# TRAFFIC AND PARKING IMPACT ASSESSMENT OF THE PROPOSED MODIFICATION TO THE EXISTING ASPHALT BATCHING PLANT AT 25 - 27 KENNINGTON DRIVE, TOMAGO

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**Development Type:** Asphalt Batching Plant

**Site Address:** 25 - 27 Kennington Drive, Tomago

**Prepared for:** COLAS New South Wales Pty Ltd care of Monteath & Powys Pty Ltd

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# 1 INTRODUCTION

*M^C^Laren Traffic Engineering* was commissioned by *Monteath &* Powys Pty Ltd on behalf of *COLAS New South Wales Pty Ltd* to provide a traffic and parking impact assessment of the proposed modification to the existing Asphalt Batching Plant at 25 - 27 Kennington Drive, Tomago as depicted in **Annexure A**. The CV's of the authors are presented in **Annexure B**.

## *1.1 Description and Scale of Development*

The proposed development has the following characteristics relevant to traffic and parking:

- Increase the total annual output of the approved Asphalt Plant from 150,000 tonnes per year to up to 250,000 tonnes per year;
- No increase to the existing production rate;
- No proposed changes to parking area.

The proposed development in relation to the peak production rate of the Asphalt Batching Plant is not changing, rather, the site will run for longer and more frequently to achieve the increase in volume such that the peak traffic associated with the site will not increase. Additionally, the proposed development in relation to the amount of materials stored on the Materials Storage and Processing Yard is not changing, rather, the site will operate for longer and more frequently to increase the utilisation threshold of materials per year.

## *1.2 State Environmental Planning Policy (Infrastructure) 2007*

The proposed development does not qualify as a traffic generating development with relevant size and/or capacity under *Clause 104* of the *SEPP (Infrastructure) 2007* as the site area is less than 20,000m$^2$ GFA. Accordingly, formal referral to Transport for New South Wales (TfNSW) is unnecessary and the application can be assessed by Department of Planning, Industry and Environment officers accordingly.

## *1.3 Site Description*

The subject site is zoned *IN1: General Industry* under the Port Stephens LEP 2013 and is currently owned and operated by *COLAS New South Wales Pty Ltd*. The site has a single frontage to Kennington Drive to the North and is generally surrounded by industrial and rural developments.

## *1.4 Reference Materials*

This traffic and parking impact assessment has been undertaken with due consideration to the following documents:

1. *RTA Guide to Traffic Generating Developments 2002*
2. *RMS Traffic Modelling Guidelines 2013*
3. *Austroads Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings Management 2020*
4. *Austroads Guide to Traffic Management Part 12 – Integrated Transport Assessments for Developments 2020*

### 1.5 Site Context

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


**FIGURE 1: SITE CONTEXT – AERIAL PHOTO**

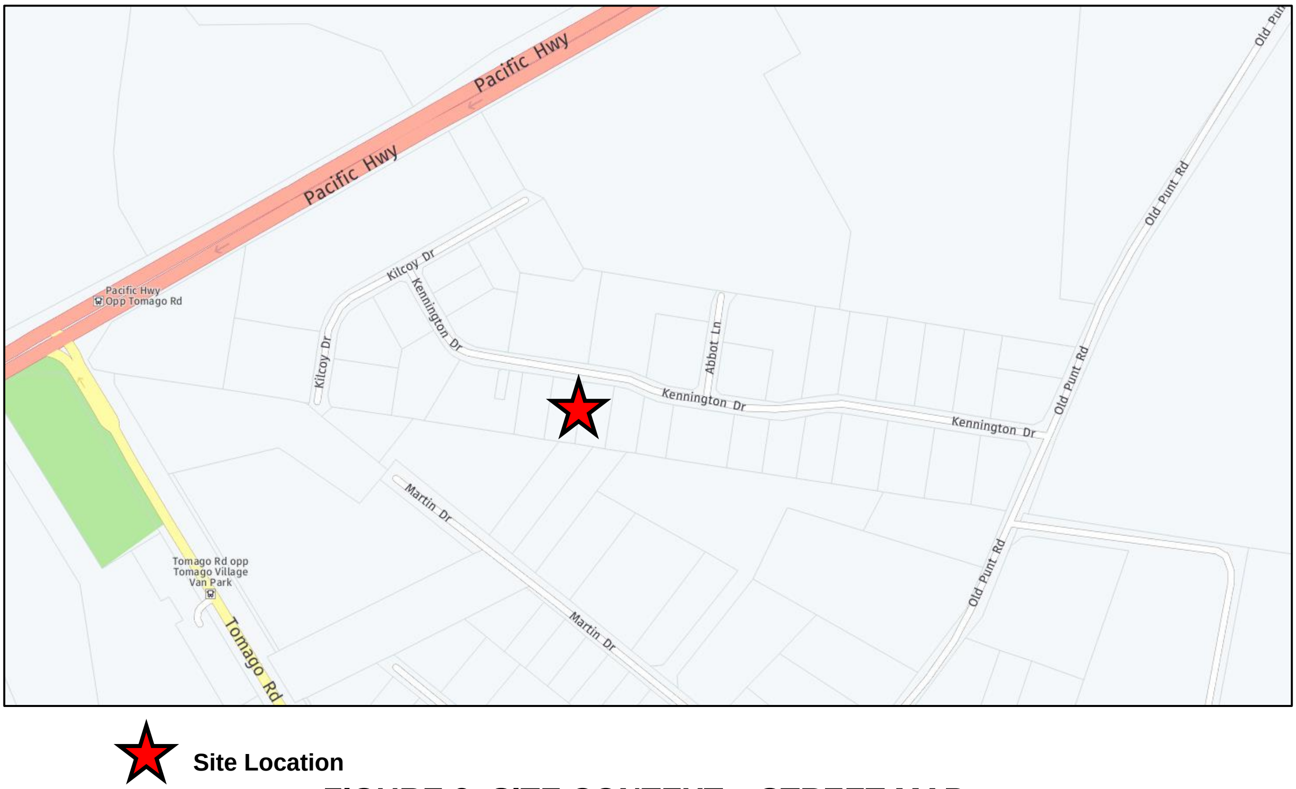



**FIGURE 2: SITE CONTEXT – STREET MAP**

# 2 EXISTING TRAFFIC AND PARKING CONDITIONS

## 2.1 Road Hierarchy

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

### 2.1.1 Kennington Drive

- Unclassified LOCAL Road;
- Approximately 11m wide carriageway facilitating one (1) traffic flow lane in both directions and kerbside parking along both sides of the road;
- No speed limit signposted, 50km/h applies;
- Unrestricted kerbside parking permitted along both sides of the road.

### 2.1.2 Old Punt Road

- Unclassified LOCAL Road;
- Approximately 12m wide carriageway facilitating one (1) traffic flow lane in both directions and kerbside parking along both sides of the road;
- Signposted 60km/h speed limit;
- Unrestricted kerbside parking permitted along both sides of the road.

### 2.1.3 Tomago Road

- TfNSW Classified STATE Road (No. 302);
- Approximately 12m wide carriageway facilitating one (1) traffic flow lane in both directions and shoulders on both sides of the road;
- Signposted 80km/h speed limit to the east of Old Punt Road and 60km/h to the west of Old Punt Road.

### 2.1.4 Pacific Highway

- TfNSW Classified STATE Road (No. 10);
- Approximately 27m wide carriageway (including median) facilitating two (2) traffic flow lanes in both directions and shoulders on both sides of the road;
- Signposted 80km/h speed limit.

## 2.2 Existing Traffic Management

- GIVE-WAY controlled intersection of Kennington Drive / Old Punt Road.
- Signal controlled intersection of Old Punt Road / Pacific Highway.
- Roundabout controlled intersection of Old Punt Road / Tomago Road.
- Signal controlled intersection of Pacific Highway / Tomago Road.

### 2.3 Existing Traffic Environment

Turning movement traffic surveys were conducted at the intersections of Kennington Drive / Old Punt Road, Pacific Highway / Old Punt Road, Pacific Highway / Tomago Road and Old Punt Road / Tomago Road from 7:00am to 9:00am and 3:00pm to 6:00pm on Tuesday the 16th February 2021 representing a typical operating weekday. The full survey results are shown in **Annexure C** for reference.

#### 2.3.1 Existing Road Performance

The performance of the surrounding intersections under the existing traffic conditions has been assessed using SIDRA INTERSECTION 9.0, **Table 1** summarises the resultant intersection performance data, with full SIDRA results reproduced in **Annexure D**.

**TABLE 1: EXISTING INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.0)**

| Intersection | Peak Hour | Degree of Saturation(1) | Average Delay(2) (sec/veh) | Level of Service(3)(4) | Control Type | Worst Movement | 95th Percentile Queue |
|---|---|---|---|---|---|---|---|
| *EXISTING PERFORMANCE* | | | | | | | |
| Old Punt Rd /Kennington Dr | AM | 0.07 | 3.6 (Worst: 6.2) | **NA** (Worst: A) | Give Way | RT from Old Punt Rd | 0.2 veh (1.6m) Old Punt Rd |
| | PM | 0.17 | 3.4 (Worst: 6.4) | **NA** (Worst: A) | | RT from Old Punt Rd | 0.6 veh (4.7m) Kennington Dr |
| Old Punt Rd /Tomago Rd | AM | 0.30 | 5.1 (Worst: 16.6) | **A** (Worst: C) | Roundabout | UT from Old Punt Rd | 2 veh (15.4m) Tomago Rd |
| | PM | 0.46 | 7.9 (Worst: 17.3) | **A** (Worst: C) | | UT from Old Punt Rd | 3 veh (22.3m) Tomago Rd |
| Pacific Hwy /Tomago Rd | AM | 0.70 | 16 | **B** | Signals | RT from Pacific Hwy | 21.3 veh (166.9m) Pacific Hwy |
| | PM | 0.87 | 23.1 | **B** | | LT from Tomago Rd | 32.9 veh (245.1m) Pacific Hwy |
| Old Punt Rd /Pacific Hwy | AM | 0.54 | 7.4 | **A** | Signals | RT from Old Punt Rd | 19.5 veh (151.3m) Pacific Hwy |
| | PM | 0.69 | 11.2 | **A** | | RT from Old Punt Rd | 26.4 veh (196.7m) Pacific Hwy |

NOTES:
(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
(4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

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

## 2.4 Public Transport

The subject site has access to existing bus stop (ID: 2322112) located approximately 500m walking distance to the east of site on Old Punt Road. The bus stop services existing bus Route 140 (Newcastle Interchange to Raymond Terrace) provided by *Hunter Valley Buses*.

The location of the site subject to the surrounding public transport network is shown in **Figure 3**.

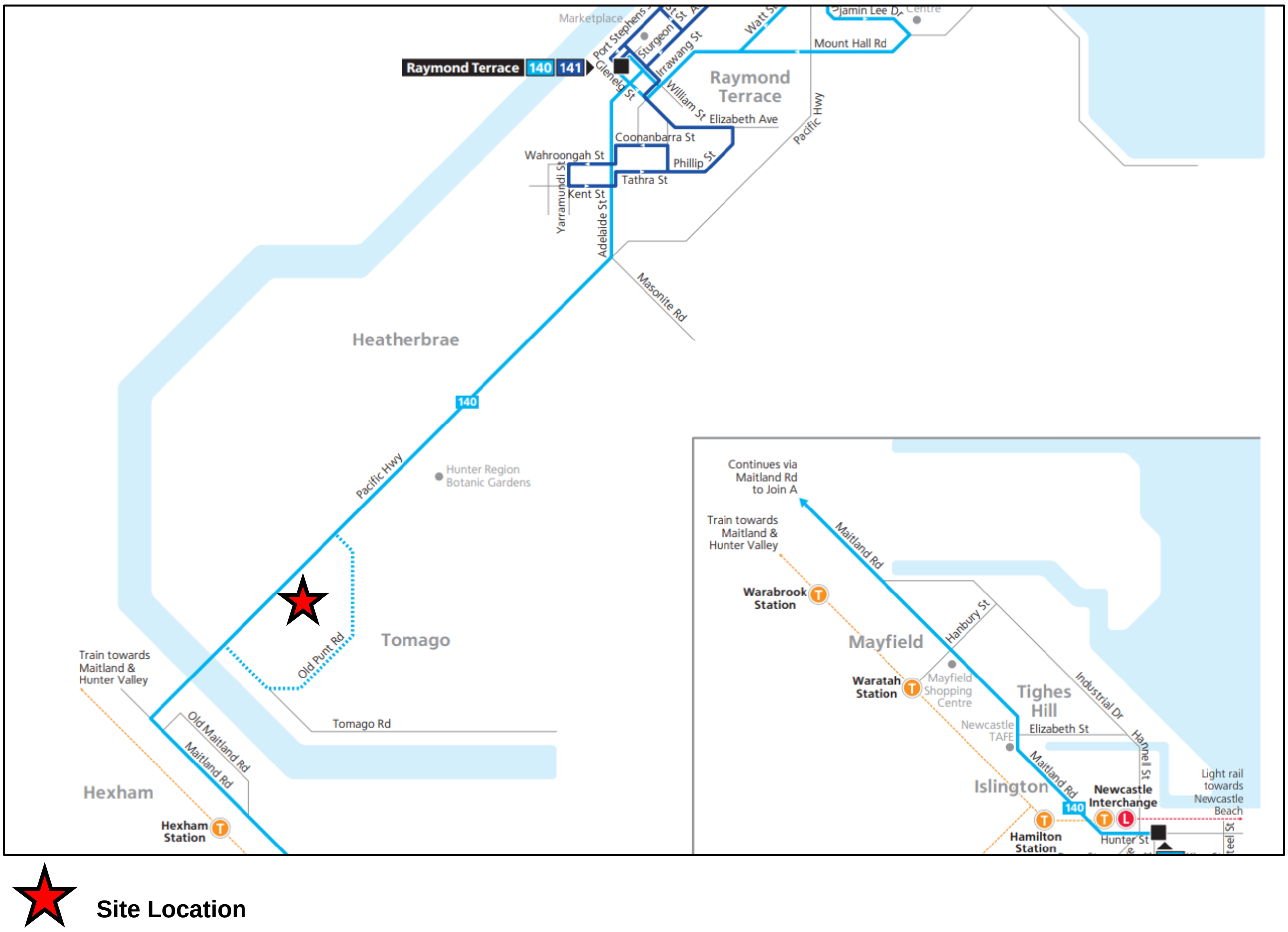



**FIGURE 3: PUBLIC TRANSPORT NETWORK MAP**

## 2.5 Future Road and Infrastructure Upgrades

From Port Stephens Council Development Application tracker and website, it appears that there are no future planned road or public transport changes that will affect traffic conditions within the immediate vicinity of the subject site.

From the TfNSW Projects and Initiatives Map, an upgrade to the M1 Pacific Motorway is currently in the planning stage as part of the *M1 Pacific Motorway extension to Raymond Terrace* project. A concept interchange design was provided within the October 2020 project update which is reproduced in **Figure 4**. The proposed interchange will significantly improve the connectivity between the subject site and the M1 motorway.

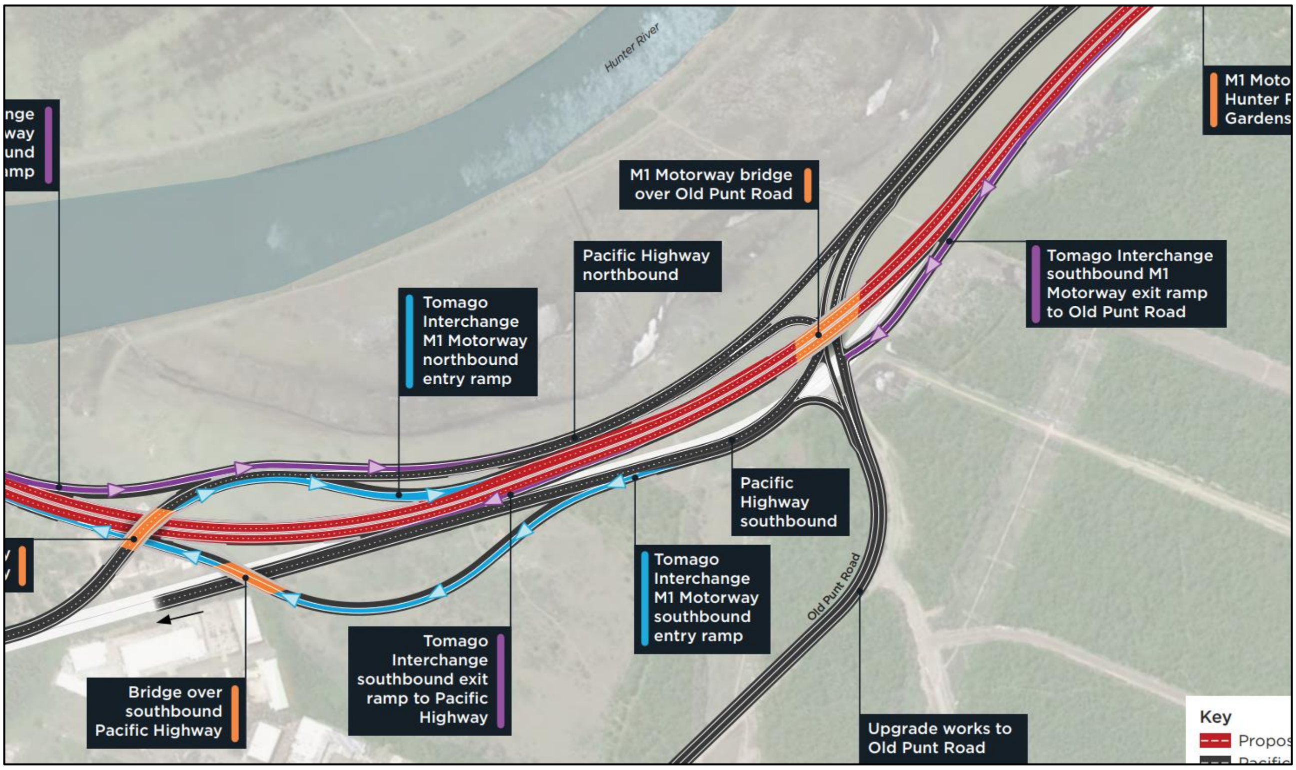



**FIGURE 4: M1 PACIFIC MOTORWAY EXTENSION TO RAYOND TERRACE CONCEPT**

# 3 PARKING ASSESSMENT

## *3.1 Council Parking Requirement*

Reference is made to the *Port Stephens Council Development Control Plan 2014 B8.B - Road Network and Parking* which designates the following parking rates applicable to the proposed development:

> ***20.2 Car Parking Provision and Service Facilities by Land Use***
>
> *Heavy industrial storage establishments, heavy industry and general industry*
>
> > *1 car space per $100m^2$ floor area or 4 space per work bay*
> >
> > *1 bike space per 20 employees*
> >
> > *1 accessible car space per 30 car spaces*

While Council's DCP provides the above parking rates, the existing operations are known and as such a first principles assessment can be undertaken of the development.

For work health and safety reasons, Colas does not currently utilise the existing approved parking provisions within the Asphalt Batching Plant site (25-27 Kennington Drive). The parking of light vehicles on the site is restricted to ensure safety around the heavy vehicles and heavy equipment which operate on the site.

Colas operates over multiple lots between 21 Kennington Drive and 33 Kennington Drive. A total of 12 staff work across the multiple sites when the site is operating and as such would require 12 car parking spaces, assuming each staff member drives to site. In addition, the Colas operation requires storage of trucks and plant.

The staff car parking spaces for the Colas operation are located at 21 Kennington Drive which provides for 12 car parking spaces (including 1 disabled parking space) accommodating the existing staff requirement of the site. Truck and plant storage occurs at 23 Kennington Drive under internal management.

It is reiterated that no changes to the existing parking demand is proposed as part of this development application and therefore the proposed development is supportable in terms of parking impact.

### 3.2 Disabled Parking

Port Stephens Council DCP states the following regarding disabled parking provision relevant to the proposed development:

*Table: B8.B Accessible Car Parking Provision*

***Heavy Industry***

*Minimum Number of Accessible Spaces*

*1 car space per 30 car spaces*

No changes to the existing parking layout are proposed as part of this development application. Nevertheless, one (1) disabled car parking space is provided for at 21 Kennington Drive, satisfying Council's DCP requirement.

### 3.3 Bicycle & Motorcycle Parking Requirements

The Port Stephens Council DCP 2014 requires that bicycle parking be provided at a rate of one (1) bicycle space per 20 employees or part thereof. This requirement results in a required provision of **1** bicycle space. Bicycle parking can easily be accommodated on-site informally if required.

Council's DCP does not provide a motorcycle parking rate and as such the site does not require motorcycle parking.

### 3.4 Servicing & Loading

No changes to the existing loading and servicing operation or layout of the site are proposed as part of this application. Currently, the largest sized vehicle required to access the site is a 26m long B-double with the site typically requiring access for 20m long truck and dogs. The site has been operating satisfactorily for many years and no changes are proposed to the ongoing operations apart from an increase in total annual output. It is reiterated that the peak production rate of the site is not changing, rather, the site will run for longer to achieve the increase in volume such that no additional queues will result from the proposal.

### 3.5 Car Park Design & Compliance

The existing car parking layout as depicted in **Annexure A,** has not been assessed against the relevant clauses and objectives of *AS2890.1:2004*, *AS2890.2:2002* or *AS2890.6:2009* as no changes are proposed to the existing parking layout. The existing layout has been approved as part of previous development approvals and does not require reassessing.

## 4 TRAFFIC ASSESSMENT

The impact of the expected traffic generation levels associated with the subject proposal is discussed in the following sub-sections. The subject asphalt batching plant operates in conjunction with the materials storage and processing yard located to the west of the site. Therefore, the traffic generation of both the batching plant and the storage yard has been assessed in together.

For the purpose of this traffic assessment, it has been assumed that no truck movements to or from the site occurred during the survey period. It is likely that some truck movements to and from the site were captured by the surveys and this assessment therefore outlines a worst case.

### *4.1 Traffic Generation*

The traffic generation of the existing Colas operation along Kennington Drive has been determined using the ticketing system of the inbound materials between 1$^{st}$ March 2020 and 28$^{th}$ February 2021 and the export of asphalt between 1$^{st}$ September 2020 and 17$^{th}$ February 2021. The detailed ticketing results for the import and export are presented in **Annexure E** & **Annexure F**, respectively.

#### 4.1.1 Inbound Materials

The ticketing system for the import of material provided the daily heavy vehicle deliveries as shown in **Figure 5**. Over the 12-month period the peak daily trucks associated with the import of materials was 50 trucks. Removing the weekends and the days with no imported materials, the 85$^{th}$ percentile daily import of material was 25 trucks. To estimate a peak hour volume from the daily inbound traffic volumes, it has been assumed that 20% of the daily vehicle trips occur within the peak hour.

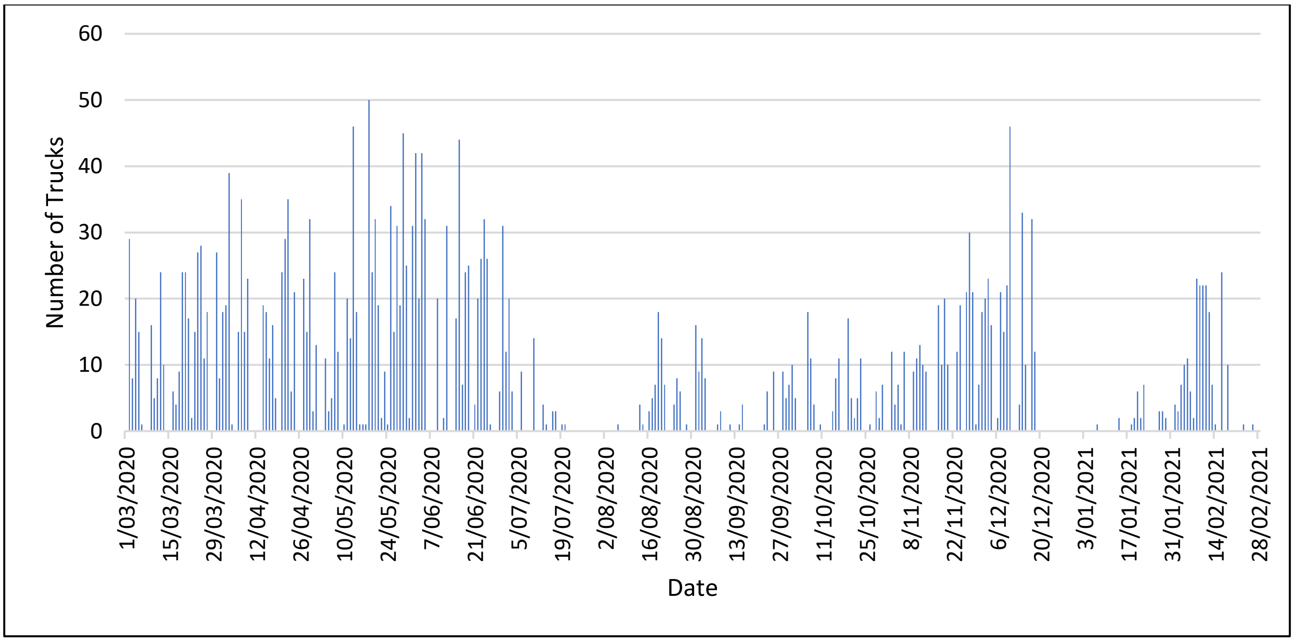



**FIGURE 5: DAILY IMPORT TRUCKS**

### 4.1.2 Exported Materials

The ticketing system for the export of asphalt provided more detailed timing of truck movements such that peak hour volumes could be derived directly. Over the available 6-month period, the 85th percentile peak hour truck generation associated with export of asphalt was 6 trucks. A box and whisker plot for the AM and PM peak hour of each day that material was exported is presented in **Figure 6**. In addition, a heatmap diagram showing the daily variation hour-to-hour is presented in **Annexure F**. The heat map shows the variation in hourly traffic generation over each day and extends for the full duration of the survey period (6-months). It should be noted that the heatmap only shows days when asphalt was exported (i.e. days with no traffic generation have been removed). The heatmap shows that the site does not consistently generate truck traffic each day, rather the traffic generation is dependent on demand and production rate of the plant.

The peak daily trucks associated with the export of asphalt was 37 trucks as shown in **Figure 7**. The 85th percentile number of daily trucks associated with the export of asphalt was 28 trucks.

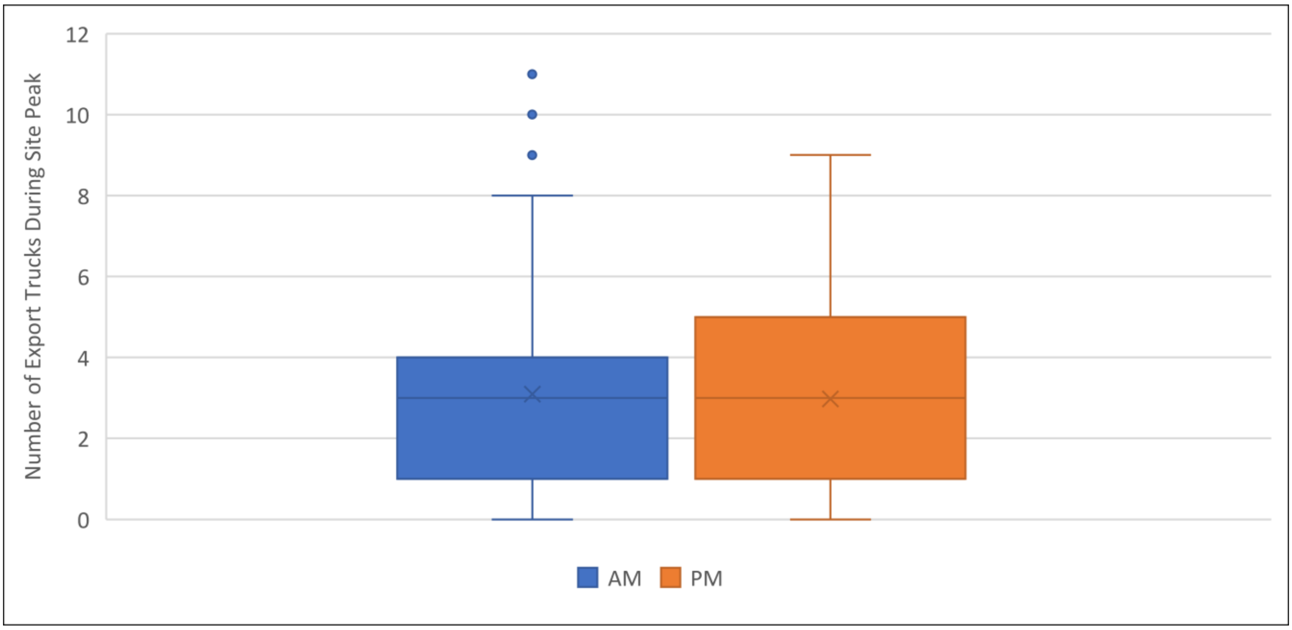



**FIGURE 6: AM AND PM PEAK HOUR TRUCK EXPORT VARIATION**

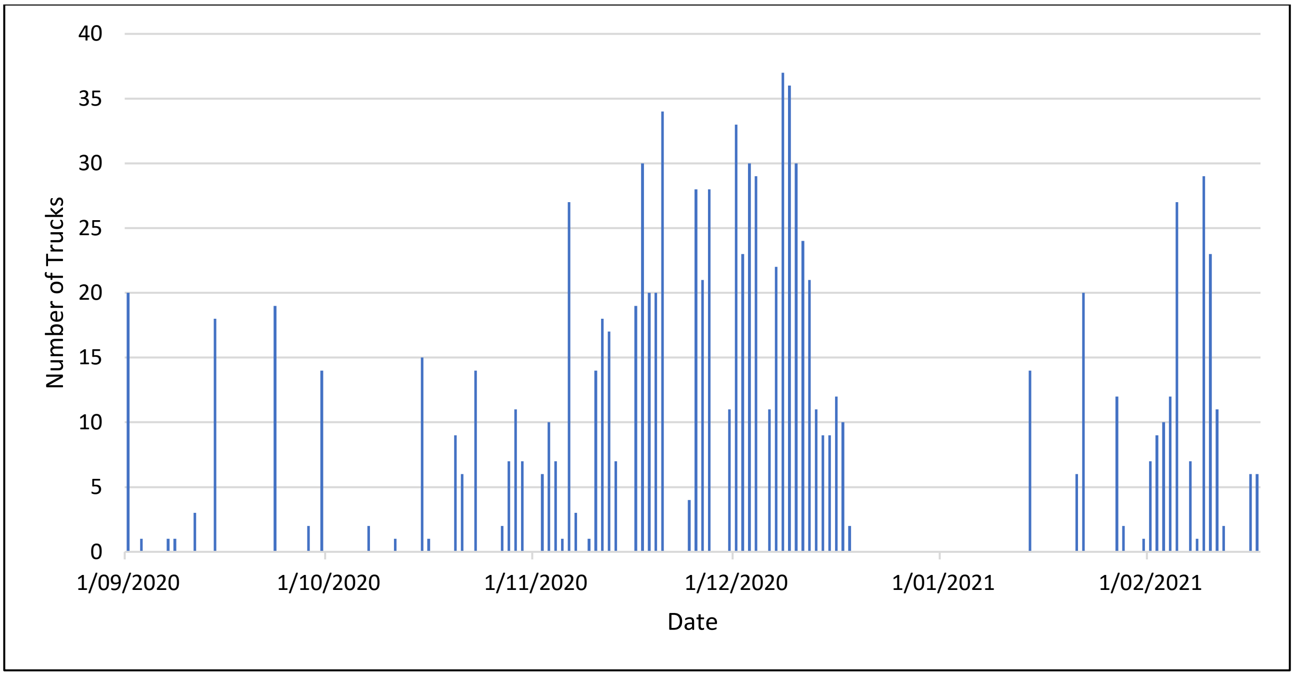



**FIGURE 7: DAILY ASPHALT EXPORT TRUCKS**

### 4.1.3 Staff Trips

The number of staff that work at the materials storage yard and the asphalt plant while the plant is processing material is 12. For a conservative assessment it is assumed that each staff member arrives in their own vehicle in the AM peak hour and departs in the PM peak hour.

### 4.1.4 Local Transfer of Materials

In addition to the above, to transport material between the storage yard and the plant at a production rate of 150 tonnes per hour a Heavy Rigid Vehicle transports material at 12.5 tonnes per load. This corresponds to traffic generation of 12 loads per hour during peak operation of the site. It should be noted that the transport of material between the storage yard and the plant does not increase the demand on the any of the surrounding intersections.

### 4.1.5 Summary of Traffic Generation for the Proposal

The proposed development in relation to the peak production rate of the Asphalt Batching Plant is not changing, rather, the site will run for longer and more frequently to achieve the increase in volume such that the peak traffic associated with the site will not increase. Additionally, the proposed development in relation to the amount of materials stored on the Materials Storage and Processing Yard is not changing, rather, the site will operate for longer and more frequently to increase the utilisation threshold of materials per year.

It is understood that the existing asphalt batching plant is approved for a maximum production of 150 tonnes of asphalt per hour. There are no proposed changes to the equipment and hence, no changes to the maximum production rate of the site. Further, the traffic generation detailed above was related to a total annual production of 109,000 tonnes of asphalt in the 2020 calendar year. While this total production is less than the proposed production of 250,000 tonnes per year it is not expected to change the 85$^{th}$ percentile traffic generation of the site as the production rate is not changing.

Considering the above, the resulting traffic generation is summarised in **Table 2**.

**TABLE 2: EXISTING AND PROPOSED COLAS TRAFFIC GENERATION**

| Use | Peak Hour(1) | 85th Percentile Day(1) |
|---|---|---|
| Import (Storage Yard - Heavy Vehicles) | AM: 10(2) (5 in, 5 out)<br>PM: 10(2) (5 in, 5 out) | 50 (25 in, 25 out) |
| Export (Asphalt Plant - Heavy Vehicles) | AM: 12 (6 in, 6 out)<br>PM: 12 (6 in, 6 out) | 56 (28 in, 28 out) |
| Staff (Light Vehicles) | AM: 12 (12 in, 0 out)<br>PM: 12 (0 in, 12 out) | - |
| **Total(3)** | **AM: 34 (23 in, 11 out)**<br>**PM: 34 (11 in, 23 out)** | **106 (53 in, 53 out)**<br>**Heavy vehicles** |

Note: (1) Assumes 50/50 spilt of inbound and outbound traffic.
(2) Assumes 20% of daily traffic occurs during the peak hour.
(3) Assumes import peak and export peak occurs concurrently.

As shown, the expected traffic generation for the existing and proposed development is in the order of **34** vehicle trips in the peak hour. The existing Colas site was operational during the recorded traffic surveys and therefore, it is assumed that the 12 staff trips were recorded within the traffic surveys and as such have not be assessed further. The number of import or export trips that occurred to / from the site during the survey period is unknown and therefore, for a conservative assessment, it has been assumed that the peak hourly traffic generation of the import and export trucks occurs at the same time and that this generation occurs during both the AM and PM network peaks. While this is unlikely to occur it provides for a worst case traffic assessment of the proposed development.

### 4.1.6 Heavy Vehicle Classification

A number of different sized heavy vehicles utilise the site. The different sized vehicles were recorded within the imported materials ticketing system and are presented in **Table 3** below.

**TABLE 3: VEHICLE CLASSIFICATION**

| Month | Imported Materials Truck Size Count | | | | |
|---|---|---|---|---|---|
| | Rigid | Flocon (Rigid) | Truck & Dog | Semi | B-double |
| March 2020 | 4 | 50 | 275 | 16 | 11 |
| April 2020 | 9 | 48 | 338 | 14 | 13 |
| May 2020 | 11 | 74 | 351 | 19 | 23 |
| June 2020 | 9 | 55 | 385 | 8 | 26 |
| July 2020 | 0 | 5 | 61 | 8 | 0 |
| August 2020 | 2 | 5 | 81 | 3 | 4 |
| September 2020 | 2 | 11 | 60 | 4 | 1 |
| October 2020 | 3 | 14 | 102 | 6 | 2 |
| November 2020 | 3 | 38 | 192 | 15 | 10 |
| December 2020 | 8 | 63 | 179 | 14 | 10 |
| January 2021 | 4 | 16 | 30 | 6 | 0 |
| February 2021 | 5 | 13 | 160 | 10 | 6 |
| **Total trucks** | **60 (2%)** | **392 (14%)** | **2214 (76%)** | **123 (4%)** | **106 (4%)** |

As shown above, the majority of vehicles entering the storage yard are Truck & Dog and Heavy Rigid Vehicles with the occasional requirement for semi-trailer trucks and B-doubles. It is also assumed that a similar truck classification is required for the export of material at for the asphalt plant.

### *4.2 Traffic Assignment*

The assumed traffic assignment of import, export and staff trips is discussed in the following subsections.

#### 4.2.1 Import of Material

A number of different materials are imported for the operation of the subject site and the storage yard. The current haul routes for imported material are presented in **Table 4**.

**TABLE 4: IMPORT HAUL ROUTES**

| Material | Supplier | Source Location | Direction from Site |
|---|---|---|---|
| Bitumen | Sami | 12 Grand Avenue, Camellia Or Port of Botany | South |
| Hydrated Lime | Graymont | Garthowen Road, Attunga | North |
| Manufactured Sand & Coarse Aggregates | Hunter Quarries | Blue Rock Close, Karuah | North |
| SFS Slag | Australian Steel Mill Services | 21 Area Springhill Road, Port Kembla | South |
| Natural Sand | Holcim | 799 Pacific Highway, Chatswood. (Holcim office) | South (assumed) |
| Recycled Asphaltic product | - | Various Construction Sites | - |

As shown above, material is typically imported from the north or from the Sydney region. Therefore, the import of material is assumed to have the following traffic distribution:

- 50% of traffic will travel to/from the north via the Pacific Highway;
- 50% of traffic will travel to/from the south via the Pacific Highway.

#### 4.2.2 Export of Material

The site produces hot mix asphalt used for asphalt paving projects in local council's and roadways within the Hunter region. Therefore, the export of material is assumed to have the following traffic distribution:

- 50% to the south via the Pacific Highway;
- 25% to the west via the Pacific Highway;
- 25% to the north via the Pacific Highway.

### 4.2.3 Staff Trips

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

- 10% to / from the east via Tomago Road;
- 40% to / from the north via Pacific Highway;
- 40% to / from the south via Pacific Highway
- 10% to / from the west via Pacific Highway.

It is reiterated that existing staff trips would have been observed within the recorded traffic surveys and as such have not been added as additional trips to the traffic modelling. The staff trip distribution has been provided for completeness only.

### 4.2.4 Traffic Distribution Summary

The traffic distributions discussed in the above subsections are presented in **Figure 8** below.

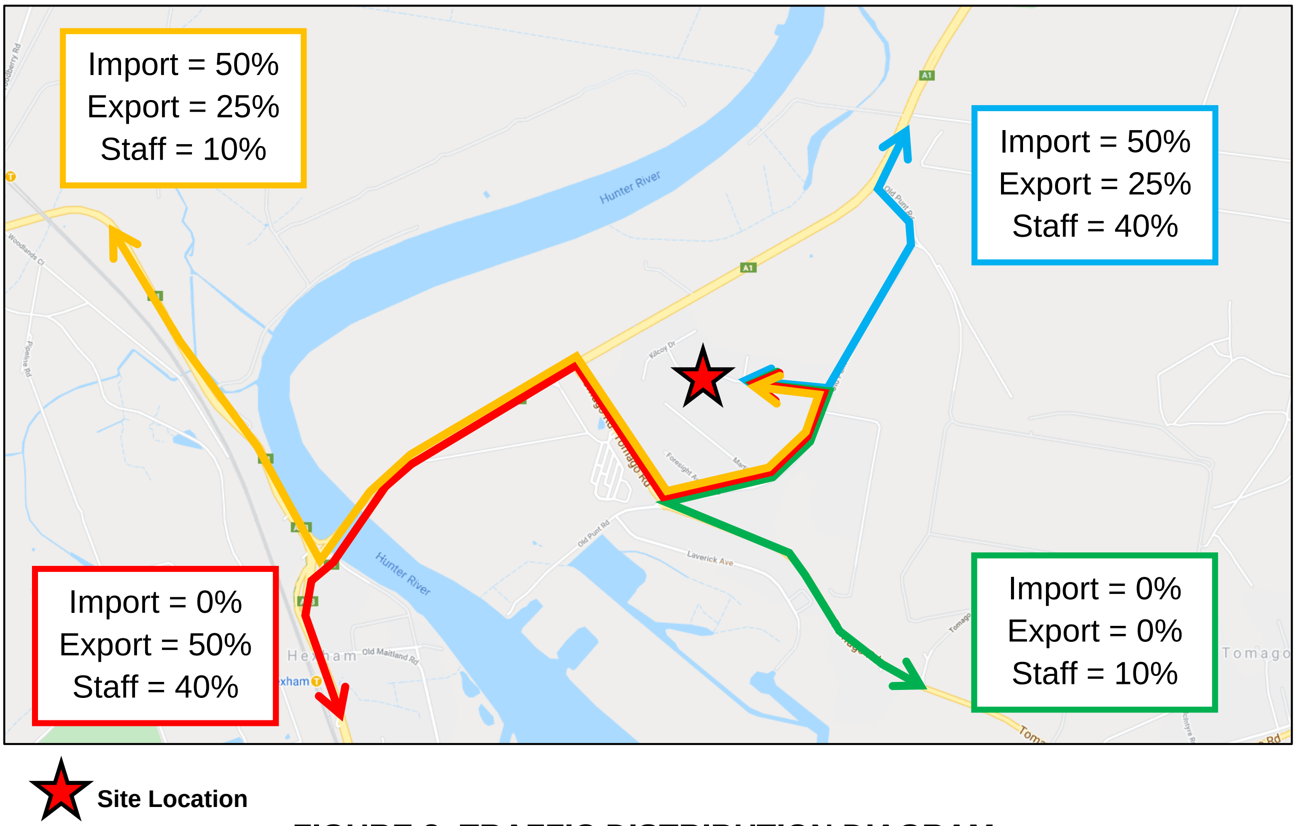



**FIGURE 8: TRAFFIC DISTRIBUTION DIAGRAM**

## *4.3 Traffic Impact*

The traffic generation outlined in **Section 4.1** & **4.2** above has been added to the existing traffic volumes recorded. SIDRA INTERSECTION 9.0 was used to assess the intersections performance. The purpose of this assessment is to compare the existing intersection operations to the future scenario under the 85th percentile operational day traffic load. The results of this assessment are shown in **Table 5**.

## TABLE 5: INTERSECTION PERFORMANCE (SIDRA INTERSECTION 9.0)

| Intersection | Peak Hour | Degree of Saturation(1) | Average Delay(2) (sec/veh) | Level of Service(3)(4) | Control Type | Worst Movement | 95th Percentile Queue |
|---|---|---|---|---|---|---|---|
| ***EXISTING PERFORMANCE*** | | | | | | | |
| Old Punt Rd /Kennington Dr | AM | 0.07 | 3.6 (Worst: 6.2) | **NA** (Worst: A) | Give Way | RT from Old Punt Rd | 0.2 veh (1.6m) Old Punt Rd |
| | PM | 0.17 | 3.4 (Worst: 6.4) | **NA** (Worst: A) | | RT from Old Punt Rd | 0.6 veh (4.7m) Kennington Dr |
| Old Punt Rd /Tomago Rd | AM | 0.30 | 5.1 (Worst: 16.6) | **A** (Worst: C) | Roundabout | UT from Old Punt Rd | 2 veh (15.4m) Tomago Rd |
| | PM | 0.46 | 7.9 (Worst: 17.3) | **A** (Worst: C) | | UT from Old Punt Rd | 3 veh (22.3m) Tomago Rd |
| Pacific Hwy /Tomago Rd | AM | 0.70 | 16 | **B** | Signals | RT from Pacific Hwy | 21.3 veh (166.9m) Pacific Hwy |
| | PM | 0.87 | 23.1 | **B** | | LT from Tomago Rd | 32.9 veh (245.1m) Pacific Hwy |
| Old Punt Rd /Pacific Hwy | AM | 0.54 | 7.4 | **A** | Signals | RT from Old Punt Rd | 19.5 veh (151.3m) Pacific Hwy |
| | PM | 0.69 | 11.2 | **A** | | RT from Old Punt Rd | 26.4 veh (196.7m) Pacific Hwy |
| **FUTURE PERFORMANCE** | | | | | | | |
| Old Punt Rd /Kennington Dr | AM | 0.08 | 3.9 (Worst: 6.4) | **NA** (Worst: A) | Give Way | RT from Old Punt Rd | 0.2 veh (2.3m) Old Punt Rd |
| | PM | 0.19 | 3.7 (Worst: 6.8) | **NA** (Worst: A) | | RT from Old Punt Rd | 0.7 veh (5.5m) Kennington Dr |
| Old Punt Rd /Tomago Rd | AM | 0.30 | 5.2 (Worst: 16.7) | **A** (Worst: C) | Roundabout | UT from Old Punt Rd | 2 veh (15.4m) Tomago Rd |
| | PM | 0.48 | 8 (Worst: 17.4) | **A** (Worst: C) | | UT from Old Punt Rd | 3.1 veh (23.4m) Tomago Rd |
| Pacific Hwy /Tomago Rd | AM | 0.70 | 16.1 | **B** | Signals | RT from Pacific Hwy | 21.3 veh (166.9m) Pacific Hwy |
| | PM | 0.87 | 23.6 | **B** | | LT from Tomago Rd | 34.8 veh (259.7m) Pacific Hwy |
| Old Punt Rd /Pacific Hwy | AM | 0.54 | 7.5 | **A** | Signals | RT from Old Punt Rd | 19.5 veh (151.4m) Pacific Hwy |
| | PM | 0.67 | 11.4 | **A** | | RT from Old Punt Rd | 27.5 veh (205m) Pacific Hwy |

Notes: Refer to **Table 1**

As shown, the surrounding intersections all retain the same overall level of service under future conditions with minimal delays and additional capacity, indicating that there will be negligible impact on the existing road network as a result of the proposed development.

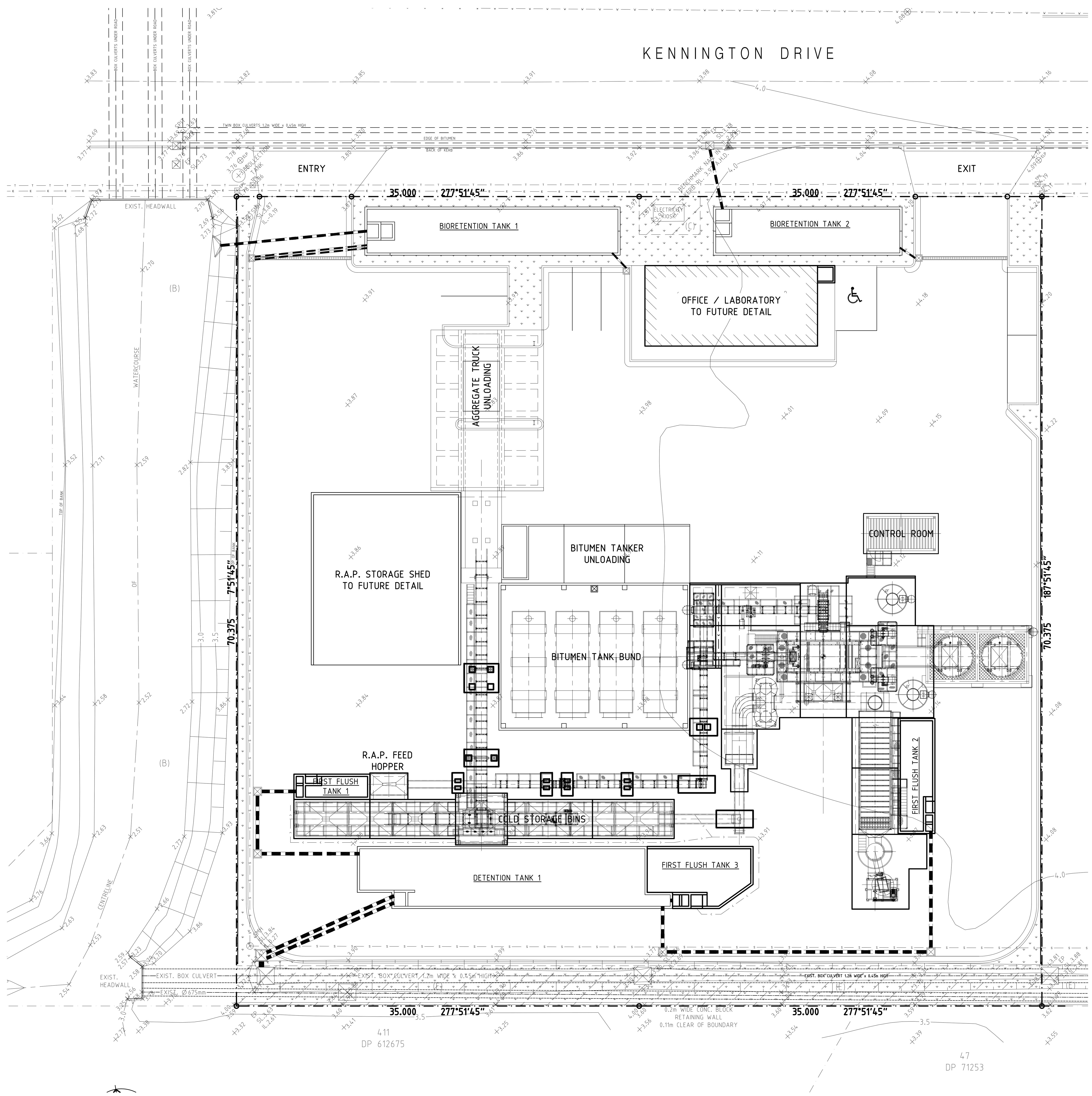
# 5 CONCLUSION

In view of the foregoing, the subject Asphalt Batching Plant proposal at 25 - 27 Kennington Drive, Tomago (as depicted in **Annexure A**) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:

- No changes to the existing parking demand of the site will result of the proposed modifications, with adequate parking provided for staff based on a first principles assessment and consider the Colas operation holistically.
- Bicycle parking can easily be accommodated informally on-site if required.
- Council's DCP does not require the provision of motorcycle parking facilities.
- The parking areas of the site have not been assessed against the relevant sections of *AS2890.1:2004*, *AS2890.2:2018* and *AS2890.6:2009* as no changes are proposed to the existing layout.
- The traffic generation of the proposed development in conjunction with the associated material storage and processing yard has been estimated to be some **34** trips in the AM peak period (23 in, 11 out) and **34** trips in the PM peak period (11 in, 23 out). The impacts of the traffic generation have been modelled using SIDRA INTERSECTION 9.0, indicating that cumulative traffic generation of the subject site and the materials storage and processing yard will result in no detrimental impact to the performance of the intersections as a result of the generated traffic.
- It is noted that the traffic assessment was completed on the basis that no trucks entered or exited the site during the traffic survey period. It is likely that some trucks travelling to and from the site were captured by the traffic surveys and that the results of the assessment represent a worst case.

**ANNEXURE A: SITE LAYOUT**
**(1 SHEET)**

DO NOT SCALE - THIS DRAWING MAY BE A REDUCED COPY




SITE PLAN

## LEGEND

- DENOTES DRAINAGE EXISTING PIT
- EXIST. Ø675mm — DENOTES EXISTING DRAINAGE PIPE
- 4.0 — DENOTES EXISTING CONTOUR
- DENOTES EXISTING SPOTLEVEL
- DENOTES EXISTING BENCH MARK
- DENOTES EXISTING TELSTRA LINE
- DENOTES EXISTING TELSTRA PILLAR
- DENOTES EXISTING U/G ELECTRICITY LINE
- DENOTES EXISTING ELECTRICITY PILLAR
- DENOTES EXISTING LIGHT POST
- DENOTES EXISTING SEWER LINE
- DENOTES EXISTING SEWER MANHOLE

## CONTRACTOR NOTE

1. THE POSITION OF ALL SERVICES SHOWN SHOULD BE REGARDED AS APPROXIMATE ONLY.
2. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE EXACT LOCATIONS AND INFORM ALL RELEVANT AUTHORITIES PRIOR TO ANY EXCAVATION.
3. IT IS THE CONTRACTOR'S RESPONSIBILTY TO ENSURE EXISTING FOOTINGS ARE NOT UNDERMINED.
4. DESIGN & INSTALLATION OF ANY TEMPORARY SHORING THAT MAY BE REQUIRED IS THE RESPONSIBILITY OF THE CONTRACTOR.
5. DRAWINGS SHOULD BE READ IN CONJUNCTION WITH ALL OTHER SERVICE ENGINEERS DRAWINGS

NOT FOR CONSTRUCTION

REVISIONS

| No. | DATE | APP. | AMENDMENTS |
|---|---|---|---|
| A | 19.12.07 | N.I. | ISSUED FOR INFORMATION |



ACEA MEMBER OF THE ASSOCIATION OF CONSULTING ENGINEERS OF AUSTRALIA

LINDSAY & DYNAN PTY LIMITED
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5 Newton Street Broadmeadow NSW 2292
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Email - mail@lindsaydynan.com.au
CONSULTING ENGINEERS

CLIENT: TROPIC ASPHALT

TITLE: SITE PLAN

PROJECT: PROPOSED ASPHALT PLANT
LOTS 14 & 15 KENNINGTON DRIVE
TOMAGO N.S.W.

| DRAWN | DESIGNED | CHECKED | SHEET SIZE |
|---|---|---|---|
| N.I. | M.L. | | A1 |
| SCALE | DATE | APPROVED | |
| A1 - 1:200 | MARCH 2007 | | |
| PROJECT No. | DRAWING No. | | REVISION |
| 6511 | S01 | | A |

**ANNEXURE B: CIRRICULUM VITAE**
**(3 SHEETS)**

## Craig McLaren (Director)

### RPEQ 19457

Craig is an acknowledged traffic consultant since the company inception in 1995. The company's primary function has been to serve both the public and private sectors focusing on traffic impact assessments, transport planning, special event transport planning, local area traffic management, road safety and expert evidence at Land and Environment Court, Supreme Court and the Commission of Inquiry.

***Qualifications***

***Bachelor of Civil Engineering, UNSW, 1985***

*Graduate Diploma in Traffic Engineering, University of New South Wales, 1991*

*Accredited Level 3 Road Safety Auditor, 1998*

*Risk Management Workshop, September 2014*

*Professional Engineers Australia. RPEng 2017*

*Registered Professional Engineer Queensland 2017 RPEQ 19457*

*RMS Accredited Traffic Management Plan Designer [2018]*

***Affiliations:***

*Member, Australian Institute of Traffic Planning and Management - AITPM*

*Member, Institute of Transportation Engineers USA (Australian Branch) – ITE*

***Papers at Conferences***

*"Safe & Liveable Communities, Can You Have Both?" Georgia Institute of Transportation Engineers, St Simons Island, Georgia USA July 1999.*

***Experience:***

**MCLAREN TRAFFIC ENGINEERING**
**1995 to date:**
*Director and experienced traffic engineer responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.*

**SINCLAIR KNIGHT MERZ**
**1994 to 1995:**
*Executive Traffic Engineer. Responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.*

**TRANSPORTATION PLANNING WORKSHOP**
**1989 to 1994:**
*Senior Associate. Responsible for the conduct of a vast number of traffic impact assessment report and gained invaluable experience in giving expert evidence before the Land and Environment Court.*

**ROADS AND TRAFFIC AUTHORITY, NSW**
**1988 to 1989:**
*Technical Secretary to the Regional Traffic Committee, Traffic Engineer, Traffic Engineering Section, involved in traffic/transport research, policy development and assisting councils in the application of the Authority's guidelines.*

**OVE ARUP TRANSPORTATION PLANNING**
**1985 to 1988:**
*Traffic Engineer. Involved in the preparation of traffic impact reports for a wide range of projects.*

**GUTTERIDGE HASKINS & DAVEY**
**1980 to 1982:**
*Trainee Civil Engineer. Involved in assisting with road and subdivision design and field surveying.*

# Thomas Steal (Senior Traffic Engineer)

Thomas is a consulting traffic engineer with extensive experience in consulting with the public and private sectors on matters of transport planning, construction traffic management, traffic impact assessment, road & car park design and road safety auditing.

Thomas appears regularly as an expert witness in the Land and Environment Court to provide evidence on matters related to the traffic, parking and road safefy impacts of development.

Thomas is an expert in the development and application of data, technical methods and the findings of contemporary research to provide for an evidence-based assessment of traffic, parking and road safety impacts.

***Qualification and Affiliations***

*Bachelor of Civil Engineering, University of Sydney, 2015*

*Accredited Level 2 Road Safety Auditor*

*Engineers Australia - Member*

*Australian Institute of Planning and Management – Member*

*Professional Engineers Australia - Member*

***Experience:***

**McLAREN TRAFFIC ENGINEERING**

2015 to date, roles including:

| | | |
|---|---|---|
| - Road Safety Auditing | - Concept Road and Parking Design | - Development of Traffic Engineering Methodology |
| - Construction Traffic Management Plans | - Expert Witness | - Transport Planning |
| - Traffic Impact Assessment | - SIDRA and Aimsun Modelling | - Expert Advice at Public Meetings |
| - Staff Training | - Reviewing and Approval of Documents and Plans | - Operational Management Plans |

## Daniel Walker (Traffic Engineer)

Experienced traffic Engineer for the preparation and review of traffic and parking impact assessments for a wide range of land uses and scales. Skilled in traffic modelling and analysis, provision of detailed design advice for small and large scale developments.

**Qualifications**

*Bachelor of Engineering (Honours) (Scholar), Class I, Civil Engineering, University of Wollongong, 2018*

*Accredited Level 1 Road Safety Auditor, 2020*

**Experience:**

**McLAREN TRAFFIC ENGINEERING**

**2016 to date:**

- Preparation & Review of Traffic and Parking Impact Assessments
- Construction Traffic Management Plans
- Concept Road and Parking Designs
- SIDRA Traffic Modelling
- Transport and Traffic Planning and Management
- Detailed Design Advice for a variety of Land Uses
- Invarian Rapid Plan

ANNEXURE C: TRAFFIC SURVEY DATA
(4 SHEETS)

# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of Kennington Dr and Old Punt Rd, Tom

**GPS** *-32.81754, 151.70839*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ***Date:*** | Tue 16/02/21 | ***North:*** | Old Punt Rd | ***Survey*** | AM: | 7:00 AM-9:00 AM |
| ***Weather:*** | Overcast | ***East:*** | N/A | ***Period*** | PM: | 3:00 PM-6:00 PM |
| ***Suburban:*** | Tomago | ***South:*** | Old Punt Rd | ***Traffic*** | AM: | 7:15 AM-8:15 AM |
| ***Customer:*** | McLaren | ***West:*** | Kennington Dr | ***Peak*** | PM: | 3:00 PM-4:00 PM |

***All Vehicles***

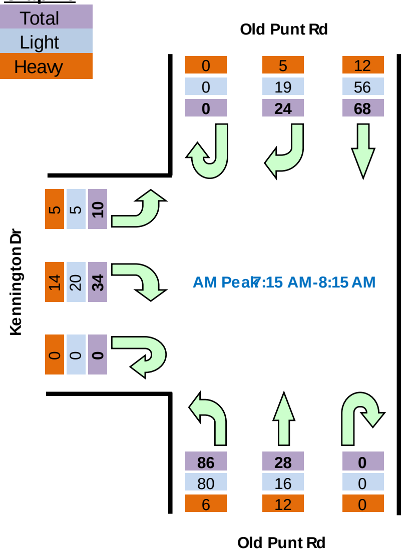
| Time | | lorth Approach Old Punt R | | | outh Approach Old Punt R | | | est Approach Kennington I | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | U | NB | L | U | R | L | Hour | Peak |
| 7:00 | 7:15 | 0 | 5 | 17 | 0 | 11 | 17 | 0 | 7 | 1 | 247 | |
| 7:15 | 7:30 | 0 | 7 | 17 | 0 | 7 | 31 | 0 | 11 | 2 | 250 | Peak |
| 7:30 | 7:45 | 0 | 4 | 14 | 0 | 5 | 20 | 0 | 7 | 5 | 218 | |
| 7:45 | 8:00 | 0 | 9 | 18 | 0 | 5 | 17 | 0 | 7 | 3 | 211 | |
| 8:00 | 8:15 | 0 | 4 | 19 | 0 | 11 | 18 | 0 | 9 | 0 | 212 | |
| 8:15 | 8:30 | 0 | 3 | 12 | 0 | 10 | 12 | 0 | 4 | 2 | | |
| 8:30 | 8:45 | 0 | 8 | 13 | 0 | 13 | 8 | 0 | 3 | 3 | | |
| 8:45 | 9:00 | 0 | 3 | 14 | 0 | 14 | 20 | 0 | 4 | 5 | | |
| 15:00 | 15:15 | 0 | 3 | 13 | 0 | 33 | 12 | 0 | 36 | 12 | 381 | Peak |
| 15:15 | 15:30 | 0 | 5 | 9 | 0 | 28 | 9 | 0 | 29 | 21 | 377 | |
| 15:30 | 15:45 | 0 | 1 | 8 | 0 | 34 | 11 | 0 | 32 | 23 | 334 | |
| 15:45 | 16:00 | 0 | 4 | 7 | 0 | 16 | 5 | 0 | 22 | 8 | 296 | |
| 16:00 | 16:15 | 1 | 2 | 10 | 0 | 36 | 4 | 0 | 33 | 19 | 271 | |
| 16:15 | 16:30 | 0 | 1 | 6 | 0 | 20 | 3 | 0 | 24 | 4 | 214 | |
| 16:30 | 16:45 | 0 | 0 | 9 | 0 | 27 | 6 | 0 | 21 | 8 | 192 | |
| 16:45 | 17:00 | 0 | 2 | 10 | 0 | 12 | 1 | 0 | 10 | 2 | 152 | |
| 17:00 | 17:15 | 0 | 4 | 4 | 0 | 10 | 5 | 0 | 16 | 9 | 143 | |
| 17:15 | 17:30 | 0 | 3 | 9 | 0 | 10 | 4 | 0 | 6 | 4 | | |
| 17:30 | 17:45 | 1 | 0 | 5 | 0 | 10 | 1 | 0 | 10 | 4 | | |
| 17:45 | 18:00 | 0 | 0 | 7 | 0 | 10 | 2 | 0 | 2 | 7 | | |

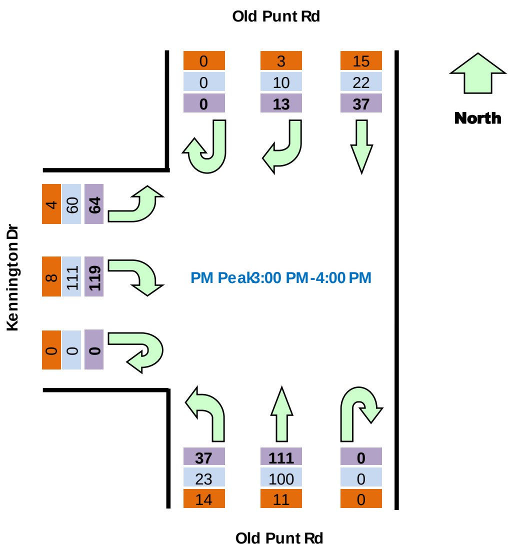
| Peak Time | | lorth Approach Old Punt R | | | outh Approach Old Punt R | | | est Approach Kennington I | | | Peak |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | U | NB | L | U | R | L | total |
| 7:15 | 8:15 | 0 | 24 | 68 | 0 | 28 | 86 | 0 | 34 | 10 | 250 |
| 15:00 | 16:00 | 0 | 13 | 37 | 0 | 111 | 37 | 0 | 119 | 64 | 381 |

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

**Graphic**

Total
Light
Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of Pacific Hwy and Old Punt Rd, Tomagc

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ***GPS*** | *-32.80927, 151.71054* | | | | | | | |
| ***Date:*** | Tue 16/02/21 | | ***North:*** | N/A | | ***Survey Period*** | AM: | 7:00 AM-9:00 AM |
| ***Weather:*** | Overcast | | ***East:*** | Pacific Hwy | | | PM: | 3:00 PM-6:00 PM |
| ***Suburban:*** | Tomago | | ***South:*** | Old Punt Rd | | ***Traffic Peak*** | AM: | 7:30 AM-8:30 AM |
| ***Customer:*** | McLaren | | ***West:*** | Pacific Hwy | | | PM: | 3:30 PM-4:30 PM |

***All Vehicles***

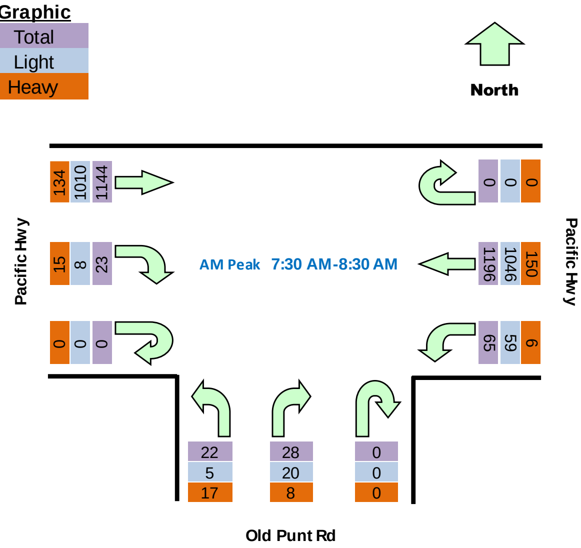
| Time | | East Approach Pacific Hwy | | | outh Approach Old Punt R | | | West Approach Pacific Hwy | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | Hour | Peak |
| 7:00 | 7:15 | 0 | 238 | 19 | 0 | 6 | 5 | 0 | 7 | 234 | 2357 | |
| 7:15 | 7:30 | 0 | 280 | 22 | 0 | 7 | 6 | 0 | 1 | 257 | 2431 | |
| 7:30 | 7:45 | 0 | 309 | 18 | 0 | 7 | 8 | 0 | 3 | 316 | 2478 | Peak |
| 7:45 | 8:00 | 0 | 331 | 22 | 0 | 6 | 4 | 0 | 6 | 245 | 2432 | |
| 8:00 | 8:15 | 0 | 280 | 10 | 0 | 8 | 4 | 0 | 9 | 272 | 2428 | |
| 8:15 | 8:30 | 0 | 276 | 15 | 0 | 7 | 6 | 0 | 5 | 311 | | |
| 8:30 | 8:45 | 0 | 272 | 17 | 0 | 15 | 3 | 0 | 9 | 299 | | |
| 8:45 | 9:00 | 0 | 259 | 14 | 0 | 16 | 4 | 0 | 7 | 310 | | |
| 15:00 | 15:15 | 0 | 319 | 14 | 0 | 35 | 6 | 1 | 1 | 312 | 2881 | |
| 15:15 | 15:30 | 0 | 324 | 10 | 0 | 34 | 14 | 0 | 4 | 326 | 2944 | |
| 15:30 | 15:45 | 0 | 344 | 6 | 0 | 43 | 20 | 0 | 6 | 355 | 2963 | Peak |
| 15:45 | 16:00 | 0 | 338 | 10 | 0 | 22 | 6 | 0 | 1 | 330 | 2898 | |
| 16:00 | 16:15 | 0 | 314 | 12 | 0 | 38 | 16 | 0 | 2 | 369 | 2826 | |
| 16:15 | 16:30 | 0 | 339 | 6 | 0 | 26 | 9 | 0 | 4 | 347 | 2725 | |
| 16:30 | 16:45 | 0 | 323 | 8 | 0 | 30 | 8 | 0 | 4 | 336 | 2621 | |
| 16:45 | 17:00 | 0 | 304 | 8 | 0 | 19 | 4 | 0 | 2 | 298 | 2485 | |
| 17:00 | 17:15 | 0 | 303 | 5 | 0 | 16 | 11 | 0 | 6 | 309 | 2366 | |
| 17:15 | 17:30 | 0 | 297 | 11 | 0 | 16 | 3 | 0 | 1 | 299 | | |
| 17:30 | 17:45 | 0 | 252 | 5 | 0 | 13 | 1 | 0 | 4 | 298 | | |
| 17:45 | 18:00 | 0 | 208 | 4 | 0 | 10 | 7 | 0 | 6 | 281 | | |

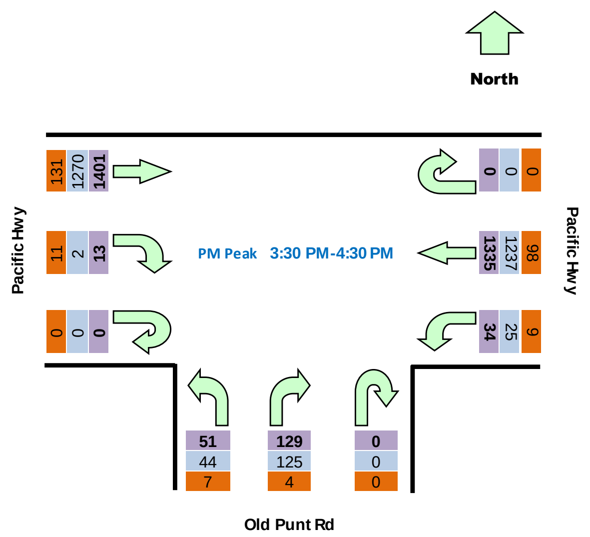
| Peak Time | | East Approach Pacific Hwy | | | outh Approach Old Punt R | | | West Approach Pacific Hwy | | | Peak total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | |
| 7:30 | 8:30 | 0 | 1196 | 65 | 0 | 28 | 22 | 0 | 23 | 1144 | 2478 |
| 15:30 | 16:30 | 0 | 1335 | 34 | 0 | 129 | 51 | 0 | 13 | 1401 | 2963 |

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

**Graphic**

Total
Light
Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

### Intersection of Pacific Hwy and Tomago Rd, Tomago

**GPS** *-32.81653, 151.69636*

| | |
|---|---|
| ***Date:*** | Tue 16/02/21 |
| ***Weather:*** | Overcast |
| ***Suburban:*** | Tomago |
| ***Customer:*** | McLaren |

| | |
|---|---|
| ***North:*** | N/A |
| ***East:*** | Pacific Hwy |
| ***South:*** | Tomago Rd |
| ***West:*** | Pacific Hwy |

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

***All Vehicles***

| Time | | East Approach Pacific Hwy | | | South Approach Tomago Rd | | | West Approach Pacific Hwy | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | Hour | Peak |
| 7:00 | 7:15 | 0 | 237 | 2 | 0 | 0 | 80 | 0 | 200 | 240 | 3284 | |
| 7:15 | 7:30 | 0 | 293 | 2 | 0 | 0 | 76 | 0 | 188 | 265 | 3310 | |
| 7:30 | 7:45 | 0 | 300 | 3 | 0 | 0 | 94 | 0 | 171 | 313 | 3319 | Peak |
| 7:45 | 8:00 | 0 | 334 | 0 | 0 | 0 | 73 | 0 | 162 | 251 | 3238 | |
| 8:00 | 8:15 | 0 | 288 | 3 | 0 | 0 | 74 | 0 | 144 | 276 | 3196 | |
| 8:15 | 8:30 | 0 | 272 | 2 | 0 | 0 | 88 | 0 | 145 | 326 | | |
| 8:30 | 8:45 | 0 | 295 | 4 | 0 | 0 | 76 | 0 | 129 | 296 | | |
| 8:45 | 9:00 | 0 | 256 | 1 | 0 | 0 | 73 | 0 | 122 | 326 | | |
| 15:00 | 15:15 | 0 | 329 | 3 | 0 | 0 | 219 | 0 | 74 | 326 | 4051 | |
| 15:15 | 15:30 | 0 | 325 | 2 | 0 | 0 | 291 | 1 | 107 | 318 | 4181 | |
| 15:30 | 15:45 | 0 | 329 | 2 | 0 | 0 | 260 | 0 | 96 | 371 | 4236 | Peak |
| 15:45 | 16:00 | 0 | 381 | 4 | 0 | 0 | 210 | 0 | 81 | 322 | 4177 | |
| 16:00 | 16:15 | 0 | 320 | 1 | 0 | 0 | 289 | 0 | 90 | 381 | 4105 | |
| 16:15 | 16:30 | 0 | 375 | 0 | 0 | 0 | 288 | 0 | 84 | 352 | 3888 | |
| 16:30 | 16:45 | 0 | 305 | 1 | 0 | 0 | 261 | 0 | 82 | 350 | 3608 | |
| 16:45 | 17:00 | 0 | 324 | 0 | 0 | 0 | 234 | 0 | 74 | 294 | 3415 | |
| 17:00 | 17:15 | 0 | 296 | 3 | 0 | 0 | 161 | 0 | 87 | 317 | 3128 | |
| 17:15 | 17:30 | 0 | 315 | 0 | 0 | 0 | 113 | 0 | 97 | 294 | | |
| 17:30 | 17:45 | 0 | 257 | 1 | 0 | 0 | 159 | 0 | 78 | 311 | | |
| 17:45 | 18:00 | 0 | 208 | 0 | 0 | 0 | 96 | 0 | 56 | 279 | | |

| Peak Time | | East Approach Pacific Hwy | | | South Approach Tomago Rd | | | West Approach Pacific Hwy | | | Peak total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | WB | L | U | R | L | U | R | EB | |
| 7:30 | 8:30 | 0 | 1194 | 8 | 0 | 0 | 329 | 0 | 622 | 1166 | 3319 |
| 15:30 | 16:30 | 0 | 1405 | 7 | 0 | 0 | 1047 | 0 | 351 | 1426 | 4236 |

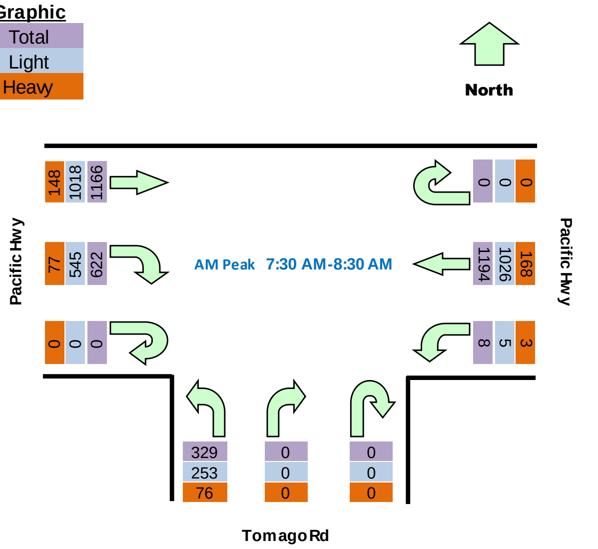
*Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.*

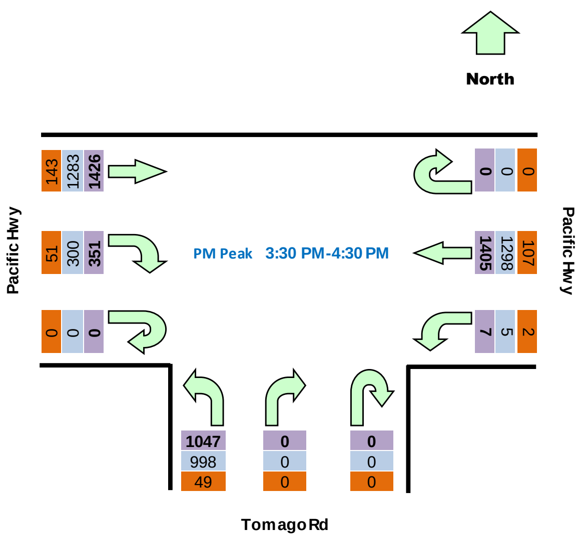
**Graphic**

Total

Light

Heavy



# TRANS TRAFFIC SURVEY

trafficsurvey.com.au

## TURNING MOVEMENT SURVEY

## Intersection of Old Punt Rd and Tomago Rd, Tomago

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ***GPS*** | *-32.82191, 151.70058* | | | | | | |
| ***Date:*** | Tue 16/02/21 | ***North:*** | Tomago Rd | ***Survey Period*** | AM: | 7:00 AM-9:00 AM | |
| ***Weather:*** | Overcast | ***East:*** | Old Punt Rd | | PM: | 3:00 PM-6:00 PM | |
| ***Suburban:*** | Tomago | ***South:*** | Tomago Rd | ***Traffic Peak*** | AM: | 7:15 AM-8:15 AM | |
| ***Customer:*** | McLaren | ***West:*** | Old Punt Rd | | PM: | 3:15 PM-4:15 PM | |

***All Vehicles***

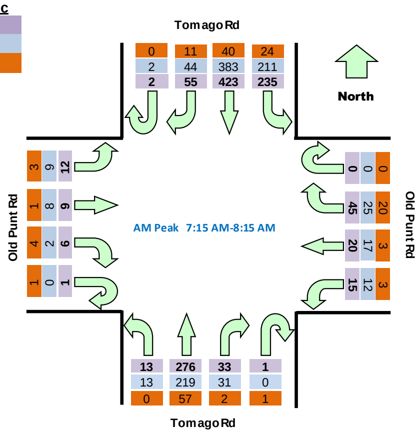
| Time | | North Approach Tomago Rd | | | | East Approach Old Punt Rd | | | | South Approach Tomago Rd | | | | West Approach Old Punt Rd | | | | Hourly Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | Hour | Peak |
| 7:00 | 7:15 | 1 | 14 | 106 | 53 | 0 | 11 | 4 | 4 | 0 | 4 | 72 | 4 | 0 | 1 | 1 | 2 | 1135 | |
| 7:15 | 7:30 | 0 | 21 | 119 | 56 | 0 | 10 | 6 | 0 | 0 | 6 | 79 | 7 | 0 | 1 | 2 | 2 | 1146 | Peak |
| 7:30 | 7:45 | 1 | 7 | 107 | 62 | 0 | 12 | 7 | 6 | 0 | 8 | 71 | 0 | 0 | 0 | 1 | 2 | 1112 | |
| 7:45 | 8:00 | 1 | 12 | 94 | 60 | 0 | 9 | 3 | 7 | 1 | 8 | 59 | 3 | 0 | 3 | 2 | 3 | 1060 | |
| 8:00 | 8:15 | 0 | 15 | 103 | 57 | 0 | 14 | 4 | 2 | 0 | 11 | 67 | 3 | 1 | 2 | 4 | 5 | 1031 | |
| 8:15 | 8:30 | 2 | 12 | 96 | 44 | 1 | 20 | 1 | 6 | 0 | 11 | 65 | 2 | 1 | 3 | 5 | 6 | | |
| 8:30 | 8:45 | 1 | 13 | 85 | 34 | 0 | 11 | 3 | 11 | 0 | 3 | 56 | 0 | 0 | 1 | 6 | 8 | | |
| 8:45 | 9:00 | 2 | 9 | 90 | 38 | 0 | 7 | 6 | 8 | 0 | 7 | 53 | 4 | 0 | 1 | 6 | 5 | | |
| 15:00 | 15:15 | 1 | 5 | 64 | 19 | 2 | 89 | 2 | 18 | 0 | 12 | 139 | 2 | 0 | 2 | 5 | 20 | 1531 | |
| 15:15 | 15:30 | 2 | 4 | 78 | 15 | 0 | 83 | 2 | 12 | 0 | 11 | 159 | 1 | 0 | 2 | 8 | 21 | 1559 | Peak |
| 15:30 | 15:45 | 1 | 5 | 90 | 17 | 0 | 101 | 2 | 20 | 0 | 9 | 149 | 4 | 0 | 1 | 7 | 23 | 1539 | |
| 15:45 | 16:00 | 4 | 0 | 68 | 11 | 0 | 68 | 1 | 4 | 0 | 8 | 133 | 4 | 0 | 5 | 7 | 11 | 1496 | |
| 16:00 | 16:15 | 0 | 4 | 72 | 12 | 0 | 97 | 1 | 10 | 0 | 10 | 141 | 0 | 0 | 2 | 9 | 50 | 1459 | |
| 16:15 | 16:30 | 1 | 3 | 74 | 9 | 0 | 69 | 0 | 14 | 0 | 4 | 193 | 0 | 0 | 0 | 1 | 10 | 1318 | |
| 16:30 | 16:45 | 2 | 1 | 73 | 7 | 0 | 78 | 0 | 10 | 0 | 8 | 194 | 0 | 0 | 1 | 4 | 8 | 1180 | |
| 16:45 | 17:00 | 0 | 3 | 73 | 3 | 0 | 45 | 0 | 9 | 0 | 3 | 136 | 0 | 0 | 2 | 4 | 9 | 1033 | |
| 17:00 | 17:15 | 1 | 0 | 77 | 9 | 0 | 43 | 1 | 7 | 0 | 3 | 113 | 1 | 0 | 2 | 1 | 9 | 924 | |
| 17:15 | 17:30 | 2 | 1 | 98 | 6 | 0 | 31 | 0 | 11 | 0 | 5 | 74 | 0 | 0 | 0 | 2 | 10 | | |
| 17:30 | 17:45 | 2 | 0 | 73 | 4 | 0 | 36 | 0 | 4 | 0 | 6 | 88 | 0 | 0 | 0 | 2 | 24 | | |
| 17:45 | 18:00 | 0 | 1 | 47 | 11 | 0 | 22 | 1 | 6 | 0 | 9 | 81 | 0 | 0 | 0 | 0 | 0 | | |

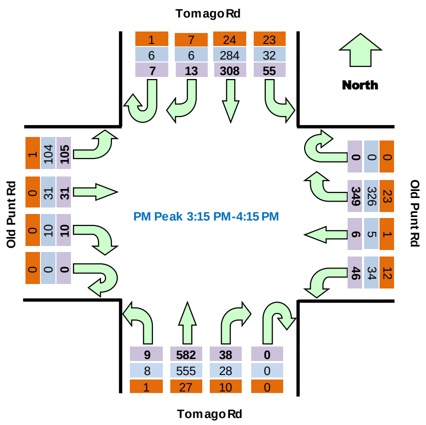
| Peak Time | | North Approach Tomago Rd | | | | East Approach Old Punt Rd | | | | South Approach Tomago Rd | | | | West Approach Old Punt Rd | | | | Peak total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Period Start | Period End | U | R | SB | L | U | R | WB | L | U | R | NB | L | U | R | EB | L | |
| 7:15 | 8:15 | 2 | 55 | 423 | 235 | 0 | 45 | 20 | 15 | 1 | 33 | 276 | 13 | 1 | 6 | 9 | 12 | 1146 |
| 15:15 | 16:15 | 7 | 13 | 308 | 55 | 0 | 349 | 6 | 46 | 0 | 38 | 582 | 9 | 0 | 10 | 31 | 105 | 1559 |

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

**Graphic**

| |
|---|
| Total |
| Light |
| Heavy |



**ANNEXURE D: SIDRA RESULTS**
**(20 SHEETS)**

# MOVEMENT SUMMARY

## ▽ Site: 101 [Old Punt Rd / Kennington Dr - EX AM (Site Folder: Existing)]

Old Punt Road / Kennington Drive
Existing conditions
AM peak period
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 86 | 6 | 91 | 7.0 | 0.070 | 5.6 | LOS A | 0.0 | 0.0 | 0.00 | 0.44 | 0.00 | 54.0 |
| 2 | T1 | 28 | 12 | 29 | 42.9 | 0.070 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.44 | 0.00 | 55.7 |
| Approach | | 114 | 18 | 120 | 15.8 | 0.070 | 4.3 | NA | 0.0 | 0.0 | 0.00 | 0.44 | 0.00 | 54.4 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 8 | T1 | 68 | 12 | 72 | 17.6 | 0.059 | 0.2 | LOS A | 0.2 | 1.4 | 0.14 | 0.15 | 0.14 | 58.1 |
| 9 | R2 | 24 | 5 | 25 | 20.8 | 0.059 | 6.2 | LOS A | 0.2 | 1.4 | 0.14 | 0.15 | 0.14 | 51.6 |
| Approach | | 92 | 17 | 97 | 18.5 | 0.059 | 1.8 | NA | 0.2 | 1.4 | 0.14 | 0.15 | 0.14 | 56.3 |
| West: Kennington Dr (W) | | | | | | | | | | | | | | |
| 10 | L2 | 10 | 5 | 11 | 50.0 | 0.049 | 5.2 | LOS A | 0.2 | 1.6 | 0.17 | 0.54 | 0.17 | 47.5 |
| 12 | R2 | 34 | 14 | 36 | 41.2 | 0.049 | 5.9 | LOS A | 0.2 | 1.6 | 0.17 | 0.54 | 0.17 | 47.4 |
| Approach | | 44 | 19 | 46 | 43.2 | 0.049 | 5.7 | LOS A | 0.2 | 1.6 | 0.17 | 0.54 | 0.17 | 47.4 |
| All Vehicles | | 250 | 54 | 263 | 21.6 | 0.070 | 3.6 | NA | 0.2 | 1.6 | 0.08 | 0.35 | 0.08 | 53.7 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Old Punt Rd / Kennington Dr - EX PM (Site Folder: Existing)]

Old Punt Road / Kennington Drive
Existing conditions
PM peak period
Site Category: (None)
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 37 | 14 | 39 | 37.8 | 0.090 | 6.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.15 | 0.00 | 55.6 |
| 2 | T1 | 111 | 11 | 117 | 9.9 | 0.090 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.15 | 0.00 | 59.0 |
| Approach | | 148 | 25 | 156 | 16.9 | 0.090 | 1.5 | NA | 0.0 | 0.0 | 0.00 | 0.15 | 0.00 | 58.1 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 8 | T1 | 37 | 15 | 39 | 40.5 | 0.035 | 0.2 | LOS A | 0.1 | 0.8 | 0.16 | 0.16 | 0.16 | 57.7 |
| 9 | R2 | 13 | 3 | 14 | 23.1 | 0.035 | 6.4 | LOS A | 0.1 | 0.8 | 0.16 | 0.16 | 0.16 | 51.3 |
| Approach | | 50 | 18 | 53 | 36.0 | 0.035 | 1.8 | NA | 0.1 | 0.8 | 0.16 | 0.16 | 0.16 | 55.9 |
| West: Kennington Dr (W) | | | | | | | | | | | | | | |
| 10 | L2 | 64 | 4 | 67 | 6.3 | 0.168 | 5.1 | LOS A | 0.6 | 4.7 | 0.27 | 0.56 | 0.27 | 48.9 |
| 12 | R2 | 119 | 8 | 125 | 6.7 | 0.168 | 5.5 | LOS A | 0.6 | 4.7 | 0.27 | 0.56 | 0.27 | 48.5 |
| Approach | | 183 | 12 | 193 | 6.6 | 0.168 | 5.4 | LOS A | 0.6 | 4.7 | 0.27 | 0.56 | 0.27 | 48.7 |
| All Vehicles | | 381 | 55 | 401 | 14.4 | 0.168 | 3.4 | NA | 0.6 | 4.7 | 0.15 | 0.35 | 0.15 | 52.9 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Old Punt Rd / Tomago Rd - EX AM (Site Folder: Existing)]

Old Punt Road / Tomago Road
Existing conditions
AM peak period
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 12 | 3 | 13 | 25.0 | 0.039 | 6.3 | LOS A | 0.2 | 1.5 | 0.50 | 0.59 | 0.50 | 53.2 |
| 2 | T1 | 9 | 1 | 9 | 11.1 | 0.039 | 5.5 | LOS A | 0.2 | 1.5 | 0.50 | 0.59 | 0.50 | 55.2 |
| 3 | R2 | 6 | 4 | 6 | 66.7 | 0.039 | 13.0 | LOS B | 0.2 | 1.5 | 0.50 | 0.59 | 0.50 | 53.3 |
| 3u | U | 1 | 1 | 1 | 100.0 | 0.039 | 16.6 | LOS C | 0.2 | 1.5 | 0.50 | 0.59 | 0.50 | 53.5 |
| Approach | | 28 | 9 | 29 | 32.1 | 0.039 | 7.9 | LOS A | 0.2 | 1.5 | 0.50 | 0.59 | 0.50 | 53.8 |
| East: Tomago Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 13 | 0 | 14 | 0.0 | 0.086 | 4.3 | LOS A | 0.5 | 3.8 | 0.35 | 0.42 | 0.35 | 54.8 |
| 5 | T1 | 276 | 57 | 291 | 20.7 | 0.169 | 4.5 | LOS A | 1.0 | 8.4 | 0.34 | 0.44 | 0.34 | 55.8 |
| 6 | R2 | 33 | 2 | 35 | 6.1 | 0.169 | 9.8 | LOS A | 1.0 | 8.4 | 0.34 | 0.44 | 0.34 | 56.1 |
| 6u | U | 1 | 1 | 1 | 100.0 | 0.169 | 13.7 | LOS B | 1.0 | 8.4 | 0.34 | 0.44 | 0.34 | 54.2 |
| Approach | | 323 | 60 | 340 | 18.6 | 0.169 | 5.1 | LOS A | 1.0 | 8.4 | 0.34 | 0.44 | 0.34 | 55.8 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 15 | 3 | 16 | 20.0 | 0.126 | 8.0 | LOS A | 0.6 | 5.7 | 0.61 | 0.72 | 0.61 | 51.2 |
| 8 | T1 | 20 | 3 | 21 | 15.0 | 0.126 | 7.1 | LOS A | 0.6 | 5.7 | 0.61 | 0.72 | 0.61 | 52.9 |
| 9 | R2 | 45 | 20 | 47 | 44.4 | 0.126 | 13.9 | LOS B | 0.6 | 5.7 | 0.61 | 0.72 | 0.61 | 52.0 |
| 9u | U | 1 | 0 | 1 | 0.0 | 0.126 | 14.6 | LOS B | 0.6 | 5.7 | 0.61 | 0.72 | 0.61 | 54.8 |
| Approach | | 81 | 26 | 85 | 32.1 | 0.126 | 11.1 | LOS B | 0.6 | 5.7 | 0.61 | 0.72 | 0.61 | 52.1 |
| West: Tomago Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 235 | 24 | 247 | 10.2 | 0.183 | 4.0 | LOS A | 1.1 | 8.3 | 0.22 | 0.42 | 0.22 | 55.4 |
| 11 | T1 | 423 | 40 | 445 | 9.5 | 0.296 | 3.8 | LOS A | 2.0 | 15.4 | 0.22 | 0.39 | 0.22 | 56.7 |
| 12 | R2 | 55 | 11 | 58 | 20.0 | 0.296 | 9.7 | LOS A | 2.0 | 15.4 | 0.22 | 0.39 | 0.22 | 56.5 |
| 12u | U | 2 | 0 | 2 | 0.0 | 0.296 | 11.8 | LOS B | 2.0 | 15.4 | 0.22 | 0.39 | 0.22 | 58.8 |
| Approach | | 715 | 75 | 753 | 10.5 | 0.296 | 4.4 | LOS A | 2.0 | 15.4 | 0.22 | 0.40 | 0.22 | 56.3 |
| All Vehicles | | 1147 | 170 | 1207 | 14.8 | 0.296 | 5.1 | LOS A | 2.0 | 15.4 | 0.29 | 0.44 | 0.29 | 55.7 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Old Punt Rd / Tomago Rd - EX PM (Site Folder: Existing)]

Old Punt Road / Tomago Road
Existing conditions
PM peak period
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 105 | 1 | 111 | 1.0 | 0.265 | 12.0 | LOS B | 1.5 | 10.3 | 0.79 | 0.88 | 0.79 | 51.9 |
| 2 | T1 | 31 | 0 | 33 | 0.0 | 0.265 | 9.2 | LOS A | 1.5 | 10.3 | 0.79 | 0.88 | 0.79 | 53.4 |
| 3 | R2 | 10 | 0 | 11 | 0.0 | 0.265 | 14.9 | LOS B | 1.5 | 10.3 | 0.79 | 0.88 | 0.79 | 53.8 |
| 3u | U | 1 | 0 | 1 | 0.0 | 0.265 | 17.3 | LOS C | 1.5 | 10.3 | 0.79 | 0.88 | 0.79 | 55.2 |
| Approach | | 147 | 1 | 155 | 0.7 | 0.265 | 11.7 | LOS B | 1.5 | 10.3 | 0.79 | 0.88 | 0.79 | 52.3 |
| East: Tomago Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 9 | 1 | 9 | 11.1 | 0.195 | 6.3 | LOS A | 1.2 | 9.0 | 0.62 | 0.59 | 0.62 | 53.1 |
| 5 | T1 | 582 | 27 | 613 | 4.6 | 0.383 | 6.5 | LOS A | 3.0 | 22.3 | 0.66 | 0.57 | 0.66 | 54.7 |
| 6 | R2 | 38 | 10 | 40 | 26.3 | 0.383 | 11.8 | LOS B | 3.0 | 22.3 | 0.68 | 0.57 | 0.68 | 54.0 |
| 6u | U | 1 | 0 | 1 | 0.0 | 0.383 | 13.5 | LOS B | 3.0 | 22.3 | 0.68 | 0.57 | 0.68 | 56.4 |
| Approach | | 630 | 38 | 663 | 6.0 | 0.383 | 6.8 | LOS A | 3.0 | 22.3 | 0.66 | 0.57 | 0.66 | 54.6 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 46 | 12 | 48 | 26.1 | 0.463 | 7.3 | LOS A | 2.9 | 21.8 | 0.63 | 0.77 | 0.64 | 50.3 |
| 8 | T1 | 6 | 1 | 6 | 16.7 | 0.463 | 6.6 | LOS A | 2.9 | 21.8 | 0.63 | 0.77 | 0.64 | 52.0 |
| 9 | R2 | 349 | 23 | 367 | 6.6 | 0.463 | 11.9 | LOS B | 2.9 | 21.8 | 0.63 | 0.77 | 0.64 | 52.4 |
| 9u | U | 1 | 0 | 1 | 0.0 | 0.463 | 14.1 | LOS B | 2.9 | 21.8 | 0.63 | 0.77 | 0.64 | 53.9 |
| Approach | | 402 | 36 | 423 | 9.0 | 0.463 | 11.3 | LOS B | 2.9 | 21.8 | 0.63 | 0.77 | 0.64 | 52.1 |
| West: Tomago Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 55 | 23 | 58 | 41.8 | 0.092 | 4.6 | LOS A | 0.5 | 4.4 | 0.28 | 0.41 | 0.28 | 54.2 |
| 11 | T1 | 308 | 24 | 324 | 7.8 | 0.181 | 4.0 | LOS A | 1.1 | 8.7 | 0.27 | 0.39 | 0.27 | 56.7 |
| 12 | R2 | 13 | 7 | 14 | 53.8 | 0.181 | 10.2 | LOS B | 1.1 | 8.7 | 0.26 | 0.39 | 0.26 | 55.2 |
| 12u | U | 7 | 1 | 7 | 14.3 | 0.181 | 12.1 | LOS B | 1.1 | 8.7 | 0.26 | 0.39 | 0.26 | 58.2 |
| Approach | | 383 | 55 | 403 | 14.4 | 0.181 | 4.4 | LOS A | 1.1 | 8.7 | 0.27 | 0.39 | 0.27 | 56.3 |
| All Vehicles | | 1562 | 130 | 1644 | 8.3 | 0.463 | 7.9 | LOS A | 3.0 | 22.3 | 0.57 | 0.61 | 0.57 | 54.1 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Pacific Hwy / Tomago Rd - EX AM (Site Folder: Existing)]

Pacific Highway / Tomago Road
Existing Conditions
AM peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 329 | 76 | 346 | 23.1 | 0.320 | 28.1 | LOS B | 5.5 | 46.3 | 0.76 | 0.76 | 0.76 | 40.5 |
| Approach | | 329 | 76 | 346 | 23.1 | 0.320 | 28.1 | LOS B | 5.5 | 46.3 | 0.76 | 0.76 | 0.76 | 40.5 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 8 | 3 | 8 | 37.5 | 0.012 | 21.7 | LOS B | 0.2 | 1.8 | 0.54 | 0.67 | 0.54 | 47.5 |
| 5 | T1 | 1194 | 168 | 1257 | 14.1 | * 0.703 | 18.7 | LOS B | 21.3 | 166.9 | 0.83 | 0.75 | 0.83 | 56.8 |
| Approach | | 1202 | 171 | 1265 | 14.2 | 0.703 | 18.7 | LOS B | 21.3 | 166.9 | 0.83 | 0.75 | 0.83 | 56.7 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1164 | 148 | 1225 | 12.7 | 0.403 | 0.9 | LOS A | 3.7 | 28.5 | 0.25 | 0.18 | 0.25 | 77.8 |
| 12 | R2 | 622 | 77 | 655 | 12.4 | * 0.685 | 32.5 | LOS C | 15.9 | 122.8 | 0.86 | 0.83 | 0.86 | 41.8 |
| Approach | | 1786 | 225 | 1880 | 12.6 | 0.685 | 11.9 | LOS A | 15.9 | 122.8 | 0.47 | 0.41 | 0.47 | 59.8 |
| All Vehicles | | 3317 | 472 | 3492 | 14.2 | 0.703 | 16.0 | LOS B | 21.3 | 166.9 | 0.63 | 0.57 | 0.63 | 56.1 |

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

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Effective Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | |
| P1 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 202.0 | 211.5 | 1.05 |
| P1B | Slip/ Bypass | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 199.0 | 207.6 | 1.04 |
| East: Pacific Hwy (E) | | | | | | | | | | | | |
| P2 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 213.5 | 226.5 | 1.06 |
| All Pedestrians | | 150 | 158 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 204.8 | 215.2 | 1.05 |

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

# MOVEMENT SUMMARY

## Site: 101 [Pacific Hwy / Tomago Rd - EX PM (Site Folder: Existing)]

Pacific Highway / Tomago Road
Existing Conditions
PM peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 1047 | 49 | 1102 | 4.7 | * 0.867 | 42.9 | LOS D | 26.8 | 195.2 | 0.99 | 0.99 | 1.20 | 36.6 |
| Approach | | 1047 | 49 | 1102 | 4.7 | 0.867 | 42.9 | LOS D | 26.8 | 195.2 | 0.99 | 0.99 | 1.20 | 36.6 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2 | 7 | 28.6 | 0.011 | 22.7 | LOS B | 0.2 | 1.5 | 0.58 | 0.66 | 0.58 | 46.8 |
| 5 | T1 | 1405 | 107 | 1479 | 7.6 | * 0.853 | 29.6 | LOS C | 32.9 | 245.1 | 0.96 | 0.95 | 1.08 | 48.6 |
| Approach | | 1412 | 109 | 1486 | 7.7 | 0.853 | 29.6 | LOS C | 32.9 | 245.1 | 0.95 | 0.95 | 1.08 | 48.6 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1426 | 143 | 1501 | 10.0 | 0.485 | 1.0 | LOS A | 5.0 | 38.2 | 0.28 | 0.20 | 0.28 | 77.5 |
| 12 | R2 | 351 | 51 | 369 | 14.5 | 0.360 | 27.3 | LOS B | 7.4 | 58.0 | 0.72 | 0.78 | 0.72 | 44.3 |
| Approach | | 1777 | 194 | 1871 | 10.9 | 0.485 | 6.2 | LOS A | 7.4 | 58.0 | 0.37 | 0.31 | 0.37 | 67.5 |
| All Vehicles | | 4236 | 352 | 4459 | 8.3 | 0.867 | 23.1 | LOS B | 32.9 | 245.1 | 0.72 | 0.69 | 0.81 | 50.4 |

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

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Effective Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | |
| P1 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 202.0 | 211.5 | 1.05 |
| P1B | Slip/ Bypass | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 199.0 | 207.6 | 1.04 |
| East: Pacific Hwy (E) | | | | | | | | | | | | |
| P2 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 213.5 | 226.5 | 1.06 |
| All Pedestrians | | 150 | 158 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 204.8 | 215.2 | 1.05 |

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

# MOVEMENT SUMMARY

## Site: 101 [Pacific Hwy / Old Punt Rd - EX AM (Site Folder: Existing)]

Pacific Highway / Old Punt Road
Existing conditions
AM Peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 22 | 17 | 23 | 77.3 | 0.019 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.49 | 0.00 | 52.3 |
| 3 | R2 | 28 | 8 | 29 | 28.6 | 0.382 | 71.7 | LOS F | 1.8 | 15.8 | 1.00 | 0.72 | 1.00 | 27.1 |
| Approach | | 50 | 25 | 53 | 50.0 | 0.382 | 43.6 | LOS D | 1.8 | 15.8 | 0.56 | 0.62 | 0.56 | 34.5 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 65 | 6 | 68 | 9.2 | * 0.056 | 10.2 | LOS A | 0.7 | 5.1 | 0.33 | 0.68 | 0.33 | 55.8 |
| 5 | T1 | 1196 | 150 | 1259 | 12.5 | * 0.538 | 11.9 | LOS A | 19.5 | 151.3 | 0.58 | 0.53 | 0.58 | 63.4 |
| Approach | | 1261 | 156 | 1327 | 12.4 | 0.538 | 11.9 | LOS A | 19.5 | 151.3 | 0.57 | 0.54 | 0.57 | 63.0 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1144 | 134 | 1204 | 11.7 | 0.332 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 12 | R2 | 23 | 15 | 24 | 65.2 | * 0.191 | 50.6 | LOS D | 1.2 | 13.0 | 0.95 | 0.72 | 0.95 | 34.0 |
| Approach | | 1167 | 149 | 1228 | 12.8 | 0.332 | 1.1 | LOS A | 1.2 | 13.0 | 0.02 | 0.01 | 0.02 | 77.7 |
| All Vehicles | | 2478 | 330 | 2608 | 13.3 | 0.538 | 7.4 | LOS A | 19.5 | 151.3 | 0.31 | 0.29 | 0.31 | 67.9 |

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

* Critical Movement (Signal Timing)

# MOVEMENT SUMMARY

## Site: 101 [Pacific Hwy / Old Punt Rd - EX PM (Site Folder: Existing)]

Pacific Highway / Old Punt Road
Existing conditions
PM Peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 110 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 51 | 7 | 54 | 13.7 | 0.032 | 7.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.52 | 0.00 | 54.4 |
| 3 | R2 | 129 | 4 | 136 | 3.1 | * 0.685 | 61.7 | LOS E | 7.5 | 53.6 | 1.00 | 0.83 | 1.09 | 31.2 |
| Approach | | 180 | 11 | 189 | 6.1 | 0.685 | 46.4 | LOS D | 7.5 | 53.6 | 0.72 | 0.75 | 0.78 | 35.5 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 34 | 9 | 36 | 26.5 | 0.034 | 10.7 | LOS A | 0.3 | 2.9 | 0.35 | 0.67 | 0.35 | 54.9 |
| 5 | T1 | 1335 | 98 | 1405 | 7.3 | * 0.675 | 17.9 | LOS B | 26.4 | 196.7 | 0.76 | 0.69 | 0.76 | 57.4 |
| Approach | | 1369 | 107 | 1441 | 7.8 | 0.675 | 17.7 | LOS B | 26.4 | 196.7 | 0.75 | 0.69 | 0.75 | 57.4 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1401 | 131 | 1475 | 9.4 | 0.401 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 12 | R2 | 13 | 11 | 14 | 84.6 | * 0.108 | 41.5 | LOS C | 0.6 | 6.6 | 0.93 | 0.69 | 0.93 | 36.9 |
| Approach | | 1414 | 142 | 1488 | 10.0 | 0.401 | 0.5 | LOS A | 0.6 | 6.6 | 0.01 | 0.01 | 0.01 | 78.8 |
| All Vehicles | | 2963 | 260 | 3119 | 8.8 | 0.685 | 11.2 | LOS A | 26.4 | 196.7 | 0.39 | 0.37 | 0.40 | 63.2 |

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

* Critical Movement (Signal Timing)

# MOVEMENT SUMMARY

## ▽ Site: 101 [Old Punt Rd / Kennington Dr - FUT AM (Site Folder: Future)]

Old Punt Road / Kennington Drive
Future conditions
AM peak period
Site Category: (None)
Give-Way (Two-Way)

| Vehicle Movement Performance | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 93 | 13 | 98 | 14.0 | 0.077 | 5.7 | LOS A | 0.0 | 0.0 | 0.00 | 0.45 | 0.00 | 53.7 |
| 2 | T1 | 28 | 12 | 29 | 42.9 | 0.077 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.45 | 0.00 | 55.7 |
| Approach | | 121 | 25 | 127 | 20.7 | 0.077 | 4.4 | NA | 0.0 | 0.0 | 0.00 | 0.45 | 0.00 | 54.2 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 8 | T1 | 68 | 12 | 72 | 17.6 | 0.065 | 0.3 | LOS A | 0.2 | 1.8 | 0.17 | 0.17 | 0.17 | 58.0 |
| 9 | R2 | 28 | 9 | 29 | 32.1 | 0.065 | 6.4 | LOS A | 0.2 | 1.8 | 0.17 | 0.17 | 0.17 | 51.3 |
| Approach | | 96 | 21 | 101 | 21.9 | 0.065 | 2.1 | NA | 0.2 | 1.8 | 0.17 | 0.17 | 0.17 | 55.9 |
| West: Kennington Dr (W) | | | | | | | | | | | | | | |
| 10 | L2 | 14 | 9 | 15 | 64.3 | 0.065 | 5.3 | LOS A | 0.2 | 2.3 | 0.17 | 0.55 | 0.17 | 47.0 |
| 12 | R2 | 41 | 21 | 43 | 51.2 | 0.065 | 6.2 | LOS A | 0.2 | 2.3 | 0.17 | 0.55 | 0.17 | 47.0 |
| Approach | | 55 | 30 | 58 | 54.5 | 0.065 | 6.0 | LOS A | 0.2 | 2.3 | 0.17 | 0.55 | 0.17 | 47.0 |
| All Vehicles | | 272 | 76 | 286 | 27.9 | 0.077 | 3.9 | NA | 0.2 | 2.3 | 0.09 | 0.37 | 0.09 | 53.1 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Old Punt Rd / Kennington Dr - FUT PM (Site Folder: Future)]

Old Punt Road / Kennington Drive
Future conditions
PM peak period
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 44 | 21 | 46 | 47.7 | 0.097 | 6.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 55.1 |
| 2 | T1 | 111 | 11 | 117 | 9.9 | 0.097 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 58.9 |
| Approach | | 155 | 32 | 163 | 20.6 | 0.097 | 1.8 | NA | 0.0 | 0.0 | 0.00 | 0.16 | 0.00 | 57.8 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 8 | T1 | 37 | 15 | 39 | 40.5 | 0.040 | 0.4 | LOS A | 0.1 | 1.3 | 0.20 | 0.18 | 0.20 | 57.6 |
| 9 | R2 | 17 | 7 | 18 | 41.2 | 0.040 | 6.8 | LOS A | 0.1 | 1.3 | 0.20 | 0.18 | 0.20 | 50.8 |
| Approach | | 54 | 22 | 57 | 40.7 | 0.040 | 2.4 | NA | 0.1 | 1.3 | 0.20 | 0.18 | 0.20 | 55.2 |
| West: Kennington Dr (W) | | | | | | | | | | | | | | |
| 10 | L2 | 68 | 8 | 72 | 11.8 | 0.185 | 5.1 | LOS A | 0.7 | 5.5 | 0.28 | 0.57 | 0.28 | 48.7 |
| 12 | R2 | 126 | 15 | 133 | 11.9 | 0.185 | 5.7 | LOS A | 0.7 | 5.5 | 0.28 | 0.57 | 0.28 | 48.3 |
| Approach | | 194 | 23 | 204 | 11.9 | 0.185 | 5.5 | LOS A | 0.7 | 5.5 | 0.28 | 0.57 | 0.28 | 48.4 |
| All Vehicles | | 403 | 77 | 424 | 19.1 | 0.185 | 3.7 | NA | 0.7 | 5.5 | 0.16 | 0.36 | 0.16 | 52.6 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Old Punt Rd / Tomago Rd - FUT AM (Site Folder: Future)]

Old Punt Road / Tomago Road
Future conditions
AM peak period
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 12 | 3 | 13 | 25.0 | 0.039 | 6.4 | LOS A | 0.2 | 1.5 | 0.51 | 0.59 | 0.51 | 53.1 |
| 2 | T1 | 9 | 1 | 9 | 11.1 | 0.039 | 5.6 | LOS A | 0.2 | 1.5 | 0.51 | 0.59 | 0.51 | 55.1 |
| 3 | R2 | 6 | 4 | 6 | 66.7 | 0.039 | 13.1 | LOS B | 0.2 | 1.5 | 0.51 | 0.59 | 0.51 | 53.3 |
| 3u | U | 1 | 1 | 1 | 100.0 | 0.039 | 16.7 | LOS C | 0.2 | 1.5 | 0.51 | 0.59 | 0.51 | 53.5 |
| Approach | | 28 | 9 | 29 | 32.1 | 0.039 | 7.9 | LOS A | 0.2 | 1.5 | 0.51 | 0.59 | 0.51 | 53.8 |
| East: Tomago Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 13 | 0 | 14 | 0.0 | 0.087 | 4.4 | LOS A | 0.5 | 3.9 | 0.37 | 0.42 | 0.37 | 54.7 |
| 5 | T1 | 276 | 57 | 291 | 20.7 | 0.171 | 4.6 | LOS A | 1.0 | 8.5 | 0.36 | 0.44 | 0.36 | 55.7 |
| 6 | R2 | 33 | 2 | 35 | 6.1 | 0.171 | 9.9 | LOS A | 1.0 | 8.5 | 0.36 | 0.45 | 0.36 | 56.1 |
| 6u | U | 1 | 1 | 1 | 100.0 | 0.171 | 13.8 | LOS B | 1.0 | 8.5 | 0.36 | 0.45 | 0.36 | 54.1 |
| Approach | | 323 | 60 | 340 | 18.6 | 0.171 | 5.1 | LOS A | 1.0 | 8.5 | 0.36 | 0.44 | 0.36 | 55.7 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 15 | 3 | 16 | 20.0 | 0.141 | 8.0 | LOS A | 0.7 | 6.6 | 0.62 | 0.73 | 0.62 | 51.1 |
| 8 | T1 | 20 | 3 | 21 | 15.0 | 0.141 | 7.1 | LOS A | 0.7 | 6.6 | 0.62 | 0.73 | 0.62 | 52.8 |
| 9 | R2 | 52 | 27 | 55 | 51.9 | 0.141 | 14.3 | LOS B | 0.7 | 6.6 | 0.62 | 0.73 | 0.62 | 51.6 |
| 9u | U | 1 | 0 | 1 | 0.0 | 0.141 | 14.7 | LOS B | 0.7 | 6.6 | 0.62 | 0.73 | 0.62 | 54.7 |
| Approach | | 88 | 33 | 93 | 37.5 | 0.141 | 11.6 | LOS B | 0.7 | 6.6 | 0.62 | 0.73 | 0.62 | 51.8 |
| West: Tomago Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 242 | 31 | 255 | 12.8 | 0.190 | 4.0 | LOS A | 1.1 | 8.9 | 0.22 | 0.42 | 0.22 | 55.3 |
| 11 | T1 | 423 | 40 | 445 | 9.5 | 0.296 | 3.8 | LOS A | 2.0 | 15.4 | 0.22 | 0.39 | 0.22 | 56.7 |
| 12 | R2 | 55 | 11 | 58 | 20.0 | 0.296 | 9.7 | LOS A | 2.0 | 15.4 | 0.22 | 0.39 | 0.22 | 56.5 |
| 12u | U | 2 | 0 | 2 | 0.0 | 0.296 | 11.8 | LOS B | 2.0 | 15.4 | 0.22 | 0.39 | 0.22 | 58.8 |
| Approach | | 722 | 82 | 760 | 11.4 | 0.296 | 4.4 | LOS A | 2.0 | 15.4 | 0.22 | 0.40 | 0.22 | 56.2 |
| All Vehicles | | 1161 | 184 | 1222 | 15.8 | 0.296 | 5.2 | LOS A | 2.0 | 15.4 | 0.30 | 0.44 | 0.30 | 55.7 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Old Punt Rd / Tomago Rd - FUT PM (Site Folder: Future)]

Old Punt Road / Tomago Road
Future conditions
PM peak period
Site Category: (None)
Roundabout

| Vehicle Movement Performance | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 105 | 1 | 111 | 1.0 | 0.267 | 12.2 | LOS B | 1.5 | 10.4 | 0.79 | 0.88 | 0.79 | 51.8 |
| 2 | T1 | 31 | 0 | 33 | 0.0 | 0.267 | 9.3 | LOS A | 1.5 | 10.4 | 0.79 | 0.88 | 0.79 | 53.4 |
| 3 | R2 | 10 | 0 | 11 | 0.0 | 0.267 | 15.0 | LOS B | 1.5 | 10.4 | 0.79 | 0.88 | 0.79 | 53.7 |
| 3u | U | 1 | 0 | 1 | 0.0 | 0.267 | 17.4 | LOS C | 1.5 | 10.4 | 0.79 | 0.88 | 0.79 | 55.1 |
| Approach | | 147 | 1 | 155 | 0.7 | 0.267 | 11.8 | LOS B | 1.5 | 10.4 | 0.79 | 0.88 | 0.79 | 52.3 |
| East: Tomago Rd (E) | | | | | | | | | | | | | | |
| 4 | L2 | 9 | 1 | 9 | 11.1 | 0.197 | 6.4 | LOS A | 1.3 | 9.2 | 0.63 | 0.60 | 0.63 | 53.1 |
| 5 | T1 | 582 | 27 | 613 | 4.6 | 0.387 | 6.6 | LOS A | 3.1 | 22.7 | 0.67 | 0.58 | 0.67 | 54.6 |
| 6 | R2 | 38 | 10 | 40 | 26.3 | 0.387 | 11.9 | LOS B | 3.1 | 22.7 | 0.69 | 0.57 | 0.69 | 54.0 |
| 6u | U | 1 | 0 | 1 | 0.0 | 0.387 | 13.6 | LOS B | 3.1 | 22.7 | 0.69 | 0.57 | 0.69 | 56.4 |
| Approach | | 630 | 38 | 663 | 6.0 | 0.387 | 6.9 | LOS A | 3.1 | 22.7 | 0.67 | 0.58 | 0.67 | 54.6 |
| North: Old Punt Rd (N) | | | | | | | | | | | | | | |
| 7 | L2 | 46 | 12 | 48 | 26.1 | 0.476 | 7.5 | LOS A | 3.1 | 23.4 | 0.64 | 0.78 | 0.66 | 50.3 |
| 8 | T1 | 6 | 1 | 6 | 16.7 | 0.476 | 6.7 | LOS A | 3.1 | 23.4 | 0.64 | 0.78 | 0.66 | 52.0 |
| 9 | R2 | 356 | 30 | 375 | 8.4 | 0.476 | 12.1 | LOS B | 3.1 | 23.4 | 0.64 | 0.78 | 0.66 | 52.3 |
| 9u | U | 1 | 0 | 1 | 0.0 | 0.476 | 14.2 | LOS B | 3.1 | 23.4 | 0.64 | 0.78 | 0.66 | 53.9 |
| Approach | | 409 | 43 | 431 | 10.5 | 0.476 | 11.5 | LOS B | 3.1 | 23.4 | 0.64 | 0.78 | 0.66 | 52.1 |
| West: Tomago Rd (W) | | | | | | | | | | | | | | |
| 10 | L2 | 62 | 30 | 65 | 48.4 | 0.095 | 4.7 | LOS A | 0.5 | 4.8 | 0.29 | 0.42 | 0.29 | 54.0 |
| 11 | T1 | 308 | 24 | 324 | 7.8 | 0.186 | 4.0 | LOS A | 1.2 | 9.0 | 0.27 | 0.39 | 0.27 | 56.7 |
| 12 | R2 | 13 | 7 | 14 | 53.8 | 0.186 | 10.2 | LOS B | 1.2 | 9.0 | 0.26 | 0.39 | 0.26 | 55.2 |
| 12u | U | 7 | 1 | 7 | 14.3 | 0.186 | 12.1 | LOS B | 1.2 | 9.0 | 0.26 | 0.39 | 0.26 | 58.2 |
| Approach | | 390 | 62 | 411 | 15.9 | 0.186 | 4.5 | LOS A | 1.2 | 9.0 | 0.27 | 0.40 | 0.27 | 56.2 |
| All Vehicles | | 1576 | 144 | 1659 | 9.1 | 0.476 | 8.0 | LOS A | 3.1 | 23.4 | 0.58 | 0.61 | 0.58 | 54.1 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
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 [Pacific Hwy / Tomago Rd - FUT AM (Site Folder: Future)]

Pacific Highway / Tomago Road
Future Conditions
AM peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 336 | 83 | 354 | 24.7 | 0.329 | 28.2 | LOS B | 5.7 | 48.0 | 0.76 | 0.77 | 0.76 | 40.3 |
| Approach | | 336 | 83 | 354 | 24.7 | 0.329 | 28.2 | LOS B | 5.7 | 48.0 | 0.76 | 0.77 | 0.76 | 40.3 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 8 | 3 | 8 | 37.5 | 0.012 | 21.7 | LOS B | 0.2 | 1.8 | 0.54 | 0.67 | 0.54 | 47.5 |
| 5 | T1 | 1194 | 168 | 1257 | 14.1 | * 0.703 | 18.7 | LOS B | 21.3 | 166.9 | 0.83 | 0.75 | 0.83 | 56.8 |
| Approach | | 1202 | 171 | 1265 | 14.2 | 0.703 | 18.7 | LOS B | 21.3 | 166.9 | 0.83 | 0.75 | 0.83 | 56.7 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1164 | 148 | 1225 | 12.7 | 0.403 | 0.9 | LOS A | 3.7 | 28.5 | 0.25 | 0.18 | 0.25 | 77.8 |
| 12 | R2 | 629 | 84 | 662 | 13.4 | * 0.697 | 32.8 | LOS C | 16.2 | 126.4 | 0.87 | 0.84 | 0.87 | 41.6 |
| Approach | | 1793 | 232 | 1887 | 12.9 | 0.697 | 12.1 | LOS A | 16.2 | 126.4 | 0.47 | 0.41 | 0.47 | 59.6 |
| All Vehicles | | 3331 | 486 | 3506 | 14.6 | 0.703 | 16.1 | LOS B | 21.3 | 166.9 | 0.63 | 0.57 | 0.63 | 55.9 |

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

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Effective Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | |
| P1 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 202.0 | 211.5 | 1.05 |
| P1B | Slip/ Bypass | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 199.0 | 207.6 | 1.04 |
| East: Pacific Hwy (E) | | | | | | | | | | | | |
| P2 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 213.5 | 226.5 | 1.06 |
| All Pedestrians | | 150 | 158 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 204.8 | 215.2 | 1.05 |

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

# MOVEMENT SUMMARY

## Site: 101 [Pacific Hwy / Tomago Rd - FUT PM (Site Folder: Future)]

Pacific Highway / Tomago Road
Future Conditions
PM peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 1054 | 56 | 1109 | 5.3 | * 0.853 | 40.4 | LOS C | 26.1 | 191.0 | 0.98 | 0.97 | 1.15 | 37.4 |
| Approach | | 1054 | 56 | 1109 | 5.3 | 0.853 | 40.4 | LOS C | 26.1 | 191.0 | 0.98 | 0.97 | 1.15 | 37.4 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 7 | 2 | 7 | 28.6 | 0.011 | 23.3 | LOS B | 0.2 | 1.6 | 0.59 | 0.67 | 0.59 | 46.4 |
| 5 | T1 | 1405 | 107 | 1479 | 7.6 | * 0.874 | 33.1 | LOS C | 34.8 | 259.7 | 0.98 | 0.99 | 1.14 | 46.4 |
| Approach | | 1412 | 109 | 1486 | 7.7 | 0.874 | 33.1 | LOS C | 34.8 | 259.7 | 0.97 | 0.99 | 1.14 | 46.4 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1426 | 143 | 1501 | 10.0 | 0.485 | 1.0 | LOS A | 5.0 | 38.1 | 0.28 | 0.20 | 0.28 | 77.5 |
| 12 | R2 | 358 | 58 | 377 | 16.2 | 0.361 | 26.7 | LOS B | 7.4 | 59.0 | 0.71 | 0.78 | 0.71 | 44.6 |
| Approach | | 1784 | 201 | 1878 | 11.3 | 0.485 | 6.2 | LOS A | 7.4 | 59.0 | 0.37 | 0.32 | 0.37 | 67.5 |
| All Vehicles | | 4250 | 366 | 4474 | 8.6 | 0.874 | 23.6 | LOS B | 34.8 | 259.7 | 0.72 | 0.70 | 0.82 | 50.0 |

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

* Critical Movement (Signal Timing)

**Pedestrian Movement Performance**

| Mov ID | Crossing | Input Vol. ped/h | Dem. Flow ped/h | Aver. Delay sec | Level of Service | AVERAGE BACK OF QUEUE [ Ped ped | Dist ] m | Prop. Que | Effective Stop Rate | Travel Time sec | Travel Dist. m | Aver. Speed m/sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Tomago Rd (S) | | | | | | | | | | | | |
| P1 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 202.0 | 211.5 | 1.05 |
| P1B | Slip/ Bypass | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 199.0 | 207.6 | 1.04 |
| East: Pacific Hwy (E) | | | | | | | | | | | | |
| P2 | Full | 50 | 53 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 213.5 | 226.5 | 1.06 |
| All Pedestrians | | 150 | 158 | 39.3 | LOS D | 0.1 | 0.1 | 0.94 | 0.94 | 204.8 | 215.2 | 1.05 |

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

# MOVEMENT SUMMARY

## Site: 101 [Pacific Hwy / Old Punt Rd - FUT AM (Site Folder: Future)]

Pacific Highway / Old Punt Road
Future conditions
AM Peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 22 | 17 | 23 | 77.3 | 0.019 | 7.8 | LOS A | 0.0 | 0.0 | 0.00 | 0.49 | 0.00 | 52.3 |
| 3 | R2 | 32 | 12 | 34 | 37.5 | * 0.460 | 72.5 | LOS F | 2.1 | 19.4 | 1.00 | 0.73 | 1.00 | 26.4 |
| Approach | | 54 | 29 | 57 | 53.7 | 0.460 | 46.2 | LOS D | 2.1 | 19.4 | 0.59 | 0.63 | 0.59 | 33.2 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 69 | 10 | 73 | 14.5 | 0.062 | 10.3 | LOS A | 0.7 | 5.7 | 0.33 | 0.68 | 0.33 | 55.6 |
| 5 | T1 | 1196 | 150 | 1259 | 12.5 | * 0.538 | 11.9 | LOS A | 19.5 | 151.4 | 0.58 | 0.53 | 0.58 | 63.4 |
| Approach | | 1265 | 160 | 1332 | 12.6 | 0.538 | 11.9 | LOS A | 19.5 | 151.4 | 0.57 | 0.54 | 0.57 | 62.9 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1144 | 134 | 1204 | 11.7 | 0.332 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 12 | R2 | 23 | 15 | 24 | 65.2 | * 0.191 | 50.6 | LOS D | 1.2 | 13.0 | 0.95 | 0.72 | 0.95 | 34.0 |
| Approach | | 1167 | 149 | 1228 | 12.8 | 0.332 | 1.1 | LOS A | 1.2 | 13.0 | 0.02 | 0.01 | 0.02 | 77.7 |
| All Vehicles | | 2486 | 338 | 2617 | 13.6 | 0.538 | 7.5 | LOS A | 19.5 | 151.4 | 0.31 | 0.29 | 0.31 | 67.6 |

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

* Critical Movement (Signal Timing)

# MOVEMENT SUMMARY

## Site: 101 [Pacific Hwy / Old Punt Rd - FUT PM (Site Folder: Future)]

Pacific Highway / Old Punt Road
Future conditions
PM Peak period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

**Vehicle Movement Performance**

| Mov ID | Turn | INPUT VOLUMES [ Total veh/h | HV ] veh/h | DEMAND FLOWS [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% BACK OF QUEUE [ Veh. veh | Dist ] m | Prop. Que | Effective Stop Rate | Aver. No. Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Old Punt Rd (S) | | | | | | | | | | | | | | |
| 1 | L2 | 51 | 7 | 54 | 13.7 | 0.032 | 7.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.52 | 0.00 | 54.4 |
| 3 | R2 | 133 | 8 | 140 | 6.0 | * 0.674 | 65.3 | LOS E | 8.3 | 60.8 | 1.00 | 0.83 | 1.06 | 30.1 |
| Approach | | 184 | 15 | 194 | 8.2 | 0.674 | 49.3 | LOS D | 8.3 | 60.8 | 0.72 | 0.74 | 0.77 | 34.4 |
| East: Pacific Hwy (E) | | | | | | | | | | | | | | |
| 4 | L2 | 38 | 13 | 40 | 34.2 | 0.038 | 10.6 | LOS A | 0.4 | 3.4 | 0.32 | 0.67 | 0.32 | 54.8 |
| 5 | T1 | 1335 | 98 | 1405 | 7.3 | * 0.653 | 17.7 | LOS B | 27.5 | 205.0 | 0.72 | 0.66 | 0.72 | 57.6 |
| Approach | | 1373 | 111 | 1445 | 8.1 | 0.653 | 17.5 | LOS B | 27.5 | 205.0 | 0.71 | 0.66 | 0.71 | 57.5 |
| West: Pacific Hwy (W) | | | | | | | | | | | | | | |
| 11 | T1 | 1401 | 131 | 1475 | 9.4 | 0.401 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 79.7 |
| 12 | R2 | 13 | 11 | 14 | 84.6 | * 0.118 | 45.5 | LOS D | 0.6 | 7.4 | 0.94 | 0.69 | 0.94 | 35.5 |
| Approach | | 1414 | 142 | 1488 | 10.0 | 0.401 | 0.5 | LOS A | 0.6 | 7.4 | 0.01 | 0.01 | 0.01 | 78.8 |
| All Vehicles | | 2971 | 268 | 3127 | 9.0 | 0.674 | 11.4 | LOS A | 27.5 | 205.0 | 0.38 | 0.35 | 0.38 | 62.9 |

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

* Critical Movement (Signal Timing)

**ANNEXURE E: COLAS IMPORT TRAFFIC GENERATION**
**(8 SHEETS)**

| Date | Day | Daily inbound |
|---|---|---|
| 1/03/2020 | Sunday | 0 |
| 2/03/2020 | Monday | 29 |
| 3/03/2020 | Tuesday | 8 |
| 4/03/2020 | Wednesday | 20 |
| 5/03/2020 | Thursday | 15 |
| 6/03/2020 | Friday | 1 |
| 7/03/2020 | Saturday | 0 |
| 8/03/2020 | Sunday | 0 |
| 9/03/2020 | Monday | 16 |
| 10/03/2020 | Tuesday | 5 |
| 11/03/2020 | Wednesday | 8 |
| 12/03/2020 | Thursday | 24 |
| 13/03/2020 | Friday | 10 |
| 14/03/2020 | Saturday | 0 |
| 15/03/2020 | Sunday | 0 |
| 16/03/2020 | Monday | 6 |
| 17/03/2020 | Tuesday | 4 |
| 18/03/2020 | Wednesday | 9 |
| 19/03/2020 | Thursday | 24 |
| 20/03/2020 | Friday | 24 |
| 21/03/2020 | Saturday | 17 |
| 22/03/2020 | Sunday | 2 |
| 23/03/2020 | Monday | 15 |
| 24/03/2020 | Tuesday | 27 |
| 25/03/2020 | Wednesday | 28 |
| 26/03/2020 | Thursday | 11 |
| 27/03/2020 | Friday | 18 |
| 28/03/2020 | Saturday | 0 |
| 29/03/2020 | Sunday | 0 |
| 30/03/2020 | Monday | 27 |
| 31/03/2020 | Tuesday | 8 |
| 1/04/2020 | Wednesday | 18 |
| 2/04/2020 | Thursday | 19 |
| 3/04/2020 | Friday | 39 |
| 4/04/2020 | Saturday | 1 |
| 5/04/2020 | Sunday | 0 |
| 6/04/2020 | Monday | 15 |
| 7/04/2020 | Tuesday | 35 |
| 8/04/2020 | Wednesday | 15 |
| 9/04/2020 | Thursday | 23 |
| 10/04/2020 | Friday | 0 |
| 11/04/2020 | Saturday | 0 |
| 12/04/2020 | Sunday | 0 |
| 13/04/2020 | Monday | 0 |
| 14/04/2020 | Tuesday | 19 |
| 15/04/2020 | Wednesday | 18 |

| | | |
|---|---|---|
| 16/04/2020 | Thursday | 11 |
| 17/04/2020 | Friday | 16 |
| 18/04/2020 | Saturday | 5 |
| 19/04/2020 | Sunday | 0 |
| 20/04/2020 | Monday | 24 |
| 21/04/2020 | Tuesday | 29 |
| 22/04/2020 | Wednesday | 35 |
| 23/04/2020 | Thursday | 6 |
| 24/04/2020 | Friday | 21 |
| 25/04/2020 | Saturday | 0 |
| 26/04/2020 | Sunday | 0 |
| 27/04/2020 | Monday | 23 |
| 28/04/2020 | Tuesday | 15 |
| 29/04/2020 | Wednesday | 32 |
| 30/04/2020 | Thursday | 3 |
| 1/05/2020 | Friday | 13 |
| 2/05/2020 | Saturday | 0 |
| 3/05/2020 | Sunday | 0 |
| 4/05/2020 | Monday | 11 |
| 5/05/2020 | Tuesday | 3 |
| 6/05/2020 | Wednesday | 5 |
| 7/05/2020 | Thursday | 24 |
| 8/05/2020 | Friday | 12 |
| 9/05/2020 | Saturday | 0 |
| 10/05/2020 | Sunday | 1 |
| 11/05/2020 | Monday | 20 |
| 12/05/2020 | Tuesday | 14 |
| 13/05/2020 | Wednesday | 46 |
| 14/05/2020 | Thursday | 18 |
| 15/05/2020 | Friday | 1 |
| 16/05/2020 | Saturday | 1 |
| 17/05/2020 | Sunday | 1 |
| 18/05/2020 | Monday | 50 |
| 19/05/2020 | Tuesday | 24 |
| 20/05/2020 | Wednesday | 32 |
| 21/05/2020 | Thursday | 19 |
| 22/05/2020 | Friday | 2 |
| 23/05/2020 | Saturday | 9 |
| 24/05/2020 | Sunday | 1 |
| 25/05/2020 | Monday | 34 |
| 26/05/2020 | Tuesday | 15 |
| 27/05/2020 | Wednesday | 31 |
| 28/05/2020 | Thursday | 19 |
| 29/05/2020 | Friday | 45 |
| 30/05/2020 | Saturday | 25 |
| 31/05/2020 | Sunday | 2 |
| 1/06/2020 | Monday | 31 |

| | | |
|---|---|---|
| 2/06/2020 | Tuesday | 42 |
| 3/06/2020 | Wednesday | 20 |
| 4/06/2020 | Thursday | 42 |
| 5/06/2020 | Friday | 32 |
| 6/06/2020 | Saturday | 0 |
| 7/06/2020 | Sunday | 0 |
| 8/06/2020 | Monday | 0 |
| 9/06/2020 | Tuesday | 20 |
| 10/06/2020 | Wednesday | 0 |
| 11/06/2020 | Thursday | 2 |
| 12/06/2020 | Friday | 31 |
| 13/06/2020 | Saturday | 0 |
| 14/06/2020 | Sunday | 0 |
| 15/06/2020 | Monday | 17 |
| 16/06/2020 | Tuesday | 44 |
| 17/06/2020 | Wednesday | 7 |
| 18/06/2020 | Thursday | 24 |
| 19/06/2020 | Friday | 25 |
| 20/06/2020 | Saturday | 0 |
| 21/06/2020 | Sunday | 4 |
| 22/06/2020 | Monday | 20 |
| 23/06/2020 | Tuesday | 26 |
| 24/06/2020 | Wednesday | 32 |
| 25/06/2020 | Thursday | 26 |
| 26/06/2020 | Friday | 1 |
| 27/06/2020 | Saturday | 0 |
| 28/06/2020 | Sunday | 0 |
| 29/06/2020 | Monday | 6 |
| 30/06/2020 | Tuesday | 31 |
| 1/07/2020 | Wednesday | 12 |
| 2/07/2020 | Thursday | 20 |
| 3/07/2020 | Friday | 6 |
| 4/07/2020 | Saturday | 0 |
| 5/07/2020 | Sunday | 0 |
| 6/07/2020 | Monday | 9 |
| 7/07/2020 | Tuesday | 0 |
| 8/07/2020 | Wednesday | 0 |
| 9/07/2020 | Thursday | 0 |
| 10/07/2020 | Friday | 14 |
| 11/07/2020 | Saturday | 0 |
| 12/07/2020 | Sunday | 0 |
| 13/07/2020 | Monday | 4 |
| 14/07/2020 | Tuesday | 1 |
| 15/07/2020 | Wednesday | 0 |
| 16/07/2020 | Thursday | 3 |
| 17/07/2020 | Friday | 3 |
| 18/07/2020 | Saturday | 0 |

| | | |
|---|---|---|
| 19/07/2020 | Sunday | 1 |
| 20/07/2020 | Monday | 1 |
| 21/07/2020 | Tuesday | 0 |
| 22/07/2020 | Wednesday | 0 |
| 23/07/2020 | Thursday | 0 |
| 24/07/2020 | Friday | 0 |
| 25/07/2020 | Saturday | 0 |
| 26/07/2020 | Sunday | 0 |
| 27/07/2020 | Monday | 0 |
| 28/07/2020 | Tuesday | 0 |
| 29/07/2020 | Wednesday | 0 |
| 30/07/2020 | Thursday | 0 |
| 31/07/2020 | Friday | 0 |
| 1/08/2020 | Saturday | 0 |
| 2/08/2020 | Sunday | 0 |
| 3/08/2020 | Monday | 0 |
| 4/08/2020 | Tuesday | 0 |
| 5/08/2020 | Wednesday | 0 |
| 6/08/2020 | Thursday | 1 |
| 7/08/2020 | Friday | 0 |
| 8/08/2020 | Saturday | 0 |
| 9/08/2020 | Sunday | 0 |
| 10/08/2020 | Monday | 0 |
| 11/08/2020 | Tuesday | 0 |
| 12/08/2020 | Wednesday | 0 |
| 13/08/2020 | Thursday | 4 |
| 14/08/2020 | Friday | 1 |
| 15/08/2020 | Saturday | 0 |
| 16/08/2020 | Sunday | 3 |
| 17/08/2020 | Monday | 5 |
| 18/08/2020 | Tuesday | 7 |
| 19/08/2020 | Wednesday | 18 |
| 20/08/2020 | Thursday | 14 |
| 21/08/2020 | Friday | 7 |
| 22/08/2020 | Saturday | 0 |
| 23/08/2020 | Sunday | 0 |
| 24/08/2020 | Monday | 4 |
| 25/08/2020 | Tuesday | 8 |
| 26/08/2020 | Wednesday | 6 |
| 27/08/2020 | Thursday | 0 |
| 28/08/2020 | Friday | 1 |
| 29/08/2020 | Saturday | 0 |
| 30/08/2020 | Sunday | 0 |
| 31/08/2020 | Monday | 16 |
| 1/09/2020 | Tuesday | 9 |
| 2/09/2020 | Wednesday | 14 |
| 3/09/2020 | Thursday | 8 |

| | | |
|---|---|---|
| 4/09/2020 | Friday | 0 |
| 5/09/2020 | Saturday | 0 |
| 6/09/2020 | Sunday | 0 |
| 7/09/2020 | Monday | 1 |
| 8/09/2020 | Tuesday | 3 |
| 9/09/2020 | Wednesday | 0 |
| 10/09/2020 | Thursday | 0 |
| 11/09/2020 | Friday | 1 |
| 12/09/2020 | Saturday | 0 |
| 13/09/2020 | Sunday | 0 |
| 14/09/2020 | Monday | 1 |
| 15/09/2020 | Tuesday | 4 |
| 16/09/2020 | Wednesday | 0 |
| 17/09/2020 | Thursday | 0 |
| 18/09/2020 | Friday | 0 |
| 19/09/2020 | Saturday | 0 |
| 20/09/2020 | Sunday | 0 |
| 21/09/2020 | Monday | 0 |
| 22/09/2020 | Tuesday | 1 |
| 23/09/2020 | Wednesday | 6 |
| 24/09/2020 | Thursday | 0 |
| 25/09/2020 | Friday | 9 |
| 26/09/2020 | Saturday | 0 |
| 27/09/2020 | Sunday | 0 |
| 28/09/2020 | Monday | 9 |
| 29/09/2020 | Tuesday | 5 |
| 30/09/2020 | Wednesday | 7 |
| 1/10/2020 | Thursday | 10 |
| 2/10/2020 | Friday | 5 |
| 3/10/2020 | Saturday | 0 |
| 4/10/2020 | Sunday | 0 |
| 5/10/2020 | Monday | 0 |
| 6/10/2020 | Tuesday | 18 |
| 7/10/2020 | Wednesday | 11 |
| 8/10/2020 | Thursday | 4 |
| 9/10/2020 | Friday | 0 |
| 10/10/2020 | Saturday | 1 |
| 11/10/2020 | Sunday | 0 |
| 12/10/2020 | Monday | 0 |
| 13/10/2020 | Tuesday | 0 |
| 14/10/2020 | Wednesday | 3 |
| 15/10/2020 | Thursday | 8 |
| 16/10/2020 | Friday | 11 |
| 17/10/2020 | Saturday | 0 |
| 18/10/2020 | Sunday | 0 |
| 19/10/2020 | Monday | 17 |
| 20/10/2020 | Tuesday | 5 |

| | | |
|---|---|---|
| 21/10/2020 | Wednesday | 2 |
| 22/10/2020 | Thursday | 5 |
| 23/10/2020 | Friday | 11 |
| 24/10/2020 | Saturday | 0 |
| 25/10/2020 | Sunday | 0 |
| 26/10/2020 | Monday | 1 |
| 27/10/2020 | Tuesday | 0 |
| 28/10/2020 | Wednesday | 6 |
| 29/10/2020 | Thursday | 2 |
| 30/10/2020 | Friday | 7 |
| 31/10/2020 | Saturday | 0 |
| 1/11/2020 | Sunday | 0 |
| 2/11/2020 | Monday | 12 |
| 3/11/2020 | Tuesday | 4 |
| 4/11/2020 | Wednesday | 7 |
| 5/11/2020 | Thursday | 1 |
| 6/11/2020 | Friday | 12 |
| 7/11/2020 | Saturday | 0 |
| 8/11/2020 | Sunday | 0 |
| 9/11/2020 | Monday | 9 |
| 10/11/2020 | Tuesday | 11 |
| 11/11/2020 | Wednesday | 13 |
| 12/11/2020 | Thursday | 10 |
| 13/11/2020 | Friday | 9 |
| 14/11/2020 | Saturday | 0 |
| 15/11/2020 | Sunday | 0 |
| 16/11/2020 | Monday | 0 |
| 17/11/2020 | Tuesday | 19 |
| 18/11/2020 | Wednesday | 10 |
| 19/11/2020 | Thursday | 20 |
| 20/11/2020 | Friday | 10 |
| 21/11/2020 | Saturday | 0 |
| 22/11/2020 | Sunday | 0 |
| 23/11/2020 | Monday | 12 |
| 24/11/2020 | Tuesday | 19 |
| 25/11/2020 | Wednesday | 0 |
| 26/11/2020 | Thursday | 21 |
| 27/11/2020 | Friday | 30 |
| 28/11/2020 | Saturday | 21 |
| 29/11/2020 | Sunday | 1 |
| 30/11/2020 | Monday | 7 |
| 1/12/2020 | Tuesday | 18 |
| 2/12/2020 | Wednesday | 20 |
| 3/12/2020 | Thursday | 23 |
| 4/12/2020 | Friday | 16 |
| 5/12/2020 | Saturday | 0 |
| 6/12/2020 | Sunday | 2 |

| | | |
|---|---|---|
| 7/12/2020 | Monday | 21 |
| 8/12/2020 | Tuesday | 15 |
| 9/12/2020 | Wednesday | 22 |
| 10/12/2020 | Thursday | 46 |
| 11/12/2020 | Friday | 0 |
| 12/12/2020 | Saturday | 0 |
| 13/12/2020 | Sunday | 4 |
| 14/12/2020 | Monday | 33 |
| 15/12/2020 | Tuesday | 10 |
| 16/12/2020 | Wednesday | 0 |
| 17/12/2020 | Thursday | 32 |
| 18/12/2020 | Friday | 12 |
| 19/12/2020 | Saturday | 0 |
| 20/12/2020 | Sunday | 0 |
| 21/12/2020 | Monday | 0 |
| 22/12/2020 | Tuesday | 0 |
| 23/12/2020 | Wednesday | 0 |
| 24/12/2020 | Thursday | 0 |
| 25/12/2020 | Friday | 0 |
| 26/12/2020 | Saturday | 0 |
| 27/12/2020 | Sunday | 0 |
| 28/12/2020 | Monday | 0 |
| 29/12/2020 | Tuesday | 0 |
| 30/12/2020 | Wednesday | 0 |
| 31/12/2020 | Thursday | 0 |
| 1/01/2021 | Friday | 0 |
| 2/01/2021 | Saturday | 0 |
| 3/01/2021 | Sunday | 0 |
| 4/01/2021 | Monday | 0 |
| 5/01/2021 | Tuesday | 0 |
| 6/01/2021 | Wednesday | 0 |
| 7/01/2021 | Thursday | 1 |
| 8/01/2021 | Friday | 0 |
| 9/01/2021 | Saturday | 0 |
| 10/01/2021 | Sunday | 0 |
| 11/01/2021 | Monday | 0 |
| 12/01/2021 | Tuesday | 0 |
| 13/01/2021 | Wednesday | 0 |
| 14/01/2021 | Thursday | 2 |
| 15/01/2021 | Friday | 0 |
| 16/01/2021 | Saturday | 0 |
| 17/01/2021 | Sunday | 0 |
| 18/01/2021 | Monday | 1 |
| 19/01/2021 | Tuesday | 2 |
| 20/01/2021 | Wednesday | 6 |
| 21/01/2021 | Thursday | 2 |
| 22/01/2021 | Friday | 7 |

| | | |
|---|---|---|
| 23/01/2021 | Saturday | 0 |
| 24/01/2021 | Sunday | 0 |
| 25/01/2021 | Monday | 0 |
| 26/01/2021 | Tuesday | 0 |
| 27/01/2021 | Wednesday | 3 |
| 28/01/2021 | Thursday | 3 |
| 29/01/2021 | Friday | 2 |
| 30/01/2021 | Saturday | 0 |
| 31/01/2021 | Sunday | 0 |
| 1/02/2021 | Monday | 4 |
| 2/02/2021 | Tuesday | 3 |
| 3/02/2021 | Wednesday | 7 |
| 4/02/2021 | Thursday | 10 |
| 5/02/2021 | Friday | 11 |
| 6/02/2021 | Saturday | 6 |
| 7/02/2021 | Sunday | 2 |
| 8/02/2021 | Monday | 23 |
| 9/02/2021 | Tuesday | 22 |
| 10/02/2021 | Wednesday | 22 |
| 11/02/2021 | Thursday | 22 |
| 12/02/2021 | Friday | 18 |
| 13/02/2021 | Saturday | 7 |
| 14/02/2021 | Sunday | 1 |
| 15/02/2021 | Monday | 0 |
| 16/02/2021 | Tuesday | 24 |
| 17/02/2021 | Wednesday | 0 |
| 18/02/2021 | Thursday | 10 |
| 19/02/2021 | Friday | 0 |
| 20/02/2021 | Saturday | 0 |
| 21/02/2021 | Sunday | 0 |
| 22/02/2021 | Monday | 0 |
| 23/02/2021 | Tuesday | 1 |
| 24/02/2021 | Wednesday | 0 |
| 25/02/2021 | Thursday | 0 |
| 26/02/2021 | Friday | 1 |
| 27/02/2021 | Saturday | 0 |
| 28/02/2021 | Sunday | 0 |

**ANNEXURE F: COLAS EXPORT TRAFFIC GENERATION**
**(21 SHEETS)**

| Date | Time | Day |
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| 1/09/2020 | 5:36:00 AM | Tuesday |
| 1/09/2020 | 5:36:00 AM | Tuesday |
| 1/09/2020 | 6:46:00 AM | Tuesday |
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| 3/09/2020 | 11:47:00 AM | Thursday |
| 7/09/2020 | 11:50:00 PM | Monday |
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| 11/09/2020 | 7:04:00 AM | Friday |
| 11/09/2020 | 7:33:00 AM | Friday |
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| 23/09/2020 | 4:51:00 AM | Wednesday |
| 23/09/2020 | 4:54:00 AM | Wednesday |
| 23/09/2020 | 5:02:00 AM | Wednesday |
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| 5/02/2021 | 9:11:00 AM | Friday |
| 5/02/2021 | 9:30:00 AM | Friday |
| 5/02/2021 | 10:04:00 AM | Friday |
| 5/02/2021 | 11:07:00 AM | Friday |
| 5/02/2021 | 11:34:00 AM | Friday |
| 5/02/2021 | 11:34:00 AM | Friday |
| 5/02/2021 | 11:54:00 AM | Friday |
| 5/02/2021 | 12:14:00 PM | Friday |
| 5/02/2021 | 12:55:00 PM | Friday |
| 5/02/2021 | 8:23:00 PM | Friday |
| 5/02/2021 | 8:34:00 PM | Friday |
| 5/02/2021 | 8:50:00 PM | Friday |
| 5/02/2021 | 9:19:00 PM | Friday |
| 5/02/2021 | 10:06:00 PM | Friday |
| 5/02/2021 | 10:34:00 PM | Friday |
| 5/02/2021 | 10:53:00 PM | Friday |
| 7/02/2021 | 8:10:00 PM | Sunday |
| 7/02/2021 | 10:26:00 PM | Sunday |
| 7/02/2021 | 10:40:00 PM | Sunday |
| 7/02/2021 | 10:55:00 PM | Sunday |
| 7/02/2021 | 11:28:00 PM | Sunday |
| 7/02/2021 | 11:43:00 PM | Sunday |
| 7/02/2021 | 11:56:00 PM | Sunday |
| 8/02/2021 | 1:14:00 AM | Monday |
| 9/02/2021 | 12:06:00 AM | Tuesday |
| 9/02/2021 | 12:16:00 AM | Tuesday |
| 9/02/2021 | 9:22:00 AM | Tuesday |
| 9/02/2021 | 9:25:00 AM | Tuesday |
| 9/02/2021 | 9:38:00 AM | Tuesday |
| 9/02/2021 | 9:48:00 AM | Tuesday |

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|---|---|---|
| 9/02/2021 | 10:20:00 AM | Tuesday |
| 9/02/2021 | 10:30:00 AM | Tuesday |
| 9/02/2021 | 10:40:00 AM | Tuesday |
| 9/02/2021 | 11:26:00 AM | Tuesday |
| 9/02/2021 | 11:35:00 AM | Tuesday |
| 9/02/2021 | 11:42:00 AM | Tuesday |
| 9/02/2021 | 12:08:00 PM | Tuesday |
| 9/02/2021 | 12:46:00 PM | Tuesday |
| 9/02/2021 | 1:33:00 PM | Tuesday |
| 9/02/2021 | 2:17:00 PM | Tuesday |
| 9/02/2021 | 2:34:00 PM | Tuesday |
| 9/02/2021 | 2:59:00 PM | Tuesday |
| 9/02/2021 | 3:04:00 PM | Tuesday |
| 9/02/2021 | 8:03:00 PM | Tuesday |
| 9/02/2021 | 8:40:00 PM | Tuesday |
| 9/02/2021 | 9:14:00 PM | Tuesday |
| 9/02/2021 | 9:35:00 PM | Tuesday |
| 9/02/2021 | 10:01:00 PM | Tuesday |
| 9/02/2021 | 10:33:00 PM | Tuesday |
| 9/02/2021 | 10:51:00 PM | Tuesday |
| 9/02/2021 | 11:01:00 PM | Tuesday |
| 9/02/2021 | 11:40:00 PM | Tuesday |
| 9/02/2021 | 11:52:00 PM | Tuesday |
| 10/02/2021 | 12:22:00 AM | Wednesday |
| 10/02/2021 | 12:39:00 AM | Wednesday |
| 10/02/2021 | 12:43:00 AM | Wednesday |
| 10/02/2021 | 1:00:00 AM | Wednesday |
| 10/02/2021 | 1:30:00 AM | Wednesday |
| 10/02/2021 | 1:58:00 AM | Wednesday |
| 10/02/2021 | 2:14:00 AM | Wednesday |
| 10/02/2021 | 8:28:00 AM | Wednesday |
| 10/02/2021 | 10:23:00 AM | Wednesday |
| 10/02/2021 | 11:21:00 AM | Wednesday |
| 10/02/2021 | 11:36:00 AM | Wednesday |
| 10/02/2021 | 11:51:00 AM | Wednesday |
| 10/02/2021 | 12:00:00 PM | Wednesday |
| 10/02/2021 | 12:18:00 PM | Wednesday |
| 10/02/2021 | 1:11:00 PM | Wednesday |
| 10/02/2021 | 1:32:00 PM | Wednesday |
| 10/02/2021 | 1:46:00 PM | Wednesday |
| 10/02/2021 | 4:12:00 PM | Wednesday |
| 10/02/2021 | 10:27:00 PM | Wednesday |
| 10/02/2021 | 10:39:00 PM | Wednesday |
| 10/02/2021 | 10:58:00 PM | Wednesday |
| 10/02/2021 | 11:08:00 PM | Wednesday |
| 10/02/2021 | 11:35:00 PM | Wednesday |
| 11/02/2021 | 12:37:00 AM | Thursday |
| 11/02/2021 | 8:07:00 PM | Thursday |
| 11/02/2021 | 9:23:00 PM | Thursday |
| 11/02/2021 | 9:33:00 PM | Thursday |

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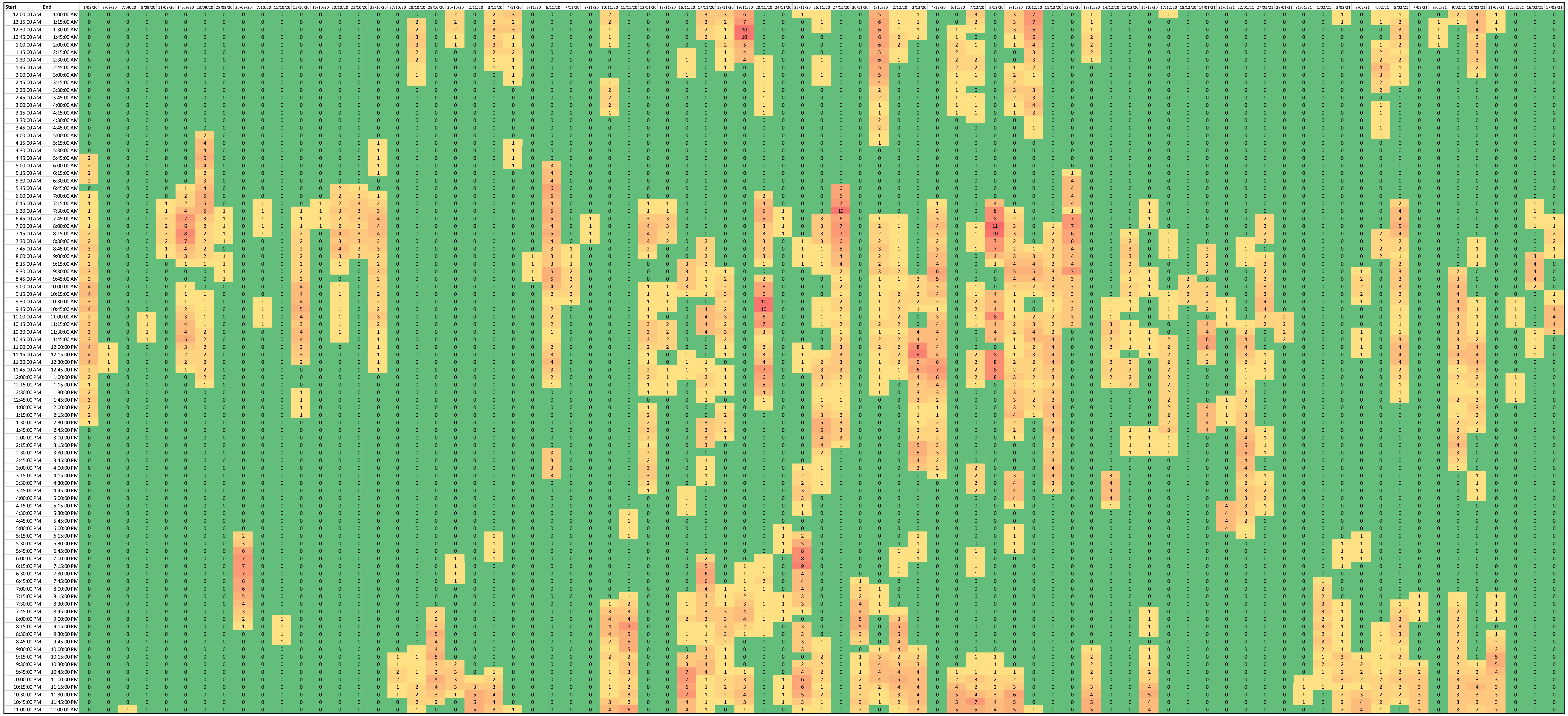
| 11/02/2021 | 9:47:00 PM | Thursday |
| 11/02/2021 | 10:02:00 PM | Thursday |
| 11/02/2021 | 10:04:00 PM | Thursday |
| 11/02/2021 | 10:18:00 PM | Thursday |
| 11/02/2021 | 11:05:00 PM | Thursday |
| 11/02/2021 | 11:15:00 PM | Thursday |
| 11/02/2021 | 11:20:00 PM | Thursday |
| 12/02/2021 | 10:21:00 AM | Friday |
| 12/02/2021 | 12:52:00 PM | Friday |
| 16/02/2021 | 8:47:00 AM | Tuesday |
| 16/02/2021 | 9:00:00 AM | Tuesday |
| 16/02/2021 | 11:25:00 AM | Tuesday |
| 16/02/2021 | 7:11:00 AM | Tuesday |
| 16/02/2021 | 9:06:00 AM | Tuesday |
| 16/02/2021 | 8:47:00 AM | Tuesday |
| 17/02/2021 | 10:33:00 AM | Wednesday |
| 17/02/2021 | 10:15:00 AM | Wednesday |
| 17/02/2021 | 8:04:00 AM | Wednesday |
| 17/02/2021 | 7:34:00 AM | Wednesday |
| 17/02/2021 | 10:33:00 AM | Wednesday |
| 17/02/2021 | 10:33:00 AM | Wednesday |
| 9/12/2020 | 12:14:00 AM | Wednesday |
| 9/12/2020 | 12:33:00 AM | Wednesday |
| 9/12/2020 | 12:42:00 AM | Wednesday |
| 9/12/2020 | 1:08:00 AM | Wednesday |
| 9/12/2020 | 2:36:00 AM | Wednesday |
| 9/12/2020 | 2:56:00 AM | Wednesday |
| 9/12/2020 | 3:29:00 AM | Wednesday |
| 9/12/2020 | 7:23:00 AM | Wednesday |
| 9/12/2020 | 7:41:00 AM | Wednesday |
| 9/12/2020 | 7:48:00 AM | Wednesday |
| 9/12/2020 | 8:31:00 AM | Wednesday |
| 9/12/2020 | 8:53:00 AM | Wednesday |
| 9/12/2020 | 8:58:00 AM | Wednesday |
| 9/12/2020 | 9:07:00 AM | Wednesday |
| 9/12/2020 | 9:24:00 AM | Wednesday |
| 9/12/2020 | 10:30:00 AM | Wednesday |
| 9/12/2020 | 11:05:00 AM | Wednesday |
| 9/12/2020 | 12:05:00 PM | Wednesday |

**Number of export trucks hour-to-hour data.**



Notes: (1) Each column represents a different day that asphalt was exported. Each row represents a 1-hour period.

(2) The coloured values represent the number of trucks that exported asphalt within the associated 1-hour period.