**Traffic Solutions Pty Ltd** 



## **CLAYMORE RENEWAL PROJECT**

# TRANSPORT AND ACCESSIBILITY STUDY

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## CLAYMORE RENEWAL PROJECT – TRANSPORT AND ACCESSIBILITY STUDY



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## 1 <u>Executive Summary</u>

Landcom as part of the Claymore Renewal Project is preparing a Concept Plan for submission to the Department of Planning to renew the suburb of Claymore in the Campbelltown Shire.

Claymore currently has 1151 residential dwellings and the proposal is to redesign the suburb road network and provide 1490 new dwellings including retention and refurbishment of 140 existing dwellings.

This report has addressed all of the Director Generals requirements, investigated the traffic and transport impacts and requirements of the proposal and found that the proposal will not have a detrimental impact upon the existing and proposed road network in the area, provided the recommendations made by this report regarding road link, bus routes, traffic calming, pedestrian/bicycle links and speed limit alterations are considered as part of the overall scheme.

The traffic modelling has been based on a number of key assumptions namely:

- Existing traffic generation rates per dwelling entering/exiting the suburb during the morning and afternoon peak hours remain similar.
- A proposed new retail area with  $6100m^2$  GFA.
- A new Service Station on Badgally Road.
- Forecast traffic flows provided in the Oran Park and Turner Road precinct Plan, Transport Assessment.

The results of this assessment reveal that there are no unacceptable traffic implications associated with the Claymore renewal project. However, as a result of the forecast traffic flows in 2026 from the Oran Park and Turner Road development area Badgally Road (and the roundabout at Dobell Road) will require upgrading to dual carriageway by 2026.

## 2 <u>Introduction</u>

### 2.1 Project Overview

Traffic Solutions Pty Ltd has been engaged by LANDCOM to undertake a review of the Traffic and Transport implications of the proposal to renew the suburb of Claymore

Claymore is a 125 Hectare public housing estate located north of Badgally Road and west of the M5 freeway in the Campbelltown Local Government Area.

Claymore currently has 1151 residential dwellings and the proposal is to redesign the suburb road network and provide 1490 new dwellings including retention and refurbishment of 140 retained dwellings.

Landcom's concept plan for Claymore over the 12 - 15 year life of the project is proposed to yield the following:

- A total of 1490 dwellings of which 30% will be retained for public housing. (447)
  - The 447 public housing dwellings will likely consist of:
    - ➢ 100 seniors living units
    - ▶ 140 upgraded existing dwellings
    - ➢ 207 new lots for new dwellings
- A new Retail Centre on Badgally Road opposite Blairmont Primary School which has the following components:
  - $\circ$  3200m<sup>2</sup> supermarket
  - $\circ$  2300m<sup>2</sup> of specialty retail
  - $\circ$  600m<sup>2</sup> neighbourhood community centre
  - Service Station

The project is listed as having state significance and as such is to be dealt with under Part 3A of the Environmental Planning and Assessment act which requires the preparation of an Environmental Assessment. Consequently, The Department of Planning indicated that Traffic and Transport was a specific issue of this application.

## 2.2 Director Generals Requirements

The Director General of the Department of Planning has issued the Environmental Assessment Requirements for the Claymore Renewal Project by letter dated  $10^{th}$  March 2011. **Table 2.1** provides the Director General Requirements relating to transport and accessibility and the section within this report that addresses each issue. A copy of the Director Generals correspondence is attached as **Appendix A**.

Table 2.1 – Director General Requirements	Traffic Solutions Pty Ltd Reference
5. Transport and Accessibility Impacts (Construction and Operational)	
<ul> <li>Provide a Transport &amp; Accessibility Study prepared with reference to the Metropolitan Transport Plan – Connecting the City of Cities, the NSW State Plan, the NSW Planning Guidelines for Walking and Cycling, NSW Bike Plan, NSW Health's Healthy Urban Development Checklist, the Integrated Land Use and Transport policy package and the RTA's Guide to Traffic Generating Development, considering the following:         <ul> <li>Demonstrate how users of the development will be able to make travel choices that support the achievement of relevant State Plan targets;</li> <li>Detail the existing pedestrian and cycle movements within the vicinity of the site and determine the adequacy of the proposal to meet</li> </ul> </li> </ul>	<ul> <li>These documents have been reviewed in section 3 along with the Oran Park and Turner Road Precinct Plan Transport Assessment prepared by Maunsell Aecom for the growth Centre Commission.</li> <li>Future transport options are discussed in section 6.</li> <li>Existing conditions area provided in section 5 and future circumstances are in section 6.</li> </ul>
<ul> <li>the likely future demand for increased public transport and pedestrian and cycle access;</li> <li>Identify potential traffic impacts during the construction stage of the project, and measures</li> </ul>	- Construction staging is discussed in section 4.4.
<ul> <li>to mitigate these impacts;</li> <li>Provide an analysis of public transport provision, expected transport mode shares based on planned future demographics, and car parking and address potential for improving accessibility to and from the town centre within the site and connections to the wider region via</li> </ul>	<ul> <li>Discussions have been held with Busways to determine preferred future routes through Claymore with new road configuration. Section 6.8</li> </ul>
<ul> <li>sustainable transport modes;</li> <li>Describe the measures to be implemented to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages in addition to addressing the potential for implementing a location specific sustainable travel plan;</li> </ul>	- Future bus routes, bicycle routes and pedestrian facilities have been documented in section 6.9. Modifications to regional and local bicycle routes (on and off road) are proposed.
- Daily and peak traffic movements likely to be generated by the proposed development, including the impact on nearby intersections and the need / associated funding for upgrading or road improvement works (if required). The traffic impact assessment should consider base models with future traffic generated by the proposal;	- Traffic impact assessment provided in section 6.
<ul> <li>Details of the proposed access, parking provisions and service vehicle movements associated with the proposed development; and</li> <li>Demonstrate a minimal provision of onsite car parking for the proposed development having regard to the site's accessibility to public transport, opportunities for car sharing, local planning controls and RTA guidelines (note: The Department supports reduced parking provisions, if adequate public transport is available to access the site).</li> </ul>	- Parking and service provision is assessed in section 6.

## 2.3 Study Methodology

This study will review the documents requested by the Director General and this report has been prepared in accordance with the Roads and Traffic Authorities Guidelines for Traffic Generating Developments. The Claymore Renewal Project will be assessed using today's best practice, AUSTROADS Guide to Traffic Engineering Practice, RTA guidelines, relevant Australian Standards and will:

- Review and document the existing road conditions, (i.e. traffic flows, key intersections, intersection geometry etc.) and public transport.
- Review the Oran Park Town Turner Road precinct Plan to obtain forecast traffic flows in the area.
- Estimate the traffic generation potential of the proposal and assess the effect of this additional traffic on the existing and new road system within Claymore and the existing road system in the vicinity of the site.
- Assess the local and regional traffic implications including traffic capacity at key intersections.
- Review the proposal with regard to cars, pedestrians, buses and bicycles.
- Review the proposal with regard to road geometry, roadway capacity, intersection control, speed limits and intersection capacity.
- Assess the site's connectivity with the regional road network
- Assess public transport connections to the site
- Assess transport and traffic planning within the site.
- Make recommendations for alterations (if required) based upon the above assessment.

## 3 <u>Review of Related Transport Reports and Planning Guidelines</u>

## 3.1 Oran Park and Turner Road Transport Assessment

As part of this assessment the Oran Park and Turner Road Transport Assessment prepared by Maunsell/Aecom has been reviewed and sections of this report will refer to data and extracts from this document. In particular this report will utilise the forecast traffic flows provided for Badgally Road in 2026 of:

Badgally Road	AM Peak	PM Peak
Northbound	542	868
Southbound	1165	528

## 3.2 Planning Guidelines

The following planning documents and guidelines have been reviewed for their relevance to this study.

#### Metropolitan Transport Plan – Connecting the City of Cities

This study undertaken by the NSW Government dated February 2010 provides a 25 year vision for land use planning in Sydney. This plan proposes 1,000 new buses to be provided over the whole Sydney network with Badgally Road forming part of a future strategic bus corridor to be introduced by 2020.

#### NSW State Plan – Better Transport and Liveable Cities

The State plan dated March 2010 proposes the following that has relevance to Claymore:

- An extra lane in each direction on the M5 motorways
- The continued rollout of projects that will give buses priority such as bus lanes and GPS technology to turn lights from red to green
- Upgrades to the F5 Freeway

#### NSW Planning Guidelines for Walking and Cycling

This guideline dated December 2004 provides the practitioner with information to plan/design Claymore for walking and cycling.

#### NSW Bikeplan

This plan dated May 2010 is a 10 year funded plan for bicycle infrastructure. The only relevance is a proposed regional bicycle route from Liverpool to Campbelltown.

#### NSW Health's Healthy Urban Development Checklist

This checklist dated February 2010, from a transport perspective highlights the availability of Public Transport services, a reduction in car dependency and encouragement of active transport with opportunities for walking, cycling and other forms of active transport, access to green space, natural areas and quality streetscapes.

#### **Integrated Land Use and Transport policy Package**

This document dated 2001 provides policies for the renewal of the Claymore area to improve the quality of the urban environment by creating conditions conducive to the establishment of a sustainable place to live.

#### **RTA's Guide to Traffic Generating Developments**

This document dated October 2002 is the key guideline used in the preparation of the Claymore Transport and Accessibility Study, particularly with regards to road and intersections operation and level of service.

## 4 <u>Proposed Renewal Scheme</u>

#### 4.1 Project Site

Claymore is a suburb of Campbelltown Local Government Area located north of Badgally Road, west of the M5 freeway and south west of Eagle Vale. Claymore is approximately 56km from Sydney CBD and 2 km from Campbelltown CBD. The following **Figure 1** depicts the locality.



Figure 1 – Locality Plan

## 4.2 Study Area

The area that this assessment concentrates on is the whole suburb of Claymore which is depicted in the following **Figure 2**. However, the impacts upon roads external to the site have also been assessed.



## 4.3 Renewal Scheme

Claymore currently has 1,151 residential dwellings and the proposal is to redesign the suburb road network and provide 1,490 new dwellings including retention and refurbishment of 140 existing dwellings.

Landcom's concept plan for Claymore over the 12 - 15 year life of the project is proposed to yield the following:

- A total of 1490 dwellings of which 30% will be retained for public housing. (470)
  - The 447 public housing dwellings will likely to consist of:
    - 100 seniors living units
    - ➢ 140 upgraded existing dwellings
    - > 207 new lots for new dwellings

- A new Retail Centre on Badgally Road opposite Blairmont Primary School which has been assessed on the basis of the following components:
  - $\circ$  3,200m<sup>2</sup> supermarket
  - $\circ$  2,300m<sup>2</sup> of specialty retail
  - $\circ$  600m<sup>2</sup> neighbourhood community centre
  - o Service Station

The following **Figure 3** provides an indicative subdivision layout of the scheme.



Figure 3 – Indicative layout of the Claymore Renewal scheme

## 4.4 Construction Staging

**Figure 5** provides the proposed construction stage. Appropriate traffic management should be undertaken for each stage to ensure constant access is maintained to houses and road users and pedestrian safety is maintained. Traffic Management Plans will be required prior to the construction commencement of each stage in accordance with RTA requirements.



Figure 4 – Claymore Renewal Construction Staging

## 5 <u>Existing Conditions</u>

#### 5.1 Road Network

The existing road network consists of Badgally Road and Eagle Vale Road performing sub-arterial road functions. This is recognised by the Roads and Traffic Authority as these roads are classified as regional roads in the Authorities Restricted Access Vehicle (RAV) maps. Regional Roads are under the care and control of Council's, however, the RTA contributes funding to maintenance and upgrades generally on a 50/50 basis.

Dobell Road and Gould Road perform a collector road function in Claymore and Eagle Vale. The remaining roads in Claymore serve a local road function.

#### 5.2 Road Hierarchy

The M5 Freeway and Campbelltown Road are classified as State Roads under the Roads and Traffic Authority's Restricted Access Vehicle (RAV) maps. (These provide the current RTA road classifications). The RAV map also indicates that Badgally Road and Eagle Vale Road are classified as regional roads with all the remaining roads in Claymore and Eagle Vale areas classified as local roads. The following **Figure 5** 



provides the current classification of roads in this area as indicated by the RAV maps

Figure 5 – RTA Road Hierarchy

The Roads and Traffic Authorities web site also provides the proposed road classification review proposal for Sydney Region which indicates the proposed road hierarchy for this area. **Figure 6** provides details of the future road hierarchy.

arroville Kearns BADGULLY RD EXTENSION RABY RE Eagle Vale Claymore Woodbine ROSE F Blairmount BLAXLANDR HUME HW OLD LEUM Leumea 7191 Proposed Local Roads Proposed State Roads Proposed Regional Roads Freeways/Motorways/Tollways Transitways Existing State Roads Existing Regional Roads Local Government Boundary selection Railway Lines Local Government Boundary MR 179 Indicates raised by RTA

Figure 6 – RTA Future Road Hierarchy

One of the primary considerations when determining road hierarchy is the existing or potential traffic volumes using that road. Accordingly, indicative volume ranges that are suggested by the RTA have been nominated to assist throughout this report. It should be noted, however, that in some instances the function (as described below) rather than the volume range may be more relevant when determining the road hierarchy. The road types along with corresponding functions and volume ranges are described below.

- Arterial Roads Arterial roads predominantly carry through traffic from one region to another, forming principal avenues of travel for traffic movements. Vehicular traffic from adjacent land is generally denied access to ensure both the efficiency of the road and safety of road users. The State Government, through the RTA, is responsible for the acquisition and construction of arterial roads.
- **Sub-arterial Roads** Generally sub-arterial roads carry a balanced mixture of through and local traffic. These roads are usually used for bus routes and a direct access from private properties is frequently denied to these roads. When configured as a 4 lane divided road, typical daily traffic volume could be in the order of 10,000 to 20,000 vehicles per day.
- **Collector Roads** Collector roads predominantly connect sub-arterial roads to the local road system and carry local traffic from residential and industrial precincts to the sub-arterial roads. These roads are likely to be used for bus routes. Daily traffic volume could be in the order of 3,000 to 10,000 vehicles per day.
- Local Roads and Access Streets The function of these roads is to provide access to all allotments and is generally of a lower vehicle speed environment. Expected daily traffic volume of less than 3,000 vehicles.

#### 5.3 Road Operation Performance Indicators

#### **Road Capacities and Thresholds**

This project assumes a range of road types and capacities based on published sources and traffic volumes experienced on the Sydney Metropolitan Area Road Network, in particular, in built up areas. From these volumes are derived the thresholds for road links. The thresholds are based on the particular road links or intersections to ensure a satisfactory Level of Service 'D' or better. These thresholds represent the 'Theoretical Capacity' of specific road types. Volumes higher than the prescribed thresholds will likely be perceived by the community and road users as being over saturated.

#### Levels of Service (LOS)

• Level of Service A is a condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely

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high, and the general level of comfort and convenience provided is excellent. – Generally free flow conditions with operating speeds usually 90% of the free flow travel speeds.

- Level of Service B is in the zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although the general level of comfort and convenience is a little less than with level of service A. Relatively unimpeded operation with average travels speeds about 70% of the free flow speed.
- Level of Service C is also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level. About 50% of the free flow speed.
- Level of Service D is close to the limit of stable flow and is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems. About 40% of free flow speed.
- Level of Service E occurs when traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause break-down. Approximately 33% of the free flow speed.
- Level of Service F is the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow break-down occurs, and queuing and delays result. Traffic flow speed is very low at less than 33% of the free flow speed.

#### Urban roads

The Roads and Traffic Authority's 'Guide to Traffic Generating Developments, Section 3 -Landuse Traffic Generation' of October 2002 provides the following details of the capacity of roads in urban and rural areas given certain conditions. The following table provides the suggested capacity limits of urban roads with interrupted flows:

Table 5.1 – Urban Road peak hour flows per direction.					
Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)			
A	200	900			
В	380	1400			
C	600	1800			
D	900	2200			
E	1400	2800			

#### **Rural roads**

The following table provides the RTA's suggested capacity limits of rural roads:

Table 5.2 – Two way peak hour flow on two-way rural roads (veh/hr), 100km/h					
Terrain	Level of Service	Percent of heavy vehicles			S
		0	5	10	15
Level	В	630	590	560	530
	С	1030	970	920	870
	D	1630	1550	1480	1410
	Е	2630	2500	2390	2290
Rolling	В	500	420	360	310
	С	920	760	650	570
	D	1370	1140	970	700
	E	2420	2000	1720	1510
Mountainous	В	340	230	180	150
	Č	600	410	320	260
	D	1050	680	500	400
	Ε	2160	1400	1040	820

The data for Table 5 assumes the following criteria:

- Terrain level with 20% no overtaking.
- Rolling with 40% no overtaking.
- Mountainous with 60% no overtaking.
- 3.7 m traffic lane width with side clearances of at least 2m.
- 60/40 directional split of traffic.

#### Intersections

It is accepted that the limits to road way capacity is limited to the capacity of intersections in the network. Intersection performance indicators are described using Level of Service, Degree of Saturation and Average delay.

Level of Service (LOS) - For traffic signals, roundabouts and sign control intersections is shown below, this is based on the average delay in seconds per vehicle:

Table 5.3 – Inter	Table 5.3 – Intersection level of service indicators					
average delay per vehicle	level of service	traffic signals & roundabouts	sign control			
< 14	А	good	good			
15 - 28	В	good with minimal delays and spare capacity	acceptable delays and spare capacity			
29 - 42	С	satisfactory with spare capacity	satisfactory but accident study required			
43 - 56	D	satisfactory but operating near capacity	near capacity and accident study required			
57 - 70	Е	<b>at capacity</b> : at signals incidents will cause excessive delays, roundabouts require another control mode	at capacity and requires another control mode			
> 70	F	unsatisfactory	unsatisfactory			

Degree of saturation (DS) - The Degree of Saturation is another measure of the operational performance of individual intersections. For traffic signal controlled intersections both queue length and delay increase rapidly as the Degree of Saturation approaches 1.0, and it is usually attempted to keep it below 0.9. For roundabouts or sign controlled intersections, over saturation is indicated by a value in excess of 0.8.

Average Vehicle Delay (AVD) - The average vehicle delay provides a measure of the operational performance of an intersection as indicated in the above table. The average vehicle delays in the table should be used as a guide only as longer delays could be tolerated in some locations.

#### 5.4 Traffic Volumes

To determine the level of traffic activity in this area, data on the traffic movements into and out of Claymore have been collected by surveys undertaken by ROAR Data as part of this study from 6.30am - 9.30am and 3.00pm - 6.00pm on Tuesday  $22^{nd}$  March 2011 at the intersections of:

- Badgally Road and Dobell Road
- Badgally Road and Clydesdale Drive
- Dobell Road and Drysdale Street
- Gould Road at Aquamarine Drive and Abrahams Way
- Boyd Street and Bauxite Place

The detailed results of the surveys are attached as Appendix B. The peak hour flows at the survey locations are depicted in **Figures 7 and 8** on the following pages.

The traffic counts were undertaken at all of the intersections into/out of the area so that the existing traffic generation per dwelling in Claymore could be calculated. Claymore currently has 1151 dwellings and Housing NSW has advised that on the day of the traffic counts 12 properties were vacant.

Table 5.4 – Claymore peak hour traffic generation				
	AM Peak Hour	PM peak hour		
Approach	615 (48.2%)	571 (49.4%)		
Departure	662 (51.2%)	584 (50.6%)		
Total	1277	1155		

The total entering an	d exiting traffic	flows recorded are	provided in Table 5.1:

Existing peak hour traffic generation per dwelling can be calculated as:

**AM Peak** – 1277 trips divided by 1151 - 12 dwellings = <u>**1.12**</u> vehicle trips per dwelling

**PM Peak** – 1155 trips divided by 1115 - 12 dwellings = <u>1.01</u> vehicle trips per dwelling



Figure 7 – AM peak hour traffic counts



Figure 8 – PM peak hour traffic counts

It should be noted that the total flows in/out of Claymore would contain a percentage of through traffic.

In addition tube counters were placed at two (2) locations on Badgally Road, at Claymore from  $13^{\text{th}}$  to the  $20^{\text{th}}$  April 2011 inclusive. These tube surveys have recorded the following information:

- Every vehicle travelling along Badgally Road over 24hrs over a 7 day period.
- The number of vehicles in each direction.
- Speed of each vehicle in each direction
- Classification of each vehicle in each direction.

Further information is attached as **Appendix B**. The following **Table 5.2** provides a summary of the key data collected:

Table 5.5 – Badgally Daily Traffic	Table 5.5 – Badgally Daily Traffic Volume Data					
Location on Badgally Rd	Road Class	AADT	Survey Date	% of heavy vehicles		
Between Eagle Vale and Clydesdale Drives	Sub Arterial (Regional Rd)		April 2011			
Northbound Southbound		4777 4141		2.3% 1.7%		
Total		8918		2%		
Between M5 and Dobell Road	Sub Arterial (Regional Rd)		April 2011			
Northbound		7041		2.2%		
Southbound		7842		3.4%		
Total		14883		5.6%		

Copies of the complete count sheets are attached as **Appendix B**.

Utilising the performance criteria for mid-block urban roads described in section 5.2 and 5.3 Badgally Road is within the acceptable volume range for a sub-arterial road.

## 5.5 Midblock road operation

From the intersection counts undertaken the Midblock peak hour traffic flows can be determined and the Level of Service of each direction of each road route can be assessed.

**Table 5.6** Provides the existing level of Service for critical roads in the Claymore area.

Table 5.6 – Claymore roads existing level of	service				
Location	Direction	AM Peak	LOS	PM Peak	LOS
Badgally Road South of Dobell Road	Northbound	607	С	595	В
	Southbound	970	E	732	D
	Total	1577	E	1327	D
Badgally Road North of Dobell Road	Northbound	474	С	344	В
	Southbound	685	С	493	С
	Total	1159	С	837	B/C
Badgally Road North of Clydesdale Road	Northbound	394	С	384	С
	Southbound	639	С	486	С
	Total	1033	С	870	С
Dobell Road east of Badgally Road	Eastbound	195	Α	270	В
	Westbound	347	В	258	В
	Total	542	A/B	528	В
Dobell Road east Drysdale Street	Eastbound	81	А	61	А
-	Westbound	110	Α	44	А
	Total	191	Α	105	Α
Gould Road east of Aquamarine Drive	Eastbound	197	Α	202	Α
-	Westbound	200	Α	177	Α
	Total	397	Α	379	А
Boyd Street east of Bauxite Place	Eastbound	51	А	24	А
-	Westbound	41	А	27	А
	Total	92	Α	51	А

The tabulated results reveal that all of the roads in and around Claymore are currently operating at a very good level of service.

## 5.6 Key Intersection Operation

Figures 8 and 9 depict the existing flows at the intersections of Badgally Road with Dobell and Drysdale Roads. Using SIDRA a software programme developed for the purpose of analysing signalised, roundabout and sign controlled intersections, the existing operation of these intersections has been assessed.

The following **Table 5.7** contain the results of the intersection modelling:

Tab	Table 5.7 – SIDRA ANALYSIS – Existing operation of key intersections					
Intersection		Existing AM Peak	Existing PM Peak			
Badgally Road	LOS	А	Α			
and Dobell Road (single lane	DS	0.607	0.483			
roundabout)	AVD	9.6	8.8			
Badgally Road and Clydesdale	LOS	А	А			
Road	DS	0.451	0.349			
(single lane roundabout)	AVD	7.0	6.8			

The results of the modelling reveal that the key intersections currently operate at a very good level of service with minimal delays and spare capacity.

#### 5.7 Public Transport

#### Rail

There are no commuter rail services provided directly to Claymore. Busways route 880 provides a 30 minute service between Campbelltown and Minto railway stations.

#### Buses

Busways route number 880 provides a 30 minute service between Campbelltown to Minto which travels through Claymore (along Dobell Road) Eagle Vale and Kearns. An extract from Busways timetable for this route is provided in **Figure 9**.



Figure 9 – Busways Route service map

## 5.8 Bicycle Network

Campbelltown Council has a Bicycle Plan of which is reproduced below in **Figure 11**. This plan indicates an existing on road cycleway along Dobell and Gould Roads and a proposed on road cycleway along Eagle Vale Drive.

The only proposed off road cycle route is proposed along the Claymore side of Badgally Road. The Claymore renewal project provides the opportunity to provide additional off road shared bicycle/pedestrian paths.



Figure 10 – Extract from Campbelltown Bike plan

The Roads and Traffic Authority provides details of the existing cycleways and stress rates for existing routes in Sydney Cycleways Map 11. An extract of which is depicted in **Figure 11**.



## 6 <u>Assessment of Transport Implications of Project</u>

### 6.1 Estimated Traffic Generation of Proposal

The following table provides a breakdown of the components of the proposal the traffic generation rates used during the peak hours and per day based upon reference to the Roads and Traffic Authority's '*Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation*' of October 2002.

1  abit  0.1 - 1  of clast fi all	ic generation		
Component	RTA rate or suggested rate and comments	AM Peak hour flows	PM Peak hour flows
1. Dwelling houses public and private 1390 houses	<ul> <li>1.12 trips/dwelling in AM peak hour.</li> <li>1.01 trips/dwelling in PM peak hour.</li> <li>As per surveys of claymore</li> </ul>	1557	1404
2. Seniors Living 100 dwellings	0.1 - 0.2 trips/dwelling in peak hour.	20	20
<ul> <li>3. Retail Centre 3,200m<sup>2</sup> supermarket</li> <li>2,300m<sup>2</sup> specialty retail</li> <li>600m<sup>2</sup> neighbourhood community Centre</li> <li>4. Service Station</li> <li>Site area approximately</li> <li>2,000m<sup>2</sup> with 250m<sup>2</sup></li> <li>convenience store</li> </ul>	Thursday $V(P) = 20 A(S) + 51 A(F) + 155 A(SM) + 46$ $A(SS) + 22 A(OM)$ (vehicle trips per 1000m) $A(S):Slow Trade gross leasable floor area(Gross Leasable Floor Area in square metres)includes major department stores such asDavid Jones and Grace Bros., furniture,electrical and whitegoods stores.A(F):Faster Trade GLFA - includes discountdepartment stores such as K-Mart and Target,together with larger specialist stores such asFosseys.A(SM)=Supermarket GLFA - includes stores such asFosseys.A(SM)=Supermarket GLFA - includes stores such asFosseys.A(SM)=Supermarket GLFA - includes stores such asFranklins and large fruit markets.A(SS):Specialty shops, secondary retailGLFA - includes speciality shops and takeaway stores such as McDonalds. These storesare grouped as they tend to not be primaryattractors to the centre.A(OM): Office, medical GLFA: includes medicalcentres and general business offices.Service station with convenience store:Evening peak hour vehicle trips (pvt) = 0.04A(S) + 0.3 A(F)or.Evening peak hour vehicle trips = 0.66 A(F)where A(S) = area of site (m2)$	150 (see note) 44	451 (see note) 44 (see note 2)

Note: RTA suggests up to 25% of the potential traffic generation of the site has been deducted from passing traffic volumes. 1/3 of traffic in morning (based on surveys) Understood that existing shopping centre is under trading.

Note 2: 75% of passing trade

Accordingly, the estimated traffic generation of this proposal is some 1771 morning and 1919 evening trips in the peak hours.

The following Figure 7 depicts the potential weekday peak hour traffic generation for Claymore when fully developed in 12 - 15 years including the forecast flows along Badgally Road from Oran Park Town and Turner Road Precinct Plan as discussed in section 3.1.



Figure 12 – Forecast AM peak hour flows



Figure 13 – Forecast PM peak hour flows

## 6.2 Proposed Road Network

Based upon the forecast daily traffic flows and function of each of the internal roads of the subject site the Road Hierarchy has been determined. This assessment reveals that



Glenroy, Gidley Street and Dobell Road will perform a collector road function and the remaining roads performing a local or residential road function.

Figure 14 – Proposed Road Network

## 6.3 Proposed Road Hierarchy

Under the concept plan concept significant elements of the existing road system in the area will be reconfigured to reflect contemporary subdivision layout in order to achieve the objectives of:

- commonality with the private housing street system.
- permeability, access and safety.

The proposed new road system (integrated with the existing) is presented in terms of road hierarchical function in Figure 15. This road hierarchy largely reflects that which exists at the present time in relation to the minor collector roads through the area.

The proposed road network displays the attributes of contemporary subdivision road planning where:

- there is continuity for collector routes.
- new roads better follow the contours of the land.
- permeability is achieved but not with a monotonous speed inducing grid pattern
- there is convenient access to/from the major roads without due travel through the area.

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• service vehicles, particularly garbage trucks, are able to achieve ready access and circulation.

## 6.4 Proposed Road Cross Sections

The proposed road types are indicated on the relevant cross sections contained in **Figure 16**. These cross sectional details draw upon a range of considerations including Council's 'Engineering Guide to Development 2004' and Landcom's experience in the design and operation of the various road types.

The design of the road cross sections and longitudinal arrangements for the access and minor collector roads take into account the following:

- Intended function.
- Projected traffic volumes.
- The desired speed outcome.
- Number of lots served along with the nature of the frontage use.
- Provision for pedestrians and cyclists.
- The provision for parking.
- The provision for buses and service vehicles.

An indication of appropriate road widths is provided by:

Austroads Part 13 'Pedestrians' indicates a desirable footway width for people using a wheel chair of 1.2 metres (note: passing is available at driveway crossings)

Austroads Part 14 'Bicycles' indicates a minimum width for shared pedestrian/cyclist pathways of 2.0 metres.



Figure 16 – Proposed Road Cross Sections

## 6.5 Traffic Controls and Traffic Calming

AUSTROADS 2007, Guide to traffic management part 6: Intersections, Interchanges and Crossings provides a table indicating the suitability of intersection control which is reproduced in **Table 6.2**:

	Primary Arterial	Secondary Arterial	Collector & Local Crossing Road	
Traffic Signals	-	_	-	
Primary arterial	А	Α	0	
Secondary arterial	А	А	0	
Collector & local crossing road	0	0	Х	
Local street	Х	Х	Х	
	Roundabou	ıts		
Primary arterial	0	0	Х	
Secondary arterial	0	0	0	
Collector & local crossing road	X	0	А	
Local street	X	X	0	
	STOP or GIVE W	AY signs		
Primary arterial urban/(rural)	X / (O)	X / (O)	А	
Secondary arterial urban/(rural)	X / (O)	X / (O)	А	
Collector & local crossing road	А	А	А	
Local street	А	Α	А	
Legend:				
A = Most likely to be an appropria	te treatment			
O = May be an appropriate treatm	ent			

The potential peak traffic flows are relatively low and all forms of intersection control along Dobell Road and Glenroy Road will be sufficient, however due to the potential through traffic and the potential for these vehicles to speed it will be a recommendation of this report that additional traffic management facilities be provided. This will provide a speed reduction device at consistent and regular intervals of approximately 400m along the Dobell Road.

The following **Figure 17** depicts the suggested traffic management for Claymore.

#### Figure 17 – Recommended Traffic Management

#### 6.6 Forecast Flows Internal/External Road Routes

From the information gathered in section 6.1 of this report the following forecast traffic flows for key roads in Claymore and the estimated level of service is provided in **Table 6.3**. (With the forecast flows estimated in the Oran Park and Turner Road Precinct Plan).

Table 6.3 – Forecast flows and level of service.								
Location	Direction	AM Peak	LOS	PM Peak	LOS			
Badgally Road South of Dobell Road	Northbound	858	D	1319	Е			
	Southbound	1559	F	964	Е			
	Total	2281	F	2283	Е			
Badgally Road North of Dobell Road	Northbound	696	D	1112	Е			
	Southbound	1300	Е	687	D			
	Total	1996	D/E	1799	D/E			
Badgally Road North of Clydesdale Road	Northbound	618	D	903	D			
	Southbound	1197	Е	591	С			
	Total	1815	D/E	1494	D/C			
Dobell Road east of Badgally Road	Eastbound	190	Α	226	В			
	Westbound	289	В	296	В			
	Total	479	A/B	522	В			
Dobell Road east Drysdale Street	Eastbound	109	Α	95	Α			
	Westbound	168	Α	72	Α			
	Total	277	Α	167	Α			
Gould Road east of Aquamarine Drive	Eastbound	244	В	322	В			
	Westbound	282	В	264	В			
	Total	526	В	586	А			
Glenroy Road east of Badgally Road	Eastbound	106	Α	296	В			
	Westbound	184	Α	152	А			
	Total	290	Α	448	A/B			

The forecast midblock traffic volumes indicate that Badgally Road is likely to require upgrading to dual carriageway (2 lanes each direction) at or around 2026. This will occur as a direct result of the Oran Park Town and Turner Road developments.

#### 6.7 Key Intersection Performances 2026

**Figures 12 and 13** depict the forecast flows at the intersections of Badgally Road with Dobell and Drysdale Roads. Using SIDRAa software programme developed for the purpose of analysing signalised, roundabout and sign controlled intersections, the existing operation of these intersections has been assessed.

The following table are the results of the intersection modelling:

Table 6.4 – SIDRA ANALYSIS – 2026 Forecast operation of key intersections						
Intersection		AM Peak		PM Peak		
		1 lane	2 lane			
Badgally Road and Dobell Road (roundabout)	LOS	F	А	А		
	DS	1.299	0.582	0.828		
	AVD	101.5	8.3	8.2		
Badgally Road and Clydesdale	LOS	В		В		
Road	DS 0.843		0.845			
(TCS) *	AVD	23.9		27.7		

\* Assumes the following lane arrangements and conventional phasing.

The modelling of the forecast flows indicates that at some time prior to 2026 the single lane roundabout at Badgally and Dobell Roads will require upgrading to 2 lanes.



#### 6.8 Suggested Bus Routes

Discussions have been held with Busways to determine the most appropriate routes for new services and criteria for new services.

Busways have indicated two possible bus routes (which they have provided in **Figure 18**) and are described as follows:

- 1. The first (shown in green) is simply the retention of the current route 880 which provides superior coverage of the suburb, but would omit the shopping centre and seniors living apartments.
- 2. The alternative (shown in red), takes in both the shopping centre and the seniors living apartments, but reduces the coverage of the suburb in terms of walking

CLAYMORE RENEWAL PROJECT - TRANSPORT ACCESSIBILITY STUDY - FINAL
distance to bus routes. (It should be noted that this option covers Blairmount more thoroughly, which is positive)

At this point, depending on how the development proceeds, either could end up as the bus route. As such, consideration should be given to ensuring that the new central spine road is constructed in such a way that it does not prohibit the passage of buses, or the installation of bus stop infrastructure.

In addition the Metropolitan Transport Plan proposes that Badgally Road is to be a part of a future strategic bus corridor to be introduced by 2020.



**Figure 18 – Possible Future Bus Routes** 

### 6.9 Pedestrian and Cycling Facilities

A principal objective of the renewed scheme is to ensure the provision of a network of pedestrian and cycle routes throughout the area which connect open space areas and

community facilities. This provision will optimise safety and amenity of pedestrians and cyclists and encourage these modes of travel.

### Pedestrians

The proposed system for pedestrians is very comprehensive with wider footpaths provided where the heavier demands will occur on the major desire lines. The existing pedestrian tunnel under Dobell Road at the existing shopping centre should be removed as there will be no desire line/attractor at this location, therefore, if retained this tunnel could be a gathering point which may induce unacceptable behaviour.

Detail intersection design will provide suitable kerb ramps and control provisions while traffic management measures will have regard for speed constraint at the principal crossing locations.

### Cyclists

The proposed network makes provision for on-road and off-road routes. The on road provision (for commuters) will be along Badgally and Dobell Roads. The off-road provision will be on shared pathways along the collector road system.

The off-road routes in particular will link the community facilities (e.g. schools, retail and open spaces) and provide ready access to/from the local streets. The proposed cycle route provisions are shown on **Figure 19**.



Figure 19 – Shared Pedestrian/Cycleway Routes

# 6.10 Parking and service vehicle provision

Parking provision should be provided in accordance with Council requirements and/or the RTA's guidelines with the exception of the parking provision for the sporting fields. Council's Sustainable City DCP 2009 indicates 1 car space per 50m2 for outdoor sporting facilities which is considered to be unusual. Surveys undertaken by Traffic Solutions of multiple sporting fields operating simultaneously reveals a peak parking demand of 34 parking spaces per field which is recommended in Claymore.

The design of the all off street car parking and loading areas should comply with AS/NZS 2890.1:2004, AS 2890.2:2002 and AS/NZS 2890.6:2009.

Vehicle access to the commercial/retail area should be via the lower order roads with loading facilities separated from the general public parking areas if possible. The service station will require direct vehicle access off Badgally Road

# 7 <u>Conclusions and Recommendations</u>

## 7.1 Conclusions

The proposed Claymore Renewal Project will provide 1490 new and refurbished residential dwellings within a revised road system. The proposed subdivision road system essentially accords contemporary design criteria with the benefit of Landcom extensive experience with subdivision design. This assessment has involved a strategic analysis of the potential road, traffic and transport implications and it is concluded that:

- The proposed road system will be suitable, safe and appropriate.
- There will not be any unsatisfactory road capacity or traffic related environmental implications with the exception of Badgally Road which will require upgrading to dual carriageway which is a result of the through flows generated by the Oran Park and Turner Road precinct developments.
- The traffic flows are appropriate for the road system and hierarchy
- Traffic speeds can be constrained to appropriate levels with the proposed traffic management measures.
- There will be adequate and suitable arrangements for site access and servicing.
- There will be adequate and suitable arrangements made for pedestrians and cyclists.
- There will be adequate and suitable arrangements made for bus services and onstreet parking.
- The estimated traffic generation of the proposal given the assumptions made in this report will not reduce the existing road capacity or levels of service to an unacceptable limit.
- The good Level of Service at the key intersections will continue even with the estimated additional traffic generated by the proposed development.
- The additional traffic demand on the key intersections, as a consequence of the proposed development, will not increase the Degree of Saturation and Total Average Delays to an unacceptable level.

## 7.2 Recommendations

In addition to the traffic management devices recommended in Figure 17 of this report the following is also suggested:

- The pedestrian tunnel under Dobell Road at the existing shopping centre should be decommissioned when the centre closes.
- Detailed design should carefully review the sight lines for cars exiting Norman Crescent onto Dobell Road (south intersection).

**APPENDIX A – Director General Requirements** 



Contact: Peter McManus Phone: (02) 9228 6316 Fax: (02) 9228 6455 Email: peter.mcmanus@planning.nsw.gov.au

Our ref.: MP11\_0010

Mr Dan Brindle Director BBC Consulting Planners PO Box 438 BROADWAY NSW 2007

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Dear Mr Brindle

#### Subject: Director-General's Requirements for Claymore Urban Renewal Project Concept Plan (MP11\_0010)

The Department has received your application for the above project.

I have attached a copy of the Director-General's Requirements (DGRs) for the preparation of an Environmental Assessment for the project. These requirements have been prepared in consultation with relevant government authorities. I have also attached a copy of the government authorities' comments for your information.

The DGRs have been prepared based on the information you have provided to date. Please note that under section 75F(3) of the *Environmental Planning and Assessment Act 1979*, the Director-General may alter these requirements at any time. If you do not submit an Environmental Assessment for the project within 2 years, the DGRs will expire.

Prior to exhibiting the Environmental Assessment that you submit for the project, the Department will review the document to determine if it adequately addresses the DGRs. The Department may consult with other relevant government authorities in making this decision. Please provide 1 hard copy and 1 electronic copy<sup>1</sup> of the Environmental Assessment to assist this review.

If the Director-General considers that the Environmental Assessment does not adequately address the DGRs, the Director-General may require you to revise the Environmental Assessment. Once the Director-General is satisfied that the DGRs have been adequately addressed, the Environmental Assessment will be made publicly available for at least 30 days.

If your project is likely to have a significant impact on matters of National Environmental Significance, it will require an approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This approval would be in addition to any approvals required under NSW legislation and it is your responsibility to contact the Department of Sustainability, Environment, Water, Population and Communities to determine

<sup>&</sup>lt;sup>1</sup> File parts must be no greater than 5Mb each. File parts should be logically named and divided.

Department of Planning 23-33 Bridge Street, Sydney NSW 2000 GPO Box 39, Sydney NSW 2001 Phone 02 9228 6111 Fax 02 9228 6455 Website planning.nsw.gov.au

if an approval under the EPBC Act is required for your project (http://www.environment.gov.au or 6274 1111).

Your contact officer for this proposal, Peter McManus, can be contacted on (02) 9228 6316 or via email at peter.mcmanus@planning.nsw.gov.au. Please mark all correspondence regarding the proposal to the attention of the contact officer.

Yours sincerely,

a 10/3/4 Daniel Cavallo

A/Director Metropolitan and Regional Projects North

**APPENDIX B – Traffic Count Data** 

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CLAYMORE RENEWAL PROJECT - TRANSPORT ACCESSIBILITY STUDY - FINAL

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								0545 - 0700	_	0	-	1	_	1	5	0645 - 0745	-	9	_	12	_	2	33
Clien					Solution			0700 - 0715		1		4		5	10	0700 - 0800		12	_	14	_	9	35
Job No/N					raffic C	ounts		0715-0730		6	_	4	_	3	13	0715-0815	_	13	_	16	_	7	36
Day/Da	ate	Tues	day 22r	nd Marc	h 2011			0730 - 0745		2		3		0	5	0730 - 0830		9		16		5	30
								0800 - 0815		3		6	_	3	11	0800+0900		10		18		9	34
								0815 - 0830		2		4		1	7	0815 - 0915		4		17		0	40
								0830 - 0845		3		2		4	9	0830 - 0930		18		13	_	8	39
								0845 - 0900		3		6		1	10		-	-	_	-	-	-	-
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0630 - 0645	38	0	0	20	9	34	101	0630 - 0645	0	0	0	1	0	0	1	0630 - 0545	38	0	0	21	9	34	102
0645 - 0700	55	0	2	38	11	31	137	0645 - 0700	0	0	0	1	0	0	1	0645 - 0700	55	0	2	39	11	31	138
700 - 0715	64	0	3	37	27	36	167	0700 - 0715	D	ō	0	D	2	B	2	0700 - 0715	64	0	3	37	29	36	169
3715 - 0730	48	1	0	40	26	28	143	0715-0730	1	0	0		0	0	2	0715-0730	49	.1	0	41	26	28	145
0730 - 0745	89	0	0	27	28	52	196	0730 - 0745	۵	0	0	3	5	-1-	5	0730 - 0745	89	0	0	- 30	- 29	53	201
0745 - 0800	114	1	1	-42	32	87	277	0745 - 0800	0	0	0	1	2	4	7	0745 - 0800	1.14	1.	1	43	34	91	284
0800 - 0815	135	1	1	56	43	138	374	0800 - 0815	4	0	0	1	0	4	9	0800 - 0815	139	1	-1	57	43	142	383
0815-0830	171	5	8	86	58	129	457	0815 - 0830	1	1	0	2	0	4	8	0815 - 0830	172	5	8	88	58	133	465
0830 - 0845	191	1	12	76	39 36	87	406 372	0830 - 0845 0845 - 0900	2.	0	0	5	2	1	10	0830 - 0845 0845 - 0900	193 165	1 8	12 25	81	41 37	65	416
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0930     0     0     1     1       End     4     3     8     5     20       Is     NORTH     WEST     SOUTH     EAST       Aquamarine Dr     Gould Rd     Abrahams Way     Gould Rd       Aquamarine Dr     Gould Rd     Abrahams Way     Gould Rd       VICLASSIFIED     UNCLASSIFIED     UNCLASSIFIED     UNCLASSIFIED       VICLASSIFIED     UNCLASSIFIED     UNCLASSIFIED     UNCLASSIFIED       0     2     1     4       0745     1     0     2     1       20     1     4     10       7750     1     0     2     1       1     3     2     8       8000     3     0     3     4     10       70820     3     0     2     7       8080     3     0     2     7       80815     2     3     0     2     7       80850     3     5     0     8     16     0       9915     3     5     1     9     16     0       16     12	1930 1930 1930 1930 1930 1930 1930 1930	NOI Aquam	8         11           138         11           138         138           138         138           66847, F         166847, F           516 CLA         10           0         0           0         0           1         2           0         0           0         0           0         0           0         0           0         0           0         0           0         0	3 84 DAT aal & A ax 881 PMOR 12nd M	A WEST Gould R CLASSI 0 0 0 0 0 0 0 0 0 0 0 0 0	e for the format of the format oo the format oo the format oo the format oo the format	o.0418 ints Abi	SOUTH S-2390 S-2390 CLASSI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 6 19	0 8	49 26 331 331 CLASS 0 0 0 0 0 1 1 1 0 2 0	T Rd	1084 75 1084 1084 1084 1084		AM 080 1 18 0 4 1 13 0 4 1 13 0 2261	1 PEAK 19 1	2 0 7 0 0		Aqu 72 72 72 5 5 8 8 0 0		4 51 55 2 2 2 0	1111 + 055	4	G	ould R 5 15 13 85 18 2	d 92 8 84 2
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Is         NORTH         WIEST         SOUTH         EAST         PERIOD         13           Aquamarine Dr         Gould Rd         Abrahams Way         Gould Rd         98         223           VNCLASSIFIED         UNCLASSIFIED         UNCLASSIFIED         UNCLASSIFIED         100         223           750         1         0         2         1         4           7745         1         0         3         2         6           980         3         0         3         2         8           9815         3         0         3         4         10           9820         3         0         2         7         6           9830         3         0         2         7           9845         2         3         0         2         7           985         0         3         5         0         8         16         0           9850         0         3         5         1         9         16         12	1930 End 8 R R Pi Clent No/Nam No/Nam No/Nam No/Nate Per 0645 0730 0745 0730 0745 0730 0745 0730 0745 0730 0745 0730 0745 0745 0745 0745 0745 0745 0745 074	NOC	8         11           138         11           138         11           138         138           139	3 84 DAT aal & A ax 881 PMOR 12nd M	29 343 A A A A A A A A A A A A A	e for the format of the format oo the format oo the format oo the format oo the format	o.0418 ints Abi	soutt- rahams CLASSI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 6 19	0 8	49 26 331 331 60010 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T Rd	1084 75 1084 1084 1 0 0 0 3 3 2 2 2 2 0 3 3 3 2	←28	1 18 0 4 1 13 0 2261 Gould	1 PEAK 19 1	2 0 7 0 0		Aqu 72 72 5 8 8 0 0 0 Abr		4 51 55 2 2 0	± • • • •	4	G	ould R 5 15 13 85 18 2	d 92 8 84 2
INDRTH         WEST         SOUTH         EAST           Aquamarine Dr         Gould Rd         Abrahams Way         Gould Rd         98         223           Per         UNCLASSIFIED         UNCLASSIFIED         UNCLASSIFIED         100         223           7750         1         0         2         1         4         98         223           7750         1         0         3         2         6         1         432         433         13         421         434         4           0800         3         0         3         2         8         1         432         433         13         421         434         4444	1930 End 8 R R P P Client Nav/Date P P P P P P P P P P P P P P P P P P P	NOO Aquam	8         11           138         11           138         138           138         138           138         138           138         138           138         138           138         138           138         138           138         138           138         138           139         16847, F           140         1516           150         14           10         1           12         1           12         1           12         1           12         1           10         1           11         1           12         1           13         1           14         1           15         1           16         1           17         1           18         1           19         1           10         1           10         1           10         1           11         1           12         1           13	3 84 DAT aal & A ax 881 PMOR 12nd M	29 343 44 44 44 44 44 44 45 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 40 50 50 50 50 50 50 50 50 50 5	e for the format of the format oo the format oo the format oo the format oo the format	o.0418 ints Abi	s s s-2390' c c c s s s -2390' c c s s s -2390' c s s s -2390' c s s s -2390' c s s s -2390' c s s s s -2390' c s s s s -2390' c s s s s -2390' c s s s s s s s s s s s s s s s s s s	1 6 19	0 8	49 26 331 331 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T Rd	1084 75 1084 1084 1084 1084	←26	1 18 0 4 1 13 0 22 261 Gould AL	1 PEAK 19 1	2 0 7 0 0		Aqu 72 72 5 8 8 0 0 0 Abr		4 51 55 2 2 0	± • • • •	4	G	ould R 5 15 13 85 18 2	d 92 8 84 2
Aquamarine Dr         Gould Rd         Abrahams Way         Gould Rd         98         223           Aquamarine Dr         UNCLASSIFIED         UNCLASSIFIED         UNCLASSIFIED         10         12         12           0735         1         0         3         2         8         1432         433         13         421         434         434         410           0745         3         0         3         4         10         74         13         421         434         434         410           0800         3         0         1         3         7         6         6         6         60/dd Rd         60/dd Rd         60/dd Rd         60/dd Rd         60/dd Rd         60/dd Rd         412         398         14         412         398         14         412         398         14         412         398         14         412         398         14         60/dd Rd         <	1930 End 8 Press P	NOO Aquam	8         11           138         11           138         138           138         138           138         138           138         138           138         138           138         138           138         138           138         138           138         138           139         16847, F           140         1516           150         14           10         1           12         1           12         1           12         1           12         1           10         1           11         1           12         1           13         1           14         1           15         1           16         1           17         1           18         1           19         1           10         1           10         1           10         1           11         1           12         1           13	3 84 DAT aal & A ax 881 PMOR 12nd M	29 343 44 44 44 44 44 44 45 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 46 50 40 50 50 50 50 50 50 50 50 50 5	e for the format of the format oo the format oo the format oo the format oo the format	o.0418 ints Abi	s s s-2390' c c c s s s -2390' c c s s s -2390' c s s s -2390' c s s s -2390' c s s s -2390' c s s s s -2390' c s s s s -2390' c s s s s -2390' c s s s s s s s s s s s s s s s s s s	1 6 19	0 8	49 26 331 331 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T Rd	1084 75 1084 1084 1084 1084	←28	1 18 0 4 1 13 0 2261 Gould AL MES DUNT	1 PEAK 19 1	2 0 7 0 0		Aqu 72 72 5 8 8 0 0 0 Abr		4 51 55 2 2 0 0	12 12 • •	4	G	ould R 5 15 13 85 18 2	d 92 8 84 2
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	19300 End 1	NOINCLA	8         11           138         11           138         11           138         138           66847, F         166847, F           66847, F         10           0         10           0         10           0         1           2         0           0         0	3 84 DAT, aax 88 1 Trat YMOR YMOR VMOR VINOR	23 343 Authen 96849 Fic Solutor E Traffic Solutor 0 0 0 0 0 0 0 0 0 0 0 0 0	o 6 btic R 0, Mot tions c Cou 11	Ab. 0.418	south rahams CLASSI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Way FIED		49 26 3331 3331 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T 25 7 7 7 7 7	1084 75 1084 1084 1084 1084	←28	1 18 0 4 1 13 0 2261 Gould AL MES DUNT	1 PEAK 19 1	2 0 7 0 0		Aqu 072 72 72 5 8 0 0 0 0 0 0 0 0 0 0 0 0 0		4 51 55 2 2 0 ss Way	11 12 12 12 12 12 12 12 12 12 12 12 12 1	4	G	ould R 5 15 13 85 18 2	d 92 8 84 2
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0545         2         3         0         2         7           0000         0         3         3         2         8           0015         0         3         5         0         8           0930         0         3         5         1         9           16         16         12	2930 End 2 End 2 Per Client Client No/Nam ay/Date Per 0645 0730 0715 0745 0800 0915 08015 08015 08015 0815 08015 0815 081	NO Aquam NO Aquam	8         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1           138         1	A CALL CALL CALL CALL CALL CALL CALL CA	23 343 44 Wesst 50040 R E Traffi 50040 R E Traffi CLASSI 0 0 0 0 0 0 0 0 0 0 0 0 0	attic R b, Mot trions c Cou 111	Abo	SOUTH- rahams CLASSI 0 0 0 0 0 2 2 1 1 0 0 0 0 0 2 2 1 1 0 0 0 0	Way Way		EAS: 3331 CLASS Gould 0 0 0 0 0 0 0 0 0 0 0 0 0	T T R d	1084 75 1084 1084 1084 1084 1084 1084 1084 1084	TOT VOLU FOR C PERI	1 18 0 4 1 13 0 2261 Gould AL MES DUNT	1 PEAK 10 - 0900 19 19 17 4 19 14 3 1 1 Rd	0 7 7 3 3		Aqu 0 72 72 5 5 8 0 0 0 Abr 100 98 12		4 51 55 2 2 0 ss Way	11 12 ↓ ↓ ↓ ↓	4 23 27 •	- 1 - 1	ould R 5 15 13 85 18 2 	d 32 8 34 2 1 19
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0915 0 3 5 0 8 1 0930 0 3 5 1 9 16 0 16 12	2930 End 0 End 0 Client No/Nam py/Date 2045 0775 0775 0775 0775 0775 0775 0775 0	NO Aquam NO Aquam	8         11           138         11           138         11           138         138           66847, F         166847, F           516 CLA         10           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           0         0           1         1           3         3	A CALL CALL CALL CALL CALL CALL CALL CA	23 343 44 44 44 44 45 45 45 45 45 45	attic R b, Mot trions c Cou 111	Abo	south rahams CLASSI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Way Way		48 235 235 3351 3351 5 3351 0 0 0 0 0 0 0 0 0 0 1 1 1 2 2 2 2 2 2	T T R d	1084 75 1084 1084 1084 1084 1084 1084 1084 1084	TOT VOLU FOR C PERI	1 18 0 4 1 13 0 4 2 261 Gould AL MES DUNT OD	1 PEAK 10 - 0900 19 19 19 14 3 1 1 Rd	2 7 0 3 1 43 uld Ro		Aqu 0 72 72 5 5 8 0 0 0 Abr 100 98 12		4 51 55 2 2 0 0 ss Way 13 12 12 22 0 0 ss Way	055		1 1 	ould R 5 15 13 85 16 2 2 200	d 32 8 34 2 1 19
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	2930 End 0 End 0 Free Performance Perfo	NO Aquam NO Aquam	8         11           138         1           138         1           138         1           138         1           138         1           138         1           138         1           140         1           1516         CLA           10         0           11         1           12         0           10         0           11         1           12         0           13         3           14         3           15         2           10         0           11         1           12         0           13         3           14         3           15         2           10         0	A CALL CALL CALL CALL CALL CALL CALL CA	23 343 343 44 44 44 45 45 45 45 45 45 45	attic R b, Mot trions c Cou 111	Abo	s s 3-2390 c c c c c c c s s c c c s s c c s s c c s s s c s	Way Way		49 26 381 381 381 26 381 0 0 0 0 0 1 1 1 2 2 6 0 0 0 0 1 1 2 2 2 4 4 3 3 2 2 2 0 0	T T R d	1084 75 1084 1084 1084 1084 1084 1084 1084 1084	TOT VOLU FOR C PERI	1 18 0 4 1 13 0 4 2 261 Gould AL MES DUNT OD	1 PEAK 10 - 0900 19 19 19 14 3 1 1 Rd	2 7 0 3 1 43 uld Ro		Aqu 0 72 72 72 1 5 5 8 0 0 0 0 0 0 0 12 12 12 12 12 12 12 12 12 12		4 51 55 2 2 2 0 0 ss Way 2 13 2 210 2 2 0 0 13 2 210 2 2 0 0 13 2 210 14 15 5 5 15 10 10 10 10 10 10 10 10 10 10 10 10 10	055		1 1 	ould R 5 15 13 85 16 2 2 200	d 32 8 34 2 1 19
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	Mobile							1500 - 1515	_	4		4	_	0	8	1500 - 1600		2		7	_	4	
								1515 - 1530		8	1	2		0	10	1515-1615	1	1		3	6	5	Г
Client				I Traffic				1530 - 1545	_	0		0		2	2	1530 - 1630	_	5		2	8	_	F
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Per	T	L	R	L	R	II	TOT	Time Per	T	L	R	L	R	T	TOT	Time Per	T	L	R	L	R	T	h
1515	136	32	13	57	50	119	407	1500 - 1515	0	1	0	1	0	4	6	1500 - 1515	136	33	13	58	50	123	t
1530	175	9	2	70	52	93	401	1515 - 1530	9	0	0	0	3	2	14	1515 - 1530	184	9	2	70	55	95	t
1545	108	1	1	61	60	78	309	1530 - 1545	3	0	0	0	0	2	5	1530 - 1545	111	1	1	61	60	80	t
1600	95	0	1	63	77	79	315	1545 - 1600	1	0	0	2	2	0	5	1545 - 1600	96	0	1	65	79	79	
1615	89	2	3	54	62	83	293	1600 - 1615	1	0	0	1	2	0	4	1600 - 1615	90	2	3	55	64	83	
1630	116	4	3	51	76	108	358	1615 - 1630	0	0	0	0	1	2	3	1615 - 1630	116	4	3	51	77	110	
1645	74	- 6	- 3	44	65	118	310	1630 - 1645	0	0	0	0	0	0	0	1630 - 1645	74	6	3	-44	65	118	L
1700	102	2	0	55	58	103	320	1645 - 1700	1	0	0	2	1	1	5	1645 - 1700	103	2	0	57	59	104	L
1715	82	2	1	54	65	121	325	1700 - 1715	0	0	0	0	1	2	3	1700 - 1715	82	2	1	54	66	123	L
1730	79	1	3	51	71	110	315	1715 - 1730	0	0	0	0	1	0	1	1715 - 1730	79	1	3	51	72	110	L
1745	87	3	0	54	64	118	326	1730 - 1745	1	0	0	1	1	0	3	1730 - 1745	88	3	0	55	65	118	L
1800 nd	96 1239	62	31	56	63 763	131 1261	347 4026	1745 - 1800 Per End	0	0	0	0	0	0	0 49	1745 - 1800 Per End	96 1255	0 63	31	56 677	63 775	131	-
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1600	514	42	17	251	239	369	1432	1500 - 1600	13	1	0	3	5	8	30	1500 - 1600	527	43	17	254	244	377	h
1015	467	12	7	248	251	333	1318	1515 - 1815	14	0	0	3	7	4	28	1515 - 1815	481	12	7	251	258	337	t
1630	408	7	8	229	275	348	1275	1530 - 1630	5	0	0	3	5	4	17	1530 - 1630	413	7	8	232	280	352	t
1645	374	12	10	212	280	388	1276	1545 - 1645	2	0	0	3	5	2	12	1545 - 1645	376	12	10	215	285	390	t
1700	381	14	9	204	261	412	1281	1600 - 1700	2	0	0	3	4	3	12	1600 - 1700	383	14	9	207	265	415	t
1715	374	14	7	204	264	450	1313	1615 - 1715	1	0	0	2	3	5	11	1615 - 1715	375	14	7	206	267	455	h
1730	337	11	7	204	259	452	1270	1630 - 1730	1	0	0	2	3	3	9	1630 - 1730	338	11	7	206	262	455	
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Pt 15	M PE	<u>AK</u> 615		22	149, Me 1 70 63	ob.0411 Dobell	Rd 3 255 258 ↓ 3 248	19	17	715	732 -	_	Copyrigh	t ROAR	DATA	Job NorNa Day/Dat	me : • :	3516 ( Tuesd	I Rd	d Marc	TOTAL FOR	VOLU	NT
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← 595 584 11 Bagdally Rd

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### Hourly Classification Report - Light Vehicles

Traffic Counting Site:	Claymore
Detailed Location:	Badgally Road, Btn Eagle Vale Dr & Clydesdale Dr
Direction:	Southbound

Date	Time	Total	1	2
12/04/2011 Total		2,091	2,071	20
13/04/2011 Total		3,949	3,919	30
14/04/2011 Total		4,340	4,313	27
15/04/2011 Total		4,328	4,283	45
16/04/2011 Total		4,341	4,305	36
17/04/2011 Total		3,766	3,735	31
18/04/2011 Total		3,728	3,709	19
19/04/2011 Total		4,069	4,027	42
20/04/2011 Total		4,129	4,089	40
21/04/2011 Total		1,291	1,275	16
Grand Total		36,032	35,726	306

In profile:

Vehicles = 36032 / 69026 (52.20%)

### Hourly Classification Report - Heavy Vehicles

Traffic Counting Site:	
Detailed Location:	
Direction:	

Claymore Badgally Road, Btn Eagle Vale Dr & Clydesdale Dr Southbound

Date	Time	Total	3	4	5	6	7	8	9	10	11	12
12/04/2011 Total		52	47	2	0	1	1	0	1	0	0	0
13/04/2011 Total		101	81	7	4	1	7	0	1	0	0	0
14/04/2011 Total		103	85	10	1	1	5	0	1	0	0	0
15/04/2011 Total		103	91	3	2	1	2	3	1	0	0	0
16/04/2011 Total		81	67	5	3	1	0	1	4	0	0	0
17/04/2011 Total		52	47	0	3	2	0	0	0	0	0	0
18/04/2011 Total		120	106	7	2	0	2	0	2	0	1	0
19/04/2011 Total		134	84	24	3	1	2	6	14	0	0	0
20/04/2011 Total		97	79	7	2	1	5	0	3	0	0	0
21/04/2011 Total		46	31	9	0	0	2	0	3	1	0	0
Grand Total		889	718	74	20	9	26	10	30	1	1	0

In profile:

Vehicles = 889 / 69026 (1.29%)

Traffic Counting Site:	Claymore
Detailed Location:	Badgally Road, Btn Eagle Vale Dr & Clydesdale Dr
Direction:	Northbound

Date	Time	Total	1	2
12/04/2011 Total		2,463	2,449	14
13/04/2011 Total		3,516	3,487	29
14/04/2011 Total		3,853	3,831	22
15/04/2011 Total		3,786	3,752	34
16/04/2011 Total		3,706	3,686	20
17/04/2011 Total		3,236	3,215	21
18/04/2011 Total		3,258	3,237	21
19/04/2011 Total		3,557	3,519	38
20/04/2011 Total		3,589	3,556	33
21/04/2011 Total		569	561	8
Grand Total		31,533	31,293	240

In profile:

Vehicles = 31533 / 69026 (45.68%)

### Hourly Classification Report - Heavy Vehicles

Traffic Counting Site:	
Detailed Location:	
Direction:	

Claymore Badgally Road, Btn Eagle Vale Dr & Clydesdale Dr Northbound

Date	Time	Total	3	4	5	6	7	8	9	10	11	12
12/04/2011 Total		38	33	2	0	2	1	0	0	0	0	0
13/04/2011 Total		61	50	8	3	0	0	0	0	0	0	0
14/04/2011 Total		58	47	7	1	0	0	0	3	0	0	0
15/04/2011 Total		61	50	4	0	1	4	1	1	0	0	0
16/04/2011 Total		31	28	3	0	0	0	0	0	0	0	0
17/04/2011 Total		32	28	0	2	0	1	0	1	0	0	0
18/04/2011 Total		75	68	3	0	0	0	0	4	0	0	0
19/04/2011 Total		117	60	27	3	3	0	1	20	2	1	0
20/04/2011 Total		54	37	12	1	1	2	0	1	0	0	0
21/04/2011 Total		30	19	4	0	0	2	0	4	1	0	0
Grand Total		557	420	70	10	7	10	2	34	3	1	0

In profile:

Vehicles = 557 / 69026 (0.81%)

### **Hourly Classification Report - Light Vehicles**

Traffic Counting Site:	Claymore
Detailed Location:	Badgally Road, Btn Highway and Dobell Road
Direction:	Southbound

Date	Time	Total	1	2
12/04/2011 Total		3,730	3,709	21
13/04/2011 Total		6,340	6,285	55
14/04/2011 Total		7,040	6,990	50
15/04/2011 Total		7,079	7,010	69
16/04/2011 Total		6,989	6,938	51
17/04/2011 Total		6,067	6,022	45
18/04/2011 Total		6,116	6,081	35
19/04/2011 Total		6,597	6,526	71
20/04/2011 Total		6,797	6,737	60
21/04/2011 Total		2,085	2,065	20
Grand Total		58,840	58,363	477

In profile:

Vehicles = 58840 / 115767 (50.83%)

### Hourly Classification Report - Heavy Vehicles

Traffic Counting Site:	Claymore
-	Badgally Road, Btn Highway and Dobell
Detailed Location:	Road
Direction:	Southbound

Date	Time	Total	3	4	5	6	7	8	9	10	11	12
12/04/2011 Total		142	113	19	5	1	2	0	2	0	0	0
13/04/2011 Total		262	204	37	8	1	7	1	4	0	0	0
14/04/2011 Total		250	198	33	4	1	6	1	5	1	0	1
15/04/2011 Total		257	207	30	3	4	3	7	3	0	0	0
16/04/2011 Total		168	138	22	2	1	1	0	3	0	0	1
17/04/2011 Total		121	93	20	2	4	1	0	1	0	0	0
18/04/2011 Total		271	223	37	2	1	2	0	5	0	1	0
19/04/2011 Total		298	202	57	7	2	4	8	17	0	1	0
20/04/2011 Total		242	190	34	4	1	7	1	5	0	0	0
21/04/2011 Total		97	78	10	2	0	0	1	5	1	0	0
Grand Total		2,108	1,646	299	39	16	33	19	50	2	2	2

In profile:

Vehicles = 2108 / 115767 (1.82%)

Traffic Counting Site:	Claymore
Detailed Location:	Badgally Road, Btn Highway and Dobell Road
Direction:	Northbound

Date	Time	Total	1	2
12/04/2011 Total		4,376	4,346	30
13/04/2011 Total		5,868	5,815	53
14/04/2011 Total		6,514	6,482	32
15/04/2011 Total		6,376	6,324	52
16/04/2011 Total		6,219	6,175	44
17/04/2011 Total		5,483	5,442	41
18/04/2011 Total		5,558	5,508	50
19/04/2011 Total		6,012	5,950	62
20/04/2011 Total		6,149	6,099	50
21/04/2011 Total		962	950	12
Grand Total		53,517	53,091	426

In profile:

Vehicles = 53517 / 115767 (46.23%)

## Hourly Classification Report - Heavy Vehicles

Traffic Counting Site:	Claymore Badgally Road, Btn Highway and Dobell
Detailed Location:	Road
Direction:	Northbound

Date	Time	Total	3	4	5	6	7	8	9	10	11	12
12/04/2011 Total		95	88	2	1	1	1	0	1	0	1	0
13/04/2011 Total		156	139	9	7	0	1	0	0	0	0	0
14/04/2011 Total		138	125	6	1	1	0	0	5	0	0	0
15/04/2011 Total		151	135	3	1	3	3	1	3	0	1	1
16/04/2011 Total		91	84	3	1	1	0	0	2	0	0	0
17/04/2011 Total		65	59	2	2	0	1	0	1	0	0	0
18/04/2011 Total		156	143	2	0	1	1	0	7	1	1	0
19/04/2011 Total		195	151	29	0	1	1	1	10	1	1	0
20/04/2011 Total		152	130	12	1	1	3	1	3	0	1	0
21/04/2011 Total		48	38	6	1	0	1	0	1	1	0	0
Grand Total		1,247	1,092	74	15	9	12	3	33	3	5	1

In profile:

Vehicles = 1247 / 115767 (1.08%)

**APPENDIX C – Intersection 'SIDRA' Summary Output Files** 

#### Badgally, Clydesdale and Glenroy

Signals - Fixed Time Cycle Time = 80 seconds (Practical Cycle Time)

Moven	nent Per	formance - \	/ehicles								
		Demand	1.15.7	Deg.	Average	Level of	95% Back		Prop.	Effective	Average
Mov ID	Turn	Flow	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
South:	Badgally F	veh/h Rd	%	v/c	sec	_	veh	m	_	per veh	km/h
4	L	58	0.0	0.454	20.2	LOS B	6.0	42.3	0.59	0.86	39.8
5	T	593	0.0	0.454	13.4	LOSA	12.7	89.1	0.67	0.58	41.7
6	R	82	0.0	0.590	50.3	LOS D	4.7	32.9	1.00	0.79	25.1
Approa	ich	733	0.0	0.589	18.1	LOS B	12.7	89.1	0.70	0.62	38.7
East: G	lenroy Rd										
7	L	142	0.0	0.322	35.9	LOS C	6.2	43.5	0.87	0.79	30.2
8	Т	21	0.0	0.137	26.4	LOS B	2.4	16.9	0.82	0.63	32.2
9	R	31	0.0	0.137	34.5	LOS C	2.4	16.9	0.82	0.77	31.4
Approa	ich	194	0.0	0.322	34.6	LOS C	6.2	43.5	0.86	0.77	30.6
North: E	Badgally F	Rd									
10	L	19	0.0	0.842	32.3	LOS C	13.2	92.4	0.80	1.00	33.4
11	Т	1188	0.0	0.843	24.1	LOS B	31.8	222.5	0.89	0.89	34.3
12	R	42	0.0	0.302	48.7	LOS D	2.5	17.4	0.98	0.73	25.6
Approa	ich	1249	0.0	0.843	25.0	LOS B	31.8	222.5	0.89	0.89	33.9
West: C	Clydesdale	Rd									
1	L	27	0.0	0.085	34.0	LOS C	1.8	12.4	0.81	0.75	31.4
2	Т	11	0.0	0.085	25.8	LOS B	1.8	12.4	0.81	0.60	32.2
3	R	38	0.0	0.145	39.2	LOS C	2.0	13.7	0.88	0.74	28.9
Approa	ich	76	0.0	0.145	35.4	LOS C	2.0	13.7	0.84	0.72	30.2
All Vehi	icles	2252	0.0	0.843	23.9	LOS B	31.8	222.5	0.83	0.79	34.8

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on average delay for all vehicle movements.

Moven	Movement Performance - Pedestrians													
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back Pedestrian ped	of Queue Distance m	Prop. Queued	Effective Stop Rate per ped						
P3	Across S approach	53	34.2	LOS D	0.1	0.1	0.93	0.93						
P5	Across E approach	53	15.6	LOS B	0.1	0.1	0.63	0.63						
P7	Across N approach	53	34.2	LOS D	0.1	0.1	0.93	0.93						
P1	Across W approach	53	15.6	LOS B	0.1	0.1	0.63	0.63						
All Pede	estrians	212	24.9				0.78	0.78						

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM). Level of Service (Worst Movement): LOS D. LOS Method for individual pedestrian movements: Delay (HCM).

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#### Badgally, Clydesdale and Glenroy

Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Moven	nent Perl	formance - V	/ehicles								
		Demand	1117	Deg.	Average	Level of	95% Back		Prop.	Effective	Average
Mov ID	Turn	Flow	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
South:	Badgally F	veh/h Rd	%	v/c	sec	_	veh	m	_	per veh	km/ł
4	L	16	0.0	0.850	36.2	LOS C	13.2	92.4	0.83	1.04	31.5
5	T	921	0.0	0.845	28.7	LOS C	22.5	157.8	0.93	0.96	31.9
6	R	226	0.0	0.776	43.2	LOS D	10.0	70.1	1.00	0.91	27.4
Approa	ch	1163	0.0	0.845	31.6	LOS C	22.5	157.8	0.94	0.95	30.9
East: G	ilenroy Rd										
7	L	129	0.0	0.257	30.1	LOS C	4.9	34.2	0.82	0.78	32.8
8	Т	11	0.0	0.073	20.7	LOS B	1.2	8.5	0.77	0.57	35.2
9	R	20	0.0	0.073	28.8	LOS C	1.2	8.5	0.77	0.74	34.0
Approa	ch	160	0.0	0.257	29.3	LOS C	4.9	34.2	0.81	0.76	33.1
North: E	Badgally R	d									
10	L	43	0.0	0.539	26.0	LOS B	7.2	50.6	0.77	0.86	36.5
11	Т	556	0.0	0.540	19.0	LOS B	12.0	84.0	0.82	0.70	37.3
12	R	23	0.0	0.079	36.1	LOS C	1.1	7.6	0.88	0.71	30.1
Approa	ch	622	0.0	0.540	20.1	LOS B	12.0	84.0	0.82	0.71	36.9
West: C	Clydesdale	Rd									
1	L	9	0.0	0.098	28.9	LOS C	2.0	14.1	0.78	0.81	34.8
2	Т	42	0.0	0.098	20.8	LOS B	2.0	14.1	0.78	0.59	36.0
3	R	38	0.0	0.117	31.8	LOS C	1.6	11.3	0.82	0.73	32.0
Approa	ch	89	0.0	0.117	26.3	LOS B	2.0	14.1	0.80	0.67	34.1
All Vehi	icles	2035	0.0	0.845	27.7	LOS B	22.5	157.8	0.89	0.85	32.8

Level of Service (Aver. Int. Delay): LOS B. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS D. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on average delay for all vehicle movements.

Moven	Movement Performance - Pedestrians													
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back Pedestrian ped	of Queue Distance m	Prop. Queued	Effective Stop Rate per ped						
P3	Across S approach	53	29.3	LOS C	0.1	0.1	0.91	0.91						
P5	Across E approach	53	21.6	LOS C	0.1	0.1	0.79	0.79						
P7	Across N approach	53	29.3	LOS C	0.1	0.1	0.91	0.91						
P1	Across W approach	53	21.6	LOS C	0.1	0.1	0.79	0.79						
All Pede	estrians	212	25.4				0.85	0.85						

Level of Service (Aver. Int. Delay): LOS C. Based on average delay for all pedestrian movements. LOS Method: Delay (HCM). Level of Service (Worst Movement): LOS C. LOS Method for individual pedestrian movements: Delay (HCM).

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Badgally and Clydesdale Roundabout

Mover	nent Perf	formance - V	/ehicles								
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back o Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
South	Badgally r	veh/h	%	v/c	Sec		veh	m		per veh	km/h
1	• •	58	0.0	0.308	7.3	LOS A	2.4	16.9	0.19	0.59	49.3
-	L				-						
2	Т	387	0.0	0.308	6.5	LOS A	2.4	16.9	0.19	0.50	50.0
Approa	ich	445	0.0	0.308	6.6	LOS A	2.4	16.9	0.19	0.51	49.9
North: I	Badgally ro	d									
8	Т	631	0.0	0.451	6.5	LOS A	4.5	31.8	0.22	0.49	49.8
9	R	42	0.0	0.453	11.2	LOS A	4.5	31.8	0.22	0.79	46.2
Approa	ich	673	0.0	0.451	6.8	LOS A	4.5	31.8	0.22	0.51	49.5
West: 0	Clydesdale	e rd									
10	L	27	0.0	0.069	9.1	LOS A	0.4	3.1	0.50	0.64	47.4
12	R	38	0.0	0.069	12.9	LOS A	0.4	3.1	0.50	0.73	44.7
Approa	ich	65	0.0	0.069	11.3	LOS A	0.4	3.1	0.50	0.69	45.8
All Vehi	icles	1183	0.0	0.451	7.0	LOS A	4.5	31.8	0.22	0.52	49.4

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS A. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

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Badgally and Clydesdale Roundabout

Mover	nent Per	formance - V	ehicles/								
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back o Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
South:	Badgally r	veh/h d	%	v/c	Sec	_	veh	m	_	per veh	km/h
1	L	16	0.0	0.272	7.2	LOS A	2.0	14.3	0.12	0.60	49.6
2	T	395	0.0	0.271	6.4	LOSA	2.0	14.3	0.12	0.51	50.4
Approa	ich	411	0.0	0.271	6.4	LOS A	2.0	14.3	0.12	0.51	50.4
North:	Badgally re	d									
8	Т	488	0.0	0.349	6.5	LOS A	3.1	21.6	0.20	0.50	49.9
9	R	23	0.0	0.351	11.1	LOS A	3.1	21.6	0.20	0.80	46.3
Approa	ich	512	0.0	0.349	6.7	LOS A	3.1	21.6	0.20	0.51	49.8
West: 0	Clydesdale	e rd									
10	L	9	0.0	0.050	9.1	LOS A	0.3	2.2	0.49	0.62	47.3
12	R	38	0.0	0.050	12.9	LOS A	0.3	2.2	0.49	0.71	44.6
Approa	ich	47	0.0	0.050	12.2	LOS A	0.3	2.2	0.49	0.70	45.1
All Veh	icles	969	0.0	0.349	6.8	LOS A	3.1	21.6	0.18	0.52	49.8

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS A. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

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Badgallt and Dobell Roundabout

Moven	nent Per	formance - V	ehicles								
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back o Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South:	Badgally F										
2	Т	451	0.0	0.443	6.6	LOS A	4.8	33.6	0.28	0.48	49.3
3	R	188	0.0	0.443	11.2	LOS A	4.8	33.6	0.28	0.73	46.0
Approa	ch	639	0.0	0.443	7.9	LOS A	4.8	33.6	0.28	0.56	48.3
East: D	obell Rd										
4	L	317	0.0	0.555	15.4	LOS B	6.0	41.9	0.91	1.02	42.0
6	R	48	0.0	0.557	19.2	LOS B	6.0	41.9	0.91	1.04	40.1
Approa	ch	365	0.0	0.555	15.9	LOS B	6.0	41.9	0.91	1.03	41.7
North: E	Badgally r	d									
7	L	17	0.0	0.602	8.8	LOS A	6.4	44.9	0.60	0.66	47.6
8	Т	704	0.0	0.607	8.0	LOS A	6.4	44.9	0.60	0.62	47.6
Approa	ch	721	0.0	0.607	8.0	LOS A	6.4	44.9	0.60	0.62	47.6
All Vehi	icles	1725	0.0	0.607	9.6	LOS A	6.4	44.9	0.54	0.68	46.5

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

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# **MOVEMENT SUMMARY**

Badgally and Dobell Roundabout

Mover	nent Per	formance - V	/ehicles								
Mov ID	) Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back ( Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South:	Badgally F	۶d									
2	Т	355	0.0	0.379	6.3	LOS A	3.8	26.5	0.08	0.48	50.6
3	R	272	0.0	0.379	11.0	LOS A	3.8	26.5	0.08	0.79	46.3
Approa	ich	626	0.0	0.380	8.3	LOS A	3.8	26.5	0.08	0.61	48.6
East: D	obell Rd										
4	L	264	0.0	0.334	10.6	LOS A	2.7	18.8	0.71	0.79	46.4
6	R	7	0.0	0.335	14.4	LOS A	2.7	18.8	0.71	0.85	43.8
Approa	ich	272	0.0	0.334	10.7	LOS A	2.7	18.8	0.71	0.79	46.3
North: I	Badgally r	d									
7	L	13	0.0	0.486	9.2	LOS A	4.1	28.8	0.58	0.71	47.7
8	Т	506	0.0	0.483	8.4	LOS A	4.1	28.8	0.58	0.66	47.7
Approa	ich	519	0.0	0.483	8.4	LOS A	4.1	28.8	0.58	0.66	47.7
All Veh	icles	1417	0.0	0.483	8.8	LOS A	4.1	28.8	0.38	0.67	47.8

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS A. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

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Badgallt and Dobell Roundabout

Mover	ment Perf	ormance - V	ehicles/								l.
Mov ID	) Turn	Demand Flow	ΗV	Deg. Satn	Average Delay	Level of Service	95% Back ( Vehicles	of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South:	Badgally F	Rd									
2	Т	712	0.0	0.560	6.4	LOS A	7.7	53.8	0.18	0.47	50.0
3	R	189	0.0	0.561	11.0	LOS A	7.7	53.8	0.18	0.77	46.2
Approa	ach	901	0.0	0.560	7.3	LOS A	7.7	53.8	0.18	0.54	49.1
East: D	Dobell Rd										
4	L	283	0.0	1.299	342.5	LOS F	60.2	421.7	1.00	2.96	5.7
6	R	21	0.0	1.316	346.4	LOS F	60.2	421.7	1.00	2.96	5.9
Approa	ach	304	0.0	1.299	342.8	LOS F	60.2	421.7	1.00	2.96	5.7
North:	Badgally ro	Ł									
7	L	11	0.0	1.053	110.7	LOS F	116.8	817.5	1.00	2.56	14.9
8	Т	1358	0.0	1.102	109.8	LOS F	116.8	817.5	1.00	2.56	14.9
Approa	ach	1368	0.0	1.103	109.8	LOS F	116.8	817.5	1.00	2.56	14.9
All Veh	icles	2574	0.0	1.299	101.5	LOS F	116.8	817.5	0.71	1.90	15.8

Level of Service (Aver. Int. Delay): LOS F. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS F. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Processed: Tuesday, 21 June 2011 4:07:27 PM SIDRA INTERSECTION 5.0.5.1510 Project: T:\20102011\110\Claymore.sip 8000870, TRAFFIC SOLUTIONS PTY LTD, SINGLE



Badgallt and Dobell Roundabout

Move	ment Perf	ormance - V	/ehicles								
Mov IE	) Turn	Demand Flow	ΗV	Deg. Satn	Average Delay	Level of Service	95% Back ( Vehicles	of Queue Distance	Prop. Queued	Effective Stop Poto	Average
		veh/h	%	V/C	Sec	Service	venicies veh	m	Queueu	Stop Rate per veh	Speed km/h
South:	Badgally F	₹d									
2	Т	712	0.0	0.444	6.3	LOS A	4.2	29.3	0.14	0.50	50.4
3	R	189	0.0	0.185	11.1	LOS A	1.2	8.3	0.13	0.68	46.0
Approa	ach	901	0.0	0.444	7.3	LOS A	4.2	29.3	0.14	0.53	49.3
East: D	Dobell Rd										
4	L	283	0.0	0.581	15.0	LOS B	4.1	28.4	0.81	1.01	42.3
6	R	21	0.0	0.585	19.0	LOS B	4.1	28.4	0.81	1.05	40.2
Approa	ach	304	0.0	0.582	15.3	LOS B	4.1	28.4	0.81	1.01	42.2
North:	Badgally ro	ł									
7	L	11	0.0	0.554	8.5	LOS A	4.6	32.2	0.46	0.68	48.2
8	Т	1358	0.0	0.552	7.4	LOS A	4.6	32.2	0.46	0.60	48.4
Approa	ach	1368	0.0	0.553	7.4	LOS A	4.6	32.2	0.46	0.60	48.4
All Veh	icles	2574	0.0	0.582	8.3	LOS A	4.6	32.2	0.39	0.62	47.9

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Processed: Tuesday, 21 June 2011 4:13:51 PM SIDRA INTERSECTION 5.0.5.1510 Project: T:\20102011\110\Claymore.sip 8000870, TRAFFIC SOLUTIONS PTY LTD, SINGLE



Badgally and Dobell Roundabout

Movement Performance - Vehicles											
Mov ID Turn		Demand	ΗV	Deg.	Average	Level of	95% Back of Queue		Prop.	Effective	Average
	, runn	Flow veh/h	пv %	Satn v/c	Delay	Service	Vehicles veh	Distance	Queued	Stop Rate	Speed km/h
South:	Badgally F		70	V/C	Sec	_	Ven	m	_	per veh	K11/11
2	T	1163	0.0	0.828	6.4	LOS A	23.9	167.5	0.22	0.45	49.8
3	R	225	0.0	0.828	11.0	LOS A	23.9	167.5	0.22	0.74	46.2
Approach		1388	0.0	0.828	7.1	LOS A	23.9	167.5	0.22	0.50	49.1
East: Dobell Rd											
4	L	304	0.0	0.445	12.6	LOS A	4.1	28.5	0.84	0.91	44.4
6	R	7	0.0	0.433	16.5	LOS B	4.1	28.5	0.84	0.95	42.2
Approach		312	0.0	0.446	12.7	LOS B	4.1	28.5	0.84	0.91	44.4
North:	Badgally ro	ł									
7	L	13	0.0	0.574	9.1	LOS A	5.7	40.2	0.61	0.69	47.5
8	Т	647	0.0	0.581	8.2	LOS A	5.7	40.2	0.61	0.65	47.5
Approach		660	0.0	0.581	8.2	LOS A	5.7	40.2	0.61	0.65	47.5
All Vehicles		2360	0.0	0.828	8.2	LOS A	23.9	167.5	0.41	0.60	48.0

Level of Service (Aver. Int. Delay): LOS A. Based on average delay for all vehicle movements. LOS Method: Delay (RTA NSW). Level of Service (Worst Movement): LOS B. LOS Method for individual vehicle movements: Delay (RTA NSW). Approach LOS values are based on the worst delay for any vehicle movement.

Roundabout Capacity Model: SIDRA Standard.

Processed: Tuesday, 21 June 2011 4:10:06 PM SIDRA INTERSECTION 5.0.5.1510 Project: T:\20102011\110\Claymore.sip 8000870, TRAFFIC SOLUTIONS PTY LTD, SINGLE

