

Appendix B

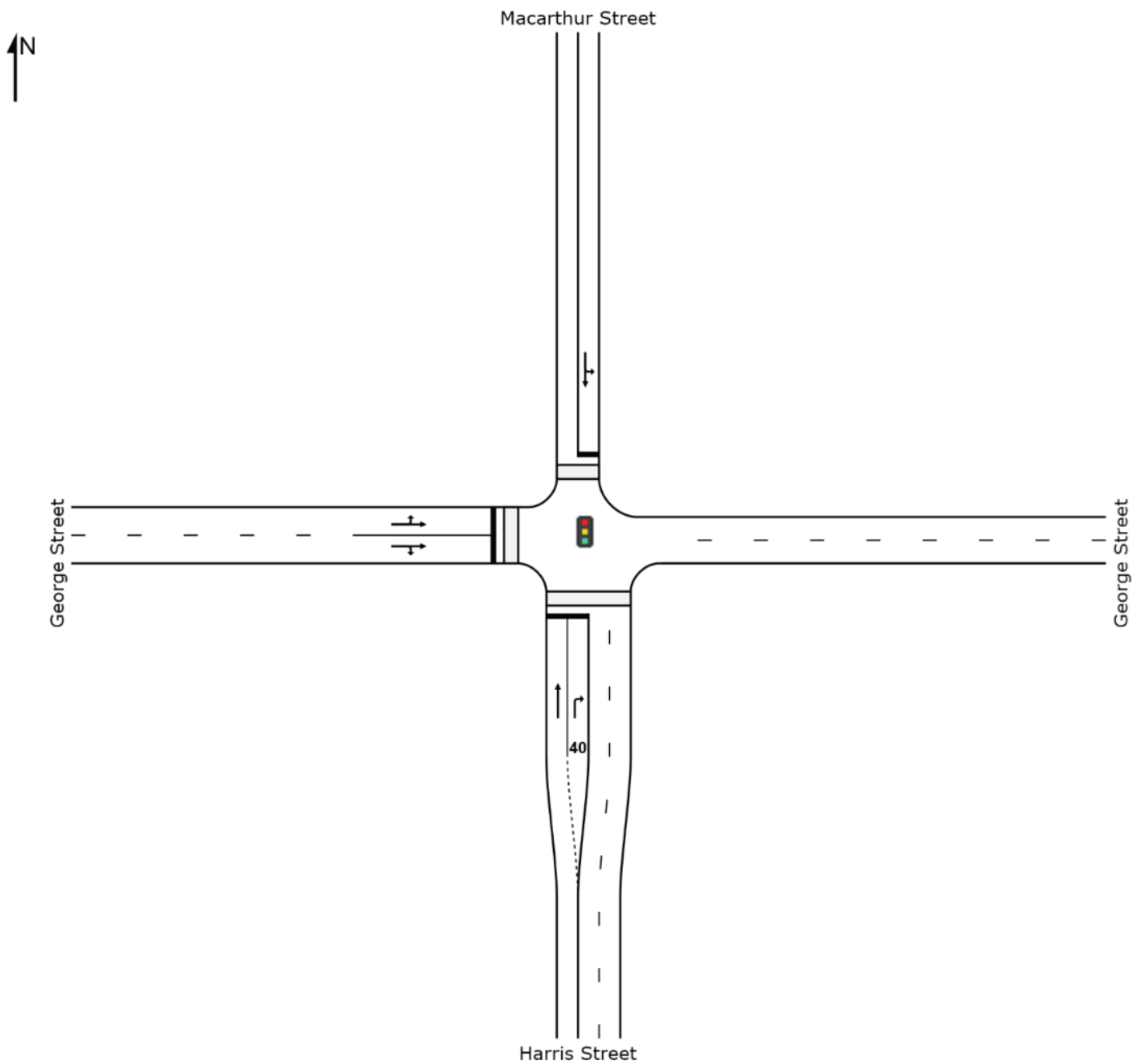
SIDRA Outputs

SITE LAYOUT

 **Site: George Street / Harris Street Existing AM**

New Site

Signals - Actuated



Created: Monday, 23 March 2015 12:25:20 PM
SIDRA INTERSECTION 6.0.24.4877

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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: George Street / Harris Street Existing AM

New Site

Signals - Actuated Cycle Time = 105 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
2	T1	615	1.0	0.479	6.9	LOS A	13.0	92.1	0.45	0.40	53.8
3	R2	18	0.0	0.103	10.9	LOS A	0.3	2.1	0.32	0.66	46.1
Approach		633	1.0	0.479	7.1	LOS A	13.0	92.1	0.44	0.41	53.6
North: Macarthur Street											
7	L2	274	1.5	0.851	18.5	LOS B	43.4	304.5	0.79	0.78	44.6
8	T1	876	0.1	0.851	12.9	LOS A	43.4	304.5	0.79	0.78	48.6
Approach		1149	0.4	0.851	14.2	LOS A	43.4	304.5	0.79	0.78	47.6
West: George Street											
10	L2	145	0.0	0.484	49.4	LOS D	7.6	53.2	0.93	0.79	31.0
11	T1	38	0.0	0.484	45.4	LOS D	7.6	53.2	0.93	0.79	29.8
12	R2	123	0.0	0.484	50.4	LOS D	7.0	48.8	0.93	0.78	30.6
Approach		306	0.0	0.484	49.3	LOS D	7.6	53.2	0.93	0.79	30.7
All Vehicles		2088	0.5	0.851	17.2	LOS B	43.4	304.5	0.70	0.67	45.5

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	38	44.0	LOS E	0.1	0.1	0.92	0.92
P3	North Full Crossing	7	39.4	LOS D	0.0	0.0	0.87	0.87
P4	West Full Crossing	65	6.2	LOS A	0.1	0.1	0.34	0.34
All Pedestrians		111	21.4	LOS C			0.57	0.57

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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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: George Street / Harris Street Base AM

New Site

Signals - Actuated Cycle Time = 105 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
2	T1	671	1.0	0.555	7.3	LOS A	14.9	105.0	0.47	0.42	53.6
3	R2	20	0.0	0.162	11.3	LOS A	0.4	2.5	0.33	0.67	45.9
Approach		691	1.0	0.555	7.4	LOS A	14.9	105.0	0.46	0.43	53.3
North: Macarthur Street											
7	L2	298	1.5	0.982	52.4	LOS D	94.0	660.3	1.00	1.15	31.5
8	T1	1029	0.1	0.982	46.8	LOS D	94.0	660.3	1.00	1.15	33.5
Approach		1327	0.4	0.982	48.0	LOS D	94.0	660.3	1.00	1.15	33.0
West: George Street											
10	L2	215	2.0	0.717	51.7	LOS D	11.6	82.8	0.97	0.82	30.4
11	T1	58	0.0	0.717	47.7	LOS D	11.6	82.8	0.98	0.82	29.3
12	R2	176	2.0	0.717	52.6	LOS D	10.7	76.1	0.98	0.82	30.1
Approach		448	1.7	0.717	51.6	LOS D	11.6	82.8	0.97	0.82	30.1
All Vehicles		2466	0.8	0.982	37.3	LOS C	94.0	660.3	0.85	0.89	36.3

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	38	44.0	LOS E	0.1	0.1	0.92	0.92
P3	North Full Crossing	7	39.4	LOS D	0.0	0.0	0.87	0.87
P4	West Full Crossing	65	6.2	LOS A	0.1	0.1	0.34	0.34
All Pedestrians		111	21.4	LOS C			0.57	0.57

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: George Street / Harris Street Future AM

New Site

Signals - Actuated Cycle Time = 105 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
2	T1	675	1.0	0.576	7.3	LOS A	15.0	106.0	0.47	0.43	53.6
3	R2	24	0.0	0.198	11.5	LOS A	0.5	3.2	0.34	0.68	45.7
Approach		699	1.0	0.576	7.4	LOS A	15.0	106.0	0.46	0.43	53.2
North: Macarthur Street											
7	L2	298	1.5	0.986	54.9	LOS D	96.8	679.7	1.00	1.17	30.9
8	T1	1036	0.1	0.986	49.4	LOS D	96.8	679.7	1.00	1.17	32.7
Approach		1334	0.4	0.986	50.6	LOS D	96.8	679.7	1.00	1.17	32.3
West: George Street											
10	L2	215	2.0	0.718	51.7	LOS D	11.7	83.0	0.97	0.82	30.4
11	T1	58	0.0	0.718	47.7	LOS D	11.7	83.0	0.98	0.82	29.3
12	R2	177	2.0	0.718	52.6	LOS D	10.7	76.3	0.98	0.82	30.1
Approach		449	1.7	0.718	51.6	LOS D	11.7	83.0	0.98	0.82	30.1
All Vehicles		2482	0.8	0.986	38.6	LOS C	96.8	679.7	0.84	0.90	35.8

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	38	44.0	LOS E	0.1	0.1	0.92	0.92
P3	North Full Crossing	7	39.4	LOS D	0.0	0.0	0.87	0.87
P4	West Full Crossing	65	6.2	LOS A	0.1	0.1	0.34	0.34
All Pedestrians		111	21.4	LOS C			0.57	0.57

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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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: George Street / Harris Street Existing PM

New Site

Signals - Actuated Cycle Time = 130 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
2	T1	703	0.9	0.640	13.5	LOS A	23.9	168.9	0.58	0.53	49.1
3	R2	33	0.0	0.122	15.1	LOS B	0.8	5.6	0.39	0.68	43.8
Approach		736	0.9	0.640	13.6	LOS A	23.9	168.9	0.57	0.54	48.8
North: Macarthur Street											
7	L2	164	2.6	0.695	21.3	LOS B	33.9	239.3	0.68	0.67	43.3
8	T1	694	0.8	0.695	15.7	LOS B	33.9	239.3	0.68	0.67	47.0
Approach		858	1.1	0.695	16.7	LOS B	33.9	239.3	0.68	0.67	46.3
West: George Street											
10	L2	231	1.8	0.594	52.4	LOS D	16.2	114.9	0.91	0.81	30.4
11	T1	111	0.0	0.594	48.5	LOS D	16.2	114.9	0.91	0.81	29.2
12	R2	217	1.5	0.594	53.9	LOS D	15.1	107.1	0.92	0.81	29.8
Approach		558	1.3	0.594	52.2	LOS D	16.2	114.9	0.91	0.81	29.9
All Vehicles		2152	1.1	0.695	24.9	LOS B	33.9	239.3	0.70	0.66	41.1

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	45	43.3	LOS E	0.1	0.1	0.82	0.82
P3	North Full Crossing	6	39.2	LOS D	0.0	0.0	0.78	0.78
P4	West Full Crossing	23	10.0	LOS B	0.0	0.0	0.39	0.39
All Pedestrians		75	32.6	LOS D			0.68	0.68

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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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: George Street / Harris Street Base PM

New Site

Signals - Actuated Cycle Time = 130 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
2	T1	766	0.8	0.737	14.3	LOS A	27.5	194.1	0.62	0.56	48.6
3	R2	36	0.0	0.178	15.7	LOS B	0.9	6.5	0.40	0.69	43.5
Approach		802	0.8	0.737	14.3	LOS A	27.5	194.1	0.61	0.57	48.3
North: Macarthur Street											
7	L2	179	2.4	0.817	23.9	LOS B	46.7	329.3	0.80	0.77	42.0
8	T1	831	0.6	0.817	18.4	LOS B	46.7	329.3	0.80	0.77	45.5
Approach		1009	0.9	0.817	19.4	LOS B	46.7	329.3	0.80	0.77	44.8
West: George Street											
10	L2	308	1.4	0.769	55.1	LOS D	22.2	156.8	0.97	0.85	29.7
11	T1	137	0.0	0.769	51.3	LOS D	22.2	156.8	0.97	0.85	28.5
12	R2	278	1.1	0.769	56.6	LOS E	20.7	145.9	0.97	0.85	29.1
Approach		723	1.0	0.769	55.0	LOS D	22.2	156.8	0.97	0.85	29.2
All Vehicles		2535	0.9	0.817	27.9	LOS B	46.7	329.3	0.79	0.73	39.7

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	45	43.3	LOS E	0.1	0.1	0.82	0.82
P3	North Full Crossing	6	39.2	LOS D	0.0	0.0	0.78	0.78
P4	West Full Crossing	23	10.0	LOS B	0.0	0.0	0.39	0.39
All Pedestrians		75	32.6	LOS D			0.68	0.68

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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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: George Street / Harris Street Future PM

New Site

Signals - Actuated Cycle Time = 130 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
2	T1	774	0.8	0.774	14.4	LOS A	28.0	197.2	0.62	0.57	48.5
3	R2	42	0.0	0.218	16.0	LOS B	1.1	7.9	0.42	0.70	43.3
Approach		816	0.8	0.774	14.4	LOS A	28.0	197.2	0.61	0.57	48.2
North: Macarthur Street											
7	L2	179	2.4	0.832	24.3	LOS B	48.6	342.8	0.82	0.78	41.8
8	T1	849	0.6	0.832	18.8	LOS B	48.6	342.8	0.82	0.78	45.3
Approach		1028	0.9	0.832	19.7	LOS B	48.6	342.8	0.82	0.78	44.6
West: George Street											
10	L2	308	1.4	0.775	55.2	LOS D	22.4	158.4	0.97	0.85	29.7
11	T1	137	0.0	0.775	51.4	LOS D	22.4	158.4	0.97	0.85	28.5
12	R2	283	1.1	0.775	56.7	LOS E	20.9	147.1	0.97	0.85	29.1
Approach		728	1.0	0.775	55.1	LOS D	22.4	158.4	0.97	0.85	29.2
All Vehicles		2573	0.9	0.832	28.1	LOS B	48.6	342.8	0.79	0.74	39.6

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	45	43.3	LOS E	0.1	0.1	0.82	0.82
P3	North Full Crossing	6	39.2	LOS D	0.0	0.0	0.78	0.78
P4	West Full Crossing	23	10.0	LOS B	0.0	0.0	0.39	0.39
All Pedestrians		75	32.6	LOS D			0.68	0.68

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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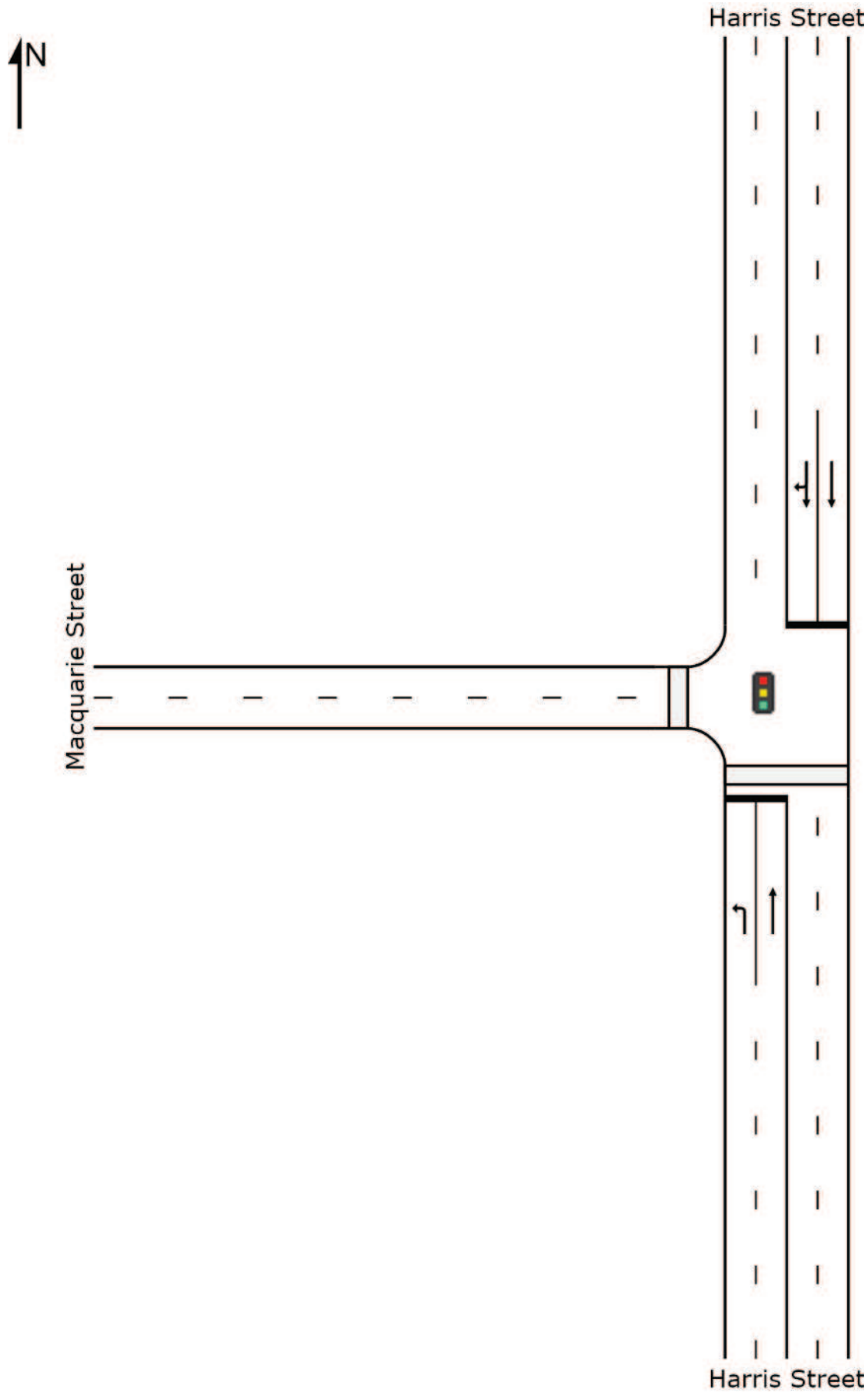
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**SIDRA
INTERSECTION 6**

SITE LAYOUT

 Site: Macquarie Street / Harris Street Existing AM

Signals - Actuated



MOVEMENT SUMMARY



Site: Macquarie Street / Harris Street Existing AM

Signals - Actuated Cycle Time = 53 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
1	L2	436	0.7	0.500	16.6	LOS B	7.9	55.9	0.72	0.79	43.4
2	T1	672	1.1	0.735	13.0	LOS A	14.3	101.3	0.85	0.76	49.4
Approach		1107	1.0	0.735	14.4	LOS A	14.3	101.3	0.80	0.77	46.9
North: Harris Street											
8	T1	822	1.2	0.779	12.7	LOS A	15.7	110.8	0.89	0.79	49.2
9	R2	229	0.0	0.779	14.0	LOS A	7.0	49.1	0.91	0.84	45.4
Approach		1052	0.9	0.779	13.0	LOS A	15.7	110.8	0.89	0.80	48.4
All Vehicles		2159	0.9	0.779	13.7	LOS A	15.7	110.8	0.84	0.79	47.6

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	39	20.9	LOS C	0.1	0.1	0.89	0.89	
P4	West Full Crossing	85	10.3	LOS B	0.1	0.1	0.62	0.62	
All Pedestrians		124	13.6	LOS B			0.71	0.71	

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.

Processed: Thursday, 19 March 2015 5:40:31 PM

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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: Macquarie Street / Harris Street Base AM

Signals - Actuated Cycle Time = 53 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
1	L2	576	0.5	0.660	17.9	LOS B	11.7	82.0	0.81	0.82	42.8
2	T1	732	1.0	0.801	13.6	LOS A	16.4	115.8	0.90	0.80	49.0
Approach		1307	0.8	0.801	15.5	LOS B	16.4	115.8	0.86	0.81	46.0
North: Harris Street											
8	T1	937	1.0	0.925	19.9	LOS B	24.4	172.6	0.99	1.00	44.9
9	R2	325	0.0	0.925	25.7	LOS B	11.6	81.4	1.00	1.03	39.4
Approach		1262	0.8	0.925	21.4	LOS B	24.4	172.6	1.00	1.01	43.4
All Vehicles		2569	0.8	0.925	18.4	LOS B	24.4	172.6	0.92	0.91	44.7

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	39	20.9	LOS C	0.1	0.1	0.89	0.89	
P4	West Full Crossing	85	10.3	LOS B	0.1	0.1	0.62	0.62	
All Pedestrians		124	13.6	LOS B			0.71	0.71	

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.

Processed: Thursday, 19 March 2015 5:41:40 PM

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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: Macquarie Street / Harris Street Base AM

Signals - Actuated Cycle Time = 53 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
1	L2	576	0.5	0.660	17.9	LOS B	11.7	82.0	0.81	0.82	42.8
2	T1	732	1.0	0.801	13.6	LOS A	16.4	115.8	0.90	0.80	49.0
Approach		1307	0.8	0.801	15.5	LOS B	16.4	115.8	0.86	0.81	46.0
North: Harris Street											
8	T1	937	1.0	0.925	19.9	LOS B	24.4	172.6	0.99	1.00	44.9
9	R2	325	0.0	0.925	25.7	LOS B	11.6	81.4	1.00	1.03	39.4
Approach		1262	0.8	0.925	21.4	LOS B	24.4	172.6	1.00	1.01	43.4
All Vehicles		2569	0.8	0.925	18.4	LOS B	24.4	172.6	0.92	0.91	44.7

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	39	20.9	LOS C	0.1	0.1	0.89	0.89	
P4	West Full Crossing	85	10.3	LOS B	0.1	0.1	0.62	0.62	
All Pedestrians		124	13.6	LOS B			0.71	0.71	

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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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: Macquarie Street / Harris Street Existing PM

Signals - Actuated Cycle Time = 65 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
1	L2	186	0.0	0.186	14.1	LOS A	3.0	21.2	0.53	0.71	44.7
2	T1	781	0.0	0.744	13.1	LOS A	19.2	134.4	0.82	0.74	49.4
Approach		967	0.0	0.744	13.3	LOS A	19.2	134.4	0.76	0.73	48.4
North: Harris Street											
8	T1	833	0.0	0.658	10.4	LOS A	16.0	112.0	0.73	0.67	50.9
9	R2	202	0.0	0.658	12.7	LOS A	6.0	42.1	0.71	0.74	46.1
Approach		1035	0.0	0.658	10.9	LOS A	16.0	112.0	0.72	0.68	49.9
All Vehicles		2002	0.0	0.744	12.0	LOS A	19.2	134.4	0.74	0.71	49.1

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	14	26.8	LOS C	0.0	0.0	0.91	0.91	
P4	West Full Crossing	9	9.4	LOS A	0.0	0.0	0.54	0.54	
All Pedestrians		23	19.7	LOS B			0.76	0.76	

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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**SIDRA
INTERSECTION 6**

MOVEMENT SUMMARY



Site: Macquarie Street / Harris Street Base PM

Signals - Actuated Cycle Time = 65 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
1	L2	304	0.0	0.296	14.2	LOS A	5.2	36.1	0.55	0.73	44.7
2	T1	852	0.0	0.788	13.0	LOS A	21.5	150.7	0.84	0.76	49.4
Approach		1156	0.0	0.788	13.3	LOS A	21.5	150.7	0.77	0.76	48.1
North: Harris Street											
8	T1	948	0.0	0.792	12.3	LOS A	22.0	154.1	0.85	0.77	49.7
9	R2	295	0.0	0.792	16.3	LOS B	10.3	72.0	0.99	0.93	43.8
Approach		1243	0.0	0.792	13.2	LOS A	22.0	154.1	0.88	0.81	48.1
All Vehicles		2399	0.0	0.792	13.3	LOS A	22.0	154.1	0.83	0.78	48.1

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	14	26.8	LOS C	0.0	0.0	0.91	0.91	
P4	West Full Crossing	9	8.9	LOS A	0.0	0.0	0.52	0.52	
All Pedestrians		23	19.5	LOS B			0.75	0.75	

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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INTERSECTION 6**

MOVEMENT SUMMARY



Site: Macquarie Street / Harris Street Future PM

Signals - Actuated Cycle Time = 65 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street											
1	L2	304	0.0	0.296	14.2	LOS A	5.2	36.1	0.55	0.73	44.7
2	T1	899	0.0	0.832	13.6	LOS A	23.8	166.3	0.88	0.80	49.0
Approach		1203	0.0	0.832	13.7	LOS A	23.8	166.3	0.80	0.78	47.8
North: Harris Street											
8	T1	986	0.0	0.829	12.9	LOS A	24.0	167.7	0.88	0.80	49.3
9	R2	301	0.0	0.829	17.7	LOS B	10.4	73.0	1.00	0.95	43.0
Approach		1287	0.0	0.829	14.0	LOS A	24.0	167.7	0.91	0.84	47.7
All Vehicles		2491	0.0	0.832	13.9	LOS A	24.0	167.7	0.85	0.81	47.7

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	14	26.8	LOS C	0.0	0.0	0.91	0.91	
P4	West Full Crossing	9	8.9	LOS A	0.0	0.0	0.52	0.52	
All Pedestrians		23	19.5	LOS B			0.75	0.75	

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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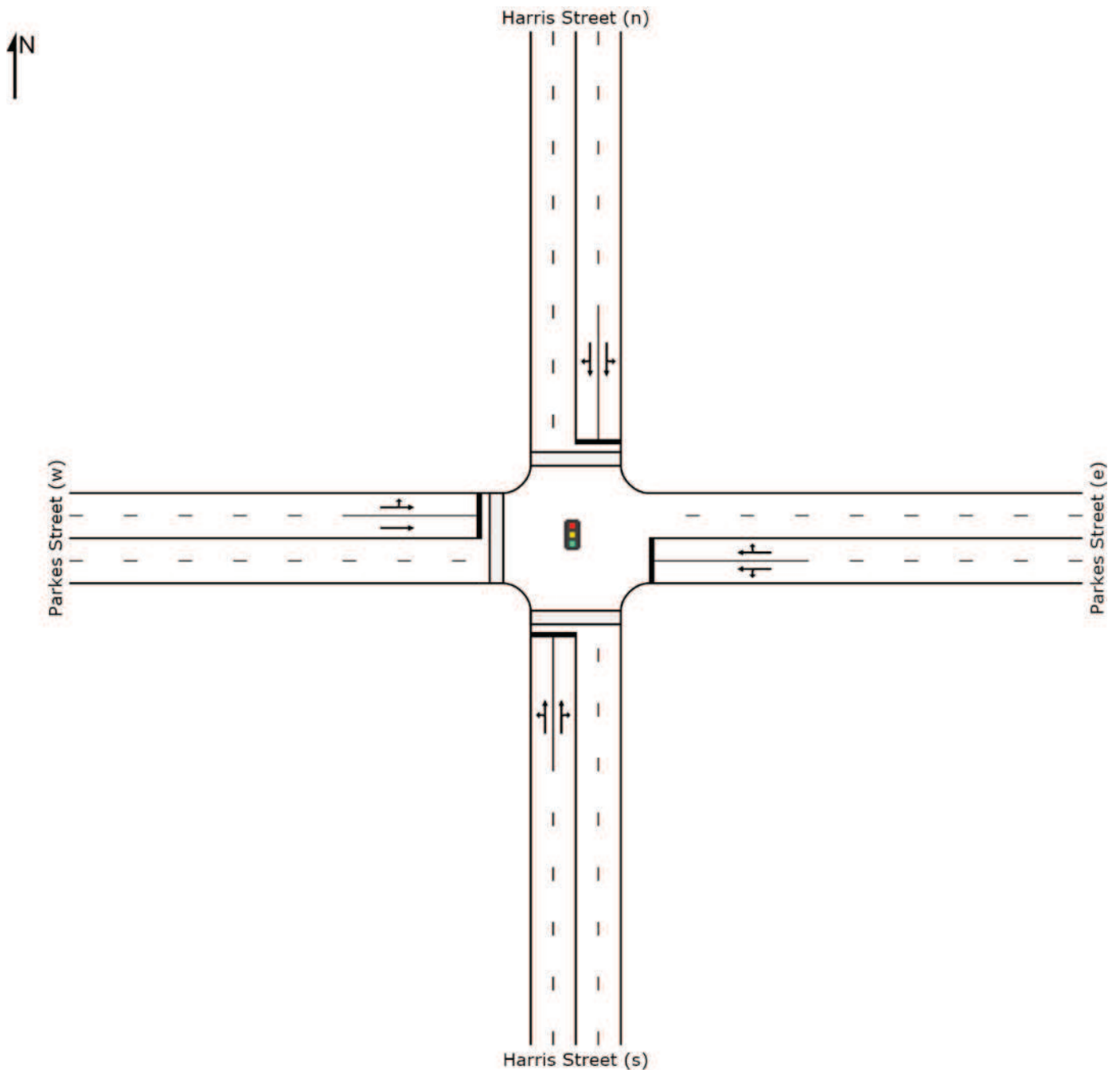
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**SIDRA
INTERSECTION 6**

SITE LAYOUT

 Site: Harris Street / Parkes Street AM existing

Signals - Actuated



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SIDRA
INTERSECTION 6

MOVEMENT SUMMARY



Site: Harris Street / Parkes Street AM existing

Signals - Actuated Cycle Time = 130 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street (s)											
1	L2	32	3.3	0.645	57.0	LOS E	15.5	109.0	0.94	0.81	30.0
2	T1	468	0.2	0.645	53.7	LOS D	15.7	109.8	0.94	0.82	30.5
3	R2	35	0.0	0.645	56.9	LOS E	15.7	109.8	0.94	0.82	30.0
Approach		535	0.4	0.645	54.1	LOS D	15.7	109.8	0.94	0.82	30.4
East: Parkes Street (e)											
4	L2	36	0.0	0.552	38.1	LOS C	20.5	147.8	0.80	0.71	36.3
5	T1	392	3.8	0.552	32.6	LOS C	20.5	147.8	0.80	0.71	38.9
6	R2	392	0.3	1.026	80.1	LOS F	33.5	235.3	1.00	1.09	25.6
Approach		819	1.9	1.026	55.5	LOS D	33.5	235.3	0.90	0.89	31.1
North: Harris Street (n)											
7	L2	57	1.9	0.811	58.2	LOS E	22.5	157.8	0.98	0.85	31.2
8	T1	324	0.0	0.811	53.8	LOS D	22.5	157.8	0.98	0.85	30.1
9	R2	352	0.0	0.811	58.3	LOS E	21.7	151.8	0.98	0.86	30.3
Approach		733	0.1	0.811	56.3	LOS D	22.5	157.8	0.98	0.85	30.3
West: Parkes Street (w)											
10	L2	223	0.5	0.806	57.5	LOS E	22.3	158.3	0.98	0.85	31.0
11	T1	527	3.2	0.806	51.9	LOS D	22.7	163.4	0.98	0.85	32.1
Approach		751	2.4	0.806	53.6	LOS D	22.7	163.4	0.98	0.85	31.8
All Vehicles		2837	1.3	1.026	54.9	LOS D	33.5	235.3	0.95	0.86	30.9

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	6	29.1	LOS C	0.0	0.0	0.67	0.67
P3	North Full Crossing	1	44.9	LOS E	0.0	0.0	0.83	0.83
P4	West Full Crossing	33	48.3	LOS E	0.1	0.1	0.86	0.86
All Pedestrians		40	45.2	LOS E			0.83	0.83

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: Harris Street / Parkes Street AM base

Signals - Actuated Cycle Time = 130 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street (s)											
1	L2	35	3.0	0.824	59.6	LOS E	20.8	146.2	0.99	0.85	29.4
2	T1	612	0.2	0.824	56.3	LOS D	21.0	147.1	0.99	0.85	29.9
3	R2	38	0.0	0.824	59.5	LOS E	21.0	147.1	0.99	0.85	29.5
Approach		684	0.3	0.824	56.6	LOS E	21.0	147.1	0.99	0.85	29.8
East: Parkes Street (e)											
4	L2	39	0.0	0.600	39.0	LOS C	22.9	164.7	0.82	0.74	36.0
5	T1	426	3.5	0.600	33.5	LOS C	22.9	164.7	0.82	0.74	38.6
6	R2	426	0.2	1.084	122.6	LOS F	43.5	305.4	1.00	1.21	19.7
Approach		892	1.8	1.084	76.3	LOS F	43.5	305.4	0.91	0.96	26.4
North: Harris Street (n)											
7	L2	62	1.7	0.928	65.8	LOS E	28.8	202.3	1.00	0.94	29.3
8	T1	395	0.0	0.928	61.4	LOS E	28.8	202.3	1.00	0.94	28.3
9	R2	383	0.0	0.928	65.9	LOS E	27.8	194.9	1.00	0.91	28.5
Approach		840	0.1	0.928	63.8	LOS E	28.8	202.3	1.00	0.93	28.5
West: Parkes Street (w)											
10	L2	243	0.4	0.935	67.6	LOS E	27.7	196.2	1.00	0.93	28.6
11	T1	575	2.9	0.935	62.0	LOS E	28.2	202.5	1.00	0.95	29.5
Approach		818	2.2	0.935	63.6	LOS E	28.2	202.5	1.00	0.94	29.2
All Vehicles		3234	1.1	1.084	65.7	LOS E	43.5	305.4	0.97	0.93	28.3

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	6	29.1	LOS C	0.0	0.0	0.67	0.67
P3	North Full Crossing	1	46.5	LOS E	0.0	0.0	0.85	0.85
P4	West Full Crossing	33	48.3	LOS E	0.1	0.1	0.86	0.86
All Pedestrians		40	45.2	LOS E			0.83	0.83

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: Harris Street / Parkes Street AM future

Signals - Actuated Cycle Time = 130 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street (s)											
1	L2	35	3.0	0.825	59.6	LOS E	20.8	146.5	0.99	0.85	29.4
2	T1	613	0.2	0.825	56.3	LOS D	21.0	147.4	0.99	0.85	29.9
3	R2	38	0.0	0.825	59.6	LOS E	21.0	147.4	0.99	0.85	29.5
Approach		685	0.3	0.825	56.7	LOS E	21.0	147.4	0.99	0.85	29.8
East: Parkes Street (e)											
4	L2	39	0.0	0.600	39.0	LOS C	22.9	164.7	0.82	0.74	36.0
5	T1	426	3.5	0.600	33.5	LOS C	22.9	164.7	0.82	0.74	38.6
6	R2	429	0.2	1.094	130.9	LOS F	45.2	316.8	1.00	1.23	18.9
Approach		895	1.8	1.094	80.5	LOS F	45.2	316.8	0.91	0.97	25.7
North: Harris Street (n)											
7	L2	67	1.6	0.962	73.1	LOS F	32.2	225.9	1.00	1.01	27.7
8	T1	398	0.0	0.962	68.7	LOS E	32.2	225.9	1.00	1.00	26.8
9	R2	405	0.0	0.962	73.3	LOS F	31.1	217.6	1.00	0.95	26.9
Approach		871	0.1	0.962	71.2	LOS F	32.2	225.9	1.00	0.98	26.9
West: Parkes Street (w)											
10	L2	248	0.4	0.941	68.7	LOS E	28.2	199.8	1.00	0.94	28.3
11	T1	575	2.9	0.941	63.1	LOS E	28.8	206.3	1.00	0.96	29.3
Approach		823	2.2	0.941	64.8	LOS E	28.8	206.3	1.00	0.95	29.0
All Vehicles		3274	1.1	1.094	69.1	LOS E	45.2	316.8	0.97	0.94	27.6

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	6	29.1	LOS C	0.0	0.0	0.67	0.67
P3	North Full Crossing	1	46.5	LOS E	0.0	0.0	0.85	0.85
P4	West Full Crossing	33	48.3	LOS E	0.1	0.1	0.86	0.86
All Pedestrians		40	45.2	LOS E			0.83	0.83

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: Harris Street / Parkes Street PM existing

Signals - Actuated Cycle Time = 105 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street (s)											
1	L2	41	0.0	0.570	48.6	LOS D	9.9	69.2	0.93	0.80	32.2
2	T1	332	0.0	0.570	45.3	LOS D	9.9	69.6	0.93	0.80	32.7
3	R2	45	0.0	0.570	48.6	LOS D	9.9	69.6	0.93	0.80	32.2
Approach		418	0.0	0.570	46.0	LOS D	9.9	69.6	0.93	0.80	32.6
East: Parkes Street (e)											
4	L2	34	0.0	0.603	35.5	LOS C	17.7	126.7	0.85	0.75	37.3
5	T1	394	2.7	0.603	29.9	LOS C	17.7	126.7	0.85	0.75	40.1
6	R2	232	0.0	0.793	42.9	LOS D	11.3	78.8	1.00	0.89	34.6
Approach		659	1.6	0.793	34.7	LOS C	17.7	126.7	0.90	0.80	37.8
North: Harris Street (n)											
7	L2	78	0.0	0.761	45.6	LOS D	18.7	130.8	0.96	0.84	34.9
8	T1	383	0.0	0.761	41.3	LOS C	18.7	130.8	0.96	0.84	33.4
9	R2	311	0.3	0.761	45.7	LOS D	18.1	127.1	0.96	0.85	34.0
Approach		772	0.1	0.761	43.5	LOS D	18.7	130.8	0.96	0.84	33.8
West: Parkes Street (w)											
10	L2	294	0.0	0.769	46.5	LOS D	17.8	124.9	0.96	0.85	33.8
11	T1	456	2.3	0.769	40.9	LOS C	18.2	130.2	0.96	0.83	35.6
Approach		749	1.4	0.769	43.1	LOS D	18.2	130.2	0.96	0.84	34.9
All Vehicles		2598	0.9	0.793	41.6	LOS C	18.7	130.8	0.94	0.82	34.8

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	17	27.5	LOS C	0.0	0.0	0.72	0.72
P3	North Full Crossing	11	36.9	LOS D	0.0	0.0	0.84	0.84
P4	West Full Crossing	26	43.0	LOS E	0.1	0.1	0.91	0.91
All Pedestrians		54	37.0	LOS D			0.84	0.84

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: Harris Street / Parkes Street PM base

Signals - Actuated Cycle Time = 105 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street (s)											
1	L2	45	0.0	0.702	48.4	LOS D	13.7	95.8	0.96	0.82	32.3
2	T1	473	0.0	0.702	45.1	LOS D	13.7	96.2	0.96	0.82	32.8
3	R2	49	0.0	0.702	48.4	LOS D	13.7	96.2	0.96	0.82	32.3
Approach		567	0.0	0.702	45.7	LOS D	13.7	96.2	0.96	0.82	32.7
East: Parkes Street (e)											
4	L2	37	0.0	0.658	37.0	LOS C	19.5	139.4	0.88	0.77	36.7
5	T1	418	2.5	0.658	31.5	LOS C	19.5	139.4	0.88	0.77	39.4
6	R2	253	0.0	0.911	51.7	LOS D	13.4	93.5	1.00	0.98	32.0
Approach		707	1.5	0.911	39.0	LOS C	19.5	139.4	0.92	0.85	36.2
North: Harris Street (n)											
7	L2	85	0.0	0.926	53.6	LOS D	25.2	176.7	1.00	0.95	32.5
8	T1	481	0.0	0.926	49.2	LOS D	25.2	176.7	1.00	0.94	31.1
9	R2	340	0.3	0.926	53.7	LOS D	24.5	172.0	1.00	0.93	31.7
Approach		906	0.1	0.926	51.3	LOS D	25.2	176.7	1.00	0.94	31.5
West: Parkes Street (w)											
10	L2	320	0.0	0.869	49.6	LOS D	20.5	143.8	1.00	0.88	32.9
11	T1	497	2.1	0.869	44.0	LOS D	21.0	149.8	1.00	0.88	34.6
Approach		817	1.3	0.869	46.2	LOS D	21.0	149.8	1.00	0.88	33.9
All Vehicles		2998	0.7	0.926	45.9	LOS D	25.2	176.7	0.97	0.88	33.4

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	17	28.3	LOS C	0.0	0.0	0.73	0.73
P3	North Full Crossing	11	37.7	LOS D	0.0	0.0	0.85	0.85
P4	West Full Crossing	26	41.2	LOS E	0.1	0.1	0.89	0.89
All Pedestrians		54	36.5	LOS D			0.83	0.83

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: Harris Street / Parkes Street PM future

Signals - Actuated Cycle Time = 105 seconds (Practical Cycle Time)

Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Harris Street (s)											
1	L2	45	0.0	0.740	49.6	LOS D	14.0	97.8	0.97	0.83	32.0
2	T1	476	0.0	0.740	46.3	LOS D	14.0	98.3	0.97	0.83	32.4
3	R2	49	0.0	0.740	49.6	LOS D	14.0	98.3	0.97	0.83	31.9
Approach		571	0.0	0.740	46.9	LOS D	14.0	98.3	0.97	0.83	32.3
East: Parkes Street (e)											
4	L2	37	0.0	0.658	37.0	LOS C	19.5	139.4	0.88	0.77	36.7
5	T1	418	2.5	0.658	31.5	LOS C	19.5	139.4	0.88	0.77	39.4
6	R2	265	0.0	0.970	66.2	LOS E	16.2	113.3	1.00	1.08	28.4
Approach		720	1.5	0.970	44.5	LOS D	19.5	139.4	0.92	0.89	34.4
North: Harris Street (n)											
7	L2	96	0.0	0.939	55.2	LOS D	27.3	191.3	1.00	0.97	32.0
8	T1	486	0.0	0.939	50.8	LOS D	27.3	191.3	1.00	0.97	30.7
9	R2	371	0.3	0.939	55.3	LOS D	26.5	186.2	1.00	0.94	31.2
Approach		953	0.1	0.939	53.0	LOS D	27.3	191.3	1.00	0.96	31.0
West: Parkes Street (w)											
10	L2	347	0.0	0.899	51.6	LOS D	21.9	153.7	1.00	0.90	32.3
11	T1	497	2.1	0.899	45.9	LOS D	22.5	160.5	1.00	0.91	34.0
Approach		844	1.2	0.899	48.3	LOS D	22.5	160.5	1.00	0.90	33.3
All Vehicles		3087	0.7	0.970	48.6	LOS D	27.3	191.3	0.98	0.90	32.6

Level of Service (LOS) Method: Delay (RTA NSW).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	17	28.3	LOS C	0.0	0.0	0.73	0.73
P3	North Full Crossing	11	37.7	LOS D	0.0	0.0	0.85	0.85
P4	West Full Crossing	26	42.1	LOS E	0.1	0.1	0.90	0.90
All Pedestrians		54	36.9	LOS D			0.84	0.84

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.