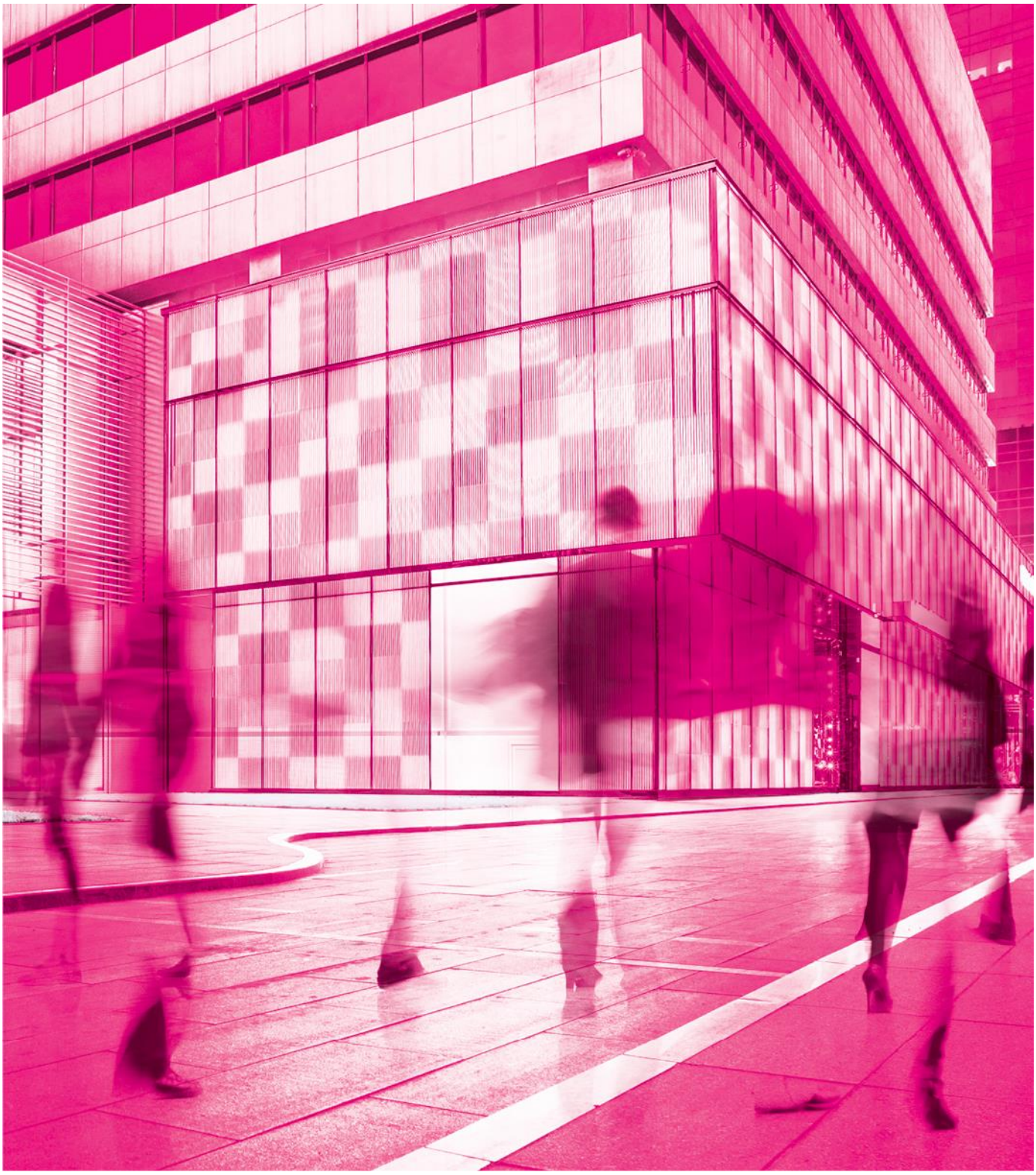

Traffic & Parking Report;

Griffith Base Hospital Redevelopment

For Health Infrastructure

16 April 2021

parking;
traffic;
civil design;
wayfinding;

ptc.

Document Control

Griffith Base Hospital Redevelopment- Traffic & Parking Report

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	30/11/20	Draft Issue	AP	KW	Ricky Gregory Project Director (CBRE)
2	27/01/21	Final Issue	AP	KW	Ricky Gregory Project Director (CBRE)
3	03/02/21	Final Issue	AP	KW	Ricky Gregory Project Director (CBRE)
4	06/03/21	Final Issue	AP	-	Ricky Gregory Project Director (CBRE)
5	30/03/21	Final Issue	AP	AM	Ricky Gregory Project Director (CBRE)
6	16/04/21	Final Issue	AP	-	Ricky Gregory Project Director (CBRE)

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Contents

1. Executive Summary

- **ptc.** has been engaged by Health Infrastructure (HI) to prepare a Parking and Traffic Report for Griffith Base Hospital redevelopment ('the project');
- This report will be submitted as part of a State Significant Development Application;
- The project will involve demolition of the majority of the existing hospital structures and the construction of the new building;
- At the completion of the project there will be an on-campus parking demand of 357 spaces. Griffith Base Hospital ('the hospital') proposes to provide an on-campus parking supply of 357 spaces;
- The post-redevelopment traffic generation has been calculated on a pro-rata basis using the pre-redevelopment parking capacity (314 spaces) and traffic generation (278 trips in the AM peak and 266 trips in the PM peak). This will result in post-redevelopment traffic generation of approximately 317 trips in the AM peak and 304 trips in the PM peak. This represents an additional net traffic generation of 39 and 38 trips in the AM and PM peaks respectively. This is considered a minor increase considering the existing traffic conditions of the surrounding road network;
- Three separate scenarios have been modelled as part of the traffic impact assessment:
  - Scenario 1: Pre-redevelopment
  - Scenario 2: Pre-redevelopment + 1% per annum linear background traffic growth up to end of 2025
  - Scenario 3: Pre-redevelopment + 1% per annum linear background traffic growth up to end of 2025 + The Net Traffic Generation
  - Scenario 4: Pre-redevelopment + 1% per annum linear background traffic growth up to end of 2035
  - Scenario 5: Pre-redevelopment + 1% per annum linear background traffic growth up to end of 2035 + The Net Traffic Generation

  The results from the SIDRA analysis indicate that the proposed redevelopment will have a minor impact on the existing road network conditions and operations of the major intersections surrounding the site. Each performance measure has increased marginally, however the level of service of the intersections has not changed in any scenario;
- A review of the facility has been undertaken with reference to Health Infrastructure's Hospital Car Park Design Guidelines, AS2890.1, AS2890.2 and AS2890.6. The assessment found the proposal to be meeting the intent of the relevant standards and guidelines; and
- Swept path assessments have been undertaken to ensure that the largest vehicle can enter and exit the site in a forward direction.
- The parking demand for construction personnel is adequately accommodated by the available on-street parking within a 400m radius of the hospital campus.

Overall, the traffic and parking implications are not expected to result in any discernible adverse impact on the surrounding road network, with management measures to ensure minimal traffic and parking implications for both construction and operation of the proposed hospital redevelopment.

2. SEARs

A Secretary's Environmental Assessment Requirements (SEARs) has been provided for the project. A summary of the requirements outlined in the SEARs and ptc.'s responses to these requirements are provided in the table below.

SEARs	ptc. response
Analysis of the existing transport network, including:	
• road hierarchy.	See section 6.1.
• pedestrian, cycle and public transport infrastructure.	See section 6.2 and section 6.3
• details of current daily and peak hour vehicle movements based on traffic surveys and / or existing traffic studies relevant to the locality.	Traffic surveys are provided in section 9.4.
• existing performance levels of nearby intersections utilising appropriate traffic modelling methods (such as SIDRA network modelling).	Traffic modelling of the existing road network is provided in section 9.5.
Details of the proposed development, including:	
• a map of the proposed access which identifies public roads, bus routes, footpaths and cycleways.	Refer to Section 6.
• vehicular access arrangements, including for service and emergency vehicles and loading/unloading, including swept path analysis demonstrating the largest design vehicle entering and leaving the site and moving in each direction through intersections along the proposed transport routes.	See Attachment 2 for swept path analysis.
• car parking, bicycle parking and end-of-trip facilities.	Car parking and bicycle parking are detailed in Section 10.5. For details on end-of trip facilities refer to the Green Travel Plan.
• pedestrian or road infrastructure improvements or safety measures.	The traffic and pedestrian impact are considered minimal hence, no pedestrian or road infrastructure improvements have been suggested in this report.
Analysis of the impacts due to the operation of the proposed development, including:	
• proposed modal split for all users of the development including vehicle, pedestrian, cyclist, public transport and other sustainable travel modes.	Refer to Green Travel Plan.
• estimated total daily and peak hour vehicular trip generation.	The peak hour traffic generation is provided in section 9.2. The total daily vehicular trip generation has not been calculated in this report. The total daily trips are discussed in the Green Travel Plan.

SEARs	ptc. response

• a clear explanation and justification of the:
  • assumed growth rate applied.
  • volume and distribution of proposed trips to be generated.
  • type and frequency of design vehicles accessing the site.
	See section 9.1 and section 9.2.

• details of performance of nearby intersections with the additional traffic generated by the development both at the commencement of operation and in a 10-year time period (using SIDRA network modelling).	See section 9.5.
• cumulative traffic impacts from any surrounding approved development(s).	There are not any approved developments in the surrounding vicinity of the site which will coincide with the traffic modelling area.
• adequacy of pedestrian, bicycle and public transport infrastructure to accommodate the development.	Refer to the Green Travel Plan.
• adequacy of car parking and bicycle parking provisions when assessed against the relevant car / bicycle parking codes and standards.	See section 8 for car parking and refer to the Green Travel Plan for bicycle parking.
• adequacy of the existing / proposed pedestrian infrastructure to enable convenient and safe access to and from the site for all users.	See section 6.3.1.
Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including: • travel demand management measures to encourage sustainable transport (such as a Green Travel Plan and / or specific Workplace Travel Plan). • infrastructure improvements, including details of timing and method of delivery.	Refer to the Green Travel Plan.
Identify infrastructure (if required) to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development, including details on improvements required to affected intersections.	The traffic modelling shows the development will have minimal impact on the road network and therefore will not require upgrades to the infrastructure.
Analysis of the impacts of the traffic generated during construction of the proposed development, including:	
• construction vehicle routes, types and volumes.	See section 11.3, section 11.4 and section 11.6.
• construction program (duration and milestones).	Construction program to be determined at a later date.
• on-site car parking and access arrangements for construction, emergency and construction worker vehicles.	See section11.4.
• cumulative impacts associated with other construction activities in the locality (if any).	N/A

SEARs	ptc. response
• road safety at identified intersections near the site due to conflicts between construction vehicles and existing traffic in the locality.	Access routes have yet to be determined and will be prepared by the appointed contractor.
• measures to mitigate impacts, including to ensure the safety of pedestrian and cyclists during construction.	See section11.4.
A preliminary Construction Traffic and Pedestrian Management Plan.	See section 11.

3. Introduction

3.1 Project Summary

ptc. has been engaged by Health Infrastructure (HI) to prepare a Parking & Traffic Report for the redevelopment works associated with the re-development of the hospital.

The location of the hospital is outlined in Figure 1.

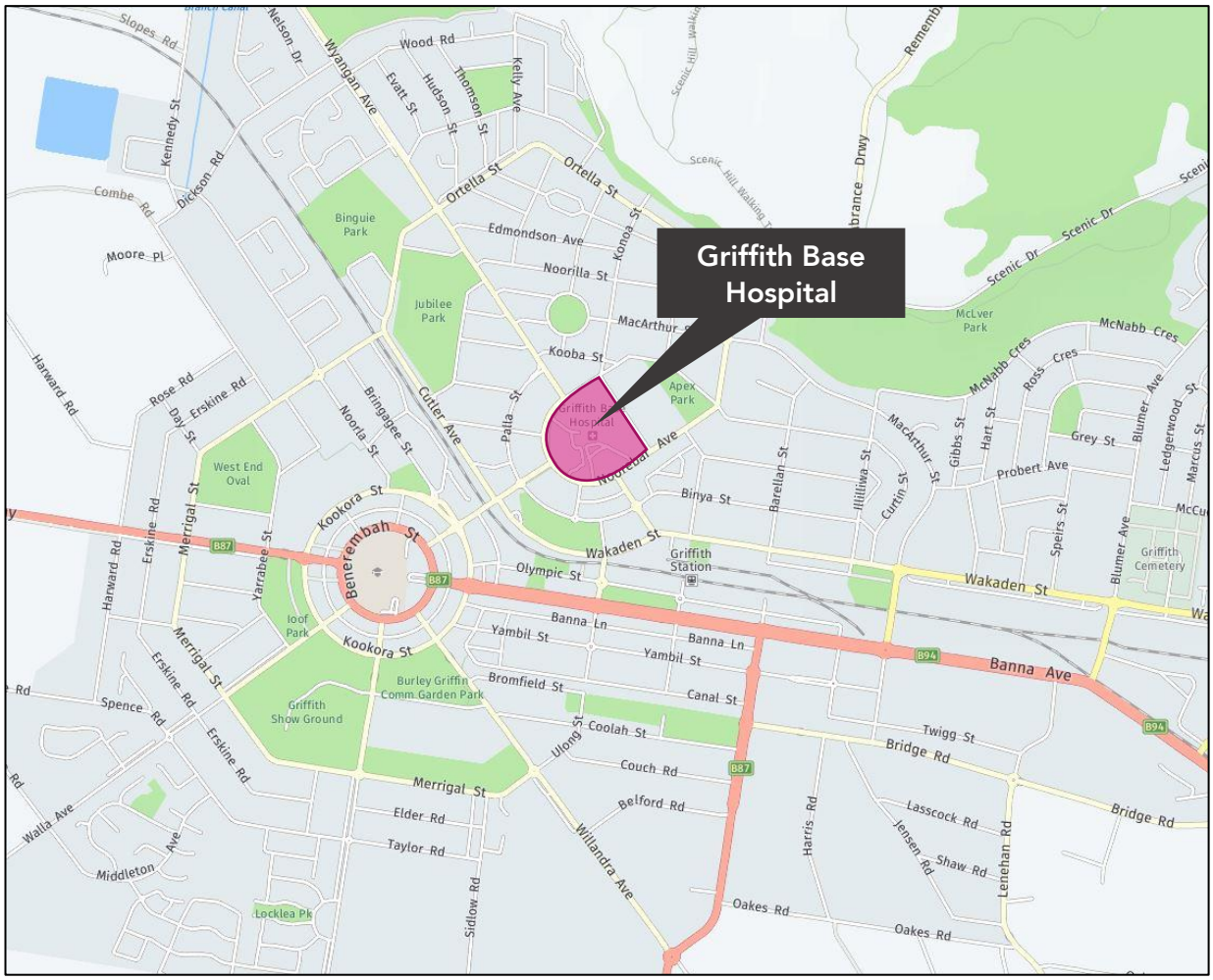


Figure 1 - Griffith Hospital and its surrounding context

3.2 Background Documents

The following documents have been considered in the preparation of this report:

- Guide to Traffic Generating Developments (Roads and Maritime Services, 2002)
- EIS Guidelines - Road and Related Facilities (Department of Urban Affairs and Planning (DUAP), 1996)
- Cycling Aspects of Austroads Guides
- NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004)

- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020)
- Guide to Traffic Management Part 13: Traffic Studies and Analysis (Austroads, 2020)
- Australian Standard 2890.3 Parking facilities, Part 3: Bicycle parking (AS 2890.3)
- Griffith Pedestrian & Bicycle Strategy (Griffith City Council, 2018)
- Engineering Standards: Subdivision and Development (Griffith City Council, 2008).

4. Background

4.1 Site Context

The hospital lies within a general residential zone (R1), situated to the north-east of Griffith City Council and town centre. Key features surrounding the site include:

- To the south-west, lies a mixed-use precinct (B4) comprising Griffith City Council, Griffith Regional Theatre and local businesses;
- To the south, lies a local centre precinct (B2) which includes the Griffith Local Court, Griffith City Library and local businesses;
- To the north-east, lies an environmental conservation precinct (E2); and
- The greater residential precinct of Griffith, comprising typically general residential (R1) zones.

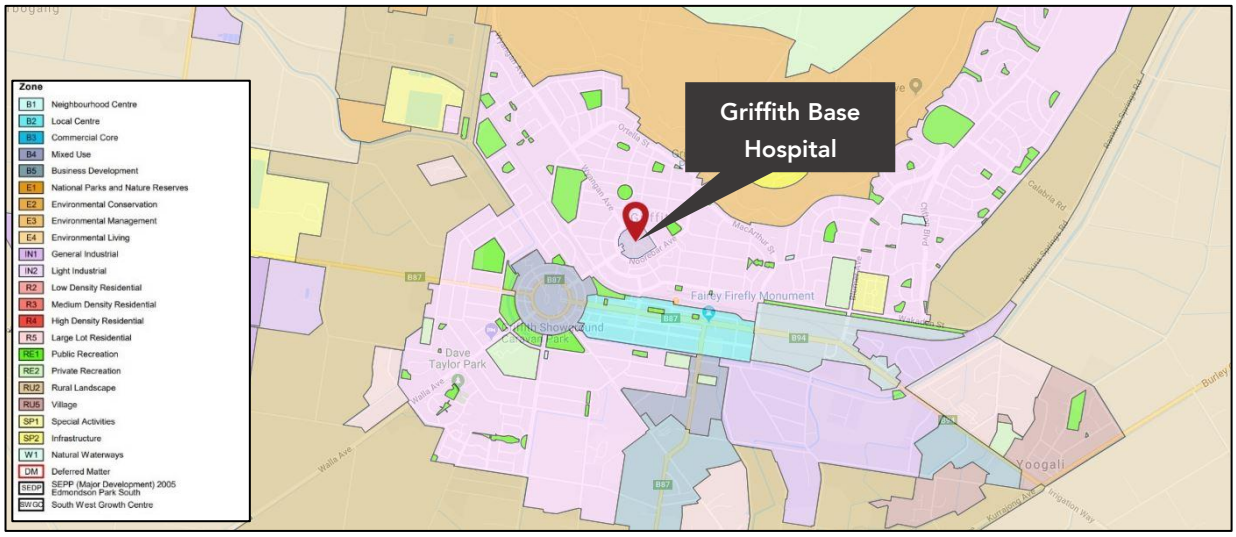


Figure 2 - Local Land Use Map

(Source: NSW Planning Viewer)

4.2 Hospital Details

The hospital is a public hospital, located within the Murrumbidgee Irrigation Area of New South Wales and provides a wide range of emergency, general medicine and diagnostic services. The hospital is part of the NSW health system servicing the community of Griffith and neighbouring regions.

A summary of the current key statistics of the hospital is as follows:

Table 1 - Griffith Base Hospital Key Statistics

Key Statistics[1]	No.
Clinical Staff (Full Time Equivalent (FTE))[2]	298
Administration and Support Services Staff	53
Total Inpatient Beds	100
Emergency Department Presentations (average per day per weekday)	40
Outpatients Occasions of Service (per annum)	65,093

[1] Griffith Health Services Plan Refresh 2017 Version 1.6 Feb 2018

[2] This includes resident doctors but excludes VMOs

4.3 Current Hospital Arrangements

The plan below shows the main facilities that were provided within the hospital campus.

Figure 3 - Existing Campus Plan

Table 2 - Existing Campus Plan - Reference

Reference	Facilities	Reference	Facilities
1	Main Services Building, including ED	8	Distribution Kitchen
2	General and Medical Ward	9	Children's Ward
3	Nurses Training School	10	Maintenance Workshop
4	Maternity Ward	11	Mental Health
5	Oncology and	12	Relative Overnight Accommodation
6	Specialist Clinic 2/ Staff Dining Room	13	Dental Clinic
7	Storage/ Dietetics/ Linen/ Imaging/ RadiologyKiosk		

5. Redevelopment Proposal

In order to accommodate the growing population of Griffith and neighbouring precincts, the hospital will undergo extensive re-development. The Griffith Base Hospital Redevelopment ('the project') which will involve expansion of existing facilities and relocation of services currently delivered off site which, by 2026/27, will result in an increase in the number of:

- Inpatient beds
- Outpatient beds, chairs & trolleys
- Staff numbers
- Fleet vehicles

5.1 Project Description

The scope of the project is indicated in the figure below.

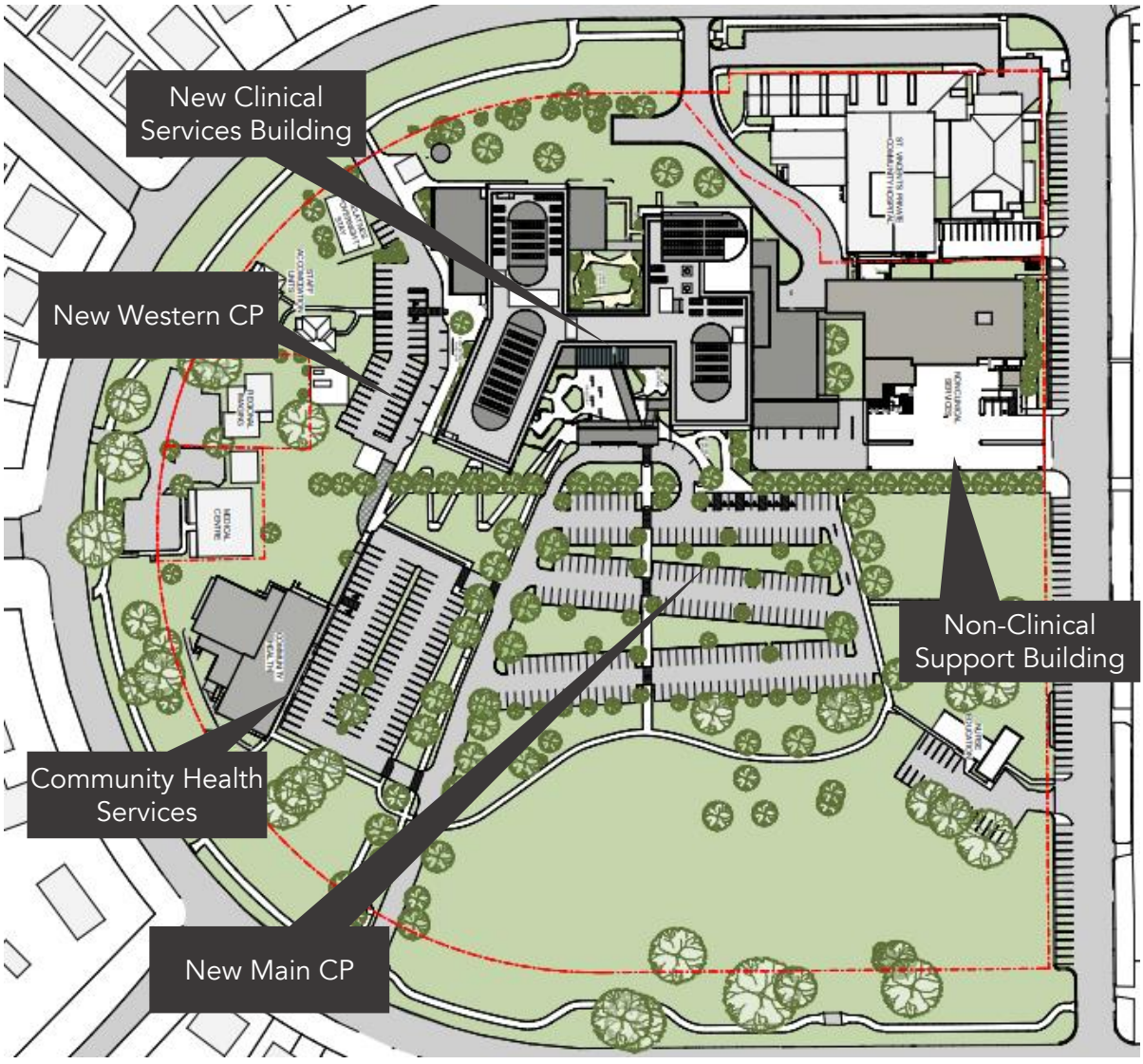


Figure 4 - Redevelopment Campus Plan

The scope of the project will involve the following:

- Demolition of Building 25
- Construction of new clinical services building
- Demolition of Building 1, 2, 6, 15, 16, 17, 19, 20, 22, 28, 29, 31, 35
- Landscaping work.

6. Existing Transport Facilities

6.1 Road Hierarchy

The subject site is located in the city of Griffith and is primarily serviced by State Roads including Kidman Way (B87) and Burley Griffin Way (B94), as well as a Regional Road including Wakaden Street. The site is also serviced by local roads managed by Griffith City Council.

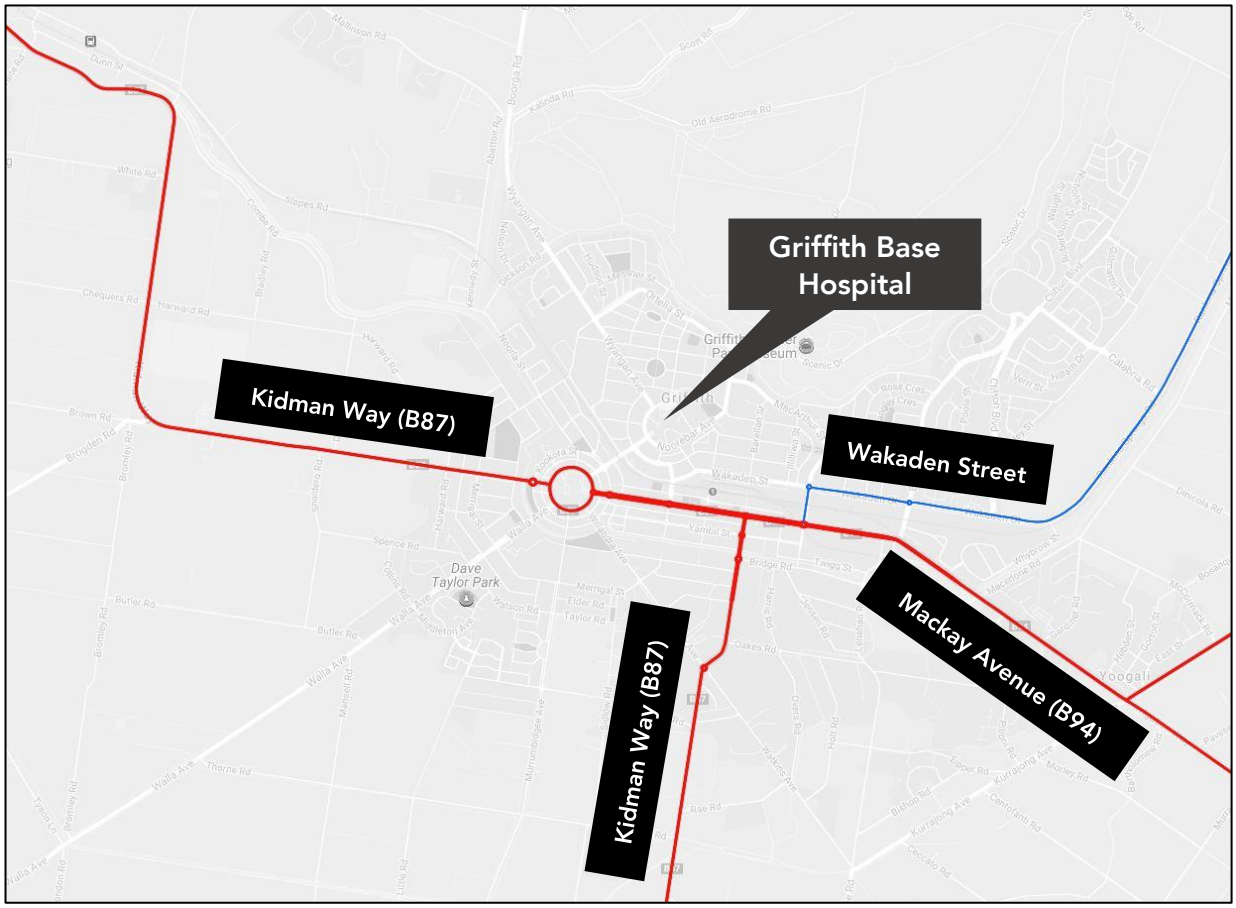


Figure 5 - Road Hierarchy (RMS Road Hierarchy Review)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

State Roads	- Freeways and Primary Arterials (RMS managed)
Regional Roads	- Secondary or sub-arterials (Council managed, partly funded by State)
Local Roads	- Collector and local access roads (Council managed)

The local road network directly serving the hospital are shown in the following figure.

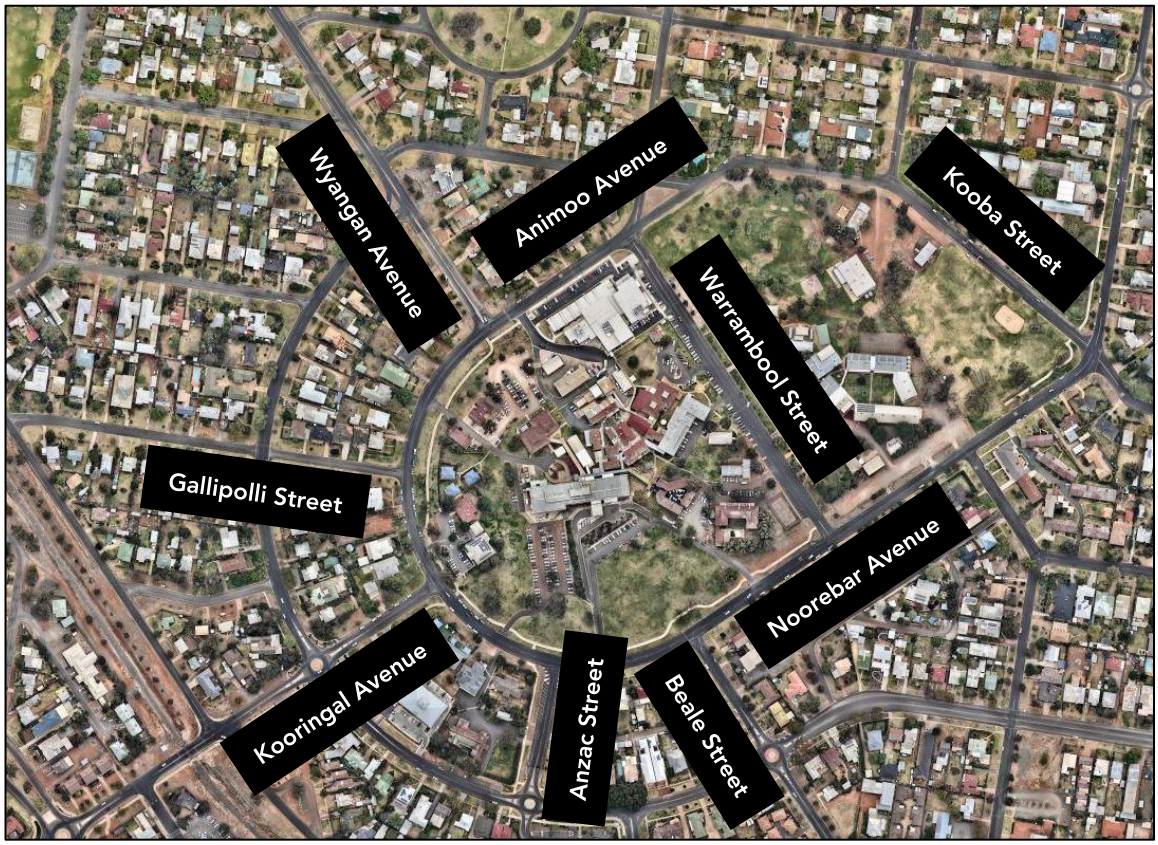


Figure 6 - Local Road Network

Warrambool Street	
Road Classification	Local Road
Alignment	North-West to South-East
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	18.5m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	Unrestricted perpendicular and angled parking on either side
Approximate Parking Utilisation	50%
Forms Site Frontage	Yes

Figure 7 - Warrambool Street (south-easterly towards Noorebar Avenue)

Noorebar Avenue	
Road Classification	Local Road
Alignment	North-East to South-West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12.5m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	Unrestricted
Approximate Parking Utilisation	10%
Forms Site Frontage	Yes

Figure 8 - Noorebar Avenue (north-easterly towards Warrambool Street)

Animoo Avenue	
Road Classification	Local Road
Alignment	North-East to South-West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	Unrestricted
Approximate Parking Utilisation	10%
Forms Site Frontage	Yes

Figure 9 - Animoo Avenue (north-westerly towards Warrambool Street)

Kooba Street	
Road Classification	Local Road
Alignment	North-West to South-East
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	No Parking 8am-9:30am & 2:30pm-4pm School Days
Approximate Parking Utilisation	10%
Forms Site Frontage	No

Figure 10 - Kooba Street (south-easterly towards Noorebar Avenue)

Wyangan Avenue	
Road Classification	Local Road
Alignment	North-West to South-East
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	14.5m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Approximate Parking Utilisation	10%
Forms Site Frontage	No

Figure 11 - Wyangan Avenue (south-easterly towards Animoo Avenue)

Gallipoli Street	
Road Classification	Local Road
Alignment	East – West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	9m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Approximate Parking Utilisation	10%
Forms Site Frontage	No

Figure 12 - Gallipoli Street (easterly towards Animoo Avenue)

Kooringal Avenue	
Road Classification	Local Road
Alignment	North-East to South-West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	13m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Approximate Parking Utilisation	30%
Forms Site Frontage	No

Figure 13 - Kooringal Avenue (north-westerly towards Noorebar Avenue)

Beele Street	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Approximate Parking Utilisation	10%
Forms Site Frontage	No

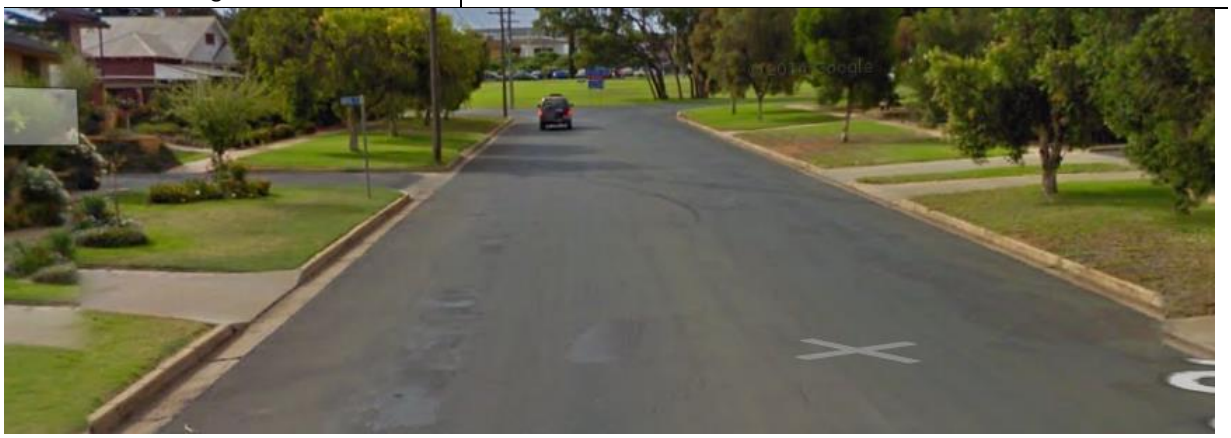


Figure 14 - Beele Street (northbound towards Noorebar Avenue)

Anzac Street	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	16m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Approximate Parking Utilisation	10%
Forms Site Frontage	No

Figure 15 – Anzac Street (northbound towards Noorebar Avenue)

6.2 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised by staff and the public. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggests that 400m-800m is a comfortable walking distance.

Figure 16 – Nearby Transport Facilities

6.2.1 Bus Services

There are two bus services serving the hospital, as summarised in Table 3 and Figure 17.

Table 3 - Bus Service Summary

Route No.	Frequency	Coverage	Stop Location
941	Every 90mins on weekdays Two services on weekends (10:19am & 12:48pm)	Griffith CBD to North Griffith	Griffith Base Hospital, Animoo Avenue
946	Every 90mins on weekdays Two services on weekends (8:48am & 11:44am)	Griffith CBD to Mayfair via Three Ways	Animoo Avenue opposite Griffith Base Hospital

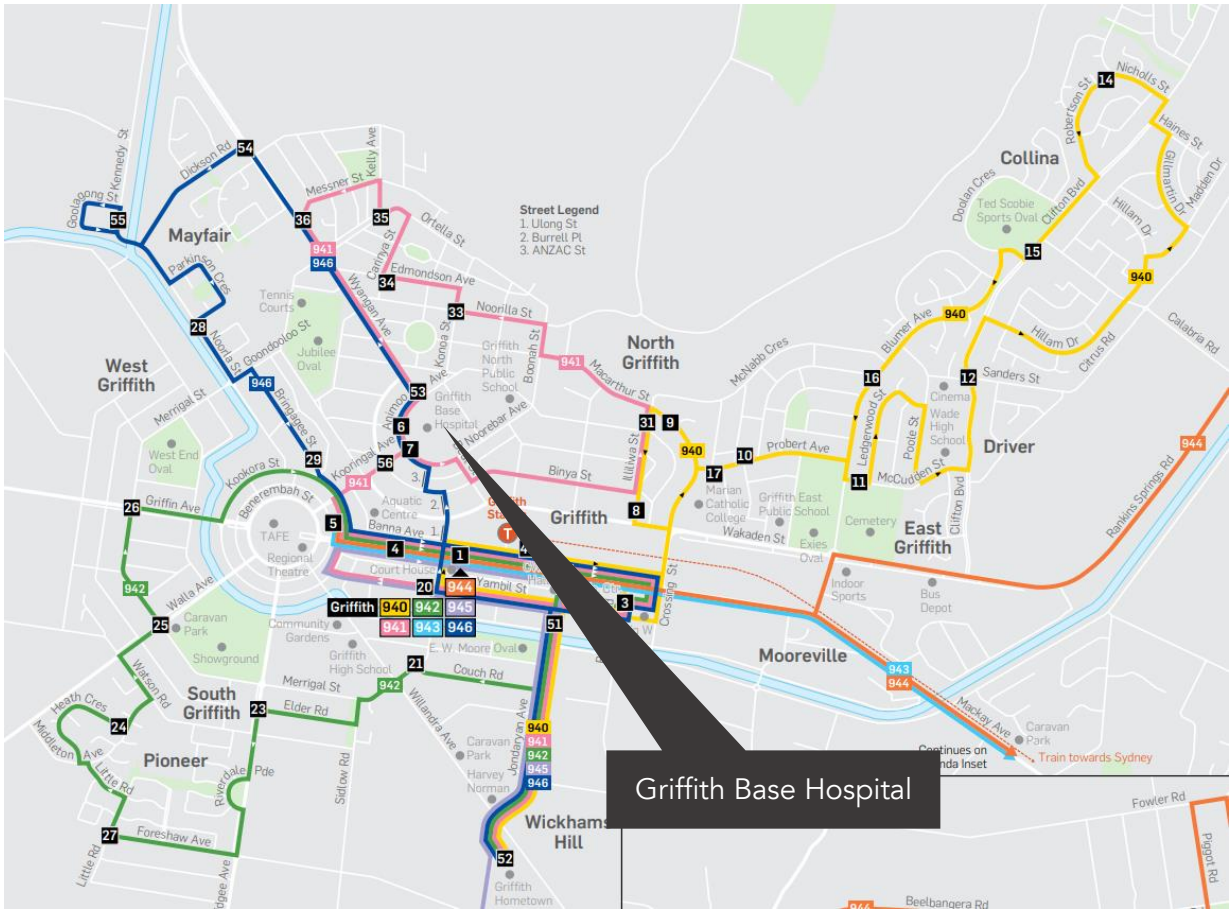


Figure 17 - Bus Routes
(Source: Griffith Buslines Group)

6.3 Active Travel

6.3.1 Walking

Walking is a viable transport option for distances under one (1) kilometre (approximately 20-25mins) and is often quicker for short trips door to door. Walking is also the most space efficient mode of transport for short trips and presents the highest benefits. Co-benefits where walking replaces a motorised trip includes improved health for the individual, reduced congestion on the road network and reduced noise and emission pollution.

Footpaths are currently provided around the hospital frontage, which are generally wide and can adequately accommodate two-way pedestrian flow. Footpaths are generally not provided along the surrounding road network, which is not uncommon for low-density residential areas. However, it is noted that the roads generally provide wide grassy verges which could possibly allow local residents/ employees to walk to the site.

The existing pedestrian facilities is considered adequate for the purposes of Griffith Hospital.

6.3.2 Cycling

In the context of cycling, there is an existing shared path along the hospital frontage, as well as a shared path connection along Kooringal Avenue towards the Griffith Town Centre. Although the existing infrastructure is

limited, Figure 18 represents the Council's future plans for improving the pedestrian and bicycle network which will provide better connection within the wider Griffith region.

In light of this, it is considered that walking and cycling will be a viable alternative mode of transportation, in the future, for many local visitors and employees of the hospital.

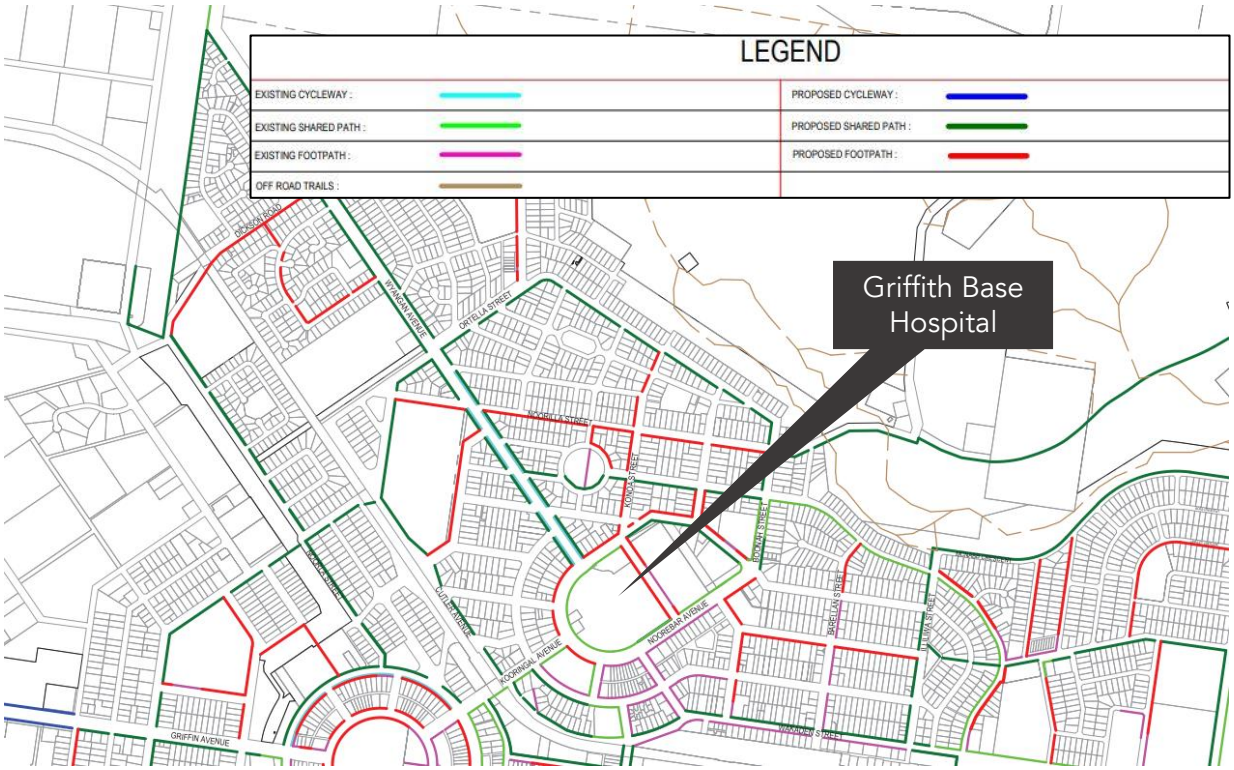


Figure 18 - Existing and Proposed pedestrian/bicycle infrastructure

(Source: Griffith Pedestrian & Bicycle Strategy 2018)

7. Existing Parking Conditions

7.1 On-site Parking Supply

As part of the project the following infrastructure works were undertaken to meet the increase in parking demand:

- Formalisation of the Children's Ward CP;
- Re-line marking of Main CP; and
- Re-line marking of ED CP.

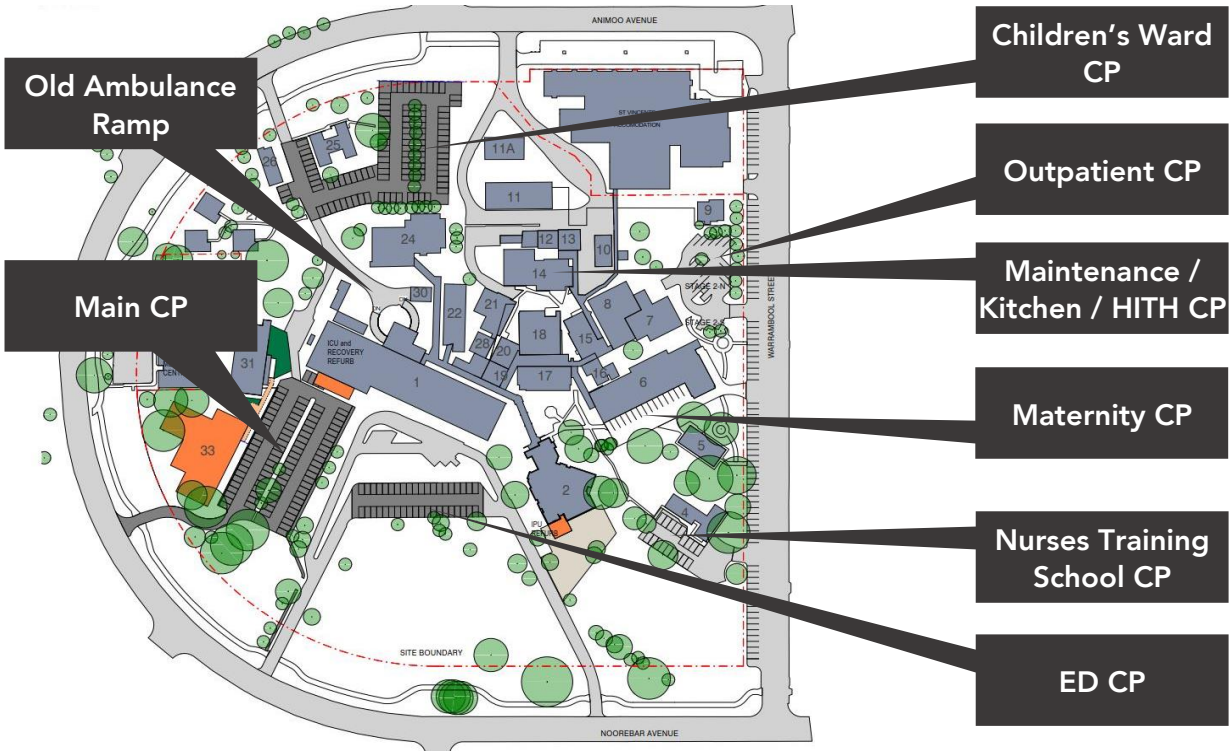


Figure 19 - Car Park Layout

Table 4 - Parking Supply

Car Park	Capacity
Main CP	87
ED CP	48
Children's Ward CP	89
Outpatient CP	23
Maternity CP	12
Nurses Education CP	18
Old Ambulance Ramp	4
Maintenance/Kitchen/HITS	30
TOTAL	**311**

7.2 On-Street Parking Demand

7.2.1 General On-street Parking

On-street parking surveys and observations were undertaken within the Relevant Parking Zone (RPZ) around the hospital over two days, being Wednesday 2nd and Thursday 3rd of May, 2018.

The RPZ was measured using a radius of 400 metres from the approximate centre of the hospital (see Figure 20), as per the NSW Cycling & Walking Guidelines for comfortable walking distances. This radius is considered to be the maximum distance long stay parkers (e.g. dayshift and administration staff) would be prepared to walk to their ultimate destination. However, even this distance is unlikely to be an attractive option for afternoon and night shift staff, who would likely seek to park significantly closer to the hospital for safety and security reasons.

It is also likely that short stay parkers would want to park significantly closer than 400m, especially with hospital sites where a certain proportion of people with special requirements may need to park closer to their destination e.g. patients with walking difficulties. Special categories of patients would, ideally, require reserved parking immediately adjacent to their destination e.g. oncology, radiology, dialysis etc.

Following our site visit, no appropriate off-campus off-street parking for visitors and staff was identified. Therefore, the RPZ for purposes of this report encompasses on-street parking only.

The survey results, summarised in Figure 20, indicate that on-street parking spaces are generally under-utilised with minimal fluctuations throughout the day, which is not uncommon for low-density residential precincts in rural areas. The primary exceptions to these observations are described below:

- During the school drop-off period (8am-9am) and pick-up period (2:30pm-3:30pm), parking demand on Warrambool Street increased to near full capacity (~95%), primarily generated by St Patricks Catholic Primary School;
- Along the southern side of Noorebar Avenue and the western side of Anzac Street (between Noorebar Avenue and Binya Street), on-street parking demand around the existing Child Care Centre, "Community Kids Griffith Early Education Centre" was approximately 80%.

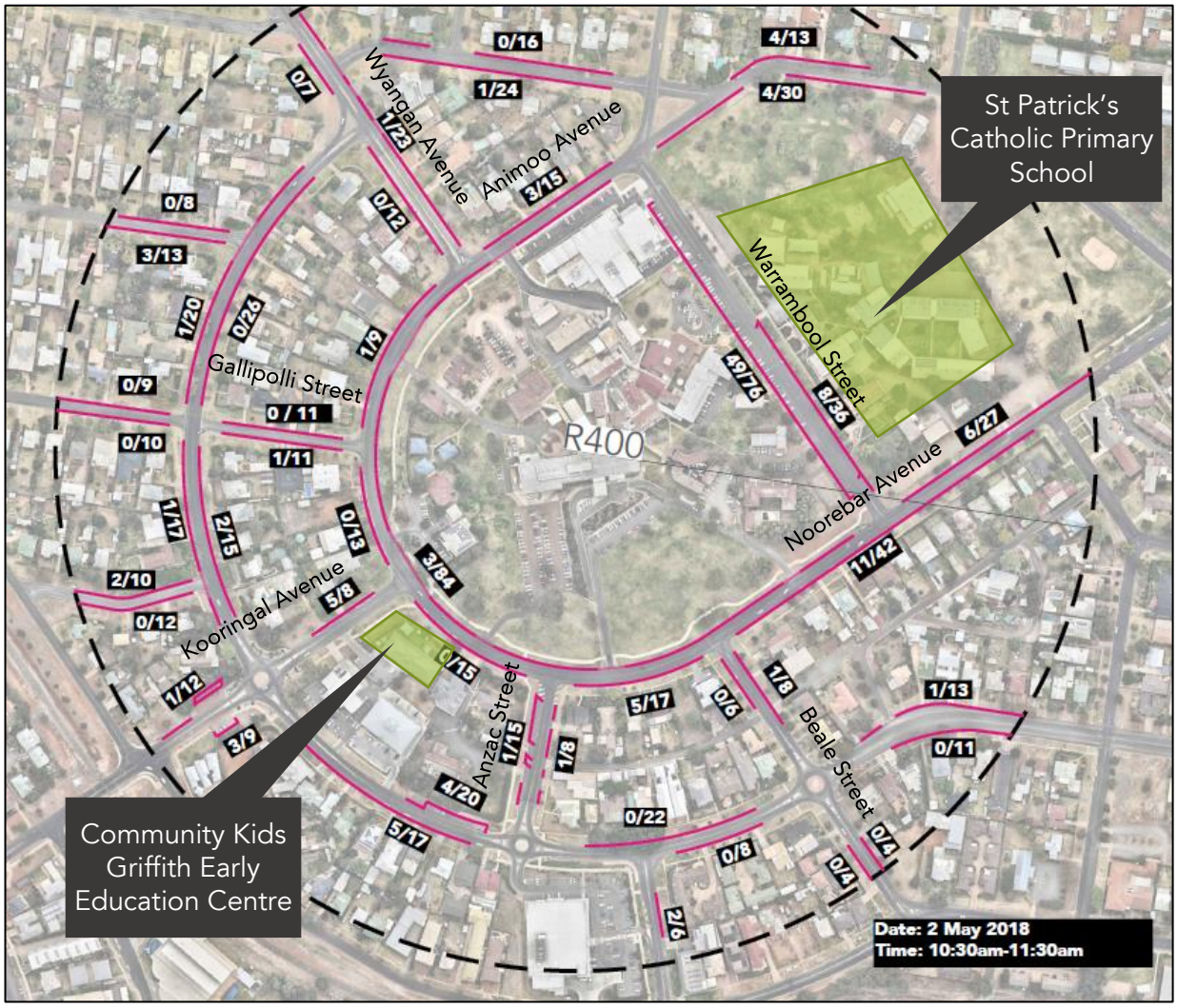


Figure 20 – Existing Average On-Street Parking Occupancy/Capacity, Weekday

7.2.2 Hospital-Associated On-street Parking

While it is assumed that the parking demand observed on the hospital campus (Section 7.1) is solely associated with the hospital, it is also anticipated that some proportion of observed on-street parking is also generated by the hospital.

Within **ptc.**'s Stage 1 Parking Strategy Report[3], it was concluded that the hospital is currently generating a total demand of approximately 296 cars. From our survey data, 247 cars were observed on-site, suggesting 49 vehicles are currently parking on-street. This is relatively consistent with the parking demand observed on Warrambool Street, which provides unrestricted parking in close proximity to many of the hospital's services.

[3] Prepared on the 26th November 2018

8. Redevelopment Works (2025) Parking Provision

The redevelopment works are anticipated to result in a growth in parking demand primarily associated with the increase in FTE staff, fleet vehicles, and additional inpatient beds and outpatient treatment spaces.

For most other developments, the use of the RMS Guide to Traffic Generating Developments or the Council's DCP would be used to estimate the parking demand of a development. However, it is noted that in the guide, it only refers to private hospitals and from our experience undertaking numerous parking demand surveys and studies, the parking demand stipulated in the guide underestimates the true demand of public hospitals. It is noted that Council's DCP No. 20 provides a parking demand estimate of 2 parking spaces per bed for hospitals, however, from our experience this would generally underestimate the traffic generated by a public hospital. Therefore, the redevelopment works parking demand has been estimated using **ptc.**'s standard modelling process for Hospital assessments, which is already familiar to Health Infrastructure as it has been adopted across a number of hospital sites.

The following sections summarise the forecast parking demand for the redevelopment works.

The detailed demand modelling calculations and assumptions can be seen in Attachment 1.

8.1 Assumptions

The redevelopment works parking demand estimate is based on the following key assumptions:

- Current productive staff FTE (inclusive of staff that will re-locate to the hospital once the redevelopment works are complete)
- Workforce Plan
- 17 additional inpatient beds;
- Additional outpatient occasions of service (per annum) arising from the proposed increase in outpatient beds/trollies/chairs;
- Additional Emergency Department presentations;
- Demand is estimated based on weekday peak (as weekends will always be lower), inclusive of afternoon shift changeover allowance.

8.2 Staff Growth

A summary of the weekday productive FTE staff numbers, post-redevelopment, is provided in Table 5.

Table 5 - Stage 2 FTE staff summary

FTE staff group	No. of weekday productive FTE staff
Clinical Staff	269
Administration Staff	56
VMO	20
TOTAL	**345**

8.3 Outpatient Occasions of Service Growth

In the absence of data from the hospital/LHD we have estimated redevelopment works outpatient parking demand by grossing up outpatient occasions of service (per annum) pro-rata to the increase in outpatient beds/trollies/chairs.

The number of outpatient beds/ trollies/ chairs will increase from 48 to 73 post redevelopment.

The project data for outpatient occasions of service is 100,789 per annum, based on 48 outpatient beds/trollies/chairs. Therefore, a pro-rata increase equates to an additional 51,294 for a total of 153,283 occasions of service per annum.

8.4 Emergency Department Presentations Growth

The hospital/LHD provided forecast ED Presentations data post redevelopment, at 58 per day (average).

8.5 Parking Demand and Supply

A summary of the parking demand estimates for the project, inclusive of the growth factors detailed above, is as follows:

Table 6 - Parking Demand and Supply Summary

	Forecast Redevelopment Works (2025)
Demand	
Staff/ VMO	226
Public	147
Other	7
LHD	26
TOTAL PARKING DEMAND	**406**
Less: Assumed to park on-street (as currently)	(49)
TOTAL ON CAMPUS PARKING DEMAND	**357**
Supply	
General Car Parking	
TOTAL ON CAMPUS PARKING SUPPLY	**357**
Other Supply	
TOTAL DROP-OFF BAYS	**4**
TOTAL AMBULANCE BAYS	**4**
TOTAL PATIENT TRANSPORT BAYS	**1**
TOTAL POLICE BAYS	**2**

Figure 21 - Post-redevelopment Parking Supply

9. Traffic Impact Assessment

9.1 Scenarios

Three different scenarios have been tested to determine the likely traffic impacts:

- **Scenario 1 – Pre-redevelopment**

  The 2018 survey volumes have been adopted for the base scenario.

- **Scenario 2 – Pre-redevelopment + Background Traffic Growth**[4]

  The growth in background traffic has been incorporated into the analysis to provide a more accurate representation of the future traffic conditions. The background traffic growth is based on various factors such as the estimated population growth, employment rate and method of travel to work data.

  - **Forecasted Population Growth:** The Department of Planning and Environment provides forecasted population growth for all the local government areas (LGA) within NSW. In general, the population growth of the Griffith Region, between 2018 and 2027 is estimated to be 0.65%-0.8% annually, with the growth decreasing towards 2027.

  - **Employment Rate:** The Australian Bureau of Statistics (ABS) labour force survey, Centrelink data and the Department of Employment provides employment data for LGAs within NSW[5]. The data indicates that the current unemployment rate is approximately 4.8% which is lower than the average unemployment rate of Regional NSW (5.42%) and Australia (5.5%). It is acknowledged that the economy of Griffith has been rapidly growing over the past few years, with the city currently struggling to find enough staff[6].

    According to Griffith City Council, this trend is likely to continue over the next few years with more than $1 billion worth of developments under construction and the current agricultural boom providing long-term economic benefits for the community.

  - **Method of Travel to Work:** The ABS provide Method of Travel to Work data for LGAs within NSW which indicates that the private vehicular travel (car) was the dominant mode of transport contributing approximately 74% in 2016, which is approximately a 5% increase from 2011. Public transportation contributed approximately 0.1% by trains and 0.2% by buses.

    Although the Griffith City Council plans to improve the pedestrian and cycling network, to encourage active transportation, it is likely that travel by private vehicles will continue to be the dominant mode of transport and this trend will continue into the near future.

  Furthermore, there are not any approved developments in the surrounding vicinity of the site which will coincide with the traffic modelling area.

  In light of the data provided above, an annual background traffic growth of 1% has been incorporated into the SIDRA analysis, at a linear rate. An annual 1% linear growth is considered to be a relatively conservative representation of the future traffic conditions.

[4] It is assumed that the project will be completed by the end of 2025

[5] https://economy.id.com.au/griffith/unemployment

[6] https://www.theaustralian.com.au/life/weekend-australian-magazine/griffith-business-is-booming/news-story/444287b4f125cd9324304731679e9753

- **Scenario 3 – Pre-redevelopment (re-distributed) + Background Traffic Growth + Development Net Traffic Generation**

  Considering that the access arrangements will change as a result of the project, the pre-redevelopment related traffic have been redistributed based on the assumptions outlined in Section 9.3 This scenario then adds the background traffic growth (1% annual linear growth) and the development net traffic.

- **Scenario 4 – Pre-redevelopment (re-distributed) + 10 Year Post Development Background Traffic Growth[7]**

  An annual background traffic growth of 1% has been incorporated into the SIDRA analysis, at a linear rate to the 10-year horizon post development (i.e. 2035). As stated above, an annual 1% linear growth is considered to be a relatively conservative representation of the future traffic conditions.

- **Scenario 5 – Pre-redevelopment (re-distributed) + 10 Year Post Development Background Traffic Growth[8] + Development Net Traffic Generation**

  Considering that the access arrangements will change as a result of the project, the pre-redevelopment related traffic have been redistributed based on the assumptions outlined in Section 9.3 This scenario then adds the 10-year post development background traffic growth (1% annual linear growth) and the development net traffic.

9.2 Traffic Generation

9.2.1 Pre-redevelopment Traffic Generation

Tube counts were undertaken at each of the hospital entry/exit driveways between the periods 4 May 2018 to 10 May 2018 (non-school holiday period). The locations of the tube counts are indicated in Figure 22.

[7] It is assumed that the future year horizon will be 10 years post development i.e. 2035

[8] It is assumed that the future year horizon will be 10 years post development i.e. 2035

Figure 22 - Automatic Tube Count (ATC) Locations

It is noted that all vehicular movements captured by ATC1 are comprised of the service vehicles accessing the hospital and exiting vehicles associated with the St Vincent's Private Community Hospital. Any vehicular movements associated with the St Vincent's Private Community Hospital is not within the scope of this development and have been excluded from the analysis.

In order to conduct a more robust assessment, the peak hour inbound and outbound movements have been adopted. The results are shown in Figure 23 below.

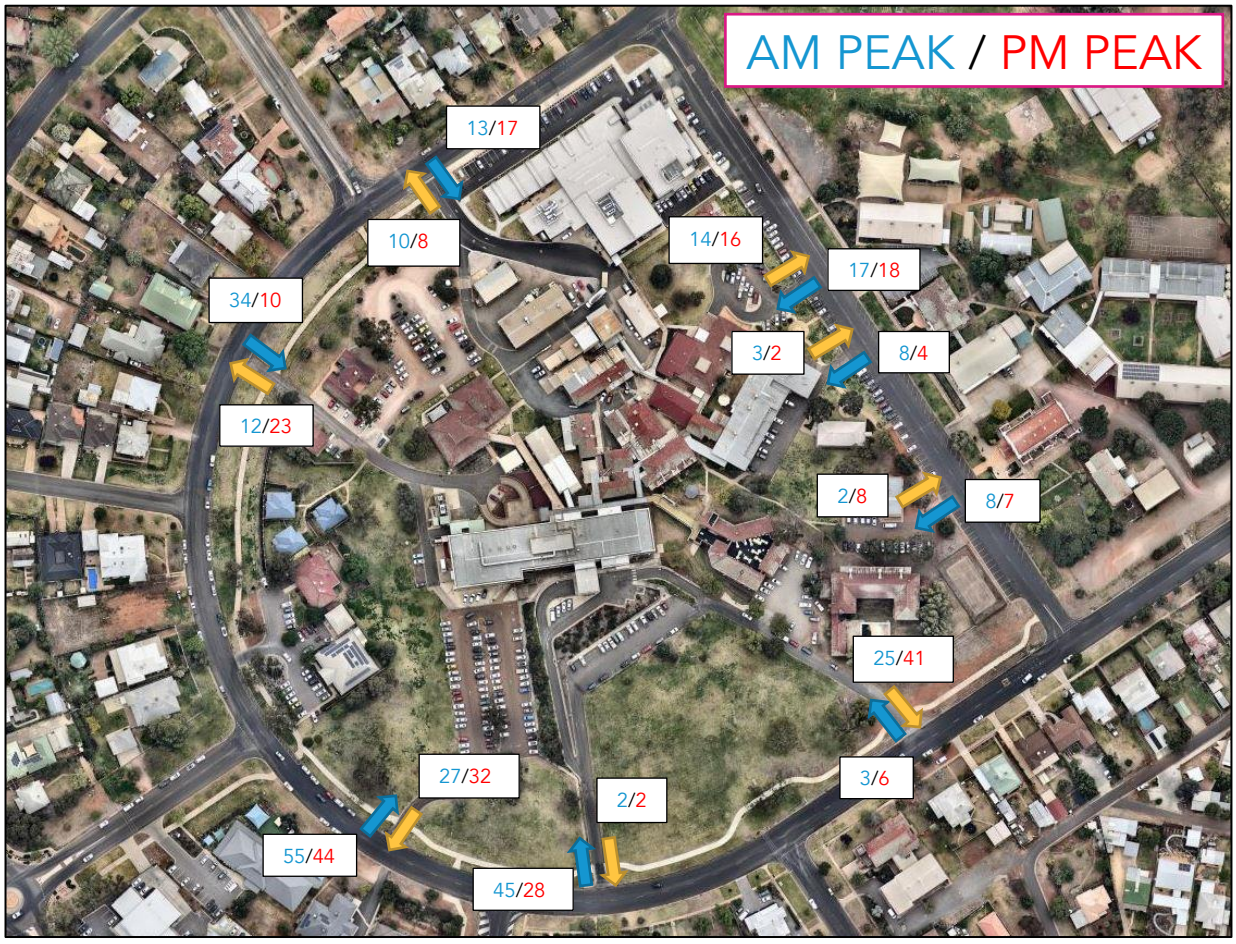


Figure 23 – Pre-redevelopment Inbound and Outbound Traffic Movements

A summary of the existing inbound and outbound movements is provided in the table below.

Table 7 - Summary of Inbound and Outbound Movements

	Inbound (vehicles)	Outbound (vehicles)	Total Trips
AM Peak	183	95	**278**
PM Peak	134	132	**266**

9.2.2 Post-Redevelopment Traffic Generation

Generally, future traffic generation can be determined through reference to published data, or data collected at a similar facility. For example, the data provided in the RMS Guide to Traffic Generating Development or TDT 2013/04 would be applied, to calculate the post-development traffic volume. However, based on the existing conditions and parking demand data that are available, the amount of traffic generation to and from the hospital is largely governed by the number of parking spaces provided within the hospital campus.

As such, the post-Redevelopment traffic generation has been calculated on a pro-rata basis, using the existing inbound and outbound traffic activity shown in Section 9.2.1. Based on the tube count results, service vehicle

activities contribute approximately 7% of inbound and 11% of outbound trips in the AM peak and 13% of inbound and 6% of outbound trips in the PM peak.

The results have been summarised in the table below.

Table 8 - Post-Redevelopment Traffic Generation

	Period	No. of on-site parking spaces	General Vehicles Inbound	General Vehicles Outbound	Service + Emergency Vehicles Inbound	Service + Emergency Vehicles Outbound
Pre-redevelopment[9] (2018)	AM Peak	314	170	84	13	11
	PM Peak	314	115	121	19	11
Post-redevelopment (2025)	AM Peak	357	193	96	15	13
	PM Peak	357	131	138	22	13
Net Trips	**AM Peak**		**+23**	**+12**	**+2**	**+2**
	PM Peak		**+16**	**+17**	**+3**	**+2**

9.3 Trip Distribution

9.3.1 Changes to Access Arrangements

With the proposed redevelopment, the vehicular access arrangements into the hospital will change. As such, existing inbound and outbound traffic will have to be redistributed to account for these changes.

The following assumptions have been made:

- All service + emergency vehicles will access the hospital via the proposed access along Warrambool Street (i.e. traffic volume at Access #1 will be redistributed).
- The traffic volume at the Nurses Training School and associated car park will be retained.
- All other existing traffic activity will be redistributed to the Main Car Park / Secondary Car Park access and the Western Car Park access. The redistribution has been calculated on a pro-rata basis, using the number of parking spaces each access is serving.

The redistributed traffic is summarised in Figure 24.

[9] On-campus parking capacity pre-Stage 1 redevelopment was 314 spaces

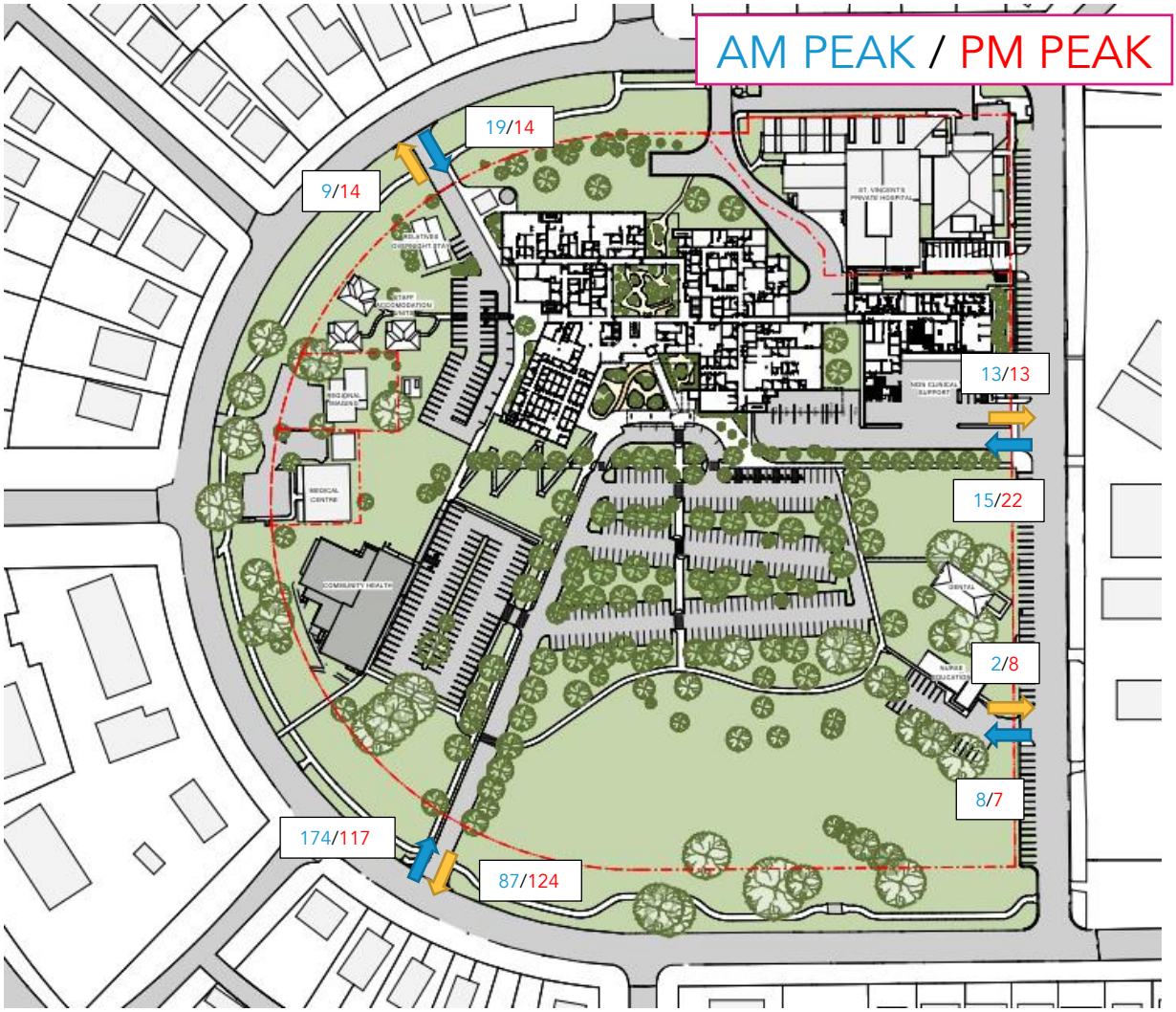


Figure 24 – Post-redevelopment Inbound and Outbound Traffic Movements

9.3.2 Trip Distribution Assumptions

The trip assignment has been determined based on the surrounding land use and the existing distribution at each intersection. The following assumptions have been made in regards to the trip distribution:

- Inbound:
  - Approximately 30% will approach from the south / south-west considering the location of Griffith Town Centre which is a major commercial hub and the presence of residential zones
  - Approximately 30% will approach from the south-east from motorist travelling from Wakaden Street
  - Approximately 40% will approach from the north-west and north-east which is predominantly residential
  - All service vehicles are assumed to approach from the Griffith Town Centre.
- Outbound:
  - Approximately 30% will depart towards the south / south-west (Griffith Town Centre)

- Approximately 30% will depart from the south-east from motorist travelling from Wakaden Street
- Approximately 40% will depart towards the north-west and north-east which is predominantly residential
- All service vehicles are assumed to depart to the Griffith Town Centre.

This is shown in the figures below.

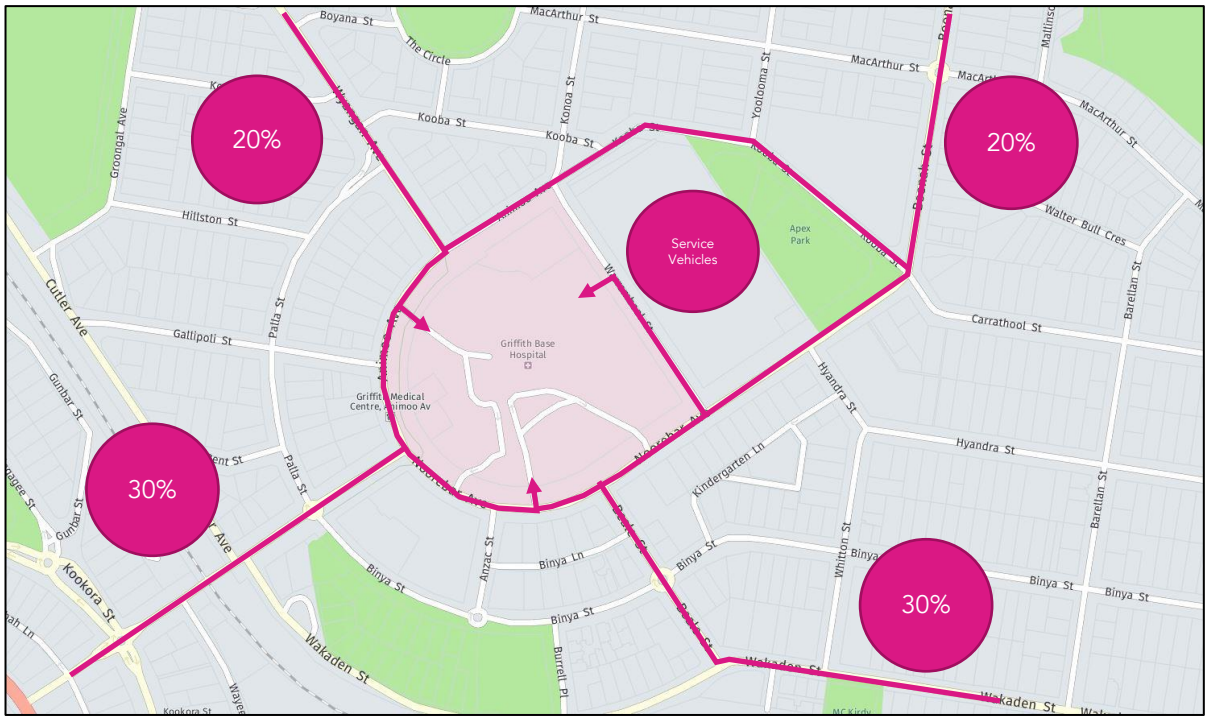


Figure 25 - Peak Inbound Trip Distribution

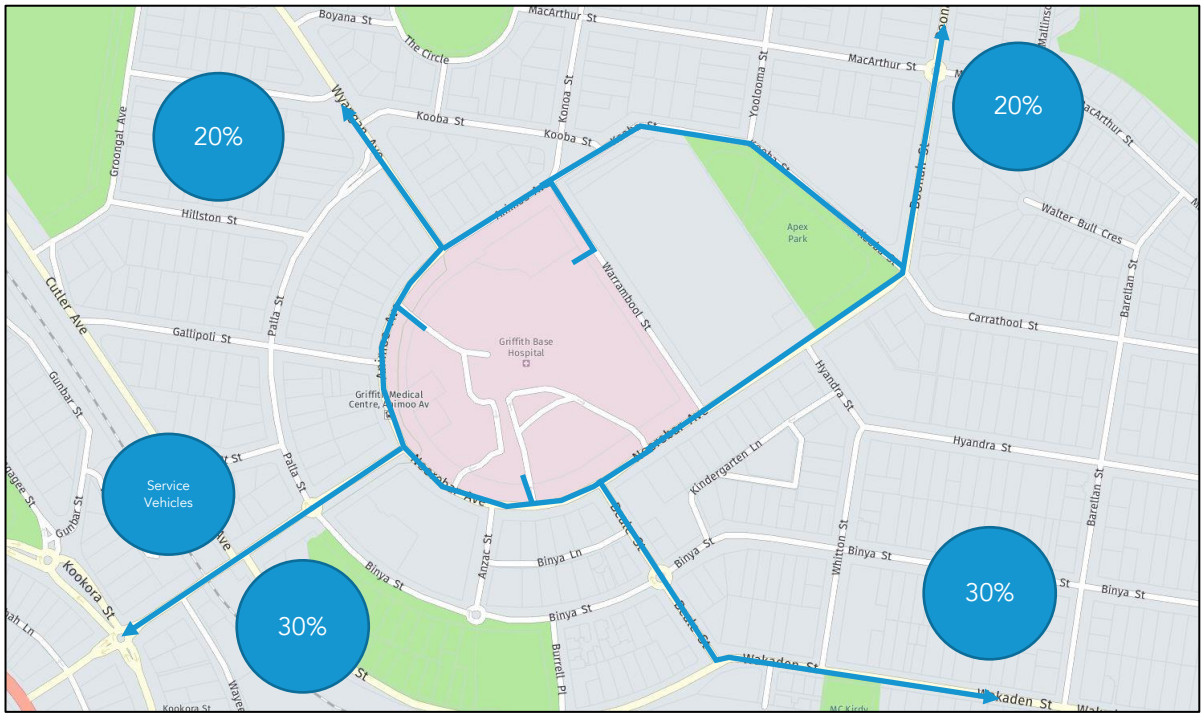


Figure 26 - Peak Outbound Trip Distribution

9.4 Intersection Surveys

Traffic turning counts were taken at key intersections and access points, surrounding the hospital. Intersection surveys were undertaken at the surrounding intersections on 20th August 2019 (Tuesday), 21st August 2019 (Wednesday) and 25th August 2019 (Sunday) which are all outside the school holiday period.

The counts were undertaken from 7:00am-11:00am and 1:30pm-5:30pm to coincide with the school drop-off/pick-up hours and commuter peak hours.

The following intersections were surveyed:

- Kooringal Avenue & Animoo Avenue & Noorebar Avenue – Priority controlled intersection
- Animoo Avenue & Wyangan Avenue – Priority controlled intersection
- Animoo Avenue & Konoa Street & Kooba Street & Warrambool Street – Priority controlled intersection
- Warrambool Street & Noorebar Avenue – Priority controlled intersection

Figure 27 - Surveyed Intersections

The results indicate that the weekday peak hours were generally 8:15am-9:15am & 3:00pm-4:00pm whilst the weekend peak hours were 9:30am-10:30am & 4:30pm-5:30pm.

The results of intersections surveys are shown in the following figures.

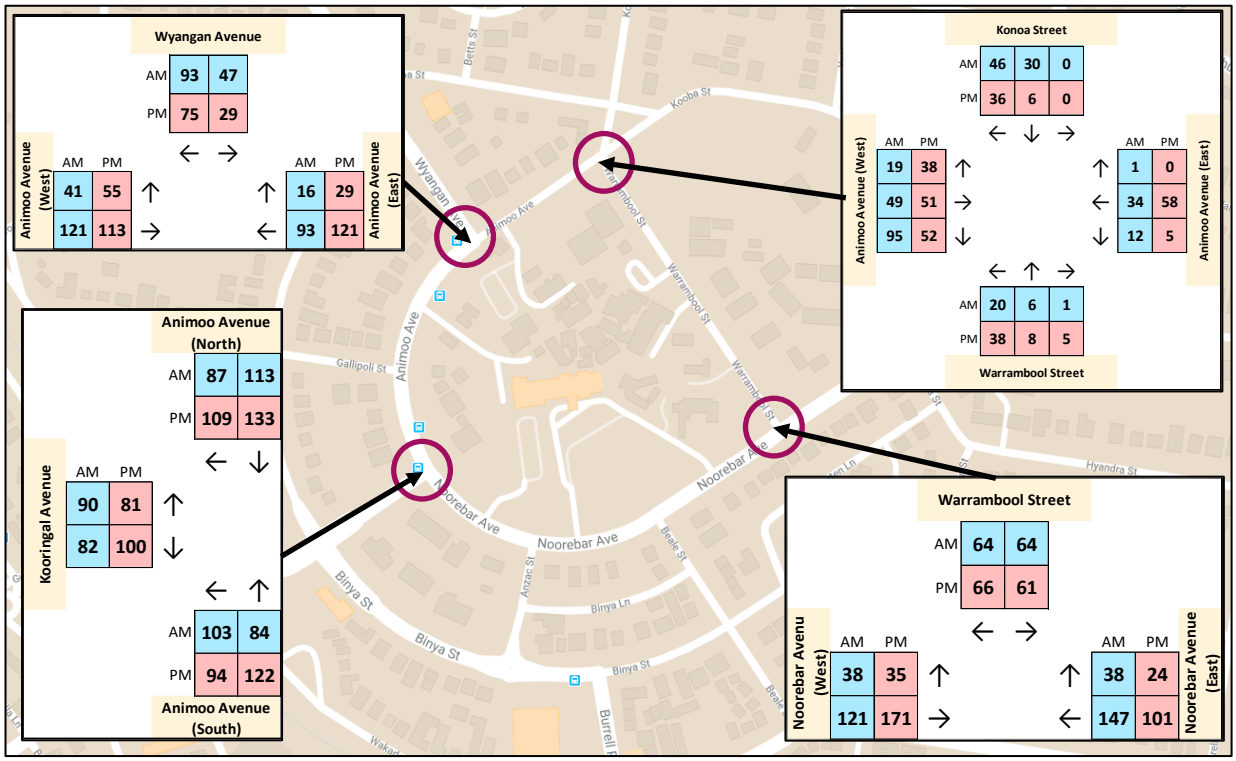


Figure 28 - Intersection Count Results (20th August 2019)

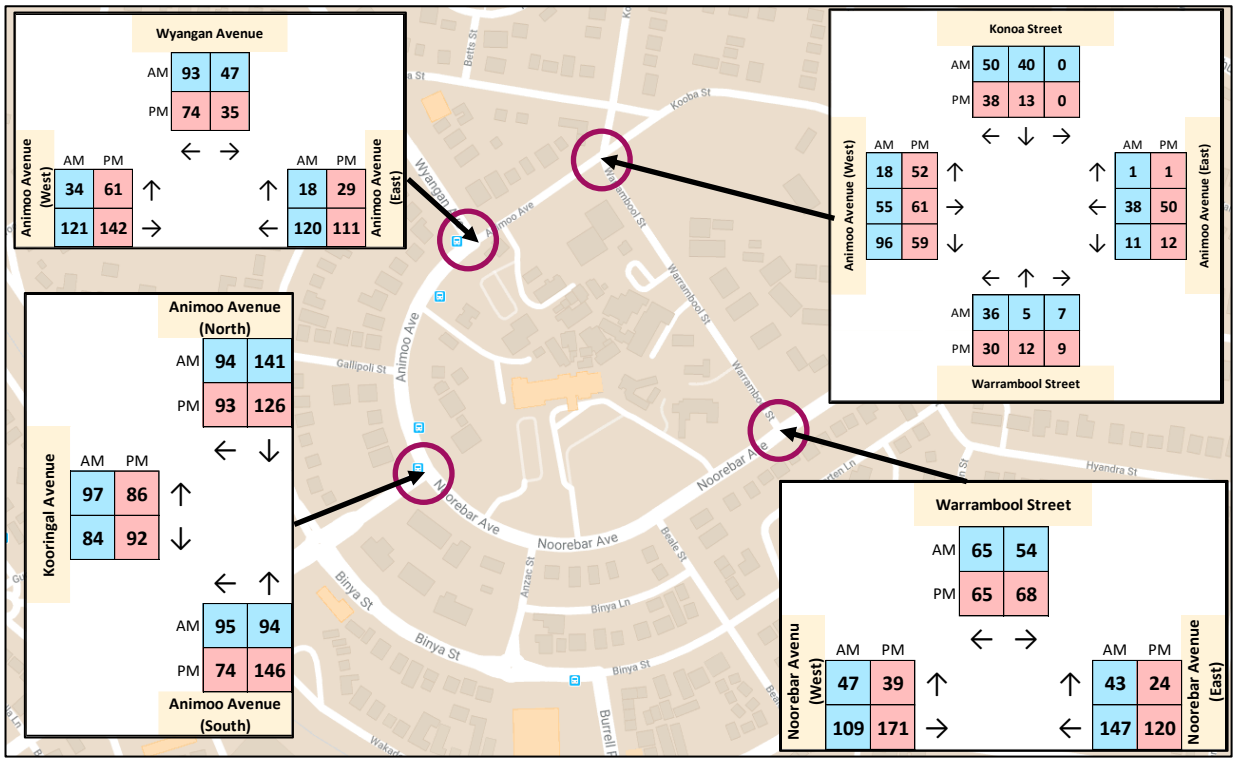


Figure 29 - Intersection Count Results (21st August 2019)

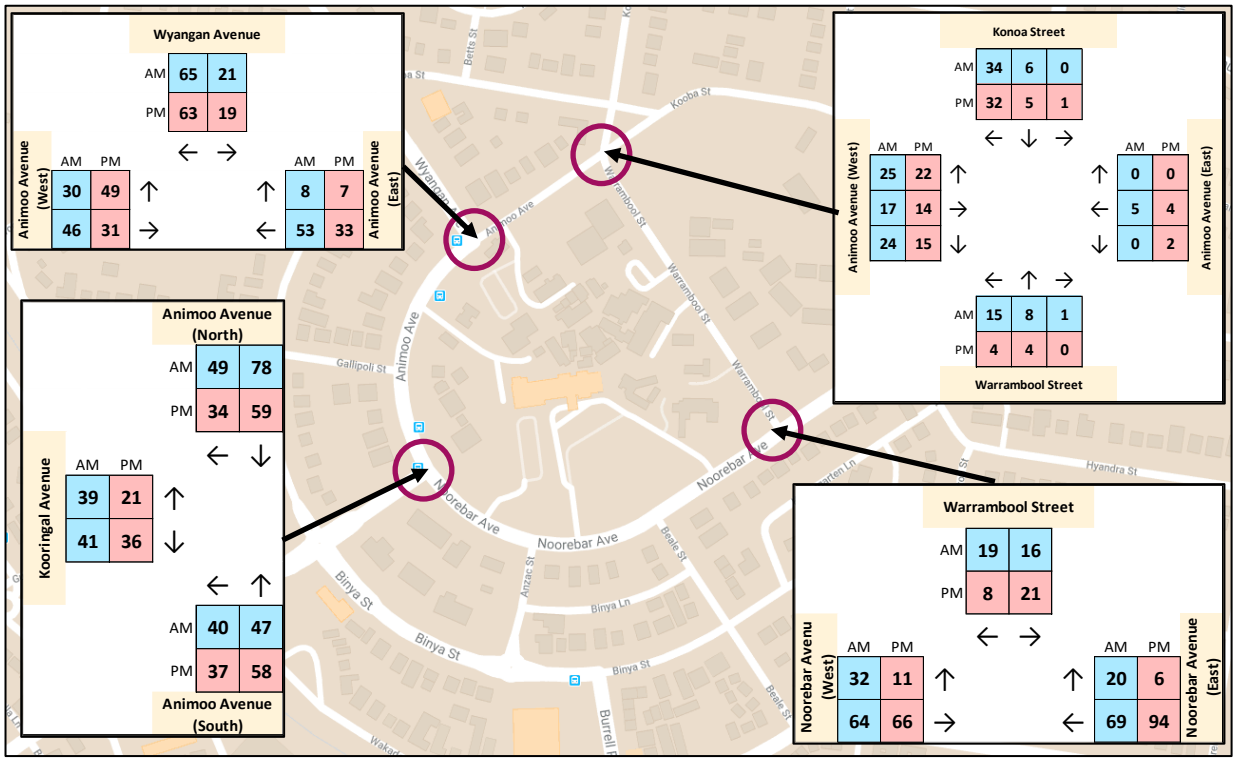


Figure 30 - Intersection Count Results (25th August 2019)

For the purposes of this study, the results from the 21st August 2019 (Wednesday) have been adopted as it has the highest total traffic volume (1,860 vehicles in the AM peak and 1,893 vehicles in the PM peak).

9.5 SIDRA Analysis

The surveyed intersections have been modelled as a network using SIDRA Intersection 8.0 software, a micro-analytical tool for individual intersections and whole-network modelling. SIDRA provides a number of performance indicators, outlined below:

- Degree of Saturation – The total usage of the intersection expressed as a factor of 1 with 1 representing 100% use/saturation. (e.g. 0.8=80% saturation)
- Average Delay- The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.
- Level of Service (LoS) - This is a categorization of average delay, intended for simple reference.
- 95% Queue Lengths (Q95) – is defined to be the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.

Level of Service is the preferred indicator of overall performance for individual intersections, with each level summarised in Table 9.

Table 9 - Level of Service Definitions (Source: Guide to Traffic Generating Developments, RMS 2002)

Level of Service	Average Delay (secs/vehicle)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	<14	Good operation	
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity. At signals, incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	>70	Extra capacity required	Extreme delay, major treatment required

For the purposes of the modelling, the net traffic[10] was added to each of the access points. To be conservative, no changes have been made where the net traffic volume is negative. This is summarised in Figure 31.

[10] Comparison between Figure 23 and Figure 24

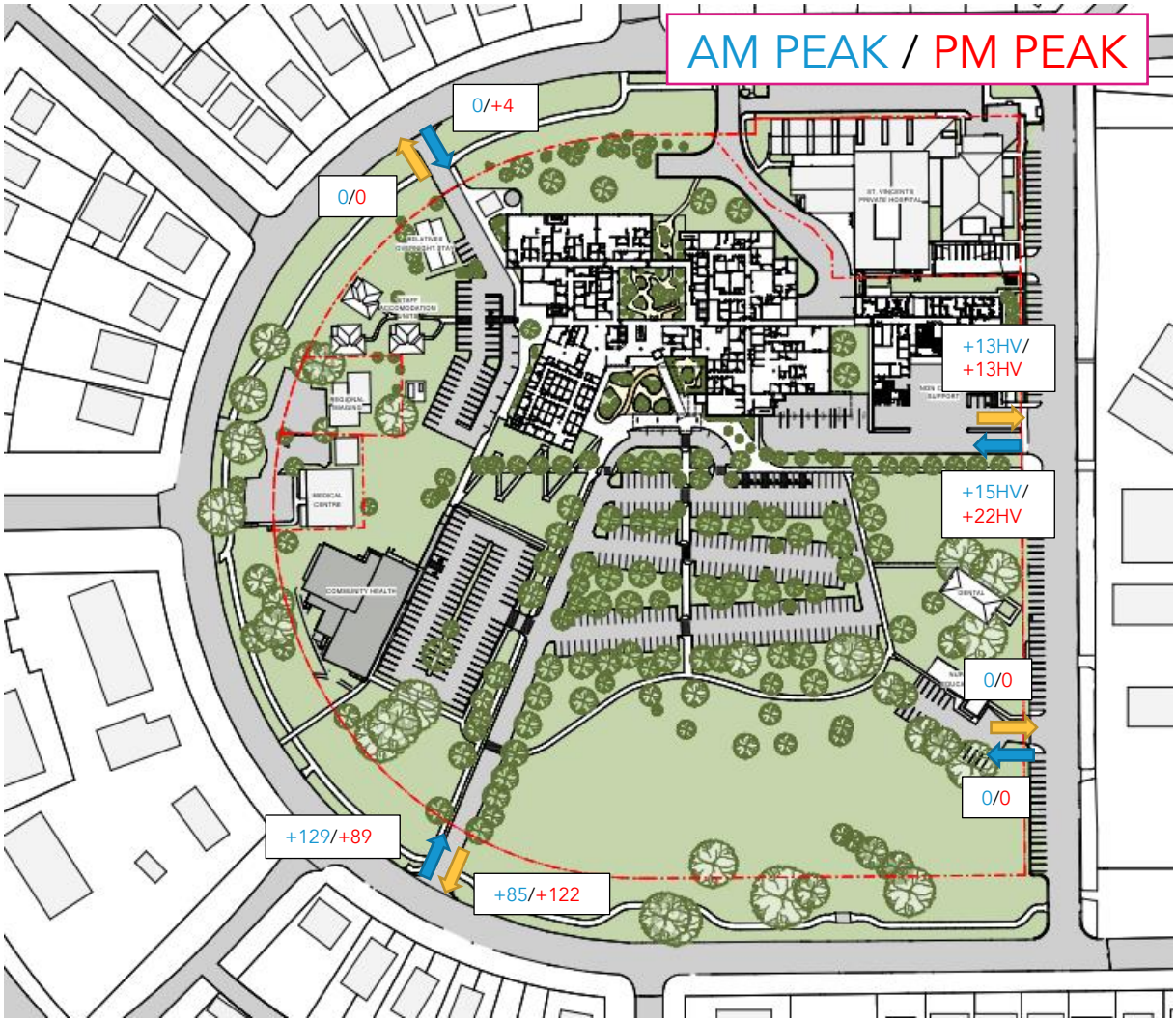


Figure 31 - Post-redevelopment Net Inbound and Outbound Traffic Movements

The full movement summary outputs from SIDRA are provided in Attachment 3.

The weekday SIDRA results are summarised in Table 10 and the weekend SIDRA results are summarised in Table 11.

Table 10 - Summary of Existing and Future Traffic Conditions (Weekday)

Intersection	Time	Period	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
Kooringal Avenue & Animoo Avenue & Noorebar Avenue	AM Peak	Scenario 1	A	0.174	6.4	5.1
		Scenario 2	A	0.188	6.6	5.5
		Scenario 3	A	0.274	7.8	8.5
		Scenario 4	A	0.211	6.9	6.3
		Scenario 5	A	0.303	8.2	9.7

Intersection	Time	Period	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
	PM Peak	Scenario 1	A	0.184	6.7	5.3
		Scenario 2	A	0.202	7.0	5.8
		Scenario 3	A	0.296	8.5	9.7
		Scenario 4	A	0.227	7.3	6.6
		Scenario 5	A	0.329	9.1	11.7
Animoo Avenue & Wyangan Avenue	AM Peak	Scenario 1	A	0.142	5.9	3.8
		Scenario 2	A	0.157	6.0	4.2
		Scenario 3	A	0.188	6.5	5.1
		Scenario 4	A	0.173	6.2	4.7
		Scenario 5	A	0.207	6.7	5.7
	PM Peak	Scenario 1	A	0.113	6.1	2.9
		Scenario 2	A	0.125	6.3	3.3
		Scenario 3	A	0.150	6.7	4.0
		Scenario 4	A	0.140	6.5	3.7
		Scenario 5	A	0.167	6.9	`4.4
Animoo Avenue & Konoa Street & Kooba Street & Warrambool Street	AM Peak	Scenario 1	A	0.026	5.5	0.1
		Scenario 2	A	0.030	5.5	0.1
		Scenario 3	A	0.113	5.5	4.4
		Scenario 4	A	0.124	5.6	5.0
		Scenario 5	A	0.124	5.6	5.0
	PM Peak	Scenario 1	A	0.033	5.7	0.1
		Scenario 2	A	0.037	5.7	0.1
		Scenario 3	A	0.114	4.7	4.2
		Scenario 4	A	0.126	5.7	4.6

Intersection	Time	Period	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
		Scenario 5	A	0.126	5.7	4.7
Warrambool Street & Noorebar Avenue	AM Peak	Scenario 1	A	0.123	5.3	3.6
		Scenario 2	A	0.134	5.5	3.9
		Scenario 3	A	0.140	5.8	4.1
		Scenario 4	A	0.152	5.8	4.5
		Scenario 5	A	0.160	6.2	4.7
	PM Peak	Scenario 1	A	0.138	5.5	4.0
		Scenario 2	A	0.151	5.7	4.4
		Scenario 3	A	0.159	6.2	4.7
		Scenario 4	A	0.171	6.0	5.1
		Scenario 5	A	0.181	6.5	5.4

Table 11 - Summary of Existing and Future Traffic Conditions (Weekend)

Intersection	Time	Period	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
Kooringal Avenue & Animoo Avenue & Noorebar Avenue	AM Peak	Scenario 1	A	0.066	5.3	1.7
		Scenario 2	A	0.071	5.3	1.8
		Scenario 3	A	0.135	6.5	3.9
		Scenario 4	A	0.047	5.4	1.3
		Scenario 5	A	0.147	6.6	4.1
	PM Peak	Scenario 1	A	0.049	5.2	1.2
		Scenario 2	A	0.053	5.2	1.3
		Scenario 3	A	0.072	5.6	2.6
		Scenario 4	A	0.061	5.3	1.7
		Scenario 5	A	0.126	6.6	0.15

Intersection	Time	Period	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
Animoo Avenue & Wyangan Avenue	AM Peak	Scenario 1	A	0.073	5.0	1.8
		Scenario 2	A	0.079	5.0	1.9
		Scenario 3	A	0.105	5.5	2.6
		Scenario 4	A	0.087	5.1	2.1
		Scenario 5	A	0.113	5.5	2.8
	PM Peak	Scenario 1	A	0.069	4.9	1.7
		Scenario 2	A	0.075	4.9	1.9
		Scenario 3	A	0.097	5.3	2.4
		Scenario 4	A	0.082	5.0	2.0
		Scenario 5	A	0.102	5.3	2.6
Animoo Avenue & Konoa Street & Kooba Street & Warrambool Street	AM Peak	Scenario 1	A	0.004	5.4	0.1
		Scenario 2	A	0.004	5.4	0.1
		Scenario 3	A	0.043	5.4	1.3
		Scenario 4	A	0.047	5.4	1.3
		Scenario 5	A	0.047	5.4	1.3
	PM Peak	Scenario 1	A	0.004	5.4	0.1
		Scenario 2	A	0.005	5.4	0.1
		Scenario 3	A	0.040	5.8	0.9
		Scenario 4	A	0.042	5.4	1.0
		Scenario 5	A	0.043	5.8	1.0
Warrambool Street & Noorebar Avenue	AM Peak	Scenario 1	A	0.029	3.9	0.7
		Scenario 2	A	0.032	4.0	0.8
		Scenario 3	A	0.073	4.2	1.0
		Scenario 4	A	0.056	4.0	1.1

Intersection	Time	Period	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
		Scenario 5	A	0.078	4.3	1.1
	PM Peak	Scenario 1	A	0.022	3.9	0.6
		Scenario 2	A	0.025	4.0	0.6
		Scenario 3	A	0.075	4.8	0.7
		Scenario 4	A	0.060	4.1	0.7
		Scenario 5	A	0.078	4.7	0.7

9.5.1 Kooringal Avenue & Animoo Avenue & Noorebar Avenue Intersection

The level of service at this intersection, post-redevelopment will remain at a LOS A which represents the highest performance of an intersection. Each performance measure increases marginally for both the AM and PM peaks and are considered acceptable.

9.5.2 Animoo Avenue & Wyangan Avenue

The level of service at this intersection, post-redevelopment will remain at a LOS A. Each performance measure increases marginally for both the AM and PM peaks and are considered acceptable.

9.5.3 Animoo Avenue & Konoa Street & Kooba Street & Warrambool Street

The level of service at this intersection will remain at a LOS A with each performance measure increasing marginally for both the AM and PM peaks.

9.5.4 Warrambool Street & Noorebar Avenue

The level of service at this intersection, post-redevelopment will remain at a LOS A. Each performance measure increases marginally for both the AM and PM peaks and are considered acceptable.

9.6 Summary

The traffic impact is considered minimal hence, no road infrastructure improvements have been suggested in this report.

10. Access and Car Park Assessment

The following section presents an assessment of the proposed development with reference to the requirements of Health Infrastructure's Hospital Car Park Design Guidelines, AS2890.1:2004 (Off-street car parking), AS2890.2:2002 (Off-street commercial vehicle facilities) and AS2890.6:2009 (Off-street parking for people with disabilities). This section is to be read in conjunction with the architectural plans, and the car park assessment undertaken by **ptc.** (see Attachment 2).

10.1 General Vehicle Access & Circulation

General vehicular access will be via three proposed access driveways along Animoo Avenue, Noorebar Avenue and Warrambool Street. This is shown in Figure 32.

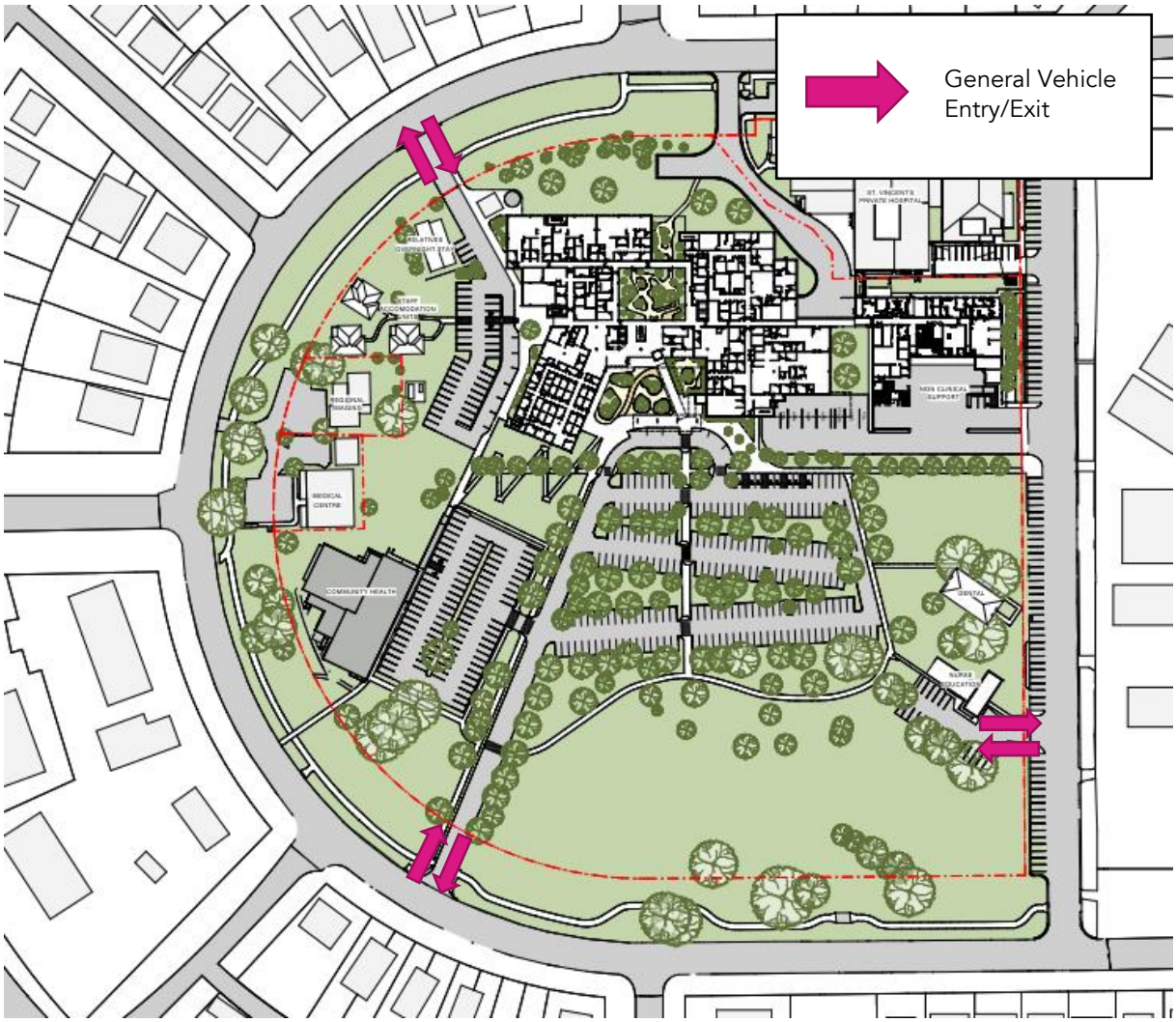


Figure 32 - Proposed general vehicular access

10.1.1 Animoo Avenue Access

The driveway along Animoo Avenue will serve the new western car park (43 spaces), which is convenient for access into the Lower Ground Floor. This is an existing access; however, the roadway will be adjusted to make room for the Clinical Services Building. Circulation of the new western car park will be one-way clock-wise, as shown in Figure 33.

Figure 33 - Proposed circulation of Western Car Park

10.1.2Noorebar Avenue Access

The driveway along Noorebar Avenue will provide access into the new main car park and the existing secondary car park (total of 280 spaces). This driveway will also provide access to the five drop-off spaces along the port-cochere in front of the main entrance into the hospital. The proposed circulation of the new main car park and existing secondary car park is shown in Figure 34.

Figure 34 - Proposed circulation of Main Car Park and Secondary Car Park

10.1.3Warrambool Street Access

The driveway along Warrambool Street will provide access into the car park associated with the Nurses Education Building. This access is an existing driveway which will be retained as part of the redevelopment. However, as part of the redevelopment, the car park will be extended to provide 10 additional spaces and a turning bay. Circulation of the Nurses Education Car Park is shown in Figure 35.

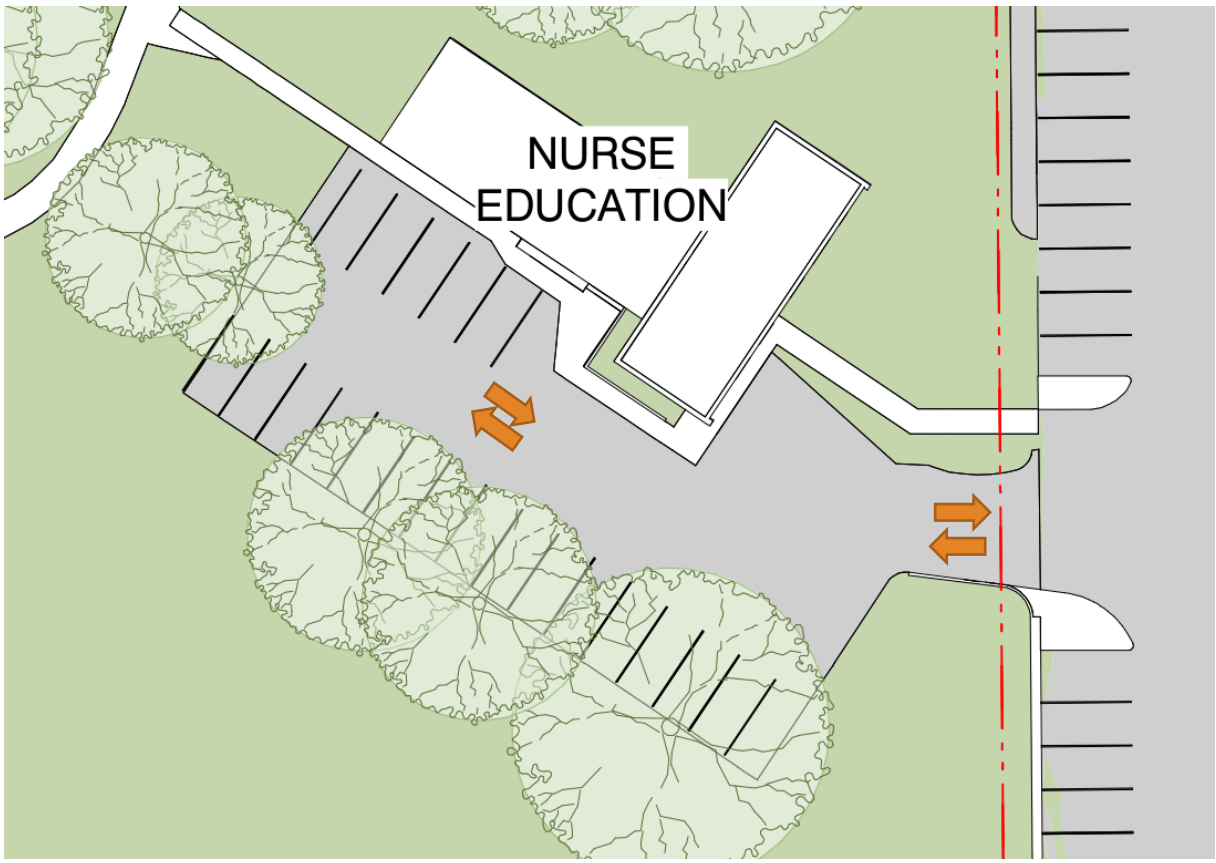


Figure 35 - Proposed circulation of Nurses Education Car Park

Swept path assessments have been undertaken to ensure two-way flow at the access driveways and roadways (see Attachment 2).

The following vehicles have been used for the assessment:

- Typical B99 vehicle
- Typical B85 vehicle

10.2 Emergency Vehicle Access & Circulation

Ambulance access will be via a new driveway cross-over along Warrambool Street. The emergency drop-off bays are provided on the eastern end of the site, between the Main Building and the Non-Clinical Support Services Building. Patient Transport and police bays will also be provided in this area.

It is understood that concerns have been raised in regard to the provision of these driveways along Warrambool Street, particularly the ambulance access point, due to the traffic and parking activity along the roadway and the presence of St Patricks Primary School and the Sacred Heart Church.

To address these concerns, ptc. has prepared a Traffic & Parking Study dated 6 September 2019 (see Attachment 4) summarising the impacts the Ambulance access will have on Warrambool Street. Based on the emergency response data provided by NSW Ambulance, the number of ambulance movements in and out of the hospital for 2019 was estimated to be 20 trips per day, which equates to less than 1 ambulance movement every hour. It was also found that the traffic road width of Warrambool Street is wide enough for motorists to pull over and will allow passage for an ambulance to access the Hospital. Based on the observations and survey results, the proposed ambulance driveway along Warrambool Street is considered acceptable from a traffic and parking perspective.

Notwithstanding the findings of Warrambool Street Traffic and Parking Study, other improvements we have considered include providing pedestrian refuge islands along Warrambool Street with appropriate kerbs to reduce the distance pedestrians needs to cross near the gates of the school and church. This will reduce the likelihood of pedestrians crossing the road at different locations and allow a safe staged crossing for pedestrians. Though this may improve the pedestrian safety at Warrambool Street, we do not consider this to be required at this stage.

Fire truck access into the site will be via the access roadway into the new fleet car park and the main access roadway to the main entrance. This is shown in Figure 36.

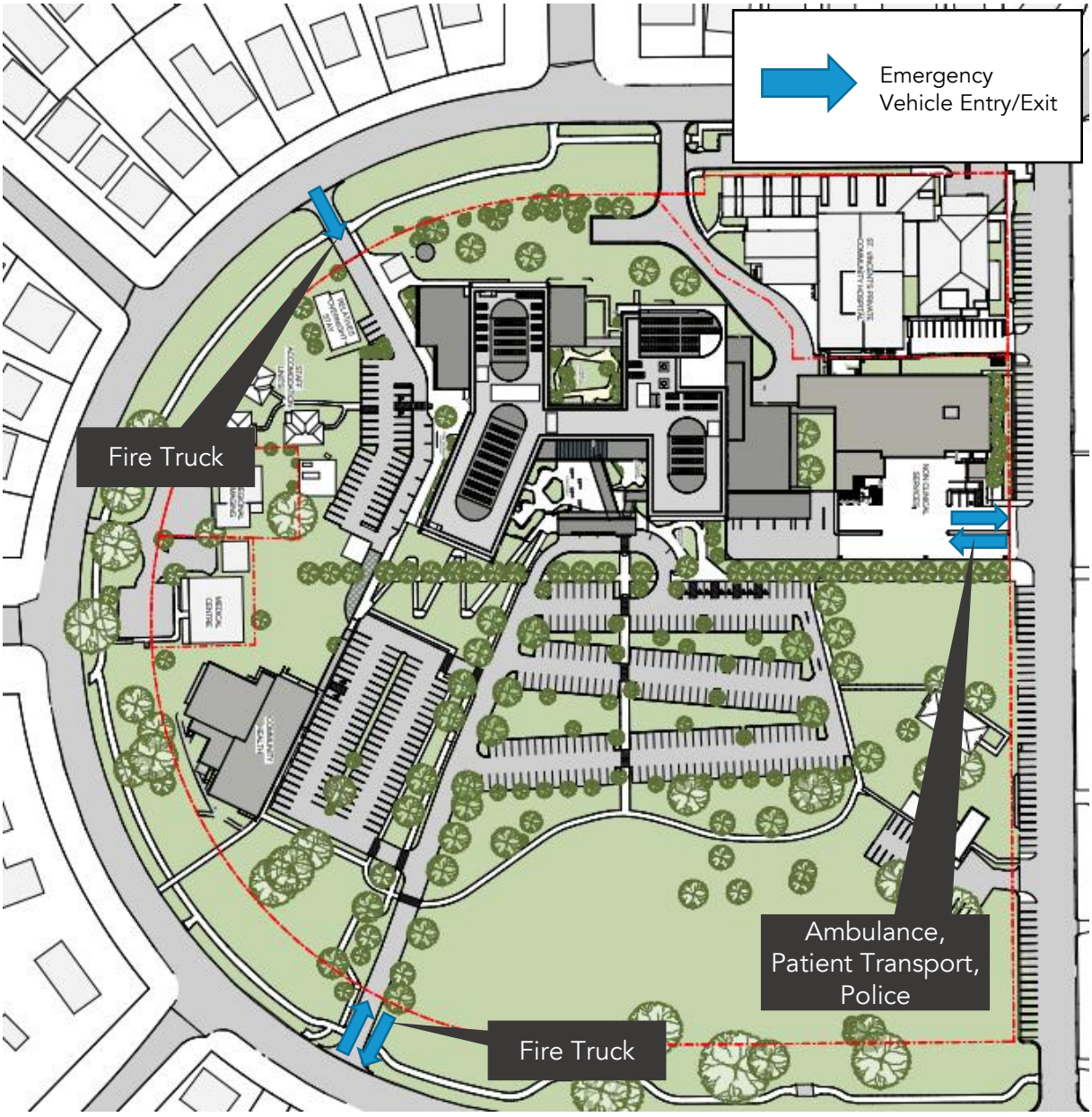


Figure 36 - Emergency vehicle access

Swept path assessments have been undertaken to ensure that emergency vehicles are able to enter and exit the site in a forward direction (Attachment 2).

The following vehicles have been used for the assessment:

- 2WD Mercedes Benz Sprinter 519 Bariatric Specialist (emergency vehicle with the largest turning circle)[11]
- Typical B99 vehicle (police)
- General NSW Fire Brigade Appliance Vehicle (largest vehicle expected to be in the fleet servicing Griffith)[12]

[11] Based on the NSW Ambulance Vehicle and Stretcher Dimensions

[12] Based on the NSW Fire Brigades Guidelines for Emergency Vehicle Access (Policy No. 4)

10.3 Service Vehicle Access & Circulation

The following service vehicles will require access into the site:

- Food Delivery Vehicles
- General Waste Collection Vehicles
- Clinical Waste Collection Vehicles
- Linen Vehicles
- Oxygen Tank Delivery Vehicles
- Substation Maintenance Vehicles
- Hearse

The majority of the services vehicles access (such as the food delivery, waste collection and linen trucks) will be via the proposed driveway along Warrambool Street, adjacent to the emergency access driveway. The loading dock will provide one heavy rigid vehicle (HRV) bay and one medium rigid vehicle (MRV) bay. A bay will also be provided in front of the compactor to allow waste vehicles to reverse into the space and exit in a forward movement. It is noted that vehicles will not be able to enter or exit the HRV and MRV bays whilst a waste vehicle is parked in front of the compactor (see Attachment 2). A Loading Dock Management Plan should be prepared at a later stage to ensure that there is no conflict during operation.

Again, it is understood that concerns have been raised in regard to the provision of service vehicle access driveway along Warrambool Street. The impacts of the service vehicles on Warrambool Street are addressed in the Traffic & Parking Study (ptc., 06 September 2019) (see Attachment 4).

The oxygen tank delivery vehicle will be via the existing service vehicle access driveway along Animoo Avenue, which is proposed to be shared with St Vincent's Private Community Hospital ("SVPCH"). A hardstand will be provided, adjacent to the oxygen tank, to allow the vehicle to reverse into the space and exit in a forward manoeuvre. Access to the SVPCH loading dock will also be maintained.

It is noted that the swept path assessment indicates that the 19.0m articulated vehicle will not be able to make the left turn in and out without widening the existing driveway. However, the assessment indicates that the vehicle will be able to make the right turn in and out (see Attachment 2).

The hearse will also access the mortuary via the existing service vehicle access driveway along Animoo Avenue.

The substation maintenance vehicle will access the site via the access roadway into the new fleet car park. Maintenance of substations is not expected to occur regularly and will be scheduled events, taking place outside of peak hospital hours. Furthermore, the car park is envisaged to be utilised as a fleet car park which can be managed by the hospital to ensure that the car park is vacant to allow the maintenance vehicle to enter and exit the site in a forward direction. As such, an Operational Management Plan should be prepared at a later stage to ensure there is no conflict during operation.

The access points for each of the service vehicles are shown in Figure 37.

Figure 37 - Service Vehicle access

Swept path assessments have been undertaken to ensure that service vehicles are able to enter and exit the site in a forward direction (Attachment 2).

The following vehicles have been used for the assessment:

- Typical HRV (expected to be the largest vehicle accessing the Non-Clinical Support Services and SVPCH loading docks)[13]
- 19m articulated vehicle (oxygen tank delivery vehicle)[14]
- 10.3m long vehicle (substation maintenance vehicle)[15]

[13] Based on the service vehicle data provided by CBRE on 3rd July 2019

[14] Based on the Consultant Advice Note (Mechanical Engineering) prepared by Steensen Varming

[15] Based on the Underground Distribution Construction Standards Manual, provided by Steensen Varming on 18th November 2019

10.4 Sight Distances

The sight distance requirements are outlined in Section 3.2 of AS2890.1 and are prescribed on the basis of the post speed limit or 85th percentile vehicle speeds along the frontage road.

The surrounding roads have a speed limit of 50km/h, which requires a desirable visibility distance of 69m and a minimum stopping sight distance of 45m. The proposed access driveways are located in sections of the road where sufficient sight distances are provided.

The proposed car parks also allow for all vehicles to enter and exit in a forward direction, therefore minimising potential conflict points and maintaining the overall safety of the road network.

The proposed driveways also provide the minimum sight lines for pedestrian safety, as stipulated in AS2890.1. Appropriate triangular pedestrian sight splays (2.0m x 2.5m) are provided on exit sides of the driveways.

10.5 Car Park Arrangement

10.5.1 Typical Requirements

The car park access and parking arrangements have been assessed against the requirements of the hospital Car Park Design Guidelines, which are part of the Health Infrastructure Sustainable Hospital Car Park Investment Program (SHCPIP). The Guideline requires all HI hospital car parks (patients, visitors, staff, etc.) to be designed in accordance with the requirements of Class 3 parking facilities (AS2890.1). This is to allow flexibility for hospitals to potentially change the user types in the future.

The hospital car parks are to provide the following dimensions for the parking spaces:

Class 3 (Hospital) facilities:

- Car Spaces: 2.6m x 5.4m
- Aisle Width: 5.8m

Accessible parking facilities:

- Car Spaces: 2.4m x 5.4m
- Aisle Width: 5.8m

Ambulance parking spaces:

- Car Spaces: 7.02m x 5.5m
- Unloading Area: 5.5m x 5.5m
- Height Clearance: 3.5m

Bicycle parking spaces:

- Bicycle Spaces: 1.8m x 0.5m
- Aisle Width: 1.5m

All parking spaces have been individually assessed and found to be compliant with the minimum requirements of HI guidelines, AS2890.1, AS2890.3 and AS2890.6. All spaces meet the clearance

requirements (door opening, entry flanges) of the parking space envelope requirements provided in Figure 5.2 of AS2890.1, and a minimum blind aisle extension of 1 metre has been provided where required.

The aisle widths provided have been measured to be a minimum of 5.8m.

11. Construction Traffic and Pedestrian Management Plan (CTMP)

The following section presents an assessment of the impacts the construction of the development will have on the surrounding environment in regards to the traffic and pedestrian facilities. It should be noted that this is only a preliminary CTMP and a complete CTMP will be prepared prior to the construction of the development.

11.1 Construction Activities and Program

The project is estimated to commence construction Q4 2021 and completed by Q4 2025.

11.2 Hours of Work

All works, associated with the project will be restricted by the hours described in the conditions of consent, which in our experience would comprise the following:

- Mondays to Fridays inclusive 07:00am to 06:00pm;
- Saturdays 08:00am to 01:00pm; and
- Sunday or public holidays No works may be carried out.

11.3 Construction Vehicle Types

It is assumed that the project will involve the use of commercial trucks up to 19m 'truck and dogs' and 19m articulated vehicles (AVs).

Any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to, and subsequent approval by, the relevant authority prior to any delivery.

All construction vehicles are to enter and exit the site in a forward movement. In the event of an emergency or where a large vehicle cannot turn around within the confines of the site, a reverse manoeuvre to enter and exit the site can be performed at the direction of RMS accredited traffic controllers.

11.4 Site Access Arrangements

11.4.1 Construction Vehicle Access

Access routes and access to the site compound are to be determined by the appointed contractor prior to construction works.

The construction contractors and subcontractors will be contractually obliged not to park in areas designated as parking for patients or hospital staff on the hospital campus. They will be permitted to park within their site compound.

The construction contractors and subcontractors will be contractually obliged not to park in areas designated as high use around the hospital campus which includes Warrambool Street and the area adjacent to the Griffith Medical Centre and Community Kids Early Education Centre. They will likely park personal vehicles on-street, within 400mm of the Hospital where approximately 792 on-street parking spaces are available. Of these spaces, the surveys that were undertaken show that only 130 vehicles were

parked[16]. Considering the size of this project, it is anticipated that the parking demand generated by the construction personnel will be adequately accommodated by the on-street parking supply.

11.4.2Emergency Vehicle Access

Any proposed road closures will require approval from Council and shall retain access for emergency vehicles. Appropriate traffic management measures (such as traffic controllers) are to be implemented to ensure access is maintained to closed roads in the event of an emergency.

11.4.3Cycling Access

There is currently no available cycling infrastructure in the close vicinity of the site. As such, there will be no impacts on cycling access during construction. Notwithstanding, appropriate traffic management measures (such as traffic controllers) are to be implemented to ensure safe access for cyclists in and around the hospital campus.

11.4.4Pedestrian Access

Any proposed closures to pedestrian access will require approval from Council. Appropriate traffic management measures (such as traffic controllers) are to be implemented to ensure safe access for pedestrians in and around the hospital campus.

11.5 Construction Workforce

The number of construction personnel required during the construction stage is uncertain and will need to be considered by the appointed contractor.

11.6 Construction Traffic Generation

The anticipated construction traffic activity during the construction stage has been provided in Table 12. These numbers are indicative at this stage and are subject to change, they are based on the peak construction workforce of 200 to 250 people.

Table 12 - Anticipated Construction Traffic Summary

	Heavy Vehicles for plant/equipment/soil	Light Vehicles for plant/equipment/soil	Light Vehicles for construction personnel
Average Vehicle Trips per day	8	16	60-80
Peak Vehicles Trips per day	16	36	200-220
Peak Period	-	Q1 2024 – Q3 2024	Q2 2024 – Q4 2024

Light vehicles are anticipated to arrive prior to the commencement of construction hours (i.e. before 7am and after 6pm on weekdays) and therefore do not coincide with the commuter peak hour traffic. As such, traffic impacts on the surrounding road network due to light vehicle movements to and from the site are negligible.

[16] Refer to Figure 20 in Section 7.2.1

Heavy vehicle movements are generally spread evenly throughout the day. Considering the work hours on a typical weekday are 7am to 6pm, the typical work day consists of 11 hours. Therefore, 2 heavy vehicle trips generated during the peak periods is considered a conservative estimate and the traffic impact of the heavy vehicle movements is negligible when considering the context of the site and the surrounding road network.

Attachment 1 Parking Demand Estimates – Griffith Base Hospital Redevelopment

ATTACHMENT 2

HEALTH INFRASTRUCTURE
GRIFFITH BASE HOSPITAL
MAIN WORKS 2024
BASE ESTIMATE OF PARKING DEMAND

	A	B	C	D	E	F	K	L
1	**Notes**	**Base Estimate**	**People**	**% Cars**	**People per car (a)**	**Total cars per day**	**Turnover**	**Peak spaces required**
2								
3		***WEEKDAYS***						
4								
5		**STAFF**						
6		**CLINICAL STAFF**						
7		Day Shift	177	94%	1.08	154	1.0	154
8		Afternoon Shift	62	95%	1.07	55	1.0	
9	**A**	*Number of afternoon shift staff who arrive before day shift leave (changeover)*						*25*
10		Night Shift	30	100%	1.00	30	1.0	
11		**ADMINISTRATION STAFF**	56	91%	1.07	47	1.0	47
12		**VMO's**	20	0%	1.00	-	3.0	0
13								**226**
14		**PUBLIC**						
15		**OUTPATIENTS**	468	80%	1.00	375	3.07	122
16		**VISITORS**	149	87%	1.68	77	3.07	
17	**C**	*Visitors during peak hours (65%)*	*97*	*87%*	*1.68*	*50*	*3.07*	*16*
18		**EMERGENCY DEPARTMENT PRESENTATIONS**	58	80%	1.00	47	3.07	
19	**D**	*Emergency Dept presentations during peak hours 8am - 6pm (59%)*	*34*	*80%*	*1.00*	*27*	*3.07*	*9*
20								**147**
21		**FLEET VEHICLES**	26	100%	1.00	26	1.0	**26**
22								
23		**COMMUNITY TRANSPORT VEHICLES**						**2**
24								
25		**OTHER**						
28		**VOLUNTEERS**	7	94%	1.08	6	2.0	3
29		**RETAIL STAFF**	2	91%	1.07	2	1.0	2
30								**5**
31		**TOTAL WEEKDAYS**	**979**			**773**		**406**
32		**LESS OFF CAMPUS UTILISATION (PER CURRENT ESTIMATE)**						**-49**
33		**ON CAMPUS DEMAND**						**357**
34		**ON CAMPUS SUPPLY**						**303**
35		**SURPLUS / (SHORTFALL)**						**-54**
36								

Notes

A	Hospital advises 25 spaces required currently
B	Note not used
C	Based on average of benchmark hospitals 65%
D	Emergency Dept presentations during peak hours 8am - 6pm = 59% based on average benchmark hospitals 59%

SUMMARY TABLE	**SPACES**
TOTAL DEMAND (AS ABOVE)	406
LESS OFF CAMPUS UTILISATION (PER CURRENT ESTIMATE)	-49
ON CAMPUS DEMAND	357
ON CAMPUS SUPPLY	303
(SHORTFALL)	**-54**

Attachment 2 Compliance Assessment

ECOURT

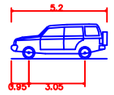
RAL
YARD

LANDSCAPED
SEATING

5877

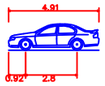
comments

A3



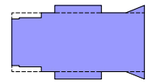
B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



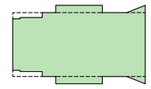
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



Accessible Car Space
(2.4m x 5.4m)

Accessible Shared Bay
(2.4m x 5.4m)



Standard Class 3 Car Space
(2.6m x 5.4m)

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rev	date	comment / description	drawn	reviewed
3	**02.02.21**	**For Information**	**AP**	**–**
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project

Griffith Hospital Redevelopment -
SSDA

drawing title

Main Car Park

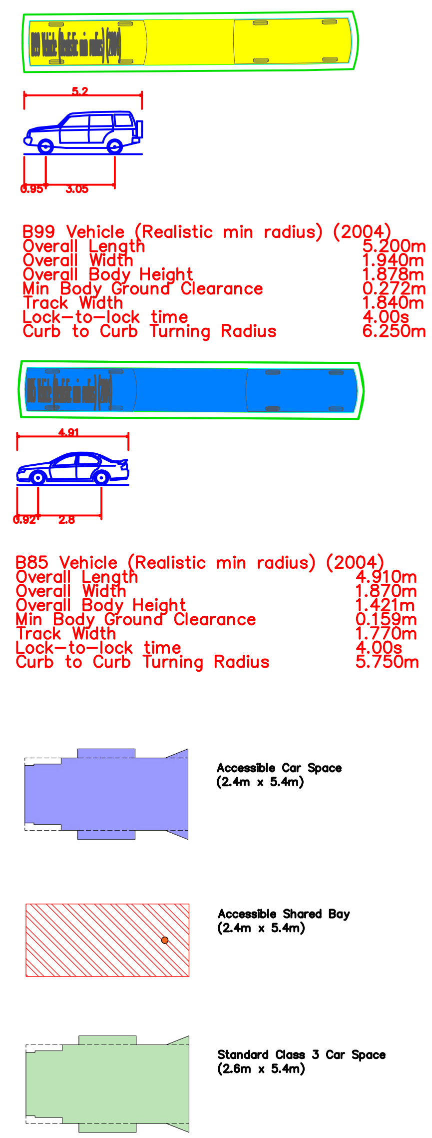
Car Park Assessment

client	Health Infrastructure
drawing #	PTC-001
project #	2384A
scale	1 : 500

rev 3

comments

A3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B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
4.91
0.92
2.8
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m
Accessible Car Space (2.4m x 5.4m)
Accessible Shared Bay (2.4m x 5.4m)
Standard Class 3 Car Space (2.6m x 5.4m)

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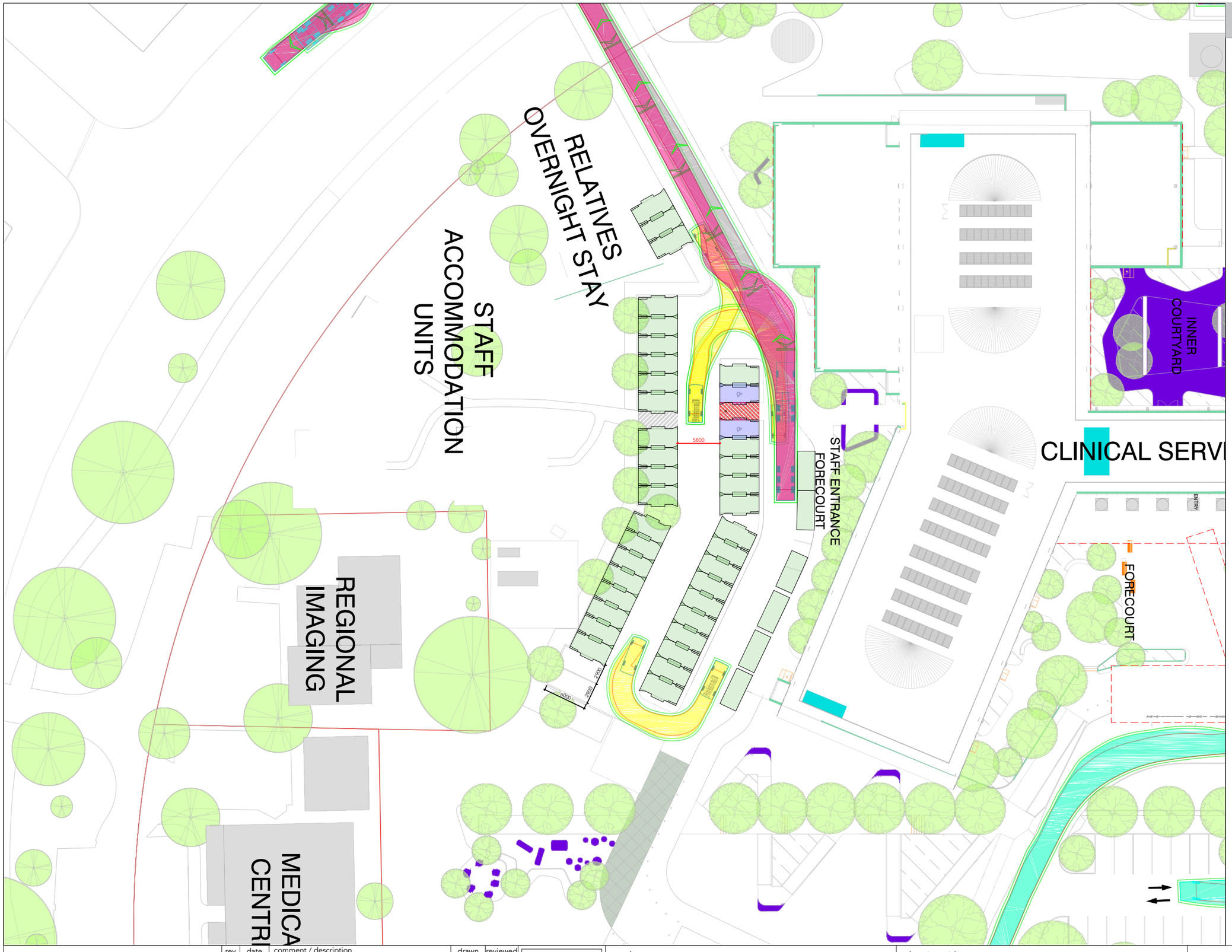
3	02.02.21	**For Information**	AP	–
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project
Griffith Hospital Redevelopment - SSDA

drawing title
Secondary Car Park
Car Park Assessment

client	Health Infrastructure
drawing #	PTC-002
project #	2384A
scale	1 : 500

rev 3



comments

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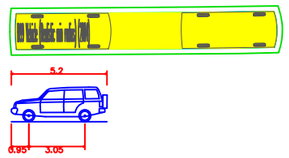
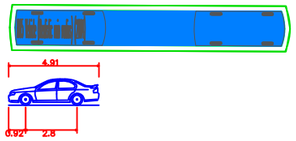


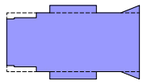
B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



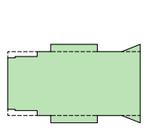
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



Accessible Car Space
(2.4m x 5.4m)

Accessible Shared Bay
(2.4m x 5.4m)



Standard Class 3 Car Space
(2.6m x 5.4m)

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rev	date	comment / description	drawn	reviewed
3	**02.02.21**	**For Information**	**AP**	**–**
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project
Griffith Hospital Redevelopment - SSDA

drawing title
Western Car Park

Car Park Assessment

client	Health Infrastructure
drawing #	PTC-003
project #	2384A
scale	1 : 500

rev 3

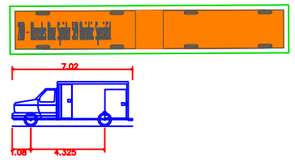
DING

NON CLINICAL SERVICES BUILDING

LANDSCAPED SEATING

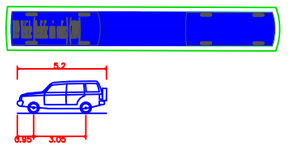
comments

A3



2WD – Mercedes Benz Sprinter 519 Bariatric Specialist

Overall Length	7.020m
Overall Width	2.200m
Overall Body Height	2.600m
Min Body Ground Clearance	0.343m
Track Width	2.200m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	7.800m



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.540m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

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3	02.02.21	For Information	AP	-
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project

Griffith Hospital Redevelopment - SSDA

drawing title

Emergency Department

Police Vehicle & Patient Transport Car

client	Health Infrastructure
drawing #	PTC-004
project #	2384A
scale	1 : 400

rev 4

comments

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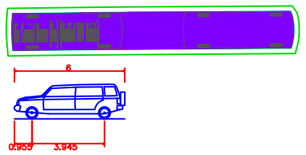

Kia Carnival Hearse (6m) (Modified B99 Vehicle)

Overall Length	6.000m
Overall Width	1.985m
Overall Body Height	1.678m
Min Body Ground Clearance	0.272m
Track Width	1.540m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

ST. VINCENT'S PRIVATE COMMUNITY HOSPITAL

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3	02.02.21	For Information	AP	–
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project

Griffith Hospital Redevelopment - SSDA

drawing title

Mortuary

Hearse

client	Health Infrastructure
drawing #	PTC-005
project #	2384A
scale	1 : 500

rev 3

comments

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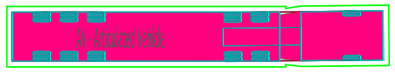
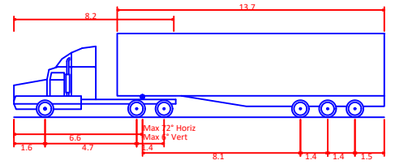
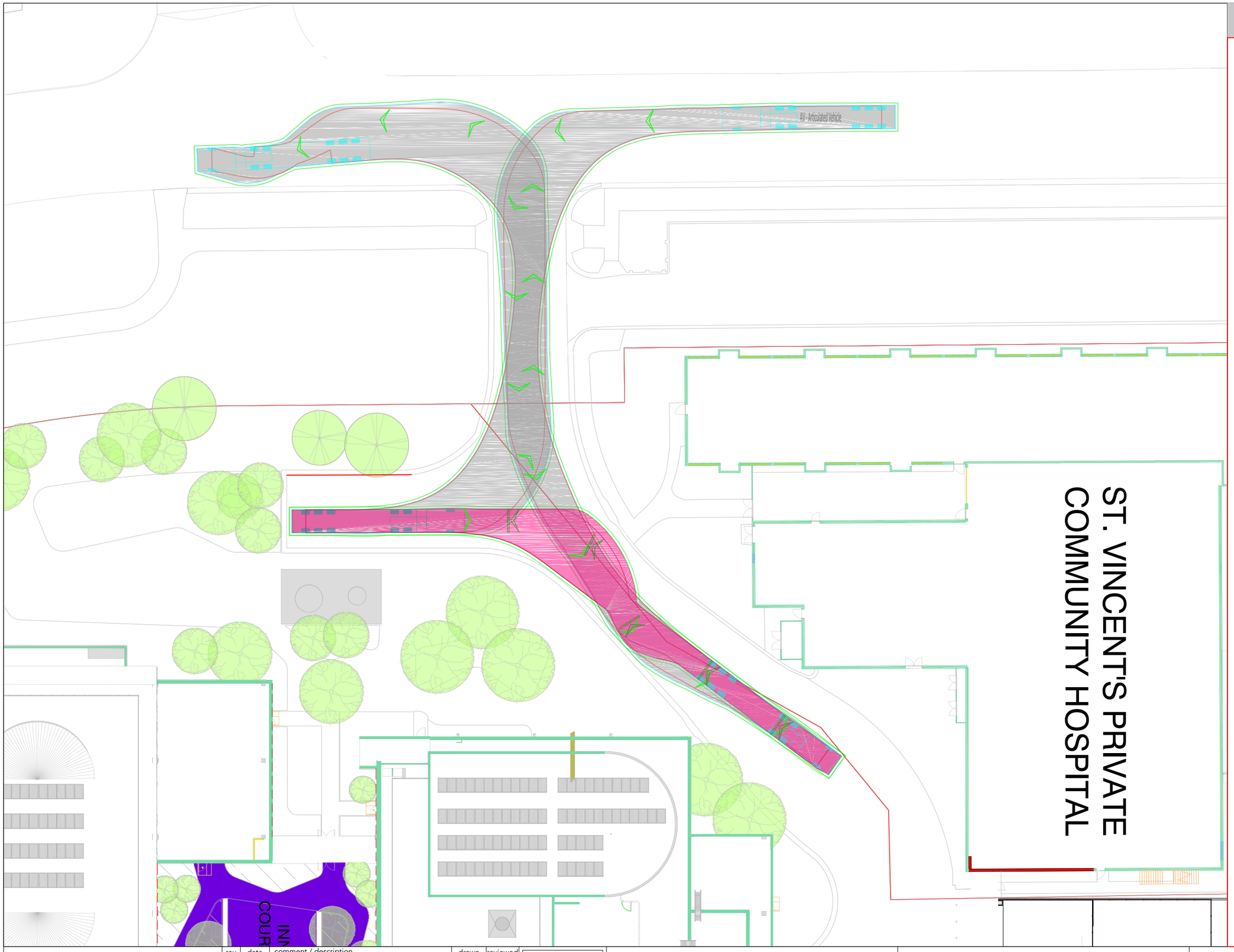




AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



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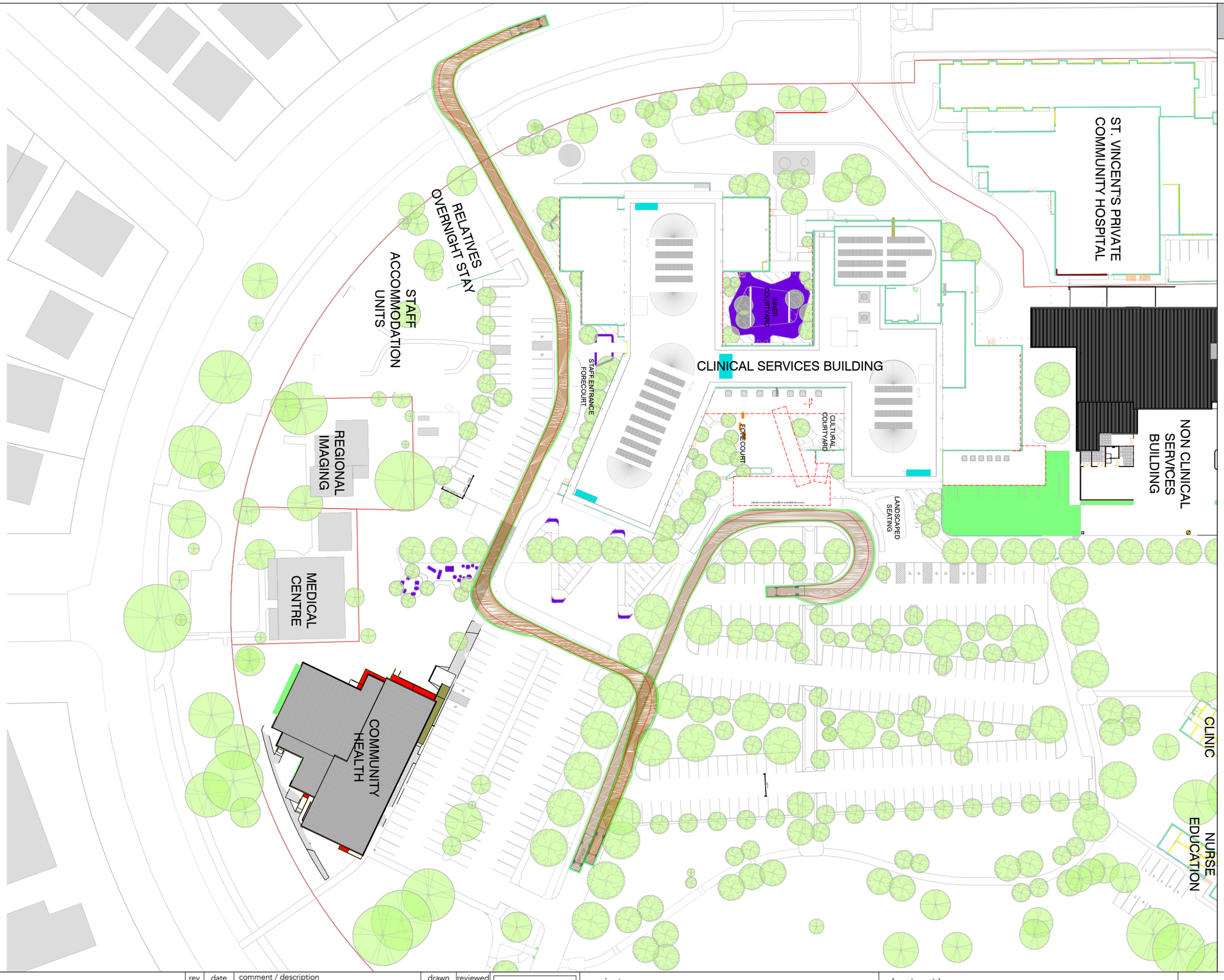
3	**02.02.21**	**For Information**	**AP**	**–**
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project
Griffith Hospital Redevelopment - SSDA

drawing title
Oxygen Tank (AV)

client	Health Infrastructure
drawing #	PTC-006
project #	2384A
scale	1 : 500

rev 3



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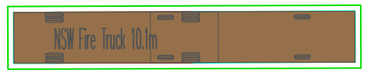

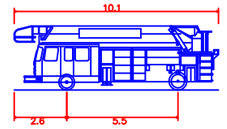

NSW Fire Truck 10.1m	
Overall Length	10.100m
Overall Width	2.500m
Overall Body Height	3.164m
Min Body Ground Clearance	0.247m
Max Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.300m

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rev	date	comment / description	drawn	reviewed
3	**02.02.21**	**For Information**	**AP**	**–**
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project
Griffith Hospital Redevelopment - SSDA

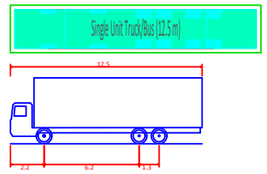
drawing title
Fire Truck Swept Path

client	Health Infrastructure
drawing #	PTC-007
project #	2384A
scale	1 : 1000

rev 3

comments

A3



Single Unit Truck/Bus (12.5 m)	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.490m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

ptc.

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ptcconsultants.co

rev	date	comment / description	drawn	reviewed
3	**02.02.21**	**For Information**	**AP**	**–**
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project

Griffith Hospital Redevelopment - SSDA

drawing title

Bus Swept Path

client	Health Infrastructure
drawing #	PTC-008
project #	2384A
scale	1 : 1000

rev 3

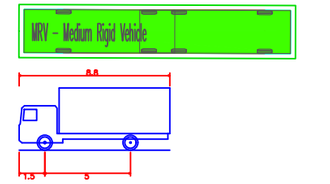
DING

LANDSCAPED SEATING

NON CLINICAL SERVICES BUILDING

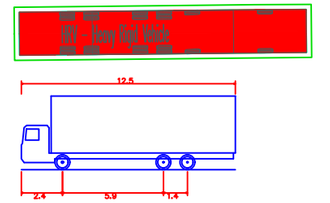
comments

A3



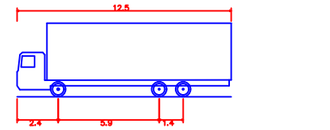
MRV – Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock–to–lock time	4.00s
Curb to Curb Turning Radius	10.000m



HRV – Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock–to–lock time	6.00s
Curb to Curb Turning Radius	12.500m



HRV – Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock–to–lock time	6.00s
Curb to Curb Turning Radius	12.500m

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rev	date	comment / description	drawn	reviewed
3	02.02.21	For Information	AP	-
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project

Griffith Hospital Redevelopment - SSDA

drawing title

Non-Clinical Services

MRV, HRV, Refuse Vehicle

client	Health Infrastructure
drawing #	PTC-009
project #	2384A
scale	1 : 400

rev 4

RELATIVES OVERNIGHT STAY

STAFF ACCOMMODATION UNITS

REGIONAL IMAGING

MEDICAL CENTRE

COMMUNITY HEALTH

STAFF ENTRANCE FORECOURT

CLINICAL SERVICES BUILDING

INNER COURTYARD

FORECOURT

CULTURAL COURTYARD

LANDSCAPED SEATING

ST. VINCENT'S PRIVATE COMMUNITY HOSPITAL

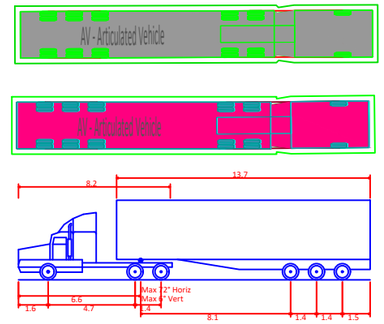
NON CLINICAL SERVICES BUILDING

CLINIC

NURSE EDUCATION

comments

A3



AV - Articulated Vehicle	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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rev	date	comment / description	drawn	reviewed
3	**02.02.21**	**For Information**	**AP**	**–**
2	11.01.21	For Information	AP	KW
1	23.11.20	For Information	AP	SW

project

Griffith Hospital Redevelopment - SSDA

drawing title

Crane Swept Path

client	Health Infrastructure
drawing #	PTC-010
project #	2384A
scale	1 : 1000

rev 3

Attachment 3 SIDRA Movement Summary

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekday - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	100	6.3	100	6.3	0.104	4.6	LOS A	0.0	0.0	0.00	0.27	0.00	45.8
22	T1	99	19.1	99	19.1	0.104	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	46.3
Approach		199	12.7	199	12.7	0.104	2.3	NA	0.0	0.0	0.00	0.27	0.00	46.0
NorthWest: Animoo Avenue														
28	T1	148	1.4	148	1.4	0.140	0.5	LOS A	0.6	4.6	0.27	0.21	0.27	43.3
29	R2	99	3.2	99	3.2	0.140	5.3	LOS A	0.6	4.6	0.27	0.21	0.27	44.6
Approach		247	2.1	247	2.1	0.140	2.4	NA	0.6	4.6	0.27	0.21	0.27	43.9
SouthWest: Korringal Avenue														
30	L2	102	14.4	102	14.4	0.174	5.1	LOS A	0.7	5.1	0.25	0.55	0.25	31.5
32	R2	88	0.0	88	0.0	0.174	6.4	LOS A	0.7	5.1	0.25	0.55	0.25	31.5
Approach		191	7.7	191	7.7	0.174	5.7	LOS A	0.7	5.1	0.25	0.55	0.25	31.5
All Vehicles		637	7.1	637	7.1	0.174	3.4	NA	0.7	5.1	0.18	0.33	0.18	42.7

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekday - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	126	1.7	126	1.7	0.074	0.1	LOS A	0.1	1.0	0.09	0.07	0.09	46.0
26	R2	19	5.6	19	5.6	0.074	5.2	LOS A	0.1	1.0	0.09	0.07	0.09	46.8
Approach		145	2.2	145	2.2	0.074	0.8	NA	0.1	1.0	0.09	0.07	0.09	46.1
NorthWest: Wyangan Avenue														
27	L2	52	4.1	52	4.1	0.142	5.1	LOS A	0.5	3.8	0.30	0.56	0.30	31.8
29	R2	101	3.1	101	3.1	0.142	5.9	LOS A	0.5	3.8	0.30	0.56	0.30	31.8
Approach		153	3.4	153	3.4	0.142	5.6	LOS A	0.5	3.8	0.30	0.56	0.30	31.8
SouthWest: Animoo Avenue SW														
30	L2	36	20.6	36	20.6	0.091	4.7	LOS A	0.0	0.0	0.00	0.11	0.00	45.0
31	T1	133	20.6	133	20.6	0.091	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	47.6
Approach		168	20.6	168	20.6	0.091	1.0	NA	0.0	0.0	0.00	0.11	0.00	46.8
All Vehicles		466	9.3	466	9.3	0.142	2.5	NA	0.5	3.8	0.13	0.25	0.13	42.2

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekday - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	38	0.0	38	0.0	0.039	3.5	LOS A	0.1	1.0	0.10	0.43	0.10	35.8
23a	R1	5	0.0	5	0.0	0.039	3.5	LOS A	0.1	1.0	0.10	0.43	0.10	20.2
23	R2	7	0.0	7	0.0	0.039	4.6	LOS A	0.1	1.0	0.10	0.43	0.10	42.7
Approach		51	0.0	51	0.0	0.039	3.7	LOS A	0.1	1.0	0.10	0.43	0.10	34.9
NorthEast: Kooba Street														
24	L2	12	0.0	12	0.0	0.026	4.6	LOS A	0.0	0.1	0.01	0.13	0.01	48.4
25	T1	40	2.6	40	2.6	0.026	0.0	LOS A	0.0	0.1	0.01	0.13	0.01	48.4
26b	R3	1	0.0	1	0.0	0.026	5.5	LOS A	0.0	0.1	0.01	0.13	0.01	28.9
Approach		53	2.0	53	2.0	0.026	1.1	NA	0.0	0.1	0.01	0.13	0.01	47.7
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.096	4.1	LOS A	0.4	2.6	0.33	0.53	0.33	45.7
7a	L1	42	12.5	42	12.5	0.096	3.1	LOS A	0.4	2.6	0.33	0.53	0.33	24.1
9a	R1	53	0.0	53	0.0	0.096	3.7	LOS A	0.4	2.6	0.33	0.53	0.33	24.1
Approach		96	5.5	96	5.5	0.096	3.4	LOS A	0.4	2.6	0.33	0.53	0.33	25.5
SouthWest: Animoo Avenue														
30a	L1	19	5.6	19	5.6	0.105	3.3	LOS A	0.5	4.1	0.14	0.28	0.14	13.8
31	T1	58	23.6	58	23.6	0.105	0.2	LOS A	0.5	4.1	0.14	0.28	0.14	45.2
32	R2	101	14.6	101	14.6	0.105	3.6	LOS A	0.5	4.1	0.14	0.28	0.14	33.1
Approach		178	16.6	178	16.6	0.105	2.4	NA	0.5	4.1	0.14	0.28	0.14	36.2
All Vehicles		377	9.5	377	9.5	0.105	2.7	NA	0.5	4.1	0.17	0.34	0.17	37.4

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekday - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	155	2.7	155	2.7	0.104	0.2	LOS A	0.3	2.2	0.14	0.10	0.14	38.0
26	R2	45	0.0	45	0.0	0.104	3.8	LOS A	0.3	2.2	0.14	0.10	0.14	38.0
Approach		200	2.1	200	2.1	0.104	1.0	NA	0.3	2.2	0.14	0.10	0.14	38.0
NorthWest: Warrambool Street														
27	L2	57	3.7	57	3.7	0.123	3.8	LOS A	0.5	3.6	0.26	0.49	0.26	37.2
29	R2	68	24.6	68	24.6	0.123	5.3	LOS A	0.5	3.6	0.26	0.49	0.26	34.9
Approach		125	15.1	125	15.1	0.123	4.6	LOS A	0.5	3.6	0.26	0.49	0.26	36.3
SouthWest: Noorebar Avenue (SW)														
30	L2	49	2.1	49	2.1	0.079	3.4	LOS A	0.0	0.0	0.00	0.14	0.00	39.0
31	T1	115	0.0	115	0.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.4
Approach		164	0.6	164	0.6	0.079	1.0	NA	0.0	0.0	0.00	0.14	0.00	39.3
All Vehicles		489	4.9	489	4.9	0.123	1.9	NA	0.5	3.6	0.13	0.21	0.13	38.1

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

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekday - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	78	1.4	78	1.4	0.121	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	46.9
22	T1	154	19.9	154	19.9	0.121	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	47.3
Approach		232	13.6	232	13.6	0.121	1.5	NA	0.0	0.0	0.00	0.18	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	133	2.4	133	2.4	0.135	0.6	LOS A	0.6	4.5	0.30	0.23	0.30	42.8
29	R2	98	3.2	98	3.2	0.135	5.5	LOS A	0.6	4.5	0.30	0.23	0.30	44.2
Approach		231	2.7	231	2.7	0.135	2.7	NA	0.6	4.5	0.30	0.23	0.30	43.5
SouthWest: Korringal Avenue														
30	L2	91	11.6	91	11.6	0.184	5.3	LOS A	0.7	5.3	0.33	0.59	0.33	30.8
32	R2	97	3.3	97	3.3	0.184	6.7	LOS A	0.7	5.3	0.33	0.59	0.33	30.8
Approach		187	7.3	187	7.3	0.184	6.0	LOS A	0.7	5.3	0.33	0.59	0.33	30.8
All Vehicles		649	7.9	649	7.9	0.184	3.2	NA	0.7	5.3	0.20	0.32	0.20	43.1

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekday - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	117	0.9	117	0.9	0.078	0.3	LOS A	0.2	1.6	0.17	0.11	0.17	43.7
26	R2	31	6.9	31	6.9	0.078	5.4	LOS A	0.2	1.6	0.17	0.11	0.17	45.3
Approach		147	2.1	147	2.1	0.078	1.3	NA	0.2	1.6	0.17	0.11	0.17	44.2
NorthWest: Wyangan Avenue														
27	L2	37	2.9	37	2.9	0.113	5.1	LOS A	0.4	2.9	0.32	0.57	0.32	31.6
29	R2	78	6.8	78	6.8	0.113	6.1	LOS A	0.4	2.9	0.32	0.57	0.32	31.6
Approach		115	5.5	115	5.5	0.113	5.8	LOS A	0.4	2.9	0.32	0.57	0.32	31.6
SouthWest: Animoo Avenue SW														
30	L2	64	9.8	64	9.8	0.115	4.7	LOS A	0.0	0.0	0.00	0.16	0.00	45.3
31	T1	149	23.2	149	23.2	0.115	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	46.3
Approach		214	19.2	214	19.2	0.115	1.4	NA	0.0	0.0	0.00	0.16	0.00	45.9
All Vehicles		476	10.6	476	10.6	0.115	2.4	NA	0.4	2.9	0.13	0.24	0.13	42.6

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekday - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	32	6.7	32	6.7	0.047	3.6	LOS A	0.2	1.2	0.14	0.42	0.14	35.8
23a	R1	13	0.0	13	0.0	0.047	3.6	LOS A	0.2	1.2	0.14	0.42	0.14	20.2
23	R2	9	0.0	9	0.0	0.047	4.4	LOS A	0.2	1.2	0.14	0.42	0.14	42.7
Approach		54	3.9	54	3.9	0.047	3.7	LOS A	0.2	1.2	0.14	0.42	0.14	32.4
NorthEast: Kooba Street														
24	L2	13	8.3	13	8.3	0.033	4.7	LOS A	0.0	0.1	0.01	0.11	0.01	48.7
25	T1	53	0.0	53	0.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.11	0.01	48.7
26b	R3	1	0.0	1	0.0	0.033	5.7	LOS A	0.0	0.1	0.01	0.11	0.01	30.1
Approach		66	1.6	66	1.6	0.033	1.0	NA	0.0	0.1	0.01	0.11	0.01	48.2
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.059	4.2	LOS A	0.2	1.5	0.32	0.52	0.32	45.6
7a	L1	14	15.4	14	15.4	0.059	3.1	LOS A	0.2	1.5	0.32	0.52	0.32	23.7
9a	R1	40	2.6	40	2.6	0.059	3.6	LOS A	0.2	1.5	0.32	0.52	0.32	23.7
Approach		55	5.8	55	5.8	0.059	3.5	LOS A	0.2	1.5	0.32	0.52	0.32	26.1
SouthWest: Animoo Avenue														
30a	L1	55	3.8	55	3.8	0.106	3.3	LOS A	0.5	3.8	0.14	0.26	0.14	13.7
31	T1	64	27.9	64	27.9	0.106	0.2	LOS A	0.5	3.8	0.14	0.26	0.14	45.3
32	R2	62	25.4	62	25.4	0.106	3.7	LOS A	0.5	3.8	0.14	0.26	0.14	33.3
Approach		181	19.8	181	19.8	0.106	2.3	NA	0.5	3.8	0.14	0.26	0.14	31.4
All Vehicles		356	11.8	356	11.8	0.106	2.5	NA	0.5	3.8	0.15	0.30	0.15	34.8

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekday - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	126	3.3	126	3.3	0.080	0.2	LOS A	0.2	1.4	0.13	0.08	0.13	38.4
26	R2	25	8.3	25	8.3	0.080	4.1	LOS A	0.2	1.4	0.13	0.08	0.13	38.4
Approach		152	4.2	152	4.2	0.080	0.9	NA	0.2	1.4	0.13	0.08	0.13	38.4
NorthWest: Warrambool Street														
27	L2	72	1.5	72	1.5	0.138	4.0	LOS A	0.5	4.0	0.33	0.52	0.33	37.1
29	R2	68	26.2	68	26.2	0.138	5.5	LOS A	0.5	4.0	0.33	0.52	0.33	34.7
Approach		140	13.5	140	13.5	0.138	4.7	LOS A	0.5	4.0	0.33	0.52	0.33	36.2
SouthWest: Noorebar Avenue (SW)														
30	L2	41	0.0	41	0.0	0.106	3.4	LOS A	0.0	0.0	0.00	0.09	0.00	39.3
31	T1	180	1.8	180	1.8	0.106	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	39.6
Approach		221	1.4	221	1.4	0.106	0.6	NA	0.0	0.0	0.00	0.09	0.00	39.6
All Vehicles		513	5.5	513	5.5	0.138	1.8	NA	0.5	4.0	0.13	0.20	0.13	38.4

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

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekend - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	42	0.0	42	0.0	0.045	4.6	LOS A	0.0	0.0	0.00	0.25	0.00	46.6
22	T1	49	4.3	49	4.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	46.7
Approach		92	2.3	92	2.3	0.045	2.1	NA	0.0	0.0	0.00	0.25	0.00	46.6
NorthWest: Animoo Avenue														
28	T1	82	0.0	82	0.0	0.071	0.2	LOS A	0.3	2.0	0.15	0.19	0.15	44.5
29	R2	52	2.0	52	2.0	0.071	4.8	LOS A	0.3	2.0	0.15	0.19	0.15	45.5
Approach		134	0.8	134	0.8	0.071	2.0	NA	0.3	2.0	0.15	0.19	0.15	45.0
SouthWest: Korringal Avenue														
30	L2	41	0.0	41	0.0	0.066	4.7	LOS A	0.2	1.7	0.14	0.51	0.14	32.6
32	R2	43	0.0	43	0.0	0.066	5.3	LOS A	0.2	1.7	0.14	0.51	0.14	32.6
Approach		84	0.0	84	0.0	0.066	5.0	LOS A	0.2	1.7	0.14	0.51	0.14	32.6
All Vehicles		309	1.0	309	1.0	0.071	2.8	NA	0.3	2.0	0.10	0.30	0.10	43.8

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekend - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	56	1.9	56	1.9	0.032	0.0	LOS A	0.1	0.4	0.05	0.07	0.05	46.5
26	R2	8	0.0	8	0.0	0.032	4.7	LOS A	0.1	0.4	0.05	0.07	0.05	48.0
Approach		64	1.6	64	1.6	0.032	0.7	NA	0.1	0.4	0.05	0.07	0.05	46.8
NorthWest: Wyangan Avenue														
27	L2	22	0.0	22	0.0	0.073	4.7	LOS A	0.3	1.8	0.16	0.50	0.16	33.1
29	R2	68	0.0	68	0.0	0.073	5.0	LOS A	0.3	1.8	0.16	0.50	0.16	33.1
Approach		91	0.0	91	0.0	0.073	4.9	LOS A	0.3	1.8	0.16	0.50	0.16	33.1
SouthWest: Animoo Avenue SW														
30	L2	32	3.3	32	3.3	0.039	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	45.6
31	T1	48	2.2	48	2.2	0.039	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	45.8
Approach		80	2.6	80	2.6	0.039	1.8	NA	0.0	0.0	0.00	0.21	0.00	45.7
All Vehicles		235	1.3	235	1.3	0.073	2.7	NA	0.3	1.8	0.08	0.28	0.08	41.8

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekend - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	16	6.7	16	6.7	0.019	3.5	LOS A	0.1	0.5	0.02	0.40	0.02	36.4
23a	R1	8	0.0	8	0.0	0.019	2.5	LOS A	0.1	0.5	0.02	0.40	0.02	20.4
23	R2	1	0.0	1	0.0	0.019	3.6	LOS A	0.1	0.5	0.02	0.40	0.02	43.0
Approach		25	4.2	25	4.2	0.019	3.2	LOS A	0.1	0.5	0.02	0.40	0.02	29.1
NorthEast: Kooba Street														
24	L2	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.16	0.05	47.9
25	T1	5	0.0	5	0.0	0.004	0.0	LOS A	0.0	0.1	0.05	0.16	0.05	47.9
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.05	0.16	0.05	28.7
Approach		7	0.0	7	0.0	0.004	1.5	NA	0.0	0.1	0.05	0.16	0.05	43.5
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.039	4.0	LOS A	0.1	0.9	0.15	0.45	0.15	46.5
7a	L1	6	0.0	6	0.0	0.039	2.4	LOS A	0.1	0.9	0.15	0.45	0.15	26.9
9a	R1	36	0.0	36	0.0	0.039	2.6	LOS A	0.1	0.9	0.15	0.45	0.15	26.9
Approach		43	0.0	43	0.0	0.039	2.6	LOS A	0.1	0.9	0.15	0.45	0.15	29.8
SouthWest: Animoo Avenue														
30a	L1	26	0.0	26	0.0	0.036	3.1	LOS A	0.1	1.1	0.03	0.32	0.03	12.9
31	T1	18	0.0	18	0.0	0.036	0.0	LOS A	0.1	1.1	0.03	0.32	0.03	45.6
32	R2	25	4.2	25	4.2	0.036	3.4	LOS A	0.1	1.1	0.03	0.32	0.03	33.9
Approach		69	1.5	69	1.5	0.036	2.4	NA	0.1	1.1	0.03	0.32	0.03	27.1
All Vehicles		145	1.4	145	1.4	0.039	2.6	NA	0.1	1.1	0.07	0.37	0.07	29.0

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekend - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	73	0.0	73	0.0	0.047	0.1	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
26	R2	21	0.0	21	0.0	0.047	3.6	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
Approach		94	0.0	94	0.0	0.047	0.9	NA	0.1	0.9	0.10	0.10	0.10	38.3
NorthWest: Warrambool Street														
27	L2	17	6.3	17	6.3	0.029	3.6	LOS A	0.1	0.7	0.17	0.44	0.17	37.5
29	R2	20	0.0	20	0.0	0.029	3.9	LOS A	0.1	0.7	0.17	0.44	0.17	35.4
Approach		37	2.9	37	2.9	0.029	3.8	LOS A	0.1	0.7	0.17	0.44	0.17	36.6
SouthWest: Noorebar Avenue (SW)														
30	L2	34	0.0	34	0.0	0.048	3.4	LOS A	0.0	0.0	0.00	0.15	0.00	38.8
31	T1	67	0.0	67	0.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	39.3
Approach		101	0.0	101	0.0	0.048	1.1	NA	0.0	0.0	0.00	0.15	0.00	39.2
All Vehicles		232	0.5	232	0.5	0.048	1.5	NA	0.1	0.9	0.07	0.18	0.07	38.5

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

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekend - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	39	0.0	39	0.0	0.048	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	47.0
22	T1	61	0.0	61	0.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	47.3
Approach		100	0.0	100	0.0	0.048	1.8	NA	0.0	0.0	0.00	0.21	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	62	1.7	62	1.7	0.052	0.2	LOS A	0.2	1.4	0.15	0.18	0.15	44.6
29	R2	36	0.0	36	0.0	0.052	4.8	LOS A	0.2	1.4	0.15	0.18	0.15	45.8
Approach		98	1.1	98	1.1	0.052	1.9	NA	0.2	1.4	0.15	0.18	0.15	45.2
SouthWest: Korringal Avenue														
30	L2	22	4.8	22	4.8	0.049	4.8	LOS A	0.2	1.2	0.17	0.51	0.17	32.4
32	R2	38	0.0	38	0.0	0.049	5.2	LOS A	0.2	1.2	0.17	0.51	0.17	32.4
Approach		60	1.8	60	1.8	0.049	5.0	LOS A	0.2	1.2	0.17	0.51	0.17	32.4
All Vehicles		258	0.8	258	0.8	0.052	2.6	NA	0.2	1.4	0.10	0.27	0.10	44.5

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekend - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	35	0.0	35	0.0	0.021	0.1	LOS A	0.0	0.3	0.07	0.09	0.07	45.6
26	R2	7	0.0	7	0.0	0.021	4.7	LOS A	0.0	0.3	0.07	0.09	0.07	47.4
Approach		42	0.0	42	0.0	0.021	0.9	NA	0.0	0.3	0.07	0.09	0.07	46.0
NorthWest: Wyangan Avenue														
27	L2	20	0.0	20	0.0	0.069	4.7	LOS A	0.2	1.7	0.13	0.49	0.13	33.4
29	R2	66	1.6	66	1.6	0.069	4.9	LOS A	0.2	1.7	0.13	0.49	0.13	33.4
Approach		86	1.2	86	1.2	0.069	4.8	LOS A	0.2	1.7	0.13	0.49	0.13	33.4
SouthWest: Animoo Avenue SW														
30	L2	52	2.0	52	2.0	0.041	4.6	LOS A	0.0	0.0	0.00	0.33	0.00	44.3
31	T1	33	0.0	33	0.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	43.7
Approach		84	1.3	84	1.3	0.041	2.8	NA	0.0	0.0	0.00	0.33	0.00	44.1
All Vehicles		213	1.0	213	1.0	0.069	3.2	NA	0.2	1.7	0.07	0.35	0.07	41.0

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekend - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	4	0.0	4	0.0	0.008	3.4	LOS A	0.0	0.2	0.02	0.39	0.02	36.5
23a	R1	4	0.0	4	0.0	0.008	2.4	LOS A	0.0	0.2	0.02	0.39	0.02	20.4
23	R2	1	0.0	1	0.0	0.008	3.5	LOS A	0.0	0.2	0.02	0.39	0.02	43.1
Approach		9	0.0	9	0.0	0.008	3.0	LOS A	0.0	0.2	0.02	0.39	0.02	28.4
NorthEast: Kooba Street														
24	L2	2	0.0	2	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.24	0.05	47.1
25	T1	4	0.0	4	0.0	0.004	0.0	LOS A	0.0	0.1	0.05	0.24	0.05	47.1
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.05	0.24	0.05	28.4
Approach		7	0.0	7	0.0	0.004	2.1	NA	0.0	0.1	0.05	0.24	0.05	42.8
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.035	4.0	LOS A	0.1	0.8	0.12	0.45	0.12	46.6
7a	L1	5	0.0	5	0.0	0.035	2.3	LOS A	0.1	0.8	0.12	0.45	0.12	27.2
9a	R1	34	0.0	34	0.0	0.035	2.5	LOS A	0.1	0.8	0.12	0.45	0.12	27.2
Approach		40	0.0	40	0.0	0.035	2.5	LOS A	0.1	0.8	0.12	0.45	0.12	30.3
SouthWest: Animoo Avenue														
30a	L1	23	0.0	23	0.0	0.027	3.1	LOS A	0.1	0.7	0.03	0.32	0.03	12.9
31	T1	15	0.0	15	0.0	0.027	0.0	LOS A	0.1	0.7	0.03	0.32	0.03	45.7
32	R2	16	0.0	16	0.0	0.027	3.4	LOS A	0.1	0.7	0.03	0.32	0.03	34.0
Approach		54	0.0	54	0.0	0.027	2.3	NA	0.1	0.7	0.03	0.32	0.03	26.4
All Vehicles		111	0.0	111	0.0	0.035	2.4	NA	0.1	0.8	0.06	0.36	0.06	28.6

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekend - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	100	6.3	100	6.3	0.052	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	39.6
26	R2	5	0.0	5	0.0	0.052	3.5	LOS A	0.0	0.3	0.02	0.02	0.02	39.6
Approach		105	6.0	105	6.0	0.052	0.2	NA	0.0	0.3	0.02	0.02	0.02	39.6
NorthWest: Warrambool Street														
27	L2	22	0.0	22	0.0	0.022	3.6	LOS A	0.1	0.6	0.15	0.44	0.15	37.5
29	R2	8	0.0	8	0.0	0.022	3.9	LOS A	0.1	0.6	0.15	0.44	0.15	35.4
Approach		31	0.0	31	0.0	0.022	3.7	LOS A	0.1	0.6	0.15	0.44	0.15	37.2
SouthWest: Noorebar Avenue (SW)														
30	L2	12	0.0	12	0.0	0.040	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	39.5
31	T1	69	6.1	69	6.1	0.040	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	39.7
Approach		81	5.2	81	5.2	0.040	0.5	NA	0.0	0.0	0.00	0.07	0.00	39.7
All Vehicles		217	4.9	217	4.9	0.052	0.8	NA	0.1	0.6	0.03	0.10	0.03	39.2

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekday - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	106	6.9	106	6.9	0.111	4.6	LOS A	0.0	0.0	0.00	0.27	0.00	45.8
22	T1	105	19.0	105	19.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	46.3
Approach		212	12.9	212	12.9	0.111	2.3	NA	0.0	0.0	0.00	0.27	0.00	46.0
NorthWest: Animoo Avenue														
28	T1	158	2.0	158	2.0	0.152	0.5	LOS A	0.7	5.1	0.28	0.22	0.28	43.2
29	R2	106	4.0	106	4.0	0.152	5.4	LOS A	0.7	5.1	0.28	0.22	0.28	44.4
Approach		264	2.8	264	2.8	0.152	2.5	NA	0.7	5.1	0.28	0.22	0.28	43.8
SouthWest: Korringal Avenue														
30	L2	108	14.6	108	14.6	0.188	5.1	LOS A	0.7	5.5	0.26	0.56	0.26	31.3
32	R2	94	0.0	94	0.0	0.188	6.6	LOS A	0.7	5.5	0.26	0.56	0.26	31.3
Approach		202	7.8	202	7.8	0.188	5.8	LOS A	0.7	5.5	0.26	0.56	0.26	31.3
All Vehicles		678	7.5	678	7.5	0.188	3.4	NA	0.7	5.5	0.19	0.34	0.19	42.6

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekday - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	135	2.3	135	2.3	0.080	0.2	LOS A	0.2	1.2	0.10	0.07	0.10	45.8
26	R2	21	10.0	21	10.0	0.080	5.3	LOS A	0.2	1.2	0.10	0.07	0.10	46.1
Approach		156	3.4	156	3.4	0.080	0.9	NA	0.2	1.2	0.10	0.07	0.10	45.9
NorthWest: Wyangan Avenue														
27	L2	56	5.7	56	5.7	0.157	5.2	LOS A	0.6	4.2	0.32	0.57	0.32	31.7
29	R2	108	3.9	108	3.9	0.157	6.0	LOS A	0.6	4.2	0.32	0.57	0.32	31.7
Approach		164	4.5	164	4.5	0.157	5.7	LOS A	0.6	4.2	0.32	0.57	0.32	31.7
SouthWest: Animoo Avenue SW														
30	L2	39	21.6	39	21.6	0.098	4.8	LOS A	0.0	0.0	0.00	0.12	0.00	44.9
31	T1	141	20.9	141	20.9	0.098	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	47.6
Approach		180	21.1	180	21.1	0.098	1.0	NA	0.0	0.0	0.00	0.12	0.00	46.8
All Vehicles		500	10.1	500	10.1	0.157	2.5	NA	0.6	4.2	0.14	0.25	0.14	42.0

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekday - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	40	0.0	40	0.0	0.043	3.5	LOS A	0.2	1.1	0.11	0.43	0.11	35.7
23a	R1	6	0.0	6	0.0	0.043	3.7	LOS A	0.2	1.1	0.11	0.43	0.11	20.2
23	R2	8	0.0	8	0.0	0.043	4.8	LOS A	0.2	1.1	0.11	0.43	0.11	42.7
Approach		55	0.0	55	0.0	0.043	3.7	LOS A	0.2	1.1	0.11	0.43	0.11	34.7
NorthEast: Kooba Street														
24	L2	13	0.0	13	0.0	0.030	4.6	LOS A	0.0	0.1	0.02	0.14	0.02	48.3
25	T1	44	4.8	44	4.8	0.030	0.0	LOS A	0.0	0.1	0.02	0.14	0.02	48.3
26b	R3	2	0.0	2	0.0	0.030	5.5	LOS A	0.0	0.1	0.02	0.14	0.02	28.8
Approach		59	3.6	59	3.6	0.030	1.2	NA	0.0	0.1	0.02	0.14	0.02	47.1
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.105	4.2	LOS A	0.4	2.8	0.35	0.54	0.35	45.6
7a	L1	45	14.0	45	14.0	0.105	3.2	LOS A	0.4	2.8	0.35	0.54	0.35	23.6
9a	R1	56	0.0	56	0.0	0.105	3.8	LOS A	0.4	2.8	0.35	0.54	0.35	23.6
Approach		102	6.2	102	6.2	0.105	3.5	LOS A	0.4	2.8	0.35	0.54	0.35	24.9
SouthWest: Animoo Avenue														
30a	L1	21	10.0	21	10.0	0.113	3.4	LOS A	0.6	4.5	0.15	0.28	0.15	13.7
31	T1	62	23.7	62	23.7	0.113	0.2	LOS A	0.6	4.5	0.15	0.28	0.15	45.1
32	R2	107	14.7	107	14.7	0.113	3.6	LOS A	0.6	4.5	0.15	0.28	0.15	33.1
Approach		191	17.1	191	17.1	0.113	2.5	NA	0.6	4.5	0.15	0.28	0.15	36.1
All Vehicles		406	10.1	406	10.1	0.113	2.7	NA	0.6	4.5	0.18	0.35	0.18	37.2

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekday - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	164	3.2	164	3.2	0.111	0.2	LOS A	0.3	2.4	0.15	0.10	0.15	38.0
26	R2	48	0.0	48	0.0	0.111	3.9	LOS A	0.3	2.4	0.15	0.10	0.15	38.0
Approach		213	2.5	213	2.5	0.111	1.0	NA	0.3	2.4	0.15	0.10	0.15	38.0
NorthWest: Warrambool Street														
27	L2	61	5.2	61	5.2	0.134	3.8	LOS A	0.5	3.9	0.28	0.50	0.28	37.1
29	R2	73	24.6	73	24.6	0.134	5.5	LOS A	0.5	3.9	0.28	0.50	0.28	34.8
Approach		134	15.7	134	15.7	0.134	4.7	LOS A	0.5	3.9	0.28	0.50	0.28	36.2
SouthWest: Noorebar Avenue (SW)														
30	L2	54	3.9	54	3.9	0.084	3.4	LOS A	0.0	0.0	0.00	0.14	0.00	39.0
31	T1	121	0.0	121	0.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.4
Approach		175	1.2	175	1.2	0.084	1.1	NA	0.0	0.0	0.00	0.14	0.00	39.3
All Vehicles		521	5.5	521	5.5	0.134	2.0	NA	0.5	3.9	0.13	0.22	0.13	38.0

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekday - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	84	2.5	84	2.5	0.129	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	46.8
22	T1	163	20.0	163	20.0	0.129	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	47.3
Approach		247	14.0	247	14.0	0.129	1.6	NA	0.0	0.0	0.00	0.18	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	141	3.0	141	3.0	0.145	0.7	LOS A	0.7	5.0	0.32	0.24	0.32	42.7
29	R2	104	4.0	104	4.0	0.145	5.6	LOS A	0.7	5.0	0.32	0.24	0.32	44.0
Approach		245	3.4	245	3.4	0.145	2.8	NA	0.7	5.0	0.32	0.24	0.32	43.4
SouthWest: Korringal Avenue														
30	L2	97	12.0	97	12.0	0.202	5.4	LOS A	0.8	5.8	0.35	0.60	0.35	30.6
32	R2	103	4.1	103	4.1	0.202	7.0	LOS A	0.8	5.8	0.35	0.60	0.35	30.6
Approach		200	7.9	200	7.9	0.202	6.2	LOS A	0.8	5.8	0.35	0.60	0.35	30.6
All Vehicles		693	8.5	693	8.5	0.202	3.3	NA	0.8	5.8	0.21	0.32	0.21	42.9

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekday - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	125	1.7	125	1.7	0.086	0.3	LOS A	0.3	1.9	0.18	0.11	0.18	43.5
26	R2	34	9.4	34	9.4	0.086	5.5	LOS A	0.3	1.9	0.18	0.11	0.18	44.8
Approach		159	3.3	159	3.3	0.086	1.4	NA	0.3	1.9	0.18	0.11	0.18	43.9
NorthWest: Wyangan Avenue														
27	L2	40	5.3	40	5.3	0.125	5.2	LOS A	0.4	3.3	0.34	0.58	0.34	31.5
29	R2	83	7.6	83	7.6	0.125	6.3	LOS A	0.4	3.3	0.34	0.58	0.34	31.5
Approach		123	6.8	123	6.8	0.125	5.9	LOS A	0.4	3.3	0.34	0.58	0.34	31.5
SouthWest: Animoo Avenue SW														
30	L2	69	10.6	69	10.6	0.123	4.7	LOS A	0.0	0.0	0.00	0.16	0.00	45.2
31	T1	158	23.3	158	23.3	0.123	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	46.3
Approach		227	19.4	227	19.4	0.123	1.4	NA	0.0	0.0	0.00	0.16	0.00	45.8
All Vehicles		509	11.4	509	11.4	0.125	2.5	NA	0.4	3.3	0.14	0.25	0.14	42.4

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekday - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	35	9.1	35	9.1	0.052	3.6	LOS A	0.2	1.4	0.15	0.43	0.15	35.7
23a	R1	14	0.0	14	0.0	0.052	3.8	LOS A	0.2	1.4	0.15	0.43	0.15	20.2
23	R2	11	0.0	11	0.0	0.052	4.5	LOS A	0.2	1.4	0.15	0.43	0.15	42.6
Approach		59	5.4	59	5.4	0.052	3.8	LOS A	0.2	1.4	0.15	0.43	0.15	32.5
NorthEast: Kooba Street														
24	L2	15	14.3	15	14.3	0.037	4.7	LOS A	0.0	0.1	0.02	0.13	0.02	48.6
25	T1	56	0.0	56	0.0	0.037	0.0	LOS A	0.0	0.1	0.02	0.13	0.02	48.6
26b	R3	2	0.0	2	0.0	0.037	5.7	LOS A	0.0	0.1	0.02	0.13	0.02	30.0
Approach		73	2.9	73	2.9	0.037	1.1	NA	0.0	0.1	0.02	0.13	0.02	47.6
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.068	4.2	LOS A	0.2	1.8	0.34	0.54	0.34	45.5
7a	L1	16	20.0	16	20.0	0.068	3.2	LOS A	0.2	1.8	0.34	0.54	0.34	23.2
9a	R1	44	4.8	44	4.8	0.068	3.8	LOS A	0.2	1.8	0.34	0.54	0.34	23.2
Approach		61	8.6	61	8.6	0.068	3.6	LOS A	0.2	1.8	0.34	0.54	0.34	25.4
SouthWest: Animoo Avenue														
30a	L1	59	5.4	59	5.4	0.114	3.3	LOS A	0.5	4.2	0.15	0.26	0.15	13.7
31	T1	68	27.7	68	27.7	0.114	0.2	LOS A	0.5	4.2	0.15	0.26	0.15	45.3
32	R2	66	25.4	66	25.4	0.114	3.8	LOS A	0.5	4.2	0.15	0.26	0.15	33.3
Approach		194	20.1	194	20.1	0.114	2.4	NA	0.5	4.2	0.15	0.26	0.15	31.3
All Vehicles		386	12.8	386	12.8	0.114	2.6	NA	0.5	4.2	0.16	0.30	0.16	34.6

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekday - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	135	3.9	135	3.9	0.087	0.3	LOS A	0.2	1.7	0.15	0.08	0.15	38.3
26	R2	28	11.1	28	11.1	0.087	4.3	LOS A	0.2	1.7	0.15	0.08	0.15	38.3
Approach		163	5.2	163	5.2	0.087	1.0	NA	0.2	1.7	0.15	0.08	0.15	38.3
NorthWest: Warrambool Street														
27	L2	77	2.7	77	2.7	0.151	4.1	LOS A	0.6	4.4	0.34	0.53	0.34	37.0
29	R2	73	26.1	73	26.1	0.151	5.7	LOS A	0.6	4.4	0.34	0.53	0.34	34.7
Approach		149	14.1	149	14.1	0.151	4.9	LOS A	0.6	4.4	0.34	0.53	0.34	36.2
SouthWest: Noorebar Avenue (SW)														
30	L2	44	0.0	44	0.0	0.113	3.4	LOS A	0.0	0.0	0.00	0.09	0.00	39.3
31	T1	192	2.2	192	2.2	0.113	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	39.6
Approach		236	1.8	236	1.8	0.113	0.6	NA	0.0	0.0	0.00	0.09	0.00	39.6
All Vehicles		548	6.1	548	6.1	0.151	1.9	NA	0.6	4.4	0.14	0.21	0.14	38.4

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekend - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	44	0.0	44	0.0	0.048	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	46.6
22	T1	54	5.9	54	5.9	0.048	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	46.8
Approach		98	3.2	98	3.2	0.048	2.1	NA	0.0	0.0	0.00	0.24	0.00	46.7
NorthWest: Animoo Avenue														
28	T1	86	0.0	86	0.0	0.076	0.2	LOS A	0.3	2.2	0.16	0.20	0.16	44.4
29	R2	56	3.8	56	3.8	0.076	4.9	LOS A	0.3	2.2	0.16	0.20	0.16	45.3
Approach		142	1.5	142	1.5	0.076	2.0	NA	0.3	2.2	0.16	0.20	0.16	44.8
SouthWest: Korringal Avenue														
30	L2	43	0.0	43	0.0	0.071	4.7	LOS A	0.3	1.8	0.15	0.51	0.15	32.5
32	R2	46	0.0	46	0.0	0.071	5.3	LOS A	0.3	1.8	0.15	0.51	0.15	32.5
Approach		89	0.0	89	0.0	0.071	5.0	LOS A	0.3	1.8	0.15	0.51	0.15	32.5
All Vehicles		329	1.6	329	1.6	0.076	2.9	NA	0.3	2.2	0.11	0.30	0.11	43.7

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekend - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	60	3.5	60	3.5	0.035	0.1	LOS A	0.1	0.4	0.06	0.07	0.06	46.3
26	R2	9	0.0	9	0.0	0.035	4.8	LOS A	0.1	0.4	0.06	0.07	0.06	47.9
Approach		69	3.0	69	3.0	0.035	0.7	NA	0.1	0.4	0.06	0.07	0.06	46.7
NorthWest: Wyangan Avenue														
27	L2	24	0.0	24	0.0	0.079	4.7	LOS A	0.3	1.9	0.17	0.50	0.17	33.0
29	R2	73	0.0	73	0.0	0.079	5.0	LOS A	0.3	1.9	0.17	0.50	0.17	33.0
Approach		97	0.0	97	0.0	0.079	4.9	LOS A	0.3	1.9	0.17	0.50	0.17	33.0
SouthWest: Animoo Avenue SW														
30	L2	35	6.1	35	6.1	0.043	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	45.3
31	T1	53	4.0	53	4.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	45.7
Approach		87	4.8	87	4.8	0.043	1.8	NA	0.0	0.0	0.00	0.21	0.00	45.5
All Vehicles		254	2.5	254	2.5	0.079	2.7	NA	0.3	1.9	0.08	0.28	0.08	41.7

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekend - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	18	11.8	18	11.8	0.023	3.5	LOS A	0.1	0.6	0.03	0.40	0.03	36.3
23a	R1	9	0.0	9	0.0	0.023	2.6	LOS A	0.1	0.6	0.03	0.40	0.03	20.4
23	R2	2	0.0	2	0.0	0.023	3.6	LOS A	0.1	0.6	0.03	0.40	0.03	43.0
Approach		29	7.1	29	7.1	0.023	3.2	LOS A	0.1	0.6	0.03	0.40	0.03	29.8
NorthEast: Kooba Street														
24	L2	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.04	0.14	0.04	48.1
25	T1	6	0.0	6	0.0	0.004	0.0	LOS A	0.0	0.1	0.04	0.14	0.04	48.1
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.04	0.14	0.04	28.8
Approach		8	0.0	8	0.0	0.004	1.3	NA	0.0	0.1	0.04	0.14	0.04	44.2
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.042	4.0	LOS A	0.1	1.0	0.16	0.45	0.16	46.5
7a	L1	7	0.0	7	0.0	0.042	2.4	LOS A	0.1	1.0	0.16	0.45	0.16	26.8
9a	R1	38	0.0	38	0.0	0.042	2.7	LOS A	0.1	1.0	0.16	0.45	0.16	26.8
Approach		46	0.0	46	0.0	0.042	2.7	LOS A	0.1	1.0	0.16	0.45	0.16	29.5
SouthWest: Animoo Avenue														
30a	L1	28	0.0	28	0.0	0.040	3.1	LOS A	0.2	1.2	0.04	0.32	0.04	12.9
31	T1	19	0.0	19	0.0	0.040	0.0	LOS A	0.2	1.2	0.04	0.32	0.04	45.6
32	R2	28	7.4	28	7.4	0.040	3.4	LOS A	0.2	1.2	0.04	0.32	0.04	33.8
Approach		76	2.8	76	2.8	0.040	2.4	NA	0.2	1.2	0.04	0.32	0.04	27.0
All Vehicles		160	2.6	160	2.6	0.042	2.6	NA	0.2	1.2	0.07	0.37	0.07	29.2

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekend - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	77	0.0	77	0.0	0.050	0.1	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
26	R2	22	0.0	22	0.0	0.050	3.6	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
Approach		99	0.0	99	0.0	0.050	0.9	NA	0.1	0.9	0.10	0.10	0.10	38.3
NorthWest: Warrambool Street														
27	L2	19	11.1	19	11.1	0.032	3.7	LOS A	0.1	0.8	0.17	0.44	0.17	37.5
29	R2	21	0.0	21	0.0	0.032	4.0	LOS A	0.1	0.8	0.17	0.44	0.17	35.4
Approach		40	5.3	40	5.3	0.032	3.8	LOS A	0.1	0.8	0.17	0.44	0.17	36.6
SouthWest: Noorebar Avenue (SW)														
30	L2	36	0.0	36	0.0	0.051	3.4	LOS A	0.0	0.0	0.00	0.15	0.00	38.8
31	T1	72	0.0	72	0.0	0.051	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	39.3
Approach		107	0.0	107	0.0	0.051	1.1	NA	0.0	0.0	0.00	0.15	0.00	39.2
All Vehicles		246	0.9	246	0.9	0.051	1.5	NA	0.1	0.9	0.07	0.18	0.07	38.5

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekend - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	41	0.0	41	0.0	0.051	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	47.0
22	T1	64	0.0	64	0.0	0.051	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	47.3
Approach		105	0.0	105	0.0	0.051	1.8	NA	0.0	0.0	0.00	0.21	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	66	3.2	66	3.2	0.055	0.2	LOS A	0.2	1.5	0.15	0.18	0.15	44.6
29	R2	38	0.0	38	0.0	0.055	4.8	LOS A	0.2	1.5	0.15	0.18	0.15	45.8
Approach		104	2.0	104	2.0	0.055	1.9	NA	0.2	1.5	0.15	0.18	0.15	45.1
SouthWest: Korringal Avenue														
30	L2	24	8.7	24	8.7	0.053	4.8	LOS A	0.2	1.3	0.18	0.51	0.18	32.3
32	R2	40	0.0	40	0.0	0.053	5.2	LOS A	0.2	1.3	0.18	0.51	0.18	32.3
Approach		64	3.3	64	3.3	0.053	5.1	LOS A	0.2	1.3	0.18	0.51	0.18	32.3
All Vehicles		274	1.5	274	1.5	0.055	2.6	NA	0.2	1.5	0.10	0.27	0.10	44.5

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekend - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	37	0.0	37	0.0	0.023	0.1	LOS A	0.1	0.4	0.08	0.09	0.08	45.2
26	R2	8	0.0	8	0.0	0.023	4.8	LOS A	0.1	0.4	0.08	0.09	0.08	47.2
Approach		45	0.0	45	0.0	0.023	0.9	NA	0.1	0.4	0.08	0.09	0.08	45.8
NorthWest: Wyangan Avenue														
27	L2	21	0.0	21	0.0	0.075	4.7	LOS A	0.3	1.9	0.14	0.49	0.14	33.4
29	R2	72	2.9	72	2.9	0.075	4.9	LOS A	0.3	1.9	0.14	0.49	0.14	33.4
Approach		93	2.3	93	2.3	0.075	4.9	LOS A	0.3	1.9	0.14	0.49	0.14	33.4
SouthWest: Animoo Avenue SW														
30	L2	56	3.8	56	3.8	0.045	4.6	LOS A	0.0	0.0	0.00	0.33	0.00	44.1
31	T1	35	0.0	35	0.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	43.7
Approach		91	2.3	91	2.3	0.045	2.8	NA	0.0	0.0	0.00	0.33	0.00	44.0
All Vehicles		228	1.8	228	1.8	0.075	3.3	NA	0.3	1.9	0.07	0.35	0.07	40.9

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekend - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	5	0.0	5	0.0	0.009	3.4	LOS A	0.0	0.2	0.03	0.39	0.03	36.5
23a	R1	5	0.0	5	0.0	0.009	2.5	LOS A	0.0	0.2	0.03	0.39	0.03	20.4
23	R2	1	0.0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.39	0.03	43.1
Approach		12	0.0	12	0.0	0.009	3.0	LOS A	0.0	0.2	0.03	0.39	0.03	27.9
NorthEast: Kooba Street														
24	L2	3	0.0	3	0.0	0.005	4.6	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
25	T1	5	0.0	5	0.0	0.005	0.0	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
26b	R3	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.1	0.04	0.24	0.04	28.4
Approach		9	0.0	9	0.0	0.005	2.1	NA	0.0	0.1	0.04	0.24	0.04	43.7
North: Konoa Street														
7b	L3	2	0.0	2	0.0	0.039	4.0	LOS A	0.1	0.9	0.12	0.45	0.12	46.6
7a	L1	6	0.0	6	0.0	0.039	2.4	LOS A	0.1	0.9	0.12	0.45	0.12	27.1
9a	R1	36	0.0	36	0.0	0.039	2.5	LOS A	0.1	0.9	0.12	0.45	0.12	27.1
Approach		44	0.0	44	0.0	0.039	2.6	LOS A	0.1	0.9	0.12	0.45	0.12	32.2
SouthWest: Animoo Avenue														
30a	L1	25	0.0	25	0.0	0.029	3.1	LOS A	0.1	0.7	0.03	0.32	0.03	12.9
31	T1	16	0.0	16	0.0	0.029	0.0	LOS A	0.1	0.7	0.03	0.32	0.03	45.7
32	R2	17	0.0	17	0.0	0.029	3.4	LOS A	0.1	0.7	0.03	0.32	0.03	34.0
Approach		58	0.0	58	0.0	0.029	2.3	NA	0.1	0.7	0.03	0.32	0.03	26.3
All Vehicles		123	0.0	123	0.0	0.039	2.5	NA	0.1	0.9	0.06	0.37	0.06	28.9

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekend - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	105	6.0	105	6.0	0.056	0.0	LOS A	0.0	0.4	0.03	0.03	0.03	39.5
26	R2	7	0.0	7	0.0	0.056	3.6	LOS A	0.0	0.4	0.03	0.03	0.03	39.5
Approach		113	5.6	113	5.6	0.056	0.3	NA	0.0	0.4	0.03	0.03	0.03	39.5
NorthWest: Warrambool Street														
27	L2	24	0.0	24	0.0	0.025	3.6	LOS A	0.1	0.6	0.16	0.44	0.16	37.5
29	R2	9	0.0	9	0.0	0.025	4.0	LOS A	0.1	0.6	0.16	0.44	0.16	35.4
Approach		34	0.0	34	0.0	0.025	3.7	LOS A	0.1	0.6	0.16	0.44	0.16	37.1
SouthWest: Noorebar Avenue (SW)														
30	L2	13	0.0	13	0.0	0.043	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	39.5
31	T1	75	7.0	75	7.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	39.7
Approach		87	6.0	87	6.0	0.043	0.5	NA	0.0	0.0	0.00	0.07	0.00	39.6
All Vehicles		234	5.0	234	5.0	0.056	0.8	NA	0.1	0.6	0.04	0.10	0.04	39.1

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

MOVEMENT SUMMARY

Site: 101 [Scenario 3 - Weekday - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 3 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	160	4.6	160	4.6	0.137	4.8	LOS A	0.0	0.0	0.00	0.35	0.00	46.6
22	T1	104	19.2	104	19.2	0.137	0.3	LOS A	0.0	0.0	0.00	0.35	0.00	47.0
Approach		264	10.4	264	10.4	0.137	3.0	NA	0.0	0.0	0.00	0.35	0.00	46.7
NorthWest: Animoo Avenue														
28	T1	157	2.0	157	2.0	0.173	0.9	LOS A	0.9	6.6	0.35	0.24	0.35	42.8
29	R2	119	15.0	119	15.0	0.173	6.0	LOS A	0.9	6.6	0.35	0.24	0.35	43.1
Approach		276	7.6	276	7.6	0.173	3.1	NA	0.9	6.6	0.35	0.24	0.35	43.0
SouthWest: Korringal Avenue														
30	L2	108	14.6	108	14.6	0.327	5.3	LOS A	1.4	11.0	0.34	0.64	0.36	29.9
32	R2	192	8.2	192	8.2	0.327	8.3	LOS A	1.4	11.0	0.34	0.64	0.36	29.9
Approach		300	10.5	300	10.5	0.327	7.2	LOS A	1.4	11.0	0.34	0.64	0.36	29.9
All Vehicles		840	9.5	840	9.5	0.327	4.5	NA	1.4	11.0	0.24	0.42	0.24	41.8

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

MOVEMENT SUMMARY

Site: 102 [Scenario 3 - Weekday - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 3 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	147	11.4	147	11.4	0.090	0.8	LOS A	0.2	1.3	0.10	0.17	0.10	46.2
26	R2	21	10.0	21	10.0	0.090	5.4	LOS A	0.2	1.3	0.10	0.17	0.10	46.3
Approach		168	11.3	168	11.3	0.090	1.4	NA	0.2	1.3	0.10	0.17	0.10	46.2
NorthWest: Wyangan Avenue														
27	L2	56	5.7	56	5.7	0.188	5.2	LOS A	0.7	5.1	0.34	0.59	0.34	31.8
29	R2	135	3.1	135	3.1	0.188	6.5	LOS A	0.7	5.1	0.34	0.59	0.34	31.8
Approach		191	3.9	191	3.9	0.188	6.1	LOS A	0.7	5.1	0.34	0.59	0.34	31.8
SouthWest: Animoo Avenue SW														
30	L2	57	14.8	57	14.8	0.106	4.8	LOS A	0.0	0.0	0.00	0.17	0.00	45.4
31	T1	140	21.1	140	21.1	0.106	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	47.2
Approach		197	19.3	197	19.3	0.106	1.5	NA	0.0	0.0	0.00	0.17	0.00	46.5
All Vehicles		556	11.6	556	11.6	0.188	3.0	NA	0.7	5.1	0.15	0.32	0.15	41.9

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

MOVEMENT SUMMARY

Site: 103 [Scenario 3 - Weekday - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 3 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	54	25.5	54	25.5	0.056	4.4	LOS A	0.2	1.8	0.11	0.46	0.11	38.1
23a	R1	6	0.0	6	0.0	0.056	3.7	LOS A	0.2	1.8	0.11	0.46	0.11	20.9
23	R2	8	0.0	8	0.0	0.056	4.8	LOS A	0.2	1.8	0.11	0.46	0.11	44.0
Approach		68	20.0	68	20.0	0.056	4.4	LOS A	0.2	1.8	0.11	0.46	0.11	36.7
NorthEast: Kooba Street														
24	L2	13	0.0	13	0.0	0.029	4.6	LOS A	0.0	0.1	0.02	0.14	0.02	48.2
25	T1	43	4.9	43	4.9	0.029	0.0	LOS A	0.0	0.1	0.02	0.14	0.02	48.2
26b	R3	2	0.0	2	0.0	0.029	5.5	LOS A	0.0	0.1	0.02	0.14	0.02	28.8
Approach		58	3.6	58	3.6	0.029	1.2	NA	0.0	0.1	0.02	0.14	0.02	47.0
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.106	4.2	LOS A	0.4	2.9	0.36	0.54	0.36	45.5
7a	L1	45	14.0	45	14.0	0.106	3.2	LOS A	0.4	2.9	0.36	0.54	0.36	23.4
9a	R1	56	0.0	56	0.0	0.106	3.9	LOS A	0.4	2.9	0.36	0.54	0.36	23.4
Approach		102	6.2	102	6.2	0.106	3.6	LOS A	0.4	2.9	0.36	0.54	0.36	24.7
SouthWest: Animoo Avenue														
30a	L1	21	10.0	21	10.0	0.113	3.3	LOS A	0.6	4.4	0.15	0.28	0.15	13.7
31	T1	62	23.7	62	23.7	0.113	0.2	LOS A	0.6	4.4	0.15	0.28	0.15	45.1
32	R2	107	14.7	107	14.7	0.113	3.6	LOS A	0.6	4.4	0.15	0.28	0.15	33.1
Approach		191	17.1	191	17.1	0.113	2.5	NA	0.6	4.4	0.15	0.28	0.15	36.1
All Vehicles		419	13.1	419	13.1	0.113	2.9	NA	0.6	4.4	0.18	0.36	0.18	37.6

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

MOVEMENT SUMMARY

Site: 104 [Scenario 3 - Weekday - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 3 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	183	2.9	183	2.9	0.121	0.3	LOS A	0.4	2.5	0.16	0.10	0.16	39.4
26	R2	48	0.0	48	0.0	0.121	4.1	LOS A	0.4	2.5	0.16	0.10	0.16	39.4
Approach		232	2.3	232	2.3	0.121	1.1	NA	0.4	2.5	0.16	0.10	0.16	39.4
NorthWest: Warrambool Street														
27	L2	61	5.2	61	5.2	0.140	3.9	LOS A	0.5	4.1	0.30	0.51	0.30	37.0
29	R2	73	24.6	73	24.6	0.140	5.8	LOS A	0.5	4.1	0.30	0.51	0.30	34.6
Approach		134	15.7	134	15.7	0.140	4.9	LOS A	0.5	4.1	0.30	0.51	0.30	36.0
SouthWest: Noorebar Avenue (SW)														
30	L2	69	25.8	69	25.8	0.106	4.0	LOS A	0.0	0.0	0.00	0.17	0.00	41.9
31	T1	139	0.0	139	0.0	0.106	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	43.4
Approach		208	8.6	208	8.6	0.106	1.4	NA	0.0	0.0	0.00	0.17	0.00	43.0
All Vehicles		574	7.7	574	7.7	0.140	2.1	NA	0.5	4.1	0.14	0.22	0.14	40.2

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

MOVEMENT SUMMARY

Site: 101 [Scenario 3 - Weekday - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 3 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	161	1.3	161	1.3	0.167	4.8	LOS A	0.0	0.0	0.00	0.30	0.00	47.5
22	T1	162	20.1	162	20.1	0.167	0.3	LOS A	0.0	0.0	0.00	0.30	0.00	47.9
Approach		323	10.7	323	10.7	0.167	2.6	NA	0.0	0.0	0.00	0.30	0.00	47.7
NorthWest: Animoo Avenue														
28	T1	141	3.0	141	3.0	0.172	1.2	LOS A	0.9	6.8	0.40	0.27	0.40	42.2
29	R2	118	15.2	118	15.2	0.172	6.4	LOS A	0.9	6.8	0.40	0.27	0.40	42.6
Approach		259	8.5	259	8.5	0.172	3.6	NA	0.9	6.8	0.40	0.27	0.40	42.4
SouthWest: Korringal Avenue														
30	L2	99	11.7	99	11.7	0.336	5.7	LOS A	1.5	12.0	0.43	0.69	0.48	28.8
32	R2	183	14.9	183	14.9	0.336	8.9	LOS A	1.5	12.0	0.43	0.69	0.48	28.8
Approach		282	13.8	282	13.8	0.336	7.8	LOS A	1.5	12.0	0.43	0.69	0.48	28.8
All Vehicles		864	11.1	864	11.1	0.336	4.6	NA	1.5	12.0	0.26	0.42	0.28	42.3

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

MOVEMENT SUMMARY

Site: 102 [Scenario 3 - Weekday - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 3 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	139	11.4	139	11.4	0.096	1.1	LOS A	0.3	2.1	0.18	0.20	0.18	43.9
26	R2	34	9.4	34	9.4	0.096	5.7	LOS A	0.3	2.1	0.18	0.20	0.18	45.0
Approach		173	11.0	173	11.0	0.096	2.0	NA	0.3	2.1	0.18	0.20	0.18	44.2
NorthWest: Wyangan Avenue														
27	L2	40	5.3	40	5.3	0.150	5.2	LOS A	0.5	4.0	0.36	0.60	0.36	31.5
29	R2	103	6.1	103	6.1	0.150	6.7	LOS A	0.5	4.0	0.36	0.60	0.36	31.5
Approach		143	5.9	143	5.9	0.150	6.3	LOS A	0.5	4.0	0.36	0.60	0.36	31.5
SouthWest: Animoo Avenue SW														
30	L2	95	7.8	95	7.8	0.135	4.7	LOS A	0.0	0.0	0.00	0.22	0.00	45.4
31	T1	158	23.3	158	23.3	0.135	0.1	LOS A	0.0	0.0	0.00	0.22	0.00	46.1
Approach		253	17.5	253	17.5	0.135	1.9	NA	0.0	0.0	0.00	0.22	0.00	45.8
All Vehicles		568	12.6	568	12.6	0.150	3.0	NA	0.5	4.0	0.14	0.31	0.14	42.4

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

MOVEMENT SUMMARY

Site: 103 [Scenario 3 - Weekday - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 3 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	48	34.8	48	34.8	0.066	4.6	LOS A	0.2	2.1	0.15	0.46	0.15	37.7
23a	R1	14	0.0	14	0.0	0.066	3.8	LOS A	0.2	2.1	0.15	0.46	0.15	20.8
23	R2	11	0.0	11	0.0	0.066	4.5	LOS A	0.2	2.1	0.15	0.46	0.15	43.8
Approach		73	23.2	73	23.2	0.066	4.4	LOS A	0.2	2.1	0.15	0.46	0.15	34.3
NorthEast: Kooba Street														
24	L2	15	14.3	15	14.3	0.037	4.7	LOS A	0.0	0.1	0.02	0.12	0.02	48.7
25	T1	57	0.0	57	0.0	0.037	0.0	LOS A	0.0	0.1	0.02	0.12	0.02	48.7
26b	R3	2	0.0	2	0.0	0.037	5.7	LOS A	0.0	0.1	0.02	0.12	0.02	30.1
Approach		74	2.9	74	2.9	0.037	1.1	NA	0.0	0.1	0.02	0.12	0.02	47.8
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.068	4.2	LOS A	0.2	1.8	0.35	0.54	0.35	45.4
7a	L1	16	20.0	16	20.0	0.068	3.2	LOS A	0.2	1.8	0.35	0.54	0.35	22.9
9a	R1	43	4.9	43	4.9	0.068	3.9	LOS A	0.2	1.8	0.35	0.54	0.35	22.9
Approach		60	8.8	60	8.8	0.068	3.7	LOS A	0.2	1.8	0.35	0.54	0.35	25.1
SouthWest: Animoo Avenue														
30a	L1	59	5.4	59	5.4	0.114	3.3	LOS A	0.5	4.2	0.15	0.26	0.15	13.7
31	T1	68	27.7	68	27.7	0.114	0.2	LOS A	0.5	4.2	0.15	0.26	0.15	45.3
32	R2	66	25.4	66	25.4	0.114	3.8	LOS A	0.5	4.2	0.15	0.26	0.15	33.3
Approach		194	20.1	194	20.1	0.114	2.4	NA	0.5	4.2	0.15	0.26	0.15	31.3
All Vehicles		400	15.8	400	15.8	0.114	2.7	NA	0.5	4.2	0.16	0.31	0.16	35.1

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

MOVEMENT SUMMARY

Site: 104 [Scenario 3 - Weekday - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 3 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	153	3.4	153	3.4	0.097	0.3	LOS A	0.2	1.8	0.16	0.07	0.16	40.2
26	R2	28	11.1	28	11.1	0.097	4.5	LOS A	0.2	1.8	0.16	0.07	0.16	40.2
Approach		181	4.7	181	4.7	0.097	1.0	NA	0.2	1.8	0.16	0.07	0.16	40.2
NorthWest: Warrambool Street														
27	L2	77	2.7	77	2.7	0.159	4.2	LOS A	0.6	4.7	0.37	0.55	0.37	36.9
29	R2	73	26.1	73	26.1	0.159	6.2	LOS A	0.6	4.7	0.37	0.55	0.37	34.4
Approach		149	14.1	149	14.1	0.159	5.2	LOS A	0.6	4.7	0.37	0.55	0.37	36.0
SouthWest: Noorebar Avenue (SW)														
30	L2	66	34.9	66	34.9	0.144	4.1	LOS A	0.0	0.0	0.00	0.14	0.00	42.6
31	T1	217	1.9	217	1.9	0.144	0.1	LOS A	0.0	0.0	0.00	0.14	0.00	43.9
Approach		283	9.7	283	9.7	0.144	1.1	NA	0.0	0.0	0.00	0.14	0.00	43.7
All Vehicles		614	9.3	614	9.3	0.159	2.0	NA	0.6	4.7	0.14	0.22	0.14	41.0

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

MOVEMENT SUMMARY

Site: 101 [Scenario 3 - Weekend - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 3 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	98	0.0	98	0.0	0.083	5.0	LOS A	0.0	0.0	0.00	0.34	0.00	48.6
22	T1	72	4.4	72	4.4	0.083	0.2	LOS A	0.0	0.0	0.00	0.34	0.00	49.0
Approach		169	1.9	169	1.9	0.083	3.0	NA	0.0	0.0	0.00	0.34	0.00	48.7
NorthWest: Animoo Avenue														
28	T1	114	0.0	114	0.0	0.109	0.4	LOS A	0.5	3.7	0.24	0.19	0.24	45.8
29	R2	69	22.7	69	22.7	0.109	5.7	LOS A	0.5	3.7	0.24	0.19	0.24	44.3
Approach		183	8.6	183	8.6	0.109	2.4	NA	0.5	3.7	0.24	0.19	0.24	45.1
SouthWest: Korringal Avenue														
30	L2	43	0.0	43	0.0	0.187	4.8	LOS A	0.7	5.2	0.26	0.58	0.26	32.0
32	R2	144	10.9	144	10.9	0.187	6.9	LOS A	0.7	5.2	0.26	0.58	0.26	32.0
Approach		187	8.4	187	8.4	0.187	6.4	LOS A	0.7	5.2	0.26	0.58	0.26	32.0
All Vehicles		540	6.4	540	6.4	0.187	4.0	NA	0.7	5.2	0.17	0.37	0.17	44.0

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

MOVEMENT SUMMARY

Site: 102 [Scenario 3 - Weekend - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 3 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	74	21.4	74	21.4	0.045	1.3	LOS A	0.1	0.5	0.05	0.25	0.05	47.0
26	R2	9	0.0	9	0.0	0.045	4.8	LOS A	0.1	0.5	0.05	0.25	0.05	48.3
Approach		83	19.0	83	19.0	0.045	1.7	NA	0.1	0.5	0.05	0.25	0.05	47.3
NorthWest: Wyangan Avenue														
27	L2	24	0.0	24	0.0	0.105	4.7	LOS A	0.4	2.6	0.19	0.52	0.19	33.3
29	R2	100	0.0	100	0.0	0.105	5.5	LOS A	0.4	2.6	0.19	0.52	0.19	33.3
Approach		124	0.0	124	0.0	0.105	5.3	LOS A	0.4	2.6	0.19	0.52	0.19	33.3
SouthWest: Animoo Avenue SW														
30	L2	53	4.0	53	4.0	0.052	4.8	LOS A	0.0	0.0	0.00	0.29	0.00	45.6
31	T1	53	4.0	53	4.0	0.052	0.2	LOS A	0.0	0.0	0.00	0.29	0.00	45.6
Approach		105	4.0	105	4.0	0.052	2.5	NA	0.0	0.0	0.00	0.29	0.00	45.6
All Vehicles		313	6.4	313	6.4	0.105	3.4	NA	0.4	2.6	0.09	0.37	0.09	41.8

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

MOVEMENT SUMMARY

Site: 103 [Scenario 3 - Weekend - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 3 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	32	50.0	32	50.0	0.036	4.9	LOS A	0.1	1.3	0.03	0.46	0.03	39.4
23a	R1	9	0.0	9	0.0	0.036	2.6	LOS A	0.1	1.3	0.03	0.46	0.03	21.2
23	R2	2	0.0	2	0.0	0.036	3.6	LOS A	0.1	1.3	0.03	0.46	0.03	44.7
Approach		43	36.6	43	36.6	0.036	4.3	LOS A	0.1	1.3	0.03	0.46	0.03	33.5
NorthEast: Kooba Street														
24	L2	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.04	0.14	0.04	48.1
25	T1	6	0.0	6	0.0	0.004	0.0	LOS A	0.0	0.1	0.04	0.14	0.04	48.1
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.04	0.14	0.04	28.8
Approach		8	0.0	8	0.0	0.004	1.3	NA	0.0	0.1	0.04	0.14	0.04	44.2
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.043	4.0	LOS A	0.1	1.0	0.17	0.46	0.17	46.4
7a	L1	7	0.0	7	0.0	0.043	2.4	LOS A	0.1	1.0	0.17	0.46	0.17	26.6
9a	R1	38	0.0	38	0.0	0.043	2.8	LOS A	0.1	1.0	0.17	0.46	0.17	26.6
Approach		46	0.0	46	0.0	0.043	2.7	LOS A	0.1	1.0	0.17	0.46	0.17	29.4
SouthWest: Animoo Avenue														
30a	L1	28	0.0	28	0.0	0.040	3.1	LOS A	0.2	1.2	0.04	0.32	0.04	12.9
31	T1	19	0.0	19	0.0	0.040	0.0	LOS A	0.2	1.2	0.04	0.32	0.04	45.6
32	R2	28	7.4	28	7.4	0.040	3.4	LOS A	0.2	1.2	0.04	0.32	0.04	33.8
Approach		76	2.8	76	2.8	0.040	2.4	NA	0.2	1.2	0.04	0.32	0.04	27.0
All Vehicles		174	10.3	174	10.3	0.043	2.9	NA	0.2	1.3	0.07	0.38	0.07	30.4

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

MOVEMENT SUMMARY

Site: 104 [Scenario 3 - Weekend - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 3 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	104	0.0	104	0.0	0.064	0.1	LOS A	0.1	1.0	0.10	0.08	0.10	42.4
26	R2	22	0.0	22	0.0	0.064	3.8	LOS A	0.1	1.0	0.10	0.08	0.10	42.4
Approach		126	0.0	126	0.0	0.064	0.8	NA	0.1	1.0	0.10	0.08	0.10	42.4
NorthWest: Warrambool Street														
27	L2	19	11.1	19	11.1	0.033	3.7	LOS A	0.1	0.9	0.20	0.45	0.20	37.4
29	R2	21	0.0	21	0.0	0.033	4.2	LOS A	0.1	0.9	0.20	0.45	0.20	35.3
Approach		40	5.3	40	5.3	0.033	4.0	LOS A	0.1	0.9	0.20	0.45	0.20	36.5
SouthWest: Noorebar Avenue (SW)														
30	L2	52	30.6	52	30.6	0.073	4.2	LOS A	0.0	0.0	0.00	0.19	0.00	43.2
31	T1	89	0.0	89	0.0	0.073	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	44.8
Approach		141	11.2	141	11.2	0.073	1.6	NA	0.0	0.0	0.00	0.19	0.00	44.4
All Vehicles		307	5.8	307	5.8	0.073	1.6	NA	0.1	1.0	0.07	0.18	0.07	42.6

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

MOVEMENT SUMMARY

Site: 101 [Scenario 3 - Weekend - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 3 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	118	0.0	118	0.0	0.101	5.1	LOS A	0.0	0.0	0.00	0.34	0.00	49.2
22	T1	91	0.0	91	0.0	0.101	0.2	LOS A	0.0	0.0	0.00	0.34	0.00	49.7
Approach		208	0.0	208	0.0	0.101	3.0	NA	0.0	0.0	0.00	0.34	0.00	49.3
NorthWest: Animoo Avenue														
28	T1	85	2.5	85	2.5	0.085	0.6	LOS A	0.4	2.9	0.27	0.19	0.27	45.7
29	R2	52	26.5	52	26.5	0.085	6.0	LOS A	0.4	2.9	0.27	0.19	0.27	43.8
Approach		137	11.5	137	11.5	0.085	2.6	NA	0.4	2.9	0.27	0.19	0.27	44.8
SouthWest: Korringal Avenue														
30	L2	24	8.7	24	8.7	0.152	5.0	LOS A	0.5	4.4	0.30	0.59	0.30	32.0
32	R2	120	19.3	120	19.3	0.152	6.9	LOS A	0.5	4.4	0.30	0.59	0.30	32.0
Approach		144	17.5	144	17.5	0.152	6.6	LOS A	0.5	4.4	0.30	0.59	0.30	32.0
All Vehicles		489	8.4	489	8.4	0.152	3.9	NA	0.5	4.4	0.16	0.37	0.16	45.2

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

MOVEMENT SUMMARY

Site: 102 [Scenario 3 - Weekend - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 3 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	51	27.1	51	27.1	0.033	1.8	LOS A	0.1	0.4	0.07	0.33	0.07	46.2
26	R2	8	0.0	8	0.0	0.033	4.9	LOS A	0.1	0.4	0.07	0.33	0.07	47.8
Approach		59	23.2	59	23.2	0.033	2.3	NA	0.1	0.4	0.07	0.33	0.07	46.6
NorthWest: Wyangan Avenue														
27	L2	21	0.0	21	0.0	0.097	4.7	LOS A	0.3	2.4	0.16	0.51	0.16	33.6
29	R2	95	2.2	95	2.2	0.097	5.3	LOS A	0.3	2.4	0.16	0.51	0.16	33.6
Approach		116	1.8	116	1.8	0.097	5.2	LOS A	0.3	2.4	0.16	0.51	0.16	33.6
SouthWest: Animoo Avenue SW														
30	L2	82	2.6	82	2.6	0.058	4.8	LOS A	0.0	0.0	0.00	0.40	0.00	44.7
31	T1	35	0.0	35	0.0	0.058	0.3	LOS A	0.0	0.0	0.00	0.40	0.00	44.0
Approach		117	1.8	117	1.8	0.058	3.5	NA	0.0	0.0	0.00	0.40	0.00	44.5
All Vehicles		292	6.1	292	6.1	0.097	3.9	NA	0.3	2.4	0.08	0.43	0.08	41.5

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

MOVEMENT SUMMARY

Site: 103 [Scenario 3 - Weekend - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 3 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	19	72.2	19	72.2	0.022	5.8	LOS A	0.1	0.9	0.03	0.48	0.03	40.2
23a	R1	5	0.0	5	0.0	0.022	2.5	LOS A	0.1	0.9	0.03	0.48	0.03	21.4
23	R2	1	0.0	1	0.0	0.022	3.5	LOS A	0.1	0.9	0.03	0.48	0.03	45.1
Approach		25	54.2	25	54.2	0.022	5.0	LOS A	0.1	0.9	0.03	0.48	0.03	34.2
NorthEast: Kooba Street														
24	L2	3	0.0	3	0.0	0.005	4.6	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
25	T1	5	0.0	5	0.0	0.005	0.0	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
26b	R3	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.1	0.04	0.24	0.04	28.4
Approach		9	0.0	9	0.0	0.005	2.1	NA	0.0	0.1	0.04	0.24	0.04	43.7
North: Konoa Street														
7b	L3	2	0.0	2	0.0	0.040	4.0	LOS A	0.1	0.9	0.14	0.45	0.14	46.5
7a	L1	6	0.0	6	0.0	0.040	2.4	LOS A	0.1	0.9	0.14	0.45	0.14	27.0
9a	R1	36	0.0	36	0.0	0.040	2.6	LOS A	0.1	0.9	0.14	0.45	0.14	27.0
Approach		44	0.0	44	0.0	0.040	2.6	LOS A	0.1	0.9	0.14	0.45	0.14	32.0
SouthWest: Animoo Avenue														
30a	L1	25	0.0	25	0.0	0.029	3.1	LOS A	0.1	0.7	0.03	0.32	0.03	12.9
31	T1	16	0.0	16	0.0	0.029	0.0	LOS A	0.1	0.7	0.03	0.32	0.03	45.7
32	R2	17	0.0	17	0.0	0.029	3.4	LOS A	0.1	0.7	0.03	0.32	0.03	34.0
Approach		58	0.0	58	0.0	0.029	2.3	NA	0.1	0.7	0.03	0.32	0.03	26.3
All Vehicles		137	10.0	137	10.0	0.040	2.9	NA	0.1	0.9	0.07	0.39	0.07	30.3

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

MOVEMENT SUMMARY

Site: 104 [Scenario 3 - Weekend - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 3 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	124	5.1	124	5.1	0.065	0.1	LOS A	0.1	0.4	0.04	0.03	0.04	42.3
26	R2	7	0.0	7	0.0	0.065	3.8	LOS A	0.1	0.4	0.04	0.03	0.04	42.3
Approach		132	4.8	132	4.8	0.065	0.3	NA	0.1	0.4	0.04	0.03	0.04	42.3
NorthWest: Warrambool Street														
27	L2	24	0.0	24	0.0	0.025	3.7	LOS A	0.1	0.7	0.20	0.45	0.20	37.4
29	R2	9	0.0	9	0.0	0.025	4.2	LOS A	0.1	0.7	0.20	0.45	0.20	35.3
Approach		34	0.0	34	0.0	0.025	3.8	LOS A	0.1	0.7	0.20	0.45	0.20	37.0
SouthWest: Noorebar Avenue (SW)														
30	L2	36	64.7	36	64.7	0.075	4.8	LOS A	0.0	0.0	0.00	0.17	0.00	46.3
31	T1	101	5.2	101	5.2	0.075	0.3	LOS A	0.0	0.0	0.00	0.17	0.00	47.7
Approach		137	20.8	137	20.8	0.075	1.4	NA	0.0	0.0	0.00	0.17	0.00	47.4
All Vehicles		302	11.5	302	11.5	0.075	1.2	NA	0.1	0.7	0.04	0.14	0.04	44.4

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

MOVEMENT SUMMARY

Site: 101 [Scenario 4 - Weekday - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 4 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	116	6.4	116	6.4	0.121	4.6	LOS A	0.0	0.0	0.00	0.27	0.00	45.8
22	T1	115	19.3	115	19.3	0.121	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	46.3
Approach		231	12.8	231	12.8	0.121	2.3	NA	0.0	0.0	0.00	0.27	0.00	46.0
NorthWest: Animoo Avenue														
28	T1	172	1.8	172	1.8	0.166	0.6	LOS A	0.8	5.6	0.30	0.22	0.30	43.1
29	R2	115	3.7	115	3.7	0.166	5.5	LOS A	0.8	5.6	0.30	0.22	0.30	44.3
Approach		286	2.6	286	2.6	0.166	2.6	NA	0.8	5.6	0.30	0.22	0.30	43.7
SouthWest: Korringal Avenue														
30	L2	119	15.0	119	15.0	0.211	5.2	LOS A	0.8	6.3	0.28	0.57	0.28	31.0
32	R2	102	0.0	102	0.0	0.211	6.9	LOS A	0.8	6.3	0.28	0.57	0.28	31.0
Approach		221	8.1	221	8.1	0.211	6.0	LOS A	0.8	6.3	0.28	0.57	0.28	31.0
All Vehicles		738	7.4	738	7.4	0.211	3.5	NA	0.8	6.3	0.20	0.34	0.20	42.5

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

MOVEMENT SUMMARY

Site: 102 [Scenario 4 - Weekday - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 4 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	146	2.2	146	2.2	0.087	0.2	LOS A	0.2	1.3	0.11	0.07	0.11	45.6
26	R2	23	9.1	23	9.1	0.087	5.4	LOS A	0.2	1.3	0.11	0.07	0.11	46.1
Approach		169	3.1	169	3.1	0.087	0.9	NA	0.2	1.3	0.11	0.07	0.11	45.7
NorthWest: Wyangan Avenue														
27	L2	61	5.2	61	5.2	0.173	5.2	LOS A	0.6	4.7	0.34	0.58	0.34	31.5
29	R2	117	3.6	117	3.6	0.173	6.2	LOS A	0.6	4.7	0.34	0.58	0.34	31.5
Approach		178	4.1	178	4.1	0.173	5.9	LOS A	0.6	4.7	0.34	0.58	0.34	31.5
SouthWest: Animoo Avenue SW														
30	L2	43	22.0	43	22.0	0.106	4.8	LOS A	0.0	0.0	0.00	0.12	0.00	44.9
31	T1	153	20.7	153	20.7	0.106	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	47.5
Approach		196	21.0	196	21.0	0.106	1.1	NA	0.0	0.0	0.00	0.12	0.00	46.7
All Vehicles		543	9.9	543	9.9	0.173	2.6	NA	0.6	4.7	0.15	0.26	0.15	41.9

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

MOVEMENT SUMMARY

Site: 103 [Scenario 4 - Weekday - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 4 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	44	0.0	44	0.0	0.048	3.5	LOS A	0.2	1.3	0.11	0.43	0.11	35.7
23a	R1	6	0.0	6	0.0	0.048	3.9	LOS A	0.2	1.3	0.11	0.43	0.11	20.2
23	R2	9	0.0	9	0.0	0.048	4.9	LOS A	0.2	1.3	0.11	0.43	0.11	42.6
Approach		60	0.0	60	0.0	0.048	3.8	LOS A	0.2	1.3	0.11	0.43	0.11	34.9
NorthEast: Kooba Street														
24	L2	14	0.0	14	0.0	0.032	4.6	LOS A	0.0	0.1	0.02	0.14	0.02	48.3
25	T1	47	4.4	47	4.4	0.032	0.0	LOS A	0.0	0.1	0.02	0.14	0.02	48.3
26b	R3	2	0.0	2	0.0	0.032	5.6	LOS A	0.0	0.1	0.02	0.14	0.02	28.8
Approach		63	3.3	63	3.3	0.032	1.2	NA	0.0	0.1	0.02	0.14	0.02	47.1
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.117	4.2	LOS A	0.4	3.2	0.37	0.55	0.37	45.4
7a	L1	49	12.8	49	12.8	0.117	3.3	LOS A	0.4	3.2	0.37	0.55	0.37	23.1
9a	R1	61	0.0	61	0.0	0.117	4.0	LOS A	0.4	3.2	0.37	0.55	0.37	23.1
Approach		112	5.7	112	5.7	0.117	3.7	LOS A	0.4	3.2	0.37	0.55	0.37	24.3
SouthWest: Animoo Avenue														
30a	L1	23	9.1	23	9.1	0.124	3.4	LOS A	0.6	5.0	0.16	0.28	0.16	13.7
31	T1	67	23.4	67	23.4	0.124	0.2	LOS A	0.6	5.0	0.16	0.28	0.16	45.1
32	R2	118	15.2	118	15.2	0.124	3.6	LOS A	0.6	5.0	0.16	0.28	0.16	33.0
Approach		208	17.2	208	17.2	0.124	2.5	NA	0.6	5.0	0.16	0.28	0.16	36.0
All Vehicles		443	10.0	443	10.0	0.124	2.8	NA	0.6	5.0	0.19	0.35	0.19	37.2

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

MOVEMENT SUMMARY

Site: 104 [Scenario 4 - Weekday - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 4 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	179	2.9	179	2.9	0.121	0.2	LOS A	0.4	2.6	0.16	0.10	0.16	37.9
26	R2	53	0.0	53	0.0	0.121	4.0	LOS A	0.4	2.6	0.16	0.10	0.16	37.9
Approach		232	2.3	232	2.3	0.121	1.1	NA	0.4	2.6	0.16	0.10	0.16	37.9
NorthWest: Warrambool Street														
27	L2	66	4.8	66	4.8	0.152	3.9	LOS A	0.6	4.5	0.30	0.51	0.30	37.0
29	R2	80	25.0	80	25.0	0.152	5.8	LOS A	0.6	4.5	0.30	0.51	0.30	34.6
Approach		146	15.8	146	15.8	0.152	4.9	LOS A	0.6	4.5	0.30	0.51	0.30	36.0
SouthWest: Noorebar Avenue (SW)														
30	L2	58	3.6	58	3.6	0.092	3.4	LOS A	0.0	0.0	0.00	0.14	0.00	39.0
31	T1	133	0.0	133	0.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.4
Approach		191	1.1	191	1.1	0.092	1.0	NA	0.0	0.0	0.00	0.14	0.00	39.3
All Vehicles		568	5.4	568	5.4	0.152	2.1	NA	0.6	4.5	0.14	0.22	0.14	38.0

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

MOVEMENT SUMMARY

Site: 101 [Scenario 4 - Weekday - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 4 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	91	2.3	91	2.3	0.140	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	46.8
22	T1	178	20.1	178	20.1	0.140	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	47.3
Approach		268	14.1	268	14.1	0.140	1.6	NA	0.0	0.0	0.00	0.18	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	154	2.7	154	2.7	0.160	0.8	LOS A	0.8	5.6	0.34	0.24	0.34	42.5
29	R2	114	3.7	114	3.7	0.160	5.7	LOS A	0.8	5.6	0.34	0.24	0.34	43.9
Approach		267	3.1	267	3.1	0.160	2.9	NA	0.8	5.6	0.34	0.24	0.34	43.2
SouthWest: Korringal Avenue														
30	L2	105	12.0	105	12.0	0.227	5.5	LOS A	0.9	6.6	0.38	0.62	0.38	30.2
32	R2	113	3.7	113	3.7	0.227	7.3	LOS A	0.9	6.6	0.38	0.62	0.38	30.2
Approach		218	7.7	218	7.7	0.227	6.4	LOS A	0.9	6.6	0.38	0.62	0.38	30.2
All Vehicles		754	8.4	754	8.4	0.227	3.4	NA	0.9	6.6	0.23	0.33	0.23	42.8

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

MOVEMENT SUMMARY

Site: 102 [Scenario 4 - Weekday - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 4 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	136	1.6	136	1.6	0.094	0.4	LOS A	0.3	2.1	0.19	0.11	0.19	43.3
26	R2	37	8.6	37	8.6	0.094	5.6	LOS A	0.3	2.1	0.19	0.11	0.19	44.8
Approach		173	3.0	173	3.0	0.094	1.5	NA	0.3	2.1	0.19	0.11	0.19	43.7
NorthWest: Wyangan Avenue														
27	L2	44	4.8	44	4.8	0.140	5.3	LOS A	0.5	3.7	0.36	0.60	0.36	31.3
29	R2	91	7.0	91	7.0	0.140	6.5	LOS A	0.5	3.7	0.36	0.60	0.36	31.3
Approach		135	6.3	135	6.3	0.140	6.1	LOS A	0.5	3.7	0.36	0.60	0.36	31.3
SouthWest: Animoo Avenue SW														
30	L2	75	9.9	75	9.9	0.133	4.7	LOS A	0.0	0.0	0.00	0.16	0.00	45.3
31	T1	173	23.2	173	23.2	0.133	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	46.3
Approach		247	19.1	247	19.1	0.133	1.4	NA	0.0	0.0	0.00	0.16	0.00	45.9
All Vehicles		555	11.0	555	11.0	0.140	2.6	NA	0.5	3.7	0.15	0.25	0.15	42.4

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

MOVEMENT SUMMARY

Site: 103 [Scenario 4 - Weekday - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 4 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	38	8.3	38	8.3	0.058	3.6	LOS A	0.2	1.5	0.15	0.43	0.15	35.6
23a	R1	15	0.0	15	0.0	0.058	4.0	LOS A	0.2	1.5	0.15	0.43	0.15	20.2
23	R2	12	0.0	12	0.0	0.058	4.6	LOS A	0.2	1.5	0.15	0.43	0.15	42.6
Approach		64	4.9	64	4.9	0.058	3.9	LOS A	0.2	1.5	0.15	0.43	0.15	32.5
NorthEast: Kooba Street														
24	L2	16	13.3	16	13.3	0.040	4.7	LOS A	0.0	0.1	0.02	0.12	0.02	48.6
25	T1	61	0.0	61	0.0	0.040	0.0	LOS A	0.0	0.1	0.02	0.12	0.02	48.6
26b	R3	2	0.0	2	0.0	0.040	5.7	LOS A	0.0	0.1	0.02	0.12	0.02	30.0
Approach		79	2.7	79	2.7	0.040	1.1	NA	0.0	0.1	0.02	0.12	0.02	47.7
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.075	4.2	LOS A	0.3	2.0	0.36	0.55	0.36	45.3
7a	L1	17	18.8	17	18.8	0.075	3.3	LOS A	0.3	2.0	0.36	0.55	0.36	22.7
9a	R1	47	4.4	47	4.4	0.075	4.0	LOS A	0.3	2.0	0.36	0.55	0.36	22.7
Approach		65	8.1	65	8.1	0.075	3.8	LOS A	0.3	2.0	0.36	0.55	0.36	24.7
SouthWest: Animoo Avenue														
30a	L1	64	4.9	64	4.9	0.126	3.4	LOS A	0.6	4.6	0.16	0.26	0.16	13.7
31	T1	75	28.2	75	28.2	0.126	0.2	LOS A	0.6	4.6	0.16	0.26	0.16	45.2
32	R2	73	26.1	73	26.1	0.126	3.8	LOS A	0.6	4.6	0.16	0.26	0.16	33.2
Approach		212	20.4	212	20.4	0.126	2.4	NA	0.6	4.6	0.16	0.26	0.16	31.2
All Vehicles		420	12.8	420	12.8	0.126	2.6	NA	0.6	4.6	0.17	0.31	0.17	34.6

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

MOVEMENT SUMMARY

Site: 104 [Scenario 4 - Weekday - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 4 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	146	3.6	146	3.6	0.095	0.3	LOS A	0.3	1.8	0.15	0.08	0.15	38.3
26	R2	31	10.3	31	10.3	0.095	4.3	LOS A	0.3	1.8	0.15	0.08	0.15	38.3
Approach		177	4.8	177	4.8	0.095	1.0	NA	0.3	1.8	0.15	0.08	0.15	38.3
NorthWest: Warrambool Street														
27	L2	84	2.5	84	2.5	0.171	4.2	LOS A	0.6	5.1	0.37	0.55	0.37	36.9
29	R2	80	26.3	80	26.3	0.171	6.0	LOS A	0.6	5.1	0.37	0.55	0.37	34.5
Approach		164	14.1	164	14.1	0.171	5.0	LOS A	0.6	5.1	0.37	0.55	0.37	36.1
SouthWest: Noorebar Avenue (SW)														
30	L2	47	0.0	47	0.0	0.123	3.4	LOS A	0.0	0.0	0.00	0.09	0.00	39.3
31	T1	208	2.0	208	2.0	0.123	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	39.6
Approach		256	1.6	256	1.6	0.123	0.6	NA	0.0	0.0	0.00	0.09	0.00	39.6
All Vehicles		597	6.0	597	6.0	0.171	2.0	NA	0.6	5.1	0.15	0.21	0.15	38.3

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

MOVEMENT SUMMARY

Site: 101 [Scenario 4 - Weekend - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 4 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	48	0.0	48	0.0	0.052	4.6	LOS A	0.0	0.0	0.00	0.25	0.00	46.6
22	T1	58	5.5	58	5.5	0.052	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	46.7
Approach		106	3.0	106	3.0	0.052	2.1	NA	0.0	0.0	0.00	0.25	0.00	46.7
NorthWest: Animoo Avenue														
28	T1	95	0.0	95	0.0	0.084	0.2	LOS A	0.3	2.5	0.17	0.20	0.17	44.3
29	R2	61	3.4	61	3.4	0.084	4.9	LOS A	0.3	2.5	0.17	0.20	0.17	45.3
Approach		156	1.4	156	1.4	0.084	2.0	NA	0.3	2.5	0.17	0.20	0.17	44.8
SouthWest: Korringal Avenue														
30	L2	47	0.0	47	0.0	0.079	4.7	LOS A	0.3	2.0	0.16	0.51	0.16	32.5
32	R2	51	0.0	51	0.0	0.079	5.4	LOS A	0.3	2.0	0.16	0.51	0.16	32.5
Approach		98	0.0	98	0.0	0.079	5.1	LOS A	0.3	2.0	0.16	0.51	0.16	32.5
All Vehicles		360	1.5	360	1.5	0.084	2.9	NA	0.3	2.5	0.12	0.30	0.12	43.6

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

MOVEMENT SUMMARY

Site: 102 [Scenario 4 - Weekend - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 4 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	65	3.2	65	3.2	0.038	0.1	LOS A	0.1	0.5	0.06	0.07	0.06	46.2
26	R2	11	0.0	11	0.0	0.038	4.8	LOS A	0.1	0.5	0.06	0.07	0.06	47.8
Approach		76	2.8	76	2.8	0.038	0.7	NA	0.1	0.5	0.06	0.07	0.06	46.6
NorthWest: Wyangan Avenue														
27	L2	26	0.0	26	0.0	0.087	4.7	LOS A	0.3	2.1	0.18	0.50	0.18	33.0
29	R2	79	0.0	79	0.0	0.087	5.1	LOS A	0.3	2.1	0.18	0.50	0.18	33.0
Approach		105	0.0	105	0.0	0.087	5.0	LOS A	0.3	2.1	0.18	0.50	0.18	33.0
SouthWest: Animoo Avenue SW														
30	L2	38	5.6	38	5.6	0.047	4.6	LOS A	0.0	0.0	0.00	0.22	0.00	45.3
31	T1	57	3.7	57	3.7	0.047	0.0	LOS A	0.0	0.0	0.00	0.22	0.00	45.7
Approach		95	4.4	95	4.4	0.047	1.8	NA	0.0	0.0	0.00	0.22	0.00	45.5
All Vehicles		276	2.3	276	2.3	0.087	2.7	NA	0.3	2.1	0.09	0.29	0.09	41.6

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

MOVEMENT SUMMARY

Site: 103 [Scenario 4 - Weekend - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 4 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	20	10.5	20	10.5	0.026	3.5	LOS A	0.1	0.7	0.02	0.40	0.02	36.3
23a	R1	11	0.0	11	0.0	0.026	2.6	LOS A	0.1	0.7	0.02	0.40	0.02	20.4
23	R2	2	0.0	2	0.0	0.026	3.6	LOS A	0.1	0.7	0.02	0.40	0.02	43.0
Approach		33	6.5	33	6.5	0.026	3.2	LOS A	0.1	0.7	0.02	0.40	0.02	29.6
NorthEast: Kooba Street														
24	L2	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.14	0.05	48.1
25	T1	6	0.0	6	0.0	0.004	0.0	LOS A	0.0	0.1	0.05	0.14	0.05	48.1
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.05	0.14	0.05	28.8
Approach		8	0.0	8	0.0	0.004	1.3	NA	0.0	0.1	0.05	0.14	0.05	44.2
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.047	4.0	LOS A	0.2	1.1	0.17	0.46	0.17	46.5
7a	L1	7	0.0	7	0.0	0.047	2.4	LOS A	0.2	1.1	0.17	0.46	0.17	26.6
9a	R1	42	0.0	42	0.0	0.047	2.7	LOS A	0.2	1.1	0.17	0.46	0.17	26.6
Approach		51	0.0	51	0.0	0.047	2.7	LOS A	0.2	1.1	0.17	0.46	0.17	29.2
SouthWest: Animoo Avenue														
30a	L1	31	0.0	31	0.0	0.043	3.1	LOS A	0.2	1.3	0.04	0.32	0.04	12.9
31	T1	21	0.0	21	0.0	0.043	0.0	LOS A	0.2	1.3	0.04	0.32	0.04	45.6
32	R2	31	6.9	31	6.9	0.043	3.4	LOS A	0.2	1.3	0.04	0.32	0.04	33.9
Approach		82	2.6	82	2.6	0.043	2.4	NA	0.2	1.3	0.04	0.32	0.04	27.3
All Vehicles		174	2.4	174	2.4	0.047	2.6	NA	0.2	1.3	0.07	0.37	0.07	29.2

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

MOVEMENT SUMMARY

Site: 104 [Scenario 4 - Weekend - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 4 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	84	0.0	84	0.0	0.055	0.1	LOS A	0.2	1.1	0.11	0.10	0.11	38.3
26	R2	24	0.0	24	0.0	0.055	3.6	LOS A	0.2	1.1	0.11	0.10	0.11	38.3
Approach		108	0.0	108	0.0	0.055	0.9	NA	0.2	1.1	0.11	0.10	0.11	38.3
NorthWest: Warrambool Street														
27	L2	21	10.0	21	10.0	0.036	3.7	LOS A	0.1	0.9	0.18	0.45	0.18	37.4
29	R2	23	0.0	23	0.0	0.036	4.0	LOS A	0.1	0.9	0.18	0.45	0.18	35.3
Approach		44	4.8	44	4.8	0.036	3.9	LOS A	0.1	0.9	0.18	0.45	0.18	36.6
SouthWest: Noorebar Avenue (SW)														
30	L2	39	0.0	39	0.0	0.056	3.4	LOS A	0.0	0.0	0.00	0.15	0.00	38.8
31	T1	78	0.0	78	0.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	39.3
Approach		117	0.0	117	0.0	0.056	1.1	NA	0.0	0.0	0.00	0.15	0.00	39.2
All Vehicles		269	0.8	269	0.8	0.056	1.5	NA	0.2	1.1	0.07	0.18	0.07	38.5

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

MOVEMENT SUMMARY

Site: 101 [Scenario 4 - Weekend - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 4 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	45	0.0	45	0.0	0.056	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	47.0
22	T1	71	0.0	71	0.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	47.2
Approach		116	0.0	116	0.0	0.056	1.8	NA	0.0	0.0	0.00	0.21	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	73	2.9	73	2.9	0.061	0.2	LOS A	0.2	1.7	0.16	0.19	0.16	44.4
29	R2	42	0.0	42	0.0	0.061	4.9	LOS A	0.2	1.7	0.16	0.19	0.16	45.7
Approach		115	1.8	115	1.8	0.061	1.9	NA	0.2	1.7	0.16	0.19	0.16	45.0
SouthWest: Korringal Avenue														
30	L2	26	8.0	26	8.0	0.059	4.9	LOS A	0.2	1.5	0.19	0.51	0.19	32.2
32	R2	44	0.0	44	0.0	0.059	5.3	LOS A	0.2	1.5	0.19	0.51	0.19	32.2
Approach		71	3.0	71	3.0	0.059	5.1	LOS A	0.2	1.5	0.19	0.51	0.19	32.2
All Vehicles		301	1.4	301	1.4	0.061	2.6	NA	0.2	1.7	0.11	0.27	0.11	44.4

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

MOVEMENT SUMMARY

Site: 102 [Scenario 4 - Weekend - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 4 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	40	0.0	40	0.0	0.025	0.1	LOS A	0.1	0.4	0.09	0.10	0.09	45.1
26	R2	9	0.0	9	0.0	0.025	4.8	LOS A	0.1	0.4	0.09	0.10	0.09	47.1
Approach		49	0.0	49	0.0	0.025	1.0	NA	0.1	0.4	0.09	0.10	0.09	45.6
NorthWest: Wyangan Avenue														
27	L2	23	0.0	23	0.0	0.082	4.7	LOS A	0.3	2.0	0.15	0.49	0.15	33.3
29	R2	78	2.7	78	2.7	0.082	5.0	LOS A	0.3	2.0	0.15	0.49	0.15	33.3
Approach		101	2.1	101	2.1	0.082	4.9	LOS A	0.3	2.0	0.15	0.49	0.15	33.3
SouthWest: Animoo Avenue SW														
30	L2	61	3.4	61	3.4	0.049	4.6	LOS A	0.0	0.0	0.00	0.33	0.00	44.1
31	T1	38	0.0	38	0.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	43.7
Approach		99	2.1	99	2.1	0.049	2.8	NA	0.0	0.0	0.00	0.33	0.00	44.0
All Vehicles		249	1.7	249	1.7	0.082	3.3	NA	0.3	2.0	0.08	0.35	0.08	40.9

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

MOVEMENT SUMMARY

Site: 103 [Scenario 4 - Weekend - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 4 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	5	0.0	5	0.0	0.009	3.4	LOS A	0.0	0.2	0.03	0.39	0.03	36.5
23a	R1	5	0.0	5	0.0	0.009	2.5	LOS A	0.0	0.2	0.03	0.39	0.03	20.4
23	R2	1	0.0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.39	0.03	43.1
Approach		12	0.0	12	0.0	0.009	3.0	LOS A	0.0	0.2	0.03	0.39	0.03	27.9
NorthEast: Kooba Street														
24	L2	3	0.0	3	0.0	0.005	4.6	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
25	T1	5	0.0	5	0.0	0.005	0.0	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
26b	R3	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.1	0.04	0.24	0.04	28.4
Approach		9	0.0	9	0.0	0.005	2.1	NA	0.0	0.1	0.04	0.24	0.04	43.7
North: Konoa Street														
7b	L3	2	0.0	2	0.0	0.042	4.0	LOS A	0.1	1.0	0.13	0.45	0.13	46.5
7a	L1	6	0.0	6	0.0	0.042	2.4	LOS A	0.1	1.0	0.13	0.45	0.13	27.0
9a	R1	39	0.0	39	0.0	0.042	2.5	LOS A	0.1	1.0	0.13	0.45	0.13	27.0
Approach		47	0.0	47	0.0	0.042	2.6	LOS A	0.1	1.0	0.13	0.45	0.13	31.8
SouthWest: Animoo Avenue														
30a	L1	27	0.0	27	0.0	0.032	3.1	LOS A	0.1	0.8	0.03	0.31	0.03	12.9
31	T1	18	0.0	18	0.0	0.032	0.0	LOS A	0.1	0.8	0.03	0.31	0.03	45.7
32	R2	19	0.0	19	0.0	0.032	3.4	LOS A	0.1	0.8	0.03	0.31	0.03	34.0
Approach		64	0.0	64	0.0	0.032	2.3	NA	0.1	0.8	0.03	0.31	0.03	26.6
All Vehicles		133	0.0	133	0.0	0.042	2.5	NA	0.1	1.0	0.07	0.36	0.07	29.0

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

MOVEMENT SUMMARY

Site: 104 [Scenario 4 - Weekend - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 4 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	115	5.5	115	5.5	0.060	0.0	LOS A	0.0	0.4	0.03	0.03	0.03	39.5
26	R2	7	0.0	7	0.0	0.060	3.6	LOS A	0.0	0.4	0.03	0.03	0.03	39.5
Approach		122	5.2	122	5.2	0.060	0.2	NA	0.0	0.4	0.03	0.03	0.03	39.5
NorthWest: Warrambool Street														
27	L2	26	0.0	26	0.0	0.027	3.6	LOS A	0.1	0.7	0.17	0.44	0.17	37.5
29	R2	11	0.0	11	0.0	0.027	4.1	LOS A	0.1	0.7	0.17	0.44	0.17	35.4
Approach		37	0.0	37	0.0	0.027	3.8	LOS A	0.1	0.7	0.17	0.44	0.17	37.1
SouthWest: Noorebar Avenue (SW)														
30	L2	14	0.0	14	0.0	0.047	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	39.5
31	T1	81	6.5	81	6.5	0.047	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	39.7
Approach		95	5.6	95	5.6	0.047	0.5	NA	0.0	0.0	0.00	0.07	0.00	39.7
All Vehicles		254	4.6	254	4.6	0.060	0.8	NA	0.1	0.7	0.04	0.10	0.04	39.2

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

MOVEMENT SUMMARY

Site: 102 [Scenario 5 - Weekday - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 5 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	160	10.5	160	10.5	0.098	0.8	LOS A	0.2	1.4	0.11	0.16	0.11	46.0
26	R2	23	9.1	23	9.1	0.098	5.5	LOS A	0.2	1.4	0.11	0.16	0.11	46.3
Approach		183	10.3	183	10.3	0.098	1.4	NA	0.2	1.4	0.11	0.16	0.11	46.1
NorthWest: Wyangan Avenue														
27	L2	61	5.2	61	5.2	0.207	5.2	LOS A	0.8	5.7	0.36	0.61	0.36	31.5
29	R2	144	2.9	144	2.9	0.207	6.7	LOS A	0.8	5.7	0.36	0.61	0.36	31.5
Approach		205	3.6	205	3.6	0.207	6.2	LOS A	0.8	5.7	0.36	0.61	0.36	31.5
SouthWest: Animoo Avenue SW														
30	L2	61	15.5	61	15.5	0.115	4.8	LOS A	0.0	0.0	0.00	0.17	0.00	45.4
31	T1	153	20.7	153	20.7	0.115	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	47.2
Approach		214	19.2	214	19.2	0.115	1.4	NA	0.0	0.0	0.00	0.17	0.00	46.5
All Vehicles		602	11.2	602	11.2	0.207	3.1	NA	0.8	5.7	0.16	0.32	0.16	41.8

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

MOVEMENT SUMMARY

Site: 104 [Scenario 5 - Weekday - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 5 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	206	2.6	206	2.6	0.136	0.3	LOS A	0.4	2.8	0.17	0.10	0.17	39.9
26	R2	53	0.0	53	0.0	0.136	4.1	LOS A	0.4	2.8	0.17	0.10	0.17	39.9
Approach		259	2.0	259	2.0	0.136	1.1	NA	0.4	2.8	0.17	0.10	0.17	39.9
NorthWest: Warrambool Street														
27	L2	66	4.8	66	4.8	0.160	4.0	LOS A	0.6	4.7	0.32	0.53	0.32	36.9
29	R2	80	25.0	80	25.0	0.160	6.2	LOS A	0.6	4.7	0.32	0.53	0.32	34.4
Approach		146	15.8	146	15.8	0.160	5.2	LOS A	0.6	4.7	0.32	0.53	0.32	35.8
SouthWest: Noorebar Avenue (SW)														
30	L2	74	24.3	74	24.3	0.114	4.0	LOS A	0.0	0.0	0.00	0.17	0.00	41.7
31	T1	151	0.0	151	0.0	0.114	0.1	LOS A	0.0	0.0	0.00	0.17	0.00	43.2
Approach		224	8.0	224	8.0	0.114	1.4	NA	0.0	0.0	0.00	0.17	0.00	42.8
All Vehicles		629	7.4	629	7.4	0.160	2.1	NA	0.6	4.7	0.14	0.22	0.14	40.1

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

MOVEMENT SUMMARY

Site: 101 [Scenario 5 - Weekday - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 5 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	169	4.3	169	4.3	0.147	4.8	LOS A	0.0	0.0	0.00	0.34	0.00	46.6
22	T1	115	19.3	115	19.3	0.147	0.2	LOS A	0.0	0.0	0.00	0.34	0.00	46.9
Approach		284	10.4	284	10.4	0.147	3.0	NA	0.0	0.0	0.00	0.34	0.00	46.7
NorthWest: Animoo Avenue														
28	T1	172	1.8	172	1.8	0.190	1.0	LOS A	1.0	7.3	0.37	0.24	0.37	42.7
29	R2	128	13.9	128	13.9	0.190	6.1	LOS A	1.0	7.3	0.37	0.24	0.37	43.1
Approach		300	7.0	300	7.0	0.190	3.2	NA	1.0	7.3	0.37	0.24	0.37	42.9
SouthWest: Korringal Avenue														
30	L2	119	15.0	119	15.0	0.358	5.6	LOS A	1.7	13.2	0.36	0.66	0.41	29.2
32	R2	200	7.9	200	7.9	0.358	8.8	LOS A	1.7	13.2	0.36	0.66	0.41	29.2
Approach		319	10.6	319	10.6	0.358	7.6	LOS A	1.7	13.2	0.36	0.66	0.41	29.2
All Vehicles		903	9.3	903	9.3	0.358	4.7	NA	1.7	13.2	0.25	0.42	0.27	41.6

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

MOVEMENT SUMMARY

Site: 103 [Scenario 5 - Weekday - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 5 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	58	23.6	58	23.6	0.061	4.3	LOS A	0.2	1.9	0.12	0.46	0.12	37.9
23a	R1	6	0.0	6	0.0	0.061	3.9	LOS A	0.2	1.9	0.12	0.46	0.12	20.8
23	R2	9	0.0	9	0.0	0.061	5.0	LOS A	0.2	1.9	0.12	0.46	0.12	43.9
Approach		74	18.6	74	18.6	0.061	4.4	LOS A	0.2	1.9	0.12	0.46	0.12	36.8
NorthEast: Kooba Street														
24	L2	14	0.0	14	0.0	0.032	4.6	LOS A	0.0	0.1	0.02	0.14	0.02	48.3
25	T1	47	4.4	47	4.4	0.032	0.0	LOS A	0.0	0.1	0.02	0.14	0.02	48.3
26b	R3	2	0.0	2	0.0	0.032	5.6	LOS A	0.0	0.1	0.02	0.14	0.02	28.8
Approach		63	3.3	63	3.3	0.032	1.2	NA	0.0	0.1	0.02	0.14	0.02	47.1
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.119	4.2	LOS A	0.4	3.2	0.38	0.56	0.38	45.3
7a	L1	49	12.8	49	12.8	0.119	3.3	LOS A	0.4	3.2	0.38	0.56	0.38	22.8
9a	R1	61	0.0	61	0.0	0.119	4.1	LOS A	0.4	3.2	0.38	0.56	0.38	22.8
Approach		112	5.7	112	5.7	0.119	3.8	LOS A	0.4	3.2	0.38	0.56	0.38	24.1
SouthWest: Animoo Avenue														
30a	L1	23	9.1	23	9.1	0.124	3.4	LOS A	0.6	5.0	0.16	0.28	0.16	13.7
31	T1	67	23.4	67	23.4	0.124	0.2	LOS A	0.6	5.0	0.16	0.28	0.16	45.1
32	R2	118	15.2	118	15.2	0.124	3.6	LOS A	0.6	5.0	0.16	0.28	0.16	33.0
Approach		208	17.2	208	17.2	0.124	2.5	NA	0.6	5.0	0.16	0.28	0.16	36.0
All Vehicles		457	12.7	457	12.7	0.124	2.9	NA	0.6	5.0	0.19	0.36	0.19	37.5

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

MOVEMENT SUMMARY

Site: 101 [Scenario 5 - Weekday - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 5 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	168	1.3	168	1.3	0.179	4.8	LOS A	0.0	0.0	0.00	0.30	0.00	47.5
22	T1	178	20.1	178	20.1	0.179	0.3	LOS A	0.0	0.0	0.00	0.30	0.00	47.8
Approach		346	10.9	346	10.9	0.179	2.5	NA	0.0	0.0	0.00	0.30	0.00	47.6
NorthWest: Animoo Avenue														
28	T1	154	2.7	154	2.7	0.189	1.3	LOS A	1.0	7.5	0.42	0.27	0.42	42.0
29	R2	127	14.0	127	14.0	0.189	6.5	LOS A	1.0	7.5	0.42	0.27	0.42	42.6
Approach		281	7.9	281	7.9	0.189	3.7	NA	1.0	7.5	0.42	0.27	0.42	42.3
SouthWest: Korringal Avenue														
30	L2	108	11.7	108	11.7	0.371	6.0	LOS A	1.8	14.2	0.45	0.72	0.55	27.9
32	R2	193	14.2	193	14.2	0.371	9.6	LOS A	1.8	14.2	0.45	0.72	0.55	27.9
Approach		301	13.3	301	13.3	0.371	8.3	LOS A	1.8	14.2	0.45	0.72	0.55	27.9
All Vehicles		928	10.8	928	10.8	0.371	4.7	NA	1.8	14.2	0.28	0.43	0.31	42.0

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

MOVEMENT SUMMARY

Site: 103 [Scenario 5 - Weekday - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 5 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	52	32.7	52	32.7	0.071	4.5	LOS A	0.3	2.2	0.16	0.46	0.16	37.5
23a	R1	15	0.0	15	0.0	0.071	4.0	LOS A	0.3	2.2	0.16	0.46	0.16	20.7
23	R2	12	0.0	12	0.0	0.071	4.7	LOS A	0.3	2.2	0.16	0.46	0.16	43.7
Approach		78	21.6	78	21.6	0.071	4.5	LOS A	0.3	2.2	0.16	0.46	0.16	34.2
NorthEast: Kooba Street														
24	L2	16	13.3	16	13.3	0.040	4.7	LOS A	0.0	0.1	0.02	0.12	0.02	48.7
25	T1	62	0.0	62	0.0	0.040	0.0	LOS A	0.0	0.1	0.02	0.12	0.02	48.7
26b	R3	2	0.0	2	0.0	0.040	5.7	LOS A	0.0	0.1	0.02	0.12	0.02	30.1
Approach		80	2.6	80	2.6	0.040	1.1	NA	0.0	0.1	0.02	0.12	0.02	47.9
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.076	4.2	LOS A	0.3	2.0	0.37	0.56	0.37	45.2
7a	L1	17	18.8	17	18.8	0.076	3.3	LOS A	0.3	2.0	0.37	0.56	0.37	22.3
9a	R1	47	4.4	47	4.4	0.076	4.1	LOS A	0.3	2.0	0.37	0.56	0.37	22.3
Approach		65	8.1	65	8.1	0.076	3.9	LOS A	0.3	2.0	0.37	0.56	0.37	24.4
SouthWest: Animoo Avenue														
30a	L1	64	4.9	64	4.9	0.126	3.4	LOS A	0.6	4.7	0.16	0.26	0.16	13.7
31	T1	75	28.2	75	28.2	0.126	0.2	LOS A	0.6	4.7	0.16	0.26	0.16	45.2
32	R2	73	26.1	73	26.1	0.126	3.8	LOS A	0.6	4.7	0.16	0.26	0.16	33.2
Approach		212	20.4	212	20.4	0.126	2.4	NA	0.6	4.7	0.16	0.26	0.16	31.2
All Vehicles		435	15.5	435	15.5	0.126	2.8	NA	0.6	4.7	0.17	0.32	0.17	35.0

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

MOVEMENT SUMMARY

Site: 102 [Scenario 5 - Weekday - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 5 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	151	10.5	151	10.5	0.105	1.1	LOS A	0.3	2.3	0.19	0.20	0.19	43.6
26	R2	37	8.6	37	8.6	0.105	5.8	LOS A	0.3	2.3	0.19	0.20	0.19	45.0
Approach		187	10.1	187	10.1	0.105	2.0	NA	0.3	2.3	0.19	0.20	0.19	44.0
NorthWest: Wyangan Avenue														
27	L2	44	4.8	44	4.8	0.167	5.3	LOS A	0.6	4.4	0.38	0.62	0.38	31.3
29	R2	111	5.7	111	5.7	0.167	6.9	LOS A	0.6	4.4	0.38	0.62	0.38	31.3
Approach		155	5.4	155	5.4	0.167	6.5	LOS A	0.6	4.4	0.38	0.62	0.38	31.3
SouthWest: Animoo Avenue SW														
30	L2	101	7.3	101	7.3	0.146	4.7	LOS A	0.0	0.0	0.00	0.22	0.00	45.5
31	T1	173	23.2	173	23.2	0.146	0.1	LOS A	0.0	0.0	0.00	0.22	0.00	46.1
Approach		274	17.3	274	17.3	0.146	1.8	NA	0.0	0.0	0.00	0.22	0.00	45.8
All Vehicles		616	12.1	616	12.1	0.167	3.0	NA	0.6	4.4	0.15	0.31	0.15	42.3

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

MOVEMENT SUMMARY

Site: 104 [Scenario 5 - Weekday - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 5 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	165	3.2	165	3.2	0.105	0.4	LOS A	0.3	2.0	0.16	0.08	0.16	40.1
26	R2	31	10.3	31	10.3	0.105	4.7	LOS A	0.3	2.0	0.16	0.08	0.16	40.1
Approach		196	4.3	196	4.3	0.105	1.0	NA	0.3	2.0	0.16	0.08	0.16	40.1
NorthWest: Warrambool Street														
27	L2	84	2.5	84	2.5	0.181	4.3	LOS A	0.7	5.4	0.40	0.57	0.40	36.8
29	R2	80	26.3	80	26.3	0.181	6.5	LOS A	0.7	5.4	0.40	0.57	0.40	34.2
Approach		164	14.1	164	14.1	0.181	5.4	LOS A	0.7	5.4	0.40	0.57	0.40	35.8
SouthWest: Noorebar Avenue (SW)														
30	L2	71	32.8	71	32.8	0.155	4.0	LOS A	0.0	0.0	0.00	0.13	0.00	42.3
31	T1	235	1.8	235	1.8	0.155	0.1	LOS A	0.0	0.0	0.00	0.13	0.00	43.6
Approach		305	9.0	305	9.0	0.155	1.0	NA	0.0	0.0	0.00	0.13	0.00	43.4
All Vehicles		665	8.9	665	8.9	0.181	2.1	NA	0.7	5.4	0.15	0.22	0.15	40.8

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

MOVEMENT SUMMARY

Site: 103 [Scenario 5 - Weekend - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 5 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	34	46.9	34	46.9	0.038	4.8	LOS A	0.1	1.3	0.03	0.46	0.03	39.3
23a	R1	11	0.0	11	0.0	0.038	2.7	LOS A	0.1	1.3	0.03	0.46	0.03	21.2
23	R2	2	0.0	2	0.0	0.038	3.6	LOS A	0.1	1.3	0.03	0.46	0.03	44.7
Approach		46	34.1	46	34.1	0.038	4.2	LOS A	0.1	1.3	0.03	0.46	0.03	33.2
NorthEast: Kooba Street														
24	L2	1	0.0	1	0.0	0.005	4.6	LOS A	0.0	0.1	0.04	0.13	0.04	49.3
25	T1	7	0.0	7	0.0	0.005	0.0	LOS A	0.0	0.1	0.04	0.13	0.04	49.3
26b	R3	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.1	0.04	0.13	0.04	29.2
Approach		9	0.0	9	0.0	0.005	1.1	NA	0.0	0.1	0.04	0.13	0.04	45.6
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.047	4.0	LOS A	0.2	1.1	0.19	0.46	0.19	46.4
7a	L1	7	0.0	7	0.0	0.047	2.4	LOS A	0.2	1.1	0.19	0.46	0.19	26.5
9a	R1	42	0.0	42	0.0	0.047	2.8	LOS A	0.2	1.1	0.19	0.46	0.19	26.5
Approach		51	0.0	51	0.0	0.047	2.8	LOS A	0.2	1.1	0.19	0.46	0.19	29.0
SouthWest: Animoo Avenue														
30a	L1	31	0.0	31	0.0	0.043	3.1	LOS A	0.2	1.3	0.04	0.32	0.04	12.9
31	T1	21	0.0	21	0.0	0.043	0.0	LOS A	0.2	1.3	0.04	0.32	0.04	45.6
32	R2	31	6.9	31	6.9	0.043	3.4	LOS A	0.2	1.3	0.04	0.32	0.04	33.8
Approach		82	2.6	82	2.6	0.043	2.4	NA	0.2	1.3	0.04	0.32	0.04	27.3
All Vehicles		188	9.5	188	9.5	0.047	2.9	NA	0.2	1.3	0.08	0.38	0.08	30.5

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

MOVEMENT SUMMARY

Site: 101 [Scenario 5 - Weekend - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 5 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	102	0.0	102	0.0	0.079	4.9	LOS A	0.0	0.0	0.00	0.38	0.00	47.6
22	T1	58	5.5	58	5.5	0.079	0.4	LOS A	0.0	0.0	0.00	0.38	0.00	47.8
Approach		160	2.0	160	2.0	0.079	3.3	NA	0.0	0.0	0.00	0.38	0.00	47.7
NorthWest: Animoo Avenue														
28	T1	95	0.0	95	0.0	0.103	0.5	LOS A	0.5	3.7	0.25	0.22	0.25	43.9
29	R2	75	21.1	75	21.1	0.103	5.6	LOS A	0.5	3.7	0.25	0.22	0.25	43.2
Approach		169	9.3	169	9.3	0.103	2.7	NA	0.5	3.7	0.25	0.22	0.25	43.6
SouthWest: Korringal Avenue														
30	L2	47	0.0	47	0.0	0.189	4.8	LOS A	0.7	5.3	0.23	0.57	0.23	32.3
32	R2	148	10.6	148	10.6	0.189	6.8	LOS A	0.7	5.3	0.23	0.57	0.23	32.3
Approach		196	8.1	196	8.1	0.189	6.3	LOS A	0.7	5.3	0.23	0.57	0.23	32.3
All Vehicles		525	6.6	525	6.6	0.189	4.2	NA	0.7	5.3	0.17	0.40	0.17	42.9

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

MOVEMENT SUMMARY

Site: 102 [Scenario 5 - Weekend - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 5 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	79	20.0	79	20.0	0.048	1.2	LOS A	0.1	0.5	0.06	0.24	0.06	46.9
26	R2	11	0.0	11	0.0	0.048	4.9	LOS A	0.1	0.5	0.06	0.24	0.06	48.2
Approach		89	17.6	89	17.6	0.048	1.6	NA	0.1	0.5	0.06	0.24	0.06	47.1
NorthWest: Wyangan Avenue														
27	L2	26	0.0	26	0.0	0.113	4.7	LOS A	0.4	2.8	0.20	0.52	0.20	33.1
29	R2	106	0.0	106	0.0	0.113	5.5	LOS A	0.4	2.8	0.20	0.52	0.20	33.1
Approach		133	0.0	133	0.0	0.113	5.3	LOS A	0.4	2.8	0.20	0.52	0.20	33.1
SouthWest: Animoo Avenue SW														
30	L2	56	3.8	56	3.8	0.056	4.8	LOS A	0.0	0.0	0.00	0.29	0.00	45.6
31	T1	57	3.7	57	3.7	0.056	0.2	LOS A	0.0	0.0	0.00	0.29	0.00	45.6
Approach		113	3.7	113	3.7	0.056	2.5	NA	0.0	0.0	0.00	0.29	0.00	45.6
All Vehicles		335	6.0	335	6.0	0.113	3.4	NA	0.4	2.8	0.10	0.37	0.10	41.7

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

MOVEMENT SUMMARY

Site: 104 [Scenario 5 - Weekend - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 5 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	112	0.0	112	0.0	0.069	0.1	LOS A	0.2	1.1	0.11	0.08	0.11	42.1
26	R2	24	0.0	24	0.0	0.069	3.8	LOS A	0.2	1.1	0.11	0.08	0.11	42.1
Approach		136	0.0	136	0.0	0.069	0.8	NA	0.2	1.1	0.11	0.08	0.11	42.1
NorthWest: Warrambool Street														
27	L2	21	10.0	21	10.0	0.037	3.8	LOS A	0.1	1.0	0.21	0.46	0.21	37.4
29	R2	23	0.0	23	0.0	0.037	4.3	LOS A	0.1	1.0	0.21	0.46	0.21	35.2
Approach		44	4.8	44	4.8	0.037	4.0	LOS A	0.1	1.0	0.21	0.46	0.21	36.5
SouthWest: Noorebar Avenue (SW)														
30	L2	55	28.8	55	28.8	0.078	4.2	LOS A	0.0	0.0	0.00	0.19	0.00	43.0
31	T1	96	0.0	96	0.0	0.078	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	44.5
Approach		151	10.5	151	10.5	0.078	1.6	NA	0.0	0.0	0.00	0.19	0.00	44.1
All Vehicles		331	5.4	331	5.4	0.078	1.6	NA	0.2	1.1	0.07	0.18	0.07	42.3

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

MOVEMENT SUMMARY

Site: 102 [Scenario 5 - Weekend - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 5 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	55	25.0	55	25.0	0.035	1.7	LOS A	0.1	0.5	0.08	0.32	0.08	46.2
26	R2	9	0.0	9	0.0	0.035	4.9	LOS A	0.1	0.5	0.08	0.32	0.08	47.8
Approach		64	21.3	64	21.3	0.035	2.2	NA	0.1	0.5	0.08	0.32	0.08	46.5
NorthWest: Wyangan Avenue														
27	L2	23	0.0	23	0.0	0.102	4.7	LOS A	0.4	2.6	0.16	0.51	0.16	33.4
29	R2	98	2.2	98	2.2	0.102	5.3	LOS A	0.4	2.6	0.16	0.51	0.16	33.4
Approach		121	1.7	121	1.7	0.102	5.2	LOS A	0.4	2.6	0.16	0.51	0.16	33.4
SouthWest: Animoo Avenue SW														
30	L2	87	2.4	87	2.4	0.062	4.8	LOS A	0.0	0.0	0.00	0.40	0.00	44.7
31	T1	38	0.0	38	0.0	0.062	0.3	LOS A	0.0	0.0	0.00	0.40	0.00	44.0
Approach		125	1.7	125	1.7	0.062	3.4	NA	0.0	0.0	0.00	0.40	0.00	44.5
All Vehicles		311	5.8	311	5.8	0.102	3.9	NA	0.4	2.6	0.08	0.42	0.08	41.5

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

MOVEMENT SUMMARY

Site: 103 [Scenario 5 - Weekend - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 5 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	19	72.2	19	72.2	0.022	5.8	LOS A	0.1	0.9	0.03	0.48	0.03	40.1
23a	R1	5	0.0	5	0.0	0.022	2.5	LOS A	0.1	0.9	0.03	0.48	0.03	21.4
23	R2	1	0.0	1	0.0	0.022	3.5	LOS A	0.1	0.9	0.03	0.48	0.03	45.1
Approach		25	54.2	25	54.2	0.022	5.0	LOS A	0.1	0.9	0.03	0.48	0.03	34.2
NorthEast: Kooba Street														
24	L2	3	0.0	3	0.0	0.005	4.6	LOS A	0.0	0.1	0.04	0.22	0.04	48.2
25	T1	6	0.0	6	0.0	0.005	0.0	LOS A	0.0	0.1	0.04	0.22	0.04	48.2
26b	R3	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.1	0.04	0.22	0.04	28.8
Approach		11	0.0	11	0.0	0.005	1.9	NA	0.0	0.1	0.04	0.22	0.04	45.0
North: Konoa Street														
7b	L3	2	0.0	2	0.0	0.043	4.0	LOS A	0.1	1.0	0.15	0.46	0.15	46.5
7a	L1	6	0.0	6	0.0	0.043	2.4	LOS A	0.1	1.0	0.15	0.46	0.15	26.8
9a	R1	39	0.0	39	0.0	0.043	2.6	LOS A	0.1	1.0	0.15	0.46	0.15	26.8
Approach		47	0.0	47	0.0	0.043	2.7	LOS A	0.1	1.0	0.15	0.46	0.15	31.6
SouthWest: Animoo Avenue														
30a	L1	27	0.0	27	0.0	0.032	3.1	LOS A	0.1	0.8	0.04	0.31	0.04	12.9
31	T1	18	0.0	18	0.0	0.032	0.0	LOS A	0.1	0.8	0.04	0.31	0.04	45.7
32	R2	19	0.0	19	0.0	0.032	3.4	LOS A	0.1	0.8	0.04	0.31	0.04	34.0
Approach		64	0.0	64	0.0	0.032	2.3	NA	0.1	0.8	0.04	0.31	0.04	26.6
All Vehicles		147	9.3	147	9.3	0.043	2.9	NA	0.1	1.0	0.07	0.38	0.07	30.5

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

MOVEMENT SUMMARY

Site: 104 [Scenario 5 - Weekend - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 5 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	134	4.7	134	4.7	0.070	0.1	LOS A	0.1	0.4	0.03	0.03	0.03	42.1
26	R2	7	0.0	7	0.0	0.070	3.8	LOS A	0.1	0.4	0.03	0.03	0.03	42.1
Approach		141	4.5	141	4.5	0.070	0.3	NA	0.1	0.4	0.03	0.03	0.03	42.1
NorthWest: Warrambool Street														
27	L2	26	0.0	26	0.0	0.028	3.7	LOS A	0.1	0.7	0.20	0.45	0.20	37.4
29	R2	11	0.0	11	0.0	0.028	4.3	LOS A	0.1	0.7	0.20	0.45	0.20	35.2
Approach		37	0.0	37	0.0	0.028	3.9	LOS A	0.1	0.7	0.20	0.45	0.20	37.0
SouthWest: Noorebar Avenue (SW)														
30	L2	37	62.9	37	62.9	0.079	4.7	LOS A	0.0	0.0	0.00	0.17	0.00	45.9
31	T1	107	4.9	107	4.9	0.079	0.3	LOS A	0.0	0.0	0.00	0.17	0.00	47.3
Approach		144	19.7	144	19.7	0.079	1.4	NA	0.0	0.0	0.00	0.17	0.00	47.0
All Vehicles		322	10.8	322	10.8	0.079	1.2	NA	0.1	0.7	0.04	0.14	0.04	44.1

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

MOVEMENT SUMMARY

Site: 101 [Scenario 5 - Weekend - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 5 - Weekend PM]

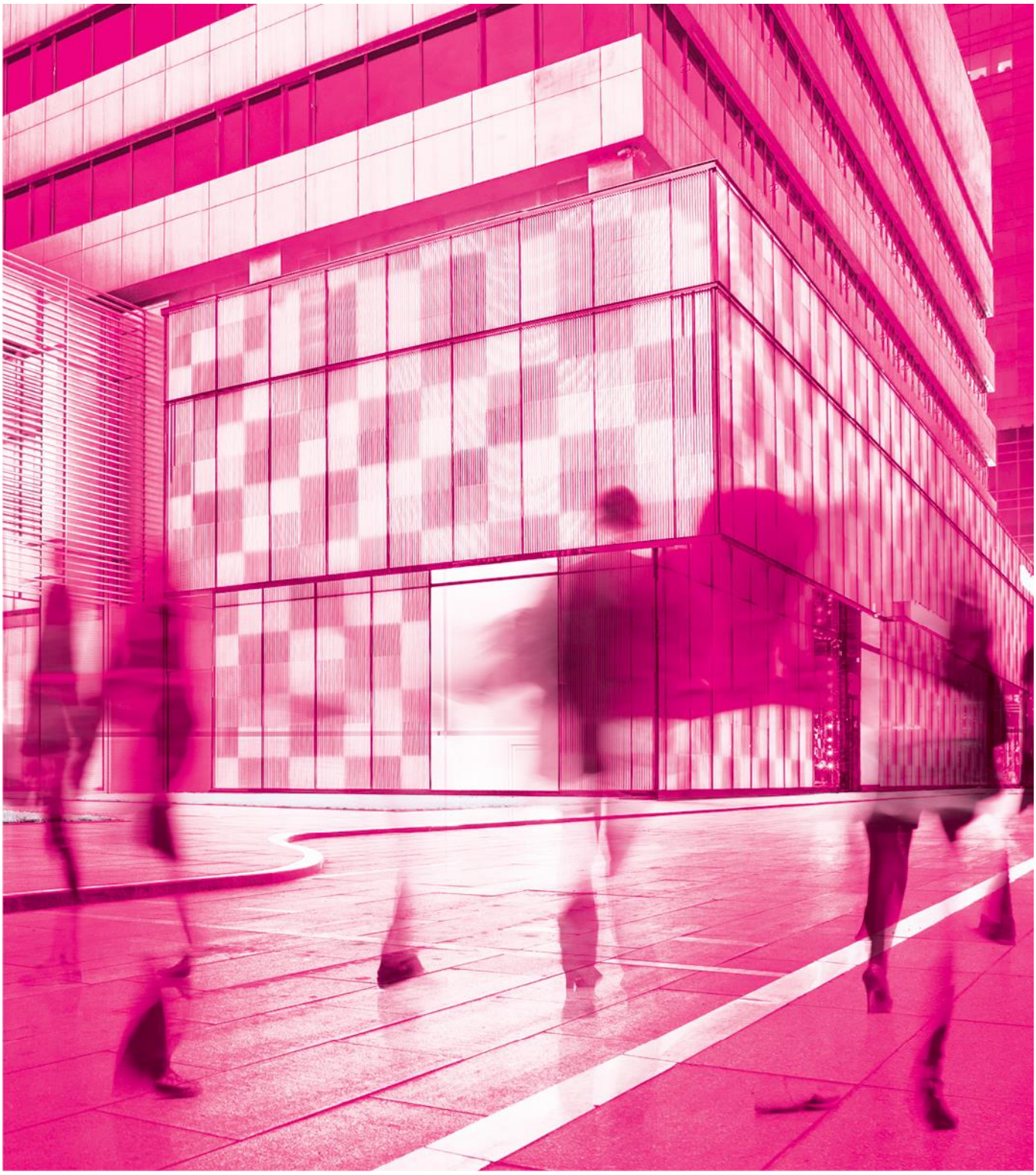
Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	123	0.0	123	0.0	0.094	5.0	LOS A	0.0	0.0	0.00	0.39	0.00	48.1
22	T1	71	0.0	71	0.0	0.094	0.5	LOS A	0.0	0.0	0.00	0.39	0.00	48.3
Approach		194	0.0	194	0.0	0.094	3.3	NA	0.0	0.0	0.00	0.39	0.00	48.2
NorthWest: Animoo Avenue														
28	T1	73	2.9	73	2.9	0.080	0.6	LOS A	0.4	2.9	0.27	0.22	0.27	43.9
29	R2	56	24.5	56	24.5	0.080	5.8	LOS A	0.4	2.9	0.27	0.22	0.27	42.9
Approach		128	12.3	128	12.3	0.080	2.8	NA	0.4	2.9	0.27	0.22	0.27	43.4
SouthWest: Korringal Avenue														
30	L2	29	7.1	29	7.1	0.156	5.0	LOS A	0.6	4.5	0.26	0.57	0.26	32.3
32	R2	124	18.6	124	18.6	0.156	6.8	LOS A	0.6	4.5	0.26	0.57	0.26	32.3
Approach		154	16.4	154	16.4	0.156	6.4	LOS A	0.6	4.5	0.26	0.57	0.26	32.3
All Vehicles		476	8.6	476	8.6	0.156	4.2	NA	0.6	4.5	0.16	0.40	0.16	44.1

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

Attachment 4 Warrambool Street Traffic & Parking Study



Traffic & Parking Report;

Griffith Base Hospital Redevelopment Stage 2 - Traffic & Parking Study

For Health Infrastructure

6 September 2019

parking;
traffic;
civil design;
wayfinding;

ptc.

Document Control

Griffith Base Hospital Redevelopment Stage 2 - Traffic & Parking Study, Traffic & Parking Report

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	06/09/19	Draft Issue	SH	AM	Alex Pienaar
2	17/01/20	Final Issue	AP	KW	Alex Pienaar
3					

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Contents

1. Executive Summary

ptc. has been engaged by Health Infrastructure (HI) to undertake a traffic and parking study of the road network surrounding the Griffith Base Hospital (Hospital), with particular focus to be given to Warrambool Street.

ptc. undertook a site visit to the Hospital on Wednesday 21st August 2019 to observe the traffic and parking behaviours within the surrounding road network.

As part of the Stage 2 Redevelopment, the ambulance and service vehicle access driveways are proposed along Warrambool Street.

It is understood that concerns have been raised in regard to the provision of these driveways along Warrambool Street, particularly the ambulance access point, due to the traffic and parking activity along the roadway and the presence of St Patricks Primary School and the Sacred Heart Church.

No abnormal traffic and parking activities (e.g. road works, incidents) were observed in the survey results or during the site visit.

In regard to the traffic characteristics, the following findings were observed or have been established through our assessment:

- The weekday peak traffic volume, along Warrambool Street, occurred between 8:00am-9:00am and 2:30pm-3:30pm (school drop-off and pick-up hours). The peak traffic volume during the weekend occurred closer to midday between 10:00am-11:00am;
- It was observed that the increase in traffic volume during school drop-off and pick-up hours spanned for approximately 15-20mins before returning to normal conditions;
- Outside these peak periods the traffic volume along Warrambool Street was low;
- There was an increase in heavy vehicle activity along Warrambool Street during weekday peak periods, due to school buses dropping off and picking up students along the bus zone on Warrambool Street;
- Outside these peak periods, heavy vehicle activity was minor;
- The major intersections surrounding the hospital are currently operating at the highest level of service with an average delay of no more than 5 seconds, a 95% back of queue distance of no more than 6 metres and a spare capacity of 80-90%; and
- By mid-2024 (forecasted year for operation of the redeveloped Hospital) the intersections will continue to operate at the highest level of service with minor increases for each of the performance measures.

In regard to parking characteristics the following findings were observed:

- The on-street parking spaces along Animoo Avenue and Noorebar Avenue were underutilised with a peak occupancy of 21%. It is noted that a number of these vehicles belonged to contractors associated with the construction of the Ambulatory Care Hub;
- The on-street parking spaces along Warrambool Street were also underutilised with a peak occupancy of approximately 66%;

- Many of the occupied spaces along the western side of Warrambool Street were long-stay users (assumed to be staff) with an increase in short-stay parkers at 10:00am (funeral service at the Sacred Heart Church) and 9:00am and 3:00pm (school drop-off and pick-up hours);
- The average turnover for the parking spaces along Warrambool Street was estimated to be 1-2 vehicles which indicates minor vehicular movements in and out of the spaces;
- Observations found that majority of the school drop-off and pick-up activity occurred on the eastern side of Warrambool Street, with a few parents dropping-off and picking-up the students on the western side of Warrambool Street. The bus zone is also located on the eastern side of Warrambool Street. As such the number of pedestrian crossing Warrambool Street during school drop-off and pick-up hours were observed to be minor;

Based on the emergency response data provided by NSW Ambulance, the number of ambulance movements in and out of the Hospital for 2019 was estimated to be 20 trips per day, which equates to less than 1 ambulance movement every hour. Based on the observations and survey results, the proposed ambulance driveway along Warrambool Street is considered acceptable from a traffic and parking perspective.

2. Introduction

2.1 Project Summary

ptc. has been engaged by Health Infrastructure (HI) to undertake a traffic and parking study of the road network surrounding the Griffith Base Hospital (Hospital) to assist with the design process as part of the Stage 2 redevelopment of the Hospital.

Focus has been given to the traffic and parking characteristics along Warrambool Street as it is understood that this street becomes relatively busier due to the activities associated with the Hospital, St Patrick's School and the Sacred Heart Church.

The location of the Hospital is outlined in Figure 1.

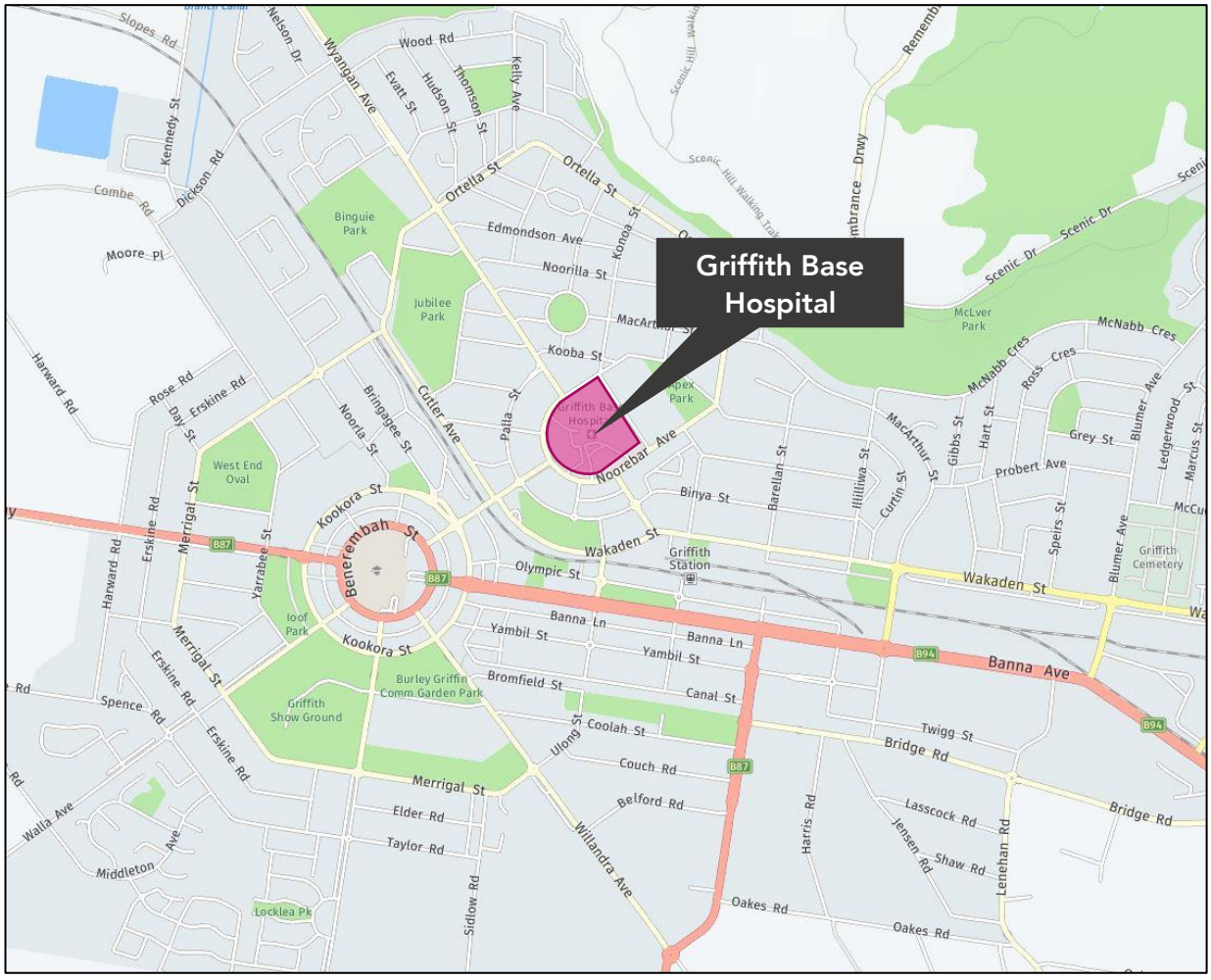

Figure 1 - Griffith Hospital

2.2 Development Proposal

The scope of the Stage 2 redevelopment is indicated in the figure below.

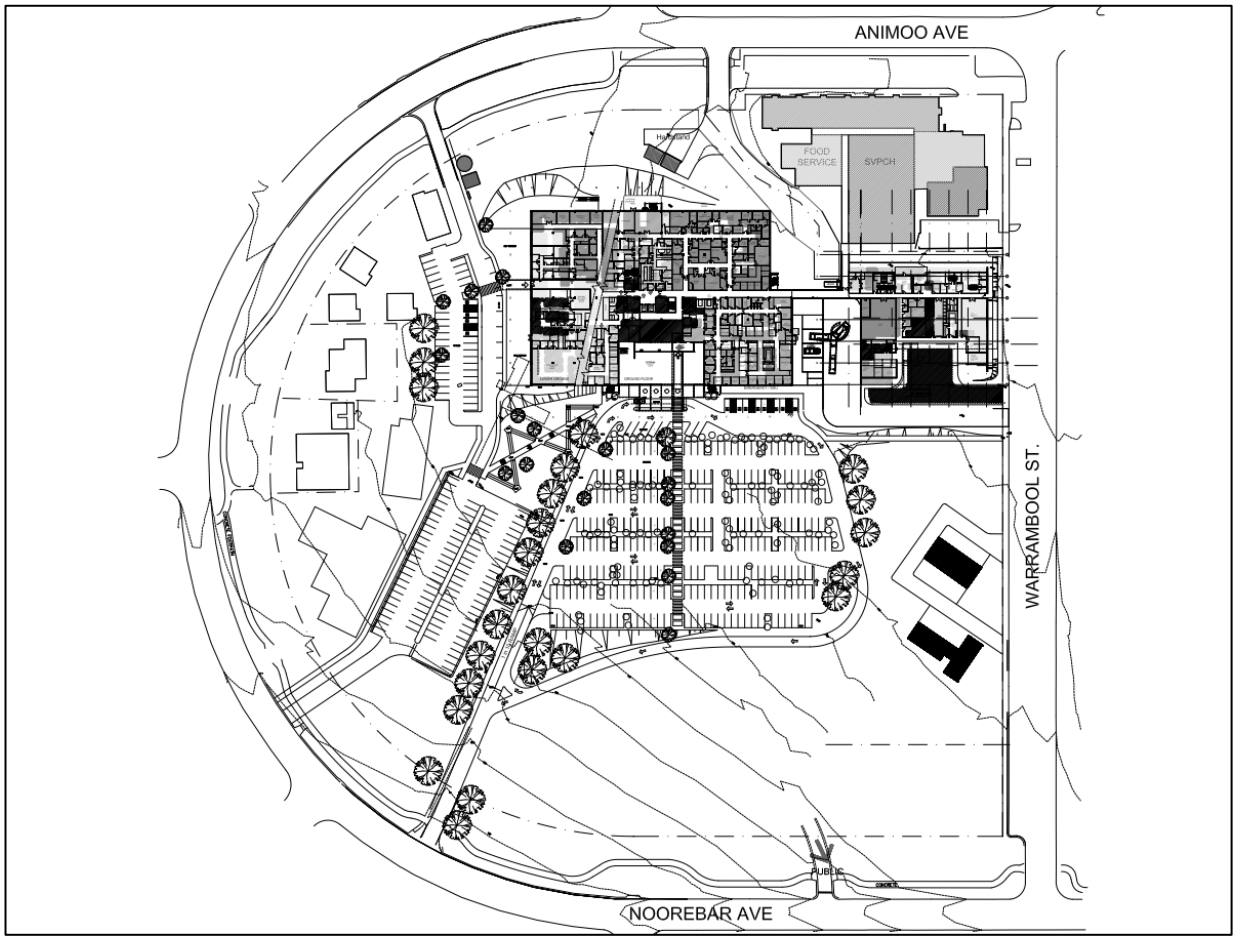

Figure 2 - Stage 2 Redevelopment Campus Plan

As shown in Figure 2, the scope of the Stage 2 redevelopment will involve the following:

- Demolition of existing structures, excluding the Dentistry, Nurse's Education Building and Ambulatory Care Unit;
- Construction of the new Medical Services Block (shown in orange) and Back of House (shown in yellow); and
- Community Health Services will be brought on-campus.

Ambulance and service access is proposed on Warrambool Street, whilst public and staff vehicle access is proposed on Noorebar Avenue and Animoo Avenue.

3. Existing Road Network

3.1 Road Hierarchy

The subject site is located in the city of Griffith and is primarily serviced by State Roads including Kidman Way (B87) and Burley Griffin Way (B94), as well as a Regional Road including Wakaden Street. The site is also serviced by local roads managed by Griffith City Council.

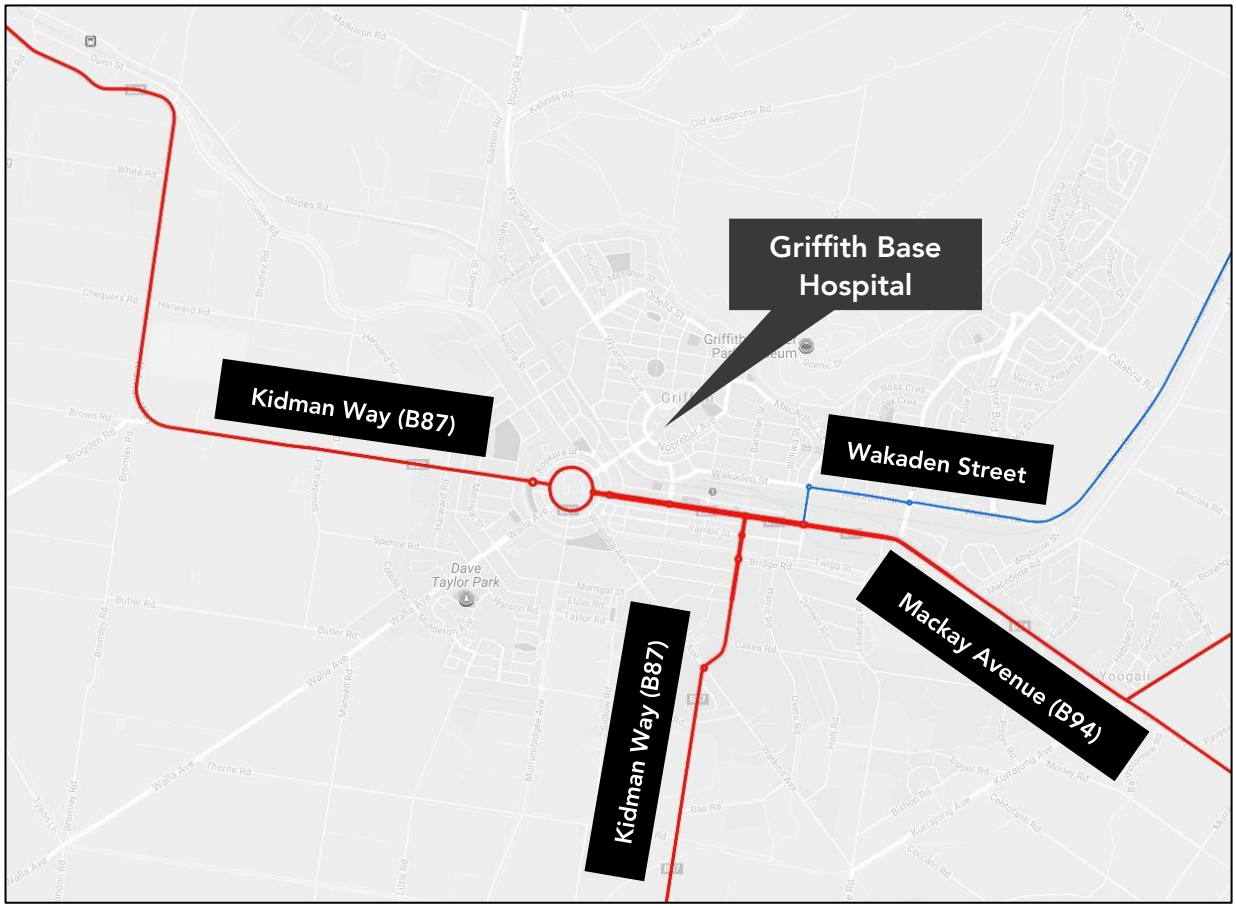

Figure 3 - Road Hierarchy (RMS Road Hierarchy Review)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

State Roads	- Freeways and Primary Arterials (RMS managed)
Regional Roads	- Secondary or sub-arterials (Council managed, partly funded by State)
Local Roads	- Collector and local access roads (Council managed)

The local road network directly serving the Hospital are shown in the following figure.

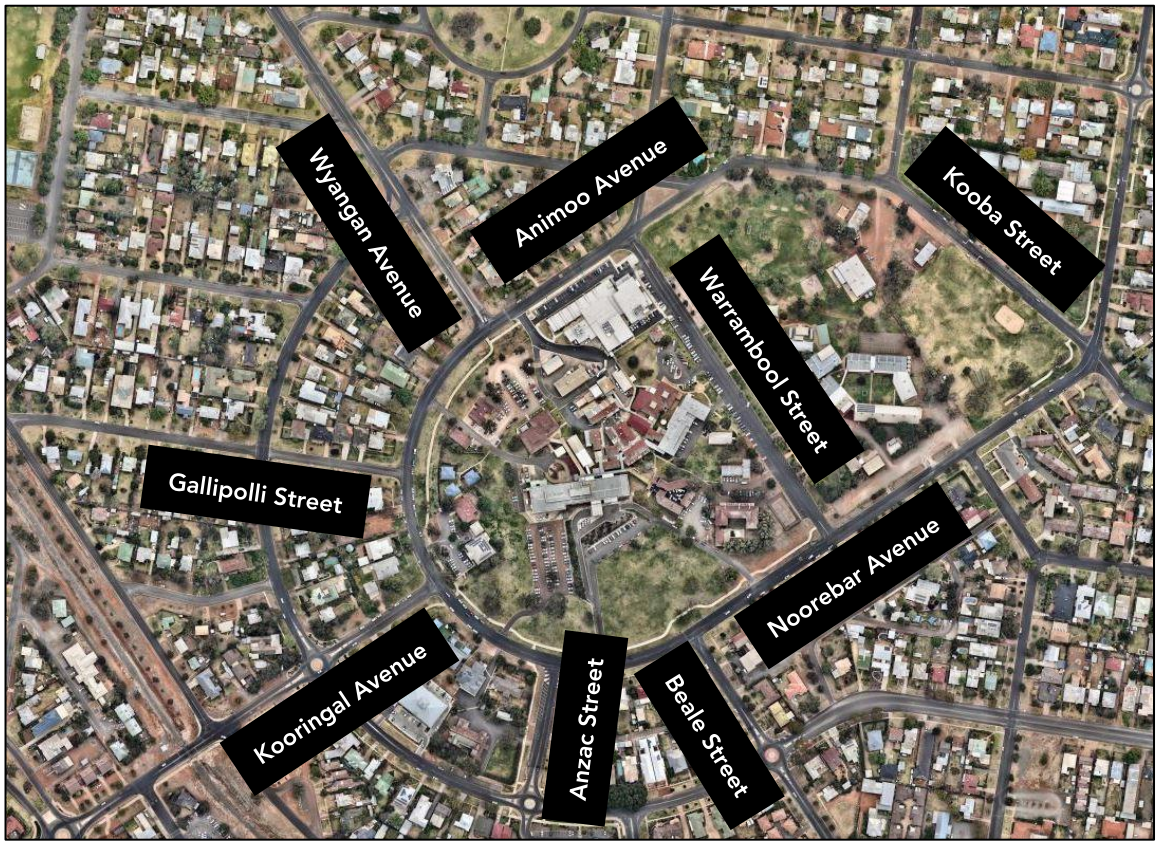

Figure 4 - Local Road Network

Warrambool Street	
Road Classification	Local Road
Alignment	North-West to South-East
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	18.5m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	Unrestricted perpendicular and angled parking on either side
Forms Site Frontage	Yes

Figure 5 - Warrambool Street (south-easterly towards Noorebar Avenue)

Noorebar Avenue	
Road Classification	Local Road
Alignment	North-East to South-West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12.5m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	Unrestricted
Forms Site Frontage	Yes

Figure 6 - Noorebar Avenue (north-easterly towards Warrambool Street)

Animoo Avenue	
Road Classification	Local Road
Alignment	North-East to South-West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	Unrestricted
Forms Site Frontage	Yes

Figure 7 - Animoo Avenue (north-westerly towards Warrambool Street)

Kooba Street	
Road Classification	Local Road
Alignment	North-West to South-East
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	50 km/h
School Zone	Yes
Parking Controls	No Parking 8am-9:30am & 2:30pm-4pm School Days
Forms Site Frontage	No

Figure 8 - Kooba Street (south-easterly towards Noorebar Avenue)

Wyangan Avenue	
Road Classification	Local Road
Alignment	North-West to South-East
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	14.5m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Forms Site Frontage	No

Figure 9 - Wyangan Avenue (south-easterly towards Animoo Avenue)

Gallipoli Street	
Road Classification	Local Road
Alignment	East – West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	9m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Forms Site Frontage	No

Figure 10 - Gallipoli Street (easterly towards Animoo Avenue)

Kooringal Avenue	
Road Classification	Local Road
Alignment	North-East to South-West
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	13m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Unrestricted
Forms Site Frontage	No

Figure 11 - Kooringal Avenue (north-westerly towards Noorebar Avenue)

3.2 Crash Statistics

Transport for NSW (TfNSW) crash data provides crash statistics in the immediate area over the last five years, extracted in Figure 12.

Over the five-year reported (2013-2017), no fatal crashes have been recorded. Majority of the crashes that have been recorded range from non-casualty to moderate injuries, with four recorded crashes which involved serious injuries. Three crashes occurred in the immediate vicinity of the Hospital (i.e. Warrambool Street, Animoo Avenue and Noorebar Avenue).

A large number of these crashes were caused by cross-traffic collision or rear-ending.

It is noted, however, that this assessment does not imply that there are any existing traffic issues.

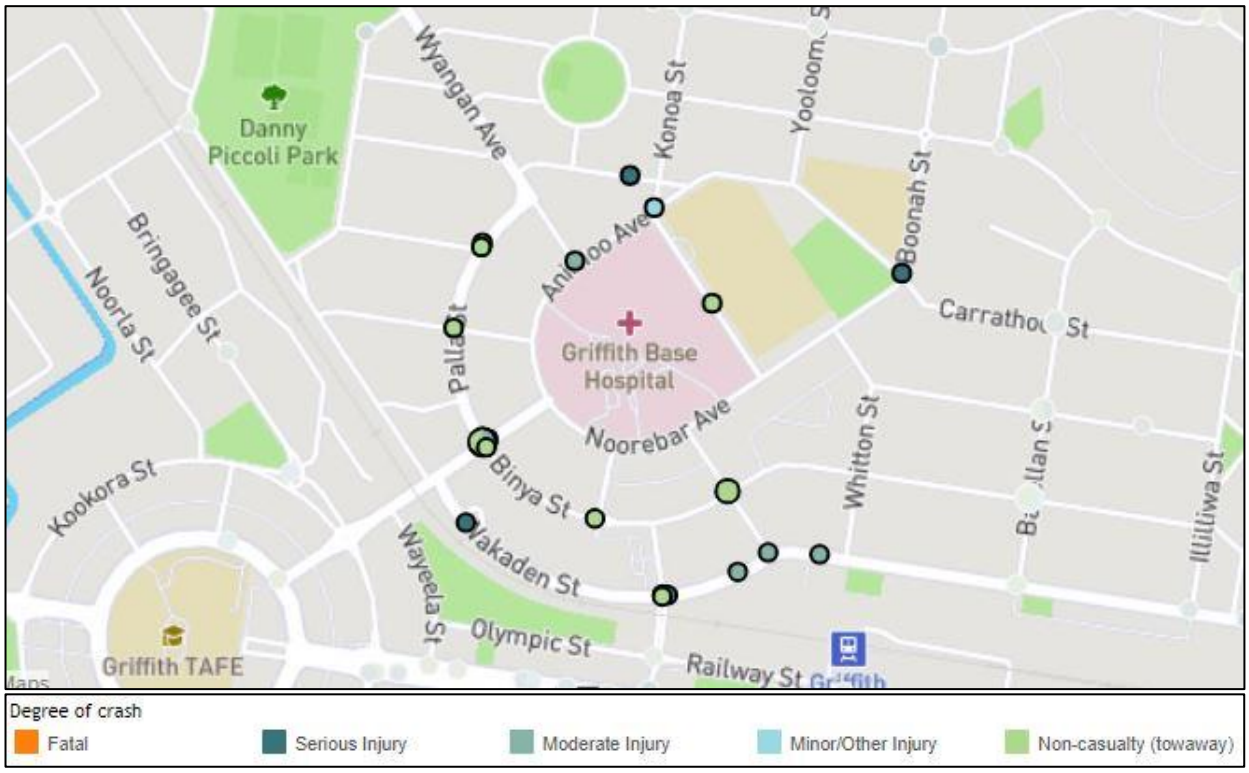

Figure 12 - TfNSW Crash and Casualty Statistics

4. Traffic Conditions

4.1 Intersection Counts

Counts were undertaken at the intersections shown in Figure 13 on 20th August 2019 (Tuesday), 21st August 2019 (Wednesday) and 25th August 2019 (Sunday) which are all outside the school holiday period.

The counts were undertaken from 7:00am-11:00am and 1:30pm-5:30pm to coincide with the school drop-off/pick-up hours and commuter peak hours.

A site visit was also undertaken by **ptc.** on 21st August 2019 (Wednesday) to observe the traffic and parking behaviour around the Hospital.

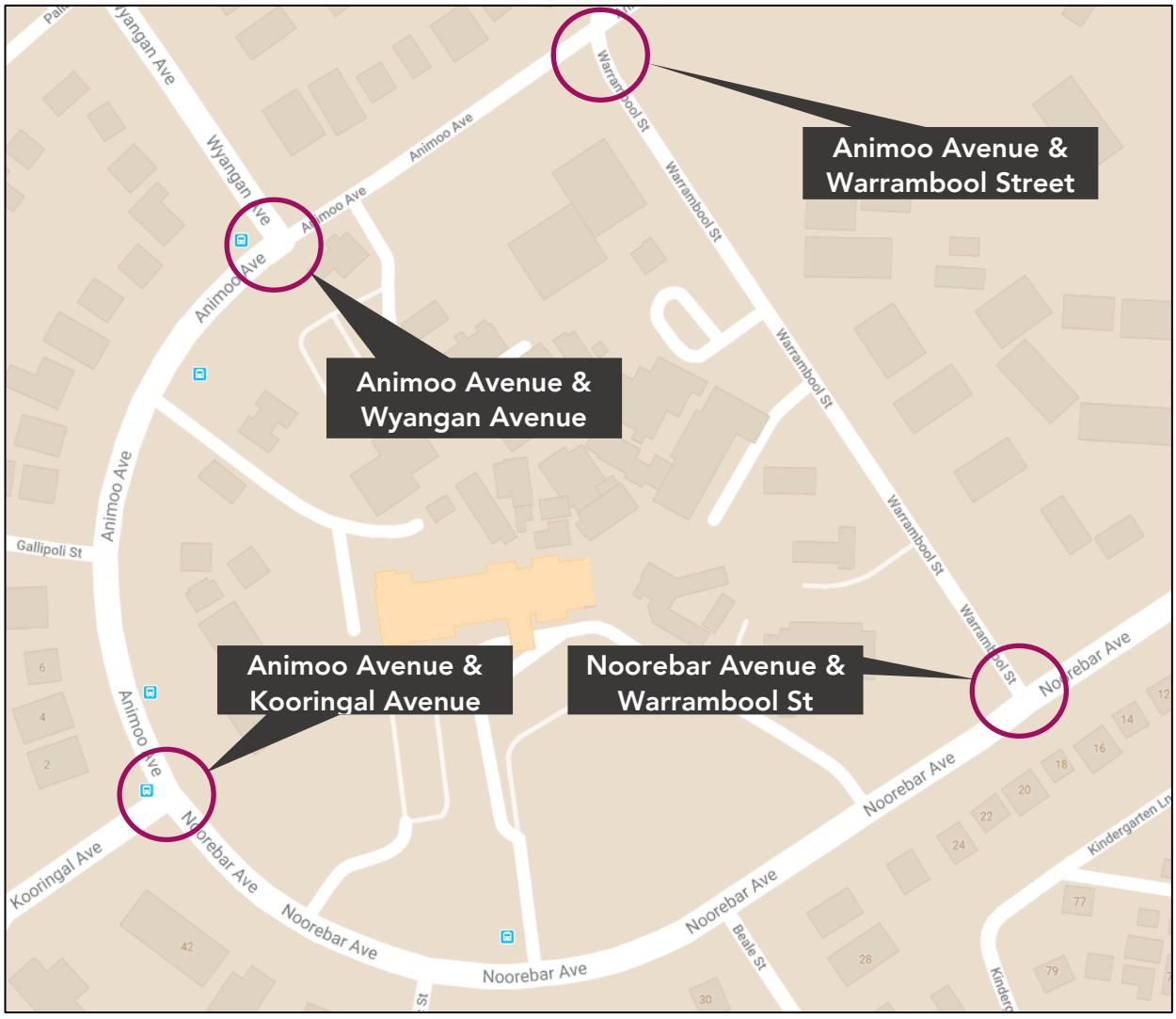

Figure 13 - Intersections surveyed

The results indicate that the weekday peak hours were generally 8:15am-9:15am & 3:00pm-4:00pm whilst the weekend peak hours were 9:30am-10:30am & 4:30pm-5:30pm.

The results of intersections surveys are shown in the figures overleaf

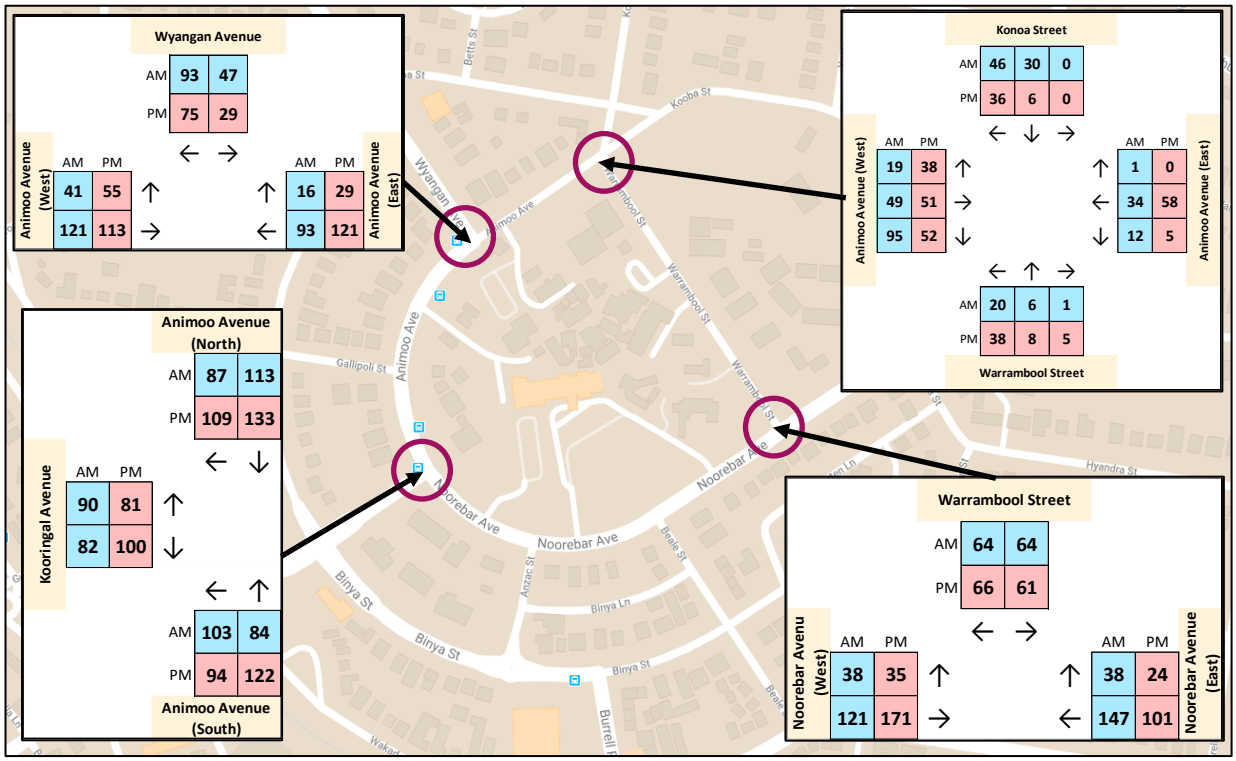

Figure 14 - Intersection Count Results (20th August 2019)

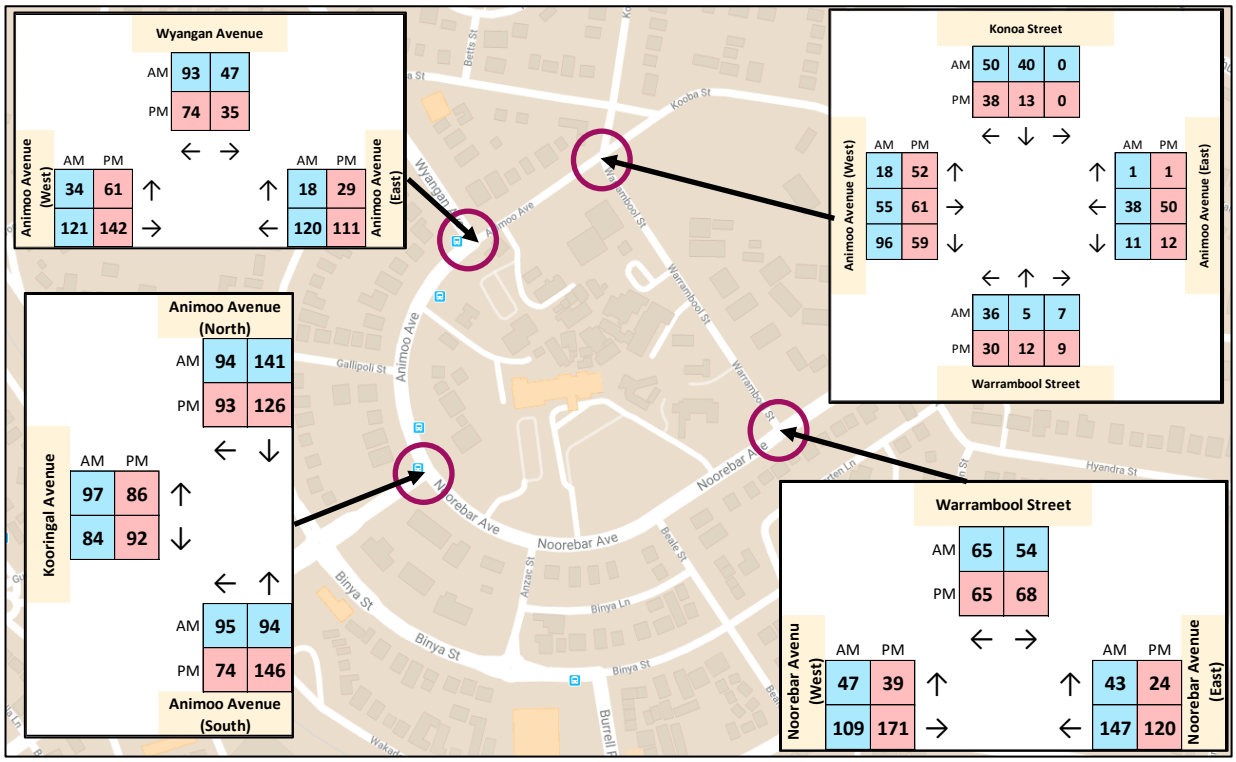

Figure 15 - Intersection Count Results (21st August 2019)

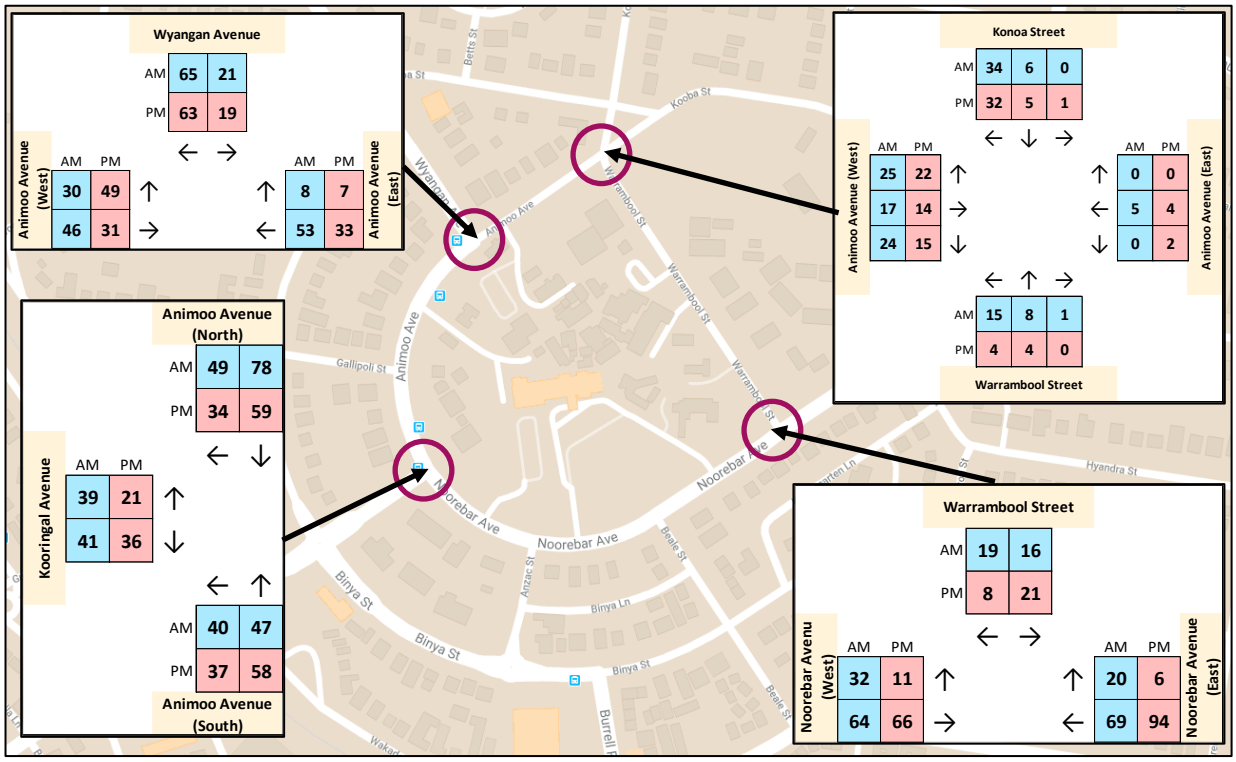

Figure 16 - Intersection Count Results (25th August 2019)

For the purposes of this study, the results from the 21st August 2019 (Wednesday) have been adopted as it has the highest total traffic volume (1,860 vehicles in the AM peak and 1,893 vehicles in the PM peak) and it coincides with **ptc.**'s site visit.

4.2 SIDRA Analysis

The surveyed intersections have been modelled as a network using SIDRA Intersection 8.0 software, a micro-analytical tool for individual intersections and whole-network modelling. SIDRA provides a number of performance indicators, outlined below:

- Degree of Saturation – The total usage of the intersection expressed as a factor of 1 with 1 representing 100% use/saturation. (e.g. 0.8=80% saturation)
- Average Delay- The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.
- Level of Service (LoS) - This is a categorization of average delay, intended for simple reference. The RMS adopts the following bands:
- 95% Queue Lengths (Q95) – is defined to be the queue length in metres that has only a 5-percent probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.

Level of Service is a good indicator of overall performance for individual intersections, with each level summarised in Table 1.

Table 1 – Level of Service Definitions

Level of Service	Average Delay (secs/vehicle)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	<14	Good operation	
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity. At signals, incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	>70	Extra capacity required	Extreme delay, major treatment required

Two scenarios have been tested as part of the traffic and parking study:

- Scenario 1 – Existing Conditions
- Scenario 2 – Existing Conditions + Background Traffic Growth (up to mid 2024[1])

The growth in background traffic has been incorporated into the analysis to provide a more accurate representation of the future traffic conditions. The background traffic growth is based on various factors such as the estimated population growth, employment rate and method of travel to work data.

- **Forecasted Population Growth:** The Department of Planning and Environment provides forecasted population growth for all the local government areas (LGA) within NSW. In general, the population growth of the Griffith Region, between 2018 and 2027 is estimated to be 0.65%-0.8% annually, with the growth decreasing towards 2027;
- **Employment Rate:** The Australian Bureau of Statistics (ABS) labour force survey, Centrelink data and the Department of Employment provides employment data for LGAs within NSW[2]. The data indicates that the current unemployment rate is approximately 4.8% which is lower than the average unemployment rate of Regional NSW (5.42%) and Australia (5.5%). It is acknowledged that the economy of Griffith has been rapidly growing over the past few years, with the city currently struggling to find enough staff[3].

  According to Griffith City Council, this trend is likely to continue over the next few years with more than $1 billion worth of developments under construction and the current agricultural boom providing long-term economic benefits for the community.
- **Method of Travel to Work:** The ABS provide Method of Travel to Work data for LGAs within NSW which indicates that the private vehicular travel (car) was the dominant mode of transport contributing

[1] Forecasted operations is early-mid 2024 (as per email from CBRE dated 03/09/19)

[2] https://economy.id.com.au/griffith/unemployment

[3] https://www.theaustralian.com.au/life/weekend-australian-magazine/griffith-business-is-booming/news-story/444287b4f125cd9324304731679e9753

approximately 74% in 2016, which is approximately a 5% increase from 2011. Public transportation contributed approximately 0.1% by trains and 0.2% by buses.

Although the Griffith City Council plans to improve the pedestrian and cycling network, to encourage active transportation, it is likely that travel by private vehicles will continue to be the dominant mode of transport and this trend will continue into the near future.

In light of the data provided above, an annual background traffic growth of 1% has been incorporated into the SIDRA analysis, at a linear rate. An annual 1% linear growth is considered to be a relatively conservative representation of the future traffic conditions.

The full movement summary outputs from SIDRA are provided in Attachment 1.

The SIDRA results are summarised in the following tables.

Table 2 – Scenario 1 - Existing Conditions

Intersection	Day	Time	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
Kooringal Avenue & Animoo Avenue & Noorebar Avenue	Weekday	AM Peak	A	0.174	3.4	5.1
		PM Peak	A	0.184	3.2	5.3
	Weekend	AM Peak	A	0.071	2.8	2.0
		PM Peak	A	0.052	2.6	1.4
Animoo Avenue & Wyangan Avenue	Weekday	AM Peak	A	0.142	2.5	3.8
		PM Peak	A	0.115	2.4	2.9
	Weekend	AM Peak	A	0.073	2.7	1.8
		PM Peak	A	0.069	3.2	1.7
Animoo Avenue & Konoa Street & Kooba Street & Warrambool Street	Weekday	AM Peak	A	0.105	2.7	4.1
		PM Peak	A	0.106	2.5	3.8
	Weekend	AM Peak	A	0.039	2.6	1.1
		PM Peak	A	0.035	2.4	0.8
Warrambool Street & Noorebar Avenue	Weekday	AM Peak	A	0.123	1.9	3.6
		PM Peak	A	0.138	1.8	4.0
	Weekend	AM Peak	A	0.048	1.5	0.9
		PM Peak	A	0.052	0.8	0.6

The SIDRA results indicate that the intersections, surrounding the Hospital, is currently operating at a LOS A with an average delay of less than 5 seconds. The 95% queue lengths do not exceed 6m and each of the intersections currently have a spare capacity of approximately 80-90%.

The following table summarises the forecasted performance of each intersection at mid-2024.

Table 3 – Scenario 2 - Existing Conditions + Background Traffic Growth (up to mid 2024)

Intersection	Day	Time	Level of Service	Degree of Saturation (v/c)	Average Delay (s)	95% Queue Length (m)
Kooringal Avenue & Animoo Avenue & Noorebar Avenue	Weekday	AM Peak	A	0.188	3.4	5.5
		PM Peak	A	0.200	3.3	5.8
	Weekend	AM Peak	A	0.076	2.9	2.2
		PM Peak	A	0.055	2.6	1.5
Animoo Avenue & Wyangan Avenue	Weekday	AM Peak	A	0.155	2.5	4.2
		PM Peak	A	0.124	2.5	3.3
	Weekend	AM Peak	A	0.079	2.6	1.9
		PM Peak	A	0.075	3.3	1.9
Animoo Avenue & Konoa Street & Kooba Street & Warrambool Street	Weekday	AM Peak	A	0.113	2.7	4.4
		PM Peak	A	0.114	2.6	4.2
	Weekend	AM Peak	A	0.042	2.6	1.2
		PM Peak	A	0.039	2.5	0.9
Warrambool Street & Noorebar Avenue	Weekday	AM Peak	A	0.134	2.0	3.9
		PM Peak	A	0.151	1.9	4.4
	Weekend	AM Peak	A	0.051	1.5	0.9
		PM Peak	A	0.056	0.8	0.6

The results indicate that by mid-2024 the intersections will continue to operate at the highest level of service and each performance measures will increase marginally for both the weekday and weekend peaks. The intersections will continue to have a spare capacity of 80-90% and the average delay will still be less than 5 seconds.

4.3 Warrambool Street

The traffic activity along Warrambool Street can be estimated by combining the vehicles turning in from Animoo Avenue and Noorebar Avenue, as shown in Figure 17.

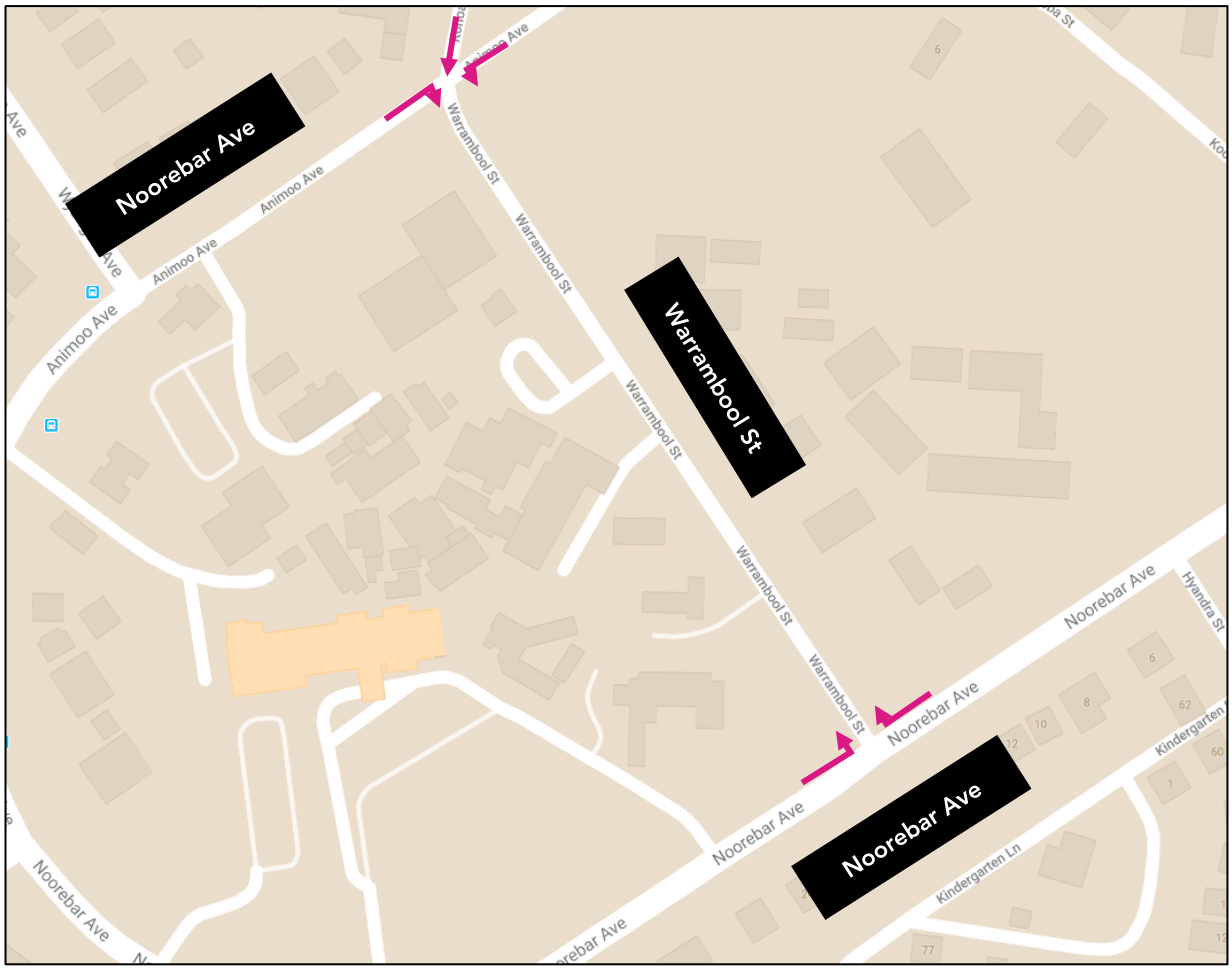

Figure 17 - Turning movements into Warrambool Street

The traffic volumes associated with the northbound and southbound movements along Warrambool Street are shown in Figure 18 to Figure 20.

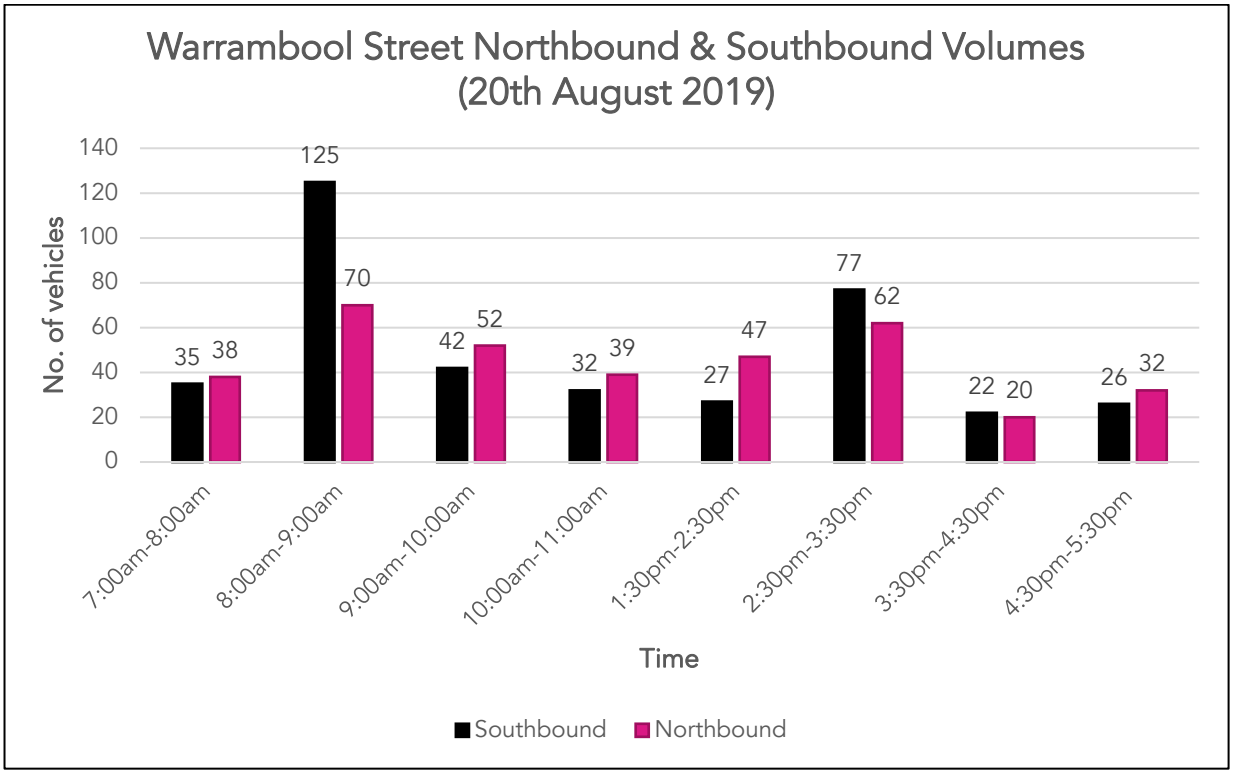

Figure 18 - Northbound & Southbound Volumes (20th August 2019)

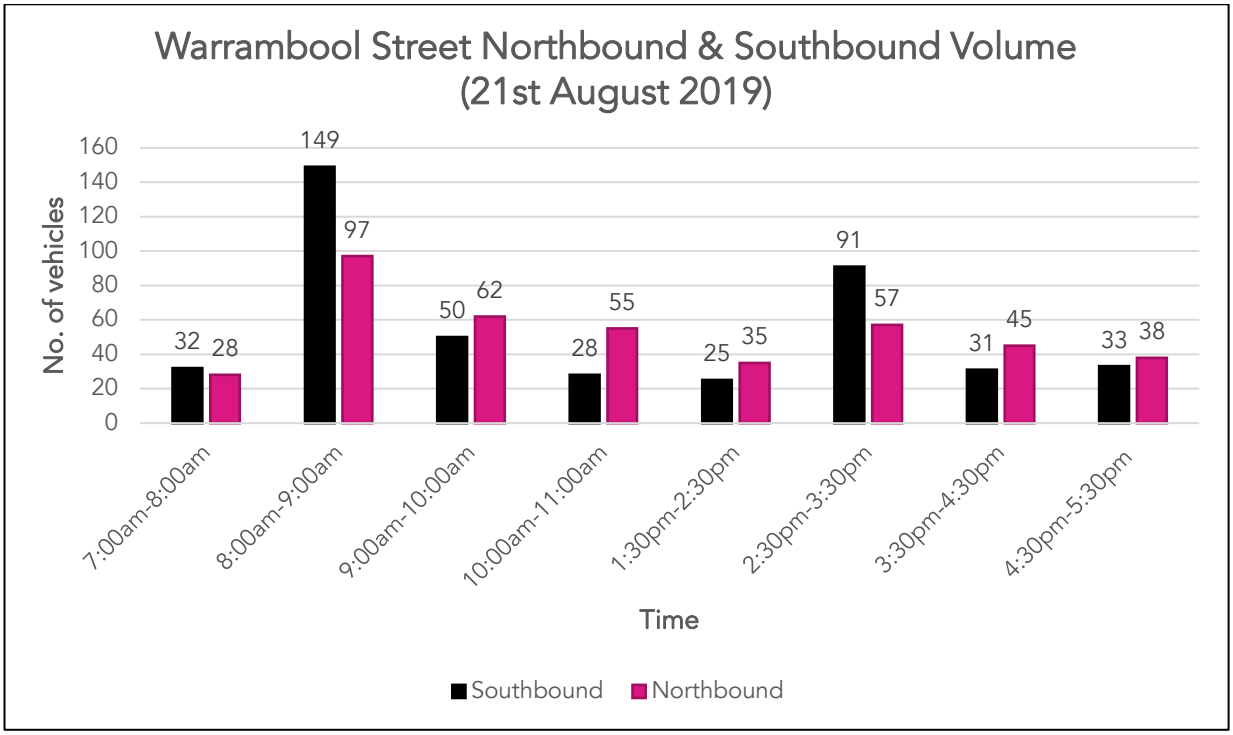

Figure 19 - Northbound & Southbound Volumes (21st August 2019)

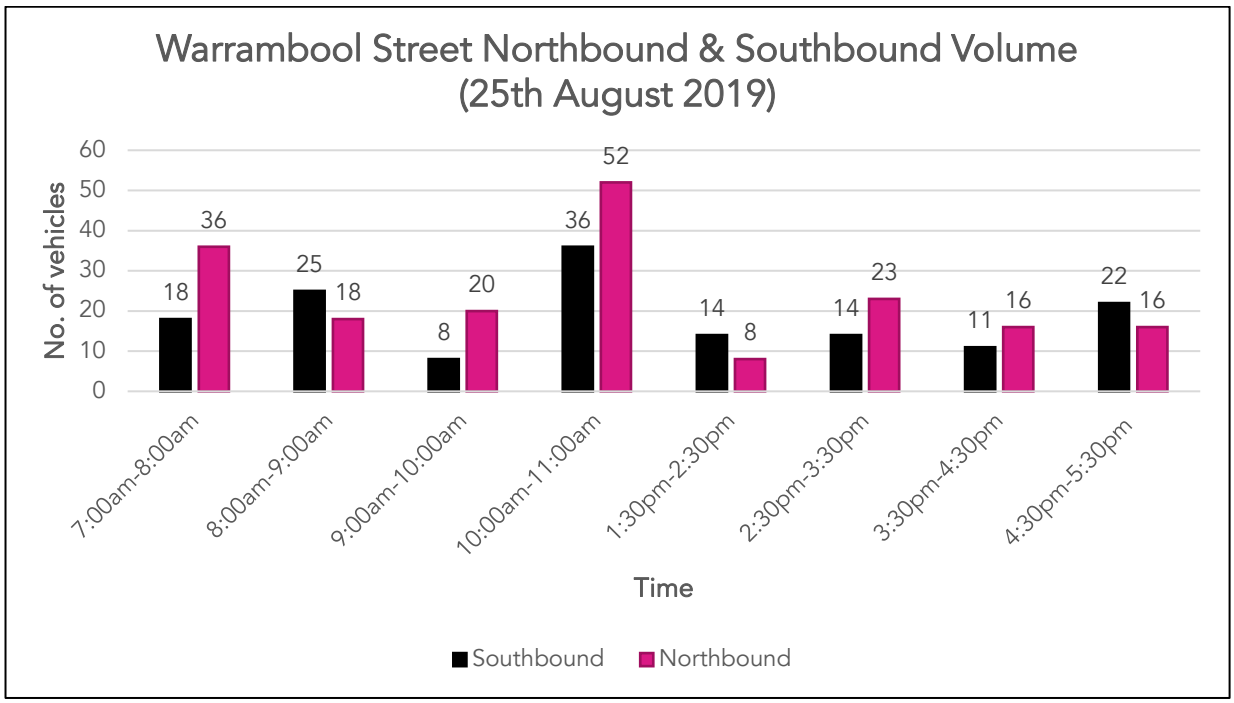

Figure 20 - Northbound & Southbound Volumes (25th August 2019)

The total vehicular volume can also be separated into light and heavy vehicles. This is summarised in the following figures.

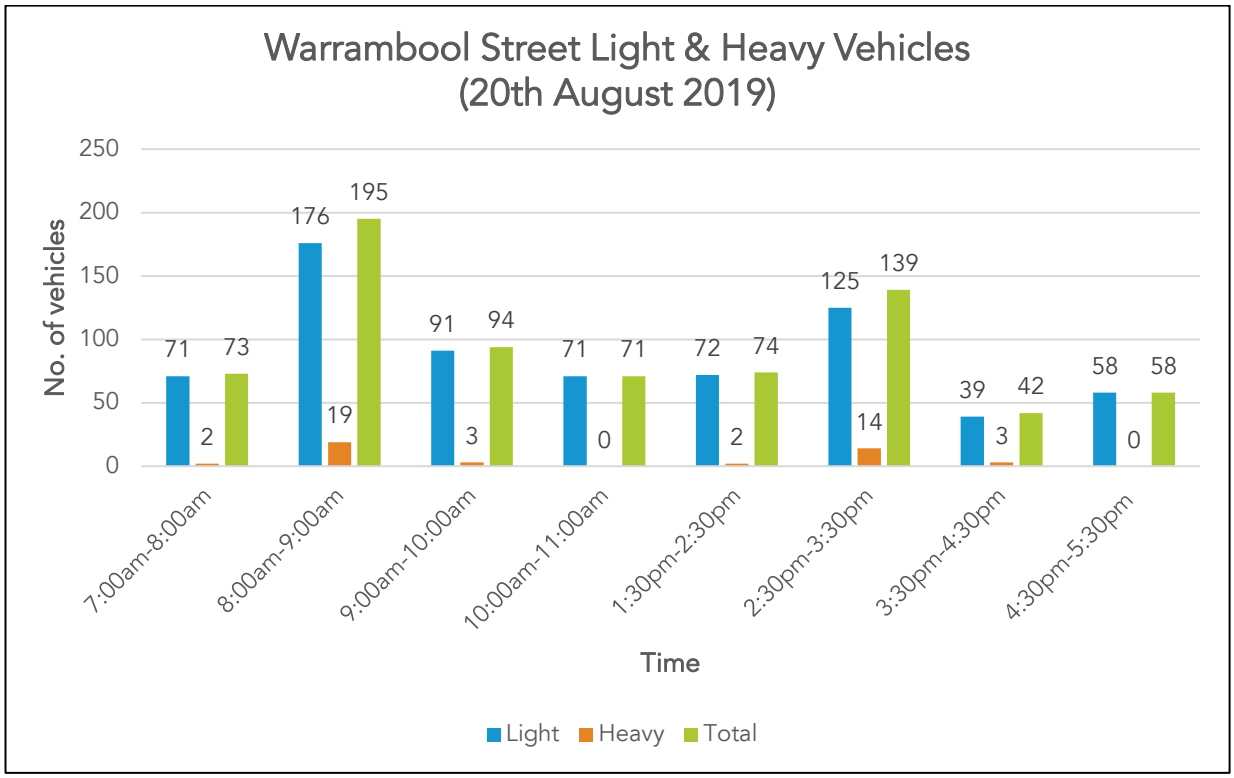

Figure 21 – Light & Heavy Vehicle Volume (20th August 2019)

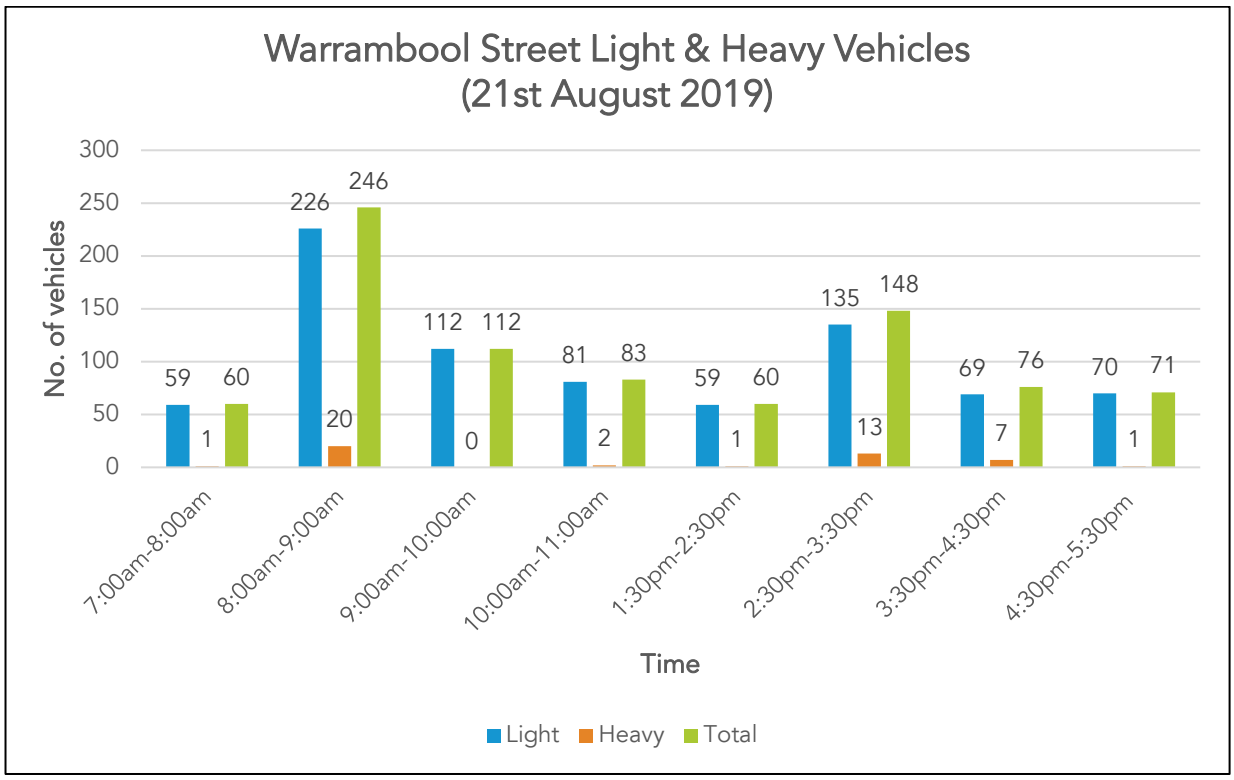

Figure 22 – Light & Heavy Vehicle Volume (21st August 2019)

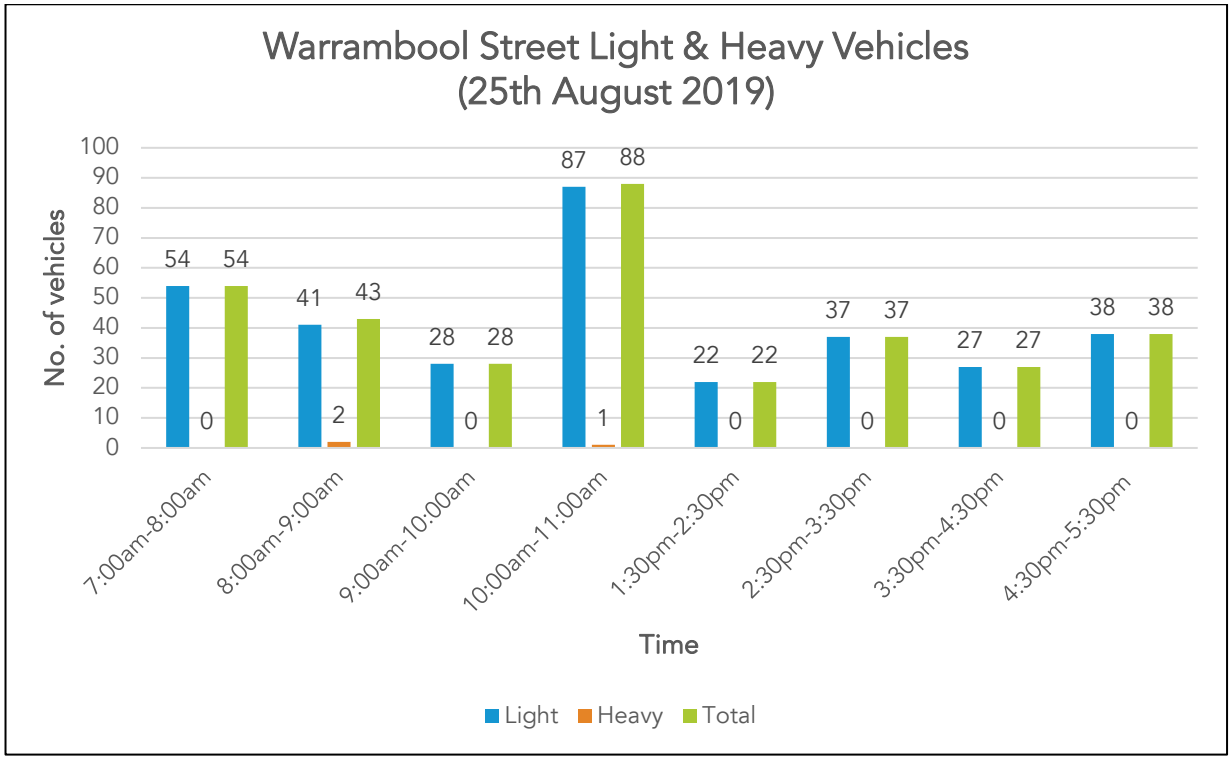

Figure 23 – Light & Heavy Vehicle Volume (25th August 2019)

The following conclusions can be gathered from Figure 22 and Figure 23:

- The traffic volume is significantly greater during the weekday compared to the weekend;

- The peak traffic volume, along Warrambool Street, during the weekday occurred at school drop-off and pick-up hours, 8:00am-9:00am and 2:30pm-3:30pm respectively;
- The peak traffic volume, along Warrambool Street, during the weekend occurred closer to midday between 10:00am-11:00am;
- Outside of these peak hours, the traffic volume along Warrambool Street is considered to be low;
- The volume of heavy vehicles turning into Warrambool Street peaked during school drop-off and pick-up hours (20 vehicles during drop-off and 20 vehicles during pick-up). This increase in heavy vehicle activity is due to school buses dropping off and picking up students associated with St Patrick's School which is indicated by the similar volume of heavy vehicle activity during peak school periods for both the 20th and 21st August 2019. An existing bus zone is provided along the school frontage onto Warrambool Street, from 8:00am-9:30am & 2:30pm-4:00pm on school days (shown in Figure 24).

Figure 24 - Existing bus zone along Warrambool Street

- Observations from the site visit found that during school drop-off hours buses will turn into Warrambool Street from Animoo Avenue, drop off the students at the bus zone and continue southbound towards Noorebar Avenue. During pick-up hours, buses will typically arrive 10-15mins prior to the end of school; and
- A funeral service was also taking place during the site visit, on 21st August 2019, from 9:30am-11:00am. This is reflected in the higher traffic volume during this time period on 21st August 2019, when compared to 20th August 2019 (shown in Figure 18 and Figure 19). A comparison of the figures indicates that there were approximately 30 more vehicles along Warrambool Street between 9:00am-11:00am, on 21st August 2019.

5. Parking Conditions

As part of this study, parking characteristics along the roads surrounding the Hospital were observed with particular focus along Warrambool Street. This was undertaken by means of length-of-stay and occupancy surveys of the on-street parking spaces.

5.1 Animoo Avenue & Noorebar Avenue

Occupancy counts were undertaken along Animoo Avenue and Noorebar Avenue during the site visit on Wednesday, 21st August 2019, between Warrambool Street as shown in Figure 25.

Figure 25 - Occupancy survey of Animoo Avenue and Noorebar Avenue

As shown in the figure above, the northern/western side can accommodate approximately 90 spaces whilst the southern/eastern side can accommodate approximately 84 spaces.

The occupancy survey was undertaken between 8:00am and 5:00pm and the results have been summarised in Table 4 and Figure 26.

Table 4 - Animoo Avenue & Noorebar Avenue Occupancy Survey Results (number of spaces occupied)

	8:00am-9:00am	9:00am-10:00am	10:00am-11:00am	11:00am-12:00pm	12:00pm-1:00pm	1:00pm-2:00pm	2:00pm-3:00pm	3:00pm-4:00pm	4:00pm-5:00pm
North/West	12	10	11	11	11	11	12	12	10
South/East	8	14	18	15	13	14	14	13	13

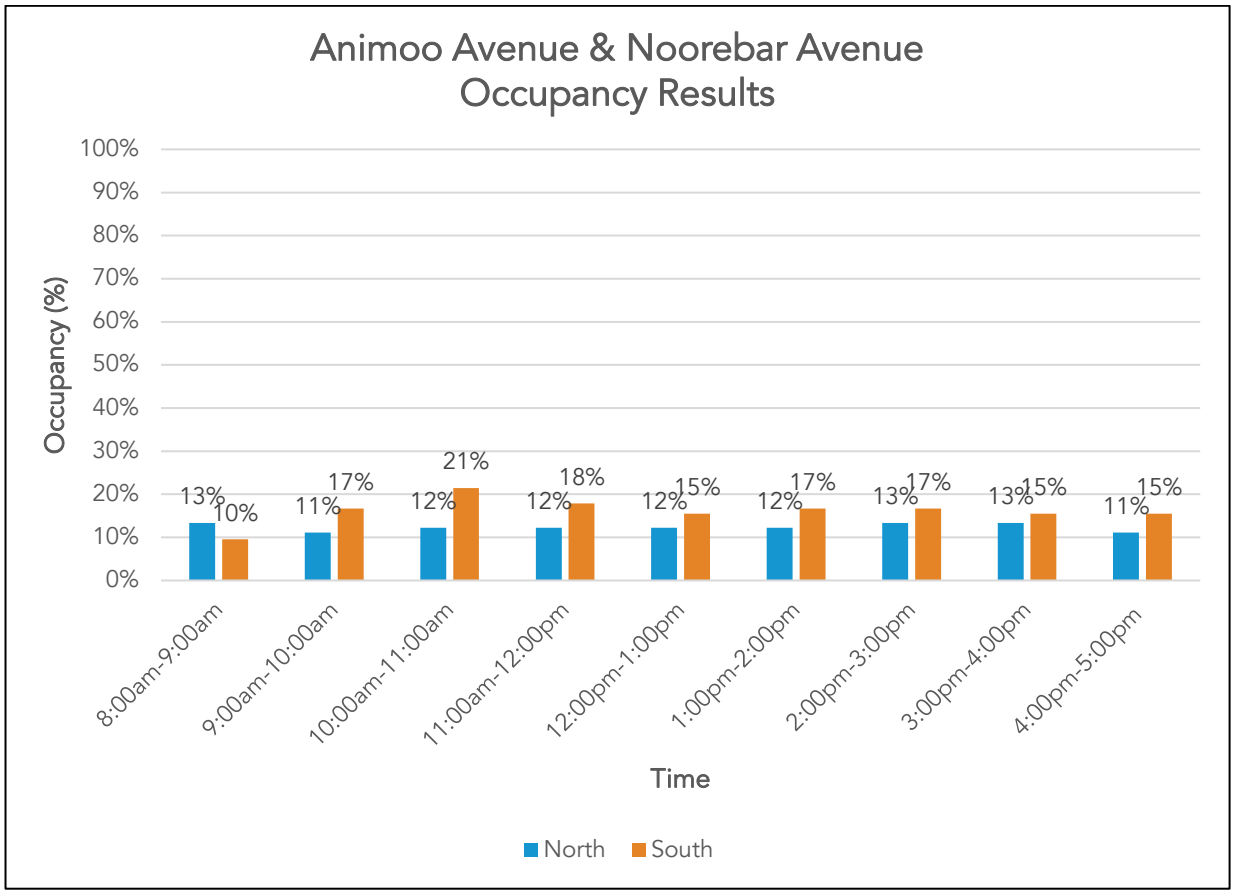

Figure 26 - Animoo Avenue & Noorebar Avenue Occupancy

The results indicate that the on-street parking spaces along Animoo Avenue and Noorebar Avenue are underutilised, which is most likely due to the availability of on-campus parking within the Hospital and convenience of parking along Warrambool Street because of its close proximity to buildings on the north-eastern side of the Hospital (e.g. Maternity Building) and St Vincent's Private Community Hospital.

Site observations also indicated that a number of the vehicles parked along Animoo Avenue and Noorebar Avenue were contractor vehicles associated with the construction of the Ambulatory Care Hub.

5.2 Warrambool Street

Unlike Animoo Avenue and Noorebar Avenue, the on-street parking spaces along Warrambool Street are formally line marked (90-degree spaces along the western side and 45-degree/parallel spaces along the eastern side).

A length of stay survey was undertaken along Warrambool Street to determine the average length of stay, turnover and occupancy of the parking spaces. The results can also provide insight into the type of users parking along Warrambool Street.

5.2.1 Length of Stay & Turnover

The length of stay for each parking space is represented in Figure 27.

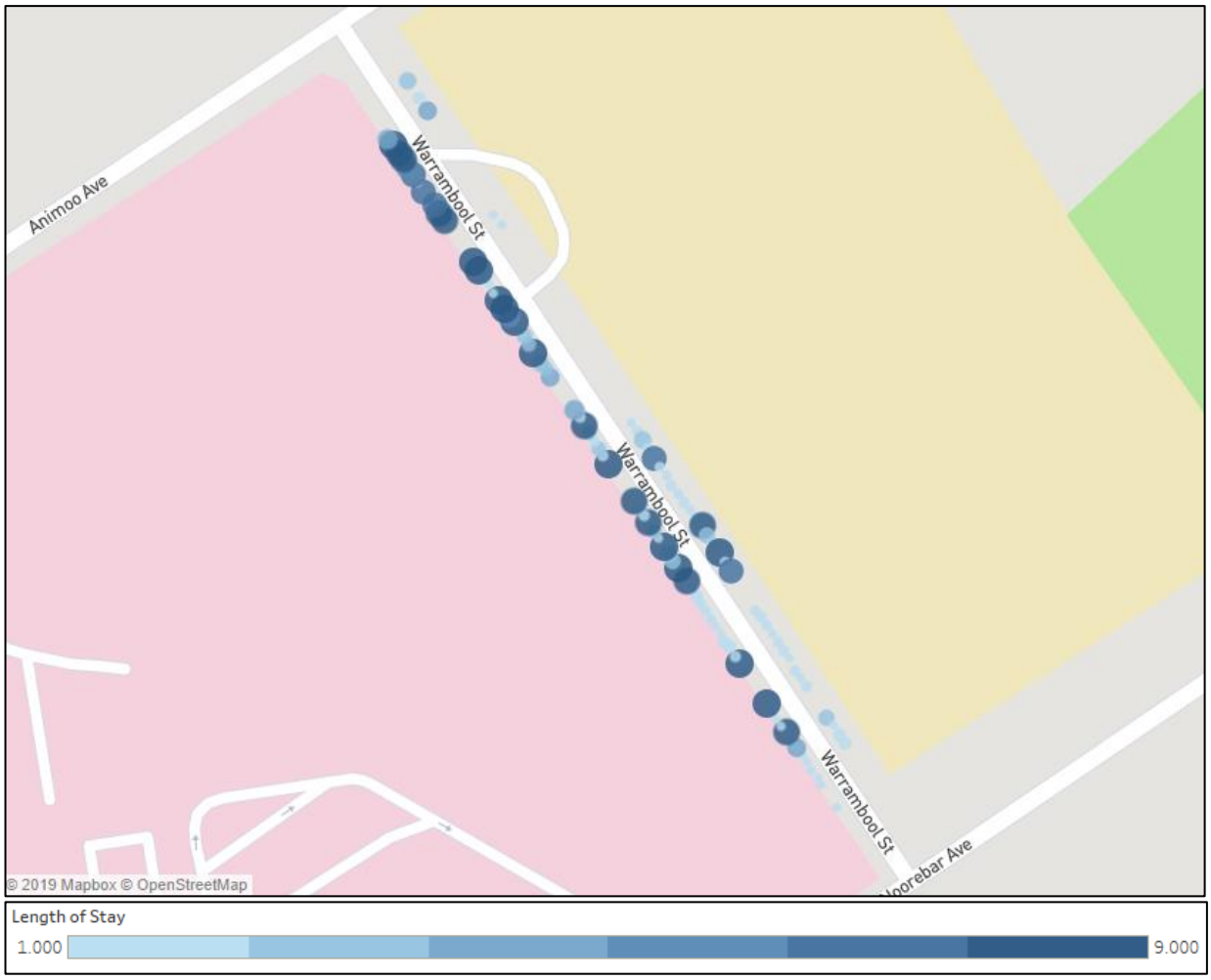

Figure 27 - Length of stay for each space

The average length of stay along the eastern side of Warrambool Street was estimated to be 2 hours whilst the western side was approximately 3.17 hours.

Similarly, the turnover diagram shown in Figure 28 can also provide an indication of the parking activity, along Warrambool Street, on a typical weekday. The turnover is negatively correlated with the length of stay, and as such, the spaces shown in light blue, in Figure 27, will be shown dark orange in Figure 28.

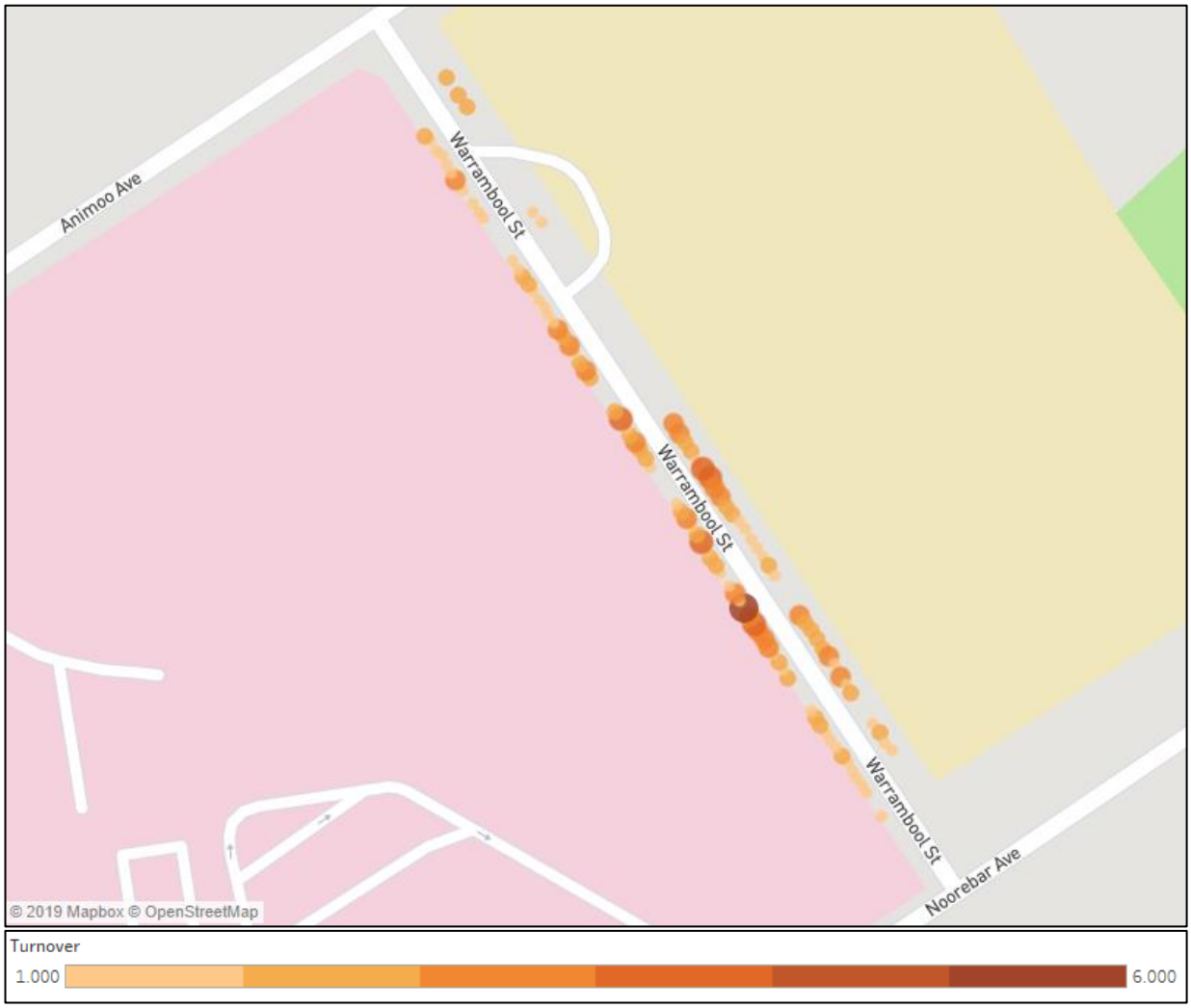

Figure 28 - Turnover for each space

The average turnover along the eastern side of Warrambool Street was estimated to be 1.25 vehicles whilst the western side was approximately 1.68 vehicles.

Figure 27 indicates that many of the occupied spaces along Warrambool Street had an average length of stay of more than 4 hours, which is particularly evident along the western side of Warrambool Street. The eastern side was largely unoccupied throughout the day. These spaces can be assumed to be occupied by staff associated with the Hospital and St Vincent's Private Community Hospital.

Figure 28 indicates that the spaces along Warrambool Street do not experience high turnover rate which shows that, overall, there is not a significant number of vehicle movements in and out of the spaces along the street. The spaces which are shown in dark orange can be attributed to the visitor movements associated with the church and school.

The change in length of stay behaviour, along Warrambool Street, can also be observed through the following figures which represents changes in occupancy over the day.

Figure 29 - Change in length of stay behaviour

The figures do not indicate any abnormal parking behaviours along Warrambool Street. The on-street parking spaces are predominantly unoccupied early in the morning with some long stay users (assumed to be staff) parked along the western side of the street. The funeral service at the Sacred Heart Church is reflected in the increase in short stay users at 10:00am whilst the increase at 3:00pm is in line with the school pick-up hour.

5.2.2 Occupancy

The occupancy results along Warrambool Street are summarised in Table 5 and Figure 30.

Table 5 - Occupancy Results (Warrambool Street)

Street	Side	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM
Warrambool St From Animoo Ave to Noorebar Ave	East	7.7%	38.5%	47.4%	49.1%	31.6%	15.8%	15.8%	69.2%	7.0%
	West	33.3%	49.3%	80.0%	72.0%	62.7%	60.0%	58.7%	66.7%	46.7%
Grand Total		**24.6%**	**45.6%**	**65.9%**	**62.1%**	**49.2%**	**40.9%**	**40.2%**	**67.5%**	**29.5%**

Occupancy
50% - 85%
<= 50%

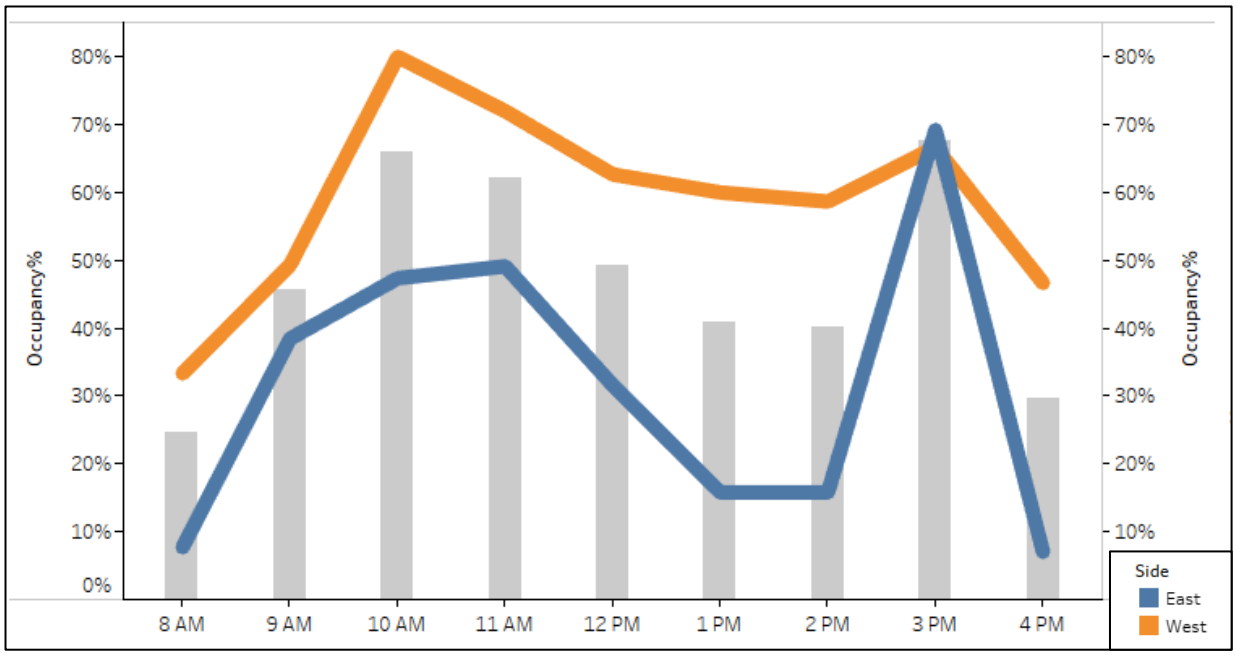

Figure 30 - Warrambool Street Occupancy Chart

As shown in Figure 30, the occupancy peaked at around 10:00am and 3:00pm. This is in line with the change in length of stay behaviour shown in Figure 29 which indicated an increase in short stay parking due to the funeral service in the morning and the school pick-up hour.

Outside of these peak hours, the spaces along Warrambool Street were underutilised with an occupancy ranging from 30-50%. It is also noted that there was still a 20% spare capacity during peak occupancy.

6. Traffic & Parking Impact

As part of the Stage 2 Redevelopment, the ambulance and service vehicle entry/exit driveways are proposed to be along Warrambool Street, as shown in Figure 2.

It is understood that concerns have been raised with providing the driveways along Warrambool Street, particularly the ambulance access points, due to the high traffic and parking activity along the roadway and the presence of St Patricks Primary School and the Sacred Heart Church.

NSW Ambulance have provided current emergency response data which is summarised in Table 6.

Table 6 - Emergency Response Data

Calendar Year	Transport to Hospital	Transport Count	Variation from baseline
2017	Griffith Hospital	3,559	-
2018	Griffith Hospital	3,728	3.17%
2019	Griffith Hospital	3,771	5.97%[4]

As shown in Table 6, NSW Ambulance has estimated the transport count to be approximately 3,771 in 2019. Although it is acknowledged that traffic generation associated with ambulance vehicles will inherently lead to variable daily and hourly trips, for simplicity, this will average out to be approximately 20 ambulance trips[5] per day which is less than 1 ambulance trip per hour.

Based on the site observations and the results summarised in Sections 4 and 5, the traffic and parking activities are expected to have minor impact to the operations of the ambulance vehicles.

The intersection counts indicate that the traffic volumes peak at school drop-off and pick-up hours and observations from site visit found that the sudden increase in traffic activity spanned for a period of 15-20 minutes before returning to normal conditions. This can be seen in Figure 31 which shows the changes in traffic volume at 15-minute intervals during school drop-off and pick-up hours.

[4] NSW Ambulance has indicated that there will be a 5.9% (approximate) increase in work load/traffic when comparing between January and August for 2017 and 2019

[5] (3,771transport counts/365 days) x 2 (in/out) = 20 trips

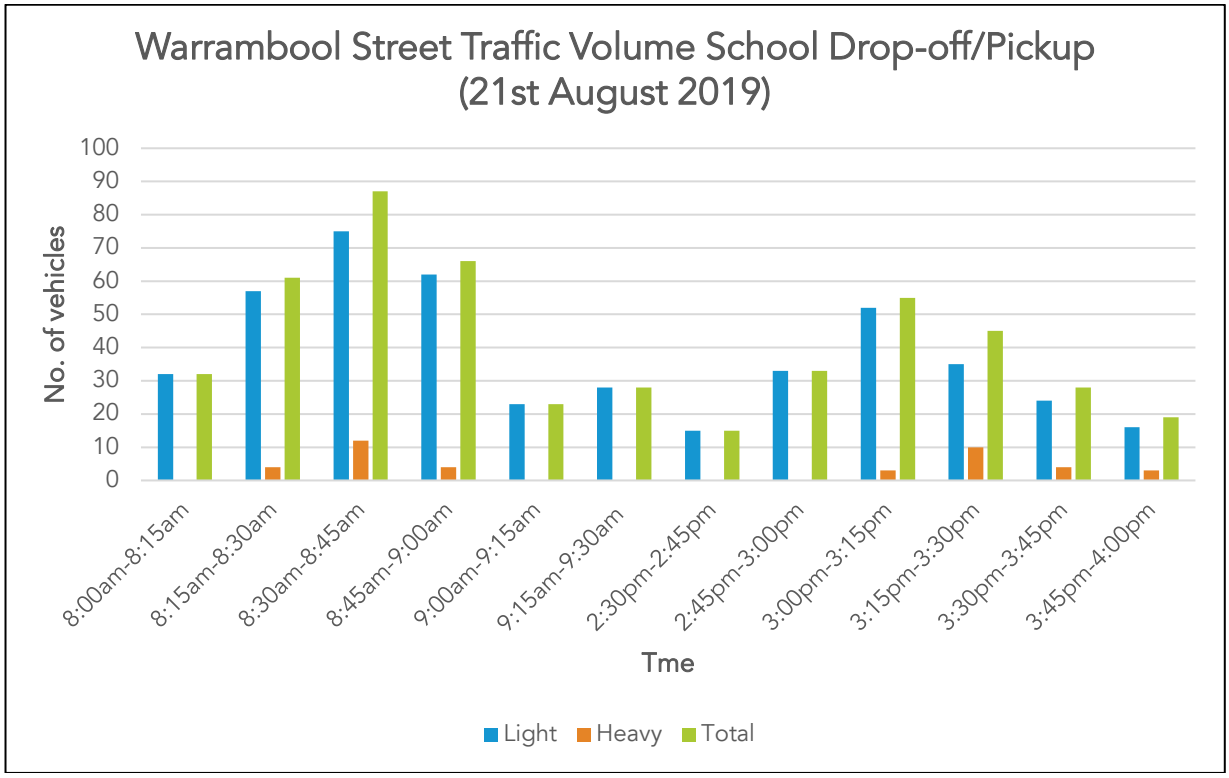

Figure 31 - Warrambool Street traffic volume during school drop-off/pick-up

The following figures and tables indicate minimal 95% back of queue distance along Warrambool Street and an average delay of approximately 3-5 seconds which is considered to be minor. As such, it is not expected that the ambulance vehicles will be held up at the Warrambool Street/Animoo Avenue & Warrambool Street/Noorebar Avenue intersections for an extended period of time. It is also noted that, in an emergency situation, ambulance vehicles will be operating their sirens which will give them right of way.

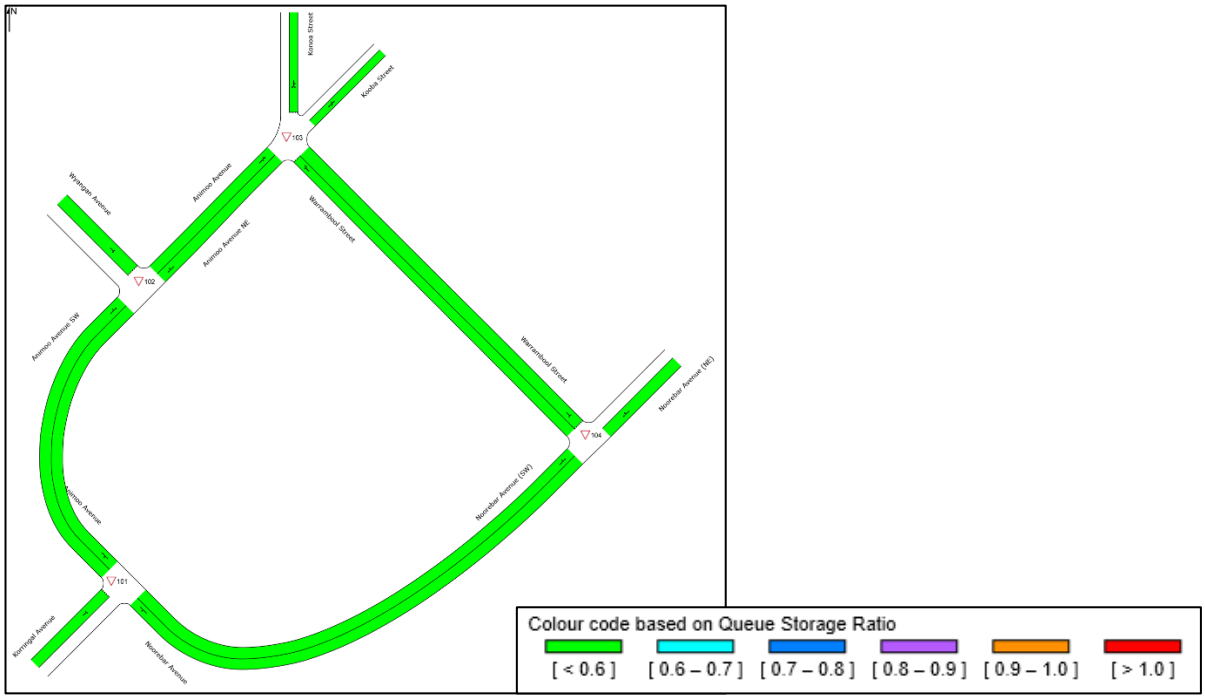

Figure 32 - Queue Distance (%ile) - 2024 Weekday AM Peak

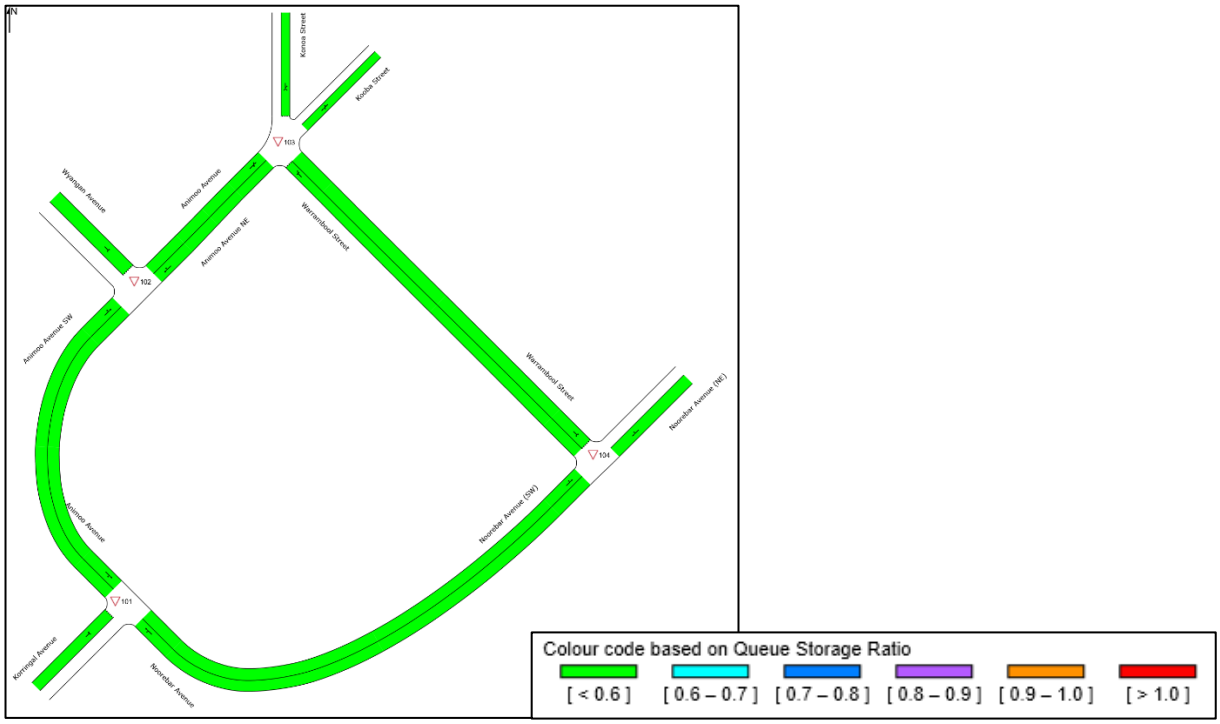

Figure 33 - Queue Distance (%ile) - 2024 Weekday PM Peak

Table 7 - Warrambool Street Performance Indicators (mid-2024 Weekday AM Peak)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
SouthEast: Warrambool Street															
Lane 1	55	0.0	55	0.0	1268	0.043	100	3.7	LOS A	0.2	1.1	Full	330	0.0	0.0
Approach	55	0.0	55	0.0		0.043		3.7	LOS A	0.2	1.1				
NorthWest: Warrambool Street															
Lane 1	134	15.7	134	15.7	996	0.134	100	4.7	LOS A	0.5	3.9	Full	330	0.0	0.0
Approach	134	15.7	134	15.7		0.134		4.7	LOS A	0.5	3.9				

Table 8 - Warrambool Street Peformance Indicators (mid-2024 Weekday PM Peak)

Lane Use and Performance															
	Demand Flows		Arrival Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total veh/h	HV %	Total veh/h	HV %	veh/h	v/c	%	sec		Veh	Dist m		m	%	%
SouthEast: Warrambool Street															
Lane 1	59	5.4	59	5.4	1130	0.052	100	3.8	LOS A	0.2	1.4	Full	330	0.0	0.0
Approach	59	5.4	59	5.4		0.052		3.8	LOS A	0.2	1.4				
NorthWest: Warrambool Street															
Lane 1	149	14.1	149	14.1	992	0.151	100	4.9	LOS A	0.6	4.4	Full	330	0.0	0.0
Approach	149	14.1	149	14.1		0.151		4.9	LOS A	0.6	4.4				

Observations also found that school drop-off and pick-up activities predominantly occurred on the eastern side of Warrambool Street, with a few parents dropping-off and picking-up the students on the western side of Warrambool Street (refer to Figure 29). The bus zone is also located on the eastern side of Warrambool Street. As such the number of pedestrian crossing Warrambool Street during school drop-off and pick-up hours were observed to be minor.

In regard to service vehicle movements, a loading dock management plan (LDMP) can be in place to ensure that any delivery or waste collection activities occur outside of the peak hours (school drop-off/ pick-up) to ensure that there is no major impact on the operations of the Hospital and existing traffic conditions along Warrambool Street.

7. Other Considerations

It is noted that the roads surrounding the hospital have a considerable carriageway width, where Animoo Avenue and Noorebar Avenue have a roadway width of approximately 13m whilst Warrambool Street has a width of approximately 19.5m. Although the 90-degree and 45-degree parking spaces naturally narrows down Warrambool Street, the travel lane is still approximately 10m. This is a considerable distance for pedestrians and cyclists to cross, and although there is a shared user path along the Animoo Avenue/Noorebar Avenue perimeter of the Hospital (see Figure 35) , there is minimal crossing infrastructure along these roadways.

Figure 34 - Warrambool Street from Animoo Avenue (photo taken from site visit on 21st August 2019)

Figure 35 - Existing Shared User Path along Animoo Avenue & Noorebar Avenue (photo taken from site visit on 21st August 2019)

The number of pedestrians crossing Warrambool Street, throughout the day, was observed to be minor (even more so for Animoo Avenue and Noorebar Avenue), it is noted that there is a slight increase in pedestrian activity during school drop-off and peak-up hours as well as during funeral/church service hours. Although this increase generally spanned for a short period of time (15-20mins) and is not expected to cause major impacts to the operations of the ambulance and service vehicles, it is noted that drivers should be made aware of the presence of children and other pedestrians along Warrambool Street.

It should also be noted that there are still silent cops installed at intersections, such as the one installed at the Warrambool Street/ Animoo Avenue intersection (see Figure 36). It should be noted that the RMS no longer supports the installation of these devices and recommends Councils to remove them from the road due to the hazards it causes to vehicles (particularly motorcyclists) and pedestrians.

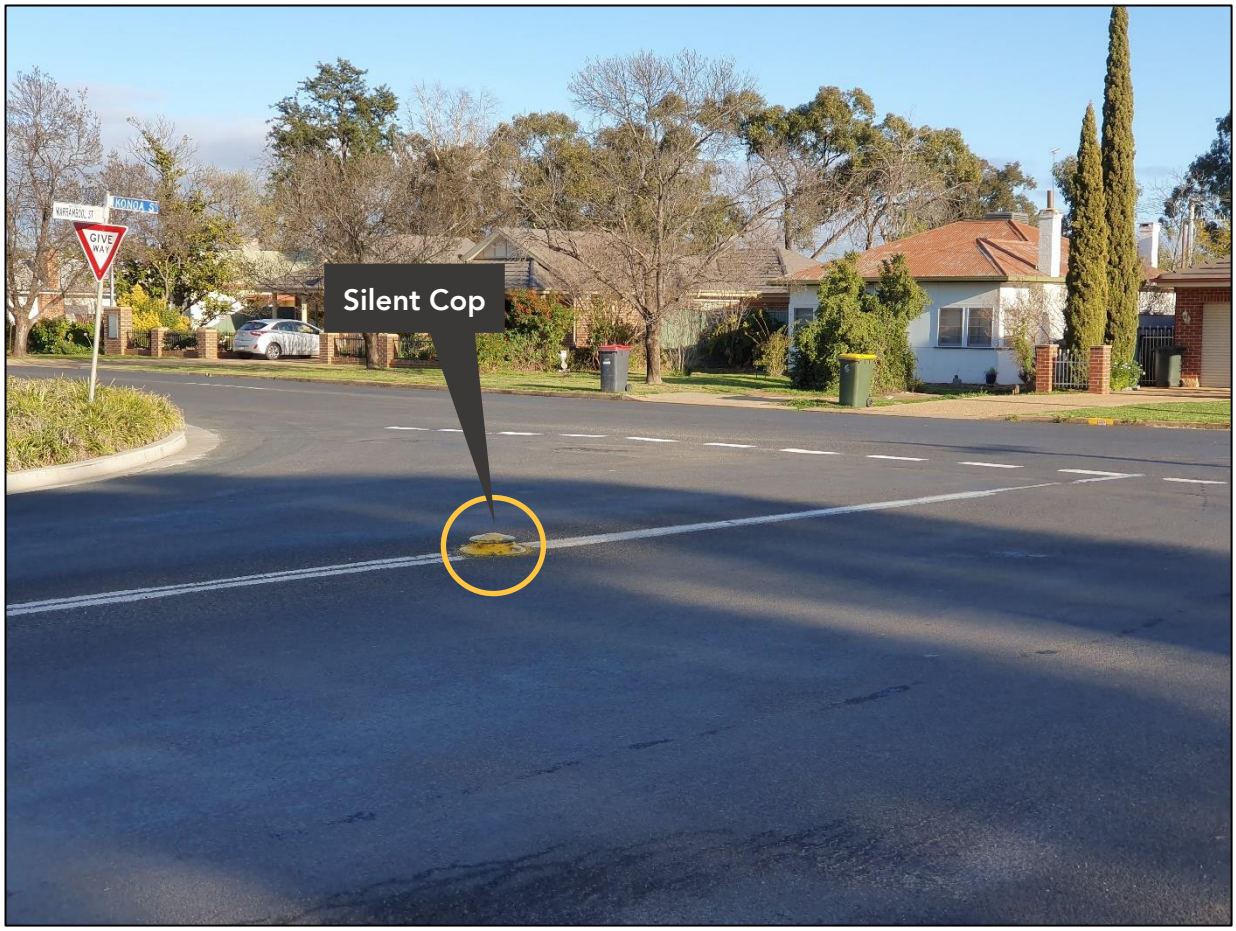

Figure 36 - Silent Cop installed at Warrambool Street/ Animoo Avenue Intersection

Attachment 1 - SIDRA Movement Summaries

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekday - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	100	6.3	100	6.3	0.104	4.6	LOS A	0.0	0.0	0.00	0.27	0.00	45.8
22	T1	99	19.1	99	19.1	0.104	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	46.3
Approach		199	12.7	199	12.7	0.104	2.3	NA	0.0	0.0	0.00	0.27	0.00	46.0
NorthWest: Animoo Avenue														
28	T1	148	1.4	148	1.4	0.140	0.5	LOS A	0.6	4.6	0.27	0.21	0.27	43.3
29	R2	99	3.2	99	3.2	0.140	5.3	LOS A	0.6	4.6	0.27	0.21	0.27	44.6
Approach		247	2.1	247	2.1	0.140	2.4	NA	0.6	4.6	0.27	0.21	0.27	43.9
SouthWest: Korringal Avenue														
30	L2	102	14.4	102	14.4	0.174	5.1	LOS A	0.7	5.1	0.25	0.55	0.25	31.5
32	R2	88	0.0	88	0.0	0.174	6.4	LOS A	0.7	5.1	0.25	0.55	0.25	31.5
Approach		191	7.7	191	7.7	0.174	5.7	LOS A	0.7	5.1	0.25	0.55	0.25	31.5
All Vehicles		637	7.1	637	7.1	0.174	3.4	NA	0.7	5.1	0.18	0.33	0.18	42.7

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekday - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	126	1.7	126	1.7	0.074	0.1	LOS A	0.1	1.0	0.09	0.07	0.09	46.0
26	R2	19	5.6	19	5.6	0.074	5.2	LOS A	0.1	1.0	0.09	0.07	0.09	46.8
Approach		145	2.2	145	2.2	0.074	0.8	NA	0.1	1.0	0.09	0.07	0.09	46.1
NorthWest: Wyangan Avenue														
27	L2	52	4.1	52	4.1	0.142	5.1	LOS A	0.5	3.8	0.30	0.56	0.30	31.8
29	R2	101	3.1	101	3.1	0.142	5.9	LOS A	0.5	3.8	0.30	0.56	0.30	31.8
Approach		153	3.4	153	3.4	0.142	5.6	LOS A	0.5	3.8	0.30	0.56	0.30	31.8
SouthWest: Animoo Avenue SW														
30	L2	36	20.6	36	20.6	0.091	4.7	LOS A	0.0	0.0	0.00	0.11	0.00	45.0
31	T1	133	20.6	133	20.6	0.091	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	47.6
Approach		168	20.6	168	20.6	0.091	1.0	NA	0.0	0.0	0.00	0.11	0.00	46.8
All Vehicles		466	9.3	466	9.3	0.142	2.5	NA	0.5	3.8	0.13	0.25	0.13	42.2

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekday - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	38	0.0	38	0.0	0.039	3.5	LOS A	0.1	1.0	0.10	0.43	0.10	35.8
23a	R1	5	0.0	5	0.0	0.039	3.5	LOS A	0.1	1.0	0.10	0.43	0.10	20.2
23	R2	7	0.0	7	0.0	0.039	4.6	LOS A	0.1	1.0	0.10	0.43	0.10	42.7
Approach		51	0.0	51	0.0	0.039	3.7	LOS A	0.1	1.0	0.10	0.43	0.10	34.9
NorthEast: Kooba Street														
24	L2	12	0.0	12	0.0	0.026	4.6	LOS A	0.0	0.1	0.01	0.13	0.01	48.4
25	T1	40	2.6	40	2.6	0.026	0.0	LOS A	0.0	0.1	0.01	0.13	0.01	48.4
26b	R3	1	0.0	1	0.0	0.026	5.5	LOS A	0.0	0.1	0.01	0.13	0.01	28.9
Approach		53	2.0	53	2.0	0.026	1.1	NA	0.0	0.1	0.01	0.13	0.01	47.7
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.096	4.1	LOS A	0.4	2.6	0.33	0.53	0.33	45.7
7a	L1	42	12.5	42	12.5	0.096	3.1	LOS A	0.4	2.6	0.33	0.53	0.33	24.1
9a	R1	53	0.0	53	0.0	0.096	3.7	LOS A	0.4	2.6	0.33	0.53	0.33	24.1
Approach		96	5.5	96	5.5	0.096	3.4	LOS A	0.4	2.6	0.33	0.53	0.33	25.5
SouthWest: Animoo Avenue														
30a	L1	19	5.6	19	5.6	0.105	3.3	LOS A	0.5	4.1	0.14	0.28	0.14	13.8
31	T1	58	23.6	58	23.6	0.105	0.2	LOS A	0.5	4.1	0.14	0.28	0.14	45.2
32	R2	101	14.6	101	14.6	0.105	3.6	LOS A	0.5	4.1	0.14	0.28	0.14	33.1
Approach		178	16.6	178	16.6	0.105	2.4	NA	0.5	4.1	0.14	0.28	0.14	36.2
All Vehicles		377	9.5	377	9.5	0.105	2.7	NA	0.5	4.1	0.17	0.34	0.17	37.4

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekday - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekday AM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	155	2.7	155	2.7	0.104	0.2	LOS A	0.3	2.2	0.14	0.10	0.14	38.0
26	R2	45	0.0	45	0.0	0.104	3.8	LOS A	0.3	2.2	0.14	0.10	0.14	38.0
Approach		200	2.1	200	2.1	0.104	1.0	NA	0.3	2.2	0.14	0.10	0.14	38.0
NorthWest: Warrambool Street														
27	L2	57	3.7	57	3.7	0.123	3.8	LOS A	0.5	3.6	0.26	0.49	0.26	37.2
29	R2	68	24.6	68	24.6	0.123	5.3	LOS A	0.5	3.6	0.26	0.49	0.26	34.9
Approach		125	15.1	125	15.1	0.123	4.6	LOS A	0.5	3.6	0.26	0.49	0.26	36.3
SouthWest: Noorebar Avenue (SW)														
30	L2	49	2.1	49	2.1	0.079	3.4	LOS A	0.0	0.0	0.00	0.14	0.00	39.0
31	T1	115	0.0	115	0.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.4
Approach		164	0.6	164	0.6	0.079	1.0	NA	0.0	0.0	0.00	0.14	0.00	39.3
All Vehicles		489	4.9	489	4.9	0.123	1.9	NA	0.5	3.6	0.13	0.21	0.13	38.1

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

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekday - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	78	1.4	78	1.4	0.121	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	46.9
22	T1	154	19.9	154	19.9	0.121	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	47.3
Approach		232	13.6	232	13.6	0.121	1.5	NA	0.0	0.0	0.00	0.18	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	133	2.4	133	2.4	0.135	0.6	LOS A	0.6	4.5	0.30	0.23	0.30	42.8
29	R2	98	3.2	98	3.2	0.135	5.5	LOS A	0.6	4.5	0.30	0.23	0.30	44.2
Approach		231	2.7	231	2.7	0.135	2.7	NA	0.6	4.5	0.30	0.23	0.30	43.5
SouthWest: Korringal Avenue														
30	L2	91	11.6	91	11.6	0.184	5.3	LOS A	0.7	5.3	0.33	0.59	0.33	30.8
32	R2	97	3.3	97	3.3	0.184	6.7	LOS A	0.7	5.3	0.33	0.59	0.33	30.8
Approach		187	7.3	187	7.3	0.184	6.0	LOS A	0.7	5.3	0.33	0.59	0.33	30.8
All Vehicles		649	7.9	649	7.9	0.184	3.2	NA	0.7	5.3	0.20	0.32	0.20	43.1

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekday - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	117	0.9	117	0.9	0.078	0.3	LOS A	0.2	1.6	0.17	0.11	0.17	43.7
26	R2	31	6.9	31	6.9	0.078	5.4	LOS A	0.2	1.6	0.17	0.11	0.17	45.3
Approach		147	2.1	147	2.1	0.078	1.3	NA	0.2	1.6	0.17	0.11	0.17	44.2
NorthWest: Wyangan Avenue														
27	L2	37	2.9	37	2.9	0.113	5.1	LOS A	0.4	2.9	0.32	0.57	0.32	31.6
29	R2	78	6.8	78	6.8	0.113	6.1	LOS A	0.4	2.9	0.32	0.57	0.32	31.6
Approach		115	5.5	115	5.5	0.113	5.8	LOS A	0.4	2.9	0.32	0.57	0.32	31.6
SouthWest: Animoo Avenue SW														
30	L2	64	9.8	64	9.8	0.115	4.7	LOS A	0.0	0.0	0.00	0.16	0.00	45.3
31	T1	149	23.2	149	23.2	0.115	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	46.3
Approach		214	19.2	214	19.2	0.115	1.4	NA	0.0	0.0	0.00	0.16	0.00	45.9
All Vehicles		476	10.6	476	10.6	0.115	2.4	NA	0.4	2.9	0.13	0.24	0.13	42.6

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekday - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	32	6.7	32	6.7	0.047	3.6	LOS A	0.2	1.2	0.14	0.42	0.14	35.8
23a	R1	13	0.0	13	0.0	0.047	3.6	LOS A	0.2	1.2	0.14	0.42	0.14	20.2
23	R2	9	0.0	9	0.0	0.047	4.4	LOS A	0.2	1.2	0.14	0.42	0.14	42.7
Approach		54	3.9	54	3.9	0.047	3.7	LOS A	0.2	1.2	0.14	0.42	0.14	32.4
NorthEast: Kooba Street														
24	L2	13	8.3	13	8.3	0.033	4.7	LOS A	0.0	0.1	0.01	0.11	0.01	48.7
25	T1	53	0.0	53	0.0	0.033	0.0	LOS A	0.0	0.1	0.01	0.11	0.01	48.7
26b	R3	1	0.0	1	0.0	0.033	5.7	LOS A	0.0	0.1	0.01	0.11	0.01	30.1
Approach		66	1.6	66	1.6	0.033	1.0	NA	0.0	0.1	0.01	0.11	0.01	48.2
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.059	4.2	LOS A	0.2	1.5	0.32	0.52	0.32	45.6
7a	L1	14	15.4	14	15.4	0.059	3.1	LOS A	0.2	1.5	0.32	0.52	0.32	23.7
9a	R1	40	2.6	40	2.6	0.059	3.6	LOS A	0.2	1.5	0.32	0.52	0.32	23.7
Approach		55	5.8	55	5.8	0.059	3.5	LOS A	0.2	1.5	0.32	0.52	0.32	26.1
SouthWest: Animoo Avenue														
30a	L1	55	3.8	55	3.8	0.106	3.3	LOS A	0.5	3.8	0.14	0.26	0.14	13.7
31	T1	64	27.9	64	27.9	0.106	0.2	LOS A	0.5	3.8	0.14	0.26	0.14	45.3
32	R2	62	25.4	62	25.4	0.106	3.7	LOS A	0.5	3.8	0.14	0.26	0.14	33.3
Approach		181	19.8	181	19.8	0.106	2.3	NA	0.5	3.8	0.14	0.26	0.14	31.4
All Vehicles		356	11.8	356	11.8	0.106	2.5	NA	0.5	3.8	0.15	0.30	0.15	34.8

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekday - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekday PM]

Scenario 1 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	126	3.3	126	3.3	0.080	0.2	LOS A	0.2	1.4	0.13	0.08	0.13	38.4
26	R2	25	8.3	25	8.3	0.080	4.1	LOS A	0.2	1.4	0.13	0.08	0.13	38.4
Approach		152	4.2	152	4.2	0.080	0.9	NA	0.2	1.4	0.13	0.08	0.13	38.4
NorthWest: Warrambool Street														
27	L2	72	1.5	72	1.5	0.138	4.0	LOS A	0.5	4.0	0.33	0.52	0.33	37.1
29	R2	68	26.2	68	26.2	0.138	5.5	LOS A	0.5	4.0	0.33	0.52	0.33	34.7
Approach		140	13.5	140	13.5	0.138	4.7	LOS A	0.5	4.0	0.33	0.52	0.33	36.2
SouthWest: Noorebar Avenue (SW)														
30	L2	41	0.0	41	0.0	0.106	3.4	LOS A	0.0	0.0	0.00	0.09	0.00	39.3
31	T1	180	1.8	180	1.8	0.106	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	39.6
Approach		221	1.4	221	1.4	0.106	0.6	NA	0.0	0.0	0.00	0.09	0.00	39.6
All Vehicles		513	5.5	513	5.5	0.138	1.8	NA	0.5	4.0	0.13	0.20	0.13	38.4

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

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekend - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	42	0.0	42	0.0	0.045	4.6	LOS A	0.0	0.0	0.00	0.25	0.00	46.6
22	T1	49	4.3	49	4.3	0.045	0.0	LOS A	0.0	0.0	0.00	0.25	0.00	46.7
Approach		92	2.3	92	2.3	0.045	2.1	NA	0.0	0.0	0.00	0.25	0.00	46.6
NorthWest: Animoo Avenue														
28	T1	82	0.0	82	0.0	0.071	0.2	LOS A	0.3	2.0	0.15	0.19	0.15	44.5
29	R2	52	2.0	52	2.0	0.071	4.8	LOS A	0.3	2.0	0.15	0.19	0.15	45.5
Approach		134	0.8	134	0.8	0.071	2.0	NA	0.3	2.0	0.15	0.19	0.15	45.0
SouthWest: Korringal Avenue														
30	L2	41	0.0	41	0.0	0.066	4.7	LOS A	0.2	1.7	0.14	0.51	0.14	32.6
32	R2	43	0.0	43	0.0	0.066	5.3	LOS A	0.2	1.7	0.14	0.51	0.14	32.6
Approach		84	0.0	84	0.0	0.066	5.0	LOS A	0.2	1.7	0.14	0.51	0.14	32.6
All Vehicles		309	1.0	309	1.0	0.071	2.8	NA	0.3	2.0	0.10	0.30	0.10	43.8

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekend - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	56	1.9	56	1.9	0.032	0.0	LOS A	0.1	0.4	0.05	0.07	0.05	46.5
26	R2	8	0.0	8	0.0	0.032	4.7	LOS A	0.1	0.4	0.05	0.07	0.05	48.0
Approach		64	1.6	64	1.6	0.032	0.7	NA	0.1	0.4	0.05	0.07	0.05	46.8
NorthWest: Wyangan Avenue														
27	L2	22	0.0	22	0.0	0.073	4.7	LOS A	0.3	1.8	0.16	0.50	0.16	33.1
29	R2	68	0.0	68	0.0	0.073	5.0	LOS A	0.3	1.8	0.16	0.50	0.16	33.1
Approach		91	0.0	91	0.0	0.073	4.9	LOS A	0.3	1.8	0.16	0.50	0.16	33.1
SouthWest: Animoo Avenue SW														
30	L2	32	3.3	32	3.3	0.039	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	45.6
31	T1	48	2.2	48	2.2	0.039	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	45.8
Approach		80	2.6	80	2.6	0.039	1.8	NA	0.0	0.0	0.00	0.21	0.00	45.7
All Vehicles		235	1.3	235	1.3	0.073	2.7	NA	0.3	1.8	0.08	0.28	0.08	41.8

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekend - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	16	6.7	16	6.7	0.019	3.5	LOS A	0.1	0.5	0.02	0.40	0.02	36.4
23a	R1	8	0.0	8	0.0	0.019	2.5	LOS A	0.1	0.5	0.02	0.40	0.02	20.4
23	R2	1	0.0	1	0.0	0.019	3.6	LOS A	0.1	0.5	0.02	0.40	0.02	43.0
Approach		25	4.2	25	4.2	0.019	3.2	LOS A	0.1	0.5	0.02	0.40	0.02	29.1
NorthEast: Kooba Street														
24	L2	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.16	0.05	47.9
25	T1	5	0.0	5	0.0	0.004	0.0	LOS A	0.0	0.1	0.05	0.16	0.05	47.9
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.05	0.16	0.05	28.7
Approach		7	0.0	7	0.0	0.004	1.5	NA	0.0	0.1	0.05	0.16	0.05	43.5
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.039	4.0	LOS A	0.1	0.9	0.15	0.45	0.15	46.5
7a	L1	6	0.0	6	0.0	0.039	2.4	LOS A	0.1	0.9	0.15	0.45	0.15	26.9
9a	R1	36	0.0	36	0.0	0.039	2.6	LOS A	0.1	0.9	0.15	0.45	0.15	26.9
Approach		43	0.0	43	0.0	0.039	2.6	LOS A	0.1	0.9	0.15	0.45	0.15	29.8
SouthWest: Animoo Avenue														
30a	L1	26	0.0	26	0.0	0.036	3.1	LOS A	0.1	1.1	0.03	0.32	0.03	12.9
31	T1	18	0.0	18	0.0	0.036	0.0	LOS A	0.1	1.1	0.03	0.32	0.03	45.6
32	R2	25	4.2	25	4.2	0.036	3.4	LOS A	0.1	1.1	0.03	0.32	0.03	33.9
Approach		69	1.5	69	1.5	0.036	2.4	NA	0.1	1.1	0.03	0.32	0.03	27.1
All Vehicles		145	1.4	145	1.4	0.039	2.6	NA	0.1	1.1	0.07	0.37	0.07	29.0

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekend - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekend AM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	73	0.0	73	0.0	0.047	0.1	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
26	R2	21	0.0	21	0.0	0.047	3.6	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
Approach		94	0.0	94	0.0	0.047	0.9	NA	0.1	0.9	0.10	0.10	0.10	38.3
NorthWest: Warrambool Street														
27	L2	17	6.3	17	6.3	0.029	3.6	LOS A	0.1	0.7	0.17	0.44	0.17	37.5
29	R2	20	0.0	20	0.0	0.029	3.9	LOS A	0.1	0.7	0.17	0.44	0.17	35.4
Approach		37	2.9	37	2.9	0.029	3.8	LOS A	0.1	0.7	0.17	0.44	0.17	36.6
SouthWest: Noorebar Avenue (SW)														
30	L2	34	0.0	34	0.0	0.048	3.4	LOS A	0.0	0.0	0.00	0.15	0.00	38.8
31	T1	67	0.0	67	0.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	39.3
Approach		101	0.0	101	0.0	0.048	1.1	NA	0.0	0.0	0.00	0.15	0.00	39.2
All Vehicles		232	0.5	232	0.5	0.048	1.5	NA	0.1	0.9	0.07	0.18	0.07	38.5

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

MOVEMENT SUMMARY

Site: 101 [Scenario 1 - Weekend - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	39	0.0	39	0.0	0.048	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	47.0
22	T1	61	0.0	61	0.0	0.048	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	47.3
Approach		100	0.0	100	0.0	0.048	1.8	NA	0.0	0.0	0.00	0.21	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	62	1.7	62	1.7	0.052	0.2	LOS A	0.2	1.4	0.15	0.18	0.15	44.6
29	R2	36	0.0	36	0.0	0.052	4.8	LOS A	0.2	1.4	0.15	0.18	0.15	45.8
Approach		98	1.1	98	1.1	0.052	1.9	NA	0.2	1.4	0.15	0.18	0.15	45.2
SouthWest: Korringal Avenue														
30	L2	22	4.8	22	4.8	0.049	4.8	LOS A	0.2	1.2	0.17	0.51	0.17	32.4
32	R2	38	0.0	38	0.0	0.049	5.2	LOS A	0.2	1.2	0.17	0.51	0.17	32.4
Approach		60	1.8	60	1.8	0.049	5.0	LOS A	0.2	1.2	0.17	0.51	0.17	32.4
All Vehicles		258	0.8	258	0.8	0.052	2.6	NA	0.2	1.4	0.10	0.27	0.10	44.5

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

MOVEMENT SUMMARY

Site: 102 [Scenario 1 - Weekend - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	35	0.0	35	0.0	0.021	0.1	LOS A	0.0	0.3	0.07	0.09	0.07	45.6
26	R2	7	0.0	7	0.0	0.021	4.7	LOS A	0.0	0.3	0.07	0.09	0.07	47.4
Approach		42	0.0	42	0.0	0.021	0.9	NA	0.0	0.3	0.07	0.09	0.07	46.0
NorthWest: Wyangan Avenue														
27	L2	20	0.0	20	0.0	0.069	4.7	LOS A	0.2	1.7	0.13	0.49	0.13	33.4
29	R2	66	1.6	66	1.6	0.069	4.9	LOS A	0.2	1.7	0.13	0.49	0.13	33.4
Approach		86	1.2	86	1.2	0.069	4.8	LOS A	0.2	1.7	0.13	0.49	0.13	33.4
SouthWest: Animoo Avenue SW														
30	L2	52	2.0	52	2.0	0.041	4.6	LOS A	0.0	0.0	0.00	0.33	0.00	44.3
31	T1	33	0.0	33	0.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	43.7
Approach		84	1.3	84	1.3	0.041	2.8	NA	0.0	0.0	0.00	0.33	0.00	44.1
All Vehicles		213	1.0	213	1.0	0.069	3.2	NA	0.2	1.7	0.07	0.35	0.07	41.0

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

MOVEMENT SUMMARY

Site: 103 [Scenario 1 - Weekend - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	4	0.0	4	0.0	0.008	3.4	LOS A	0.0	0.2	0.02	0.39	0.02	36.5
23a	R1	4	0.0	4	0.0	0.008	2.4	LOS A	0.0	0.2	0.02	0.39	0.02	20.4
23	R2	1	0.0	1	0.0	0.008	3.5	LOS A	0.0	0.2	0.02	0.39	0.02	43.1
Approach		9	0.0	9	0.0	0.008	3.0	LOS A	0.0	0.2	0.02	0.39	0.02	28.4
NorthEast: Kooba Street														
24	L2	2	0.0	2	0.0	0.004	4.6	LOS A	0.0	0.1	0.05	0.24	0.05	47.1
25	T1	4	0.0	4	0.0	0.004	0.0	LOS A	0.0	0.1	0.05	0.24	0.05	47.1
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.05	0.24	0.05	28.4
Approach		7	0.0	7	0.0	0.004	2.1	NA	0.0	0.1	0.05	0.24	0.05	42.8
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.035	4.0	LOS A	0.1	0.8	0.12	0.45	0.12	46.6
7a	L1	5	0.0	5	0.0	0.035	2.3	LOS A	0.1	0.8	0.12	0.45	0.12	27.2
9a	R1	34	0.0	34	0.0	0.035	2.5	LOS A	0.1	0.8	0.12	0.45	0.12	27.2
Approach		40	0.0	40	0.0	0.035	2.5	LOS A	0.1	0.8	0.12	0.45	0.12	30.3
SouthWest: Animoo Avenue														
30a	L1	23	0.0	23	0.0	0.027	3.1	LOS A	0.1	0.7	0.03	0.32	0.03	12.9
31	T1	15	0.0	15	0.0	0.027	0.0	LOS A	0.1	0.7	0.03	0.32	0.03	45.7
32	R2	16	0.0	16	0.0	0.027	3.4	LOS A	0.1	0.7	0.03	0.32	0.03	34.0
Approach		54	0.0	54	0.0	0.027	2.3	NA	0.1	0.7	0.03	0.32	0.03	26.4
All Vehicles		111	0.0	111	0.0	0.035	2.4	NA	0.1	0.8	0.06	0.36	0.06	28.6

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

MOVEMENT SUMMARY

Site: 104 [Scenario 1 - Weekend - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 1 - Weekend PM]

Scenario 1 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	100	6.3	100	6.3	0.052	0.0	LOS A	0.0	0.3	0.02	0.02	0.02	39.6
26	R2	5	0.0	5	0.0	0.052	3.5	LOS A	0.0	0.3	0.02	0.02	0.02	39.6
Approach		105	6.0	105	6.0	0.052	0.2	NA	0.0	0.3	0.02	0.02	0.02	39.6
NorthWest: Warrambool Street														
27	L2	22	0.0	22	0.0	0.022	3.6	LOS A	0.1	0.6	0.15	0.44	0.15	37.5
29	R2	8	0.0	8	0.0	0.022	3.9	LOS A	0.1	0.6	0.15	0.44	0.15	35.4
Approach		31	0.0	31	0.0	0.022	3.7	LOS A	0.1	0.6	0.15	0.44	0.15	37.2
SouthWest: Noorebar Avenue (SW)														
30	L2	12	0.0	12	0.0	0.040	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	39.5
31	T1	69	6.1	69	6.1	0.040	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	39.7
Approach		81	5.2	81	5.2	0.040	0.5	NA	0.0	0.0	0.00	0.07	0.00	39.7
All Vehicles		217	4.9	217	4.9	0.052	0.8	NA	0.1	0.6	0.03	0.10	0.03	39.2

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekday - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	106	6.9	106	6.9	0.110	4.6	LOS A	0.0	0.0	0.00	0.27	0.00	45.7
22	T1	104	19.2	104	19.2	0.110	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	46.3
Approach		211	13.0	211	13.0	0.110	2.3	NA	0.0	0.0	0.00	0.27	0.00	46.0
NorthWest: Animoo Avenue														
28	T1	157	2.0	157	2.0	0.150	0.5	LOS A	0.7	5.0	0.28	0.22	0.28	43.2
29	R2	105	4.0	105	4.0	0.150	5.4	LOS A	0.7	5.0	0.28	0.22	0.28	44.4
Approach		262	2.8	262	2.8	0.150	2.5	NA	0.7	5.0	0.28	0.22	0.28	43.8
SouthWest: Korringal Avenue														
30	L2	108	14.6	108	14.6	0.188	5.1	LOS A	0.7	5.5	0.26	0.56	0.26	31.3
32	R2	94	0.0	94	0.0	0.188	6.6	LOS A	0.7	5.5	0.26	0.56	0.26	31.3
Approach		202	7.8	202	7.8	0.188	5.8	LOS A	0.7	5.5	0.26	0.56	0.26	31.3
All Vehicles		675	7.5	675	7.5	0.188	3.4	NA	0.7	5.5	0.19	0.34	0.19	42.6

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekday - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	134	2.4	134	2.4	0.080	0.2	LOS A	0.2	1.2	0.10	0.07	0.10	45.8
26	R2	21	10.0	21	10.0	0.080	5.3	LOS A	0.2	1.2	0.10	0.07	0.10	46.1
Approach		155	3.4	155	3.4	0.080	0.9	NA	0.2	1.2	0.10	0.07	0.10	45.8
NorthWest: Wyangan Avenue														
27	L2	56	5.7	56	5.7	0.155	5.2	LOS A	0.6	4.2	0.32	0.57	0.32	31.7
29	R2	107	3.9	107	3.9	0.155	6.0	LOS A	0.6	4.2	0.32	0.57	0.32	31.7
Approach		163	4.5	163	4.5	0.155	5.7	LOS A	0.6	4.2	0.32	0.57	0.32	31.7
SouthWest: Animoo Avenue SW														
30	L2	39	21.6	39	21.6	0.097	4.8	LOS A	0.0	0.0	0.00	0.12	0.00	44.9
31	T1	140	21.1	140	21.1	0.097	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	47.6
Approach		179	21.2	179	21.2	0.097	1.0	NA	0.0	0.0	0.00	0.12	0.00	46.8
All Vehicles		497	10.2	497	10.2	0.155	2.5	NA	0.6	4.2	0.14	0.25	0.14	42.0

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekday - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	40	0.0	40	0.0	0.043	3.5	LOS A	0.2	1.1	0.11	0.43	0.11	35.7
23a	R1	6	0.0	6	0.0	0.043	3.7	LOS A	0.2	1.1	0.11	0.43	0.11	20.2
23	R2	8	0.0	8	0.0	0.043	4.8	LOS A	0.2	1.1	0.11	0.43	0.11	42.7
Approach		55	0.0	55	0.0	0.043	3.7	LOS A	0.2	1.1	0.11	0.43	0.11	34.7
NorthEast: Kooba Street														
24	L2	13	0.0	13	0.0	0.029	4.6	LOS A	0.0	0.1	0.02	0.14	0.02	48.2
25	T1	43	4.9	43	4.9	0.029	0.0	LOS A	0.0	0.1	0.02	0.14	0.02	48.2
26b	R3	2	0.0	2	0.0	0.029	5.5	LOS A	0.0	0.1	0.02	0.14	0.02	28.8
Approach		58	3.6	58	3.6	0.029	1.2	NA	0.0	0.1	0.02	0.14	0.02	47.0
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.104	4.2	LOS A	0.4	2.8	0.35	0.54	0.35	45.6
7a	L1	45	14.0	45	14.0	0.104	3.2	LOS A	0.4	2.8	0.35	0.54	0.35	23.6
9a	R1	56	0.0	56	0.0	0.104	3.8	LOS A	0.4	2.8	0.35	0.54	0.35	23.6
Approach		102	6.2	102	6.2	0.104	3.5	LOS A	0.4	2.8	0.35	0.54	0.35	25.0
SouthWest: Animoo Avenue														
30a	L1	21	10.0	21	10.0	0.113	3.3	LOS A	0.6	4.4	0.15	0.28	0.15	13.7
31	T1	62	23.7	62	23.7	0.113	0.2	LOS A	0.6	4.4	0.15	0.28	0.15	45.1
32	R2	107	14.7	107	14.7	0.113	3.6	LOS A	0.6	4.4	0.15	0.28	0.15	33.1
Approach		191	17.1	191	17.1	0.113	2.5	NA	0.6	4.4	0.15	0.28	0.15	36.1
All Vehicles		405	10.1	405	10.1	0.113	2.7	NA	0.6	4.4	0.18	0.35	0.18	37.2

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekday - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekday AM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	164	3.2	164	3.2	0.111	0.2	LOS A	0.3	2.4	0.15	0.10	0.15	38.0
26	R2	48	0.0	48	0.0	0.111	3.9	LOS A	0.3	2.4	0.15	0.10	0.15	38.0
Approach		213	2.5	213	2.5	0.111	1.0	NA	0.3	2.4	0.15	0.10	0.15	38.0
NorthWest: Warrambool Street														
27	L2	61	5.2	61	5.2	0.134	3.8	LOS A	0.5	3.9	0.28	0.50	0.28	37.1
29	R2	73	24.6	73	24.6	0.134	5.5	LOS A	0.5	3.9	0.28	0.50	0.28	34.8
Approach		134	15.7	134	15.7	0.134	4.7	LOS A	0.5	3.9	0.28	0.50	0.28	36.2
SouthWest: Noorebar Avenue (SW)														
30	L2	54	3.9	54	3.9	0.084	3.4	LOS A	0.0	0.0	0.00	0.14	0.00	39.0
31	T1	121	0.0	121	0.0	0.084	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	39.4
Approach		175	1.2	175	1.2	0.084	1.1	NA	0.0	0.0	0.00	0.14	0.00	39.3
All Vehicles		521	5.5	521	5.5	0.134	2.0	NA	0.5	3.9	0.13	0.22	0.13	38.0

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekday - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	83	2.5	83	2.5	0.128	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	46.8
22	T1	162	20.1	162	20.1	0.128	0.0	LOS A	0.0	0.0	0.00	0.18	0.00	47.3
Approach		245	14.2	245	14.2	0.128	1.6	NA	0.0	0.0	0.00	0.18	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	141	3.0	141	3.0	0.145	0.7	LOS A	0.7	5.0	0.32	0.24	0.32	42.7
29	R2	104	4.0	104	4.0	0.145	5.6	LOS A	0.7	5.0	0.32	0.24	0.32	44.0
Approach		245	3.4	245	3.4	0.145	2.8	NA	0.7	5.0	0.32	0.24	0.32	43.4
SouthWest: Korringal Avenue														
30	L2	96	12.1	96	12.1	0.200	5.4	LOS A	0.8	5.8	0.35	0.60	0.35	30.6
32	R2	103	4.1	103	4.1	0.200	7.0	LOS A	0.8	5.8	0.35	0.60	0.35	30.6
Approach		199	7.9	199	7.9	0.200	6.2	LOS A	0.8	5.8	0.35	0.60	0.35	30.6
All Vehicles		689	8.5	689	8.5	0.200	3.3	NA	0.8	5.8	0.21	0.32	0.21	43.0

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekday - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	124	1.7	124	1.7	0.085	0.3	LOS A	0.3	1.9	0.18	0.11	0.18	43.4
26	R2	34	9.4	34	9.4	0.085	5.5	LOS A	0.3	1.9	0.18	0.11	0.18	44.8
Approach		158	3.3	158	3.3	0.085	1.4	NA	0.3	1.9	0.18	0.11	0.18	43.9
NorthWest: Wyangan Avenue														
27	L2	40	5.3	40	5.3	0.124	5.2	LOS A	0.4	3.3	0.34	0.58	0.34	31.5
29	R2	83	7.6	83	7.6	0.124	6.3	LOS A	0.4	3.3	0.34	0.58	0.34	31.5
Approach		123	6.8	123	6.8	0.124	5.9	LOS A	0.4	3.3	0.34	0.58	0.34	31.5
SouthWest: Animoo Avenue SW														
30	L2	68	10.8	68	10.8	0.122	4.7	LOS A	0.0	0.0	0.00	0.16	0.00	45.2
31	T1	158	23.3	158	23.3	0.122	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	46.3
Approach		226	19.5	226	19.5	0.122	1.4	NA	0.0	0.0	0.00	0.16	0.00	45.9
All Vehicles		507	11.4	507	11.4	0.124	2.5	NA	0.4	3.3	0.14	0.25	0.14	42.4

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekday - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	35	9.1	35	9.1	0.052	3.6	LOS A	0.2	1.4	0.15	0.43	0.15	35.7
23a	R1	14	0.0	14	0.0	0.052	3.8	LOS A	0.2	1.4	0.15	0.43	0.15	20.2
23	R2	11	0.0	11	0.0	0.052	4.5	LOS A	0.2	1.4	0.15	0.43	0.15	42.6
Approach		59	5.4	59	5.4	0.052	3.8	LOS A	0.2	1.4	0.15	0.43	0.15	32.5
NorthEast: Kooba Street														
24	L2	15	14.3	15	14.3	0.037	4.7	LOS A	0.0	0.1	0.02	0.13	0.02	48.6
25	T1	56	0.0	56	0.0	0.037	0.0	LOS A	0.0	0.1	0.02	0.13	0.02	48.6
26b	R3	2	0.0	2	0.0	0.037	5.7	LOS A	0.0	0.1	0.02	0.13	0.02	30.0
Approach		73	2.9	73	2.9	0.037	1.1	NA	0.0	0.1	0.02	0.13	0.02	47.6
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.067	4.2	LOS A	0.2	1.8	0.34	0.53	0.34	45.5
7a	L1	16	20.0	16	20.0	0.067	3.2	LOS A	0.2	1.8	0.34	0.53	0.34	23.2
9a	R1	43	4.9	43	4.9	0.067	3.8	LOS A	0.2	1.8	0.34	0.53	0.34	23.2
Approach		60	8.8	60	8.8	0.067	3.6	LOS A	0.2	1.8	0.34	0.53	0.34	25.4
SouthWest: Animoo Avenue														
30a	L1	59	5.4	59	5.4	0.114	3.3	LOS A	0.5	4.2	0.15	0.26	0.15	13.7
31	T1	68	27.7	68	27.7	0.114	0.2	LOS A	0.5	4.2	0.15	0.26	0.15	45.3
32	R2	66	25.4	66	25.4	0.114	3.8	LOS A	0.5	4.2	0.15	0.26	0.15	33.3
Approach		194	20.1	194	20.1	0.114	2.4	NA	0.5	4.2	0.15	0.26	0.15	31.3
All Vehicles		385	12.8	385	12.8	0.114	2.6	NA	0.5	4.2	0.16	0.30	0.16	34.7

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekday - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekday PM]

Scenario 2 Weekday
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	134	3.9	134	3.9	0.087	0.3	LOS A	0.2	1.7	0.15	0.08	0.15	38.3
26	R2	28	11.1	28	11.1	0.087	4.2	LOS A	0.2	1.7	0.15	0.08	0.15	38.3
Approach		162	5.2	162	5.2	0.087	1.0	NA	0.2	1.7	0.15	0.08	0.15	38.3
NorthWest: Warrambool Street														
27	L2	77	2.7	77	2.7	0.151	4.1	LOS A	0.6	4.4	0.34	0.53	0.34	37.0
29	R2	73	26.1	73	26.1	0.151	5.7	LOS A	0.6	4.4	0.34	0.53	0.34	34.7
Approach		149	14.1	149	14.1	0.151	4.9	LOS A	0.6	4.4	0.34	0.53	0.34	36.2
SouthWest: Noorebar Avenue (SW)														
30	L2	43	0.0	43	0.0	0.112	3.4	LOS A	0.0	0.0	0.00	0.09	0.00	39.3
31	T1	191	2.2	191	2.2	0.112	0.0	LOS A	0.0	0.0	0.00	0.09	0.00	39.6
Approach		234	1.8	234	1.8	0.112	0.6	NA	0.0	0.0	0.00	0.09	0.00	39.6
All Vehicles		545	6.2	545	6.2	0.151	1.9	NA	0.6	4.4	0.14	0.21	0.14	38.4

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekend - AM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	44	0.0	44	0.0	0.048	4.6	LOS A	0.0	0.0	0.00	0.24	0.00	46.6
22	T1	54	5.9	54	5.9	0.048	0.0	LOS A	0.0	0.0	0.00	0.24	0.00	46.8
Approach		98	3.2	98	3.2	0.048	2.1	NA	0.0	0.0	0.00	0.24	0.00	46.7
NorthWest: Animoo Avenue														
28	T1	86	0.0	86	0.0	0.076	0.2	LOS A	0.3	2.2	0.16	0.20	0.16	44.4
29	R2	56	3.8	56	3.8	0.076	4.9	LOS A	0.3	2.2	0.16	0.20	0.16	45.3
Approach		142	1.5	142	1.5	0.076	2.0	NA	0.3	2.2	0.16	0.20	0.16	44.8
SouthWest: Korringal Avenue														
30	L2	43	0.0	43	0.0	0.071	4.7	LOS A	0.3	1.8	0.15	0.51	0.15	32.5
32	R2	46	0.0	46	0.0	0.071	5.3	LOS A	0.3	1.8	0.15	0.51	0.15	32.5
Approach		89	0.0	89	0.0	0.071	5.0	LOS A	0.3	1.8	0.15	0.51	0.15	32.5
All Vehicles		329	1.6	329	1.6	0.076	2.9	NA	0.3	2.2	0.11	0.30	0.11	43.7

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekend - AM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	67	14.1	67	14.1	0.036	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	49.1
26	R2	2	0.0	2	0.0	0.036	4.8	LOS A	0.0	0.1	0.01	0.02	0.01	49.5
Approach		69	13.6	69	13.6	0.036	0.2	NA	0.0	0.1	0.01	0.02	0.01	49.1
NorthWest: Wyangan Avenue														
27	L2	24	0.0	24	0.0	0.079	4.7	LOS A	0.3	1.9	0.17	0.50	0.17	33.0
29	R2	73	0.0	73	0.0	0.079	5.0	LOS A	0.3	1.9	0.17	0.50	0.17	33.0
Approach		97	0.0	97	0.0	0.079	4.9	LOS A	0.3	1.9	0.17	0.50	0.17	33.0
SouthWest: Animoo Avenue SW														
30	L2	35	6.1	35	6.1	0.043	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	45.3
31	T1	53	4.0	53	4.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	45.7
Approach		87	4.8	87	4.8	0.043	1.8	NA	0.0	0.0	0.00	0.21	0.00	45.5
All Vehicles		254	5.4	254	5.4	0.079	2.6	NA	0.3	1.9	0.07	0.27	0.07	42.0

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekend - AM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	18	11.8	18	11.8	0.023	3.5	LOS A	0.1	0.6	0.03	0.40	0.03	36.3
23a	R1	9	0.0	9	0.0	0.023	2.6	LOS A	0.1	0.6	0.03	0.40	0.03	20.4
23	R2	2	0.0	2	0.0	0.023	3.6	LOS A	0.1	0.6	0.03	0.40	0.03	43.0
Approach		29	7.1	29	7.1	0.023	3.2	LOS A	0.1	0.6	0.03	0.40	0.03	29.8
NorthEast: Kooba Street														
24	L2	1	0.0	1	0.0	0.004	4.6	LOS A	0.0	0.1	0.04	0.14	0.04	48.1
25	T1	6	0.0	6	0.0	0.004	0.0	LOS A	0.0	0.1	0.04	0.14	0.04	48.1
26b	R3	1	0.0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.04	0.14	0.04	28.8
Approach		8	0.0	8	0.0	0.004	1.3	NA	0.0	0.1	0.04	0.14	0.04	44.2
North: Konoa Street														
7b	L3	1	0.0	1	0.0	0.042	4.0	LOS A	0.1	1.0	0.16	0.45	0.16	46.5
7a	L1	7	0.0	7	0.0	0.042	2.4	LOS A	0.1	1.0	0.16	0.45	0.16	26.8
9a	R1	38	0.0	38	0.0	0.042	2.7	LOS A	0.1	1.0	0.16	0.45	0.16	26.8
Approach		46	0.0	46	0.0	0.042	2.7	LOS A	0.1	1.0	0.16	0.45	0.16	29.5
SouthWest: Animoo Avenue														
30a	L1	28	0.0	28	0.0	0.040	3.1	LOS A	0.2	1.2	0.04	0.32	0.04	12.9
31	T1	19	0.0	19	0.0	0.040	0.0	LOS A	0.2	1.2	0.04	0.32	0.04	45.6
32	R2	28	7.4	28	7.4	0.040	3.4	LOS A	0.2	1.2	0.04	0.32	0.04	33.8
Approach		76	2.8	76	2.8	0.040	2.4	NA	0.2	1.2	0.04	0.32	0.04	27.0
All Vehicles		160	2.6	160	2.6	0.042	2.6	NA	0.2	1.2	0.07	0.37	0.07	29.2

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekend - AM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekend AM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	77	0.0	77	0.0	0.050	0.1	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
26	R2	22	0.0	22	0.0	0.050	3.6	LOS A	0.1	0.9	0.10	0.10	0.10	38.3
Approach		99	0.0	99	0.0	0.050	0.9	NA	0.1	0.9	0.10	0.10	0.10	38.3
NorthWest: Warrambool Street														
27	L2	19	11.1	19	11.1	0.032	3.7	LOS A	0.1	0.8	0.17	0.44	0.17	37.5
29	R2	21	0.0	21	0.0	0.032	4.0	LOS A	0.1	0.8	0.17	0.44	0.17	35.4
Approach		40	5.3	40	5.3	0.032	3.8	LOS A	0.1	0.8	0.17	0.44	0.17	36.6
SouthWest: Noorebar Avenue (SW)														
30	L2	36	0.0	36	0.0	0.051	3.4	LOS A	0.0	0.0	0.00	0.15	0.00	38.8
31	T1	72	0.0	72	0.0	0.051	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	39.3
Approach		107	0.0	107	0.0	0.051	1.1	NA	0.0	0.0	0.00	0.15	0.00	39.2
All Vehicles		246	0.9	246	0.9	0.051	1.5	NA	0.1	0.9	0.07	0.18	0.07	38.5

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

MOVEMENT SUMMARY

Site: 101 [Scenario 2 - Weekend - PM - Noorebar Ave & Korringal Ave]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Noorebar Avenue														
21	L2	41	0.0	41	0.0	0.051	4.6	LOS A	0.0	0.0	0.00	0.21	0.00	47.0
22	T1	64	0.0	64	0.0	0.051	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	47.3
Approach		105	0.0	105	0.0	0.051	1.8	NA	0.0	0.0	0.00	0.21	0.00	47.1
NorthWest: Animoo Avenue														
28	T1	66	3.2	66	3.2	0.055	0.2	LOS A	0.2	1.5	0.15	0.18	0.15	44.6
29	R2	38	0.0	38	0.0	0.055	4.8	LOS A	0.2	1.5	0.15	0.18	0.15	45.8
Approach		104	2.0	104	2.0	0.055	1.9	NA	0.2	1.5	0.15	0.18	0.15	45.1
SouthWest: Korringal Avenue														
30	L2	24	8.7	24	8.7	0.053	4.8	LOS A	0.2	1.3	0.18	0.51	0.18	32.3
32	R2	40	0.0	40	0.0	0.053	5.2	LOS A	0.2	1.3	0.18	0.51	0.18	32.3
Approach		64	3.3	64	3.3	0.053	5.1	LOS A	0.2	1.3	0.18	0.51	0.18	32.3
All Vehicles		274	1.5	274	1.5	0.055	2.6	NA	0.2	1.5	0.10	0.27	0.10	44.5

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

MOVEMENT SUMMARY

Site: 102 [Scenario 2 - Weekend - PM - Animoo Ave & Wyangan Ave]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Animoo Avenue NE														
25	T1	37	0.0	37	0.0	0.023	0.1	LOS A	0.1	0.4	0.08	0.09	0.08	45.2
26	R2	8	0.0	8	0.0	0.023	4.8	LOS A	0.1	0.4	0.08	0.09	0.08	47.2
Approach		45	0.0	45	0.0	0.023	0.9	NA	0.1	0.4	0.08	0.09	0.08	45.8
NorthWest: Wyangan Avenue														
27	L2	21	0.0	21	0.0	0.075	4.7	LOS A	0.3	1.9	0.14	0.49	0.14	33.4
29	R2	72	2.9	72	2.9	0.075	4.9	LOS A	0.3	1.9	0.14	0.49	0.14	33.4
Approach		93	2.3	93	2.3	0.075	4.9	LOS A	0.3	1.9	0.14	0.49	0.14	33.4
SouthWest: Animoo Avenue SW														
30	L2	56	3.8	56	3.8	0.045	4.6	LOS A	0.0	0.0	0.00	0.33	0.00	44.1
31	T1	35	0.0	35	0.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.33	0.00	43.7
Approach		91	2.3	91	2.3	0.045	2.8	NA	0.0	0.0	0.00	0.33	0.00	44.0
All Vehicles		228	1.8	228	1.8	0.075	3.3	NA	0.3	1.9	0.07	0.35	0.07	40.9

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

MOVEMENT SUMMARY

Site: 103 [Scenario 2 - Weekend - PM - Animoo Avenue & Kooba Street & Konoa Street & Warrambool Street]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
SouthEast: Warrambool Street														
21	L2	5	0.0	5	0.0	0.009	3.4	LOS A	0.0	0.2	0.03	0.39	0.03	36.5
23a	R1	5	0.0	5	0.0	0.009	2.5	LOS A	0.0	0.2	0.03	0.39	0.03	20.4
23	R2	1	0.0	1	0.0	0.009	3.5	LOS A	0.0	0.2	0.03	0.39	0.03	43.1
Approach		12	0.0	12	0.0	0.009	3.0	LOS A	0.0	0.2	0.03	0.39	0.03	27.9
NorthEast: Kooba Street														
24	L2	3	0.0	3	0.0	0.005	4.6	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
25	T1	5	0.0	5	0.0	0.005	0.0	LOS A	0.0	0.1	0.04	0.24	0.04	47.0
26b	R3	1	0.0	1	0.0	0.005	5.4	LOS A	0.0	0.1	0.04	0.24	0.04	28.4
Approach		9	0.0	9	0.0	0.005	2.1	NA	0.0	0.1	0.04	0.24	0.04	43.7
North: Konoa Street														
7b	L3	2	0.0	2	0.0	0.039	4.0	LOS A	0.1	0.9	0.12	0.45	0.12	46.6
7a	L1	6	0.0	6	0.0	0.039	2.4	LOS A	0.1	0.9	0.12	0.45	0.12	27.1
9a	R1	36	0.0	36	0.0	0.039	2.5	LOS A	0.1	0.9	0.12	0.45	0.12	27.1
Approach		44	0.0	44	0.0	0.039	2.6	LOS A	0.1	0.9	0.12	0.45	0.12	32.2
SouthWest: Animoo Avenue														
30a	L1	25	0.0	25	0.0	0.029	3.1	LOS A	0.1	0.7	0.03	0.32	0.03	12.9
31	T1	16	0.0	16	0.0	0.029	0.0	LOS A	0.1	0.7	0.03	0.32	0.03	45.7
32	R2	17	0.0	17	0.0	0.029	3.4	LOS A	0.1	0.7	0.03	0.32	0.03	34.0
Approach		58	0.0	58	0.0	0.029	2.3	NA	0.1	0.7	0.03	0.32	0.03	26.3
All Vehicles		123	0.0	123	0.0	0.039	2.5	NA	0.1	0.9	0.06	0.37	0.06	28.9

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

MOVEMENT SUMMARY

Site: 104 [Scenario 2 - Weekend - PM - Noorebar Avenue & Warrambool Street]

Network: N101 [Scenario 2 - Weekend PM]

Scenario 2 Weekend
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
NorthEast: Noorebar Avenue (NE)														
25	T1	105	6.0	105	6.0	0.056	0.0	LOS A	0.0	0.4	0.03	0.03	0.03	39.5
26	R2	7	0.0	7	0.0	0.056	3.6	LOS A	0.0	0.4	0.03	0.03	0.03	39.5
Approach		113	5.6	113	5.6	0.056	0.3	NA	0.0	0.4	0.03	0.03	0.03	39.5
NorthWest: Warrambool Street														
27	L2	24	0.0	24	0.0	0.025	3.6	LOS A	0.1	0.6	0.16	0.44	0.16	37.5
29	R2	9	0.0	9	0.0	0.025	4.0	LOS A	0.1	0.6	0.16	0.44	0.16	35.4
Approach		34	0.0	34	0.0	0.025	3.7	LOS A	0.1	0.6	0.16	0.44	0.16	37.1
SouthWest: Noorebar Avenue (SW)														
30	L2	13	0.0	13	0.0	0.043	3.4	LOS A	0.0	0.0	0.00	0.07	0.00	39.5
31	T1	75	7.0	75	7.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	39.7
Approach		87	6.0	87	6.0	0.043	0.5	NA	0.0	0.0	0.00	0.07	0.00	39.6
All Vehicles		234	5.0	234	5.0	0.056	0.8	NA	0.1	0.6	0.04	0.10	0.04	39.1

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