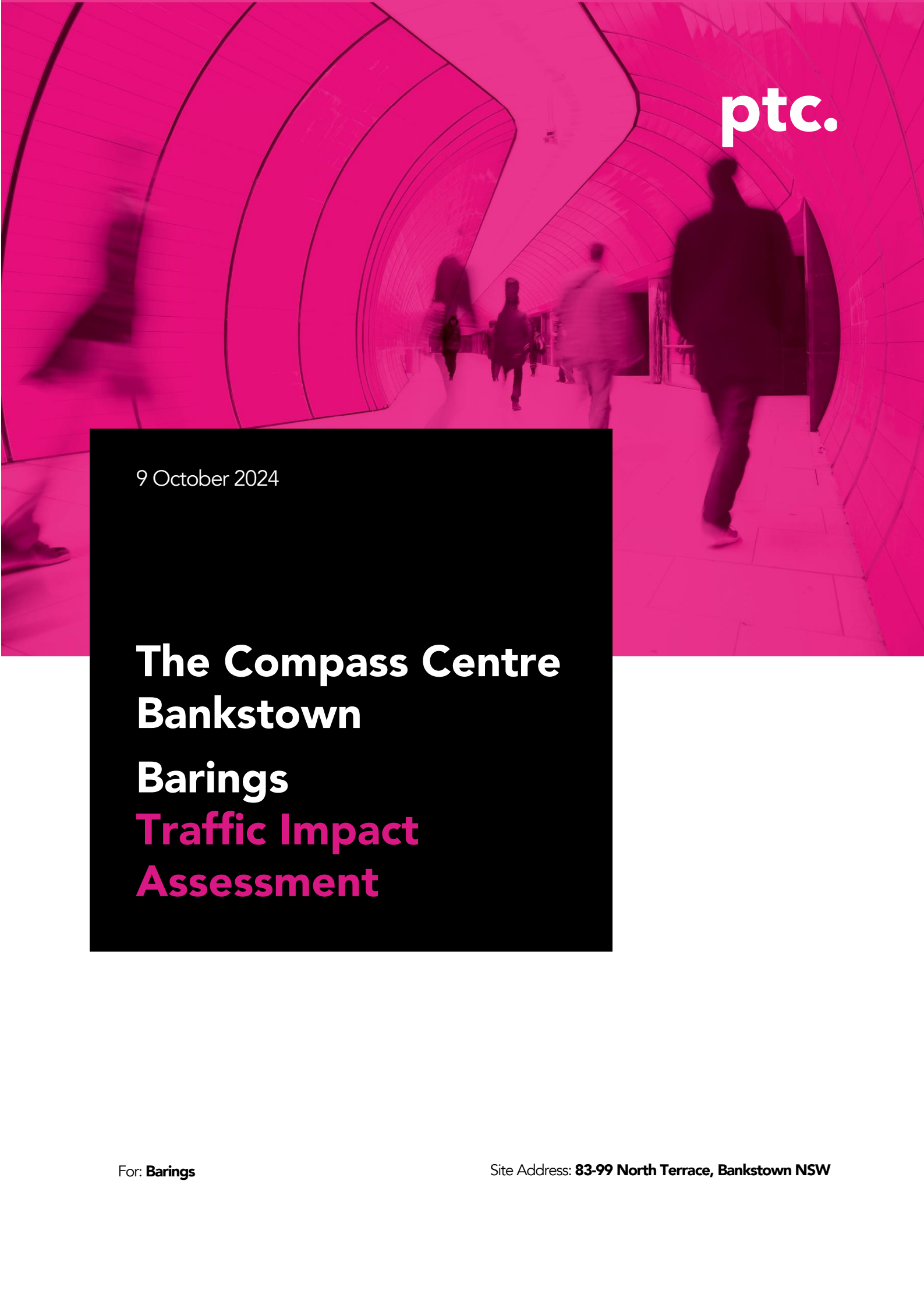




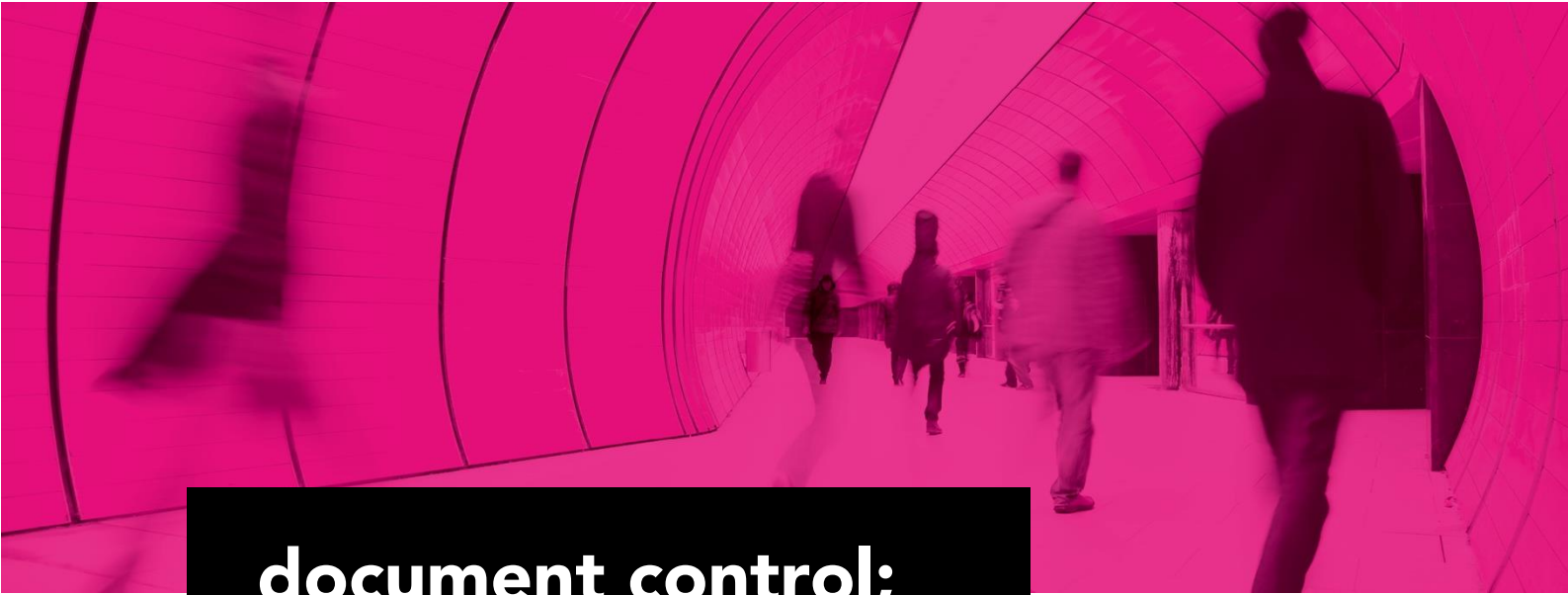
**ptc.**

9 October 2024

**The Compass Centre  
Bankstown  
Barings  
Traffic Impact  
Assessment**

For: **Barings**

Site Address: **83-99 North Terrace, Bankstown NSW**



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# 1. Introduction

## 1.1. Project Introduction

This Traffic Impact Assessment (TIA) is submitted to the City of Canterbury-Bankstown Council (Council) on behalf of Barings Real Estate Australia (Barings) in support of a development application (DA) for a mixed-use development at the Compass Centre site, located at 83-99 North Terrace, Bankstown (the site).

This DA seeks approval for:

Site preparation and early works, including demolition of all existing structures, bulk excavation, any required remediation and tree removal.

- Construction and use of a five (5) storey mixed use podium and three towers, comprising:
  - a 19-storey hotel tower in the south-west corner of the site;
  - a 24-storey residential tower in the south-east corner of the site;
  - a 24-storey residential tower in the north-east corner of the site;
  - ground floor retail activating the ground plane;
  - a gym at the southeastern corner of levels 1 and 2;
  - a metro supermarket at the west of level 1;
  - provision of common residential amenity spaces at the north of levels 2 to 3;
  - a childcare use at the North eastern corner of the podium rooftop;
  - ancillary uses associated with the hotel in the hotel tower's podium rooftop;
  - medical centre uses in the southeast tower's podium rooftop;
  - provision of a through site link connecting The Mall in the north, to North Terrace in the South, as well as additional links from Fetherstone Street and The Appian Way, providing connections to both The Mall and North Terrace; and
  - Car parking on levels 1, 2 and 3 of the podium, which are to be appropriately sleeved through façade activation, active uses, landscaping and active mezzanine floors.
- Construction and use of a two (2) level basement car park accommodating car, bicycle, motorcycle and loading spaces.
- Vehicular access from Fetherstone Street to the West of the site.
- Inclusion of landscaping throughout the site.
- Extension and augmentation of services and utilities to the development as required.

## 2. Site Analysis

### 2.1. Site Location and Context

The site is located at 83-99 North Terrace, Bankstown within the City of Canterbury Bankstown local government area (LGA). It is located to the north of Bankstown railway station, to the south of Paul Keating Park and forms part of the street block bounded by The Mall (north), The Appian Way (east), North Terrace (south), and Fetherstone Street (west), however does not comprise a street frontage to The Mall, given that its northern boundary interfaces with the former Bankstown City Library site and Phil English Reserve.

The site is located within the Bankstown City Centre, surrounded by a mix of civic, retail, office, business and residential uses. It is situated in a location that is highly serviced by public transport, being approximately 60m to the north of Bankstown railway station and the future Bankstown metro station, and within the immediate proximity of the Bankstown bus interchange. It is also situated directly south of Paul Keating Park, Western Sydney University Bankstown Campus, the contemporary Bankstown Library and Knowledge Centre, Bryan Brown Theatre and Function Centre, and immediately west of the Bankstown Central Shopping Centre.

The site's locational context is shown in Figure 1. An aerial photograph of the site is also provided at Figure 2.

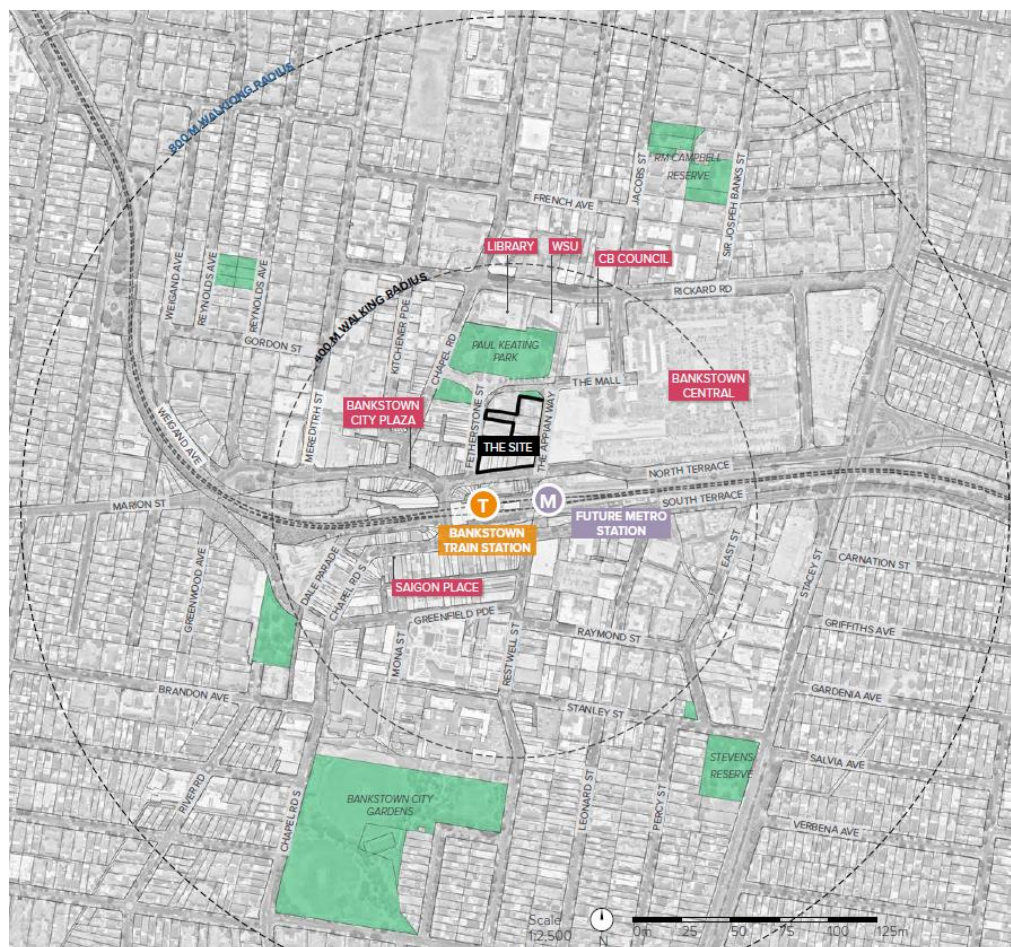


Figure 1 : Site context map (Source: Hatch)



Figure 2 : Site aerial map (Source: Nearmap, Ethos Urban)

## 2.2. Development Proposal

The development proposal involves the following components:

- Commercial
  - Hotel – 9,534 m<sup>2</sup> GFA
- Residential – 25,087 m<sup>2</sup> GFA
  - Studio: 55 apartments
  - 1-bedroom: 131 apartments
  - 2-bedroom: 132 apartments
  - 3-bedroom: 21 apartments
- Retail – 4,969 m<sup>2</sup> GFA
- Childcare - 576 m<sup>2</sup> GFA
- Medical Suite - 708 m<sup>2</sup> GFA
- Car Parking: 2 levels of basement parking for residents and 3 levels of podium parking for commercial and retail users.

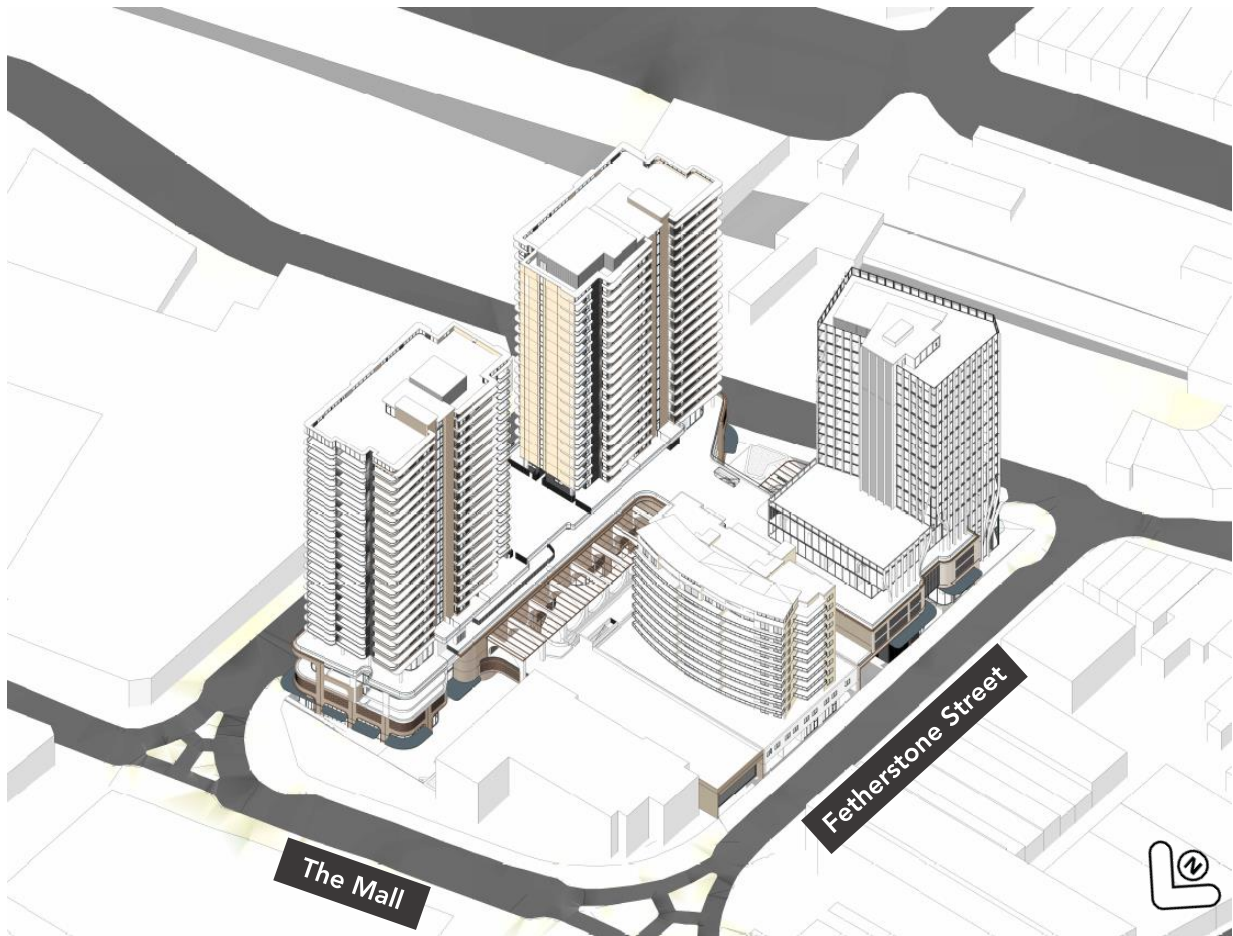


Figure 3: Illustration of the proposed development (Source: PTW)



### 3.2. Current Site Use

The site use currently consists of two main components, being:

- Retail tenancies of approximately 5,000m<sup>2</sup> along the frontage roads of North Terrace, Fetherstone Street and The Appian Way;
- Commercial office block of approximately 4,000m<sup>2</sup> situated at the southwest part of the site, currently disused and inaccessible to the public; and
- Public car parking of approximately 50 spaces situated at northern part of the site, enter from The Appian Way and exit at Fetherstone Street as a one-way flow arrangement.

With the combination of existing site use, its central location and surrounding transport options, the site currently attracts a notable amount of traffic and pedestrians. The existing traffic generation is considered later in this report for assessing the traffic implications of the proposed development.

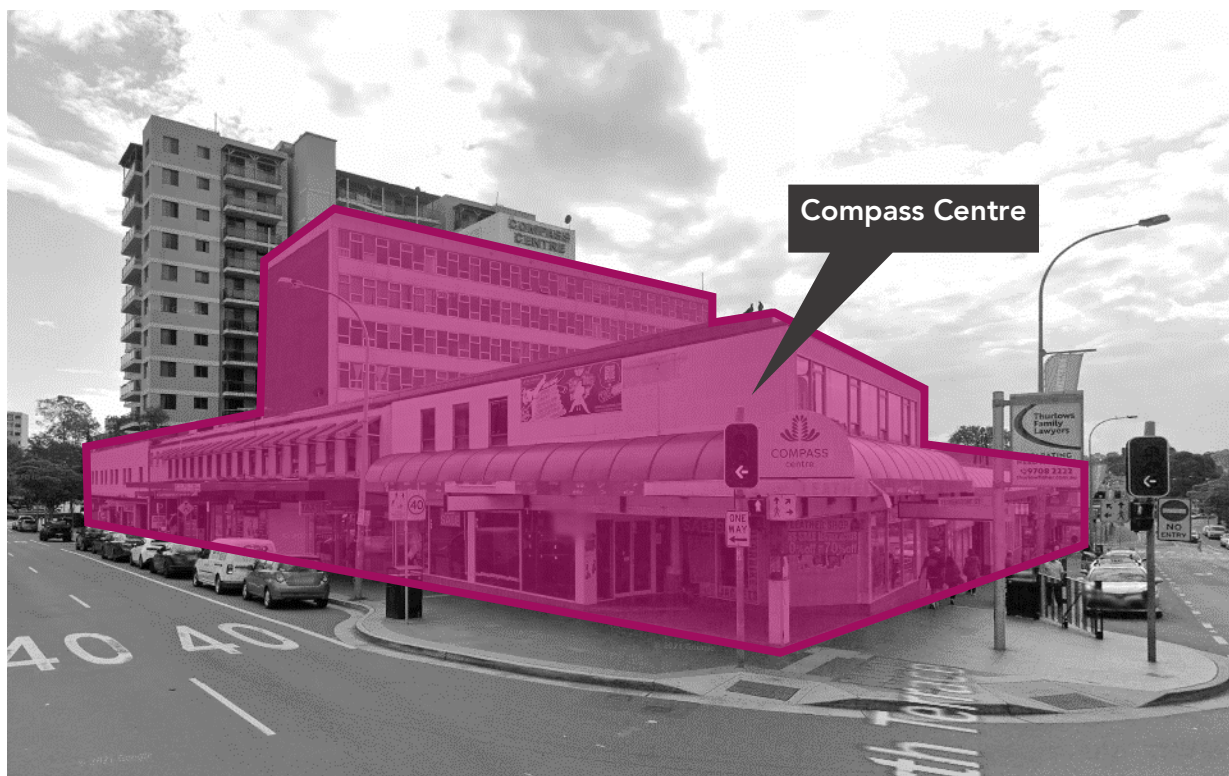


Figure 5: Current site use

### 3.3. Development Planning Control

The site is applicable to the Council's Canterbury-Bankstown Development Control Plan 2023 (DCP).

The DCP supports the LEP by providing additional objectives and development controls to enhance the function and appearance of development in the City of Canterbury-Bankstown. The development controls include storey limits, setbacks, urban design, amenity, landscaping, access and parking.

Specifically, the DCP provides minimum and/or maximum parking provision rates for various land uses and vehicle types. The development proposal has been reviewed against the DCP later in this report.

### 3.4. Future Infrastructure Upgrades and Developments

#### 3.4.1. Sydney Metro City & Southwest Line

The planned Sydney Metro City & Southwest Line consists of two sections, being Chatswood to Sydenham and Sydenham to Bankstown. Sydney Metro will upgrade the T3 Bankstown Line between Sydenham and Bankstown to metro standards, the metro will operate fully segregated from the existing Sydney Trains railway.

With reference to the Sydney Metro's Bankstown Station Design and Precinct Plan, the proposed Bankstown Metro Station will be integrated with the existing Bankstown Train Station. The existing heavy rail train platform is to be retained with entries from the Bankstown City Plaza Bridge and new cross-corridor metro plaza that connects The Appian Way and Restwell Street.

It is understood that after the completion of the upgrade, the Metro trains will operate every four minutes in the peak in each direction, all stations will be fully accessible with lifts and level access between platforms and trains.

The metro upgrade will provide more convenient and reliable public transport access for future users and visitors of the Project site, it can serve the site as a viable alternative transport option.

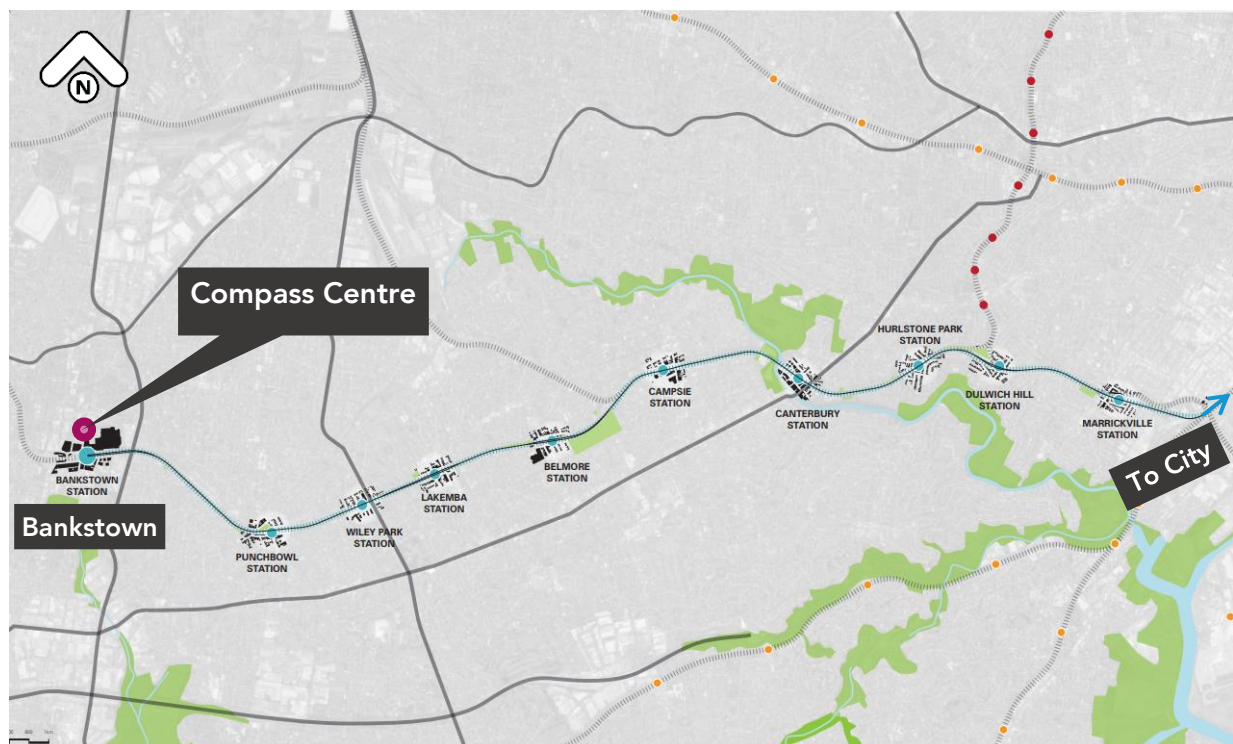


Figure 6: Sydney Metro southwest line stations (Source: Sydney Metro)

### 3.4.2. Bankstown Complete Streets Transport and Place Plan

The Bankstown Complete Streets Transport and Place Plan (Complete Streets Plan) was adopted by Council in October 2019. It is the master plan to guide street and transport upgrades in Bankstown CBD over the next 15-20 years, with the vision of creating an attractive destination.

The Complete Streets Plan proposes a package of street transformations in the Bankstown CBD, which is summarised in the following:

- One-way to two-way and two-way to one-way conversions
- New or enhanced shared-zones and pedestrian-only zones
- New transit streets (bus only)
- New or upgraded signalised intersections
- Relocation or changes in off-street and on-street parking

While the program and delivery/funding of The Complete Streets Plan has not been released, the project could substantially change the frontage road arrangements for the site, and this has been considered in the driveway design and access routes described in this report.

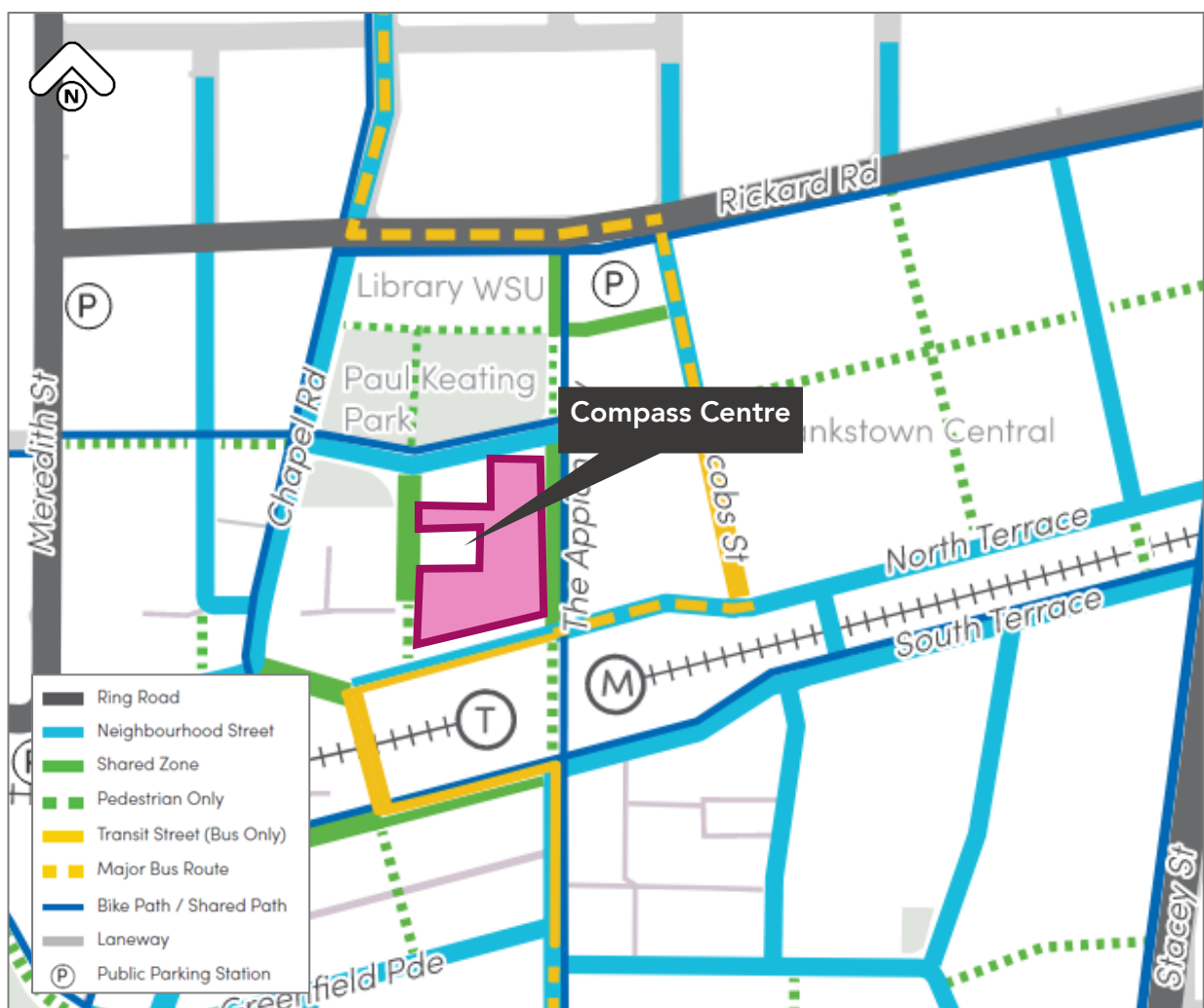


Figure 7: Proposed Master Plan by the Complete Streets Plan (Source: Canterbury-Bankstown Council)

The Complete Streets proposal has been planned as a means to transition to a transport network that prioritises active transport and less reliance on motor vehicles and this outcome has been endorsed by Council.

The actual development outcomes throughout the city centre and the material effects of delivering on the Complete Streets Plan will not be known until detailed development proposals are developed across the city centre. This also applies to reduction impacts on traffic activity through the centre, which will not be known until detail road and intersection layouts are established and the restrictive road capacities take effect.

Given the limited additional traffic impact caused by the proposal compared to the existing situation, it is expected that the proposed development will not have a notable impact on the operation of the future road network and will benefit from the modal shift promoted by the Completes Streets proposal.

### **3.4.3. Bankstown City Centre Master Plan**

City of Canterbury-Bankstown's adopted Bankstown City Centre Master Plan is currently underway via a TOD SEPP State Led Rezoning, which was exhibited from 16 July to 30 August 2024 and is subject to finalisation in November or December 2024.

The Bankstown TOD Precinct State-Led Rezoning Proposal seeks to implement the Bankstown City Centre Master Plan with a greater focus on increasing housing provision in this strategic centre in line with the intent of the National Housing Accord to provide 377,000 well-located homes by 2029.

Noting that the rezoning proposal is supported by a Precinct Transport Statement prepared by Stantec for the Department of Planning, Housing and Infrastructure.

The Bankstown City Centre Master Plan provides a framework for growth and change over the next 15 years and beyond for the Bankstown City Centre. The following work will implement the Master Plan and enable the delivery of development under the new planning framework:

- Updates to the existing Development Control Plan - to provide development and design guidelines that support the Local Environmental Plan. This includes areas such as building setbacks, architectural materials, landscaping and deep soil requirements, parking, flood planning, solar access, overshadowing and privacy, noting that these controls are included in the draft Bankstown City Centre DCP which was placed on public exhibition on 20 September 2024.
- Update the Development Contributions Plan - to develop a local community infrastructure list with specifications on how this will be delivered through supporting financial or in-kind contributions and associated time frames. Local infrastructure includes works to improve new open space (such as new playgrounds, vegetation and furniture), new multi-purpose facilities, footpath upgrades, streetscape landscaping and cycling infrastructure (such as bicycle lanes).

The Bankstown City Centre Master Plan's transport framework vision is consistent with the Complete Streets Plan. It also proposes to provide different car parking provision rates for certain land uses in the Bankstown City Centre compared with the current DCP (the rates set out in the Master Plan are included in the Draft Bankstown City Centre Development Control Plan).

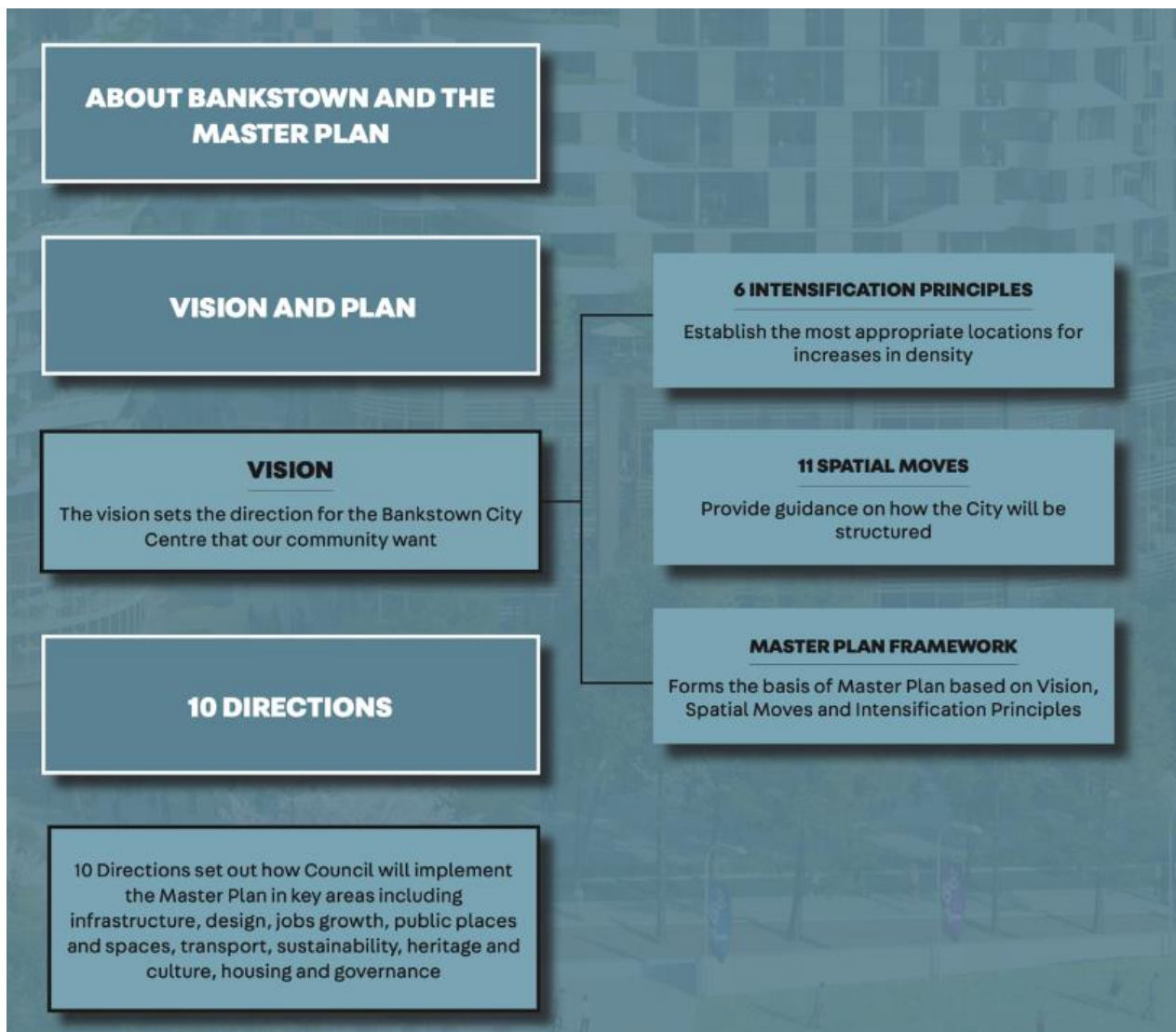


Figure 8: The structure of the Bankstown City Centre Master Plan

### 3.4.4. Bankstown Central Shopping Centre Planning Proposal

The Bankstown Central Shopping Centre Planning Proposal has been consolidated into the State-Led Rezoning Proposal for the Bankstown TOD Precinct and the controls are subject to change.

The proposed height and FSR controls remain the same as part of the rezoning proposal, however the proposed minimum non-residential FSR has changed to 2:1 for the Town Centre Precinct that is on the eastern side of The Appian Way, and 1.4:1 for the Rickard Road Precinct that lines the south of Rickard Road.

The site-specific DCP for Bankstown Central included in the draft Bankstown City Centre DCP that is currently on exhibition is virtually the same as this previous planning proposal with very minor wording changes.

Whilst the State-Led Rezoning is yet to be determined, its forecasted traffic generation has influence on the future traffic conditions around the site. With reference to the Transport Impact Assessment prepared by Stantec dated 07/03/2023, the Bankstown Central Shopping Centre is estimated to generate 355, 355 and 177 trips during the morning, afternoon, and Saturday midday peak hours. The TIA does not provide detailed traffic distribution information, Stantec was unable to provide the traffic distribution map quoting 'the assessment was deliberately high level in nature' upon ptc.'s request.



Figure 9: Bankstown Central Shopping Centre Planning Proposal concept master plan

## 4. Existing Transport Conditions

### 4.1. Road Network Hierarchy

The proposed development site is located adjacent and to the north of Bankstown train station and has road frontages to The Mall, The Appian Way, North Terrace and Fetherstone Street. The existing traffic arrangements around the site are one-way movement only at the site frontages.

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 (TfNSW managed)
- **Regional Roads** Secondary or sub arterials (Council managed, part funded by State)
- **Local Roads** Collector and local access roads (Council managed)

The frontage roads are all classified as local roads and have access to regional and state roads within a radius of approximately 600m (Figure 10). The existing road network suggests that the transport activities around the site are largely associated with the local residential and commercial properties.

The proposed development site currently has convenient and ready access to the existing road network. With consideration to the proposed land uses of the development, its future transport activities are expected to be consistent with the current local amenity.

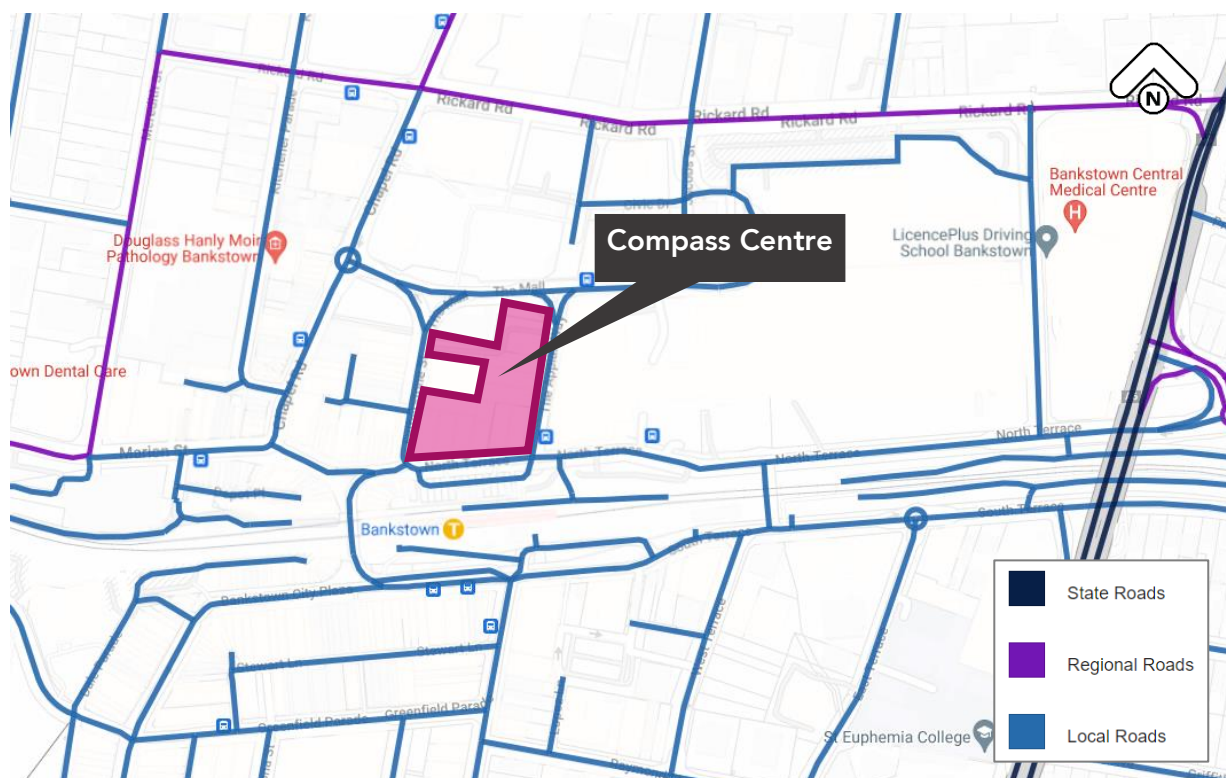


Figure 10: Road network classification map (Source: TfNSW, 2022)

## 4.2. Key Intersections

The key intersections surrounding the proposed development site are identified in Table 1, their locations in relation to the development site are illustrated in Figure 11.

Table 1: Key intersections

| Number | Intersection                                              | Description                                                           |
|--------|-----------------------------------------------------------|-----------------------------------------------------------------------|
| 1      | The Mall / Chapel Road                                    | 3-arm roundabout                                                      |
| 2      | The Mall / Fetherstone Street                             | 3-arm unsignalised no sign controlled intersection                    |
| 3      | The Mall / The Appian Way                                 | 3-arm unsignalised no sign controlled intersection                    |
| 4      | The Mall / Jacobs Street                                  | 3-arm priority sign-controlled intersection                           |
| 5      | Chapel Road / Marion Street / Bankstown City Plaza        | 3-arm signalised intersection                                         |
| 6      | Fetherstone Street / North Terrace / Bankstown City Plaza | 3-arm signalised intersection                                         |
| 7      | The Appian Way / North Terrace                            | 3-arm priority sign-controlled intersection                           |
| 8      | North Terrace / West Terrace                              | 3-arm signalised intersection, common control group (CCG) with site 9 |
| 9      | West Terrace / South Terrace                              | 3-arm signalised intersection, common control group (CCG) with site 8 |
| 10     | The Appian Way Midblock Pedestrian Crossing               | Signalised pedestrian crossing                                        |

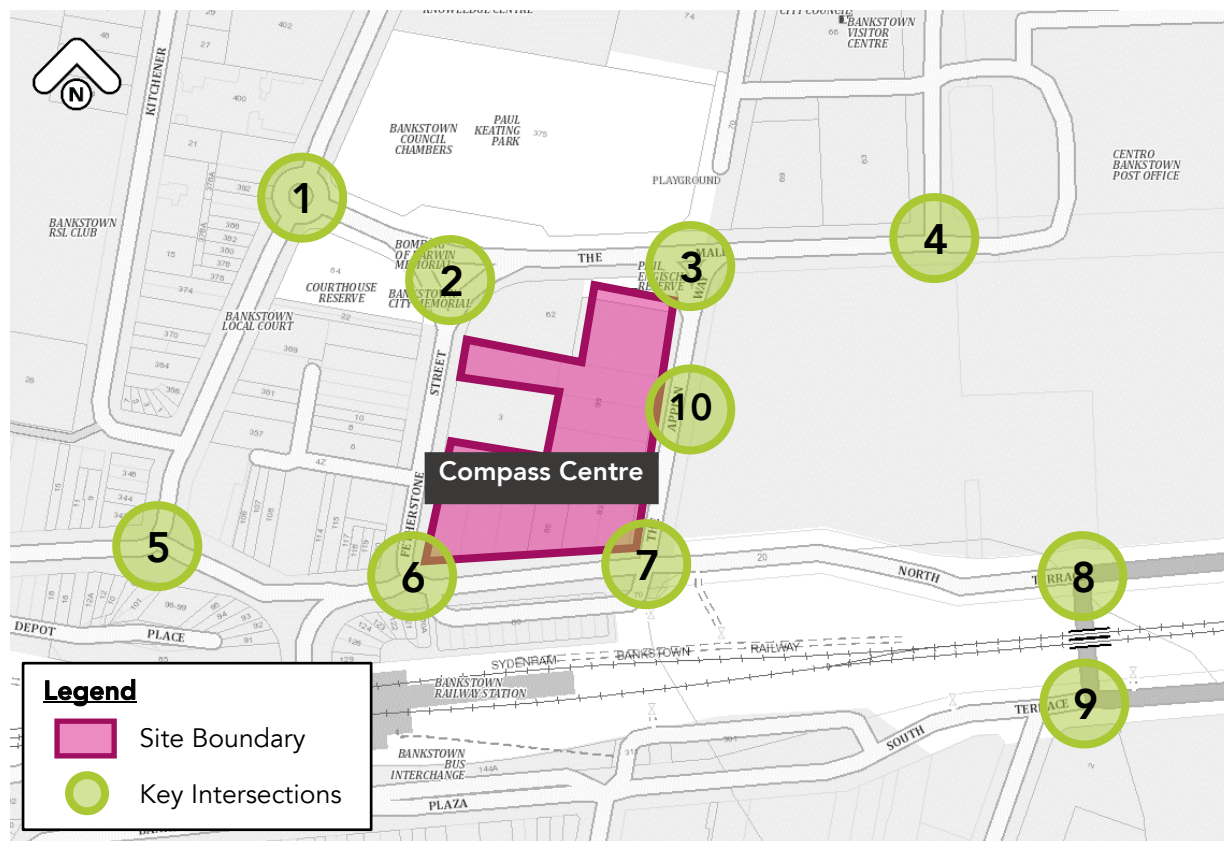


Figure 11: Key intersection locations

### 4.3. Public Transport

The NSW Planning Guidelines for Walking and Cycling (2004) suggests that an 800m (10 minutes' walk) catchment is an acceptable walkable distance for accessing public transport. The site has been reviewed for its accessibility to existing public transport options.

As shown in Figure 12, the site has easy access to trains and buses within a 400m radius, which is equivalent to 5 minutes' walk. More bus stops are also reachable within a 10 minutes' walk (800m radius). The train and bus operation details have been summarised below, the services have frequent operation timetables and wide coverage.

With the existing public transport options located adjoining to the site, the locality has convenient connectivity between Bankstown and the wider Sydney.



Figure 12: Public transport options in the locality

### 4.3.1. Train Services

Bankstown train station is located opposite the site on North Terrace. The station is serviced by T3 Bankstown Line, and until recently provided a connection between the city and Liverpool or Lidcombe via Bankstown.

Due to the construction of the extended Metro network, Bankstown Station is closed until late-2025 and during this period bus replacement services will operate. While this does not impact future residents / customers of the development, it may impact construction workers if the projects overlap.

On completion, the Metro will connect to the recently extended City and Southwest line and provide high frequency services connecting between Bankstown and the city, where the line connects with the Sydney Rail network.

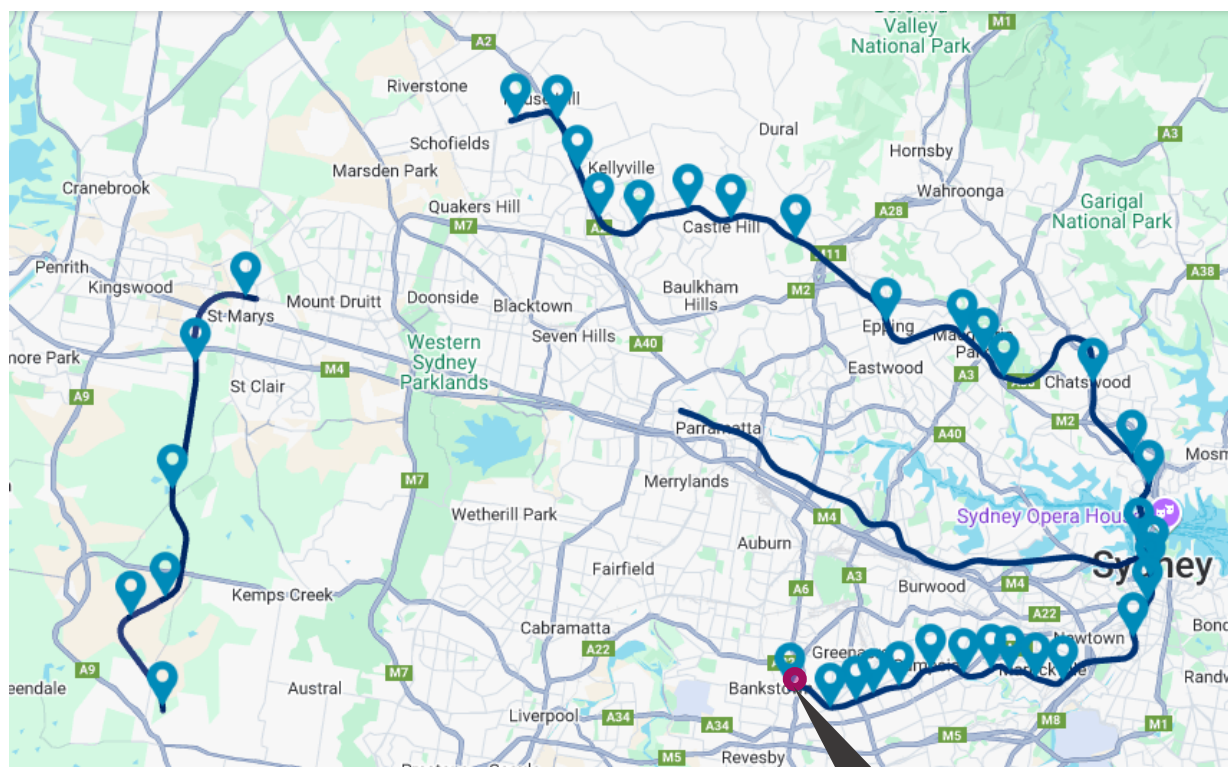


Figure 13: Current and Future Sydney Metro network

Compass Centre



4.3.2. Bus Services

In addition to the train replacement bus services, the normal bus services in vicinity of the development site are operated by Transit Systems. The services connect Bankstown with wider parts of Sydney, such as Liverpool, Parramatta, Fairfield, Hurstville, Sutherland, etc. A high number of bus stops are located within convenient catchment from the proposed development site.

The bus routes around the site are presented in Figure 14, a summary of the bus service operation and frequencies is provided in Table 2.

Based on the high number of bus routes and frequent services that available to the site, bus travel is highly likely to be a key mode of transport adopted by the prospective users of the development.

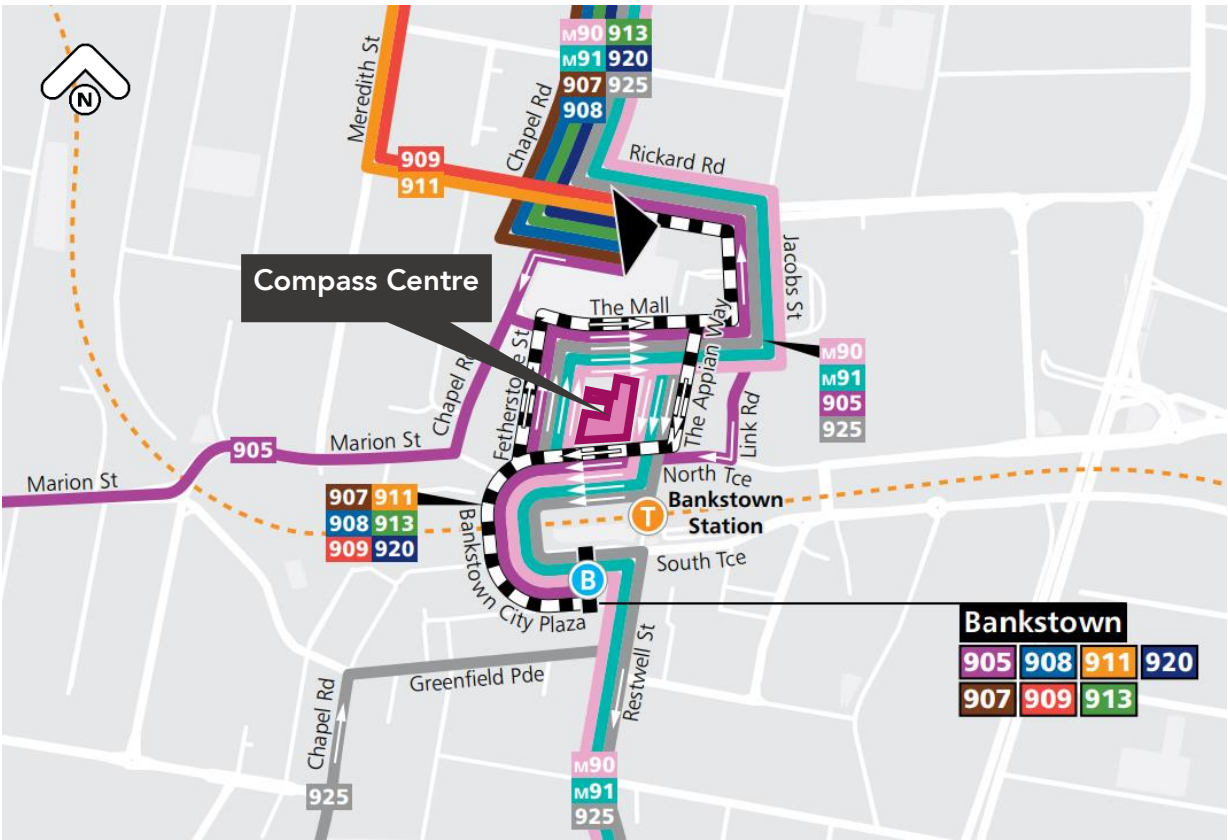


Figure 14: Surrounding bus routes (Source: Transport for NSW)

Table 2: Surrounding bus operation summary

| Routes | Coverage                                            | Operation Summary                                                                                                                                                  |
|--------|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| M90    | Burwood to Liverpool                                | Weekdays: every 10 minutes during peak hours<br>Saturdays: every 20 minutes during peak hours<br>Sunday and public holidays: every 20 minutes during peak hours    |
| M91    | Hurstville to Parramatta via Padstow & Chester Hill | Weekdays: every 10-15 minutes during peak hours<br>Saturdays: every 20 minutes during peak hours<br>Sunday and public holidays: every 20 minutes during peak hours |

|     |                                              |                                                                                                                                                                    |
|-----|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 487 | Bankstown Central to Canterbury              | Weekdays: every 30-60 minutes during peak hours<br>Saturdays: every 30 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |
| 905 | Bankstown to Fairfield                       | Weekdays: every 15 minutes during peak hours<br>Saturdays: every 30 minutes during peak hours<br>Sunday and public holidays: every 30 minutes during peak hours    |
| 907 | Bankstown to Parramatta via Bass Hill        | Weekdays: every 15 minutes during peak hours<br>Saturdays: every 30 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours    |
| 908 | Merrylands to Bankstown via Birrong & Auburn | Weekdays: every 35-60 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |
| 909 | Bankstown to Parramatta via Birrong & Auburn | Weekdays: every 30 minutes during peak hours<br>Saturdays: every 30 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours    |
| 911 | Auburn to Bankstown via Georges Hall         | Weekdays: every 30 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: no services                           |
| 913 | Strathfield to Bankstown                     | Weekdays: approximately every 30-60 minutes during peak hours<br>Saturdays: no services<br>Sunday and public holidays: no services                                 |
| 920 | Parramatta to Bankstown                      | Weekdays: every 15 minutes during peak hours<br>Saturdays: every 20 minutes during peak hours<br>Sunday and public holidays: every 20 minutes during peak hours    |
| 922 | East Hills to Bankstown via Milperra         | Weekdays: every 20-60 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |
| 923 | Panania to Bankstown via Picnic Pt           | Weekdays: every 20-30 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |
| 924 | East Hills to Bankstown via Panania          | Weekdays: every 30-60 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |
| 925 | East Hills to Lidcombe via Bankstown         | Weekdays: every 30 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours    |
| 926 | Revesby Heights to Bankstown                 | Weekdays: every 15-30 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |

|     |                                             |                                                                                                                                                                    |
|-----|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 939 | Greenacre to Bankstown                      | Weekdays: every 30 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: no services                           |
| 940 | Bankstown to Hurstville via Riverwood       | Weekdays: every 30 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours    |
| 941 | Bankstown to Hurstville via Greenacre       | Weekdays: every 30-60 minutes during peak hours<br>Saturdays: every 30 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |
| 944 | Bankstown to Mortdale via Peakhurst Heights | Weekdays: every 30 minutes during peak hours<br>Saturdays: every 60 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours    |
| 945 | Hurstville to Bankstown via Mortdale        | Weekdays: every 15-30 minutes during peak hours<br>Saturdays: every 30 minutes during peak hours<br>Sunday and public holidays: every 60 minutes during peak hours |
| 960 | Sutherland to Bankstown                     | Weekdays: every 15 minutes during peak hours<br>Saturdays: every 20 minutes during peak hours<br>Sunday and public holidays: every 20 minutes during peak hours    |

## 4.4. Active Transport

The existing walking and cycling infrastructure surrounding the site has been reviewed, with the focus on site frontage roads.

For walking, the surroundings roads are provided with footpaths, signalised pedestrian crossings and unsignalised pedestrian (zebra) crossings.

For cycling, currently there are no dedicated cycle lanes or shared paths provided in proximity to the site, therefore cyclists need to share the road with motorists. A map of the cycling infrastructure in the area is provided in Figure 15. The locality is currently defined as a high pedestrian activity area, the implemented 40km/h speed limit provides a generally friendly environment for cycling.

Based on the above, the area in proximity to the site is considered adequate for walking and cycling. However, it is noted that, due to the separation created by the railway lines, the local area currently has limited options for north-south active transport connections, detours may be required for some origins and destinations.

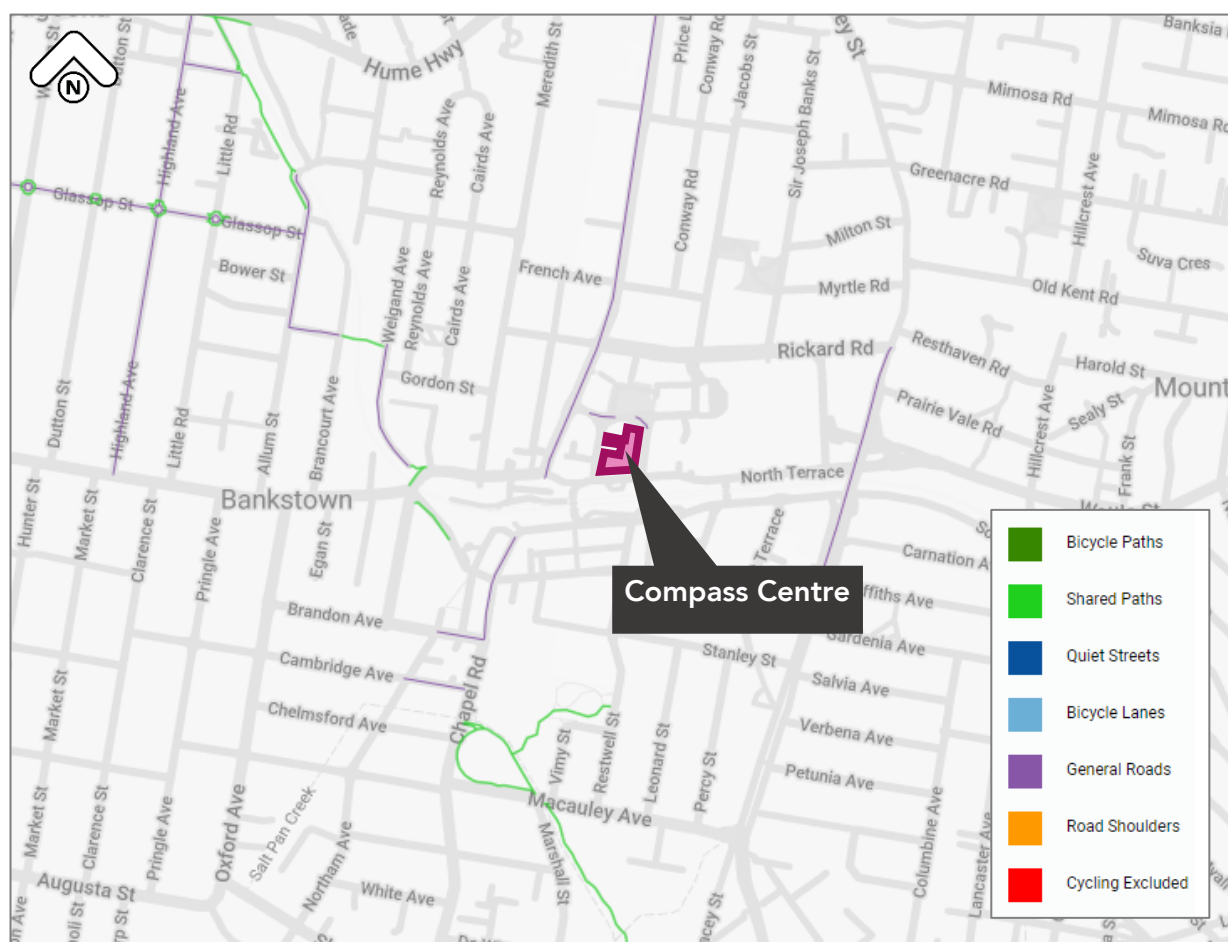


Figure 15: Surrounding cycling network (Map source: TfNSW cycleway finder)

## 4.5. Traffic Surveys and Peak Hours

To understand the existing traffic conditions around the proposed development site, traffic surveys were undertaken on Thursday 19<sup>th</sup> October 2023, Saturday 21<sup>st</sup> October 2023 for the key intersections outlined in Section 4.2.

The traffic survey data indicates the locality has the following weekday and weekend peak hours:

- Weekday morning peak: 8:15am - 9:15am
- Weekday afternoon peak: 4:30pm - 5:30pm
- Saturday midday peak: 11:30am - 12:30pm

## 4.6. Traffic Signals Data and Operation

All surveyed signalised intersections are connected to Sydney Coordinated Adaptive Traffic System (SCATS). Historical SCATS traffic signal data on the traffic survey dates is also obtained for these intersections.

The SCATS history data shows that the intersections in the Bankstown CBD area were operating at low cycle times during peak periods (approximately 60-80 seconds), this is a common strategy for CBD areas that has high pedestrian volumes.

The North Terrace / West Terrace and West Terrace / South Terrace intersections are operated by a single traffic signal controller as a common control group (CCG) site. The CCG site was operating at a cycle time of approximately 110 seconds during peak periods, this is consistent and practical with the number of phases that have to be accommodated.

All surveyed signalised intersections are not coordinated. A summary of the signalised intersection peak hour average cycle times is presented in Figure 16.

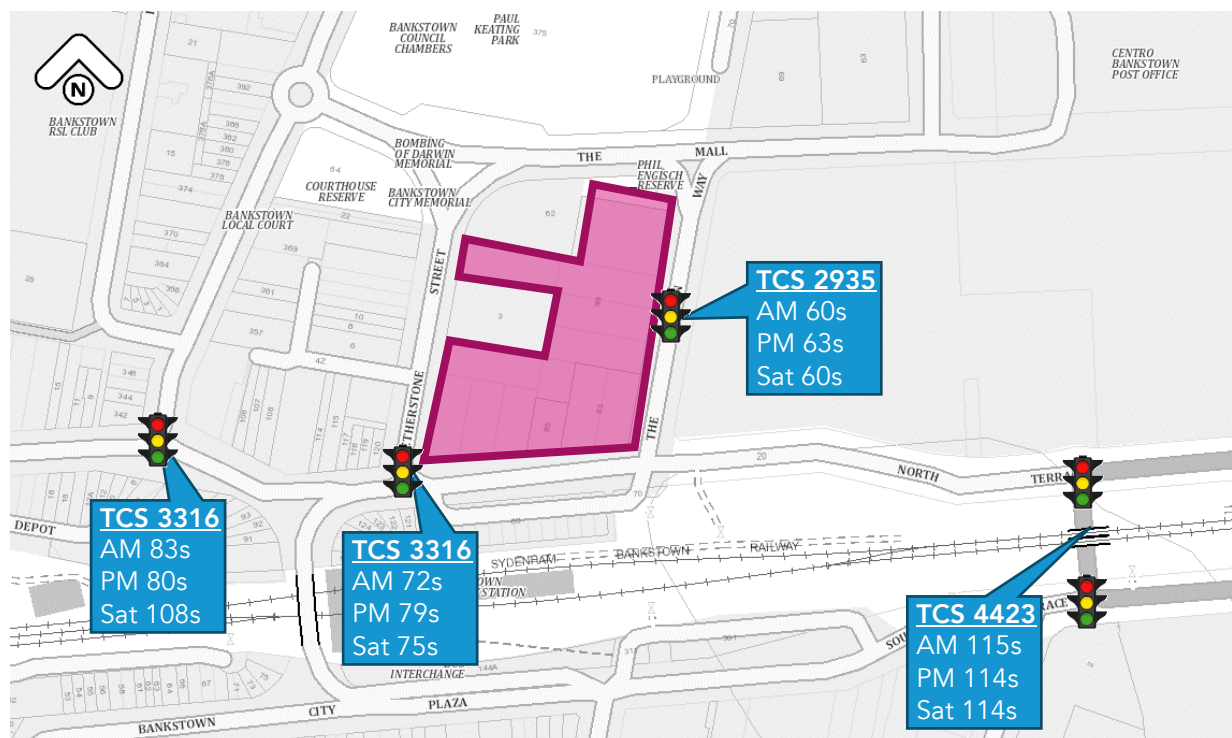


Figure 16: Peak hour average cycle times of the surveyed signalised intersections

## 5. Future Transport Conditions

With reference to The Canterbury-Bankstown Council's Complete Streets Plan (Complete Streets Plan), a package of street transformations and network changes is envisaged to be implemented progressively over the next 20 years. The future transport environment surrounding the Project site is expected to be significantly different from the existing conditions.

Therefore, it is crucial for the development to consider the expected changes and align the proposal's design with the vision of Complete Streets Plan.

### 5.1. Road Network Changes

The Complete Streets Plan proposes major network changes around the site, they are summarised in the following:

- One-way to two-way conversion for all site frontage roads;
- Shared zone for The Appian Way and Fetherstone Street;
- No vehicle access on the southern end of Fetherstone Street (at North Terrace); and
- Transit street (bus only) for North Terrace westbound at site frontage.

The implementation of the transformations is set by various priorities by the Complete Streets Plan. The Appian Way is set as the first item in the high priority list, North Terrace, Fetherstone Street and The Mall are set as the top 3 items in the medium priority list for future delivery.

The proposed network changes are envisaged to change the traffic flow around the Project site, whilst the origin-destination traffic distribution through the wider network is expected to remain in a similar manner.

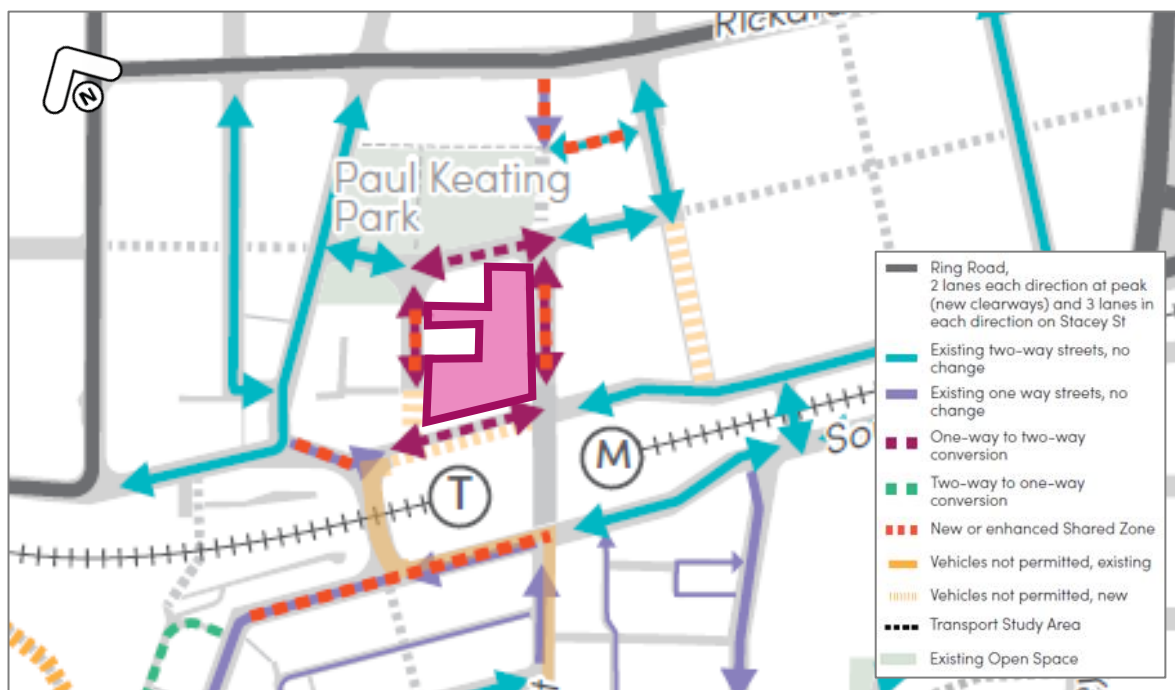


Figure 17: Complete Streets Plan proposed road network changes (Source: Canterbury-Bankstown Council)

## 5.2. Intersection Changes

The Complete Streets Plan also proposes to implement new signalised intersections and upgrades to some of the existing signalised intersections in the City Centre. The following proposed changes are in close proximity to the development site:

- New signalised intersections at North Terrace / The Appian Way, North Terrace / Jacobs Street, and The Mall / Jacobs Street;
- Major change at North Terrace / West Terrace / South Terrace common control group (CCG) intersection;
- Upgrades at North Terrace / Fetherstone Street.

An overview of the future intersection changes is presented in Figure 18.



Figure 18: Complete Streets Plan proposed future intersection changes

### 5.3. Public Transport

The public transport network in vicinity of the site will largely remain similar to the existing network, whilst buses will travel on a different route than currently travel around the Project site. The following enhancements are expected to be made to buses and rail infrastructure and network:

- Simplified north-south bus services along one route;
- Amalgamated bus interchange on the north side of the future Metro station;
- Significant bus stop maintained at Bankstown Plaza south;
- Train station extended east for new Metro platforms;
- New direct at-grade connection across rail corridor between the Metro and train platforms (in line with The Appian Way and Restwell St); and
- Upgrades to public space outside station.

The Complete Street Plan's future public transport network around the development site is provided in Figure 19.

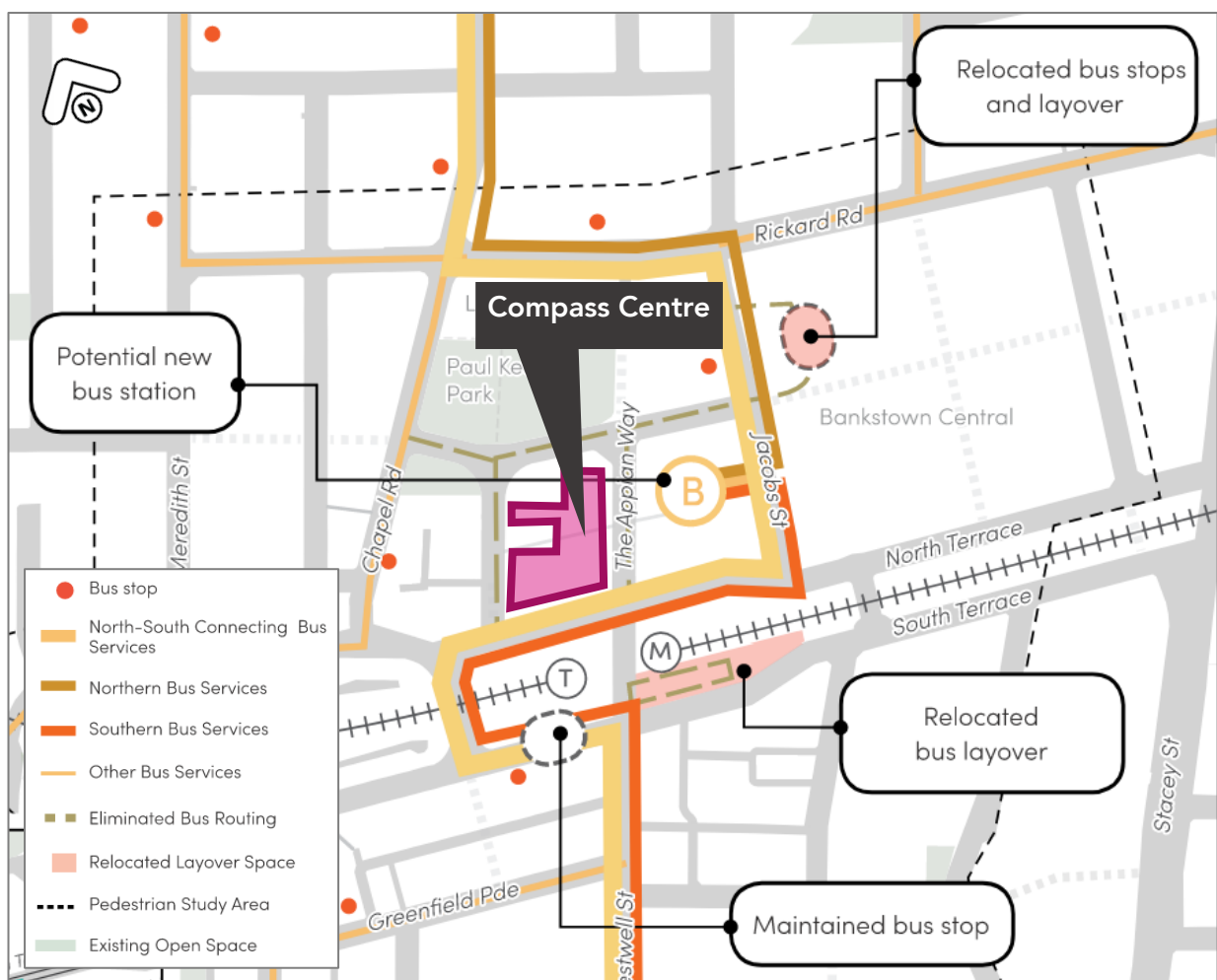


Figure 19: Complete Streets Plan proposed public transport enhancements

## 5.4. Active Transport

The future active transport infrastructure in vicinity of the site is set to be enhanced by the Complete Streets Plan.

The east and west site frontage roads are expected to be converted to shared zones, which allow higher pedestrian activities. New or improved pedestrian and cyclist links (paths), signalised pedestrian crossings are also expected to be implemented in close proximity to the site. The future pedestrian and cycling network proposed by the Complete Streets Plan are shown in Figure 20 and Figure 21.

As part of the proposed active transport infrastructure upgrades, the existing signalised midblock pedestrian crossing on The Appian Way is expected to be removed when the area is transformed into a shared zone.

The planned Complete Streets active transport infrastructure upgrades will provide better pedestrian and cyclist connection in the Bankstown CBD, especially the north-south connection across the railway line than the current limited options.

Upon completion, the prospective users of the site will be adequately serviced by the improved active transport amenities.

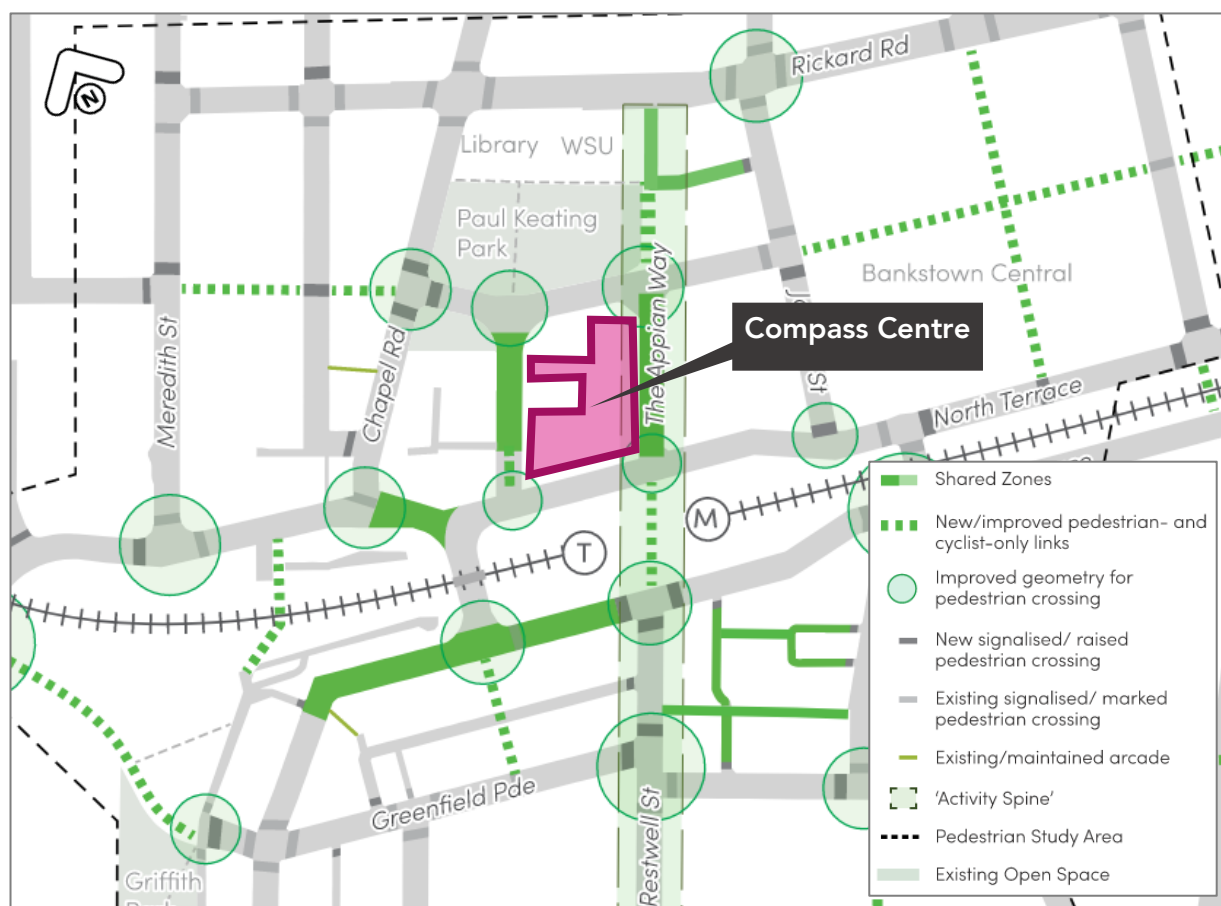


Figure 20: Complete Streets Plan proposed pedestrian infrastructure enhancements

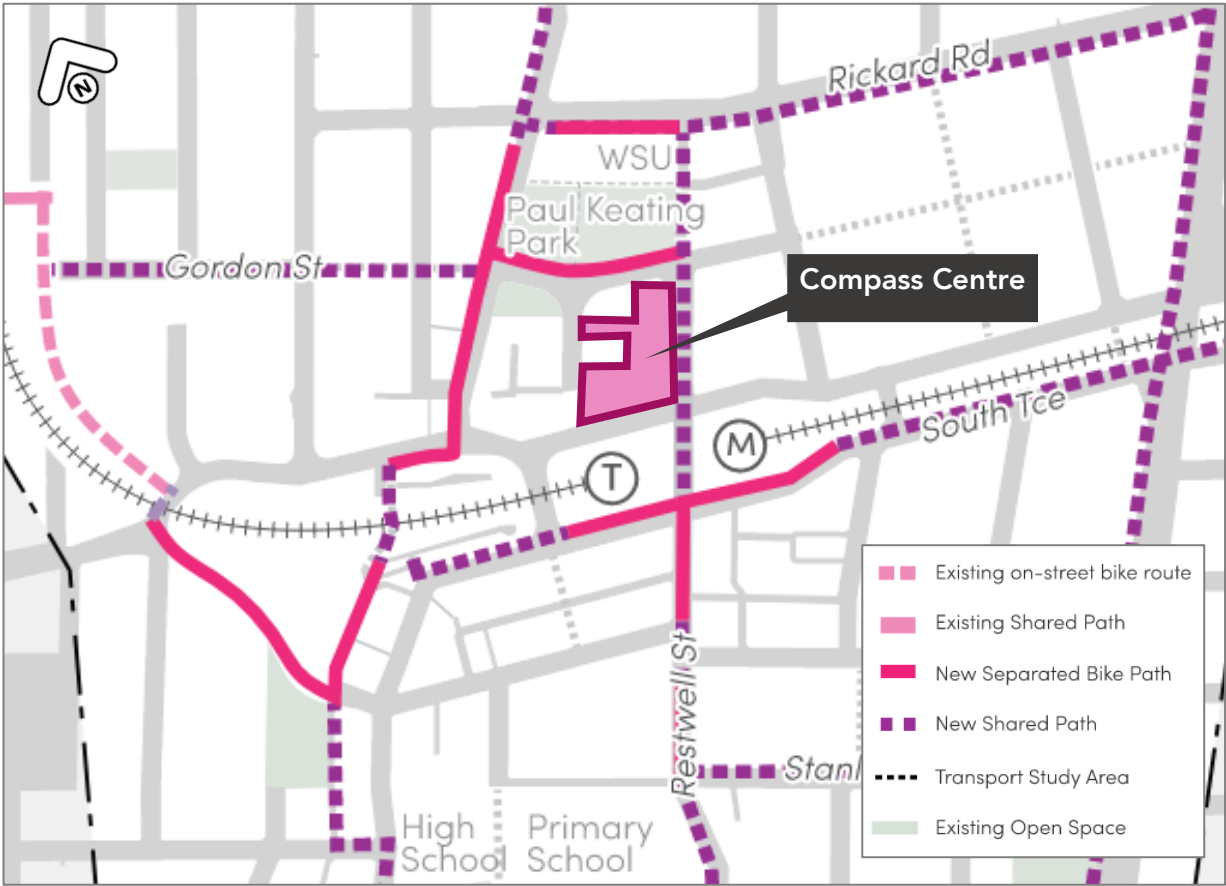


Figure 21: Complete Streets Plan proposed cycling infrastructure enhancements

## 6. Traffic Impact Assessment

### 6.1. Traffic Generation

#### 6.1.1. Traffic Generation Rates

With reference to Transport for NSW Guide to Traffic Generating Developments Updated Traffic Surveys (TDT 2013/04a) and Guide to Traffic Generating Developments (TTR-002), Table 3 provides the traffic generation rates for various land uses that adopted and/or derived for calculating and assessing the traffic implications of the development proposal.

It is noted that, the guides do not provide traffic generation rates for hotels. Original RTA research indicated a large variance in the traffic generation rates of hotels due to factors such as the location and age of the building, its internal design, the provision of live music and other facilities, and the introduction of random breath testing, etc.

The guides provide evening traffic generation rate for motels, which is the closest land use to a hotel. Therefore, the motel use traffic generation rate has been adopted for all peak hours for assessing the proposed hotel component. This would provide a more robust assessment as motels generally have higher traffic generation than hotels, as their occupants would be more reliant on private transport.

The guide provides traffic generation rates for different types of childcare centres. The Long-day childcare centre traffic generation rate has been adopted for all peak hours for assessing the proposed childcare component.

Section 3.11 of the Guide to Traffic Generating Developments (TTR-002) has no data available for medical suite, therefore the existing traffic generation has been determined on a first principles basis. The existing practice has 18 consulting rooms. In relation to Medical Centres, which are similar in operation to Medical Suites, Section 3.11.2 of the guide indicates an average length of stay as 27 minutes; therefore 1 consulting room would result in 2 visits in the peak hour.

Table 3: Traffic generation rates

| Land uses                  | Trip generation rate<br>AM peak                                    | Trip generation rate<br>PM peak          | Trip generation rate<br>Saturday peak    |
|----------------------------|--------------------------------------------------------------------|------------------------------------------|------------------------------------------|
| Retail <sup>1</sup>        | 1.01 trips per 100m <sup>2</sup><br>GLFA                           | 2.22 trips per 100m <sup>2</sup><br>GLFA | 3.04 trips per 100m <sup>2</sup><br>GLFA |
| Childcare centre           | 0.8 Peak Vehicle Trips<br>/ Child                                  | 0.7 Peak Vehicle Trips<br>/ Child        | NA                                       |
| Medical Suite              | 2 visits / 1 consulting room, Average length of stay as 27 minutes |                                          |                                          |
| Commercial - office        | 1.6 trips per 100m <sup>2</sup><br>GFA                             | 1.2 trips per 100m <sup>2</sup><br>GFA   | 0 trips per 100m <sup>2</sup> GFA        |
| Commercial - Hotel         | 0.4 trips per unit                                                 | 0.4 trips per unit                       | 0.4 trips per unit                       |
| Residential (high density) | 0.19 trips per unit                                                | 0.15 trips per unit                      | 0.19 trips per unit                      |
| Public car parking         | 0.99 trips per car space                                           |                                          |                                          |

<sup>1</sup> Guide to Traffic Generating Developments Updated Traffic Surveys, Appendix F3 - Shopping Centre Vehicle Trip Rates - Liverpool

### 6.1.2. Existing Traffic Generation

The existing traffic generation can be calculated based on the current site land uses as presented in Section 3.2, the trips based on the current various land uses are summarised in Table 4.

It is noted that, the commercial office block on-site is currently disused and inaccessible to the public, therefore its potential traffic generation is not captured as part of the traffic surveys and not considered for calculating the net traffic generation in the later sections. However, the commercial office trips should be viewed as potential trips that could be still generated on the network without additional consent approval process, should the office block be reused.

Table 4: Existing land use traffic generation

| Land uses                                        | Areas/Units                       | Peak hours             | Trips                 |
|--------------------------------------------------|-----------------------------------|------------------------|-----------------------|
| Retail                                           | Approx. 5,000m <sup>2</sup>       | Weekday AM             | 51                    |
|                                                  |                                   | Weekday PM             | 111                   |
|                                                  |                                   | Saturday Midday        | 152                   |
| <i>Commercial office<br/>(currently disused)</i> | <i>Approx. 4,000m<sup>2</sup></i> | <i>Weekday AM</i>      | <i>64 (potential)</i> |
|                                                  |                                   | <i>Weekday PM</i>      | <i>48 (potential)</i> |
|                                                  |                                   | <i>Saturday Midday</i> | <i>0</i>              |
| Public car parking                               | 50 spaces                         | Weekday AM             | 45                    |
|                                                  |                                   | Weekday PM             | 45                    |
|                                                  |                                   | Saturday Midday        | 45                    |
| Total                                            |                                   | Weekday AM             | 160                   |
|                                                  |                                   | Weekday PM             | 204                   |
|                                                  |                                   | Saturday Midday        | 197                   |

### 6.1.3. Development Traffic Generation

Based on the development area schedule presented in Section 2.2, traffic generation based on the proposed the land uses are presented in Table 5.

- Childcare Centre - It is assumed that 70% of the children will arrive by car, while the remaining 30% are assumed to be generated within the same building and will not add any trips to the local road network.
- Medical Suites - It is likely that the staff for the medical suite will arrive during the AM peak hour and depart during the PM peak hour, generally utilizing public transport. As a result, they are not expected to add any trips to the local road network. It is assumed that 70% of the patients will arrive by car, while the remaining 30% will be using other services in the building and therefore will not add further trips to the local road network, i.e. a shared use component.

Table 5: Development land use traffic generation

| Land uses          | Areas/Units                                   | Peak hours      | Trips |
|--------------------|-----------------------------------------------|-----------------|-------|
| Retail             | 4969 m <sup>2</sup>                           | Weekday AM      | 50    |
|                    |                                               | Weekday PM      | 110   |
|                    |                                               | Saturday Midday | 151   |
| Childcare          | 100                                           | Weekday AM      | 56    |
|                    |                                               | Weekday PM      | 49    |
|                    |                                               | Saturday Midday | N/A   |
| Medical Suite      | Staff – 25<br>No. of consulting<br>rooms - 18 | Weekday AM      | 50    |
|                    |                                               | Weekday PM      | 50    |
|                    |                                               | Saturday Midday | 50    |
| Commercial - hotel | 169 rooms                                     | Weekday AM      | 68    |
|                    |                                               | Weekday PM      | 68    |
|                    |                                               | Saturday Midday | 68    |
| Residential        | 339 apartments                                | Weekday AM      | 64    |
|                    |                                               | Weekday PM      | 51    |
|                    |                                               | Saturday Midday | 64    |
| Total              |                                               | Weekday AM      | 289   |
|                    |                                               | Weekday PM      | 328   |
|                    |                                               | Saturday Midday | 333   |

#### 6.1.4. Net Traffic Generation

For assessing the traffic implications of the additional trips generated by the development, the existing land use traffic generation is subtracted as they are not additional trips and would be already on the road network.

The net traffic generation resulting by the development proposal can be calculated by comparing the existing traffic generation and the development traffic generation, as presented in Table 6.

Table 6: Net land use traffic generation

| Land uses                | Peak hours      | Net additional trips |
|--------------------------|-----------------|----------------------|
| Retail / public car park | Weekday AM      | -45                  |
|                          | Weekday PM      | -46                  |
|                          | Saturday Midday | -46                  |
| Childcare                | Weekday AM      | +56                  |
|                          | Weekday PM      | +49                  |
|                          | Saturday Midday | N/A                  |

|                           |                 |      |
|---------------------------|-----------------|------|
| Medical Suite             | Weekday AM      | +50  |
|                           | Weekday PM      | +50  |
|                           | Saturday Midday | +50  |
| Commercial - office/hotel | Weekday AM      | +4   |
|                           | Weekday PM      | +20  |
|                           | Saturday Midday | +68  |
| Residential               | Weekday AM      | +64  |
|                           | Weekday PM      | +51  |
|                           | Saturday Midday | +64  |
| Total                     | Weekday AM      | +129 |
|                           | Weekday PM      | +124 |
|                           | Saturday Midday | +136 |

## 6.2. Trip Distribution

The trip distribution for the additional trips will be largely dependent on the road network in the locality and the characteristics of various land uses during different peak hours. The planned Complete Streets Plan, once completed, will significantly change the network trip distribution, however given that the program and delivery/funding is not known at this stage, we are unable to model the Complete Streets traffic distribution associated with the planning proposal.

### 6.2.1. Inbound/Outbound Distribution

Based on the characteristics of various land uses during different peak hours, the inbound and outbound trip distribution has been derived, as shown in Table 7, for distributing the net development traffic generation.

Table 7: Inbound/outbound traffic distribution proportions

| Land use           | AM peak                         | PM peak                         | Saturday midday peak            |
|--------------------|---------------------------------|---------------------------------|---------------------------------|
| Retail             | 80% inbound and<br>20% outbound | 20% inbound and<br>80% outbound | 80% inbound and<br>20% outbound |
| Childcare          | 50% inbound and<br>50% outbound | 50% inbound and<br>50% outbound | 50% inbound and<br>50% outbound |
| Medical Suite      | 50% inbound and<br>50% outbound | 50% inbound and<br>50% outbound | 50% inbound and<br>50% outbound |
| Commercial - hotel | 50% inbound and<br>50% outbound | 50% inbound and<br>50% outbound | 50% inbound and<br>50% outbound |
| Residential        | 20% inbound and<br>80% outbound | 80% inbound and<br>20% outbound | 20% inbound and<br>80% outbound |

|                 |                                           |                                           |                                            |
|-----------------|-------------------------------------------|-------------------------------------------|--------------------------------------------|
| Total Net Trips | 32 inbound trips and<br>97 outbound trips | 91 inbound trips and<br>33 outbound trips | 35 inbound trips and<br>101 outbound trips |
|-----------------|-------------------------------------------|-------------------------------------------|--------------------------------------------|

### 6.2.2. Directional Distribution - Existing Street Arrangements

For the directional trip distribution under the existing street arrangements, it is derived based on the following information and shown in Figure 22:

- Development site location in relation to the current one-way traffic arrangement; and
- The existing intersection approach and departure traffic volume proportions.

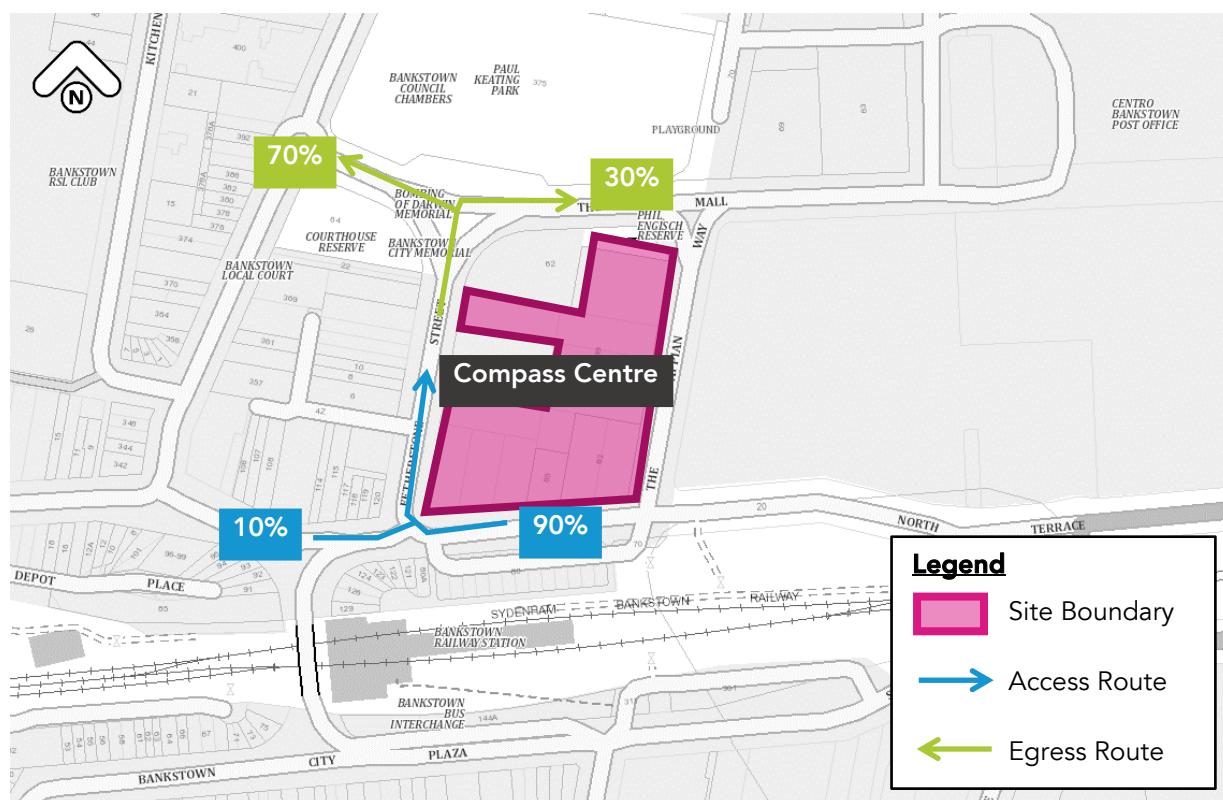


Figure 22: Directional trip distribution - existing street arrangements

## 6.3. Modelling Scenarios

In assessing the traffic implications resulting from the development proposal, the following scenarios have been considered for traffic modelling:

- **1 - Existing Base:** Base case scenario using weekday morning, afternoon, and Saturday midday peak hour traffic volumes collected during the surveys. This case represents the existing traffic conditions during the respective peak hours.
- **2 - Existing Base + Development:** Development scenario under the existing road network, this includes both the existing base traffic volumes and additional trips generated by the Project during the weekday morning, afternoon, and Saturday midday peak hours. This case represents the likely traffic impact of the development proposal under the existing road network arrangements and conditions.

## 6.4. Traffic Modelling

In order to determine the performance of the identified key intersections, an assessment has been undertaken using the SIDRA modelling software, a micro-analytical tool for individual intersections and whole-network modelling. Typically, there are three performance indicators used to summarise the performance of an intersection, being:

- Degree of Saturation (DoS) – The total usage of the intersection expressed as a factor of 1, with 1 representing 100% vehicles/capacity (v/c). (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.
- 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 (LoS) – This is a categorization of average delay, intended for simple reference. Transport for NSW adopts the bands as shown in Table 8.

Table 8: Level of service bands

| LoS | Average delay (seconds) | Traffic signals, roundabouts                                                                            | 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   |

### 6.4.1. Existing Base Model Development

The base model has been developed for the existing traffic conditions using traffic volumes and traffic signals data as outlined in Sections 4.5 and 4.6.

Verification of the model network coding are undertaken to ensure that the modelled network is correctly representing the physical and operational characteristics of the real-world network around the campus.

The model is calibrated to match model results to those that have been observed. The model inputs and parameter adjusted are the following:

- Priorities: Some vehicle turning movements at North Terrace / West Terrace / South Terrace intersection are calibrated to match the observed conditions that vehicles give way to signal controlled opposing pedestrian movements.
- Phasing and timing: the exact historical cycle timings allocated by SCATS are used to calibrate all signalised intersections to match the observed conditions.
- Network timing/coordination: All intersections are calibrated as not coordinated to match the collected SCATS data.

Validation of the model is undertaken by comparing the 95% queue lengths from the model against the survey video footage and site visit observed conditions.

After the above process undertaken, the base model is considered fit to represent existing traffic conditions and be used for future scenario modelling assessment.

## 6.4.2. Traffic Modelling Results

Table 9: SIDRA modelling results summary

| Intersection                      | Peak Hour        | Scenarios              | Average LoS <sup>2</sup> | Average Delay (s) | Highest DoS (v/s) | Highest Q95 (m) |
|-----------------------------------|------------------|------------------------|--------------------------|-------------------|-------------------|-----------------|
| 1 - The Mall / Chapel Road        | AM               | Existing               | B                        | 15.5              | 0.761             | 56.9            |
|                                   |                  | Existing + Development | B                        | 16.3              | 0.785             | 63.6            |
|                                   | PM               | Existing               | A                        | 12.9              | 0.727             | 55.1            |
|                                   |                  | Existing + Development | A                        | 13.6              | 0.758             | 61.5            |
|                                   | Saturday Middyay | Existing               | A                        | 12.6              | 0.686             | 45.6            |
|                                   |                  | Existing + Development | A                        | 13                | 0.704             | 48.4            |
| 2 - The Mall / Fetherstone Street | AM               | Existing               | A                        | 4.9               | 0.693             | 63.7            |
|                                   |                  | Existing + Development | A                        | 4.9               | 0.696             | 64.9            |
|                                   | PM               | Existing               | A                        | 4.9               | 0.630             | 47.1            |
|                                   |                  | Existing + Development | A                        | 4.9               | 0.641             | 49.7            |
|                                   | Saturday Middyay | Existing               | A                        | 4.8               | 0.669             | 57.6            |
|                                   |                  | Existing + Development | A                        | 4.8               | 0.674             | 58.9            |
| 3- The Mall / The Appian Way      | AM               | Existing               | A                        | 4.8               | 0.370             | 16.4            |
|                                   |                  | Existing + Development | A                        | 4.8               | 0.384             | 17.3            |
|                                   | PM               | Existing               | A                        | 4.8               | 0.369             | 16.2            |
|                                   |                  | Existing + Development | A                        | 4.8               | 0.380             | 16.9            |
|                                   | Saturday Middyay | Existing               | A                        | 4.9               | 0.393             | 18.0            |
|                                   |                  | Existing + Development | A                        | 4.9               | 0.409             | 19.1            |
| 4 - The Mall / Jacobs Street      | AM               | Existing               | A                        | 12.4              | 0.296             | 10.8            |
|                                   |                  | Existing + Development | A                        | 12.6              | 0.305             | 11.2            |
|                                   | PM               | Existing               | B                        | 14.7              | 0.389             | 13.9            |
|                                   |                  | Existing + Development | B                        | 14.8              | 0.392             | 14              |
|                                   | Saturday Middyay | Existing               | A                        | 12.6              | 0.293             | 10.6            |
|                                   |                  | Existing + Development | A                        | 12.9              | 0.303             | 11              |
| 5 - Chapel Road / Marion Street / | AM               | Existing               | A                        | 6.1               | 0.477             | 59.6            |
|                                   |                  | Existing + Development | A                        | 6.2               | 0.478             | 65.7            |

<sup>2</sup> For signalised intersections, the average delay results have been reported. It is noted that for priority-controlled intersections, the minor road usually experiences the highest delay whereas the major road experiences zero delay. In light of this, the average delay results may not be a suitable method of assessing the performance of an intersection. Therefore, the delay and corresponding LoS for the worst movement have been reported for priority-controlled intersections.

| Intersection                                                  | Peak Hour       | Scenarios              | Average LoS <sup>2</sup> | Average Delay (s) | Highest DoS (v/s) | Highest Q95 (m) |
|---------------------------------------------------------------|-----------------|------------------------|--------------------------|-------------------|-------------------|-----------------|
| Bankstown City Plaza                                          | PM              | Existing               | A                        | 7.0               | 0.497             | 82.4            |
|                                                               |                 | Existing + Development | A                        | 7.1               | 0.513             | 86.7            |
|                                                               | Saturday Midday | Existing               | A                        | 5.4               | 0.356             | 48.0            |
|                                                               |                 | Existing + Development | A                        | 5.5               | 0.358             | 53.7            |
| 6 - Fetherstone Street / North Terrace / Bankstown City Plaza | AM              | Existing               | B                        | 21.0              | 0.410             | 61.7            |
|                                                               |                 | Existing + Development | B                        | 21.1              | 0.423             | 64.1            |
|                                                               | PM              | Existing               | B                        | 21.4              | 0.414             | 65.6            |
|                                                               |                 | Existing + Development | B                        | 21.5              | 0.454             | 74.4            |
|                                                               | Saturday Midday | Existing               | B                        | 22.0              | 0.400             | 58.3            |
|                                                               |                 | Existing + Development | B                        | 22.2              | 0.433             | 62.2            |
| 7 - The Appian Way / North Terrace                            | AM              | Existing               | B                        | 18.7              | 0.723             | 73.0            |
|                                                               |                 | Existing + Development | B                        | 19.3              | 0.741             | 79.0            |
|                                                               | PM              | Existing               | B                        | 17.4              | 0.645             | 53.5            |
|                                                               |                 | Existing + Development | B                        | 22.2              | 0.725             | 75.6            |
|                                                               | Saturday Midday | Existing               | A                        | 14.5              | 0.582             | 40.3            |
|                                                               |                 | Existing + Development | B                        | 15.4              | 0.612             | 46.0            |
| 8 - North Terrace / West Terrace (CCG)                        | AM              | Existing               | B                        | 23                | 0.894             | 117.3           |
|                                                               |                 | Existing + Development | B                        | 23.2              | 0.877             | 118.6           |
|                                                               | PM              | Existing               | B                        | 22.8              | 0.686             | 82.0            |
|                                                               |                 | Existing + Development | B                        | 23.5              | 0.705             | 88              |
|                                                               | Saturday Midday | Existing               | B                        | 20.0              | 0.670             | 95.1            |
|                                                               |                 | Existing + Development | B                        | 20.5              | 0.729             | 94.2            |
| 9 - West Terrace / South Terrace (CCG)                        | AM              | Existing               | E                        | 58.0              | 1.006             | 257.8           |
|                                                               |                 | Existing + Development | E                        | 61.9              | 1.019             | 267.3           |
|                                                               | PM              | Existing               | B                        | 21.0              | 0.645             | 93.2            |
|                                                               |                 | Existing + Development | B                        | 21.4              | 0.633             | 93.0            |
|                                                               | Saturday Midday | Existing               | B                        | 28.5              | 0.662             | 109.3           |
|                                                               |                 | Existing + Development | C                        | 28.7              | 0.667             | 109.7           |
| 10 - The Appian Way Midblock                                  | AM              | Existing               | A                        | 2.3               | 0.247             | 29.3            |
|                                                               |                 | Existing + Development | A                        | 2.4               | 0.255             | 30.6            |
|                                                               | PM              | Existing               | A                        | 2.8               | 0.306             | 31.7            |

| Intersection        | Peak Hour | Scenarios              | Average LoS <sup>2</sup> | Average Delay (s) | Highest DoS (v/s) | Highest Q95 (m) |
|---------------------|-----------|------------------------|--------------------------|-------------------|-------------------|-----------------|
| Pedestrian Crossing |           | Existing + Development | A                        | 2.8               | 0.315             | 32.8            |
|                     |           | Existing               | A                        | 3.0               | 0.304             | 30.5            |
|                     |           | Existing + Development | A                        | 3                 | 0.313             | 31.8            |

The above table demonstrates that in all scenarios, all intersections operate at an acceptable LOS B, except for West Terrace / South Terrace (CCG), which is at LOS E during the AM peak for both the existing and existing plus development scenarios.

The full movement summaries are attached in **Appendix 2**.

## 7. Parking Provision Assessment

In establishing the parking provision requirements, reference is made to the parking provision rates stipulated in the following documents for assessment:

- Canterbury-Bankstown Development Control Plan 2023 (DCP)
- Transport for NSW (formerly Roads and Traffic Authority) Guide to Traffic Generating Developments 2002 (RTA Guide)
- National Construction Code 2002 (NCC) – Formerly known as Building Code of Australia (BCA)
- Adaptable Housing AS 4299 – 1995

### 7.1. Car Parking

#### 7.1.1. Non-Residential Component

The DCP stipulates parking provision rates for retail, childcare, medical suite, hotel and gym uses. However, it is noted that the DCP parking provision rate for hotel (1 space per room) appears to be onerous for developments in high density areas such as a strategic city centre, where convenient alternative transport options are available. Providing a high number of hotel car parking also appears to be contradicting the trend of promoting sustainable travel options and pedestrianisation in the Bankstown City Centre.

Therefore, reference has been made to the RTA Guide which stipulates a hotel parking provision rate that more adequately suits the characteristics of the Bankstown City Centre.

The DCP does not provide any car parking rates for the function centre. However, it is proposed to combine the function centre with hotel parking so that they can co-share the use of the spaces as and when required. The development proposes 124 retail spaces and 78 hotel spaces. Given that the demand for the function centre is within the same building catchment, the hotel patrons will have access to the function centre, therefore, there is no need for separate parking. It has been deemed, on a co-sharing basis, that the proposed number of spaces for retail and hotel parking should meet the developments demand for the function centre, and that the number of spaces provided are suitable for a development of this size.

The applicable car parking provision rates for retail, childcare centre, medical suite, commercial, hotel and gym for the proposed development as required by the DCP are shown in Table 10. The proposed car parking provision for non-residential components is a total of 255, thus satisfying the minimum DCP/TfNSW requirements.

Table 10: Non-Residential Car Parking Requirements and Provision

| Land Use                                   | Area / Units / Proposed Provision | DCP / TfNSW Parking Provision Rate                                                                                                                                                                                                                                                                     | Minimum Parking Provision Requirement | Proposed Provision        |
|--------------------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------------------------|
| Retail                                     | 4,969m <sup>2</sup>               | 1 space per 40m <sup>2</sup> GFA                                                                                                                                                                                                                                                                       | 124                                   | 124                       |
|                                            | 124                               | <i>Staff: 20% of the parking rate is to be allocated for staff and long- stay parking</i>                                                                                                                                                                                                              | 25                                    | 25                        |
|                                            |                                   | <i>Visitor: 80% of parking rate to be allocated for visitors and short stay parking</i>                                                                                                                                                                                                                | 99                                    | 99                        |
| Gym                                        | 435                               | 3 spaces per 100m <sup>2</sup> GFA                                                                                                                                                                                                                                                                     | 13                                    | Combine with Retail/Resi* |
| Childcare centre                           | 100                               | 1 space per 4 children;<br>2 additional spaces for the exclusive use of any associated dwelling                                                                                                                                                                                                        | 25                                    | 25                        |
| Medical Suite                              | 708m <sup>2</sup>                 | 1 car space per 25m <sup>2</sup> gross floor area.<br>Note 1: Parking spaces suitable for an ambulance and visitors with disabilities must be provided.<br>Note 2: At least 1 car space for safe drop-off and pick-up, either on-site or on-street based on availability, safety, and a parking study. | 28                                    | 28                        |
| Hotel                                      | 169 rooms                         | 1 space per 4 rooms (TfNSW Guide)                                                                                                                                                                                                                                                                      | 42                                    | 78                        |
| Function Centre                            | -                                 | No parking rates                                                                                                                                                                                                                                                                                       | Combined with hotel parking           |                           |
| <b>Non - residential Car Parking Total</b> |                                   |                                                                                                                                                                                                                                                                                                        | <b>219</b>                            | <b>255</b>                |

\* The gym is proposed for residents and hotel guests and as such will generate limited additional parking demand compared with a stand-alone gym. On this basis, the parking demand will be served by the retail and residential parking provisions.

### 7.1.2. Residential Component

The DCP stipulates parking provision rates for residential developments. However, during the pre-DA meeting between the project team and the Canterbury-Bankstown Council held on 26<sup>th</sup> September 2023, the project team was advised by Council that the high-density residential parking provision rates

stipulated by the TfNSW Guide are applicable to the DA on the basis that they are less onerous than Council's controls, consistent with Design Criteria 1 in Section 3J of the Apartment Design Guide.

Table 11 shows the required and proposed residential parking provision. The proposed car parking provision for residential component is a total of 239, thus it is in line with the minimum RTA requirements.

Table 11: Residential Car Parking Requirements and Provision

| Components                    | Units | RTA Parking Provision Rate    | Minimum Parking Provision Requirement | Proposed Provision |
|-------------------------------|-------|-------------------------------|---------------------------------------|--------------------|
| Studio                        | 55    | 0.4 spaces per 1 bedroom unit | 22                                    |                    |
| 1 Bedroom Unit                | 131   | 0.4 spaces per 1 bedroom unit | 52                                    |                    |
| 2 Bedroom Unit                | 132   | 0.7 spaces per 2 bedroom unit | 92                                    |                    |
| 3 Bedroom Unit                | 21    | 1.2 spaces per 3 bedroom unit | 25                                    |                    |
| Sub-total                     |       |                               | 191                                   | 191                |
| Visitor                       | 339   | 1 space per 7 units           | 48                                    | 48                 |
| Residential Car Parking Total |       |                               | 239                                   | 239                |

## 7.2. Accessible Parking

### 7.2.1. Non-Residential Component

The DCP stipulates an accessible parking rate for publicly accessible buildings, requiring 1 accessible parking space for every 25 spaces in developments containing more than 10 spaces, in accordance with BCA Class 9 buildings.

The NCC's Class 9 classification includes three sub-classifications:

- Class 9a – Medical Suite fall under this category;
- Class 9b – Function Centres, Gyms and Childcare Centres are classified under this category;
- Class 9c – Not applicable for the proposed development.

Table 12: Non-Residential Accessible Parking Requirements and Provision

| Land Use | Parking Spaces Provided | DCP / NCC Parking Provision Rate                          | Minimum Parking Provision Requirement | Proposed Provision |
|----------|-------------------------|-----------------------------------------------------------|---------------------------------------|--------------------|
| Retail   | Staff: 25               | Staff: 1 accessible parking space per 50 parking spaces   | Staff: 1                              | 1                  |
|          | Visitor: 99             | Visitor: 1 accessible parking space per 50 parking spaces | Visitor: 2                            | 2                  |

|                                                   |    |                                                                                                     |                              |          |
|---------------------------------------------------|----|-----------------------------------------------------------------------------------------------------|------------------------------|----------|
|                                                   |    | where a car park has less than 500 spaces                                                           |                              |          |
| Recreation facility - Gym                         | -  | 1 accessible parking space for every 25 spaces                                                      | Combined with retail parking |          |
| Childcare centre                                  | 25 | 1 accessible parking space for every 25 spaces                                                      | 1                            | 1        |
| Medical Suite                                     | 28 | 1 accessible parking space for every 25 spaces                                                      | 1                            | 1        |
| Commercial Hotel                                  | 78 | Staff: 1 accessible parking space per 50 parking spaces                                             | Staff: 1                     | 1        |
|                                                   |    | Visitor: 1 accessible parking space per 50 parking spaces where a car park has less than 500 spaces | Visitor: 1                   | 1        |
| Function Centre                                   | -  | 1 accessible parking space for every 25 spaces                                                      | Combined with hotel parking  |          |
| <b>Non – residential Accessible Parking Total</b> |    |                                                                                                     | <b>7</b>                     | <b>7</b> |

The proposed accessible parking provision for non-residential components are in line with the DCP requirements.

### 7.2.2. Residential Component

The Australian Standard Adaptable Housing AS 4299 – 1995 guide stipulates that one car parking space per adaptable unit should be provided for residential developments.

Table 13: Residential Accessible Parking Requirements and Provision

| Land Use    | Units           | Parking Provision Rate                  | Parking Provision Requirement | Proposed Provision |
|-------------|-----------------|-----------------------------------------|-------------------------------|--------------------|
| Residential | 34 (10% of 339) | 1 accessible space per 1 adaptable unit | 34                            | 34                 |

The proposed accessible parking provision for residential components is in line with the requirements.

## 7.3. Bicycle Parking

### 7.3.1. Non-Residential Component

The DCP provides the bicycle parking rates for different non-residential land uses within the development.

Table 14: DCP Non-Residential Bicycle Parking Requirements and Proposed Provision

| Land Use                              | Area / Units        | Parking Provision Rate                                  | Parking Provision Requirement | Proposed Provision |
|---------------------------------------|---------------------|---------------------------------------------------------|-------------------------------|--------------------|
| Retail                                | 4,534m <sup>2</sup> | Staff: 1 space per 300m <sup>2</sup> gross floor area   | Staff: 15                     | 15                 |
|                                       |                     | Visitor: 1 space per 500m <sup>2</sup> gross floor area | Visitor: 9                    | 9                  |
| Gym                                   | 435m <sup>2</sup>   | Staff: 1 space per 400m <sup>2</sup> gross floor area   | Staff: 1                      | 1                  |
|                                       |                     | Visitor: 1 space per 200m <sup>2</sup> gross floor area | Visitor: 3                    | 3                  |
| Childcare centre                      | 25                  | Visitor: 1 space per 200m <sup>2</sup> gross floor area | 6                             | 6                  |
| Medical Suite                         | -                   | NA                                                      | NA                            | 0                  |
| Hotel                                 | 169 rooms           | 1 space per 20 rooms                                    | 8                             | 10                 |
| Non-residential bicycle parking total |                     |                                                         | 42                            | 44                 |

The development proposal involves the provision of 44 bicycle parking spaces, thus is in line with the DCP requirements.

### 7.3.2. Residential Component

The DCP does not provide any specific requirement for residential bicycle parking for residents. However, the development proposes to provide 102 bicycle parking spaces for residents.

The DCP stipulates that, 1 visitor bicycle parking space per 10 dwellings to be provided for residential developments, thus it is in line with the DCP requirements.

Table 15: DCP Residential Bicycle Parking Requirements and Proposed Provision

| Land Use            | Units | Parking Provision Rate           | Parking Provision Requirement | Proposed Provision |
|---------------------|-------|----------------------------------|-------------------------------|--------------------|
| Residential         | 339   | NA                               | NA                            | 102                |
| Residential Visitor |       | 1 visitor space per 10 dwellings | 34                            | 39                 |

### 7.3.3. End of Trip Facilities

The DCP stipulates that, for non-residential developments that requires more than 10 staff bicycle parking spaces, 1 shower & change room per 10 staff bicycle parking spaces to be provided.

The proposed EoT facilities provision for non-residential component is a total of 3, thus it is in line with the DCP requirements.

Table 16: DCP End of Trip Facility Requirements and Proposed Provision

| Land Use                                    | Staff Bicycle Parking Spaces Required | End of Trip Facilities Provision Rate                      | End of Trip Facilities Provision Requirement | Proposed Provision |
|---------------------------------------------|---------------------------------------|------------------------------------------------------------|----------------------------------------------|--------------------|
| Retail                                      | 17                                    | 1 shower & change room per 10 staff bicycle parking spaces |                                              |                    |
| Childcare Centre                            | 6                                     |                                                            |                                              |                    |
| Commercial Hotel                            | 8                                     |                                                            |                                              |                    |
| Total Staff Bicycle Parking spaces required | 31                                    |                                                            |                                              |                    |
| Non-residential bicycle parking total       |                                       |                                                            | 3                                            | 3                  |

## 7.4. Motorcycle Parking

The DCP does not provide the motorcycle parking rates for any of the land uses. However, the development proposes to provide 27 motorcycle parking spaces.

Table 17: Motorcycle Parking Provision

| Land Use      | Parking Provision Rate | Parking Provision Requirement | Proposed Provision |
|---------------|------------------------|-------------------------------|--------------------|
| All land uses | N/A                    | N/A                           | 27                 |

## 7.5. Car Wash Bays

The DCP recommends that the car wash bay space may also be used as a visitor space and must be located in the basement for residential development but does not stipulate any parking rate requirement. However, the development proposes one car wash bay included in the overall car parking number.

Table 18: Residential Car Wash Bays

| Land Use              | Parking Provision Rate | Parking Provision Requirement | Proposed Provision |
|-----------------------|------------------------|-------------------------------|--------------------|
| Residential dwellings | N/A                    | N/A                           | 1                  |

## 7.6. Service Vehicles

DCP stipulates that mixed use development must provide appropriate loading/unloading or furniture pick-up spaces. Where rear lane access is not available and the commercial/retail gross floor area of a building is greater than 500m<sup>2</sup>, the DCP requires the following:

- At least one off-street parking space for delivery/service vehicles; and
- Additional off-street parking spaces or a loading dock depending on the size, number, and frequency of delivery/service vehicles likely to visit the premises.

The proposed loading dock in basement 1 is designed to accommodate vehicles up to Heavy Rigid Vehicles (HRV). The loading dock is proposed to serve the following types of service vehicles:

- Hotel / Residential uses - Two Small Rigid Vehicles (SRV's) via the Hotel / Residential Car Park Entry on Fetherstone street for general deliveries
- Retail and Other Land Uses - One Medium Rigid Vehicle (MRV) and two HRV's via the Retail / Loading Car Park Entry on Fetherstone street

This arrangement is anticipated to sufficiently accommodate all components of the proposed development.

## 7.7. Taxi and Coach Drop-off and Pick-up

- The proposed development proposes a taxi and coach pick-up and drop-off area for the hotel along North Terrace, opposite the site frontage, with space to accommodate two HRV's. This arrangement will allow visitors and guests to walk along the pedestrian walkway to access the hotel's entrance.
- Other land uses will utilize the existing pick-up and drop-off along the site frontage, accommodating up to three cars at a time.

## 8. Parking and Access Design Assessment

### 8.1. Access

The proposed development involves two access points located on Fetherstone Street where the existing access points to the site are located.

The proposed access locations have taken consideration into the current surrounding street one-way traffic network arrangements as well as the future Complete Streets Plan network changes and street transformation and are expected to adequately operate under both the current and future traffic network arrangements.

#### 8.1.1. Sight Distance

Fetherstone Street has a posted speed limit of 40km/h (high pedestrian activity area), with reference to AS2890, any access driveways are subject to the minimum safe stopping distance (SSD) of 35m and desirable 5-seconds gap of 55m.

The two access driveways on Fetherstone Street have a minimum safe stopping sight distance of 35m on both sides of the road, ensuring compliance with AS2890.

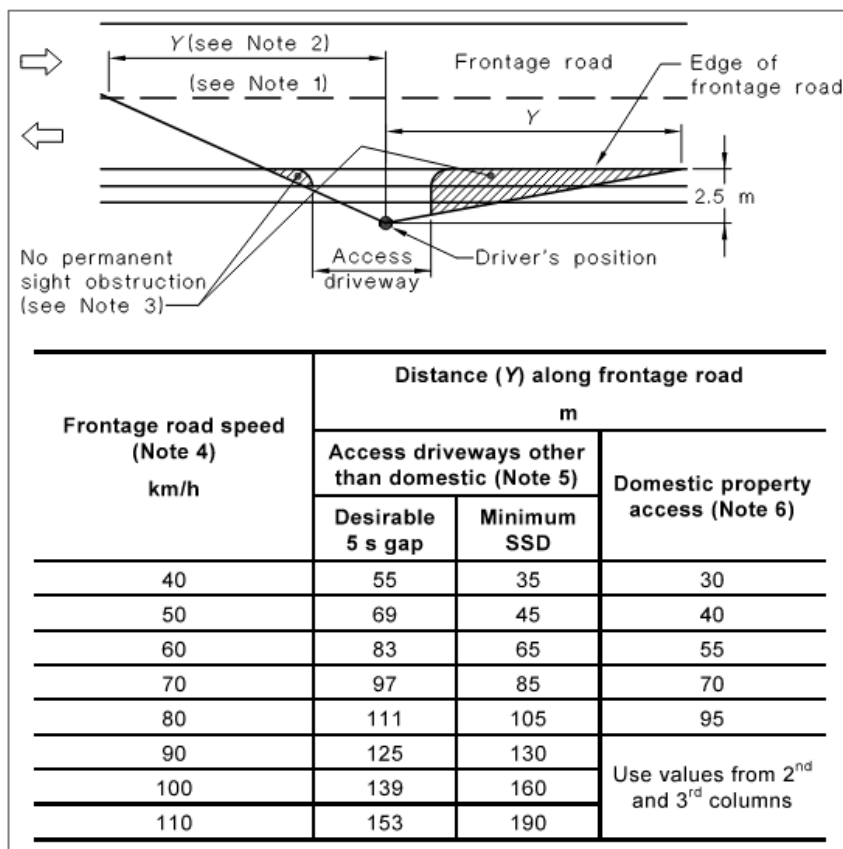


Figure 23: Sight distance requirements at access driveways (Source: AS2890)

### 8.1.2. Pedestrian Sight Lines

AS2890 requires that clear sight triangles shall be provided at the property line to ensure adequate visibility between exiting vehicles and pedestrians on the frontage road footpath.

The pedestrian sight triangles associated with the two entries of the proposed development on the ground floor, including the hotel / residential car park entry and the retail / loading car park entry on Fetherstone Street, have been reviewed and are found to be compliant with AS2890.

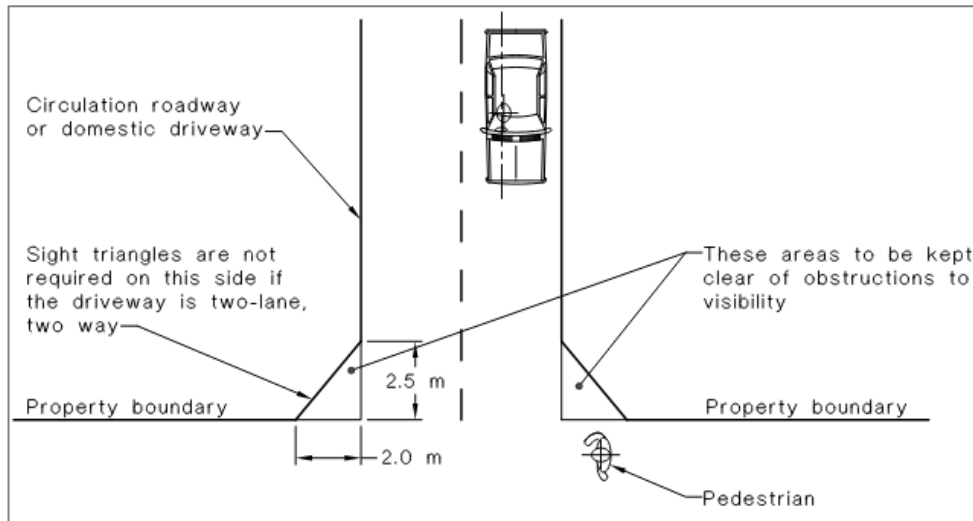


Figure 24: Minimum sight lines for pedestrian safety (Source: AS2890)

## 8.2. Parking

With reference to AS2890, the proposed car park can be classified as a class 1A car park for the residential use, class 2 for the hotel use and class 3 for the retail use. Therefore, the proposed car park facilities are subject to the following typical key design requirements.

### 8.2.1. Parking Bay Dimensions

- 90-degree car parking space - residential: 2.4 (W) x 5.4m (L)
- 90-degree car parking space - hotel: 2.5 (W) x 5.4m (L)
- 90-degree car parking space - retail: 2.6 (W) x 5.4m (L)
- 90-degree accessible car parking space: 2.4 (W) x 5.4m (L) for the dedicated parking space and 2.4 (W) x 5.4m (L) for the shared area with bollard/column installed
- Bicycle parking space: 1.8m (L) x 0.5 (W)
- Commercial vehicle - Small Rigid Vehicle (SRV) service bay: 3.5m (W) x 6.4m (L)
- Commercial vehicle - Heavy Rigid Vehicle (HRV) service bay: 3.5m (W) x 12.5m (L)

### 8.2.2. Parking Aisles

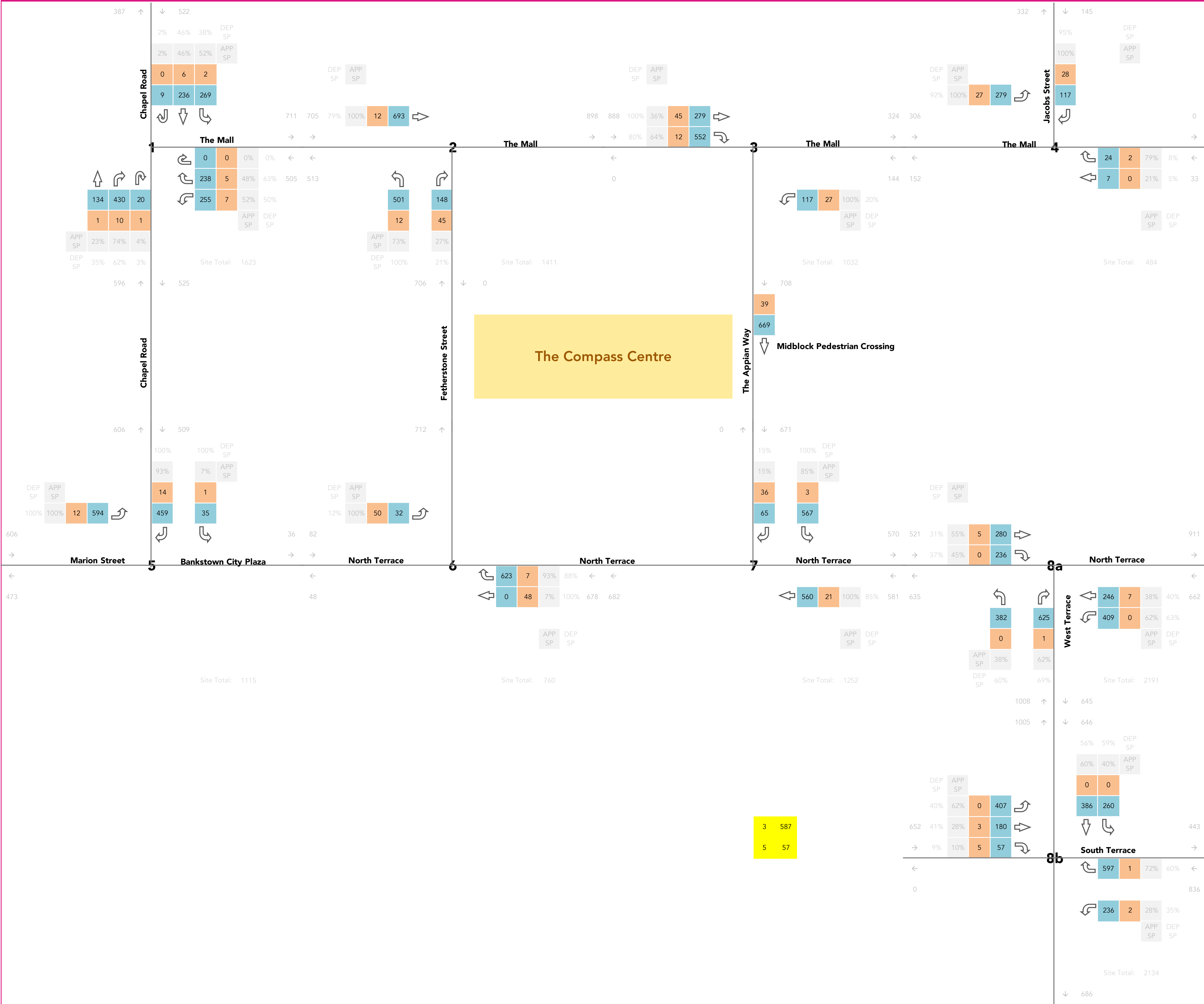
- Car parking aisle width: minimum 5.8m
- Blind aisle extension: minimum 1m beyond the last space
- Bicycle parking aisle width: minimum 1.5m

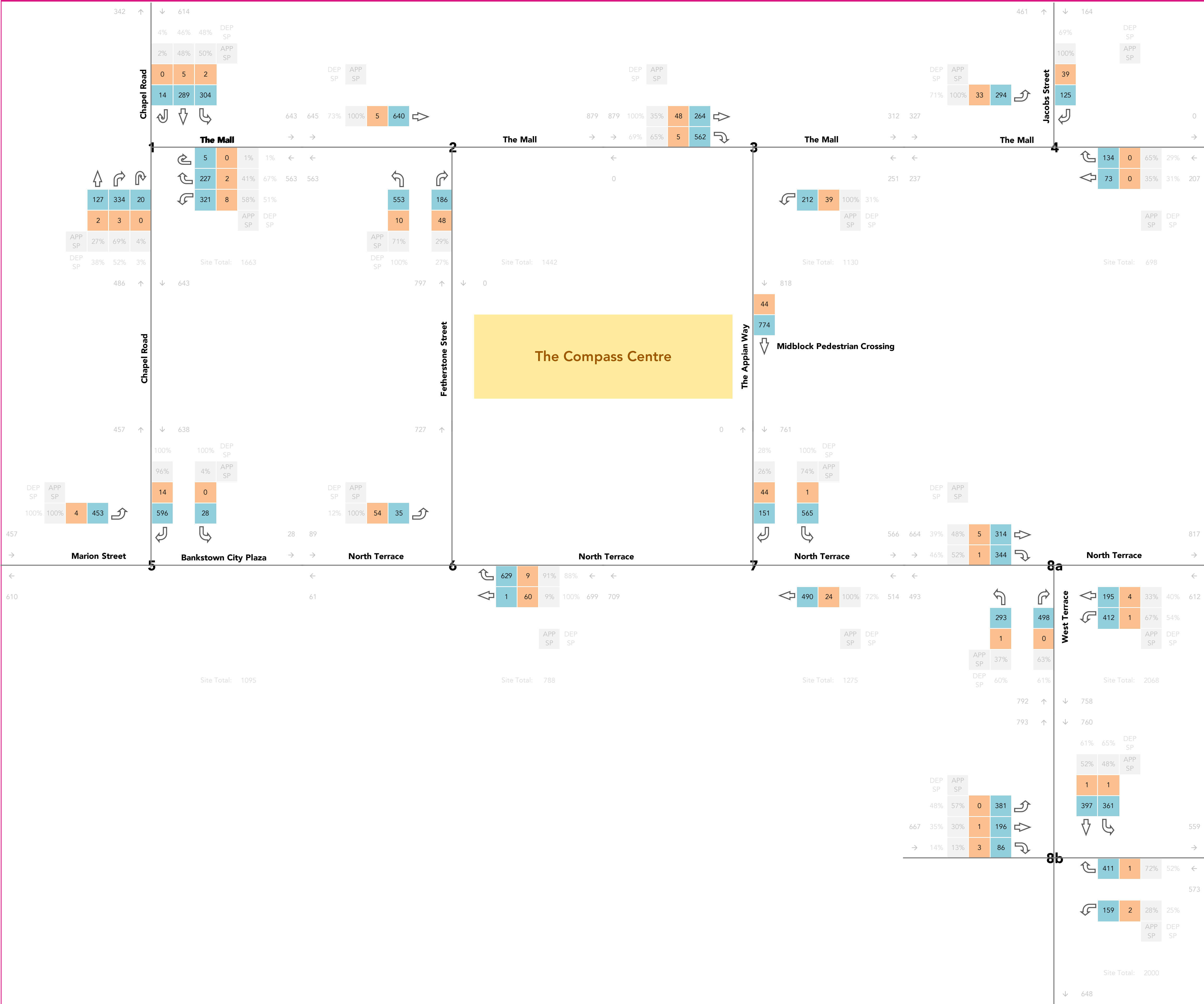
### 8.2.3. Headroom, Ramps and Grades

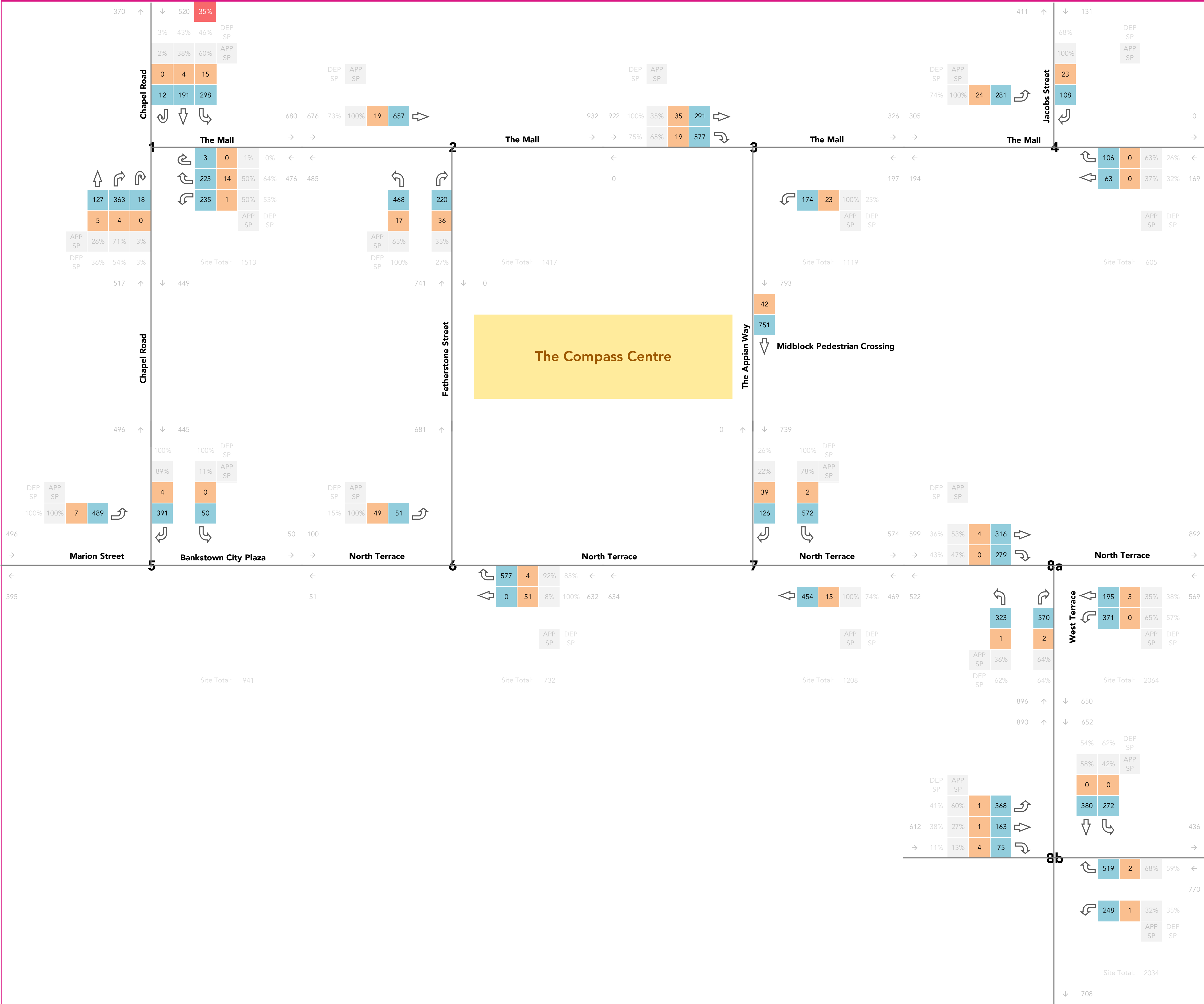
- Headroom - small cars: minimum 2.2m for all path of travel and car parking spaces, minimum 2.5m over the accessible parking spaces and shared areas;
- Headroom - commercial vehicles: 3.5m for SRV and 4.5m for HRV;
- Roadway and ramp width: minimum 3m between kerbs for one-way and minimum 5.5m between kerbs for two-way;
- Ramp grade - public car parks (retail and hotel): maximum 1 in 5 (20%) not exceeding 20m of length;
- Ramp grade - private or residential car parks: maximum 1 in 4 (25%) not exceeding 20m of length;
- Ramp grade - commercial vehicles: maximum 1:6.5 (15.4%) for Heavy Rigid Vehicles (HRV), the largest vehicle proposed to be used at the site;
- Grade transitions: minimum 2m length of transition provided if the summit grade exceeds 1 in 8 (12.5%) and sag grade exceeds 1 in 6.7 (15%); and
- Parking module grade: maximum 1 in 20 (5%) measured parallel to the angle of parking and maximum 1 in 16 (6.25%) measured in any other direction.

The parking facilities associated with the proposed development have been reviewed and are found to be compliant with AS2890. The detailed vehicle swept path and design review drawings are provided in Appendix 3.

# **Appendix 1. Traffic Surveys**







## **Appendix 2. Full SIDRA Results**

# MOVEMENT SUMMARY

 **Site: 101 [1. Chapel Road / The Mall (Site Folder: 1A - Existing AM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]**

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Roundabout

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 2                            | T1   | All MCs   | 142          | 0.7 | 142           | 0.7 | 0.700     | 6.8         | LOS A            | 7.7               | 54.6     | 0.83      | 0.71           | 0.95                | 34.5        |
| 3                            | R2   | All MCs   | 463          | 2.3 | 463           | 2.3 | 0.700     | 10.0        | LOS A            | 7.7               | 54.6     | 0.83      | 0.71           | 0.95                | 25.3        |
| 3u                           | U    | All MCs   | 22           | 4.8 | 22            | 4.8 | 0.700     | 11.4        | LOS A            | 7.7               | 54.6     | 0.83      | 0.71           | 0.95                | 25.3        |
| Approach                     |      |           | 627          | 2.0 | 627           | 2.0 | 0.700     | 9.3         | LOS A            | 7.7               | 54.6     | 0.83      | 0.71           | 0.95                | 29.4        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 276          | 2.7 | 276           | 2.7 | 0.534     | 5.1         | LOS A            | 4.5               | 32.4     | 0.70      | 0.61           | 0.70                | 19.6        |
| 6                            | R2   | All MCs   | 256          | 2.1 | 256           | 2.1 | 0.534     | 7.9         | LOS A            | 4.5               | 32.4     | 0.70      | 0.61           | 0.70                | 34.7        |
| 6u                           | U    | All MCs   | 1            | 0.0 | 1             | 0.0 | 0.534     | 9.1         | LOS A            | 4.5               | 32.4     | 0.70      | 0.61           | 0.70                | 19.6        |
| Approach                     |      |           | 533          | 2.4 | 533           | 2.4 | 0.534     | 6.4         | LOS A            | 4.5               | 32.4     | 0.70      | 0.61           | 0.70                | 31.8        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 285          | 0.7 | 285           | 0.7 | 0.761     | 11.5        | LOS A            | 8.0               | 56.9     | 0.77      | 0.99           | 1.07                | 32.1        |
| 8                            | T1   | All MCs   | 255          | 2.5 | 255           | 2.5 | 0.761     | 11.2        | LOS A            | 8.0               | 56.9     | 0.77      | 0.99           | 1.07                | 32.1        |
| 9u                           | U    | All MCs   | 9            | 0.0 | 9             | 0.0 | 0.761     | 15.5        | LOS B            | 8.0               | 56.9     | 0.77      | 0.99           | 1.07                | 35.1        |
| Approach                     |      |           | 549          | 1.5 | 549           | 1.5 | 0.761     | 11.4        | LOS A            | 8.0               | 56.9     | 0.77      | 0.99           | 1.07                | 32.2        |
| All Vehicles                 |      |           | 1709         | 2.0 | 1709          | 2.0 | 0.761     | 9.1         | LOS A            | 8.0               | 56.9     | 0.77      | 0.77           | 0.91                | 31.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 1A - Existing AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|-------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                               |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m    |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 1                             | L2   | All MCs   | 540          | 2.3          | 540           | 2.3    | 0.367     | 4.0         | LOS A            | 1.8               | 12.8 | 0.21      | 0.43           | 0.21                | 30.4        |
| 3                             | R2   | All MCs   | 203          | 23.3         | 203           | 23.3   | 0.201     | 4.9         | LOS A            | 0.7               | 5.9  | 0.21      | 0.55           | 0.21                | 28.6        |
| Approach                      |      |           | 743          | 8.1          | 743           | 8.1    | 0.367     | 4.3         | LOS A            | 1.8               | 12.8 | 0.21      | 0.46           | 0.21                | 30.0        |
| West: The Mall (W)            |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                            | T1   | All MCs   | 742          | 1.7          | 742           | 1.7    | 0.693     | 3.7         | LOS A            | 9.0               | 63.7 | 0.58      | 0.57           | 0.82                | 23.6        |
| Approach                      |      |           | 742          | 1.7          | 742           | 1.7    | 0.693     | 3.7         | NA               | 9.0               | 63.7 | 0.58      | 0.57           | 0.82                | 23.6        |
| All Vehicles                  |      |           | 1485         | 4.9          | 1485          | 4.9    | 0.693     | 4.0         | NA               | 9.0               | 63.7 | 0.39      | 0.52           | 0.51                | 27.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

Site: 103 [3. The Mall / The Appian Way (Site Folder: 1A - Existing AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        |      | veh/h         |      | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 152          | 18.8 | 152           | 18.8 | 0.109     | 3.8         | LOS A            | 0.5               | 3.8      | 0.19      | 0.40           | 0.19                | 28.3        |
| Approach                     |      |           | 152          | 18.8 | 152           | 18.8 | 0.109     | 3.8         | LOS A            | 0.5               | 3.8      | 0.19      | 0.40           | 0.19                | 28.3        |
| West: The Mall (W)           |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 11                           | T1   | All MCs   | 341          | 13.9 | 341           | 13.9 | 0.259     | 0.5         | LOS A            | 1.1               | 9.0      | 0.25      | 0.13           | 0.25                | 35.7        |
| 12                           | R2   | All MCs   | 594          | 2.1  | 594           | 2.1  | 0.370     | 4.8         | LOS A            | 2.3               | 16.4     | 0.30      | 0.52           | 0.30                | 25.0        |
| Approach                     |      |           | 935          | 6.4  | 935           | 6.4  | 0.370     | 3.2         | LOS A            | 2.3               | 16.4     | 0.28      | 0.38           | 0.28                | 28.0        |
| All Vehicles                 |      |           | 1086         | 8.1  | 1086          | 8.1  | 0.370     | 3.3         | NA               | 2.3               | 16.4     | 0.27      | 0.38           | 0.27                | 28.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 **Site: 104 [4. The Mall / Jacob Street (Site Folder: 1A - Existing AM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]**

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|------------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |            | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   | [ Veh. veh | Dist ]    |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  |                   |            |           |                |                     |             |
| East: The Mall (E)           |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
| 5                            | T1   | All MCs   | 7            | 0.0          | 7             | 0.0  | 0.069     | 7.8         | LOS A            | 0.2               | 1.6        | 0.54      | 0.94           | 0.54                | 32.7        |
| 6                            | R2   | All MCs   | 27           | 7.7          | 27            | 7.7  | 0.069     | 12.4        | LOS A            | 0.2               | 1.6        | 0.54      | 0.94           | 0.54                | 35.5        |
| Approach                     |      |           | 35           | 6.1          | 35            | 6.1  | 0.069     | 11.4        | LOS A            | 0.2               | 1.6        | 0.54      | 0.94           | 0.54                | 35.1        |
| North: Jacob Street (N)      |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
| 9                            | R2   | All MCs   | 153          | 19.3         | 153           | 19.3 | 0.117     | 4.6         | LOS A            | 0.5               | 3.8        | 0.27      | 0.51           | 0.27                | 36.4        |
| Approach                     |      |           | 153          | 19.3         | 153           | 19.3 | 0.117     | 4.6         | NA               | 0.5               | 3.8        | 0.27      | 0.51           | 0.27                | 36.4        |
| West: The Mall (W)           |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
| 10                           | L2   | All MCs   | 322          | 8.8          | 322           | 8.8  | 0.296     | 4.8         | LOS A            | 1.4               | 10.8       | 0.41      | 0.54           | 0.41                | 35.9        |
| Approach                     |      |           | 322          | 8.8          | 322           | 8.8  | 0.296     | 4.8         | NA               | 1.4               | 10.8       | 0.41      | 0.54           | 0.41                | 35.9        |
| All Vehicles                 |      |           | 509          | 11.8         | 509           | 11.8 | 0.296     | 5.2         | NA               | 1.4               | 10.8       | 0.37      | 0.56           | 0.37                | 35.9        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 105 [5. Chapel Road / Marion Street (Site Folder: 1A - Existing AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 82 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m    |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 7                            | L2   | All MCs   | 38           | 2.8          | 38            | 2.8    | 0.395     | 12.0        | LOS A            | 8.3               | 59.6 | 0.42      | 0.68           | 0.42                | 25.2        |
| 9                            | R2   | All MCs   | 498          | 3.0          | 498           | 3.0    | 0.395     | 8.3         | LOS A            | 8.3               | 59.6 | 0.42      | 0.68           | 0.42                | 34.3        |
| Approach                     |      |           | 536          | 2.9          | 536           | 2.9    | 0.395     | 8.6         | LOS A            | 8.3               | 59.6 | 0.42      | 0.68           | 0.42                | 34.1        |
| West: Marion Street (W)      |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 10                           | L2   | All MCs   | 638          | 2.0          | 638           | 2.0    | * 0.477   | 4.0         | LOS A            | 1.9               | 13.5 | 0.08      | 0.49           | 0.08                | 36.9        |
| Approach                     |      |           | 638          | 2.0          | 638           | 2.0    | 0.477     | 4.0         | LOS A            | 1.9               | 13.5 | 0.08      | 0.49           | 0.08                | 36.9        |
| All Vehicles                 |      |           | 1174         | 2.4          | 1174          | 2.4    | 0.477     | 6.1         | LOS A            | 8.3               | 59.6 | 0.24      | 0.58           | 0.24                | 35.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 193       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 1A - Existing AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |        |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] |       | [ Total HV ]  |       |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     |             |
|                                |      |           | veh/h        | %     | veh/h         | %     | v/c       | sec         |                  |                   | m      |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |        |           |                |                     |             |
| 5                              | T1   | All MCs   | 51           | 100.0 | 51            | 100.0 | 0.063     | 4.4         | LOS A            | 0.6               | 8.3    | 0.35      | 0.27           | 0.35                | 32.4        |
| 6                              | R2   | All MCs   | 663          | 1.1   | 663           | 1.1   | * 0.410   | 20.1        | LOS B            | 8.7               | 61.7   | 0.73      | 0.77           | 0.73                | 12.0        |
| Approach                       |      |           | 714          | 8.1   | 714           | 8.1   | 0.410     | 19.0        | LOS B            | 8.7               | 61.7   | 0.70      | 0.74           | 0.70                | 13.2        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |        |           |                |                     |             |
| 10                             | L2   | All MCs   | 86           | 61.0  | 86            | 61.0  | * 0.401   | 37.5        | LOS C            | 3.2               | 33.6   | 0.94      | 0.77           | 0.94                | 9.5         |
| Approach                       |      |           | 86           | 61.0  | 86            | 61.0  | 0.401     | 37.5        | LOS C            | 3.2               | 33.6   | 0.94      | 0.77           | 0.94                | 9.5         |
| All Vehicles                   |      |           | 800          | 13.8  | 800           | 13.8  | 0.410     | 21.0        | LOS B            | 8.7               | 61.7   | 0.72      | 0.74           | 0.72                | 12.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| North: Featherstone Street (N)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 71        | 33.8        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 187.7       | 200.0        | 1.07        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 637       | 34.1        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 107 [7. North Terrace / The Appian Way (Site Folder: 1A - Existing AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %    | veh/h         | %    |           |             |                  | v/c               | sec      |           |                |                     |             |
| East: North Terrace (E)      |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 612          | 3.6  | 612           | 3.6  | 0.723     | 7.3         | LOS A            | 10.1              | 73.0     | 0.61      | 0.80           | 1.06                | 28.2        |
| Approach                     |      |           | 612          | 3.6  | 612           | 3.6  | 0.723     | 7.3         | NA               | 10.1              | 73.0     | 0.61      | 0.80           | 1.06                | 28.2        |
| North: The Appian Way (N)    |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 600          | 0.5  | 600           | 0.5  | 0.430     | 4.3         | LOS A            | 2.3               | 16.3     | 0.35      | 0.52           | 0.35                | 23.8        |
| 9                            | R2   | All MCs   | 106          | 35.6 | 106           | 35.6 | 0.379     | 18.7        | LOS B            | 1.2               | 11.0     | 0.82      | 1.01           | 1.05                | 10.5        |
| Approach                     |      |           | 706          | 5.8  | 706           | 5.8  | 0.430     | 6.5         | LOS A            | 2.3               | 16.3     | 0.42      | 0.59           | 0.46                | 20.2        |
| All Vehicles                 |      |           | 1318         | 4.8  | 1318          | 4.8  | 0.723     | 6.9         | NA               | 10.1              | 73.0     | 0.51      | 0.69           | 0.73                | 25.0        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ]    |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 402          | 0.0 | 402           | 0.0 | 0.306     | 10.5        | LOS A            | 7.7               | 53.9      | 0.46           | 0.61                | 11.8        |
| 3                                            | R2   | All MCs   | 659          | 0.2 | 659           | 0.2 | 0.706     | 15.4        | LOS B            | 7.7               | 53.9      | 0.63           | 0.73                | 30.0        |
| Approach                                     |      |           | 1061         | 0.1 | 1061          | 0.1 | 0.706     | 13.6        | LOS A            | 7.7               | 53.9      | 0.57           | 0.69                | 27.8        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 431          | 0.0 | 431           | 0.0 | 0.332     | 4.6         | LOS A            | 2.2               | 15.4      | 0.10           | 0.50                | 36.4        |
| 5                                            | T1   | All MCs   | 266          | 2.8 | 266           | 2.8 | 0.894     | 57.3        | LOS E            | 16.4              | 117.3     | 1.00           | 1.06                | 17.9        |
| Approach                                     |      |           | 697          | 1.1 | 697           | 1.1 | 0.894     | 24.8        | LOS B            | 16.4              | 117.3     | 0.44           | 0.71                | 26.1        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 300          | 1.8 | 300           | 1.8 | 0.405     | 29.2        | LOS C            | 12.1              | 85.7      | 0.78           | 0.67                | 27.9        |
| 12                                           | R2   | All MCs   | 248          | 0.0 | 248           | 0.0 | 0.516     | 50.9        | LOS D            | 13.9              | 97.0      | 0.96           | 0.80                | 10.3        |
| Approach                                     |      |           | 548          | 1.0 | 548           | 1.0 | 0.516     | 39.0        | LOS C            | 13.9              | 97.0      | 0.86           | 0.73                | 21.1        |
| All Vehicles                                 |      |           | 2306         | 0.6 | 2306          | 0.6 | 0.894     | 23.0        | LOS B            | 16.4              | 117.3     | 0.60           | 0.70                | 25.2        |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 251          | 0.8 | 251           | 0.8 | 0.222     | 14.7        | LOS B            | 6.1               | 43.0      | 0.48           | 0.65                | 34.4        |
| 6                                            | R2   | All MCs   | 629          | 0.2 | 629           | 0.2 | * 1.002   | 104.1       | LOS F            | 28.7              | 201.1     | 1.00           | 1.33                | 12.3        |
| Approach                                     |      |           | 880          | 0.4 | 880           | 0.4 | 1.002     | 78.6        | LOS F            | 28.7              | 201.1     | 0.85           | 1.14                | 17.1        |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 274          | 0.0 | 274           | 0.0 | 0.201     | 6.2         | LOS A            | 3.4               | 23.7      | 0.24           | 0.55                | 34.8        |
| 8                                            | T1   | All MCs   | 406          | 0.0 | 406           | 0.0 | 0.857     | 35.3        | LOS C            | 7.7               | 53.9      | 0.95           | 0.89                | 23.3        |
| Approach                                     |      |           | 680          | 0.0 | 680           | 0.0 | 0.857     | 23.6        | LOS B            | 7.7               | 53.9      | 0.67           | 0.76                | 26.9        |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 428          | 0.0 | 428           | 0.0 | * 1.006   | 83.4        | LOS F            | 36.8              | 257.8     | 1.00           | 1.29                | 14.3        |
| 11                                           | T1   | All MCs   | 193          | 1.6 | 193           | 1.6 | 0.642     | 46.5        | LOS D            | 10.0              | 71.3      | 0.96           | 0.80                | 26.5        |
| 12                                           | R2   | All MCs   | 65           | 8.1 | 65            | 8.1 | 0.041     | 4.3         | LOS A            | 0.1               | 0.6       | 0.02           | 0.54                | 37.7        |
| Approach                                     |      |           | 686          | 1.2 | 686           | 1.2 | 1.006     | 65.5        | LOS E            | 36.8              | 257.8     | 0.90           | 1.08                | 19.6        |
| All Vehicles                                 |      |           | 2246         | 0.5 | 2246          | 0.5 | 1.006     | 58.0        | LOS E            | 36.8              | 257.8     | 0.81           | 1.00                | 19.9        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P12                                          | Stage 2  | 133       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.3       | 200.0        | 0.97        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 218       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.2       | 200.0        | 0.97        |

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

# MOVEMENT SUMMARY

 Site: 110 [9. The Appian Way / Midblock Crossing (Site Folder: 1A - Existing AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [1A - Weekday AM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 91 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| North: The Appian Way (N)    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 745          | 5.5 | 745           | 5.5 | * 0.247   | 2.3         | LOS A            | 4.0               | 29.3     | 0.26      | 0.23           | 0.26                | 27.2        |
| Approach                     |      |           | 745          | 5.5 | 745           | 5.5 | 0.247     | 2.3         | LOS A            | 4.0               | 29.3     | 0.26      | 0.23           | 0.26                | 27.2        |
| All Vehicles                 |      |           | 745          | 5.5 | 745           | 5.5 | 0.247     | 2.3         | LOS A            | 4.0               | 29.3     | 0.26      | 0.23           | 0.26                | 27.2        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: The Appian Way (S)       |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 39.8        | LOS D            | 0.1                   | 0.1      | 0.94      | 0.94           | 193.6       | 200.0        | 1.03        |
| All Pedestrians                 |          | 53        | 39.8        | LOS D            | 0.1                   | 0.1      | 0.94      | 0.94           | 193.6       | 200.0        | 1.03        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [1. Chapel Road / The Mall (Site Folder: 1B - Existing PM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Roundabout

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 2                            | T1   | All MCs   | 136          | 1.6 | 136           | 1.6 | 0.530     | 4.6         | LOS A            | 4.3               | 30.0     | 0.68      | 0.61           | 0.68                | 35.5        |
| 3                            | R2   | All MCs   | 355          | 0.9 | 355           | 0.9 | 0.530     | 7.7         | LOS A            | 4.3               | 30.0     | 0.68      | 0.61           | 0.68                | 27.5        |
| 3u                           | U    | All MCs   | 21           | 0.0 | 21            | 0.0 | 0.530     | 8.9         | LOS A            | 4.3               | 30.0     | 0.68      | 0.61           | 0.68                | 27.5        |
| Approach                     |      |           | 512          | 1.0 | 512           | 1.0 | 0.530     | 6.9         | LOS A            | 4.3               | 30.0     | 0.68      | 0.61           | 0.68                | 31.7        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 346          | 2.4 | 346           | 2.4 | 0.622     | 6.9         | LOS A            | 6.5               | 46.3     | 0.81      | 0.69           | 0.89                | 17.3        |
| 6                            | R2   | All MCs   | 241          | 0.9 | 241           | 0.9 | 0.622     | 9.6         | LOS A            | 6.5               | 46.3     | 0.81      | 0.69           | 0.89                | 33.8        |
| 6u                           | U    | All MCs   | 5            | 0.0 | 5             | 0.0 | 0.622     | 10.9        | LOS A            | 6.5               | 46.3     | 0.81      | 0.69           | 0.89                | 17.3        |
| Approach                     |      |           | 593          | 1.8 | 593           | 1.8 | 0.622     | 8.0         | LOS A            | 6.5               | 46.3     | 0.81      | 0.69           | 0.89                | 29.6        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 322          | 0.7 | 322           | 0.7 | 0.727     | 8.8         | LOS A            | 7.8               | 55.1     | 0.69      | 0.83           | 0.87                | 33.7        |
| 8                            | T1   | All MCs   | 309          | 1.7 | 309           | 1.7 | 0.727     | 8.5         | LOS A            | 7.8               | 55.1     | 0.69      | 0.83           | 0.87                | 33.7        |
| 9u                           | U    | All MCs   | 15           | 0.0 | 15            | 0.0 | 0.727     | 12.9        | LOS A            | 7.8               | 55.1     | 0.69      | 0.83           | 0.87                | 36.0        |
| Approach                     |      |           | 646          | 1.1 | 646           | 1.1 | 0.727     | 8.7         | LOS A            | 7.8               | 55.1     | 0.69      | 0.83           | 0.87                | 33.8        |
| All Vehicles                 |      |           | 1751         | 1.3 | 1751          | 1.3 | 0.727     | 8.0         | LOS A            | 7.8               | 55.1     | 0.73      | 0.72           | 0.82                | 32.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 1B - Existing PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|-------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                               |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m    |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 1                             | L2   | All MCs   | 593          | 1.8          | 593           | 1.8    | 0.413     | 4.1         | LOS A            | 2.1               | 14.9 | 0.22      | 0.43           | 0.22                | 30.3        |
| 3                             | R2   | All MCs   | 246          | 20.5         | 246           | 20.5   | 0.241     | 4.9         | LOS A            | 0.9               | 7.2  | 0.23      | 0.55           | 0.23                | 28.6        |
| Approach                      |      |           | 839          | 7.3          | 839           | 7.3    | 0.413     | 4.3         | LOS A            | 2.1               | 14.9 | 0.22      | 0.47           | 0.22                | 29.8        |
| West: The Mall (W)            |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                            | T1   | All MCs   | 679          | 0.8          | 679           | 0.8    | 0.630     | 2.9         | LOS A            | 6.7               | 47.1 | 0.52      | 0.48           | 0.69                | 25.9        |
| Approach                      |      |           | 679          | 0.8          | 679           | 0.8    | 0.630     | 2.9         | NA               | 6.7               | 47.1 | 0.52      | 0.48           | 0.69                | 25.9        |
| All Vehicles                  |      |           | 1518         | 4.4          | 1518          | 4.4    | 0.630     | 3.7         | NA               | 6.7               | 47.1 | 0.36      | 0.47           | 0.43                | 28.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 1B - Existing PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %    | veh/h         | %    | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 264          | 15.5 | 264           | 15.5 | 0.188     | 3.8         | LOS A            | 0.9               | 6.9      | 0.20      | 0.41           | 0.20                | 28.2        |
| Approach                     |      |           | 264          | 15.5 | 264           | 15.5 | 0.188     | 3.8         | LOS A            | 0.9               | 6.9      | 0.20      | 0.41           | 0.20                | 28.2        |
| West: The Mall (W)           |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 11                           | T1   | All MCs   | 328          | 15.4 | 328           | 15.4 | 0.251     | 0.5         | LOS A            | 1.1               | 8.7      | 0.25      | 0.13           | 0.25                | 35.7        |
| 12                           | R2   | All MCs   | 597          | 0.9  | 597           | 0.9  | 0.369     | 4.8         | LOS A            | 2.3               | 16.2     | 0.30      | 0.52           | 0.30                | 25.0        |
| Approach                     |      |           | 925          | 6.0  | 925           | 6.0  | 0.369     | 3.3         | LOS A            | 2.3               | 16.2     | 0.28      | 0.38           | 0.28                | 27.9        |
| All Vehicles                 |      |           | 1189         | 8.1  | 1189          | 8.1  | 0.369     | 3.4         | NA               | 2.3               | 16.2     | 0.26      | 0.39           | 0.26                | 28.0        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 **Site: 104 [4. The Mall / Jacob Street (Site Folder: 1B - Existing PM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| East: The Mall (E)           |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 77           | 0.0  | 77            | 0.0  | 0.389     | 9.5         | LOS A            | 2.0               | 13.9     | 0.63      | 1.03           | 0.83                | 31.9        |
| 6                            | R2   | All MCs   | 141          | 0.0  | 141           | 0.0  | 0.389     | 14.7        | LOS B            | 2.0               | 13.9     | 0.63      | 1.03           | 0.83                | 35.0        |
| Approach                     |      |           | 218          | 0.0  | 218           | 0.0  | 0.389     | 12.8        | LOS A            | 2.0               | 13.9     | 0.63      | 1.03           | 0.83                | 34.3        |
| North: Jacob Street (N)      |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 9                            | R2   | All MCs   | 173          | 23.8 | 173           | 23.8 | 0.136     | 4.7         | LOS A            | 0.5               | 4.6      | 0.28      | 0.51           | 0.28                | 36.4        |
| Approach                     |      |           | 173          | 23.8 | 173           | 23.8 | 0.136     | 4.7         | NA               | 0.5               | 4.6      | 0.28      | 0.51           | 0.28                | 36.4        |
| West: The Mall (W)           |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 344          | 10.1 | 344           | 10.1 | 0.319     | 4.9         | LOS A            | 1.6               | 11.9     | 0.41      | 0.54           | 0.41                | 35.9        |
| Approach                     |      |           | 344          | 10.1 | 344           | 10.1 | 0.319     | 4.9         | NA               | 1.6               | 11.9     | 0.41      | 0.54           | 0.41                | 35.9        |
| All Vehicles                 |      |           | 735          | 10.3 | 735           | 10.3 | 0.389     | 7.2         | NA               | 2.0               | 13.9     | 0.45      | 0.68           | 0.51                | 35.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 105 [5. Chapel Road / Marion Street (Site Folder: 1B - Existing PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 7                            | L2   | All MCs   | 29           | 0.0          | 29            | 0.0    | 0.497     | 12.6        | LOS A            | 11.6              | 82.4 | 0.48      | 0.70           | 0.48                | 24.6        |
| 9                            | R2   | All MCs   | 642          | 2.3          | 642           | 2.3    | * 0.497   | 9.0         | LOS A            | 11.6              | 82.4 | 0.48      | 0.70           | 0.48                | 34.0        |
| Approach                     |      |           | 672          | 2.2          | 672           | 2.2    | 0.497     | 9.1         | LOS A            | 11.6              | 82.4 | 0.48      | 0.70           | 0.48                | 33.9        |
| West: Marion Street (W)      |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 10                           | L2   | All MCs   | 481          | 0.9          | 481           | 0.9    | 0.360     | 4.1         | LOS A            | 1.4               | 10.0 | 0.08      | 0.49           | 0.08                | 36.8        |
| Approach                     |      |           | 481          | 0.9          | 481           | 0.9    | 0.360     | 4.1         | LOS A            | 1.4               | 10.0 | 0.08      | 0.49           | 0.08                | 36.8        |
| All Vehicles                 |      |           | 1153         | 1.6          | 1153          | 1.6    | 0.497     | 7.0         | LOS A            | 11.6              | 82.4 | 0.31      | 0.61           | 0.31                | 34.9        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| All Pedestrians                 |          | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 1B - Existing PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023

PM Peak Hour: 4:30pm-5:30pm

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 83 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 63           | 100.0 | 63            | 100.0 | 0.077     | 4.3         | LOS A            | 0.8               | 10.5     | 0.34      | 0.27           | 0.34                | 32.6        |
| 6                              | R2   | All MCs   | 672          | 1.4   | 672           | 1.4   | * 0.414   | 20.7        | LOS B            | 9.3               | 65.6     | 0.73      | 0.77           | 0.73                | 11.8        |
| Approach                       |      |           | 735          | 9.9   | 735           | 9.9   | 0.414     | 19.3        | LOS B            | 9.3               | 65.6     | 0.69      | 0.73           | 0.69                | 13.2        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                             | L2   | All MCs   | 94           | 60.7  | 94            | 60.7  | * 0.396   | 37.8        | LOS C            | 3.5               | 37.4     | 0.93      | 0.77           | 0.93                | 9.5         |
| Approach                       |      |           | 94           | 60.7  | 94            | 60.7  | 0.396     | 37.8        | LOS C            | 3.5               | 37.4     | 0.93      | 0.77           | 0.93                | 9.5         |
| All Vehicles                   |      |           | 828          | 15.6  | 828           | 15.6  | 0.414     | 21.4        | LOS B            | 9.3               | 65.6     | 0.72      | 0.73           | 0.72                | 12.5        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 36.0        | LOS D            | 0.4                   | 0.4      | 0.94      | 0.94           | 189.9       | 200.0        | 1.05        |
| North: Featherstone Street (N)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 71        | 35.8        | LOS D            | 0.2                   | 0.2      | 0.93      | 0.93           | 189.7       | 200.0        | 1.05        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 36.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 190.1       | 200.0        | 1.05        |
| All Pedestrians                 |          | 637       | 36.1        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 190.0       | 200.0        | 1.05        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 107 [7. North Terrace / The Appian Way (Site Folder: 1B - Existing PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %    | veh/h         | %    |           |             |                  | v/c               | sec      |           |                |                     |             |
| East: North Terrace (E)      |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 541          | 4.7  | 541           | 4.7  | 0.645     | 6.0         | LOS A            | 7.4               | 53.5     | 0.59      | 0.69           | 0.91                | 29.8        |
| Approach                     |      |           | 541          | 4.7  | 541           | 4.7  | 0.645     | 6.0         | NA               | 7.4               | 53.5     | 0.59      | 0.69           | 0.91                | 29.8        |
| North: The Appian Way (N)    |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 596          | 0.2  | 596           | 0.2  | 0.426     | 4.3         | LOS A            | 2.2               | 15.5     | 0.34      | 0.51           | 0.34                | 23.9        |
| 9                            | R2   | All MCs   | 205          | 22.6 | 205           | 22.6 | 0.569     | 17.4        | LOS B            | 2.2               | 18.5     | 0.84      | 1.12           | 1.32                | 11.0        |
| Approach                     |      |           | 801          | 5.9  | 801           | 5.9  | 0.569     | 7.7         | LOS A            | 2.2               | 18.5     | 0.47      | 0.67           | 0.59                | 18.6        |
| All Vehicles                 |      |           | 1342         | 5.4  | 1342          | 5.4  | 0.645     | 7.0         | NA               | 7.4               | 53.5     | 0.52      | 0.68           | 0.72                | 24.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 113 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] |           |             |                  | [ Veh. veh        | Dist ]    |                |                     | km/h        |
|                                              |      |           | veh/h        | %            | veh/h         | %            | v/c       | sec         |                  |                   | m         |                |                     |             |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 309          | 0.3          | 309           | 0.3          | 0.241     | 7.1         | LOS A            | 4.6               | 32.0      | 0.29           | 0.57                | 15.2        |
| 3                                            | R2   | All MCs   | 524          | 0.0          | 524           | 0.0          | *0.686    | 19.7        | LOS B            | 7.7               | 53.9      | 0.69           | 0.75                | 28.2        |
| Approach                                     |      |           | 834          | 0.1          | 834           | 0.1          | 0.686     | 15.1        | LOS B            | 7.7               | 53.9      | 0.54           | 0.68                | 27.0        |
| East: North Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 435          | 0.2          | 435           | 0.2          | 0.548     | 8.6         | LOS A            | 7.6               | 53.3      | 0.34           | 0.61                | 33.8        |
| 5                                            | T1   | All MCs   | 209          | 2.0          | 209           | 2.0          | *0.657    | 45.2        | LOS D            | 10.8              | 76.9      | 0.96           | 0.80                | 20.3        |
| Approach                                     |      |           | 644          | 0.8          | 644           | 0.8          | 0.657     | 20.5        | LOS B            | 10.8              | 76.9      | 0.54           | 0.67                | 27.8        |
| West: North Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 336          | 1.6          | 336           | 1.6          | 0.366     | 21.2        | LOS B            | 11.6              | 82.0      | 0.68           | 0.59                | 30.4        |
| 12                                           | R2   | All MCs   | 363          | 0.3          | 363           | 0.3          | *0.667    | 46.4        | LOS D            | 10.6              | 74.6      | 0.95           | 0.85                | 11.1        |
| Approach                                     |      |           | 699          | 0.9          | 699           | 0.9          | 0.667     | 34.3        | LOS C            | 11.6              | 82.0      | 0.82           | 0.72                | 21.6        |
| All Vehicles                                 |      |           | 2177         | 0.6          | 2177          | 0.6          | 0.686     | 22.8        | LOS B            | 11.6              | 82.0      | 0.63           | 0.69                | 25.2        |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 169          | 1.2          | 169           | 1.2          | 0.194     | 22.3        | LOS B            | 5.3               | 37.5      | 0.61           | 0.69                | 32.1        |
| 6                                            | R2   | All MCs   | 434          | 0.2          | 434           | 0.2          | 0.576     | 40.8        | LOS C            | 13.3              | 93.2      | 0.90           | 0.81                | 21.2        |
| Approach                                     |      |           | 603          | 0.5          | 603           | 0.5          | 0.576     | 35.6        | LOS C            | 13.3              | 93.2      | 0.82           | 0.78                | 24.9        |
| North: West Terrace (N)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 381          | 0.3          | 381           | 0.3          | 0.285     | 7.4         | LOS A            | 6.0               | 42.2      | 0.31           | 0.58                | 34.1        |
| 8                                            | T1   | All MCs   | 419          | 0.3          | 419           | 0.3          | 0.571     | 15.7        | LOS B            | 7.7               | 53.9      | 0.60           | 0.52                | 30.3        |
| Approach                                     |      |           | 800          | 0.3          | 800           | 0.3          | 0.571     | 11.8        | LOS A            | 7.7               | 53.9      | 0.46           | 0.55                | 32.0        |
| West: South Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 401          | 0.0          | 401           | 0.0          | 0.376     | 8.9         | LOS A            | 6.2               | 43.2      | 0.30           | 0.59                | 33.6        |
| 11                                           | T1   | All MCs   | 207          | 0.5          | 207           | 0.5          | 0.645     | 45.0        | LOS D            | 10.6              | 74.7      | 0.96           | 0.79                | 26.8        |
| 12                                           | R2   | All MCs   | 94           | 3.4          | 94            | 3.4          | 0.057     | 4.3         | LOS A            | 0.1               | 0.8       | 0.02           | 0.55                | 37.7        |
| Approach                                     |      |           | 702          | 0.6          | 702           | 0.6          | 0.645     | 18.9        | LOS B            | 10.6              | 74.7      | 0.46           | 0.64                | 31.0        |
| All Vehicles                                 |      |           | 2105         | 0.5          | 2105          | 0.5          | 0.645     | 21.0        | LOS B            | 13.3              | 93.2      | 0.56           | 0.65                | 29.2        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 50.7        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 50.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| All Pedestrians                              |          | 92        | 50.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P12                                          | Stage 2  | 133       | 50.9        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 204.8       | 200.0        | 0.98        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 50.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 204.5       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 50.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 204.5       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 50.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| All Pedestrians                              |          | 218       | 50.9        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 204.7       | 200.0        | 0.98        |

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

# MOVEMENT SUMMARY

 Site: 110 [9. The Appian Way / Midblock Crossing (Site Folder: 1B - Existing PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [1B - Weekday PM Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 63 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| North: The Appian Way (N)    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 861          | 5.4 | 861           | 5.4 | * 0.306   | 2.8         | LOS A            | 4.3               | 31.7     | 0.35      | 0.31           | 0.35                | 25.5        |
| Approach                     |      |           | 861          | 5.4 | 861           | 5.4 | 0.306     | 2.8         | LOS A            | 4.3               | 31.7     | 0.35      | 0.31           | 0.35                | 25.5        |
| All Vehicles                 |      |           | 861          | 5.4 | 861           | 5.4 | 0.306     | 2.8         | LOS A            | 4.3               | 31.7     | 0.35      | 0.31           | 0.35                | 25.5        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: The Appian Way (S)       |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 25.8        | LOS C            | 0.1                   | 0.1      | 0.91      | 0.91           | 179.7       | 200.0        | 1.11        |
| All Pedestrians                 |          | 53        | 25.8        | LOS C            | 0.1                   | 0.1      | 0.91      | 0.91           | 179.7       | 200.0        | 1.11        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [1. Chapel Road / The Mall (Site Folder: 1C - Existing Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Roundabout

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 2                            | T1   | All MCs   | 139          | 3.8 | 139           | 3.8 | 0.592     | 5.4         | LOS A            | 5.1               | 36.2     | 0.72      | 0.65           | 0.76                | 35.1        |
| 3                            | R2   | All MCs   | 386          | 1.1 | 386           | 1.1 | 0.592     | 8.5         | LOS A            | 5.1               | 36.2     | 0.72      | 0.65           | 0.76                | 26.8        |
| 3u                           | U    | All MCs   | 19           | 0.0 | 19            | 0.0 | 0.592     | 9.7         | LOS A            | 5.1               | 36.2     | 0.72      | 0.65           | 0.76                | 26.8        |
| Approach                     |      |           | 544          | 1.7 | 544           | 1.7 | 0.592     | 7.8         | LOS A            | 5.1               | 36.2     | 0.72      | 0.65           | 0.76                | 30.9        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 248          | 0.4 | 248           | 0.4 | 0.475     | 4.5         | LOS A            | 3.9               | 27.9     | 0.61      | 0.57           | 0.61                | 20.1        |
| 6                            | R2   | All MCs   | 249          | 5.9 | 249           | 5.9 | 0.475     | 7.4         | LOS A            | 3.9               | 27.9     | 0.61      | 0.57           | 0.61                | 34.9        |
| 6u                           | U    | All MCs   | 3            | 0.0 | 3             | 0.0 | 0.475     | 8.6         | LOS A            | 3.9               | 27.9     | 0.61      | 0.57           | 0.61                | 20.1        |
| Approach                     |      |           | 501          | 3.2 | 501           | 3.2 | 0.475     | 6.0         | LOS A            | 3.9               | 27.9     | 0.61      | 0.57           | 0.61                | 32.3        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 329          | 4.8 | 329           | 4.8 | 0.686     | 8.8         | LOS A            | 6.3               | 45.6     | 0.68      | 0.83           | 0.85                | 33.7        |
| 8                            | T1   | All MCs   | 205          | 2.1 | 205           | 2.1 | 0.686     | 8.3         | LOS A            | 6.3               | 45.6     | 0.68      | 0.83           | 0.85                | 33.7        |
| 9u                           | U    | All MCs   | 13           | 0.0 | 13            | 0.0 | 0.686     | 12.6        | LOS A            | 6.3               | 45.6     | 0.68      | 0.83           | 0.85                | 36.1        |
| Approach                     |      |           | 547          | 3.7 | 547           | 3.7 | 0.686     | 8.7         | LOS A            | 6.3               | 45.6     | 0.68      | 0.83           | 0.85                | 33.8        |
| All Vehicles                 |      |           | 1593         | 2.8 | 1593          | 2.8 | 0.686     | 7.5         | LOS A            | 6.3               | 45.6     | 0.67      | 0.69           | 0.74                | 32.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 1C - Existing Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|-------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                               |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m    |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 1                             | L2   | All MCs   | 511          | 3.5          | 511           | 3.5    | 0.349     | 4.0         | LOS A            | 1.7               | 12.0 | 0.21      | 0.43           | 0.21                | 30.4        |
| 3                             | R2   | All MCs   | 269          | 14.1         | 269           | 14.1   | 0.254     | 4.8         | LOS A            | 0.9               | 7.4  | 0.22      | 0.55           | 0.22                | 28.7        |
| Approach                      |      |           | 780          | 7.2          | 780           | 7.2    | 0.349     | 4.3         | LOS A            | 1.7               | 12.0 | 0.21      | 0.47           | 0.21                | 29.8        |
| West: The Mall (W)            |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                            | T1   | All MCs   | 712          | 2.8          | 712           | 2.8    | 0.669     | 3.5         | LOS A            | 8.0               | 57.6 | 0.56      | 0.54           | 0.77                | 24.3        |
| Approach                      |      |           | 712          | 2.8          | 712           | 2.8    | 0.669     | 3.5         | NA               | 8.0               | 57.6 | 0.56      | 0.54           | 0.77                | 24.3        |
| All Vehicles                  |      |           | 1492         | 5.1          | 1492          | 5.1    | 0.669     | 3.9         | NA               | 8.0               | 57.6 | 0.38      | 0.50           | 0.48                | 28.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

Site: 103 [3. The Mall / The Appian Way (Site Folder: 1C - Existing Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 4                            | L2   | All MCs   | 207          | 11.7         | 207           | 11.7   | 0.144     | 3.7         | LOS A            | 0.6               | 4.9  | 0.19      | 0.40           | 0.19                | 28.3        |
| Approach                     |      |           | 207          | 11.7         | 207           | 11.7   | 0.144     | 3.7         | LOS A            | 0.6               | 4.9  | 0.19      | 0.40           | 0.19                | 28.3        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                           | T1   | All MCs   | 343          | 10.7         | 343           | 10.7   | 0.256     | 0.5         | LOS A            | 1.1               | 8.6  | 0.25      | 0.13           | 0.25                | 35.7        |
| 12                           | R2   | All MCs   | 627          | 3.2          | 627           | 3.2    | 0.393     | 4.9         | LOS A            | 2.5               | 18.0 | 0.31      | 0.53           | 0.31                | 24.9        |
| Approach                     |      |           | 971          | 5.9          | 971           | 5.9    | 0.393     | 3.3         | LOS A            | 2.5               | 18.0 | 0.29      | 0.38           | 0.29                | 27.9        |
| All Vehicles                 |      |           | 1178         | 6.9          | 1178          | 6.9    | 0.393     | 3.4         | NA               | 2.5               | 18.0 | 0.27      | 0.39           | 0.27                | 28.0        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 **Site: 104 [4. The Mall / Jacob Street (Site Folder: 1C - Existing Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |   |               |   |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|---|---------------|---|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |   | Arrival Flows |   | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | % | [ Total HV ]  | % |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| veh/h    %    veh/h    %     |      |           |              |   |               |   |           |             |                  |                   |          |           |                |                     |             |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

 Site: 105 [5. Chapel Road / Marion Street (Site Folder: 1C - Existing Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 107 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 7                            | L2   | All MCs   | 53           | 0.0          | 53            | 0.0    | 0.312     | 10.6        | LOS A            | 6.8               | 48.0 | 0.31      | 0.65           | 0.31                | 26.6        |
| 9                            | R2   | All MCs   | 416          | 1.0          | 416           | 1.0    | 0.312     | 7.0         | LOS A            | 6.8               | 48.0 | 0.31      | 0.65           | 0.31                | 34.9        |
| Approach                     |      |           | 468          | 0.9          | 468           | 0.9    | 0.312     | 7.4         | LOS A            | 6.8               | 48.0 | 0.31      | 0.65           | 0.31                | 34.6        |
| West: Marion Street (W)      |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 10                           | L2   | All MCs   | 522          | 1.4          | 522           | 1.4    | * 0.356   | 3.7         | LOS A            | 0.8               | 5.8  | 0.03      | 0.47           | 0.03                | 37.1        |
| Approach                     |      |           | 522          | 1.4          | 522           | 1.4    | 0.356     | 3.7         | LOS A            | 0.8               | 5.8  | 0.03      | 0.47           | 0.03                | 37.1        |
| All Vehicles                 |      |           | 991          | 1.2          | 991           | 1.2    | 0.356     | 5.4         | LOS A            | 6.8               | 48.0 | 0.16      | 0.55           | 0.16                | 35.8        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 48.1        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 201.9       | 200.0        | 0.99        |
| All Pedestrians                 |          | 193       | 48.1        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 201.9       | 200.0        | 0.99        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 1C - Existing Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023

PM Peak Hour: 4:30pm-5:30pm

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |        |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] |       | [ Total HV ]  |       |           |             |                  | [ Veh.            | Dist ] |           |                |                     |             |
|                                |      |           | veh/h        | %     | veh/h         | %     | v/c       | sec         |                  | veh               | m      |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |        |           |                |                     |             |
| 5                              | T1   | All MCs   | 54           | 100.0 | 54            | 100.0 | 0.067     | 4.4         | LOS A            | 0.7               | 8.9    | 0.35      | 0.28           | 0.35                | 32.4        |
| 6                              | R2   | All MCs   | 612          | 0.7   | 612           | 0.7   | * 0.400   | 21.3        | LOS B            | 8.3               | 58.3   | 0.74      | 0.78           | 0.74                | 11.5        |
| Approach                       |      |           | 665          | 8.7   | 665           | 8.7   | 0.400     | 19.9        | LOS B            | 8.3               | 58.3   | 0.71      | 0.73           | 0.71                | 12.9        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |        |           |                |                     |             |
| 10                             | L2   | All MCs   | 105          | 49.0  | 105           | 49.0  | * 0.399   | 35.4        | LOS C            | 3.7               | 37.1   | 0.92      | 0.77           | 0.92                | 9.9         |
| Approach                       |      |           | 105          | 49.0  | 105           | 49.0  | 0.399     | 35.4        | LOS C            | 3.7               | 37.1   | 0.92      | 0.77           | 0.92                | 9.9         |
| All Vehicles                   |      |           | 771          | 14.2  | 771           | 14.2  | 0.400     | 22.0        | LOS B            | 8.3               | 58.3   | 0.74      | 0.74           | 0.74                | 12.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| North: Featherstone Street (N)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 71        | 33.8        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 187.7       | 200.0        | 1.07        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 637       | 34.1        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 107 [7. North Terrace / The Appian Way (Site Folder: 1C - Existing Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %    | veh/h         | %    |           |             |                  | v/c               | sec      |           |                |                     |             |
| East: North Terrace (E)      |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 494          | 3.2  | 494           | 3.2  | 0.582     | 4.9         | LOS A            | 5.6               | 40.3     | 0.55      | 0.60           | 0.78                | 31.2        |
| Approach                     |      |           | 494          | 3.2  | 494           | 3.2  | 0.582     | 4.9         | NA               | 5.6               | 40.3     | 0.55      | 0.60           | 0.78                | 31.2        |
| North: The Appian Way (N)    |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 604          | 0.3  | 604           | 0.3  | 0.433     | 4.3         | LOS A            | 2.2               | 15.8     | 0.34      | 0.51           | 0.34                | 23.9        |
| 9                            | R2   | All MCs   | 174          | 23.6 | 174           | 23.6 | 0.439     | 14.5        | LOS A            | 1.5               | 13.0     | 0.78      | 1.02           | 1.07                | 12.6        |
| Approach                     |      |           | 778          | 5.5  | 778           | 5.5  | 0.439     | 6.6         | LOS A            | 2.2               | 15.8     | 0.44      | 0.63           | 0.50                | 20.1        |
| All Vehicles                 |      |           | 1272         | 4.6  | 1272          | 4.6  | 0.582     | 5.9         | NA               | 5.6               | 40.3     | 0.48      | 0.61           | 0.61                | 25.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 341          | 0.3 | 341           | 0.3 | 0.264     | 7.1         | LOS A            | 4.8               | 33.4      | 0.28           | 0.56                | 15.3        |
| 3                                            | R2   | All MCs   | 602          | 0.3 | 602           | 0.3 | * 0.669   | 16.2        | LOS B            | 7.7               | 53.9      | 0.63           | 0.73                | 29.7        |
| Approach                                     |      |           | 943          | 0.3 | 943           | 0.3 | 0.669     | 12.9        | LOS A            | 7.7               | 53.9      | 0.50           | 0.67                | 28.4        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 391          | 0.0 | 391           | 0.0 | 0.610     | 5.2         | LOS A            | 3.8               | 26.7      | 0.19           | 0.54                | 36.0        |
| 5                                            | T1   | All MCs   | 208          | 1.5 | 208           | 1.5 | * 0.658   | 45.8        | LOS D            | 10.8              | 76.9      | 0.96           | 0.80                | 20.1        |
| Approach                                     |      |           | 599          | 0.5 | 599           | 0.5 | 0.658     | 19.3        | LOS B            | 10.8              | 76.9      | 0.46           | 0.63                | 28.2        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 337          | 1.3 | 337           | 1.3 | 0.434     | 28.0        | LOS B            | 13.4              | 95.1      | 0.77           | 0.67                | 28.2        |
| 12                                           | R2   | All MCs   | 294          | 0.0 | 294           | 0.0 | * 0.670   | 34.7        | LOS C            | 9.3               | 64.8      | 0.95           | 0.85                | 13.5        |
| Approach                                     |      |           | 631          | 0.7 | 631           | 0.7 | 0.670     | 31.1        | LOS C            | 13.4              | 95.1      | 0.85           | 0.75                | 23.3        |
| All Vehicles                                 |      |           | 2173         | 0.5 | 2173          | 0.5 | 0.670     | 20.0        | LOS B            | 13.4              | 95.1      | 0.59           | 0.68                | 26.5        |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 262          | 0.4 | 262           | 0.4 | 0.262     | 18.9        | LOS B            | 7.6               | 53.6      | 0.57           | 0.68                | 33.1        |
| 6                                            | R2   | All MCs   | 548          | 0.4 | 548           | 0.4 | 0.662     | 39.2        | LOS C            | 15.6              | 109.3     | 0.90           | 0.83                | 22.2        |
| Approach                                     |      |           | 811          | 0.4 | 811           | 0.4 | 0.662     | 32.7        | LOS C            | 15.6              | 109.3     | 0.79           | 0.78                | 26.0        |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 286          | 0.0 | 286           | 0.0 | 0.505     | 36.9        | LOS C            | 7.7               | 53.9      | 0.86           | 0.80                | 22.6        |
| 8                                            | T1   | All MCs   | 400          | 0.0 | 400           | 0.0 | 0.656     | 27.0        | LOS B            | 7.7               | 53.9      | 0.81           | 0.71                | 25.9        |
| Approach                                     |      |           | 686          | 0.0 | 686           | 0.0 | 0.656     | 31.1        | LOS C            | 7.7               | 53.9      | 0.83           | 0.74                | 24.4        |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 388          | 0.3 | 388           | 0.3 | 0.415     | 13.1        | LOS A            | 8.7               | 61.0      | 0.44           | 0.64                | 31.2        |
| 11                                           | T1   | All MCs   | 173          | 0.6 | 173           | 0.6 | 0.542     | 44.5        | LOS D            | 8.7               | 61.0      | 0.93           | 0.76                | 26.9        |
| 12                                           | R2   | All MCs   | 83           | 5.1 | 83            | 5.1 | 0.051     | 4.3         | LOS A            | 0.1               | 0.7       | 0.02           | 0.55                | 37.7        |
| Approach                                     |      |           | 644          | 1.0 | 644           | 1.0 | 0.542     | 20.3        | LOS B            | 8.7               | 61.0      | 0.52           | 0.66                | 30.3        |
| All Vehicles                                 |      |           | 2141         | 0.4 | 2141          | 0.4 | 0.662     | 28.5        | LOS B            | 15.6              | 109.3     | 0.72           | 0.73                | 26.8        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P12                                          | Stage 2  | 133       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.3       | 200.0        | 0.97        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 218       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.2       | 200.0        | 0.97        |

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

# MOVEMENT SUMMARY

 Site: 110 [9. The Appian Way / Midblock Crossing (Site Folder: 1C - Existing Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [1C - Saturday Midday Peak (Network Folder: 1 - Existing Base)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 59 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] |     | [ Total HV ]  |     |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
|                              |      |           | veh/h        | %   | veh/h         | %   | v/c       | sec         |                  |                   |          |           |                |                     |             |
| North: The Appian Way (N)    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 835          | 5.3 | 835           | 5.3 | * 0.304   | 3.0         | LOS A            | 4.2               | 30.5     | 0.37      | 0.33           | 0.37                | 24.9        |
| Approach                     |      |           | 835          | 5.3 | 835           | 5.3 | 0.304     | 3.0         | LOS A            | 4.2               | 30.5     | 0.37      | 0.33           | 0.37                | 24.9        |
| All Vehicles                 |      |           | 835          | 5.3 | 835           | 5.3 | 0.304     | 3.0         | LOS A            | 4.2               | 30.5     | 0.37      | 0.33           | 0.37                | 24.9        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: The Appian Way (S)       |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 23.9        | LOS C            | 0.1                   | 0.1      | 0.90      | 0.90           | 177.7       | 200.0        | 1.13        |
| All Pedestrians                 |          | 53        | 23.9        | LOS C            | 0.1                   | 0.1      | 0.90      | 0.90           | 177.7       | 200.0        | 1.13        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [1. Chapel Road / The Mall (Site Folder: 2A - Existing + Development AM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Roundabout

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     |             |
|                              |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  | veh               | m      |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 142          | 0.7 | 142           | 0.7 | 0.742     | 8.3         | LOS A            | 8.9               | 63.6   | 0.91      | 0.78           | 1.10                | 33.7        |
| 3                            | R2   | All MCs   | 465          | 2.3 | 465           | 2.3 | 0.742     | 11.5        | LOS A            | 8.9               | 63.6   | 0.91      | 0.78           | 1.10                | 23.9        |
| 3u                           | U    | All MCs   | 22           | 4.8 | 22            | 4.8 | 0.742     | 12.9        | LOS A            | 8.9               | 63.6   | 0.91      | 0.78           | 1.10                | 23.9        |
| Approach                     |      |           | 629          | 2.0 | 629           | 2.0 | 0.742     | 10.8        | LOS A            | 8.9               | 63.6   | 0.91      | 0.78           | 1.10                | 28.2        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 312          | 2.4 | 312           | 2.4 | 0.605     | 5.7         | LOS A            | 5.9               | 42.1   | 0.76      | 0.64           | 0.79                | 18.7        |
| 6                            | R2   | All MCs   | 292          | 1.8 | 292           | 1.8 | 0.605     | 8.5         | LOS A            | 5.9               | 42.1   | 0.76      | 0.64           | 0.79                | 34.4        |
| 6u                           | U    | All MCs   | 1            | 0.0 | 1             | 0.0 | 0.605     | 9.8         | LOS A            | 5.9               | 42.1   | 0.76      | 0.64           | 0.79                | 18.7        |
| Approach                     |      |           | 604          | 2.1 | 604           | 2.1 | 0.605     | 7.1         | LOS A            | 5.9               | 42.1   | 0.76      | 0.64           | 0.79                | 31.3        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 287          | 0.7 | 287           | 0.7 | 0.785     | 12.2        | LOS A            | 8.7               | 61.5   | 0.79      | 1.02           | 1.13                | 31.7        |
| 8                            | T1   | All MCs   | 258          | 2.4 | 258           | 2.4 | 0.785     | 12.0        | LOS A            | 8.7               | 61.5   | 0.79      | 1.02           | 1.13                | 31.7        |
| 9u                           | U    | All MCs   | 9            | 0.0 | 9             | 0.0 | 0.785     | 16.3        | LOS B            | 8.7               | 61.5   | 0.79      | 1.02           | 1.13                | 34.9        |
| Approach                     |      |           | 555          | 1.5 | 555           | 1.5 | 0.785     | 12.2        | LOS A            | 8.7               | 61.5   | 0.79      | 1.02           | 1.13                | 31.8        |
| All Vehicles                 |      |           | 1788         | 1.9 | 1788          | 1.9 | 0.785     | 10.0        | LOS A            | 8.9               | 63.6   | 0.82      | 0.81           | 1.00                | 30.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 2A - Existing + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|-------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] |      | [ Total HV ]  |      |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
|                               |      |           | veh/h        | %    | veh/h         | %    | v/c       | sec         |                  |                   |          |           |                |                     |             |
| South: Fetherstone Street (S) |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 1                             | L2   | All MCs   | 612          | 2.1  | 611           | 2.1  | 0.415     | 4.1         | LOS A            | 2.2               | 15.5     | 0.22      | 0.43           | 0.22                | 30.3        |
| 3                             | R2   | All MCs   | 234          | 20.3 | 234           | 20.3 | 0.228     | 4.9         | LOS A            | 0.8               | 6.7      | 0.22      | 0.55           | 0.22                | 28.6        |
| Approach                      |      |           | 845          | 7.1  | 845           | 7.1  | 0.415     | 4.3         | LOS A            | 2.2               | 15.5     | 0.22      | 0.46           | 0.22                | 29.9        |
| West: The Mall (W)            |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 11                            | T1   | All MCs   | 746          | 1.7  | 746           | 1.7  | 0.696     | 3.8         | LOS A            | 9.1               | 64.9     | 0.58      | 0.58           | 0.83                | 23.5        |
| Approach                      |      |           | 746          | 1.7  | 746           | 1.7  | 0.696     | 3.8         | NA               | 9.1               | 64.9     | 0.58      | 0.58           | 0.83                | 23.5        |
| All Vehicles                  |      |           | 1592         | 4.6  | 1591          | 4.6  | 0.696     | 4.1         | NA               | 9.1               | 64.9     | 0.39      | 0.52           | 0.51                | 27.8        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 2A - Existing + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 4                            | L2   | All MCs   | 153          | 18.6         | 153           | 18.6   | 0.110     | 3.8         | LOS A            | 0.5               | 3.8  | 0.19      | 0.40           | 0.19                | 28.3        |
| Approach                     |      |           | 153          | 18.6         | 153           | 18.6   | 0.110     | 3.8         | LOS A            | 0.5               | 3.8  | 0.19      | 0.40           | 0.19                | 28.3        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                           | T1   | All MCs   | 352          | 13.5         | 352           | 13.5   | 0.266     | 0.5         | LOS A            | 1.2               | 9.3  | 0.25      | 0.13           | 0.25                | 35.6        |
| 12                           | R2   | All MCs   | 618          | 2.0          | 618           | 2.0    | 0.384     | 4.8         | LOS A            | 2.4               | 17.3 | 0.31      | 0.53           | 0.31                | 24.9        |
| Approach                     |      |           | 969          | 6.2          | 969           | 6.2    | 0.384     | 3.3         | LOS A            | 2.4               | 17.3 | 0.29      | 0.38           | 0.29                | 28.0        |
| All Vehicles                 |      |           | 1122         | 7.9          | 1122          | 7.9    | 0.384     | 3.3         | NA               | 2.4               | 17.3 | 0.27      | 0.38           | 0.27                | 28.0        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 **Site: 104 [4. The Mall / Jacob St (Site Folder: 2A - Existing + Development AM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|------------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |            | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  |                   | [ Veh. veh | Dist ]    |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  |                   |            |           |                |                     |             |
| East: The Mall (E)           |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
| 5                            | T1   | All MCs   | 7            | 0.0          | 7             | 0.0  | 0.070     | 7.8         | LOS A            | 0.2               | 1.7        | 0.55      | 0.94           | 0.55                | 32.7        |
| 6                            | R2   | All MCs   | 27           | 7.7          | 27            | 7.7  | 0.070     | 12.6        | LOS A            | 0.2               | 1.7        | 0.55      | 0.94           | 0.55                | 35.4        |
| Approach                     |      |           | 35           | 6.1          | 35            | 6.1  | 0.070     | 11.6        | LOS A            | 0.2               | 1.7        | 0.55      | 0.94           | 0.55                | 35.1        |
| North: Jacob Street (N)      |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
| 9                            | R2   | All MCs   | 154          | 19.2         | 154           | 19.2 | 0.118     | 4.6         | LOS A            | 0.5               | 3.8        | 0.27      | 0.51           | 0.27                | 36.4        |
| Approach                     |      |           | 154          | 19.2         | 154           | 19.2 | 0.118     | 4.6         | NA               | 0.5               | 3.8        | 0.27      | 0.51           | 0.27                | 36.4        |
| West: The Mall (W)           |      |           |              |              |               |      |           |             |                  |                   |            |           |                |                     |             |
| 10                           | L2   | All MCs   | 333          | 8.5          | 333           | 8.5  | 0.305     | 4.8         | LOS A            | 1.5               | 11.2       | 0.41      | 0.54           | 0.41                | 35.9        |
| Approach                     |      |           | 333          | 8.5          | 333           | 8.5  | 0.305     | 4.8         | NA               | 1.5               | 11.2       | 0.41      | 0.54           | 0.41                | 35.9        |
| All Vehicles                 |      |           | 521          | 11.5         | 521           | 11.5 | 0.305     | 5.2         | NA               | 1.5               | 11.2       | 0.38      | 0.56           | 0.38                | 35.9        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 Site: 105 [5. Chapel Road / Marion Street (Site Folder: 2A - Existing + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated    Cycle Time = 82 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %   | veh/h         | %   | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 41           | 2.6 | 41            | 2.6 | 0.423     | 12.1        | LOS A            | 9.2               | 65.7     | 0.43      | 0.68           | 0.43                | 25.0        |
| 9                            | R2   | All MCs   | 534          | 2.8 | 534           | 2.8 | 0.423     | 8.5         | LOS A            | 9.2               | 65.7     | 0.43      | 0.68           | 0.43                | 34.2        |
| Approach                     |      |           | 575          | 2.7 | 575           | 2.7 | 0.423     | 8.7         | LOS A            | 9.2               | 65.7     | 0.43      | 0.68           | 0.43                | 34.0        |
| West: Marion Street (W)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 640          | 2.0 | 640           | 2.0 | * 0.478   | 4.0         | LOS A            | 1.9               | 13.6     | 0.08      | 0.49           | 0.08                | 36.9        |
| Approach                     |      |           | 640          | 2.0 | 640           | 2.0 | 0.478     | 4.0         | LOS A            | 1.9               | 13.6     | 0.08      | 0.49           | 0.08                | 36.9        |
| All Vehicles                 |      |           | 1215         | 2.3 | 1215          | 2.3 | 0.478     | 6.2         | LOS A            | 9.2               | 65.7     | 0.25      | 0.58           | 0.25                | 35.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                |             |              |             |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 193       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 2A - Existing + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 51           | 100.0 | 51            | 100.0 | 0.063     | 4.4         | LOS A            | 0.6               | 8.3      | 0.35      | 0.27           | 0.35                | 32.4        |
| 6                              | R2   | All MCs   | 685          | 1.1   | 684           | 1.1   | * 0.423   | 20.2        | LOS B            | 9.1               | 64.1     | 0.73      | 0.78           | 0.73                | 12.0        |
| Approach                       |      |           | 736          | 7.9   | 735           | 7.9   | 0.423     | 19.1        | LOS B            | 9.1               | 64.1     | 0.70      | 0.74           | 0.70                | 13.1        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                             | L2   | All MCs   | 89           | 58.8  | 89            | 58.8  | * 0.411   | 37.5        | LOS C            | 3.3               | 34.5     | 0.94      | 0.77           | 0.94                | 9.5         |
| Approach                       |      |           | 89           | 58.8  | 89            | 58.8  | 0.411     | 37.5        | LOS C            | 3.3               | 34.5     | 0.94      | 0.77           | 0.94                | 9.5         |
| All Vehicles                   |      |           | 825          | 13.4  | 824           | 13.4  | 0.423     | 21.1        | LOS B            | 9.1               | 64.1     | 0.73      | 0.74           | 0.73                | 12.5        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| North: Featherstone Street (N)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 71        | 33.8        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 187.7       | 200.0        | 1.07        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 637       | 34.1        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 107 [7. North Terrace / The Appian Way (Site Folder: 2A - Existing + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 629          | 3.5  | 627           | 3.5  | 0.741     | 7.8         | LOS A            | 11.0              | 79.0     | 0.62      | 0.83           | 1.11                | 27.7        |
| Approach                     |      |           | 629          | 3.5  | 627           | 3.5  | 0.741     | 7.8         | NA               | 11.0              | 79.0     | 0.62      | 0.83           | 1.11                | 27.7        |
| North: The Appian Way (N)    |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 620          | 0.5  | 620           | 0.5  | 0.445     | 4.3         | LOS A            | 2.4               | 17.1     | 0.36      | 0.52           | 0.36                | 23.7        |
| 9                            | R2   | All MCs   | 113          | 33.6 | 113           | 33.6 | 0.406     | 19.3        | LOS B            | 1.3               | 11.9     | 0.83      | 1.02           | 1.09                | 10.3        |
| Approach                     |      |           | 733          | 5.6  | 733           | 5.6  | 0.445     | 6.6         | LOS A            | 2.4               | 17.1     | 0.43      | 0.60           | 0.47                | 20.0        |
| All Vehicles                 |      |           | 1362         | 4.6  | 1360          | 4.6  | 0.741     | 7.2         | NA               | 11.0              | 79.0     | 0.52      | 0.71           | 0.76                | 24.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [2A - Dev  
Weekday AM Peak (Network  
Folder: 2 - Existing +  
Development)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] |           |             |                  |                   |           |                |                     |             |
|                                              |      |           | veh/h        | %            | veh/h         | %            | v/c       | sec         |                  | [ Veh. veh        | Dist ]    |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 417          | 0.0          | 415           | 0.0          | 0.320     | 11.0        | LOS A            | 7.7               | 53.9      | 0.48           | 0.62                | 11.4        |
| 3                                            | R2   | All MCs   | 659          | 0.2          | 655           | 0.2          | 0.702     | 15.5        | LOS B            | 7.7               | 53.9      | 0.63           | 0.73                | 30.0        |
| Approach                                     |      |           | 1076         | 0.1          | 1070          | 0.1          | 0.702     | 13.7        | LOS A            | 7.7               | 53.9      | 0.57           | 0.69                | 27.6        |
| East: North Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 431          | 0.0          | 431           | 0.0          | 0.328     | 4.4         | LOS A            | 1.8               | 12.6      | 0.08           | 0.49                | 36.5        |
| 5                                            | T1   | All MCs   | 276          | 2.7          | 276           | 2.7          | 0.877     | 54.7        | LOS D            | 16.6              | 118.6     | 1.00           | 1.03                | 18.4        |
| Approach                                     |      |           | 706          | 1.0          | 706           | 1.0          | 0.877     | 24.0        | LOS B            | 16.6              | 118.6     | 0.44           | 0.70                | 26.4        |
| West: North Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 311          | 1.7          | 311           | 1.7          | 0.419     | 29.4        | LOS C            | 12.6              | 89.2      | 0.78           | 0.67                | 27.9        |
| 12                                           | R2   | All MCs   | 259          | 0.0          | 259           | 0.0          | 0.567     | 52.3        | LOS D            | 15.8              | 110.4     | 0.97           | 0.81                | 10.1        |
| Approach                                     |      |           | 569          | 0.9          | 569           | 0.9          | 0.567     | 39.8        | LOS C            | 15.8              | 110.4     | 0.87           | 0.73                | 20.9        |
| All Vehicles                                 |      |           | 2352         | 0.6          | 2346          | 0.6          | 0.877     | 23.2        | LOS B            | 16.6              | 118.6     | 0.60           | 0.70                | 25.1        |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 251          | 0.8          | 251           | 0.8          | 0.219     | 14.2        | LOS A            | 6.0               | 42.0      | 0.47           | 0.64                | 34.6        |
| 6                                            | R2   | All MCs   | 638          | 0.2          | 638           | 0.2          | * 1.016   | 111.5       | LOS F            | 29.7              | 208.5     | 1.00           | 1.36                | 11.7        |
| Approach                                     |      |           | 888          | 0.4          | 888           | 0.4          | 1.016     | 84.0        | LOS F            | 29.7              | 208.5     | 0.85           | 1.16                | 16.5        |
| North: West Terrace (N)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 278          | 0.0          | 278           | 0.0          | 0.207     | 6.3         | LOS A            | 3.4               | 23.9      | 0.24           | 0.55                | 34.8        |
| 8                                            | T1   | All MCs   | 413          | 0.0          | 413           | 0.0          | 0.903     | 38.6        | LOS C            | 7.7               | 53.9      | 0.98           | 0.97                | 22.4        |
| Approach                                     |      |           | 691          | 0.0          | 691           | 0.0          | 0.903     | 25.6        | LOS B            | 7.7               | 53.9      | 0.68           | 0.80                | 26.2        |
| West: South Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 434          | 0.0          | 434           | 0.0          | * 1.019   | 90.3        | LOS F            | 38.2              | 267.3     | 1.00           | 1.32                | 13.6        |
| 11                                           | T1   | All MCs   | 193          | 1.6          | 193           | 1.6          | 0.609     | 45.1        | LOS D            | 9.9               | 69.9      | 0.95           | 0.78                | 26.8        |
| 12                                           | R2   | All MCs   | 65           | 8.1          | 65            | 8.1          | 0.041     | 4.3         | LOS A            | 0.1               | 0.6       | 0.02           | 0.54                | 37.7        |
| Approach                                     |      |           | 692          | 1.2          | 692           | 1.2          | 1.019     | 69.6        | LOS E            | 38.2              | 267.3     | 0.89           | 1.09                | 19.0        |
| All Vehicles                                 |      |           | 2271         | 0.5          | 2271          | 0.5          | 1.019     | 61.9        | LOS E            | 38.2              | 267.3     | 0.81           | 1.03                | 19.2        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P12                                          | Stage 2  | 133       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.3       | 200.0        | 0.97        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 218       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.2       | 200.0        | 0.97        |

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

# MOVEMENT SUMMARY

 Site: 110 [9. The Appian Way / Midblock Crossing (Site Folder: 2A - Existing + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [2A - Dev Weekday AM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Existing Design  
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 91 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| North: The Appian Way (N)    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 772          | 5.3 | 771           | 5.3 | * 0.255   | 2.4         | LOS A            | 4.2               | 30.6     | 0.27      | 0.24           | 0.27                | 27.4        |
| Approach                     |      |           | 772          | 5.3 | 771           | 5.3 | 0.255     | 2.4         | LOS A            | 4.2               | 30.6     | 0.27      | 0.24           | 0.27                | 27.4        |
| All Vehicles                 |      |           | 772          | 5.3 | 771           | 5.3 | 0.255     | 2.4         | LOS A            | 4.2               | 30.6     | 0.27      | 0.24           | 0.27                | 27.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: The Appian Way (S)       |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 39.8        | LOS D            | 0.1                   | 0.1      | 0.94      | 0.94           | 193.6       | 200.0        | 1.03        |
| All Pedestrians                 |          | 53        | 39.8        | LOS D            | 0.1                   | 0.1      | 0.94      | 0.94           | 193.6       | 200.0        | 1.03        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [1. Chapel Road / The Mall (Site Folder: 2B - Existing + Development PM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Roundabout

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     |             |
|                              |      |           | veh/h        |     | veh/h         | %   | v/c       | sec         |                  |                   | m      |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 136          | 1.6 | 136           | 1.6 | 0.554     | 4.9         | LOS A            | 4.6               | 32.4   | 0.71      | 0.63           | 0.72                | 35.4        |
| 3                            | R2   | All MCs   | 362          | 0.9 | 362           | 0.9 | 0.554     | 8.0         | LOS A            | 4.6               | 32.4   | 0.71      | 0.63           | 0.72                | 27.2        |
| 3u                           | U    | All MCs   | 21           | 0.0 | 21            | 0.0 | 0.554     | 9.3         | LOS A            | 4.6               | 32.4   | 0.71      | 0.63           | 0.72                | 27.2        |
| Approach                     |      |           | 519          | 1.0 | 519           | 1.0 | 0.554     | 7.2         | LOS A            | 4.6               | 32.4   | 0.71      | 0.63           | 0.72                | 31.4        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 359          | 2.3 | 359           | 2.3 | 0.655     | 7.6         | LOS A            | 7.4               | 52.8   | 0.84      | 0.73           | 0.96                | 16.5        |
| 6                            | R2   | All MCs   | 254          | 0.8 | 254           | 0.8 | 0.655     | 10.4        | LOS A            | 7.4               | 52.8   | 0.84      | 0.73           | 0.96                | 33.4        |
| 6u                           | U    | All MCs   | 5            | 0.0 | 5             | 0.0 | 0.655     | 11.6        | LOS A            | 7.4               | 52.8   | 0.84      | 0.73           | 0.96                | 16.5        |
| Approach                     |      |           | 618          | 1.7 | 618           | 1.7 | 0.655     | 8.8         | LOS A            | 7.4               | 52.8   | 0.84      | 0.73           | 0.96                | 29.0        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 328          | 0.6 | 328           | 0.6 | 0.758     | 9.6         | LOS A            | 8.7               | 61.5   | 0.72      | 0.88           | 0.94                | 33.2        |
| 8                            | T1   | All MCs   | 319          | 1.7 | 319           | 1.7 | 0.758     | 9.3         | LOS A            | 8.7               | 61.5   | 0.72      | 0.88           | 0.94                | 33.2        |
| 9u                           | U    | All MCs   | 15           | 0.0 | 15            | 0.0 | 0.758     | 13.6        | LOS A            | 8.7               | 61.5   | 0.72      | 0.88           | 0.94                | 35.8        |
| Approach                     |      |           | 662          | 1.1 | 662           | 1.1 | 0.758     | 9.5         | LOS A            | 8.7               | 61.5   | 0.72      | 0.88           | 0.94                | 33.3        |
| All Vehicles                 |      |           | 1799         | 1.3 | 1799          | 1.3 | 0.758     | 8.6         | LOS A            | 8.7               | 61.5   | 0.76      | 0.75           | 0.88                | 31.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 2B - Existing + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|-------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                               |      |           | veh/h        | %            | veh/h         | %      |           |             |                  | v/c               | sec  |           |                |                     | m           |
| South: Fetherstone Street (S) |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 1                             | L2   | All MCs   | 617          | 1.7          | 617           | 1.7    | 0.447     | 4.1         | LOS A            | 2.3               | 16.3 | 0.23      | 0.43           | 0.23                | 30.3        |
| 3                             | R2   | All MCs   | 257          | 19.7         | 257           | 19.7   | 0.250     | 4.9         | LOS A            | 0.9               | 7.5  | 0.22      | 0.55           | 0.22                | 28.6        |
| Approach                      |      |           | 874          | 7.0          | 874           | 7.0    | 0.447     | 4.3         | LOS A            | 2.3               | 16.3 | 0.23      | 0.47           | 0.23                | 29.8        |
| West: The Mall (W)            |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                            | T1   | All MCs   | 692          | 0.8          | 692           | 0.8    | 0.641     | 3.1         | LOS A            | 7.1               | 49.7 | 0.53      | 0.49           | 0.71                | 25.5        |
| Approach                      |      |           | 692          | 0.8          | 692           | 0.8    | 0.641     | 3.1         | NA               | 7.1               | 49.7 | 0.53      | 0.49           | 0.71                | 25.5        |
| All Vehicles                  |      |           | 1565         | 4.2          | 1565          | 4.2    | 0.641     | 3.8         | NA               | 7.1               | 49.7 | 0.36      | 0.48           | 0.44                | 28.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 2B - Existing + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 4                            | L2   | All MCs   | 268          | 15.3         | 268           | 15.3   | 0.190     | 3.8         | LOS A            | 0.9               | 7.0  | 0.20      | 0.41           | 0.20                | 28.2        |
| Approach                     |      |           | 268          | 15.3         | 268           | 15.3   | 0.190     | 3.8         | LOS A            | 0.9               | 7.0  | 0.20      | 0.41           | 0.20                | 28.2        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                           | T1   | All MCs   | 332          | 15.2         | 332           | 15.2   | 0.254     | 0.5         | LOS A            | 1.1               | 8.8  | 0.25      | 0.13           | 0.25                | 35.7        |
| 12                           | R2   | All MCs   | 616          | 0.9          | 616           | 0.9    | 0.380     | 4.8         | LOS A            | 2.4               | 16.9 | 0.30      | 0.53           | 0.30                | 24.9        |
| Approach                     |      |           | 947          | 5.9          | 947           | 5.9    | 0.380     | 3.3         | LOS A            | 2.4               | 16.9 | 0.28      | 0.39           | 0.28                | 27.9        |
| All Vehicles                 |      |           | 1216         | 8.0          | 1216          | 8.0    | 0.380     | 3.4         | NA               | 2.4               | 16.9 | 0.27      | 0.39           | 0.27                | 28.0        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 **Site: 104 [4. The Mall / Jacob Street (Site Folder: 2B - Existing + Development PM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m    |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 5                            | T1   | All MCs   | 77           | 0.0          | 77            | 0.0    | 0.392     | 9.5         | LOS A            | 2.0               | 14.0 | 0.64      | 1.03           | 0.84                | 31.9        |
| 6                            | R2   | All MCs   | 141          | 0.0          | 141           | 0.0    | 0.392     | 14.8        | LOS B            | 2.0               | 14.0 | 0.64      | 1.03           | 0.84                | 35.0        |
| Approach                     |      |           | 218          | 0.0          | 218           | 0.0    | 0.392     | 12.9        | LOS A            | 2.0               | 14.0 | 0.64      | 1.03           | 0.84                | 34.2        |
| North: Jacob Street (N)      |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 9                            | R2   | All MCs   | 177          | 23.2         | 177           | 23.2   | 0.139     | 4.7         | LOS A            | 0.6               | 4.7  | 0.28      | 0.51           | 0.28                | 36.4        |
| Approach                     |      |           | 177          | 23.2         | 177           | 23.2   | 0.139     | 4.7         | NA               | 0.6               | 4.7  | 0.28      | 0.51           | 0.28                | 36.4        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 10                           | L2   | All MCs   | 347          | 10.0         | 347           | 10.0   | 0.322     | 4.9         | LOS A            | 1.6               | 12.1 | 0.42      | 0.54           | 0.42                | 35.9        |
| Approach                     |      |           | 347          | 10.0         | 347           | 10.0   | 0.322     | 4.9         | NA               | 1.6               | 12.1 | 0.42      | 0.54           | 0.42                | 35.9        |
| All Vehicles                 |      |           | 742          | 10.2         | 742           | 10.2   | 0.392     | 7.2         | NA               | 2.0               | 14.0 | 0.45      | 0.68           | 0.51                | 35.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 **Site: 105 [5. Chapel Road / Marion Street (Site Folder: 2B - Existing + Development PM Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated    Cycle Time = 80 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 7                            | L2   | All MCs   | 39           | 0.0          | 39            | 0.0    | 0.513     | 12.7        | LOS A            | 12.2              | 86.7 | 0.49      | 0.71           | 0.49                | 24.4        |
| 9                            | R2   | All MCs   | 655          | 2.3          | 655           | 2.3    | * 0.513   | 9.1         | LOS A            | 12.2              | 86.7 | 0.49      | 0.71           | 0.49                | 34.0        |
| Approach                     |      |           | 694          | 2.1          | 694           | 2.1    | 0.513     | 9.3         | LOS A            | 12.2              | 86.7 | 0.49      | 0.71           | 0.49                | 33.8        |
| West: Marion Street (W)      |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 10                           | L2   | All MCs   | 488          | 0.9          | 488           | 0.9    | 0.366     | 4.1         | LOS A            | 1.5               | 10.2 | 0.08      | 0.49           | 0.08                | 36.8        |
| Approach                     |      |           | 488          | 0.9          | 488           | 0.9    | 0.366     | 4.1         | LOS A            | 1.5               | 10.2 | 0.08      | 0.49           | 0.08                | 36.8        |
| All Vehicles                 |      |           | 1182         | 1.6          | 1182          | 1.6    | 0.513     | 7.1         | LOS A            | 12.2              | 86.7 | 0.32      | 0.62           | 0.32                | 34.8        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                |             |              |             |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| All Pedestrians                 |          | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 2B - Existing + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023

PM Peak Hour: 4:30pm-5:30pm

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 83 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] |       | [ Total HV ]  |       |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
|                                |      |           | veh/h        | %     | veh/h         | %     | v/c       | sec         |                  |                   |          |           |                |                     |             |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 63           | 100.0 | 63            | 100.0 | 0.077     | 4.3         | LOS A            | 0.8               | 10.5     | 0.34      | 0.27           | 0.34                | 32.6        |
| 6                              | R2   | All MCs   | 758          | 1.3   | 758           | 1.3   | * 0.454   | 20.5        | LOS B            | 10.5              | 74.4     | 0.73      | 0.78           | 0.73                | 11.9        |
| Approach                       |      |           | 821          | 8.8   | 821           | 8.8   | 0.454     | 19.2        | LOS B            | 10.5              | 74.4     | 0.70      | 0.74           | 0.70                | 13.1        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                             | L2   | All MCs   | 103          | 55.1  | 103           | 55.1  | * 0.454   | 39.1        | LOS C            | 4.0               | 40.9     | 0.94      | 0.78           | 0.94                | 9.2         |
| Approach                       |      |           | 103          | 55.1  | 103           | 55.1  | 0.454     | 39.1        | LOS C            | 4.0               | 40.9     | 0.94      | 0.78           | 0.94                | 9.2         |
| All Vehicles                   |      |           | 924          | 14.0  | 924           | 14.0  | 0.454     | 21.5        | LOS B            | 10.5              | 74.4     | 0.73      | 0.75           | 0.73                | 12.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 36.0        | LOS D            | 0.4                   | 0.4      | 0.94      | 0.94           | 189.9       | 200.0        | 1.05        |
| North: Featherstone Street (N)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 71        | 35.8        | LOS D            | 0.2                   | 0.2      | 0.93      | 0.93           | 189.7       | 200.0        | 1.05        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 36.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 190.1       | 200.0        | 1.05        |
| All Pedestrians                 |          | 637       | 36.1        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 190.0       | 200.0        | 1.05        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 107 [7. North Terrace / The Appian Way (Site Folder: 2B - Existing + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %    | veh/h         | %    | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 611          | 4.1  | 611           | 4.1  | 0.725     | 7.6         | LOS A            | 10.4              | 75.6     | 0.65      | 0.85           | 1.12                | 27.9        |
| Approach                     |      |           | 611          | 4.1  | 611           | 4.1  | 0.725     | 7.6         | NA               | 10.4              | 75.6     | 0.65      | 0.85           | 1.12                | 27.9        |
| North: The Appian Way (N)    |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 602          | 0.2  | 602           | 0.2  | 0.431     | 4.3         | LOS A            | 2.2               | 15.8     | 0.34      | 0.51           | 0.34                | 23.9        |
| 9                            | R2   | All MCs   | 222          | 20.9 | 222           | 20.9 | 0.701     | 22.2        | LOS B            | 3.0               | 24.7     | 0.90      | 1.25           | 1.67                | 9.2         |
| Approach                     |      |           | 824          | 5.7  | 824           | 5.7  | 0.701     | 9.1         | LOS A            | 3.0               | 24.7     | 0.49      | 0.71           | 0.70                | 17.0        |
| All Vehicles                 |      |           | 1435         | 5.1  | 1435          | 5.1  | 0.725     | 8.5         | NA               | 10.4              | 75.6     | 0.56      | 0.77           | 0.88                | 22.8        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 113 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] |     | [ Total HV ]  |     |           |             |                  | [ Veh. veh        | Dist ]    |                |                     | km/h        |
|                                              |      |           | veh/h        | %   | veh/h         | %   | v/c       | sec         |                  |                   | m         |                |                     |             |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 351          | 0.3 | 351           | 0.3 | 0.265     | 7.4         | LOS A            | 5.4               | 37.6      | 0.30           | 0.58                | 14.9        |
| 3                                            | R2   | All MCs   | 524          | 0.0 | 524           | 0.0 | * 0.701   | 21.3        | LOS B            | 7.7               | 53.9      | 0.73           | 0.77                | 27.6        |
| Approach                                     |      |           | 875          | 0.1 | 875           | 0.1 | 0.701     | 15.7        | LOS B            | 7.7               | 53.9      | 0.56           | 0.69                | 26.3        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 435          | 0.2 | 435           | 0.2 | 0.603     | 8.8         | LOS A            | 8.3               | 58.3      | 0.37           | 0.62                | 33.6        |
| 5                                            | T1   | All MCs   | 237          | 1.8 | 237           | 1.8 | * 0.705   | 45.2        | LOS D            | 12.4              | 88.0      | 0.97           | 0.83                | 20.3        |
| Approach                                     |      |           | 672          | 0.8 | 672           | 0.8 | 0.705     | 21.6        | LOS B            | 12.4              | 88.0      | 0.58           | 0.70                | 27.3        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 339          | 1.6 | 339           | 1.6 | 0.363     | 20.6        | LOS B            | 11.5              | 81.5      | 0.67           | 0.58                | 30.7        |
| 12                                           | R2   | All MCs   | 366          | 0.3 | 366           | 0.3 | * 0.704   | 48.1        | LOS D            | 10.7              | 75.2      | 0.96           | 0.87                | 10.8        |
| Approach                                     |      |           | 705          | 0.9 | 705           | 0.9 | 0.704     | 34.9        | LOS C            | 11.5              | 81.5      | 0.82           | 0.73                | 21.4        |
| All Vehicles                                 |      |           | 2252         | 0.6 | 2252          | 0.6 | 0.705     | 23.5        | LOS B            | 12.4              | 88.0      | 0.65           | 0.71                | 24.8        |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 169          | 1.2 | 169           | 1.2 | 0.180     | 19.9        | LOS B            | 4.9               | 34.9      | 0.57           | 0.67                | 32.8        |
| 6                                            | R2   | All MCs   | 459          | 0.2 | 459           | 0.2 | 0.618     | 39.4        | LOS C            | 13.3              | 93.0      | 0.90           | 0.82                | 21.6        |
| Approach                                     |      |           | 628          | 0.5 | 628           | 0.5 | 0.618     | 34.1        | LOS C            | 13.3              | 93.0      | 0.81           | 0.78                | 25.2        |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 382          | 0.3 | 382           | 0.3 | 0.289     | 7.9         | LOS A            | 6.4               | 45.3      | 0.34           | 0.59                | 33.8        |
| 8                                            | T1   | All MCs   | 421          | 0.3 | 421           | 0.3 | 0.633     | 17.9        | LOS B            | 7.7               | 53.9      | 0.66           | 0.58                | 29.4        |
| Approach                                     |      |           | 803          | 0.3 | 803           | 0.3 | 0.633     | 13.1        | LOS A            | 7.7               | 53.9      | 0.51           | 0.58                | 31.3        |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 418          | 0.0 | 418           | 0.0 | 0.484     | 10.8        | LOS A            | 8.5               | 59.3      | 0.40           | 0.63                | 32.4        |
| 11                                           | T1   | All MCs   | 207          | 0.5 | 207           | 0.5 | 0.612     | 43.6        | LOS D            | 10.4              | 73.3      | 0.94           | 0.78                | 27.1        |
| 12                                           | R2   | All MCs   | 94           | 3.4 | 94            | 3.4 | 0.057     | 4.3         | LOS A            | 0.1               | 0.8       | 0.02           | 0.55                | 37.7        |
| Approach                                     |      |           | 719          | 0.6 | 719           | 0.6 | 0.612     | 19.4        | LOS B            | 10.4              | 73.3      | 0.51           | 0.66                | 30.8        |
| All Vehicles                                 |      |           | 2151         | 0.4 | 2151          | 0.4 | 0.633     | 21.4        | LOS B            | 13.3              | 93.0      | 0.60           | 0.67                | 29.0        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 50.7        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 50.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| All Pedestrians                              |          | 92        | 50.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P12                                          | Stage 2  | 133       | 50.9        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 204.8       | 200.0        | 0.98        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 50.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 204.5       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 50.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 204.5       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 50.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 204.6       | 200.0        | 0.98        |
| All Pedestrians                              |          | 218       | 50.9        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 204.7       | 200.0        | 0.98        |

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

# MOVEMENT SUMMARY

 Site: 110 [9. The Appian Way / Midblock Crossing (Site Folder: 2B - Existing + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 Network: N101 [2B - Dev Weekday PM Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 63 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| North: The Appian Way (N)    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 885          | 5.2 | 885           | 5.2 | * 0.315   | 2.8         | LOS A            | 4.5               | 32.8     | 0.36      | 0.31           | 0.36                | 25.6        |
| Approach                     |      |           | 885          | 5.2 | 885           | 5.2 | 0.315     | 2.8         | LOS A            | 4.5               | 32.8     | 0.36      | 0.31           | 0.36                | 25.6        |
| All Vehicles                 |      |           | 885          | 5.2 | 885           | 5.2 | 0.315     | 2.8         | LOS A            | 4.5               | 32.8     | 0.36      | 0.31           | 0.36                | 25.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: The Appian Way (S)       |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 25.8        | LOS C            | 0.1                   | 0.1      | 0.91      | 0.91           | 179.7       | 200.0        | 1.11        |
| All Pedestrians                 |          | 53        | 25.8        | LOS C            | 0.1                   | 0.1      | 0.91      | 0.91           | 179.7       | 200.0        | 1.11        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 101 [1. Chapel Road / The Mall (Site Folder: 2C - Existing + Development Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2C - Dev Saturday Midday Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Roundabout

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     |             |
|                              |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  | veh               | m      |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 139          | 3.8 | 139           | 3.8 | 0.628     | 6.5         | LOS A            | 5.9               | 41.9   | 0.78      | 0.71           | 0.87                | 34.7        |
| 3                            | R2   | All MCs   | 389          | 1.1 | 389           | 1.1 | 0.628     | 9.6         | LOS A            | 5.9               | 41.9   | 0.78      | 0.71           | 0.87                | 25.7        |
| 3u                           | U    | All MCs   | 19           | 0.0 | 19            | 0.0 | 0.628     | 10.8        | LOS A            | 5.9               | 41.9   | 0.78      | 0.71           | 0.87                | 25.7        |
| Approach                     |      |           | 547          | 1.7 | 547           | 1.7 | 0.628     | 8.8         | LOS A            | 5.9               | 41.9   | 0.78      | 0.71           | 0.87                | 30.1        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 285          | 0.4 | 285           | 0.4 | 0.542     | 4.7         | LOS A            | 4.8               | 34.2   | 0.66      | 0.58           | 0.66                | 19.8        |
| 6                            | R2   | All MCs   | 286          | 5.1 | 286           | 5.1 | 0.542     | 7.6         | LOS A            | 4.8               | 34.2   | 0.66      | 0.58           | 0.66                | 34.8        |
| 6u                           | U    | All MCs   | 3            | 0.0 | 3             | 0.0 | 0.542     | 8.7         | LOS A            | 4.8               | 34.2   | 0.66      | 0.58           | 0.66                | 19.8        |
| Approach                     |      |           | 575          | 2.7 | 575           | 2.7 | 0.542     | 6.1         | LOS A            | 4.8               | 34.2   | 0.66      | 0.58           | 0.66                | 32.1        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 332          | 4.8 | 332           | 4.8 | 0.704     | 9.1         | LOS A            | 6.7               | 48.4   | 0.70      | 0.85           | 0.88                | 33.5        |
| 8                            | T1   | All MCs   | 209          | 2.0 | 209           | 2.0 | 0.704     | 8.6         | LOS A            | 6.7               | 48.4   | 0.70      | 0.85           | 0.88                | 33.5        |
| 9u                           | U    | All MCs   | 13           | 0.0 | 13            | 0.0 | 0.704     | 13.0        | LOS A            | 6.7               | 48.4   | 0.70      | 0.85           | 0.88                | 35.9        |
| Approach                     |      |           | 554          | 3.6 | 554           | 3.6 | 0.704     | 9.0         | LOS A            | 6.7               | 48.4   | 0.70      | 0.85           | 0.88                | 33.6        |
| All Vehicles                 |      |           | 1676         | 2.7 | 1676          | 2.7 | 0.704     | 8.0         | LOS A            | 6.7               | 48.4   | 0.71      | 0.71           | 0.80                | 32.2        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 2C - Existing + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2C - Dev Saturday Midday Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|-------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                               |      |           | veh/h        | %    | veh/h         | %    | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 1                             | L2   | All MCs   | 585          | 3.1  | 585           | 3.1  | 0.399     | 4.1         | LOS A            | 2.0               | 14.7     | 0.22      | 0.43           | 0.22                | 30.3        |
| 3                             | R2   | All MCs   | 301          | 12.6 | 301           | 12.6 | 0.282     | 4.8         | LOS A            | 1.1               | 8.4      | 0.23      | 0.55           | 0.23                | 28.6        |
| Approach                      |      |           | 886          | 6.3  | 886           | 6.3  | 0.399     | 4.3         | LOS A            | 2.0               | 14.7     | 0.23      | 0.47           | 0.23                | 29.8        |
| West: The Mall (W)            |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 11                            | T1   | All MCs   | 717          | 2.8  | 717           | 2.8  | 0.674     | 3.5         | LOS A            | 8.2               | 58.9     | 0.56      | 0.55           | 0.78                | 24.2        |
| Approach                      |      |           | 717          | 2.8  | 717           | 2.8  | 0.674     | 3.5         | NA               | 8.2               | 58.9     | 0.56      | 0.55           | 0.78                | 24.2        |
| All Vehicles                  |      |           | 1603         | 4.7  | 1603          | 4.7  | 0.674     | 4.0         | NA               | 8.2               | 58.9     | 0.38      | 0.50           | 0.47                | 28.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 2C - Existing + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2C - Dev Saturday Middy Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 4                            | L2   | All MCs   | 209          | 11.6         | 209           | 11.6   | 0.146     | 3.7         | LOS A            | 0.6               | 5.0  | 0.19      | 0.41           | 0.19                | 28.3        |
| Approach                     |      |           | 209          | 11.6         | 209           | 11.6   | 0.146     | 3.7         | LOS A            | 0.6               | 5.0  | 0.19      | 0.41           | 0.19                | 28.3        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 11                           | T1   | All MCs   | 355          | 10.4         | 355           | 10.4   | 0.264     | 0.5         | LOS A            | 1.2               | 8.9  | 0.25      | 0.13           | 0.25                | 35.7        |
| 12                           | R2   | All MCs   | 654          | 3.1          | 654           | 3.1    | 0.409     | 4.9         | LOS A            | 2.7               | 19.1 | 0.31      | 0.53           | 0.31                | 24.9        |
| Approach                     |      |           | 1008         | 5.6          | 1008          | 5.6    | 0.409     | 3.3         | LOS A            | 2.7               | 19.1 | 0.29      | 0.39           | 0.29                | 27.8        |
| All Vehicles                 |      |           | 1218         | 6.7          | 1218          | 6.7    | 0.409     | 3.4         | NA               | 2.7               | 19.1 | 0.27      | 0.39           | 0.27                | 27.9        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 **Site: 104 [4. The Mall / Jacob Street (Site Folder: 2C - Existing + Development Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2C - Dev Saturday Midday Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Stop (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   |      |           |                |                     | km/h        |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 5                            | T1   | All MCs   | 66           | 0.0          | 66            | 0.0    | 0.296     | 8.4         | LOS A            | 1.3               | 9.0  | 0.57      | 0.94           | 0.64                | 32.8        |
| 6                            | R2   | All MCs   | 112          | 0.0          | 112           | 0.0    | 0.296     | 12.9        | LOS A            | 1.3               | 9.0  | 0.57      | 0.94           | 0.64                | 35.5        |
| Approach                     |      |           | 178          | 0.0          | 178           | 0.0    | 0.296     | 11.2        | LOS A            | 1.3               | 9.0  | 0.57      | 0.94           | 0.64                | 34.9        |
| North: Jacob Street (N)      |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 9                            | R2   | All MCs   | 140          | 17.3         | 140           | 17.3   | 0.106     | 4.5         | LOS A            | 0.4               | 3.4  | 0.27      | 0.51           | 0.27                | 36.4        |
| Approach                     |      |           | 140          | 17.3         | 140           | 17.3   | 0.106     | 4.5         | NA               | 0.4               | 3.4  | 0.27      | 0.51           | 0.27                | 36.4        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 10                           | L2   | All MCs   | 333          | 7.6          | 333           | 7.6    | 0.303     | 4.8         | LOS A            | 1.5               | 11.0 | 0.41      | 0.54           | 0.41                | 35.9        |
| Approach                     |      |           | 333          | 7.6          | 333           | 7.6    | 0.303     | 4.8         | NA               | 1.5               | 11.0 | 0.41      | 0.54           | 0.41                | 35.9        |
| All Vehicles                 |      |           | 651          | 7.6          | 651           | 7.6    | 0.303     | 6.5         | NA               | 1.5               | 11.0 | 0.42      | 0.64           | 0.44                | 35.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

 **Site: 105 [5. Chapel Road / Marion Street (Site Folder: 2C - Existing + Development Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2C - Dev Saturday Midday Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated    Cycle Time = 107 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |      |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m    |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 7                            | L2   | All MCs   | 57           | 0.0          | 57            | 0.0    | 0.339     | 10.7        | LOS A            | 7.6               | 53.7 | 0.32      | 0.65           | 0.32                | 26.4        |
| 9                            | R2   | All MCs   | 453          | 0.9          | 453           | 0.9    | 0.339     | 7.1         | LOS A            | 7.6               | 53.7 | 0.32      | 0.65           | 0.32                | 34.9        |
| Approach                     |      |           | 509          | 0.8          | 509           | 0.8    | 0.339     | 7.5         | LOS A            | 7.6               | 53.7 | 0.32      | 0.65           | 0.32                | 34.5        |
| West: Marion Street (W)      |      |           |              |              |               |        |           |             |                  |                   |      |           |                |                     |             |
| 10                           | L2   | All MCs   | 525          | 1.4          | 525           | 1.4    | * 0.358   | 3.7         | LOS A            | 0.8               | 5.9  | 0.03      | 0.47           | 0.03                | 37.1        |
| Approach                     |      |           | 525          | 1.4          | 525           | 1.4    | 0.358     | 3.7         | LOS A            | 0.8               | 5.9  | 0.03      | 0.47           | 0.03                | 37.1        |
| All Vehicles                 |      |           | 1035         | 1.1          | 1035          | 1.1    | 0.358     | 5.5         | LOS A            | 7.6               | 53.7 | 0.17      | 0.56           | 0.17                | 35.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                |             |              |             |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 48.1        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 201.9       | 200.0        | 0.99        |
| All Pedestrians                 |          | 193       | 48.1        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 201.9       | 200.0        | 0.99        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 2C - Existing + Development Saturday Peak)]

 Network: N101 [2C - Dev Saturday Midday Peak (Network Folder: 2 - Existing + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Traffic Survey: Thursday 19 October 2023

PM Peak Hour: 4:30pm-5:30pm

Site Category: Existing Design

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |           |                |                     |             |      |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |      |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     | km/h        |      |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |           |                |                     |             |      |
| 5                              | T1   | All MCs   | 54           | 100.0 | 54            | 100.0 | 0.067     | 4.4         | LOS A            | 0.7               | 8.9       | 0.35           | 0.28                | 0.35        | 32.4 |
| 6                              | R2   | All MCs   | 645          | 0.7   | 645           | 0.7   | * 0.422   | 21.5        | LOS B            | 8.8               | 62.2      | 0.75           | 0.78                | 0.75        | 11.5 |
| Approach                       |      |           | 699          | 8.3   | 699           | 8.3   | 0.422     | 20.2        | LOS B            | 8.8               | 62.2      | 0.72           | 0.74                | 0.72        | 12.7 |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |           |                |                     |             |      |
| 10                             | L2   | All MCs   | 109          | 47.1  | 109           | 47.1  | * 0.410   | 35.5        | LOS C            | 3.9               | 38.2      | 0.92           | 0.77                | 0.92        | 9.9  |
| Approach                       |      |           | 109          | 47.1  | 109           | 47.1  | 0.410     | 35.5        | LOS C            | 3.9               | 38.2      | 0.92           | 0.77                | 0.92        | 9.9  |
| All Vehicles                   |      |           | 808          | 13.5  | 808           | 13.5  | 0.422     | 22.2        | LOS B            | 8.8               | 62.2      | 0.75           | 0.75                | 0.75        | 12.2 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| North: Featherstone Street (N)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 71        | 33.8        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 187.7       | 200.0        | 1.07        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 637       | 34.1        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 107 [7. North Terrace / The Appian Way (Site Folder: 2C - Existing + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

■ Network: N101 [2C - Dev Saturday Middy Peak (Network Folder: 2 - Existing + Development)]

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %    | [ Total HV ]  | %    |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %    | veh/h         | %    | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 520          | 3.0  | 520           | 3.0  | 0.612     | 5.4         | LOS A            | 6.4               | 46.0     | 0.57      | 0.64           | 0.84                | 30.6        |
| Approach                     |      |           | 520          | 3.0  | 520           | 3.0  | 0.612     | 5.4         | NA               | 6.4               | 46.0     | 0.57      | 0.64           | 0.84                | 30.6        |
| North: The Appian Way (N)    |      |           |              |      |               |      |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 625          | 0.3  | 625           | 0.3  | 0.448     | 4.3         | LOS A            | 2.4               | 16.6     | 0.34      | 0.52           | 0.34                | 23.9        |
| 9                            | R2   | All MCs   | 180          | 22.8 | 180           | 22.8 | 0.475     | 15.4        | LOS B            | 1.7               | 14.2     | 0.80      | 1.04           | 1.13                | 12.0        |
| Approach                     |      |           | 805          | 5.4  | 805           | 5.4  | 0.475     | 6.8         | LOS A            | 2.4               | 16.6     | 0.44      | 0.63           | 0.52                | 19.8        |
| All Vehicles                 |      |           | 1325         | 4.4  | 1325          | 4.4  | 0.612     | 6.2         | NA               | 6.4               | 46.0     | 0.49      | 0.64           | 0.64                | 25.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

Network: N101 [2C - Dev  
Saturday Midday Peak (Network  
Folder: 2 - Existing +  
Development)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] |           |             |                  |                   |           |                |                     |             |
|                                              |      |           | veh/h        | %            | veh/h         | %            | v/c       | sec         |                  | [ Veh. veh        | Dist ]    |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 357          | 0.3          | 357           | 0.3          | 0.272     | 6.8         | LOS A            | 4.9               | 34.1      | 0.27           | 0.56                | 15.7        |
| 3                                            | R2   | All MCs   | 602          | 0.3          | 602           | 0.3          | * 0.706   | 18.2        | LOS B            | 7.7               | 53.9      | 0.69           | 0.75                | 28.8        |
| Approach                                     |      |           | 959          | 0.3          | 959           | 0.3          | 0.706     | 14.0        | LOS A            | 7.7               | 53.9      | 0.53           | 0.68                | 27.7        |
| East: North Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 391          | 0.0          | 391           | 0.0          | 0.643     | 6.9         | LOS A            | 6.2               | 43.2      | 0.30           | 0.59                | 34.8        |
| 5                                            | T1   | All MCs   | 219          | 1.4          | 219           | 1.4          | 0.729     | 48.3        | LOS D            | 11.9              | 84.1      | 0.99           | 0.86                | 19.6        |
| Approach                                     |      |           | 609          | 0.5          | 609           | 0.5          | 0.729     | 21.8        | LOS B            | 11.9              | 84.1      | 0.55           | 0.69                | 27.2        |
| West: North Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 347          | 1.2          | 347           | 1.2          | 0.420     | 25.9        | LOS B            | 13.3              | 94.2      | 0.74           | 0.64                | 28.9        |
| 12                                           | R2   | All MCs   | 304          | 0.0          | 304           | 0.0          | * 0.652   | 32.5        | LOS C            | 9.8               | 68.4      | 0.94           | 0.83                | 14.1        |
| Approach                                     |      |           | 652          | 0.6          | 652           | 0.6          | 0.652     | 29.0        | LOS C            | 13.3              | 94.2      | 0.84           | 0.73                | 24.0        |
| All Vehicles                                 |      |           | 2220         | 0.5          | 2220          | 0.5          | 0.729     | 20.5        | LOS B            | 13.3              | 94.2      | 0.63           | 0.70                | 26.2        |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 262          | 0.4          | 262           | 0.4          | 0.262     | 18.9        | LOS B            | 7.6               | 53.6      | 0.57           | 0.68                | 33.1        |
| 6                                            | R2   | All MCs   | 558          | 0.4          | 558           | 0.4          | 0.666     | 38.1        | LOS C            | 15.6              | 109.7     | 0.89           | 0.83                | 22.3        |
| Approach                                     |      |           | 820          | 0.4          | 820           | 0.4          | 0.666     | 32.0        | LOS C            | 15.6              | 109.7     | 0.79           | 0.78                | 26.2        |
| North: West Terrace (N)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 291          | 0.0          | 291           | 0.0          | 0.512     | 37.9        | LOS C            | 7.7               | 53.9      | 0.88           | 0.80                | 22.4        |
| 8                                            | T1   | All MCs   | 406          | 0.0          | 406           | 0.0          | 0.667     | 27.5        | LOS B            | 7.7               | 53.9      | 0.82           | 0.72                | 25.7        |
| Approach                                     |      |           | 697          | 0.0          | 697           | 0.0          | 0.667     | 31.8        | LOS C            | 7.7               | 53.9      | 0.85           | 0.75                | 24.2        |
| West: South Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 395          | 0.3          | 395           | 0.3          | 0.437     | 13.8        | LOS A            | 9.3               | 65.6      | 0.46           | 0.65                | 30.8        |
| 11                                           | T1   | All MCs   | 173          | 0.6          | 173           | 0.6          | 0.572     | 45.8        | LOS D            | 8.8               | 62.1      | 0.95           | 0.77                | 26.7        |
| 12                                           | R2   | All MCs   | 83           | 5.1          | 83            | 5.1          | 0.051     | 4.3         | LOS A            | 0.1               | 0.7       | 0.02           | 0.55                | 37.7        |
| Approach                                     |      |           | 651          | 1.0          | 651           | 1.0          | 0.572     | 21.1        | LOS B            | 9.3               | 65.6      | 0.53           | 0.67                | 30.0        |
| All Vehicles                                 |      |           | 2167         | 0.4          | 2167          | 0.4          | 0.667     | 28.7        | LOS C            | 15.6              | 109.7     | 0.73           | 0.74                | 26.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P12                                          | Stage 2  | 133       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.3       | 200.0        | 0.97        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 218       | 51.4        | LOS E            | 0.4                   | 0.4    | 0.95      | 0.95           | 205.2       | 200.0        | 0.97        |

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

# MOVEMENT SUMMARY

 **Site: 110 [9. The Appian Way / Midblock Crossing (Site Folder: 2C - Existing + Development Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.4.221

 **Network: N101 [2C - Dev Saturday Midday Peak (Network Folder: 2 - Existing + Development)]**

Traffic Survey: Thursday 19 October 2023  
PM Peak Hour: 4:30pm-5:30pm  
Site Category: Existing Design  
Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 59 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| North: The Appian Way (N)    |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 862          | 5.1 | 862           | 5.1 | * 0.313   | 3.0         | LOS A            | 4.3               | 31.8     | 0.38      | 0.33           | 0.38                | 25.1        |
| Approach                     |      |           | 862          | 5.1 | 862           | 5.1 | 0.313     | 3.0         | LOS A            | 4.3               | 31.8     | 0.38      | 0.33           | 0.38                | 25.1        |
| All Vehicles                 |      |           | 862          | 5.1 | 862           | 5.1 | 0.313     | 3.0         | LOS A            | 4.3               | 31.8     | 0.38      | 0.33           | 0.38                | 25.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: The Appian Way (S)       |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 23.9        | LOS C            | 0.1                   | 0.1      | 0.90      | 0.90           | 177.7       | 200.0        | 1.13        |
| All Pedestrians                 |          | 53        | 23.9        | LOS C            | 0.1                   | 0.1      | 0.90      | 0.90           | 177.7       | 200.0        | 1.13        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

Site: 101v [1. Chapel Road / The Mall (Site Folder: 3A - Future Base - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |          |           |             |                  |                   |       |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|----------|-----------|-------------|------------------|-------------------|-------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |          | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |       | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] m |           |             |                  |                   |       |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %        | v/c       | sec         |                  |                   |       |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |              |               |          |           |             |                  |                   |       |           |                |                     |             |
| 2                            | T1   | All MCs   | 180          | 0.6          | 180           | 0.6      | 1.058     | 71.7        | LOS F            | 52.4              | 372.8 | 1.00      | 2.11           | 3.39                | 16.3        |
| 3                            | R2   | All MCs   | 463          | 2.3          | 463           | 2.3      | 1.058     | 92.3        | LOS F            | 52.4              | 372.8 | 1.00      | 2.11           | 3.39                | 5.8         |
| Approach                     |      |           | 643          | 1.8          | 643           | 1.8      | 1.058     | 86.5        | NA               | 52.4              | 372.8 | 1.00      | 2.11           | 3.39                | 9.6         |
| East: The Mall (E)           |      |           |              |              |               |          |           |             |                  |                   |       |           |                |                     |             |
| 4                            | L2   | All MCs   | 276          | 2.7          | 235           | 3.1      | 0.670     | 9.3         | LOS A            | 7.2               | 51.5  | 0.80      | 1.11           | 1.56                | 11.7        |
| 6                            | R2   | All MCs   | 256          | 2.1          | 218           | 2.4      | 0.670     | 19.0        | LOS B            | 7.2               | 51.5  | 0.80      | 1.11           | 1.56                | 30.8        |
| Approach                     |      |           | 532          | 2.4          | 453           | 2.8      | 0.670     | 14.0        | LOS A            | 7.2               | 51.5  | 0.80      | 1.11           | 1.56                | 26.1        |
| North: Chapel Road (N)       |      |           |              |              |               |          |           |             |                  |                   |       |           |                |                     |             |
| 7                            | L2   | All MCs   | 285          | 0.7          | 285           | 0.7      | 0.672     | 4.0         | LOS A            | 4.3               | 30.3  | 0.27      | 0.29           | 0.27                | 37.7        |
| 8                            | T1   | All MCs   | 264          | 2.4          | 264           | 2.4      | 0.672     | 0.7         | LOS A            | 4.3               | 30.3  | 0.27      | 0.29           | 0.27                | 37.7        |
| Approach                     |      |           | 549          | 1.5          | 549           | 1.5      | 0.672     | 2.4         | NA               | 4.3               | 30.3  | 0.27      | 0.29           | 0.27                | 37.7        |
| All Vehicles                 |      |           | 1724         | 1.9          | 1646          | 2.0      | 1.058     | 38.4        | NA               | 52.4              | 372.8 | 0.70      | 1.22           | 1.85                | 18.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 3A - Future Base - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
|-------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] | v/c       | sec         |                  | [ Veh. veh        | Dist ] |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 1                             | L2   | All MCs   | 52           | 0.0          | 52            | 0.0          | 0.151     | 2.8         | LOS A            | 0.4               | 3.1    | 0.62      | 0.62           | 0.62                | 8.9         |
| 3                             | R2   | All MCs   | 22           | 0.0          | 22            | 0.0          | 0.151     | 10.8        | LOS A            | 0.4               | 3.1    | 0.62      | 0.62           | 0.62                | 8.9         |
| Approach                      |      |           | 74           | 0.0          | 74            | 0.0          | 0.151     | 5.2         | LOS A            | 0.4               | 3.1    | 0.62      | 0.62           | 0.62                | 8.9         |
| East: The Mall (E)            |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 4                             | L2   | All MCs   | 25           | 0.0          | 21            | 0.0          | 0.525     | 8.8         | LOS A            | 4.9               | 35.0   | 0.60      | 0.54           | 0.77                | 14.0        |
| 5                             | T1   | All MCs   | 485          | 2.6          | 406           | 3.1          | 0.525     | 4.5         | LOS A            | 4.9               | 35.0   | 0.60      | 0.54           | 0.77                | 25.3        |
| Approach                      |      |           | 511          | 2.5          | 427           | 3.0          | 0.525     | 4.7         | NA               | 4.9               | 35.0   | 0.60      | 0.54           | 0.77                | 23.4        |
| West: The Mall (W)            |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 11                            | T1   | All MCs   | 705          | 1.8          | 681           | 1.8          | 1.077     | 89.6        | LOS F            | 17.5              | 124.3  | 1.00      | 3.92           | 5.60                | 2.3         |
| 12                            | R2   | All MCs   | 37           | 0.0          | 36            | 0.0          | 1.077     | 96.9        | LOS F            | 17.5              | 124.3  | 1.00      | 3.92           | 5.60                | 5.4         |
| Approach                      |      |           | 742          | 1.7          | 717           | 1.7          | 1.077     | 90.0        | NA               | 17.5              | 124.3  | 1.00      | 3.92           | 5.60                | 2.4         |
| All Vehicles                  |      |           | 1326         | 1.9          | 1217          | 2.1          | 1.077     | 54.9        | NA               | 17.5              | 124.3  | 0.84      | 2.53           | 3.61                | 4.4         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 3A - Future Base - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     | km/h        |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  |                   | m      |           |                |                     |             |
| South: The Appian Way (S)    |      |           |              |              |               |      |           |             |                  |                   |        |           |                |                     |             |
| 1                            | L2   | All MCs   | 429          | 0.0          | 346           | 0.0  | 0.532     | 2.5         | LOS A            | 4.8               | 33.4   | 0.51      | 0.55           | 0.70                | 9.2         |
| 3                            | R2   | All MCs   | 184          | 0.0          | 148           | 0.0  | 0.532     | 10.1        | LOS A            | 4.8               | 33.4   | 0.51      | 0.55           | 0.70                | 9.2         |
| Approach                     |      |           | 614          | 0.0          | 494           | 0.0  | 0.532     | 4.8         | LOS A            | 4.8               | 33.4   | 0.51      | 0.55           | 0.70                | 9.2         |
| East: The Mall (E)           |      |           |              |              |               |      |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 55           | 0.0          | 55            | 0.0  | 0.188     | 7.4         | LOS A            | 0.6               | 4.2    | 0.20      | 0.43           | 0.20                | 26.8        |
| 5                            | T1   | All MCs   | 81           | 15.6         | 81            | 15.6 | 0.188     | 1.7         | LOS A            | 0.6               | 4.2    | 0.20      | 0.43           | 0.20                | 26.8        |
| Approach                     |      |           | 136          | 9.3          | 136           | 9.3  | 0.188     | 4.0         | NA               | 0.6               | 4.2    | 0.20      | 0.43           | 0.20                | 26.8        |
| West: The Mall (W)           |      |           |              |              |               |      |           |             |                  |                   |        |           |                |                     |             |
| 11                           | T1   | All MCs   | 252          | 5.0          | 226           | 4.9  | 0.900     | 11.9        | LOS A            | 18.8              | 133.8  | 1.00      | 1.14           | 1.87                | 14.2        |
| 12                           | R2   | All MCs   | 480          | 0.0          | 432           | 0.0  | 0.900     | 16.3        | LOS B            | 18.8              | 133.8  | 1.00      | 1.14           | 1.87                | 14.2        |
| Approach                     |      |           | 732          | 1.7          | 659           | 1.7  | 0.900     | 14.8        | NA               | 18.8              | 133.8  | 1.00      | 1.14           | 1.87                | 14.2        |
| All Vehicles                 |      |           | 1481         | 1.7          | 1289          | 2.0  | 0.900     | 9.8         | NA               | 18.8              | 133.8  | 0.73      | 0.84           | 1.24                | 11.5        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

**Site: 104v [4. The Mall / Jacob St (Site Folder: 3A - Future Base - AM Peak)]**

■ ■ Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Signals - EQUISAT (Fixed-Time/SCATS) Isolated      Cycle Time = 80 seconds (Site User-Given Cycle Time)

- \* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| North: Jacob Street (N)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| West: The Mall (W)              |          |           |             |                  |                       |          |           |                |             |              |             |

|                 |     |      |       |     |     |      |      |       |       |      |
|-----------------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P4 Full         | 49  | 34.3 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 | 188.1 | 200.0 | 1.06 |
| All Pedestrians | 295 | 34.4 | LOS D | 0.4 | 0.4 | 0.93 | 0.93 | 188.3 | 200.0 | 1.06 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 105 [5. Chapel Road / Marion Street (Site Folder: 3A - Future Base - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 82 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 38           | 2.8 | 35            | 3.0 | 0.379     | 12.3        | LOS A            | 8.0               | 57.4     | 0.43      | 0.68           | 0.43                | 24.9        |
| 9                            | R2   | All MCs   | 507          | 2.9 | 470           | 3.1 | 0.379     | 8.6         | LOS A            | 8.0               | 57.4     | 0.43      | 0.68           | 0.43                | 34.1        |
| Approach                     |      |           | 545          | 2.9 | 505           | 3.1 | 0.379     | 8.9         | LOS A            | 8.0               | 57.4     | 0.43      | 0.68           | 0.43                | 33.9        |
| West: Marion Street (W)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 676          | 1.9 | 676           | 1.9 | * 1.029   | 74.9        | LOS F            | 50.6              | 359.9    | 1.00      | 1.45           | 1.80                | 15.3        |
| 11                           | T1   | All MCs   | 1            | 0.0 | 1             | 0.0 | 1.029     | 79.3        | LOS F            | 50.6              | 359.9    | 1.00      | 1.45           | 1.80                | 15.3        |
| Approach                     |      |           | 677          | 1.9 | 677           | 1.9 | 1.029     | 74.9        | LOS F            | 50.6              | 359.9    | 1.00      | 1.45           | 1.80                | 15.3        |
| All Vehicles                 |      |           | 1222         | 2.3 | 1182          | 2.4 | 1.029     | 46.7        | LOS D            | 50.6              | 359.9    | 0.76      | 1.12           | 1.21                | 20.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.4       | 200.0        | 1.06        |
| West: Marion Street (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 35.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 189.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 245       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.3       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 3A - Future Base - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 51           | 100.0 | 51            | 100.0 | 0.085     | 10.9        | LOS A            | 1.0               | 13.1     | 0.54      | 0.42           | 0.54                | 25.1        |
| Approach                       |      |           | 51           | 100.0 | 51            | 100.0 | 0.085     | 10.9        | LOS A            | 1.0               | 13.1     | 0.54      | 0.42           | 0.54                | 25.1        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 11                             | T1   | All MCs   | 86           | 61.0  | 84            | 62.9  | * 0.118   | 11.0        | LOS A            | 1.7               | 18.3     | 0.55      | 0.44           | 0.55                | 20.0        |
| Approach                       |      |           | 86           | 61.0  | 84            | 62.9  | 0.118     | 11.0        | LOS A            | 1.7               | 18.3     | 0.55      | 0.44           | 0.55                | 20.0        |
| All Vehicles                   |      |           | 137          | 75.4  | 134           | 76.8  | 0.118     | 11.0        | LOS A            | 1.7               | 18.3     | 0.55      | 0.44           | 0.55                | 22.3        |

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 566       | 34.2        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

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

# MOVEMENT SUMMARY

 Site: 107v [7. North Terrace / The Appian Way (Site Folder: 3A - Future Base - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 51           | 100.0 | 51            | 100.0 | 0.513     | 3.5         | LOS A            | 6.4               | 48.5     | 0.43      | 0.85           | 0.43                | 19.6        |
| 6                            | R2   | All MCs   | 589          | 0.0   | 472           | 0.0   | 0.513     | 11.6        | LOS A            | 6.4               | 48.5     | 0.43      | 0.85           | 0.43                | 19.6        |
| Approach                     |      |           | 640          | 7.9   | 522           | 9.7   | 0.513     | 10.8        | LOS A            | 6.4               | 48.5     | 0.43      | 0.85           | 0.43                | 19.6        |
| North: The Appian Way (N)    |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 535          | 0.0   | 487           | 0.0   | * 0.999   | 78.4        | LOS F            | 30.3              | 212.2    | 1.00      | 1.78           | 1.80                | 4.0         |
| Approach                     |      |           | 535          | 0.0   | 487           | 0.0   | 0.999     | 78.4        | LOS F            | 30.3              | 212.2    | 1.00      | 1.78           | 1.80                | 4.0         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 23           | 0.0   | 21            | 0.0   | 0.946     | 73.6        | LOS F            | 4.7               | 50.6     | 1.00      | 1.31           | 1.95                | 4.2         |
| 11                           | T1   | All MCs   | 63           | 83.3  | 62            | 84.4  | * 0.946   | 66.4        | LOS E            | 4.7               | 50.6     | 1.00      | 1.31           | 1.95                | 4.2         |
| Approach                     |      |           | 86           | 61.0  | 84            | 62.9  | 0.946     | 68.3        | LOS E            | 4.7               | 50.6     | 1.00      | 1.31           | 1.95                | 4.2         |
| All Vehicles                 |      |           | 1261         | 8.2   | 1093          | 9.4   | 0.999     | 45.3        | LOS D            | 30.3              | 212.2    | 0.73      | 1.30           | 1.15                | 6.1         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 254       | 34.6        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 306       | 34.5        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] |           |             |                  |                   |           |                |                     |             |
|                                              |      |           | veh/h        | %            | veh/h         | %            | v/c       | sec         |                  | [ Veh. veh        | Dist ]    |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 421          | 0.0          | 283           | 0.0          | 0.652     | 34.9        | LOS C            | 7.7               | 53.9      | 0.91           | 0.80                | 4.5         |
| 3                                            | R2   | All MCs   | 678          | 0.2          | 455           | 0.2          | 0.731     | 22.6        | LOS B            | 7.7               | 53.9      | 0.75           | 0.77                | 27.1        |
| Approach                                     |      |           | 1099         | 0.1          | 738           | 0.1          | 0.731     | 27.3        | LOS B            | 7.7               | 53.9      | 0.81           | 0.78                | 21.4        |
| East: North Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 435          | 0.0          | 435           | 0.0          | 0.608     | 3.7         | LOS A            | 32.7              | 228.8     | 0.05           | 0.48                | 37.0        |
| 5                                            | T1   | All MCs   | 285          | 2.6          | 285           | 2.6          | 0.756     | 27.7        | LOS B            | 13.5              | 96.8      | 0.84           | 0.79                | 25.1        |
| Approach                                     |      |           | 720          | 1.0          | 720           | 1.0          | 0.756     | 13.2        | LOS A            | 32.7              | 228.8     | 0.36           | 0.60                | 31.1        |
| West: North Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 304          | 1.7          | 279           | 1.9          | 1.518     | 504.2       | LOS F            | 9.2               | 65.3      | 1.00           | 2.90                | 3.5         |
| 12                                           | R2   | All MCs   | 253          | 0.0          | 232           | 0.0          | * 1.518   | 564.1       | LOS F            | 9.3               | 65.3      | 1.00           | 2.52                | 0.4         |
| Approach                                     |      |           | 557          | 0.9          | 511           | 1.0          | 1.518     | 531.3       | LOS F            | 9.3               | 65.3      | 1.00           | 2.73                | 2.1         |
| All Vehicles                                 |      |           | 2376         | 0.6          | 1969          | 0.7          | 1.518     | 153.0       | LOS F            | 32.7              | 228.8     | 0.70           | 1.22                | 7.7         |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 251          | 0.8          | 251           | 0.8          | 1.495     | 488.4       | LOS F            | 87.3              | 614.0     | 1.00           | 2.43                | 6.1         |
| 6                                            | R2   | All MCs   | 641          | 0.2          | 641           | 0.2          | * 1.495   | 535.5       | LOS F            | 87.3              | 614.0     | 1.00           | 2.39                | 3.4         |
| Approach                                     |      |           | 892          | 0.4          | 892           | 0.4          | 1.495     | 522.3       | LOS F            | 87.3              | 614.0     | 1.00           | 2.40                | 4.0         |
| North: West Terrace (N)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 277          | 0.0          | 237           | 0.0          | 1.253     | 273.1       | LOS F            | 7.7               | 53.9      | 1.00           | 1.98                | 5.7         |
| 8                                            | T1   | All MCs   | 413          | 0.0          | 353           | 0.0          | 1.253     | 300.3       | LOS F            | 7.7               | 53.9      | 1.00           | 2.03                | 5.9         |
| Approach                                     |      |           | 689          | 0.0          | 590           | 0.0          | 1.253     | 289.4       | LOS F            | 7.7               | 53.9      | 1.00           | 2.01                | 5.8         |
| West: South Terrace (W)                      |      |           |              |              |               |              |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 455          | 0.0          | 455           | 0.0          | 1.490     | 477.4       | LOS F            | 114.3             | 803.6     | 1.00           | 2.64                | 3.5         |
| 11                                           | T1   | All MCs   | 193          | 1.6          | 193           | 1.6          | * 1.490   | 493.6       | LOS F            | 114.3             | 803.6     | 1.00           | 2.64                | 6.4         |
| 12                                           | R2   | All MCs   | 65           | 8.1          | 65            | 8.1          | 0.358     | 55.4        | LOS D            | 3.5               | 25.8      | 0.95           | 0.75                | 24.6        |
| Approach                                     |      |           | 713          | 1.2          | 713           | 1.2          | 1.490     | 443.1       | LOS F            | 114.3             | 803.6     | 0.99           | 2.46                | 5.0         |
| All Vehicles                                 |      |           | 2294         | 0.5          | 2194          | 0.5          | 1.495     | 434.0       | LOS F            | 114.3             | 803.6     | 1.00           | 2.32                | 4.7         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.7        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 53        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.5       | 200.0        | 0.97        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.5       | 200.0        | 0.97        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| All Pedestrians                              |          | 138       | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |

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

# MOVEMENT SUMMARY

 Site: 111 [9. North Terrace / Jacob Street (Site Folder: 3A - Future Base - AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3A - Future Base AM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 16 November 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 602          | 2.1   | 484           | 2.6   | 0.432     | 8.1         | LOS A            | 9.0               | 65.3     | 0.58      | 0.52           | 0.58                | 13.1        |
| 6                            | R2   | All MCs   | 7            | 100.0 | 7             | 100.0 | *0.432    | 87.2        | LOS F            | 9.0               | 65.3     | 0.58      | 0.52           | 0.58                | 13.1        |
| Approach                     |      |           | 609          | 3.3   | 492           | 4.1   | 0.432     | 9.3         | LOS A            | 9.0               | 65.3     | 0.58      | 0.52           | 0.58                | 13.1        |
| North: Jacob Street (S)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 3            | 100.0 | 3             | 100.0 | 0.344     | 28.3        | LOS B            | 1.6               | 20.7     | 0.94      | 0.75           | 0.94                | 9.6         |
| 9                            | R2   | All MCs   | 38           | 100.0 | 38            | 100.0 | *0.344    | 41.9        | LOS C            | 1.6               | 20.7     | 0.94      | 0.75           | 0.94                | 9.6         |
| Approach                     |      |           | 41           | 100.0 | 41            | 100.0 | 0.344     | 40.9        | LOS C            | 1.6               | 20.7     | 0.94      | 0.75           | 0.94                | 9.6         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 53           | 100.0 | 53            | 100.0 | *0.511    | 9.4         | LOS A            | 21.0              | 171.4    | 0.38      | 0.38           | 0.38                | 25.7        |
| 11                           | T1   | All MCs   | 544          | 0.0   | 496           | 0.0   | 0.511     | 2.4         | LOS A            | 21.0              | 171.4    | 0.19      | 0.19           | 0.19                | 31.7        |
| Approach                     |      |           | 597          | 8.8   | 548           | 9.6   | 0.511     | 3.0         | LOS A            | 21.0              | 171.4    | 0.21      | 0.21           | 0.21                | 31.0        |
| All Vehicles                 |      |           | 1247         | 9.1   | 1081          | 10.5  | 0.511     | 7.3         | LOS A            | 21.0              | 171.4    | 0.40      | 0.37           | 0.40                | 20.7        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 105       | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 101v [1. Chapel Road / The Mall (Site Folder: 3B - Future Base - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %   | veh/h         | %   | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 2                            | T1   | All MCs   | 145          | 1.4 | 145           | 1.4 | 0.906     | 19.8        | LOS B            | 28.4              | 200.5    | 1.00      | 1.32           | 2.26                | 26.0        |
| 3                            | R2   | All MCs   | 355          | 0.9 | 355           | 0.9 | 0.906     | 37.2        | LOS C            | 28.4              | 200.5    | 1.00      | 1.32           | 2.26                | 12.5        |
| Approach                     |      |           | 500          | 1.1 | 500           | 1.1 | 0.906     | 32.1        | NA               | 28.4              | 200.5    | 1.00      | 1.32           | 2.26                | 18.5        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 346          | 2.4 | 318           | 2.6 | 0.777     | 12.3        | LOS A            | 10.2              | 72.3     | 0.87      | 1.40           | 2.08                | 10.5        |
| 6                            | R2   | All MCs   | 241          | 0.9 | 221           | 1.0 | 0.777     | 22.2        | LOS B            | 10.2              | 72.3     | 0.87      | 1.40           | 2.08                | 29.7        |
| Approach                     |      |           | 587          | 1.8 | 539           | 2.0 | 0.777     | 16.3        | LOS B            | 10.2              | 72.3     | 0.87      | 1.40           | 2.08                | 23.6        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 322          | 0.7 | 322           | 0.7 | 0.802     | 4.8         | LOS A            | 9.6               | 67.8     | 0.40      | 0.31           | 0.42                | 37.4        |
| 8                            | T1   | All MCs   | 347          | 1.5 | 347           | 1.5 | 0.802     | 1.6         | LOS A            | 9.6               | 67.8     | 0.40      | 0.31           | 0.42                | 37.4        |
| Approach                     |      |           | 669          | 1.1 | 669           | 1.1 | 0.802     | 3.1         | NA               | 9.6               | 67.8     | 0.40      | 0.31           | 0.42                | 37.4        |
| All Vehicles                 |      |           | 1757         | 1.3 | 1708          | 1.4 | 0.906     | 15.8        | NA               | 28.4              | 200.5    | 0.73      | 0.95           | 1.48                | 27.2        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 3B - Future Base - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
|-------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|-------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |       | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |       |           |                |                     |             |
|                               |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m     |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 1                             | L2   | All MCs   | 52           | 0.0          | 52            | 0.0    | 0.175     | 3.4         | LOS A            | 0.5               | 3.3   | 0.66      | 0.67           | 0.67                | 8.8         |
| 3                             | R2   | All MCs   | 22           | 0.0          | 22            | 0.0    | 0.175     | 11.1        | LOS A            | 0.5               | 3.3   | 0.66      | 0.67           | 0.67                | 8.8         |
| Approach                      |      |           | 74           | 0.0          | 74            | 0.0    | 0.175     | 5.7         | LOS A            | 0.5               | 3.3   | 0.66      | 0.67           | 0.67                | 8.8         |
| East: The Mall (E)            |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 4                             | L2   | All MCs   | 27           | 0.0          | 25            | 0.0    | 0.688     | 10.7        | LOS A            | 8.6               | 61.4  | 0.74      | 0.79           | 1.14                | 13.3        |
| 5                             | T1   | All MCs   | 522          | 2.0          | 473           | 2.2    | 0.688     | 7.1         | LOS A            | 8.6               | 61.4  | 0.74      | 0.79           | 1.14                | 21.1        |
| Approach                      |      |           | 549          | 1.9          | 498           | 2.1    | 0.688     | 7.3         | NA               | 8.6               | 61.4  | 0.74      | 0.79           | 1.14                | 19.9        |
| West: The Mall (W)            |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 11                            | T1   | All MCs   | 645          | 0.8          | 645           | 0.8    | 1.049     | 68.5        | LOS E            | 17.6              | 124.3 | 1.00      | 3.45           | 4.87                | 2.9         |
| 12                            | R2   | All MCs   | 34           | 0.0          | 34            | 0.0    | 1.049     | 78.0        | LOS F            | 17.6              | 124.3 | 1.00      | 3.45           | 4.87                | 6.8         |
| Approach                      |      |           | 679          | 0.8          | 679           | 0.8    | 1.049     | 69.0        | NA               | 17.6              | 124.3 | 1.00      | 3.45           | 4.87                | 3.1         |
| All Vehicles                  |      |           | 1302         | 1.2          | 1251          | 1.3    | 1.049     | 40.7        | NA               | 17.6              | 124.3 | 0.88      | 2.22           | 3.14                | 5.7         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 3B - Future Base - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] | v/c       | sec         |                  | [ Veh. veh        | Dist ] |           |                |                     | km/h        |
| South: The Appian Way (S)    |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 1                            | L2   | All MCs   | 379          | 0.0          | 328           | 0.0          | 0.551     | 3.2         | LOS A            | 4.4               | 30.7   | 0.58      | 0.81           | 0.90                | 9.0         |
| 3                            | R2   | All MCs   | 162          | 0.0          | 140           | 0.0          | 0.551     | 11.1        | LOS A            | 4.4               | 30.7   | 0.58      | 0.81           | 0.90                | 9.0         |
| Approach                     |      |           | 541          | 0.0          | 468           | 0.0          | 0.551     | 5.6         | LOS A            | 4.4               | 30.7   | 0.58      | 0.81           | 0.90                | 9.0         |
| East: The Mall (E)           |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 64           | 0.0          | 64            | 0.0          | 0.295     | 7.4         | LOS A            | 1.1               | 8.1    | 0.28      | 0.36           | 0.28                | 28.7        |
| 5                            | T1   | All MCs   | 169          | 6.2          | 169           | 6.2          | 0.295     | 1.8         | LOS A            | 1.1               | 8.1    | 0.28      | 0.36           | 0.28                | 28.7        |
| Approach                     |      |           | 234          | 4.5          | 234           | 4.5          | 0.295     | 3.3         | NA               | 1.1               | 8.1    | 0.28      | 0.36           | 0.28                | 28.7        |
| West: The Mall (W)           |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 11                           | T1   | All MCs   | 215          | 2.5          | 205           | 2.4          | 0.941     | 15.0        | LOS B            | 20.0              | 140.7  | 1.00      | 1.54           | 2.46                | 12.0        |
| 12                           | R2   | All MCs   | 464          | 0.0          | 444           | 0.0          | 0.941     | 20.9        | LOS B            | 20.0              | 140.7  | 1.00      | 1.54           | 2.46                | 12.0        |
| Approach                     |      |           | 679          | 0.8          | 649           | 0.8          | 0.941     | 19.0        | NA               | 20.0              | 140.7  | 1.00      | 1.54           | 2.46                | 12.0        |
| All Vehicles                 |      |           | 1454         | 1.1          | 1350          | 1.2          | 0.941     | 11.6        | NA               | 20.0              | 140.7  | 0.73      | 1.08           | 1.54                | 11.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

**Site: 104v [4. The Mall / Jacob St (Site Folder: 3B - Future Base - PM Peak)]**

■ ■ Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Signals - EQUISAT (Fixed-Time/SCATS) Isolated      Cycle Time = 80 seconds (Site User-Given Cycle Time)

- \* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |        |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
|                                 |          |           |             |                  | ped                   | m      |           |                |             |              |             |
| South: Jacob Street (S)         |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1    | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| North: Jacob Street (N)         |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4    | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| West: The Mall (W)              |          |           |             |                  |                       |        |           |                |             |              |             |

|                 |     |      |       |     |     |      |      |       |       |      |
|-----------------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P4 Full         | 49  | 34.3 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 | 188.1 | 200.0 | 1.06 |
| All Pedestrians | 295 | 34.4 | LOS D | 0.4 | 0.4 | 0.93 | 0.93 | 188.3 | 200.0 | 1.06 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 105 [5. Chapel Road / Marion Street (Site Folder: 3B - Future Base - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 29           | 0.0 | 28            | 0.0 | 0.513     | 13.2        | LOS A            | 12.3              | 87.9     | 0.51      | 0.71           | 0.51                | 24.0        |
| 9                            | R2   | All MCs   | 680          | 2.2 | 653           | 2.3 | 0.513     | 9.5         | LOS A            | 12.3              | 87.9     | 0.51      | 0.71           | 0.51                | 33.8        |
| Approach                     |      |           | 709          | 2.1 | 681           | 2.2 | 0.513     | 9.7         | LOS A            | 12.3              | 87.9     | 0.51      | 0.71           | 0.51                | 33.6        |
| West: Marion Street (W)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 491          | 0.9 | 491           | 0.9 | 0.433     | 4.4         | LOS A            | 2.2               | 15.2     | 0.12      | 0.51           | 0.12                | 36.6        |
| 11                           | T1   | All MCs   | 1            | 0.0 | 1             | 0.0 | *0.433    | 8.1         | LOS A            | 2.2               | 15.2     | 0.12      | 0.51           | 0.12                | 36.6        |
| Approach                     |      |           | 492          | 0.9 | 492           | 0.9 | 0.433     | 4.4         | LOS A            | 2.2               | 15.2     | 0.12      | 0.51           | 0.12                | 36.6        |
| All Vehicles                 |      |           | 1201         | 1.6 | 1173          | 1.6 | 0.513     | 7.5         | LOS A            | 12.3              | 87.9     | 0.34      | 0.62           | 0.34                | 34.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| West: Marion Street (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 245       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 3B - Future Base - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 63           | 100.0 | 63            | 100.0 | 0.102     | 9.9         | LOS A            | 1.2               | 15.7     | 0.52      | 0.41           | 0.52                | 25.9        |
| Approach                       |      |           | 63           | 100.0 | 63            | 100.0 | 0.102     | 9.9         | LOS A            | 1.2               | 15.7     | 0.52      | 0.41           | 0.52                | 25.9        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 11                             | T1   | All MCs   | 94           | 60.7  | 92            | 61.5  | * 0.123   | 10.0        | LOS A            | 1.8               | 19.1     | 0.53      | 0.43           | 0.53                | 21.0        |
| Approach                       |      |           | 94           | 60.7  | 92            | 61.5  | 0.123     | 10.0        | LOS A            | 1.8               | 19.1     | 0.53      | 0.43           | 0.53                | 21.0        |
| All Vehicles                   |      |           | 157          | 76.5  | 156           | 77.1  | 0.123     | 9.9         | LOS A            | 1.8               | 19.1     | 0.52      | 0.42           | 0.52                | 23.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 566       | 34.2        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 107v [7. North Terrace / The Appian Way (Site Folder: 3B - Future Base - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |                                         |       |                                          |       |                      |                        |                  |                                 |                          |                |                     |                         |      |
|------------------------------|------|-----------|-----------------------------------------|-------|------------------------------------------|-------|----------------------|------------------------|------------------|---------------------------------|--------------------------|----------------|---------------------|-------------------------|------|
| Mov ID                       | Turn | Mov Class | Demand Flows<br>[ Total HV ]<br>veh/h % |       | Arrival Flows<br>[ Total HV ]<br>veh/h % |       | Deg. Satn<br><br>v/c | Aver. Delay<br><br>sec | Level of Service | 95% Back Of Queue<br>[ Veh. veh | Prop. Que<br>Dist ]<br>m | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed<br><br>km/h |      |
| East: North Terrace (E)      |      |           |                                         |       |                                          |       |                      |                        |                  |                                 |                          |                |                     |                         |      |
| 5                            | T1   | All MCs   | 63                                      | 100.0 | 63                                       | 100.0 | 0.505                | 2.9                    | LOS A            | 5.4                             | 41.8                     | 0.37           | 0.83                | 0.37                    | 20.8 |
| 6                            | R2   | All MCs   | 516                                     | 0.0   | 444                                      | 0.0   | 0.505                | 10.6                   | LOS A            | 5.4                             | 41.8                     | 0.37           | 0.83                | 0.37                    | 20.8 |
| Approach                     |      |           | 579                                     | 10.9  | 507                                      | 12.5  | 0.505                | 9.6                    | LOS A            | 5.4                             | 41.8                     | 0.37           | 0.83                | 0.37                    | 20.8 |
| North: The Appian Way (N)    |      |           |                                         |       |                                          |       |                      |                        |                  |                                 |                          |                |                     |                         |      |
| 7                            | L2   | All MCs   | 528                                     | 0.0   | 508                                      | 0.0   | * 1.041              | 103.1                  | LOS F            | 30.3                            | 212.2                    | 1.00           | 2.03                | 2.05                    | 3.4  |
| Approach                     |      |           | 528                                     | 0.0   | 508                                      | 0.0   | 1.041                | 103.1                  | LOS F            | 30.3                            | 212.2                    | 1.00           | 2.03                | 2.05                    | 3.4  |
| West: North Terrace (W)      |      |           |                                         |       |                                          |       |                      |                        |                  |                                 |                          |                |                     |                         |      |
| 10                           | L2   | All MCs   | 26                                      | 0.0   | 25                                       | 0.0   | 1.037                | 114.9                  | LOS F            | 6.7                             | 71.5                     | 1.00           | 1.55                | 2.40                    | 2.8  |
| 11                           | T1   | All MCs   | 68                                      | 83.1  | 68                                       | 83.6  | * 1.037              | 107.7                  | LOS F            | 6.7                             | 71.5                     | 1.00           | 1.55                | 2.40                    | 2.8  |
| Approach                     |      |           | 95                                      | 60.0  | 93                                       | 60.8  | 1.037                | 109.6                  | LOS F            | 6.7                             | 71.5                     | 1.00           | 1.55                | 2.40                    | 2.8  |
| All Vehicles                 |      |           | 1202                                    | 10.0  | 1108                                     | 10.8  | 1.041                | 60.9                   | LOS E            | 30.3                            | 212.2                    | 0.71           | 1.44                | 1.31                    | 5.1  |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 254       | 34.6        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 306       | 34.5        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ]    |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 314          | 0.3 | 240           | 0.3 | 0.595     | 36.6        | LOS C            | 7.7               | 53.9      | 0.92           | 0.80                | 4.3         |
| 3                                            | R2   | All MCs   | 528          | 0.0 | 405           | 0.0 | 1.005     | 59.8        | LOS E            | 7.7               | 53.9      | 1.00           | 1.11                | 18.0        |
| Approach                                     |      |           | 842          | 0.1 | 646           | 0.1 | 1.005     | 51.1        | LOS D            | 7.7               | 53.9      | 0.97           | 0.99                | 15.5        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 454          | 0.2 | 454           | 0.2 | 0.719     | 5.8         | LOS A            | 13.5              | 94.8      | 0.28           | 0.58                | 35.6        |
| 5                                            | T1   | All MCs   | 214          | 2.0 | 214           | 2.0 | 0.525     | 18.9        | LOS B            | 7.4               | 52.6      | 0.65           | 0.56                | 28.4        |
| Approach                                     |      |           | 667          | 0.8 | 667           | 0.8 | 0.719     | 10.0        | LOS A            | 13.5              | 94.8      | 0.40           | 0.58                | 32.9        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 355          | 1.5 | 336           | 1.6 | 1.322     | 319.4       | LOS F            | 9.2               | 65.3      | 1.00           | 2.37                | 5.0         |
| 12                                           | R2   | All MCs   | 382          | 0.3 | 361           | 0.3 | * 1.322   | 390.5       | LOS F            | 9.3               | 65.3      | 1.00           | 2.13                | 0.5         |
| Approach                                     |      |           | 737          | 0.9 | 697           | 0.9 | 1.322     | 356.2       | LOS F            | 9.3               | 65.3      | 1.00           | 2.25                | 2.8         |
| All Vehicles                                 |      |           | 2246         | 0.6 | 2010          | 0.6 | 1.322     | 143.3       | LOS F            | 13.5              | 94.8      | 0.79           | 1.29                | 7.9         |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 169          | 1.2 | 169           | 1.2 | 1.332     | 327.0       | LOS F            | 51.4              | 362.2     | 1.00           | 2.08                | 8.0         |
| 6                                            | R2   | All MCs   | 437          | 0.2 | 437           | 0.2 | * 1.332   | 379.1       | LOS F            | 51.4              | 362.2     | 1.00           | 2.06                | 4.5         |
| Approach                                     |      |           | 606          | 0.5 | 606           | 0.5 | 1.332     | 364.5       | LOS F            | 51.4              | 362.2     | 1.00           | 2.06                | 5.6         |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 393          | 0.3 | 342           | 0.3 | 0.841     | 44.1        | LOS D            | 7.7               | 53.9      | 1.00           | 0.96                | 19.3        |
| 8                                            | T1   | All MCs   | 445          | 0.2 | 388           | 0.2 | 0.841     | 42.9        | LOS D            | 7.7               | 53.9      | 0.94           | 0.85                | 23.1        |
| Approach                                     |      |           | 838          | 0.3 | 730           | 0.3 | 0.841     | 43.4        | LOS D            | 7.7               | 53.9      | 0.97           | 0.90                | 21.1        |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 407          | 0.0 | 407           | 0.0 | 1.281     | 285.2       | LOS F            | 86.2              | 604.6     | 1.00           | 2.15                | 5.4         |
| 11                                           | T1   | All MCs   | 207          | 0.5 | 207           | 0.5 | * 1.281   | 314.4       | LOS F            | 86.2              | 604.6     | 1.00           | 2.15                | 9.5         |
| 12                                           | R2   | All MCs   | 94           | 3.4 | 94            | 3.4 | 0.269     | 43.1        | LOS D            | 4.2               | 30.3      | 0.84           | 0.75                | 26.8        |
| Approach                                     |      |           | 708          | 0.6 | 708           | 0.6 | 1.281     | 261.7       | LOS F            | 86.2              | 604.6     | 0.98           | 1.97                | 8.0         |
| All Vehicles                                 |      |           | 2153         | 0.4 | 2045          | 0.5 | 1.332     | 214.3       | LOS F            | 86.2              | 604.6     | 0.98           | 1.62                | 8.5         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |        |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 53        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 138       | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |

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

# MOVEMENT SUMMARY

 Site: 111 [9. North Terrace / Jacob Street (Site Folder: 3B - Future Base - PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3B - Future Base PM Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 16 November 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 533          | 3.2   | 461           | 3.7   | 0.441     | 9.2         | LOS A            | 8.9               | 65.3     | 0.62      | 0.55           | 0.62                | 11.6        |
| 6                            | R2   | All MCs   | 9            | 100.0 | 9             | 100.0 | *0.441    | 98.3        | LOS F            | 8.9               | 65.3     | 0.62      | 0.55           | 0.62                | 11.6        |
| Approach                     |      |           | 542          | 4.9   | 470           | 5.6   | 0.441     | 11.0        | LOS A            | 8.9               | 65.3     | 0.62      | 0.55           | 0.62                | 11.6        |
| North: Jacob Street (S)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 1            | 100.0 | 1             | 100.0 | 0.391     | 28.0        | LOS B            | 1.9               | 24.1     | 0.95      | 0.75           | 0.95                | 9.5         |
| 9                            | R2   | All MCs   | 46           | 100.0 | 46            | 100.0 | *0.391    | 41.4        | LOS C            | 1.9               | 24.1     | 0.95      | 0.75           | 0.95                | 9.5         |
| Approach                     |      |           | 47           | 100.0 | 47            | 100.0 | 0.391     | 41.2        | LOS C            | 1.9               | 24.1     | 0.95      | 0.75           | 0.95                | 9.5         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 57           | 100.0 | 55            | 100.0 | *0.516    | 9.7         | LOS A            | 20.9              | 171.4    | 0.39      | 0.40           | 0.39                | 25.3        |
| 11                           | T1   | All MCs   | 540          | 0.0   | 498           | 0.0   | 0.516     | 2.5         | LOS A            | 24.5              | 171.4    | 0.20      | 0.20           | 0.20                | 31.3        |
| Approach                     |      |           | 597          | 9.5   | 553           | 9.9   | 0.516     | 3.2         | LOS A            | 24.5              | 171.4    | 0.22      | 0.22           | 0.22                | 30.6        |
| All Vehicles                 |      |           | 1186         | 11.0  | 1071          | 12.2  | 0.516     | 8.3         | LOS A            | 24.5              | 171.4    | 0.43      | 0.39           | 0.43                | 19.5        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 105       | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 101v [1. Chapel Road / The Mall (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 2                            | T1   | All MCs   | 143          | 3.7 | 143           | 3.7 | 0.881     | 14.1        | LOS A            | 24.3              | 173.0    | 1.00      | 1.14           | 1.99                | 28.6        |
| 3                            | R2   | All MCs   | 386          | 1.1 | 386           | 1.1 | 0.881     | 27.3        | LOS B            | 24.3              | 173.0    | 1.00      | 1.14           | 1.99                | 15.2        |
| Approach                     |      |           | 529          | 1.8 | 529           | 1.8 | 0.881     | 23.7        | NA               | 24.3              | 173.0    | 1.00      | 1.14           | 1.99                | 21.2        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 248          | 0.4 | 223           | 0.5 | 0.690     | 9.5         | LOS A            | 7.7               | 55.6     | 0.82      | 1.12           | 1.64                | 11.2        |
| 6                            | R2   | All MCs   | 249          | 5.9 | 225           | 6.5 | 0.690     | 20.2        | LOS B            | 7.7               | 55.6     | 0.82      | 1.12           | 1.64                | 30.3        |
| Approach                     |      |           | 498          | 3.2 | 449           | 3.5 | 0.690     | 14.9        | LOS B            | 7.7               | 55.6     | 0.82      | 1.12           | 1.64                | 25.9        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 329          | 4.8 | 329           | 4.8 | 0.708     | 4.2         | LOS A            | 4.9               | 35.4     | 0.30      | 0.32           | 0.30                | 37.4        |
| 8                            | T1   | All MCs   | 224          | 1.9 | 224           | 1.9 | 0.708     | 0.8         | LOS A            | 4.9               | 35.4     | 0.30      | 0.32           | 0.30                | 37.4        |
| Approach                     |      |           | 554          | 3.6 | 554           | 3.6 | 0.708     | 2.8         | NA               | 4.9               | 35.4     | 0.30      | 0.32           | 0.30                | 37.4        |
| All Vehicles                 |      |           | 1581         | 2.9 | 1532          | 3.0 | 0.881     | 13.6        | NA               | 24.3              | 173.0    | 0.69      | 0.84           | 1.28                | 28.5        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
|-------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     |             |
|                               |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  |                   | m      |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 1                             | L2   | All MCs   | 52           | 0.0 | 52            | 0.0 | 0.155     | 2.9         | LOS A            | 0.5               | 3.2    | 0.63      | 0.63           | 0.63                | 8.9         |
| 3                             | R2   | All MCs   | 22           | 0.0 | 22            | 0.0 | 0.155     | 10.9        | LOS A            | 0.5               | 3.2    | 0.63      | 0.63           | 0.63                | 8.9         |
| Approach                      |      |           | 74           | 0.0 | 74            | 0.0 | 0.155     | 5.3         | LOS A            | 0.5               | 3.2    | 0.63      | 0.63           | 0.63                | 8.9         |
| East: The Mall (E)            |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 4                             | L2   | All MCs   | 23           | 0.0 | 21            | 0.0 | 0.549     | 9.1         | LOS A            | 5.3               | 38.4   | 0.62      | 0.58           | 0.82                | 13.9        |
| 5                             | T1   | All MCs   | 462          | 3.9 | 411           | 4.4 | 0.549     | 4.9         | LOS A            | 5.3               | 38.4   | 0.62      | 0.58           | 0.82                | 24.5        |
| Approach                      |      |           | 485          | 3.7 | 432           | 4.1 | 0.549     | 5.1         | NA               | 5.3               | 38.4   | 0.62      | 0.58           | 0.82                | 22.9        |
| West: The Mall (W)            |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 11                            | T1   | All MCs   | 677          | 3.0 | 677           | 3.0 | 1.093     | 102.1       | LOS F            | 17.3              | 124.3  | 1.00      | 4.18           | 6.01                | 2.0         |
| 12                            | R2   | All MCs   | 35           | 0.0 | 35            | 0.0 | 1.093     | 109.5       | LOS F            | 17.3              | 124.3  | 1.00      | 4.18           | 6.01                | 4.9         |
| Approach                      |      |           | 712          | 2.8 | 712           | 2.8 | 1.093     | 102.4       | NA               | 17.3              | 124.3  | 1.00      | 4.18           | 6.01                | 2.2         |
| All Vehicles                  |      |           | 1271         | 3.0 | 1217          | 3.1 | 1.093     | 62.0        | NA               | 17.3              | 124.3  | 0.84      | 2.69           | 3.85                | 4.0         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

■ Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] | v/c       | sec         |                  | [ Veh. veh        | Dist ] |           |                |                     | km/h        |
| South: The Appian Way (S)    |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 1                            | L2   | All MCs   | 335          | 0.0          | 281           | 0.0          | 0.526     | 2.9         | LOS A            | 3.8               | 26.7   | 0.55      | 0.73           | 0.83                | 9.0         |
| 3                            | R2   | All MCs   | 180          | 0.0          | 151           | 0.0          | 0.526     | 10.3        | LOS A            | 3.8               | 26.7   | 0.55      | 0.73           | 0.83                | 9.0         |
| Approach                     |      |           | 515          | 0.0          | 432           | 0.0          | 0.526     | 5.5         | LOS A            | 3.8               | 26.7   | 0.55      | 0.73           | 0.83                | 9.0         |
| East: The Mall (E)           |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 51           | 0.0          | 51            | 0.0          | 0.259     | 7.4         | LOS A            | 0.9               | 7.1    | 0.27      | 0.34           | 0.27                | 28.8        |
| 5                            | T1   | All MCs   | 151          | 11.9         | 151           | 11.9         | 0.259     | 1.8         | LOS A            | 0.9               | 7.1    | 0.27      | 0.34           | 0.27                | 28.8        |
| Approach                     |      |           | 201          | 8.9          | 201           | 8.9          | 0.259     | 3.2         | NA               | 0.9               | 7.1    | 0.27      | 0.34           | 0.27                | 28.8        |
| West: The Mall (W)           |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 11                           | T1   | All MCs   | 245          | 8.2          | 225           | 8.1          | 0.926     | 13.8        | LOS A            | 19.1              | 136.9  | 1.00      | 1.40           | 2.23                | 12.8        |
| 12                           | R2   | All MCs   | 457          | 0.0          | 419           | 0.0          | 0.926     | 18.9        | LOS B            | 19.1              | 136.9  | 1.00      | 1.40           | 2.23                | 12.8        |
| Approach                     |      |           | 702          | 2.8          | 645           | 2.8          | 0.926     | 17.1        | NA               | 19.1              | 136.9  | 1.00      | 1.40           | 2.23                | 12.8        |
| All Vehicles                 |      |           | 1418         | 2.7          | 1278          | 3.0          | 0.926     | 11.0        | NA               | 19.1              | 136.9  | 0.73      | 1.01           | 1.45                | 11.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

 Site: 104v [4. The Mall / Jacob St (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| South: Jacob Street (S)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 1                            | L2   | All MCs   | 18           | 100.0 | 18            | 100.0 | 0.311     | 39.2        | LOS C            | 2.1               | 26.7     | 0.92      | 0.72           | 0.92                | 10.6        |
| 2                            | T1   | All MCs   | 38           | 100.0 | 38            | 100.0 | * 0.311   | 33.3        | LOS C            | 2.1               | 26.7     | 0.92      | 0.72           | 0.92                | 24.9        |
| Approach                     |      |           | 56           | 100.0 | 56            | 100.0 | 0.311     | 35.2        | LOS C            | 2.1               | 26.7     | 0.92      | 0.72           | 0.92                | 22.1        |
| North: Jacob Street (N)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 8                            | T1   | All MCs   | 24           | 100.0 | 24            | 100.0 | 0.047     | 14.0        | LOS A            | 0.5               | 7.1      | 0.60      | 0.45           | 0.60                | 30.7        |
| 9                            | R2   | All MCs   | 114          | 0.0   | 114           | 0.0   | * 0.306   | 33.6        | LOS C            | 3.9               | 27.2     | 0.89      | 0.76           | 0.89                | 23.1        |
| Approach                     |      |           | 138          | 17.6  | 138           | 17.6  | 0.306     | 30.2        | LOS C            | 3.9               | 27.2     | 0.84      | 0.71           | 0.84                | 24.2        |
| West: The Mall (W)           |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 321          | 7.9   | 285           | 8.3   | 0.304     | 10.5        | LOS A            | 5.8               | 45.5     | 0.52      | 0.67           | 0.52                | 32.3        |
| 12                           | R2   | All MCs   | 20           | 100.0 | 20            | 100.0 | * 0.304   | 31.3        | LOS C            | 5.8               | 45.5     | 0.52      | 0.67           | 0.52                | 17.3        |
| Approach                     |      |           | 341          | 13.3  | 305           | 14.3  | 0.304     | 11.9        | LOS A            | 5.8               | 45.5     | 0.52      | 0.67           | 0.52                | 31.9        |
| All Vehicles                 |      |           | 535          | 23.4  | 499           | 25.1  | 0.311     | 19.6        | LOS B            | 5.8               | 45.5     | 0.66      | 0.69           | 0.66                | 28.3        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| North: Jacob Street (N)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |

| West: The Mall (W) |      |     |      |       |     |     |      |      |       |       |      |
|--------------------|------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P4                 | Full | 49  | 34.3 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 | 188.1 | 200.0 | 1.06 |
| All Pedestrians    |      | 295 | 34.4 | LOS D | 0.4 | 0.4 | 0.93 | 0.93 | 188.3 | 200.0 | 1.06 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

 Site: 105 [5. Chapel Road / Marion Street (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 108 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |      |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |      |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     |             | km/h |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |      |
| 7                            | L2   | All MCs   | 53           | 0.0 | 50            | 0.0 | 0.311     | 10.9        | LOS A            | 7.0               | 49.2      | 0.32           | 0.65                | 0.32        | 26.3 |
| 9                            | R2   | All MCs   | 435          | 1.0 | 412           | 1.0 | 0.311     | 7.2         | LOS A            | 7.0               | 49.2      | 0.32           | 0.65                | 0.32        | 34.8 |
| Approach                     |      |           | 487          | 0.9 | 462           | 0.9 | 0.311     | 7.6         | LOS A            | 7.0               | 49.2      | 0.32           | 0.65                | 0.32        | 34.5 |
| West: Marion Street (W)      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |      |
| 10                           | L2   | All MCs   | 526          | 1.4 | 526           | 1.4 | 0.398     | 3.7         | LOS A            | 0.9               | 6.4       | 0.04           | 0.47                | 0.04        | 37.1 |
| 11                           | T1   | All MCs   | 1            | 0.0 | 1             | 0.0 | *0.398    | 6.3         | LOS A            | 0.9               | 6.4       | 0.04           | 0.47                | 0.04        | 37.1 |
| Approach                     |      |           | 527          | 1.4 | 527           | 1.4 | 0.398     | 3.7         | LOS A            | 0.9               | 6.4       | 0.04           | 0.47                | 0.04        | 37.1 |
| All Vehicles                 |      |           | 1015         | 1.1 | 989           | 1.2 | 0.398     | 5.5         | LOS A            | 7.0               | 49.2      | 0.17           | 0.55                | 0.17        | 35.7 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 48.6        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 202.4       | 200.0        | 0.99        |
| West: Marion Street (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 48.3        | LOS E            | 0.2                   | 0.2      | 0.95      | 0.95           | 202.1       | 200.0        | 0.99        |
| All Pedestrians                 |          | 245       | 48.5        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 202.3       | 200.0        | 0.99        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 75 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 54           | 100.0 | 54            | 100.0 | 0.088     | 9.8         | LOS A            | 1.0               | 12.9     | 0.53      | 0.42           | 0.53                | 26.0        |
| Approach                       |      |           | 54           | 100.0 | 54            | 100.0 | 0.088     | 9.8         | LOS A            | 1.0               | 12.9     | 0.53      | 0.42           | 0.53                | 26.0        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 11                             | T1   | All MCs   | 105          | 49.0  | 102           | 50.4  | * 0.133   | 10.0        | LOS A            | 1.9               | 19.4     | 0.54      | 0.44           | 0.54                | 21.0        |
| Approach                       |      |           | 105          | 49.0  | 102           | 50.4  | 0.133     | 10.0        | LOS A            | 1.9               | 19.4     | 0.54      | 0.44           | 0.54                | 21.0        |
| All Vehicles                   |      |           | 159          | 66.2  | 156           | 67.4  | 0.133     | 9.9         | LOS A            | 1.9               | 19.4     | 0.54      | 0.43           | 0.54                | 23.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 32.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 185.9       | 200.0        | 1.08        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 32.2        | LOS D            | 0.7                   | 0.7      | 0.93      | 0.93           | 186.1       | 200.0        | 1.07        |
| All Pedestrians                 |          | 566       | 32.2        | LOS D            | 0.7                   | 0.7      | 0.93      | 0.93           | 186.0       | 200.0        | 1.08        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

Site: 107v [7. North Terrace / The Appian Way (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 54           | 100.0 | 54            | 100.0 | 0.458     | 3.9         | LOS A            | 6.2               | 47.7     | 0.45      | 0.84           | 0.45                | 18.9        |
| 6                            | R2   | All MCs   | 478          | 0.0   | 397           | 0.0   | 0.458     | 12.7        | LOS A            | 6.2               | 47.7     | 0.45      | 0.84           | 0.45                | 18.9        |
| Approach                     |      |           | 532          | 10.1  | 451           | 11.9  | 0.458     | 11.6        | LOS A            | 6.2               | 47.7     | 0.45      | 0.84           | 0.45                | 18.9        |
| North: The Appian Way (N)    |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 507          | 0.0   | 470           | 0.0   | *0.987    | 72.8        | LOS F            | 30.3              | 212.2    | 1.00      | 1.71           | 1.74                | 4.2         |
| Approach                     |      |           | 507          | 0.0   | 470           | 0.0   | 0.987     | 72.8        | LOS F            | 30.3              | 212.2    | 1.00      | 1.71           | 1.74                | 4.2         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 38           | 0.0   | 36            | 0.0   | 0.932     | 68.7        | LOS E            | 5.5               | 55.4     | 1.00      | 1.29           | 1.83                | 4.5         |
| 11                           | T1   | All MCs   | 67           | 76.6  | 67            | 77.5  | *0.932    | 61.5        | LOS E            | 5.5               | 55.4     | 1.00      | 1.29           | 1.83                | 4.5         |
| Approach                     |      |           | 105          | 49.0  | 102           | 50.4  | 0.932     | 64.1        | LOS E            | 5.5               | 55.4     | 1.00      | 1.29           | 1.83                | 4.5         |
| All Vehicles                 |      |           | 1144         | 9.2   | 1023          | 10.3  | 0.987     | 45.0        | LOS D            | 30.3              | 212.2    | 0.76      | 1.28           | 1.18                | 6.1         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 254       | 34.6        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 306       | 34.5        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 343          | 0.3 | 250           | 0.3 | 0.415     | 30.0        | LOS C            | 7.7               | 53.9      | 0.84           | 0.72                | 5.1         |
| 3                                            | R2   | All MCs   | 604          | 0.3 | 440           | 0.3 | 0.782     | 25.8        | LOS B            | 7.7               | 53.9      | 0.81           | 0.81                | 25.9        |
| Approach                                     |      |           | 947          | 0.3 | 690           | 0.3 | 0.782     | 27.3        | LOS B            | 7.7               | 53.9      | 0.82           | 0.78                | 21.7        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 400          | 0.0 | 400           | 0.0 | 0.595     | 4.0         | LOS A            | 12.4              | 86.7      | 0.08           | 0.49                | 36.9        |
| 5                                            | T1   | All MCs   | 211          | 1.5 | 211           | 1.5 | 0.423     | 21.5        | LOS B            | 7.3               | 51.9      | 0.66           | 0.56                | 27.4        |
| Approach                                     |      |           | 611          | 0.5 | 611           | 0.5 | 0.595     | 10.0        | LOS A            | 12.4              | 86.7      | 0.28           | 0.51                | 32.9        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 346          | 1.2 | 330           | 1.3 | * 1.376   | 375.8       | LOS F            | 9.2               | 65.3      | 1.00           | 2.55                | 4.4         |
| 12                                           | R2   | All MCs   | 303          | 0.0 | 289           | 0.0 | 1.376     | 434.8       | LOS F            | 9.3               | 65.3      | 1.00           | 2.25                | 0.5         |
| Approach                                     |      |           | 649          | 0.6 | 619           | 0.7 | 1.376     | 403.3       | LOS F            | 9.3               | 65.3      | 1.00           | 2.41                | 2.7         |
| All Vehicles                                 |      |           | 2207         | 0.5 | 1920          | 0.5 | 1.376     | 143.0       | LOS F            | 12.4              | 86.7      | 0.71           | 1.22                | 8.0         |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 262          | 0.4 | 262           | 0.4 | 1.409     | 414.1       | LOS F            | 74.4              | 522.6     | 1.00           | 2.28                | 7.0         |
| 6                                            | R2   | All MCs   | 549          | 0.4 | 549           | 0.4 | * 1.409   | 461.1       | LOS F            | 74.4              | 522.6     | 1.00           | 2.24                | 3.9         |
| Approach                                     |      |           | 812          | 0.4 | 812           | 0.4 | 1.409     | 445.9       | LOS F            | 74.4              | 522.6     | 1.00           | 2.25                | 4.8         |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 292          | 0.0 | 253           | 0.0 | 0.933     | 50.4        | LOS D            | 7.7               | 53.9      | 1.00           | 1.08                | 16.8        |
| 8                                            | T1   | All MCs   | 413          | 0.0 | 358           | 0.0 | 0.933     | 61.4        | LOS E            | 7.7               | 53.9      | 1.00           | 1.00                | 19.9        |
| Approach                                     |      |           | 704          | 0.0 | 612           | 0.0 | 0.933     | 56.8        | LOS E            | 7.7               | 53.9      | 1.00           | 1.03                | 18.5        |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 392          | 0.3 | 392           | 0.3 | 1.338     | 341.3       | LOS F            | 85.2              | 598.3     | 1.00           | 2.29                | 4.7         |
| 11                                           | T1   | All MCs   | 173          | 0.6 | 173           | 0.6 | 1.338     | 364.9       | LOS F            | 85.2              | 598.3     | 1.00           | 2.29                | 8.3         |
| 12                                           | R2   | All MCs   | 83           | 5.1 | 83            | 5.1 | 0.313     | 48.7        | LOS D            | 4.0               | 29.5      | 0.89           | 0.76                | 25.7        |
| Approach                                     |      |           | 647          | 1.0 | 647           | 1.0 | 1.338     | 310.0       | LOS F            | 85.2              | 598.3     | 0.99           | 2.09                | 6.9         |
| All Vehicles                                 |      |           | 2163         | 0.4 | 2071          | 0.5 | 1.409     | 288.5       | LOS F            | 85.2              | 598.3     | 1.00           | 1.84                | 6.7         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance (CCG)        |          |           |             |                  |                       |          |           |                |             |              |             |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                              |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |          |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1      | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2      | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2      | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |          |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                                           | Full     | 53        | 51.3        | LOS E            | 0.2                   | 0.2      | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| East: South Terrace (E)                      |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0      | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2      | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 138       | 51.3        | LOS E            | 0.2                   | 0.2      | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

 Site: 111 [9. North Terrace / Jacob Street (Site Folder: 3C - Future Base - Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

 Network: N101 [3C - Future Base Saturday Peak (Network Folder: 3 - Future Base (Complete St + Bankstown Central PP))]

Traffic Survey: Thursday 16 November 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 491          | 2.6   | 410           | 3.1   | 0.345     | 6.6         | LOS A            | 7.4               | 53.9     | 0.50      | 0.44           | 0.50                | 15.4        |
| 6                            | R2   | All MCs   | 4            | 100.0 | 4             | 100.0 | *0.345    | 71.2        | LOS F            | 7.4               | 53.9     | 0.50      | 0.44           | 0.50                | 15.4        |
| Approach                     |      |           | 495          | 3.4   | 414           | 4.1   | 0.345     | 7.2         | LOS A            | 7.4               | 53.9     | 0.50      | 0.44           | 0.50                | 15.4        |
| North: Jacob Street (S)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 2            | 100.0 | 2             | 100.0 | 0.359     | 28.1        | LOS B            | 1.7               | 21.8     | 0.95      | 0.75           | 0.95                | 9.6         |
| 9                            | R2   | All MCs   | 41           | 100.0 | 41            | 100.0 | *0.359    | 41.6        | LOS C            | 1.7               | 21.8     | 0.95      | 0.75           | 0.95                | 9.6         |
| Approach                     |      |           | 43           | 100.0 | 43            | 100.0 | 0.359     | 40.9        | LOS C            | 1.7               | 21.8     | 0.95      | 0.75           | 0.95                | 9.6         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 52           | 100.0 | 52            | 100.0 | *0.500    | 9.6         | LOS A            | 20.9              | 171.4    | 0.38      | 0.39           | 0.38                | 25.5        |
| 11                           | T1   | All MCs   | 523          | 0.0   | 485           | 0.0   | 0.500     | 2.5         | LOS A            | 20.9              | 171.4    | 0.20      | 0.20           | 0.20                | 31.2        |
| Approach                     |      |           | 575          | 9.0   | 536           | 9.6   | 0.500     | 3.2         | LOS A            | 20.9              | 171.4    | 0.22      | 0.22           | 0.22                | 30.6        |
| All Vehicles                 |      |           | 1113         | 10.0  | 994           | 11.2  | 0.500     | 6.5         | LOS A            | 20.9              | 171.4    | 0.37      | 0.33           | 0.37                | 22.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |

|                 |     |      |       |     |     |      |      |       |       |      |
|-----------------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| All Pedestrians | 105 | 34.3 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 | 188.1 | 200.0 | 1.06 |
|-----------------|-----|------|-------|-----|-----|------|------|-------|-------|------|

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre

Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 101v [1. Chapel Road / The Mall (Site Folder: 4A - Future Base + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %   | veh/h         | %   | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 2                            | T1   | All MCs   | 180          | 0.6 | 176           | 0.6 | 1.068     | 78.0        | LOS F            | 52.5              | 372.8    | 1.00      | 2.16           | 3.54                | 15.6        |
| 3                            | R2   | All MCs   | 476          | 2.2 | 464           | 2.2 | 1.068     | 98.7        | LOS F            | 52.5              | 372.8    | 1.00      | 2.16           | 3.54                | 5.4         |
| Approach                     |      |           | 656          | 1.8 | 640           | 1.8 | 1.068     | 93.0        | NA               | 52.5              | 372.8    | 1.00      | 2.16           | 3.54                | 9.0         |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 312          | 2.4 | 271           | 2.7 | 0.767     | 12.0        | LOS A            | 10.8              | 77.2     | 0.88      | 1.34           | 2.05                | 10.1        |
| 6                            | R2   | All MCs   | 292          | 1.8 | 254           | 2.1 | 0.767     | 22.5        | LOS B            | 10.8              | 77.2     | 0.88      | 1.34           | 2.05                | 29.4        |
| Approach                     |      |           | 603          | 2.1 | 524           | 2.4 | 0.767     | 17.1        | LOS B            | 10.8              | 77.2     | 0.88      | 1.34           | 2.05                | 24.4        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 296          | 0.7 | 296           | 0.7 | 0.689     | 4.0         | LOS A            | 4.6               | 32.3     | 0.28      | 0.29           | 0.28                | 37.6        |
| 8                            | T1   | All MCs   | 265          | 2.4 | 265           | 2.4 | 0.689     | 0.7         | LOS A            | 4.6               | 32.3     | 0.28      | 0.29           | 0.28                | 37.6        |
| Approach                     |      |           | 561          | 1.5 | 561           | 1.5 | 0.689     | 2.4         | NA               | 4.6               | 32.3     | 0.28      | 0.29           | 0.28                | 37.6        |
| All Vehicles                 |      |           | 1820         | 1.8 | 1725          | 1.9 | 1.068     | 40.5        | NA               | 52.5              | 372.8    | 0.73      | 1.30           | 2.03                | 18.0        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 4A - Future Base + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
|-------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|-------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |       | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |       |           |                |                     |             |
|                               |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m     |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 1                             | L2   | All MCs   | 123          | 0.0          | 123           | 0.0    | 0.409     | 4.2         | LOS A            | 1.4               | 9.8   | 0.71      | 0.94           | 0.94                | 8.5         |
| 3                             | R2   | All MCs   | 53           | 0.0          | 53            | 0.0    | 0.409     | 13.8        | LOS A            | 1.4               | 9.8   | 0.71      | 0.94           | 0.94                | 8.5         |
| Approach                      |      |           | 176          | 0.0          | 176           | 0.0    | 0.409     | 7.0         | LOS A            | 1.4               | 9.8   | 0.71      | 0.94           | 0.94                | 8.5         |
| East: The Mall (E)            |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 4                             | L2   | All MCs   | 35           | 0.0          | 30            | 0.0    | 0.620     | 9.7         | LOS A            | 6.3               | 45.2  | 0.67      | 0.66           | 0.95                | 13.6        |
| 5                             | T1   | All MCs   | 485          | 2.6          | 406           | 3.1    | 0.620     | 5.8         | LOS A            | 6.3               | 45.2  | 0.67      | 0.66           | 0.95                | 22.8        |
| Approach                      |      |           | 520          | 2.4          | 435           | 2.9    | 0.620     | 6.1         | NA               | 6.3               | 45.2  | 0.67      | 0.66           | 0.95                | 21.0        |
| West: The Mall (W)            |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 11                            | T1   | All MCs   | 705          | 1.8          | 668           | 1.8    | 1.102     | 108.9       | LOS F            | 17.5              | 124.3 | 1.00      | 4.35           | 6.33                | 1.9         |
| 12                            | R2   | All MCs   | 60           | 0.0          | 57            | 0.0    | 1.102     | 116.4       | LOS F            | 17.5              | 124.3 | 1.00      | 4.35           | 6.33                | 4.6         |
| Approach                      |      |           | 765          | 1.7          | 725           | 1.6    | 1.102     | 109.5       | NA               | 17.5              | 124.3 | 1.00      | 4.35           | 6.33                | 2.1         |
| All Vehicles                  |      |           | 1461         | 1.7          | 1336          | 1.9    | 1.102     | 62.3        | NA               | 17.5              | 124.3 | 0.85      | 2.70           | 3.87                | 4.0         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 4A - Future Base + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|-------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |       | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |       |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m     |           |                |                     | km/h        |
| South: The Appian Way (S)    |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 1                            | L2   | All MCs   | 437          | 0.0          | 352           | 0.0    | 0.540     | 2.6         | LOS A            | 4.9               | 34.5  | 0.52      | 0.57           | 0.72                | 9.1         |
| 3                            | R2   | All MCs   | 184          | 0.0          | 148           | 0.0    | 0.540     | 10.4        | LOS A            | 4.9               | 34.5  | 0.52      | 0.57           | 0.72                | 9.1         |
| Approach                     |      |           | 621          | 0.0          | 500           | 0.0    | 0.540     | 4.9         | LOS A            | 4.9               | 34.5  | 0.52      | 0.57           | 0.72                | 9.1         |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 4                            | L2   | All MCs   | 55           | 0.0          | 55            | 0.0    | 0.191     | 7.4         | LOS A            | 0.6               | 4.3   | 0.20      | 0.42           | 0.20                | 27.0        |
| 5                            | T1   | All MCs   | 84           | 15.0         | 84            | 15.0   | 0.191     | 1.7         | LOS A            | 0.6               | 4.3   | 0.20      | 0.42           | 0.20                | 27.0        |
| Approach                     |      |           | 139          | 9.1          | 139           | 9.1    | 0.191     | 4.0         | NA               | 0.6               | 4.3   | 0.20      | 0.42           | 0.20                | 27.0        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 11                           | T1   | All MCs   | 262          | 4.8          | 228           | 4.7    | 0.907     | 12.4        | LOS A            | 19.5              | 138.5 | 1.00      | 1.18           | 1.92                | 13.8        |
| 12                           | R2   | All MCs   | 500          | 0.0          | 435           | 0.0    | 0.907     | 16.8        | LOS B            | 19.5              | 138.5 | 1.00      | 1.18           | 1.92                | 13.8        |
| Approach                     |      |           | 762          | 1.7          | 663           | 1.6    | 0.907     | 15.3        | NA               | 19.5              | 138.5 | 1.00      | 1.18           | 1.92                | 13.8        |
| All Vehicles                 |      |           | 1522         | 1.7          | 1302          | 1.9    | 0.907     | 10.1        | NA               | 19.5              | 138.5 | 0.73      | 0.86           | 1.28                | 11.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

| Pedestrian Movement Performance |          |           |             |                  |                       |        |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
|                                 |          |           |             |                  | ped                   | m      |           |                |             |              |             |
| South: Jacob Street (S)         |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1    | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| North: Jacob Street (N)         |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4    | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| West: The Mall (W)              |          |           |             |                  |                       |        |           |                |             |              |             |

|                 |     |      |       |     |     |      |      |       |       |      |
|-----------------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P4 Full         | 49  | 34.3 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 | 188.1 | 200.0 | 1.06 |
| All Pedestrians | 295 | 34.4 | LOS D | 0.4 | 0.4 | 0.93 | 0.93 | 188.3 | 200.0 | 1.06 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 105 [5. Chapel Road / Marion Street (Site Folder: 4A - Future Base + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 82 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 39           | 2.7 | 36            | 2.9 | 0.406     | 12.5        | LOS A            | 8.8               | 63.1     | 0.44      | 0.68           | 0.44                | 24.7        |
| 9                            | R2   | All MCs   | 543          | 2.7 | 505           | 2.9 | 0.406     | 8.8         | LOS A            | 8.8               | 63.1     | 0.44      | 0.68           | 0.44                | 34.1        |
| Approach                     |      |           | 582          | 2.7 | 541           | 2.9 | 0.406     | 9.0         | LOS A            | 8.8               | 63.1     | 0.44      | 0.68           | 0.44                | 33.9        |
| West: Marion Street (W)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 688          | 1.8 | 688           | 1.8 | * 1.048   | 87.1        | LOS F            | 54.2              | 385.5    | 1.00      | 1.52           | 1.92                | 13.9        |
| 11                           | T1   | All MCs   | 1            | 0.0 | 1             | 0.0 | 1.048     | 91.8        | LOS F            | 54.2              | 385.5    | 1.00      | 1.52           | 1.92                | 13.9        |
| Approach                     |      |           | 689          | 1.8 | 689           | 1.8 | 1.048     | 87.1        | LOS F            | 54.2              | 385.5    | 1.00      | 1.52           | 1.92                | 13.9        |
| All Vehicles                 |      |           | 1272         | 2.2 | 1231          | 2.3 | 1.048     | 52.8        | LOS D            | 54.2              | 385.5    | 0.75      | 1.15           | 1.27                | 19.5        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.4       | 200.0        | 1.06        |
| West: Marion Street (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 35.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 189.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 245       | 35.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 189.3       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 4A - Future Base + Development AM Peak)]

 Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 51           | 100.0 | 51            | 100.0 | 0.085     | 10.9        | LOS A            | 1.0               | 13.1     | 0.54      | 0.42           | 0.54                | 25.1        |
| Approach                       |      |           | 51           | 100.0 | 51            | 100.0 | 0.085     | 10.9        | LOS A            | 1.0               | 13.1     | 0.54      | 0.42           | 0.54                | 25.1        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 11                             | T1   | All MCs   | 87           | 60.2  | 85            | 62.1  | * 0.119   | 11.0        | LOS A            | 1.7               | 18.4     | 0.55      | 0.44           | 0.55                | 20.0        |
| Approach                       |      |           | 87           | 60.2  | 85            | 62.1  | 0.119     | 11.0        | LOS A            | 1.7               | 18.4     | 0.55      | 0.44           | 0.55                | 20.0        |
| All Vehicles                   |      |           | 138          | 74.8  | 135           | 76.3  | 0.119     | 11.0        | LOS A            | 1.7               | 18.4     | 0.55      | 0.44           | 0.55                | 22.3        |

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 566       | 34.2        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

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

# MOVEMENT SUMMARY

 Site: 107v [7. North Terrace / The Appian Way (Site Folder: 4A - Future Base + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 51           | 100.0 | 51            | 100.0 | 0.517     | 3.6         | LOS A            | 6.5               | 49.0     | 0.43      | 0.85           | 0.43                | 19.6        |
| 6                            | R2   | All MCs   | 596          | 0.0   | 476           | 0.0   | 0.517     | 11.6        | LOS A            | 6.5               | 49.0     | 0.43      | 0.85           | 0.43                | 19.6        |
| Approach                     |      |           | 646          | 7.8   | 527           | 9.6   | 0.517     | 10.9        | LOS A            | 6.5               | 49.0     | 0.43      | 0.85           | 0.43                | 19.6        |
| North: The Appian Way (N)    |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 555          | 0.0   | 490           | 0.0   | * 1.005   | 81.4        | LOS F            | 30.3              | 212.2    | 1.00      | 1.81           | 1.83                | 3.9         |
| Approach                     |      |           | 555          | 0.0   | 490           | 0.0   | 1.005     | 81.4        | LOS F            | 30.3              | 212.2    | 1.00      | 1.81           | 1.83                | 3.9         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 24           | 0.0   | 22            | 0.0   | 0.950     | 74.5        | LOS F            | 4.8               | 51.4     | 1.00      | 1.32           | 1.96                | 4.2         |
| 11                           | T1   | All MCs   | 63           | 83.3  | 62            | 84.4  | * 0.950   | 67.3        | LOS E            | 4.8               | 51.4     | 1.00      | 1.32           | 1.96                | 4.2         |
| Approach                     |      |           | 87           | 60.2  | 85            | 62.1  | 0.950     | 69.2        | LOS E            | 4.8               | 51.4     | 1.00      | 1.32           | 1.96                | 4.2         |
| All Vehicles                 |      |           | 1288         | 8.0   | 1101          | 9.4   | 1.005     | 46.7        | LOS D            | 30.3              | 212.2    | 0.73      | 1.31           | 1.17                | 6.0         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 254       | 34.6        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 306       | 34.5        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 115 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 425          | 0.0 | 285           | 0.0 | 0.670     | 35.4        | LOS C            | 7.7               | 53.9      | 0.92           | 0.82                | 4.4         |
| 3                                            | R2   | All MCs   | 678          | 0.2 | 454           | 0.2 | 0.749     | 23.5        | LOS B            | 7.7               | 53.9      | 0.77           | 0.78                | 26.7        |
| Approach                                     |      |           | 1103         | 0.1 | 740           | 0.1 | 0.749     | 28.1        | LOS B            | 7.7               | 53.9      | 0.82           | 0.79                | 21.1        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 435          | 0.0 | 435           | 0.0 | 0.608     | 3.7         | LOS A            | 32.7              | 229.0     | 0.05           | 0.48                | 37.0        |
| 5                                            | T1   | All MCs   | 287          | 2.6 | 287           | 2.6 | 0.745     | 26.2        | LOS B            | 13.2              | 94.7      | 0.82           | 0.76                | 25.6        |
| Approach                                     |      |           | 722          | 1.0 | 722           | 1.0 | 0.745     | 12.7        | LOS A            | 32.7              | 229.0     | 0.36           | 0.59                | 31.4        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 315          | 1.7 | 279           | 1.9 | 1.525     | 509.4       | LOS F            | 9.2               | 65.3      | 1.00           | 2.92                | 3.4         |
| 12                                           | R2   | All MCs   | 263          | 0.0 | 233           | 0.0 | * 1.525   | 571.0       | LOS F            | 9.3               | 65.3      | 1.00           | 2.53                | 0.4         |
| Approach                                     |      |           | 578          | 0.9 | 512           | 1.0 | 1.525     | 537.5       | LOS F            | 9.3               | 65.3      | 1.00           | 2.74                | 2.1         |
| All Vehicles                                 |      |           | 2403         | 0.6 | 1974          | 0.7 | 1.525     | 154.6       | LOS F            | 32.7              | 229.0     | 0.70           | 1.23                | 7.7         |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 251          | 0.8 | 251           | 0.8 | 1.522     | 513.6       | LOS F            | 89.4              | 628.8     | 1.00           | 2.48                | 5.9         |
| 6                                            | R2   | All MCs   | 643          | 0.2 | 643           | 0.2 | * 1.522   | 561.6       | LOS F            | 89.4              | 628.8     | 1.00           | 2.44                | 3.2         |
| Approach                                     |      |           | 894          | 0.4 | 894           | 0.4 | 1.522     | 548.2       | LOS F            | 89.4              | 628.8     | 1.00           | 2.45                | 3.9         |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 281          | 0.0 | 237           | 0.0 | 1.254     | 274.0       | LOS F            | 7.7               | 53.9      | 1.00           | 1.98                | 5.7         |
| 8                                            | T1   | All MCs   | 419          | 0.0 | 353           | 0.0 | 1.254     | 300.2       | LOS F            | 7.7               | 53.9      | 1.00           | 2.03                | 5.9         |
| Approach                                     |      |           | 700          | 0.0 | 590           | 0.0 | 1.254     | 289.7       | LOS F            | 7.7               | 53.9      | 1.00           | 2.01                | 5.8         |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 456          | 0.0 | 456           | 0.0 | 1.461     | 451.1       | LOS F            | 111.6             | 784.8     | 1.00           | 2.57                | 3.7         |
| 11                                           | T1   | All MCs   | 193          | 1.6 | 193           | 1.6 | * 1.461   | 467.2       | LOS F            | 111.6             | 784.8     | 1.00           | 2.57                | 6.7         |
| 12                                           | R2   | All MCs   | 65           | 8.1 | 65            | 8.1 | 0.358     | 55.4        | LOS D            | 3.5               | 25.8      | 0.95           | 0.75                | 24.6        |
| Approach                                     |      |           | 714          | 1.2 | 714           | 1.2 | 1.461     | 419.3       | LOS F            | 111.6             | 784.8     | 0.99           | 2.41                | 5.2         |
| All Vehicles                                 |      |           | 2307         | 0.5 | 2197          | 0.5 | 1.522     | 436.9       | LOS F            | 111.6             | 784.8     | 1.00           | 2.32                | 4.6         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

**Pedestrian Movement Performance (CCG)**

| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
|                                              |          |           |             |                  | ped                   | m      |           |                |             |              |             |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.7        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 53        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.5       | 200.0        | 0.97        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.7        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.5       | 200.0        | 0.97        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |
| All Pedestrians                              |          | 138       | 51.8        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.6       | 200.0        | 0.97        |

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

# MOVEMENT SUMMARY

 Site: 111 [9. North Terrace / Jacob Street (Site Folder: 4A - Future Base + Development AM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [4A - Future Base + Dev AM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 16 November 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 608          | 2.1   | 489           | 2.6   | 0.436     | 8.1         | LOS A            | 9.0               | 65.3     | 0.58      | 0.52           | 0.58                | 13.0        |
| 6                            | R2   | All MCs   | 7            | 100.0 | 7             | 100.0 | *0.436    | 87.5        | LOS F            | 9.0               | 65.3     | 0.58      | 0.52           | 0.58                | 13.0        |
| Approach                     |      |           | 616          | 3.2   | 496           | 4.0   | 0.436     | 9.3         | LOS A            | 9.0               | 65.3     | 0.58      | 0.52           | 0.58                | 13.0        |
| North: Jacob Street (S)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 3            | 100.0 | 3             | 100.0 | 0.344     | 28.3        | LOS B            | 1.6               | 20.7     | 0.94      | 0.75           | 0.94                | 9.6         |
| 9                            | R2   | All MCs   | 38           | 100.0 | 38            | 100.0 | *0.344    | 41.9        | LOS C            | 1.6               | 20.7     | 0.94      | 0.75           | 0.94                | 9.6         |
| Approach                     |      |           | 41           | 100.0 | 41            | 100.0 | 0.344     | 40.9        | LOS C            | 1.6               | 20.7     | 0.94      | 0.75           | 0.94                | 9.6         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 53           | 100.0 | 53            | 100.0 | *0.512    | 9.4         | LOS A            | 21.0              | 171.4    | 0.38      | 0.39           | 0.38                | 25.7        |
| 11                           | T1   | All MCs   | 564          | 0.0   | 496           | 0.0   | 0.512     | 2.4         | LOS A            | 21.0              | 171.4    | 0.19      | 0.19           | 0.19                | 31.7        |
| Approach                     |      |           | 617          | 8.5   | 549           | 9.6   | 0.512     | 3.0         | LOS A            | 21.0              | 171.4    | 0.21      | 0.21           | 0.21                | 31.0        |
| All Vehicles                 |      |           | 1274         | 8.9   | 1086          | 10.5  | 0.512     | 7.3         | LOS A            | 21.0              | 171.4    | 0.41      | 0.37           | 0.41                | 20.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 105       | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

Site: 101v [1. Chapel Road / The Mall (Site Folder: 4B - Future Base + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 2                            | T1   | All MCs   | 145          | 1.4 | 145           | 1.4 | 1.023     | 58.1        | LOS E            | 49.4              | 348.9    | 1.00      | 2.30           | 3.50                | 17.5        |
| 3                            | R2   | All MCs   | 392          | 0.8 | 392           | 0.8 | 1.023     | 83.0        | LOS F            | 49.4              | 348.9    | 1.00      | 2.30           | 3.50                | 6.4         |
| Approach                     |      |           | 537          | 1.0 | 537           | 1.0 | 1.023     | 76.3        | NA               | 49.4              | 348.9    | 1.00      | 2.30           | 3.50                | 10.4        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                            | L2   | All MCs   | 359          | 2.3 | 330           | 2.6 | 0.850     | 16.3        | LOS B            | 13.9              | 98.6     | 0.95      | 1.72           | 2.75                | 8.6         |
| 6                            | R2   | All MCs   | 254          | 0.8 | 233           | 0.9 | 0.850     | 28.0        | LOS B            | 13.9              | 98.6     | 0.95      | 1.72           | 2.75                | 27.8        |
| Approach                     |      |           | 613          | 1.7 | 563           | 1.9 | 0.850     | 21.1        | LOS B            | 13.9              | 98.6     | 0.95      | 1.72           | 2.75                | 21.2        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 353          | 0.6 | 353           | 0.6 | 0.849     | 5.6         | LOS A            | 13.8              | 97.3     | 0.49      | 0.35           | 0.53                | 36.8        |
| 8                            | T1   | All MCs   | 349          | 1.5 | 349           | 1.5 | 0.849     | 2.5         | LOS A            | 13.8              | 97.3     | 0.49      | 0.35           | 0.53                | 36.8        |
| Approach                     |      |           | 702          | 1.0 | 702           | 1.0 | 0.849     | 4.1         | NA               | 13.8              | 97.3     | 0.49      | 0.35           | 0.53                | 36.8        |
| All Vehicles                 |      |           | 1852         | 1.3 | 1802          | 1.3 | 1.023     | 30.9        | NA               | 49.4              | 348.9    | 0.78      | 1.36           | 2.11                | 20.8        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 4B - Future Base + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|-------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                               |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 1                             | L2   | All MCs   | 76           | 0.0 | 76            | 0.0 | 0.312     | 4.1         | LOS A            | 0.8               | 5.9      | 0.72      | 0.85           | 0.85                | 8.5         |
| 3                             | R2   | All MCs   | 33           | 0.0 | 33            | 0.0 | 0.312     | 14.4        | LOS A            | 0.8               | 5.9      | 0.72      | 0.85           | 0.85                | 8.5         |
| Approach                      |      |           | 108          | 0.0 | 108           | 0.0 | 0.312     | 7.2         | LOS A            | 0.8               | 5.9      | 0.72      | 0.85           | 0.85                | 8.5         |
| East: The Mall (E)            |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 4                             | L2   | All MCs   | 56           | 0.0 | 51            | 0.0 | 0.840     | 14.5        | LOS B            | 14.8              | 105.7    | 0.97      | 1.15           | 1.75                | 12.1        |
| 5                             | T1   | All MCs   | 522          | 2.0 | 473           | 2.2 | 0.840     | 12.4        | LOS A            | 14.8              | 105.7    | 0.97      | 1.15           | 1.75                | 15.7        |
| Approach                      |      |           | 578          | 1.8 | 523           | 2.0 | 0.840     | 12.6        | NA               | 14.8              | 105.7    | 0.97      | 1.15           | 1.75                | 14.9        |
| West: The Mall (W)            |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 11                            | T1   | All MCs   | 645          | 0.8 | 638           | 0.8 | 1.074     | 87.5        | LOS F            | 17.6              | 124.3    | 1.00      | 3.96           | 5.82                | 2.3         |
| 12                            | R2   | All MCs   | 101          | 0.0 | 100           | 0.0 | 1.074     | 97.6        | LOS F            | 17.6              | 124.3    | 1.00      | 3.96           | 5.82                | 5.5         |
| Approach                      |      |           | 746          | 0.7 | 738           | 0.7 | 1.074     | 88.9        | NA               | 17.6              | 124.3    | 1.00      | 3.96           | 5.82                | 2.8         |
| All Vehicles                  |      |           | 1433         | 1.1 | 1370          | 1.2 | 1.074     | 53.3        | NA               | 17.6              | 124.3    | 0.97      | 2.64           | 3.87                | 4.8         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 103 [3. The Mall / The Appian Way (Site Folder: 4B - Future Base + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------|-----------|-------------|------------------|-------------------|-------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |        | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |       | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Veh. veh    | Dist ] |           |             |                  |                   |       |           |                |                     |             |
|                              |      |           | veh/h        | %            | veh/h         | %      | v/c       | sec         |                  |                   | m     |           |                |                     | km/h        |
| South: The Appian Way (S)    |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 1                            | L2   | All MCs   | 399          | 0.0          | 344           | 0.0    | 0.644     | 4.0         | LOS A            | 5.2               | 36.7  | 0.64      | 0.99           | 1.08                | 8.9         |
| 3                            | R2   | All MCs   | 162          | 0.0          | 140           | 0.0    | 0.644     | 12.6        | LOS A            | 5.2               | 36.7  | 0.64      | 0.99           | 1.08                | 8.9         |
| Approach                     |      |           | 561          | 0.0          | 484           | 0.0    | 0.644     | 6.5         | LOS A            | 5.2               | 36.7  | 0.64      | 0.99           | 1.08                | 8.9         |
| East: The Mall (E)           |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 4                            | L2   | All MCs   | 64           | 0.0          | 64            | 0.0    | 0.340     | 7.4         | LOS A            | 1.2               | 8.8   | 0.29      | 0.36           | 0.29                | 28.7        |
| 5                            | T1   | All MCs   | 178          | 5.9          | 178           | 5.9    | 0.340     | 1.9         | LOS A            | 1.2               | 8.8   | 0.29      | 0.36           | 0.29                | 28.7        |
| Approach                     |      |           | 242          | 4.3          | 242           | 4.3    | 0.340     | 3.3         | NA               | 1.2               | 8.8   | 0.29      | 0.36           | 0.29                | 28.7        |
| West: The Mall (W)           |      |           |              |              |               |        |           |             |                  |                   |       |           |                |                     |             |
| 11                           | T1   | All MCs   | 218          | 2.4          | 202           | 2.4    | 0.929     | 13.4        | LOS A            | 18.2              | 128.1 | 1.00      | 1.45           | 2.34                | 12.7        |
| 12                           | R2   | All MCs   | 471          | 0.0          | 435           | 0.0    | 0.929     | 19.4        | LOS B            | 18.2              | 128.1 | 1.00      | 1.45           | 2.34                | 12.7        |
| Approach                     |      |           | 688          | 0.8          | 637           | 0.8    | 0.929     | 17.5        | NA               | 18.2              | 128.1 | 1.00      | 1.45           | 2.34                | 12.7        |
| All Vehicles                 |      |           | 1492         | 1.1          | 1363          | 1.2    | 0.929     | 11.1        | NA               | 18.2              | 128.1 | 0.75      | 1.10           | 1.53                | 11.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| North: Jacob Street (N)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| West: The Mall (W)              |          |           |             |                  |                       |          |           |                |             |              |             |

|                 |     |      |       |     |     |      |      |       |       |      |
|-----------------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P4 Full         | 49  | 34.3 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 | 188.1 | 200.0 | 1.06 |
| All Pedestrians | 295 | 34.4 | LOS D | 0.4 | 0.4 | 0.93 | 0.93 | 188.3 | 200.0 | 1.06 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

Site: 105 [5. Chapel Road / Marion Street (Site Folder: 4B - Future Base + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 32           | 0.0 | 30            | 0.0 | 0.524     | 13.2        | LOS A            | 12.7              | 90.8     | 0.51      | 0.71           | 0.51                | 24.0        |
| 9                            | R2   | All MCs   | 693          | 2.1 | 665           | 2.2 | 0.524     | 9.6         | LOS A            | 12.7              | 90.8     | 0.51      | 0.71           | 0.51                | 33.7        |
| Approach                     |      |           | 724          | 2.0 | 695           | 2.1 | 0.524     | 9.7         | LOS A            | 12.7              | 90.8     | 0.51      | 0.71           | 0.51                | 33.6        |
| West: Marion Street (W)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 527          | 0.8 | 527           | 0.8 | 0.689     | 4.6         | LOS A            | 3.9               | 27.7     | 0.20      | 0.55           | 0.20                | 36.4        |
| 11                           | T1   | All MCs   | 1            | 0.0 | 1             | 0.0 | * 0.689   | 8.5         | LOS A            | 3.9               | 27.7     | 0.20      | 0.55           | 0.20                | 36.4        |
| Approach                     |      |           | 528          | 0.8 | 528           | 0.8 | 0.689     | 4.6         | LOS A            | 3.9               | 27.7     | 0.20      | 0.55           | 0.20                | 36.4        |
| All Vehicles                 |      |           | 1253         | 1.5 | 1223          | 1.5 | 0.689     | 7.5         | LOS A            | 12.7              | 90.8     | 0.38      | 0.64           | 0.38                | 34.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          |           |             |                  | [ Ped ped             | Dist ] m |           |                |             |              |             |
|                                 |          | ped/h     | sec         |                  |                       |          |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| West: Marion Street (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 245       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 4B - Future Base + Development PM Peak)]

 Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 79 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|--------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                         | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)        |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                              | T1   | All MCs   | 63           | 100.0 | 63            | 100.0 | 0.102     | 9.9         | LOS A            | 1.2               | 15.7     | 0.52      | 0.41           | 0.52                | 25.9        |
| Approach                       |      |           | 63           | 100.0 | 63            | 100.0 | 0.102     | 9.9         | LOS A            | 1.2               | 15.7     | 0.52      | 0.41           | 0.52                | 25.9        |
| West: Bankstown City Plaza (W) |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 11                             | T1   | All MCs   | 96           | 59.3  | 94            | 60.2  | * 0.125   | 10.0        | LOS A            | 1.8               | 19.4     | 0.53      | 0.43           | 0.53                | 21.0        |
| Approach                       |      |           | 96           | 59.3  | 94            | 60.2  | 0.125     | 10.0        | LOS A            | 1.8               | 19.4     | 0.53      | 0.43           | 0.53                | 21.0        |
| All Vehicles                   |      |           | 159          | 75.5  | 158           | 76.1  | 0.125     | 9.9         | LOS A            | 1.8               | 19.4     | 0.53      | 0.42           | 0.53                | 23.4        |

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 34.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 187.9       | 200.0        | 1.06        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 34.3        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 566       | 34.2        | LOS D            | 0.8                   | 0.8      | 0.94      | 0.94           | 188.0       | 200.0        | 1.06        |

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

# MOVEMENT SUMMARY

 Site: 107v [7. North Terrace / The Appian Way (Site Folder: 4B - Future Base + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 63           | 100.0 | 63            | 100.0 | 0.519     | 3.1         | LOS A            | 5.8               | 45.2     | 0.39      | 0.84           | 0.39                | 20.4        |
| 6                            | R2   | All MCs   | 534          | 0.0   | 458           | 0.0   | 0.519     | 10.9        | LOS A            | 5.8               | 45.2     | 0.39      | 0.84           | 0.39                | 20.4        |
| Approach                     |      |           | 597          | 10.6  | 521           | 12.1  | 0.519     | 10.0        | LOS A            | 5.8               | 45.2     | 0.39      | 0.84           | 0.39                | 20.4        |
| North: The Appian Way (N)    |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 535          | 0.0   | 500           | 0.0   | * 1.025   | 92.9        | LOS F            | 30.3              | 212.2    | 1.00      | 1.93           | 1.95                | 3.6         |
| Approach                     |      |           | 535          | 0.0   | 500           | 0.0   | 1.025     | 92.9        | LOS F            | 30.3              | 212.2    | 1.00      | 1.93           | 1.95                | 3.6         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 28           | 0.0   | 28            | 0.0   | 1.045     | 119.5       | LOS F            | 7.0               | 74.1     | 1.00      | 1.57           | 2.43                | 2.7         |
| 11                           | T1   | All MCs   | 68           | 83.1  | 68            | 83.6  | * 1.045   | 112.4       | LOS F            | 7.0               | 74.1     | 1.00      | 1.57           | 2.43                | 2.7         |
| Approach                     |      |           | 97           | 58.7  | 96            | 59.5  | 1.045     | 114.4       | LOS F            | 7.0               | 74.1     | 1.00      | 1.57           | 2.43                | 2.7         |
| All Vehicles                 |      |           | 1228         | 9.8   | 1117          | 10.7  | 1.045     | 56.0        | LOS D            | 30.3              | 212.2    | 0.72      | 1.39           | 1.26                | 5.4         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 254       | 34.6        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 306       | 34.5        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 324          | 0.3 | 247           | 0.3 | 0.600     | 35.6        | LOS C            | 7.7               | 53.9      | 0.91           | 0.80                | 4.4         |
| 3                                            | R2   | All MCs   | 528          | 0.0 | 403           | 0.0 | 0.962     | 43.4        | LOS D            | 7.7               | 53.9      | 1.00           | 0.99                | 21.1        |
| Approach                                     |      |           | 853          | 0.1 | 651           | 0.1 | 0.962     | 40.4        | LOS C            | 7.7               | 53.9      | 0.97           | 0.92                | 17.6        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 454          | 0.2 | 454           | 0.2 | 0.719     | 5.8         | LOS A            | 13.5              | 94.9      | 0.28           | 0.58                | 35.6        |
| 5                                            | T1   | All MCs   | 221          | 1.9 | 221           | 1.9 | 0.554     | 20.0        | LOS B            | 8.0               | 56.8      | 0.68           | 0.59                | 28.0        |
| Approach                                     |      |           | 675          | 0.8 | 675           | 0.8 | 0.719     | 10.4        | LOS A            | 13.5              | 94.9      | 0.41           | 0.58                | 32.7        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 358          | 1.5 | 336           | 1.6 | 1.323     | 321.9       | LOS F            | 9.2               | 65.3      | 1.00           | 2.38                | 4.9         |
| 12                                           | R2   | All MCs   | 385          | 0.3 | 362           | 0.3 | * 1.323   | 391.7       | LOS F            | 9.3               | 65.3      | 1.00           | 2.13                | 0.5         |
| Approach                                     |      |           | 743          | 0.8 | 698           | 0.9 | 1.323     | 358.1       | LOS F            | 9.3               | 65.3      | 1.00           | 2.25                | 2.8         |
| All Vehicles                                 |      |           | 2271         | 0.6 | 2023          | 0.6 | 1.323     | 140.0       | LOS F            | 13.5              | 94.9      | 0.79           | 1.27                | 8.0         |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 169          | 1.2 | 169           | 1.2 | 1.309     | 307.7       | LOS F            | 50.1              | 352.8     | 1.00           | 2.03                | 8.4         |
| 6                                            | R2   | All MCs   | 443          | 0.2 | 443           | 0.2 | * 1.309   | 358.5       | LOS F            | 50.1              | 352.8     | 1.00           | 2.01                | 4.7         |
| Approach                                     |      |           | 613          | 0.5 | 613           | 0.5 | 1.309     | 344.5       | LOS F            | 50.1              | 352.8     | 1.00           | 2.02                | 5.8         |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 394          | 0.3 | 342           | 0.3 | 0.841     | 43.7        | LOS D            | 7.7               | 53.9      | 1.00           | 0.96                | 19.3        |
| 8                                            | T1   | All MCs   | 447          | 0.2 | 388           | 0.2 | 0.841     | 43.3        | LOS D            | 7.7               | 53.9      | 0.94           | 0.85                | 23.1        |
| Approach                                     |      |           | 841          | 0.3 | 730           | 0.3 | 0.841     | 43.5        | LOS D            | 7.7               | 53.9      | 0.97           | 0.90                | 21.1        |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 412          | 0.0 | 412           | 0.0 | 1.319     | 318.7       | LOS F            | 91.3              | 639.7     | 1.00           | 2.26                | 5.0         |
| 11                                           | T1   | All MCs   | 207          | 0.5 | 207           | 0.5 | * 1.319   | 348.2       | LOS F            | 91.3              | 639.7     | 1.00           | 2.26                | 8.7         |
| 12                                           | R2   | All MCs   | 94           | 3.4 | 94            | 3.4 | 0.269     | 43.1        | LOS D            | 4.2               | 30.3      | 0.84           | 0.75                | 26.8        |
| Approach                                     |      |           | 713          | 0.6 | 713           | 0.6 | 1.319     | 291.0       | LOS F            | 91.3              | 639.7     | 0.98           | 2.06                | 7.3         |
| All Vehicles                                 |      |           | 2166         | 0.4 | 2055          | 0.5 | 1.319     | 219.0       | LOS F            | 91.3              | 639.7     | 0.98           | 1.64                | 8.3         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

**Pedestrian Movement Performance (CCG)**

| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
|                                              |          |           |             |                  | ped                   | m      |           |                |             |              |             |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 53        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 138       | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |

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

# MOVEMENT SUMMARY

 Site: 111 [9. North Terrace / Jacob Street (Site Folder: 4B - Future Base + Development PM Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [4B - Future Base + Dev PM Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 16 November 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |           |                |                     |             |      |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |      |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     |             | km/h |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |           |                |                     |             |      |
| 5                            | T1   | All MCs   | 551          | 3.1   | 475           | 3.5   | 0.451     | 8.8         | LOS A            | 8.9               | 65.3      | 0.62           | 0.55                | 0.62        | 12.0 |
| 6                            | R2   | All MCs   | 9            | 100.0 | 9             | 100.0 | *0.451    | 94.8        | LOS F            | 8.9               | 65.3      | 0.62           | 0.55                | 0.62        | 12.0 |
| Approach                     |      |           | 560          | 4.7   | 484           | 5.4   | 0.451     | 10.5        | LOS A            | 8.9               | 65.3      | 0.62           | 0.55                | 0.62        | 12.0 |
| North: Jacob Street (S)      |      |           |              |       |               |       |           |             |                  |                   |           |                |                     |             |      |
| 7                            | L2   | All MCs   | 1            | 100.0 | 1             | 100.0 | 0.391     | 28.0        | LOS B            | 1.9               | 24.1      | 0.95           | 0.75                | 0.95        | 9.5  |
| 9                            | R2   | All MCs   | 46           | 100.0 | 46            | 100.0 | *0.391    | 41.4        | LOS C            | 1.9               | 24.1      | 0.95           | 0.75                | 0.95        | 9.5  |
| Approach                     |      |           | 47           | 100.0 | 47            | 100.0 | 0.391     | 41.2        | LOS C            | 1.9               | 24.1      | 0.95           | 0.75                | 0.95        | 9.5  |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |           |                |                     |             |      |
| 10                           | L2   | All MCs   | 57           | 100.0 | 54            | 100.0 | *0.516    | 9.6         | LOS A            | 20.9              | 171.4     | 0.39           | 0.40                | 0.39        | 25.4 |
| 11                           | T1   | All MCs   | 546          | 0.0   | 498           | 0.0   | 0.516     | 2.5         | LOS A            | 24.5              | 171.4     | 0.20           | 0.19                | 0.20        | 31.4 |
| Approach                     |      |           | 603          | 9.4   | 553           | 9.8   | 0.516     | 3.2         | LOS A            | 24.5              | 171.4     | 0.21           | 0.21                | 0.21        | 30.7 |
| All Vehicles                 |      |           | 1211         | 10.8  | 1084          | 12.0  | 0.516     | 8.1         | LOS A            | 24.5              | 171.4     | 0.43           | 0.39                | 0.43        | 19.7 |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 105       | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

▼ Site: 101v [1. Chapel Road / The Mall (Site Folder: 4C - Future Base + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     |             |
|                              |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  |                   | m      |           |                |                     | km/h        |
| South: Chapel Road (S)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 2                            | T1   | All MCs   | 143          | 3.7 | 143           | 3.7 | 0.921     | 19.6        | LOS B            | 30.0              | 213.4  | 1.00      | 1.40           | 2.28                | 26.4        |
| 3                            | R2   | All MCs   | 401          | 1.0 | 401           | 1.0 | 0.921     | 34.5        | LOS C            | 30.0              | 213.4  | 1.00      | 1.40           | 2.28                | 12.9        |
| Approach                     |      |           | 544          | 1.7 | 544           | 1.7 | 0.921     | 30.6        | NA               | 30.0              | 213.4  | 1.00      | 1.40           | 2.28                | 18.5        |
| East: The Mall (E)           |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 285          | 0.4 | 260           | 0.4 | 0.814     | 14.0        | LOS A            | 13.1              | 94.0   | 0.94      | 1.48           | 2.42                | 8.8         |
| 6                            | R2   | All MCs   | 286          | 5.1 | 262           | 5.6 | 0.814     | 26.8        | LOS B            | 13.1              | 94.0   | 0.94      | 1.48           | 2.42                | 28.0        |
| Approach                     |      |           | 572          | 2.8 | 522           | 3.0 | 0.814     | 20.4        | LOS B            | 13.1              | 94.0   | 0.94      | 1.48           | 2.42                | 23.0        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 7                            | L2   | All MCs   | 341          | 4.6 | 341           | 4.6 | 0.726     | 4.3         | LOS A            | 5.5               | 39.9   | 0.32      | 0.32           | 0.32                | 37.3        |
| 8                            | T1   | All MCs   | 225          | 1.9 | 225           | 1.9 | 0.726     | 1.0         | LOS A            | 5.5               | 39.9   | 0.32      | 0.32           | 0.32                | 37.3        |
| Approach                     |      |           | 566          | 3.5 | 566           | 3.5 | 0.726     | 3.0         | NA               | 5.5               | 39.9   | 0.32      | 0.32           | 0.32                | 37.3        |
| All Vehicles                 |      |           | 1682         | 2.7 | 1632          | 2.8 | 0.921     | 17.8        | NA               | 30.0              | 213.4  | 0.74      | 1.05           | 1.65                | 26.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

▼ Site: 102 [2. The Mall / Fetherstone Street (Site Folder: 4C - Future Base + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

■ Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance  |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
|-------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                        | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                               |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] |           |                |                     |             |
|                               |      |           | veh/h        |     | veh/h         |     | v/c       | sec         |                  | veh               | m      |           |                |                     | km/h        |
| South: Fetherstone Street (S) |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 1                             | L2   | All MCs   | 126          | 0.0 | 126           | 0.0 | 0.470     | 4.6         | LOS A            | 1.5               | 10.7   | 0.74      | 1.02           | 1.02                | 8.4         |
| 3                             | R2   | All MCs   | 54           | 0.0 | 54            | 0.0 | 0.470     | 15.1        | LOS B            | 1.5               | 10.7   | 0.74      | 1.02           | 1.02                | 8.4         |
| Approach                      |      |           | 180          | 0.0 | 180           | 0.0 | 0.470     | 7.7         | LOS A            | 1.5               | 10.7   | 0.74      | 1.02           | 1.02                | 8.4         |
| East: The Mall (E)            |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 4                             | L2   | All MCs   | 35           | 0.0 | 31            | 0.0 | 0.708     | 10.8        | LOS A            | 7.9               | 57.2   | 0.77      | 0.80           | 1.18                | 13.2        |
| 5                             | T1   | All MCs   | 462          | 3.9 | 411           | 4.4 | 0.708     | 7.5         | LOS A            | 7.9               | 57.2   | 0.77      | 0.80           | 1.18                | 20.5        |
| Approach                      |      |           | 497          | 3.6 | 442           | 4.0 | 0.708     | 7.7         | NA               | 7.9               | 57.2   | 0.77      | 0.80           | 1.18                | 19.1        |
| West: The Mall (W)            |      |           |              |     |               |     |           |             |                  |                   |        |           |                |                     |             |
| 11                            | T1   | All MCs   | 677          | 3.0 | 677           | 3.0 | 1.147     | 146.7       | LOS F            | 17.3              | 124.3  | 1.00      | 5.14           | 7.58                | 1.4         |
| 12                            | R2   | All MCs   | 61           | 0.0 | 61            | 0.0 | 1.147     | 154.3       | LOS F            | 17.3              | 124.3  | 1.00      | 5.14           | 7.58                | 3.5         |
| Approach                      |      |           | 738          | 2.7 | 738           | 2.7 | 1.147     | 147.3       | NA               | 17.3              | 124.3  | 1.00      | 5.14           | 7.58                | 1.6         |
| All Vehicles                  |      |           | 1415         | 2.7 | 1360          | 2.8 | 1.147     | 83.5        | NA               | 17.3              | 124.3  | 0.89      | 3.18           | 4.63                | 3.2         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

# MOVEMENT SUMMARY

Site: 103 [3. The Mall / The Appian Way (Site Folder: 4C - Future Base + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Give-Way (Two-Way)

| Vehicle Movement Performance |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
|------------------------------|------|-----------|--------------|--------------|---------------|--------------|-----------|-------------|------------------|-------------------|--------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |              | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |        | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] | [ Total HV ]  | [ Total HV ] | v/c       | sec         |                  | [ Veh. veh        | Dist ] |           |                |                     | km/h        |
| South: The Appian Way (S)    |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 1                            | L2   | All MCs   | 342          | 0.0          | 287           | 0.0          | 0.533     | 3.0         | LOS A            | 3.9               | 27.5   | 0.56      | 0.75           | 0.84                | 9.0         |
| 3                            | R2   | All MCs   | 180          | 0.0          | 151           | 0.0          | 0.533     | 10.5        | LOS A            | 3.9               | 27.5   | 0.56      | 0.75           | 0.84                | 9.0         |
| Approach                     |      |           | 522          | 0.0          | 438           | 0.0          | 0.533     | 5.6         | LOS A            | 3.9               | 27.5   | 0.56      | 0.75           | 0.84                | 9.0         |
| East: The Mall (E)           |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 4                            | L2   | All MCs   | 51           | 0.0          | 51            | 0.0          | 0.262     | 7.4         | LOS A            | 1.0               | 7.2    | 0.27      | 0.34           | 0.27                | 28.8        |
| 5                            | T1   | All MCs   | 154          | 11.6         | 154           | 11.6         | 0.262     | 1.8         | LOS A            | 1.0               | 7.2    | 0.27      | 0.34           | 0.27                | 28.8        |
| Approach                     |      |           | 204          | 8.8          | 204           | 8.8          | 0.262     | 3.2         | NA               | 1.0               | 7.2    | 0.27      | 0.34           | 0.27                | 28.8        |
| West: The Mall (W)           |      |           |              |              |               |              |           |             |                  |                   |        |           |                |                     |             |
| 11                           | T1   | All MCs   | 257          | 7.8          | 226           | 7.7          | 0.931     | 14.4        | LOS A            | 19.8              | 141.7  | 1.00      | 1.45           | 2.29                | 12.5        |
| 12                           | R2   | All MCs   | 478          | 0.0          | 422           | 0.0          | 0.931     | 19.6        | LOS B            | 19.8              | 141.7  | 1.00      | 1.45           | 2.29                | 12.5        |
| Approach                     |      |           | 735          | 2.7          | 648           | 2.7          | 0.931     | 17.8        | NA               | 19.8              | 141.7  | 1.00      | 1.45           | 2.29                | 12.5        |
| All Vehicles                 |      |           | 1461         | 2.6          | 1290          | 2.9          | 0.931     | 11.3        | NA               | 19.8              | 141.7  | 0.73      | 1.03           | 1.48                | 11.4        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

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

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

Two-Way Sign Control Capacity Model: SIDRA Standard.

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

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

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

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

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

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| South: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P1                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| North: Jacob Street (N)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 34.5        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 188.3       | 200.0        | 1.06        |
| West: The Mall (W)              |          |           |             |                  |                       |          |           |                |             |              |             |

|                 |     |      |       |     |     |      |      |       |       |      |
|-----------------|-----|------|-------|-----|-----|------|------|-------|-------|------|
| P4 Full         | 49  | 34.3 | LOS D | 0.1 | 0.1 | 0.93 | 0.93 | 188.1 | 200.0 | 1.06 |
| All Pedestrians | 295 | 34.4 | LOS D | 0.4 | 0.4 | 0.93 | 0.93 | 188.3 | 200.0 | 1.06 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre Bankstown\_SIDRA Model.sip9

# MOVEMENT SUMMARY

 **Site: 105 [5. Chapel Road / Marion Street (Site Folder: 4C - Future Base + Development Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 **Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]**

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated    Cycle Time = 108 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   |           |             |                  | [ Veh. veh        | Dist ] m |           |                |                     |             |
|                              |      |           | veh/h        | %   | veh/h         | %   | v/c       | sec         |                  |                   |          |           |                |                     | km/h        |
| North: Chapel Road (N)       |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 54           | 0.0 | 51            | 0.0 | 0.336     | 11.0        | LOS A            | 7.7               | 54.6     | 0.32      | 0.65           | 0.32                | 26.2        |
| 9                            | R2   | All MCs   | 472          | 0.9 | 449           | 0.9 | 0.336     | 7.3         | LOS A            | 7.7               | 54.6     | 0.32      | 0.65           | 0.32                | 34.7        |
| Approach                     |      |           | 525          | 0.8 | 500           | 0.8 | 0.336     | 7.7         | LOS A            | 7.7               | 54.6     | 0.32      | 0.65           | 0.32                | 34.4        |
| West: Marion Street (W)      |      |           |              |     |               |     |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 541          | 1.4 | 541           | 1.4 | 0.442     | 3.7         | LOS A            | 1.0               | 7.1      | 0.04      | 0.47           | 0.04                | 37.1        |
| 11                           | T1   | All MCs   | 1            | 0.0 | 1             | 0.0 | * 0.442   | 6.3         | LOS A            | 1.0               | 7.1      | 0.04      | 0.47           | 0.04                | 37.1        |
| Approach                     |      |           | 542          | 1.4 | 542           | 1.4 | 0.442     | 3.7         | LOS A            | 1.0               | 7.1      | 0.04      | 0.47           | 0.04                | 37.1        |
| All Vehicles                 |      |           | 1067         | 1.1 | 1042          | 1.1 | 0.442     | 5.6         | LOS A            | 7.7               | 54.6     | 0.18      | 0.56           | 0.18                | 35.6        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Chapel Road (N)          |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 193       | 48.6        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 202.4       | 200.0        | 0.99        |
| West: Marion Street (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 48.3        | LOS E            | 0.2                   | 0.2      | 0.95      | 0.95           | 202.1       | 200.0        | 0.99        |
| All Pedestrians                 |          | 245       | 48.5        | LOS E            | 0.6                   | 0.6      | 0.95      | 0.95           | 202.3       | 200.0        | 0.99        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

# MOVEMENT SUMMARY

 **Site: 106 [6. North Terrace / Featherstone Street / Bankstown City Plaza (Site Folder: 4C - Future Base + Development Saturday Peak)]**

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 **Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]**

Traffic Survey: Thursday 19 October 2023  
AM Peak Hour: 8:15am - 9:15am  
Site Category: Proposed Design 1  
Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 75 seconds (Site User-Given Cycle Time)

| Vehicle Movement Performance   |      |           |                                         |       |                                          |       |                      |                        |                  |                                                                           |      |           |                |                     |                         |
|--------------------------------|------|-----------|-----------------------------------------|-------|------------------------------------------|-------|----------------------|------------------------|------------------|---------------------------------------------------------------------------|------|-----------|----------------|---------------------|-------------------------|
| Mov ID                         | Turn | Mov Class | Demand Flows<br>[ Total HV ]<br>veh/h % |       | Arrival Flows<br>[ Total HV ]<br>veh/h % |       | Deg. Satn<br><br>v/c | Aver. Delay<br><br>sec | Level of Service | 95% Back Of Queue<br>[ Veh. veh      Dist ]<br>veh                      m |      | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed<br><br>km/h |
| East: North Terrace (E)        |      |           |                                         |       |                                          |       |                      |                        |                  |                                                                           |      |           |                |                     |                         |
| 5                              | T1   | All MCs   | 54                                      | 100.0 | 54                                       | 100.0 | 0.086                | 9.3                    | LOS A            | 1.0                                                                       | 12.6 | 0.51      | 0.40           | 0.51                | 26.5                    |
| Approach                       |      |           | 54                                      | 100.0 | 54                                       | 100.0 | 0.086                | 9.3                    | LOS A            | 1.0                                                                       | 12.6 | 0.51      | 0.40           | 0.51                | 26.5                    |
| West: Bankstown City Plaza (W) |      |           |                                         |       |                                          |       |                      |                        |                  |                                                                           |      |           |                |                     |                         |
| 11                             | T1   | All MCs   | 106                                     | 48.5  | 103                                      | 49.9  | * 0.130              | 9.4                    | LOS A            | 1.9                                                                       | 18.9 | 0.53      | 0.43           | 0.53                | 21.6                    |
| Approach                       |      |           | 106                                     | 48.5  | 103                                      | 49.9  | 0.130                | 9.4                    | LOS A            | 1.9                                                                       | 18.9 | 0.53      | 0.43           | 0.53                | 21.6                    |
| All Vehicles                   |      |           | 160                                     | 65.8  | 157                                      | 67.0  | 0.130                | 9.4                    | LOS A            | 1.9                                                                       | 18.9 | 0.52      | 0.42           | 0.52                | 23.6                    |

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 198       | 32.0        | LOS D            | 0.4                   | 0.4      | 0.93      | 0.93           | 185.9       | 200.0        | 1.08        |
| West: Bankstown City Plaza (W)  |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 368       | 32.2        | LOS D            | 0.7                   | 0.7      | 0.93      | 0.93           | 186.1       | 200.0        | 1.07        |
| All Pedestrians                 |          | 566       | 32.2        | LOS D            | 0.7                   | 0.7      | 0.93      | 0.93           | 186.0       | 200.0        | 1.08        |

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

# MOVEMENT SUMMARY

 Site: 107v [7. North Terrace / The Appian Way (Site Folder: 4C - Future Base + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 19 October 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 54           | 100.0 | 54            | 100.0 | 0.463     | 3.9         | LOS A            | 6.3               | 48.4     | 0.45      | 0.84           | 0.45                | 18.8        |
| 6                            | R2   | All MCs   | 485          | 0.0   | 403           | 0.0   | 0.463     | 12.7        | LOS A            | 6.3               | 48.4     | 0.45      | 0.84           | 0.45                | 18.8        |
| Approach                     |      |           | 539          | 10.0  | 456           | 11.8  | 0.463     | 11.7        | LOS A            | 6.3               | 48.4     | 0.45      | 0.84           | 0.45                | 18.8        |
| North: The Appian Way (N)    |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 528          | 0.0   | 472           | 0.0   | * 0.992   | 75.0        | LOS F            | 30.3              | 212.2    | 1.00      | 1.74           | 1.77                | 4.1         |
| Approach                     |      |           | 528          | 0.0   | 472           | 0.0   | 0.992     | 75.0        | LOS F            | 30.3              | 212.2    | 1.00      | 1.74           | 1.77                | 4.1         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 39           | 0.0   | 37            | 0.0   | 0.936     | 69.5        | LOS E            | 5.6               | 56.1     | 1.00      | 1.29           | 1.84                | 4.5         |
| 11                           | T1   | All MCs   | 67           | 76.6  | 67            | 77.5  | * 0.936   | 62.3        | LOS E            | 5.6               | 56.1     | 1.00      | 1.29           | 1.84                | 4.5         |
| Approach                     |      |           | 106          | 48.5  | 103           | 49.9  | 0.936     | 64.9        | LOS E            | 5.6               | 56.1     | 1.00      | 1.29           | 1.84                | 4.5         |
| All Vehicles                 |      |           | 1174         | 9.0   | 1032          | 10.2  | 0.992     | 46.0        | LOS D            | 30.3              | 212.2    | 0.76      | 1.30           | 1.19                | 6.0         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| East: North Terrace (E)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P2                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 254       | 34.6        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |
| All Pedestrians                 |          | 306       | 34.5        | LOS D            | 0.5                   | 0.5      | 0.93      | 0.93           | 188.4       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

# CCG MOVEMENT SUMMARY

Common Control Group: 4423 [North / West / South Terrace CCG]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]

EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 114 seconds (CCG User-Given Cycle Time)

| Vehicle Movement Performance (CCG)           |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
|----------------------------------------------|------|-----------|--------------|-----|---------------|-----|-----------|-------------|------------------|-------------------|-----------|----------------|---------------------|-------------|
| Mov ID                                       | Turn | Mov Class | Demand Flows |     | Arrival Flows |     | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                                              |      |           | [ Total HV ] | %   | [ Total HV ]  | %   | v/c       | sec         |                  | [ Veh. veh        | Dist ] m  |                |                     | km/h        |
| Site: 108 [8a. North Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| South: West Terrace (S)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 1                                            | L2   | All MCs   | 347          | 0.3 | 252           | 0.3 | 0.427     | 30.2        | LOS C            | 7.7               | 53.9      | 0.84           | 0.72                | 5.1         |
| 3                                            | R2   | All MCs   | 604          | 0.3 | 439           | 0.3 | 0.780     | 25.7        | LOS B            | 7.7               | 53.9      | 0.81           | 0.81                | 26.0        |
| Approach                                     |      |           | 952          | 0.3 | 691           | 0.3 | 0.780     | 27.3        | LOS B            | 7.7               | 53.9      | 0.82           | 0.78                | 21.7        |
| East: North Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 400          | 0.0 | 400           | 0.0 | 0.595     | 4.0         | LOS A            | 12.4              | 86.8      | 0.08           | 0.49                | 36.9        |
| 5                                            | T1   | All MCs   | 214          | 1.5 | 214           | 1.5 | 0.439     | 21.6        | LOS B            | 7.5               | 53.3      | 0.67           | 0.57                | 27.3        |
| Approach                                     |      |           | 614          | 0.5 | 614           | 0.5 | 0.595     | 10.1        | LOS A            | 12.4              | 86.8      | 0.28           | 0.52                | 32.8        |
| West: North Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 11                                           | T1   | All MCs   | 357          | 1.2 | 330           | 1.3 | * 1.380   | 379.3       | LOS F            | 9.2               | 65.3      | 1.00           | 2.57                | 4.4         |
| 12                                           | R2   | All MCs   | 314          | 0.0 | 290           | 0.0 | 1.380     | 438.3       | LOS F            | 9.3               | 65.3      | 1.00           | 2.26                | 0.5         |
| Approach                                     |      |           | 671          | 0.6 | 620           | 0.7 | 1.380     | 406.9       | LOS F            | 9.3               | 65.3      | 1.00           | 2.42                | 2.6         |
| All Vehicles                                 |      |           | 2236         | 0.5 | 1924          | 0.5 | 1.380     | 144.0       | LOS F            | 12.4              | 86.8      | 0.71           | 1.22                | 8.0         |
| Site: 109 [8b. South Terrace / West Terrace] |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| East: South Terrace (E)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 4                                            | L2   | All MCs   | 262          | 0.4 | 262           | 0.4 | 1.413     | 417.9       | LOS F            | 74.9              | 526.0     | 1.00           | 2.28                | 7.0         |
| 6                                            | R2   | All MCs   | 552          | 0.4 | 552           | 0.4 | * 1.413   | 465.0       | LOS F            | 74.9              | 526.0     | 1.00           | 2.25                | 3.9         |
| Approach                                     |      |           | 814          | 0.4 | 814           | 0.4 | 1.413     | 449.8       | LOS F            | 74.9              | 526.0     | 1.00           | 2.26                | 4.8         |
| North: West Terrace (N)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 7                                            | L2   | All MCs   | 296          | 0.0 | 253           | 0.0 | 0.934     | 50.5        | LOS D            | 7.7               | 53.9      | 1.00           | 1.08                | 16.7        |
| 8                                            | T1   | All MCs   | 419          | 0.0 | 359           | 0.0 | 0.934     | 61.8        | LOS E            | 7.7               | 53.9      | 1.00           | 1.00                | 19.8        |
| Approach                                     |      |           | 715          | 0.0 | 612           | 0.0 | 0.934     | 57.1        | LOS E            | 7.7               | 53.9      | 1.00           | 1.03                | 18.4        |
| West: South Terrace (W)                      |      |           |              |     |               |     |           |             |                  |                   |           |                |                     |             |
| 10                                           | L2   | All MCs   | 394          | 0.3 | 394           | 0.3 | 1.344     | 346.6       | LOS F            | 86.1              | 604.9     | 1.00           | 2.30                | 4.6         |
| 11                                           | T1   | All MCs   | 173          | 0.6 | 173           | 0.6 | 1.344     | 370.1       | LOS F            | 86.1              | 604.9     | 1.00           | 2.30                | 8.2         |
| 12                                           | R2   | All MCs   | 83           | 5.1 | 83            | 5.1 | 0.313     | 48.7        | LOS D            | 4.0               | 29.5      | 0.89           | 0.76                | 25.7        |
| Approach                                     |      |           | 649          | 1.0 | 649           | 1.0 | 1.344     | 314.7       | LOS F            | 86.1              | 604.9     | 0.99           | 2.11                | 6.8         |
| All Vehicles                                 |      |           | 2178         | 0.4 | 2075          | 0.5 | 1.413     | 291.7       | LOS F            | 86.1              | 604.9     | 1.00           | 1.85                | 6.7         |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

\* Critical Movement (Signal Timing)

**Pedestrian Movement Performance (CCG)**

| Mov ID                                       | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |        | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|----------------------------------------------|----------|-----------|-------------|------------------|-----------------------|--------|-----------|----------------|-------------|--------------|-------------|
|                                              |          | ped/h     | sec         |                  | [ Ped                 | Dist ] |           |                | sec         | m            | m/sec       |
|                                              |          |           |             |                  | ped                   | m      |           |                |             |              |             |
| Site: 108 [8a. North Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 27        | 51.2        | LOS E            | 0.1                   | 0.1    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| West: North Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 64        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 92        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| Site: 109 [8b. South Terrace / West Terrace] |          |           |             |                  |                       |        |           |                |             |              |             |
| South: West Terrace (S)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P1                                           | Full     | 53        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |
| East: South Terrace (E)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P2                                           | Full     | 15        | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| North: West Terrace (N)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P3                                           | Full     | 8         | 51.2        | LOS E            | 0.0                   | 0.0    | 0.95      | 0.95           | 205.0       | 200.0        | 0.98        |
| West: South Terrace (W)                      |          |           |             |                  |                       |        |           |                |             |              |             |
| P4                                           | Full     | 62        | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.97        |
| All Pedestrians                              |          | 138       | 51.3        | LOS E            | 0.2                   | 0.2    | 0.95      | 0.95           | 205.1       | 200.0        | 0.98        |

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

# MOVEMENT SUMMARY

 Site: 111 [9. North Terrace / Jacob Street (Site Folder: 4C - Future Base + Development Saturday Peak)]

Output produced by SIDRA INTERSECTION Version: 9.1.5.224

 Network: N101 [4C - Future Base + Dev Saturday Peak (Network Folder: 4 - Future Base + Development)]

Traffic Survey: Thursday 16 November 2023

AM Peak Hour: 8:15am - 9:15am

Site Category: Proposed Design 1

Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 80 seconds (Network User-Given Cycle Time)

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|-------------------|----------|-----------|----------------|---------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | 95% Back Of Queue |          | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed |
|                              |      |           | [ Total HV ] | %     | [ Total HV ]  | %     | v/c       | sec         |                  | [ Veh. veh        | Dist ] m |           |                |                     | km/h        |
| East: North Terrace (E)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 5                            | T1   | All MCs   | 498          | 2.5   | 415           | 3.0   | 0.348     | 6.6         | LOS A            | 7.6               | 54.7     | 0.50      | 0.44           | 0.50                | 15.3        |
| 6                            | R2   | All MCs   | 4            | 100.0 | 4             | 100.0 | *0.348    | 71.5        | LOS F            | 7.6               | 54.7     | 0.50      | 0.44           | 0.50                | 15.3        |
| Approach                     |      |           | 502          | 3.4   | 419           | 4.0   | 0.348     | 7.2         | LOS A            | 7.6               | 54.7     | 0.50      | 0.44           | 0.50                | 15.3        |
| North: Jacob Street (S)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 7                            | L2   | All MCs   | 2            | 100.0 | 2             | 100.0 | 0.359     | 28.1        | LOS B            | 1.7               | 21.8     | 0.95      | 0.75           | 0.95                | 9.6         |
| 9                            | R2   | All MCs   | 41           | 100.0 | 41            | 100.0 | *0.359    | 41.6        | LOS C            | 1.7               | 21.8     | 0.95      | 0.75           | 0.95                | 9.6         |
| Approach                     |      |           | 43           | 100.0 | 43            | 100.0 | 0.359     | 40.9        | LOS C            | 1.7               | 21.8     | 0.95      | 0.75           | 0.95                | 9.6         |
| West: North Terrace (W)      |      |           |              |       |               |       |           |             |                  |                   |          |           |                |                     |             |
| 10                           | L2   | All MCs   | 52           | 100.0 | 52            | 100.0 | *0.502    | 9.6         | LOS A            | 21.0              | 171.4    | 0.38      | 0.39           | 0.38                | 25.5        |
| 11                           | T1   | All MCs   | 544          | 0.0   | 487           | 0.0   | 0.502     | 2.5         | LOS A            | 21.0              | 171.4    | 0.20      | 0.20           | 0.20                | 31.2        |
| Approach                     |      |           | 596          | 8.7   | 539           | 9.6   | 0.502     | 3.2         | LOS A            | 21.0              | 171.4    | 0.22      | 0.22           | 0.22                | 30.6        |
| All Vehicles                 |      |           | 1141         | 9.8   | 1001          | 11.1  | 0.502     | 6.5         | LOS A            | 21.0              | 171.4    | 0.37      | 0.33           | 0.37                | 22.1        |

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Override Site Data tab).

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

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

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

\* Critical Movement (Signal Timing)

| Pedestrian Movement Performance |          |           |             |                  |                       |          |           |                |             |              |             |
|---------------------------------|----------|-----------|-------------|------------------|-----------------------|----------|-----------|----------------|-------------|--------------|-------------|
| Mov ID                          | Crossing | Dem. Flow | Aver. Delay | Level of Service | AVERAGE BACK OF QUEUE |          | Prop. Que | Eff. Stop Rate | Travel Time | Travel Dist. | Aver. Speed |
|                                 |          | ped/h     | sec         |                  | [ Ped ped             | Dist ] m |           |                | sec         | m            | m/sec       |
| North: Jacob Street (S)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P3                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| West: North Terrace (W)         |          |           |             |                  |                       |          |           |                |             |              |             |
| P4                              | Full     | 53        | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |
| All Pedestrians                 |          | 105       | 34.3        | LOS D            | 0.1                   | 0.1      | 0.93      | 0.93           | 188.1       | 200.0        | 1.06        |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

---

**SIDRA INTERSECTION 9.1 | Copyright © 2000-2023 Akcelik and Associates Pty Ltd | [sidrasolutions.com](http://sidrasolutions.com)**

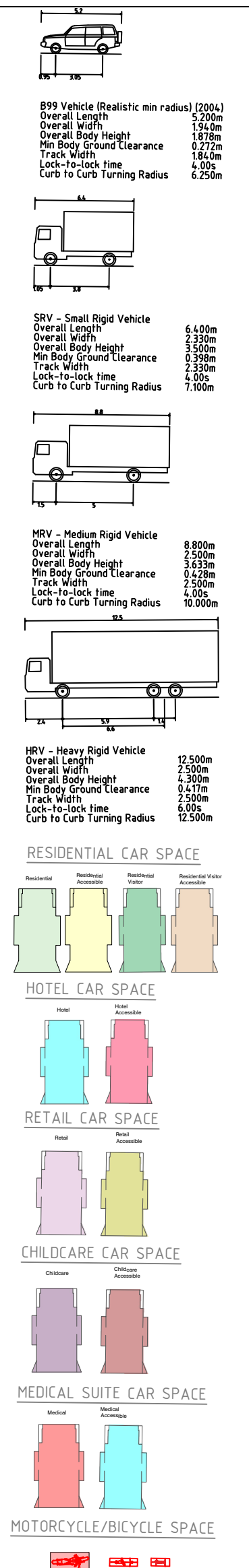
Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: Sunday, 2 June 2024 7:43:21 PM

Project: S:\PROJECTS\_2023\0601\_ESPM\_Altis Compass Centre Bankstown\03 WIP\06 SIDRA\240527 - Altis Compass Centre  
Bankstown\_SIDRA Model.sip9

## **Appendix 3.     Parking and Access Review Drawing**



Consider providing warning device (e.g. flashing beacon) at the top and the bottom of the ramp as vehicle has to travel one at a time at the ramp.



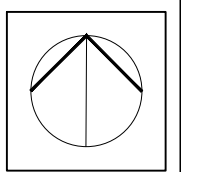
| DRAWING KEY |            |                 |  |       |          |
|-------------|------------|-----------------|--|-------|----------|
| X           | X          | X               |  | x     | x        |
| X           | X          | X               |  | x     | x        |
| P5          | 05/06/2024 | FOR INFORMATION |  | PB    | x        |
| P4          | 24/04/22   | FOR INFORMATION |  | PB    | x        |
| P3          | 27/03/24   | FOR INFORMATION |  | SM    | AM       |
| P2          | 20/03/24   | FOR INFORMATION |  | SM    | AM       |
| P1          | 06/03/24   | FOR INFORMATION |  | SM    | AM       |
| REV         | DATE       | DESCRIPTION     |  | DRAWN | REVIEWED |

|         |                          |
|---------|--------------------------|
| PROJECT | BANKSTOWN COMPASS CENTRE |
|---------|--------------------------|

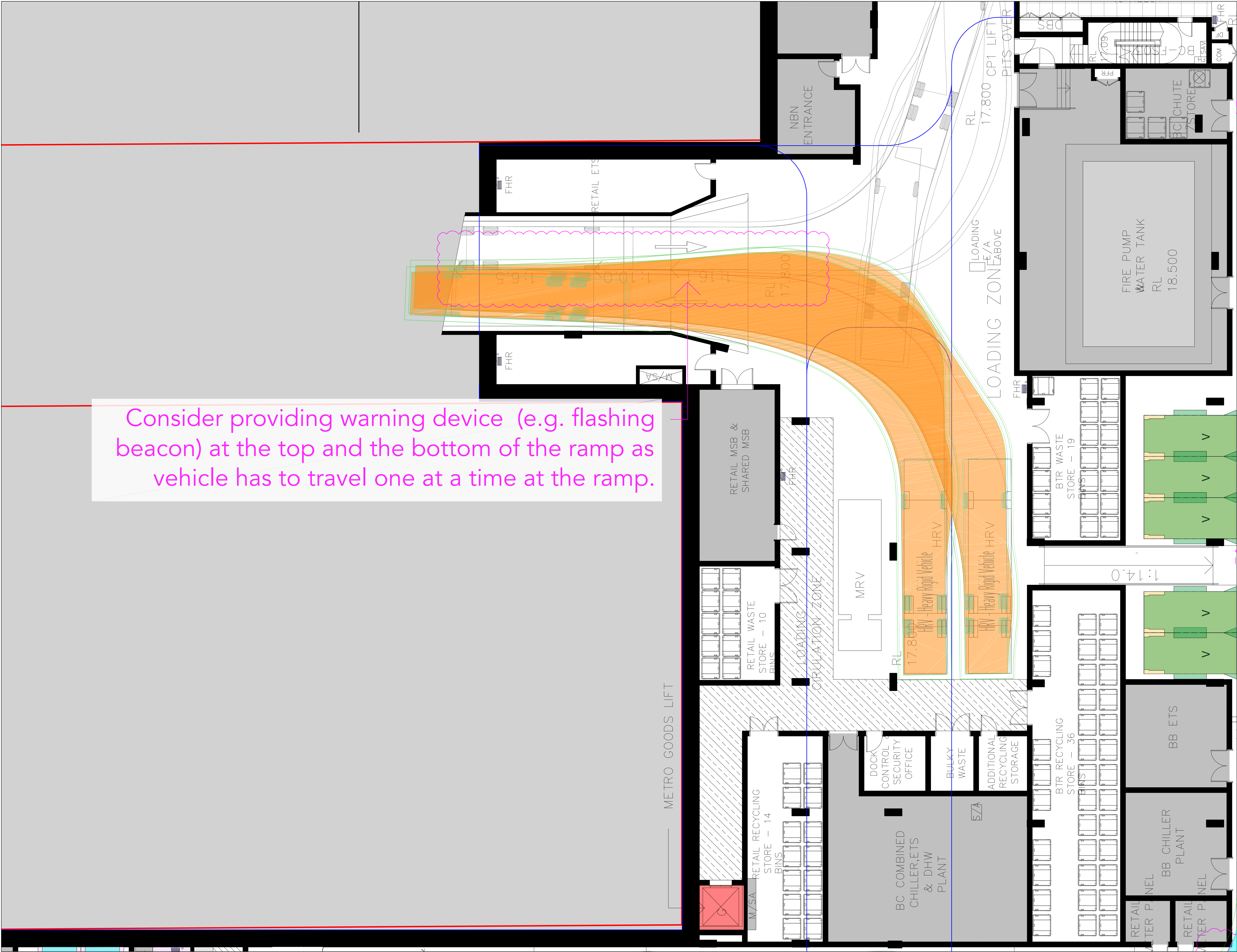
DRAWING TITLE  
BASEMENT LOADING DOCK  
REVIEW - HRV ENTRY

**ptc.** Suite 502, 1 James Place  
North Sydney NSW 2060  
t +61 2 8920 0800  
[ptcconsultants.co](http://ptcconsultants.co)

|           |                              |
|-----------|------------------------------|
| CLIENT    | BARINGS                      |
| DRAWING # | PTC - 001                    |
| PROJECT # | 23-0601                      |
| SCALE     | 1 : 100 @ A1<br>1 : 200 @ A3 |



REV P5



Consider providing warning device (e.g. flashing beacon) at the top and the bottom of the ramp as vehicle has to travel one at a time at the ramp.

**VEHICLE PROFILE**

**899 Vehicle (Realistic min radius) (200L)**

|                             |        |
|-----------------------------|--------|
| Overall Length              | 12.00m |
| Overall Width               | 2.50m  |
| Overall Body Height         | 3.00m  |
| Min Body Ground Clearance   | 0.27m  |
| Track Width                 | 1.80m  |
| Lock-to-lock time           | 4.00s  |
| Curb to curb Turning Radius | 8.20m  |

**SRV - Small Rigid Vehicle**

|                             |       |
|-----------------------------|-------|
| Overall Length              | 6.00m |
| Overall Width               | 2.00m |
| Overall Body Height         | 2.50m |
| Min Body Ground Clearance   | 0.27m |
| Track Width                 | 1.50m |
| Lock-to-lock time           | 1.00s |
| Curb to curb Turning Radius | 3.00m |

**MDV - Medium Rigid Vehicle**

|                             |        |
|-----------------------------|--------|
| Overall Length              | 8.00m  |
| Overall Width               | 2.50m  |
| Overall Body Height         | 3.00m  |
| Min Body Ground Clearance   | 0.27m  |
| Track Width                 | 2.00m  |
| Lock-to-lock time           | 1.00s  |
| Curb to curb Turning Radius | 10.00m |

**HRV - Heavy Rigid Vehicle**

|                             |        |
|-----------------------------|--------|
| Overall Length              | 12.00m |
| Overall Width               | 2.50m  |
| Overall Body Height         | 3.00m  |
| Min Body Ground Clearance   | 0.27m  |
| Track Width                 | 2.00m  |
| Lock-to-lock time           | 4.00s  |
| Curb to curb Turning Radius | 12.00m |

**RESIDENTIAL CAR SPACE**

**HOTEL CAR SPACE**

**RETAIL CAR SPACE**

**CHILDCARE CAR SPACE**

**MEDICAL SUITE CAR SPACE**

**MOTORCYCLE/BICYCLE SPACE**

**DRAWING KEY**

|     |            |                 |       |          |   |
|-----|------------|-----------------|-------|----------|---|
| X   | X          | X               |       | x        | x |
| X   | X          | X               |       | x        | x |
| P5  | 05/06/2024 | FOR INFORMATION |       | PB       | x |
| P4  | 24/04/22   | FOR INFORMATION |       | PB       | x |
| P3  | 27/03/24   | FOR INFORMATION | SM    | AM       |   |
| P2  | 20/03/24   | FOR INFORMATION | SM    | AM       |   |
| P1  | 06/03/24   | FOR INFORMATION | SM    | AM       |   |
| REV | DATE       | DESCRIPTION     | DRAWN | REVIEWED |   |

**PROJECT**

**BANKSTOWN COMPASS CENTRE**

**DRAWING TITLE**

**BASEMENT LOADING DOCK REVIEW - HRV EXIT**

**ptc.** Suite 502, 1 James Place  
North Sydney NSW 2060  
t +61 2 8920 0800  
ptcconsultants.co

**CLIENT** BARINGS

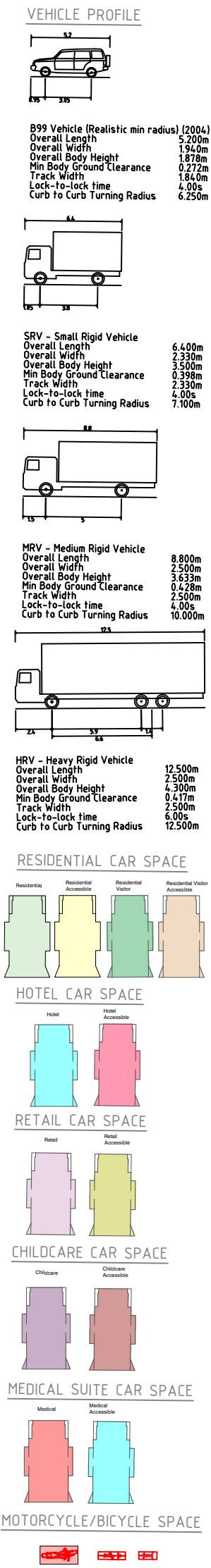
**DRAWING #** PTC - 002

**PROJECT #** 23-0601

**SCALE** 1 : 100 @ A1  
1 : 200 @ A3

**PRELIMINARY**

**REV P5**



DRAWING KEY

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|-----|------------|-----------------|-------|----------|---|
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| X   | X          | X               |       | X        | X |
| P5  | 05/06/2024 | FOR INFORMATION |       | PB       | X |
| P4  | 24/04/22   | FOR INFORMATION |       | PB       | X |
| P3  | 27/03/24   | FOR INFORMATION | SM    | AM       |   |
| P2  | 20/03/24   | FOR INFORMATION | SM    | AM       |   |
| P1  | 06/03/24   | FOR INFORMATION | SM    | AM       |   |
| REV | DATE       | DESCRIPTION     | DRAWN | REVIEWED |   |

PROJECT

BANKSTOWN COMPASS CENTRE

DRAWING TITLE

HOTEL LOADING DOCK REVIEW - SRV ENTRY

ptc.

Suite 502, 1 James Place  
North Sydney NSW 2060  
+61 2 8920 0800  
ptcconsultants.co

CLIENT

BARINGS

DRAWING #

PTC - 003

PROJECT #

23-0601

SCALE

1 : 100 @ A1  
1 : 200 @ A3

PRELIMINARY

REV P5





**VEHICLE PROFILE**

**B99 Vehicle (Realistic min radius) [2004]**

|                             |        |
|-----------------------------|--------|
| Overall Length              | 12.00m |
| Overall Width               | 2.50m  |
| Min Body Ground Clearance   | 2.27m  |
| Track Width                 | 1.80m  |
| Lock-to-Lock Time           | 4.50s  |
| Curb to Curb Turning Radius | 6.20m  |

**SRV - Small Rigid Vehicle**

|                             |       |
|-----------------------------|-------|
| Overall Length              | 6.60m |
| Overall Width               | 2.50m |
| Min Body Ground Clearance   | 2.27m |
| Track Width                 | 1.80m |
| Lock-to-Lock Time           | 4.50s |
| Curb to Curb Turning Radius | 7.00m |

**MRV - Medium Rigid Vehicle**

|                             |        |
|-----------------------------|--------|
| Overall Length              | 8.80m  |
| Overall Width               | 2.50m  |
| Min Body Ground Clearance   | 2.27m  |
| Track Width                 | 1.80m  |
| Lock-to-Lock Time           | 4.50s  |
| Curb to Curb Turning Radius | 10.00m |

**HRV - Heavy Rigid Vehicle**

|                             |        |
|-----------------------------|--------|
| Overall Length              | 12.10m |
| Overall Width               | 2.50m  |
| Min Body Ground Clearance   | 2.27m  |
| Track Width                 | 1.80m  |
| Lock-to-Lock Time           | 4.50s  |
| Curb to Curb Turning Radius | 12.50m |

**RESIDENTIAL CAR SPACE**

**HOTEL CAR SPACE**

**RETAIL CAR SPACE**

**CHILDCARE CAR SPACE**

**MEDICAL SUITE CAR SPACE**

**MOTORCYCLE/BICYCLE SPACE**

**DRAWING KEY**

|     |            |                 |       |          |    |
|-----|------------|-----------------|-------|----------|----|
| X   | X          | X               |       | x        | x  |
| X   | X          | X               |       | PB       | x  |
| P5  | 05/06/2024 | FOR INFORMATION |       | PB       | x  |
| P4  | 24/04/22   | FOR INFORMATION |       | SM       | AM |
| P3  | 27/03/24   | FOR INFORMATION |       | SM       | AM |
| P2  | 20/03/24   | FOR INFORMATION |       | SM       | AM |
| P1  | 06/03/24   | FOR INFORMATION |       | SM       | AM |
| REV | DATE       | DESCRIPTION     | DRAWN | REVIEWED |    |

**PROJECT**

**BANKSTOWN COMPASS CENTRE**

**DRAWING TITLE**

**PARKING DESIGN REVIEW - GROUND FLOOR**

**ptc.** Suite 502, 1 James Place  
North Sydney NSW 2060  
1 +61 2 8920 0800  
ptcconsultants.co

|             |                              |
|-------------|------------------------------|
| CLIENT      | BARINGS                      |
| DRAWING #   | PTC - 005                    |
| PROJECT #   | 23-0601                      |
| SCALE       | 1 : 300 @ A1<br>1 : 600 @ A3 |
| PRELIMINARY |                              |

**REV P5**



FETHERSTONE STREET OVER

THE APPIAN WAY OVER

NORTH TERRACE OVER

Shift spaces north to accommodate 300mm car door opening as shown here.

Potentially needs a mirror.

VEHICLE PROFILE

SBU Vehicle (Realistic min radius) (2004)

Overall Length 12.00m  
Overall Width 2.50m  
Overall Body Height 2.70m  
Min Body Ground Clearance 0.27m  
Track Width 2.20m  
Lock-to-Lock Time 6.00s  
Curb to Curb Turning Radius 6.250m

SRV - Small Rigid Vehicle

Overall Length 6.50m  
Overall Width 2.00m  
Overall Body Height 2.50m  
Min Body Ground Clearance 0.25m  
Track Width 1.80m  
Lock-to-Lock Time 4.00s  
Curb to Curb Turning Radius 4.00m

MBV - Medium Rigid Vehicle

Overall Length 8.80m  
Overall Width 2.50m  
Overall Body Height 2.70m  
Min Body Ground Clearance 0.25m  
Track Width 2.20m  
Lock-to-Lock Time 6.00s  
Curb to Curb Turning Radius 10.000m

HV - Heavy Rigid Vehicle

Overall Length 12.50m  
Overall Width 2.50m  
Overall Body Height 2.70m  
Min Body Ground Clearance 0.25m  
Track Width 2.20m  
Lock-to-Lock Time 6.00s  
Curb to Curb Turning Radius 12.500m

RESIDENTIAL CAR SPACE

HOTEL CAR SPACE

RETAIL CAR SPACE

CHILDCARE CAR SPACE

MEDICAL SUITE CAR SPACE

MOTORCYCLE/BICYCLE SPACE

DRAWING KEY

|     |            |                 |       |          |   |
|-----|------------|-----------------|-------|----------|---|
| X   | X          | X               |       | x        | x |
| X   | X          | X               |       | x        | x |
| P5  | 05/06/2024 | FOR INFORMATION | PB    | x        |   |
| P4  | 24/04/22   | FOR INFORMATION | PB    | x        |   |
| P3  | 27/03/24   | FOR INFORMATION | SM    | AM       |   |
| P2  | 20/03/24   | FOR INFORMATION | SM    | AM       |   |
| P1  | 06/03/24   | FOR INFORMATION | SM    | AM       |   |
| REV | DATE       | DESCRIPTION     | DRAWN | REVIEWED |   |

PROJECT  
BANKSTOWN COMPASS  
CENTRE

DRAWING TITLE  
PARKING DESIGN REVIEW -  
BASEMENT 2

ptc. Suite 502, 1 James Place  
North Sydney NSW 2060  
t +61 2 8920 0800  
ptcconsultants.co

CLIENT BARINGS

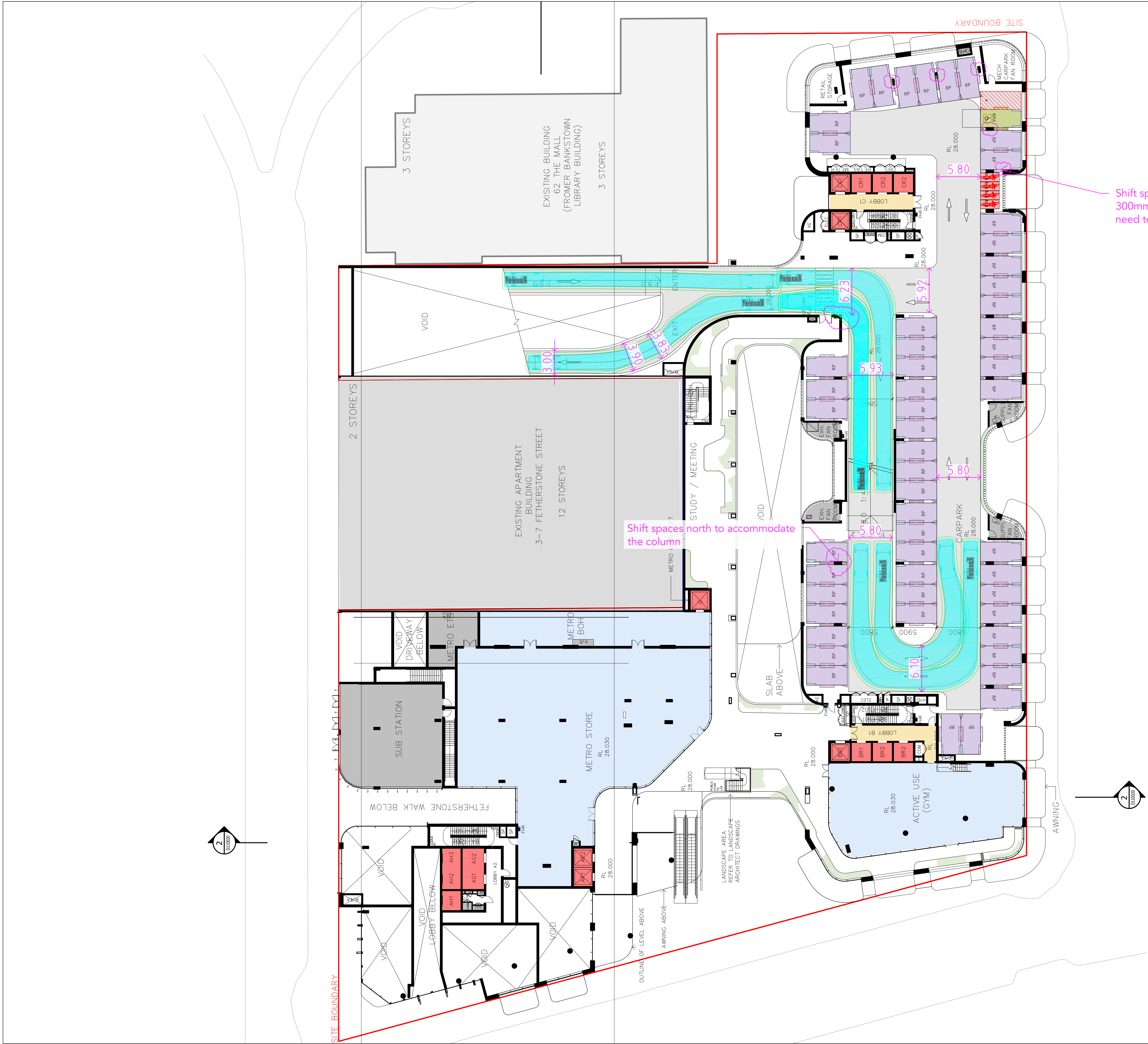
DRAWING # PTC - 007

PROJECT # 23-0601

SCALE 1 : 250 @ A1  
1 : 500 @ A3

PRELIMINARY

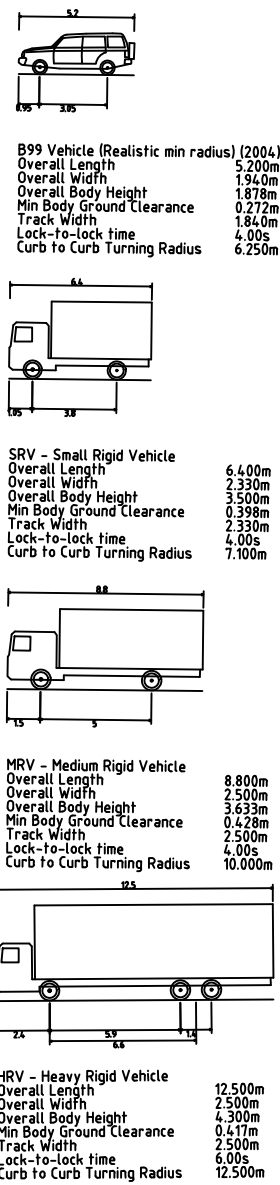
REV P5



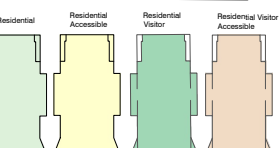
Shift spaces north to accommodate 300mm car door opening, but will need to adjust the above column.

Shift spaces north to accommodate the column

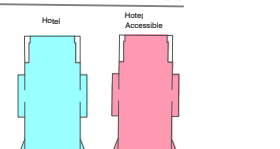
VEHICLE PROFILE



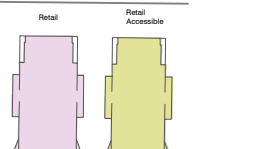
RESIDENTIAL CAR SPACE



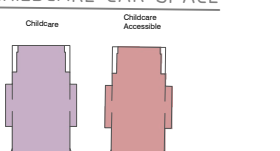
HOTEL CAR SPACE



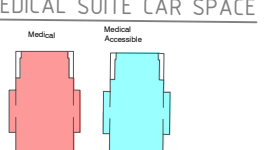
RETAIL CAR SPACE



CHILDCARE CAR SPACE



MEDICAL SUITE CAR SPACE



MOTORCYCLE/BICYCLE SPACE



DRAWING KEY

|     |            |                 |       |          |   |
|-----|------------|-----------------|-------|----------|---|
| X   | X          | X               |       | x        | x |
| X   | X          | X               |       | x        | x |
| P5  | 05/06/2024 | FOR INFORMATION | PB    | x        |   |
| P4  | 24/04/22   | FOR INFORMATION | PB    | x        |   |
| P3  | 27/03/24   | FOR INFORMATION | SM    | AM       |   |
| P2  | 20/03/24   | FOR INFORMATION | SM    | AM       |   |
| P1  | 06/03/24   | FOR INFORMATION | SM    | AM       |   |
| REV | DATE       | DESCRIPTION     | DRAWN | REVIEWED |   |

PROJECT

BANKSTOWN COMPASS CENTRE

DRAWING TITLE

PARKING DESIGN REVIEW - LEVEL 1

ptc.

Suite 502, 1 James Place  
North Sydney NSW 2060  
t +61 2 8920 0800  
ptcconsultants.co

CLIENT BARINGS

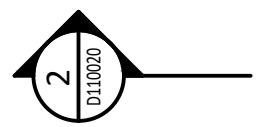
DRAWING # PTC - 008

PROJECT # 23-0601

SCALE 1 : 250 @ A1  
1 : 500 @ A3

PRELIMINARY

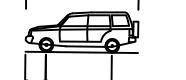
REV P5



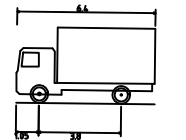
These two motorbike spaces doesn't have sufficient aisle for access, can be pushed north or better to relocate

Allow sufficient clearance for two-way vehicle movements

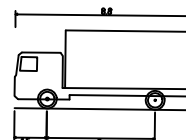
#### VEHICLE PROFILE



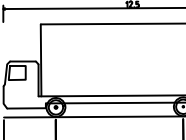
899 Vehicle (Realistic min radius) (2004)  
Overall Length 4.20m  
Overall Width 1.82m  
Overall Height 1.82m  
Min Body Ground Clearance 0.27m  
Track Width 1.50m  
Curb to Curb Turning Radius 6.25m



SRV - Small Rigid Vehicle  
Overall Length 4.00m  
Overall Width 1.82m  
Overall Height 1.82m  
Min Body Ground Clearance 0.27m  
Track Width 1.50m  
Curb to Curb Turning Radius 7.00m

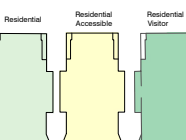


MRV - Medium Rigid Vehicle  
Overall Length 8.00m  
Overall Width 2.44m  
Overall Height 3.41m  
Min Body Ground Clearance 0.27m  
Track Width 2.00m  
Curb to Curb Turning Radius 10.00m

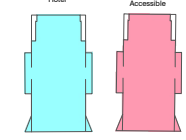


RLV - Heavy Rigid Vehicle  
Overall Length 12.50m  
Overall Width 2.44m  
Overall Height 3.41m  
Min Body Ground Clearance 0.27m  
Track Width 2.00m  
Curb to Curb Turning Radius 12.50m

#### RESIDENTIAL CAR SPACE



#### HOTEL CAR SPACE



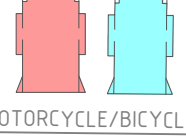
#### RETAIL CAR SPACE



#### CHILDCARE CAR SPACE



#### MEDICAL SUITE CAR SPACE



#### MOTORCYCLE/BICYCLE SPACE



#### DRAWING KEY

|     |            |                 |  |       |          |
|-----|------------|-----------------|--|-------|----------|
| X   | X          | X               |  | x     | x        |
| X   | X          | X               |  | x     | x        |
| P5  | 05/06/2024 | FOR INFORMATION |  | PB    | x        |
| P4  | 24/04/22   | FOR INFORMATION |  | PB    | x        |
| P3  | 27/03/24   | FOR INFORMATION |  | SM    | AM       |
| P2  | 20/03/24   | FOR INFORMATION |  | SM    | AM       |
| P1  | 06/03/24   | FOR INFORMATION |  | SM    | AM       |
| REV | DATE       | DESCRIPTION     |  | DRAWN | REVIEWED |

PROJECT  
BANKSTOWN COMPASS  
CENTRE

DRAWING TITLE  
PARKING DESIGN REVIEW -  
LEVEL 2

**ptc.** Suite 502, 1 James Place  
North Sydney NSW 2060  
+61 2 8920 0800  
ptcconsultants.co

CLIENT BARINGS

DRAWING # PTC - 009

PROJECT # 23-0601

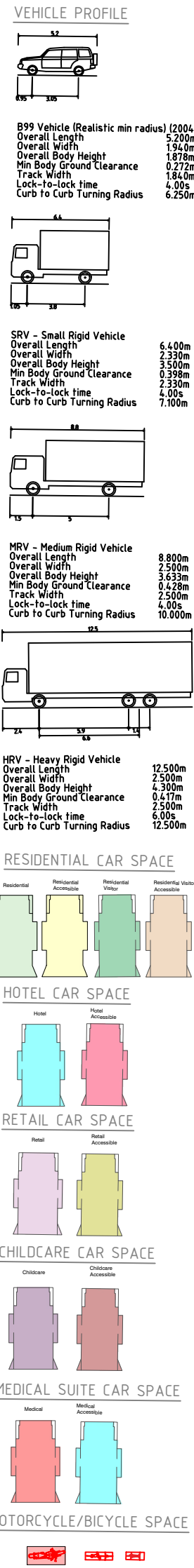
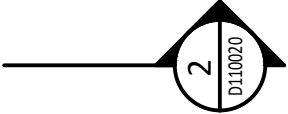
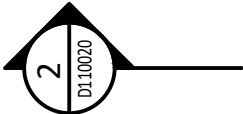
SCALE 1 : 250 @ A1  
1 : 500 @ A3

PRELIMINARY

REV P5



Allow sufficient clearance for two-way vehicle movements



**DRAWING KEY**

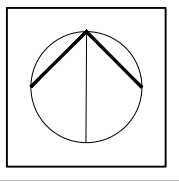
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|-----|------------|-----------------|-------|----------|---|
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| X   | X          | X               |       | x        | x |
| P5  | 05/06/2024 | FOR INFORMATION |       | PB       | x |
| P4  | 24/04/22   | FOR INFORMATION |       | PB       | x |
| P3  | 27/03/24   | FOR INFORMATION | SM    | AM       |   |
| P2  | 20/03/24   | FOR INFORMATION | SM    | AM       |   |
| P1  | 06/03/24   | FOR INFORMATION | SM    | AM       |   |
| REV | DATE       | DESCRIPTION     | DRAWN | REVIEWED |   |

**PROJECT**  
BANKSTOWN COMPASS CENTRE

**DRAWING TITLE**  
PARKING DESIGN REVIEW - LEVEL 3

**ptc.** Suite 502, 1 James Place  
North Sydney NSW 2060  
+61 2 8920 0800  
ptcconsultants.co

|             |                              |
|-------------|------------------------------|
| CLIENT      | BARINGS                      |
| DRAWING #   | PTC - 010                    |
| PROJECT #   | 23-0601                      |
| SCALE       | 1 : 250 @ A1<br>1 : 500 @ A3 |
| PRELIMINARY |                              |



REV P5