - 1345	4	1	7	0	**12**
1300 - 1400	5	0	7	0	**12**
PEAK HR	**0**	**1**	**7**	**0**	**8**



TOTAL VOLUMES FOR COUNT PERIOD



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R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Saturday 6th April 2019

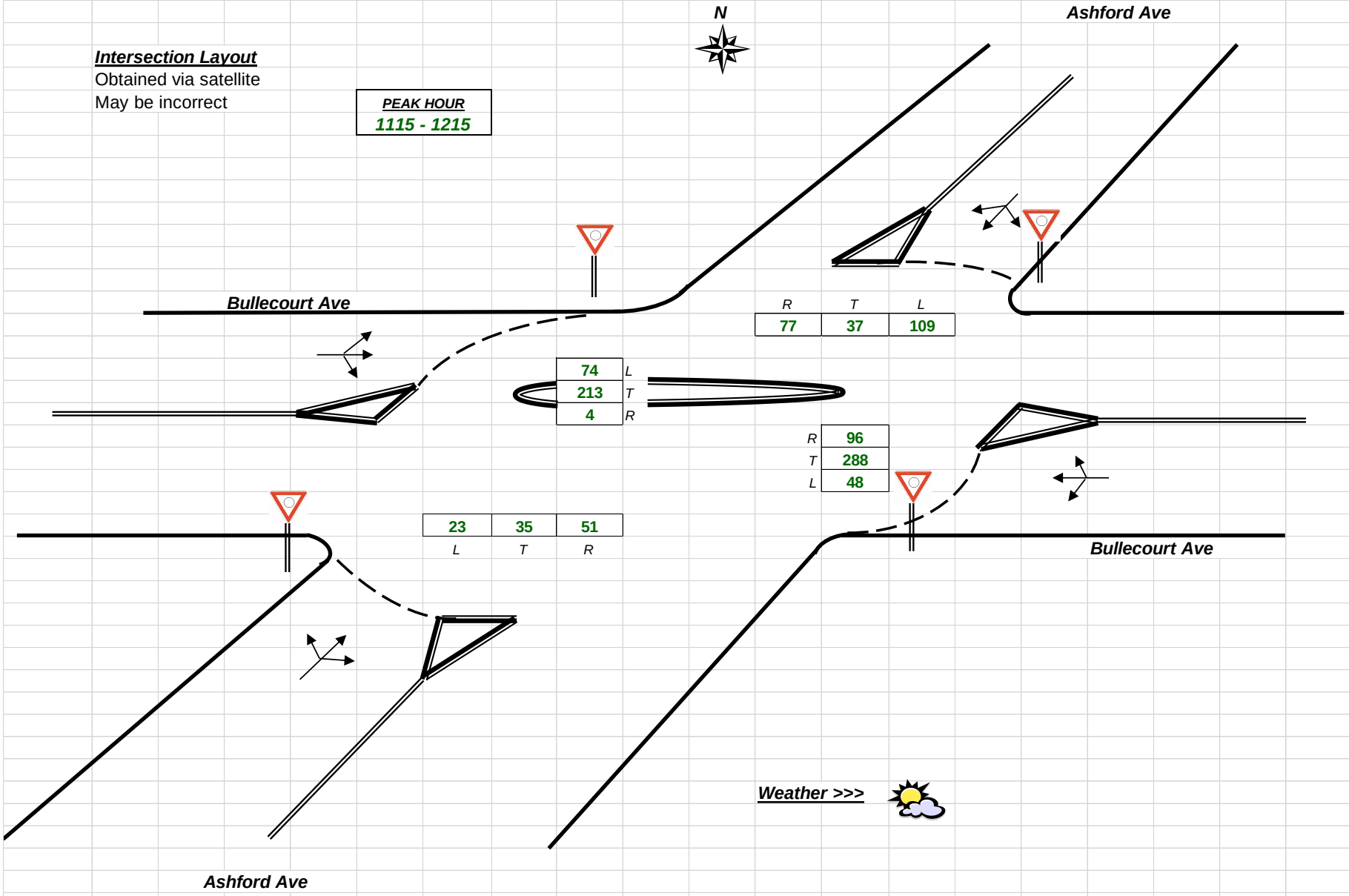
Intersection Layout

Obtained via satellite

May be incorrect

PEAK HOUR

1115 - 1215



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Lights

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Time Per	T	R	L	R	L	T	TOT
0600 - 0615	23	2	0	0	7	43	**75**
0615 - 0630	30	2	0	0	8	39	**79**
0630 - 0645	29	6	0	0	11	60	**106**
0645 - 0700	33	3	0	0	8	86	**130**
0700 - 0715	53	4	0	0	17	77	**151**
0715 - 0730	62	5	1	0	8	84	**160**
0730 - 0745	54	0	0	0	5	103	**162**
0745 - 0800	55	1	1	1	6	89	**153**
0800 - 0815	74	1	0	1	1	113	**190**
0815 - 0830	90	1	0	1	1	97	**190**
0830 - 0845	97	0	1	0	1	82	**181**
0845 - 0900	98	0	0	0	0	94	**192**
0900 - 0915	91	1	2	2	2	84	**182**
0915 - 0930	68	1	1	3	7	74	**154**
0930 - 0945	86	4	1	0	4	75	**170**
0945 - 1000	61	4	1	2	4	56	**128**
1000 - 1015	60	4	1	2	5	50	**122**
1015 - 1030	68	0	1	4	8	51	**132**
1030 - 1045	81	1	3	3	4	67	**159**
1045 - 1100	84	0	0	3	6	79	**172**
1100 - 1115	85	2	1	2	6	68	**164**
1115 - 1130	73	4	1	2	6	54	**140**
1130 - 1145	51	3	4	9	0	55	**122**
1145 - 1200	68	0	4	13	1	73	**159**
1200 - 1215	73	1	3	15	6	86	**184**
1215 - 1230	71	1	6	3	2	80	**163**
1230 - 1245	85	0	1	8	4	59	**157**
1245 - 1300	86	4	3	7	1	95	**196**
1300 - 1315	71	0	4	4	1	66	**146**
1315 - 1330	75	0	3	5	0	69	**152**
1330 - 1345	71	1	0	1	0	77	**150**
1345 - 1400	66	0	0	4	0	62	**132**
1400 - 1415	69	2	0	3	0	77	**151**
1415 - 1430	65	0	1	0	2	67	**135**
1430 - 1445	80	0	1	1	0	64	**146**
1445 - 1500	77	0	0	0	2	69	**148**
1500 - 1515	107	0	1	0	2	67	**177**
1515 - 1530	94	1	1	4	3	93	**196**
1530 - 1545	121	1	0	1	0	77	**200**
1545 - 1600	103	1	1	3	3	76	**187**
1600 - 1615	141	0	0	2	3	89	**235**
1615 - 1630	117	0	1	17	0	77	**212**
1630 - 1645	94	0	2	7	2	58	**163**
1645 - 1700	92	1	2	9	1	79	**184**
1700 - 1715	151	0	1	5	2	62	**221**
1715 - 1730	133	0	1	6	0	58	**198**
1730 - 1745	112	0	6	7	1	45	**171**
1745 - 1800	82	0	1	4	0	50	**137**
1800 - 1815	55	0	0	2	1	50	**108**
1815 - 1830	78	0	0	1	0	45	**124**
Per End	**3943**	**62**	**62**	**167**	**162**	**3550**	**7946**

Heavies

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Time Per	T	R	L	R	L	T	TOT
0600 - 0615	3	0	0	0	0	2	**5**
0615 - 0630	2	0	0	0	0	0	**2**
0630 - 0645	2	0	0	0	0	4	**6**
0645 - 0700	6	0	0	0	0	4	**10**
0700 - 0715	3	0	0	0	0	2	**5**
0715 - 0730	5	0	0	0	0	5	**10**
0730 - 0745	5	0	0	0	0	5	**10**
0745 - 0800	5	0	0	0	0	7	**12**
0800 - 0815	4	0	0	0	0	4	**8**
0815 - 0830	5	0	0	0	0	4	**9**
0830 - 0845	7	0	0	0	0	6	**13**
0845 - 0900	9	0	0	0	0	6	**15**
0900 - 0915	1	0	0	0	0	10	**11**
0915 - 0930	6	0	0	0	0	5	**11**
0930 - 0945	7	0	0	0	0	8	**15**
0945 - 1000	6	0	0	0	0	3	**9**
1000 - 1015	4	0	0	0	0	5	**9**
1015 - 1030	1	0	0	0	0	6	**7**
1030 - 1045	4	0	0	0	0	7	**11**
1045 - 1100	7	0	0	0	0	5	**12**
1100 - 1115	2	0	0	0	0	2	**4**
1115 - 1130	5	0	0	0	0	6	**11**
1130 - 1145	3	0	0	0	0	6	**9**
1145 - 1200	5	0	0	0	0	5	**10**
1200 - 1215	7	0	0	0	0	5	**12**
1215 - 1230	7	0	0	0	0	2	**9**
1230 - 1245	4	0	0	0	0	6	**10**
1245 - 1300	0	0	0	0	0	3	**3**
1300 - 1315	4	0	0	0	0	4	**8**
1315 - 1330	3	0	0	0	0	2	**5**
1330 - 1345	2	0	0	0	0	4	**6**
1345 - 1400	1	0	0	0	0	3	**4**
1400 - 1415	7	0	0	0	0	3	**10**
1415 - 1430	2	0	0	0	0	6	**8**
1430 - 1445	7	0	0	0	0	4	**11**
1445 - 1500	3	0	0	0	0	5	**8**
1500 - 1515	6	0	0	0	0	5	**11**
1515 - 1530	5	0	0	0	0	5	**10**
1530 - 1545	4	0	0	0	0	2	**6**
1545 - 1600	7	0	0	0	0	6	**13**
1600 - 1615	7	0	0	0	0	2	**9**
1615 - 1630	4	0	0	0	0	5	**9**
1630 - 1645	3	0	0	0	0	2	**5**
1645 - 1700	3	0	0	0	0	5	**8**
1700 - 1715	4	0	0	0	0	2	**6**
1715 - 1730	3	0	0	0	0	1	**4**
1730 - 1745	2	0	0	0	0	3	**5**
1745 - 1800	2	0	0	0	0	1	**3**
1800 - 1815	2	0	0	0	0	2	**4**
1815 - 1830	3	0	0	0	0	1	**4**
Per End	**209**	**0**	**0**	**0**	**0**	**206**	**415**

Combined

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Time Per	T	R	L	R	L	T	TOT
0600 - 0615	26	2	0	0	7	45	**80**
0615 - 0630	32	2	0	0	8	39	**81**
0630 - 0645	31	6	0	0	11	64	**112**
0645 - 0700	39	3	0	0	8	90	**140**
0700 - 0715	56	4	0	0	17	79	**156**
0715 - 0730	67	5	1	0	8	89	**170**
0730 - 0745	59	0	0	0	5	108	**172**
0745 - 0800	60	1	1	1	6	96	**165**
0800 - 0815	78	1	0	1	1	117	**198**
0815 - 0830	95	1	0	1	1	101	**199**
0830 - 0845	104	0	1	0	1	88	**194**
0845 - 0900	107	0	0	0	0	100	**207**
0900 - 0915	92	1	2	2	2	94	**193**
0915 - 0930	74	1	1	3	7	79	**165**
0930 - 0945	93	4	1	0	4	83	**185**
0945 - 1000	67	4	1	2	4	59	**137**
1000 - 1015	64	4	1	2	5	55	**131**
1015 - 1030	69	0	1	4	8	57	**139**
1030 - 1045	85	1	3	3	4	74	**170**
1045 - 1100	91	0	0	3	6	84	**184**
1100 - 1115	87	2	1	2	6	70	**168**
1115 - 1130	78	4	1	2	6	60	**151**
1130 - 1145	54	3	4	9	0	61	**131**
1145 - 1200	73	0	4	13	1	78	**169**
1200 - 1215	80	1	3	15	6	91	**196**
1215 - 1230	78	1	6	3	2	82	**172**
1230 - 1245	89	0	1	8	4	65	**167**
1245 - 1300	86	4	3	7	1	98	**199**
1300 - 1315	75	0	4	4	1	70	**154**
1315 - 1330	78	0	3	5	0	71	**157**
1330 - 1345	73	1	0	1	0	81	**156**
1345 - 1400	67	0	0	4	0	65	**136**
1400 - 1415	76	2	0	3	0	80	**161**
1415 - 1430	67	0	1	0	2	73	**143**
1430 - 1445	87	0	1	1	0	68	**157**
1445 - 1500	80	0	0	0	2	74	**156**
1500 - 1515	113	0	1	0	2	72	**188**
1515 - 1530	99	1	1	4	3	98	**206**
1530 - 1545	125	1	0	1	0	79	**206**
1545 - 1600	110	1	1	3	3	82	**200**
1600 - 1615	148	0	0	2	3	91	**244**
1615 - 1630	121	0	1	17	0	82	**221**
1630 - 1645	97	0	2	7	2	60	**168**
1645 - 1700	95	1	2	9	1	84	**192**
1700 - 1715	155	0	1	5	2	64	**227**
1715 - 1730	136	0	1	6	0	59	**202**
1730 - 1745	114	0	6	7	1	48	**176**
1745 - 1800	84	0	1	4	0	51	**140**
1800 - 1815	57	0	0	2	1	52	**112**
1815 - 1830	81	0	0	1	0	46	**128**
Per End	**4152**	**62**	**62**	**167**	**162**	**3756**	**8361**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Lights

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Peak Per	T	R	L	R	L	T	TOT
0600 - 0700	115	13	0	0	34	228	**390**
0615 - 0715	145	15	0	0	44	262	**466**
0630 - 0730	177	18	1	0	44	307	**547**
0645 - 0745	202	12	1	0	38	350	**603**
0700 - 0800	224	10	2	1	36	353	**626**
0715 - 0815	245	7	2	2	20	389	**665**
0730 - 0830	273	3	1	3	13	402	**695**
0745 - 0845	316	3	2	3	9	381	**714**
0800 - 0900	359	2	1	2	3	386	**753**
0815 - 0915	376	2	3	3	4	357	**745**
0830 - 0930	354	2	4	5	10	334	**709**
0845 - 0945	343	6	4	5	13	327	**698**
0900 - 1000	306	10	5	7	17	289	**634**
0915 - 1015	275	13	4	7	20	255	**574**
0930 - 1030	275	12	4	8	21	232	**552**
0945 - 1045	270	9	6	11	21	224	**541**
1000 - 1100	293	5	5	12	23	247	**585**
1015 - 1115	318	3	5	12	24	265	**627**
1030 - 1130	323	7	5	10	22	268	**635**
1045 - 1145	293	9	6	16	18	256	**598**
1100 - 1200	277	9	10	26	13	250	**585**
1115 - 1215	265	8	12	39	13	268	**605**
1130 - 1230	263	5	17	40	9	294	**628**
1145 - 1245	297	2	14	39	13	298	**663**
1200 - 1300	315	6	13	33	13	320	**700**
1215 - 1315	313	5	14	22	8	300	**662**
1230 - 1330	317	4	11	24	6	289	**651**
1245 - 1345	303	5	10	17	2	307	**644**
1300 - 1400	283	1	7	14	1	274	**580**
1315 - 1415	281	3	3	13	0	285	**585**
1330 - 1430	271	3	1	8	2	283	**568**
1345 - 1445	280	2	2	8	2	270	**564**
1400 - 1500	291	2	2	4	4	277	**580**
1415 - 1515	329	0	3	1	6	267	**606**
1430 - 1530	358	1	3	5	7	293	**667**
1445 - 1545	399	2	2	5	7	306	**721**
1500 - 1600	425	3	3	8	8	313	**760**
1515 - 1615	459	3	2	10	9	335	**818**
1530 - 1630	482	2	2	23	6	319	**834**
1545 - 1645	455	1	4	29	8	300	**797**
1600 - 1700	444	1	5	35	6	303	**794**
1615 - 1715	454	1	6	38	5	276	**780**
1630 - 1730	470	1	6	27	5	257	**766**
1645 - 1745	488	1	10	27	4	244	**774**
1700 - 1800	478	0	9	22	3	215	**727**
1715 - 1815	382	0	8	19	2	203	**614**
1730 - 1830	327	0	7	14	2	190	**540**
PEAK HR	**482**	**2**	**2**	**23**	**6**	**319**	**834**

Heavies

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Peak Per	T	R	L	R	L	T	TOT
0600 - 0700	13	0	0	0	0	10	**23**
0615 - 0715	13	0	0	0	0	10	**23**
0630 - 0730	16	0	0	0	0	15	**31**
0645 - 0745	19	0	0	0	0	16	**35**
0700 - 0800	18	0	0	0	0	19	**37**
0715 - 0815	19	0	0	0	0	21	**40**
0730 - 0830	19	0	0	0	0	20	**39**
0745 - 0845	21	0	0	0	0	21	**42**
0800 - 0900	25	0	0	0	0	20	**45**
0815 - 0915	22	0	0	0	0	26	**48**
0830 - 0930	23	0	0	0	0	27	**50**
0845 - 0945	23	0	0	0	0	29	**52**
0900 - 1000	20	0	0	0	0	26	**46**
0915 - 1015	23	0	0	0	0	21	**44**
0930 - 1030	18	0	0	0	0	22	**40**
0945 - 1045	15	0	0	0	0	21	**36**
1000 - 1100	16	0	0	0	0	23	**39**
1015 - 1115	14	0	0	0	0	20	**34**
1030 - 1130	18	0	0	0	0	20	**38**
1045 - 1145	17	0	0	0	0	19	**36**
1100 - 1200	15	0	0	0	0	19	**34**
1115 - 1215	20	0	0	0	0	22	**42**
1130 - 1230	22	0	0	0	0	18	**40**
1145 - 1245	23	0	0	0	0	18	**41**
1200 - 1300	18	0	0	0	0	16	**34**
1215 - 1315	15	0	0	0	0	15	**30**
1230 - 1330	11	0	0	0	0	15	**26**
1245 - 1345	9	0	0	0	0	13	**22**
1300 - 1400	10	0	0	0	0	13	**23**
1315 - 1415	13	0	0	0	0	12	**25**
1330 - 1430	12	0	0	0	0	16	**28**
1345 - 1445	17	0	0	0	0	16	**33**
1400 - 1500	19	0	0	0	0	18	**37**
1415 - 1515	18	0	0	0	0	20	**38**
1430 - 1530	21	0	0	0	0	19	**40**
1445 - 1545	18	0	0	0	0	17	**35**
1500 - 1600	22	0	0	0	0	18	**40**
1515 - 1615	23	0	0	0	0	15	**38**
1530 - 1630	22	0	0	0	0	15	**37**
1545 - 1645	21	0	0	0	0	15	**36**
1600 - 1700	17	0	0	0	0	14	**31**
1615 - 1715	14	0	0	0	0	14	**28**
1630 - 1730	13	0	0	0	0	10	**23**
1645 - 1745	12	0	0	0	0	11	**23**
1700 - 1800	11	0	0	0	0	7	**18**
1715 - 1815	9	0	0	0	0	7	**16**
1730 - 1830	9	0	0	0	0	7	**16**
PEAK HR	**22**	**0**	**0**	**0**	**0**	**15**	**37**

Combined

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Peak Per	T	R	L	R	L	T	TOT
0600 - 0700	128	13	0	0	34	238	**413**
0615 - 0715	158	15	0	0	44	272	**489**
0630 - 0730	193	18	1	0	44	322	**578**
0645 - 0745	221	12	1	0	38	366	**638**
0700 - 0800	242	10	2	1	36	372	**663**
0715 - 0815	264	7	2	2	20	410	**705**
0730 - 0830	292	3	1	3	13	422	**734**
0745 - 0845	337	3	2	3	9	402	**756**
0800 - 0900	384	2	1	2	3	406	**798**
0815 - 0915	398	2	3	3	4	383	**793**
0830 - 0930	377	2	4	5	10	361	**759**
0845 - 0945	366	6	4	5	13	356	**750**
0900 - 1000	326	10	5	7	17	315	**680**
0915 - 1015	298	13	4	7	20	276	**618**
0930 - 1030	293	12	4	8	21	254	**592**
0945 - 1045	285	9	6	11	21	245	**577**
1000 - 1100	309	5	5	12	23	270	**624**
1015 - 1115	332	3	5	12	24	285	**661**
1030 - 1130	341	7	5	10	22	288	**673**
1045 - 1145	310	9	6	16	18	275	**634**
1100 - 1200	292	9	10	26	13	269	**619**
1115 - 1215	285	8	12	39	13	290	**647**
1130 - 1230	285	5	17	40	9	312	**668**
1145 - 1245	320	2	14	39	13	316	**704**
1200 - 1300	333	6	13	33	13	336	**734**
1215 - 1315	328	5	14	22	8	315	**692**
1230 - 1330	328	4	11	24	6	304	**677**
1245 - 1345	312	5	10	17	2	320	**666**
1300 - 1400	293	1	7	14	1	287	**603**
1315 - 1415	294	3	3	13	0	297	**610**
1330 - 1430	283	3	1	8	2	299	**596**
1345 - 1445	297	2	2	8	2	286	**597**
1400 - 1500	310	2	2	4	4	295	**617**
1415 - 1515	347	0	3	1	6	287	**644**
1430 - 1530	379	1	3	5	7	312	**707**
1445 - 1545	417	2	2	5	7	323	**756**
1500 - 1600	447	3	3	8	8	331	**800**
1515 - 1615	482	3	2	10	9	350	**856**
1530 - 1630	504	2	2	23	6	334	**871**
1545 - 1645	476	1	4	29	8	315	**833**
1600 - 1700	461	1	5	35	6	317	**825**
1615 - 1715	468	1	6	38	5	290	**808**
1630 - 1730	483	1	6	27	5	267	**789**
1645 - 1745	500	1	10	27	4	255	**797**
1700 - 1800	489	0	9	22	3	222	**745**
1715 - 1815	391	0	8	19	2	210	**630**
1730 - 1830	336	0	7	14	2	197	**556**
PEAK HR	**504**	**2**	**2**	**23**	**6**	**334**	**871**

R.O.A.R. DATA

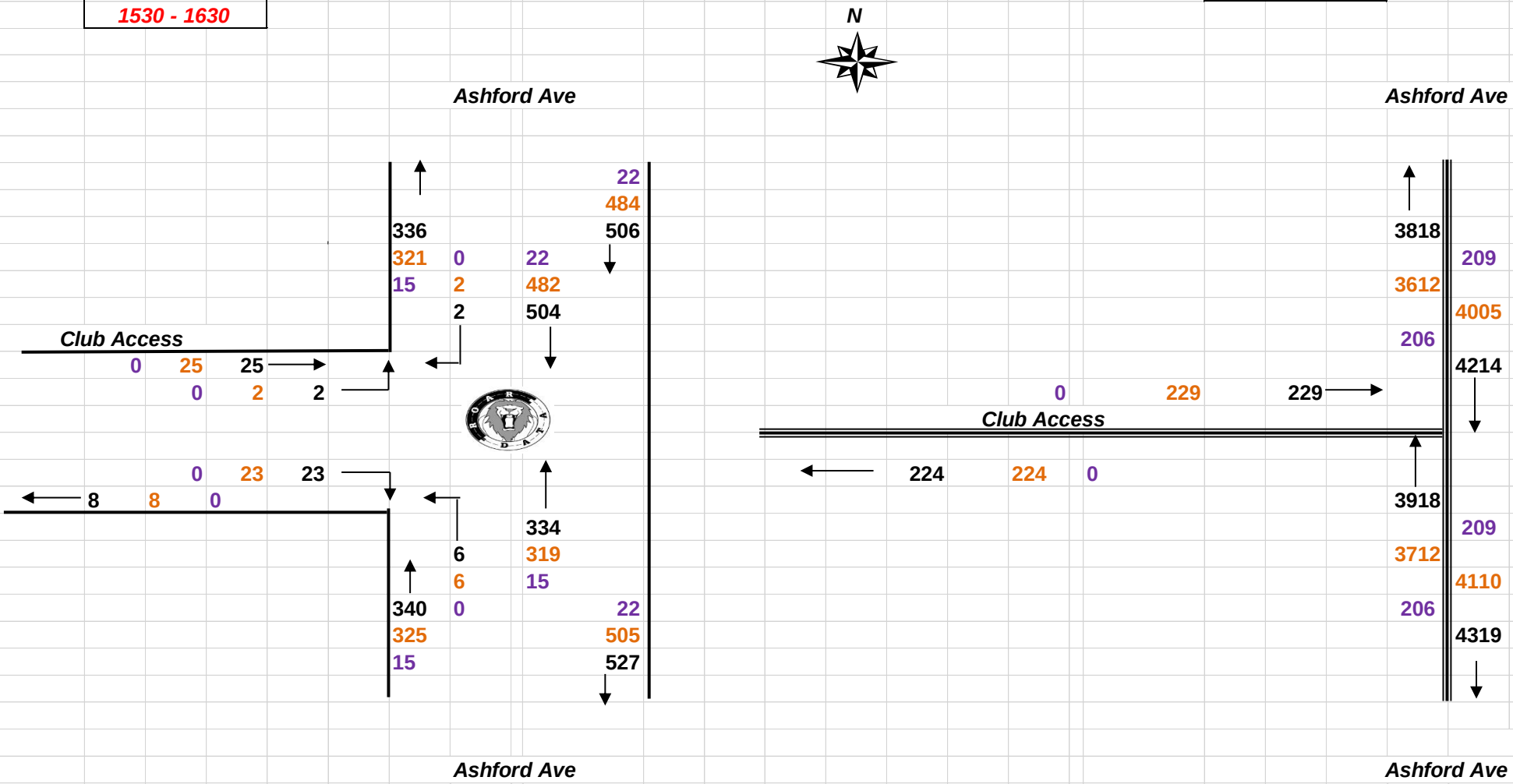
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

PEAK HOUR
1530 - 1630

TOTAL VOLUMES FOR COUNT PERIOD



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Peds	NORTH	WEST	SOUTH	
	Ashford Ave	*Club Access*	*Ashford Ave*	
Time Period	UnClassified	UnClassified	UnClassified	TOT
0600 - 0615	0	0	0	**0**
0615 - 0630	0	1	0	**1**
0630 - 0645	0	1	0	**1**
0645 - 0700	0	4	0	**4**
0700 - 0715	0	2	0	**2**
0715 - 0730	0	2	0	**2**
0730 - 0745	0	6	1	**7**
0745 - 0800	0	0	0	**0**
0800 - 0815	0	1	0	**1**
0815 - 0830	0	2	0	**2**
0830 - 0845	1	2	0	**3**
0845 - 0900	0	6	0	**6**
0900 - 0915	0	0	0	**0**
0915 - 0930	0	2	0	**2**
0930 - 0945	0	6	0	**6**
0945 - 1000	0	3	0	**3**
1000 - 1015	0	5	0	**5**
1015 - 1030	0	0	0	**0**
1030 - 1045	0	1	0	**1**
1045 - 1100	0	0	0	**0**
1100 - 1115	0	0	0	**0**
1115 - 1130	0	1	0	**1**
1130 - 1145	0	1	0	**1**
1145 - 1200	0	1	0	**1**
1200 - 1215	0	0	0	**0**
1215 - 1230	0	5	0	**5**
1230 - 1245	0	3	0	**3**
1245 - 1300	0	3	0	**3**
1300 - 1315	0	4	0	**4**
1315 - 1330	0	5	0	**5**
1330 - 1345	0	2	0	**2**
1345 - 1400	0	0	0	**0**
1400 - 1415	0	7	0	**7**
1415 - 1430	0	1	0	**1**
1430 - 1445	0	2	0	**2**
1445 - 1500	0	0	0	**0**
1500 - 1515	1	0	0	**1**
1515 - 1530	0	0	1	**1**
1530 - 1545	0	0	0	**0**
1545 - 1600	0	1	0	**1**
1600 - 1615	0	0	0	**0**
1615 - 1630	0	0	0	**0**
1630 - 1645	0	0	0	**0**
1645 - 1700	0	1	0	**1**
1700 - 1715	0	1	0	**1**
1715 - 1730	0	1	0	**1**
1730 - 1745	0	0	0	**0**
1745 - 1800	0	0	0	**0**
1800 - 1815	0	0	0	**0**
1815 - 1830	0	0	0	**0**
Period End	**2**	**83**	**2**	**87**

Peds	NORTH	WEST	SOUTH	
	Ashford Ave	*Club Access*	*Ashford Ave*	
Peak Period	UnClassified	UnClassified	UnClassified	TOT
0600 - 0700	0	6	0	**6**
0615 - 0715	0	8	0	**8**
0630 - 0730	0	9	0	**9**
0645 - 0745	0	14	1	**15**
0700 - 0800	0	10	1	**11**
0715 - 0815	0	9	1	**10**
0730 - 0830	0	9	1	**10**
0745 - 0845	1	5	0	**6**
0800 - 0900	1	11	0	**12**
0815 - 0915	1	10	0	**11**
0830 - 0930	1	10	0	**11**
0845 - 0945	0	14	0	**14**
0900 - 1000	0	11	0	**11**
0915 - 1015	0	16	0	**16**
0930 - 1030	0	14	0	**14**
0945 - 1045	0	9	0	**9**
1000 - 1100	0	6	0	**6**
1015 - 1115	0	1	0	**1**
1030 - 1130	0	2	0	**2**
1045 - 1145	0	2	0	**2**
1100 - 1200	0	3	0	**3**
1115 - 1215	0	3	0	**3**
1130 - 1230	0	7	0	**7**
1145 - 1245	0	9	0	**9**
1200 - 1300	0	11	0	**11**
1215 - 1315	0	15	0	**15**
1230 - 1330	0	15	0	**15**
1245 - 1345	0	14	0	**14**
1300 - 1400	0	11	0	**11**
1315 - 1415	0	14	0	**14**
1330 - 1430	0	10	0	**10**
1345 - 1445	0	10	0	**10**
1400 - 1500	0	10	0	**10**
1415 - 1515	1	3	0	**4**
1430 - 1530	1	2	1	**4**
1445 - 1545	1	0	1	**2**
1500 - 1600	1	1	1	**3**
1515 - 1615	0	1	1	**2**
1530 - 1630	0	1	0	**1**
1545 - 1645	0	1	0	**1**
1600 - 1700	0	1	0	**1**
1615 - 1715	0	2	0	**2**
1630 - 1730	0	3	0	**3**
1645 - 1745	0	3	0	**3**
1700 - 1800	0	2	0	**2**
1715 - 1815	0	1	0	**1**
1730 - 1830	0	0	0	**0**
PEAK HOUR	**0**	**1**	**0**	**1**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

At Start	8
	CAR PARK
Time Period	**Accumulation**
0600 - 0615	17
0615 - 0630	27
0630 - 0645	44
0645 - 0700	55
0700 - 0715	76
0715 - 0730	88
0730 - 0745	93
0745 - 0800	98
0800 - 0815	99
0815 - 0830	100
0830 - 0845	100
0845 - 0900	100
0900 - 0915	99
0915 - 0930	103
0930 - 0945	110
0945 - 1000	115
1000 - 1015	121
1015 - 1030	124
1030 - 1045	123
1045 - 1100	126
1100 - 1115	131
1115 - 1130	138
1130 - 1145	128
1145 - 1200	112
1200 - 1215	101
1215 - 1230	95
1230 - 1245	90
1245 - 1300	85
1300 - 1315	78
1315 - 1330	70
1330 - 1345	70
1345 - 1400	66
1400 - 1415	65
1415 - 1430	66
1430 - 1445	64
1445 - 1500	66
1500 - 1515	67
1515 - 1530	66
1530 - 1545	66
1545 - 1600	66
1600 - 1615	67
1615 - 1630	49
1630 - 1645	42
1645 - 1700	33
1700 - 1715	29
1715 - 1730	22
1730 - 1745	10
1745 - 1800	5
1800 - 1815	4
1815 - 1830	3

Capacity **125**

At Finish **2**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

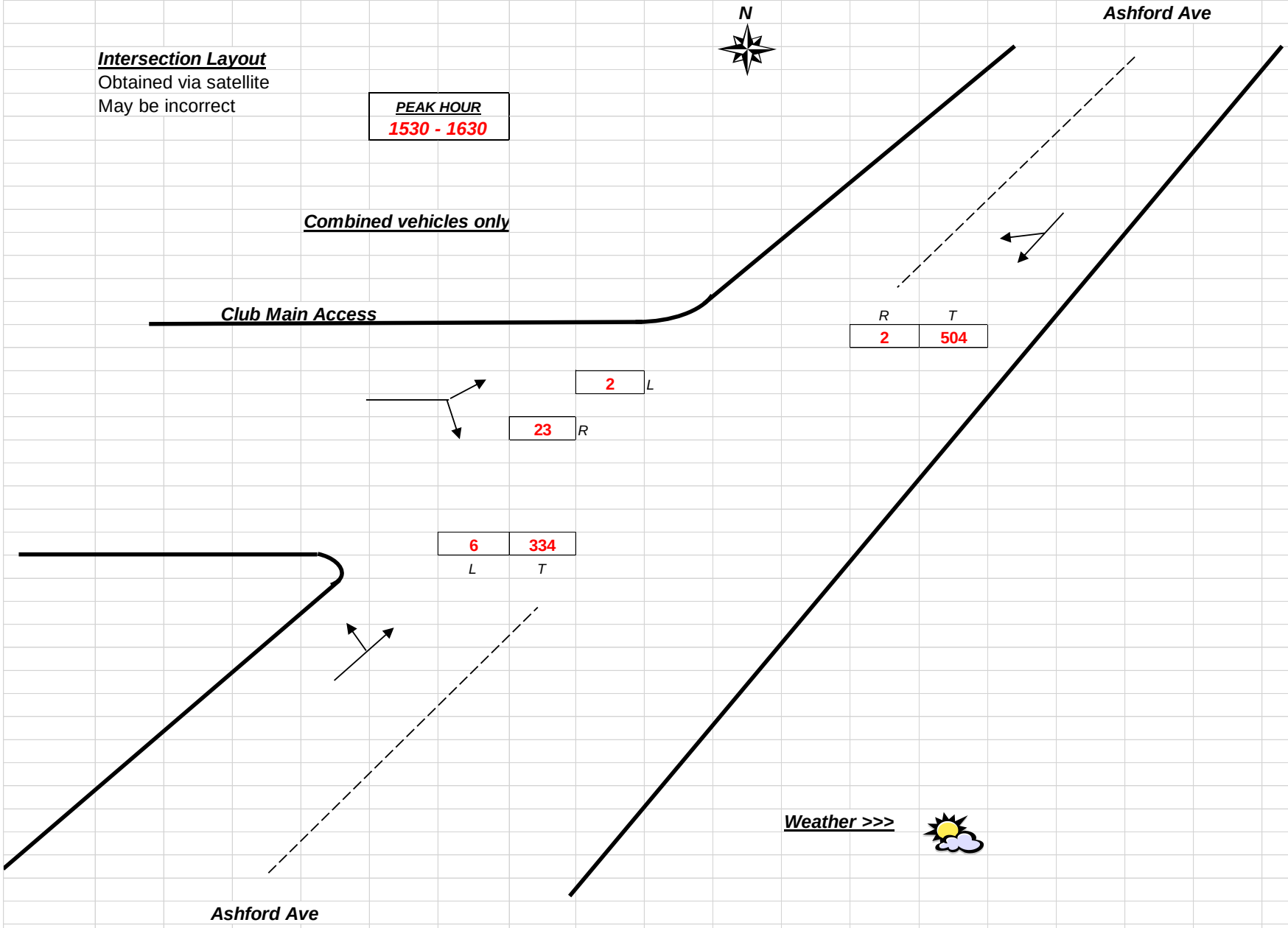
Intersection Layout

Obtained via satellite

May be incorrect

PEAK HOUR

1530 - 1630



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Saturday 6th April 2019

Lights	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Time Per	T	R	L	R	L	T	TOT
0600 - 0615	9	0	0	1	5	8	**23**
0615 - 0630	9	1	0	0	3	14	**27**
0630 - 0645	9	6	1	0	12	9	**37**
0645 - 0700	16	1	0	1	10	14	**42**
0700 - 0715	19	5	0	1	19	25	**69**
0715 - 0730	16	3	0	1	11	23	**54**
0730 - 0745	23	3	1	4	8	21	**60**
0745 - 0800	23	2	0	0	9	32	**66**
0800 - 0815	25	0	1	1	7	41	**75**
0815 - 0830	25	4	0	0	7	32	**68**
0830 - 0845	38	0	0	0	0	50	**88**
0845 - 0900	34	1	0	0	1	46	**82**
0900 - 0915	21	2	0	0	4	45	**72**
0915 - 0930	32	0	0	2	1	41	**76**
0930 - 0945	28	1	0	0	0	29	**58**
0945 - 1000	44	3	0	0	7	52	**106**
1000 - 1015	42	0	2	3	6	38	**91**
1015 - 1030	55	3	1	0	14	55	**128**
1030 - 1045	45	2	1	2	7	32	**89**
1045 - 1100	50	1	1	2	14	55	**123**
1100 - 1115	53	4	3	8	7	59	**134**
1115 - 1130	32	0	4	4	11	35	**86**
1130 - 1145	41	1	1	7	7	45	**102**
1145 - 1200	41	0	2	1	3	32	**79**
1200 - 1215	68	3	2	7	5	59	**144**
1215 - 1230	62	0	2	3	1	49	**117**
1230 - 1245	50	1	2	6	3	30	**92**
1245 - 1300	21	0	3	4	0	21	**49**
1300 - 1315	45	0	5	11	0	46	**107**
1315 - 1330	32	0	4	10	1	38	**85**
1330 - 1345	52	0	5	15	1	45	**118**
1345 - 1400	41	2	3	9	6	37	**98**
1400 - 1415	38	1	1	8	1	18	**67**
1415 - 1430	48	0	3	13	1	49	**114**
1430 - 1445	41	3	0	2	1	26	**73**
1445 - 1500	39	1	3	2	6	34	**85**
1500 - 1515	38	2	0	6	3	32	**81**
1515 - 1530	40	1	3	0	4	47	**95**
1530 - 1545	59	1	3	1	2	32	**98**
1545 - 1600	32	0	0	2	2	25	**61**
1600 - 1615	33	0	0	3	2	34	**72**
1615 - 1630	41	1	1	2	3	29	**77**
1630 - 1645	32	0	0	5	3	23	**63**
1645 - 1700	26	3	3	5	2	41	**80**
1700 - 1715	23	0	1	9	1	32	**66**
1715 - 1730	41	0	3	15	1	32	**92**
1730 - 1745	32	0	3	10	2	14	**61**
1745 - 1800	36	0	3	14	1	23	**77**
Per End	**1700**	**62**	**71**	**200**	**225**	**1649**	**3907**

Heavies	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Time Per	T	R	L	R	L	T	TOT
0600 - 0615	0	0	0	0	0	0	**0**
0615 - 0630	0	0	0	0	0	0	**0**
0630 - 0645	0	0	0	0	0	0	**0**
0645 - 0700	0	0	0	0	0	0	**0**
0700 - 0715	0	0	0	0	0	0	**0**
0715 - 0730	0	0	0	0	0	0	**0**
0730 - 0745	0	0	0	0	0	0	**0**
0745 - 0800	1	0	0	0	0	1	**2**
0800 - 0815	0	0	0	0	0	1	**1**
0815 - 0830	1	0	0	0	0	0	**1**
0830 - 0845	0	0	0	0	0	0	**0**
0845 - 0900	1	0	0	0	0	1	**2**
0900 - 0915	1	0	0	0	0	1	**2**
0915 - 0930	1	0	0	0	0	1	**2**
0930 - 0945	0	0	0	0	0	1	**1**
0945 - 1000	1	0	0	0	0	0	**1**
1000 - 1015	1	0	0	0	0	1	**2**
1015 - 1030	1	0	0	0	0	1	**2**
1030 - 1045	0	0	0	0	0	1	**1**
1045 - 1100	1	0	0	0	0	0	**1**
1100 - 1115	1	0	0	0	0	1	**2**
1115 - 1130	0	0	0	0	0	1	**1**
1130 - 1145	1	0	0	0	0	1	**2**
1145 - 1200	1	0	0	0	0	1	**2**
1200 - 1215	0	0	0	0	0	1	**1**
1215 - 1230	1	0	0	0	0	2	**3**
1230 - 1245	1	0	0	0	0	1	**2**
1245 - 1300	2	0	0	0	0	2	**4**
1300 - 1315	1	0	0	0	0	0	**1**
1315 - 1330	1	0	0	0	0	2	**3**
1330 - 1345	2	0	0	0	0	1	**3**
1345 - 1400	1	0	0	0	0	1	**2**
1400 - 1415	1	0	0	0	0	1	**2**
1415 - 1430	1	0	0	0	0	1	**2**
1430 - 1445	0	0	0	0	0	1	**1**
1445 - 1500	1	0	0	0	0	0	**1**
1500 - 1515	1	0	0	0	0	1	**2**
1515 - 1530	1	0	0	0	0	1	**2**
1530 - 1545	0	0	0	0	0	1	**1**
1545 - 1600	1	0	0	0	0	0	**1**
1600 - 1615	1	0	0	0	0	1	**2**
1615 - 1630	0	0	0	0	0	0	**0**
1630 - 1645	0	0	0	0	0	0	**0**
1645 - 1700	0	0	0	0	0	0	**0**
1700 - 1715	1	0	0	0	0	0	**1**
1715 - 1730	0	0	0	0	0	1	**1**
1730 - 1745	0	0	0	0	0	0	**0**
1745 - 1800	0	0	0	0	0	0	**0**
Per End	**29**	**0**	**0**	**0**	**0**	**31**	**60**

Combined	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Time Per	T	R	L	R	L	T	TOT
0600 - 0615	9	0	0	1	5	8	**23**
0615 - 0630	9	1	0	0	3	14	**27**
0630 - 0645	9	6	1	0	12	9	**37**
0645 - 0700	16	1	0	1	10	14	**42**
0700 - 0715	19	5	0	1	19	25	**69**
0715 - 0730	16	3	0	1	11	23	**54**
0730 - 0745	23	3	1	4	8	21	**60**
0745 - 0800	24	2	0	0	9	33	**68**
0800 - 0815	25	0	1	1	7	42	**76**
0815 - 0830	26	4	0	0	7	32	**69**
0830 - 0845	38	0	0	0	0	50	**88**
0845 - 0900	35	1	0	0	1	47	**84**
0900 - 0915	22	2	0	0	4	46	**74**
0915 - 0930	33	0	0	2	1	42	**78**
0930 - 0945	28	1	0	0	0	30	**59**
0945 - 1000	45	3	0	0	7	52	**107**
1000 - 1015	43	0	2	3	6	39	**93**
1015 - 1030	56	3	1	0	14	56	**130**
1030 - 1045	45	2	1	2	7	33	**90**
1045 - 1100	51	1	1	2	14	55	**124**
1100 - 1115	54	4	3	8	7	60	**136**
1115 - 1130	32	0	4	4	11	36	**87**
1130 - 1145	42	1	1	7	7	46	**104**
1145 - 1200	42	0	2	1	3	33	**81**
1200 - 1215	68	3	2	7	5	60	**145**
1215 - 1230	63	0	2	3	1	51	**120**
1230 - 1245	51	1	2	6	3	31	**94**
1245 - 1300	23	0	3	4	0	23	**53**
1300 - 1315	46	0	5	11	0	46	**108**
1315 - 1330	33	0	4	10	1	40	**88**
1330 - 1345	54	0	5	15	1	46	**121**
1345 - 1400	42	2	3	9	6	38	**100**
1400 - 1415	39	1	1	8	1	19	**69**
1415 - 1430	49	0	3	13	1	50	**116**
1430 - 1445	41	3	0	2	1	27	**74**
1445 - 1500	40	1	3	2	6	34	**86**
1500 - 1515	39	2	0	6	3	33	**83**
1515 - 1530	41	1	3	0	4	48	**97**
1530 - 1545	59	1	3	1	2	33	**99**
1545 - 1600	33	0	0	2	2	25	**62**
1600 - 1615	34	0	0	3	2	35	**74**
1615 - 1630	41	1	1	2	3	29	**77**
1630 - 1645	32	0	0	5	3	23	**63**
1645 - 1700	26	3	3	5	2	41	**80**
1700 - 1715	24	0	1	9	1	32	**67**
1715 - 1730	41	0	3	15	1	33	**93**
1730 - 1745	32	0	3	10	2	14	**61**
1745 - 1800	36	0	3	14	1	23	**77**
Per End	**1729**	**62**	**71**	**200**	**225**	**1680**	**3967**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Saturday 6th April 2019

Lights

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Peak Per	**T**	**R**	**L**	**R**	**L**	**T**	**TOT**
0600 - 0700	43	8	1	2	30	45	**129**
0615 - 0715	53	13	1	2	44	62	**175**
0630 - 0730	60	15	1	3	52	71	**202**
0645 - 0745	74	12	1	7	48	83	**225**
0700 - 0800	81	13	1	6	47	101	**249**
0715 - 0815	87	8	2	6	35	117	**255**
0730 - 0830	96	9	2	5	31	126	**269**
0745 - 0845	111	6	1	1	23	155	**297**
0800 - 0900	122	5	1	1	15	169	**313**
0815 - 0915	118	7	0	0	12	173	**310**
0830 - 0930	125	3	0	2	6	182	**318**
0845 - 0945	115	4	0	2	6	161	**288**
0900 - 1000	125	6	0	2	12	167	**312**
0915 - 1015	146	4	2	5	14	160	**331**
0930 - 1030	169	7	3	3	27	174	**383**
0945 - 1045	186	8	4	5	34	177	**414**
1000 - 1100	192	6	5	7	41	180	**431**
1015 - 1115	203	10	6	12	42	201	**474**
1030 - 1130	180	7	9	16	39	181	**432**
1045 - 1145	176	6	9	21	39	194	**445**
1100 - 1200	167	5	10	20	28	171	**401**
1115 - 1215	182	4	9	19	26	171	**411**
1130 - 1230	212	4	7	18	16	185	**442**
1145 - 1245	221	4	8	17	12	170	**432**
1200 - 1300	201	4	9	20	9	159	**402**
1215 - 1315	178	1	12	24	4	146	**365**
1230 - 1330	148	1	14	31	4	135	**333**
1245 - 1345	150	0	17	40	2	150	**359**
1300 - 1400	170	2	17	45	8	166	**408**
1315 - 1415	163	3	13	42	9	138	**368**
1330 - 1430	179	3	12	45	9	149	**397**
1345 - 1445	168	6	7	32	9	130	**352**
1400 - 1500	166	5	7	25	9	127	**339**
1415 - 1515	166	6	6	23	11	141	**353**
1430 - 1530	158	7	6	10	14	139	**334**
1445 - 1545	176	5	9	9	15	145	**359**
1500 - 1600	169	4	6	9	11	136	**335**
1515 - 1615	164	2	6	6	10	138	**326**
1530 - 1630	165	2	4	8	9	120	**308**
1545 - 1645	138	1	1	12	10	111	**273**
1600 - 1700	132	4	4	15	10	127	**292**
1615 - 1715	122	4	5	21	9	125	**286**
1630 - 1730	122	3	7	34	7	128	**301**
1645 - 1745	122	3	10	39	6	119	**299**
1700 - 1800	132	0	10	48	5	101	**296**
PEAK HR	**203**	**10**	**6**	**12**	**42**	**201**	**474**

Heavies

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Peak Per	**T**	**R**	**L**	**R**	**L**	**T**	**TOT**
0600 - 0700	0	0	0	0	0	0	**0**
0615 - 0715	0	0	0	0	0	0	**0**
0630 - 0730	0	0	0	0	0	0	**0**
0645 - 0745	0	0	0	0	0	0	**0**
0700 - 0800	1	0	0	0	0	1	**2**
0715 - 0815	1	0	0	0	0	2	**3**
0730 - 0830	2	0	0	0	0	2	**4**
0745 - 0845	2	0	0	0	0	2	**4**
0800 - 0900	2	0	0	0	0	2	**4**
0815 - 0915	3	0	0	0	0	2	**5**
0830 - 0930	3	0	0	0	0	3	**6**
0845 - 0945	3	0	0	0	0	4	**7**
0900 - 1000	3	0	0	0	0	3	**6**
0915 - 1015	3	0	0	0	0	3	**6**
0930 - 1030	3	0	0	0	0	3	**6**
0945 - 1045	3	0	0	0	0	3	**6**
1000 - 1100	3	0	0	0	0	3	**6**
1015 - 1115	3	0	0	0	0	3	**6**
1030 - 1130	2	0	0	0	0	3	**5**
1045 - 1145	3	0	0	0	0	3	**6**
1100 - 1200	3	0	0	0	0	4	**7**
1115 - 1215	2	0	0	0	0	4	**6**
1130 - 1230	3	0	0	0	0	5	**8**
1145 - 1245	3	0	0	0	0	5	**8**
1200 - 1300	4	0	0	0	0	6	**10**
1215 - 1315	5	0	0	0	0	5	**10**
1230 - 1330	5	0	0	0	0	5	**10**
1245 - 1345	6	0	0	0	0	5	**11**
1300 - 1400	5	0	0	0	0	4	**9**
1315 - 1415	5	0	0	0	0	5	**10**
1330 - 1430	5	0	0	0	0	4	**9**
1345 - 1445	3	0	0	0	0	4	**7**
1400 - 1500	3	0	0	0	0	3	**6**
1415 - 1515	3	0	0	0	0	3	**6**
1430 - 1530	3	0	0	0	0	3	**6**
1445 - 1545	3	0	0	0	0	3	**6**
1500 - 1600	3	0	0	0	0	3	**6**
1515 - 1615	3	0	0	0	0	3	**6**
1530 - 1630	2	0	0	0	0	2	**4**
1545 - 1645	2	0	0	0	0	1	**3**
1600 - 1700	1	0	0	0	0	1	**2**
1615 - 1715	1	0	0	0	0	0	**1**
1630 - 1730	1	0	0	0	0	1	**2**
1645 - 1745	1	0	0	0	0	1	**2**
1700 - 1800	1	0	0	0	0	1	**2**
PEAK HR	**3**	**0**	**0**	**0**	**0**	**3**	**6**

Combined

	NORTH		WEST		SOUTH		
	Ashford Ave		*Club Access*		*Ashford Ave*		
Peak Per	**T**	**R**	**L**	**R**	**L**	**T**	**TOT**
0600 - 0700	43	8	1	2	30	45	**129**
0615 - 0715	53	13	1	2	44	62	**175**
0630 - 0730	60	15	1	3	52	71	**202**
0645 - 0745	74	12	1	7	48	83	**225**
0700 - 0800	82	13	1	6	47	102	**251**
0715 - 0815	88	8	2	6	35	119	**258**
0730 - 0830	98	9	2	5	31	128	**273**
0745 - 0845	113	6	1	1	23	157	**301**
0800 - 0900	124	5	1	1	15	171	**317**
0815 - 0915	121	7	0	0	12	175	**315**
0830 - 0930	128	3	0	2	6	185	**324**
0845 - 0945	118	4	0	2	6	165	**295**
0900 - 1000	128	6	0	2	12	170	**318**
0915 - 1015	149	4	2	5	14	163	**337**
0930 - 1030	172	7	3	3	27	177	**389**
0945 - 1045	189	8	4	5	34	180	**420**
1000 - 1100	195	6	5	7	41	183	**437**
1015 - 1115	206	10	6	12	42	204	**480**
1030 - 1130	182	7	9	16	39	184	**437**
1045 - 1145	179	6	9	21	39	197	**451**
1100 - 1200	170	5	10	20	28	175	**408**
1115 - 1215	184	4	9	19	26	175	**417**
1130 - 1230	215	4	7	18	16	190	**450**
1145 - 1245	224	4	8	17	12	175	**440**
1200 - 1300	205	4	9	20	9	165	**412**
1215 - 1315	183	1	12	24	4	151	**375**
1230 - 1330	153	1	14	31	4	140	**343**
1245 - 1345	156	0	17	40	2	155	**370**
1300 - 1400	175	2	17	45	8	170	**417**
1315 - 1415	168	3	13	42	9	143	**378**
1330 - 1430	184	3	12	45	9	153	**406**
1345 - 1445	171	6	7	32	9	134	**359**
1400 - 1500	169	5	7	25	9	130	**345**
1415 - 1515	169	6	6	23	11	144	**359**
1430 - 1530	161	7	6	10	14	142	**340**
1445 - 1545	179	5	9	9	15	148	**365**
1500 - 1600	172	4	6	9	11	139	**341**
1515 - 1615	167	2	6	6	10	141	**332**
1530 - 1630	167	2	4	8	9	122	**312**
1545 - 1645	140	1	1	12	10	112	**276**
1600 - 1700	133	4	4	15	10	128	**294**
1615 - 1715	123	4	5	21	9	125	**287**
1630 - 1730	123	3	7	34	7	129	**303**
1645 - 1745	123	3	10	39	6	120	**301**
1700 - 1800	133	0	10	48	5	102	**298**
PEAK HR	**206**	**10**	**6**	**12**	**42**	**204**	**480**

R.O.A.R. DATA

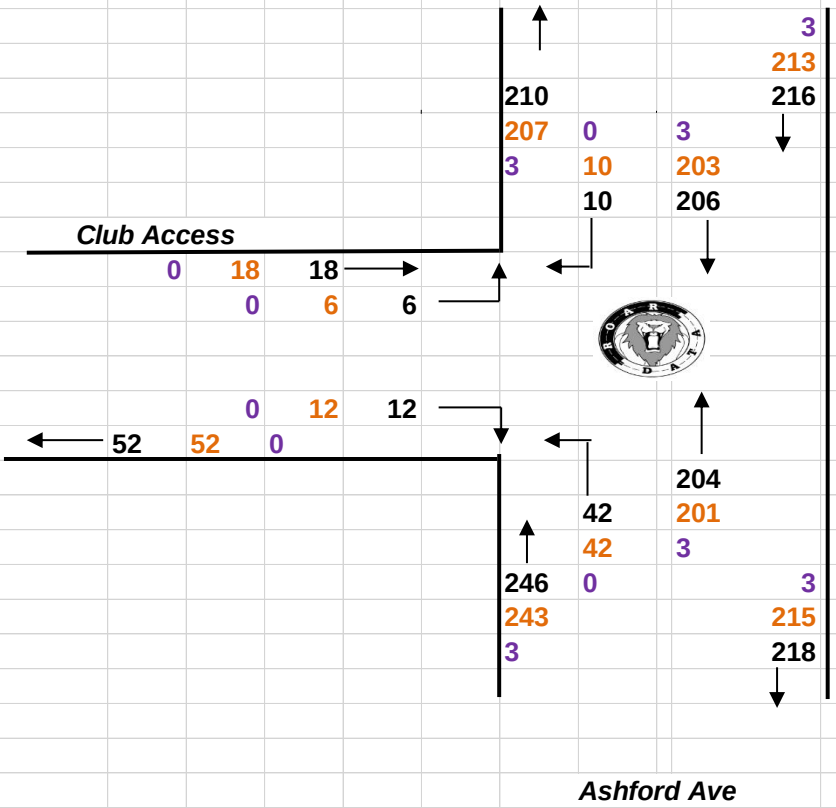
Reliable, Original & Authentic Results

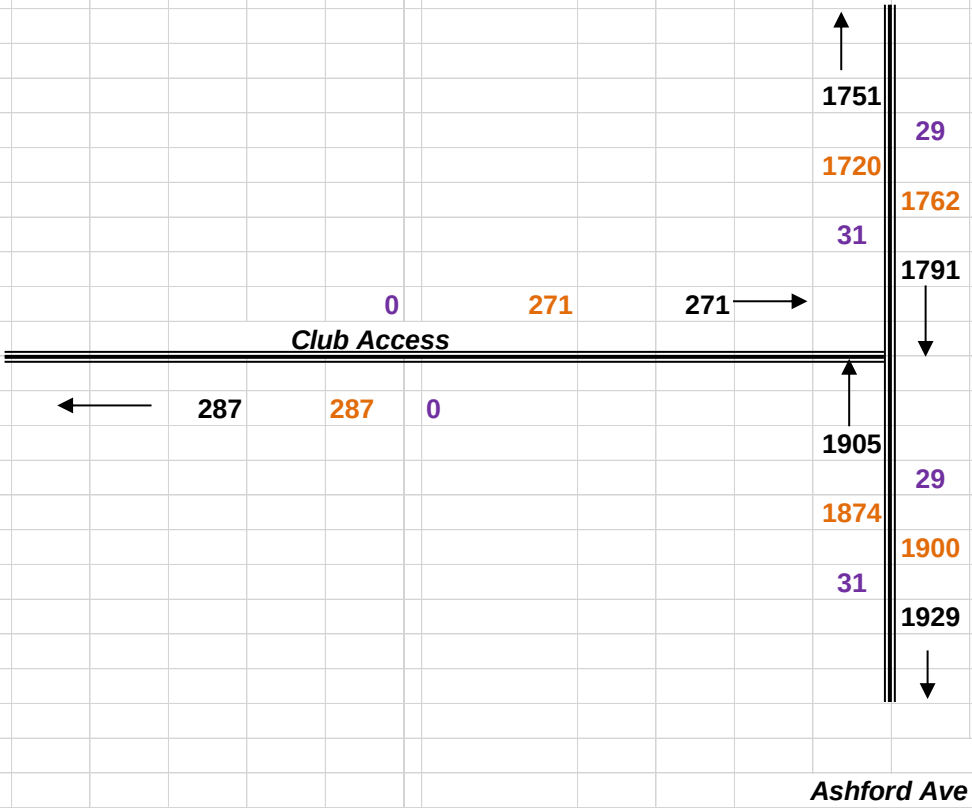
Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Saturday 6th April 2019

PEAK HOUR
1015 - 1115

TOTAL VOLUMES FOR COUNT PERIOD





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Saturday 6th April 2019

Peds	NORTH	WEST	SOUTH	
	Ashford Ave	*Club Access*	*Ashford Ave*	
Time Period	UnClassified	UnClassified	UnClassified	TOT
0600 - 0615	0	0	0	**0**
0615 - 0630	0	0	0	**0**
0630 - 0645	0	0	0	**0**
0645 - 0700	0	0	0	**0**
0700 - 0715	0	0	0	**0**
0715 - 0730	0	1	0	**1**
0730 - 0745	0	1	0	**1**
0745 - 0800	0	0	0	**0**
0800 - 0815	0	1	0	**1**
0815 - 0830	0	0	0	**0**
0830 - 0845	0	0	0	**0**
0845 - 0900	0	1	0	**1**
0900 - 0915	0	2	0	**2**
0915 - 0930	0	1	0	**1**
0930 - 0945	0	0	1	**1**
0945 - 1000	0	0	0	**0**
1000 - 1015	0	1	0	**1**
1015 - 1030	0	1	0	**1**
1030 - 1045	0	0	0	**0**
1045 - 1100	0	2	2	**4**
1100 - 1115	0	0	0	**0**
1115 - 1130	0	2	5	**7**
1130 - 1145	0	0	0	**0**
1145 - 1200	0	0	0	**0**
1200 - 1215	0	2	0	**2**
1215 - 1230	1	2	0	**3**
1230 - 1245	0	0	0	**0**
1245 - 1300	0	0	0	**0**
1300 - 1315	0	0	0	**0**
1315 - 1330	0	0	0	**0**
1330 - 1345	0	0	0	**0**
1345 - 1400	0	0	0	**0**
1400 - 1415	0	0	0	**0**
1415 - 1430	0	0	0	**0**
1430 - 1445	0	0	0	**0**
1445 - 1500	0	0	0	**0**
1500 - 1515	0	0	0	**0**
1515 - 1530	0	0	0	**0**
1530 - 1545	2	0	0	**2**
1545 - 1600	0	0	0	**0**
1600 - 1615	0	0	0	**0**
1615 - 1630	0	0	0	**0**
1630 - 1645	0	0	0	**0**
1645 - 1700	0	0	0	**0**
1700 - 1715	0	0	0	**0**
1715 - 1730	0	0	0	**0**
1730 - 1745	0	0	0	**0**
1745 - 1800	0	0	0	**0**
Period End	**3**	**17**	**8**	**28**

Peds	NORTH	WEST	SOUTH	
	Ashford Ave	*Club Access*	*Ashford Ave*	
Peak Period	UnClassified	UnClassified	UnClassified	TOT
0600 - 0700	0	0	0	**0**
0615 - 0715	0	0	0	**0**
0630 - 0730	0	1	0	**1**
0645 - 0745	0	2	0	**2**
0700 - 0800	0	2	0	**2**
0715 - 0815	0	3	0	**3**
0730 - 0830	0	2	0	**2**
0745 - 0845	0	1	0	**1**
0800 - 0900	0	2	0	**2**
0815 - 0915	0	3	0	**3**
0830 - 0930	0	4	0	**4**
0845 - 0945	0	4	1	**5**
0900 - 1000	0	3	1	**4**
0915 - 1015	0	2	1	**3**
0930 - 1030	0	2	1	**3**
0945 - 1045	0	2	0	**2**
1000 - 1100	0	4	2	**6**
1015 - 1115	0	3	2	**5**
1030 - 1130	0	4	7	**11**
1045 - 1145	0	4	7	**11**
1100 - 1200	0	2	5	**7**
1115 - 1215	0	4	5	**9**
1130 - 1230	1	4	0	**5**
1145 - 1245	1	4	0	**5**
1200 - 1300	1	4	0	**5**
1215 - 1315	1	2	0	**3**
1230 - 1330	0	0	0	**0**
1245 - 1345	0	0	0	**0**
1300 - 1400	0	0	0	**0**
1315 - 1415	0	0	0	**0**
1330 - 1430	0	0	0	**0**
1345 - 1445	0	0	0	**0**
1400 - 1500	0	0	0	**0**
1415 - 1515	0	0	0	**0**
1430 - 1530	0	0	0	**0**
1445 - 1545	2	0	0	**2**
1500 - 1600	2	0	0	**2**
1515 - 1615	2	0	0	**2**
1530 - 1630	2	0	0	**2**
1545 - 1645	0	0	0	**0**
1600 - 1700	0	0	0	**0**
1615 - 1715	0	0	0	**0**
1630 - 1730	0	0	0	**0**
1645 - 1745	0	0	0	**0**
1700 - 1800	0	0	0	**0**
PEAK HOUR	**0**	**3**	**2**	**5**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Saturday 6th April 2019

At Start	7

Time Period	CAR PARK Accumulation
0600 - 0615	11
0615 - 0630	15
0630 - 0645	32
0645 - 0700	42
0700 - 0715	65
0715 - 0730	78
0730 - 0745	84
0745 - 0800	95
0800 - 0815	100
0815 - 0830	111
0830 - 0845	111
0845 - 0900	113
0900 - 0915	119
0915 - 0930	118
0930 - 0945	119
0945 - 1000	129
1000 - 1015	130
1015 - 1030	146
1030 - 1045	152
1045 - 1100	164
1100 - 1115	164
1115 - 1130	167
1130 - 1145	167
1145 - 1200	167
1200 - 1215	166
1215 - 1230	162
1230 - 1245	158
1245 - 1300	151
1300 - 1315	135
1315 - 1330	122
1330 - 1345	103
1345 - 1400	99
1400 - 1415	92
1415 - 1430	77
1430 - 1445	79
1445 - 1500	81
1500 - 1515	80
1515 - 1530	82
1530 - 1545	81
1545 - 1600	81
1600 - 1615	80
1615 - 1630	81
1630 - 1645	79
1645 - 1700	76
1700 - 1715	67
1715 - 1730	50
1730 - 1745	39
1745 - 1800	23

Capacity	125
At Finish	23

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Saturday 6th April 2019

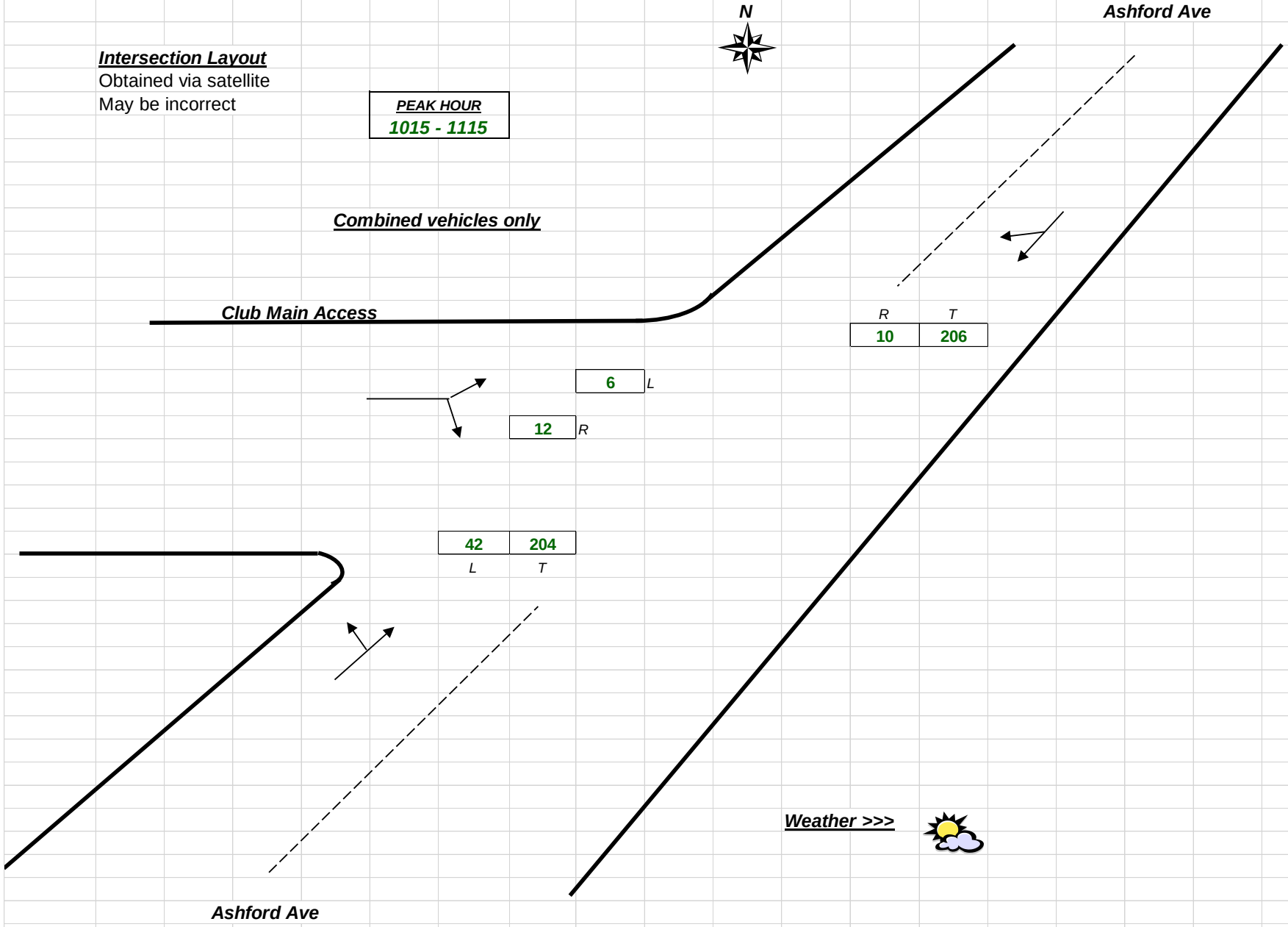
Intersection Layout

Obtained via satellite

May be incorrect

PEAK HOUR

1015 - 1115



Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Lights

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Time Per	T	L	R	L	R	T	TOT
0730 - 0745	196	0	0	0	0	78	**274**
0745 - 0800	202	1	0	0	0	58	**261**
0800 - 0815	203	1	0	1	0	87	**292**
0815 - 0830	172	0	0	1	0	86	**259**
0830 - 0845	169	0	0	0	0	70	**239**
0845 - 0900	184	0	0	0	0	71	**255**
0900 - 0915	170	0	0	2	2	77	**251**
0915 - 0930	119	0	0	0	0	62	**181**
Per End	**1415**	**2**	**0**	**4**	**2**	**589**	**2012**

Heavies

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Time Per	T	L	R	L	R	T	TOT
0730 - 0745	10	0	0	0	0	8	**18**
0745 - 0800	8	0	0	0	0	6	**14**
0800 - 0815	7	0	0	0	0	6	**13**
0815 - 0830	8	0	0	0	0	9	**17**
0830 - 0845	9	0	0	0	0	8	**17**
0845 - 0900	3	0	0	0	0	10	**13**
0900 - 0915	12	0	0	0	0	7	**19**
0915 - 0930	8	0	0	0	0	7	**15**
Per End	**65**	**0**	**0**	**0**	**0**	**61**	**126**

Combined

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Time Per	T	L	R	L	R	T	TOT
0730 - 0745	206	0	0	0	0	86	**292**
0745 - 0800	210	1	0	0	0	64	**275**
0800 - 0815	210	1	0	1	0	93	**305**
0815 - 0830	180	0	0	1	0	95	**276**
0830 - 0845	178	0	0	0	0	78	**256**
0845 - 0900	187	0	0	0	0	81	**268**
0900 - 0915	182	0	0	2	2	84	**270**
0915 - 0930	127	0	0	0	0	69	**196**
Per End	**1480**	**2**	**0**	**4**	**2**	**650**	**2138**

Lights

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Peak Per	T	L	R	L	R	T	TOT
0730 - 0830	773	2	0	2	0	309	**1086**
0745 - 0845	746	2	0	2	0	301	**1051**
0800 - 0900	728	1	0	2	0	314	**1045**
0815 - 0915	695	0	0	3	2	304	**1004**
0830 - 0930	642	0	0	2	2	280	**926**
PEAK HR	**773**	**2**	**0**	**2**	**0**	**309**	**1086**

Heavies

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Peak Per	T	L	R	L	R	T	TOT
0730 - 0830	33	0	0	0	0	29	**62**
0745 - 0845	32	0	0	0	0	29	**61**
0800 - 0900	27	0	0	0	0	33	**60**
0815 - 0915	32	0	0	0	0	34	**66**
0830 - 0930	32	0	0	0	0	32	**64**
PEAK HR	**33**	**0**	**0**	**0**	**0**	**29**	**62**

Combined

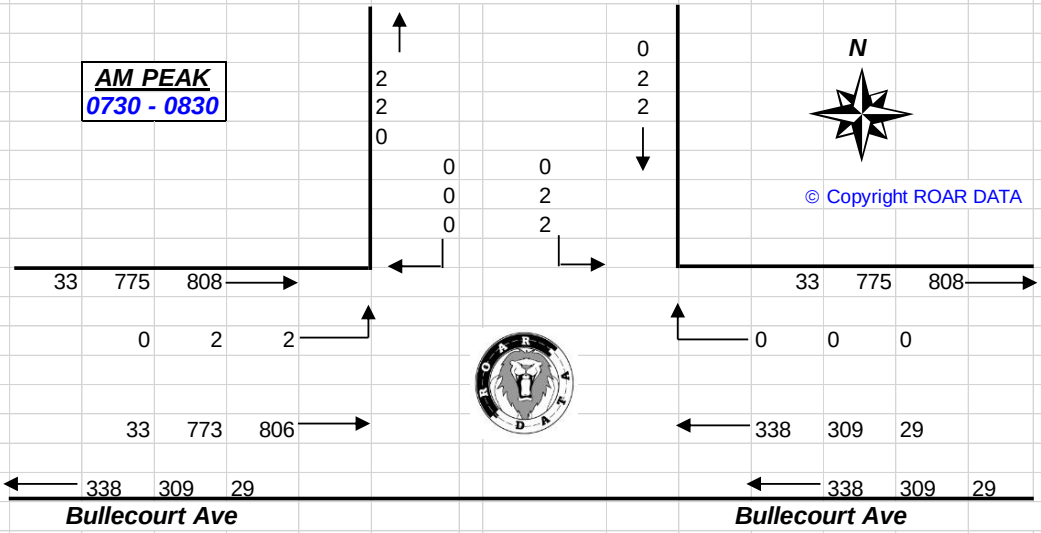
	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Peak Per	T	L	R	L	R	T	TOT
0730 - 0830	806	2	0	2	0	338	**1148**
0745 - 0845	778	2	0	2	0	330	**1112**
0800 - 0900	755	1	0	2	0	347	**1105**
0815 - 0915	727	0	0	3	2	338	**1070**
0830 - 0930	674	0	0	2	2	312	**990**
PEAK HR	**806**	**2**	**0**	**2**	**0**	**338**	**1148**

Peds

	WEST	NORTH	EAST	
Time Per	Bullecourt	Service Rd	Bullecourt	TOT
0730 - 0745	0	0	0	**0**
0745 - 0800	0	0	1	**1**
0800 - 0815	0	3	0	**3**
0815 - 0830	0	5	2	**7**
0830 - 0845	0	0	0	**0**
0845 - 0900	0	0	0	**0**
0900 - 0915	0	0	0	**0**
0915 - 0930	0	0	0	**0**
Per End	**0**	**8**	**3**	**11**

	WEST	NORTH	EAST	
Peak Per	Bullecourt	Service Rd	Bullecourt	TOT
0730 - 0830	0	8	3	**11**
0745 - 0845	0	8	3	**11**
0800 - 0900	0	8	2	**10**
0815 - 0915	0	5	2	**7**
0830 - 0930	0	0	0	**0**
PEAK HR	**0**	**8**	**3**	**11**

Hours 1
Hours 2
Hours 3
Hours 4
Hours 5



R.O.A.R DATA

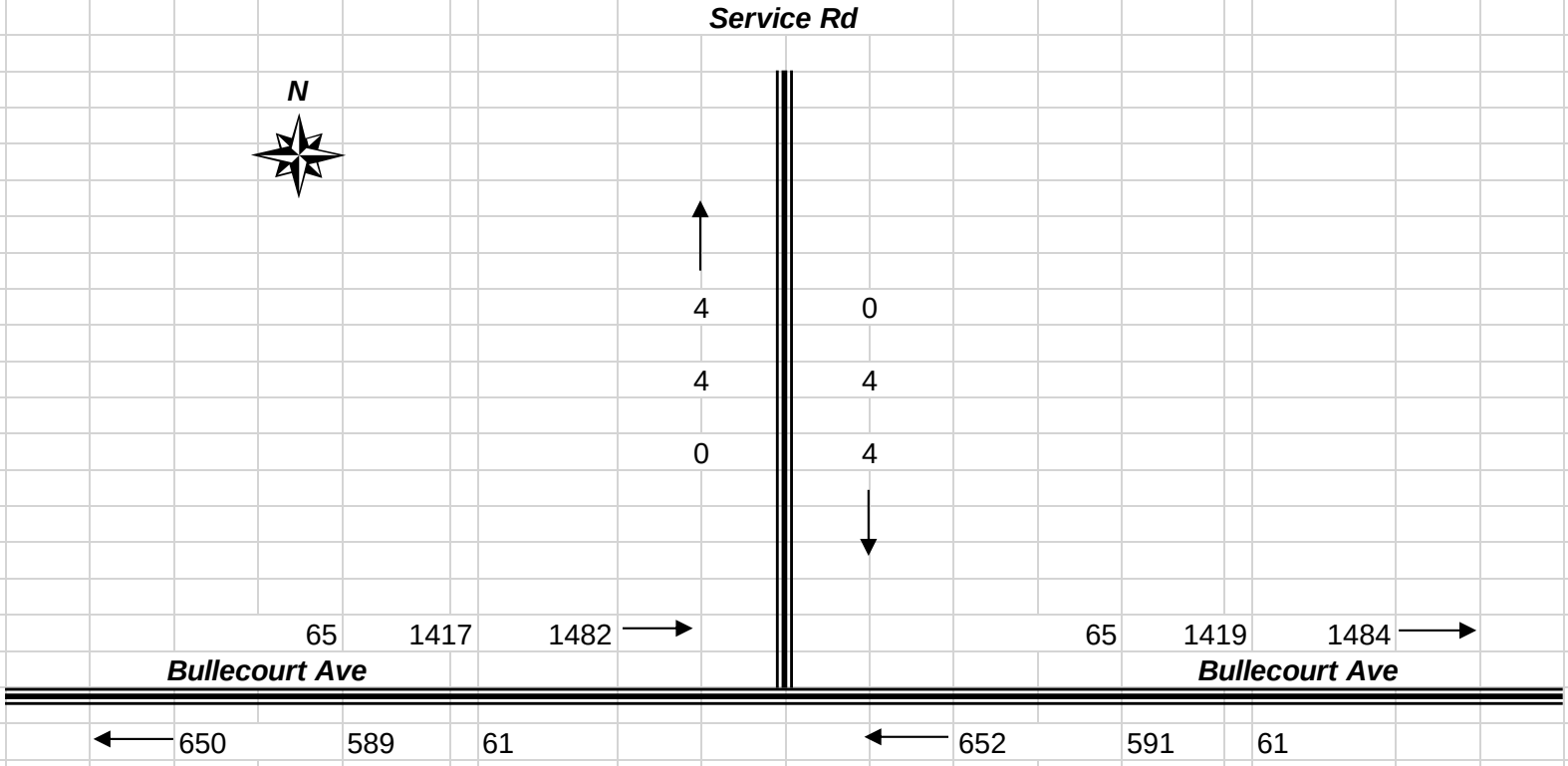
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

AM

TOTAL VOLUMES FOR COUNT PERIOD



R.O.A.R DATA

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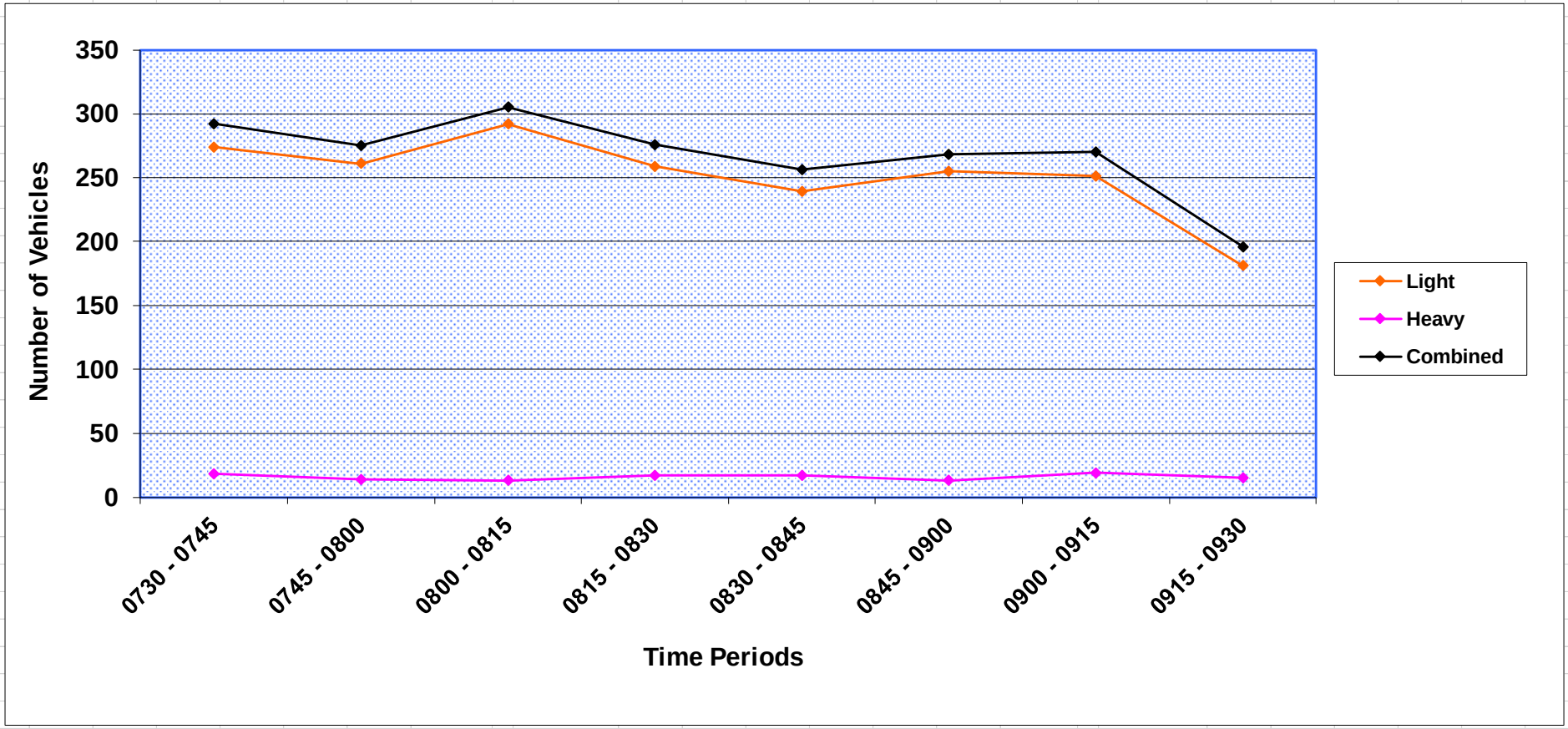
Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

AM

Bullecourt Ave & Service Rd



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

Lights

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Time Per	**T**	**L**	**R**	**L**	**R**	**T**	**TOT**
1630 - 1645	57	0	1	0	0	169	**227**
1645 - 1700	53	0	0	1	2	151	**207**
1700 - 1715	40	0	0	0	0	188	**228**
1715 - 1730	63	0	0	0	0	173	**236**
1730 - 1745	50	0	0	0	0	148	**198**
1745 - 1800	52	0	0	0	0	130	**182**
1800 - 1815	55	0	0	2	2	115	**174**
1815 - 1830	44	0	0	1	0	95	**140**
Per End	**414**	**0**	**1**	**4**	**4**	**1169**	**1592**

Heavies

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Time Per	**T**	**L**	**R**	**L**	**R**	**T**	**TOT**
1630 - 1645	5	0	0	0	0	6	**11**
1645 - 1700	3	0	0	0	0	4	**7**
1700 - 1715	1	0	0	0	0	2	**3**
1715 - 1730	2	0	0	0	0	5	**7**
1730 - 1745	1	0	0	0	0	2	**3**
1745 - 1800	5	0	0	0	0	4	**9**
1800 - 1815	2	0	0	0	0	2	**4**
1815 - 1830	5	0	0	0	0	3	**8**
Per End	**24**	**0**	**0**	**0**	**0**	**28**	**52**

Combined

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Time Per	**T**	**L**	**R**	**L**	**R**	**T**	**TOT**
1630 - 1645	62	0	1	0	0	175	**238**
1645 - 1700	56	0	0	1	2	155	**214**
1700 - 1715	41	0	0	0	0	190	**231**
1715 - 1730	65	0	0	0	0	178	**243**
1730 - 1745	51	0	0	0	0	150	**201**
1745 - 1800	57	0	0	0	0	134	**191**
1800 - 1815	57	0	0	2	2	117	**178**
1815 - 1830	49	0	0	1	0	98	**148**
Per End	**438**	**0**	**1**	**4**	**4**	**1197**	**1644**

Lights

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Peak Per	**T**	**L**	**R**	**L**	**R**	**T**	**TOT**
1630 - 1730	213	0	1	1	2	681	**898**
1645 - 1745	206	0	0	1	2	660	**869**
1700 - 1800	205	0	0	0	0	639	**844**
1715 - 1815	220	0	0	2	2	566	**790**
1730 - 1830	201	0	0	3	2	488	**694**
PEAK HR	**213**	**0**	**1**	**1**	**2**	**681**	**898**

Heavies

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Peak Per	**T**	**L**	**R**	**L**	**R**	**T**	**TOT**
1630 - 1730	11	0	0	0	0	17	**28**
1645 - 1745	7	0	0	0	0	13	**20**
1700 - 1800	9	0	0	0	0	13	**22**
1715 - 1815	10	0	0	0	0	13	**23**
1730 - 1830	13	0	0	0	0	11	**24**
PEAK HR	**11**	**0**	**0**	**0**	**0**	**17**	**28**

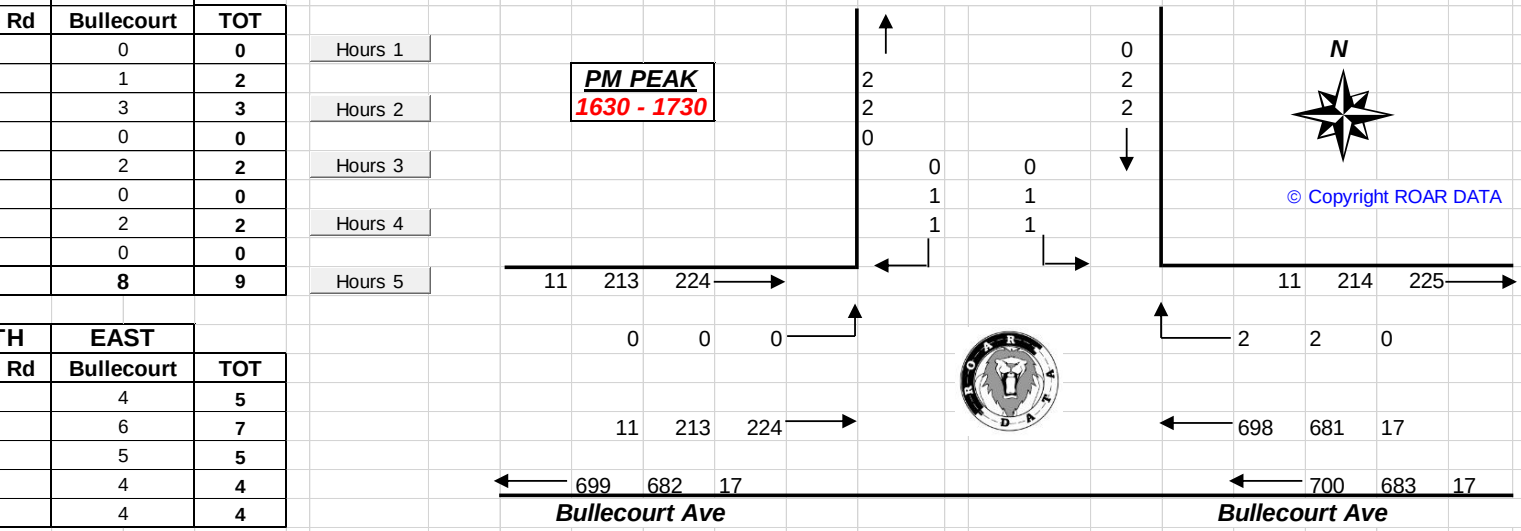
Combined

	WEST		NORTH		EAST		
	Bullecourt		*Service Rd*		*Bullecourt*		
Peak Per	**T**	**L**	**R**	**L**	**R**	**T**	**TOT**
1630 - 1730	224	0	1	1	2	698	**926**
1645 - 1745	213	0	0	1	2	673	**889**
1700 - 1800	214	0	0	0	0	652	**866**
1715 - 1815	230	0	0	2	2	579	**813**
1730 - 1830	214	0	0	3	2	499	**718**
PEAK HR	**224**	**0**	**1**	**1**	**2**	**698**	**926**

Peds

	WEST	NORTH	EAST	
Time Per	**Bullecourt**	**Service Rd**	**Bullecourt**	**TOT**
1630 - 1645	0	0	0	**0**
1645 - 1700	0	1	1	**2**
1700 - 1715	0	0	3	**3**
1715 - 1730	0	0	0	**0**
1730 - 1745	0	0	2	**2**
1745 - 1800	0	0	0	**0**
1800 - 1815	0	0	2	**2**
1815 - 1830	0	0	0	**0**
Per End	**0**	**1**	**8**	**9**

	WEST	NORTH	EAST	
Peak Per	**Bullecourt**	**Service Rd**	**Bullecourt**	**TOT**
1630 - 1730	0	1	4	**5**
1645 - 1745	0	1	6	**7**
1700 - 1800	0	0	5	**5**
1715 - 1815	0	0	4	**4**
1730 - 1830	0	0	4	**4**
PEAK HR	**0**	**1**	**4**	**5**



R.O.A.R DATA

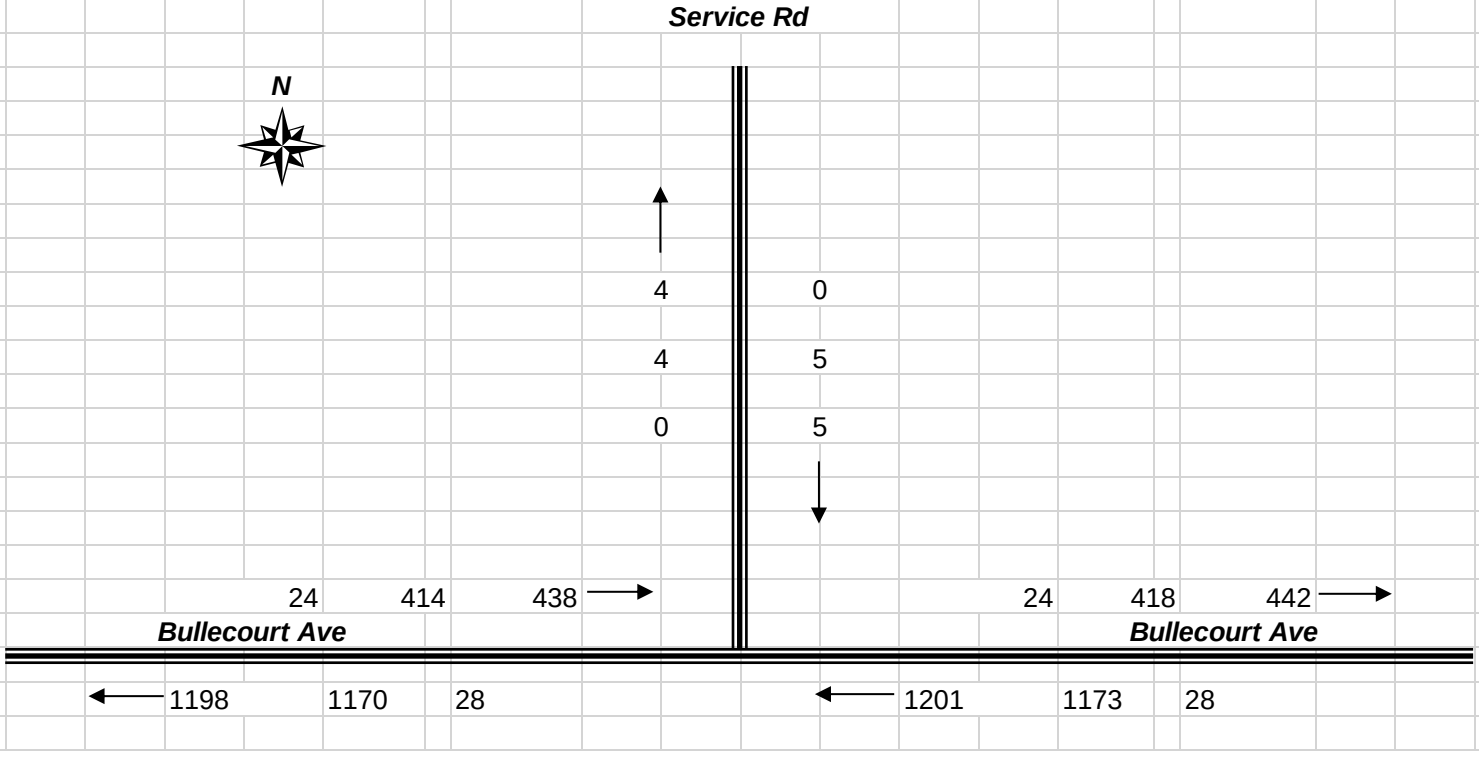
Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

PM

TOTAL VOLUMES FOR COUNT PERIOD

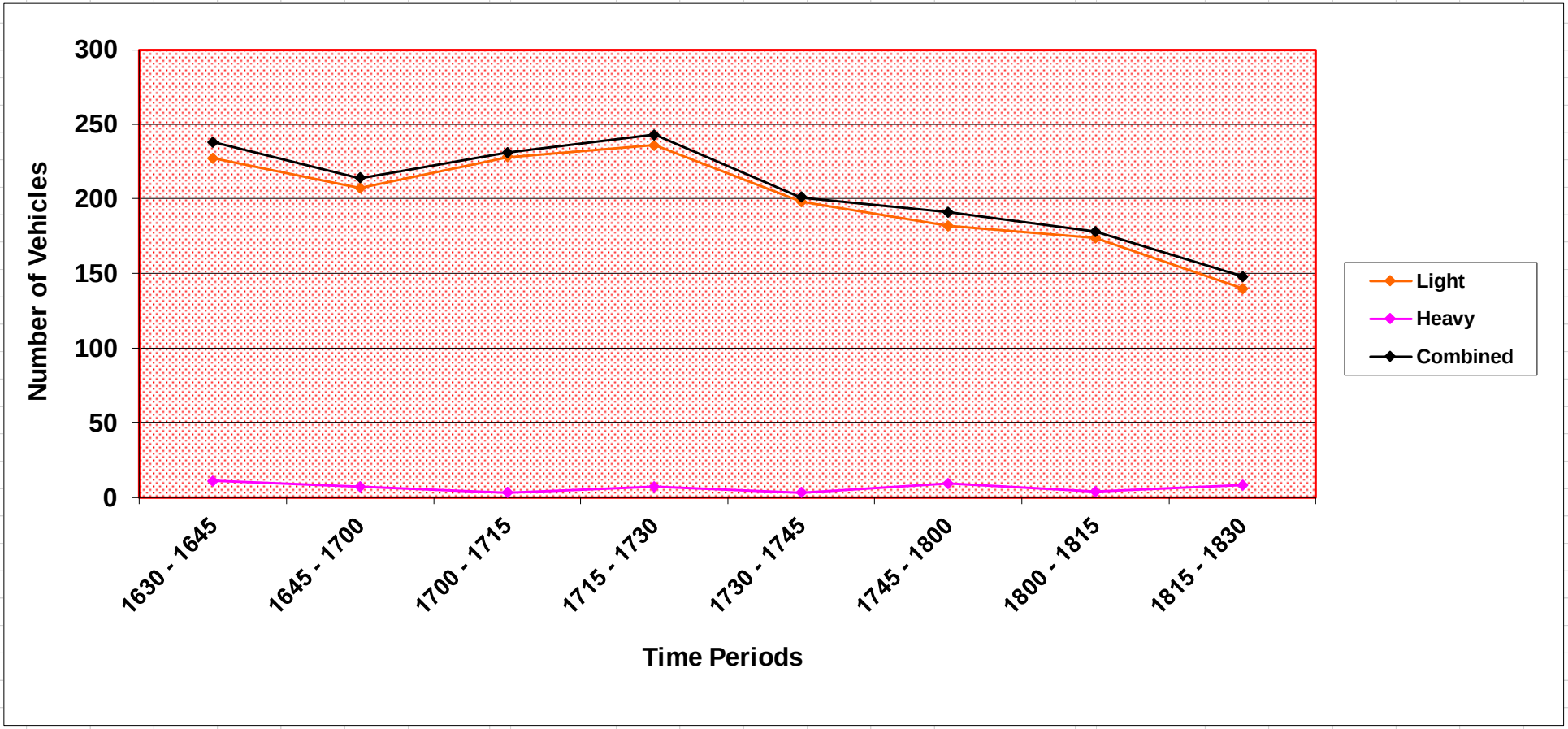


R.O.A.R DATA
Reliable, Original & Authentic Results
Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

PM

Bullecourt Ave & Service Rd



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Wednesday 10th April 2019

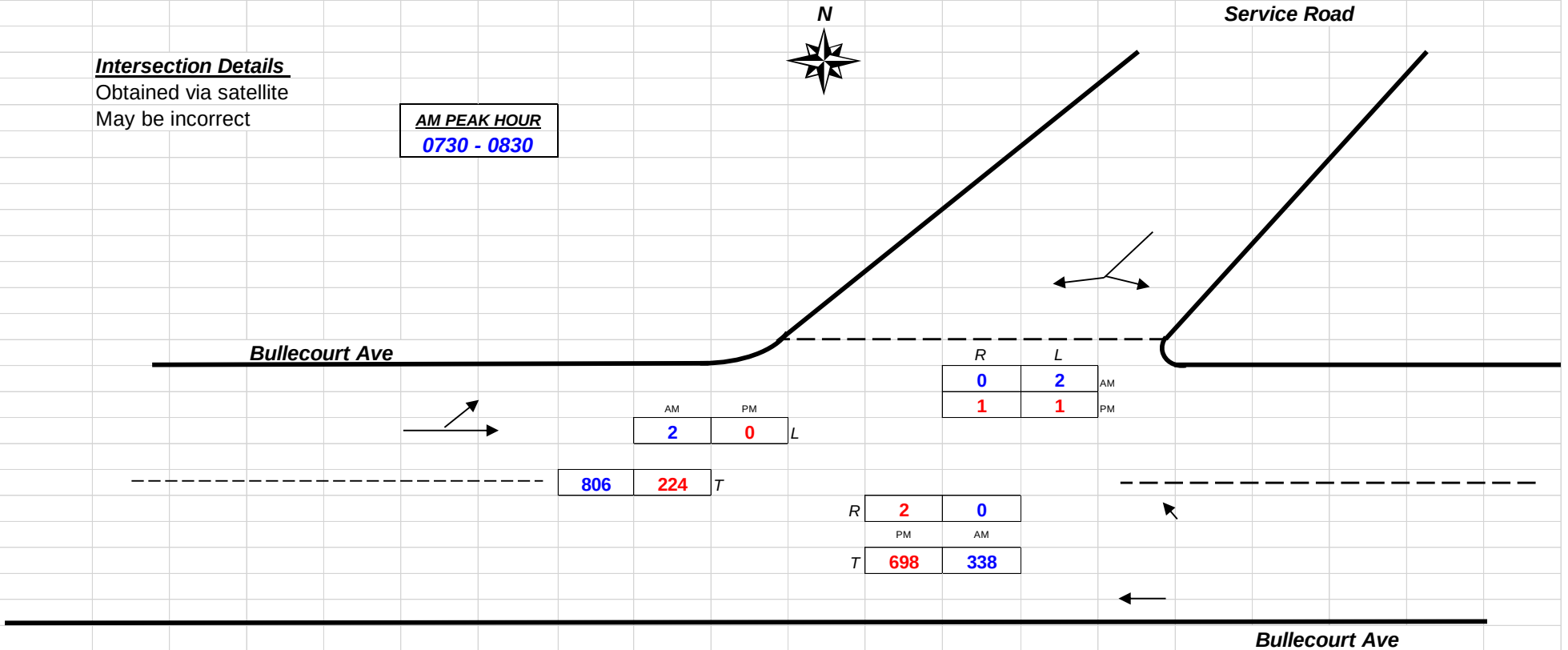
Intersection Details

Obtained via satellite

May be incorrect

AM PEAK HOUR

0730 - 0830



PM PEAK HOUR

1630 - 1730

Combined Figures only

Weather >>>

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Saturday 6th April 2019

PEDS	WEST	NORTH	EAST	
Time Per	*Bullecourt*	*Service Rd*	*Bullecourt*	TOT
1100 - 1115	0	0	0	**0**
1115 - 1130	0	0	0	**0**
1130 - 1145	0	0	0	**0**
1145 - 1200	0	0	0	**0**
1200 - 1215	0	0	0	**0**
1215 - 1230	0	0	0	**0**
1230 - 1245	0	0	0	**0**
1245 - 1300	0	0	0	**0**
1300 - 1315	0	0	0	**0**
1315 - 1330	0	0	0	**0**
1330 - 1345	0	0	0	**0**
1345 - 1400	0	0	0	**0**
Per End	**0**	**0**	**0**	**0**

PEDS	WEST	NORTH	EAST	
Peak Per	*Bullecourt*	*Service Rd*	*Bullecourt*	TOT
1100 - 1200	0	0	0	**0**
1115 - 1215	0	0	0	**0**
1130 - 1230	0	0	0	**0**
1145 - 1245	0	0	0	**0**
1200 - 1300	0	0	0	**0**
1215 - 1315	0	0	0	**0**
1230 - 1330	0	0	0	**0**
1245 - 1345	0	0	0	**0**
1300 - 1400	0	0	0	**0**
PEAK HR	**0**	**0**	**0**	**0**

Lights	WEST *Bullecourt Ave*		NORTH *Service Rd*		EAST *Bullecourt Ave*		
Time Per	T	L	R	L	R	T	TOT
1100 - 1115	75	0	1	0	0	97	**173**
1115 - 1130	63	0	0	0	0	87	**150**
1130 - 1145	75	0	0	0	0	82	**157**
1145 - 1200	66	0	0	0	0	100	**166**
1200 - 1215	73	0	0	0	0	113	**186**
1215 - 1230	68	0	0	0	0	71	**139**
1230 - 1245	61	0	0	0	0	76	**137**
1245 - 1300	52	0	0	0	1	73	**126**
1300 - 1315	65	0	0	0	0	85	**150**
1315 - 1330	59	0	0	0	0	60	**119**
1330 - 1345	53	0	0	0	0	71	**124**
1345 - 1400	55	0	0	0	0	60	**115**
Per End	**765**	**0**	**1**	**0**	**1**	**975**	**1742**

Heavies	WEST *Bullecourt Ave*		NORTH *Service Rd*		EAST *Bullecourt Ave*		
Time Per	T	L	R	L	R	T	TOT
1100 - 1115	1	0	0	0	0	1	**2**
1115 - 1130	1	0	0	0	0	1	**2**
1130 - 1145	1	0	0	0	0	0	**1**
1145 - 1200	3	0	0	0	0	2	**5**
1200 - 1215	1	0	0	0	0	2	**3**
1215 - 1230	2	0	0	0	0	2	**4**
1230 - 1245	1	0	0	0	0	0	**1**
1245 - 1300	3	0	0	0	0	0	**3**
1300 - 1315	1	0	0	0	0	2	**3**
1315 - 1330	3	0	0	0	0	1	**4**
1330 - 1345	1	0	0	0	0	1	**2**
1345 - 1400	2	0	0	0	0	1	**3**
Per End	**20**	**0**	**0**	**0**	**0**	**13**	**33**

Combined	WEST *Bullecourt Ave*		NORTH *Service Rd*		EAST *Bullecourt Ave*		
Time Per	T	L	R	L	R	T	TOT
1100 - 1115	76	0	1	0	0	98	**175**
1115 - 1130	64	0	0	0	0	88	**152**
1130 - 1145	76	0	0	0	0	82	**158**
1145 - 1200	69	0	0	0	0	102	**171**
1200 - 1215	74	0	0	0	0	115	**189**
1215 - 1230	70	0	0	0	0	73	**143**
1230 - 1245	62	0	0	0	0	76	**138**
1245 - 1300	55	0	0	0	1	73	**129**
1300 - 1315	66	0	0	0	0	87	**153**
1315 - 1330	62	0	0	0	0	61	**123**
1330 - 1345	54	0	0	0	0	72	**126**
1345 - 1400	57	0	0	0	0	61	**118**
Per End	**785**	**0**	**1**	**0**	**1**	**988**	**1775**

Lights	WEST *Bullecourt Ave*		NORTH *Service Rd*		EAST *Bullecourt Ave*		
Peak Per	T	L	R	L	R	T	TOT
1100 - 1200	279	0	1	0	0	366	**646**
1115 - 1215	277	0	0	0	0	382	**659**
1130 - 1230	282	0	0	0	0	366	**648**
1145 - 1245	268	0	0	0	0	360	**628**
1200 - 1300	254	0	0	0	1	333	**588**
1215 - 1315	246	0	0	0	1	305	**552**
1230 - 1330	237	0	0	0	1	294	**532**
1245 - 1345	229	0	0	0	1	289	**519**
1300 - 1400	232	0	0	0	0	276	**508**
PEAK HR	**277**	**0**	**0**	**0**	**0**	**382**	**659**

Heavies	WEST *Bullecourt Ave*		NORTH *Service Rd*		EAST *Bullecourt Ave*		
Peak Per	T	L	R	L	R	T	TOT
1100 - 1200	6	0	0	0	0	4	**10**
1115 - 1215	6	0	0	0	0	5	**11**
1130 - 1230	7	0	0	0	0	6	**13**
1145 - 1245	7	0	0	0	0	6	**13**
1200 - 1300	7	0	0	0	0	4	**11**
1215 - 1315	7	0	0	0	0	4	**11**
1230 - 1330	8	0	0	0	0	3	**11**
1245 - 1345	8	0	0	0	0	4	**12**
1300 - 1400	7	0	0	0	0	5	**12**
PEAK HR	**6**	**0**	**0**	**0**	**0**	**5**	**11**

Combined	WEST *Bullecourt Ave*		NORTH *Service Rd*		EAST *Bullecourt Ave*		
Peak Per	T	L	R	L	R	T	TOT
1100 - 1200	285	0	1	0	0	370	**656**
1115 - 1215	283	0	0	0	0	387	**670**
1130 - 1230	289	0	0	0	0	372	**661**
1145 - 1245	275	0	0	0	0	366	**641**
1200 - 1300	261	0	0	0	1	337	**599**
1215 - 1315	253	0	0	0	1	309	**563**
1230 - 1330	245	0	0	0	1	297	**543**
1245 - 1345	237	0	0	0	1	293	**531**
1300 - 1400	239	0	0	0	0	281	**520**
PEAK HR	**283**	**0**	**0**	**0**	**0**	**387**	**670**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Saturday 6th April 2019

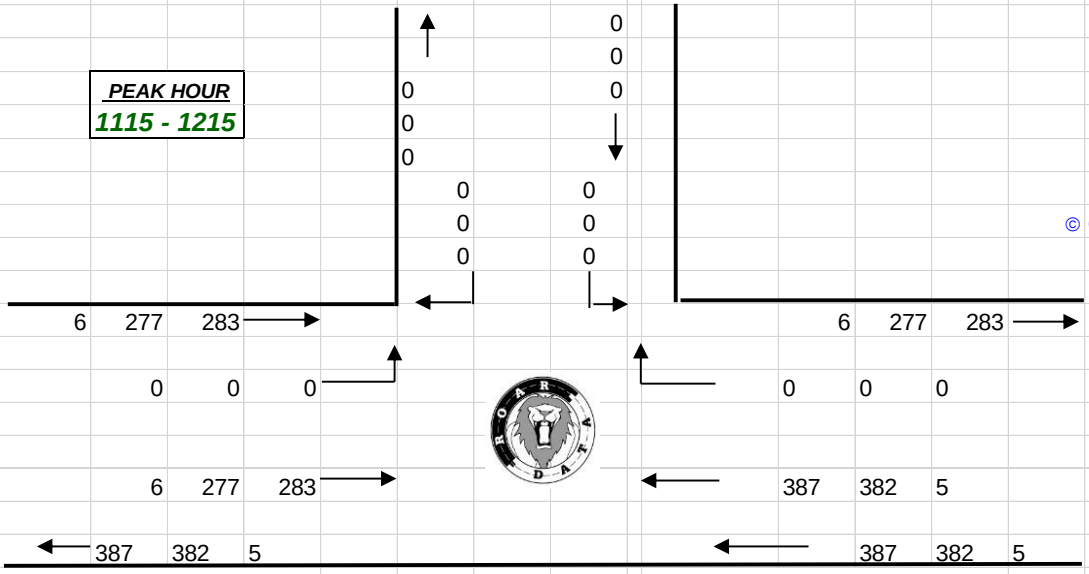
TOTAL VOLUMES FOR COUNT PERIOD

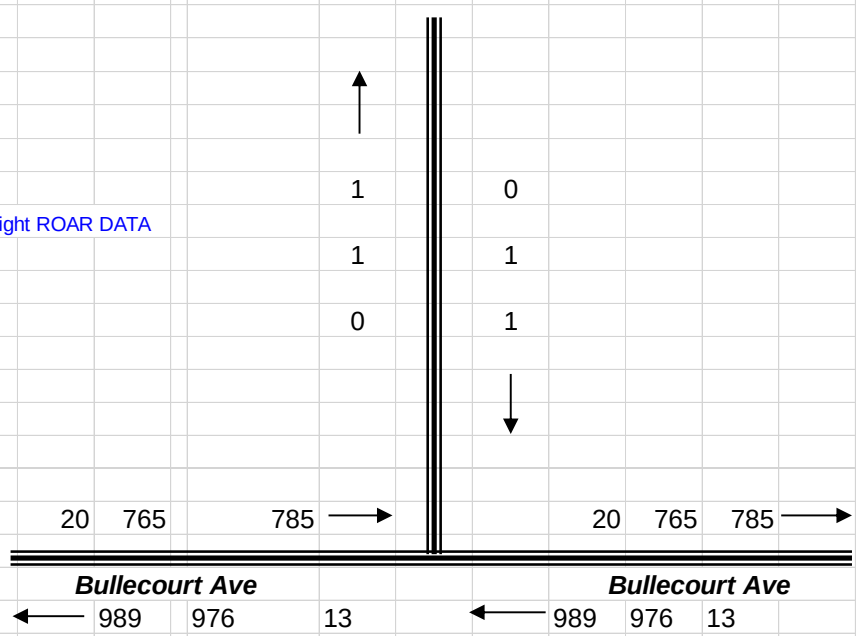
1 2 3

4 5 6

7 8 9

N





R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Client	: Varga Traffic Planning
Job No/Name	: 7062 MILPERRA Bankstown Golf Club
Day/Date	: Saturday 6th April 2019

Intersection Details

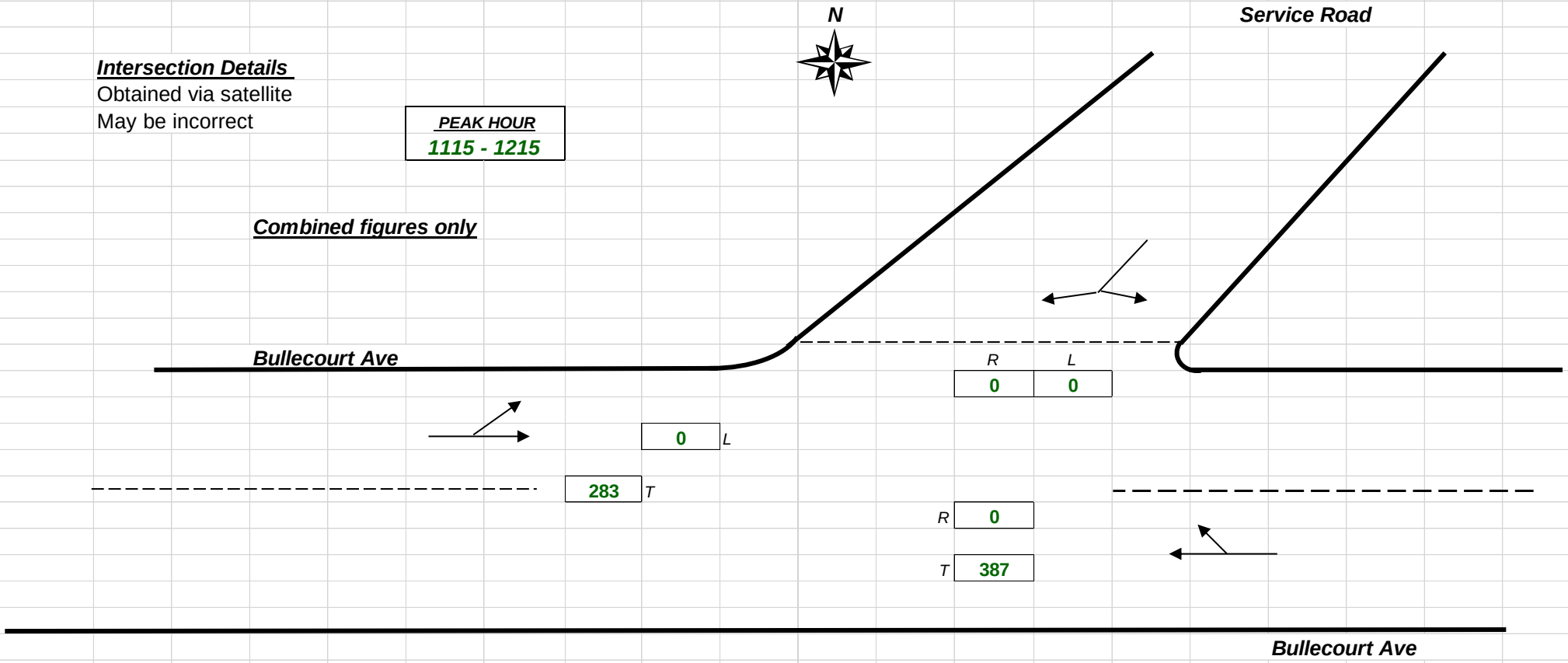
Obtained via satellite

May be incorrect

PEAK HOUR

1115 - 1215

Combined figures only



Combined figures only

Weather >>>

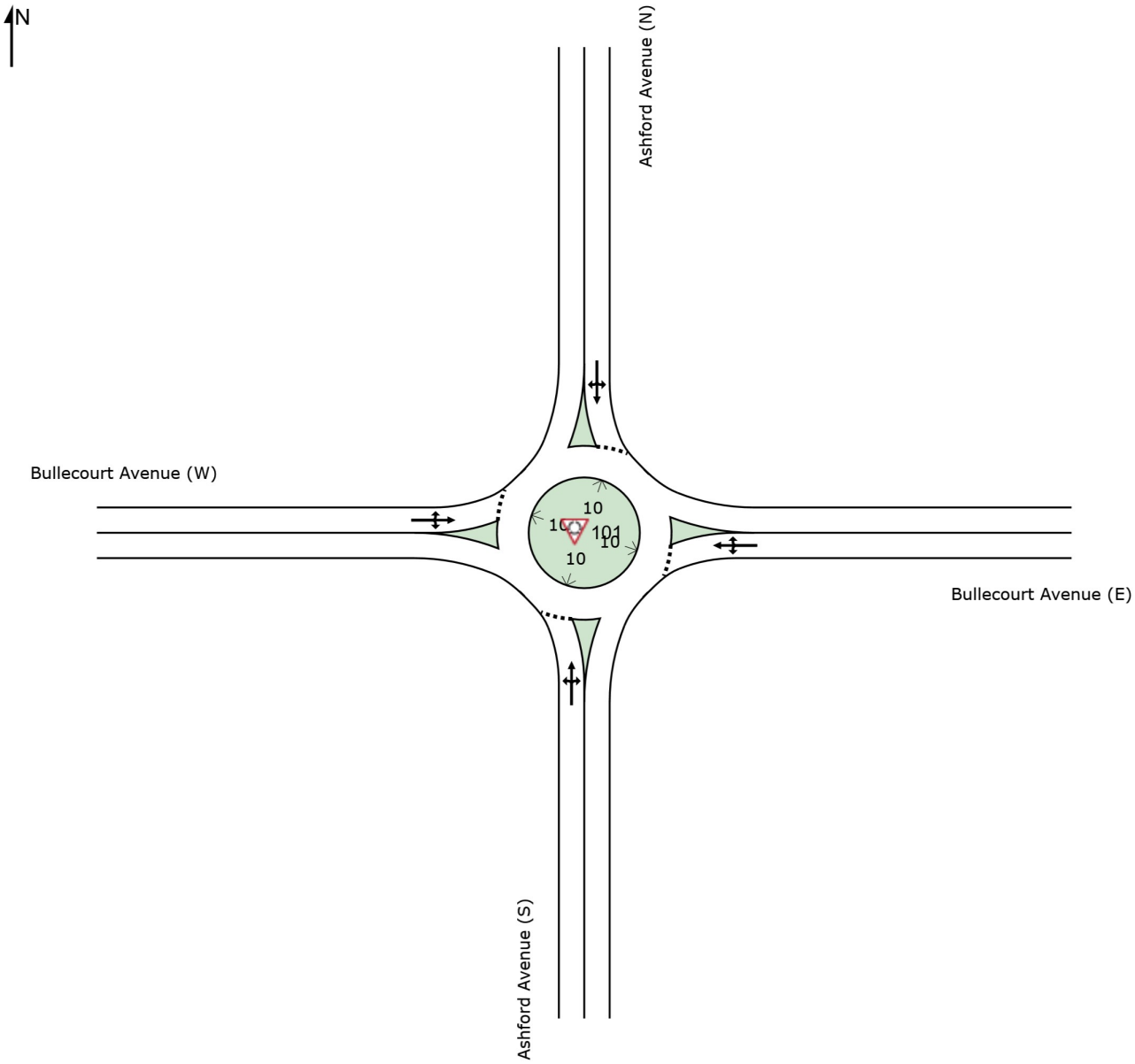
APPENDIX B

SIDRA MOVEMENT SUMMARIES

SITE LAYOUT

Site: 101 [ASH_BULX AM]

ASH_BULX
Site Category: (None)
Roundabout



MOVEMENT SUMMARY

Site: 101 [ASH_BULX AM]

Network: N101 [Existing AM]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	19	0.0	19	0.0	0.260	8.0	LOS A	0.6	4.5	0.67	0.78	0.67	45.6
2	T1	78	1.3	78	1.3	0.260	8.3	LOS A	0.6	4.5	0.67	0.78	0.67	45.6
3	R2	115	1.7	115	1.7	0.260	11.6	LOS A	0.6	4.5	0.67	0.78	0.67	50.5
Approach		212	1.4	212	1.4	0.260	10.0	LOS A	0.6	4.5	0.67	0.78	0.67	48.9
East: Bullecourt Avenue (E)														
4	L2	51	0.0	51	0.0	0.411	5.3	LOS A	1.3	9.9	0.43	0.56	0.43	51.7
5	T1	277	9.7	277	9.7	0.411	5.7	LOS A	1.3	9.9	0.43	0.56	0.43	47.3
6	R2	168	9.5	168	9.5	0.411	9.0	LOS A	1.3	9.9	0.43	0.56	0.43	47.3
Approach		496	8.7	496	8.7	0.411	6.8	LOS A	1.3	9.9	0.43	0.56	0.43	48.1
North: Ashford Avenue (N)														
7	L2	238	7.6	238	7.6	0.548	13.0	LOS A	1.9	14.6	0.92	1.04	1.12	50.3
8	T1	28	3.6	28	3.6	0.548	13.1	LOS A	1.9	14.6	0.92	1.04	1.12	51.4
9	R2	66	10.6	66	10.6	0.548	16.8	LOS B	1.9	14.6	0.92	1.04	1.12	48.0
Approach		332	7.8	332	7.8	0.548	13.8	LOS A	1.9	14.6	0.92	1.04	1.12	50.1
West: Bullecourt Avenue (W)														
10	L2	159	4.4	159	4.4	0.768	12.3	LOS A	4.3	31.2	0.91	0.97	1.20	42.9
11	T1	562	3.2	562	3.2	0.768	12.5	LOS A	4.3	31.2	0.91	0.97	1.20	49.0
12	R2	16	0.0	16	0.0	0.768	15.7	LOS B	4.3	31.2	0.91	0.97	1.20	49.2
Approach		737	3.4	737	3.4	0.768	12.5	LOS A	4.3	31.2	0.91	0.97	1.20	48.1
All Vehicles		1777	5.5	1777	5.5	0.768	10.9	LOS A	4.3	31.2	0.75	0.84	0.91	48.7

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULX PM]

Network: N101 [Existing PM]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	15	0.0	15	0.0	0.212	10.9	LOS A	0.6	4.1	0.86	0.88	0.86	42.7
2	T1	43	2.3	43	2.3	0.212	11.3	LOS A	0.6	4.1	0.86	0.88	0.86	42.7
3	R2	55	0.0	55	0.0	0.212	14.4	LOS A	0.6	4.1	0.86	0.88	0.86	48.7
Approach		113	0.9	113	0.9	0.212	12.8	LOS A	0.6	4.1	0.86	0.88	0.86	46.3
East: Bullecourt Avenue (E)														
4	L2	124	0.0	124	0.0	0.775	11.5	LOS A	4.5	32.5	0.92	0.94	1.18	48.2
5	T1	468	3.0	468	3.0	0.775	11.9	LOS A	4.5	32.5	0.92	0.94	1.18	41.6
6	R2	169	5.3	169	5.3	0.775	15.3	LOS B	4.5	32.5	0.92	0.94	1.18	41.6
Approach		761	3.0	761	3.0	0.775	12.6	LOS A	4.5	32.5	0.92	0.94	1.18	43.3
North: Ashford Avenue (N)														
7	L2	236	4.2	236	4.2	0.502	6.4	LOS A	1.5	11.1	0.58	0.66	0.58	53.4
8	T1	108	0.0	108	0.0	0.502	6.5	LOS A	1.5	11.1	0.58	0.66	0.58	54.5
9	R2	208	2.4	208	2.4	0.502	9.9	LOS A	1.5	11.1	0.58	0.66	0.58	52.3
Approach		552	2.7	552	2.7	0.502	7.7	LOS A	1.5	11.1	0.58	0.66	0.58	53.4
West: Bullecourt Avenue (W)														
10	L2	63	3.2	63	3.2	0.234	6.2	LOS A	0.6	4.1	0.52	0.62	0.52	48.6
11	T1	150	6.0	150	6.0	0.234	6.5	LOS A	0.6	4.1	0.52	0.62	0.52	52.8
12	R2	17	0.0	17	0.0	0.234	9.7	LOS A	0.6	4.1	0.52	0.62	0.52	52.9
Approach		230	4.8	230	4.8	0.234	6.7	LOS A	0.6	4.1	0.52	0.62	0.52	52.0
All Vehicles		1656	3.0	1656	3.0	0.775	10.2	LOS A	4.5	32.5	0.75	0.80	0.87	49.2

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULX SAT]

Network: N101 [Existing SAT]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	23	0.0	23	0.0	0.123	7.1	LOS A	0.3	1.9	0.58	0.70	0.58	46.7
2	T1	35	0.0	35	0.0	0.123	7.4	LOS A	0.3	1.9	0.58	0.70	0.58	46.7
3	R2	51	0.0	51	0.0	0.123	10.7	LOS A	0.3	1.9	0.58	0.70	0.58	51.3
Approach		109	0.0	109	0.0	0.123	8.9	LOS A	0.3	1.9	0.58	0.70	0.58	49.5
East: Bullecourt Avenue (E)														
4	L2	48	0.0	48	0.0	0.347	5.2	LOS A	1.0	6.9	0.37	0.54	0.37	52.1
5	T1	288	1.7	288	1.7	0.347	5.5	LOS A	1.0	6.9	0.37	0.54	0.37	48.0
6	R2	96	4.2	96	4.2	0.347	8.9	LOS A	1.0	6.9	0.37	0.54	0.37	48.0
Approach		432	2.1	432	2.1	0.347	6.2	LOS A	1.0	6.9	0.37	0.54	0.37	48.8
North: Ashford Avenue (N)														
7	L2	109	1.8	109	1.8	0.217	6.1	LOS A	0.5	3.5	0.48	0.65	0.48	53.8
8	T1	37	0.0	37	0.0	0.217	6.3	LOS A	0.5	3.5	0.48	0.65	0.48	54.8
9	R2	77	0.0	77	0.0	0.217	9.7	LOS A	0.5	3.5	0.48	0.65	0.48	52.7
Approach		223	0.9	223	0.9	0.217	7.4	LOS A	0.5	3.5	0.48	0.65	0.48	53.7
West: Bullecourt Avenue (W)														
10	L2	74	0.0	74	0.0	0.259	5.6	LOS A	0.6	4.4	0.41	0.55	0.41	49.4
11	T1	213	2.8	213	2.8	0.259	5.9	LOS A	0.6	4.4	0.41	0.55	0.41	53.4
12	R2	4	0.0	4	0.0	0.259	9.2	LOS A	0.6	4.4	0.41	0.55	0.41	53.4
Approach		291	2.1	291	2.1	0.259	5.9	LOS A	0.6	4.4	0.41	0.55	0.41	52.7
All Vehicles		1055	1.6	1055	1.6	0.347	6.6	LOS A	1.0	6.9	0.43	0.58	0.43	51.6

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULP AM]

Network: N101 [Planning Proposal AM]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	19	0.0	19	0.0	0.261	8.0	LOS A	0.6	4.5	0.67	0.78	0.67	45.6
2	T1	78	1.3	78	1.3	0.261	8.3	LOS A	0.6	4.5	0.67	0.78	0.67	45.6
3	R2	115	1.7	115	1.7	0.261	11.6	LOS A	0.6	4.5	0.67	0.78	0.67	50.5
Approach		212	1.4	212	1.4	0.261	10.1	LOS A	0.6	4.5	0.67	0.78	0.67	48.8
East: Bullecourt Avenue (E)														
4	L2	51	0.0	51	0.0	0.412	5.3	LOS A	1.3	9.9	0.43	0.56	0.43	51.7
5	T1	278	9.7	278	9.7	0.412	5.7	LOS A	1.3	9.9	0.43	0.56	0.43	47.3
6	R2	169	9.5	169	9.5	0.412	9.0	LOS A	1.3	9.9	0.43	0.56	0.43	47.3
Approach		498	8.6	498	8.6	0.412	6.8	LOS A	1.3	9.9	0.43	0.56	0.43	48.1
North: Ashford Avenue (N)														
7	L2	241	7.5	241	7.5	0.555	13.3	LOS A	2.0	14.9	0.93	1.04	1.14	50.2
8	T1	28	3.6	28	3.6	0.555	13.3	LOS A	2.0	14.9	0.93	1.04	1.14	51.3
9	R2	66	10.6	66	10.6	0.555	17.0	LOS B	2.0	14.9	0.93	1.04	1.14	47.9
Approach		335	7.8	335	7.8	0.555	14.0	LOS A	2.0	14.9	0.93	1.04	1.14	50.0
West: Bullecourt Avenue (W)														
10	L2	159	4.4	159	4.4	0.771	12.5	LOS A	4.4	31.7	0.91	0.97	1.21	42.7
11	T1	565	3.2	565	3.2	0.771	12.6	LOS A	4.4	31.7	0.91	0.97	1.21	48.9
12	R2	16	0.0	16	0.0	0.771	15.8	LOS B	4.4	31.7	0.91	0.97	1.21	49.2
Approach		740	3.4	740	3.4	0.771	12.7	LOS A	4.4	31.7	0.91	0.97	1.21	48.0
All Vehicles		1785	5.4	1785	5.4	0.771	11.0	LOS A	4.4	31.7	0.75	0.85	0.92	48.7

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULP PM]

Network: N101 [Planning Proposal PM]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	15	0.0	15	0.0	0.219	11.1	LOS A	0.6	4.2	0.88	0.89	0.88	42.5
2	T1	43	2.3	43	2.3	0.219	11.5	LOS A	0.6	4.2	0.88	0.89	0.88	42.5
3	R2	55	0.0	55	0.0	0.219	14.7	LOS B	0.6	4.2	0.88	0.89	0.88	48.5
Approach		113	0.9	113	0.9	0.219	13.0	LOS A	0.6	4.2	0.88	0.89	0.88	46.2
East: Bullecourt Avenue (E)														
4	L2	124	0.0	124	0.0	0.790	12.0	LOS A	4.8	34.6	0.94	0.96	1.22	47.9
5	T1	475	2.9	475	2.9	0.790	12.4	LOS A	4.8	34.6	0.94	0.96	1.22	41.1
6	R2	177	5.1	177	5.1	0.790	15.8	LOS B	4.8	34.6	0.94	0.96	1.22	41.1
Approach		776	3.0	776	3.0	0.790	13.1	LOS A	4.8	34.6	0.94	0.96	1.22	42.8
North: Ashford Avenue (N)														
7	L2	239	4.2	239	4.2	0.506	6.4	LOS A	1.6	11.2	0.59	0.67	0.59	53.4
8	T1	108	0.0	108	0.0	0.506	6.5	LOS A	1.6	11.2	0.59	0.67	0.59	54.5
9	R2	208	2.4	208	2.4	0.506	9.9	LOS A	1.6	11.2	0.59	0.67	0.59	52.3
Approach		555	2.7	555	2.7	0.506	7.7	LOS A	1.6	11.2	0.59	0.67	0.59	53.4
West: Bullecourt Avenue (W)														
10	L2	63	3.2	63	3.2	0.239	6.3	LOS A	0.6	4.3	0.53	0.62	0.53	48.5
11	T1	153	5.9	153	5.9	0.239	6.6	LOS A	0.6	4.3	0.53	0.62	0.53	52.7
12	R2	17	0.0	17	0.0	0.239	9.7	LOS A	0.6	4.3	0.53	0.62	0.53	52.9
Approach		233	4.7	233	4.7	0.239	6.7	LOS A	0.6	4.3	0.53	0.62	0.53	52.0
All Vehicles		1677	3.0	1677	3.0	0.790	10.4	LOS A	4.8	34.6	0.76	0.81	0.89	49.0

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULP SAT]

Network: N101 [Planning Proposal SAT]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	23	0.0	23	0.0	0.124	7.2	LOS A	0.3	1.9	0.58	0.70	0.58	46.6
2	T1	35	0.0	35	0.0	0.124	7.4	LOS A	0.3	1.9	0.58	0.70	0.58	46.6
3	R2	51	0.0	51	0.0	0.124	10.7	LOS A	0.3	1.9	0.58	0.70	0.58	51.3
Approach		109	0.0	109	0.0	0.124	8.9	LOS A	0.3	1.9	0.58	0.70	0.58	49.4
East: Bullecourt Avenue (E)														
4	L2	48	0.0	48	0.0	0.355	5.2	LOS A	1.0	7.1	0.38	0.55	0.38	52.1
5	T1	293	1.7	293	1.7	0.355	5.5	LOS A	1.0	7.1	0.38	0.55	0.38	47.9
6	R2	102	3.9	102	3.9	0.355	8.9	LOS A	1.0	7.1	0.38	0.55	0.38	47.9
Approach		443	2.0	443	2.0	0.355	6.3	LOS A	1.0	7.1	0.38	0.55	0.38	48.7
North: Ashford Avenue (N)														
7	L2	115	1.7	115	1.7	0.224	6.2	LOS A	0.5	3.7	0.49	0.65	0.49	53.8
8	T1	37	0.0	37	0.0	0.224	6.4	LOS A	0.5	3.7	0.49	0.65	0.49	54.8
9	R2	77	0.0	77	0.0	0.224	9.7	LOS A	0.5	3.7	0.49	0.65	0.49	52.7
Approach		229	0.9	229	0.9	0.224	7.4	LOS A	0.5	3.7	0.49	0.65	0.49	53.7
West: Bullecourt Avenue (W)														
10	L2	74	0.0	74	0.0	0.265	5.7	LOS A	0.6	4.5	0.42	0.56	0.42	49.4
11	T1	218	2.8	218	2.8	0.265	6.0	LOS A	0.6	4.5	0.42	0.56	0.42	53.3
12	R2	4	0.0	4	0.0	0.265	9.2	LOS A	0.6	4.5	0.42	0.56	0.42	53.4
Approach		296	2.0	296	2.0	0.265	5.9	LOS A	0.6	4.5	0.42	0.56	0.42	52.7
All Vehicles		1077	1.6	1077	1.6	0.355	6.7	LOS A	1.0	7.1	0.43	0.59	0.43	51.5

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULQ AM]

Network: N101 [Planning Proposal + Anglicare DA AM]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	19	0.0	19	0.0	0.262	8.0	LOS A	0.6	4.5	0.68	0.78	0.68	45.5
2	T1	78	1.3	78	1.3	0.262	8.3	LOS A	0.6	4.5	0.68	0.78	0.68	45.5
3	R2	115	1.7	115	1.7	0.262	11.6	LOS A	0.6	4.5	0.68	0.78	0.68	50.5
Approach		212	1.4	212	1.4	0.262	10.1	LOS A	0.6	4.5	0.68	0.78	0.68	48.8
East: Bullecourt Avenue (E)														
4	L2	51	0.0	51	0.0	0.416	5.3	LOS A	1.3	10.1	0.44	0.57	0.44	51.7
5	T1	279	9.7	279	9.7	0.416	5.7	LOS A	1.3	10.1	0.44	0.57	0.44	47.2
6	R2	169	9.5	169	9.5	0.416	9.0	LOS A	1.3	10.1	0.44	0.57	0.44	47.2
Approach		499	8.6	499	8.6	0.416	6.8	LOS A	1.3	10.1	0.44	0.57	0.44	48.0
North: Ashford Avenue (N)														
7	L2	241	7.5	241	7.5	0.565	13.5	LOS A	2.1	15.4	0.93	1.05	1.16	50.0
8	T1	28	3.6	28	3.6	0.565	13.5	LOS A	2.1	15.4	0.93	1.05	1.16	51.1
9	R2	70	10.0	70	10.0	0.565	17.2	LOS B	2.1	15.4	0.93	1.05	1.16	47.7
Approach		339	7.7	339	7.7	0.565	14.3	LOS A	2.1	15.4	0.93	1.05	1.16	49.8
West: Bullecourt Avenue (W)														
10	L2	165	4.2	165	4.2	0.780	12.7	LOS A	4.6	32.9	0.92	0.98	1.24	42.5
11	T1	568	3.2	568	3.2	0.780	12.9	LOS A	4.6	32.9	0.92	0.98	1.24	48.7
12	R2	16	0.0	16	0.0	0.780	16.1	LOS B	4.6	32.9	0.92	0.98	1.24	49.0
Approach		749	3.3	749	3.3	0.780	12.9	LOS A	4.6	32.9	0.92	0.98	1.24	47.8
All Vehicles		1799	5.4	1799	5.4	0.780	11.2	LOS A	4.6	32.9	0.76	0.86	0.93	48.5

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULQ PM]

Network: N101 [Planning Proposal + Anglicare DA PM]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	15	0.0	15	0.0	0.224	11.3	LOS A	0.6	4.3	0.88	0.89	0.88	42.3
2	T1	43	2.3	43	2.3	0.224	11.7	LOS A	0.6	4.3	0.88	0.89	0.88	42.3
3	R2	55	0.0	55	0.0	0.224	14.8	LOS B	0.6	4.3	0.88	0.89	0.88	48.4
Approach		113	0.9	113	0.9	0.224	13.2	LOS A	0.6	4.3	0.88	0.89	0.88	46.0
East: Bullecourt Avenue (E)														
4	L2	124	0.0	124	0.0	0.802	12.6	LOS A	5.1	36.5	0.96	0.99	1.27	47.5
5	T1	479	2.9	479	2.9	0.802	13.0	LOS A	5.1	36.5	0.96	0.99	1.27	40.5
6	R2	177	5.1	177	5.1	0.802	16.4	LOS B	5.1	36.5	0.96	0.99	1.27	40.5
Approach		780	2.9	780	2.9	0.802	13.7	LOS A	5.1	36.5	0.96	0.99	1.27	42.2
North: Ashford Avenue (N)														
7	L2	239	4.2	239	4.2	0.515	6.4	LOS A	1.6	11.5	0.60	0.67	0.60	53.4
8	T1	108	0.0	108	0.0	0.515	6.6	LOS A	1.6	11.5	0.60	0.67	0.60	54.5
9	R2	217	2.3	217	2.3	0.515	9.9	LOS A	1.6	11.5	0.60	0.67	0.60	52.2
Approach		564	2.7	564	2.7	0.515	7.8	LOS A	1.6	11.5	0.60	0.67	0.60	53.3
West: Bullecourt Avenue (W)														
10	L2	68	2.9	68	2.9	0.246	6.3	LOS A	0.6	4.4	0.53	0.63	0.53	48.5
11	T1	155	5.8	155	5.8	0.246	6.6	LOS A	0.6	4.4	0.53	0.63	0.53	52.7
12	R2	17	0.0	17	0.0	0.246	9.8	LOS A	0.6	4.4	0.53	0.63	0.53	52.9
Approach		240	4.6	240	4.6	0.246	6.7	LOS A	0.6	4.4	0.53	0.63	0.53	52.0
All Vehicles		1697	2.9	1697	2.9	0.802	10.7	LOS A	5.1	36.5	0.77	0.82	0.92	48.7

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

MOVEMENT SUMMARY

Site: 101 [ASH_BULQ SAT]

Network: N101 [Planning Proposal + Anglicare DA SAT]

ASH_BULX
Site Category: (None)
Roundabout

Movement Performance - Vehicles

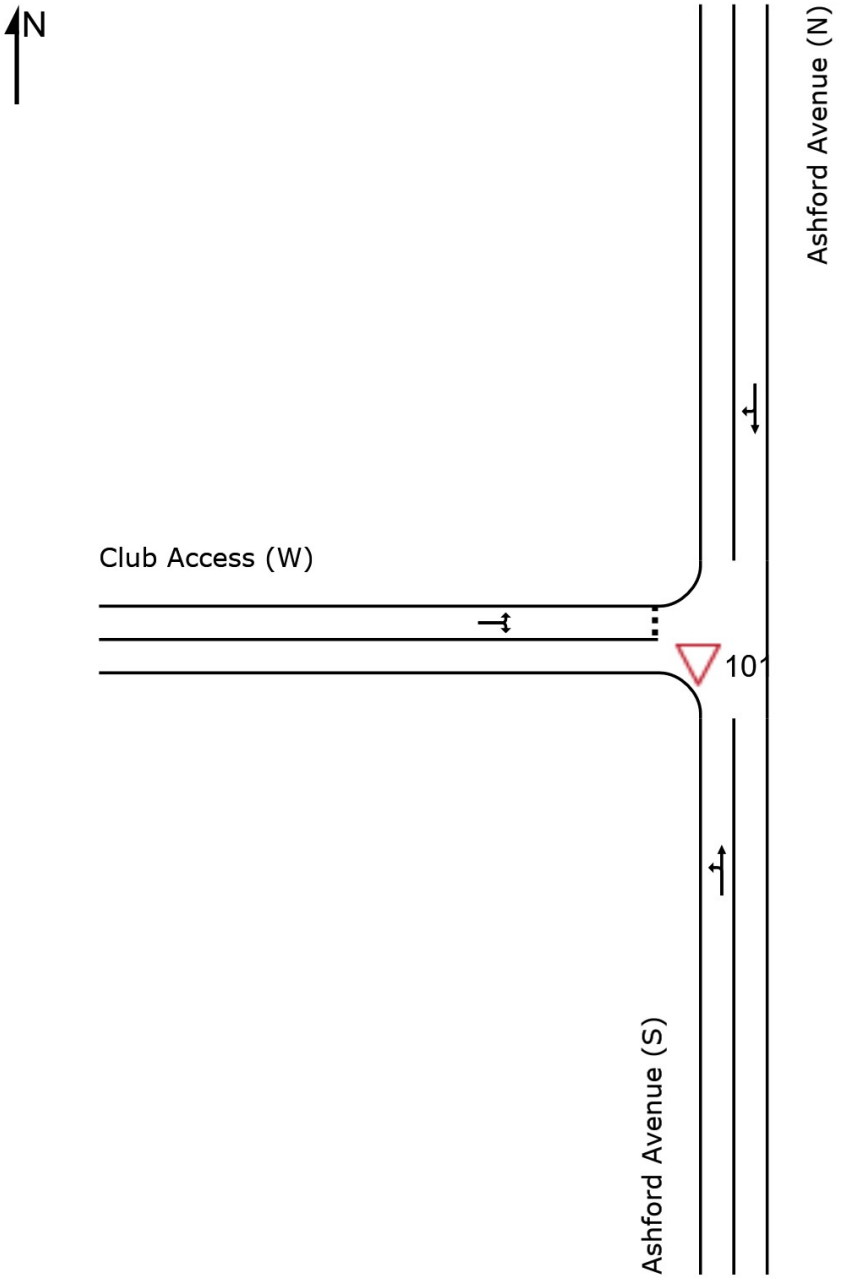
Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	23	0.0	23	0.0	0.126	7.3	LOS A	0.3	2.0	0.59	0.71	0.59	46.5
2	T1	35	0.0	35	0.0	0.126	7.5	LOS A	0.3	2.0	0.59	0.71	0.59	46.5
3	R2	51	0.0	51	0.0	0.126	10.8	LOS A	0.3	2.0	0.59	0.71	0.59	51.2
Approach		109	0.0	109	0.0	0.126	9.0	LOS A	0.3	2.0	0.59	0.71	0.59	49.3
East: Bullecourt Avenue (E)														
4	L2	48	0.0	48	0.0	0.362	5.3	LOS A	1.0	7.3	0.40	0.55	0.40	52.0
5	T1	297	1.7	297	1.7	0.362	5.6	LOS A	1.0	7.3	0.40	0.55	0.40	47.8
6	R2	102	3.9	102	3.9	0.362	8.9	LOS A	1.0	7.3	0.40	0.55	0.40	47.8
Approach		447	2.0	447	2.0	0.362	6.3	LOS A	1.0	7.3	0.40	0.55	0.40	48.6
North: Ashford Avenue (N)														
7	L2	115	1.7	115	1.7	0.233	6.2	LOS A	0.5	3.8	0.50	0.65	0.50	53.7
8	T1	37	0.0	37	0.0	0.233	6.4	LOS A	0.5	3.8	0.50	0.65	0.50	54.8
9	R2	86	0.0	86	0.0	0.233	9.7	LOS A	0.5	3.8	0.50	0.65	0.50	52.6
Approach		238	0.8	238	0.8	0.233	7.5	LOS A	0.5	3.8	0.50	0.65	0.50	53.6
West: Bullecourt Avenue (W)														
10	L2	79	0.0	79	0.0	0.271	5.7	LOS A	0.6	4.6	0.42	0.56	0.42	49.3
11	T1	220	2.7	220	2.7	0.271	6.0	LOS A	0.6	4.6	0.42	0.56	0.42	53.3
12	R2	4	0.0	4	0.0	0.271	9.2	LOS A	0.6	4.6	0.42	0.56	0.42	53.4
Approach		303	2.0	303	2.0	0.271	5.9	LOS A	0.6	4.6	0.42	0.56	0.42	52.7
All Vehicles		1097	1.5	1097	1.5	0.362	6.7	LOS A	1.0	7.3	0.44	0.59	0.44	51.5

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

SITE LAYOUT

Site: 101 [ASH_Club Access AM]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [ASH_Club Access AM]

Network: N101 [Existing AM]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	3	0.0	3	0.0	0.216	5.5	LOS A	0.0	0.0	0.00	0.00	0.00	57.6
2	T1	406	4.9	406	4.9	0.216	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		409	4.9	409	4.9	0.216	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Ashford Avenue (N)														
8	T1	384	6.5	384	6.5	0.207	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
9	R2	2	0.0	2	0.0	0.207	7.4	LOS A	0.0	0.1	0.01	0.00	0.01	58.0
Approach		386	6.5	386	6.5	0.207	0.1	NA	0.0	0.1	0.01	0.00	0.01	59.9
West: Club Access (W)														
10	L2	1	0.0	1	0.0	0.004	6.9	LOS A	0.0	0.0	0.49	0.64	0.49	52.3
12	R2	2	0.0	2	0.0	0.004	9.4	LOS A	0.0	0.0	0.49	0.64	0.49	46.9
Approach		3	0.0	3	0.0	0.004	8.6	LOS A	0.0	0.0	0.49	0.64	0.49	49.6
All Vehicles		798	5.6	798	5.6	0.216	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club Access PM]

Network: N101 [Existing PM]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	5	0.0	5	0.0	0.143	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	57.5
2	T1	267	3.7	267	3.7	0.143	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		272	3.7	272	3.7	0.143	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Ashford Avenue (N)														
8	T1	483	2.7	483	2.7	0.253	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
9	R2	1	0.0	1	0.0	0.253	6.7	LOS A	0.0	0.0	0.00	0.00	0.00	58.0
Approach		484	2.7	484	2.7	0.253	0.0	NA	0.0	0.0	0.00	0.00	0.00	60.0
West: Club Access (W)														
10	L2	6	0.0	6	0.0	0.050	6.4	LOS A	0.1	0.5	0.48	0.73	0.48	52.1
12	R2	27	0.0	27	0.0	0.050	9.4	LOS A	0.1	0.5	0.48	0.73	0.48	46.6
Approach		33	0.0	33	0.0	0.050	8.9	LOS A	0.1	0.5	0.48	0.73	0.48	48.3
All Vehicles		789	2.9	789	2.9	0.253	0.4	NA	0.1	0.5	0.02	0.04	0.02	59.4

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club Access SAT]

Network: N101 [Existing SAT]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	26	0.0	26	0.0	0.105	5.5	LOS A	0.0	0.0	0.00	0.08	0.00	56.7
2	T1	175	2.3	175	2.3	0.105	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	59.1
Approach		201	2.0	201	2.0	0.105	0.7	NA	0.0	0.0	0.00	0.08	0.00	58.9
North: Ashford Avenue (N)														
8	T1	184	1.1	184	1.1	0.098	0.0	LOS A	0.0	0.1	0.02	0.01	0.02	59.7
9	R2	4	0.0	4	0.0	0.098	6.1	LOS A	0.0	0.1	0.02	0.01	0.02	57.9
Approach		188	1.1	188	1.1	0.098	0.2	NA	0.0	0.1	0.02	0.01	0.02	59.6
West: Club Access (W)														
10	L2	9	0.0	9	0.0	0.027	6.1	LOS A	0.0	0.3	0.31	0.60	0.31	53.6
12	R2	19	0.0	19	0.0	0.027	6.9	LOS A	0.0	0.3	0.31	0.60	0.31	49.3
Approach		28	0.0	28	0.0	0.027	6.6	LOS A	0.0	0.3	0.31	0.60	0.31	51.4
All Vehicles		417	1.4	417	1.4	0.105	0.9	NA	0.0	0.3	0.03	0.08	0.03	58.6

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club AccessP AM]

Network: N101 [Planning Proposal AM]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	4	0.0	4	0.0	0.217	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	57.6
2	T1	406	4.9	406	4.9	0.217	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		410	4.9	410	4.9	0.217	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
North: Ashford Avenue (N)														
8	T1	384	6.5	384	6.5	0.211	0.1	LOS A	0.0	0.2	0.02	0.01	0.02	59.7
9	R2	7	0.0	7	0.0	0.211	7.4	LOS A	0.0	0.2	0.02	0.01	0.02	57.8
Approach		391	6.4	391	6.4	0.211	0.2	NA	0.0	0.2	0.02	0.01	0.02	59.6
West: Club Access (W)														
10	L2	11	0.0	11	0.0	0.019	7.0	LOS A	0.0	0.2	0.46	0.65	0.46	52.8
12	R2	5	0.0	5	0.0	0.019	9.6	LOS A	0.0	0.2	0.46	0.65	0.46	47.9
Approach		16	0.0	16	0.0	0.019	7.8	LOS A	0.0	0.2	0.46	0.65	0.46	51.9
All Vehicles		817	5.5	817	5.5	0.217	0.3	NA	0.0	0.2	0.02	0.02	0.02	59.5

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club AccessP PM]

Network: N101 [Planning Proposal PM]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	13	0.0	13	0.0	0.147	5.5	LOS A	0.0	0.0	0.00	0.03	0.00	57.3
2	T1	267	3.7	267	3.7	0.147	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		280	3.6	280	3.6	0.147	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.6
North: Ashford Avenue (N)														
8	T1	483	2.7	483	2.7	0.273	0.1	LOS A	0.1	0.8	0.06	0.04	0.06	59.1
9	R2	29	0.0	29	0.0	0.273	6.7	LOS A	0.1	0.8	0.06	0.04	0.06	57.6
Approach		512	2.5	512	2.5	0.273	0.5	NA	0.1	0.8	0.06	0.04	0.06	59.0
West: Club Access (W)														
10	L2	17	0.0	17	0.0	0.066	6.4	LOS A	0.1	0.6	0.45	0.71	0.45	52.3
12	R2	30	0.0	30	0.0	0.066	9.8	LOS A	0.1	0.6	0.45	0.71	0.45	46.9
Approach		47	0.0	47	0.0	0.066	8.6	LOS A	0.1	0.6	0.45	0.71	0.45	49.8
All Vehicles		839	2.7	839	2.7	0.273	0.9	NA	0.1	0.8	0.06	0.07	0.06	58.6

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club AccessP SAT]

Network: N101 [Planning Proposal SAT]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	32	0.0	32	0.0	0.108	5.5	LOS A	0.0	0.0	0.00	0.09	0.00	56.6
2	T1	175	2.3	175	2.3	0.108	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.0
Approach		207	1.9	207	1.9	0.108	0.9	NA	0.0	0.0	0.00	0.09	0.00	58.7
North: Ashford Avenue (N)														
8	T1	184	1.1	184	1.1	0.114	0.1	LOS A	0.1	0.6	0.10	0.08	0.10	58.3
9	R2	28	0.0	28	0.0	0.114	6.2	LOS A	0.1	0.6	0.10	0.08	0.10	57.1
Approach		212	0.9	212	0.9	0.114	0.9	NA	0.1	0.6	0.10	0.08	0.10	58.1
West: Club Access (W)														
10	L2	33	0.0	33	0.0	0.051	6.1	LOS A	0.1	0.5	0.29	0.59	0.29	53.6
12	R2	25	0.0	25	0.0	0.051	7.0	LOS A	0.1	0.5	0.29	0.59	0.29	49.4
Approach		58	0.0	58	0.0	0.051	6.5	LOS A	0.1	0.5	0.29	0.59	0.29	52.5
All Vehicles		477	1.3	477	1.3	0.114	1.6	NA	0.1	0.6	0.08	0.15	0.08	57.5

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club AccessQ AM]

Network: N101 [Planning Proposal + Anglicare DA AM]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	4	0.0	4	0.0	0.220	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	57.6
2	T1	412	4.9	412	4.9	0.220	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		416	4.8	416	4.8	0.220	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
North: Ashford Avenue (N)														
8	T1	388	6.4	388	6.4	0.213	0.1	LOS A	0.0	0.2	0.02	0.01	0.02	59.7
9	R2	7	0.0	7	0.0	0.213	7.5	LOS A	0.0	0.2	0.02	0.01	0.02	57.9
Approach		395	6.3	395	6.3	0.213	0.2	NA	0.0	0.2	0.02	0.01	0.02	59.6
West: Club Access (W)														
10	L2	11	0.0	11	0.0	0.019	7.0	LOS A	0.0	0.2	0.46	0.65	0.46	52.8
12	R2	5	0.0	5	0.0	0.019	9.7	LOS A	0.0	0.2	0.46	0.65	0.46	47.8
Approach		16	0.0	16	0.0	0.019	7.8	LOS A	0.0	0.2	0.46	0.65	0.46	51.9
All Vehicles		827	5.4	827	5.4	0.220	0.3	NA	0.0	0.2	0.02	0.02	0.02	59.5

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club AccessQ PM]

Network: N101 [Planning Proposal + Anglicare DA PM]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	13	0.0	13	0.0	0.150	5.5	LOS A	0.0	0.0	0.00	0.03	0.00	57.3
2	T1	272	3.7	272	3.7	0.150	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		285	3.5	285	3.5	0.150	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.6
North: Ashford Avenue (N)														
8	T1	492	2.6	492	2.6	0.278	0.1	LOS A	0.1	0.8	0.06	0.03	0.06	59.1
9	R2	29	0.0	29	0.0	0.278	6.8	LOS A	0.1	0.8	0.06	0.03	0.06	57.6
Approach		521	2.5	521	2.5	0.278	0.5	NA	0.1	0.8	0.06	0.03	0.06	59.0
West: Club Access (W)														
10	L2	17	0.0	17	0.0	0.067	6.4	LOS A	0.1	0.6	0.45	0.71	0.45	52.2
12	R2	30	0.0	30	0.0	0.067	9.9	LOS A	0.1	0.6	0.45	0.71	0.45	46.8
Approach		47	0.0	47	0.0	0.067	8.6	LOS A	0.1	0.6	0.45	0.71	0.45	49.7
All Vehicles		853	2.7	853	2.7	0.278	0.9	NA	0.1	0.8	0.06	0.07	0.06	58.6

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

MOVEMENT SUMMARY

Site: 101 [ASH_Club AccessQ SAT]

Network: N101 [Planning Proposal + Anglicare DA SAT]

ASH_Club AccessX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

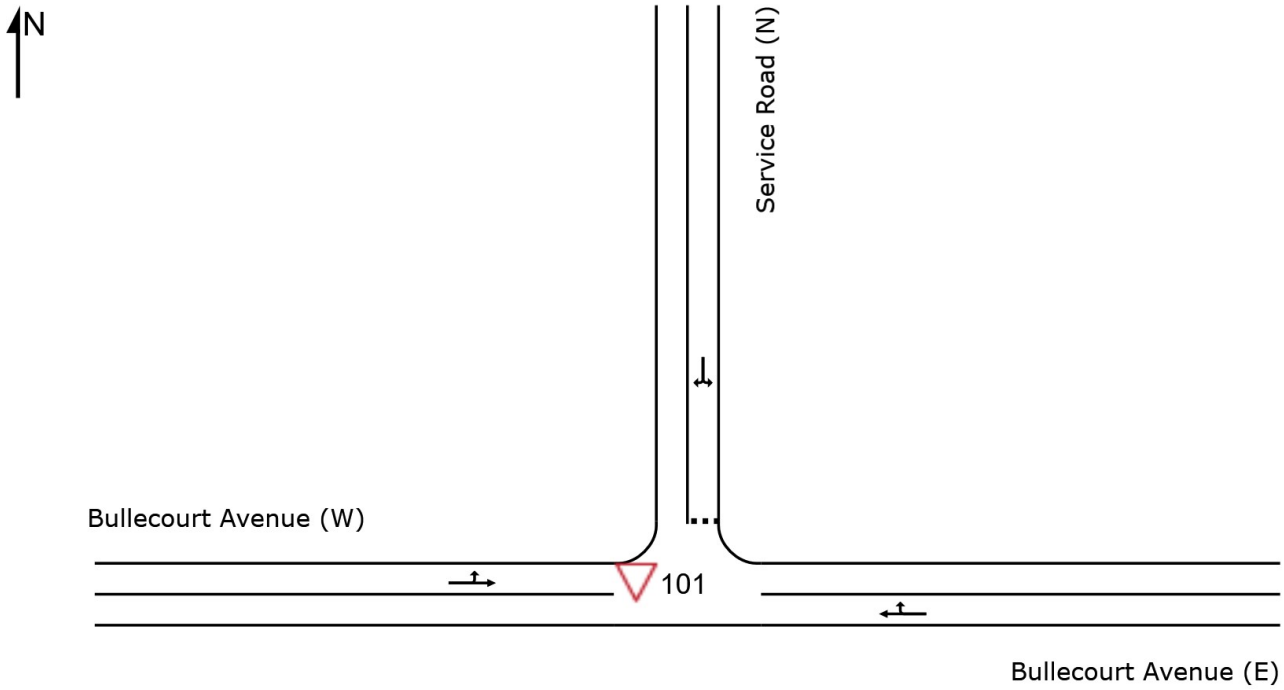
Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Ashford Avenue (S)														
1	L2	32	0.0	32	0.0	0.111	5.5	LOS A	0.0	0.0	0.00	0.09	0.00	56.6
2	T1	180	2.2	180	2.2	0.111	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	59.0
Approach		212	1.9	212	1.9	0.111	0.8	NA	0.0	0.0	0.00	0.09	0.00	58.7
North: Ashford Avenue (N)														
8	T1	193	1.0	193	1.0	0.119	0.1	LOS A	0.1	0.6	0.09	0.08	0.09	58.4
9	R2	28	0.0	28	0.0	0.119	6.2	LOS A	0.1	0.6	0.09	0.08	0.09	57.1
Approach		221	0.9	221	0.9	0.119	0.9	NA	0.1	0.6	0.09	0.08	0.09	58.1
West: Club Access (W)														
10	L2	33	0.0	33	0.0	0.052	6.1	LOS A	0.1	0.5	0.30	0.60	0.30	53.6
12	R2	25	0.0	25	0.0	0.052	7.1	LOS A	0.1	0.5	0.30	0.60	0.30	49.3
Approach		58	0.0	58	0.0	0.052	6.5	LOS A	0.1	0.5	0.30	0.60	0.30	52.5
All Vehicles		491	1.2	491	1.2	0.119	1.5	NA	0.1	0.6	0.08	0.14	0.08	57.6

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

SITE LAYOUT

Site: 101 [BUL_BULX AM]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [BUL_BULX AM]

Network: N101 [Existing AM]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	347	9.5	347	9.5	0.190	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	49.9
6	R2	1	0.0	1	0.0	0.190	9.6	LOS A	0.0	0.1	0.01	0.00	0.01	48.6
Approach		348	9.5	348	9.5	0.190	0.1	NA	0.0	0.1	0.01	0.00	0.01	49.9
North: Service Road (N)														
7	L2	2	0.0	2	0.0	0.006	8.2	LOS A	0.0	0.1	0.65	0.71	0.65	39.5
9	R2	1	0.0	1	0.0	0.006	13.0	LOS A	0.0	0.1	0.65	0.71	0.65	42.7
Approach		3	0.0	3	0.0	0.006	9.8	LOS A	0.0	0.1	0.65	0.71	0.65	40.9
West: Bullecourt Avenue (W)														
10	L2	1	0.0	1	0.0	0.397	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.4
11	T1	755	3.6	755	3.6	0.397	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		756	3.6	756	3.6	0.397	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1107	5.4	1107	5.4	0.397	0.1	NA	0.0	0.1	0.00	0.00	0.00	49.9

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

MOVEMENT SUMMARY

Site: 101 [BUL_BULX PM]

Network: N101 [Existing PM]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	698	2.4	698	2.4	0.365	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	50.0
6	R2	2	0.0	2	0.0	0.365	5.7	LOS A	0.0	0.1	0.00	0.00	0.00	48.6
Approach		700	2.4	700	2.4	0.365	0.0	NA	0.0	0.1	0.00	0.00	0.00	50.0
North: Service Road (N)														
7	L2	1	0.0	1	0.0	0.003	5.2	LOS A	0.0	0.0	0.40	0.57	0.40	41.3
9	R2	1	0.0	1	0.0	0.003	10.3	LOS A	0.0	0.0	0.40	0.57	0.40	43.9
Approach		2	0.0	2	0.0	0.003	7.7	LOS A	0.0	0.0	0.40	0.57	0.40	42.9
West: Bullecourt Avenue (W)														
10	L2	1	0.0	1	0.0	0.119	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.4
11	T1	224	4.9	224	4.9	0.119	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		225	4.9	225	4.9	0.119	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		927	3.0	927	3.0	0.365	0.0	NA	0.0	0.1	0.00	0.00	0.00	49.9

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

MOVEMENT SUMMARY

Site: 101 [BUL_BULX SAT]

Network: N101 [Existing SAT]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	387	1.3	387	1.3	0.201	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
6	R2	1	0.0	1	0.0	0.201	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	48.6
Approach		388	1.3	388	1.3	0.201	0.0	NA	0.0	0.0	0.00	0.00	0.00	50.0
North: Service Road (N)														
7	L2	1	0.0	1	0.0	0.002	5.4	LOS A	0.0	0.0	0.40	0.55	0.40	42.5
9	R2	1	0.0	1	0.0	0.002	7.6	LOS A	0.0	0.0	0.40	0.55	0.40	44.6
Approach		2	0.0	2	0.0	0.002	6.5	LOS A	0.0	0.0	0.40	0.55	0.40	43.8
West: Bullecourt Avenue (W)														
10	L2	1	0.0	1	0.0	0.148	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.4
11	T1	283	2.1	283	2.1	0.148	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		284	2.1	284	2.1	0.148	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		674	1.6	674	1.6	0.201	0.0	NA	0.0	0.0	0.00	0.00	0.00	49.9

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

MOVEMENT SUMMARY

Site: 101 [BUL_BULP AM]

Network: N101 [Planning Proposal AM]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	347	9.5	347	9.5	0.192	0.1	LOS A	0.0	0.1	0.01	0.00	0.01	49.9
6	R2	2	0.0	2	0.0	0.192	9.7	LOS A	0.0	0.1	0.01	0.00	0.01	48.5
Approach		349	9.5	349	9.5	0.192	0.1	NA	0.0	0.1	0.01	0.00	0.01	49.9
North: Service Road (N)														
7	L2	5	0.0	5	0.0	0.041	8.4	LOS A	0.0	0.3	0.71	0.85	0.71	37.8
9	R2	11	0.0	11	0.0	0.041	13.5	LOS A	0.0	0.3	0.71	0.85	0.71	41.6
Approach		16	0.0	16	0.0	0.041	11.9	LOS A	0.0	0.3	0.71	0.85	0.71	40.7
West: Bullecourt Avenue (W)														
10	L2	6	0.0	6	0.0	0.399	4.6	LOS A	0.0	0.0	0.00	0.00	0.00	49.4
11	T1	755	3.6	755	3.6	0.399	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
Approach		761	3.5	761	3.5	0.399	0.1	NA	0.0	0.0	0.00	0.00	0.00	49.9
All Vehicles		1126	5.3	1126	5.3	0.399	0.3	NA	0.0	0.3	0.01	0.02	0.01	49.6

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

MOVEMENT SUMMARY

Site: 101 [BUL_BULP PM]

Network: N101 [Planning Proposal PM]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	698	2.4	698	2.4	0.370	0.0	LOS A	0.0	0.3	0.02	0.01	0.02	49.9
6	R2	9	0.0	9	0.0	0.370	5.9	LOS A	0.0	0.3	0.02	0.01	0.02	48.5
Approach		707	2.4	707	2.4	0.370	0.1	NA	0.0	0.3	0.02	0.01	0.02	49.8
North: Service Road (N)														
7	L2	4	0.0	4	0.0	0.031	5.2	LOS A	0.0	0.3	0.51	0.72	0.51	39.8
9	R2	12	0.0	12	0.0	0.031	10.8	LOS A	0.0	0.3	0.51	0.72	0.51	42.9
Approach		16	0.0	16	0.0	0.031	9.4	LOS A	0.0	0.3	0.51	0.72	0.51	42.4
West: Bullecourt Avenue (W)														
10	L2	29	0.0	29	0.0	0.134	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.0
11	T1	224	4.9	224	4.9	0.134	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
Approach		253	4.3	253	4.3	0.134	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.1
All Vehicles		976	2.9	976	2.9	0.370	0.4	NA	0.0	0.3	0.02	0.03	0.02	49.5

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

MOVEMENT SUMMARY

Site: 101 [BUL_BULP SAT]

Network: N101 [Planning Proposal SAT]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	387	1.3	387	1.3	0.205	0.0	LOS A	0.0	0.2	0.02	0.01	0.02	49.8
6	R2	6	0.0	6	0.0	0.205	5.9	LOS A	0.0	0.2	0.02	0.01	0.02	48.5
Approach		393	1.3	393	1.3	0.205	0.1	NA	0.0	0.2	0.02	0.01	0.02	49.8
North: Service Road (N)														
7	L2	6	0.0	6	0.0	0.043	5.5	LOS A	0.1	0.4	0.46	0.69	0.46	41.6
9	R2	25	0.0	25	0.0	0.043	7.9	LOS A	0.1	0.4	0.46	0.69	0.46	44.0
Approach		31	0.0	31	0.0	0.043	7.5	LOS A	0.1	0.4	0.46	0.69	0.46	43.7
West: Bullecourt Avenue (W)														
10	L2	25	0.0	25	0.0	0.161	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	49.2
11	T1	283	2.1	283	2.1	0.161	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.3
Approach		308	1.9	308	1.9	0.161	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.3
All Vehicles		732	1.5	732	1.5	0.205	0.5	NA	0.1	0.4	0.03	0.05	0.03	49.2

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

MOVEMENT SUMMARY

Site: 101 [BUL_BULQ AM]

Network: N101 [Planning Proposal + Anglicare DA AM]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	347	9.5	347	9.5	0.199	0.2	LOS A	0.1	0.4	0.04	0.01	0.04	49.5
6	R2	7	0.0	7	0.0	0.199	9.7	LOS A	0.1	0.4	0.04	0.01	0.04	48.2
Approach		354	9.3	354	9.3	0.199	0.4	NA	0.1	0.4	0.04	0.01	0.04	49.5
North: Service Road (N)														
7	L2	14	0.0	14	0.0	0.063	8.4	LOS A	0.1	0.6	0.69	0.84	0.69	38.5
9	R2	14	0.0	14	0.0	0.063	13.8	LOS A	0.1	0.6	0.69	0.84	0.69	42.0
Approach		28	0.0	28	0.0	0.063	11.1	LOS A	0.1	0.6	0.69	0.84	0.69	40.6
West: Bullecourt Avenue (W)														
10	L2	7	0.0	7	0.0	0.400	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	49.4
11	T1	755	3.6	755	3.6	0.400	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		762	3.5	762	3.5	0.400	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.8
All Vehicles		1144	5.2	1144	5.2	0.400	0.5	NA	0.1	0.6	0.03	0.03	0.03	49.3

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

MOVEMENT SUMMARY

Site: 101 [BUL_BULQ PM]

Network: N101 [Planning Proposal + Anglicare DA PM]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	698	2.4	698	2.4	0.380	0.1	LOS A	0.1	0.7	0.04	0.02	0.04	49.7
6	R2	22	0.0	22	0.0	0.380	6.0	LOS A	0.1	0.7	0.04	0.02	0.04	48.3
Approach		720	2.4	720	2.4	0.380	0.2	NA	0.1	0.7	0.04	0.02	0.04	49.6
North: Service Road (N)														
7	L2	11	0.0	11	0.0	0.042	5.3	LOS A	0.1	0.4	0.43	0.66	0.43	40.6
9	R2	14	0.0	14	0.0	0.042	11.2	LOS A	0.1	0.4	0.43	0.66	0.43	43.4
Approach		25	0.0	25	0.0	0.042	8.6	LOS A	0.1	0.4	0.43	0.66	0.43	42.5
West: Bullecourt Avenue (W)														
10	L2	36	0.0	36	0.0	0.138	4.6	LOS A	0.0	0.0	0.00	0.08	0.00	49.0
11	T1	224	4.9	224	4.9	0.138	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	48.9
Approach		260	4.2	260	4.2	0.138	0.6	NA	0.0	0.0	0.00	0.08	0.00	48.9
All Vehicles		1005	2.8	1005	2.8	0.380	0.6	NA	0.1	0.7	0.04	0.05	0.04	49.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
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SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [BUL_BULQ SAT]

Network: N101 [Planning Proposal + Anglicare DA SAT]

BUL_BULX
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	Aver. Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Bullecourt Avenue (E)														
5	T1	387	1.3	387	1.3	0.215	0.1	LOS A	0.1	0.5	0.05	0.03	0.05	49.5
6	R2	19	0.0	19	0.0	0.215	5.9	LOS A	0.1	0.5	0.05	0.03	0.05	48.2
Approach		406	1.2	406	1.2	0.215	0.4	NA	0.1	0.5	0.05	0.03	0.05	49.4
North: Service Road (N)														
7	L2	13	0.0	13	0.0	0.053	5.5	LOS A	0.1	0.5	0.44	0.67	0.44	41.8
9	R2	27	0.0	27	0.0	0.053	8.1	LOS A	0.1	0.5	0.44	0.67	0.44	44.1
Approach		40	0.0	40	0.0	0.053	7.3	LOS A	0.1	0.5	0.44	0.67	0.44	43.6
West: Bullecourt Avenue (W)														
10	L2	32	0.0	32	0.0	0.164	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
11	T1	283	2.1	283	2.1	0.164	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.2
Approach		315	1.9	315	1.9	0.164	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.2
All Vehicles		761	1.4	761	1.4	0.215	0.8	NA	0.1	0.5	0.05	0.07	0.05	48.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
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Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.