Proposed Processed Engineered Feedstock Production Facility

Lot 1 DP 713708 Newton Street North, Silverwater

TRAFFIC AND PARKING ASSESSMENT REPORT

16 March 2026

Ref 25432

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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1.0 INTRODUCTION

1.1 Project Summary

This report has been prepared on behalf of *MET Recycling PTY Ltd. (MET Recycling)* to accompany a scoping report (and a future Environmental Impact Statement) to the *NSW Department of Planning, Housing and Infrastructure* for a proposed new processed engineered feedstock production facility to be located at Lot 1 DP 713708 Newton Street North, Silverwater (Figures 1 and 2).

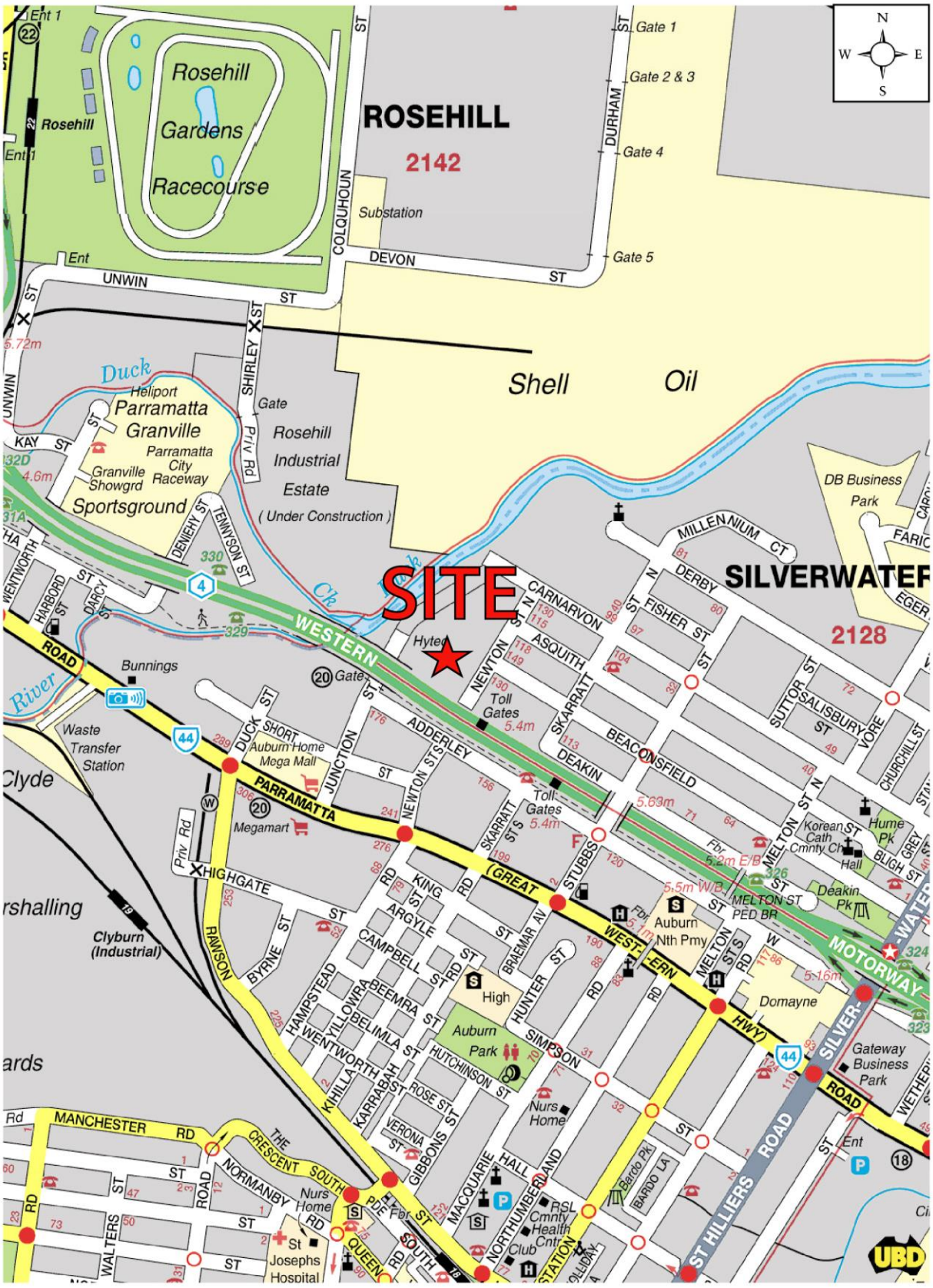
MET Recycling currently operates the site under DA384/87 for waste management operations including receiving, sorting and processing building, civil and related construction materials. Current operations are licensed under NSW Environment Protection Authority EPL 20948 and are limited to store no more than 20,000 tonnes on site under Limit Condition L2.3.

In February 2018, DA/135/2018 was given development consent by City of Parramatta Council for the *"construction of one (1) weighbridge and associated truck queuing lanes on Lease Area 1 in association with an existing Resource Recovery Facility (located on Lease Area 3)"*, subject to a number of consent conditions.

MET Recycling is now seeking approval to receive and process up to 450,000 tonnes per annum (tpa) of Municipal Solid Waste and Commercial & Industrial Waste in a ratio of 40% to 60% respectively. This will provide new critical infrastructure to address the projected shortfall in Sydney's waste disposal needs by 2030.

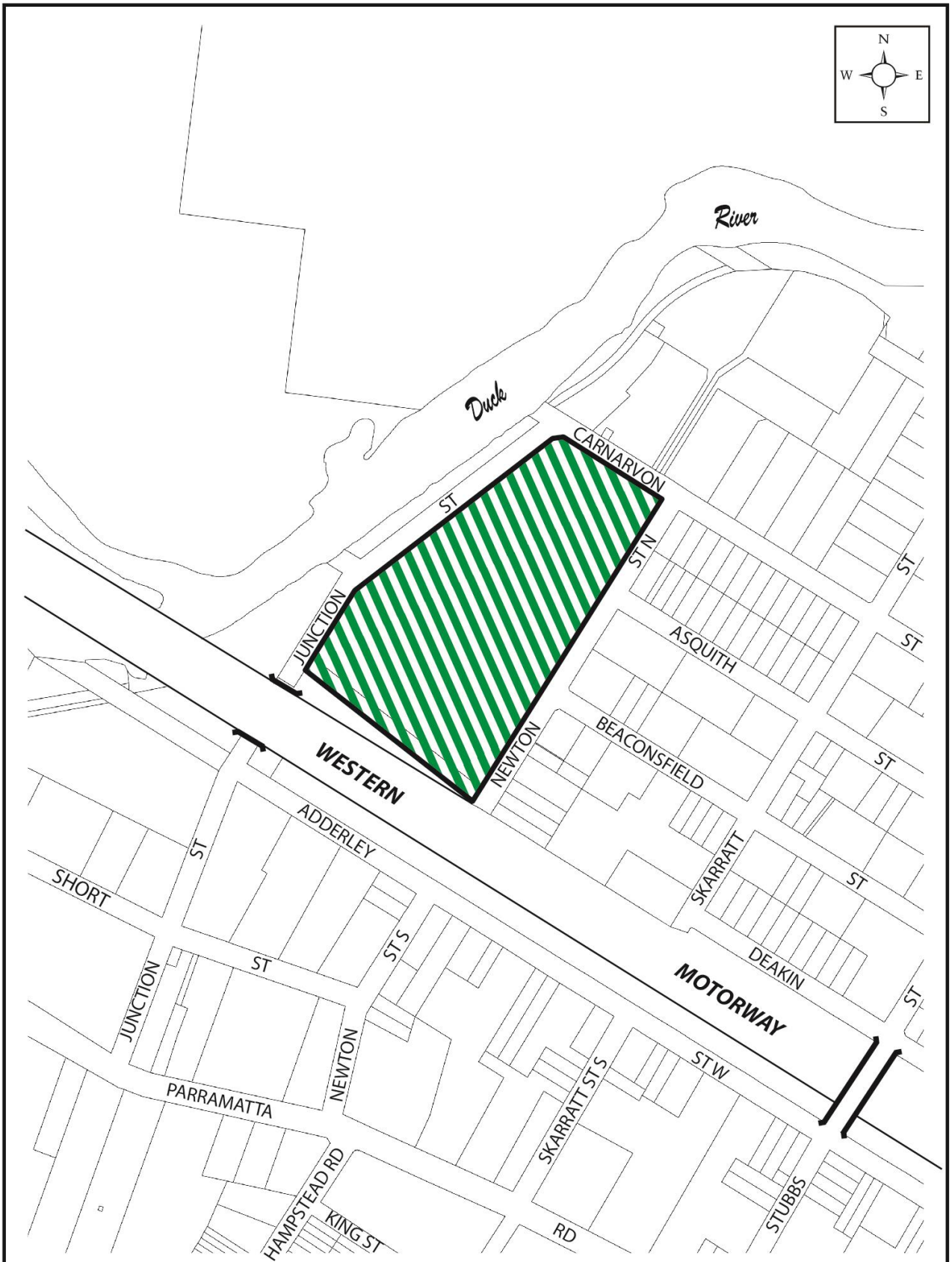
The development proposal also involves the construction of a new industrial warehouse building with internal weighbridges on the abovementioned Lease Area 1 plus a portion of Lease Area 2, associated office space and off-street car parking for an additional 10 staff, as well as the construction of a new vehicular access driveway off Newton Street North and the to-be-widened existing driveway off Carnarvon Street that can accommodate access for 19m long semi-trailers.

The proposed development will operate on a 24/7 basis. A total of ten (10) staff will be required to support operations during each shift.



VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1



VARGA TRAFFIC PLANNING Pty Ltd
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SITE
FIGURE 2

The development proposal seeks approval for the receiving and processing of more than 100,000 tpa, hence it is defined as a State Significant Development (SSD) in accordance with *State Environmental Planning Policy (Planning Systems) 2021*, and therefore this traffic report has been prepared to accompany a scoping report (and a future Environmental Impact Statement) to the *NSW Department of Planning, Housing and Infrastructure.*

The subject site is located in land zoned *E4 - General Industrial* in Silverwater Industrial Estate, within proximity to the Western Motorway M4 to the south-west and Duck River to the north. Silverwater Industrial Estate is an established industrial area accommodating a wide range of activities such as manufacturing, fabrication, transport, waste treatment/transfer stations and chemical plants.

The location of the site will facilitate an important upgrade to existing site operations, which will support the broader strategic goals of waste management and the circular economy of Greater Sydney.

Off-street parking for the proposed development is to be provided in a new at-grade, outdoor parking area comprising 23 car parking spaces.

Vehicular access to the proposed new industrial warehouse building for heavy vehicles is to be provided via the existing driveway (which is to be widened and restricted to *entry-only* for the new industrial warehouse building as part of this development proposal) located in the middle of the Carnarvon Street site frontage, and via a new *exit-only* driveway located towards the southern end of Newton Street North site frontage.

Vehicular access to the proposed new car parking area for passenger vehicles is to be provided via a new combined entry/exit driveway located towards the eastern end of Carnarvon Street site frontage (adjacent to the east of the abovementioned new entry-only driveway).

Loading/servicing for the proposed development is to be undertaken by a variety of commercial vehicles and trucks, up to and including 19m long semi-trailers (AV trucks), with loading/servicing area to be accommodated within the proposed new industrial warehouse building.

1.2 Purpose of this Report

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

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site and the traffic conditions on that road network
- reviews the sustainable forms of transport available in the vicinity of the site
- estimates the traffic generation potential of the development proposal and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the development proposal on the surrounding local and arterial road network in terms of road network capacity
- reviews the geometric design features of the proposed car parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street parking and loading provided on the site.

1.3 Relevant Policies and Guidelines

- Parramatta Local Environmental Plan 2023 & Development Control Plan 2023
- Roads Act 1993 (NSW)
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- Guide to Transport Impact Assessment (TfNSW, 2024 as updated)
- Standards Australia AS2890.1 – 2004 (Part 1: Off-street Car Parking)
- Standards Australia AS2890.2 – 2018 (Part 2: Off-street commercial vehicle facilities)
- Standards Australia AS2890.6 – 2022 (Part 6: Off-street parking for people with disabilities)

2.0 EXISTING CONDITIONS

2.1 Site Location

The subject site is located on Lot 1 in DP 713708, at the southwest corner of the Newton Street North and Carnarvon Street intersection, in the southwest corner of the Silverwater Industrial Estate. The site has street frontages approximately 110 metres in length to Carnarvon Street, approximately 325 metres in length to Newton Street North, approximately 250 metres in length to Junction Street, and occupies an area of approximately 53,180m^2.

The Silverwater Industrial Estate provides wide road carriageways and is well serviced by a number of major roads including Silverwater Road and Western Motorway M4.

Adjoining sites are of similar design and use, comprising a mix of light and heavy industries such as cabinet making, waste treatment, transport depots, panel beating, and engine repair workshops.

A recent aerial photo of the site and its surroundings is provided below:

Source: Nearmap

2.2 Existing Land Uses and Operational Characteristics

Existing Land Uses

The site currently operates under DA384/87 for waste management operations including receiving, sorting and processing building, civil and related construction materials. Current site operations are licensed under NSW Environment Protection Authority EPL 20948 and are currently limited to store no more than 20,000 tonnes on site under Limit Condition L2.3.

Consent for DA384/87 approved the following: *"Use of part of the site (Area 4) for the wholesale sale, storage and processing of building, roadmaking and landscaping materials, builders sands, gravels, concrete, bricks, landscaping sands and soil mixes including the installation of associated office and amenities building"*.

In February 2017, DA/119/2017 was given development consent by City of Parramatta Council for the construction of new weighbridge and associated weighbridge hut, demountable buildings for office use and staff amenities, water treatment system, and additional 12 car parking spaces, in association with an existing Resource Recovery Facility located on Lease Area 3, subject to a number of consent conditions.

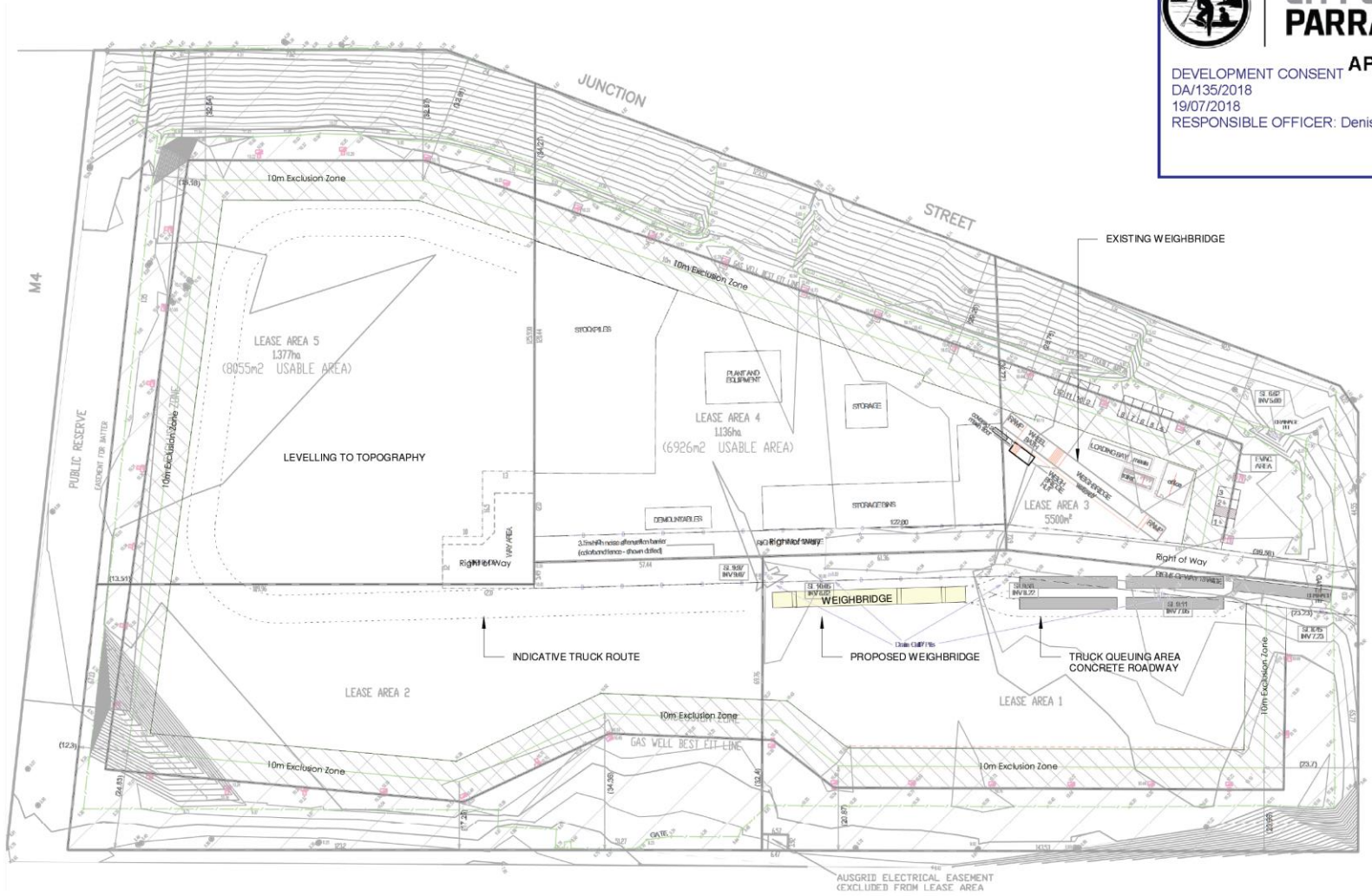
In February 2018, DA/135/2018 was given development consent by City of Parramatta Council for the *"construction of one (1) weighbridge and associated truck queuing lanes on Lease Area 1 in association with an existing Resource Recovery Facility (located on Lease Area 3)"*, subject to a number of consent conditions. A plan of the previously approved DA/135/2018, prepared by *Spaces Places Design*, is reproduced in the following page.

Off-street parking for the existing subject site, located on Lease Area 1, is currently provided for a total of 14 cars in the existing at-grade, outdoor car parking area in the northeast corner of the site.

Vehicular access to the site is currently provided via the existing combined entry/exit driveway located in the middle of Carnarvon Street site frontage.

CITY OF PARRAMATTA

DEVELOPMENT CONSENT **APPROVED**
DA/135/2018
19/07/2018
RESPONSIBLE OFFICER: Denise Fernandez



Existing Building
Proposed Demolition
Proposed Works
Timber
Metal
Glass & Glass Bricks
Tiles
Fibre Cement Sheets/Cement Render
Concrete
Paving/Stone (Tiles, Terracota)
Brick
Existing Shadow

DP Down pipe
EM Electrical Meter
FW Floor Waste
HW Hot Water
GM Gass Meter
SP Sump
SV Sewer Vent Pipe
WT Water Meter
RR Roof Ridge
TG Top of Gutter

Rev	Date	Description	Issued By
REV 1	10.10.17	DRAFT DA	NJG
REV 2	31.10.17	DRAFT DA	NJG
REV 3	08.11.17	DA SUBMISSION	NJG
REV 4	20.02.18	WEIGHBRIDGE DIMENSIONAL CHECK	NJG

SPACES + PLACES

ACN
611 292 187
Reg. Name
Alexander Hatziplis pty ltd
265 Illawarra Road
Marrickville, NSW 2204
Studio@SpacesPlacesDesign.com.au
www.SpacesPlacesDesign.com.au

Development Application

MET Recycling Silverwater

02. Plans

Site Plan
DA - 201
20/02/18
1 : 1000
NJG

Loading/servicing for the site is currently undertaken by a variety of commercial vehicles and trucks, up to and including 23m long Truck and Dog vehicle. Vehicular access for commercial vehicles is currently provided via the abovementioned entry/exit driveway.

2.3 Road Hierarchy

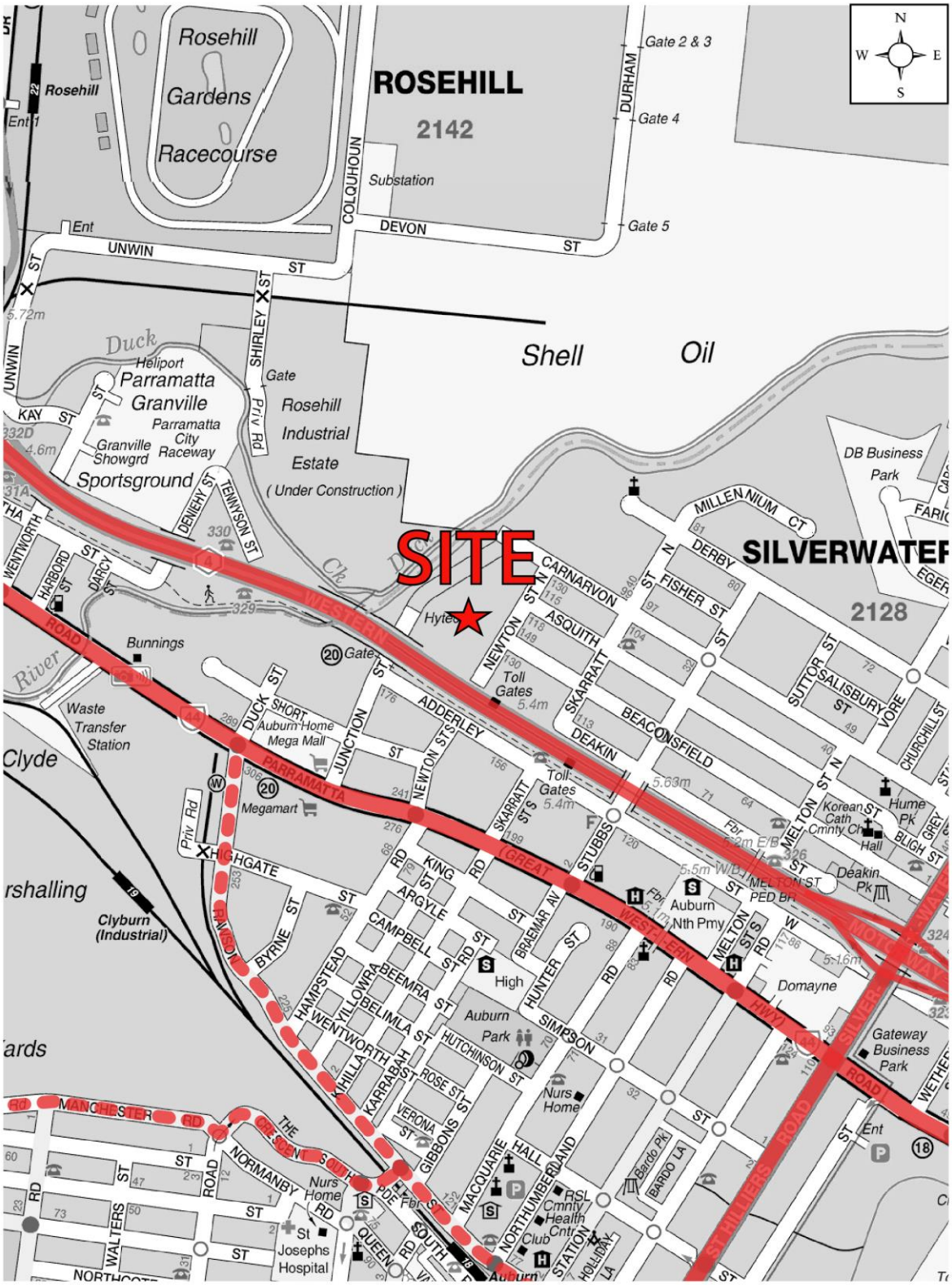
The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3.

The M4 Motorway is classified by TfNSW as a *State Road* and provides the key east-west road link in the area, which extends from Concord in Sydney's inner west to Lapstone at the foothills of the Blue Mountains. It typically carries two traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. All intersections with the M4 Motorway are grade-separated.

Silverwater Road is also classified by TfNSW as a *State Road* and provides a key north-south road link in the area, linking Dundas Valley and Silverwater. It typically carries three traffic lanes in each direction in the vicinity of the site, with Clearway restrictions applying along both sides of the road during commuter peak periods.

Parramatta Road is also classified by TfNSW as a *State Road* and provides another key east-west road link in the area, linking Sydney CBD and Granville. It typically carries three traffic lanes in each direction in the vicinity of the site, with Clearway restrictions applying along both sides of the road during commuter peak periods.

Newton Street North, Carnarvon Street and Junction Street are local, unclassified roads which provide vehicular and pedestrian access to frontage properties. These roads typically carry 1 traffic lane in each direction, with kerbside parking permitted along both sides of these roads.



Key: State Road

Regional Road

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Traffic and Parking Consultants

ROAD HIERARCHY

FIGURE 3

2.4 Existing Traffic Controls

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

- a 90 km/h SPEED LIMIT which applies to Western Motorway M4
- a 50 km/h SPEED LIMIT which applies to Newton Street North, Carnarvon Street, Junction Street and other local roads in the vicinity of the site
- 3 TONNE LOAD LIMIT restrictions in local roads in the immediate vicinity of the residential area to the southwest of Silverwater Industrial Estate
- a ROUNDABOUT in Stubbs Street where it intersects with Adderley Street West.

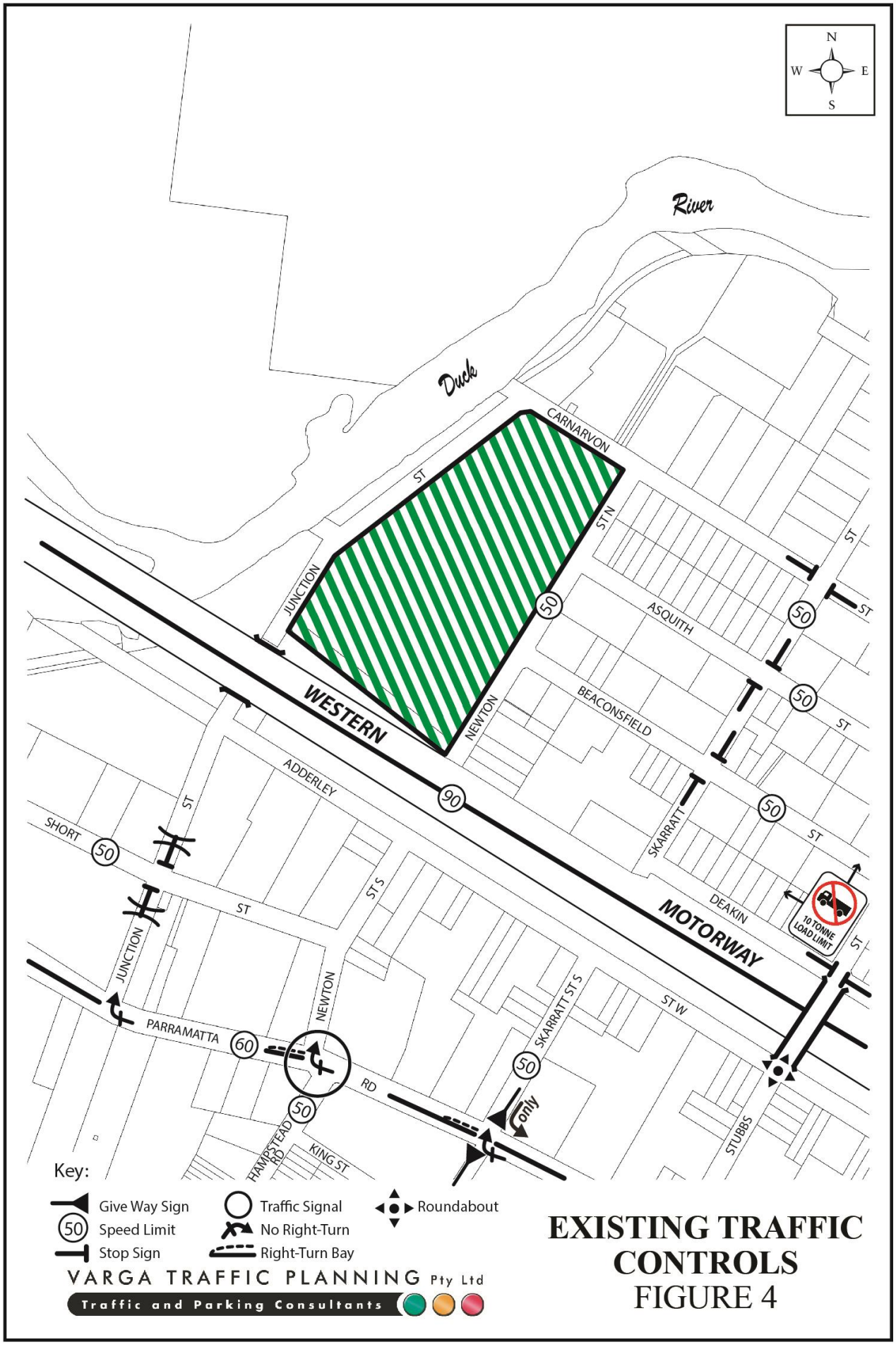
2.5 Existing Kerbside Parking Restrictions

Given the industrial nature of the area surrounding the site, there are generally no kerbside parking restrictions which apply in the vicinity of the site, including along the site frontages.

2.6 Existing Traffic Conditions

In order to gain an accurate appreciation of the existing traffic conditions on the road network in the vicinity of the site, peak period traffic surveys were undertaken as part of this traffic study on Wednesday 15th October 2025, at the following intersections:

- Carnarvon Street & Site Access Driveway
- Carnarvon Street & Newton Street North
- Asquith Street & Newton Street North
- Carnarvon Street & Skarratt Street North
- Carnarvon Street & Silverwater Road
- Derby Street & Silverwater Road
- Fariola Street & Silverwater Road


N
W
E
S
River
Duck
CARNARVON ST
JUNCTION
STN
ASQUITH
BEACONSFIELD
NEWTON
WESTERN MOTORWAY
ADDERLEY
SHORT ST
JUNCTION
ST S
NEWTON
PARRAMATTA RD
HAMPSTEAD RD
KING ST
SKARRATT ST S
Only
ST W
STUBBS
DEAKIN
10 TONNE LOAD LIMIT
SKARRATT
50
60
90
Key:
Give Way Sign
Speed Limit
Stop Sign
Traffic Signal
No Right-Turn
Right-Turn Bay
Roundabout
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC CONTROLS
FIGURE 4

It is noted that the morning and afternoon "network" peak periods for the above traffic surveys occurred at different times. Therefore, the peak periods of the proposed site, i.e. 6:00am – 7:00am and 7:00am – 8:00am for the AM peak periods, as well as 3:00pm – 4:00pm and 4:00pm – 5:00pm for the PM peak periods, have been adopted for the purposes of this assessment.

The results of the traffic surveys are reproduced in full in Appendix A, revealing that:

- two-way traffic flows in Silverwater Road are typically in the order of 3,793 - 3,865 light vehicles per hour (vph) and 168 - 344 heavy vph in the AM and PM peak periods

- two-way traffic flows in Fariola Street, at its intersection with Silverwater Road, are typically in the order of 824 - 1,256 light vph and 46 - 80 heavy vph in the AM and PM peak periods

- two-way traffic flows in Derby Street, to the west of Silverwater Road, are typically in the order of 139 - 193 light vph and 14 - 50 heavy vph in the AM and PM peak periods

- two-way traffic flows in Carnarvon Street, at its intersection with Silverwater Road, are typically in the order of 595 - 887 light vph and 69 - 133 heavy vph in the AM and PM peak periods

- two-way traffic flows in Skarratt Street North, at its intersection with Carnarvon Street, are typically in the order of 92 - 139 light vph and 22 - 30 heavy vph in the AM and PM peak periods

- two-way traffic flows in Asquith Street, at its intersection with Newton Street North, are typically in the order of 15 - 26 light vph and 2 - 6 heavy vph in the AM and PM peak periods

- two-way traffic flows in Newton Street North, at its intersection with Carnarvon Street, are typically in the order of 31 - 34 light vph and 3 - 10 heavy vph in the AM and PM peak periods

- two-way traffic flows at the existing Site Access Driveway were in the order of 2 light vph and 47 heavy vph in the AM peak periods, and 7 light vph and 14 heavy vph in the PM peak periods.

3.0 PROPOSED DEVELOPMENT

3.1 Overview of Proposed Development

The proposed development seeks consent to receive and process up to 450,000 tonnes per annum (tpa) of Municipal Solid Waste (MSW) and Commercial & Industrial Waste (C&I) in a ratio of 40% to 60% respectively.

The proposed development will be located within the existing Lease Areas 1 and 2, separate from the existing facilities located on the remainder of the site, and will comprise the following:

- the construction of a 11,792m^2 gross floor area (GFA) warehouse building for the receival of MSW and C&I waste, which is mainly comprised of organic food wastes, mixed plastics, contaminated paper and a small amount of glass and metal,
- odour and air quality control measures including negate pressure throughout the warehouse, and two (2) wet scrubbers with activated charcoal filtration for the discharge of clean, filtered air through stacks in the roof,
- a full solar panel array to the roofline, supported by an internal battery energy storage system within a small room of dimensions 4m long by 3m wide by 3m high,
- a full sprinkler system and full internal firewater containment bunding,
- entry and exit weighbridges for the monitoring of waste movement,
- bathroom amenities for up to 10 staff with an on-site office with a floor area of 275m^2 for weighbridge operations,
- waste processing plant machinery,
- semi-trailer entry from Carnarvon Street and semi-trailer exit to Newton Street North, with the largest trucks entering the site being no more than 19m in length.

The remainder of the existing site, i.e. the existing resource recovery operation, associated off-street parking provisions, vehicular access and loading/servicing arrangements, will remain *unchanged*.

The proposed development will operate 24 hours a day, 7 days a week, with three shifts and a maximum of 10 staff per shift, resulting in up to 20 staff members being present on-site during the shift change each.

In accordance with the proposed operational characteristics, there will be up to 192 waste deliveries per day, resulting in 252 vehicle movements per day by 12.5m long HRV trucks (126 IN and 126 OUT), as well as 132 vehicle movements per day by 19m long semi-trailers (66 IN and 66 OUT), for a combined total of up to 384 heavy vehicle movements per day (192 IN and 192 OUT).

Peak hour vehicle movements will be 6 vehicle movements per hour by 12.5m long HRV trucks (3 IN and 3 OUT) during *network peak periods*, as well as 18 vehicle movements per hour by 12.5m long HRV trucks (6 IN and 6 OUT) and by 19m long semi-trailers (3 IN and 3 OUT) during the abovementioned peak periods of the proposed site.

Each waste delivery is to be completed within 5 to 10 minutes at most.

Off-street parking for the proposed development is to be provided in a new at-grade, outdoor car parking area comprising 23 parking spaces to accommodate parking demand by all staff during shift changeover and by visitors/contractors (few if any).

Vehicular access to the proposed new industrial warehouse building for heavy vehicles is to be provided via the existing driveway (which is to be widened and restricted to *entry-only* for the new industrial warehouse building as part of this development proposal) located in the middle of the Carnarvon Street site frontage, and via a new *exit-only* driveway located towards the southern end of Newton Street North site frontage.

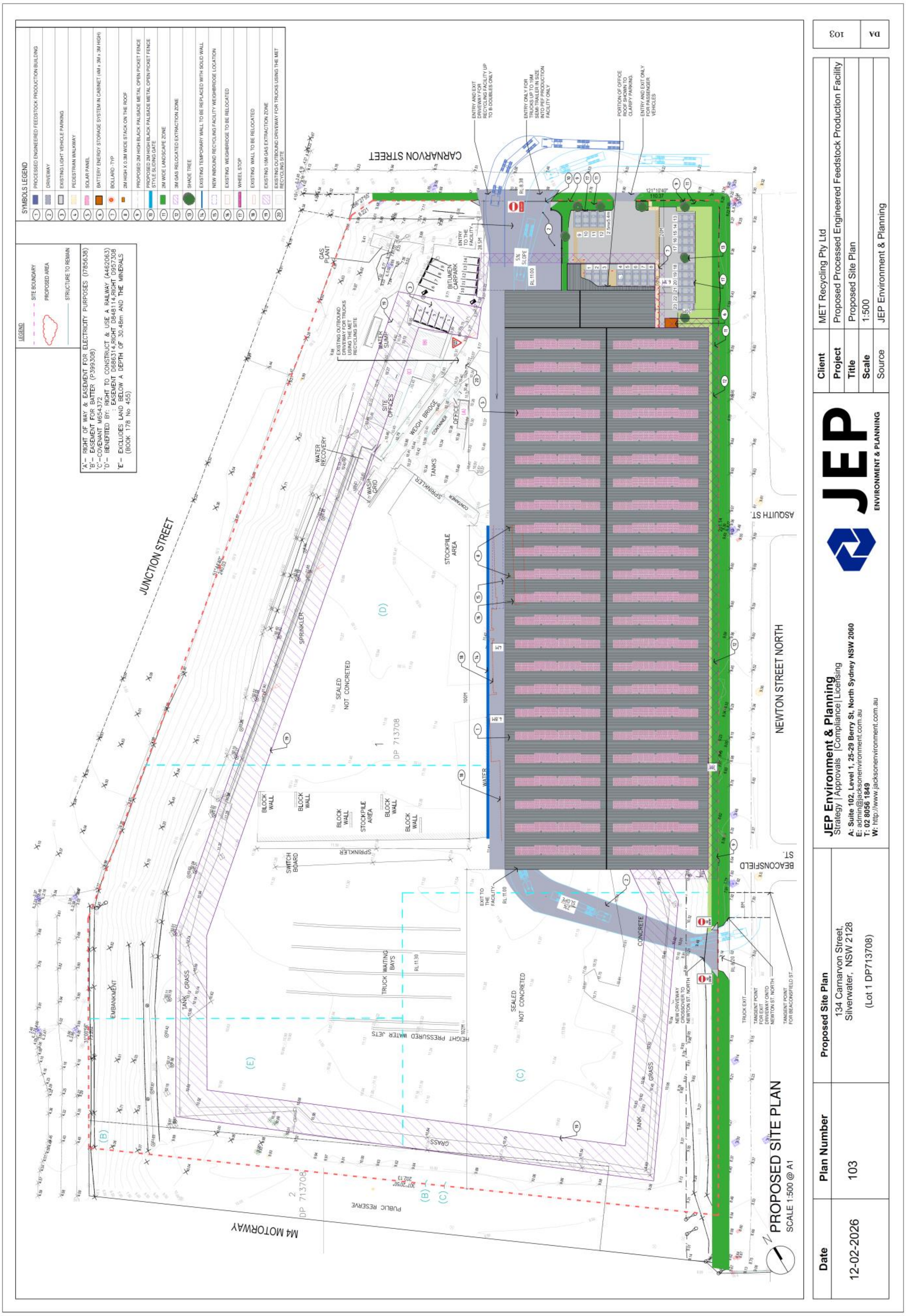
Vehicular access to the proposed new car parking area for passenger vehicles is to be provided via a new combined entry/exit driveway located towards the eastern end of Carnarvon Street site frontage (adjacent to the east of the abovementioned new entry-only driveway).

Loading/servicing for the proposed development is to be undertaken by a variety of commercial vehicles and trucks, up to and including 19m long semi-trailers (AV trucks), with loading/servicing area to be accommodated within the new industrial warehouse building.

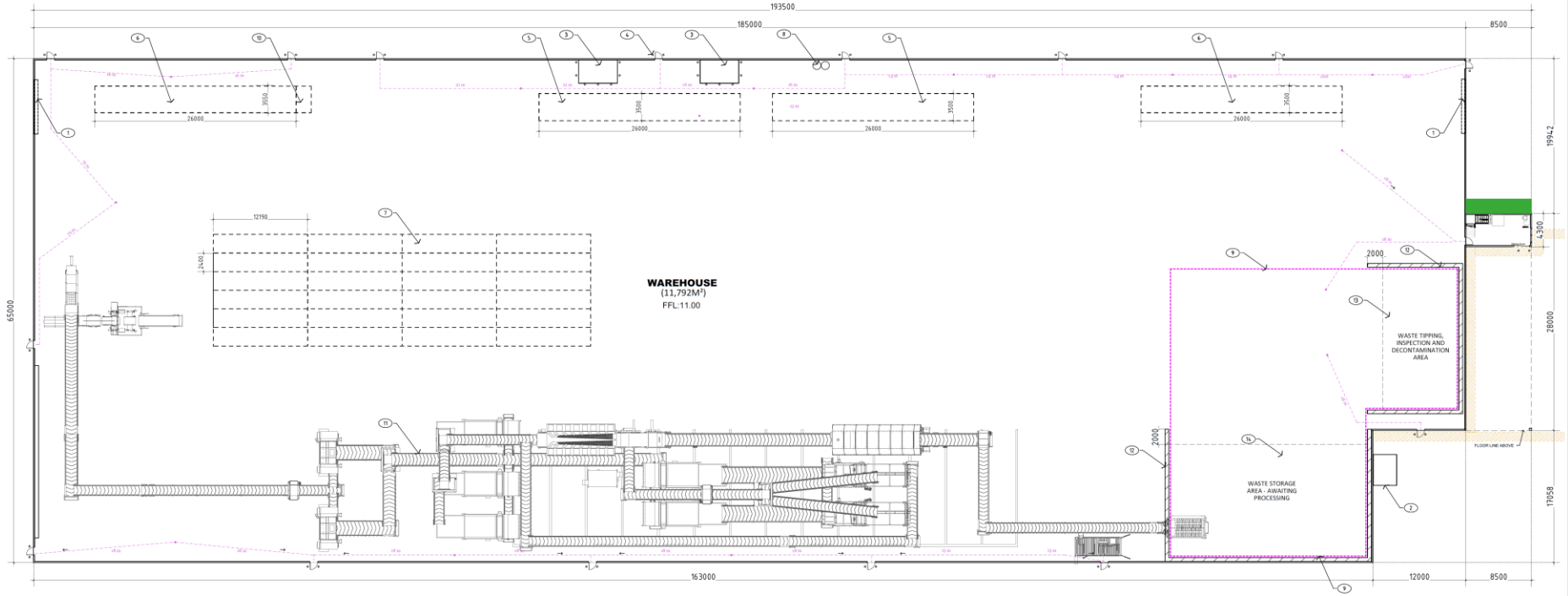
The proposed truck drive-through arrangement has the capacity to accommodate up to six 12.5m long HRV trucks and four 19m long semi-trailers *within* the building, should the need ever arise.

The schedule of use of the proposed development has been provided by *MET Recycling PTY Ltd.* and is reproduced in Appendix A of this report.

Plans of the proposed development have been prepared by *JEP Environment & Planning* and are reproduced in the following pages.


PROPOSED SITE PLAN
SCALE 1:500 @ A1
CARNARVON STREET
JUNCTION STREET
ASQUITH ST.
NEWTON STREET NORTH
BEACONSFIELD ST.
M4 MOTORWAY
SYMBOLS LEGEND
Client MET Recycling Pty Ltd
Project Proposed Processed Engineered Feedstock Production Facility
Title Proposed Site Plan
Scale 1:500
Source JEP Environment & Planning
JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
Date 12-02-2026
Plan Number 103
Proposed Site Plan
134 Carnarvon Street, Silverwater, NSW 2128
(Lot 1 DP713708)
103
DA

PLAN KEY NOTES	
1	ROLLER DOOR, 7M LONG - HEIGHT 6M
2	BATTERY ENERGY STORAGE SYSTEM IN CABINET (4M x 3M x 3M HIGH)
3	WET SCRUBBER WITH ACTIVATED CARBON FILTRATION WITH EXHAUST STACK EXTERNAL TO THE BUILDING (2M HIGH x 0.3M WIDE STACK ON THE ROOF) - AREA 3M x 5M
4	BOLLARD
5	LOADING AREA - 26M(L) x 3.5 M(W)
6	PIT STYLE WEIGH BRIDGE, 26M(L) x 3.5M(W)
7	PEF CONTAINER STORAGE AREA - CONTAINERS 12.19M(L) x 2.4M(W) x2.59M(H) - MAXIMUM STACKING HEIGHT = 4 CONTAINERS
8	2X10,000L LEACHATE COLLECTION TANKS
9	LEACHATE COLLECTION DRAIN AND PIT
10	WHEEL WASH UNIT
11	WASTE SORTING AND PEF PRODUCTION PLANT
12	5M HIGH CONCRETE PANEL WALLS
13	WASTE TIPPING, INSPECTION AND DECONTAMINATION AREA
14	WASTE STORAGE AREA - AWAITING PROCESSING



PROPOSED FLOOR PLAN
SCALE 1:250 @ A1

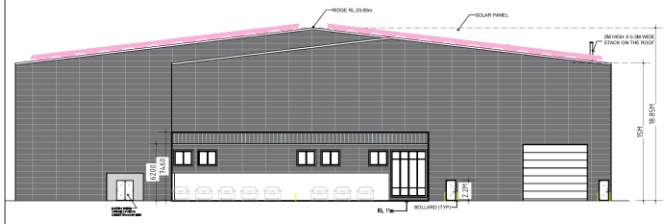
Date	Plan Number	Proposed Floor Plan
12-02-2026	104	134 Carnarvon Street, Silverwater, NSW 2128 (Lot 1 DP713708)

JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060
E: admin@jacksonenvironment.com.au
T: 02 8056 1849
W: http://www.jacksonenvironment.com.au

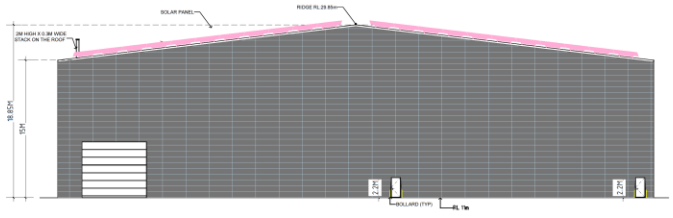
JEP ENVIRONMENT & PLANNING

Client	MET Recycling Pty Ltd
Project	Proposed Processed Engineered Feedstock Production Facility
Title	Proposed Floor Plan
Scale	1:250
Source	JEP Environment & Planning

104	
DA	



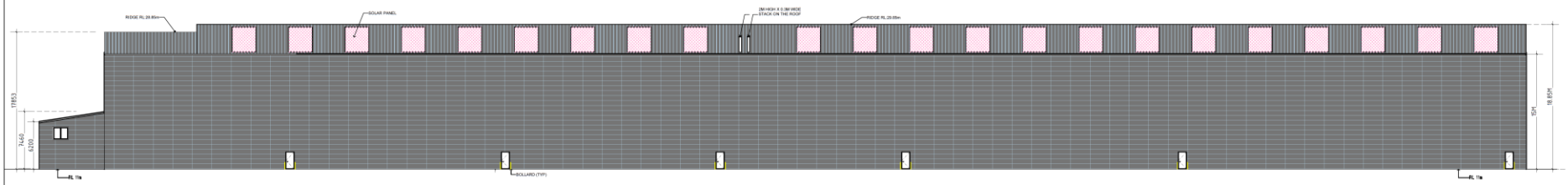
NORTH ELEVATION
SCALE 1:200 @ A1



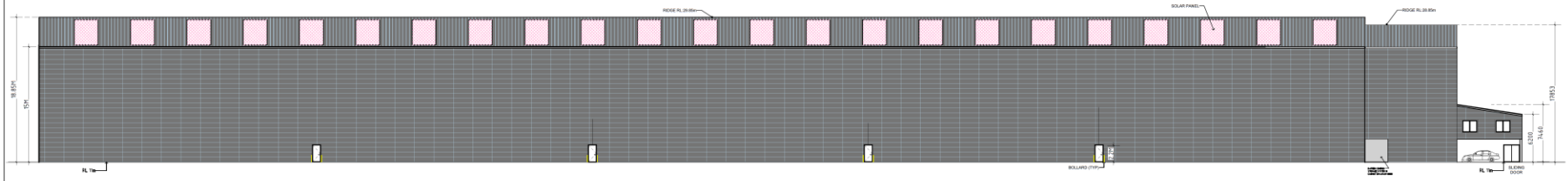
SOUTH ELEVATION
SCALE 1:200 @ A1

Schedule of Materials and Finishes

Wall Material: Colorbond Pale Eucalypt	
Roof Material : Colorbond Evening Haze	
Office Wall Material: Coen Composite Wood Panel (oak) or equivalent	
Office Roof Material : Colorbond Evening Haze	



WEST ELEVATION
SCALE 1:200 @ A1



EAST ELEVATION VIEW FROM ASQUITH STREET
SCALE 1:200 @ A1

Date	Plan Number	Elevations
12-02-2026	105	134 Carnarvon Street, Silverwater, NSW 2128 (Lot 1 DP713708)

JEP Environment & Planning
Strategy | Approvals | Compliance | Licensing
A: Suite 102, Level 1, 25-29 Berry St, North Sydney NSW 2060
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JEP ENVIRONMENT & PLANNING

Client	MET Recycling Pty Ltd
Project	Proposed Processed Engineered Feedstock Production Facility
Title	Elevations
Scale	1:200
Source	JEP Environment & Planning

105
DA

VARGA TRAFFIC PLANNING PTY LTD

3.2 Projected Traffic Generation Potential

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

An indication of the traffic generation potential of the development proposal is provided by reference to the Transport for New South Wales's publication *Guide to Transport Impact Assessment, Chapter 5 – Land use Trip Generation (Version 1.1, 2024).*

However, the TfNSW *Guide* does not nominate a traffic generation rate for processed engineered feedstock production facilities. As such, a "first principles" approach has been adopted for the purposes of this assessment.

The proposed development will operate 24 hours a day, 7 days a week. Three shifts are proposed with a maximum of 10 staff members per shift, resulting in up to 20 staff members present on-site during the shift change each day. The proposed development *may* generate a *maximum* of 12 truck movements per hour during peak periods.

In accordance with the operational characteristics as set out in the foregoing and the schedule of use reproduced in Appendix A, the proposed development is expected to generate a *nett increase* in the traffic generation potential of the site of approximately 28 vehicle trips per hour (vph) during the *morning* site peak hour and 18 vph during the *afternoon* site peak hour, as set out in the tables below.

Table 2: Projected Nett Increase in Morning Site Peak Hour Traffic Generation Potential

	6 AM – 7 AM			7 AM – 8 AM		
	IN	**OUT**	**Total**	**IN**	**OUT**	**Total**
12.5m long HRV	6	6	12	2	2	4
19m long semi-trailer	3	3	6	0	0	0
Staff vehicles	10	0	10	0	10	10
Total	**19**	**9**	**28**	**2**	**12**	**14**

Table 3: Projected Nett Increase in Afternoon Site Peak Hour Traffic Generation Potential

	3 PM – 4 PM			4 PM – 5 PM		
	IN	**OUT**	**Total**	**IN**	**OUT**	**Total**
12.5m long HRV	4	4	8	3	3	6
19m long semi-trailer	0	0	0	0	0	0
Staff vehicles	0	10	10	0	0	0
Total	**4**	**14**	**18**	**3**	**3**	**6**

That projected traffic activity as a consequence of the proposed development is minimal, consistent with the zoning objectives of the site, and will clearly not have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effects, as is demonstrated by the following section of this report.

3.3 Traffic Implications - Road Network Capacity

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network.

Those effects can be assessed using the SIDRA NETWORK 9.1 program which is widely used by the TfNSW and many LGA's for this purpose. Criteria for evaluating the results of the analysis are reproduced in the following pages.

The results of the SIDRA capacity analysis of the 6 intersections surrounding the development proposal, plus the proposed site access driveway off Carnarvon Street, are summarised in the tables in the following pages. The detailed SIDRA *movements summaries*, including pedestrian movement capacity analyses for all intersections, are reproduced in full in Appendix B.

The SIDRA capacity analysis has found that all intersections will continue to operate at the same *Levels of Service* as the existing scenarios, with *negligible* (no more than 3 seconds), if any, increases in average vehicle and pedestrian movement delays as a consequence of the development proposal.

On the above basis, it is clear that the surrounding road network will continue to operate at satisfactory *Levels of Service,* and that the proposed expansion will not result in any unacceptable traffic implications in terms of road network capacity.

Table 4: Existing Network Performance

Intersection	Key Indicators	Existing		Existing	
		6AM – 7AM	3PM – 4PM	7AM – 8AM	4PM – 5PM
Carnarvon St & Site Access	LoS	A	A	A	A
	DoS	0.012	0.019	0.033	0.015
	AVD	2.6	3.5	3.3	1.6
Carnarvon St & Newton St N	LoS	A	A	A	A
	DoS	0.018	0.020	0.036	0.029
	AVD	1.8	2.1	1.7	1.9
Asquith St & Newton St N	LoS	A	A	A	A
	DoS	0.010	0.013	0.014	0.014
	AVD	2.0	2.0	1.9	2.5
Carnarvon St & Skarratt St N	LoS	A	A	A	A
	DoS	0.051	0.062	0.072	0.076
	AVD	5.2	5.9	6.5	5.2
Carnarvon St & Silverwater Rd	LoS	C	C	C	C
	DoS	0.915	0.839	0.840	0.724
	AVD	40.6	39.3	31.9	33.7
Derby St & Silverwater Rd	LoS	A	A	A	A
	DoS	0.424	0.308	0.400	0.337
	AVD	0.7	0.7	0.7	0.7
Fariola St & Silverwater Rd	LoS	A	C	B	D
	DoS	0.573	0.781	0.606	0.927
	AVD	13.5	35.4	21.3	46.8

LoS = Levels of Service; DoS = Degree of Saturation; AVD = Total average vehicle delay (seconds per vehicle)

Table 5: Projected Network Performance

Intersection	Key Indicators	Proposed		Proposed	
		6AM – 7AM	3PM – 4PM	7AM – 8AM	4PM – 5PM
Carnarvon St & Site Access	LoS	A	A	A	A
	DoS	0.034	0.032	0.042	0.016
	AVD	6.0	3.2	3.0	2.3
Carnarvon St & Newton St N	LoS	A	A	A	A
	DoS	0.038	0.028	0.038	0.029
	AVD	1.1	1.9	1.6	2.0
Asquith St & Newton St N	LoS	A	A	A	A
	DoS	0.022	0.013	0.017	0.014
	AVD	1.3	1.7	1.8	2.3
Carnarvon St & Skarratt St N	LoS	A	A	A	A
	DoS	0.066	0.084	0.075	0.082
	AVD	5.5	6.2	6.7	5.4
Carnarvon St & Silverwater Rd	LoS	C	C	C	C
	DoS	0.918	0.825	0.825	0.724
	AVD	41.0	41.8	34.6	33.7
Derby St & Silverwater Rd	LoS	A	A	A	A
	DoS	0.427	0.309	0.400	0.337
	AVD	0.7	0.7	0.7	0.7
Fariola St & Silverwater Rd	LoS	A	C	B	D
	DoS	0.580	0.791	0.606	0.943
	AVD	14.1	35.6	21.3	48.0

LoS = Levels of Service; DoS = Degree of Saturation; AVD = Total average vehicle delay (seconds per vehicle)

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

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

2. Average Vehicle Delay (AVD)

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

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

3. Degree of Saturation (DS)

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

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

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

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

3.4 Car Parking Assessment

The Council's *Parramatta Development Control Plan 2023* does not nominate a parking rate for processed engineered feedstock production facilities. Reference is therefore made to the operational characteristics of the development

As mentioned in the foregoing, three shifts are proposed with a maximum of 10 staff members per shift, resulting in up to 20 staff members present on-site during the shift change each day.

If it is assumed that everybody drives to the site, then the *peak* parking demand will be 20 parked cars.

The proposed formal, line-marked, off-street car parking area on the site has a capacity of 23 spaces, thereby satisfying the abovementioned projected *peak* car parking demand.

The geometric design layout of the proposed new car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, aisle & driveway widths and overhead clearances.

3.5 Loading/Servicing Provisions

Loading/servicing for the proposed development is to be undertaken by a variety of commercial vehicles and trucks, up to and including 12.5m long Heavy Rigid Vehicles (HRV trucks) and 19m long semi-trailers (AV trucks), with loading/servicing area to be accommodated within the proposed new industrial warehouse building.

The proposed development will increase the number of daily deliveries to and from the site by 192 deliveries per day (i.e. 384 heavy vehicle movements per day), whilst site peak hour deliveries are expected to increase by 9 deliveries per hour (i.e. 18 heavy vehicle movements per hour). Each delivery is to be completed within 5 to 10 minutes at most.

As noted in the foregoing, the proposed truck drive-through arrangement has the capacity to accommodate up to six 12.5m long HRV trucks and four 19m long semi-trailers *within* the building, should the need ever arise.

The geometric design layout of the existing/proposed loading facilities was generally designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2* in respect of loading dock dimensions and service area requirements for 12.5m long HRV trucks and 19m long semi-trailers**.**

3.6 Swept Turning Path Analysis

The largest truck required to access the proposed development will be a 19m long semi-trailer.

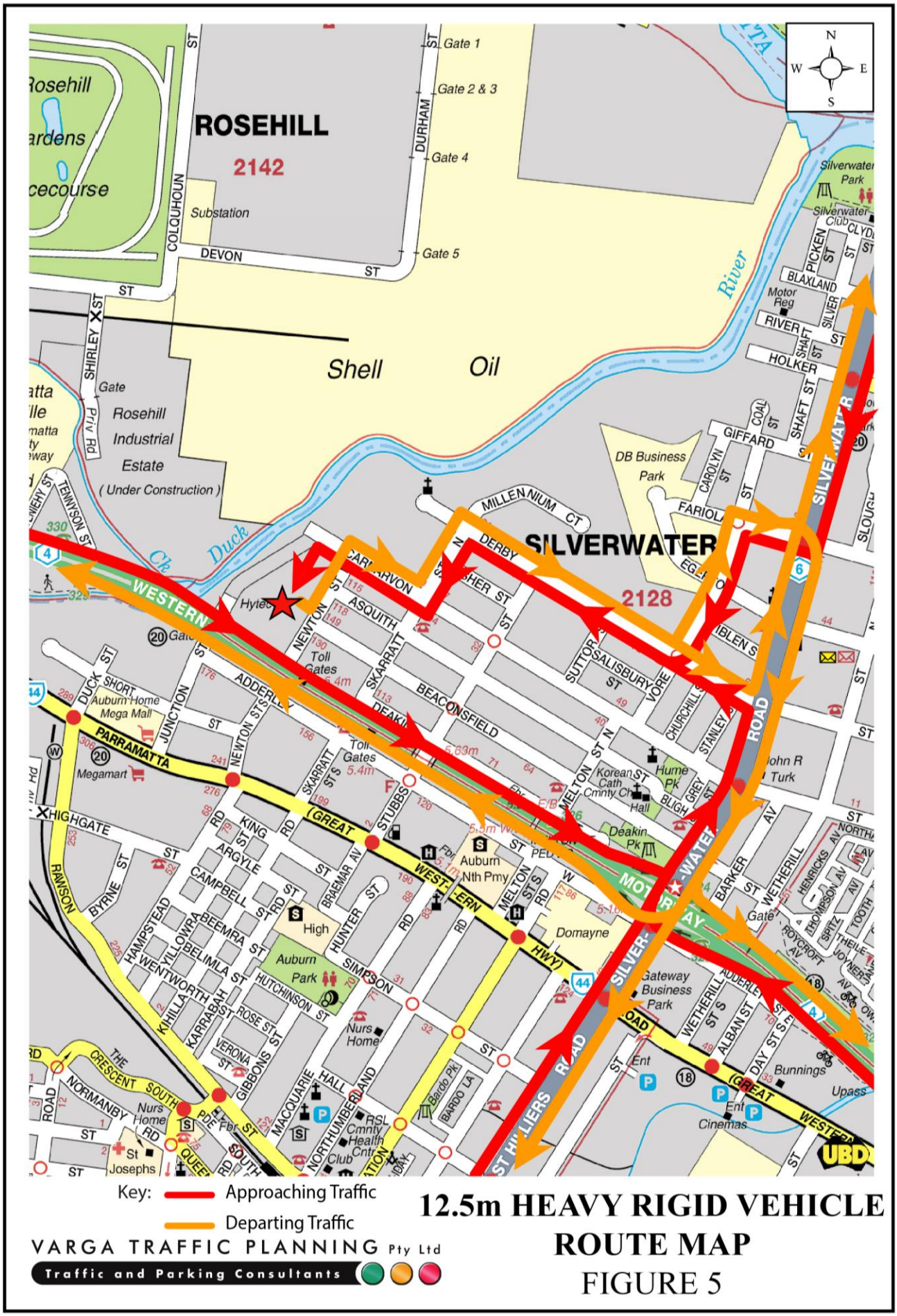
The geometric design layout of the proposed vehicular access driveways and internal manoeuvring areas were designed to accommodate the requirements of vehicles up to and including 12.5m long HRV trucks and 19m long semi-trailers.

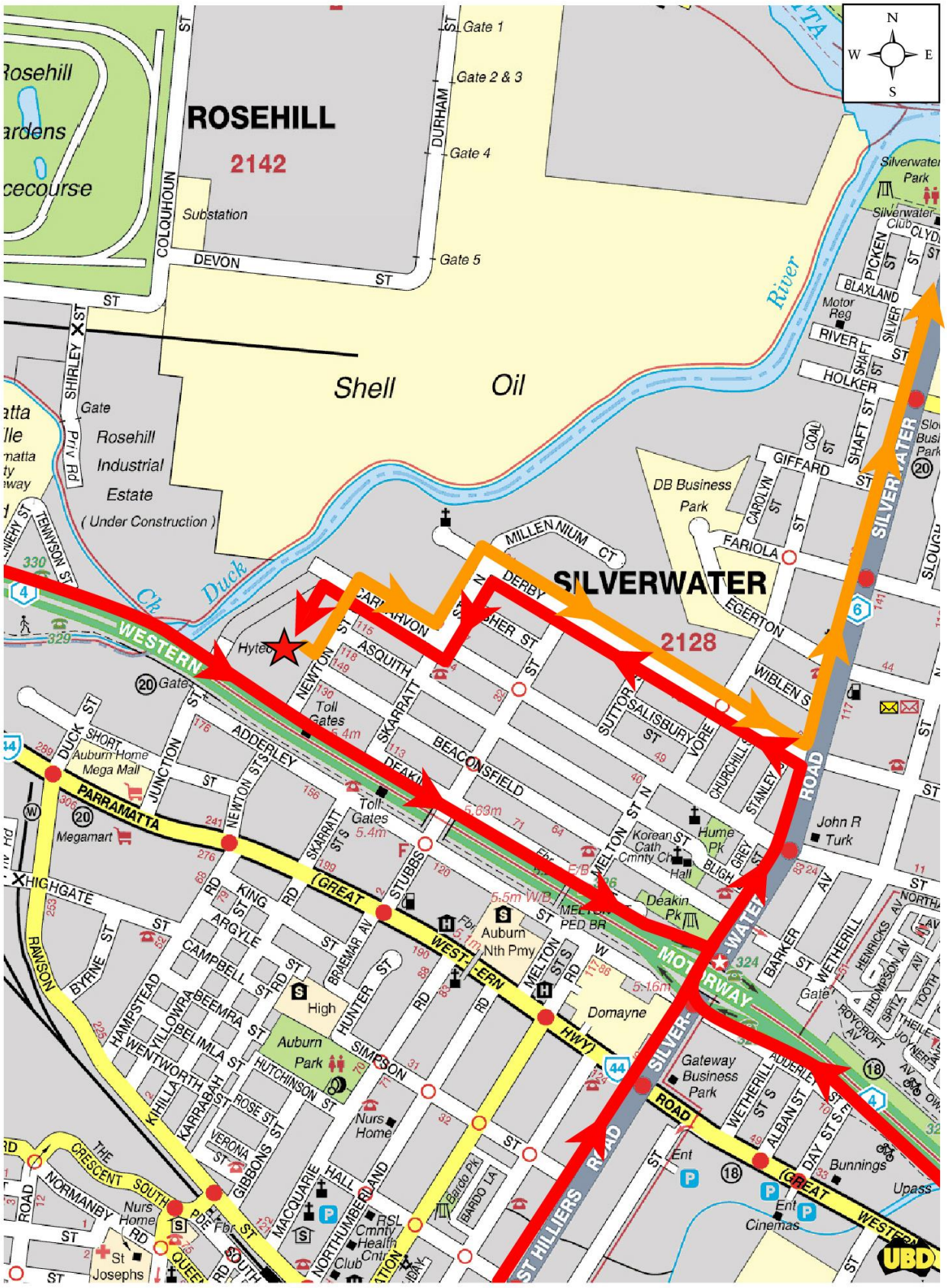
A number of *swept turning path* diagrams have been prepared to assess the turning and manoeuvring requirements of 12.5m long HRV trucks and 19m long semi-trailers using the *Autodesk Vehicle Tracking 2022* program in accordance with the Standards Australia publication *2890.2-2022*. The *swept turning path* diagrams are reproduced in Appendix D, confirming that these trucks will be able to enter and exit the site in a forward direction at all times, and will be able to manoeuvre within the site without difficulty.

3.7 Truck Access Routes

The proposed heavy vehicle routes for trucks accessing the site are illustrated on Figures 5, 6A and 6B.

These proposed heavy vehicle routes have been selected to provide the most direct access to and from the site, whilst avoiding the residential area located to the east of Stubbs Street and south of Carnarvon Street in the vicinity of the site.


ROSEHILL
2142
SILVERWATER
2128
Shell Oil
Rosehill Industrial Estate
(Under Construction)
Gate 1
Gate 2 & 3
Gate 4
Gate 5
Substation
DURHAM ST
COLQUHOUN ST
DEVON ST
SHIRLEY ST
River
Duck Ck
MILLENNIUM CT
DB Business Park
DERBY ST
WESTERN (GREAT WESTERN HWY)
PARRAMATTA ROAD
SILVERWATER ROAD
ST HILLIERS ROAD
Auburn Home Mega Mall
Megamart
Toll Gates
Auburn Nth Pmy
Auburn Park
Deakin Pk
Domayne
Gateway Business Park
Bunnings
Cinemas
Hume Pk
Korean Cath Cmnty Ch
Hall
Nurs Home
RSL Cmnty Health Cnt
Club
St Josephs
Bardo Pk
Silverwater Park
Silverwater Club
Motor Reg
Key: Approaching Traffic
Departing Traffic
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
12.5m HEAVY RIGID VEHICLE ROUTE MAP
FIGURE 5



Key: Approaching Traffic

Departing Traffic

VARGA TRAFFIC PLANNING Pty Ltd

Traffic and Parking Consultants

19m ARTICULATED VEHICLE ROUTE MAP

FIGURE 6A

Key: Departing Traffic

VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

19m ARTICULATED VEHICLE ROUTE MAP

FIGURE 6B

There are two separate scenarios for the movement of heavy vehicles to and from the site, including:

1. 12.5m long HRV trucks accessing the site for either:
    a. Delivering waste loads to the facility via:
        i. Derby Street from Silverwater Road, turning left at Skaratt Street North and right onto Carnarvon Street to access the site; or
        ii. Fariola Street from Silverwater Road, turning left down Vore Street, turning right to Derby Street, left down Skaratt Street North then right onto Carnarvon Street to access the site;
    b. Leaving the site via Newton Street North, proceeding down Carnarvon Street to Skaratt Street North and:
        i. Turning onto Derby Street and exiting left on Silverwater Road; or
        ii. Turning onto Derby Street, turning left onto Vore Street, then turning right onto Fariola Street to exit right onto Silverwater Road.

2. 19m long semi-trailers accessing the site for either:
    a. Delivering waste loads to the facility via Derby Street from Silverwater Road, turning left at Skaratt Street North and right onto Carnarvon Street to access the site;
    b. Leaving the site via Newton Street North, turning right onto Carnarvon Street, turning left onto Skaratt Street North, turning right onto Derby Street, turning left onto Silverwater Road, turning right onto Holker Street, turning right onto Hill Road, then finally turning onto Western Motorway or Parramatta Road.

Swept turning path diagrams are reproduced in Appendix D, confirming that the largest truck required to access the proposed development, which is a 19m long semi-trailer, will be able to traverse the proposed heavy vehicle routes with no difficulty.

4.0 CONCLUSIONS & RECOMMENDATIONS

This Traffic and Parking Assessment Report has been prepared in accordance with City of Parramatta Council's *DCP/ LEP* and the TfNSW *Guide*, to accompany a scoping report (and a future Environmental Impact Statement) to the *NSW Department of Planning, Housing and Infrastructure* for a proposed new processed engineered feedstock production facility.

The foregoing analysis has found that:

- operation of the proposed development will result in a *nett increase* of 192 waste deliveries per day (384 heavy vehicle movements per day) to and from the subject site, with each delivery to be completed within 5-10 minutes at most

- peak hour deliveries will increase by 9 deliveries per hour (18 heavy vehicle movements per hour) to during *site peak periods*

- the largest truck visiting the proposed development will be a 19m long semi-trailer

- *swept turning path* diagrams reproduced in Appendix D confirm that the proposed truck drive-through arrangements have the capacity to accommodate up to six 12.5m long HRV trucks and four 19m long semi-trailers *within* the building, should the need ever arise

- there will not be (nor is there any need for) any queueing of trucks outside the site on nearby roads

- *swept turning path* diagrams reproduced in Appendix D confirm that the largest truck required to access the proposed development, which is a 19m long semi-trailer, will be able to traverse the proposed heavy vehicle routes with no difficulty

- the maximum number of staff to be present on site at any time is 20 staff during the shift change each day

- the proposed off-street car parking for 23 cars on the site will comfortably satisfy all parking demands expected to be generated by the development proposal.

Traffic surveys and SIDRA modelling were undertaken at the following intersections in 2025:

- Carnarvon Street & Site Access Driveway
- Carnarvon Street & Newton Street North
- Asquith Street & Newton Street North
- Carnarvon Street & Skarratt Street North
- Carnarvon Street & Silverwater Road
- Derby Street & Silverwater Road
- Fariola Street & Silverwater Road

The SIDRA analysis confirmed that:

- the surrounding road network will continue to operate at current *Levels of Service* under the projected additional traffic flows, and

- the proposed development will not have any unacceptable traffic implications in terms of road network capacity.

Accordingly, it is clear that the proposed development will not have any unacceptable traffic or traffic implications, and is therefore recommended for approval.

APPPENDIX A

SCHEDULE OF USE

MET Recycling - Processed Engineered Feedstock Production Facility - Traffic Generation (450,000 tpa)

LEGEND (as per EPA Noise Policy for Industry, 2017)	Day	Evening	Night

		Monday - Friday		Saturday - Sunday		Monday - Friday		Monday - Sunday		Monday to Sunday			
Time Period	Time of day	Employees		Employees		Incoming Full Waste Delivery Vehicle	Outgoing Empty Waste Delivery Vehicle	Incoming (empty) vehicles to collect shipping container	Outgoing vehicles with baled PEF in shipping container	Incoming (empty) vehicles to collect sorted recycled waste	Outgoing vehicles with sorted recycled waste for further recovery	Incoming (empty) vehicles to collect waste for landfill disposal	Outgoing vehicles with containers of waste for landfill disposal
		Cars (inbound)	Cars (outbound)	Cars (inbound)	Cars (outbound)	HRV 12.5	HRV 12.5	Semi-trailer (19m)	Semi-trailer (19m)	Semi-trailer (19m)	Semi-trailer (19m)	12.5m HRV	12.5m HRV
Night	10:00pm to 11:00pm	10		10		6	6	3	3				
	11:00pm to 12:00am		10		10	6	6	3	3				
	12:00am to 1:00am					6	6	3	3				
	1:00am to 2:00am					6	6	2	2				
	2:00am to 3:00am					6	6	3	3				
	3:00am to 4:00am					6	6	3	3				
	4:00am to 5:00am					6	6	3	3				
	5:00am to 6:00am					6	6	2	2				
	6:00am to 7:00am	10		10		6	6	3	3				
Day	7:00am to 8:00am		10		10	2	2						
	8:00am to 9:00am					2	2			3	3		
	9:00am to 10:00am					6	6			3	3		
	10:00am to 11:00am					6	6			3	3		
	11:00am to 12:00pm					6	6	3	3	3	3	1	1
	12:00pm to 1:00pm					6	6	2	2	3	3	1	1
	1:00pm to 2:00pm					6	6	2	2	3	3		
	2:00pm to 3:00pm	10		10		6	6			2	2		
	3:00pm to 4:00pm		10		10	4	4			2	2		
	4:00pm to 5:00pm					3	3						
	5:00pm to 6:00pm					3	3						
Evening	6:00pm to 7:00pm					5	5	3	3				
	7:00pm to 8:00pm					5	5	3	3				
	8:00pm to 9:00pm					5	5	3	3				
	9:00pm to 10:00pm					5	5	3	3				
Totals		30	30	30	30	124.00	124.00	44	44	22	22	2	2
Week total		150	150	60	60	620.00	620.00	308	308	154	154	2	2

Total Vehicle Movements Summary		
	Vehicles per day	Vehicles per week
Total trucks incoming and outgoing	384.00	2168.0
Staff Vehicles - incoming and outgoing	60	420
Total incoming and outgoing vehicle movements	444.00	2588

Employee Shifts (Assumptions)		
Weekdays		
	Start Time	Finish
Shift 1	7am	3pm
Shift 2	3pm	11pm
Shift 3	11pm	7am
Weekends & Public Holidays		
	Start Time	Finish
Shift 1	7am	3pm
Shift 2	3pm	11pm
Shift 3	11pm	7am

Vehicle Movement Calculations		
Monday - Sunday (PEF bales)		
Incoming Vehicles Delivering an Empty Container to contain PEF (1)	**Vehicles per day**	**Vehicles per week**
Semi-trailer (19m)	44	310
Outgoing Vehicles with PEF in shipping containers (23t)	**Vehicles per day**	**Vehicles per week**
Semi-trailer (19m)	44	310
Monday - Sunday (recovered recyclables)		
Incoming Vehicles Delivering an Empty Container for recovered recyclables (1)	**Vehicles per day**	**Vehicles per week**
Semi-trailer (19m)	21.8	152.6
Outgoing Vehicles with recycling in shipping containers (23t)	**Vehicles per day**	**Vehicles per week**
Semi-trailer (19m)	21.8	152.6
Monday - Friday (raw waste stream)		
Incoming Waste Collection Vehicle to deliver raw waste	**Vehicles per day**	**Vehicles per week**
HRV 12.5 - MSW/C&I	123.6	618.1
Outgoing Waste Collection Vehicle departing site empty	**Vehicles per day**	**Vehicles per week**
HRV 12.5 - MSW/C&I	123.6	618.1
Monday - Friday (sorted hazardous waste for disposal)		
Incoming Waste Collection Vehicle to collect sorted hazardous waste	**Vehicles per day**	**Vehicles per week**
HRV 12.5	0.4	2.1
Outgoing Waste Collection Vehicle departing site with skip bins of hazardous waste	**Vehicles per day**	**Vehicles per week**
HRV 12.5	0.4	2.1

*** have noted this as 2 movements in the above table**

Gross waste amounts (Incoming)		
Total waste (tpa)		450,000.0
Tonnes per week (52)		8,653.8
Tonnes per day (7)		1,236.3
Tonnes per hour (24)		51.5
Gross waste amounts (outgoing)		
Total PEF Baled (tpa)		370,451.3
Total outgoing PEF per week (tonnes)		7,124.06
Total recovered materials for recycling (tpa)		79,335.00
Total outgoing recycling per week (tonnes)		1,525.67
Total outgoing waste for disposal or landfill (tpa)		213.75
Total outgoing waste for disposal or landfill per week (tonnes)		4.11
Total	**100.00%**	**450,000.00**

Waste processing plant	
Tonnes per hour processed (Turmac plant)	**80.0**

Vehicle Assumptions		
Semi-trailer	Tonnes per shipping container (PEF)	23
HRV 12.5m delivering raw waste	Tonnes per load (MSW / C&I waste)	10
Semi-trailer	Days of week with vehicle movement	7
HRV 12.5m	Days of week with vehicle movement	5
Semi-trailer	Tonnes per truck (outgoing) (based on 2 skip bins of 5 tonnes)	10
HRV 12.5m collecting waste for landfill	Tonnes per truck (outgoing)	2

Note:

1. It is assumed that semi-trailers picking up a full PEF container from the site will backload an empty shipping container for use at the site to avoid additional truck moments.
2. It is assumed that hazardous waste will be sorted and placed into a storage skip bin for later disposal to landfill - storage of sorted hazardous waste to be confirmed

APPPENDIX B

TRAFFIC SURVEY DATA

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Fariola St and Silverwater Rd, Silverwater

GPS	-33.833975, 151.048269
Date:	Wed 15/10/25
Weather:	Fine
Suburban:	Silverwater
Customer:	Varga

North:	Silverwater Rd
East:	Fariola St
South:	Silverwater Rd
West:	Fariola St

Survey Period	AM:	6:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	7:15 AM-8:15 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	15	229	10	0	6	3	16	0	36	450	9	0	6	11	8	3888	
6:15	6:30	0	29	305	8	0	12	3	9	0	31	506	1	0	1	8	2	4100	
6:30	6:45	0	34	345	18	0	10	8	19	0	28	556	4	0	4	19	12	4325	
6:45	7:00	0	42	382	26	0	16	17	18	0	36	530	5	0	9	21	15	4330	
7:00	7:15	0	40	375	19	0	10	12	16	0	38	456	8	0	8	14	15	4280	
7:15	7:30	0	46	446	31	0	17	13	16	0	46	480	10	0	10	17	8	4352	Peak
7:30	7:45	0	38	389	35	0	9	15	19	0	55	440	8	0	14	26	14	4265	
7:45	8:00	0	46	398	50	0	15	19	24	1	62	389	14	0	12	27	10	4305	
8:00	8:15	0	42	407	31	0	26	25	27	0	62	390	10	0	17	35	11	4293	
8:15	8:30	0	47	357	24	0	23	20	32	0	64	424	8	0	4	31	19	4189	
8:30	8:45	0	57	349	46	0	30	30	22	0	54	441	14	0	6	32	21	4049	
8:45	9:00	0	77	321	32	0	20	38	22	0	54	428	10	0	7	27	19	3864	
9:00	9:15	0	57	291	43	0	25	27	21	0	55	404	9	0	13	20	14	3718	
9:15	9:30	0	38	297	41	0	17	18	19	0	63	368	7	0	10	21	14		
9:30	9:45	0	29	370	22	0	21	25	30	0	35	341	5	0	11	20	8		
9:45	10:00	0	39	364	30	0	17	15	30	0	36	332	8	0	14	15	9		
15:00	15:15	0	29	313	10	0	59	33	40	1	31	402	6	0	21	40	30	3991	
15:15	15:30	0	34	335	21	0	60	38	28	0	20	390	4	0	9	16	12	4084	
15:30	15:45	0	34	352	16	0	56	31	36	0	29	402	5	0	12	35	24	4118	
15:45	16:00	0	46	340	26	0	48	32	30	0	23	380	6	0	11	19	16	4201	
16:00	16:15	0	54	333	25	0	63	40	38	0	30	435	2	0	20	47	21	4369	
16:15	16:30	0	53	310	23	0	70	37	20	0	24	393	0	0	14	28	29	4443	
16:30	16:45	0	37	317	28	0	64	59	29	0	24	470	4	0	12	36	35	4528	Peak
16:45	17:00	0	59	373	18	0	69	61	32	0	25	433	5	0	15	28	27	4406	
17:00	17:15	0	35	392	27	0	47	80	32	0	25	457	3	0	16	36	32	4284	
17:15	17:30	0	39	403	21	0	25	77	22	1	31	377	4	0	15	41	30	4096	
17:30	17:45	0	58	349	20	0	67	89	21	0	26	282	0	0	7	37	37	3899	
17:45	18:00	0	61	345	15	0	46	52	20	0	25	397	0	0	9	34	19	3699	
18:00	18:15	0	39	306	24	0	50	34	25	0	34	430	2	0	7	32	11	3397	
18:15	18:30	0	24	311	15	0	40	12	19	0	21	400	0	0	10	28	9		
18:30	18:45	0	19	283	19	0	25	13	14	0	18	374	0	0	3	15	10		
18:45	19:00	0	27	266	9	0	24	6	19	0	34	318	0	0	1	11	6		

Pedestrians Crossing

Time		Approach Silverwa	t Approach Fariol			Approach Silverwat	Approach Fariol			Hourly Tot
Period Start	Period End	estbound	astbound	uthbound	rthbound	estboun	astbound	uthbound	rthboun	
6:00	6:15	0	0	0	0	0	0	0	0	7
6:15	6:30	0	0	0	0	0	0	0	1	11
6:30	6:45	0	0	1	0	0	0	0	0	10
6:45	7:00	0	0	1	0	3	0	0	1	13
7:00	7:15	0	0	1	0	3	0	0	0	12
7:15	7:30	0	0	0	0	0	0	0	0	8
7:30	7:45	0	0	0	1	2	0	1	0	15
7:45	8:00	0	0	1	0	2	1	0	0	11
8:00	8:15	0	0	0	0	0	0	0	0	11
8:15	8:30	0	0	2	1	3	0	0	1	14
8:30	8:45	0	0	0	0	0	0	0	0	12
8:45	9:00	0	0	0	0	4	0	0	0	16
9:00	9:15	0	0	0	0	2	1	0	0	13
9:15	9:30	0	0	2	0	3	0	0	0	
9:30	9:45	0	0	0	0	2	2	0	0	
9:45	10:00	0	0	0	0	1	0	0	0	
15:00	15:15	0	0	0	1	0	0	0	0	11
15:15	15:30	0	0	0	0	0	2	0	0	16
15:30	15:45	0	0	0	0	1	3	1	1	23
15:45	16:00	0	0	0	0	1	1	0	0	22
16:00	16:15	0	0	1	0	0	5	0	0	22
16:15	16:30	0	0	2	0	2	4	1	0	20
16:30	16:45	0	0	2	0	2	1	0	0	15
16:45	17:00	0	0	0	0	0	2	0	0	12
17:00	17:15	0	0	1	0	0	2	1	0	10
17:15	17:30	0	0	0	2	2	0	0	0	7
17:30	17:45	0	0	0	1	0	1	0	0	3
17:45	18:00	0	0	0	0	0	0	0	0	4
18:00	18:15	0	0	0	0	0	1	0	0	4
18:15	18:30	0	0	0	0	0	0	0	0	
18:30	18:45	0	0	0	0	3	0	0	0	
18:45	19:00	0	0	0	0	0	0	0	0	

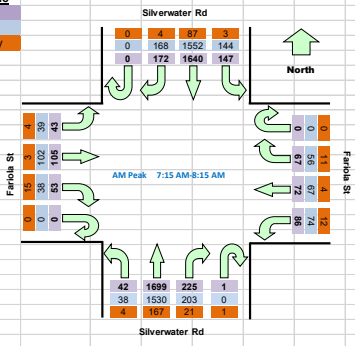
Peak Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	172	1640	147	0	67	72	86	1	225	1699	42	0	53	105	43	4352
16:30	17:30	0	170	1485	94	0	205	277	115	1	105	1737	16	0	58	141	124	4528

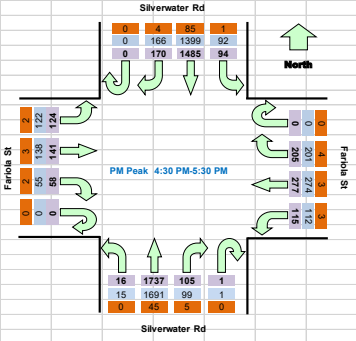
Peak Time		Approach Silverwa	t Approach Fariol			Approach Silverwat	Approach Fariol			Peak
Period Start	Period End	estbound	astbound	uthbound	rthbound	estboun	astbound	uthbound	rthboun	hour
7:15	8:15	0	0	1	1	4	1	1	0	8
16:30	17:30	0	0	3	2	4	5	1	0	15

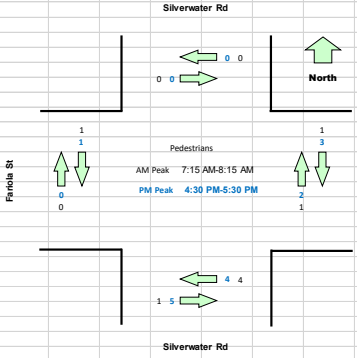
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy







Light Vehicles

Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	15	212	9	0	6	3	12	0	29	419	9	0	6	11	7
6:15	6:30	0	28	286	8	0	10	3	7	0	24	473	1	0	1	6	2
6:30	6:45	0	27	320	18	0	10	7	9	0	28	512	4	0	2	15	11
6:45	7:00	0	41	360	25	0	12	17	12	0	32	473	5	0	5	20	14
7:00	7:15	0	39	350	19	0	10	10	12	0	33	397	6	0	4	13	14
7:15	7:30	0	45	423	31	0	13	11	15	0	38	433	10	0	8	16	8
7:30	7:45	0	38	364	33	0	9	14	17	0	49	396	6	0	9	25	12
7:45	8:00	0	45	380	50	0	13	17	18	0	57	352	13	0	8	27	9
8:00	8:15	0	40	385	30	0	21	25	24	0	59	349	9	0	13	34	10
8:15	8:30	0	46	337	24	0	21	20	28	0	61	380	7	0	3	31	16
8:30	8:45	0	54	321	46	0	29	29	17	0	52	397	14	0	5	29	19
8:45	9:00	0	74	296	32	0	16	36	19	0	43	385	9	0	6	25	18
9:00	9:15	0	57	274	41	0	23	27	16	0	52	346	9	0	10	18	14
9:15	9:30	0	36	276	38	0	14	17	12	0	60	318	5	0	9	16	11
9:30	9:45	0	28	343	21	0	13	24	17	0	32	302	3	0	8	20	6
9:45	10:00	0	33	333	29	0	14	13	24	0	34	284	7	0	11	14	5
15:00	15:15	0	26	285	10	0	57	31	37	1	25	373	6	0	18	36	30
15:15	15:30	0	33	309	21	0	58	38	25	0	17	362	3	0	7	16	11
15:30	15:45	0	33	331	15	0	56	28	31	0	27	383	5	0	10	33	24
15:45	16:00	0	43	317	24	0	44	30	26	0	22	365	4	0	10	18	15
16:00	16:15	0	51	312	24	0	62	38	37	0	28	420	2	0	20	44	21
16:15	16:30	0	49	293	23	0	70	37	19	0	23	378	0	0	13	24	29
16:30	16:45	0	36	294	27	0	63	59	27	0	21	453	4	0	11	34	35
16:45	17:00	0	58	355	17	0	66	59	31	0	22	419	4	0	15	27	26
17:00	17:15	0	35	366	27	0	47	79	32	0	25	446	3	0	15	36	31
17:15	17:30	0	37	384	21	0	25	77	22	1	31	373	4	0	14	41	30
17:30	17:45	0	56	337	19	0	66	88	19	0	26	272	0	0	6	36	37
17:45	18:00	0	58	330	14	0	46	52	20	0	23	388	0	0	9	34	19
18:00	18:15	0	38	294	24	0	50	34	21	0	34	419	2	0	7	30	11
18:15	18:30	0	22	299	14	0	40	12	19	0	21	384	0	0	8	28	9
18:30	18:45	0	18	272	19	0	23	13	12	0	18	367	0	0	3	14	10
18:45	19:00	0	26	255	8	0	24	6	19	0	33	308	0	0	1	11	5

Peak Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	168	1552	144	0	56	67	74	0	203	1530	38	0	38	102	39	4011
16:30	17:30	0	166	1399	92	0	201	274	112	1	99	1691	15	0	55	138	122	4365

Heavy Ridged Vehicles

Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	11	1	0	0	0	3	0	6	23	0	0	0	0	1
6:15	6:30	0	1	14	0	0	2	0	2	0	5	30	0	0	0	2	0
6:30	6:45	0	6	18	0	0	0	1	7	0	0	37	0	0	2	4	1
6:45	7:00	0	1	18	1	0	4	0	4	0	4	46	0	0	4	1	1
7:00	7:15	0	1	16	0	0	0	2	4	0	5	46	2	0	4	1	1
7:15	7:30	0	1	17	0	0	4	2	1	0	5	35	0	0	2	1	0
7:30	7:45	0	0	18	2	0	0	0	1	0	5	37	2	0	5	1	2
7:45	8:00	0	1	15	0	0	2	2	6	1	5	27	1	0	4	0	1
8:00	8:15	0	2	17	1	0	5	0	3	0	3	33	1	0	4	1	1
8:15	8:30	0	1	15	0	0	2	0	3	0	2	36	1	0	1	0	3
8:30	8:45	0	3	19	0	0	1	0	4	0	2	38	0	0	1	3	2
8:45	9:00	0	2	18	0	0	3	2	3	0	9	30	1	0	1	2	0
9:00	9:15	0	0	16	2	0	2	0	3	0	0	48	0	0	3	2	0
9:15	9:30	0	2	18	3	0	3	1	5	0	2	40	2	0	1	5	3
9:30	9:45	0	1	18	1	0	8	1	9	0	3	29	2	0	3	0	2
9:45	10:00	0	6	24	1	0	3	2	6	0	2	38	0	0	3	1	4
15:00	15:15	0	3	21	0	0	2	2	2	0	6	22	0	0	2	4	0
15:15	15:30	0	1	21	0	0	2	0	2	0	3	20	1	0	2	0	1
15:30	15:45	0	1	18	1	0	0	3	5	0	2	10	0	0	2	2	0
15:45	16:00	0	3	19	2	0	3	2	4	0	0	9	1	0	1	1	1
16:00	16:15	0	3	16	1	0	1	2	0	0	2	9	0	0	0	3	0
16:15	16:30	0	4	11	0	0	0	0	1	0	1	10	0	0	1	4	0
16:30	16:45	0	1	20	0	0	1	0	1	0	1	11	0	0	1	2	0
16:45	17:00	0	0	13	1	0	3	2	1	0	2	9	0	0	0	1	1
17:00	17:15	0	0	23	0	0	0	1	0	0	0	6	0	0	1	0	1
17:15	17:30	0	2	16	0	0	0	0	0	0	0	3	0	0	0	0	0
17:30	17:45	0	2	9	1	0	1	1	2	0	0	5	0	0	1	1	0
17:45	18:00	0	2	10	1	0	0	0	0	0	1	5	0	0	0	0	0
18:00	18:15	0	1	12	0	0	0	0	3	0	0	6	0	0	0	2	0
18:15	18:30	0	2	8	1	0	0	0	0	0	0	10	0	0	2	0	0
18:30	18:45	0	1	9	0	0	2	0	1	0	0	5	0	0	0	1	0
18:45	19:00	0	1	5	1	0	0	0	0	0	1	6	0	0	0	0	1

Peak Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	4	87	3	0	11	4	12	1	21	167	4	0	15	3	4	336
16:30	17:30	0	4	85	1	0	4	3	3	0	5	45	0	0	2	3	2	157

Heavy Articulated Vehicles

Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	6	0	0	0	0	1	0	1	7	0	0	0	0	0
6:15	6:30	0	0	5	0	0	0	0	0	0	2	3	0	0	0	0	0
6:30	6:45	0	1	7	0	0	0	0	3	0	0	6	0	0	0	0	0
6:45	7:00	0	0	4	0	0	0	0	2	0	0	9	0	0	0	0	0
7:00	7:15	0	0	9	0	0	0	0	0	0	0	10	0	0	0	0	0
7:15	7:30	0	0	5	0	0	0	0	0	0	2	10	0	0	0	0	0
7:30	7:45	0	0	7	0	0	0	0	1	0	1	7	0	0	0	0	0
7:45	8:00	0	0	3	0	0	0	0	0	0	0	10	0	0	0	0	0
8:00	8:15	0	0	5	0	0	0	0	0	0	0	8	0	0	0	0	0
8:15	8:30	0	0	5	0	0	0	0	1	0	1	8	0	0	0	0	0
8:30	8:45	0	0	9	0	0	0	1	1	0	0	5	0	0	0	0	0
8:45	9:00	0	1	7	0	0	1	0	0	0	2	11	0	0	0	0	1
9:00	9:15	0	0	1	0	0	0	0	2	0	3	10	0	0	0	0	0
9:15	9:30	0	0	3	0	0	0	0	2	0	1	10	0	0	0	0	0
9:30	9:45	0	0	8	0	0	0	0	4	0	0	8	0	0	0	0	0
9:45	10:00	0	0	7	0	0	0	0	0	0	0	9	1	0	0	0	0
15:00	15:15	0	0	6	0	0	0	0	1	0	0	7	0	0	1	0	0
15:15	15:30	0	0	5	0	0	0	0	1	0	0	8	0	0	0	0	0
15:30	15:45	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0
15:45	16:00	0	0	3	0	0	1	0	0	0	1	6	0	0	0	0	0
16:00	16:15	0	0	4	0	0	0	0	1	0	0	5	0	0	0	0	0
16:15	16:30	0	0	6	0	0	0	0	0	0	0	5	0	0	0	0	0
16:30	16:45	0	0	3	0	0	0	0	1	0	1	6	0	0	0	0	0
16:45	17:00	0	1	4	0	0	0	0	0	0	1	4	0	0	0	0	0
17:00	17:15	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
17:15	17:30	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0
17:30	17:45	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0
17:45	18:00	0	0	2	0	0	0	0	0	0	1	4	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0
18:15	18:30	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0
18:30	18:45	0	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0
18:45	19:00	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	0

Peak Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	20	0	0	0	0	1	0	3	35	0	0	0	0	0	59
16:30	17:30	0	1	13	0	0	0	0	1	0	2	16	0	0	0	0	0	33

Bus

Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
7:15	7:30	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:00	15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:45	16:00	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
16:00	16:15	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
16:45	17:00	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Silverwater Rd				East Approach Fariola St				South Approach Silverwater Rd				West Approach Fariola St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	1	0	0	0	1	0	0	1	2	0	0	0	0	0	5
16:30	17:30	0	0	1	1	0	0	0	0	0	1	1	1	0	1	0	0	6

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Derby St and Silverwater Rd, Silverwater

GPS	*-33.837911, 151.046888*						
Date:	Wed 15/10/25	***North:***	Silverwater Rd	***Survey Period***	AM:	6:00 AM-10:00 AM
Weather:	Fine	***East:***	Derby St		PM:	3:00 PM-7:00 PM
Suburban:	Silverwater	***South:***	Silverwater Rd	***Traffic Peak***	AM:	7:15 AM-8:15 AM
Customer:	Varga	***West:***	Derby St		PM:	4:30 PM-5:30 PM

All Vehicles

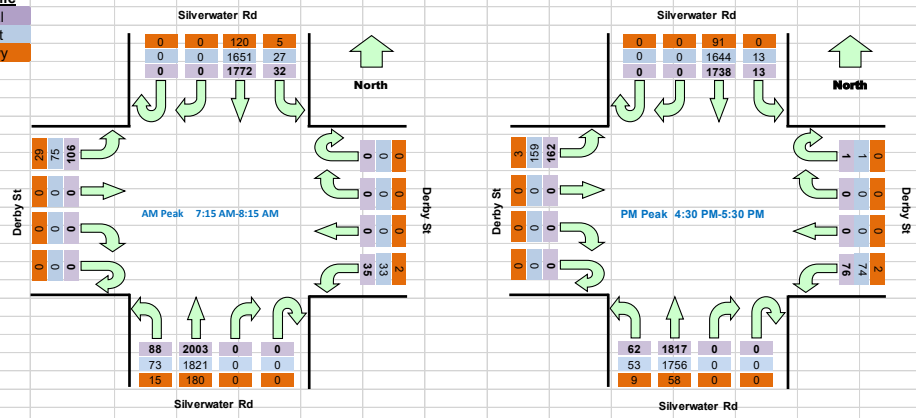
Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	0	266	3	0	0	0	7	0	0	474	11	0	0	0	25	3718	
6:15	6:30	0	0	308	3	0	0	0	3	0	0	549	11	0	0	0	26	3867	
6:30	6:45	0	0	367	4	0	0	0	4	0	0	593	15	0	0	0	28	4012	
6:45	7:00	0	0	403	2	0	0	0	16	0	0	546	26	0	0	0	28	3956	
7:00	7:15	0	0	393	2	0	0	0	7	0	0	487	18	0	0	0	28	3924	
7:15	7:30	0	0	447	7	0	0	0	9	0	0	538	16	0	0	0	28	4036	Peak
7:30	7:45	0	0	417	6	0	0	0	8	0	0	475	13	0	0	0	36	3930	
7:45	8:00	0	0	428	7	0	0	0	8	0	0	493	31	0	0	0	22	3937	
8:00	8:15	0	0	480	12	0	0	0	10	0	0	497	28	0	0	0	20	3851	
8:15	8:30	0	0	363	7	0	0	0	10	0	0	500	28	0	0	0	31	3739	
8:30	8:45	0	0	392	4	0	0	0	6	0	0	489	29	0	0	0	42	3673	
8:45	9:00	0	0	346	7	0	0	0	7	0	0	486	28	0	0	0	29	3599	
9:00	9:15	0	0	406	4	0	0	0	11	0	0	451	34	0	0	0	29	3527	
9:15	9:30	0	0	379	4	0	0	0	13	0	0	417	32	0	0	0	28		
9:30	9:45	0	0	425	7	0	0	0	14	0	0	395	22	0	0	0	25		
9:45	10:00	0	0	395	9	0	0	0	11	0	0	367	20	0	0	0	29		
15:00	15:15	0	0	423	6	0	0	0	14	0	0	406	18	0	0	0	44	3433	
15:15	15:30	0	0	401	1	0	0	0	12	0	0	377	18	0	0	0	29	3402	
15:30	15:45	0	0	364	4	0	0	0	13	0	0	420	14	0	0	0	42	3418	
15:45	16:00	0	0	394	7	0	0	0	15	0	0	364	11	0	0	0	36	3491	
16:00	16:15	0	0	383	6	0	0	0	24	0	0	417	12	0	0	0	38	3656	
16:15	16:30	0	0	397	4	0	0	0	13	0	0	392	13	0	0	0	35	3766	
16:30	16:45	0	0	378	3	0	0	0	18	0	0	470	13	0	0	0	48	3869	Peak
16:45	17:00	0	0	448	6	0	0	0	16	0	0	474	15	0	0	0	33	3790	
17:00	17:15	0	0	442	2	0	0	0	25	0	0	474	8	0	0	0	39	3626	
17:15	17:30	0	0	470	2	1	0	0	17	0	0	399	26	0	0	0	42	3387	
17:30	17:45	0	0	421	4	0	0	0	18	0	0	356	27	2	0	0	23	3185	
17:45	18:00	0	0	384	3	0	0	0	11	0	0	384	28	0	0	0	18	3074	
18:00	18:15	0	0	349	1	0	0	0	7	0	0	369	5	0	0	0	20	2925	
18:15	18:30	0	0	336	1	0	0	0	5	0	0	389	5	0	0	0	19		
18:30	18:45	0	0	334	0	0	0	0	2	0	0	372	5	0	0	0	27		
18:45	19:00	0	0	294	1	0	0	0	1	0	0	354	6	0	0	0	23		

Peak Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	1772	32	0	0	0	35	0	0	2003	88	0	0	0	106	4036
16:30	17:30	0	0	1738	13	1	0	0	76	0	0	1817	62	0	0	0	162	3869

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	244	3	0	0	0	6	0	0	438	11	0	0	0	21
6:15	6:30	0	0	284	2	0	0	0	3	0	0	510	9	0	0	0	17
6:30	6:45	0	0	329	4	0	0	0	4	0	0	552	13	0	0	0	21
6:45	7:00	0	0	372	1	0	0	0	11	0	0	487	24	0	0	0	19
7:00	7:15	0	0	360	2	0	0	0	6	0	0	431	14	0	0	0	16
7:15	7:30	0	0	416	6	0	0	0	8	0	0	483	11	0	0	0	17
7:30	7:45	0	0	385	6	0	0	0	7	0	0	434	12	0	0	0	26
7:45	8:00	0	0	401	4	0	0	0	8	0	0	451	28	0	0	0	15
8:00	8:15	0	0	449	11	0	0	0	10	0	0	453	22	0	0	0	17
8:15	8:30	0	0	336	7	0	0	0	10	0	0	456	25	0	0	0	22
8:30	8:45	0	0	355	4	0	0	0	3	0	0	446	28	0	0	0	31
8:45	9:00	0	0	314	6	0	0	0	6	0	0	428	27	0	0	0	20
9:00	9:15	0	0	368	4	0	0	0	9	0	0	396	30	0	0	0	20
9:15	9:30	0	0	345	4	0	0	0	13	0	0	370	29	0	0	0	21
9:30	9:45	0	0	382	5	0	0	0	12	0	0	346	18	0	0	0	18
9:45	10:00	0	0	355	7	0	0	0	8	0	0	318	14	0	0	0	23
15:00	15:15	0	0	384	5	0	0	0	13	0	0	374	13	0	0	0	40
15:15	15:30	0	0	366	1	0	0	0	9	0	0	347	16	0	0	0	24
15:30	15:45	0	0	339	3	0	0	0	10	0	0	400	9	0	0	0	39
15:45	16:00	0	0	360	7	0	0	0	14	0	0	349	8	0	0	0	32
16:00	16:15	0	0	364	6	0	0	0	22	0	0	400	12	0	0	0	36
16:15	16:30	0	0	376	4	0	0	0	12	0	0	374	12	0	0	0	33
16:30	16:45	0	0	354	3	0	0	0	18	0	0	450	8	0	0	0	47
16:45	17:00	0	0	427	6	0	0	0	15	0	0	456	13	0	0	0	32
17:00	17:15	0	0	416	2	0	0	0	24	0	0	457	8	0	0	0	39
17:15	17:30	0	0	447	2	1	0	0	17	0	0	393	24	0	0	0	41
17:30	17:45	0	0	404	4	0	0	0	18	0	0	349	27	2	0	0	21
17:45	18:00	0	0	370	3	0	0	0	11	0	0	377	26	0	0	0	16
18:00	18:15	0	0	329	1	0	0	0	7	0	0	359	4	0	0	0	18
18:15	18:30	0	0	325	1	0	0	0	5	0	0	372	4	0	0	0	19
18:30	18:45	0	0	318	0	0	0	0	2	0	0	365	5	0	0	0	25
18:45	19:00	0	0	283	1	0	0	0	1	0	0	341	5	0	0	0	22

Peak Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	1651	27	0	0	0	33	0	0	1821	73	0	0	0	75	3680
16:30	17:30	0	0	1644	13	1	0	0	74	0	0	1756	53	0	0	0	159	3700

Heavy Ridged Vehicles

Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	14	0	0	0	0	1	0	0	29	0	0	0	0	3
6:15	6:30	0	0	18	0	0	0	0	0	0	0	34	1	0	0	0	9
6:30	6:45	0	0	29	0	0	0	0	0	0	0	35	1	0	0	0	6
6:45	7:00	0	0	25	1	0	0	0	4	0	0	48	2	0	0	0	8
7:00	7:15	0	0	24	0	0	0	0	0	0	0	44	3	0	0	0	9
7:15	7:30	0	0	24	0	0	0	0	0	0	0	43	5	0	0	0	8
7:30	7:45	0	0	24	0	0	0	0	0	0	0	35	1	0	0	0	10
7:45	8:00	0	0	25	3	0	0	0	0	0	0	27	3	0	0	0	7
8:00	8:15	0	0	24	1	0	0	0	0	0	0	36	3	0	0	0	3
8:15	8:30	0	0	21	0	0	0	0	0	0	0	34	1	0	0	0	6
8:30	8:45	0	0	27	0	0	0	0	2	0	0	36	1	0	0	0	11
8:45	9:00	0	0	25	1	0	0	0	1	0	0	44	1	0	0	0	8
9:00	9:15	0	0	28	0	0	0	0	1	0	0	45	1	0	0	0	6
9:15	9:30	0	0	28	0	0	0	0	0	0	0	37	3	0	0	0	6
9:30	9:45	0	0	29	1	0	0	0	2	0	0	35	3	0	0	0	7
9:45	10:00	0	0	34	1	0	0	0	2	0	0	39	5	0	0	0	6
15:00	15:15	0	0	30	1	0	0	0	0	0	0	25	4	0	0	0	3
15:15	15:30	0	0	27	0	0	0	0	3	0	0	21	2	0	0	0	5
15:30	15:45	0	0	22	1	0	0	0	1	0	0	14	5	0	0	0	3
15:45	16:00	0	0	30	0	0	0	0	1	0	0	9	1	0	0	0	4
16:00	16:15	0	0	15	0	0	0	0	2	0	0	11	0	0	0	0	2
16:15	16:30	0	0	13	0	0	0	0	1	0	0	12	1	0	0	0	2
16:30	16:45	0	0	20	0	0	0	0	0	0	0	12	4	0	0	0	1
16:45	17:00	0	0	16	0	0	0	0	1	0	0	12	2	0	0	0	0
17:00	17:15	0	0	23	0	0	0	0	0	0	0	11	0	0	0	0	0
17:15	17:30	0	0	18	0	0	0	0	0	0	0	4	2	0	0	0	1
17:30	17:45	0	0	14	0	0	0	0	0	0	0	3	0	0	0	0	1
17:45	18:00	0	0	10	0	0	0	0	0	0	0	4	2	0	0	0	2
18:00	18:15	0	0	17	0	0	0	0	0	0	0	4	0	0	0	0	2
18:15	18:30	0	0	6	0	0	0	0	0	0	0	9	1	0	0	0	0
18:30	18:45	0	0	13	0	0	0	0	0	0	0	4	0	0	0	0	1
18:45	19:00	0	0	6	0	0	0	0	0	0	0	8	1	0	0	0	0

Peak Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	120	5	0	0	0	2	0	0	180	15	0	0	0	29	351
16:30	17:30	0	0	91	0	0	0	0	2	0	0	58	9	0	0	0	3	163

Heavy Articulated Vehicles

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

Peak Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	23	1	0	0	0	2	0	0	39	3	0	0	0	1	69
16:30	17:30	0	0	14	0	0	0	0	1	0	0	19	1	0	0	0	1	36

Bus

Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1
7:15	7:30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15	16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
16:45	17:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
18:45	19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Peak Time		North Approach Silverwater Rd				East Approach Derby St				South Approach Silverwater Rd				West Approach Derby St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	5
16:30	17:30	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	6

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Carnarvon St and Silverwater Rd, Silverwater

GPS	-33.839896, 151.046119
Date:	Wed 15/10/25
Weather:	Fine
Suburban:	Silverwater
Customer:	Varga

North:	Silverwater Rd
East:	Carnarvon St
South:	Silverwater Rd
West:	Carnarvon St

Survey Period	AM:	6:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	7:15 AM-8:15 AM
	PM:	4:30 PM-5:30 PM

All Vehicles

Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	4	257	1	0	5	2	5	0	25	469	21	0	43	11	4	3983	
6:15	6:30	0	11	299	1	0	1	4	16	1	39	545	12	0	37	14	4	4136	
6:30	6:45	0	10	341	4	0	8	4	21	0	29	562	20	0	34	12	8	4282	
6:45	7:00	0	23	387	3	0	7	7	16	0	30	538	22	0	45	16	5	4290	
7:00	7:15	0	14	359	0	0	11	8	15	0	34	477	33	0	37	7	5	4288	
7:15	7:30	0	17	446	1	0	8	6	7	0	37	521	26	0	41	15	5	4451	Peak
7:30	7:45	0	27	375	0	0	8	6	17	0	54	465	34	0	52	17	6	4402	
7:45	8:00	0	12	407	1	0	6	14	29	0	39	505	31	0	41	9	3	4418	
8:00	8:15	0	25	440	5	0	24	12	20	0	51	482	27	0	56	16	5	4333	
8:15	8:30	0	28	348	2	0	15	21	28	0	50	503	28	0	41	11	6	4192	
8:30	8:45	0	32	331	5	0	9	24	15	0	53	495	34	0	62	15	2	4082	
8:45	9:00	0	32	317	5	0	13	11	17	0	44	483	31	0	42	15	2	3983	
9:00	9:15	0	39	350	3	0	4	15	16	0	46	456	26	0	40	21	6	3933	
9:15	9:30	0	37	327	4	0	10	11	15	0	48	413	40	0	47	10	9		
9:30	9:45	0	30	383	4	0	9	9	19	0	39	385	34	0	49	13	4		
9:45	10:00	0	28	397	10	0	9	10	24	0	35	366	24	0	40	10	9		
15:00	15:15	0	33	385	3	0	9	19	47	1	32	404	17	0	90	10	8	3930	
15:15	15:30	0	17	373	4	0	17	16	37	0	23	361	17	0	68	13	7	3899	
15:30	15:45	0	20	328	5	0	6	22	52	0	24	410	24	0	68	9	4	3923	
15:45	16:00	0	23	398	3	0	18	16	36	0	23	344	11	0	55	12	8	4035	
16:00	16:15	0	36	368	5	0	22	18	40	1	30	396	13	0	79	14	5	4174	
16:15	16:30	0	24	372	3	0	18	20	35	0	26	366	13	0	83	10	7	4313	
16:30	16:45	0	24	397	2	0	26	20	46	0	21	439	11	0	78	9	11	4471	Peak
16:45	17:00	0	29	418	2	0	19	19	30	0	20	456	8	0	64	13	8	4435	
17:00	17:15	0	34	417	9	0	22	23	33	0	25	455	13	0	112	16	7	4299	
17:15	17:30	0	31	491	4	0	18	22	31	0	28	406	7	0	70	19	8	3985	
17:30	17:45	0	28	432	4	0	16	28	36	0	27	365	21	0	71	17	3	3678	
17:45	18:00	0	16	375	7	0	15	21	22	0	34	374	30	0	45	6	5	3440	
18:00	18:15	0	12	357	4	0	6	11	22	0	22	356	11	0	40	8	3	3216	
18:15	18:30	0	14	321	0	0	13	8	17	0	25	372	10	0	33	10	5		
18:30	18:45	0	14	322	7	0	5	9	14	1	11	366	6	0	45	6	4		
18:45	19:00	0	8	282	2	0	7	3	11	0	16	350	11	0	29	6	1		

Pedestrians Crossing

Time		Approach Silverwa	Approach Carnarv	Approach Silverwa	Approach Carnarv	Hourly Tot
Period Start	Period End	estbound	astbound	outhbound	orthbound	
6:00	6:15	0	0	0	1	7
6:15	6:30	0	1	0	1	7
6:30	6:45	0	0	0	1	5
6:45	7:00	0	0	0	1	10
7:00	7:15	0	1	1	0	10
7:15	7:30	0	0	0	0	10
7:30	7:45	3	1	0	2	11
7:45	8:00	1	1	0	0	6
8:00	8:15	0	0	0	0	9
8:15	8:30	0	0	0	1	10
8:30	8:45	0	0	0	1	12
8:45	9:00	1	1	2	0	15
9:00	9:15	0	1	0	1	11
9:15	9:30	1	0	1	0	
9:30	9:45	1	0	2	0	
9:45	10:00	0	0	1	0	
15:00	15:15	1	0	2	1	5
15:15	15:30	0	0	0	0	8
15:30	15:45	1	0	0	0	12
15:45	16:00	0	0	0	0	13
16:00	16:15	4	0	0	1	21
16:15	16:30	1	1	2	0	18
16:30	16:45	0	1	1	0	16
16:45	17:00	1	2	2	0	17
17:00	17:15	1	1	2	0	9
17:15	17:30	0	0	0	1	6
17:30	17:45	2	0	0	0	5
17:45	18:00	0	0	0	0	4
18:00	18:15	0	1	0	0	4
18:15	18:30	0	1	0	0	
18:30	18:45	1	0	1	0	
18:45	19:00	0	0	0	0	

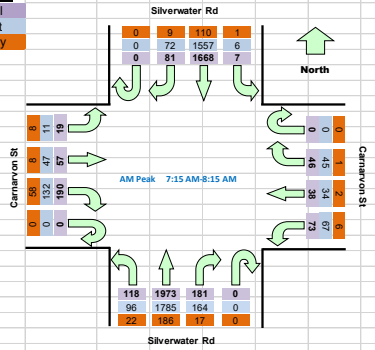
Peak Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	81	1668	7	0	46	38	73	0	181	1973	118	0	190	57	19	4451
16:30	17:30	0	118	1723	17	0	85	84	140	0	94	1756	39	0	324	57	34	4471

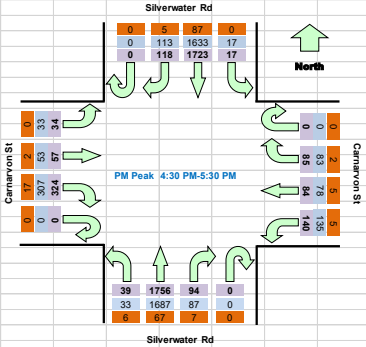
Peak Time		Approach Silverwa	Approach Carnarv	Approach Silverwa	Approach Carnarv	Peak
Period Start	Period End	estbound	astbound	outhbound	orthbound	hour
7:15	8:15	4	2	0	2	10
16:30	17:30	2	4	5	1	16

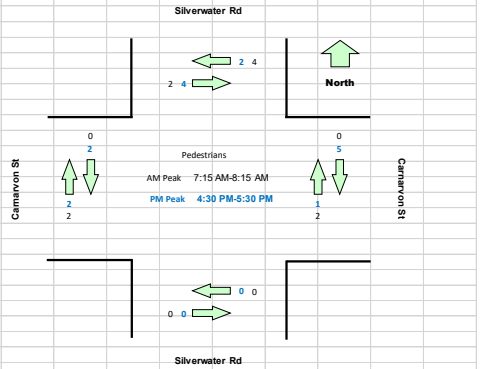
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy







Light Vehicles

Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	3	239	0	0	4	2	5	0	21	434	15	0	34	9	4
6:15	6:30	0	10	277	1	0	1	3	13	1	34	506	8	0	28	12	2
6:30	6:45	0	9	308	3	0	8	4	19	0	26	523	11	0	26	11	6
6:45	7:00	0	21	352	3	0	7	6	11	0	28	478	18	0	29	16	4
7:00	7:15	0	13	326	0	0	10	7	13	0	32	421	25	0	19	4	4
7:15	7:30	0	16	415	1	0	8	5	7	0	34	464	18	0	31	12	3
7:30	7:45	0	25	342	0	0	8	5	16	0	47	422	27	0	31	15	4
7:45	8:00	0	11	380	1	0	6	12	26	0	36	460	27	0	28	6	2
8:00	8:15	0	20	420	4	0	23	12	18	0	47	439	24	0	42	14	2
8:15	8:30	0	25	322	1	0	15	19	24	0	45	457	22	0	26	10	6
8:30	8:45	0	27	302	4	0	9	22	14	0	50	451	30	0	46	14	2
8:45	9:00	0	29	286	5	0	12	9	16	0	42	426	26	0	28	12	2
9:00	9:15	0	36	311	3	0	4	13	14	0	39	400	22	0	30	19	3
9:15	9:30	0	35	295	4	0	9	10	14	0	44	364	31	0	30	7	8
9:30	9:45	0	27	348	4	0	7	8	17	0	33	336	28	0	38	11	4
9:45	10:00	0	25	351	10	0	9	8	23	0	28	314	15	0	24	9	8
15:00	15:15	0	28	350	3	0	9	16	45	1	25	370	10	0	84	10	6
15:15	15:30	0	14	342	3	0	17	16	34	0	20	330	10	0	59	11	6
15:30	15:45	0	19	305	5	0	6	22	50	0	19	385	16	0	62	9	4
15:45	16:00	0	23	357	3	0	18	16	34	0	22	329	10	0	52	11	8
16:00	16:15	0	34	349	5	0	22	15	40	1	27	377	7	0	70	11	5
16:15	16:30	0	23	350	3	0	18	19	35	0	24	349	5	0	77	8	6
16:30	16:45	0	23	375	2	0	26	19	46	0	17	413	10	0	75	8	10
16:45	17:00	0	27	396	2	0	19	18	29	0	20	437	5	0	58	11	8
17:00	17:15	0	33	394	9	0	21	21	31	0	24	439	11	0	109	16	7
17:15	17:30	0	30	468	4	0	17	20	29	0	26	398	7	0	65	18	8
17:30	17:45	0	27	415	4	0	16	27	34	0	27	357	20	0	68	17	3
17:45	18:00	0	14	365	7	0	15	21	22	0	34	366	28	0	42	5	5
18:00	18:15	0	12	336	4	0	6	10	22	0	21	343	7	0	38	8	3
18:15	18:30	0	14	310	0	0	13	8	17	0	24	356	7	0	29	9	4
18:30	18:45	0	13	307	7	0	5	8	14	1	11	359	6	0	42	5	4
18:45	19:00	0	8	271	2	0	7	3	11	0	15	335	9	0	23	6	1

Peak Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	72	1557	6	0	45	34	67	0	164	1785	96	0	132	47	11	4016
16:30	17:30	0	113	1633	17	0	83	78	135	0	87	1687	33	0	307	53	33	4259

Heavy Ridged Vehicles

Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	1	12	1	0	1	0	0	0	2	27	2	0	6	1	0
6:15	6:30	0	0	17	0	0	0	0	3	0	4	32	3	0	8	2	2
6:30	6:45	0	1	26	1	0	0	0	2	0	2	31	7	0	6	0	2
6:45	7:00	0	1	28	0	0	0	0	3	0	2	49	4	0	13	0	0
7:00	7:15	0	0	24	0	0	1	1	2	0	1	42	4	0	12	2	1
7:15	7:30	0	1	23	0	0	0	0	0	0	2	44	5	0	10	3	0
7:30	7:45	0	2	21	0	0	0	1	1	0	7	36	7	0	10	1	2
7:45	8:00	0	1	25	0	0	0	1	3	0	3	31	2	0	13	3	0
8:00	8:15	0	5	13	1	0	1	0	2	0	2	33	3	0	13	1	2
8:15	8:30	0	3	20	1	0	0	2	2	0	5	35	4	0	11	1	0
8:30	8:45	0	5	21	1	0	0	1	1	0	2	37	2	0	15	0	0
8:45	9:00	0	2	24	0	0	1	2	1	0	1	41	4	0	12	3	0
9:00	9:15	0	3	28	0	0	0	1	2	0	7	44	3	0	9	1	3
9:15	9:30	0	1	25	0	0	1	1	1	0	3	37	8	0	14	2	1
9:30	9:45	0	2	24	0	0	2	1	2	0	5	36	6	0	10	1	0
9:45	10:00	0	3	36	0	0	0	1	1	0	6	43	8	0	10	1	0
15:00	15:15	0	5	25	0	0	0	2	2	0	6	26	4	0	5	0	2
15:15	15:30	0	3	23	1	0	0	0	3	0	2	22	6	0	7	1	1
15:30	15:45	0	1	18	0	0	0	0	2	0	5	17	6	0	3	0	0
15:45	16:00	0	0	36	0	0	0	0	2	0	1	8	1	0	1	0	0
16:00	16:15	0	2	14	0	0	0	2	0	0	3	12	6	0	8	2	0
16:15	16:30	0	1	14	0	0	0	0	0	0	2	12	8	0	3	2	1
16:30	16:45	0	1	18	0	0	0	1	0	0	3	17	1	0	2	1	0
16:45	17:00	0	2	16	0	0	0	1	1	0	0	13	3	0	6	1	0
17:00	17:15	0	1	20	0	0	1	1	2	0	1	10	2	0	1	0	0
17:15	17:30	0	0	18	0	0	1	2	1	0	2	6	0	0	5	0	0
17:30	17:45	0	1	14	0	0	0	0	2	0	0	3	1	0	3	0	0
17:45	18:00	0	2	5	0	0	0	0	0	0	0	7	2	0	2	0	0
18:00	18:15	0	0	18	0	0	0	0	0	0	1	5	4	0	2	0	0
18:15	18:30	0	0	5	0	0	0	0	0	0	1	8	2	0	3	0	1
18:30	18:45	0	1	12	0	0	0	0	0	0	0	4	0	0	2	0	0
18:45	19:00	0	0	5	0	0	0	0	0	0	1	9	2	0	3	0	0

Peak Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	9	110	1	0	1	2	6	0	17	186	22	0	58	8	8	428
16:30	17:30	0	5	87	0	0	2	5	5	0	7	67	6	0	17	2	0	203

Heavy Articulated Vehicles

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

Peak Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	28	0	0	0	0	0	0	3	42	5	0	12	0	4	94
16:30	17:30	0	1	15	0	0	0	0	1	0	1	21	0	0	3	0	0	42

Bus

Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
6:15	6:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
6:45	7:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
7:00	7:15	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0
7:15	7:30	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45	8:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:30	8:45	0	0	0	0	0	0	1	0	0	0	0	2	0	0	1	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:30	9:45	0	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0
9:45	10:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
15:00	15:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
16:00	16:15	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
16:15	16:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	17:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
17:00	17:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0
17:30	17:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0
18:00	18:15	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0
18:30	18:45	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0

Peak Time		North Approach Silverwater Rd				East Approach Carnarvon St				South Approach Silverwater Rd				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
7:15	8:15	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2	0	7
16:30	17:30	0	0	3	0	0	0	1	0	0	0	2	0	0	0	2	1	9

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Carnarvon St and Skarratt St N, Silverwater

GPS	-33.835217, 151.037139
Date:	Wed 15/10/25
Weather:	Fine
Suburban:	Silverwater
Customer:	Varga

North:	Skarratt St N
East:	Carnarvon St
South:	Skarratt St N
West:	Carnarvon St

Survey Period	AM:	6:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	3:45 PM-4:45 PM

All Vehicles

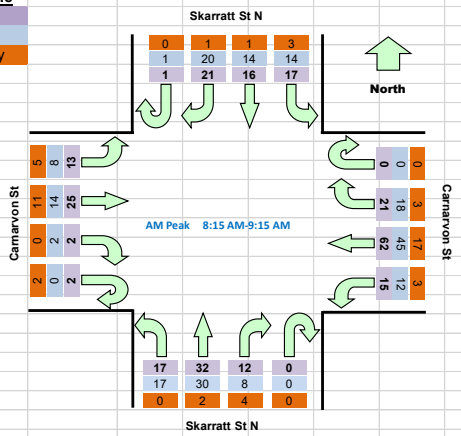
Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:00	6:15	0	3	4	0	0	5	8	1	0	2	2	0	0	0	0	0	126	
6:15	6:30	0	5	4	4	0	1	2	1	0	2	1	0	0	1	0	0	154	
6:30	6:45	0	1	4	1	0	2	7	3	1	4	5	2	0	1	1	0	188	
6:45	7:00	0	4	4	7	0	2	12	4	1	1	7	4	0	0	2	0	201	
7:00	7:15	0	2	1	6	0	1	16	3	0	4	7	0	0	0	12	1	207	
7:15	7:30	0	6	9	4	0	1	15	1	0	0	5	2	1	0	6	5	203	
7:30	7:45	0	3	5	3	1	1	10	3	0	3	3	1	1	1	10	0	219	
7:45	8:00	0	12	5	3	1	4	5	3	1	6	5	0	0	0	6	3	240	
8:00	8:15	0	10	6	0	0	3	7	1	0	0	8	2	1	1	8	2	242	
8:15	8:30	0	7	2	5	0	6	21	3	0	2	6	7	1	1	6	4	256	Peak
8:30	8:45	1	8	7	3	0	4	17	5	0	2	6	6	0	0	4	3	241	
8:45	9:00	0	4	4	3	0	2	12	1	0	3	13	3	1	0	5	5	226	
9:00	9:15	0	2	3	6	0	9	12	6	0	5	7	1	0	1	10	1	217	
9:15	9:30	0	2	11	5	0	2	11	2	0	3	10	0	1	2	6	1		
9:30	9:45	0	3	6	3	0	7	9	4	0	5	2	2	1	1	3	5		
9:45	10:00	0	3	5	6	0	1	6	2	0	5	3	4	0	1	7	4		
15:00	15:15	0	1	5	4	0	1	8	0	0	3	4	0	1	2	12	6	189	
15:15	15:30	0	3	3	5	0	1	3	1	0	0	5	4	0	1	8	7	210	
15:30	15:45	0	2	3	9	0	6	3	2	0	5	3	6	0	2	7	7	209	
15:45	16:00	0	4	7	3	0	1	3	3	0	6	7	1	1	0	8	2	221	Peak
16:00	16:15	0	3	11	7	0	1	4	5	0	5	12	4	0	1	7	8	216	
16:15	16:30	0	1	3	4	0	1	1	2	0	3	6	8	0	0	7	4	212	
16:30	16:45	0	1	4	9	0	0	3	1	0	1	10	4	0	6	17	11	208	
16:45	17:00	1	0	3	3	1	1	3	3	0	3	5	0	0	0	11	7	173	
17:00	17:15	0	2	5	7	0	1	0	1	0	6	6	0	0	0	17	19	167	
17:15	17:30	0	1	5	2	0	0	1	2	0	2	7	4	0	0	11	1	129	
17:30	17:45	0	3	4	1	0	2	1	2	0	2	3	2	0	0	8	4	114	
17:45	18:00	0	0	4	1	0	2	2	0	0	8	2	0	0	0	12	4	99	
18:00	18:15	0	0	2	4	0	0	0	1	0	2	2	2	0	0	11	2	85	
18:15	18:30	1	1	2	1	0	0	3	1	0	3	4	0	0	0	3	2		
18:30	18:45	0	0	2	0	0	0	0	0	0	3	0	1	0	0	7	4		
18:45	19:00	0	3	3	1	3	1	1	0	0	2	0	0	0	0	5	2		

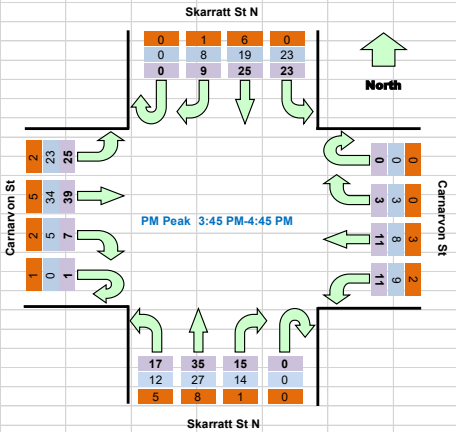
Peak Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	1	21	16	17	0	21	62	15	0	12	32	17	2	2	25	13	256
15:45	16:45	0	9	25	23	0	3	11	11	0	15	35	17	1	7	39	25	221

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

Graphic

Total
Light
Heavy





Light Vehicles

Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	3	4	0	0	4	5	1	0	2	2	0	0	0	0	0
6:15	6:30	0	4	4	4	0	0	2	1	0	2	1	0	0	1	0	0
6:30	6:45	0	1	4	1	0	2	4	2	1	2	2	2	0	1	1	0
6:45	7:00	0	4	4	5	0	2	12	2	1	1	7	3	0	0	1	0
7:00	7:15	0	2	1	3	0	0	13	0	0	0	6	0	0	0	8	0
7:15	7:30	0	5	9	3	0	1	8	1	0	0	5	1	0	0	2	2
7:30	7:45	0	3	5	2	1	0	7	3	0	1	2	1	0	0	1	0
7:45	8:00	0	11	5	1	1	3	3	3	1	6	5	0	0	0	1	2
8:00	8:15	0	10	5	0	0	3	6	1	0	0	8	2	0	1	5	1
8:15	8:30	0	7	2	4	0	4	14	2	0	1	6	7	0	1	5	1
8:30	8:45	1	7	5	3	0	4	15	4	0	2	4	6	0	0	3	2
8:45	9:00	0	4	4	2	0	1	8	1	0	3	13	3	0	0	1	4
9:00	9:15	0	2	3	5	0	9	8	5	0	2	7	1	0	1	5	1
9:15	9:30	0	2	10	4	0	1	7	2	0	2	9	0	0	1	3	0
9:30	9:45	0	2	5	3	0	4	7	3	0	3	2	2	0	1	2	4
9:45	10:00	0	2	4	5	0	1	3	2	0	4	3	4	0	1	4	3
15:00	15:15	0	0	3	3	0	0	3	0	0	3	3	0	0	1	11	5
15:15	15:30	0	3	2	4	0	0	2	0	0	0	3	3	0	1	5	6
15:30	15:45	0	0	3	7	0	5	1	0	0	4	2	6	0	2	6	5
15:45	16:00	0	4	4	3	0	1	3	3	0	5	6	0	0	0	6	2
16:00	16:15	0	2	9	7	0	1	2	3	0	5	7	2	0	0	7	6
16:15	16:30	0	1	3	4	0	1	1	2	0	3	4	7	0	0	5	4
16:30	16:45	0	1	3	9	0	0	2	1	0	1	10	3	0	5	16	11
16:45	17:00	0	0	2	3	1	1	3	3	0	3	5	0	0	0	11	7
17:00	17:15	0	2	5	7	0	0	0	1	0	6	6	0	0	0	17	19
17:15	17:30	0	1	5	2	0	0	1	2	0	2	7	4	0	0	11	1
17:30	17:45	0	3	3	0	0	2	1	2	0	2	3	2	0	0	8	3
17:45	18:00	0	0	2	1	0	2	2	0	0	8	2	0	0	0	10	2
18:00	18:15	0	0	2	4	0	0	0	1	0	2	2	2	0	0	11	2
18:15	18:30	1	1	2	1	0	0	1	1	0	3	2	0	0	0	3	2
18:30	18:45	0	0	2	0	0	0	0	0	0	3	0	1	0	0	7	4
18:45	19:00	0	3	3	1	3	0	1	0	0	2	0	0	0	0	3	2

Peak Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	1	20	14	14	0	18	45	12	0	8	30	17	0	2	14	8	203
15:45	16:45	0	8	19	23	0	3	8	9	0	14	27	12	0	5	34	23	185

Heavy Ridged Vehicles

Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
6:15	6:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
6:45	7:00	0	0	0	2	0	0	0	2	0	0	0	1	0	0	1	0
7:00	7:15	0	0	0	2	0	1	1	3	0	4	1	0	0	0	2	0
7:15	7:30	0	1	0	1	0	0	3	0	0	0	0	1	1	0	0	2
7:30	7:45	0	0	0	1	0	1	3	0	0	2	1	0	1	1	4	0
7:45	8:00	0	0	0	2	0	1	0	0	0	0	0	0	0	0	1	1
8:00	8:15	0	0	1	0	0	0	1	0	0	0	0	0	1	0	2	1
8:15	8:30	0	0	0	1	0	2	6	1	0	1	0	0	1	0	0	2
8:30	8:45	0	1	1	0	0	0	1	0	0	0	2	0	0	0	1	1
8:45	9:00	0	0	0	1	0	1	3	0	0	0	0	0	1	0	2	1
9:00	9:15	0	0	0	1	0	0	4	1	0	3	0	0	0	0	4	0
9:15	9:30	0	0	1	1	0	1	2	0	0	1	1	0	1	1	3	1
9:30	9:45	0	1	1	0	0	3	1	1	0	2	0	0	1	0	0	1
9:45	10:00	0	1	1	1	0	0	2	0	0	1	0	0	0	0	2	1
15:00	15:15	0	0	2	1	0	1	4	0	0	0	1	0	1	1	1	1
15:15	15:30	0	0	1	1	0	1	0	1	0	0	2	1	0	0	1	1
15:30	15:45	0	2	0	2	0	1	1	2	0	1	1	0	0	0	0	2
15:45	16:00	0	0	3	0	0	0	0	0	0	1	1	1	1	0	1	0
16:00	16:15	0	1	2	0	0	0	2	2	0	0	4	2	0	1	0	2
16:15	16:30	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	0
16:30	16:45	0	0	1	0	0	0	1	0	0	0	0	1	0	1	1	0
16:45	17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
17:45	18:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	2
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0

Peak Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	1	1	3	0	3	17	3	0	4	2	0	2	0	11	5	52
15:45	16:45	0	1	6	0	0	0	3	2	0	1	8	5	1	2	5	2	36

Heavy Articulated Vehicles

Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2	1
7:15	7:30	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	1
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
7:45	8:00	0	1	0	0	0	0	2	0	0	0	0	0	0	0	4	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15	8:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1
8:30	8:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15	9:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
9:45	10:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
15:00	15:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
15:30	15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

Peak Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	1	9
15:45	16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2

Bus

Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:00	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Time		North Approach Skarratt St N				East Approach Carnarvon St				South Approach Skarratt St N				West Approach Carnarvon St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Newton St N and Asquith St, Silverwater

GPS	*-33.834977, 151.034544*

Date:	Wed 15/10/25	***North:***	Newton St N	***Survey Period***	AM:	6:00 AM-10:00 AM
Weather:	Fine	***East:***	Asquith St		PM:	3:00 PM-7:00 PM
Suburban:	Silverwater	***South:***	Newton St N	***Traffic Peak***	AM:	8:00 AM-9:00 AM
Customer:	Varga	***West:***	N/A		PM:	5:15 PM-6:15 PM

All Vehicles

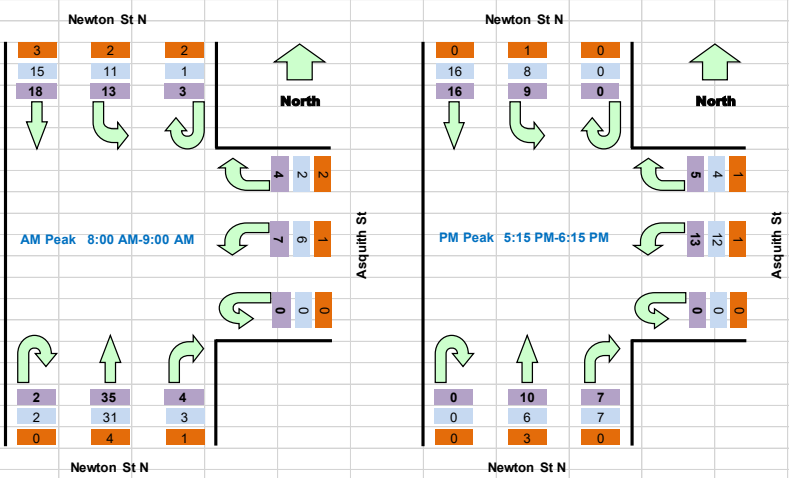
Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
6:00	6:15	0	0	0	0	0	1	0	3	2	28	
6:15	6:30	0	1	1	0	1	0	0	0	2	39	
6:30	6:45	0	1	1	0	0	0	0	0	2	44	
6:45	7:00	0	1	0	1	2	1	2	1	5	54	
7:00	7:15	0	2	2	1	2	0	0	1	9	54	
7:15	7:30	1	2	0	0	1	2	0	1	3	53	
7:30	7:45	2	2	1	0	1	2	1	1	4	61	
7:45	8:00	1	0	1	1	0	3	0	1	6	75	
8:00	8:15	0	3	0	0	1	2	2	1	7	86	Peak
8:15	8:30	1	3	6	0	1	1	0	0	6	85	
8:30	8:45	0	9	3	0	1	3	0	2	10	79	
8:45	9:00	2	3	4	0	1	1	0	1	12	65	
9:00	9:15	0	3	3	0	2	0	0	1	6	48	
9:15	9:30	0	2	1	0	2	2	0	2	3		
9:30	9:45	1	1	1	1	1	4	0	1	4		
9:45	10:00	0	0	1	0	1	0	0	0	5		
15:00	15:15	0	3	1	0	1	1	0	1	2	41	
15:15	15:30	0	4	0	0	2	1	0	2	1	46	
15:30	15:45	0	7	3	0	2	2	1	0	2	54	
15:45	16:00	0	3	0	0	0	0	0	1	1	51	
16:00	16:15	0	7	2	1	0	1	0	0	3	51	
16:15	16:30	0	4	6	0	2	1	0	1	4	47	
16:30	16:45	0	2	2	0	1	2	0	6	1	46	
16:45	17:00	0	1	1	0	0	1	0	1	1	48	
17:00	17:15	0	4	2	0	0	2	0	0	2	59	
17:15	17:30	0	5	6	0	1	2	0	3	0	60	Peak
17:30	17:45	0	5	1	0	1	4	0	1	4	47	
17:45	18:00	0	2	1	0	3	6	0	0	4	37	
18:00	18:15	0	4	1	0	0	1	0	3	2	26	
18:15	18:30	0	1	0	0	0	1	0	0	2		
18:30	18:45	0	4	0	0	0	0	1	0	1		
18:45	19:00	0	1	1	0	0	0	0	1	2		

Peak Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	3	18	13	0	4	7	2	4	35	86
17:15	18:15	0	16	9	0	5	13	0	7	10	60

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
6:00	6:15	0	0	0	0	0	1	0	2	2
6:15	6:30	0	1	1	0	1	0	0	0	2
6:30	6:45	0	1	1	0	0	0	0	0	2
6:45	7:00	0	1	0	0	1	1	2	0	4
7:00	7:15	0	1	1	0	0	0	0	1	9
7:15	7:30	1	1	0	0	0	2	0	1	3
7:30	7:45	1	2	1	0	0	2	1	1	4
7:45	8:00	1	0	1	1	0	3	0	1	5
8:00	8:15	0	3	0	0	1	2	2	1	7
8:15	8:30	0	1	5	0	1	0	0	0	6
8:30	8:45	0	8	3	0	0	3	0	1	9
8:45	9:00	1	3	3	0	0	1	0	1	9
9:00	9:15	0	3	2	0	1	0	0	1	6
9:15	9:30	0	2	1	0	2	2	0	2	3
9:30	9:45	0	1	1	1	0	3	0	1	4
9:45	10:00	0	0	0	0	0	0	0	0	4
15:00	15:15	0	3	1	0	1	0	0	1	1
15:15	15:30	0	4	0	0	2	1	0	2	1
15:30	15:45	0	6	3	0	2	1	1	0	2
15:45	16:00	0	3	0	0	0	0	0	1	1
16:00	16:15	0	5	2	1	0	0	0	0	2
16:15	16:30	0	4	6	0	2	1	0	1	4
16:30	16:45	0	2	1	0	1	2	0	6	1
16:45	17:00	0	1	1	0	0	1	0	1	1
17:00	17:15	0	4	2	0	0	2	0	0	2
17:15	17:30	0	5	5	0	1	2	0	3	0
17:30	17:45	0	5	1	0	1	4	0	1	2
17:45	18:00	0	2	1	0	2	5	0	0	2
18:00	18:15	0	4	1	0	0	1	0	3	2
18:15	18:30	0	0	0	0	0	1	0	0	2
18:30	18:45	0	4	0	0	0	0	1	0	1
18:45	19:00	0	1	1	0	0	0	0	1	2

Peak Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	1	15	11	0	2	6	2	3	31	71
17:15	18:15	0	16	8	0	4	12	0	7	6	53

Heavy Ridged Vehicles

Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
6:00	6:15	0	0	0	0	0	0	0	1	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	1	1
7:00	7:15	0	1	1	1	1	0	0	0	0
7:15	7:30	0	1	0	0	1	0	0	0	0
7:30	7:45	1	0	0	0	1	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	1
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	1	2	1	0	0	0	0	0	0
8:30	8:45	0	1	0	0	0	0	0	1	1
8:45	9:00	1	0	0	0	1	0	0	0	3
9:00	9:15	0	0	1	0	1	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	1	0	0	0	1	1	0	0	0
9:45	10:00	0	0	1	0	1	0	0	0	1
15:00	15:15	0	0	0	0	0	1	0	0	1
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	1	0	0	0	1	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	2	0	0	0	1	0	0	1
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	1	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	1	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	1
17:45	18:00	0	0	0	0	1	1	0	0	2
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	1	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	2	3	2	0	2	1	0	1	4	15
17:15	18:15	0	0	1	0	1	1	0	0	3	6

Heavy Articulated Vehicles

Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	1	1	0	0	0	0
7:00	7:15	0	0	0	0	1	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	1	0	0	0
8:30	8:45	0	0	0	0	1	0	0	0	0
8:45	9:00	0	0	1	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	0	0	1	0	1	1	0	0	0	3
17:15	18:15	0	0	0	0	0	0	0	0	0	0

Bus

Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	1
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		orth Approach Newton St			East Approach Asquith St			outh Approach Newton St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:00	9:00	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	1	1

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Carnarvon St and Newton St N, Silverwate

GPS	-33.834150, 151.035152
Date:	Wed 15/10/25
Weather:	Fine
Suburban:	Silverwater
Customer:	Varga

North:	N/A
East:	Carnarvon St
South:	Newton St N
West:	Carnarvon St

Survey Period	AM:	6:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	8:00 AM-9:00 AM
	PM:	4:15 PM-5:15 PM

All Vehicles

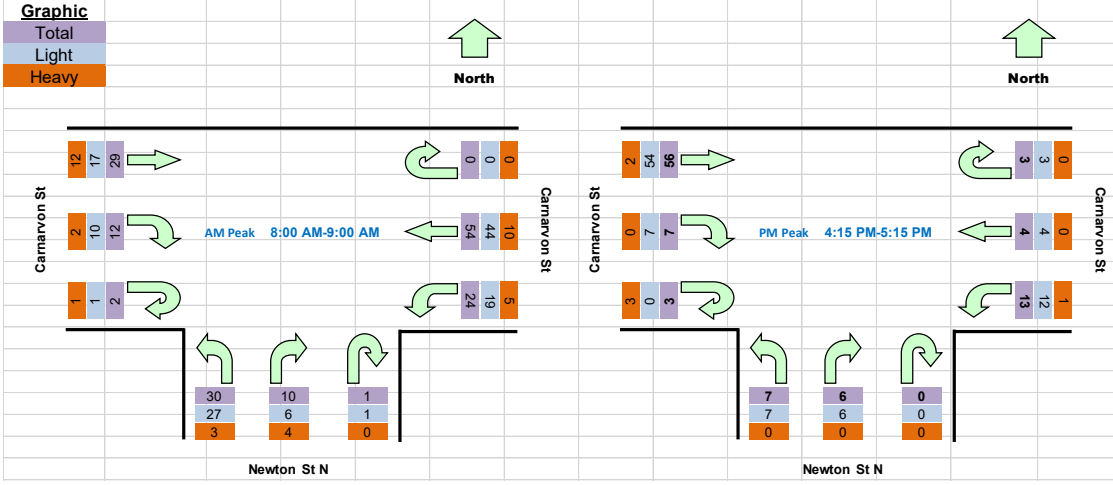
Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S			Hourly Total	
Period Start	**Period End**	**U**	**WB**	**L**	**U**	**R**	**L**	**U**	**R**	**EB**	**Hour**	**Peak**
6:00	6:15	0	9	0	0	1	2	0	0	1	45	
6:15	6:30	0	4	2	0	1	2	0	0	0	72	
6:30	6:45	0	5	1	0	0	2	0	0	1	94	
6:45	7:00	0	6	2	0	0	4	0	0	2	112	
7:00	7:15	0	13	1	1	2	10	1	3	9	129	
7:15	7:30	0	13	2	0	0	4	0	1	11	123	
7:30	7:45	0	10	1	1	2	4	0	1	8	135	
7:45	8:00	0	12	2	0	4	3	0	2	8	151	
8:00	8:15	0	10	1	0	2	6	0	3	12	162	Peak
8:15	8:30	0	19	9	0	2	6	0	1	6	155	
8:30	8:45	0	14	9	1	3	6	1	4	5	136	
8:45	9:00	0	11	5	0	3	12	1	4	6	122	
9:00	9:15	0	6	3	0	1	6	0	2	9	105	
9:15	9:30	0	8	1	0	0	5	0	2	8		
9:30	9:45	1	11	1	0	2	4	2	2	6		
9:45	10:00	1	9	2	0	2	2	0	0	9		
15:00	15:15	0	6	2	0	3	0	3	2	6	81	
15:15	15:30	0	4	2	0	3	0	0	2	7	85	
15:30	15:45	0	1	9	0	1	2	2	1	8	92	
15:45	16:00	2	4	1	0	1	1	1	2	5	93	
16:00	16:15	1	6	4	0	2	0	1	4	8	92	
16:15	16:30	0	1	8	0	2	4	1	2	7	99	Peak
16:30	16:45	2	1	2	0	0	2	1	2	15	93	
16:45	17:00	0	0	1	0	0	0	1	1	13	85	
17:00	17:15	1	2	2	0	4	1	0	2	21	85	
17:15	17:30	1	1	4	0	0	1	0	5	7	70	
17:30	17:45	0	1	3	0	4	0	0	3	6	59	
17:45	18:00	0	0	1	0	6	2	0	2	5	54	
18:00	18:15	0	2	0	0	1	1	0	5	9	47	
18:15	18:30	0	3	1	0	2	0	0	0	2		
18:30	18:45	0	1	0	0	0	1	0	4	6		
18:45	19:00	0	1	0	0	0	1	0	2	5		

Peak Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S			Peak
Period Start	**Period End**	U	WB	L	U	R	L	U	R	EB	**total**
8:00	9:00	0	54	24	1	10	30	2	12	29	162
16:15	17:15	3	4	13	0	6	7	3	7	56	99

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	7	0	0	1	2	0	0	1
6:15	6:30	0	3	2	0	1	2	0	0	0
6:30	6:45	0	2	1	0	0	2	0	0	1
6:45	7:00	0	6	1	0	0	4	0	0	1
7:00	7:15	0	8	0	1	1	8	0	3	5
7:15	7:30	0	5	1	0	0	3	0	1	3
7:30	7:45	0	7	1	0	1	4	0	1	0
7:45	8:00	0	9	1	0	3	3	0	2	4
8:00	8:15	0	9	1	0	2	6	0	2	6
8:15	8:30	0	14	6	0	1	6	0	1	3
8:30	8:45	0	13	7	1	2	6	1	4	4
8:45	9:00	0	8	5	0	1	9	0	3	4
9:00	9:15	0	3	2	0	1	5	0	2	4
9:15	9:30	0	4	1	0	0	5	0	2	3
9:30	9:45	1	6	1	0	1	3	1	1	4
9:45	10:00	1	5	1	0	2	2	0	0	4
15:00	15:15	0	2	0	0	2	0	0	2	4
15:15	15:30	0	3	2	0	3	0	0	2	4
15:30	15:45	0	0	8	0	1	2	0	1	6
15:45	16:00	1	2	1	0	1	1	0	2	4
16:00	16:15	1	3	3	0	1	0	0	4	6
16:15	16:30	0	1	8	0	2	4	0	2	5
16:30	16:45	2	1	1	0	0	2	0	2	15
16:45	17:00	0	0	1	0	0	0	0	1	13
17:00	17:15	1	2	2	0	4	1	0	2	21
17:15	17:30	1	1	4	0	0	1	0	5	7
17:30	17:45	0	1	3	0	3	0	0	3	6
17:45	18:00	0	0	1	0	2	2	0	2	5
18:00	18:15	0	2	0	0	1	1	0	5	9
18:15	18:30	0	2	0	0	2	0	0	0	2
18:30	18:45	0	1	0	0	0	1	0	4	6
18:45	19:00	0	1	0	0	0	1	0	2	4

Peak Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	44	19	1	6	27	1	10	17	125
16:15	17:15	3	4	12	0	6	7	0	7	54	93

Heavy Ridged Vehicles

Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	1	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	1	0	0	0	0	0	0	0
6:45	7:00	0	0	1	0	0	0	0	0	1
7:00	7:15	0	1	1	0	1	0	1	0	1
7:15	7:30	0	4	1	0	0	1	0	0	3
7:30	7:45	0	3	0	1	1	0	0	0	3
7:45	8:00	0	0	1	0	1	0	0	0	0
8:00	8:15	0	1	0	0	0	0	0	1	4
8:15	8:30	0	4	3	0	1	0	0	0	2
8:30	8:45	0	1	1	0	1	0	0	0	1
8:45	9:00	0	2	0	0	2	3	1	1	1
9:00	9:15	0	3	1	0	0	1	0	0	4
9:15	9:30	0	3	0	0	0	0	0	0	5
9:30	9:45	0	3	0	0	1	1	1	1	1
9:45	10:00	0	3	1	0	0	0	0	0	3
15:00	15:15	0	4	2	0	1	0	3	0	2
15:15	15:30	0	0	0	0	0	0	0	0	1
15:30	15:45	0	0	1	0	0	0	2	0	1
15:45	16:00	1	1	0	0	0	0	1	0	1
16:00	16:15	0	3	1	0	1	0	1	0	1
16:15	16:30	0	0	0	0	0	0	1	0	2
16:30	16:45	0	0	1	0	0	0	1	0	0
16:45	17:00	0	0	0	0	0	0	1	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	1	0	0	0	0
17:45	18:00	0	0	0	0	3	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	1	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	10	5	0	4	3	1	2	12	37
16:15	17:15	0	0	1	0	0	0	3	0	2	6

Heavy Articulated Vehicles

Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	1	0	0	0	0	0	0	0
6:15	6:30	0	1	0	0	0	0	0	0	0
6:30	6:45	0	2	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	4	0	0	0	2	0	0	3
7:15	7:30	0	4	0	0	0	0	0	0	5
7:30	7:45	0	0	0	0	0	0	0	0	5
7:45	8:00	0	3	0	0	0	0	0	0	4
8:00	8:15	0	0	0	0	0	0	0	0	2
8:15	8:30	0	1	0	0	0	0	0	0	1
8:30	8:45	0	0	1	0	0	0	0	0	0
8:45	9:00	0	1	0	0	0	0	0	0	1
9:00	9:15	0	0	0	0	0	0	0	0	1
9:15	9:30	0	1	0	0	0	0	0	0	0
9:30	9:45	0	2	0	0	0	0	0	0	1
9:45	10:00	0	1	0	0	0	0	0	0	2
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	1	0	0	0	0	0	0	2
15:30	15:45	0	1	0	0	0	0	0	0	1
15:45	16:00	0	1	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	1
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	1	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	1

Peak Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	2	1	0	0	0	0	0	4	7
16:15	17:15	0	0	0	0	0	0	0	0	0	0

Bus

Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	1	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Carnarvon S			South Approach Newton St			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
8:00	9:00	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Carnarvon St and Site Access, Silverwater

GPS	-33.833780, 151.034433
Date:	Wed 15/10/25
Weather:	Fine
Suburban:	Silverwater
Customer:	Varga

North:	N/A
East:	Carnarvon St
South:	Site Access
West:	Carnarvon St

Survey Period	AM:	6:00 AM-10:00 AM
	PM:	3:00 PM-7:00 PM
Traffic Peak	AM:	7:00 AM-8:00 AM
	PM:	4:00 PM-5:00 PM

All Vehicles

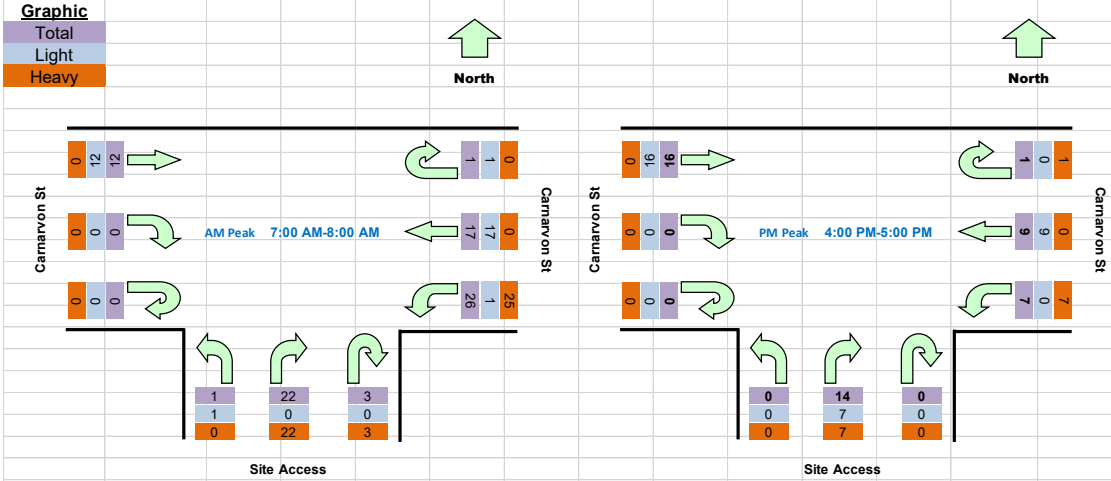
Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S			Hourly Total	
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	Hour	Peak
6:00	6:15	0	6	2	0	0	0	0	0	0	22	
6:15	6:30	0	2	3	0	0	0	0	0	0	38	
6:30	6:45	0	1	1	0	0	0	0	0	1	58	
6:45	7:00	0	5	1	0	0	0	0	0	0	70	
7:00	7:15	0	6	10	1	4	0	0	0	3	82	Peak
7:15	7:30	1	1	10	1	7	1	0	0	4	73	
7:30	7:45	0	4	3	0	7	0	0	0	1	62	
7:45	8:00	0	6	3	1	4	0	0	0	4	57	
8:00	8:15	0	4	2	0	7	0	0	0	2	53	
8:15	8:30	1	2	6	1	3	0	0	0	1	50	
8:30	8:45	0	2	0	1	3	0	0	0	4	52	
8:45	9:00	1	3	6	0	3	0	0	0	1	58	
9:00	9:15	0	3	3	0	3	0	0	0	3	60	
9:15	9:30	0	4	4	0	4	0	0	0	4		
9:30	9:45	0	2	7	0	4	0	0	0	3		
9:45	10:00	0	5	2	0	4	0	0	0	5		
15:00	15:15	0	0	9	0	4	0	0	0	3	42	
15:15	15:30	0	0	1	0	3	0	0	0	2	37	
15:30	15:45	0	0	3	0	5	0	0	0	2	44	
15:45	16:00	1	1	2	0	3	0	0	0	3	46	
16:00	16:15	0	1	3	0	2	0	0	0	5	47	Peak
16:15	16:30	1	5	1	0	3	0	0	0	3	45	
16:30	16:45	0	3	2	0	3	0	0	0	4	39	
16:45	17:00	0	0	1	0	6	0	0	0	4	29	
17:00	17:15	0	2	0	0	3	0	0	0	4	19	
17:15	17:30	0	0	0	0	0	0	0	0	7	16	
17:30	17:45	0	0	0	0	0	0	0	0	2	10	
17:45	18:00	0	1	0	0	0	0	0	0	0	9	
18:00	18:15	0	3	0	0	0	0	0	0	3	9	
18:15	18:30	1	0	0	0	0	0	0	0	0		
18:30	18:45	0	0	0	0	0	0	0	0	1		
18:45	19:00	1	0	0	0	0	0	0	0	0		

Peak Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:00	8:00	1	17	26	3	22	1	0	0	12	82
16:00	17:00	1	9	7	0	14	0	0	0	16	47

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

Graphic

Total
Light
Heavy



Light Vehicles

Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	6	1	0	0	0	0	0	0
6:15	6:30	0	2	3	0	0	0	0	0	0
6:30	6:45	0	1	1	0	0	0	0	0	1
6:45	7:00	0	5	1	0	0	0	0	0	0
7:00	7:15	0	6	0	0	0	0	0	0	3
7:15	7:30	1	1	1	0	0	1	0	0	4
7:30	7:45	0	4	0	0	0	0	0	0	1
7:45	8:00	0	6	0	0	0	0	0	0	4
8:00	8:15	0	4	1	0	0	0	0	0	2
8:15	8:30	1	2	1	0	0	0	0	0	1
8:30	8:45	0	2	0	0	0	0	0	0	4
8:45	9:00	1	3	0	0	0	0	0	0	1
9:00	9:15	0	3	0	0	0	0	0	0	3
9:15	9:30	0	4	1	0	0	0	0	0	4
9:30	9:45	0	2	0	0	0	0	0	0	3
9:45	10:00	0	5	1	0	0	0	0	0	5
15:00	15:15	0	0	0	0	0	0	0	0	3
15:15	15:30	0	0	0	0	0	0	0	0	2
15:30	15:45	0	0	0	0	1	0	0	0	2
15:45	16:00	1	1	0	0	0	0	0	0	3
16:00	16:15	0	1	0	0	0	0	0	0	5
16:15	16:30	0	5	0	0	1	0	0	0	3
16:30	16:45	0	3	0	0	1	0	0	0	4
16:45	17:00	0	0	0	0	5	0	0	0	4
17:00	17:15	0	2	0	0	3	0	0	0	4
17:15	17:30	0	0	0	0	0	0	0	0	7
17:30	17:45	0	0	0	0	0	0	0	0	2
17:45	18:00	0	1	0	0	0	0	0	0	0
18:00	18:15	0	3	0	0	0	0	0	0	3
18:15	18:30	1	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	1
18:45	19:00	1	0	0	0	0	0	0	0	0

Peak Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:00	8:00	1	17	1	0	0	1	0	0	12	32
16:00	17:00	0	9	0	0	7	0	0	0	16	32

Heavy Ridged Vehicles

Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	1	1	1	0	0	0	0
7:15	7:30	0	0	5	1	1	0	0	0	0
7:30	7:45	0	0	3	0	3	0	0	0	0
7:45	8:00	0	0	0	1	0	0	0	0	0
8:00	8:15	0	0	1	0	5	0	0	0	0
8:15	8:30	0	0	4	1	2	0	0	0	0
8:30	8:45	0	0	0	1	2	0	0	0	0
8:45	9:00	0	0	5	0	2	0	0	0	0
9:00	9:15	0	0	3	0	3	0	0	0	0
9:15	9:30	0	0	2	0	4	0	0	0	0
9:30	9:45	0	0	5	0	3	0	0	0	0
9:45	10:00	0	0	1	0	2	0	0	0	0
15:00	15:15	0	0	7	0	4	0	0	0	0
15:15	15:30	0	0	0	0	1	0	0	0	0
15:30	15:45	0	0	2	0	3	0	0	0	0
15:45	16:00	0	0	2	0	2	0	0	0	0
16:00	16:15	0	0	3	0	2	0	0	0	0
16:15	16:30	1	0	1	0	2	0	0	0	0
16:30	16:45	0	0	2	0	2	0	0	0	0
16:45	17:00	0	0	1	0	1	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:00	8:00	0	0	25	3	22	0	0	0	0	50
16:00	17:00	1	0	7	0	7	0	0	0	0	15

Heavy Articulated Vehicles

Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	0	1	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	9	0	3	0	0	0	0
7:15	7:30	0	0	4	0	6	0	0	0	0
7:30	7:45	0	0	0	0	4	0	0	0	0
7:45	8:00	0	0	3	0	4	0	0	0	0
8:00	8:15	0	0	0	0	2	0	0	0	0
8:15	8:30	0	0	1	0	1	0	0	0	0
8:30	8:45	0	0	0	0	1	0	0	0	0
8:45	9:00	0	0	1	0	1	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	1	0	0	0	0	0	0
9:30	9:45	0	0	2	0	1	0	0	0	0
9:45	10:00	0	0	0	0	2	0	0	0	0
15:00	15:15	0	0	2	0	0	0	0	0	0
15:15	15:30	0	0	1	0	2	0	0	0	0
15:30	15:45	0	0	1	0	1	0	0	0	0
15:45	16:00	0	0	0	0	1	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:00	8:00	0	0	16	0	17	0	0	0	0	33
16:00	17:00	0	0	0	0	0	0	0	0	0	0

Bus

Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S		
Period Start	Period End	U	WB	L	U	R	L	U	R	EB
6:00	6:15	0	0	0	0	0	0	0	0	0
6:15	6:30	0	0	0	0	0	0	0	0	0
6:30	6:45	0	0	0	0	0	0	0	0	0
6:45	7:00	0	0	0	0	0	0	0	0	0
7:00	7:15	0	0	0	0	0	0	0	0	0
7:15	7:30	0	0	0	0	0	0	0	0	0
7:30	7:45	0	0	0	0	0	0	0	0	0
7:45	8:00	0	0	0	0	0	0	0	0	0
8:00	8:15	0	0	0	0	0	0	0	0	0
8:15	8:30	0	0	0	0	0	0	0	0	0
8:30	8:45	0	0	0	0	0	0	0	0	0
8:45	9:00	0	0	0	0	0	0	0	0	0
9:00	9:15	0	0	0	0	0	0	0	0	0
9:15	9:30	0	0	0	0	0	0	0	0	0
9:30	9:45	0	0	0	0	0	0	0	0	0
9:45	10:00	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0
18:30	18:45	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	0	0	0	0	0	0	0

Peak Time		East Approach Carnarvon S			South Approach Site Acces			West Approach Carnarvon S			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
7:00	8:00	0	0	0	0	0	0	0	0	0	0
16:00	17:00	0	0	0	0	0	0	0	0	0	0

APPPENDIX C

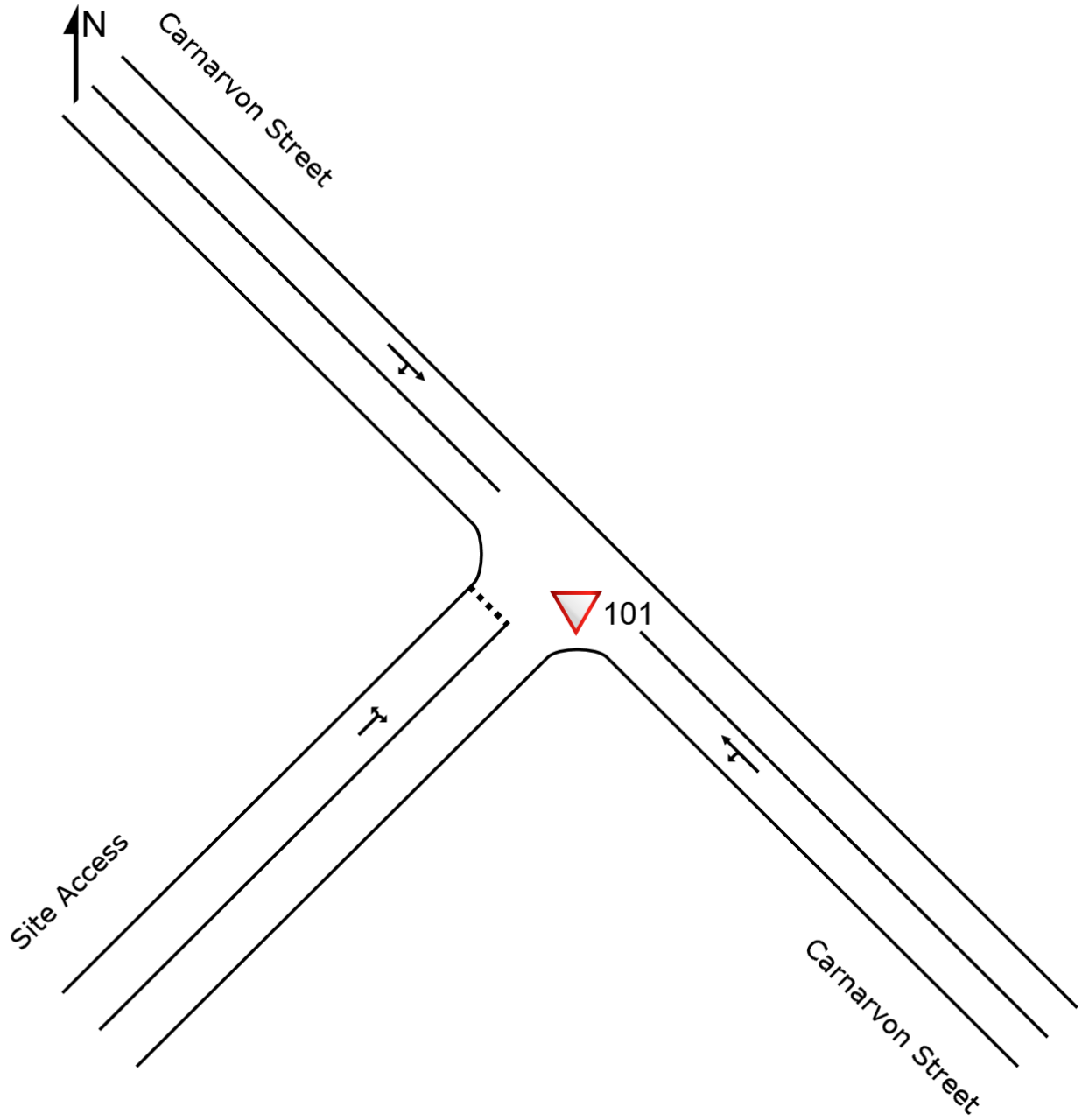
SIDRA MOVEMENT SUMMARIES

SITE LAYOUT

Site: 101 [AM Peak Carnarvon St & Site Access (Site Folder: Existing 6-7AM & 3-4PM)]

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 101 [AM Peak Carnarvon St & Site Access (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	7	14.3	7	14.3	0.012	8.3	LOS A	0.0	0.0	0.00	0.36	0.00	46.2
5	T1	All MCs	15	0.0	15	0.0	0.012	0.0	LOS A	0.0	0.0	0.00	0.36	0.00	48.4
Approach			22	4.8	22	4.8	0.012	2.8	NA	0.0	0.0	0.00	0.36	0.00	47.6
NorthWest: Carnarvon Street															
11	T1	All MCs	1	0.0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.07	0.48	0.07	47.4
12	R2	All MCs	1	0.0	1	0.0	0.001	7.8	LOS A	0.0	0.0	0.07	0.48	0.07	16.5
Approach			2	0.0	2	0.0	0.001	3.9	NA	0.0	0.0	0.07	0.48	0.07	24.5
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.06	0.01	0.06	16.3
3	R2	All MCs	1	0.0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.06	0.01	0.06	16.3
Approach			2	0.0	2	0.0	0.001	0.0	LOS A	0.0	0.0	0.06	0.01	0.06	16.3
All Vehicles			26	4.0	26	4.0	0.012	2.6	NA	0.0	0.0	0.01	0.34	0.01	38.7

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 101 [PM Peak Carnarvon St & Site Access (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	16	100.0	16	100.0	0.015	9.3	LOS A	0.0	0.0	0.00	0.74	0.00	41.3
5	T1	All MCs	1	0.0	1	0.0	0.015	0.0	LOS A	0.0	0.0	0.00	0.74	0.00	44.7
Approach			17	93.8	17	93.8	0.015	8.7	NA	0.0	0.0	0.00	0.74	0.00	41.5
NorthWest: Carnarvon Street															
11	T1	All MCs	11	0.0	11	0.0	0.006	0.0	LOS A	0.0	0.0	0.02	0.10	0.02	49.5
12	R2	All MCs	1	0.0	1	0.0	0.006	7.7	LOS A	0.0	0.0	0.02	0.10	0.02	16.8
Approach			12	0.0	12	0.0	0.006	0.7	NA	0.0	0.0	0.02	0.10	0.02	42.0
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.019	0.0	LOS A	0.1	0.7	0.06	0.01	0.06	16.3
3	R2	All MCs	16	93.3	16	93.3	0.019	0.1	LOS A	0.1	0.7	0.06	0.01	0.06	16.0
Approach			17	87.5	17	87.5	0.019	0.1	LOS A	0.1	0.7	0.06	0.01	0.06	16.0
All Vehicles			45	67.4	45	67.4	0.019	3.5	NA	0.1	0.7	0.03	0.31	0.03	26.1

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 101 [AM Peak Carnarvon St & Site Access (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	27	96.2	27	96.2	0.033	9.3	LOS A	0.0	0.0	0.00	0.55	0.00	45.6
5	T1	All MCs	18	0.0	18	0.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.55	0.00	49.7
Approach			45	58.1	45	58.1	0.033	5.6	NA	0.0	0.0	0.00	0.55	0.00	47.2
NorthWest: Carnarvon Street															
11	T1	All MCs	13	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.03	0.08	0.03	49.5
12	R2	All MCs	1	0.0	1	0.0	0.007	7.8	LOS A	0.0	0.0	0.03	0.08	0.03	16.8
Approach			14	0.0	14	0.0	0.007	0.6	NA	0.0	0.0	0.03	0.08	0.03	43.0
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.029	0.0	LOS A	0.1	1.2	0.14	0.05	0.14	16.3
3	R2	All MCs	23	100.0	23	100.0	0.029	0.4	LOS A	0.1	1.2	0.14	0.05	0.14	16.0
Approach			24	95.7	24	95.7	0.029	0.4	LOS A	0.1	1.2	0.14	0.05	0.14	16.0
All Vehicles			83	59.5	83	59.5	0.033	3.3	NA	0.1	1.2	0.05	0.33	0.05	29.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 101 [PM Peak Carnarvon St & Site Access (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	7	100.0	7	100.0	0.011	9.3	LOS A	0.0	0.0	0.00	0.41	0.00	43.6
5	T1	All MCs	9	0.0	9	0.0	0.011	0.0	LOS A	0.0	0.0	0.00	0.41	0.00	47.4
Approach			17	43.8	17	43.8	0.011	4.1	NA	0.0	0.0	0.00	0.41	0.00	45.6
NorthWest: Carnarvon Street															
11	T1	All MCs	17	0.0	17	0.0	0.009	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	49.7
12	R2	All MCs	1	0.0	1	0.0	0.009	7.7	LOS A	0.0	0.0	0.01	0.06	0.01	16.8
Approach			18	0.0	18	0.0	0.009	0.5	NA	0.0	0.0	0.01	0.06	0.01	44.5
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.015	0.0	LOS A	0.0	0.5	0.09	0.02	0.09	16.3
3	R2	All MCs	15	50.0	15	50.0	0.015	0.2	LOS A	0.0	0.5	0.09	0.02	0.09	16.1
Approach			16	46.7	16	46.7	0.015	0.2	LOS A	0.0	0.5	0.09	0.02	0.09	16.1
All Vehicles			51	29.2	51	29.2	0.015	1.6	NA	0.0	0.5	0.03	0.17	0.03	28.9

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 101 [AM Peak Carnarvon St & Site Access (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	39	43.2	39	43.2	0.034	8.7	LOS A	0.0	0.0	0.00	0.67	0.00	44.2
5	T1	All MCs	15	0.0	15	0.0	0.034	0.0	LOS A	0.0	0.0	0.00	0.67	0.00	46.8
Approach			54	31.4	54	31.4	0.034	6.3	NA	0.0	0.0	0.00	0.67	0.00	44.9
NorthWest: Carnarvon Street															
11	T1	All MCs	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.13	0.47	0.13	47.3
12	R2	All MCs	1	0.0	1	0.0	0.001	7.9	LOS A	0.0	0.0	0.13	0.47	0.13	16.5
Approach			2	0.0	2	0.0	0.001	4.0	NA	0.0	0.0	0.13	0.47	0.13	24.5
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.001	0.0	LOS A	0.0	0.0	0.07	0.01	0.07	16.3
3	R2	All MCs	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.07	0.01	0.07	16.3
Approach			2	0.0	2	0.0	0.001	0.1	LOS A	0.0	0.0	0.07	0.01	0.07	16.3
All Vehicles			58	29.1	58	29.1	0.034	6.0	NA	0.0	0.0	0.01	0.64	0.01	41.0

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 101 [PM Peak Carnarvon St & Site Access (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	22	100.0	22	100.0	0.020	9.3	LOS A	0.0	0.0	0.00	0.75	0.00	41.2
5	T1	All MCs	1	0.0	1	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.75	0.00	44.6
Approach			23	95.5	23	95.5	0.020	8.9	NA	0.0	0.0	0.00	0.75	0.00	41.4
NorthWest: Carnarvon Street															
11	T1	All MCs	11	0.0	11	0.0	0.006	0.0	LOS A	0.0	0.0	0.02	0.10	0.02	49.5
12	R2	All MCs	1	0.0	1	0.0	0.006	7.8	LOS A	0.0	0.0	0.02	0.10	0.02	16.8
Approach			12	0.0	12	0.0	0.006	0.7	NA	0.0	0.0	0.02	0.10	0.02	42.0
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.032	0.0	LOS A	0.1	1.0	0.07	0.01	0.07	16.3
3	R2	All MCs	32	46.7	32	46.7	0.032	0.1	LOS A	0.1	1.0	0.07	0.01	0.07	16.2
Approach			33	45.2	33	45.2	0.032	0.1	LOS A	0.1	1.0	0.07	0.01	0.07	16.2
All Vehicles			67	54.7	67	54.7	0.032	3.2	NA	0.1	1.0	0.04	0.28	0.04	23.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 101 [AM Peak Carnarvon St & Site Access (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	31	96.6	31	96.6	0.036	9.3	LOS A	0.0	0.0	0.00	0.57	0.00	45.6
5	T1	All MCs	18	0.0	18	0.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	49.7
Approach			48	60.9	48	60.9	0.036	5.9	NA	0.0	0.0	0.00	0.57	0.00	47.0
NorthWest: Carnarvon Street															
11	T1	All MCs	13	0.0	13	0.0	0.007	0.0	LOS A	0.0	0.0	0.03	0.08	0.03	49.5
12	R2	All MCs	1	0.0	1	0.0	0.007	7.8	LOS A	0.0	0.0	0.03	0.08	0.03	16.8
Approach			14	0.0	14	0.0	0.007	0.6	NA	0.0	0.0	0.03	0.08	0.03	43.0
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.042	0.0	LOS A	0.1	1.4	0.14	0.05	0.14	16.3
3	R2	All MCs	39	59.5	39	59.5	0.042	0.3	LOS A	0.1	1.4	0.14	0.05	0.14	16.1
Approach			40	57.9	40	57.9	0.042	0.3	LOS A	0.1	1.4	0.14	0.05	0.14	16.1
All Vehicles			102	51.5	102	51.5	0.042	3.0	NA	0.1	1.4	0.06	0.30	0.06	26.7

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 101 [PM Peak Carnarvon St & Site Access (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	13	100.0	13	100.0	0.016	9.3	LOS A	0.0	0.0	0.00	0.52	0.00	43.0
5	T1	All MCs	9	0.0	9	0.0	0.016	0.0	LOS A	0.0	0.0	0.00	0.52	0.00	46.6
Approach			22	57.1	22	57.1	0.016	5.3	NA	0.0	0.0	0.00	0.52	0.00	44.5
NorthWest: Carnarvon Street															
11	T1	All MCs	17	0.0	17	0.0	0.009	0.0	LOS A	0.0	0.0	0.01	0.06	0.01	49.7
12	R2	All MCs	1	0.0	1	0.0	0.009	7.7	LOS A	0.0	0.0	0.01	0.06	0.01	16.8
Approach			18	0.0	18	0.0	0.009	0.5	NA	0.0	0.0	0.01	0.06	0.01	44.5
SouthWest: Site Access															
1	L2	All MCs	1	0.0	1	0.0	0.016	0.0	LOS A	0.0	0.5	0.10	0.03	0.10	16.3
3	R2	All MCs	15	50.0	15	50.0	0.016	0.2	LOS A	0.0	0.5	0.10	0.03	0.10	16.1
Approach			16	46.7	16	46.7	0.016	0.2	LOS A	0.0	0.5	0.10	0.03	0.10	16.1
All Vehicles			56	35.8	56	35.8	0.016	2.3	NA	0.0	0.5	0.03	0.24	0.03	29.7

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

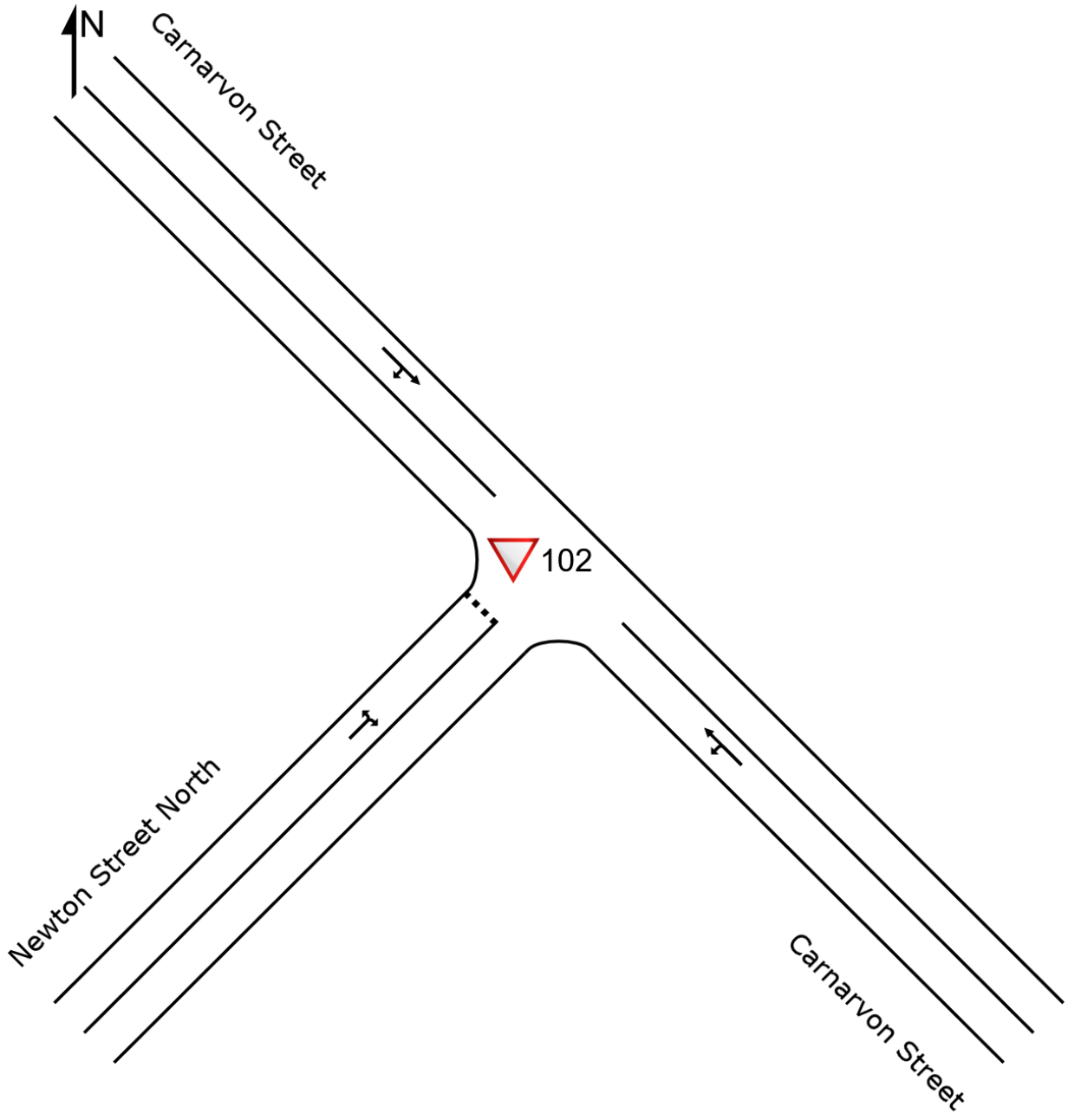
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 102 [AM Peak Carnarvon St & Newton St N (Site Folder: Existing 6-7AM & 3-4PM)]

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 102 [AM Peak Carnarvon St & Newton St N (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	5	20.0	5	20.0	0.018	4.7	LOS A	0.0	0.0	0.00	0.09	0.00	47.9
5	T1	All MCs	25	25.0	25	25.0	0.018	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	49.4
Approach			31	24.1	31	24.1	0.018	0.8	NA	0.0	0.0	0.00	0.09	0.00	49.2
NorthWest: Carnarvon Street															
11	T1	All MCs	4	25.0	4	25.0	0.003	0.0	LOS A	0.0	0.0	0.04	0.11	0.04	49.1
12	R2	All MCs	1	0.0	1	0.0	0.003	4.6	LOS A	0.0	0.0	0.04	0.11	0.04	47.8
Approach			5	20.0	5	20.0	0.003	0.9	NA	0.0	0.0	0.04	0.11	0.04	48.8
SouthWest: Newton Street North															
1	L2	All MCs	11	0.0	11	0.0	0.008	4.6	LOS A	0.0	0.2	0.09	0.50	0.09	45.8
3	R2	All MCs	2	0.0	2	0.0	0.008	4.7	LOS A	0.0	0.2	0.09	0.50	0.09	45.7
Approach			13	0.0	13	0.0	0.008	4.6	LOS A	0.0	0.2	0.09	0.50	0.09	45.7
All Vehicles			48	17.4	48	17.4	0.018	1.8	NA	0.0	0.2	0.03	0.20	0.03	48.2

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 102 [PM Peak Carnarvon St & Newton St N (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	15	21.4	15	21.4	0.019	4.8	LOS A	0.0	0.0	0.00	0.26	0.00	46.7
5	T1	All MCs	16	53.3	16	53.3	0.019	0.0	LOS A	0.0	0.0	0.00	0.26	0.00	48.2
Approach			31	37.9	31	37.9	0.019	2.3	NA	0.0	0.0	0.00	0.26	0.00	47.4
NorthWest: Carnarvon Street															
11	T1	All MCs	27	30.8	27	30.8	0.020	0.0	LOS A	0.0	0.3	0.05	0.12	0.05	49.0
12	R2	All MCs	7	0.0	7	0.0	0.020	4.6	LOS A	0.0	0.3	0.05	0.12	0.05	47.7
Approach			35	24.2	35	24.2	0.020	1.0	NA	0.0	0.3	0.05	0.12	0.05	48.7
SouthWest: Newton Street North															
1	L2	All MCs	3	0.0	3	0.0	0.009	4.6	LOS A	0.0	0.2	0.11	0.51	0.11	45.7
3	R2	All MCs	8	12.5	8	12.5	0.009	4.9	LOS A	0.0	0.2	0.11	0.51	0.11	45.4
Approach			12	9.1	12	9.1	0.009	4.8	LOS A	0.0	0.2	0.11	0.51	0.11	45.5
All Vehicles			77	27.4	77	27.4	0.020	2.1	NA	0.0	0.3	0.04	0.23	0.04	47.7

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 102 [AM Peak Carnarvon St & Newton St N (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	6	50.0	6	50.0	0.036	5.0	LOS A	0.0	0.0	0.00	0.06	0.00	47.7
5	T1	All MCs	51	39.6	51	39.6	0.036	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.7
Approach			57	40.7	57	40.7	0.036	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.5
NorthWest: Carnarvon Street															
11	T1	All MCs	38	66.7	38	66.7	0.030	0.0	LOS A	0.0	0.4	0.05	0.10	0.05	48.7
12	R2	All MCs	7	0.0	7	0.0	0.030	4.7	LOS A	0.0	0.4	0.05	0.10	0.05	47.4
Approach			45	55.8	45	55.8	0.030	0.8	NA	0.0	0.4	0.05	0.10	0.05	48.5
SouthWest: Newton Street North															
1	L2	All MCs	22	14.3	22	14.3	0.024	4.9	LOS A	0.1	0.7	0.16	0.50	0.16	45.4
3	R2	All MCs	8	37.5	8	37.5	0.024	5.5	LOS A	0.1	0.7	0.16	0.50	0.16	44.9
Approach			31	20.7	31	20.7	0.024	5.1	LOS A	0.1	0.7	0.16	0.50	0.16	45.3
All Vehicles			133	41.3	133	41.3	0.036	1.7	NA	0.1	0.7	0.05	0.17	0.05	48.1

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 102 [PM Peak Carnarvon St & Newton St N (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	16	13.3	16	13.3	0.014	4.7	LOS A	0.0	0.0	0.00	0.35	0.00	46.5
5	T1	All MCs	8	37.5	8	37.5	0.014	0.0	LOS A	0.0	0.0	0.00	0.35	0.00	47.8
Approach			24	21.7	24	21.7	0.014	3.1	NA	0.0	0.0	0.00	0.35	0.00	47.0
NorthWest: Carnarvon Street															
11	T1	All MCs	45	9.3	45	9.3	0.029	0.0	LOS A	0.1	0.4	0.03	0.10	0.03	49.3
12	R2	All MCs	9	0.0	9	0.0	0.029	4.6	LOS A	0.1	0.4	0.03	0.10	0.03	48.0
Approach			55	7.7	55	7.7	0.029	0.8	NA	0.1	0.4	0.03	0.10	0.03	49.1
SouthWest: Newton Street North															
1	L2	All MCs	6	0.0	6	0.0	0.008	4.6	LOS A	0.0	0.2	0.06	0.51	0.06	45.8
3	R2	All MCs	4	25.0	4	25.0	0.008	5.0	LOS A	0.0	0.2	0.06	0.51	0.06	45.3
Approach			11	10.0	11	10.0	0.008	4.7	LOS A	0.0	0.2	0.06	0.51	0.06	45.6
All Vehicles			89	11.8	89	11.8	0.029	1.9	NA	0.1	0.4	0.03	0.21	0.03	48.1

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 102 [AM Peak Carnarvon St & Newton St N (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	5	20.0	5	20.0	0.038	4.7	LOS A	0.0	0.0	0.00	0.05	0.00	48.1
5	T1	All MCs	57	38.9	57	38.9	0.038	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.6
Approach			62	37.3	62	37.3	0.038	0.4	NA	0.0	0.0	0.00	0.05	0.00	49.5
NorthWest: Carnarvon Street															
11	T1	All MCs	4	25.0	4	25.0	0.003	0.1	LOS A	0.0	0.0	0.07	0.12	0.07	49.0
12	R2	All MCs	1	0.0	1	0.0	0.003	4.8	LOS A	0.0	0.0	0.07	0.12	0.07	47.7
Approach			5	20.0	5	20.0	0.003	1.0	NA	0.0	0.0	0.07	0.12	0.07	48.8
SouthWest: Newton Street North															
1	L2	All MCs	11	0.0	11	0.0	0.009	4.7	LOS A	0.0	0.2	0.15	0.50	0.15	45.6
3	R2	All MCs	2	0.0	2	0.0	0.009	4.8	LOS A	0.0	0.2	0.15	0.50	0.15	45.5
Approach			13	0.0	13	0.0	0.009	4.7	LOS A	0.0	0.2	0.15	0.50	0.15	45.6
All Vehicles			80	30.3	80	30.3	0.038	1.1	NA	0.0	0.2	0.03	0.12	0.03	48.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 102 [PM Peak Carnarvon St & Newton St N (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	15	21.4	15	21.4	0.025	4.8	LOS A	0.0	0.0	0.00	0.21	0.00	46.7
5	T1	All MCs	22	66.7	22	66.7	0.025	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	48.2
Approach			37	48.6	37	48.6	0.025	1.9	NA	0.0	0.0	0.00	0.21	0.00	47.6
NorthWest: Carnarvon Street															
11	T1	All MCs	43	19.5	43	19.5	0.028	0.0	LOS A	0.0	0.3	0.04	0.08	0.04	49.3
12	R2	All MCs	7	0.0	7	0.0	0.028	4.6	LOS A	0.0	0.3	0.04	0.08	0.04	48.0
Approach			51	16.7	51	16.7	0.028	0.7	NA	0.0	0.3	0.04	0.08	0.04	49.1
SouthWest: Newton Street North															
1	L2	All MCs	3	0.0	3	0.0	0.018	4.6	LOS A	0.1	0.5	0.15	0.51	0.15	45.6
3	R2	All MCs	15	50.0	15	50.0	0.018	5.5	LOS A	0.1	0.5	0.15	0.51	0.15	44.8
Approach			18	41.2	18	41.2	0.018	5.4	LOS A	0.1	0.5	0.15	0.51	0.15	44.9
All Vehicles			105	32.0	105	32.0	0.028	1.9	NA	0.1	0.5	0.05	0.20	0.05	47.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 102 [AM Peak Carnarvon St & Newton St N (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	6	50.0	6	50.0	0.038	5.0	LOS A	0.0	0.0	0.00	0.06	0.00	47.7
5	T1	All MCs	54	43.1	54	43.1	0.038	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.7
Approach			60	43.9	60	43.9	0.038	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.5
NorthWest: Carnarvon Street															
11	T1	All MCs	54	47.1	54	47.1	0.038	0.0	LOS A	0.0	0.4	0.04	0.07	0.04	49.2
12	R2	All MCs	7	0.0	7	0.0	0.038	4.7	LOS A	0.0	0.4	0.04	0.07	0.04	47.9
Approach			61	41.4	61	41.4	0.038	0.6	NA	0.0	0.4	0.04	0.07	0.04	49.1
SouthWest: Newton Street North															
1	L2	All MCs	22	14.3	22	14.3	0.029	4.9	LOS A	0.1	0.9	0.17	0.50	0.17	45.4
3	R2	All MCs	12	54.5	12	54.5	0.029	5.9	LOS A	0.1	0.9	0.17	0.50	0.17	44.6
Approach			34	28.1	34	28.1	0.029	5.2	LOS A	0.1	0.9	0.17	0.50	0.17	45.1
All Vehicles			155	39.5	155	39.5	0.038	1.6	NA	0.1	0.9	0.05	0.16	0.05	48.3

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 102 [PM Peak Carnarvon St & Newton St N (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	16	13.3	16	13.3	0.018	4.7	LOS A	0.0	0.0	0.00	0.29	0.00	46.5
5	T1	All MCs	14	61.5	14	61.5	0.018	0.0	LOS A	0.0	0.0	0.00	0.29	0.00	47.8
Approach			29	35.7	29	35.7	0.018	2.5	NA	0.0	0.0	0.00	0.29	0.00	47.1
NorthWest: Carnarvon Street															
11	T1	All MCs	45	9.3	45	9.3	0.029	0.0	LOS A	0.1	0.4	0.04	0.10	0.04	49.3
12	R2	All MCs	9	0.0	9	0.0	0.029	4.6	LOS A	0.1	0.4	0.04	0.10	0.04	48.0
Approach			55	7.7	55	7.7	0.029	0.8	NA	0.1	0.4	0.04	0.10	0.04	49.1
SouthWest: Newton Street North															
1	L2	All MCs	6	0.0	6	0.0	0.015	4.6	LOS A	0.0	0.5	0.11	0.51	0.11	45.7
3	R2	All MCs	9	66.7	9	66.7	0.015	5.7	LOS A	0.0	0.5	0.11	0.51	0.11	44.6
Approach			16	40.0	16	40.0	0.015	5.2	LOS A	0.0	0.5	0.11	0.51	0.11	45.1
All Vehicles			100	21.1	100	21.1	0.029	2.0	NA	0.1	0.5	0.04	0.22	0.04	47.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

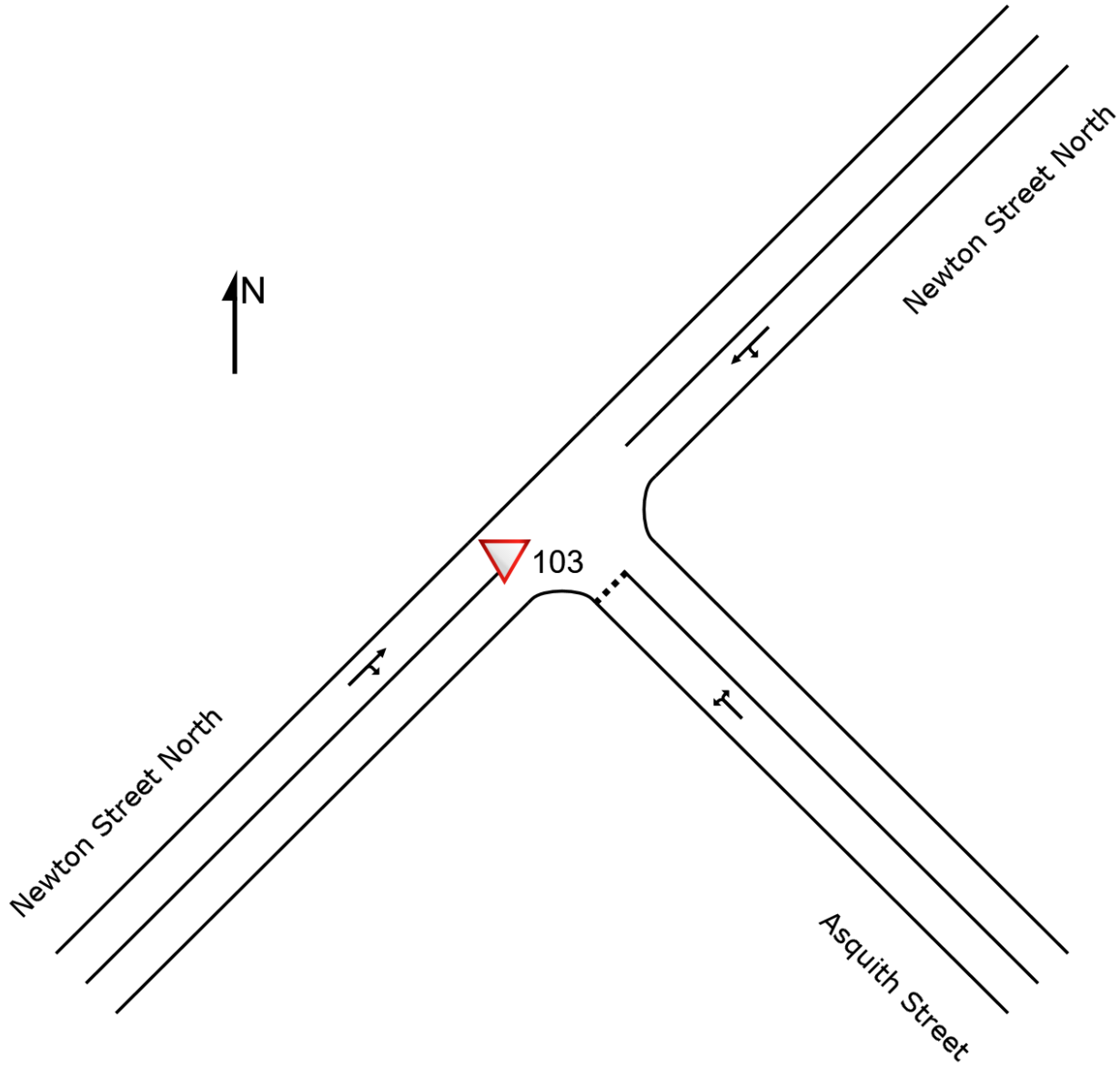
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 103 [AM Peak Asquith St & Newton St N (Site Folder: Existing 6-7AM & 3-4PM)]

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 103 [AM Peak Asquith St & Newton St N (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	2	0.0	2	0.0	0.004	4.6	LOS A	0.0	0.1	0.04	0.52	0.04	45.9
3	R2	All MCs	3	33.3	3	33.3	0.004	4.9	LOS A	0.0	0.1	0.04	0.52	0.04	45.2
Approach			5	20.0	5	20.0	0.004	4.8	LOS A	0.0	0.1	0.04	0.52	0.04	45.5
NorthEast: Newton Street North															
4	L2	All MCs	2	0.0	2	0.0	0.004	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	47.6
5	T1	All MCs	4	25.0	4	25.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	48.8
Approach			6	16.7	6	16.7	0.004	1.5	NA	0.0	0.0	0.00	0.18	0.00	48.4
SouthWest: Newton Street North															
11	T1	All MCs	12	9.1	12	9.1	0.010	0.0	LOS A	0.0	0.2	0.03	0.14	0.03	49.4
12	R2	All MCs	4	50.0	4	50.0	0.010	5.0	LOS A	0.0	0.2	0.03	0.14	0.03	47.2
Approach			16	20.0	16	20.0	0.010	1.3	NA	0.0	0.2	0.03	0.14	0.03	48.8
All Vehicles			27	19.2	27	19.2	0.010	2.0	NA	0.0	0.2	0.02	0.22	0.02	48.0

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 103 [PM Peak Asquith St & Newton St N (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	4	50.0	4	50.0	0.007	5.1	LOS A	0.0	0.2	0.08	0.51	0.08	45.1
3	R2	All MCs	5	0.0	5	0.0	0.007	4.7	LOS A	0.0	0.2	0.08	0.51	0.08	45.7
Approach			9	22.2	9	22.2	0.007	4.9	LOS A	0.0	0.2	0.08	0.51	0.08	45.4
NorthEast: Newton Street North															
4	L2	All MCs	4	0.0	4	0.0	0.013	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	48.1
5	T1	All MCs	19	16.7	19	16.7	0.013	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	49.3
Approach			23	13.6	23	13.6	0.013	0.8	NA	0.0	0.0	0.00	0.10	0.00	49.1
SouthWest: Newton Street North															
11	T1	All MCs	6	16.7	6	16.7	0.006	0.0	LOS A	0.0	0.2	0.06	0.22	0.06	48.5
12	R2	All MCs	4	0.0	4	0.0	0.006	4.6	LOS A	0.0	0.2	0.06	0.22	0.06	47.2
Approach			11	10.0	11	10.0	0.006	1.9	NA	0.0	0.2	0.06	0.22	0.06	48.0
All Vehicles			43	14.6	43	14.6	0.013	2.0	NA	0.0	0.2	0.03	0.22	0.03	48.0

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 103 [AM Peak Asquith St & Newton St N (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	7	0.0	7	0.0	0.010	4.6	LOS A	0.0	0.3	0.06	0.51	0.06	45.6
3	R2	All MCs	4	100.0	4	100.0	0.010	5.6	LOS A	0.0	0.3	0.06	0.51	0.06	44.0
Approach			12	36.4	12	36.4	0.010	5.0	LOS A	0.0	0.3	0.06	0.51	0.06	45.0
NorthEast: Newton Street North															
4	L2	All MCs	4	25.0	4	25.0	0.007	4.8	LOS A	0.0	0.0	0.00	0.19	0.00	47.1
5	T1	All MCs	7	42.9	7	42.9	0.007	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	48.7
Approach			12	36.4	12	36.4	0.007	1.7	NA	0.0	0.0	0.00	0.19	0.00	48.1
SouthWest: Newton Street North															
11	T1	All MCs	23	4.5	23	4.5	0.014	0.0	LOS A	0.0	0.2	0.02	0.09	0.02	49.4
12	R2	All MCs	4	0.0	4	0.0	0.014	4.6	LOS A	0.0	0.2	0.02	0.09	0.02	48.1
Approach			27	3.8	27	3.8	0.014	0.7	NA	0.0	0.2	0.02	0.09	0.02	49.2
All Vehicles			51	18.8	51	18.8	0.014	1.9	NA	0.0	0.3	0.02	0.21	0.02	48.0

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 103 [PM Peak Asquith St & Newton St N (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	5	20.0	5	20.0	0.006	4.8	LOS A	0.0	0.2	0.07	0.51	0.07	45.5
3	R2	All MCs	3	0.0	3	0.0	0.006	4.7	LOS A	0.0	0.2	0.07	0.51	0.07	45.7
Approach			8	12.5	8	12.5	0.006	4.7	LOS A	0.0	0.2	0.07	0.51	0.07	45.6
NorthEast: Newton Street North															
4	L2	All MCs	12	9.1	12	9.1	0.014	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	47.3
5	T1	All MCs	15	14.3	15	14.3	0.014	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	48.6
Approach			26	12.0	26	12.0	0.014	2.0	NA	0.0	0.0	0.00	0.24	0.00	48.0
SouthWest: Newton Street North															
11	T1	All MCs	9	11.1	9	11.1	0.010	0.0	LOS A	0.0	0.3	0.08	0.26	0.08	48.3
12	R2	All MCs	8	0.0	8	0.0	0.010	4.6	LOS A	0.0	0.3	0.08	0.26	0.08	47.0
Approach			18	5.9	18	5.9	0.010	2.2	NA	0.0	0.3	0.08	0.26	0.08	47.7
All Vehicles			53	10.0	53	10.0	0.014	2.5	NA	0.0	0.3	0.04	0.29	0.04	47.5

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 103 [AM Peak Asquith St & Newton St N (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	2	0.0	2	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.52	0.05	45.9
3	R2	All MCs	3	33.3	3	33.3	0.004	5.0	LOS A	0.0	0.1	0.05	0.52	0.05	45.2
Approach			5	20.0	5	20.0	0.004	4.8	LOS A	0.0	0.1	0.05	0.52	0.05	45.5
NorthEast: Newton Street North															
4	L2	All MCs	2	0.0	2	0.0	0.004	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	47.6
5	T1	All MCs	4	25.0	4	25.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	48.8
Approach			6	16.7	6	16.7	0.004	1.5	NA	0.0	0.0	0.00	0.18	0.00	48.4
SouthWest: Newton Street North															
11	T1	All MCs	27	61.5	27	61.5	0.022	0.0	LOS A	0.0	0.3	0.01	0.07	0.01	49.4
12	R2	All MCs	4	50.0	4	50.0	0.022	5.0	LOS A	0.0	0.3	0.01	0.07	0.01	47.3
Approach			32	60.0	32	60.0	0.022	0.7	NA	0.0	0.3	0.01	0.07	0.01	49.1
All Vehicles			43	48.8	43	48.8	0.022	1.3	NA	0.0	0.3	0.02	0.14	0.02	48.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 103 [PM Peak Asquith St & Newton St N (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	4	50.0	4	50.0	0.008	5.1	LOS A	0.0	0.2	0.09	0.51	0.09	45.1
3	R2	All MCs	5	0.0	5	0.0	0.008	4.7	LOS A	0.0	0.2	0.09	0.51	0.09	45.7
Approach			9	22.2	9	22.2	0.008	4.9	LOS A	0.0	0.2	0.09	0.51	0.09	45.4
NorthEast: Newton Street North															
4	L2	All MCs	4	0.0	4	0.0	0.013	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	48.1
5	T1	All MCs	19	16.7	19	16.7	0.013	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	49.3
Approach			23	13.6	23	13.6	0.013	0.8	NA	0.0	0.0	0.00	0.10	0.00	49.1
SouthWest: Newton Street North															
11	T1	All MCs	13	58.3	13	58.3	0.010	0.0	LOS A	0.0	0.2	0.04	0.14	0.04	48.5
12	R2	All MCs	4	0.0	4	0.0	0.010	4.6	LOS A	0.0	0.2	0.04	0.14	0.04	47.3
Approach			17	43.8	17	43.8	0.010	1.2	NA	0.0	0.2	0.04	0.14	0.04	48.2
All Vehicles			49	25.5	49	25.5	0.013	1.7	NA	0.0	0.2	0.03	0.19	0.03	48.1

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 103 [AM Peak Asquith St & Newton St N (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	7	0.0	7	0.0	0.010	4.6	LOS A	0.0	0.3	0.06	0.51	0.06	45.6
3	R2	All MCs	4	100.0	4	100.0	0.010	5.7	LOS A	0.0	0.3	0.06	0.51	0.06	44.0
Approach			12	36.4	12	36.4	0.010	5.0	LOS A	0.0	0.3	0.06	0.51	0.06	45.0
NorthEast: Newton Street North															
4	L2	All MCs	4	25.0	4	25.0	0.007	4.8	LOS A	0.0	0.0	0.00	0.19	0.00	47.1
5	T1	All MCs	7	42.9	7	42.9	0.007	0.0	LOS A	0.0	0.0	0.00	0.19	0.00	48.7
Approach			12	36.4	12	36.4	0.007	1.7	NA	0.0	0.0	0.00	0.19	0.00	48.1
SouthWest: Newton Street North															
11	T1	All MCs	26	16.0	26	16.0	0.017	0.0	LOS A	0.0	0.2	0.02	0.08	0.02	49.5
12	R2	All MCs	4	0.0	4	0.0	0.017	4.6	LOS A	0.0	0.2	0.02	0.08	0.02	48.1
Approach			31	13.8	31	13.8	0.017	0.6	NA	0.0	0.2	0.02	0.08	0.02	49.3
All Vehicles			54	23.5	54	23.5	0.017	1.8	NA	0.0	0.3	0.02	0.20	0.02	48.0

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 103 [PM Peak Asquith St & Newton St N (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Asquith Street															
1	L2	All MCs	5	20.0	5	20.0	0.006	4.8	LOS A	0.0	0.2	0.07	0.51	0.07	45.5
3	R2	All MCs	3	0.0	3	0.0	0.006	4.7	LOS A	0.0	0.2	0.07	0.51	0.07	45.7
Approach			8	12.5	8	12.5	0.006	4.8	LOS A	0.0	0.2	0.07	0.51	0.07	45.6
NorthEast: Newton Street North															
4	L2	All MCs	12	9.1	12	9.1	0.014	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	47.3
5	T1	All MCs	15	14.3	15	14.3	0.014	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	48.6
Approach			26	12.0	26	12.0	0.014	2.0	NA	0.0	0.0	0.00	0.24	0.00	48.0
SouthWest: Newton Street North															
11	T1	All MCs	15	42.9	15	42.9	0.014	0.0	LOS A	0.0	0.3	0.06	0.20	0.06	48.3
12	R2	All MCs	8	0.0	8	0.0	0.014	4.6	LOS A	0.0	0.3	0.06	0.20	0.06	47.1
Approach			23	27.3	23	27.3	0.014	1.7	NA	0.0	0.3	0.06	0.20	0.06	47.9
All Vehicles			58	18.2	58	18.2	0.014	2.3	NA	0.0	0.3	0.04	0.26	0.04	47.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

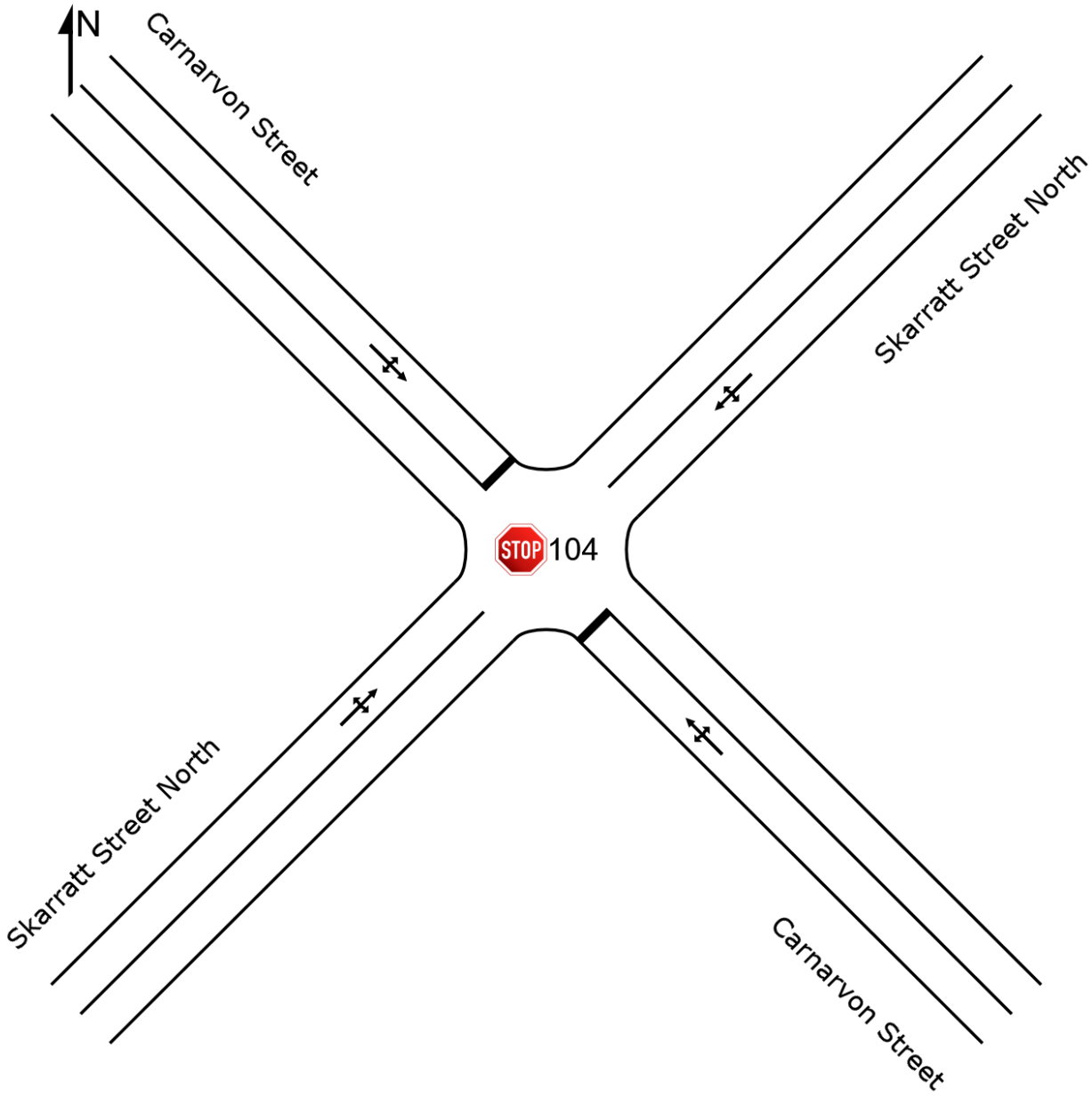
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 104 [AM Peak Carnarvon St & Skarratt St N (Site Folder: Existing 6-7AM & 3-4PM)]

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

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



MOVEMENT SUMMARY

Site: 104 [AM Peak Carnarvon St & Skarratt St N (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	9	33.3	9	33.3	0.051	8.8	LOS A	0.2	1.5	0.14	0.98	0.14	44.0
5	T1	All MCs	31	20.7	31	20.7	0.051	8.4	LOS A	0.2	1.5	0.14	0.98	0.14	44.2
23	R2	All MCs	11	20.0	11	20.0	0.051	8.4	LOS A	0.2	1.5	0.14	0.98	0.14	44.1
Approach			51	22.9	51	22.9	0.051	8.5	LOS A	0.2	1.5	0.14	0.98	0.14	44.1
NorthEast: Skarratt Street North															
24	L2	All MCs	13	16.7	13	16.7	0.024	4.7	LOS A	0.1	0.6	0.07	0.32	0.07	46.7
25	T1	All MCs	17	0.0	17	0.0	0.024	0.0	LOS A	0.1	0.6	0.07	0.32	0.07	48.1
26	R2	All MCs	14	7.7	14	7.7	0.024	4.7	LOS A	0.1	0.6	0.07	0.32	0.07	46.7
Approach			43	7.3	43	7.3	0.024	2.9	NA	0.1	0.6	0.07	0.32	0.07	47.2
NorthWest: Carnarvon Street															
27	L2	All MCs	1	0.0	1	0.0	0.006	7.5	LOS A	0.0	0.2	0.14	0.96	0.14	44.4
11	T1	All MCs	3	33.3	3	33.3	0.006	9.0	LOS A	0.0	0.2	0.14	0.96	0.14	44.0
12	R2	All MCs	2	0.0	2	0.0	0.006	7.7	LOS A	0.0	0.2	0.14	0.96	0.14	44.3
Approach			6	16.7	6	16.7	0.006	8.3	LOS A	0.0	0.2	0.14	0.96	0.14	44.2
SouthWest: Skarratt Street North															
1	L2	All MCs	6	16.7	6	16.7	0.019	4.8	LOS A	0.1	0.5	0.08	0.27	0.08	46.9
31	T1	All MCs	16	20.0	16	20.0	0.019	0.1	LOS A	0.1	0.5	0.08	0.27	0.08	48.3
3	R2	All MCs	9	22.2	9	22.2	0.019	4.9	LOS A	0.1	0.5	0.08	0.27	0.08	46.7
Approach			32	20.0	32	20.0	0.019	2.4	NA	0.1	0.5	0.08	0.27	0.08	47.5
All Vehicles			132	16.8	132	16.8	0.051	5.2	NA	0.2	1.5	0.10	0.59	0.10	45.9

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

MOVEMENT SUMMARY

Site: 104 [PM Peak Carnarvon St & Skarratt St N (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	6	50.0	6	50.0	0.040	9.5	LOS A	0.1	1.4	0.18	1.00	0.18	43.7
5	T1	All MCs	18	47.1	18	47.1	0.040	9.8	LOS A	0.1	1.4	0.18	1.00	0.18	43.7
23	R2	All MCs	9	33.3	9	33.3	0.040	9.6	LOS A	0.1	1.4	0.18	1.00	0.18	43.7
Approach			34	43.8	34	43.8	0.040	9.7	LOS A	0.1	1.4	0.18	1.00	0.18	43.7
NorthEast: Skarratt Street North															
24	L2	All MCs	22	19.0	22	19.0	0.032	4.8	LOS A	0.1	0.7	0.07	0.33	0.07	46.4
25	T1	All MCs	19	33.3	19	33.3	0.032	0.1	LOS A	0.1	0.7	0.07	0.33	0.07	47.8
26	R2	All MCs	11	30.0	11	30.0	0.032	5.0	LOS A	0.1	0.7	0.07	0.33	0.07	46.1
Approach			52	26.5	52	26.5	0.032	3.1	NA	0.1	0.7	0.07	0.33	0.07	46.9
NorthWest: Carnarvon Street															
27	L2	All MCs	23	18.2	23	18.2	0.062	8.2	LOS A	0.2	1.9	0.14	0.97	0.14	44.2
11	T1	All MCs	37	20.0	37	20.0	0.062	8.6	LOS A	0.2	1.9	0.14	0.97	0.14	44.1
12	R2	All MCs	5	20.0	5	20.0	0.062	8.7	LOS A	0.2	1.9	0.14	0.97	0.14	44.0
Approach			65	19.4	65	19.4	0.062	8.4	LOS A	0.2	1.9	0.14	0.97	0.14	44.1
SouthWest: Skarratt Street North															
1	L2	All MCs	12	18.2	12	18.2	0.027	4.8	LOS A	0.1	0.8	0.10	0.30	0.10	46.5
31	T1	All MCs	20	26.3	20	26.3	0.027	0.1	LOS A	0.1	0.8	0.10	0.30	0.10	47.9
3	R2	All MCs	15	14.3	15	14.3	0.027	4.8	LOS A	0.1	0.8	0.10	0.30	0.10	46.5
Approach			46	20.5	46	20.5	0.027	2.8	NA	0.1	0.8	0.10	0.30	0.10	47.1
All Vehicles			197	25.7	197	25.7	0.062	5.9	NA	0.2	1.9	0.12	0.65	0.12	45.4

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

MOVEMENT SUMMARY

Site: 104 [AM Peak Carnarvon St & Skarratt St N (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	11	30.0	11	30.0	0.072	8.7	LOS A	0.3	2.4	0.18	0.99	0.18	44.0
5	T1	All MCs	48	32.6	48	32.6	0.072	9.2	LOS A	0.3	2.4	0.18	0.99	0.18	43.9
23	R2	All MCs	7	42.9	7	42.9	0.072	10.2	LOS A	0.3	2.4	0.18	0.99	0.18	43.7
Approach			66	33.3	66	33.3	0.072	9.2	LOS A	0.3	2.4	0.18	0.99	0.18	43.9
NorthEast: Skarratt Street North															
24	L2	All MCs	17	43.8	17	43.8	0.036	5.0	LOS A	0.1	1.1	0.08	0.35	0.08	46.2
25	T1	All MCs	21	0.0	21	0.0	0.036	0.1	LOS A	0.1	1.1	0.08	0.35	0.08	48.0
26	R2	All MCs	24	8.7	24	8.7	0.036	4.7	LOS A	0.1	1.1	0.08	0.35	0.08	46.6
Approach			62	15.3	62	15.3	0.036	3.2	NA	0.1	1.1	0.08	0.35	0.08	47.0
NorthWest: Carnarvon Street															
27	L2	All MCs	9	55.6	9	55.6	0.056	9.7	LOS A	0.2	2.3	0.19	1.06	0.19	43.5
11	T1	All MCs	36	64.7	36	64.7	0.056	10.8	LOS A	0.2	2.3	0.19	1.06	0.19	43.3
12	R2	All MCs	1	100.0	1	100.0	0.056	13.0	LOS A	0.2	2.3	0.19	1.06	0.19	42.7
Approach			46	63.6	46	63.6	0.056	10.7	LOS A	0.2	2.3	0.19	1.06	0.19	43.3
SouthWest: Skarratt Street North															
1	L2	All MCs	3	33.3	3	33.3	0.024	5.0	LOS A	0.1	0.8	0.11	0.24	0.11	47.0
31	T1	All MCs	21	10.0	21	10.0	0.024	0.1	LOS A	0.1	0.8	0.11	0.24	0.11	48.7
3	R2	All MCs	14	46.2	14	46.2	0.024	5.2	LOS A	0.1	0.8	0.11	0.24	0.11	46.6
Approach			38	25.0	38	25.0	0.024	2.3	NA	0.1	0.8	0.11	0.24	0.11	47.8
All Vehicles			213	33.2	213	33.2	0.072	6.5	NA	0.3	2.4	0.14	0.68	0.14	45.3

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 104 [PM Peak Carnarvon St & Skarratt St N (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	12	18.2	12	18.2	0.025	8.2	LOS A	0.1	0.8	0.14	0.97	0.14	44.1
5	T1	All MCs	12	27.3	12	27.3	0.025	8.9	LOS A	0.1	0.8	0.14	0.97	0.14	44.0
23	R2	All MCs	3	0.0	3	0.0	0.025	8.1	LOS A	0.1	0.8	0.14	0.97	0.14	44.3
Approach			26	20.0	26	20.0	0.025	8.5	LOS A	0.1	0.8	0.14	0.97	0.14	44.1
NorthEast: Skarratt Street North															
24	L2	All MCs	24	0.0	24	0.0	0.029	4.6	LOS A	0.0	0.4	0.05	0.31	0.05	46.9
25	T1	All MCs	22	19.0	22	19.0	0.029	0.0	LOS A	0.0	0.4	0.05	0.31	0.05	48.0
26	R2	All MCs	5	20.0	5	20.0	0.029	4.9	LOS A	0.0	0.4	0.05	0.31	0.05	46.5
Approach			52	10.2	52	10.2	0.029	2.7	NA	0.0	0.4	0.05	0.31	0.05	47.3
NorthWest: Carnarvon Street															
27	L2	All MCs	32	6.7	32	6.7	0.076	7.8	LOS A	0.3	2.2	0.17	0.93	0.17	44.3
11	T1	All MCs	44	7.1	44	7.1	0.076	8.0	LOS A	0.3	2.2	0.17	0.93	0.17	44.3
12	R2	All MCs	7	28.6	7	28.6	0.076	9.1	LOS A	0.3	2.2	0.17	0.93	0.17	43.9
Approach			83	8.9	83	8.9	0.076	8.0	LOS A	0.3	2.2	0.17	0.93	0.17	44.3
SouthWest: Skarratt Street North															
1	L2	All MCs	17	25.0	17	25.0	0.037	4.8	LOS A	0.1	0.7	0.07	0.25	0.07	46.8
31	T1	All MCs	35	21.2	35	21.2	0.037	0.0	LOS A	0.1	0.7	0.07	0.25	0.07	48.4
3	R2	All MCs	13	0.0	13	0.0	0.037	4.7	LOS A	0.1	0.7	0.07	0.25	0.07	47.1
Approach			64	18.0	64	18.0	0.037	2.2	NA	0.1	0.7	0.07	0.25	0.07	47.7
All Vehicles			225	13.1	225	13.1	0.076	5.2	NA	0.3	2.2	0.11	0.60	0.11	45.9

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

MOVEMENT SUMMARY

Site: 104 [AM Peak Carnarvon St & Skarratt St N (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	9	33.3	9	33.3	0.066	8.8	LOS A	0.2	2.0	0.16	0.96	0.16	44.0
5	T1	All MCs	46	13.6	46	13.6	0.066	8.2	LOS A	0.2	2.0	0.16	0.96	0.16	44.2
23	R2	All MCs	11	20.0	11	20.0	0.066	8.6	LOS A	0.2	2.0	0.16	0.96	0.16	44.1
Approach			66	17.5	66	17.5	0.066	8.3	LOS A	0.2	2.0	0.16	0.96	0.16	44.2
NorthEast: Skarratt Street North															
24	L2	All MCs	13	16.7	13	16.7	0.040	4.8	LOS A	0.2	1.7	0.10	0.37	0.10	46.6
25	T1	All MCs	17	0.0	17	0.0	0.040	0.1	LOS A	0.2	1.7	0.10	0.37	0.10	48.0
26	R2	All MCs	29	57.1	29	57.1	0.040	5.2	LOS A	0.2	1.7	0.10	0.37	0.10	45.8
Approach			59	32.1	59	32.1	0.040	3.7	NA	0.2	1.7	0.10	0.37	0.10	46.6
NorthWest: Carnarvon Street															
27	L2	All MCs	1	0.0	1	0.0	0.007	7.5	LOS A	0.0	0.2	0.16	0.95	0.16	44.4
11	T1	All MCs	3	33.3	3	33.3	0.007	9.1	LOS A	0.0	0.2	0.16	0.95	0.16	43.9
12	R2	All MCs	2	0.0	2	0.0	0.007	7.9	LOS A	0.0	0.2	0.16	0.95	0.16	44.3
Approach			6	16.7	6	16.7	0.007	8.5	LOS A	0.0	0.2	0.16	0.95	0.16	44.1
SouthWest: Skarratt Street North															
1	L2	All MCs	6	16.7	6	16.7	0.019	4.8	LOS A	0.1	0.5	0.08	0.27	0.08	46.9
31	T1	All MCs	16	20.0	16	20.0	0.019	0.1	LOS A	0.1	0.5	0.08	0.27	0.08	48.3
3	R2	All MCs	9	22.2	9	22.2	0.019	4.9	LOS A	0.1	0.5	0.08	0.27	0.08	46.7
Approach			32	20.0	32	20.0	0.019	2.4	NA	0.1	0.5	0.08	0.27	0.08	47.5
All Vehicles			163	23.2	163	23.2	0.066	5.5	NA	0.2	2.0	0.12	0.61	0.12	45.7

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

MOVEMENT SUMMARY

Site: 104 [PM Peak Carnarvon St & Skarratt St N (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	6	50.0	6	50.0	0.041	9.5	LOS A	0.1	1.4	0.19	1.00	0.19	43.6
5	T1	All MCs	18	47.1	18	47.1	0.041	9.9	LOS A	0.1	1.4	0.19	1.00	0.19	43.6
23	R2	All MCs	9	33.3	9	33.3	0.041	9.9	LOS A	0.1	1.4	0.19	1.00	0.19	43.7
Approach			34	43.8	34	43.8	0.041	9.8	LOS A	0.1	1.4	0.19	1.00	0.19	43.6
NorthEast: Skarratt Street North															
24	L2	All MCs	22	19.0	22	19.0	0.039	4.8	LOS A	0.1	1.3	0.09	0.35	0.09	46.4
25	T1	All MCs	19	33.3	19	33.3	0.039	0.1	LOS A	0.1	1.3	0.09	0.35	0.09	47.8
26	R2	All MCs	17	56.3	17	56.3	0.039	5.3	LOS A	0.1	1.3	0.09	0.35	0.09	45.6
Approach			58	34.5	58	34.5	0.039	3.4	NA	0.1	1.3	0.09	0.35	0.09	46.6
NorthWest: Carnarvon Street															
27	L2	All MCs	29	35.7	29	35.7	0.084	8.9	LOS A	0.3	2.7	0.15	0.96	0.15	43.9
11	T1	All MCs	53	14.0	53	14.0	0.084	8.3	LOS A	0.3	2.7	0.15	0.96	0.15	44.2
12	R2	All MCs	5	20.0	5	20.0	0.084	8.8	LOS A	0.3	2.7	0.15	0.96	0.15	44.0
Approach			87	21.7	87	21.7	0.084	8.6	LOS A	0.3	2.7	0.15	0.96	0.15	44.1
SouthWest: Skarratt Street North															
1	L2	All MCs	12	18.2	12	18.2	0.027	4.8	LOS A	0.1	0.8	0.10	0.30	0.10	46.5
31	T1	All MCs	20	26.3	20	26.3	0.027	0.1	LOS A	0.1	0.8	0.10	0.30	0.10	47.9
3	R2	All MCs	15	14.3	15	14.3	0.027	4.8	LOS A	0.1	0.8	0.10	0.30	0.10	46.5
Approach			46	20.5	46	20.5	0.027	2.8	NA	0.1	0.8	0.10	0.30	0.10	47.1
All Vehicles			225	28.0	225	28.0	0.084	6.2	NA	0.3	2.7	0.13	0.68	0.13	45.2

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

MOVEMENT SUMMARY

Site: 104 [AM Peak Carnarvon St & Skarratt St N (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	11	30.0	11	30.0	0.073	8.7	LOS A	0.3	2.4	0.19	0.99	0.19	43.9
5	T1	All MCs	48	32.6	48	32.6	0.073	9.2	LOS A	0.3	2.4	0.19	0.99	0.19	43.9
23	R2	All MCs	7	42.9	7	42.9	0.073	10.5	LOS A	0.3	2.4	0.19	0.99	0.19	43.6
Approach			66	33.3	66	33.3	0.073	9.3	LOS A	0.3	2.4	0.19	0.99	0.19	43.9
NorthEast: Skarratt Street North															
24	L2	All MCs	17	43.8	17	43.8	0.039	5.0	LOS A	0.2	1.3	0.08	0.35	0.08	46.2
25	T1	All MCs	21	0.0	21	0.0	0.039	0.1	LOS A	0.2	1.3	0.08	0.35	0.08	48.0
26	R2	All MCs	27	19.2	27	19.2	0.039	4.8	LOS A	0.2	1.3	0.08	0.35	0.08	46.4
Approach			65	19.4	65	19.4	0.039	3.3	NA	0.2	1.3	0.08	0.35	0.08	46.9
NorthWest: Carnarvon Street															
27	L2	All MCs	13	66.7	13	66.7	0.075	10.1	LOS A	0.3	2.8	0.19	1.03	0.19	43.4
11	T1	All MCs	52	44.9	52	44.9	0.075	9.9	LOS A	0.3	2.8	0.19	1.03	0.19	43.7
12	R2	All MCs	1	100.0	1	100.0	0.075	13.1	LOS A	0.3	2.8	0.19	1.03	0.19	42.8
Approach			65	50.0	65	50.0	0.075	10.0	LOS A	0.3	2.8	0.19	1.03	0.19	43.6
SouthWest: Skarratt Street North															
1	L2	All MCs	3	33.3	3	33.3	0.024	5.0	LOS A	0.1	0.8	0.11	0.24	0.11	47.0
31	T1	All MCs	21	10.0	21	10.0	0.024	0.1	LOS A	0.1	0.8	0.11	0.24	0.11	48.7
3	R2	All MCs	14	46.2	14	46.2	0.024	5.2	LOS A	0.1	0.8	0.11	0.24	0.11	46.6
Approach			38	25.0	38	25.0	0.024	2.3	NA	0.1	0.8	0.11	0.24	0.11	47.8
All Vehicles			235	32.7	235	32.7	0.075	6.7	NA	0.3	2.8	0.15	0.70	0.15	45.2

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 104 [PM Peak Carnarvon St & Skarratt St N (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	12	18.2	12	18.2	0.025	8.2	LOS A	0.1	0.8	0.14	0.96	0.14	44.1
5	T1	All MCs	12	27.3	12	27.3	0.025	9.0	LOS A	0.1	0.8	0.14	0.96	0.14	44.0
23	R2	All MCs	3	0.0	3	0.0	0.025	8.2	LOS A	0.1	0.8	0.14	0.96	0.14	44.2
Approach			26	20.0	26	20.0	0.025	8.6	LOS A	0.1	0.8	0.14	0.96	0.14	44.1
NorthEast: Skarratt Street North															
24	L2	All MCs	24	0.0	24	0.0	0.035	4.7	LOS A	0.1	0.9	0.10	0.33	0.10	46.8
25	T1	All MCs	22	19.0	22	19.0	0.035	0.1	LOS A	0.1	0.9	0.10	0.33	0.10	47.9
26	R2	All MCs	11	60.0	11	60.0	0.035	5.4	LOS A	0.1	0.9	0.10	0.33	0.10	45.7
Approach			57	18.5	57	18.5	0.035	3.0	NA	0.1	0.9	0.10	0.33	0.10	47.0
NorthWest: Carnarvon Street															
27	L2	All MCs	37	20.0	37	20.0	0.082	8.4	LOS A	0.3	2.5	0.17	0.93	0.17	44.1
11	T1	All MCs	44	7.1	44	7.1	0.082	8.0	LOS A	0.3	2.5	0.17	0.93	0.17	44.3
12	R2	All MCs	7	28.6	7	28.6	0.082	9.2	LOS A	0.3	2.5	0.17	0.93	0.17	43.9
Approach			88	14.3	88	14.3	0.082	8.3	LOS A	0.3	2.5	0.17	0.93	0.17	44.2
SouthWest: Skarratt Street North															
1	L2	All MCs	17	25.0	17	25.0	0.037	4.8	LOS A	0.1	0.7	0.07	0.25	0.07	46.8
31	T1	All MCs	35	21.2	35	21.2	0.037	0.0	LOS A	0.1	0.7	0.07	0.25	0.07	48.4
3	R2	All MCs	13	0.0	13	0.0	0.037	4.7	LOS A	0.1	0.7	0.07	0.25	0.07	47.1
Approach			64	18.0	64	18.0	0.037	2.2	NA	0.1	0.7	0.07	0.25	0.07	47.7
All Vehicles			236	17.0	236	17.0	0.082	5.4	NA	0.3	2.5	0.12	0.61	0.12	45.8

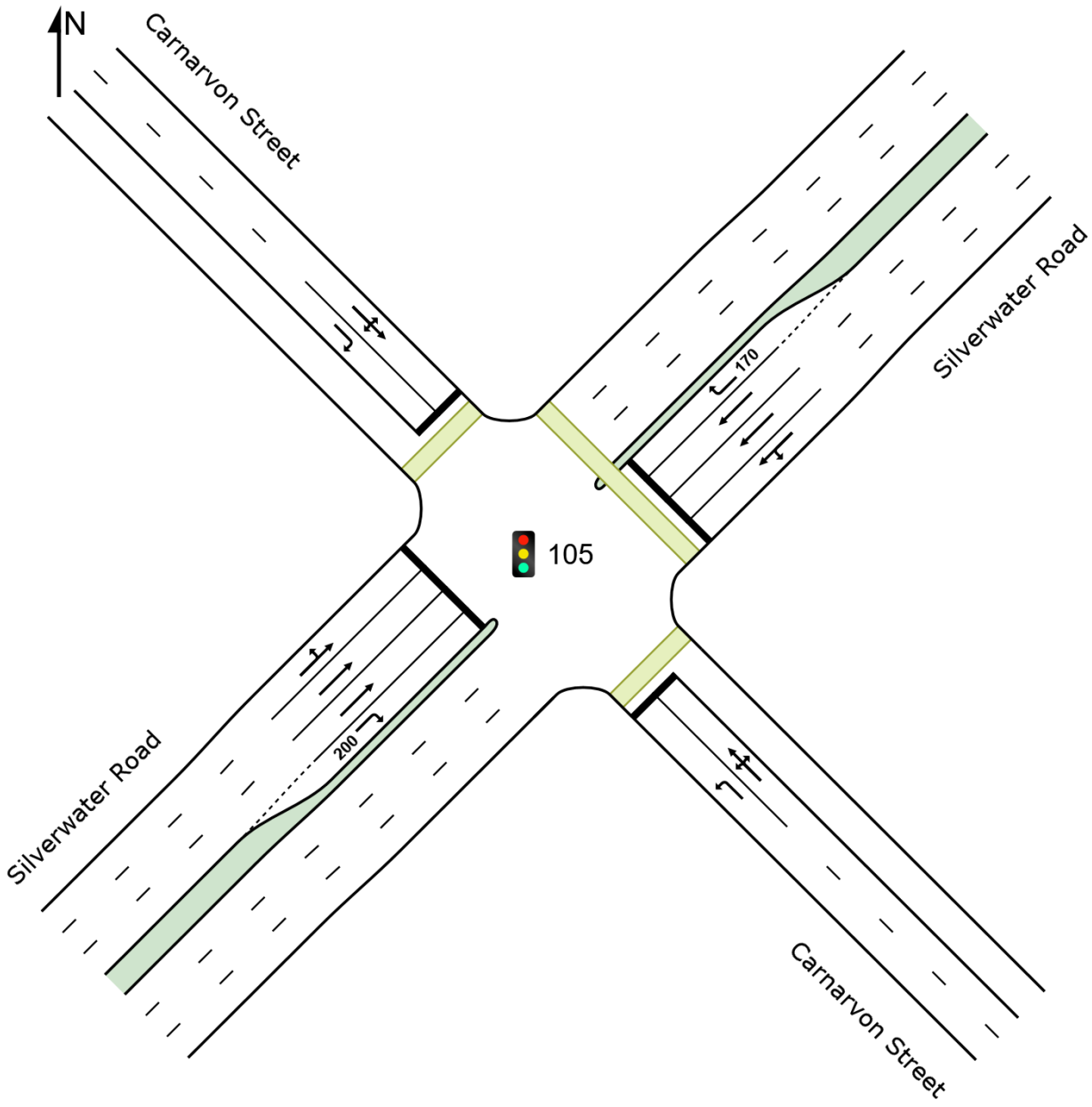
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level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

SITE LAYOUT

Site: 105 [AM Peak Carnarvon St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 105 [AM Peak Carnarvon St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	61	17.2	61	17.2	0.119	36.6	LOS C	2.6	20.5	0.75	0.72	0.75	34.1
5	T1	All MCs	18	11.8	18	11.8	0.129	45.3	LOS D	2.0	14.9	0.88	0.69	0.88	30.3
6	R2	All MCs	22	4.8	22	4.8	0.129	49.9	LOS D	2.0	14.9	0.88	0.69	0.88	31.1
Approach			101	13.5	101	13.5	0.129	41.0	LOS C	2.6	20.5	0.80	0.71	0.80	32.7
NorthEast: Silverwater Road															
7	L2	All MCs	9	22.2	9	22.2	* 0.539	12.0	LOS A	18.8	141.7	0.77	0.69	0.77	38.0
8	T1	All MCs	1352	8.4	1352	8.4	0.539	25.6	LOS B	18.9	142.1	0.77	0.69	0.77	42.3
9	R2	All MCs	51	10.4	51	10.4	0.246	32.2	LOS C	1.5	11.7	0.92	0.74	0.92	36.3
Approach			1412	8.6	1412	8.6	0.539	25.8	LOS B	18.9	142.1	0.78	0.69	0.78	42.0
NorthWest: Carnarvon Street															
10	L2	All MCs	22	23.8	22	23.8	* 0.893	45.9	LOS D	8.5	69.1	1.00	1.04	1.41	25.4
11	T1	All MCs	56	9.4	56	9.4	* 0.893	77.2	LOS F	8.5	69.1	1.00	1.04	1.41	25.0
12	R2	All MCs	167	26.4	167	26.4	0.893	78.8	LOS F	8.5	69.1	1.00	1.04	1.43	25.0
Approach			245	22.3	245	22.3	0.893	75.5	LOS F	8.5	69.1	1.00	1.04	1.42	25.0
SouthWest: Silverwater Road															
1	L2	All MCs	79	30.7	79	30.7	0.915	39.7	LOS C	49.2	375.1	1.00	1.05	1.17	31.3
2	T1	All MCs	2225	8.2	2225	8.2	* 0.915	47.2	LOS D	49.9	375.1	1.00	1.05	1.16	33.9
3	R2	All MCs	129	11.4	129	11.4	0.485	23.1	LOS B	3.6	27.4	0.80	0.77	0.80	39.9
Approach			2434	9.1	2434	9.1	0.915	45.6	LOS D	49.9	375.1	0.99	1.03	1.14	34.1
All Vehicles			4192	9.8	4192	9.8	0.915	40.6	LOS C	49.9	375.1	0.91	0.91	1.03	35.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	7	7	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road											
P3	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street											
P4	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		15	16	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 105 [PM Peak Carnarvon St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	181	5.2	181	5.2	*0.310	23.9	LOS B	5.7	41.9	0.79	0.75	0.79	38.9
5	T1	All MCs	77	4.1	77	4.1	0.399	48.0	LOS D	6.8	48.8	0.93	0.77	0.93	29.8
6	R2	All MCs	53	0.0	53	0.0	0.399	52.5	LOS D	6.8	48.8	0.93	0.77	0.93	30.7
Approach			311	4.1	311	4.1	0.399	34.7	LOS C	6.8	48.8	0.85	0.76	0.85	34.7
NorthEast: Silverwater Road															
7	L2	All MCs	16	6.7	16	6.7	*0.839	25.1	LOS B	30.7	230.6	0.99	0.97	1.08	30.6
8	T1	All MCs	1562	8.8	1562	8.8	*0.839	46.6	LOS D	30.7	230.7	0.99	0.96	1.08	34.0
9	R2	All MCs	98	9.7	98	9.7	0.604	36.5	LOS C	3.8	28.5	0.97	0.79	1.00	34.8
Approach			1676	8.8	1676	8.8	0.839	45.8	LOS D	30.7	230.7	0.99	0.95	1.08	34.0
NorthWest: Carnarvon Street															
10	L2	All MCs	28	11.1	28	11.1	0.784	38.3	LOS C	11.3	85.2	1.00	0.94	1.15	27.3
11	T1	All MCs	46	6.8	46	6.8	*0.784	65.0	LOS E	11.3	85.2	1.00	0.94	1.15	26.8
12	R2	All MCs	296	8.5	296	8.5	0.784	66.3	LOS E	11.3	85.2	1.00	0.92	1.15	27.4
Approach			371	8.5	371	8.5	0.784	64.0	LOS E	11.3	85.2	1.00	0.93	1.15	27.3
SouthWest: Silverwater Road															
1	L2	All MCs	73	33.3	73	33.3	0.685	19.6	LOS B	25.3	193.1	0.86	0.78	0.86	37.2
2	T1	All MCs	1599	6.9	1599	6.9	0.685	29.1	LOS C	26.1	193.8	0.86	0.77	0.86	40.8
3	R2	All MCs	107	15.7	107	15.7	*0.405	29.0	LOS C	3.4	27.0	0.88	0.77	0.88	37.4
Approach			1779	8.5	1779	8.5	0.685	28.7	LOS C	26.1	193.8	0.86	0.77	0.86	40.4
All Vehicles			4136	8.3	4136	8.3	0.839	39.3	LOS C	30.7	230.7	0.92	0.86	0.97	35.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road												
P3	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street												
P4	Full	2	2	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		13	14	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 105 [AM Peak Carnarvon St & Silverwater Rd (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	72	8.8	72	8.8	0.153	40.8	LOS C	3.2	24.1	0.80	0.73	0.80	33.0
5	T1	All MCs	36	14.7	36	14.7	0.797	68.8	LOS E	4.6	34.5	1.00	0.91	1.29	25.4
6	R2	All MCs	35	3.0	35	3.0	0.797	73.4	LOS F	4.6	34.5	1.00	0.91	1.29	26.0
Approach			142	8.9	142	8.9	0.797	55.8	LOS D	4.6	34.5	0.90	0.82	1.05	28.9
NorthEast: Silverwater Road															
7	L2	All MCs	2	0.0	2	0.0	* 0.625	16.6	LOS B	23.9	178.5	0.80	0.72	0.80	38.3
8	T1	All MCs	1671	7.8	1671	7.8	0.625	25.2	LOS B	23.9	178.6	0.80	0.72	0.80	42.4
9	R2	All MCs	74	7.1	74	7.1	0.206	25.3	LOS B	2.2	16.7	0.81	0.75	0.81	39.0
Approach			1746	7.8	1746	7.8	0.625	25.2	LOS B	23.9	178.6	0.80	0.72	0.80	42.3
NorthWest: Carnarvon Street															
10	L2	All MCs	20	31.6	20	31.6	* 0.815	37.5	LOS C	8.1	71.8	1.00	0.96	1.25	27.0
11	T1	All MCs	51	22.9	51	22.9	* 0.815	66.8	LOS E	8.1	71.8	1.00	0.96	1.25	26.7
12	R2	All MCs	180	36.3	180	36.3	0.815	70.7	LOS F	8.1	71.8	1.00	0.96	1.26	26.3
Approach			251	33.2	251	33.2	0.815	67.3	LOS E	8.1	71.8	1.00	0.96	1.26	26.4
SouthWest: Silverwater Road															
1	L2	All MCs	131	21.8	131	21.8	0.840	25.1	LOS B	38.8	300.1	0.94	0.90	0.98	35.8
2	T1	All MCs	2072	10.2	2072	10.2	* 0.840	32.9	LOS C	39.4	300.2	0.94	0.89	0.99	39.1
3	R2	All MCs	173	9.1	173	9.1	0.451	21.7	LOS B	5.5	41.5	0.87	0.82	0.87	40.5
Approach			2375	10.8	2375	10.8	0.840	31.7	LOS C	39.4	300.2	0.93	0.89	0.98	39.0
All Vehicles			4514	10.8	4514	10.8	0.840	31.9	LOS C	39.4	300.2	0.88	0.82	0.93	38.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road											
P3	Full	11	12	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street											
P4	Full	2	2	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		19	20	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 105 [PM Peak Carnarvon St & Silverwater Rd (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	159	0.7	159	0.7	0.342	44.4	LOS D	7.7	53.9	0.87	0.78	0.87	32.0
5	T1	All MCs	81	7.8	81	7.8	0.700	56.3	LOS D	10.0	72.3	1.00	0.86	1.06	27.8
6	R2	All MCs	89	0.0	89	0.0	0.700	60.8	LOS E	10.0	72.3	1.00	0.86	1.06	28.6
Approach			329	2.2	329	2.2	0.700	51.8	LOS D	10.0	72.3	0.94	0.82	0.97	29.9
NorthEast: Silverwater Road															
7	L2	All MCs	13	0.0	13	0.0	*0.664	15.3	LOS B	25.2	184.4	0.85	0.77	0.85	36.3
8	T1	All MCs	1637	5.5	1637	5.5	0.664	29.6	LOS C	25.2	184.8	0.85	0.76	0.85	40.4
9	R2	All MCs	119	5.3	119	5.3	*0.572	29.1	LOS C	3.5	26.0	0.92	0.79	0.92	37.4
Approach			1768	5.4	1768	5.4	0.664	29.4	LOS C	25.2	184.8	0.86	0.77	0.86	40.2
NorthWest: Carnarvon Street															
10	L2	All MCs	33	6.5	33	6.5	0.716	34.3	LOS C	11.6	87.9	1.00	0.89	1.06	28.6
11	T1	All MCs	48	17.4	48	17.4	*0.716	59.0	LOS E	11.6	87.9	1.00	0.89	1.06	28.0
12	R2	All MCs	320	7.9	320	7.9	0.716	60.8	LOS E	11.6	87.9	1.00	0.87	1.07	28.5
Approach			401	8.9	401	8.9	0.716	58.4	LOS E	11.6	87.9	1.00	0.88	1.07	28.5
SouthWest: Silverwater Road															
1	L2	All MCs	47	40.0	47	40.0	0.724	17.9	LOS B	27.9	208.4	0.88	0.80	0.88	37.0
2	T1	All MCs	1744	4.9	1744	4.9	*0.724	29.6	LOS C	28.7	209.2	0.88	0.80	0.88	40.5
3	R2	All MCs	102	9.3	102	9.3	0.491	27.1	LOS B	3.0	22.8	0.87	0.78	0.87	38.2
Approach			1894	6.0	1894	6.0	0.724	29.2	LOS C	28.7	209.2	0.88	0.79	0.88	40.3
All Vehicles			4393	5.8	4393	5.8	0.724	33.7	LOS C	28.7	209.2	0.89	0.79	0.89	37.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road												
P3	Full	15	16	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street												
P4	Full	9	9	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		34	36	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96

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: 105 [AM Peak Carnarvon St & Silverwater Rd (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	61	17.2	61	17.2	0.119	36.6	LOS C	2.6	20.5	0.75	0.72	0.75	34.1
5	T1	All MCs	18	11.8	18	11.8	0.129	45.3	LOS D	2.0	14.9	0.88	0.69	0.88	30.3
6	R2	All MCs	22	4.8	22	4.8	0.129	49.9	LOS D	2.0	14.9	0.88	0.69	0.88	31.1
Approach			101	13.5	101	13.5	0.129	41.0	LOS C	2.6	20.5	0.80	0.71	0.80	32.7
NorthEast: Silverwater Road															
7	L2	All MCs	9	22.2	9	22.2	* 0.539	12.0	LOS A	18.8	141.7	0.77	0.69	0.77	38.0
8	T1	All MCs	1352	8.4	1352	8.4	0.539	25.6	LOS B	18.9	142.1	0.77	0.69	0.77	42.3
9	R2	All MCs	59	8.9	59	8.9	0.284	32.4	LOS C	1.8	13.6	0.93	0.75	0.93	36.2
Approach			1420	8.5	1420	8.5	0.539	25.8	LOS B	18.9	142.1	0.78	0.69	0.78	41.9
NorthWest: Carnarvon Street															
10	L2	All MCs	22	23.8	22	23.8	* 0.893	45.9	LOS D	8.5	69.1	1.00	1.04	1.41	25.4
11	T1	All MCs	56	9.4	56	9.4	* 0.893	77.2	LOS F	8.5	69.1	1.00	1.04	1.41	25.0
12	R2	All MCs	167	26.4	167	26.4	0.893	78.8	LOS F	8.5	69.1	1.00	1.04	1.43	25.0
Approach			245	22.3	245	22.3	0.893	75.5	LOS F	8.5	69.1	1.00	1.04	1.42	25.0
SouthWest: Silverwater Road															
1	L2	All MCs	86	28.0	86	28.0	0.918	40.4	LOS C	49.7	378.9	1.00	1.05	1.17	31.1
2	T1	All MCs	2225	8.2	2225	8.2	* 0.918	47.9	LOS D	50.4	378.9	1.00	1.06	1.17	33.7
3	R2	All MCs	129	11.4	129	11.4	0.485	23.1	LOS B	3.6	27.4	0.80	0.77	0.80	39.9
Approach			2441	9.1	2441	9.1	0.918	46.3	LOS D	50.4	378.9	0.99	1.04	1.15	33.9
All Vehicles			4207	9.8	4207	9.8	0.918	41.0	LOS C	50.4	378.9	0.91	0.91	1.03	35.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	7	7	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road											
P3	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street											
P4	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		15	16	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 105 [PM Peak Carnarvon St & Silverwater Rd (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	181	5.2	181	5.2	0.292	35.5	LOS C	7.7	56.0	0.78	0.76	0.78	34.6
5	T1	All MCs	77	4.1	77	4.1	0.292	39.4	LOS C	6.2	44.4	0.85	0.72	0.85	32.1
6	R2	All MCs	53	0.0	53	0.0	0.292	43.9	LOS D	6.2	44.4	0.85	0.72	0.85	33.1
Approach			311	4.1	311	4.1	0.292	37.9	LOS C	7.7	56.0	0.81	0.75	0.81	33.7
NorthEast: Silverwater Road															
7	L2	All MCs	16	6.7	16	6.7	* 0.782	15.1	LOS B	27.9	209.9	0.95	0.88	0.98	33.3
8	T1	All MCs	1562	8.8	1562	8.8	0.782	38.9	LOS C	27.9	210.3	0.95	0.87	0.98	36.7
9	R2	All MCs	98	9.7	98	9.7	0.611	36.2	LOS C	3.6	27.3	0.98	0.80	1.02	34.9
Approach			1676	8.8	1676	8.8	0.782	38.5	LOS C	27.9	210.3	0.96	0.87	0.98	36.5
NorthWest: Carnarvon Street															
10	L2	All MCs	33	9.7	33	9.7	0.767	36.3	LOS C	11.6	87.1	1.00	0.93	1.12	27.3
11	T1	All MCs	46	6.8	46	6.8	0.767	66.2	LOS E	11.6	87.1	1.00	0.93	1.12	26.7
12	R2	All MCs	307	8.2	307	8.2	0.767	65.8	LOS E	11.6	87.1	1.00	0.91	1.13	27.5
Approach			386	8.2	386	8.2	0.767	63.3	LOS E	11.6	87.1	1.00	0.92	1.12	27.4
SouthWest: Silverwater Road															
1	L2	All MCs	73	33.3	73	33.3	* 0.825	29.1	LOS C	30.9	235.6	0.97	0.92	1.04	33.0
2	T1	All MCs	1599	6.9	1599	6.9	0.825	41.6	LOS C	31.6	235.6	0.98	0.92	1.04	35.9
3	R2	All MCs	107	15.7	107	15.7	* 0.678	37.0	LOS C	4.1	32.7	0.97	0.83	1.07	34.6
Approach			1779	8.5	1779	8.5	0.825	40.8	LOS C	31.6	235.6	0.98	0.92	1.04	35.7
All Vehicles			4152	8.3	4152	8.3	0.825	41.8	LOS C	31.6	235.6	0.96	0.88	1.01	34.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road											
P3	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street											
P4	Full	2	2	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		13	14	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 105 [AM Peak Carnarvon St & Silverwater Rd (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	72	8.8	72	8.8	0.140	25.5	LOS B	2.3	17.6	0.77	0.71	0.77	38.2
5	T1	All MCs	36	14.7	36	14.7	0.797	68.8	LOS E	4.6	34.5	1.00	0.91	1.29	25.4
6	R2	All MCs	35	3.0	35	3.0	0.797	73.4	LOS F	4.6	34.5	1.00	0.91	1.29	26.0
Approach			142	8.9	142	8.9	0.797	48.1	LOS D	4.6	34.5	0.88	0.81	1.03	30.8
NorthEast: Silverwater Road															
7	L2	All MCs	2	0.0	2	0.0	* 0.771	23.0	LOS B	28.6	213.8	0.94	0.85	0.95	33.6
8	T1	All MCs	1671	7.8	1671	7.8	0.771	36.4	LOS C	28.6	213.9	0.94	0.85	0.95	37.5
9	R2	All MCs	74	7.1	74	7.1	0.239	29.7	LOS C	2.0	15.0	0.89	0.75	0.89	37.2
Approach			1746	7.8	1746	7.8	0.771	36.1	LOS C	28.6	213.9	0.94	0.84	0.95	37.5
NorthWest: Carnarvon Street															
10	L2	All MCs	24	26.1	24	26.1	* 0.735	35.2	LOS C	8.2	71.1	1.00	0.90	1.12	28.2
11	T1	All MCs	51	22.9	51	22.9	0.735	61.4	LOS E	8.2	71.1	1.00	0.90	1.12	27.8
12	R2	All MCs	192	34.1	192	34.1	0.735	65.4	LOS E	8.2	71.1	1.00	0.89	1.13	27.4
Approach			266	31.2	266	31.2	0.735	61.9	LOS E	8.2	71.1	1.00	0.89	1.13	27.5
SouthWest: Silverwater Road															
1	L2	All MCs	131	21.8	131	21.8	* 0.825	21.9	LOS B	37.4	289.4	0.92	0.87	0.95	36.6
2	T1	All MCs	2072	10.2	2072	10.2	0.825	30.8	LOS C	38.1	289.8	0.92	0.87	0.95	40.1
3	R2	All MCs	173	9.1	173	9.1	0.393	21.2	LOS B	4.1	31.0	0.78	0.77	0.78	40.7
Approach			2375	10.8	2375	10.8	0.825	29.6	LOS C	38.1	289.8	0.91	0.86	0.94	39.9
All Vehicles			4529	10.8	4529	10.8	0.825	34.6	LOS C	38.1	289.8	0.93	0.86	0.96	37.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road											
P3	Full	11	12	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street											
P4	Full	2	2	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		19	20	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 105 [PM Peak Carnarvon St & Silverwater Rd (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Carnarvon Street															
4	L2	All MCs	159	0.7	159	0.7	0.342	44.4	LOS D	7.7	53.9	0.87	0.78	0.87	32.0
5	T1	All MCs	81	7.8	81	7.8	0.700	56.3	LOS D	10.0	72.3	1.00	0.86	1.06	27.8
6	R2	All MCs	89	0.0	89	0.0	0.700	60.8	LOS E	10.0	72.3	1.00	0.86	1.06	28.6
Approach			329	2.2	329	2.2	0.700	51.8	LOS D	10.0	72.3	0.94	0.82	0.97	29.9
NorthEast: Silverwater Road															
7	L2	All MCs	13	0.0	13	0.0	* 0.664	15.3	LOS B	25.2	184.4	0.85	0.77	0.85	36.3
8	T1	All MCs	1637	5.5	1637	5.5	0.664	29.6	LOS C	25.2	184.8	0.85	0.76	0.85	40.4
9	R2	All MCs	119	5.3	119	5.3	* 0.572	29.1	LOS C	3.5	26.0	0.92	0.79	0.92	37.4
Approach			1768	5.4	1768	5.4	0.664	29.4	LOS C	25.2	184.8	0.86	0.77	0.86	40.2
NorthWest: Carnarvon Street															
10	L2	All MCs	33	6.5	33	6.5	0.716	34.3	LOS C	11.6	87.9	1.00	0.89	1.06	28.6
11	T1	All MCs	48	17.4	48	17.4	* 0.716	59.0	LOS E	11.6	87.9	1.00	0.89	1.06	28.0
12	R2	All MCs	320	7.9	320	7.9	0.716	60.8	LOS E	11.6	87.9	1.00	0.87	1.07	28.5
Approach			401	8.9	401	8.9	0.716	58.4	LOS E	11.6	87.9	1.00	0.88	1.07	28.5
SouthWest: Silverwater Road															
1	L2	All MCs	47	40.0	47	40.0	0.724	17.9	LOS B	27.9	208.4	0.88	0.80	0.88	37.0
2	T1	All MCs	1744	4.9	1744	4.9	* 0.724	29.6	LOS C	28.7	209.2	0.88	0.80	0.88	40.5
3	R2	All MCs	102	9.3	102	9.3	0.491	27.1	LOS B	3.0	22.8	0.87	0.78	0.87	38.2
Approach			1894	6.0	1894	6.0	0.724	29.2	LOS C	28.7	209.2	0.88	0.79	0.88	40.3
All Vehicles			4393	5.8	4393	5.8	0.724	33.7	LOS C	28.7	209.2	0.89	0.79	0.89	37.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Carnarvon Street												
P2	Full	10	11	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthEast: Silverwater Road												
P3	Full	15	16	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96
NorthWest: Carnarvon Street												
P4	Full	9	9	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		34	36	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96

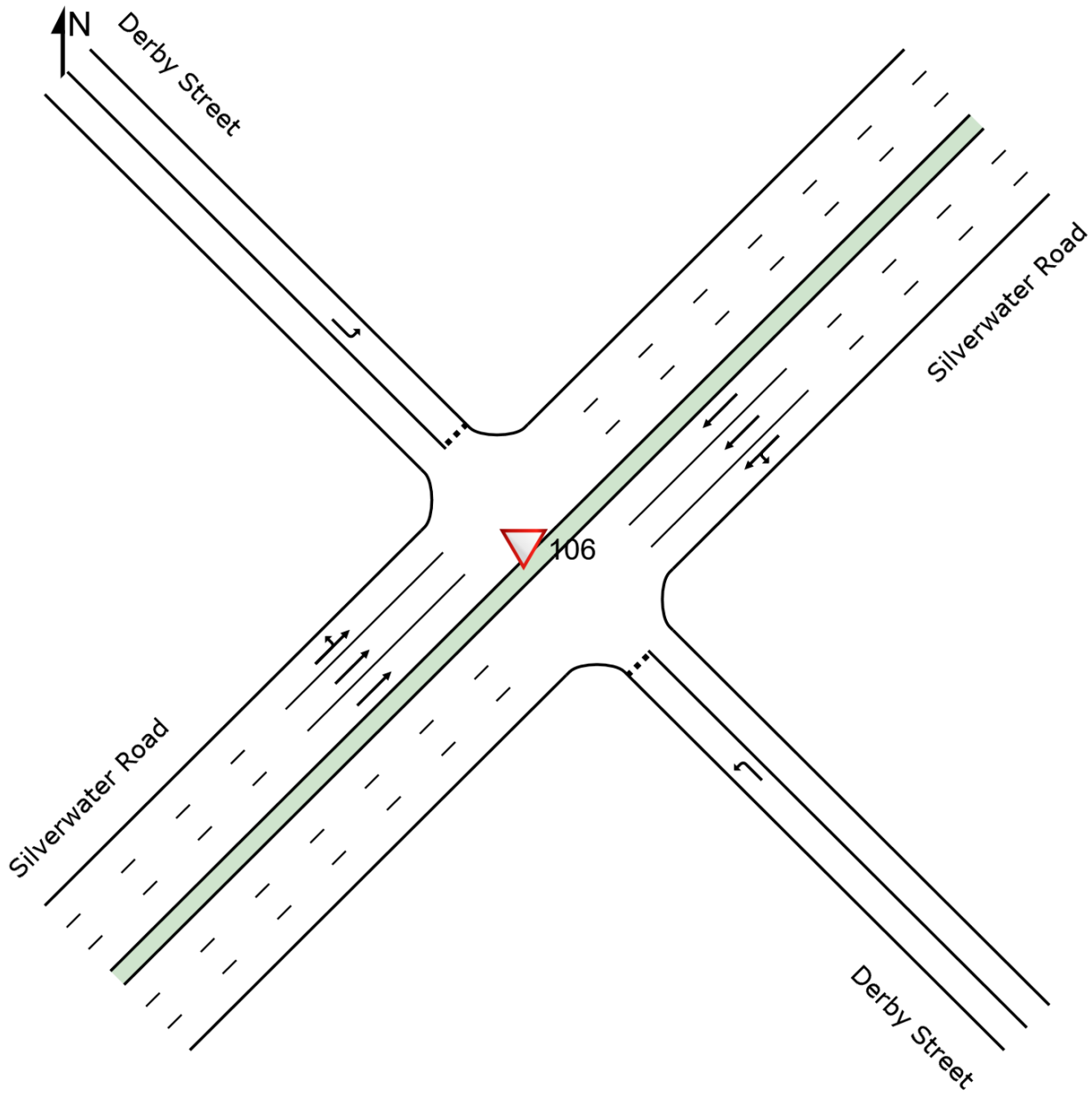
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SITE LAYOUT

Site: 106 [AM Peak Derby St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

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



MOVEMENT SUMMARY

Site: 106 [AM Peak Derby St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	32	20.0	32	20.0	0.046	7.7	LOS A	0.2	1.3	0.48	0.66	0.48	46.6
Approach			32	20.0	32	20.0	0.046	7.7	LOS A	0.2	1.3	0.48	0.66	0.48	46.6
NorthEast: Silverwater Road															
7	L2	All MCs	13	16.7	13	16.7	0.259	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	56.4
8	T1	All MCs	1415	8.6	1415	8.6	0.259	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			1427	8.6	1427	8.6	0.259	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
NorthWest: Derby Street															
10	L2	All MCs	113	27.1	113	27.1	0.254	12.6	LOS A	1.0	8.5	0.67	0.87	0.75	43.7
Approach			113	27.1	113	27.1	0.254	12.6	LOS A	1.0	8.5	0.67	0.87	0.75	43.7
SouthWest: Silverwater Road															
1	L2	All MCs	66	9.5	66	9.5	0.424	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	56.4
2	T1	All MCs	2276	8.1	2276	8.1	0.424	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach			2342	8.1	2342	8.1	0.424	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
All Vehicles			3914	9.0	3914	9.0	0.424	0.7	NA	1.0	8.5	0.02	0.04	0.03	58.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 106 [PM Peak Derby St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	57	14.8	57	14.8	0.089	8.4	LOS A	0.3	2.5	0.53	0.72	0.53	46.4
Approach			57	14.8	57	14.8	0.089	8.4	LOS A	0.3	2.5	0.53	0.72	0.53	46.4
NorthEast: Silverwater Road															
7	L2	All MCs	19	11.1	19	11.1	0.305	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	56.6
8	T1	All MCs	1665	8.4	1665	8.4	0.305	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			1684	8.4	1684	8.4	0.305	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
NorthWest: Derby Street															
10	L2	All MCs	159	10.6	159	10.6	0.218	8.0	LOS A	0.9	6.7	0.54	0.72	0.54	46.7
Approach			159	10.6	159	10.6	0.218	8.0	LOS A	0.9	6.7	0.54	0.72	0.54	46.7
SouthWest: Silverwater Road															
1	L2	All MCs	64	24.6	64	24.6	0.308	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	55.7
2	T1	All MCs	1649	6.2	1649	6.2	0.308	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			1714	6.9	1714	6.9	0.308	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles			3614	7.9	3614	7.9	0.308	0.7	NA	0.9	6.7	0.03	0.06	0.03	58.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 106 [AM Peak Derby St & Silverwater Rd (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	34	9.4	34	9.4	0.052	8.3	LOS A	0.2	1.4	0.53	0.70	0.53	46.6
Approach			34	9.4	34	9.4	0.052	8.3	LOS A	0.2	1.4	0.53	0.70	0.53	46.6
NorthEast: Silverwater Road															
7	L2	All MCs	23	18.2	23	18.2	0.324	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	56.3
8	T1	All MCs	1774	7.3	1774	7.3	0.324	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach			1797	7.4	1797	7.4	0.324	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
NorthWest: Derby Street															
10	L2	All MCs	120	35.1	120	35.1	0.256	12.0	LOS A	1.0	9.2	0.64	0.85	0.71	43.9
Approach			120	35.1	120	35.1	0.256	12.0	LOS A	1.0	9.2	0.64	0.85	0.71	43.9
SouthWest: Silverwater Road															
1	L2	All MCs	82	16.7	82	16.7	0.400	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	55.9
2	T1	All MCs	2098	9.7	2098	9.7	0.400	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach			2180	10.0	2180	10.0	0.400	0.4	NA	0.0	0.0	0.00	0.02	0.00	59.4
All Vehicles			4131	9.6	4131	9.6	0.400	0.7	NA	1.0	9.2	0.02	0.05	0.02	58.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 106 [PM Peak Derby St & Silverwater Rd (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	75	5.6	75	5.6	0.107	8.0	LOS A	0.4	2.9	0.52	0.72	0.52	46.9
Approach			75	5.6	75	5.6	0.107	8.0	LOS A	0.4	2.9	0.52	0.72	0.52	46.9
NorthEast: Silverwater Road															
7	L2	All MCs	20	0.0	20	0.0	0.304	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.2
8	T1	All MCs	1691	5.3	1691	5.3	0.304	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			1711	5.2	1711	5.2	0.304	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
NorthWest: Derby Street															
10	L2	All MCs	162	3.9	162	3.9	0.230	8.3	LOS A	0.9	6.7	0.57	0.75	0.57	46.7
Approach			162	3.9	162	3.9	0.230	8.3	LOS A	0.9	6.7	0.57	0.75	0.57	46.7
SouthWest: Silverwater Road															
1	L2	All MCs	56	15.1	56	15.1	0.337	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	56.2
2	T1	All MCs	1845	4.2	1845	4.2	0.337	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			1901	4.5	1901	4.5	0.337	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles			3848	4.8	3848	4.8	0.337	0.7	NA	0.9	6.7	0.03	0.06	0.03	58.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 106 [AM Peak Derby St & Silverwater Rd (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	32	20.0	32	20.0	0.046	7.7	LOS A	0.2	1.3	0.48	0.66	0.48	46.6
Approach			32	20.0	32	20.0	0.046	7.7	LOS A	0.2	1.3	0.48	0.66	0.48	46.6
NorthEast: Silverwater Road															
7	L2	All MCs	13	16.7	13	16.7	0.259	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	56.4
8	T1	All MCs	1415	8.6	1415	8.6	0.259	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			1427	8.6	1427	8.6	0.259	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
NorthWest: Derby Street															
10	L2	All MCs	113	27.1	113	27.1	0.249	12.3	LOS A	1.0	8.3	0.66	0.86	0.73	43.9
Approach			113	27.1	113	27.1	0.249	12.3	LOS A	1.0	8.3	0.66	0.86	0.73	43.9
SouthWest: Silverwater Road															
1	L2	All MCs	76	20.8	76	20.8	0.427	5.9	LOS A	0.0	0.0	0.00	0.06	0.00	55.8
2	T1	All MCs	2276	8.1	2276	8.1	0.427	0.2	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach			2352	8.5	2352	8.5	0.427	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.4
All Vehicles			3923	9.2	3923	9.2	0.427	0.7	NA	1.0	8.3	0.02	0.04	0.02	58.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 106 [PM Peak Derby St & Silverwater Rd (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	57	14.8	57	14.8	0.089	8.4	LOS A	0.3	2.5	0.53	0.72	0.53	46.4
Approach			57	14.8	57	14.8	0.089	8.4	LOS A	0.3	2.5	0.53	0.72	0.53	46.4
NorthEast: Silverwater Road															
7	L2	All MCs	19	11.1	19	11.1	0.305	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	56.6
8	T1	All MCs	1665	8.4	1665	8.4	0.305	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			1684	8.4	1684	8.4	0.305	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
NorthWest: Derby Street															
10	L2	All MCs	163	12.9	163	12.9	0.227	8.1	LOS A	0.9	7.1	0.54	0.72	0.54	46.6
Approach			163	12.9	163	12.9	0.227	8.1	LOS A	0.9	7.1	0.54	0.72	0.54	46.6
SouthWest: Silverwater Road															
1	L2	All MCs	66	27.0	66	27.0	0.309	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	55.6
2	T1	All MCs	1649	6.2	1649	6.2	0.309	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			1716	7.0	1716	7.0	0.309	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles			3620	8.1	3620	8.1	0.309	0.7	NA	0.9	7.1	0.03	0.06	0.03	58.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 106 [AM Peak Derby St & Silverwater Rd (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	34	9.4	34	9.4	0.052	8.3	LOS A	0.2	1.4	0.53	0.70	0.53	46.6
Approach			34	9.4	34	9.4	0.052	8.3	LOS A	0.2	1.4	0.53	0.70	0.53	46.6
NorthEast: Silverwater Road															
7	L2	All MCs	23	18.2	23	18.2	0.324	5.8	LOS A	0.0	0.0	0.00	0.02	0.00	56.3
8	T1	All MCs	1774	7.3	1774	7.3	0.324	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach			1797	7.4	1797	7.4	0.324	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
NorthWest: Derby Street															
10	L2	All MCs	122	36.2	122	36.2	0.262	12.1	LOS A	1.0	9.6	0.64	0.86	0.72	43.8
Approach			122	36.2	122	36.2	0.262	12.1	LOS A	1.0	9.6	0.64	0.86	0.72	43.8
SouthWest: Silverwater Road															
1	L2	All MCs	83	17.7	83	17.7	0.400	5.9	LOS A	0.0	0.0	0.00	0.07	0.00	55.9
2	T1	All MCs	2098	9.7	2098	9.7	0.400	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.5
Approach			2181	10.0	2181	10.0	0.400	0.4	NA	0.0	0.0	0.00	0.02	0.00	59.4
All Vehicles			4134	9.7	4134	9.7	0.400	0.7	NA	1.0	9.6	0.02	0.05	0.03	58.8

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

MOVEMENT SUMMARY

Site: 106 [PM Peak Derby St & Silverwater Rd (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Derby Street															
4	L2	All MCs	75	5.6	75	5.6	0.107	8.0	LOS A	0.4	2.9	0.52	0.72	0.52	46.9
Approach			75	5.6	75	5.6	0.107	8.0	LOS A	0.4	2.9	0.52	0.72	0.52	46.9
NorthEast: Silverwater Road															
7	L2	All MCs	20	0.0	20	0.0	0.304	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	57.2
8	T1	All MCs	1691	5.3	1691	5.3	0.304	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach			1711	5.2	1711	5.2	0.304	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
NorthWest: Derby Street															
10	L2	All MCs	165	5.7	165	5.7	0.238	8.5	LOS A	1.0	7.0	0.57	0.75	0.57	46.6
Approach			165	5.7	165	5.7	0.238	8.5	LOS A	1.0	7.0	0.57	0.75	0.57	46.6
SouthWest: Silverwater Road															
1	L2	All MCs	58	18.2	58	18.2	0.337	5.8	LOS A	0.0	0.0	0.00	0.05	0.00	56.1
2	T1	All MCs	1845	4.2	1845	4.2	0.337	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach			1903	4.6	1903	4.6	0.337	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
All Vehicles			3854	4.9	3854	4.9	0.337	0.7	NA	1.0	7.0	0.03	0.06	0.03	58.6

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

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

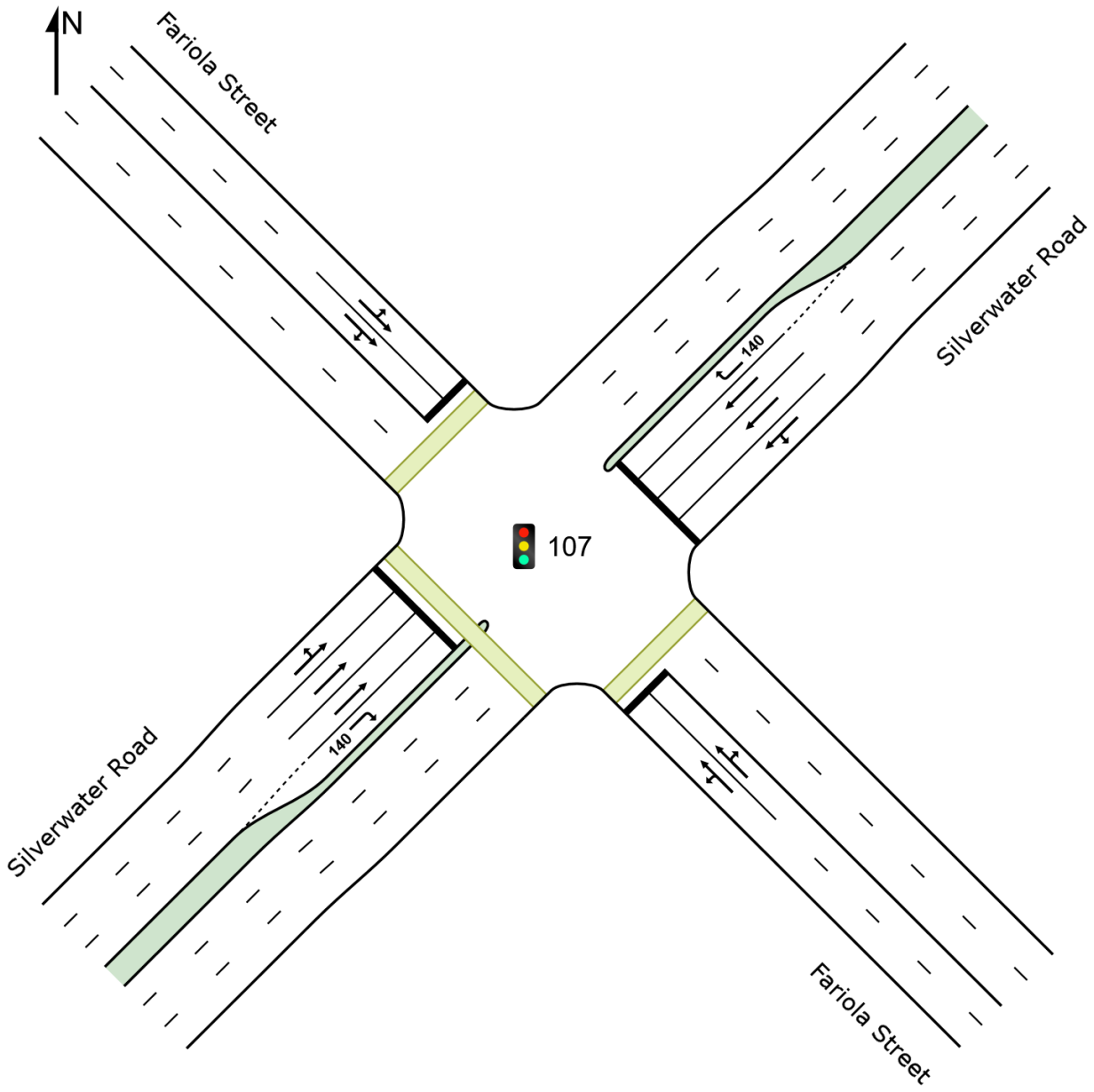
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 107 [AM Peak Fariola St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



MOVEMENT SUMMARY

Site: 107 [AM Peak Fariola St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	65	35.5	65	35.5	0.483	53.1	LOS D	5.5	46.7	0.97	0.78	0.97	28.6
5	T1	All MCs	33	3.2	33	3.2	* 0.483	64.9	LOS E	5.5	46.7	0.97	0.78	0.97	28.3
6	R2	All MCs	46	13.6	46	13.6	0.539	69.6	LOS E	2.9	22.4	1.00	0.76	1.03	26.3
Approach			144	21.2	144	21.2	0.539	61.1	LOS E	5.5	46.7	0.98	0.78	0.99	27.7
NorthEast: Silverwater Road															
7	L2	All MCs	65	3.2	65	3.2	0.365	14.0	LOS A	11.3	83.2	0.45	0.45	0.45	46.8
8	T1	All MCs	1327	6.6	1327	6.6	0.365	8.4	LOS A	11.3	83.4	0.45	0.42	0.45	52.5
9	R2	All MCs	126	7.5	126	7.5	0.564	21.3	LOS B	5.9	44.0	0.98	0.87	0.98	40.7
Approach			1519	6.5	1519	6.5	0.564	9.8	LOS A	11.3	83.4	0.50	0.46	0.50	51.0
NorthWest: Fariola Street															
10	L2	All MCs	39	8.1	39	8.1	0.463	51.9	LOS D	5.0	37.7	0.98	0.77	0.98	28.5
11	T1	All MCs	62	11.9	62	11.9	0.463	62.7	LOS E	5.0	37.7	0.99	0.76	0.99	27.5
12	R2	All MCs	21	30.0	21	30.0	0.463	72.9	LOS F	2.2	18.4	1.00	0.74	1.00	26.6
Approach			122	13.8	122	13.8	0.463	61.0	LOS E	5.0	37.7	0.99	0.76	0.99	27.6
SouthWest: Silverwater Road															
1	L2	All MCs	20	0.0	20	0.0	0.573	16.0	LOS B	21.8	163.0	0.56	0.52	0.56	46.1
2	T1	All MCs	2149	8.1	2149	8.1	* 0.573	10.4	LOS A	21.8	163.0	0.56	0.52	0.56	51.2
3	R2	All MCs	138	13.7	138	13.7	* 0.417	11.0	LOS A	2.1	16.4	0.48	0.70	0.48	45.9
Approach			2307	8.3	2307	8.3	0.573	10.5	LOS A	21.8	163.0	0.56	0.53	0.56	50.8
All Vehicles			4093	8.3	4093	8.3	0.573	13.5	LOS A	21.8	163.0	0.56	0.52	0.56	48.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street												
P4	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road												
P1	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		16	17	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 107 [PM Peak Fariola St & Silverwater Rd (Site Folder: Existing 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	141	11.2	141	11.2	0.416	25.7	LOS B	12.0	90.3	0.78	0.73	0.78	36.0
5	T1	All MCs	141	5.2	141	5.2	0.416	37.1	LOS C	12.0	90.3	0.78	0.73	0.78	35.1
6	R2	All MCs	235	3.6	235	3.6	*0.772	55.4	LOS D	13.9	100.4	0.99	0.91	1.10	29.4
Approach			517	6.1	517	6.1	0.772	42.3	LOS C	13.9	100.4	0.88	0.81	0.93	32.4
NorthEast: Silverwater Road															
7	L2	All MCs	77	4.1	77	4.1	0.698	39.0	LOS C	24.5	181.3	0.90	0.81	0.90	35.5
8	T1	All MCs	1411	7.3	1411	7.3	0.698	33.4	LOS C	24.5	182.0	0.90	0.80	0.90	38.7
9	R2	All MCs	151	5.6	151	5.6	*0.557	30.1	LOS C	4.6	33.9	0.95	0.81	0.95	37.1
Approach			1638	7.0	1638	7.0	0.698	33.4	LOS C	24.5	182.0	0.91	0.80	0.91	38.4
NorthWest: Fariola Street															
10	L2	All MCs	86	2.4	86	2.4	0.260	24.4	LOS B	7.2	52.1	0.73	0.68	0.73	36.7
11	T1	All MCs	116	6.4	116	6.4	0.260	34.2	LOS C	7.2	52.1	0.76	0.69	0.76	34.7
12	R2	All MCs	56	15.1	56	15.1	0.260	47.8	LOS D	3.8	29.4	0.84	0.73	0.84	32.5
Approach			258	6.9	258	6.9	0.260	33.9	LOS C	7.2	52.1	0.77	0.70	0.77	34.8
SouthWest: Silverwater Road															
1	L2	All MCs	22	14.3	22	14.3	0.781	41.6	LOS C	29.4	216.5	0.95	0.86	0.96	34.8
2	T1	All MCs	1657	5.8	1657	5.8	*0.781	35.9	LOS C	29.4	216.5	0.95	0.86	0.97	37.7
3	R2	All MCs	108	11.7	108	11.7	0.393	27.5	LOS B	3.2	25.0	0.87	0.78	0.87	38.1
Approach			1787	6.2	1787	6.2	0.781	35.5	LOS C	29.4	216.5	0.94	0.85	0.96	37.7
All Vehicles			4200	6.6	4200	6.6	0.781	35.4	LOS C	29.4	216.5	0.91	0.82	0.92	37.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street												
P4	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road												
P1	Full	12	13	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		20	21	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 107 [AM Peak Fariola St & Silverwater Rd (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	79	17.3	79	17.3	0.555	45.6	LOS D	7.9	62.2	0.98	0.80	0.98	29.2
5	T1	All MCs	62	11.9	62	11.9	0.555	67.0	LOS E	7.9	62.2	0.98	0.80	0.98	28.6
6	R2	All MCs	54	11.8	54	11.8	0.577	68.9	LOS E	3.3	25.6	1.00	0.79	1.06	26.4
Approach			195	14.1	195	14.1	0.577	58.8	LOS E	7.9	62.2	0.98	0.79	1.00	28.2
NorthEast: Silverwater Road															
7	L2	All MCs	142	1.5	142	1.5	0.560	22.0	LOS B	21.9	159.6	0.67	0.65	0.67	42.3
8	T1	All MCs	1693	5.7	1693	5.7	0.560	16.4	LOS B	21.9	160.9	0.67	0.62	0.67	47.1
9	R2	All MCs	179	1.8	179	1.8	0.498	24.4	LOS B	7.4	52.8	0.95	0.87	0.95	39.3
Approach			2014	5.0	2014	5.0	0.560	17.5	LOS B	21.9	160.9	0.69	0.64	0.69	45.9
NorthWest: Fariola Street															
10	L2	All MCs	49	8.5	49	8.5	0.559	42.4	LOS C	7.8	56.7	0.98	0.79	0.98	29.3
11	T1	All MCs	88	3.6	88	3.6	* 0.559	61.9	LOS E	7.8	56.7	0.98	0.79	0.98	28.7
12	R2	All MCs	46	34.1	46	34.1	0.563	70.2	LOS E	2.9	26.1	1.00	0.78	1.06	26.0
Approach			184	12.6	184	12.6	0.563	58.7	LOS E	7.8	56.7	0.99	0.79	1.00	28.1
SouthWest: Silverwater Road															
1	L2	All MCs	42	12.5	42	12.5	0.598	22.7	LOS B	23.5	179.7	0.69	0.64	0.69	42.3
2	T1	All MCs	1858	10.6	1858	10.6	* 0.598	17.0	LOS B	23.5	179.7	0.69	0.63	0.69	46.9
3	R2	All MCs	212	11.9	212	11.9	* 0.606	27.6	LOS B	8.8	67.5	0.97	0.91	0.97	38.0
Approach			2112	10.8	2112	10.8	0.606	18.1	LOS B	23.5	179.7	0.72	0.66	0.72	45.7
All Vehicles			4504	8.4	4504	8.4	0.606	21.3	LOS B	23.5	179.7	0.73	0.66	0.73	43.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street												
P4	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road												
P1	Full	12	13	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		21	22	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 107 [PM Peak Fariola St & Silverwater Rd (Site Folder: Existing 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	125	4.2	125	4.2	0.458	22.9	LOS B	14.3	102.8	0.79	0.73	0.79	36.4
5	T1	All MCs	207	2.0	207	2.0	0.458	35.3	LOS C	14.3	102.8	0.79	0.73	0.79	35.3
6	R2	All MCs	280	1.9	280	1.9	* 0.927	76.4	LOS F	20.6	146.2	1.00	1.11	1.39	25.1
Approach			613	2.4	613	2.4	0.927	51.6	LOS D	20.6	146.2	0.89	0.90	1.06	30.0
NorthEast: Silverwater Road															
7	L2	All MCs	99	3.2	99	3.2	0.766	43.7	LOS D	26.5	194.1	0.95	0.86	0.97	33.9
8	T1	All MCs	1403	5.9	1403	5.9	0.766	38.1	LOS C	26.5	195.2	0.95	0.86	0.97	36.8
9	R2	All MCs	214	4.4	214	4.4	* 0.743	41.9	LOS C	8.7	62.9	1.00	0.88	1.09	33.1
Approach			1716	5.6	1716	5.6	0.766	38.9	LOS C	26.5	195.2	0.96	0.86	0.99	36.1
NorthWest: Fariola Street															
10	L2	All MCs	118	0.9	118	0.9	0.312	22.8	LOS B	9.0	65.0	0.73	0.69	0.73	37.1
11	T1	All MCs	146	7.2	146	7.2	0.312	33.8	LOS C	9.0	65.0	0.76	0.70	0.76	34.8
12	R2	All MCs	64	3.3	64	3.3	0.312	48.0	LOS D	4.9	35.5	0.84	0.74	0.84	33.1
Approach			328	4.2	328	4.2	0.312	32.6	LOS C	9.0	65.0	0.76	0.71	0.76	35.2
SouthWest: Silverwater Road															
1	L2	All MCs	12	9.1	12	9.1	0.920	61.7	LOS E	41.3	298.3	1.00	1.09	1.21	29.3
2	T1	All MCs	1822	3.5	1822	3.5	* 0.920	56.1	LOS D	41.3	298.3	1.00	1.09	1.21	31.3
3	R2	All MCs	108	8.7	108	8.7	0.363	28.6	LOS C	3.3	25.1	0.88	0.78	0.88	37.6
Approach			1942	3.8	1942	3.8	0.920	54.6	LOS D	41.3	298.3	0.99	1.07	1.19	31.5
All Vehicles			4599	4.3	4599	4.3	0.927	46.8	LOS D	41.3	298.3	0.95	0.95	1.07	33.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	9	9	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street												
P4	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road												
P1	Full	24	25	54.2	LOS E	0.1	0.1	0.95	0.95	208.1	200.0	0.96
All Pedestrians		36	38	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96

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: 107 [AM Peak Fariola St & Silverwater Rd (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	65	35.5	65	35.5	0.481	52.7	LOS D	5.5	46.7	0.97	0.78	0.97	28.6
5	T1	All MCs	33	3.2	33	3.2	* 0.481	65.7	LOS E	5.5	46.7	0.97	0.78	0.97	28.3
6	R2	All MCs	46	13.6	46	13.6	0.539	69.6	LOS E	2.9	22.4	1.00	0.76	1.03	26.3
Approach			144	21.2	144	21.2	0.539	61.0	LOS E	5.5	46.7	0.98	0.78	0.99	27.7
NorthEast: Silverwater Road															
7	L2	All MCs	65	3.2	65	3.2	0.370	14.5	LOS A	11.6	85.4	0.47	0.46	0.47	46.6
8	T1	All MCs	1327	6.6	1327	6.6	0.370	8.9	LOS A	11.6	85.6	0.47	0.43	0.47	52.2
9	R2	All MCs	132	11.2	132	11.2	0.570	24.4	LOS B	6.3	48.6	1.00	0.89	1.00	39.3
Approach			1524	6.8	1524	6.8	0.570	10.5	LOS A	11.6	85.6	0.51	0.47	0.51	50.5
NorthWest: Fariola Street															
10	L2	All MCs	39	8.1	39	8.1	0.462	51.2	LOS D	4.9	37.6	0.98	0.77	0.98	28.5
11	T1	All MCs	62	11.9	62	11.9	0.462	63.1	LOS E	4.9	37.6	0.99	0.76	0.99	27.5
12	R2	All MCs	21	30.0	21	30.0	0.462	72.9	LOS F	2.2	18.4	1.00	0.74	1.00	26.6
Approach			122	13.8	122	13.8	0.462	61.0	LOS E	4.9	37.6	0.99	0.76	0.99	27.6
SouthWest: Silverwater Road															
1	L2	All MCs	20	0.0	20	0.0	0.580	16.5	LOS B	22.4	167.3	0.58	0.54	0.58	45.7
2	T1	All MCs	2149	8.1	2149	8.1	* 0.580	11.0	LOS A	22.4	167.3	0.58	0.53	0.58	50.8
3	R2	All MCs	138	13.7	138	13.7	* 0.404	11.0	LOS A	2.1	16.4	0.48	0.70	0.48	45.9
Approach			2307	8.3	2307	8.3	0.580	11.1	LOS A	22.4	167.3	0.57	0.54	0.57	50.4
All Vehicles			4098	8.4	4098	8.4	0.580	14.1	LOS A	22.4	167.3	0.58	0.53	0.58	47.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street												
P4	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road												
P1	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		16	17	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 107 [PM Peak Fariola St & Silverwater Rd (Site Folder: Proposed 6-7AM & 3-4PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	141	11.2	141	11.2	0.426	25.9	LOS B	12.2	91.6	0.79	0.74	0.79	35.7
5	T1	All MCs	141	5.2	141	5.2	0.426	38.5	LOS C	12.2	91.6	0.79	0.74	0.79	34.8
6	R2	All MCs	235	3.6	235	3.6	* 0.791	57.3	LOS E	14.2	102.5	1.00	0.93	1.14	28.9
Approach			517	6.1	517	6.1	0.791	43.6	LOS D	14.2	102.5	0.89	0.82	0.95	32.1
NorthEast: Silverwater Road															
7	L2	All MCs	77	4.1	77	4.1	0.698	39.0	LOS C	24.5	181.3	0.90	0.81	0.90	35.5
8	T1	All MCs	1411	7.3	1411	7.3	0.698	33.4	LOS C	24.5	182.0	0.90	0.80	0.90	38.7
9	R2	All MCs	155	8.2	155	8.2	* 0.552	29.8	LOS C	4.7	35.0	0.95	0.81	0.95	37.2
Approach			1642	7.2	1642	7.2	0.698	33.3	LOS C	24.5	182.0	0.91	0.80	0.91	38.4
NorthWest: Fariola Street															
10	L2	All MCs	86	2.4	86	2.4	0.272	24.6	LOS B	7.5	54.3	0.75	0.69	0.75	36.4
11	T1	All MCs	116	6.4	116	6.4	0.272	35.4	LOS C	7.5	54.3	0.76	0.70	0.76	34.5
12	R2	All MCs	58	18.2	58	18.2	0.272	48.3	LOS D	3.7	29.7	0.85	0.74	0.85	32.1
Approach			260	7.7	260	7.7	0.272	34.7	LOS C	7.5	54.3	0.78	0.70	0.78	34.5
SouthWest: Silverwater Road															
1	L2	All MCs	22	14.3	22	14.3	0.781	41.6	LOS C	29.4	216.5	0.95	0.86	0.96	34.8
2	T1	All MCs	1657	5.8	1657	5.8	* 0.781	35.9	LOS C	29.4	216.5	0.95	0.86	0.97	37.7
3	R2	All MCs	108	11.7	108	11.7	0.374	26.9	LOS B	3.2	24.4	0.86	0.77	0.86	38.3
Approach			1787	6.2	1787	6.2	0.781	35.5	LOS C	29.4	216.5	0.94	0.85	0.96	37.7
All Vehicles			4206	6.7	4206	6.7	0.791	35.6	LOS C	29.4	216.5	0.91	0.82	0.93	37.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street												
P4	Full	5	5	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road												
P1	Full	12	13	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		20	21	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 107 [AM Peak Fariola St & Silverwater Rd (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	79	17.3	79	17.3	0.555	45.6	LOS D	7.9	62.2	0.98	0.80	0.98	29.2
5	T1	All MCs	62	11.9	62	11.9	0.555	67.0	LOS E	7.9	62.2	0.98	0.80	0.98	28.6
6	R2	All MCs	54	11.8	54	11.8	0.577	68.9	LOS E	3.3	25.6	1.00	0.79	1.06	26.4
Approach			195	14.1	195	14.1	0.577	58.8	LOS E	7.9	62.2	0.98	0.79	1.00	28.2
NorthEast: Silverwater Road															
7	L2	All MCs	142	1.5	142	1.5	0.560	22.0	LOS B	21.9	159.6	0.67	0.65	0.67	42.3
8	T1	All MCs	1693	5.7	1693	5.7	0.560	16.4	LOS B	21.9	160.9	0.67	0.62	0.67	47.1
9	R2	All MCs	181	2.9	181	2.9	0.508	25.2	LOS B	7.5	54.0	0.95	0.88	0.95	39.0
Approach			2016	5.1	2016	5.1	0.560	17.6	LOS B	21.9	160.9	0.69	0.64	0.69	45.9
NorthWest: Fariola Street															
10	L2	All MCs	49	8.5	49	8.5	0.559	42.4	LOS C	7.8	56.7	0.98	0.79	0.98	29.3
11	T1	All MCs	88	3.6	88	3.6	* 0.559	61.9	LOS E	7.8	56.7	0.98	0.79	0.98	28.7
12	R2	All MCs	47	35.6	47	35.6	0.579	70.3	LOS E	3.0	27.1	1.00	0.78	1.07	26.0
Approach			185	13.1	185	13.1	0.579	58.8	LOS E	7.8	56.7	0.99	0.79	1.00	28.1
SouthWest: Silverwater Road															
1	L2	All MCs	42	12.5	42	12.5	0.598	22.7	LOS B	23.5	179.7	0.69	0.64	0.69	42.3
2	T1	All MCs	1858	10.6	1858	10.6	* 0.598	17.0	LOS B	23.5	179.7	0.69	0.63	0.69	46.9
3	R2	All MCs	212	11.9	212	11.9	* 0.606	27.6	LOS B	8.8	67.5	0.97	0.91	0.97	38.0
Approach			2112	10.8	2112	10.8	0.606	18.1	LOS B	23.5	179.7	0.72	0.66	0.72	45.7
All Vehicles			4507	8.5	4507	8.5	0.606	21.3	LOS B	23.5	179.7	0.73	0.66	0.73	43.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* 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	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	6	6	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street											
P4	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road											
P1	Full	12	13	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
All Pedestrians		21	22	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

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: 107 [PM Peak Fariola St & Silverwater Rd (Site Folder: Proposed 7-8AM & 4-5PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Lot 1 Newton St North, Silverwater
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 120 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
SouthEast: Fariola Street															
4	L2	All MCs	125	4.2	125	4.2	0.458	25.0	LOS B	14.3	102.8	0.79	0.73	0.79	36.4
5	T1	All MCs	207	2.0	207	2.0	0.458	34.1	LOS C	14.3	102.8	0.79	0.73	0.79	35.3
6	R2	All MCs	280	1.9	280	1.9	* 0.922	75.1	LOS F	20.4	145.3	1.00	1.10	1.38	25.4
Approach			613	2.4	613	2.4	0.922	50.9	LOS D	20.4	145.3	0.89	0.90	1.06	30.1
NorthEast: Silverwater Road															
7	L2	All MCs	99	3.2	99	3.2	0.700	39.0	LOS C	24.7	180.9	0.90	0.81	0.90	35.4
8	T1	All MCs	1403	5.9	1403	5.9	0.700	33.4	LOS C	24.7	181.9	0.90	0.81	0.90	38.6
9	R2	All MCs	217	5.8	217	5.8	* 0.728	41.6	LOS C	8.8	64.7	1.00	0.88	1.07	33.2
Approach			1719	5.8	1719	5.8	0.728	34.8	LOS C	24.7	181.9	0.92	0.81	0.93	37.7
NorthWest: Fariola Street															
10	L2	All MCs	118	0.9	118	0.9	0.318	22.3	LOS B	9.2	66.3	0.73	0.69	0.73	37.1
11	T1	All MCs	146	7.2	146	7.2	0.318	34.2	LOS C	9.2	66.3	0.76	0.70	0.76	34.9
12	R2	All MCs	66	6.3	66	6.3	0.318	47.7	LOS D	4.8	35.6	0.84	0.74	0.84	32.9
Approach			331	4.8	331	4.8	0.318	32.7	LOS C	9.2	66.3	0.77	0.71	0.77	35.2
SouthWest: Silverwater Road															
1	L2	All MCs	12	9.1	12	9.1	0.943	68.6	LOS E	43.8	316.2	1.00	1.15	1.27	27.7
2	T1	All MCs	1822	3.5	1822	3.5	* 0.943	63.2	LOS E	43.8	316.2	1.00	1.15	1.27	29.5
3	R2	All MCs	108	8.7	108	8.7	0.429	28.8	LOS C	3.4	25.5	0.89	0.78	0.89	37.6
Approach			1942	3.8	1942	3.8	0.943	61.3	LOS E	43.8	316.2	0.99	1.13	1.25	29.8
All Vehicles			4604	4.4	4604	4.4	0.943	48.0	LOS D	43.8	316.2	0.93	0.95	1.07	32.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

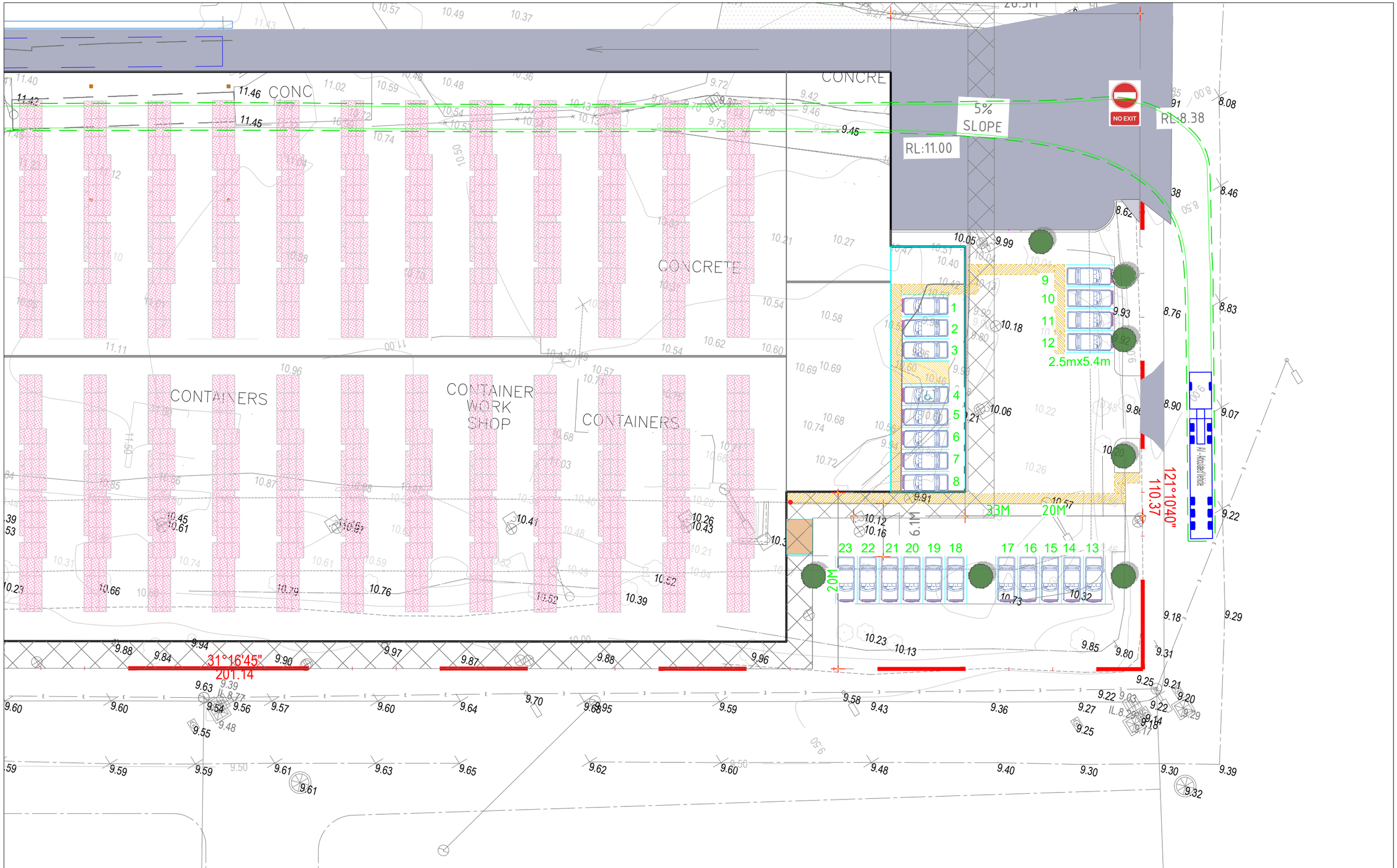
Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Eff. Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
SouthEast: Fariola Street												
P2	Full	9	9	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96

NorthWest: Fariola Street												
P4	Full	3	3	54.2	LOS E	0.0	0.0	0.95	0.95	208.0	200.0	0.96
SouthWest: Silverwater Road												
P1	Full	24	25	54.2	LOS E	0.1	0.1	0.95	0.95	208.1	200.0	0.96
All Pedestrians		36	38	54.2	LOS E	0.1	0.1	0.95	0.95	208.0	200.0	0.96

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.

APPPENDIX D

SWEPT TURNING PATH DIAGRAMS



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PROJECT
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
19mAV_Entry (1)

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-16

REVIEWED
RV

PREPARED
MN

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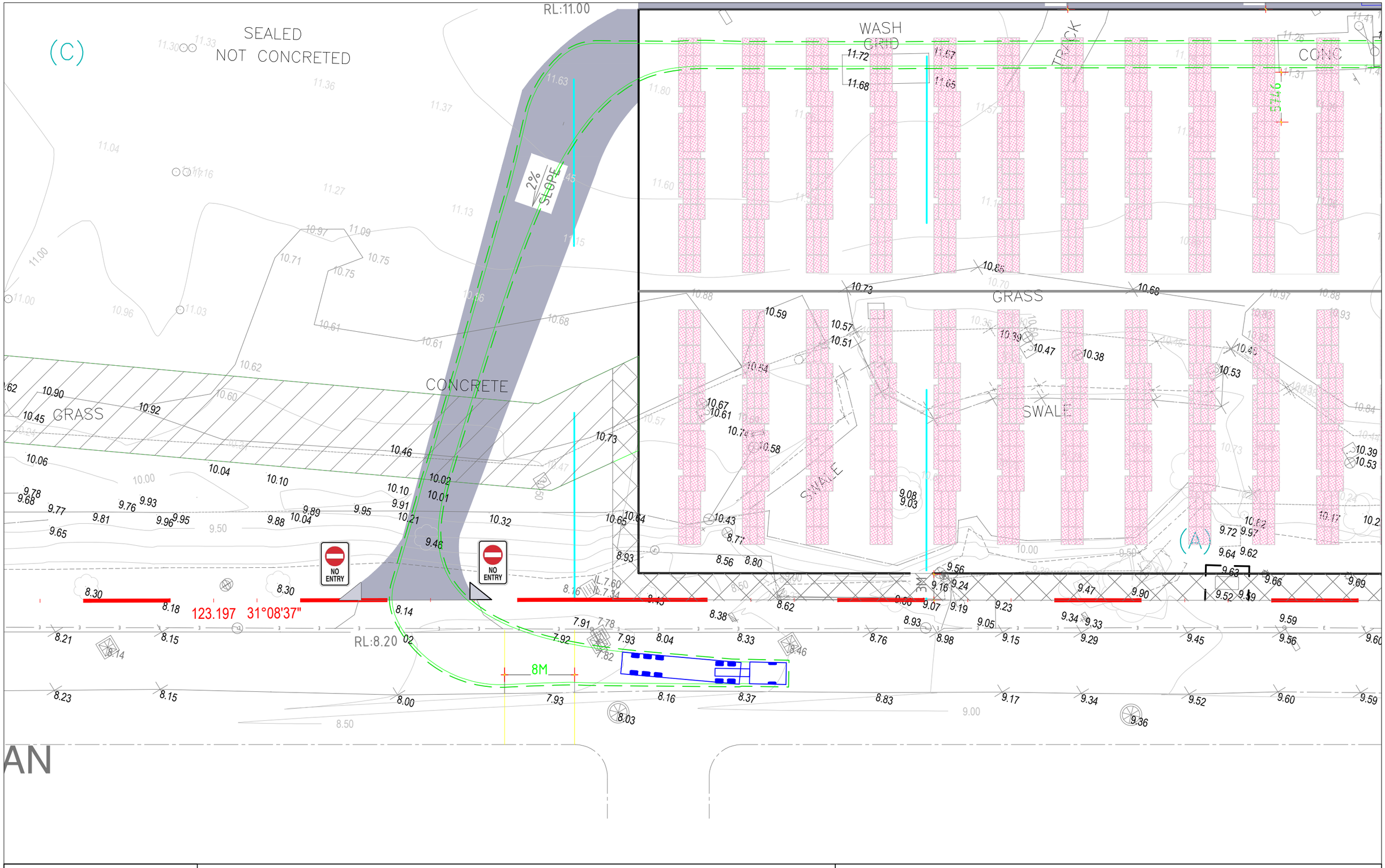

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PROJECT INDUSTRIAL DEVELOPMENT		ADDRESS Lot1 Newton St, North Silverwater	PROJECT NO. 25432 REVIEWED RV DATE DRAWN 2026-2-16 PREPARED MN

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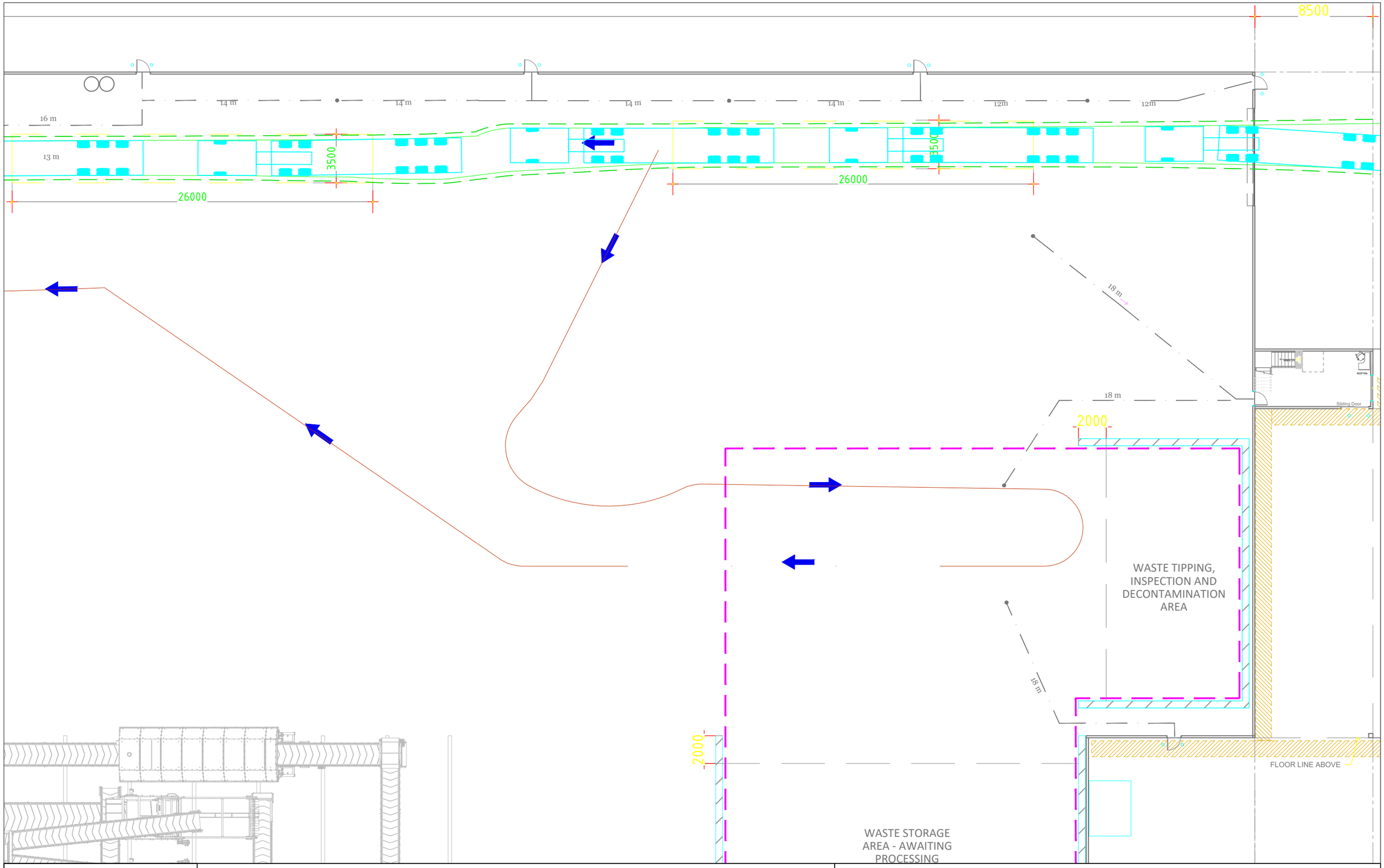

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DRAWING TITLE
19mAV_Entry (2)

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

REVIEWED
RV

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DATE DRAWN
2026-2-16

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MN

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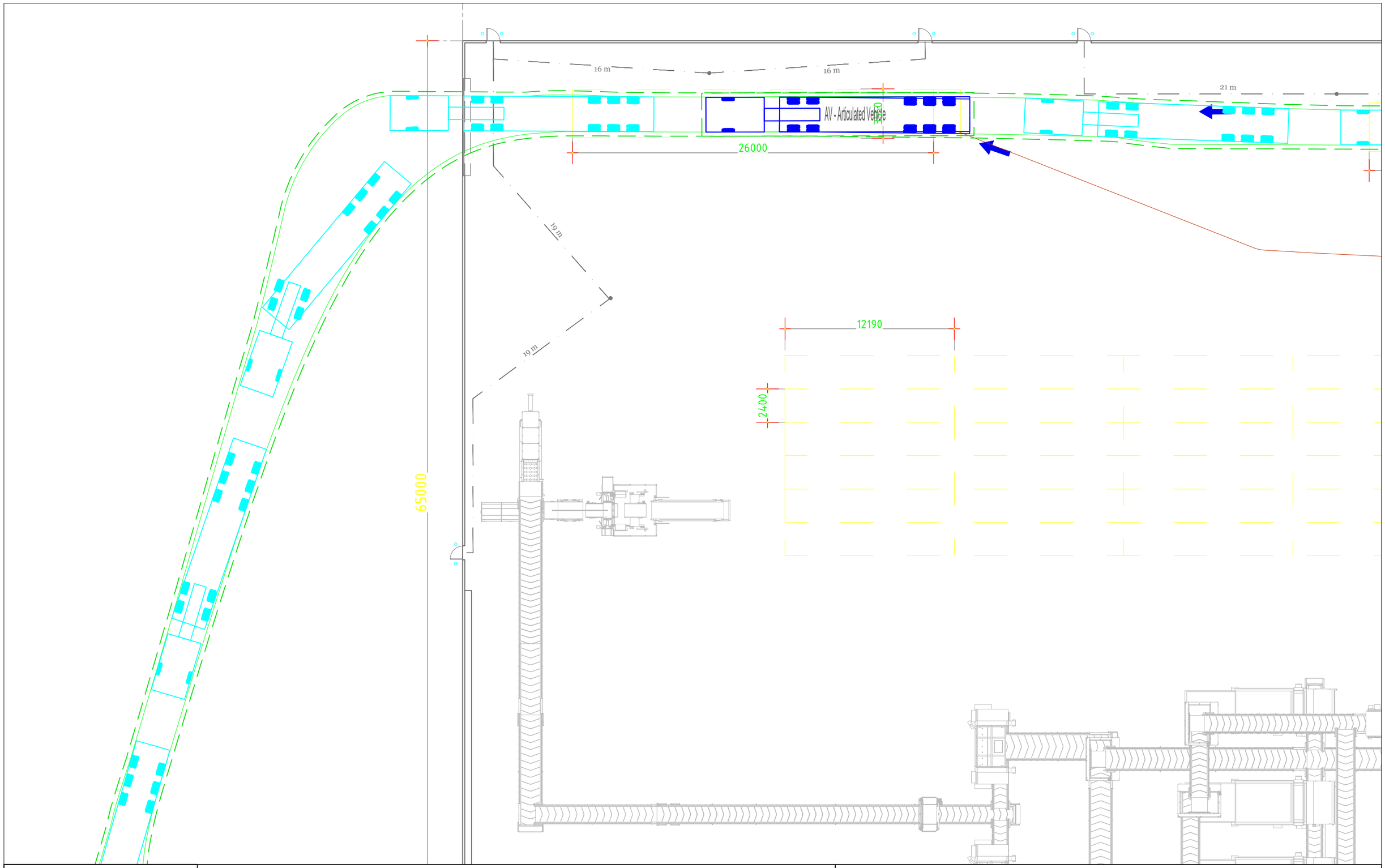

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PROJECT
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DRAWING TITLE
19mAV_Exit (2)

1:250 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-16

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RV

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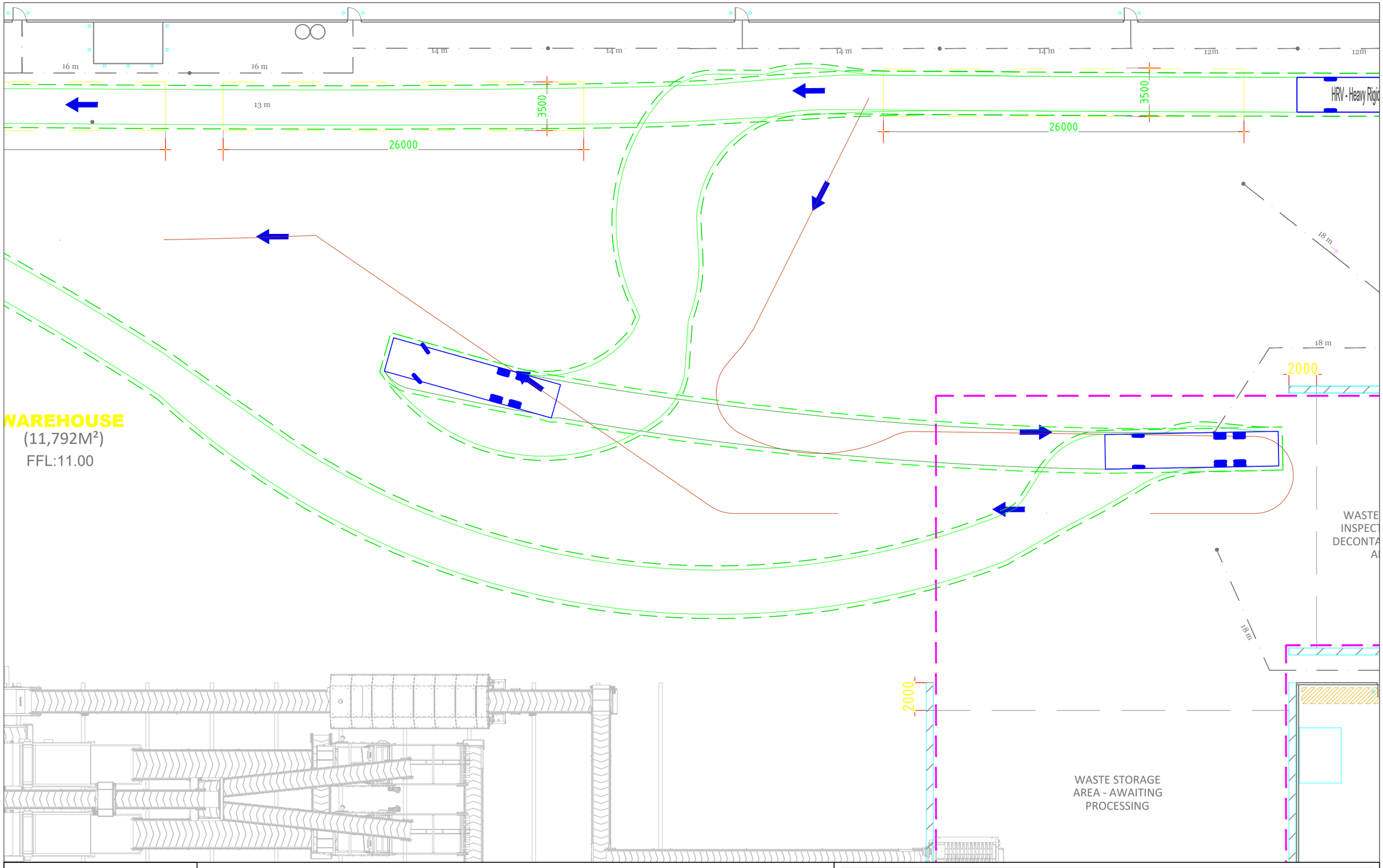

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DRAWING TITLE
12.5mHRV_Entry

1:250 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-16

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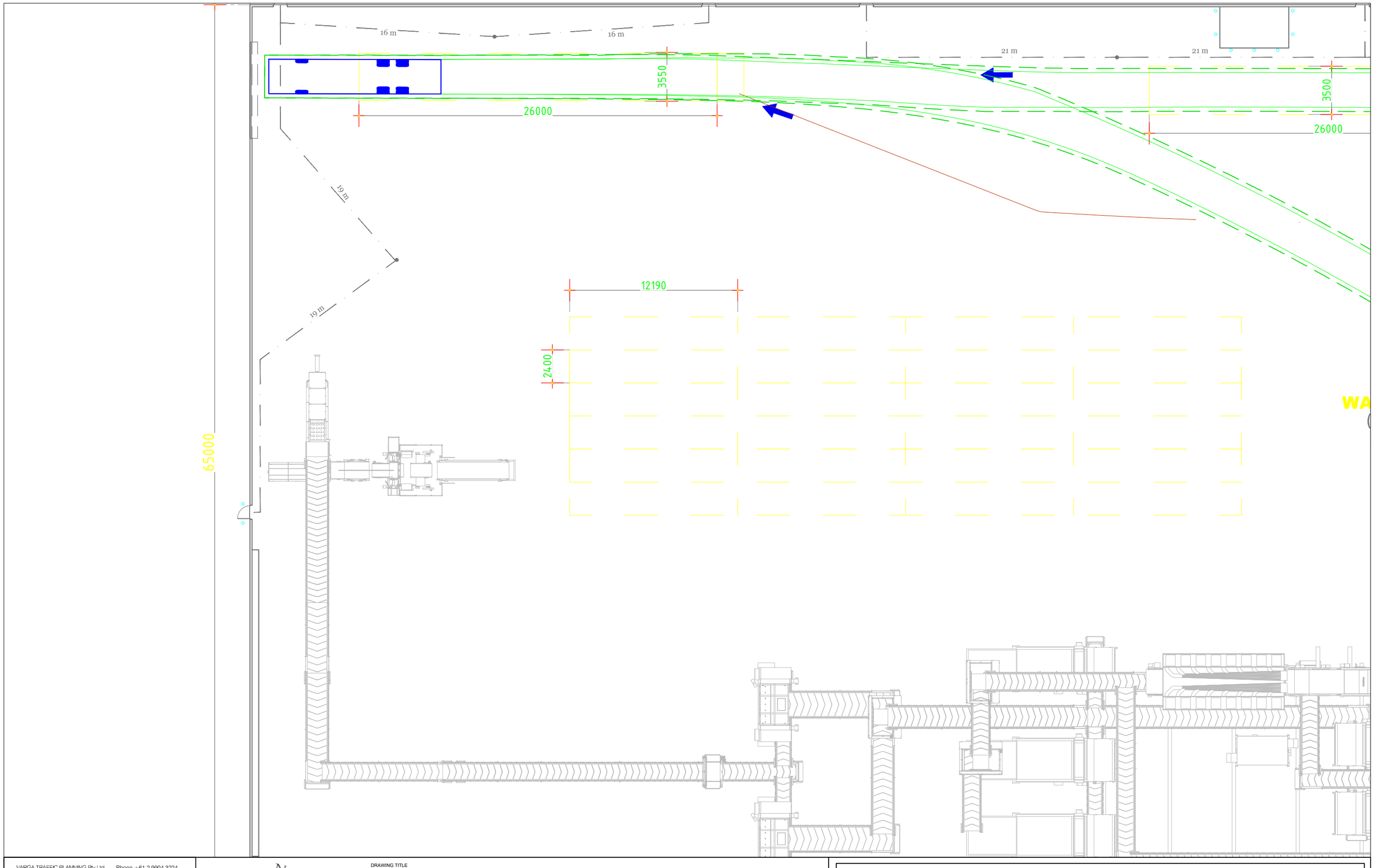

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12.5mHRV_Exit

ADDRESS
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PROJECT NO.
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RV

1:250 @ A3

DATE DRAWN
2026-2-16

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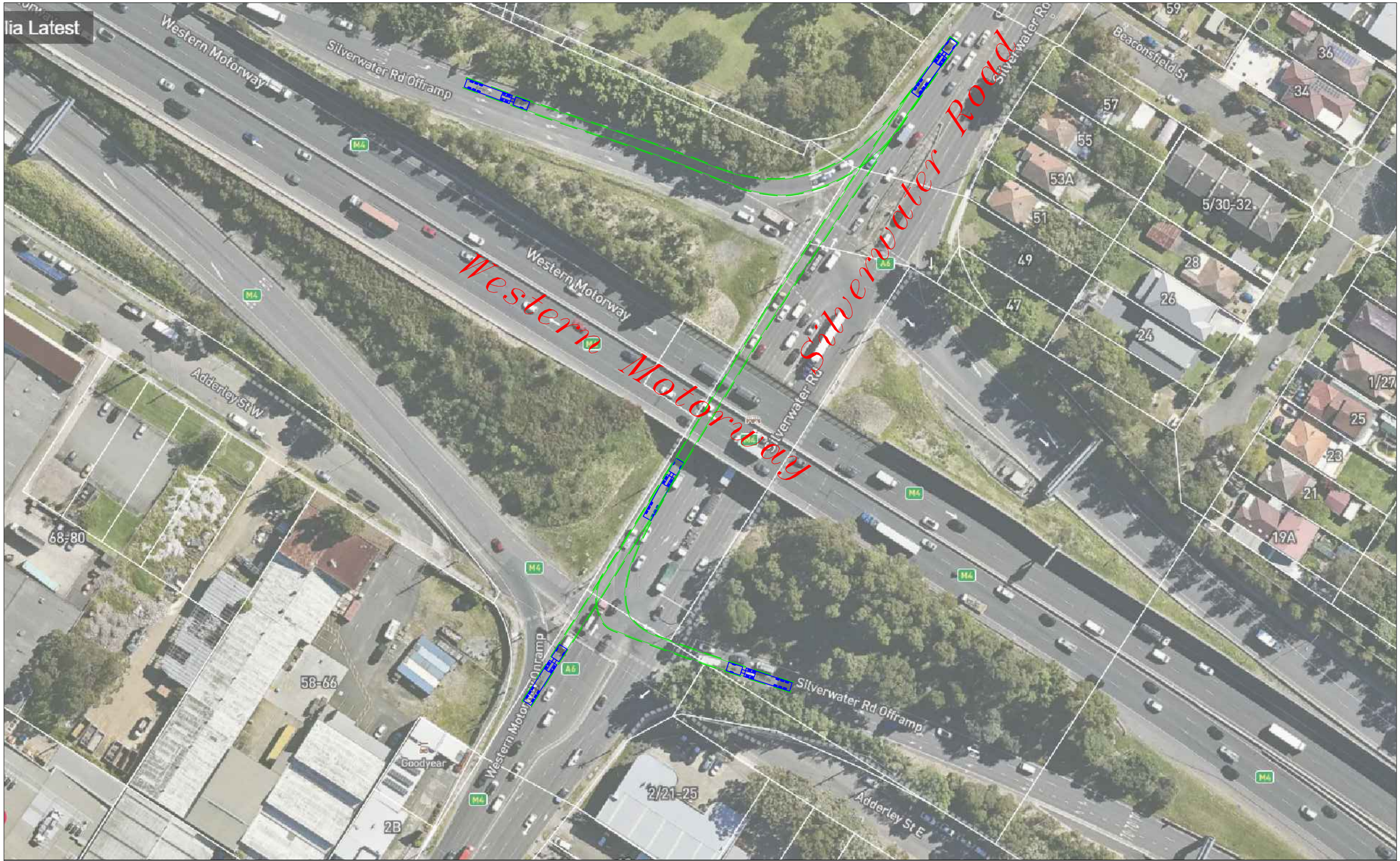

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Sydney, Australia

PROJECT
INDUSTRIAL DEVELOPMENT

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DRAWING TITLE
Western Mwy & Silverwater Rd_19mAV_Entry 1:1000 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

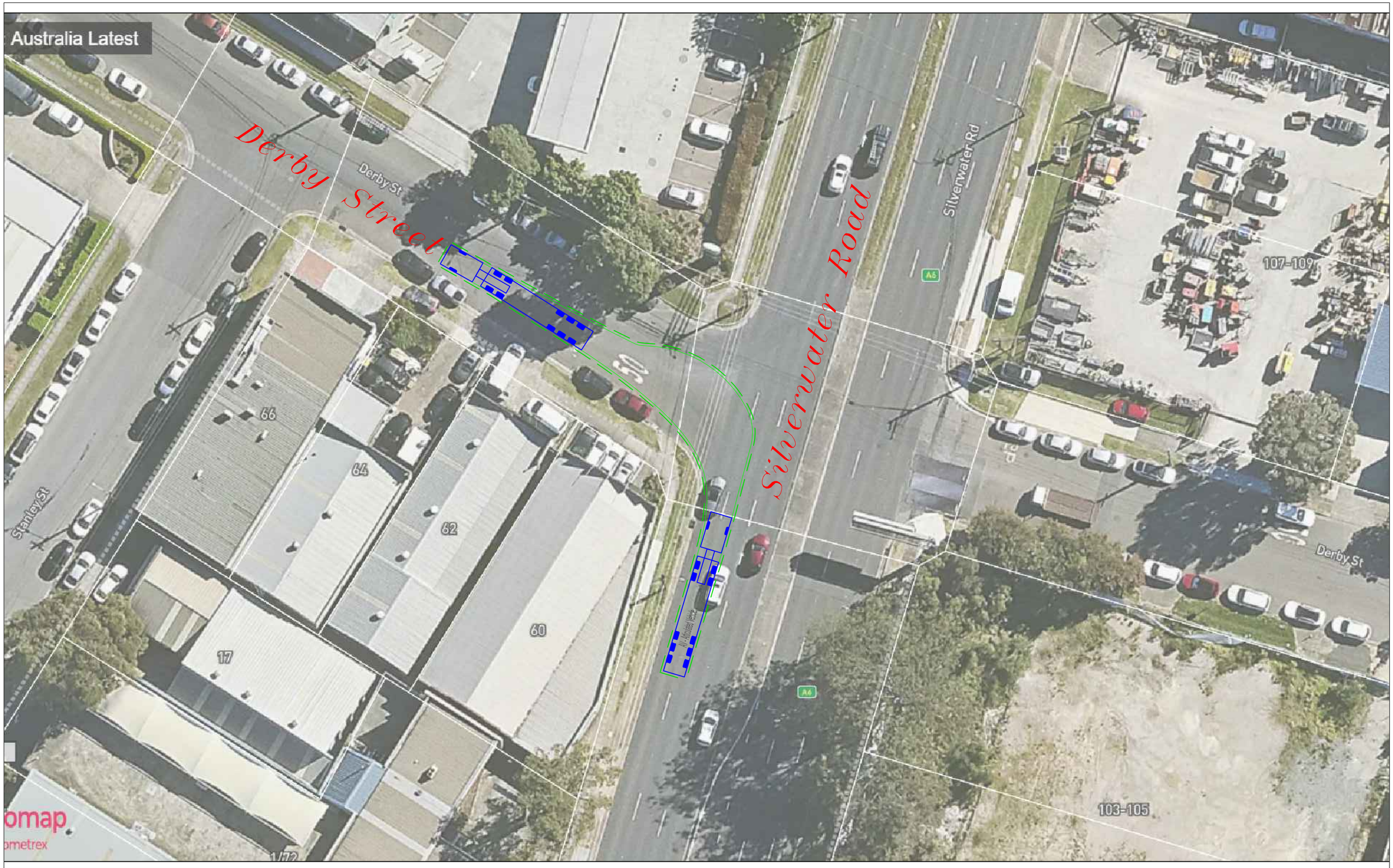
PROJECT NO.
25432

DATE DRAWN
2026-2-26

REVIEWED
RV

PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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PROJECT
INDUSTRIAL DEVELOPMENT

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DRAWING TITLE
Derby St & Silverwater Rd_19mAV_Entry

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-26

REVIEWED
RV

PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
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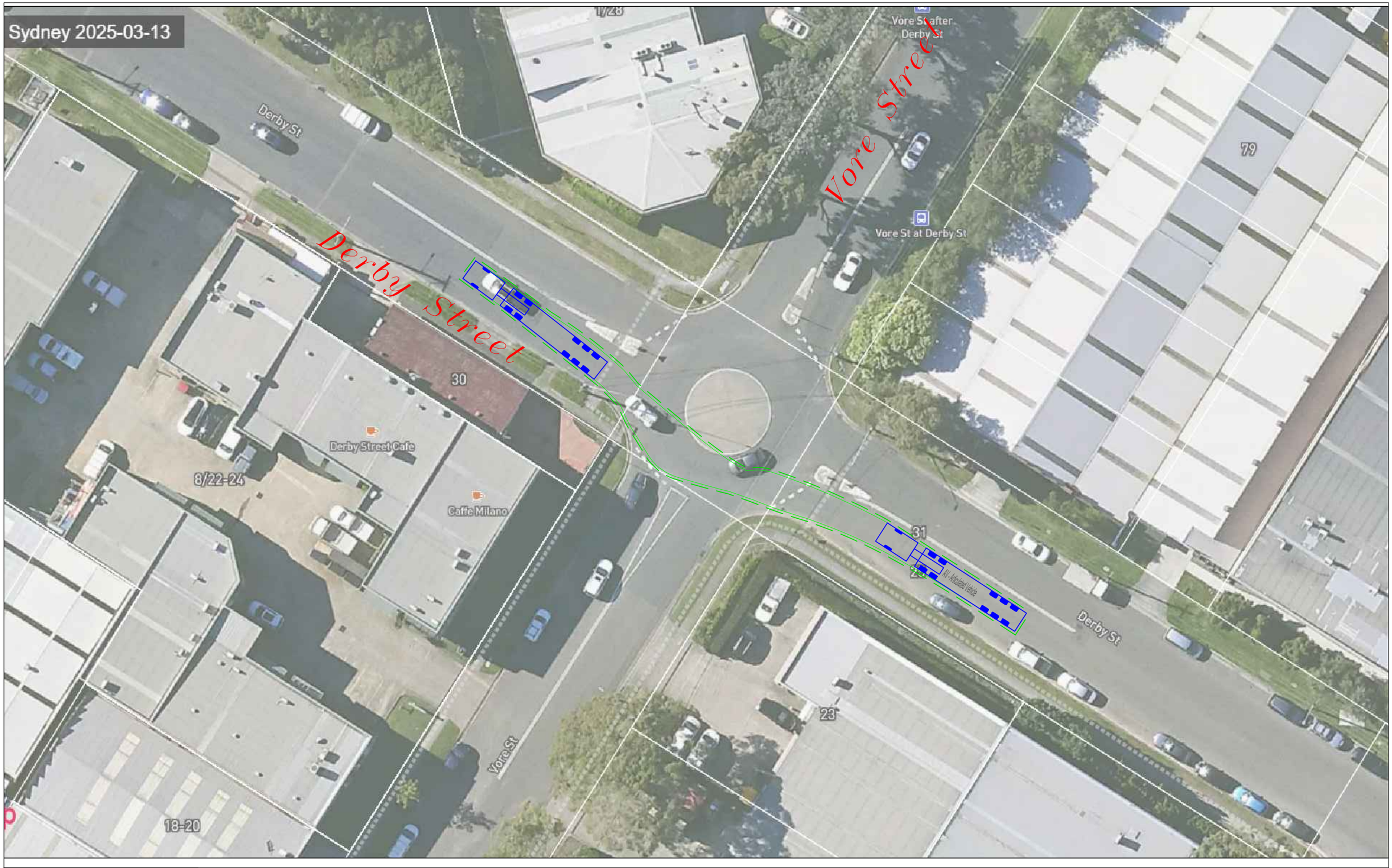

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PROJECT
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
Derby St & Vore St_19mAV_Entry

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-26

REVIEWED
RV

PREPARED
MN

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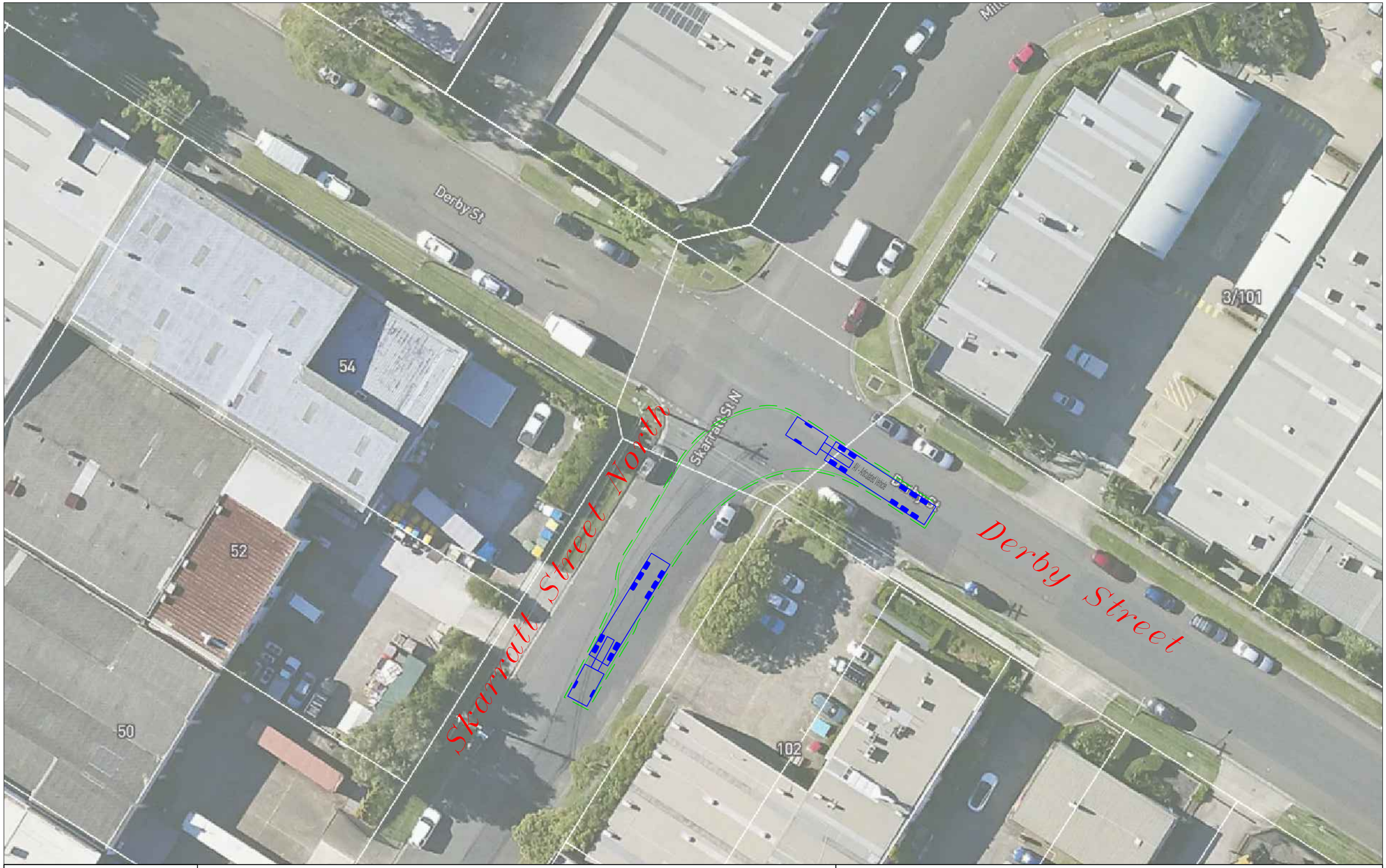

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PROJECT
INDUSTRIAL DEVELOPMENT

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DRAWING TITLE
Derby St & Skarratt St_19mAV_Entry

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-26

REVIEWED
RV

PREPARED
MN

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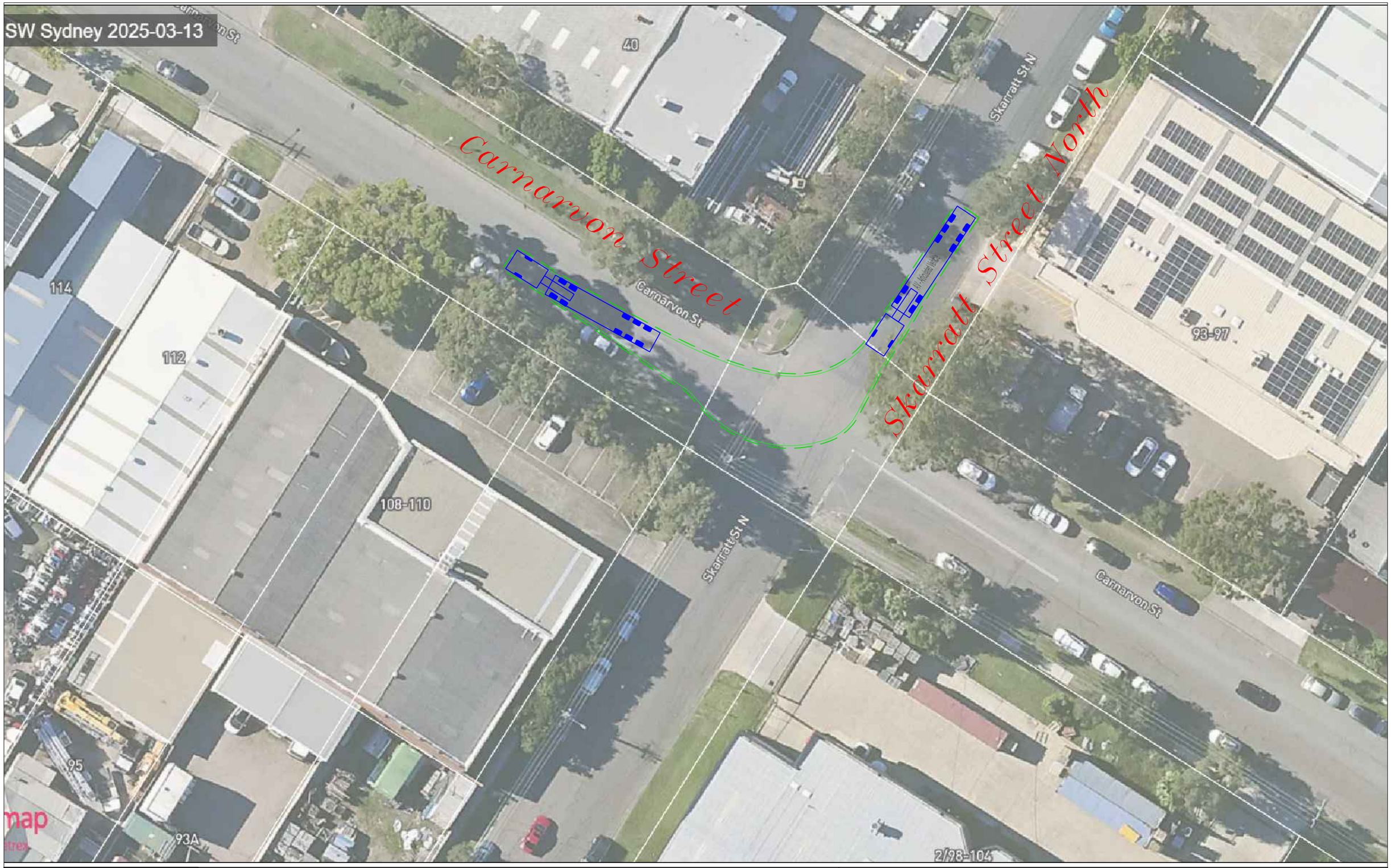
Transport, Traffic and Parking Consultants



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www.vargatraffic.com.au
Sydney, Australia

PROJECT
INDUSTRIAL DEVELOPMENT

N

DRAWING TITLE
Carnarvon St & Skarratt St_19mAV_Entry

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

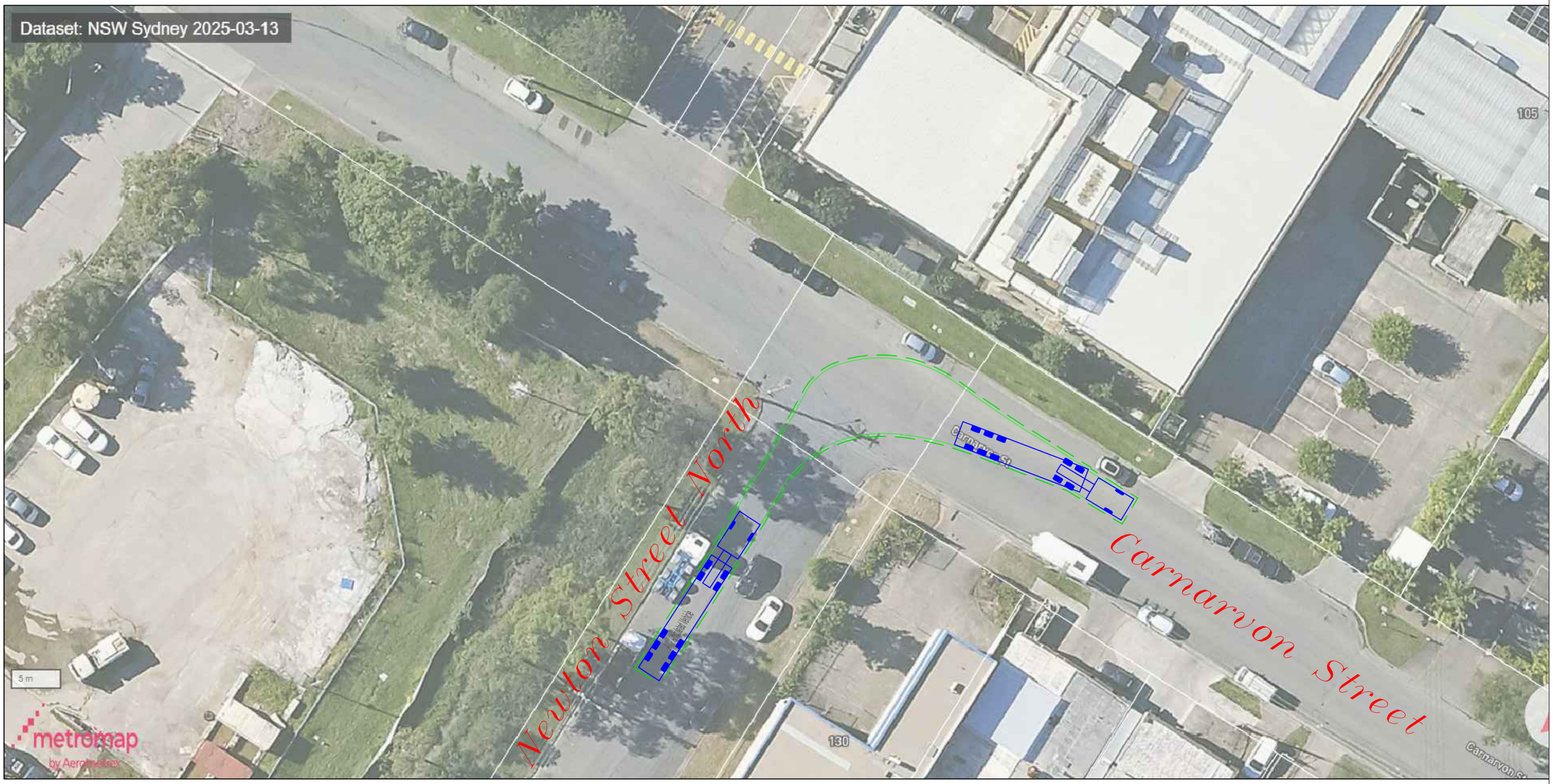
PROJECT NO.
25432

DATE DRAWN
2026-2-26

REVIEWED
RV

PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



VARGA TRAFFIC PLANNING Pty Ltd
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20 Young Street
Neutral Bay, NSW 2089

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PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
INDUSTRIAL DEVELOPMENT

N

DRAWING TITLE
Carnarvon St & Newton St N_19mAV_Exit

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-26

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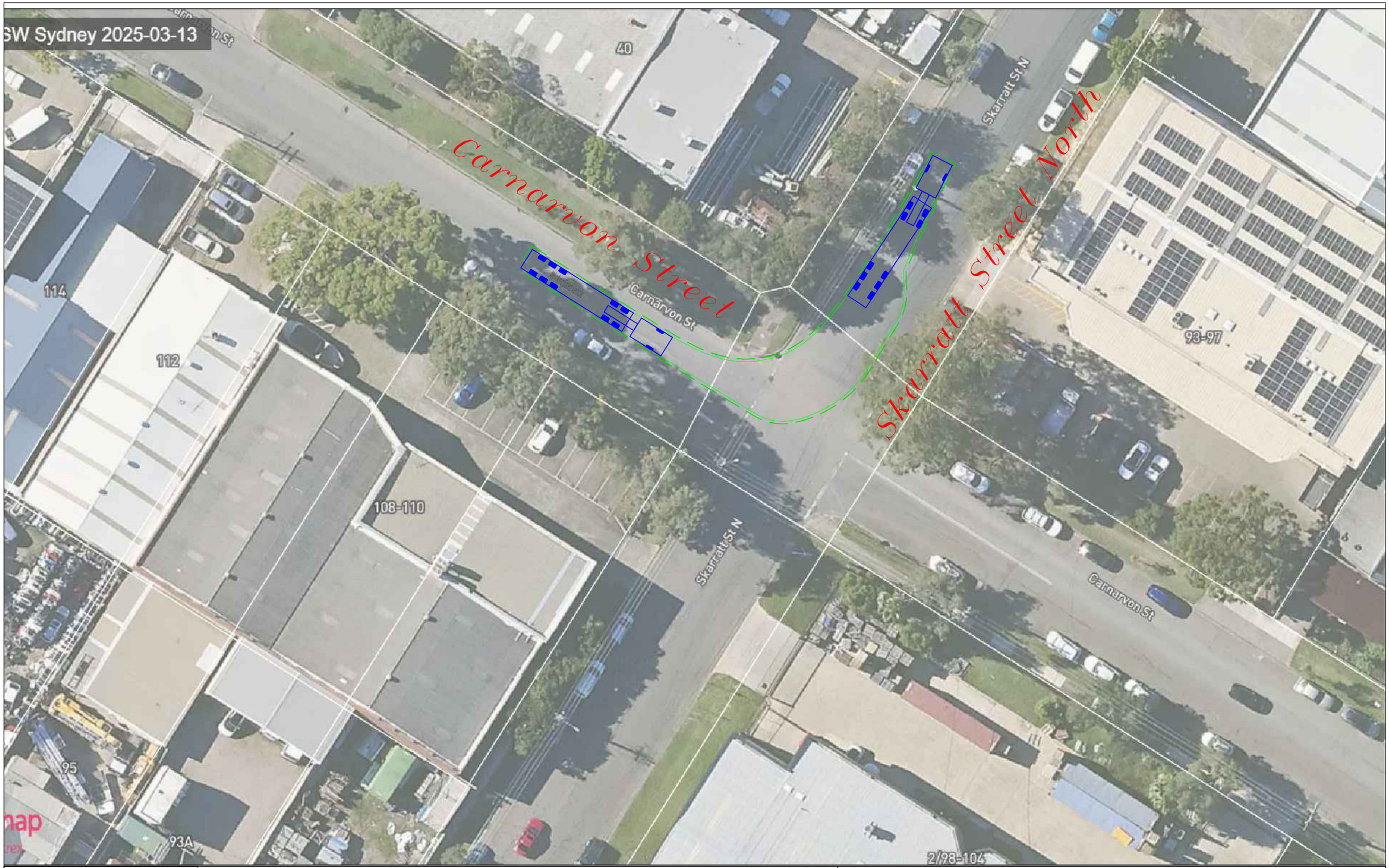

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Carnarvon St & Skarratt St_19mAV_Exit

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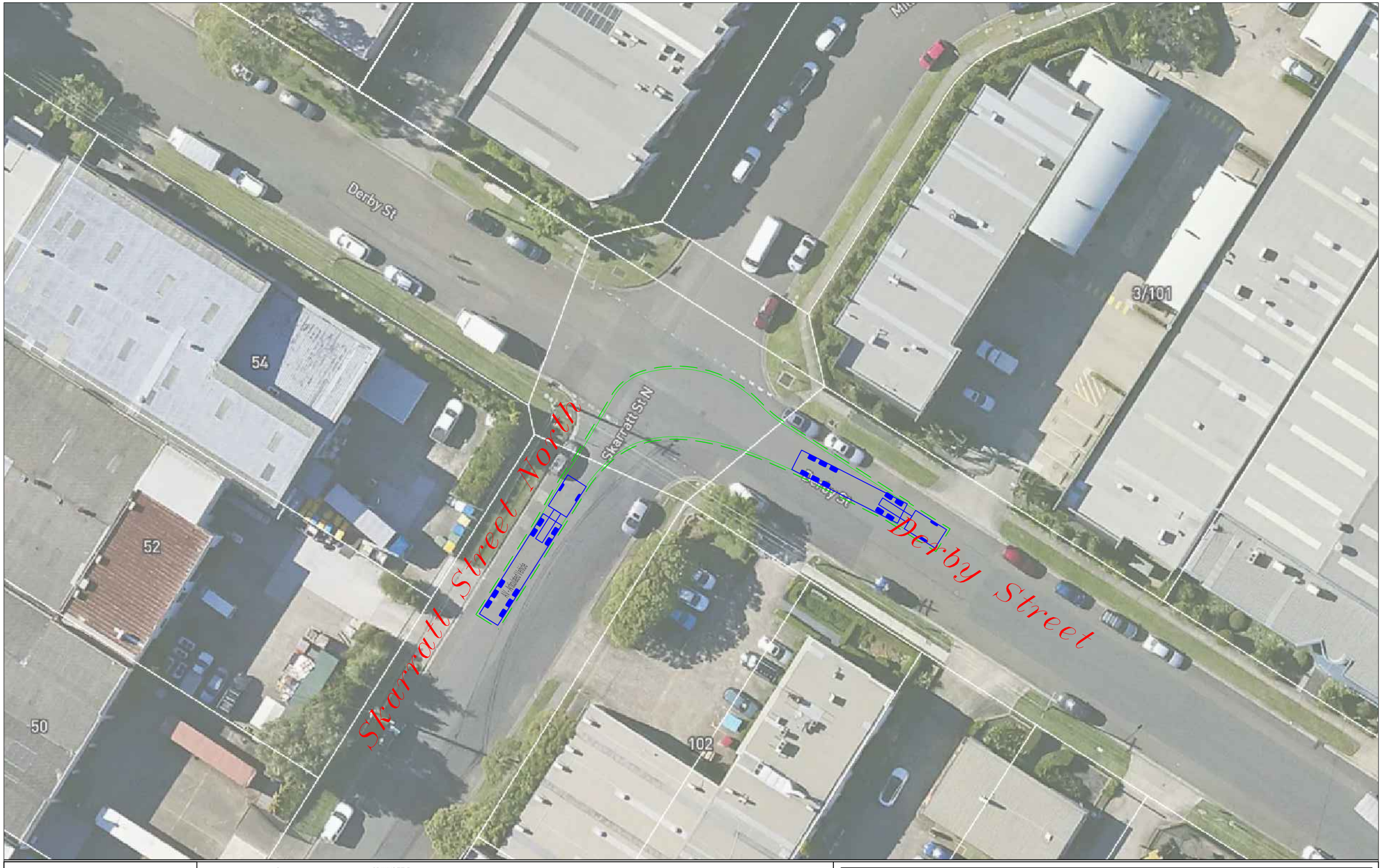

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PROJECT
INDUSTRIAL DEVELOPMENT

DRAWING TITLE
Derby St & Skarratt St_19mAV_Exit

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
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RV

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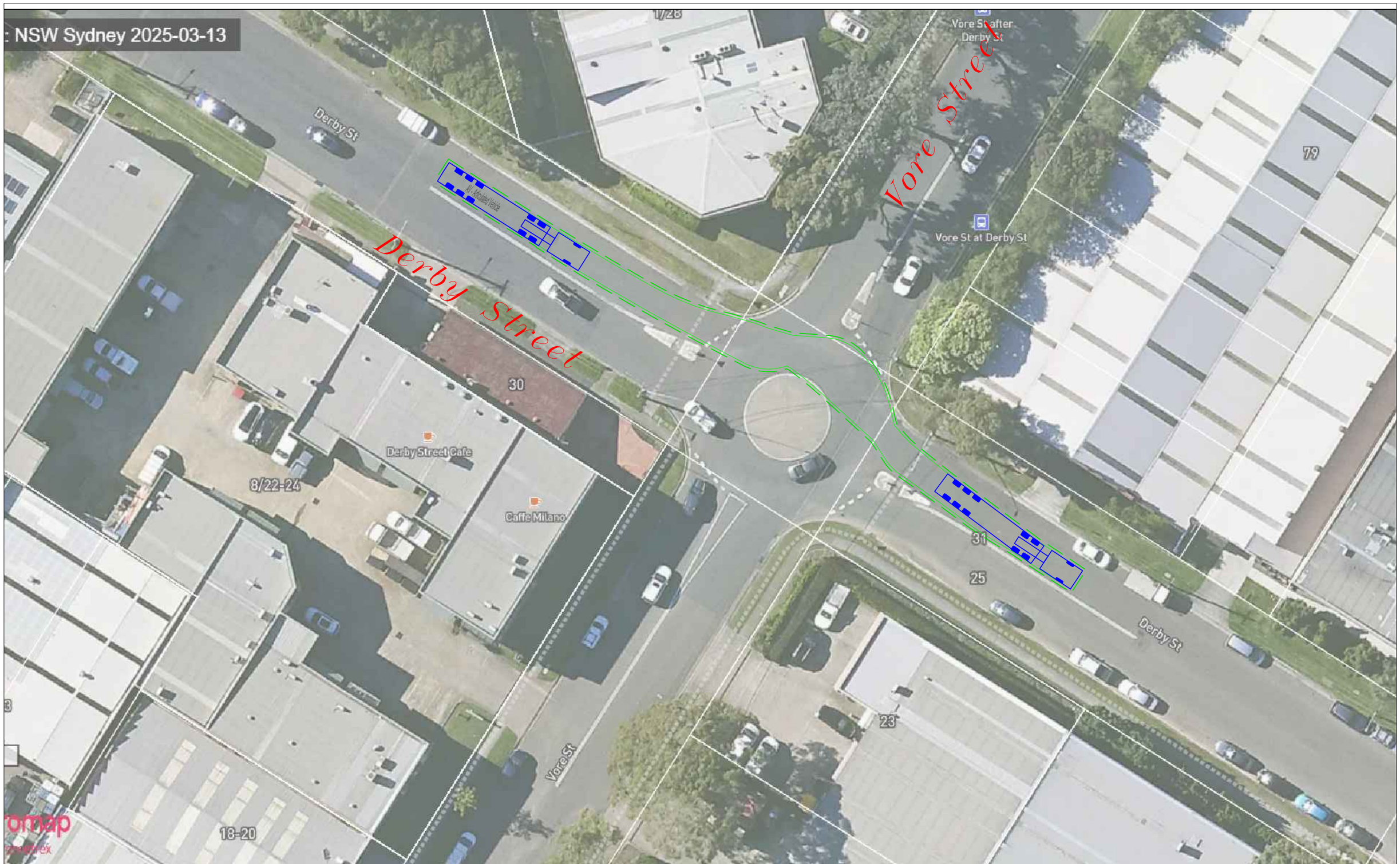

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DRAWING TITLE
Derby St & Vore St_19mAV_Exit

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
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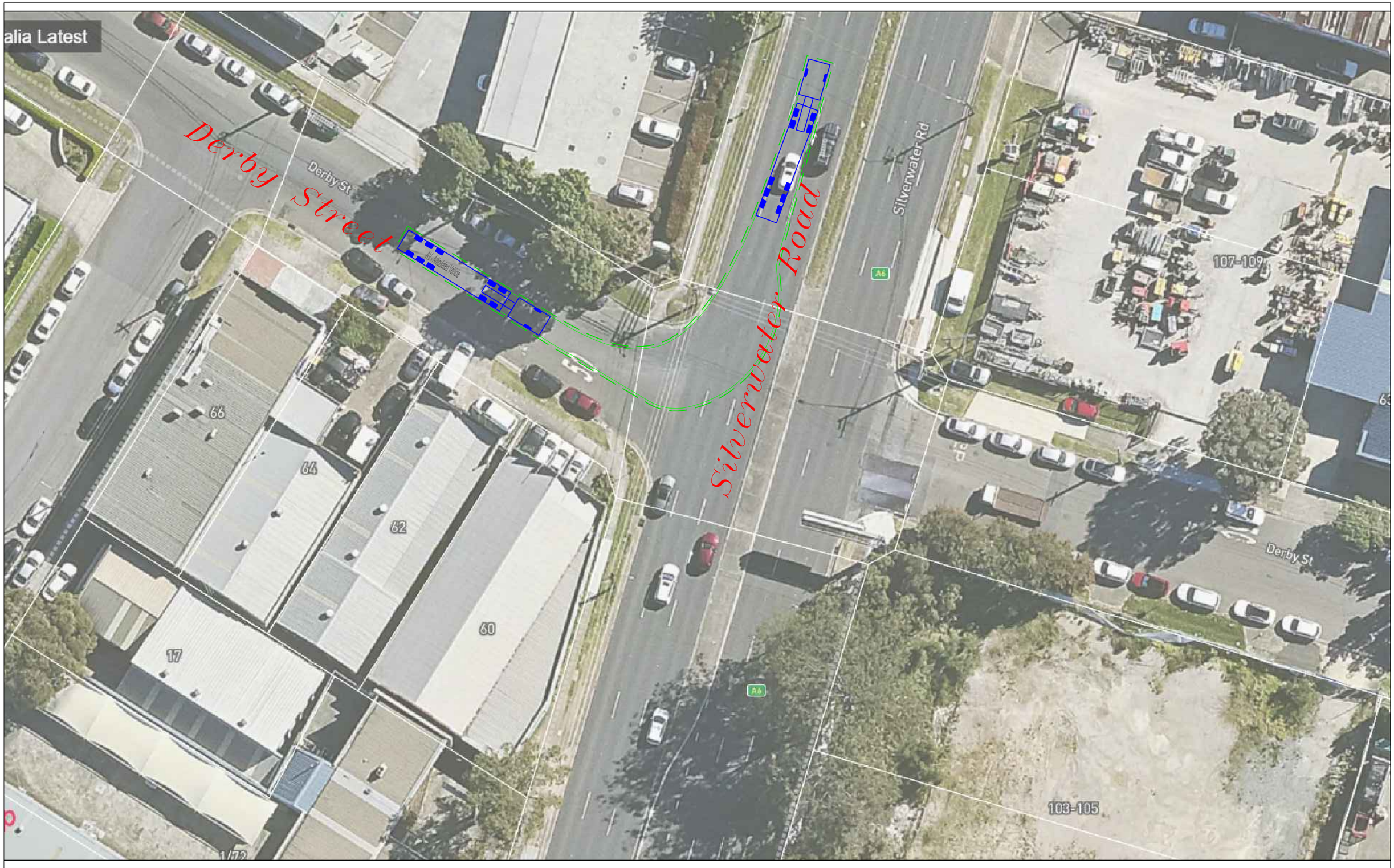

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PROJECT
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DRAWING TITLE
Derby St & Silverwater Rd_19mAV_Exit

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-26

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RV

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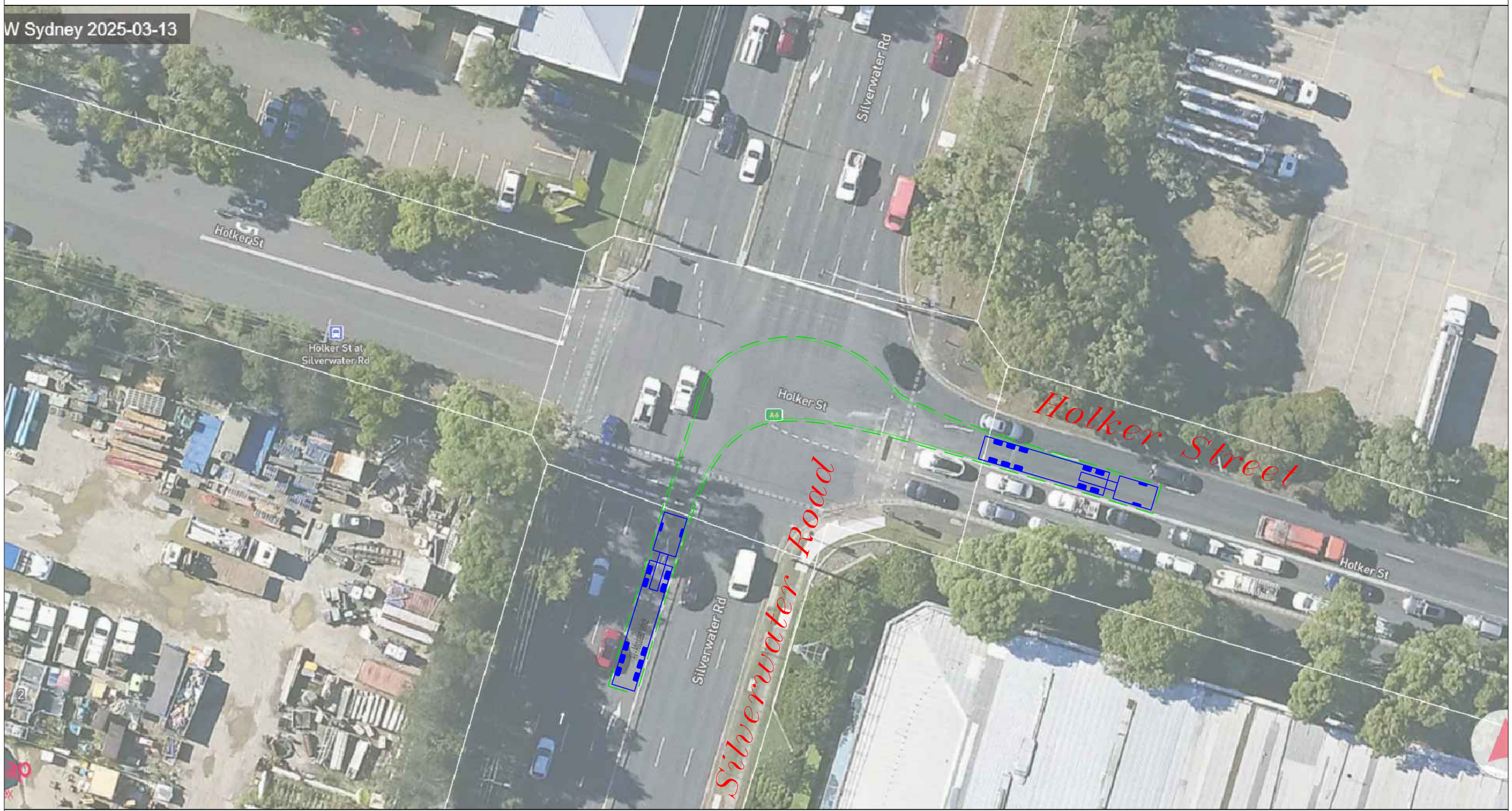

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PROJECT
INDUSTRIAL DEVELOPMENT

N

DRAWING TITLE
Holker St & Silverwater Rd_19mAV_Exit

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-26

REVIEWED
RV

PREPARED
MN

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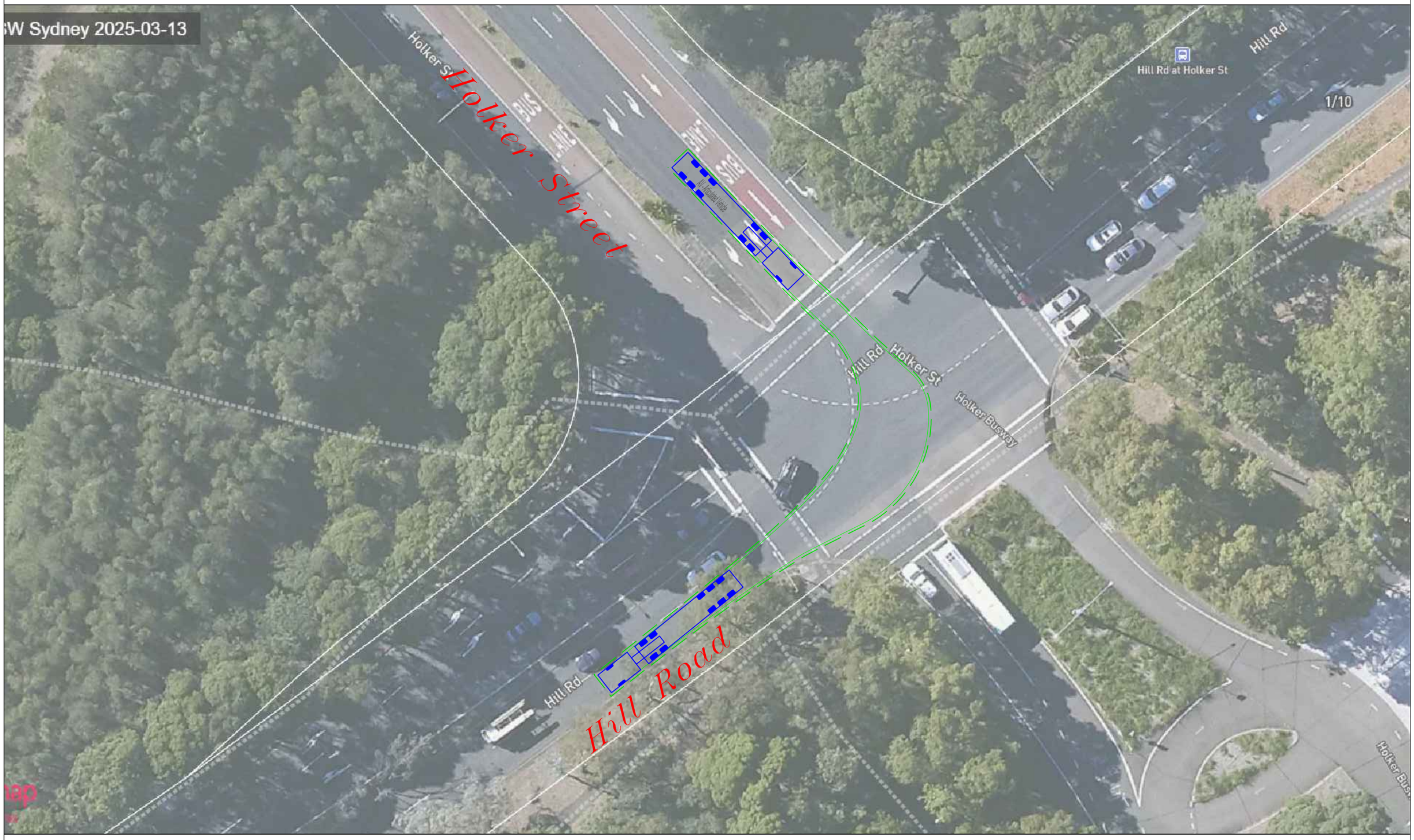

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PROJECT
INDUSTRIAL DEVELOPMENT

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DRAWING TITLE
Holker St & Hill Rd_19mAV_Exit

1:400 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
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RV

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MN

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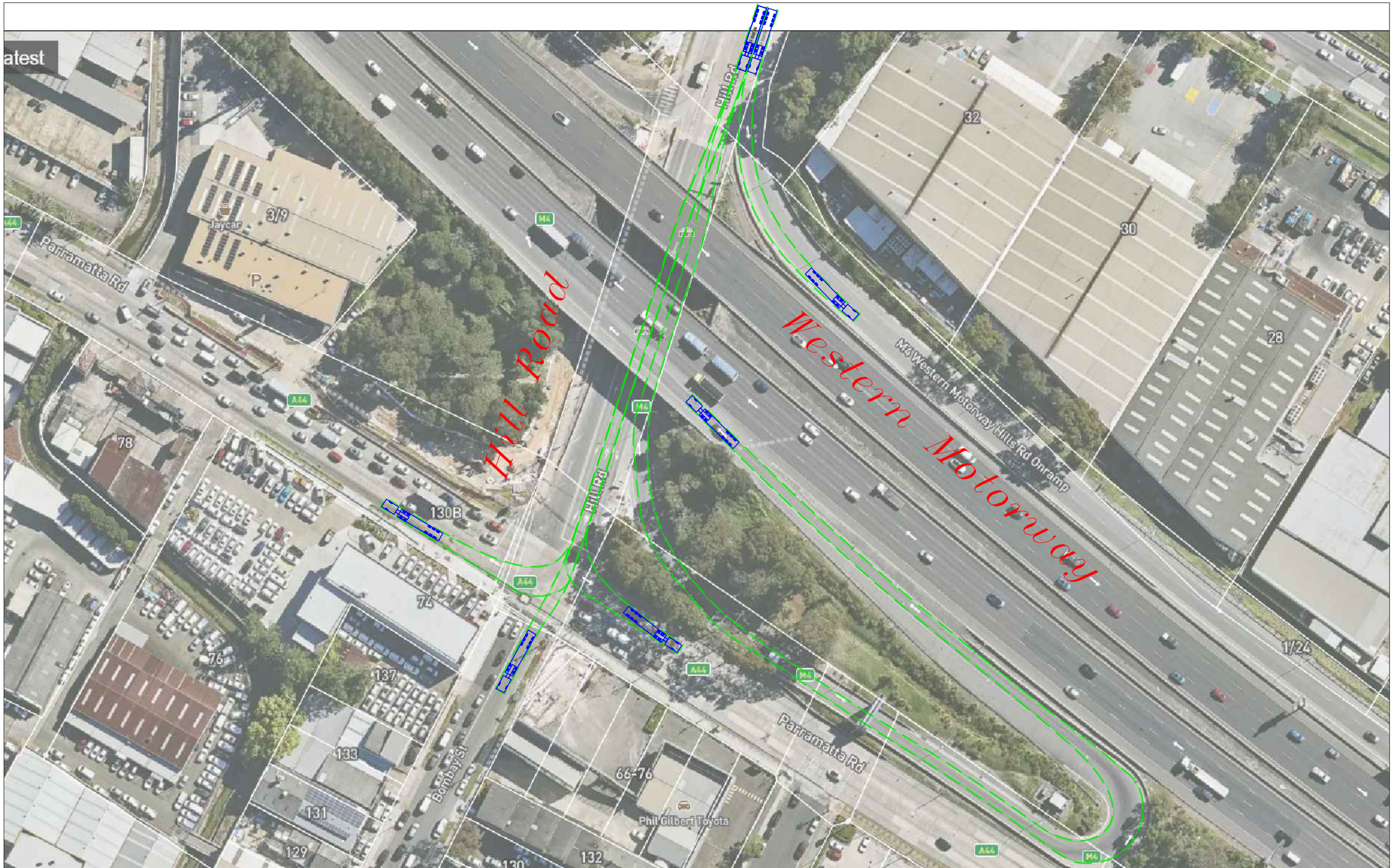

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PROJECT
INDUSTRIAL DEVELOPMENT

N

DRAWING TITLE
Western Mwy & Hill Rd_19mAV_Exit

1:1000 @ A3

ADDRESS
Lot1 Newton St,
North Silverwater

PROJECT NO.
25432

DATE DRAWN
2026-2-26

REVIEWED
RV

PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
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