

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

TABLE OF CONTENTS

1. INTRODUCTION	1
2. PROPOSED DEVELOPMENT	5
3. TRAFFIC ASSESSMENT	9
4. PARKING ASSESSMENT	21

APPENDIX A	TRAFFIC SURVEY DATA
APPENDIX B	SIDRA MOVEMENT SUMMARIES

LIST OF ILLUSTRATIONS

Figure 1	Location
Figure 2	Site
Figure 3	Road Hierarchy
Figure 4	Existing Traffic Controls
Figure 5	Existing Parking Restrictions

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.



VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1



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 2,000m², *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 2,000m², 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.

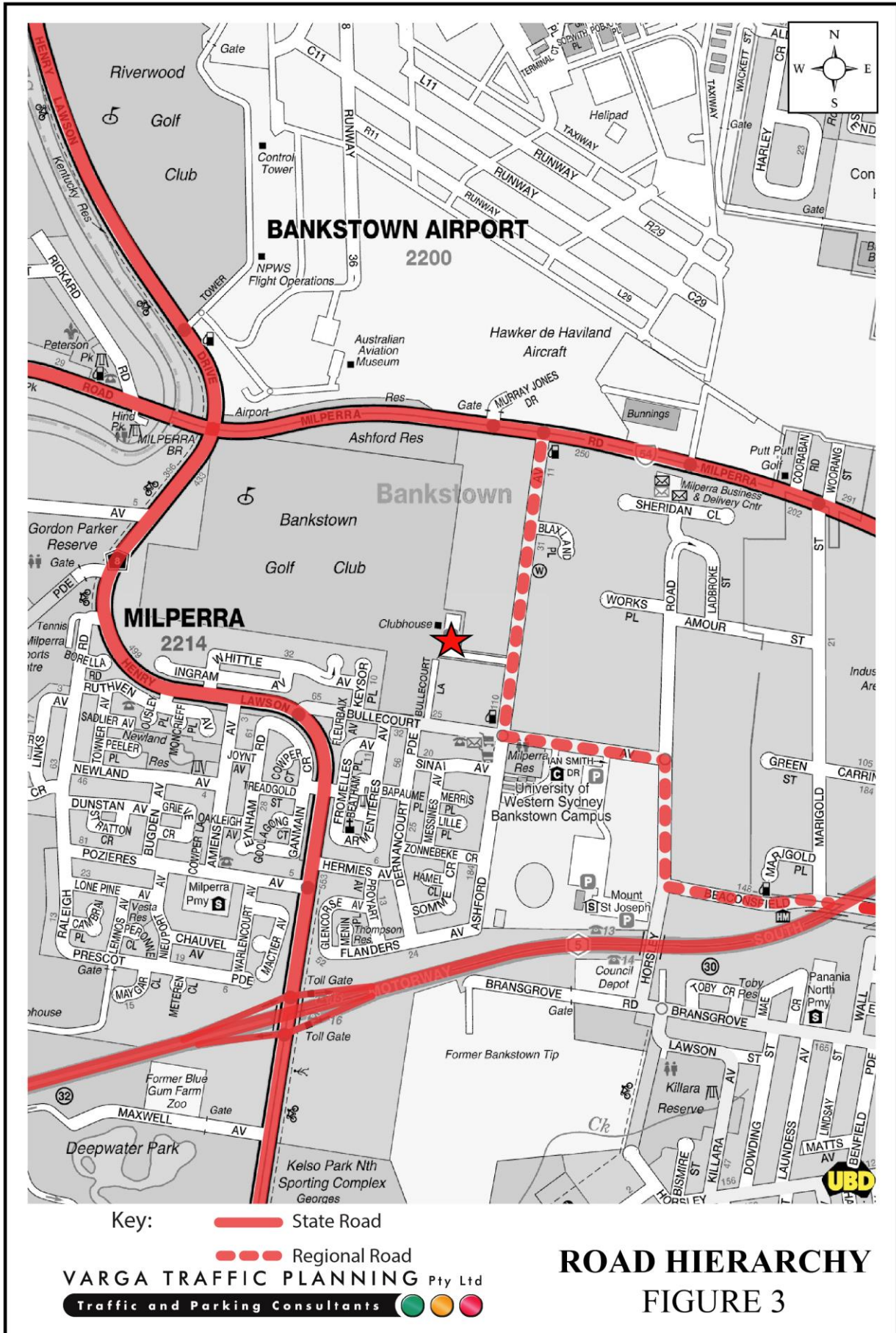
Ashford Avenue / Bullecourt Avenue / Horsley Road / Beaconsfield Street are classified by the RMS as *Regional Roads* which function as a *collector route* through the local area. they typically carry a single traffic lane in each direction in the vicinity of the site, with kerbside parking generally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

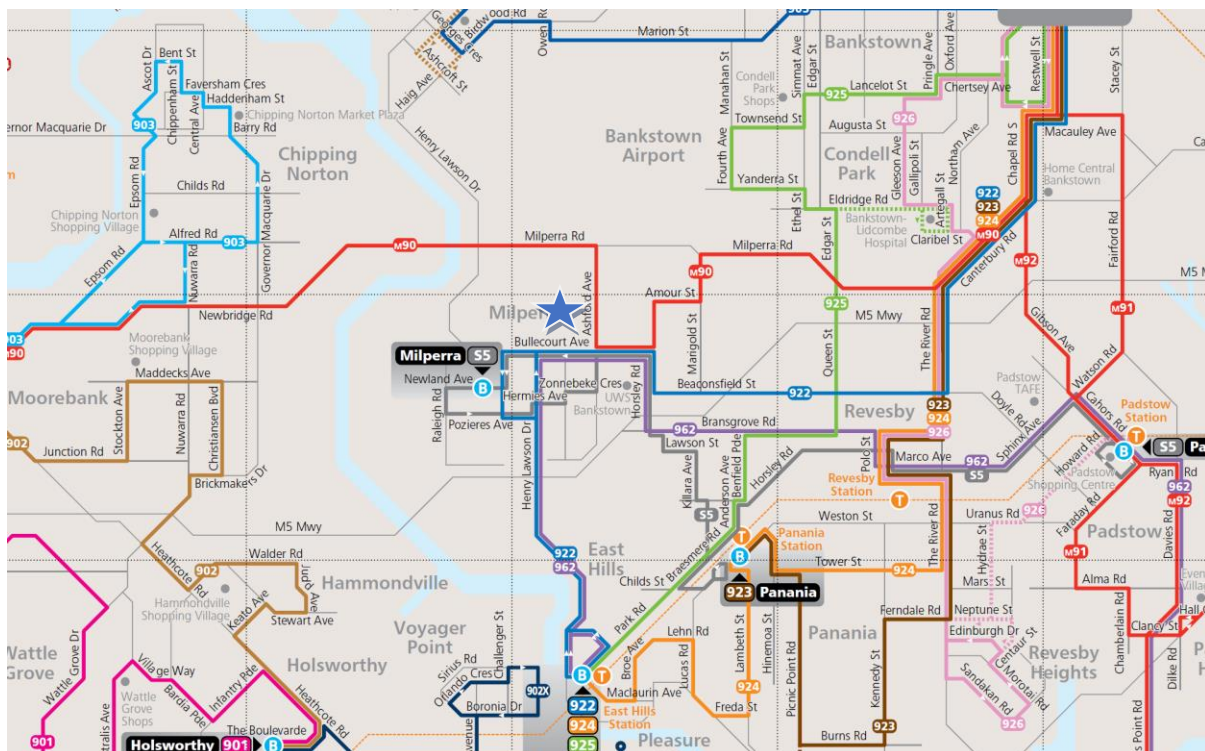




- a 60 km/h SPEED LIMIT which applies to Ashford Avenue, north of Bullecourt Avenue
- a 50 km/h SPEED LIMIT which applies to Bullecourt Avenue, west of Ashford Avenue, and all other local roads in the area
- TRAFFIC SIGNALS in Milperra Road where it intersects with Murray Jones Drive and also Ashford 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 signals¹ 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

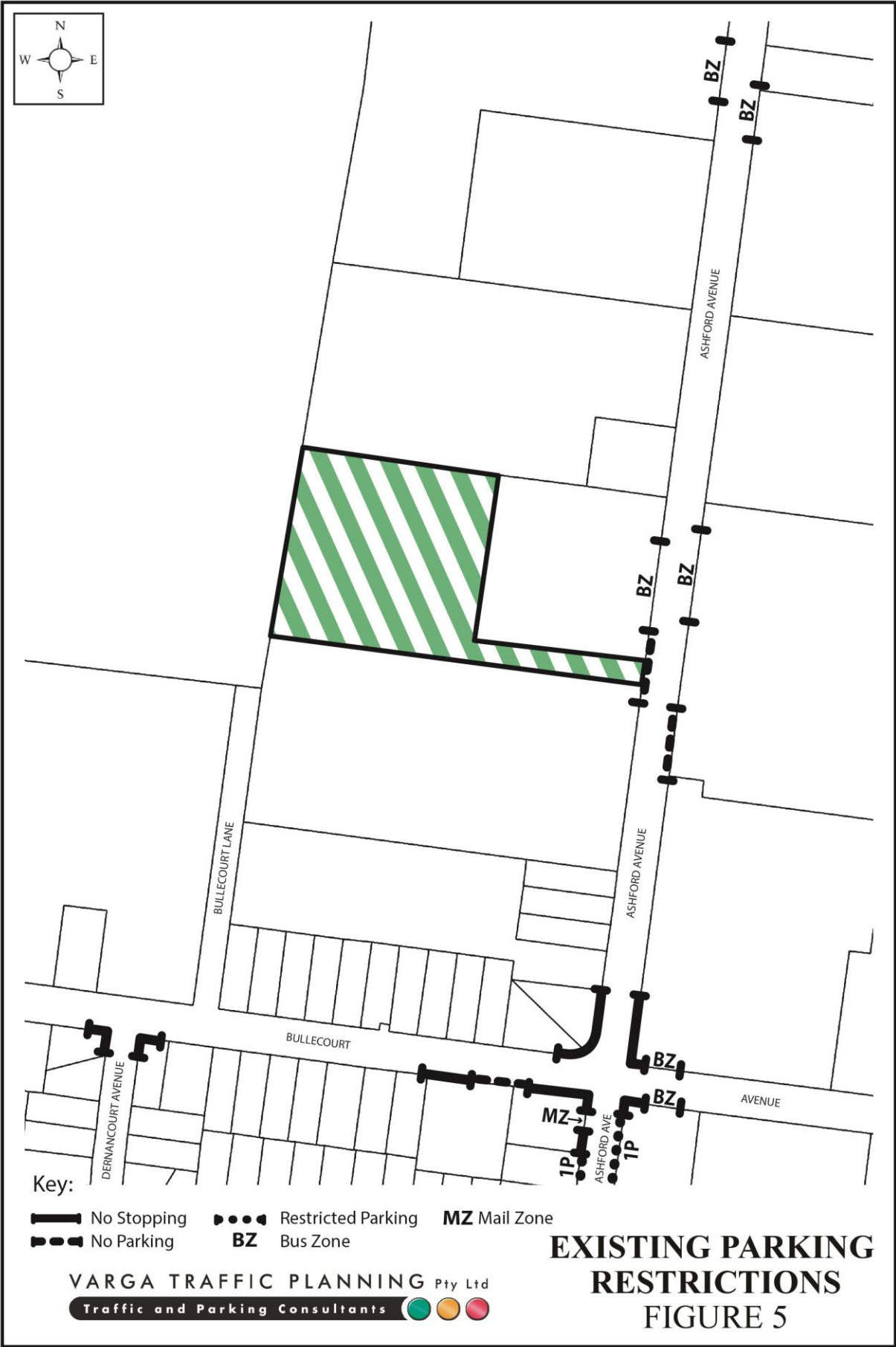
The off-street parking requirements applicable to the ILU components of the development proposal are specified in the *SEPP (Housing for Seniors or People with a Disability) 2004* document and are reproduced below:

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.



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

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

Lights	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			Bullecourt Ave			Bullecourt Ave			Ashford Ave			
Peak Time	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	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

Combined	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			Bullecourt Ave			Bullecourt Ave			Ashford Ave			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	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

Combined	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			Bullecourt Ave			Bullecourt Ave			Ashford Ave			
Peak Time	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	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

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

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

Heavies	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			Bullecourt Ave			Bullecourt Ave			Ashford Ave			
Peak Time	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	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

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

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



ROAR 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

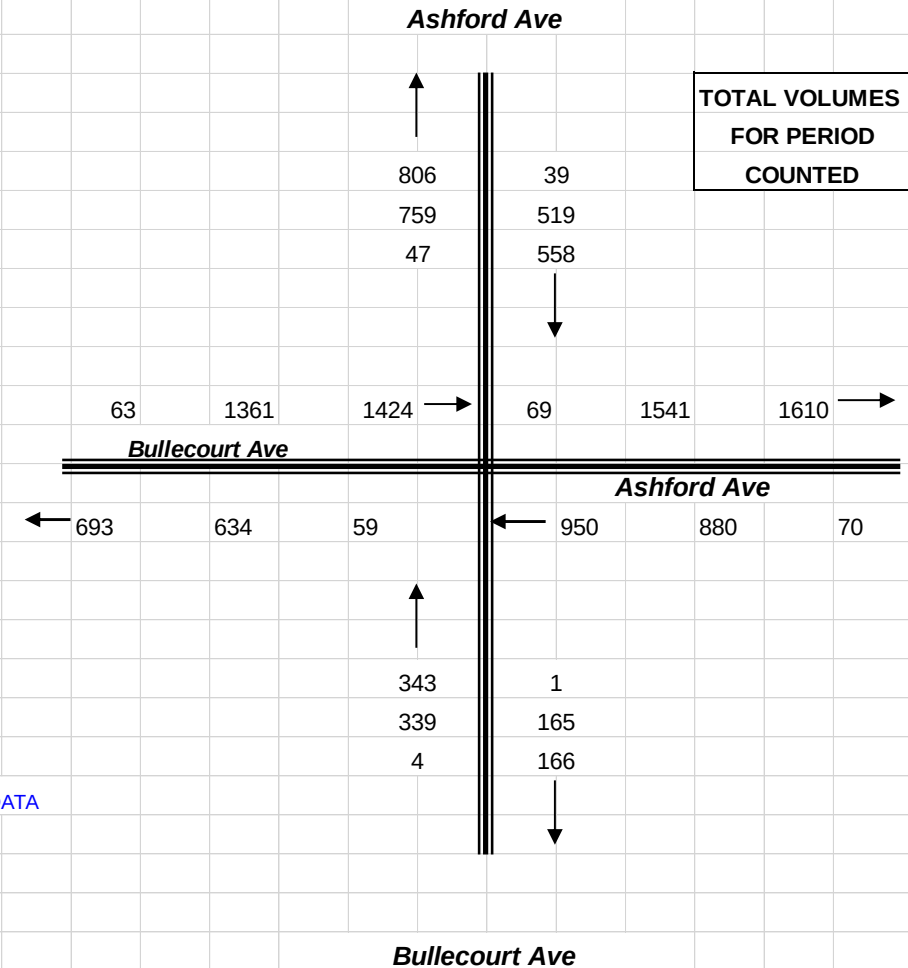
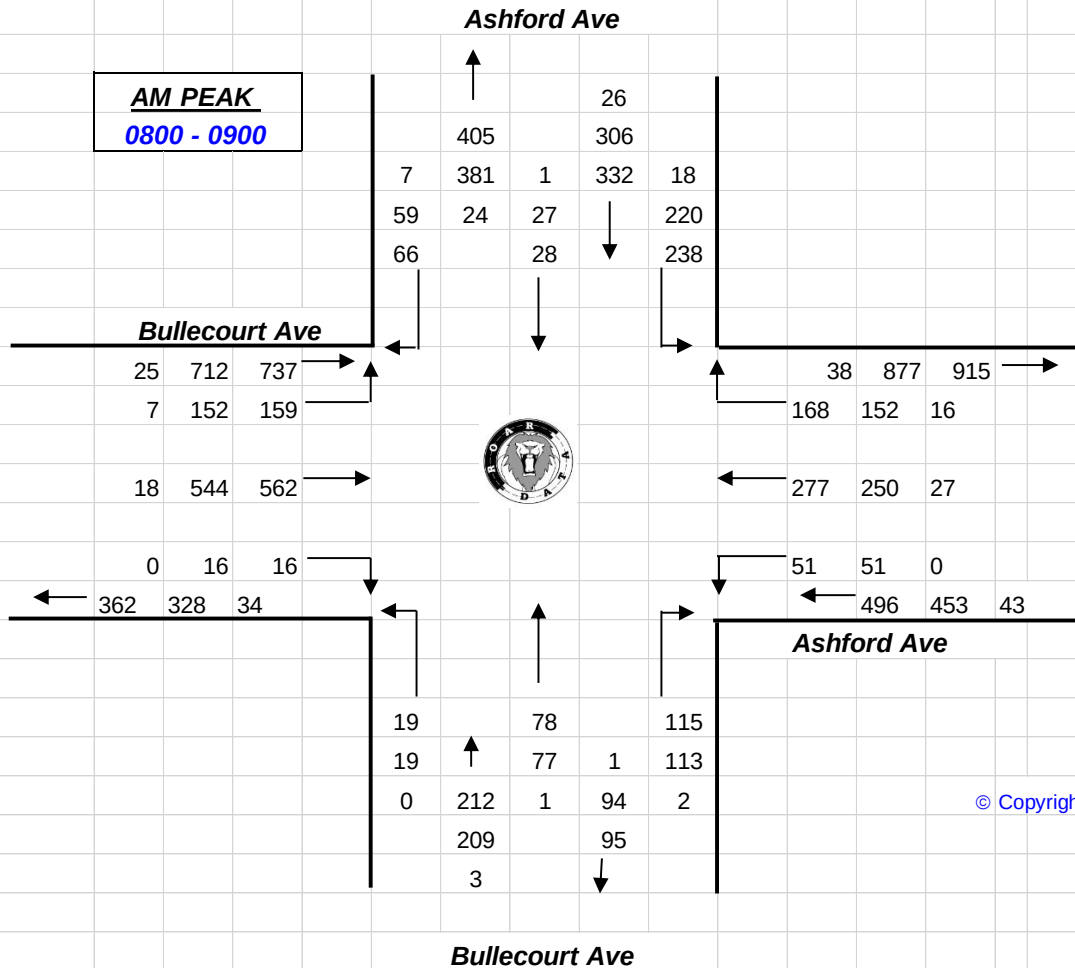
Hours 1

Hours 2

Hours 3

Hours 4

Hours 5



© Copyright ROAR 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
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

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	226	108	203	61	141	17	15	42	55	124	454	160	1606
-----------	-----	-----	-----	----	-----	----	----	----	----	-----	-----	-----	------

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

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 HOUR	236	108	208	63	150	17	15	43	55	124	468	169	1656
-----------	-----	-----	-----	----	-----	----	----	----	----	-----	-----	-----	------

PEAK HR	2			5			29			1			37
---------	---	--	--	---	--	--	----	--	--	---	--	--	----



ROAR 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



Ashford Ave

PM PEAK

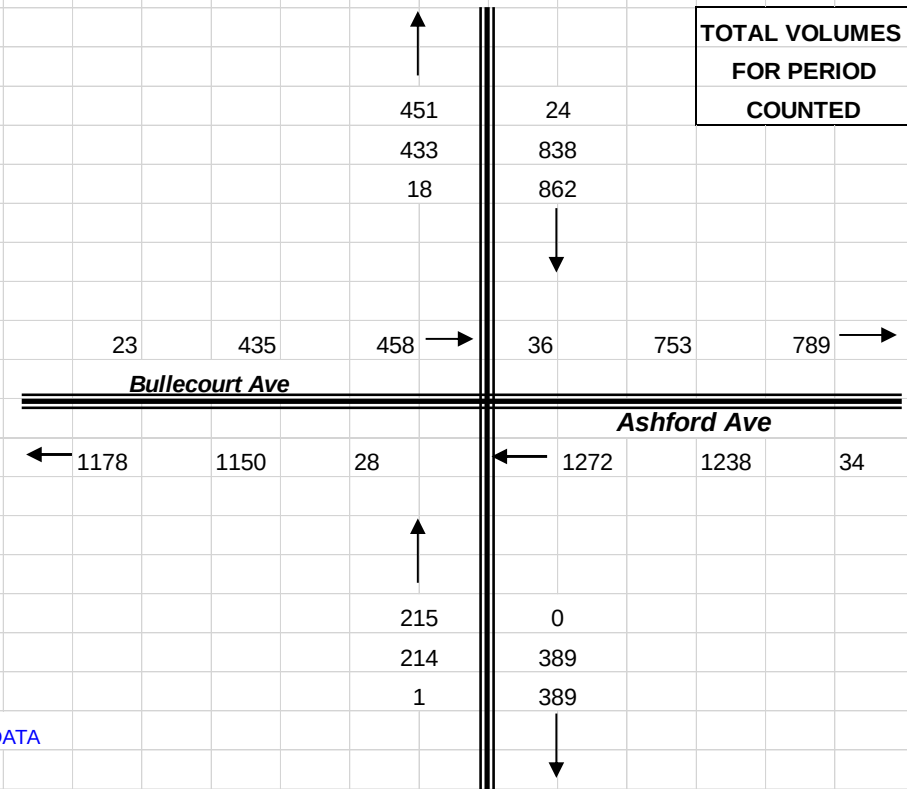
1630 - 1730



Bullecourt Ave

Ashford Ave

TOTAL VOLUMES
FOR PERIOD
COUNTED



Bullecourt Ave

© Copyright ROAR 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

Intersection Layout

Obtained via satellite

May be incorrect

AM PEAK HOUR
0800 - 0900



Ashford Ave

Bullecourt Ave

R	T	L
66	28	238
208	108	236

AM	PM
159	63
562	150
16	17

169	168
468	277
124	51

PM	15	43	55
AM	19	78	115
	L	T	R

Bullecourt Ave

PM PEAK HOUR
1630 - 1730

Weather >>>



Ashford Ave



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

Lights	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			Bullecourt Ave			Bullecourt Ave			Ashford Ave			
Time Per	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	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

Heavies	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			Bullecourt Ave			Bullecourt Ave			Ashford Ave			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	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

Combined	NORTH			WEST			SOUTH			EAST			
	Ashford Ave			Bullecourt Ave			Bullecourt Ave			Ashford Ave			
Time Per	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	<u>L</u>	<u>T</u>	<u>R</u>	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

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			
Peak Time	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	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			
Peak Per	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	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			
Peak Per	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	<u>L</u>	<u>I</u>	<u>R</u>	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

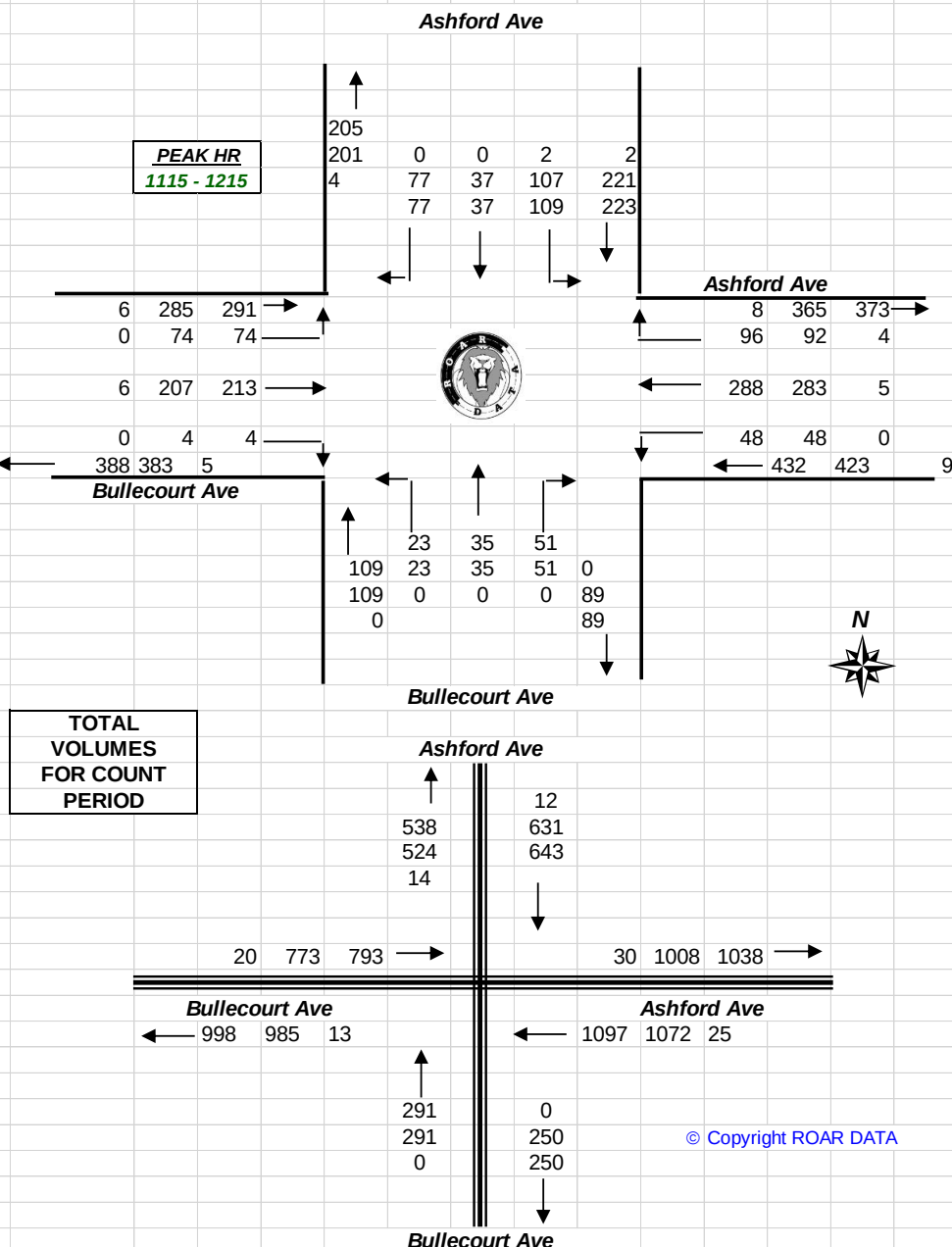
Reliable, Original & Authentic Results

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





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

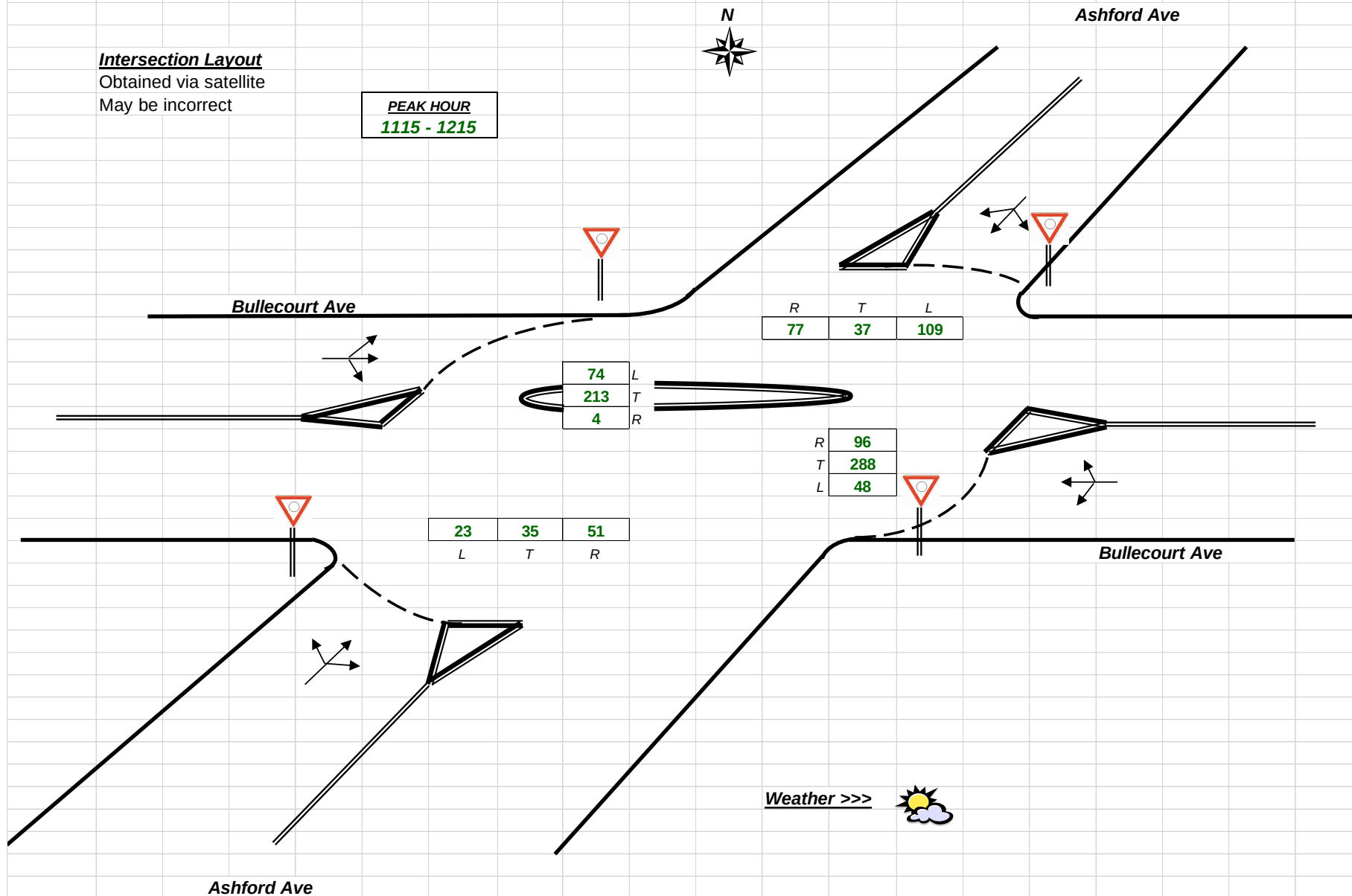
Day/Date : Saturday 6th April 2019

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				Heavies	NORTH		WEST		SOUTH				Combined	NORTH		WEST		SOUTH		
	Ashford Ave		Club Access		Ashford Ave					Ashford Ave		Club Access		Ashford Ave					Ashford Ave		Ashford Ave		Club Access		
Time Per	I	R	L	R	L	I	TOT		Time Per	I	R	L	R	L	I	TOT		Time Per	I	R	L	R	L	I	TOT
0600 - 0615	23	2	0	0	7	43	75		0600 - 0615	3	0	0	0	0	2	5		0600 - 0615	26	2	0	0	7	45	80
0615 - 0630	30	2	0	0	8	39	79		0615 - 0630	2	0	0	0	0	0	2		0615 - 0630	32	2	0	0	8	39	81
0630 - 0645	29	6	0	0	11	60	106		0630 - 0645	2	0	0	0	0	4	6		0630 - 0645	31	6	0	0	11	64	112
0645 - 0700	33	3	0	0	8	86	130		0645 - 0700	6	0	0	0	0	4	10		0645 - 0700	39	3	0	0	8	90	140
0700 - 0715	53	4	0	0	17	77	151		0700 - 0715	3	0	0	0	0	2	5		0700 - 0715	56	4	0	0	17	79	156
0715 - 0730	62	5	1	0	8	84	160		0715 - 0730	5	0	0	0	0	5	10		0715 - 0730	67	5	1	0	8	89	170
0730 - 0745	54	0	0	0	5	103	162		0730 - 0745	5	0	0	0	0	5	10		0730 - 0745	59	0	0	0	5	108	172
0745 - 0800	55	1	1	1	6	89	153		0745 - 0800	5	0	0	0	0	7	12		0745 - 0800	60	1	1	1	6	96	165
0800 - 0815	74	1	0	1	1	113	190		0800 - 0815	4	0	0	0	0	4	8		0800 - 0815	78	1	0	1	1	117	198
0815 - 0830	90	1	0	1	1	97	190		0815 - 0830	5	0	0	0	0	4	9		0815 - 0830	95	1	0	1	1	101	199
0830 - 0845	97	0	1	0	1	82	181		0830 - 0845	7	0	0	0	0	6	13		0830 - 0845	104	0	1	0	1	88	194
0845 - 0900	98	0	0	0	0	94	192		0845 - 0900	9	0	0	0	0	6	15		0845 - 0900	107	0	0	0	0	100	207
0900 - 0915	91	1	2	2	2	84	182		0900 - 0915	1	0	0	0	0	10	11		0900 - 0915	92	1	2	2	2	94	193
0915 - 0930	68	1	1	3	7	74	154		0915 - 0930	6	0	0	0	0	5	11		0915 - 0930	74	1	1	3	7	79	165
0930 - 0945	86	4	1	0	4	75	170		0930 - 0945	7	0	0	0	0	8	15		0930 - 0945	93	4	1	0	4	83	185
0945 - 1000	61	4	1	2	4	56	128		0945 - 1000	6	0	0	0	0	3	9		0945 - 1000	67	4	1	2	4	59	137
1000 - 1015	60	4	1	2	5	50	122		1000 - 1015	4	0	0	0	0	5	9		1000 - 1015	64	4	1	2	5	55	131
1015 - 1030	68	0	1	4	8	51	132		1015 - 1030	1	0	0	0	0	6	7		1015 - 1030	69	0	1	4	8	57	139
1030 - 1045	81	1	3	3	4	67	159		1030 - 1045	4	0	0	0	0	7	11		1030 - 1045	85	1	3	3	4	74	170
1045 - 1100	84	0	0	3	6	79	172		1045 - 1100	7	0	0	0	0	5	12		1045 - 1100	91	0	0	3	6	84	184
1100 - 1115	85	2	1	2	6	68	164		1100 - 1115	2	0	0	0	0	2	4		1100 - 1115	87	2	1	2	6	70	168
1115 - 1130	73	4	1	2	6	54	140		1115 - 1130	5	0	0	0	0	6	11		1115 - 1130	78	4	1	2	6	60	151
1130 - 1145	51	3	4	9	0	55	122		1130 - 1145	3	0	0	0	0	6	9		1130 - 1145	54	3	4	9	0	61	131
1145 - 1200	68	0	4	13	1	73	159		1145 - 1200	5	0	0	0	0	5	10		1145 - 1200	73	0	4	13	1	78	169
1200 - 1215	73	1	3	15	6	86	184		1200 - 1215	7	0	0	0	0	5	12		1200 - 1215	80	1	3	15	6	91	196
1215 - 1230	71	1	6	3	2	80	163		1215 - 1230	7	0	0	0	0	2	9		1215 - 1230	78	1	6	3	2	82	172
1230 - 1245	85	0	1	8	4	59	157		1230 - 1245	4	0	0	0	0	6	10		1230 - 1245	89	0	1	8	4	65	167
1245 - 1300	86	4	3	7	1	95	196		1245 - 1300	0	0	0	0	0	3	3		1245 - 1300	86	4	3	7	1	98	199
1300 - 1315	71	0	4	4	1	66	146		1300 - 1315	4	0	0	0	0	4	8		1300 - 1315	75	0	4	4	1	70	154
1315 - 1330	75	0	3	5	0	69	152		1315 - 1330	3	0	0	0	0	2	5		1315 - 1330	78	0	3	5	0	71	157
1330 - 1345	71	1	0	1	0	77	150		1330 - 1345	2	0	0	0	0	4	6		1330 - 1345	73	1	0	1	0	81	156
1345 - 1400	66	0	0	4	0	62	132		1345 - 1400	1	0	0	0	0	3	4		1345 - 1400	67	0	0	4	0	65	136
1400 - 1415	69	2	0	3	0	77	151		1400 - 1415	7	0	0	0	0	3	10		1400 - 1415	76	2	0	3	0	80	161
1415 - 1430	65	0	1	0	2	67	135		1415 - 1430	2	0	0	0	0	6	8		1415 - 1430	67	0	1	0	2	73	143
1430 - 1445	80	0	1	1	0	64	146		1430 - 1445	7	0	0	0	0	4	11		1430 - 1445	87	0	1	1	0	68	157
1445 - 1500	77	0	0	0	2	69	148		1445 - 1500	3	0	0	0	0	5	8		1445 - 1500	80	0	0	0	2	74	156
1500 - 1515	107	0	1	0	2	67	177		1500 - 1515	6	0	0	0	0	5	11		1500 - 1515	113	0	1	0	2	72	188
1515 - 1530	94	1	1	4	3	93	196		1515 - 1530	5	0	0	0	0	5	10		1515 - 1530	99	1	1	4	3	98	206
1530 - 1545	121	1	0	1	0	77	200		1530 - 1545	4	0	0	0	0	2	6		1530 - 1545	125	1	0	1	0	79	206
1545 - 1600	103	1	1	3	3	76	187		1545 - 1600	7	0	0	0	0	6	13		1545 - 1600	110	1	1	3	3	82	200
1600 - 1615	141	0	0	2	3	89	235		1600 - 1615	7	0	0	0	0	2	9		1600 - 1615	148	0	0	2	3	91	244
1615 - 1630	117	0	1	17	0	77	212		1615 - 1630	4	0	0	0	0	5	9		1615 - 1630	121	0	1	17	0	82	221
1630 - 1645	94	0	2	7	2	58	163		1630 - 1645	3	0	0	0	0	2	5		1630 - 1645	97	0	2	7	2	60	168
1645 - 1700	92	1	2	9	1	79	184		1645 - 1700	3	0	0	0	0	5	8		1645 - 1700	95	1	2	9	1	84	192
1700 - 1715	151	0	1	5	2	62	221		1700 - 1715	4	0	0	0	0	2	6		1700 - 1715	155	0	1	5	2	64	227
1715 - 1730	133	0	1	6	0	58	198		1715 - 1730	3	0	0	0	0	1	4		1715 - 1730	136	0	1	6	0	59	202
1730 - 1745	112	0	6	7	1	45	171		1730 - 1745	2	0	0	0	0	3	5		1730 - 1745	114	0	6	7	1	48	176
1745 - 1800	82	0	1	4	0	50	137		1745 - 1800	2	0	0	0	0	1	3		1745 - 1800	84	0	1	4	0	51	140
1800 - 1815	55	0	0	2	1	50	108		1800 - 1815	2	0	0	0	0	2	4		1800 - 1815	57	0	0	2	1	52	112
1815 - 1830	78	0	0	1	0	45	124		1815 - 1830	3	0	0	0	0	1	4		1815 - 1830	81	0	0	1	0	46	128
Per End	3943	62	62	167	162	3550	7946		Per End	209	0	0	0	0	206	415		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								Heavies								Combined							
NORTH				WEST				NORTH				WEST				NORTH				WEST			
Ashford Ave				Club Access				Ashford Ave				Club Access				Ashford Ave				Club Access			
Peak Per	I	R	TOT	Peak Per	I	R	TOT	Peak Per	I	R	TOT	Peak Per	I	R	TOT	Peak Per	I	R	TOT	Peak Per	I	R	TOT
0600 - 0700	115	13	0	0	34	228	390	0600 - 0700	13	0	0	0	0	10	23	0600 - 0700	128	13	0	0	34	238	413
0615 - 0715	145	15	0	0	44	262	466	0615 - 0715	13	0	0	0	0	10	23	0615 - 0715	158	15	0	0	44	272	489
0630 - 0730	177	18	1	0	44	307	547	0630 - 0730	16	0	0	0	0	15	31	0630 - 0730	193	18	1	0	44	322	578
0645 - 0745	202	12	1	0	38	350	603	0645 - 0745	19	0	0	0	0	16	35	0645 - 0745	221	12	1	0	38	366	638
0700 - 0800	224	10	2	1	36	353	626	0700 - 0800	18	0	0	0	0	19	37	0700 - 0800	242	10	2	1	36	372	663
0715 - 0815	245	7	2	2	20	389	665	0715 - 0815	19	0	0	0	0	21	40	0715 - 0815	264	7	2	2	20	410	705
0730 - 0830	273	3	1	3	13	402	695	0730 - 0830	19	0	0	0	0	20	39	0730 - 0830	292	3	1	3	13	422	734
0745 - 0845	316	3	2	3	9	381	714	0745 - 0845	21	0	0	0	0	21	42	0745 - 0845	337	3	2	3	9	402	756
0800 - 0900	359	2	1	2	3	386	753	0800 - 0900	25	0	0	0	0	20	45	0800 - 0900	384	2	1	2	3	406	798
0815 - 0915	376	2	3	3	4	357	745	0815 - 0915	22	0	0	0	0	26	48	0815 - 0915	398	2	3	3	4	383	793
0830 - 0930	354	2	4	5	10	334	709	0830 - 0930	23	0	0	0	0	27	50	0830 - 0930	377	2	4	5	10	361	759
0845 - 0945	343	6	4	5	13	327	698	0845 - 0945	23	0	0	0	0	29	52	0845 - 0945	366	6	4	5	13	356	750
0900 - 1000	306	10	5	7	17	289	634	0900 - 1000	20	0	0	0	0	26	46	0900 - 1000	326	10	5	7	17	315	680
0915 - 1015	275	13	4	7	20	255	574	0915 - 1015	23	0	0	0	0	21	44	0915 - 1015	298	13	4	7	20	276	618
0930 - 1030	275	12	4	8	21	232	552	0930 - 1030	18	0	0	0	0	22	40	0930 - 1030	293	12	4	8	21	254	592
0945 - 1045	270	9	6	11	21	224	541	0945 - 1045	15	0	0	0	0	21	36	0945 - 1045	285	9	6	11	21	245	577
1000 - 1100	293	5	5	12	23	247	585	1000 - 1100	16	0	0	0	0	23	39	1000 - 1100	309	5	5	12	23	270	624
1015 - 1115	318	3	5	12	24	265	627	1015 - 1115	14	0	0	0	0	20	34	1015 - 1115	332	3	5	12	24	285	661
1030 - 1130	323	7	5	10	22	268	635	1030 - 1130	18	0	0	0	0	20	38	1030 - 1130	341	7	5	10	22	288	673
1045 - 1145	293	9	6	16	18	256	598	1045 - 1145	17	0	0	0	0	19	36	1045 - 1145	310	9	6	16	18	275	634
1100 - 1200	277	9	10	26	13	250	585	1100 - 1200	15	0	0	0	0	19	34	1100 - 1200	292	9	10	26	13	269	619
1115 - 1215	265	8	12	39	13	268	605	1115 - 1215	20	0	0	0	0	22	42	1115 - 1215	285	8	12	39	13	290	647
1130 - 1230	263	5	17	40	9	294	628	1130 - 1230	22	0	0	0	0	18	40	1130 - 1230	285	5	17	40	9	312	668
1145 - 1245	297	2	14	39	13	298	663	1145 - 1245	23	0	0	0	0	18	41	1145 - 1245	320	2	14	39	13	316	704
1200 - 1300	315	6	13	33	13	320	700	1200 - 1300	18	0	0	0	0	16	34	1200 - 1300	333	6	13	33	13	336	734
1215 - 1315	313	5	14	22	8	300	662	1215 - 1315	15	0	0	0	0	15	30	1215 - 1315	328	5	14	22	8	315	692
1230 - 1330	317	4	11	24	6	289	651	1230 - 1330	11	0	0	0	0	15	26	1230 - 1330	328	4	11	24	6	304	677
1245 - 1345	303	5	10	17	2	307	644	1245 - 1345	9	0	0	0	0	13	22	1245 - 1345	312	5	10	17	2	320	666
1300 - 1400	283	1	7	14	1	274	580	1300 - 1400	10	0	0	0	0	13	23	1300 - 1400	293	1	7	14	1	287	603
1315 - 1415	281	3	3	13	0	285	585	1315 - 1415	13	0	0	0	0	12	25	1315 - 1415	294	3	3	13	0	297	610
1330 - 1430	271	3	1	8	2	283	568	1330 - 1430	12	0	0	0	0	16	28	1330 - 1430	283	3	1	8	2	299	596
1345 - 1445	280	2	2	8	2	270	564	1345 - 1445	17	0	0	0	0	16	33	1345 - 1445	297	2	2	8	2	286	597
1400 - 1500	291	2	2	4	4	277	580	1400 - 1500	19	0	0	0	0	18	37	1400 - 1500	310	2	2	4	4	295	617
1415 - 1515	329	0	3	1	6	267	606	1415 - 1515	18	0	0	0	0	20	38	1415 - 1515	347	0	3	1	6	287	644
1430 - 1530	358	1	3	5	7	293	667	1430 - 1530	21	0	0	0	0	19	40	1430 - 1530	379	1	3	5	7	312	707
1445 - 1545	399	2	2	5	7	306	721	1445 - 1545	18	0	0	0	0	17	35	1445 - 1545	417	2	2	5	7	323	756
1500 - 1600	425	3	3	8	8	313	760	1500 - 1600	22	0	0	0	0	18	40	1500 - 1600	447	3	3	8	8	331	800
1515 - 1615	459	3	2	10	9	335	818	1515 - 1615	23	0	0	0	0	15	38	1515 - 1615	482	3	2	10	9	350	856
1530 - 1630	482	2	2	23	6	319	834	1530 - 1630	22	0	0	0	0	15	37	1530 - 1630	504	2	2	23	6	334	871
1545 - 1645	455	1	4	29	8	300	797	1545 - 1645	21	0	0	0	0	15	36	1545 - 1645	476	1	4	29	8	315	833
1600 - 1700	444	1	5	35	6	303	794	1600 - 1700	17	0	0	0	0	14	31	1600 - 1700	461	1	5	35	6	317	825
1615 - 1715	454	1	6	38	5	276	780	1615 - 1715	14	0	0	0	0	14	28	1615 - 1715	468	1	6	38	5	290	808
1630 - 1730	470	1	6	27	5	257	766	1630 - 1730	13	0	0	0	0	10	23	1630 - 1730	483	1	6	27	5	267	789
1645 - 1745	488	1	10	27	4	244	774	1645 - 1745	12	0	0	0	0	11	23	1645 - 1745	500	1	10	27	4	255	797
1700 - 1800	478	0	9	22	3	215	727	1700 - 1800	11	0	0	0	0	7	18	1700 - 1800	489	0	9	22	3	222	745
1715 - 1815	382	0	8	19	2	203	614	1715 - 1815	9	0	0	0	0	7	16	1715 - 1815	391	0	8	19	2	210	630
1730 - 1830	327	0	7	14	2	190	540	1730 - 1830	9	0	0	0	0	7	16	1730 - 1830	336	0	7	14	2	197	556
PEAK HR	482	2	2	23	6	319	834	PEAK HR	22	0	0	0	0	15	37	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

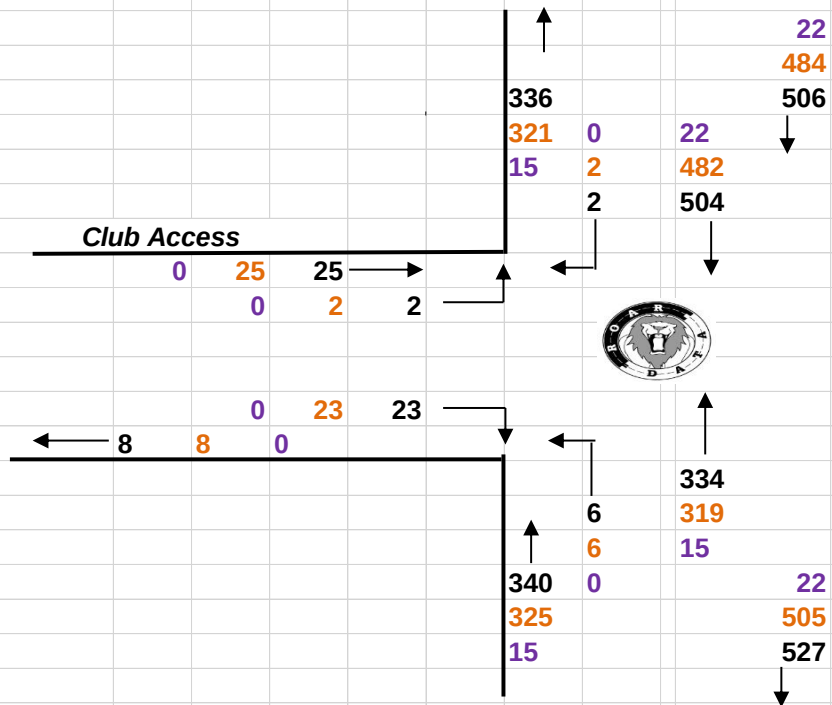
PEAK HOUR

1530 - 1630

TOTAL VOLUMES
FOR COUNT
PERIOD

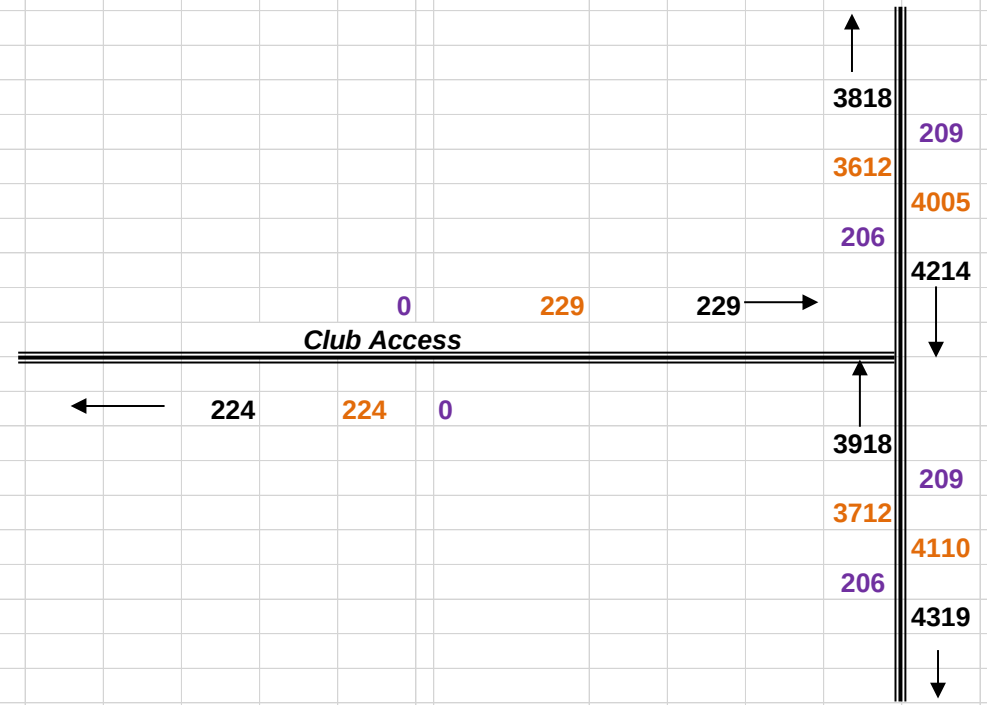


Ashford Ave



Ashford Ave

Ashford Ave



Ashford Ave



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	TOT
	Ashford Ave	Club Access	Ashford Ave	
Time Period	UnClassified	UnClassified	UnClassified	
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	TOT
	Ashford Ave	Club Access	Ashford Ave	
Peak Period	UnClassified	UnClassified	UnClassified	
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

Combined vehicles only

Club Main Access



Ashford Ave

R	T
2	504

2	L
23	R

6	334
L	T

Ashford Ave

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								Heavies								Combined							
NORTH								NORTH								NORTH							
Ashford Ave								Ashford Ave								Ashford Ave							
WEST								WEST								WEST							
Club Access								Club Access								Club Access							
SOUTH								SOUTH								SOUTH							
Ashford Ave								Ashford Ave								Ashford Ave							
Time Per	I	R	L	R	L	I	TOT	Time Per	I	R	L	R	L	I	TOT	Time Per	I	R	L	R	L	I	TOT
0600 - 0615	9	0	0	1	5	8	23	0600 - 0615	0	0	0	0	0	0	0	0600 - 0615	9	0	0	1	5	8	23
0615 - 0630	9	1	0	0	3	14	27	0615 - 0630	0	0	0	0	0	0	0	0615 - 0630	9	1	0	0	3	14	27
0630 - 0645	9	6	1	0	12	9	37	0630 - 0645	0	0	0	0	0	0	0	0630 - 0645	9	6	1	0	12	9	37
0645 - 0700	16	1	0	1	10	14	42	0645 - 0700	0	0	0	0	0	0	0	0645 - 0700	16	1	0	1	10	14	42
0700 - 0715	19	5	0	1	19	25	69	0700 - 0715	0	0	0	0	0	0	0	0700 - 0715	19	5	0	1	19	25	69
0715 - 0730	16	3	0	1	11	23	54	0715 - 0730	0	0	0	0	0	0	0	0715 - 0730	16	3	0	1	11	23	54
0730 - 0745	23	3	1	4	8	21	60	0730 - 0745	0	0	0	0	0	0	0	0730 - 0745	23	3	1	4	8	21	60
0745 - 0800	23	2	0	0	9	32	66	0745 - 0800	1	0	0	0	0	1	2	0745 - 0800	24	2	0	0	9	33	68
0800 - 0815	25	0	1	1	7	41	75	0800 - 0815	0	0	0	0	0	1	1	0800 - 0815	25	0	1	1	7	42	76
0815 - 0830	25	4	0	0	7	32	68	0815 - 0830	1	0	0	0	0	0	1	0815 - 0830	26	4	0	0	7	32	69
0830 - 0845	38	0	0	0	0	50	88	0830 - 0845	0	0	0	0	0	0	0	0830 - 0845	38	0	0	0	0	50	88
0845 - 0900	34	1	0	0	1	46	82	0845 - 0900	1	0	0	0	0	1	2	0845 - 0900	35	1	0	0	1	47	84
0900 - 0915	21	2	0	0	4	45	72	0900 - 0915	1	0	0	0	0	1	2	0900 - 0915	22	2	0	0	4	46	74
0915 - 0930	32	0	0	2	1	41	76	0915 - 0930	1	0	0	0	0	1	2	0915 - 0930	33	0	0	2	1	42	78
0930 - 0945	28	1	0	0	0	29	58	0930 - 0945	0	0	0	0	0	1	1	0930 - 0945	28	1	0	0	0	30	59
0945 - 1000	44	3	0	0	7	52	106	0945 - 1000	1	0	0	0	0	0	1	0945 - 1000	45	3	0	0	7	52	107
1000 - 1015	42	0	2	3	6	38	91	1000 - 1015	1	0	0	0	0	1	2	1000 - 1015	43	0	2	3	6	39	93
1015 - 1030	55	3	1	0	14	55	128	1015 - 1030	1	0	0	0	0	1	2	1015 - 1030	56	3	1	0	14	56	130
1030 - 1045	45	2	1	2	7	32	89	1030 - 1045	0	0	0	0	0	1	1	1030 - 1045	45	2	1	2	7	33	90
1045 - 1100	50	1	1	2	14	55	123	1045 - 1100	1	0	0	0	0	0	1	1045 - 1100	51	1	1	2	14	55	124
1100 - 1115	53	4	3	8	7	59	134	1100 - 1115	1	0	0	0	0	1	2	1100 - 1115	54	4	3	8	7	60	136
1115 - 1130	32	0	4	4	11	35	86	1115 - 1130	0	0	0	0	0	1	1	1115 - 1130	32	0	4	4	11	36	87
1130 - 1145	41	1	1	7	7	45	102	1130 - 1145	1	0	0	0	0	1	2	1130 - 1145	42	1	1	7	7	46	104
1145 - 1200	41	0	2	1	3	32	79	1145 - 1200	1	0	0	0	0	1	2	1145 - 1200	42	0	2	1	3	33	81
1200 - 1215	68	3	2	7	5	59	144	1200 - 1215	0	0	0	0	0	1	1	1200 - 1215	68	3	2	7	5	60	145
1215 - 1230	62	0	2	3	1	49	117	1215 - 1230	1	0	0	0	0	2	3	1215 - 1230	63	0	2	3	1	51	120
1230 - 1245	50	1	2	6	3	30	92	1230 - 1245	1	0	0	0	0	1	2	1230 - 1245	51	1	2	6	3	31	94
1245 - 1300	21	0	3	4	0	21	49	1245 - 1300	2	0	0	0	0	2	4	1245 - 1300	23	0	3	4	0	23	53
1300 - 1315	45	0	5	11	0	46	107	1300 - 1315	1	0	0	0	0	0	1	1300 - 1315	46	0	5	11	0	46	108
1315 - 1330	32	0	4	10	1	38	85	1315 - 1330	1	0	0	0	0	2	3	1315 - 1330	33	0	4	10	1	40	88
1330 - 1345	52	0	5	15	1	45	118	1330 - 1345	2	0	0	0	0	1	3	1330 - 1345	54	0	5	15	1	46	121
1345 - 1400	41	2	3	9	6	37	98	1345 - 1400	1	0	0	0	0	1	2	1345 - 1400	42	2	3	9	6	38	100
1400 - 1415	38	1	1	8	1	18	67	1400 - 1415	1	0	0	0	0	1	2	1400 - 1415	39	1	1	8	1	19	69
1415 - 1430	48	0	3	13	1	49	114	1415 - 1430	1	0	0	0	0	1	2	1415 - 1430	49	0	3	13	1	50	116
1430 - 1445	41	3	0	2	1	26	73	1430 - 1445	0	0	0	0	0	1	1	1430 - 1445	41	3	0	2	1	27	74
1445 - 1500	39	1	3	2	6	34	85	1445 - 1500	1	0	0	0	0	0	1	1445 - 1500	40	1	3	2	6	34	86
1500 - 1515	38	2	0	6	3	32	81	1500 - 1515	1	0	0	0	0	1	2	1500 - 1515	39	2	0	6	3	33	83
1515 - 1530	40	1	3	0	4	47	95	1515 - 1530	1	0	0	0	0	1	2	1515 - 1530	41	1	3	0	4	48	97
1530 - 1545	59	1	3	1	2	32	98	1530 - 1545	0	0	0	0	0	1	1	1530 - 1545	59	1	3	1	2	33	99
1545 - 1600	32	0	0	2	2	25	61	1545 - 1600	1	0	0	0	0	0	1	1545 - 1600	33	0	0	2	2	25	62
1600 - 1615	33	0	0	3	2	34	72	1600 - 1615	1	0	0	0	0	1	2	1600 - 1615	34	0	0	3	2	35	74
1615 - 1630	41	1	1	2	3	29	77	1615 - 1630	0	0	0	0	0	0	0	1615 - 1630	41	1	1	2	3	29	77
1630 - 1645	32	0	0	5	3	23	63	1630 - 1645	0	0	0	0	0	0	0	1630 - 1645	32	0	0	5	3	23	63
1645 - 1700	26	3	3	5	2	41	80	1645 - 1700	0	0	0	0	0	0	0	1645 - 1700	26	3	3	5	2	41	80
1700 - 1715	23	0	1	9	1	32	66	1700 - 1715	1	0	0	0	0	0	1	1700 - 1715	24	0	1	9	1	32	67
1715 - 1730	41	0	3	15	1	32	92	1715 - 1730	0	0	0	0	0	1	1	1715 - 1730	41	0	3	15	1	33	93
1730 - 1745	32	0	3	10	2	14	61	1730 - 1745	0	0	0	0	0	0	0	1730 - 1745	32	0	3	10	2	14	61
1745 - 1800	36	0	3	14	1	23	77	1745 - 1800	0	0	0	0	0	0	0	1745 - 1800	36	0	3	14	1	23	77
Per End	1700	62	71	200	225	1649	3907	Per End	29	0	0	0	0	31	60	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				Heavies	NORTH		WEST		SOUTH				Combined	NORTH		WEST		SOUTH		
	Ashford Ave		Club Access		Ashford Ave					Ashford Ave		Club Access		Ashford Ave					Ashford Ave		Ashford Ave		Club Access		
Peak Per	T	R	L	R	L	T	TOT	Peak Per	T	R	L	R	L	T	TOT	Peak Per	T	R	L	R	L	T	TOT		
0600 - 0700	43	8	1	2	30	45	129	0600 - 0700	0	0	0	0	0	0	0	0600 - 0700	43	8	1	2	30	45	129		
0615 - 0715	53	13	1	2	44	62	175	0615 - 0715	0	0	0	0	0	0	0	0615 - 0715	53	13	1	2	44	62	175		
0630 - 0730	60	15	1	3	52	71	202	0630 - 0730	0	0	0	0	0	0	0	0630 - 0730	60	15	1	3	52	71	202		
0645 - 0745	74	12	1	7	48	83	225	0645 - 0745	0	0	0	0	0	0	0	0645 - 0745	74	12	1	7	48	83	225		
0700 - 0800	81	13	1	6	47	101	249	0700 - 0800	1	0	0	0	0	1	2	0700 - 0800	82	13	1	6	47	102	251		
0715 - 0815	87	8	2	6	35	117	255	0715 - 0815	1	0	0	0	0	2	3	0715 - 0815	88	8	2	6	35	119	258		
0730 - 0830	96	9	2	5	31	126	269	0730 - 0830	2	0	0	0	0	2	4	0730 - 0830	98	9	2	5	31	128	273		
0745 - 0845	111	6	1	1	23	155	297	0745 - 0845	2	0	0	0	0	2	4	0745 - 0845	113	6	1	1	23	157	301		
0800 - 0900	122	5	1	1	15	169	313	0800 - 0900	2	0	0	0	0	2	4	0800 - 0900	124	5	1	1	15	171	317		
0815 - 0915	118	7	0	0	12	173	310	0815 - 0915	3	0	0	0	0	2	5	0815 - 0915	121	7	0	0	12	175	315		
0830 - 0930	125	3	0	2	6	182	318	0830 - 0930	3	0	0	0	0	3	6	0830 - 0930	128	3	0	2	6	185	324		
0845 - 0945	115	4	0	2	6	161	288	0845 - 0945	3	0	0	0	0	4	7	0845 - 0945	118	4	0	2	6	165	295		
0900 - 1000	125	6	0	2	12	167	312	0900 - 1000	3	0	0	0	0	3	6	0900 - 1000	128	6	0	2	12	170	318		
0915 - 1015	146	4	2	5	14	160	331	0915 - 1015	3	0	0	0	0	3	6	0915 - 1015	149	4	2	5	14	163	337		
0930 - 1030	169	7	3	3	27	174	383	0930 - 1030	3	0	0	0	0	3	6	0930 - 1030	172	7	3	3	27	177	389		
0945 - 1045	186	8	4	5	34	177	414	0945 - 1045	3	0	0	0	0	3	6	0945 - 1045	189	8	4	5	34	180	420		
1000 - 1100	192	6	5	7	41	180	431	1000 - 1100	3	0	0	0	0	3	6	1000 - 1100	195	6	5	7	41	183	437		
1015 - 1115	203	10	6	12	42	201	474	1015 - 1115	3	0	0	0	0	3	6	1015 - 1115	206	10	6	12	42	204	480		
1030 - 1130	180	7	9	16	39	181	432	1030 - 1130	2	0	0	0	0	3	5	1030 - 1130	182	7	9	16	39	184	437		
1045 - 1145	176	6	9	21	39	194	445	1045 - 1145	3	0	0	0	0	3	6	1045 - 1145	179	6	9	21	39	197	451		
1100 - 1200	167	5	10	20	28	171	401	1100 - 1200	3	0	0	0	0	4	7	1100 - 1200	170	5	10	20	28	175	408		
1115 - 1215	182	4	9	19	26	171	411	1115 - 1215	2	0	0	0	0	4	6	1115 - 1215	184	4	9	19	26	175	417		
1130 - 1230	212	4	7	18	16	185	442	1130 - 1230	3	0	0	0	0	5	8	1130 - 1230	215	4	7	18	16	190	450		
1145 - 1245	221	4	8	17	12	170	432	1145 - 1245	3	0	0	0	0	5	8	1145 - 1245	224	4	8	17	12	175	440		
1200 - 1300	201	4	9	20	9	159	402	1200 - 1300	4	0	0	0	0	6	10	1200 - 1300	205	4	9	20	9	165	412		
1215 - 1315	178	1	12	24	4	146	365	1215 - 1315	5	0	0	0	0	5	10	1215 - 1315	183	1	12	24	4	151	375		
1230 - 1330	148	1	14	31	4	135	333	1230 - 1330	5	0	0	0	0	5	10	1230 - 1330	153	1	14	31	4	140	343		
1245 - 1345	150	0	17	40	2	150	359	1245 - 1345	6	0	0	0	0	5	11	1245 - 1345	156	0	17	40	2	155	370		
1300 - 1400	170	2	17	45	8	166	408	1300 - 1400	5	0	0	0	0	4	9	1300 - 1400	175	2	17	45	8	170	417		
1315 - 1415	163	3	13	42	9	138	368	1315 - 1415	5	0	0	0	0	5	10	1315 - 1415	168	3	13	42	9	143	378		
1330 - 1430	179	3	12	45	9	149	397	1330 - 1430	5	0	0	0	0	4	9	1330 - 1430	184	3	12	45	9	153	406		
1345 - 1445	168	6	7	32	9	130	352	1345 - 1445	3	0	0	0	0	4	7	1345 - 1445	171	6	7	32	9	134	359		
1400 - 1500	166	5	7	25	9	127	339	1400 - 1500	3	0	0	0	0	3	6	1400 - 1500	169	5	7	25	9	130	345		
1415 - 1515	166	6	6	23	11	141	353	1415 - 1515	3	0	0	0	0	3	6	1415 - 1515	169	6	6	23	11	144	359		
1430 - 1530	158	7	6	10	14	139	334	1430 - 1530	3	0	0	0	0	3	6	1430 - 1530	161	7	6	10	14	142	340		
1445 - 1545	176	5	9	9	15	145	359	1445 - 1545	3	0	0	0	0	3	6	1445 - 1545	179	5	9	9	15	148	365		
1500 - 1600	169	4	6	9	11	136	335	1500 - 1600	3	0	0	0	0	3	6	1500 - 1600	172	4	6	9	11	139	341		
1515 - 1615	164	2	6	6	10	138	326	1515 - 1615	3	0	0	0	0	3	6	1515 - 1615	167	2	6	6	10	141	332		
1530 - 1630	165	2	4	8	9	120	308	1530 - 1630	2	0	0	0	0	2	4	1530 - 1630	167	2	4	8	9	122	312		
1545 - 1645	138	1	1	12	10	111	273	1545 - 1645	2	0	0	0	0	1	3	1545 - 1645	140	1	1	12	10	112	276		
1600 - 1700	132	4	4	15	10	127	292	1600 - 1700	1	0	0	0	0	1	2	1600 - 1700	133	4	4	15	10	128	294		
1615 - 1715	122	4	5	21	9	125	286	1615 - 1715	1	0	0	0	0	0	1	1615 - 1715	123	4	5	21	9	125	287		
1630 - 1730	122	3	7	34	7	128	301	1630 - 1730	1	0	0	0	0	1	2	1630 - 1730	123	3	7	34	7	129	303		
1645 - 1745	122	3	10	39	6	119	299	1645 - 1745	1	0	0	0	0	1	2	1645 - 1745	123	3	10	39	6	120	301		
1700 - 1800	132	0	10	48	5	101	296	1700 - 1800	1	0	0	0	0	1	2	1700 - 1800	133	0	10	48	5	102	298		
PEAK HR	203	10	6	12	42	201	474	PEAK HR	3	0	0	0	0	3	6	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

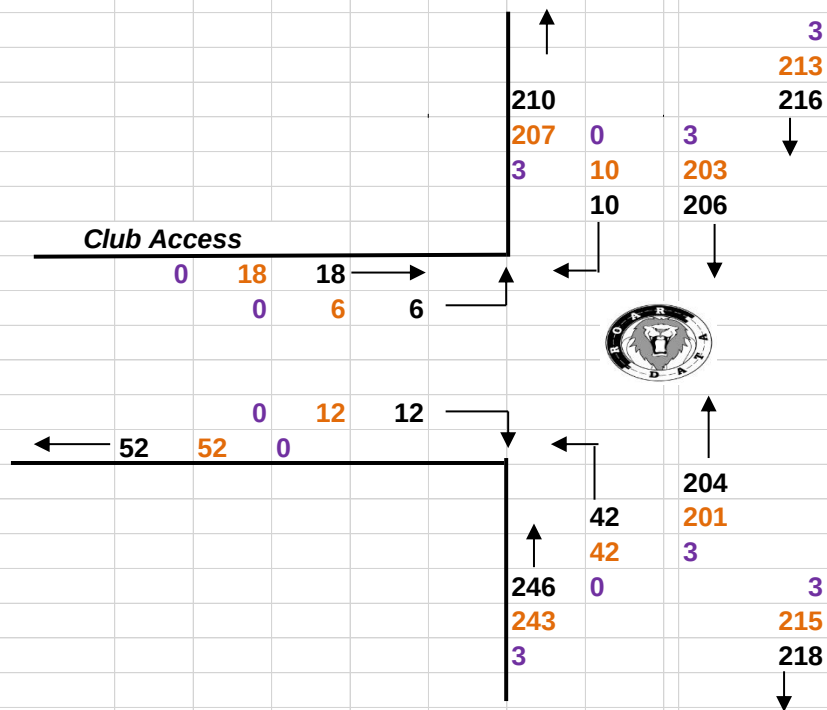
1015 - 1115

**TOTAL VOLUMES
FOR COUNT
PERIOD**

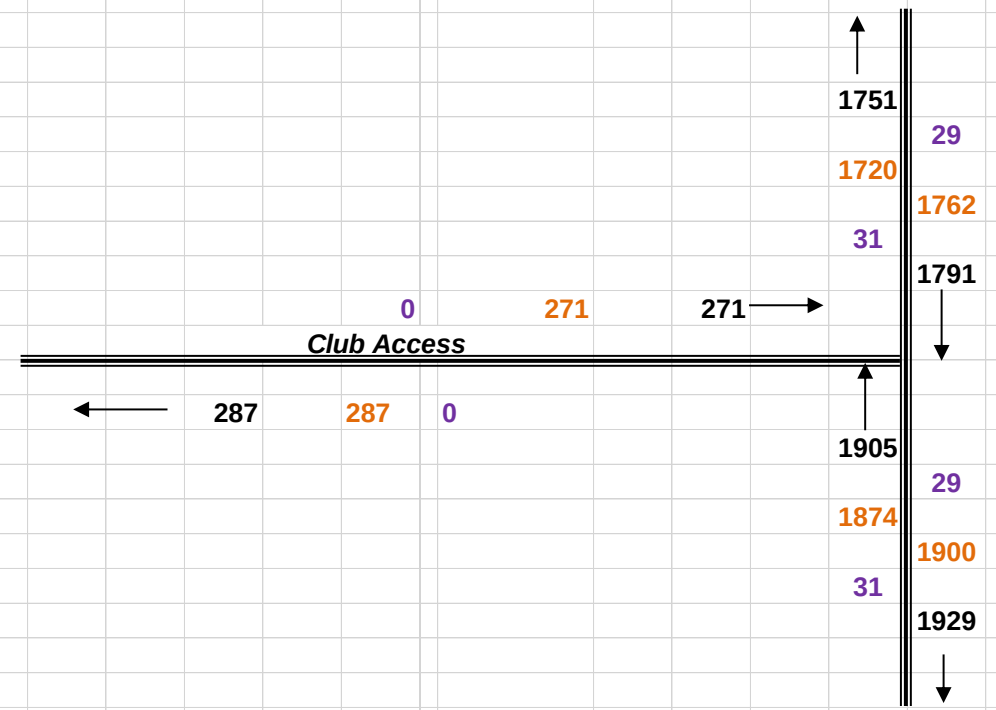


Ashford Ave

Ashford Ave



Ashford Ave



Ashford Ave



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

At Start	7
	CAR PARK
Time Period	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

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

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

Combined vehicles only

Club Main Access



Ashford Ave

R	T
10	206

L	R
6	12

L	T
42	204

Weather >>>



Ashford Ave



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	I	L	R	L	R	I	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	I	L	R	L	R	I	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	I	L	R	L	R	I	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	I	L	R	L	R	I	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

Heavies	WEST		NORTH		EAST		
	Bullecourt		Service Rd		Bullecourt		
Peak Per	I	L	R	L	R	I	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

Combined	WEST		NORTH		EAST		
	Bullecourt		Service Rd		Bullecourt		
Peak Per	I	L	R	L	R	I	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

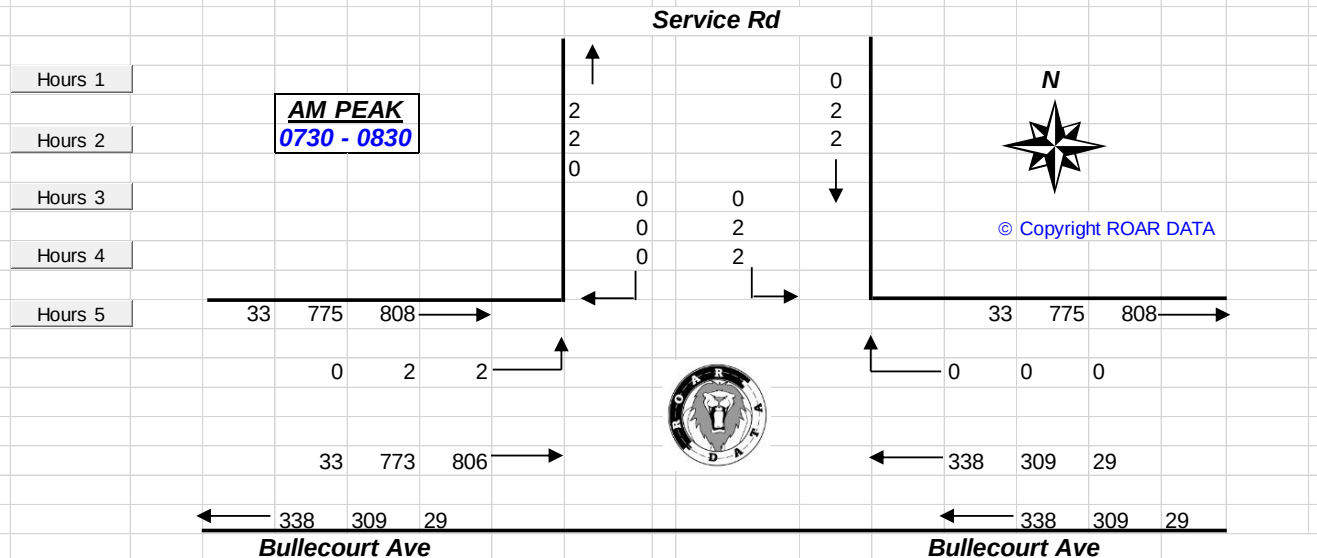
PEAK HR	773	2	0	2	0	309	1086
---------	-----	---	---	---	---	-----	------

PEAK HR	33	0	0	0	0	29	62
---------	----	---	---	---	---	----	----

PEAK HR	806	2	0	2	0	338	1148
---------	-----	---	---	---	---	-----	------

Peds	WEST		NORTH		EAST		
	Bullecourt		Service Rd		Bullecourt		
Time Per							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		
	Bullecourt		Service Rd		Bullecourt		
Peak Per							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





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



Service Rd



4

4

0

0

4

4



65 1417 1482 →
Bullecourt Ave

65 1419 1484 →
Bullecourt Ave

← 650 589 61

← 652 591 61



R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

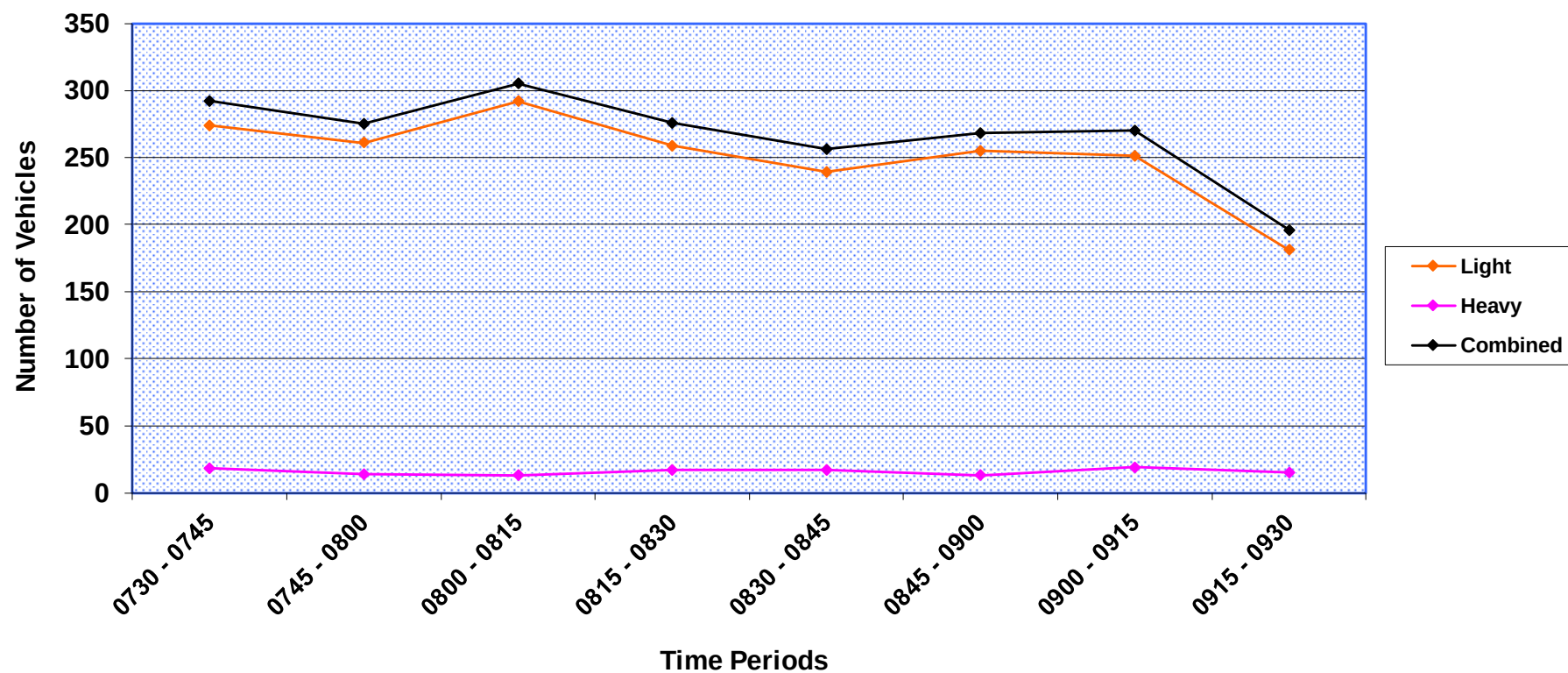
Client : Varga Traffic Planning

Job No/Name : 7062 MILPERRA Bankstown Golf Club

Day/Date : Wednesday 10th April 2019

AM

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

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

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

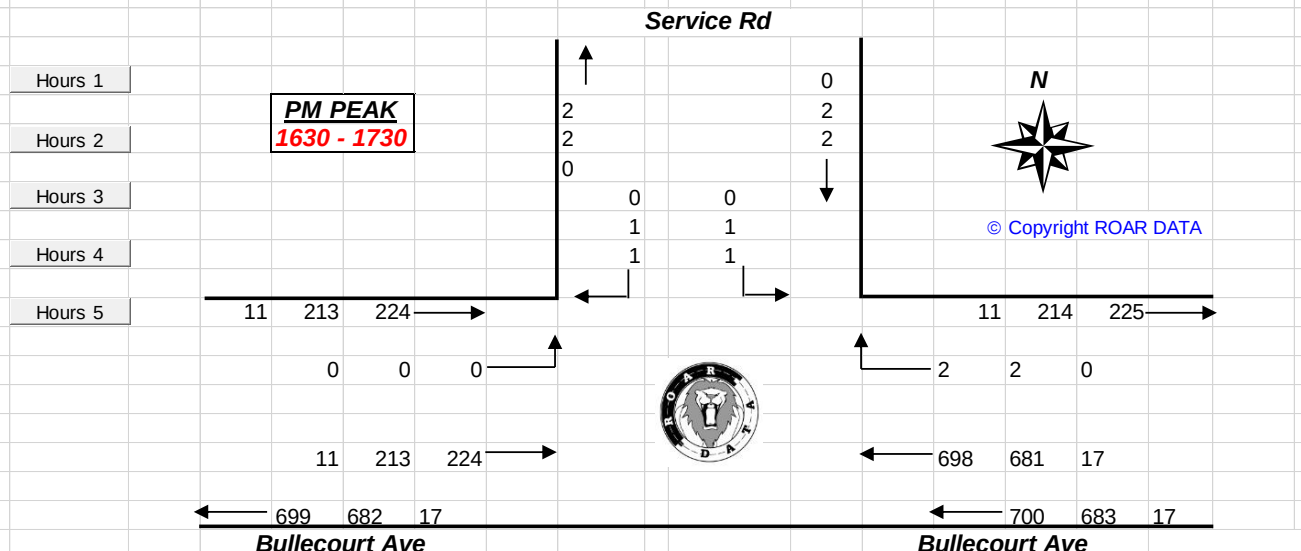
PEAK HR	213	0	1	1	2	681	898
---------	-----	---	---	---	---	-----	-----

PEAK HR	11	0	0	0	0	17	28
---------	----	---	---	---	---	----	----

PEAK HR	224	0	1	1	2	698	926
---------	-----	---	---	---	---	-----	-----

Peds	WEST		NORTH		EAST		
	Bullecourt		Service Rd		Bullecourt		
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

Service Rd

N



4

4

0

0

5

5



24

414

438



24

418

442



Bullecourt Ave

Bullecourt Ave

← 1198

1170

28

← 1201

1173

28



R.O.A.R DATA

Reliable, Original & Authentic Results

Ph.88196847, Mob.0418-239019

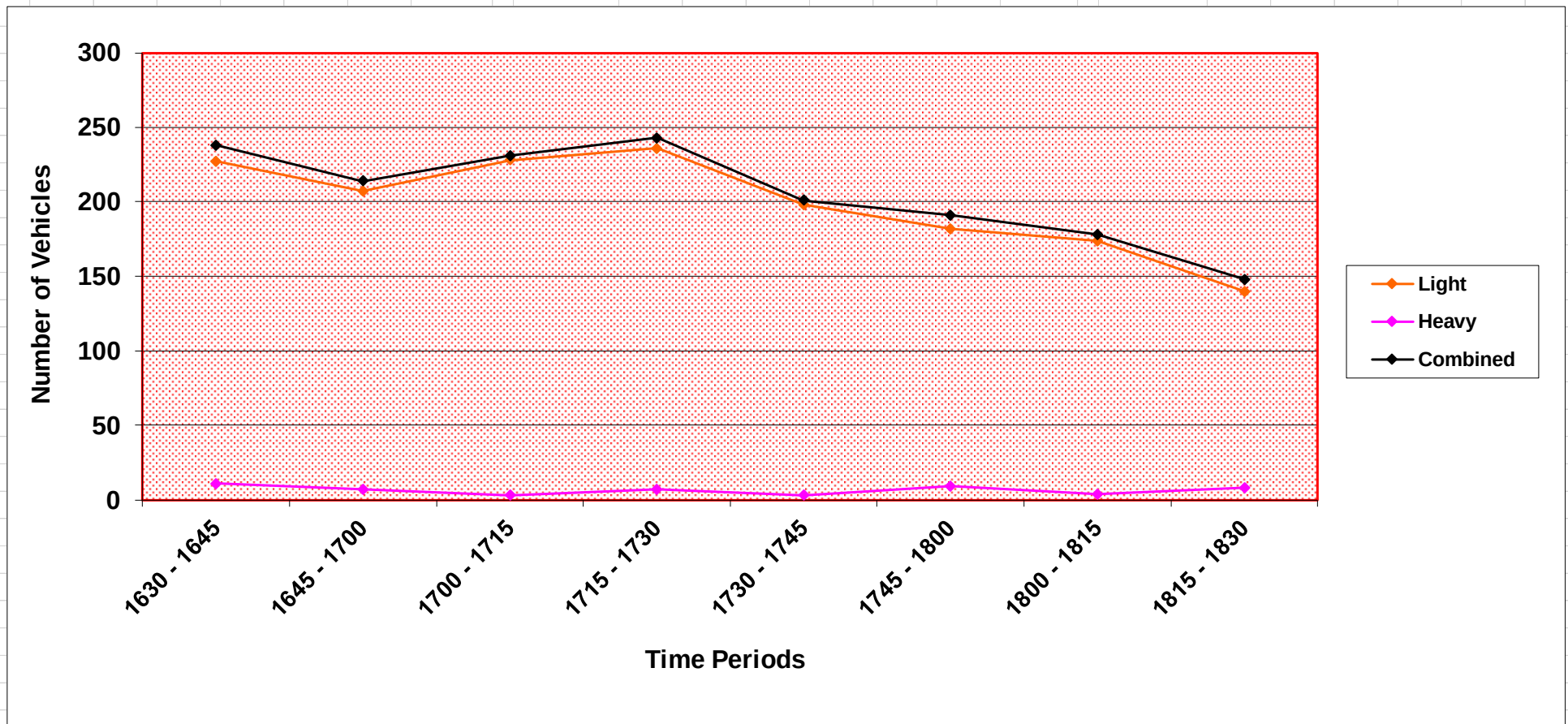
Client : Varga Traffic Planning

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

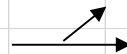
May be incorrect

AM PEAK HOUR
0730 - 0830



Service Road

Bullecourt Ave



AM	PM	
2	0	L

R	L	
0	2	AM
1	1	PM

806 224 T

R	2	0
	PM	AM
T	698	338



Bullecourt Ave

Combined Figures only

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

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		NORTH		EAST		
	Bullecourt Ave		Service Rd		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		NORTH		EAST		
	Bullecourt Ave		Service Rd		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		NORTH		EAST		
	Bullecourt Ave		Service Rd		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		NORTH		EAST		
	Bullecourt Ave		Service Rd		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		NORTH		EAST		
	Bullecourt Ave		Service Rd		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		NORTH		EAST		
	Bullecourt Ave		Service Rd		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

1

2

3

4

5

6

7

8

9

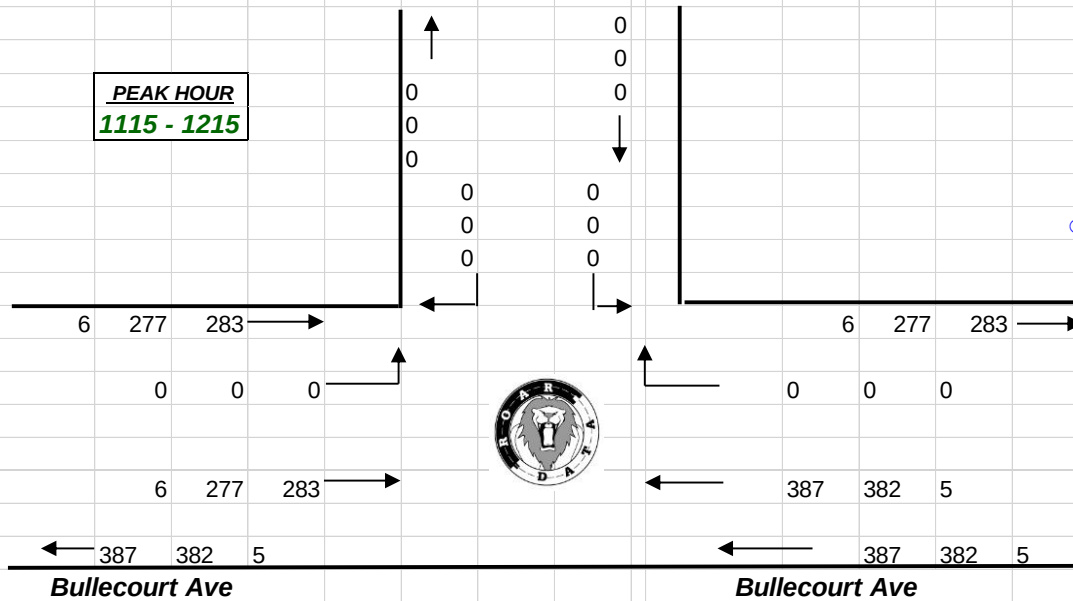
N



**TOTAL VOLUMES
FOR COUNT
PERIOD**

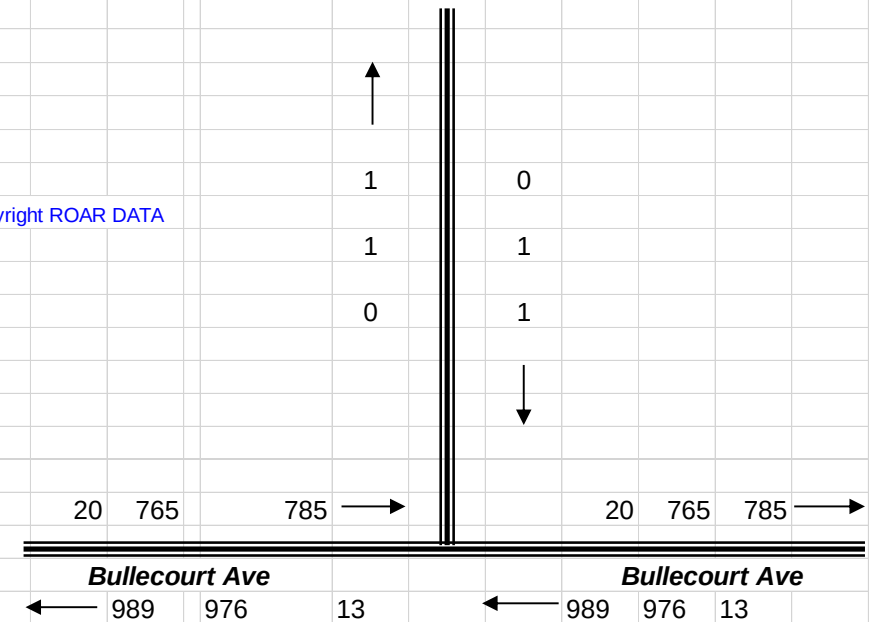
Service Rd

PEAK HOUR
1115 - 1215



© Copyright ROAR DATA

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 : Saturday 6th April 2019

Intersection Details
Obtained via satellite
May be incorrect

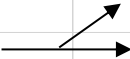
PEAK HOUR
1115 - 1215

Combined figures only



Service Road

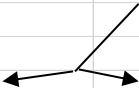
Bullecourt Ave



0 L

283 T

R	L
0	0



R **0**

T **387**



Bullecourt Ave

Combined figures only

Weather >>>



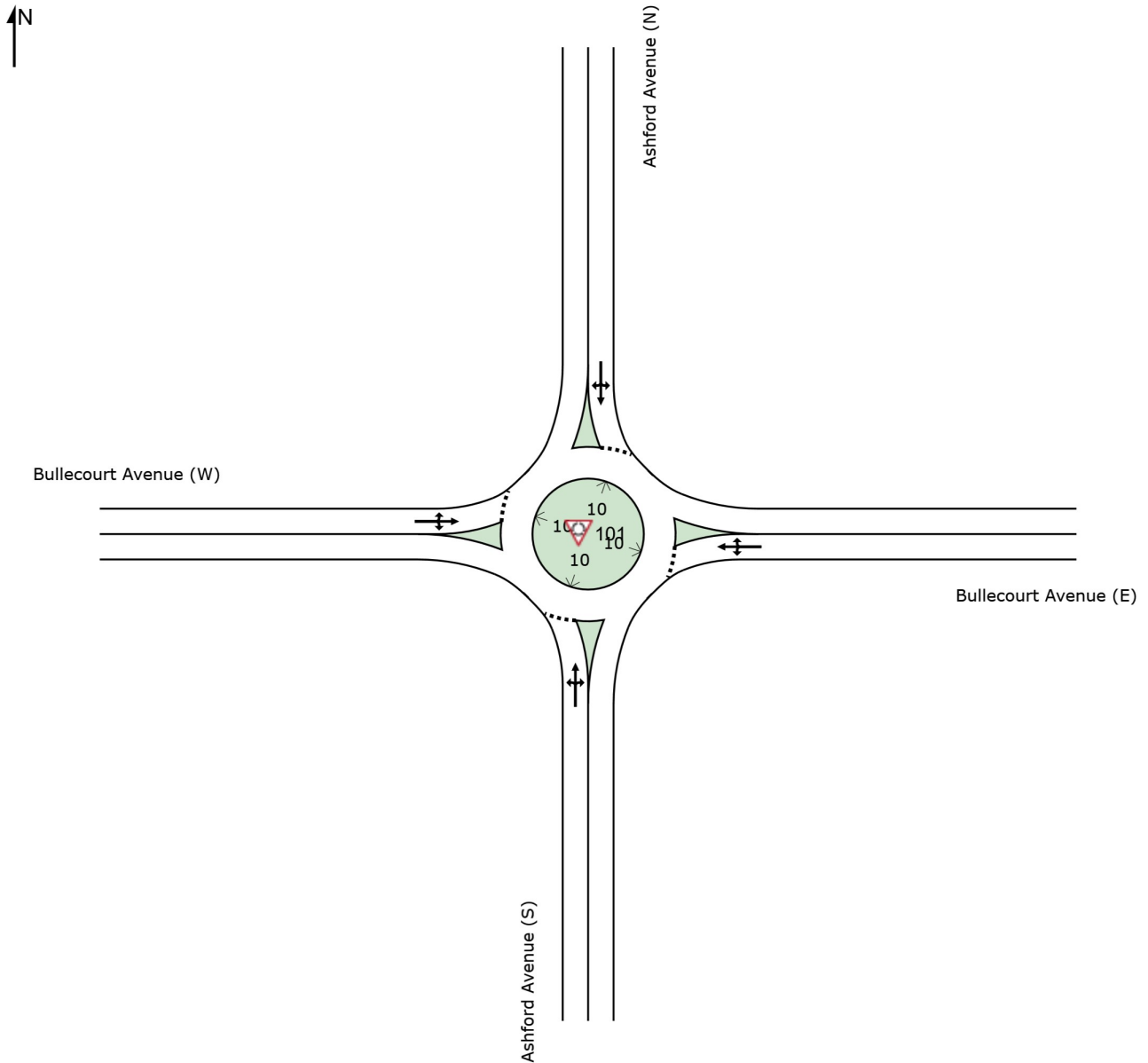
APPENDIX B

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	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:26:28 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP.sip8

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	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:26:30 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			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	45.5
2	T1	78	1.3	78	1.3	0.262	8.3	LOS A	0.6	4.5	0.68	0.78	45.5
3	R2	115	1.7	115	1.7	0.262	11.6	LOS A	0.6	4.5	0.68	0.78	50.5
Approach		212	1.4	212	1.4	0.262	10.1	LOS A	0.6	4.5	0.68	0.78	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	51.7
5	T1	279	9.7	279	9.7	0.416	5.7	LOS A	1.3	10.1	0.44	0.57	47.2
6	R2	169	9.5	169	9.5	0.416	9.0	LOS A	1.3	10.1	0.44	0.57	47.2
Approach		499	8.6	499	8.6	0.416	6.8	LOS A	1.3	10.1	0.44	0.57	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	50.0
8	T1	28	3.6	28	3.6	0.565	13.5	LOS A	2.1	15.4	0.93	1.05	51.1
9	R2	70	10.0	70	10.0	0.565	17.2	LOS B	2.1	15.4	0.93	1.05	47.7
Approach		339	7.7	339	7.7	0.565	14.3	LOS A	2.1	15.4	0.93	1.05	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	42.5
11	T1	568	3.2	568	3.2	0.780	12.9	LOS A	4.6	32.9	0.92	0.98	48.7
12	R2	16	0.0	16	0.0	0.780	16.1	LOS B	4.6	32.9	0.92	0.98	49.0
Approach		749	3.3	749	3.3	0.780	12.9	LOS A	4.6	32.9	0.92	0.98	47.8
All Vehicles		1799	5.4	1799	5.4	0.780	11.2	LOS A	4.6	32.9	0.76	0.86	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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:47:59 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP + Anglicare DA.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:48:02 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP + Anglicare DA.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh					
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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

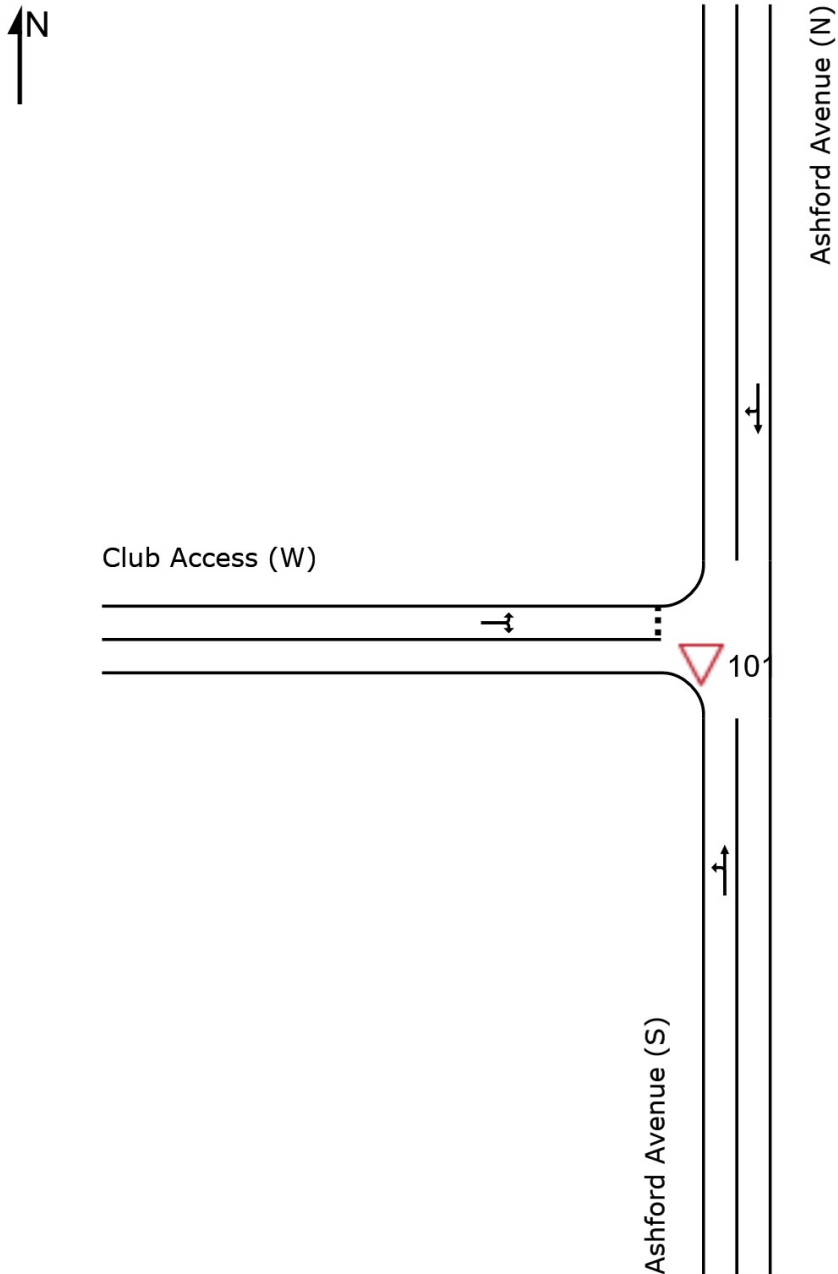
Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:48:04 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP + Anglicare DA.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:51:05 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Existing Network.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:26:28 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:26:30 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec							
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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:47:59 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP + Anglicare DA.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:48:02 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP + Anglicare DA.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Processed: Monday, 23 September 2019 9:48:04 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Proposed Network BGC PP + Anglicare DA.sip8

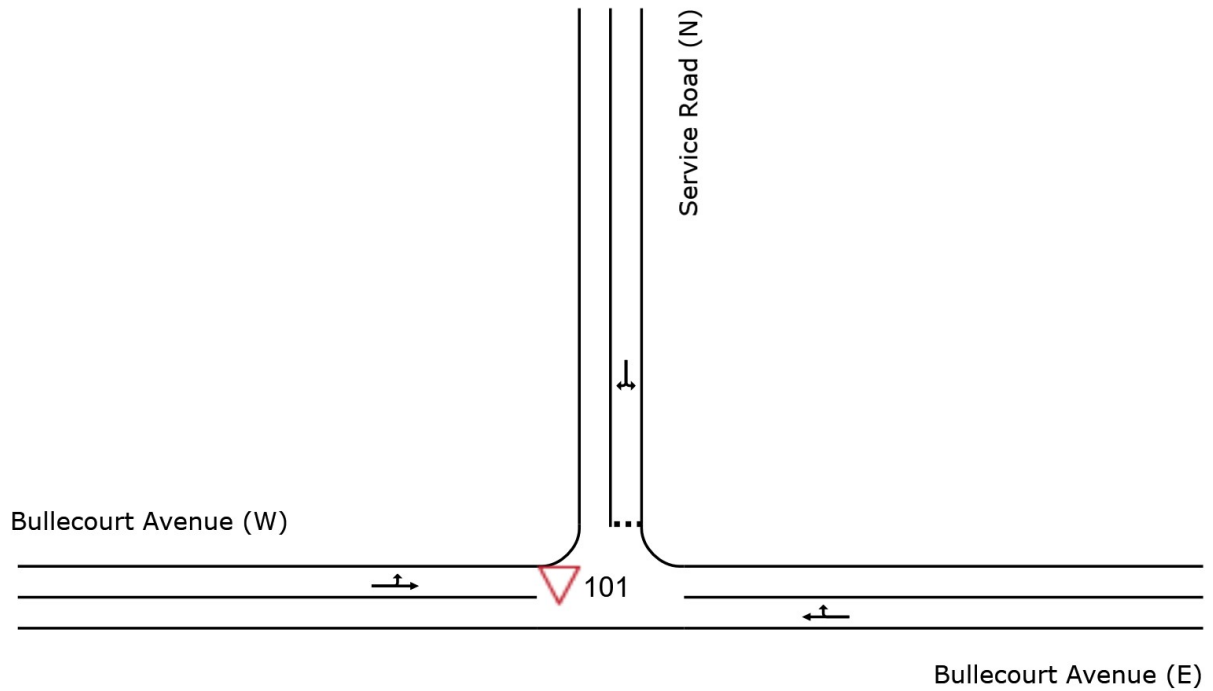
SITE LAYOUT

▽ Site: 101 [BUL_BULX AM]

BUL_BULX

Site Category: (None)

Giveway / Yield (Two-Way)



SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: VARGA TRAFFIC PLANNING | Created: Monday, 23 September 2019 10:02:02 AM

Project: Z:\DATA\Data\Jobs01\Jobs\18work\18812C_70AshfordAveMilperra\SIDRA\190923\Existing Network.sip8

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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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)
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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).
 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 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		Arrival Flows		Deg. Satn	Average Delay	Level of Service	Aver. Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV %	Total veh/h	HV %	v/c	sec		veh	m				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).
 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.