

Angolet Pty Ltd
Amy Street, Regents Park
Transport Impact Assessment

Issue | 16 August 2017

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 244927-04

Arup
Arup Pty Ltd ABN 18 000 966 165



Arup
Level 10 201 Kent Street
PO Box 76 Millers Point
Sydney 2000
Australia
www.arup.com

ARUP

Contents

	Page
1 Introduction	1
1.1 Background	1
1.2 Scope	1
2 Existing Conditions	2
2.1 Site Location	2
2.2 Existing parking and loading	3
2.3 Road network and access	3
2.4 Existing traffic conditions	4
2.5 Public transport network	6
2.6 Walking and cycling	7
3 Proposed development	8
3.1 Description of proposed works	8
3.2 Proposed site access	8
4 Transport Assessment	9
4.1 Forecast traffic generation	9
4.2 Traffic distribution	10
4.3 Traffic modelling	13
4.4 Parking and loading provisions	16
4.5 Walking and cycling access	16
5 Conclusions	17

Tables

Table 1: Peak hour trips generated

Table 2: Journey to Work Travel Destinations from Regents Park

Table 3: Intersection Modelling Results – AM Peak Hour

Table 4: Intersection Modelling Results – PM Peak Hour

Figures

Figure 1: Site context

Figure 2: Site Location

Figure 3: Surrounding Road Network

Figure 4: 2017 peak hour traffic counts

Figure 5: Public Transport facilities in the vicinity of the site

Figure 6: Cycleway Map

Figure 7: Forecast Traffic Distribution

Figure 8: Future (2027) traffic flows with proposed development

Appendices

Appendix A

Sidra Output Tables

1 Introduction

1.1 Background

Angolet Pty Ltd commissioned Arup to undertake a Transport Impact Assessment (TIA) for a proposed redevelopment at 2-4 Smith Street, 116-132 Amy Street and 1-9 Maunder Street in Regents Park, approximately 20km from Sydney's Central Business District. The site is bound by Amy Street to the north, Smith Street to the east and Maunder Street to the west.

The site currently contains low density detached single story residential dwellings on the seventeen individual lots. The proposal is to replace the existing properties for the construction of a medium density (townhouse) development.



Figure 1: Site context

1.2 Scope

This transport report supports the planning proposal for the proposed development in Regents Park, and will outline the following:

- Existing transport conditions;
- Forecast traffic generation;
- Road network impacts;
- Parking provision;
- Access arrangements;
- Public transport availability;
- Pedestrian and cycle linkages.

2 Existing Conditions

2.1 Site Location

The site is located at the intersections of Amy Street/ Mauner Street and Amy Street/ Smith Street, within the suburb of Regents Park on a consolidated site area of approximately 1.3ha. The site is zoned R2 low density residential within the Auburn Local Environmental Plan (LEP) 2010.

The roads of significance in the vicinity of the site include:

- Auburn Road;
- Carlingford Street/ Park Road;
- Joseph Street

The existing site contains 17 individual lots, each currently with low density detached single storey residential dwellings.



Figure 2: Site Location

2.2 Existing parking and loading

The existing individual lots have on-site parking spaces available. There is on-street parking demarcated along Amy Street in the vicinity of the site. Whilst there is no formal on-street parking along Maunder Street, the road width is approximately 12m which is sufficient to accommodate parking along both sides of the street without impeding traffic flow.

2.3 Road network and access

The existing 17 individual lots each have separate driveways for access to their respective properties, with all turning movements being permitted.

Amy Street, Carlingford Street, Park Road and Auburn Road are regional roads under the management of the local council, whilst Joseph Street (A6) is a state classified road under the care and control of Roads and Maritime Services.

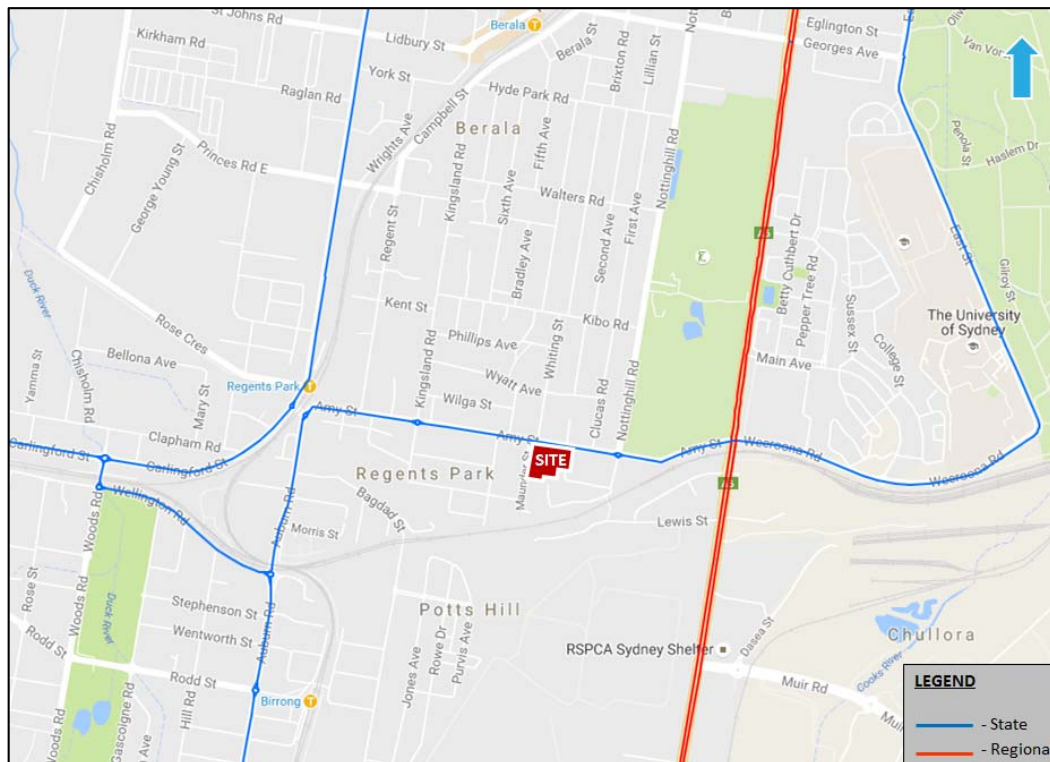


Figure 3: Surrounding Road Network

2.4 Existing traffic conditions

Traffic counts were conducted on Tuesday 1 August 2017 at a number of intersections in the precinct, as listed below.

- Amy Street / Joseph Street / Weeroona Road
- Amy Street / Nottingham Road
- Amy Street / Smith Street
- Amy Street / Maunder Street
- Amy Street / Kingsland Road
- Amy Street / Regent Street
- Amy Street / Auburn Road (eastern side of railway bridge)
- Amy Street / Carlingford Street / Park Road (western side of railway bridge).

The existing traffic counts are summarised in Figure 4.

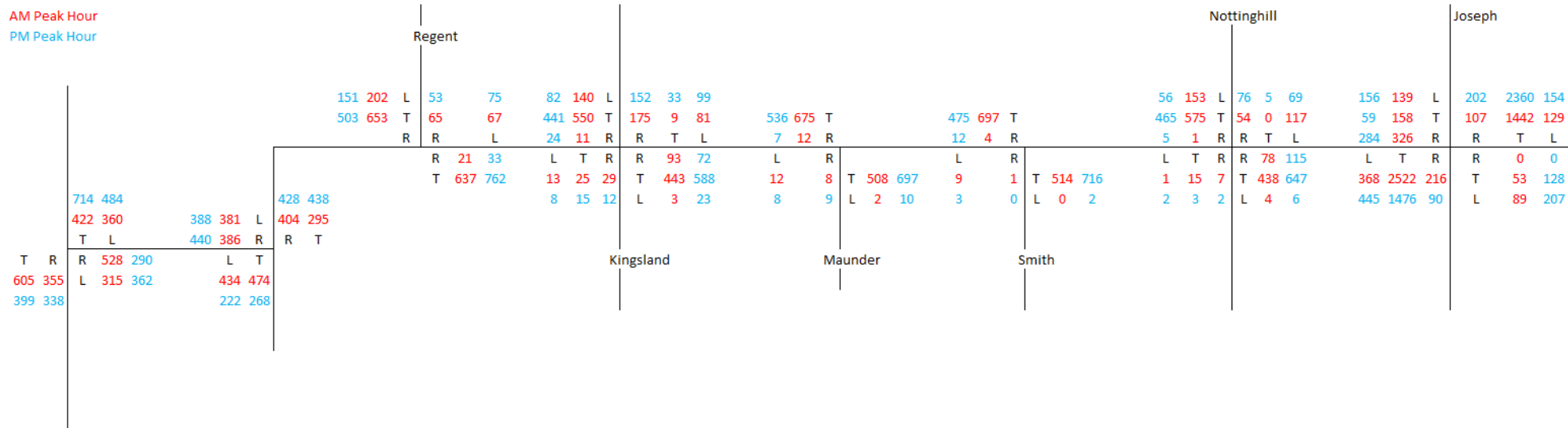


Figure 4: 2017 peak hour traffic counts

2.5 Public transport network

The site is well served by public transport, with Regents Park train station and several bus stops located in the vicinity of the site, as presented in **Figure 4**.



Figure 5: Public Transport facilities in the vicinity of the site

2.5.1 Train Services

Regents Park Station services the area, located within ten minutes' walk of the site. Sydney Trains operates 4 train services during the peak hour on the T3 Bankstown Line to the City and 5 train services from the City.

During the afternoon peak hour 4 services operate to the CBD and 2 services operate in the opposite direction on the Bankstown Line.

Pedestrian access to the station is provided on Park Road.

2.5.2 Bus Services

There are several bus routes in the vicinity of the site. Several bus stops are located along Amy Street in the vicinity of the site. Bus stops in the immediate vicinity of the proposed site are serviced by Route 908 which provides a north-south bus link to Bankstown via Auburn and Birrong. This route also provides direct bus access to Regents Park station.

2.6 Walking and cycling

Pedestrian and cycling connectivity in the area is generally of a good standard. Concrete footpaths are provided along both sides of Amy Street for ease of walking. The cycleway map for the surrounding road network is shown in **Figure 5** below.

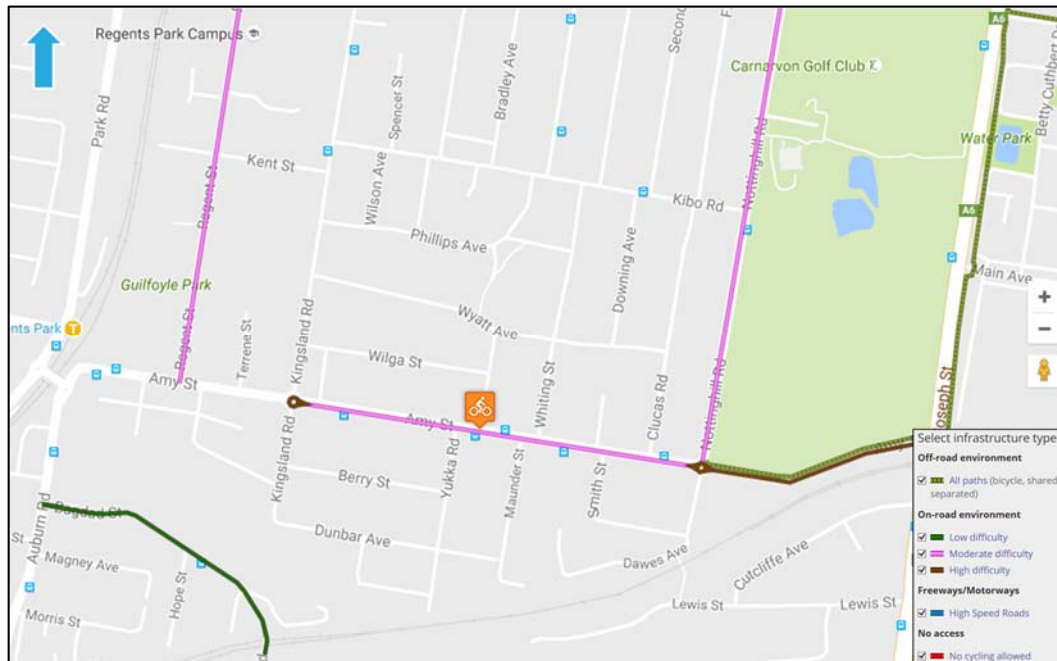


Figure 6: Cycleway Map

(Source: www.rms.nsw.gov.au/roads/bicycle/cyclewayfinder)

3 Proposed development

3.1 Description of proposed works

The planning proposal seeks to rezone the subject site from R2 Low Density Residential to R3 Medium Density Residential.

The planning proposal does not propose any physical development at this stage. The rezoning of land does not create any direct parking, access or traffic issues. However, with a view to providing a robust assessment, the following sections provide an analysis of the potential parking, access and traffic implications of development of the site.

The following analysis has been prepared based upon an indicative yield of approximately 75 residential townhouses.

3.2 Proposed site access

It is planned that driveway accesses will be provided off Maunder Street and Smith Street. Driveway accesses to be limited to a maximum of 6m in accordance with Australian Standards

Ramps to basement parking will be located from an access driveway to avoid interrupting the visual and pedestrian continuity of the street frontages.

4 Transport Assessment

4.1 Forecast traffic generation

4.1.1 Existing Development

As previously noted, the site currently comprises of 17 detached (low density) residential dwellings which currently generate traffic on the road network. The RMS Technical Direction (TDT 2013/04a) published in August 2013 recommends a peak hour traffic generation rate for this land use type of 0.95 vehicles / dwelling (AM peak hour) and 0.99 vehicles / dwelling (PM peak hour). These rates have been adopted in the analysis.

4.1.2 Proposed Development

The RMS Guide to Traffic Generating Development Document recommends a peak hour traffic generation rate of between 0.5-0.65 trips / townhouse. Given the location of the site in Regents Park, approximately 10 minutes from the nearest railway station, it is considered that this rate is likely to be conservative. Notwithstanding this however, a worst case rate of 0.65 trips / dwelling has been adopted for the analysis.

Using the adopted traffic generation rate, the additional peak hour traffic resulting from the proposed development is as follows:

- Morning peak hour – 49 vehicles with an 20%: 80% in: out
- Afternoon peak hour – 49 vehicles with an 80%: 20% in: out

It should be noted that the trips generated by the existing residential have been discounted, as indicated in **Table 2** below. The result is a net increase of only 33 vehicle trips in the peak hour.

Table 1: Peak hour trips generated

Land Use	Dwellings	Trip Rate		Trips Gen		In: Out Split			
		AM	PM	AM	PM	AM		PM	
						In	Out	In	Out
Residential	75	0.65	0.65	49	49	10	39	39	10
Existing Residential	17	0.95	0.99	16	16	3	13	13	3
Net Trips In/Out						7	26	26	7
Total Additional Trips per Peak Hour						33		33	

4.1.3 Background traffic growth

The assessment has considered a 10 year design horizon, assuming a traffic growth rate of 1.5% per annum. This is commensurate with rates of traffic growth in the precinct in recent years (based historical RMS traffic data for Joseph Street).

4.2 Traffic distribution

The general future distribution of the proposed development has been estimated from the 2011 Census Data for Journey to Work car travel for residents of the locality of Regents Park. The destination of existing residents driving to work from the Regents Park area is summarised in **Table 3**.

Table 2: Journey to Work Travel Destinations from Regents Park

Destination LGA	Proportion of Total Trips
Auburn	18%
Bankstown	15%
Parramatta	7%
Fairfield	6%
Canada Bay	5%
Strathfield	5%
Sydney	4%
Blacktown	4%
Liverpool	4%
Canterbury	3%
Holroyd	3%
Ryde	2%
Other	21%
Total	100%

Source: Bureau of Transport Statistics Journey to Work Explorer (NSW Government, 2014)

The distribution applied to the local road network shows the most likely routes which will be taken by future vehicular traffic travelling to/ from the site. **Figure 7** depicts the local road proportions from the site in the morning peak, with traffic flows in the opposite direction to the site in the afternoon peak.

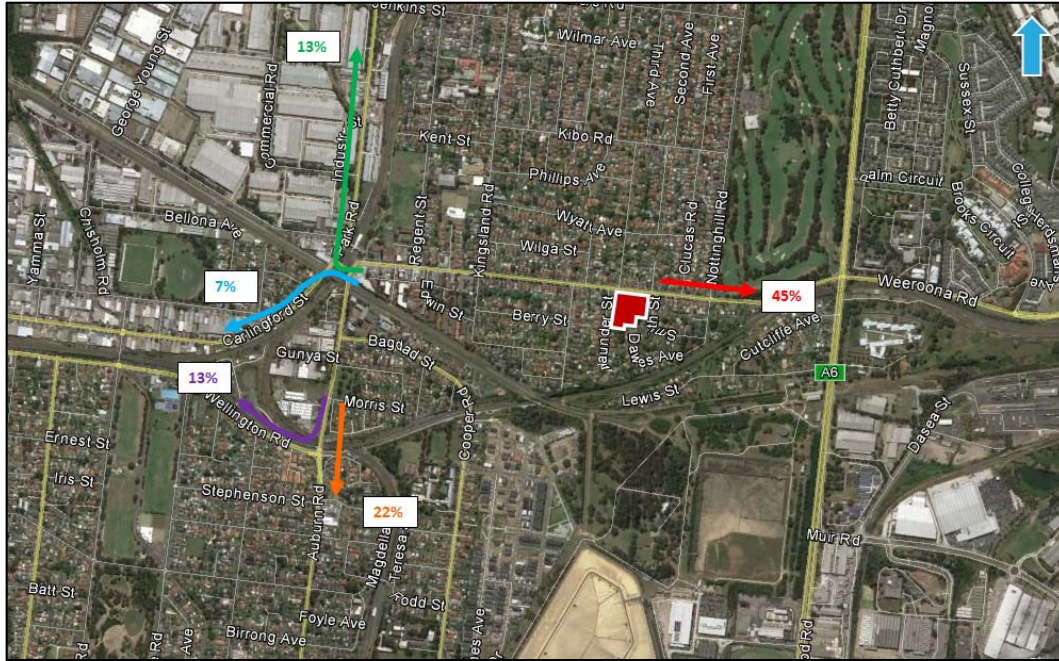


Figure 7: Forecast Traffic Distribution

The traffic generated by the proposed development was then assigned to the road network for the morning and afternoon peak hours. 10 years of background traffic growth was also added to the existing vehicle numbers, with forecast future traffic flows illustrated in Figure 8.

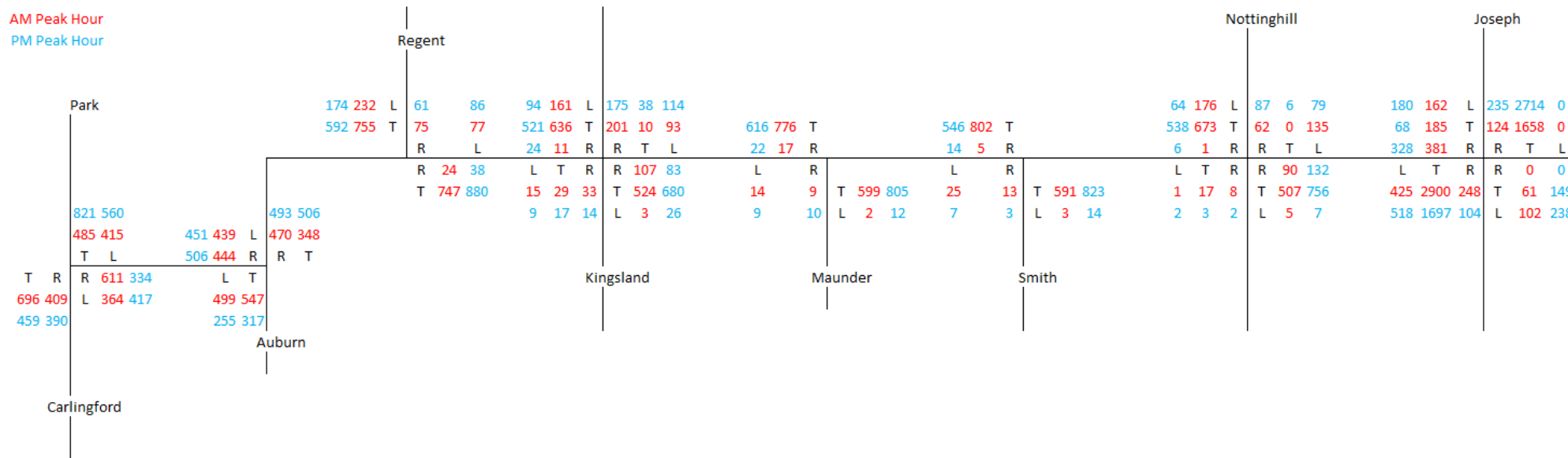


Figure 8: Future (2027) traffic flows with proposed development

4.3 Traffic modelling

The intersections have been assessed using RMS approved software SIDRA V6.1. In urban areas, the traffic capacity of the major road network is generally a function of the performance of key intersections. This performance is quantified in terms of Level of Service (LOS), is based on the average delay per vehicle. LOS ranges from A = very good to F = unsatisfactory.

Another common measure of intersection performance is the degree of saturation (DOS), which provides an overall measure of the capability of the intersection to accommodate additional traffic. A DOS of 1.0 indicates that an intersection is operating at capacity. The desirable maximum degree of saturation for an intersection is 0.9.

The existing intersection performance is assessed in this report in terms of the following three factors for each intersection:

- Degree of Saturation;
- Average Delay (Seconds per vehicle);
- Level of Service.

The modelling has assessed the operation of all intersections surveyed in August 2017, as detailed in Section 2.4.

4.3.1 Modelling Results

The following scenarios were analysed:

- Existing year conditions;
- Future year (2027) conditions, without development (i.e. future base)
- Future year (2027) conditions, with proposed development (i.e. future base + development)

The results of the analysis are summarised in **Table 3** and **Table 4** on the following pages. The detailed traffic modelling outputs are provided in the **Appendix A**.

SIDRA Intersection Results - AM Peak Hour

Amy / Regent	Turn	Existing						Future						Future w/ Dev					
		Volume	DoS	Avg. Delay	LoS	Avg. Delay	LoS	Volume	DoS	Avg. Delay	LoS	Avg. Delay	LoS	Volume	DoS	Avg. Delay	LoS	Avg. Delay	LoS
Amy East	T	637	0.34	0	A	2.8	A	733	0.39	0.1	A	9.4	A	747	0.4	0.1	A	10.7	A
	R	21	0.34	4.6	A			24	0.39	4.6	A			24	0.4	4.6	A		
Regent	L	67	0.53	14.8	B			77	0.93	87.3	F			77	0.96	109.7	F		
	T	65	0.53	39.6	C			75	0.93	128.7	F			75	0.96	142.8	F		
Amy West	T	202	0.37	4.6	A	2.8	A	232	0.43	4.6	A	9.4	A	232	0.43	4.6	A	10.7	A
	R	653	0.37	0	A			751	0.43	0.1	A			755	0.43	0.1	A		
Amy Street / Kingsland Road	Turn	Existing						Future						Future w/ Dev					
Kingsland S	L	13	0.1	8.7	A	6.4	A	15	0.14	9.9	A	7.2	A	15	0.14	10.2	A	13.7	A
	T	25	0.1	8.4	A			29	0.14	9.7	A			29	0.14	10	A		
	R	29	0.1	11.4	A			33	0.14	12.6	A			33	0.14	12.9	A		
Amy East	L	3	0.49	5.6	A			3	0.58	6	A			3	0.6	6	A		
	T	443	0.49	5.3	A			509	0.58	5.7	A			532	0.6	5.8	A		
	R	93	0.49	8.2	A			107	0.58	8.7	A			107	0.6	8.7	A		
Kingsland N	L	81	0.37	8.4	A			93	0.47	10.7	A			93	0.48	11	A		
	T	9	0.37	8.2	A			10	0.47	10.5	A			10	0.48	10.8	A		
	R	175	0.37	11.1	A			201	0.47	13.4	A			201	0.48	13.7	A		
Amy West	L	140	0.58	5.3	A			161	0.68	5.8	A			161	0.69	5.8	A		
	T	550	0.58	5.1	A			633	0.68	5.6	A			646	0.69	5.6	A		
	R	11	0.58	8	A			11	0.68	8.5	A			11	0.69	8.5	A		
Amy / Maunder	Turn	Existing						Future						Future w/ Dev					
Maunder	L	13	0.04	6.6	A	0.2	A	15	0.06	7.1	A	0.3	A	15	0.07	7.3	A	22.1	B
	R	8	0.04	15.4	B			9	0.06	20.8	B			9	0.07	22.1	B		
Amy East	L	2	0.28	4.6	A			2	0.32	4.6	A			2	0.33	4.6	A		
	T	535	0.28	0	A			615	0.32	0	A			639	0.33	0	A		
Amy West	T	711	0.37	0	A			817	0.43	0.1	A			817	0.43	0.1	A		
	R	13	0.37	4.6	A			15	0.43	4.6	A			28	0.43	4.6	A		
Amy / Smith	Turn	Existing						Future						Future w/ Dev					
Smith	L	9	0.01	6.6	A	0.1	A	11	0.02	7.1	A	0.1	A	35	0.15	7.3	A	22.7	B
	R	1	0.01	15.6	B			1	0.02	21.3	B			21	0.15	22.7	B		
Amy East	L	1	0.3	4.6	A			1	0.32	4.6	A			12	0.33	4.6	A		
	T	541	0.3	0	A			622	0.32	0	A			622	0.33	0	A		
Amy West	T	734	0.38	0.1	A			844	0.44	0.1	A			844	0.44	0.1	A		
	R	4	0.38	4.6	A			5	0.44	4.6	A			5	0.44	4.6	A		
Amy / Nottinghill	Turn	Existing						Future						Future w/ Dev					
Nottinghill South	L	1	0.03	7.5	A	5.3	A	1	0.04	8.3	A	5.6	A	1	0.04	8.4	A	12.3	A
	T	16	0.03	7.2	A			18	0.04	8	A			18	0.04	8.1	A		
	R	7	0.03	10.1	A			8	0.04	10.9	A			8	0.04	11	A		
Amy East	L	4	0.4	4.4	A			5	0.47	4.5	A			5	0.47	4.5	A		
	T	461	0.4	4.1	A			531	0.47	4.2	A			541	0.47	4.2	A		
	R	82	0.4	7.1	A			95	0.47	7.2	A			95	0.47	7.2	A		
Nottinghill North	L	123	0.25	8.3	A			142	0.33	9.4	A			142	0.34	9.6	A		
	T	1	0.25	8	A			1	0.33	9.1	A			1	0.34	9.4	A		
	R	57	0.25	11	A			65	0.33	12	A			65	0.34	12.3	A		
Amy West	L	161	0.59	5	A			185	0.69	5.3	A			185	0.7	5.4	A		
	T	605	0.59	4.7	A			696	0.69	5.1	A			716	0.7	5.1	A		
	R	1	0.59	7.6	A			1	0.69	8	A			1	0.7	8.1	A		
Amy / Joseph / Weeroona	Turn	Existing						Future						Future w/ Dev					
Joseph South	L	387	1.01	125.5	F	130.5	F	445	1.18	236.7	F	157.4	F	447	1.18	242	F	161.8	F
	T	2655	1.01	118.6	F			3053	1.18	231.1	F			3053	1.18	236.4	F		
	R	227	0.63	166.9	F			261	0.755	69.7	E			261	0.83	71.6	F		
Weeroona	L	94	0.101	31.8	C			107	0.116	29	C			107	0.12	27	B		
	T	56	0.101	35.6	C			64	0.116	42	D			65	0.12	38.8	C		
	R	1	0.101	39.9	C			1	0.116	47.3	D			1	0.12	43.9	D		
Joseph North	L	129	0.65	164.2	F			148	0.746	46.5	D			148	0.77	45.2	D		
	T	1518	0.65	159.2	F			1745	0.746	39.6	C			1745	0.77	38.2	C		
	R	113	0.977	159.4	F			129	1.12	211.1	F			132	1.2	267.8	F		
Amy St	L	146	0.558	36.8	C			168	0.628	51.1	D			173	0.65	44	D		
	T	166	0.558	32.2	C			192	0.628	46.5	D			196	0.65	39.4	C		
	R	343	1.02	185	F			395	1.18	253.9	F			405	1.2	274.9	F		
Carlingford / Park	Turn	Existing						Future						Future w/ Dev					
Carlingford	T	604	1.06	67.2	E	32.0	C	696	1.35	273	F	115.7	F	696	1.36	281	F	118.6	F
	R	355	1.06	83.1	F			408	1.35	335.3	F			409	1.36	345	F		
Auburn Road	L	315	0.42	6.6	A			362	0.52	8.3	A			365	0.52	8.4	A		
	R	528	0.61	9.2	A			607	0.74	12.5	A			613	0.75	12.7	A		
Park Road	L	360	0.38	8	A	414	0.42	7.9	A	417	0.42	7.9	A						
	T	422	0.39	6.7	A	485	0.43	6.6	A	485	0.43	6.6	A						
Auburn / Amy	Turn	Existing						Future						Future w/ Dev					
Auburn Rd	L	434	0.49	7.6	A	7.0	A	434	0.64	11.3	A	9.9	A	499	0.62	10.2	A	9.2	A
	T	474	0.49	5.5	A			545	0.64	8.7	A			553	0.62	8	A		
Amy St	T	295	0.38	5.2	A			339	0.45	5.8	A			354	0.45	5.6	A		
	R	404	0.53	8.8	A			504	0.83	15	B			473	0.78	13.5	A		
Auburn Rd W	L	381	0.45	6.8	A			438	0.52	8.2	A			443	0.51	8.1	A		
	R	386	0.45	7.9	A			444	0.51	9.2	A			444	0.51	9.2	A		

SIDRA Intersection Results - PM Peak Hour

Amy / Regent	Turn	Existing						Future						Future w/ Dev					
		Volume	DoS	Avg. Delay	LoS	Avg. Delay	LoS	Volume	DoS	Avg. Delay	LoS	Avg. Delay	LoS	Volume	DoS	Avg. Delay	LoS	Avg. Delay	LoS
Amy East	T	762	0.4	0.1	A	2.4	A	876	0.47	0.1	A	5.2	A	880	0.47	0.1	A	6.1	A
	R	33	0.4	4.6	A			38	0.47	4.6	A			38	0.47	4.6	A		
Regent	L	75	0.44	11.2	A			86	0.77	39.1	C			86	0.84	53.8	D		
	T	53	0.44	37.1	C	61	0.77	82.7	F	61	0.81	90.9	F						
Amy West	T	151	0.28	4.6	A	2.4	A	174	0.32	4.6	A	5.2	A	174	0.33	4.6	A	6.1	A
	R	503	0.28	0	A			578	0.32	0	A			592	0.33	0	A		
Amy Street / Kingsland Road	Turn	Existing						Future						Future w/ Dev					
Kingsland S	L	8	0.06	9.3	A	6.2	A	9	0.089	11.3	A	7.4	A	9	0.09	11.5	A	7.5	A
	T	15	0.06	9.3	A			17	0.089	11.1	A			17	0.09	11.2	A		
	R	12	0.06	12.3	A			14	0.089	14	B			14	0.09	14.2	B		
Amy East	L	23	0.62	6	A	6.2	A	26	0.74	8.1	A	7.4	A	26	0.75	8.3	A	7.5	A
	T	588	0.62	5.7	A			676	0.74	7.9	A			688	0.75	8.1	A		
	R	72	0.62	8.7	A			83	0.74	10.8	A			83	0.75	11	A		
Kingsland N	L	99	0.35	7.4	A	6.2	A	114	0.43	8.4	A	7.4	A	114	0.44	8.8	A	7.5	A
	T	33	0.35	7.2	A			38	0.43	8.2	A			38	0.44	8.5	A		
	R	152	0.35	10.1	A			175	0.43	11.1	A			175	0.44	11.5	A		
Amy West	L	82	0.43	4.7	A	6.2	A	94	0.5	4.9	A	7.4	A	94	0.52	4.9	A	7.5	A
	T	441	0.43	4.5	A			507	0.5	4.7	A			528	0.52	4.7	A		
	R	24	0.43	7.4	A			24	0.5	7.6	A			24	0.52	7.6	A		
Amy / Maunder	Turn	Existing						Future						Future w/ Dev					
Maunder	L	8	0.05	8	A	0.3	A	9	0.08	9.2	A	0.3	A	9	0.08	9.3	A	0.4	A
	R	9	0.05	16.5	B			11	0.08	22.7	B			11	0.08	24	B		
Amy East	L	11	0.38	4.6	A			0.3	A	13	0.44			4.6	A	0.3	A		
	T	734	0.38	0.1	A	844	0.44			0	A	856	0.44	0.1	A				
Amy West	T	564	0.29	0	A	0.3	A			648	0.33	0	A	0.3	A			648	0.35
	R	7	0.29	4.6	A			8	0.33	4.6	A	31	0.35			4.6	A		
Amy / Smith	Turn	Existing						Future								Future w/ Dev			
Smith	L	3	0.008	8.1	A	0.1	A	3	0.01	9.3	A	0.2	A	16	0.08	9.5	A	0.4	A
	R	1	0.008	15.3	B			1	0.01	20.7	B			11	0.08	22	B		
Amy East	L	2	0.388	4.6	A			0.1	A	2	0.45			4.6	A	0.2	A		
	T	754	0.388	0.1	A	866	0.45			0.1	A	866	0.45	0.1	A				
Amy West	T	500	0.263	0	A	0.1	A			75	0.3	0	A	0.2	A			575	0.3
	R	13	0.263	4.6	A			15	0.3	4.6	A	15	0.3			4.6	A		
Amy / Nottinghill	Turn	Existing						Future								Future w/ Dev			
Nottinghill South	L	2	0.014	10.1	A	5.3	A	2	0.017	12.2	A	5.7	A	2	0.017	12.5	A	5.7	A
	T	3	0.014	9.9	A			3	0.017	11.9	A			3	0.017	12.3	A		
	R	2	0.014	12.8	A			2	0.017	14.9	B			2	0.017	15.2	B		
Amy East	L	6	0.612	4.8	A	5.3	A	7	0.715	5.2	A	5.7	A	7	0.715	5.2	A	5.7	A
	T	681	0.612	4.6	A			744	0.715	5	A			756	0.715	5	A		
	R	121	0.612	7.5	A			139	0.715	7.9	A			139	0.715	7.9	A		
Nottinghill North	L	73	0.197	7.2	A	5.3	A	83	0.246	7.9	A	5.7	A	83	0.246	8	A	5.7	A
	T	5	0.197	6.9	A			6	0.246	7.6	A			6	0.246	7.7	A		
	R	80	0.197	9.8	A			92	0.246	10.6	A			92	0.246	10.6	A		
Amy West	L	59	0.45	4.9	A	5.3	A	67	0.534	5.2	A	5.7	A	67	0.534	5.2	A	5.7	A
	T	489	0.45	4.7	A			535	0.534	5	A			538	0.534	5	A		
	R	5	0.45	7.6	A			6	0.534	7.9	A			6	0.534	7.9	A		
Amy / Joseph / Weeroona	Turn	Existing						Future						Future w/ Dev					
Joseph South	L	468		56.2	E	53.8	D	539	1.06	85	F	98.6	F	545	1.03	115.2	F	115.8	F
	T	1554		48.8	D			1786	1.03	78.1	F			1786	1.03	106.5	F		
	R	95		84.9	F			109	1.13	116.5	F			109	1.13	200	F		
Weeroona	L	218		29.1	C	53.8	D	251	0.49	57.4	E	98.6	F	251	0.49	56.5	E	115.8	F
	T	135		32.8	C			155	0.47	64.9	E			158	0.47	63.2	E		
	R	1		37.1	C			1	0.47	69.2	E			1	0.47	67.5	E		
Joseph North	L	154		61.6	E	53.8	D	177	1.15	123.6	F	98.6	F	177	1.15	139.6	F	115.8	F
	T	2484		54.6	D			2857	1.15	119	F			2857	1.15	134.8	F		
	R	213		78	F			244	1.09	146.9	F			249	1.09	135.7	F		
Amy St	L	164		34	C	53.8	D	188	0.37	40.9	C	98.6	F	192	0.37	38.4	C	115.8	F
	T	62		29.5	C			72	0.37	36.4	C			73	0.37	33.8	C		
	R	299		81.5	F			344	1.04	93.4	F			349	1.04	81.6	F		
Carlingford / Park	Turn	Existing						Future						Future w/ Dev					
Carlingford	T	399	0.6	6.8	A	8.8	A	459	0.76	8.8	A	13.1	A	459	0.76	8.9	A	13.2	A
	R	338	0.6	9.4	A			389	0.76	11.8	A			391	0.76	11.9	A		
Auburn Road	L	362	0.56	10.8	A			8.8	A	416	0.78			21.7	B	13.1	A		
	R	290	0.49	11.7	A	334	0.7			19.1	B	336	0.7	19.3	B				
Park Road	L	484	0.5	8.5	A	8.8	A			557	0.62	10.6	A	13.1	A			562	0.63
T	714	0.62	7.8	A	821			0.76	10.9	A	821	0.76	11			A			
Auburn / Amy	Turn	Existing						Future						Future w/ Dev					
Auburn Rd	L	222	0.27	7.9	A	7.6	A	255	0.48	9.1	A	10.0	A	255	0.49	9.4	A	9.8	A
	T	268	0.28	6.1	A			30	0.35	6.7	A			322	0.36	6.8	A		
Amy St	T	438	0.55	8	A			7.6	A	504	0.67			10.9	A	10.0	A		
	R	428	0.43	10.8	A	492	0.78			16.6	B	496	0.78	17.2	B				
Auburn Rd W	L	388	0.38	5.3	A	7.6	A			446	0.46	5.6	A	10.0	A			454	0.47
	R	440	0.42	6.7	A			506	0.49	7.1	A	506	0.51			7.2	A		

4.3.2 Analysis

The modelling demonstrates that:

- All intersections (with the exception of Amy Street / Joseph Street / Weeroona Road in the AM peak hour) currently operate at acceptable levels of service
- The projected levels of background traffic growth over a 10 year period will result in the Amy Street / Joseph Street / Weeroona Road intersection and Carlingford Road / Park road intersection operate at Level of Service F.
- The additional traffic resulting from the proposed development (a total of 33 vehicles in peak hours) does not result in any significant changes to the operations of the intersections assessed. The projected level of service at all intersections remains unchanged from the 'future base' scenario.

In the above context, the impacts from the proposed development are considered acceptable.

4.4 Parking and loading provisions

All on-site car parking and loading facilities (including bicycle parking) will be provided in accordance with the current Council development control plan (DCP). The design of these areas will comply with Australian Standards for Off-Street Car Parking AS2890.1

4.5 Walking and cycling access

There are no proposed changes to the current external walking and cycling network. The current network is deemed both adequate and appropriate for the proposed site development.

5 Conclusions

This report has investigated the potential traffic and transport impacts of the proposed residential development at 2-4 Smith Street, 116-132 Amy Street and 1-9 Maunder Street in Regents Park. Key findings of the study are as follows:

- The proposal involves re-zoning the site from R2 low density residential to R3 medium density residential
- The site is well served by public transport with the Regents Park Rail Station located within ten minutes' walk and several bus stops located along Amy Street.
- Pedestrian and cycling connectivity on the area is generally of a good standard. The current network is deemed adequate, therefore no changes are proposed.
- Driveway access to the proposed development is to be provided off Maunder Street and Smith Street.
- All on-site parking and loading facilities are to be provided and designed as per Council Development Control Plan (DCP) and Australian Standards for off-street car parking AS2890.1, respectively.
- The proposed development which will comprise of approximately 75 townhouses, with a net traffic generation of 33 vehicle trips in the commuter peak hours.
- Traffic modelling indicates all intersections (with the exception of Amy Street / Joseph Street / Weeroona Road in the AM peak hour) currently operate at acceptable levels of service
- The additional traffic resulting from the proposed development does not result in any significant changes to the operations of the intersections assessed. The projected level of service at all intersections remains unchanged from the 'future base' scenario. In this context, the impacts from the proposed development are considered acceptable.

Appendix A

Sidra Output Tables

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Kingsland Rd AM Existing]**

Amy St / Kingsland Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Kingsland Rd South											
1	L2	13	0.0	0.103	8.7	LOS A	0.6	4.2	0.72	0.76	43.5
2	T1	25	0.0	0.103	8.4	LOS A	0.6	4.2	0.72	0.76	44.1
3	R2	29	0.0	0.103	11.4	LOS A	0.6	4.2	0.72	0.76	43.9
Approach		67	0.0	0.103	9.8	LOS A	0.6	4.2	0.72	0.76	43.9
East: Amy St East											
4	L2	3	0.0	0.492	5.6	LOS A	4.0	28.0	0.58	0.60	45.1
5	T1	443	0.0	0.492	5.3	LOS A	4.0	28.0	0.58	0.60	45.7
6	R2	93	0.0	0.492	8.2	LOS A	4.0	28.0	0.58	0.60	45.5
Approach		539	0.0	0.492	5.8	LOS A	4.0	28.0	0.58	0.60	45.7
North: Kingsland Rd North											
7	L2	81	0.0	0.367	8.4	LOS A	2.4	16.7	0.76	0.84	43.3
8	T1	9	0.0	0.367	8.2	LOS A	2.4	16.7	0.76	0.84	43.9
9	R2	175	0.0	0.367	11.1	LOS A	2.4	16.7	0.76	0.84	43.7
Approach		265	0.0	0.367	10.2	LOS A	2.4	16.7	0.76	0.84	43.6
West: Amy St West											
10	L2	140	0.0	0.580	5.3	LOS A	5.2	36.2	0.54	0.55	45.4
11	T1	550	0.0	0.580	5.1	LOS A	5.2	36.2	0.54	0.55	46.0
12	R2	11	0.0	0.580	8.0	LOS A	5.2	36.2	0.54	0.55	45.8
Approach		701	0.0	0.580	5.2	LOS A	5.2	36.2	0.54	0.55	45.9
All Vehicles		1572	0.0	0.580	6.4	LOS A	5.2	36.2	0.60	0.62	45.3

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:35 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Kingsland Rd AM Future]**

Amy St / Kingsland Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Kingsland Rd South											
1	L2	15	0.0	0.137	9.9	LOS A	0.8	5.8	0.79	0.82	42.9
2	T1	29	0.0	0.137	9.7	LOS A	0.8	5.8	0.79	0.82	43.5
3	R2	33	0.0	0.137	12.6	LOS A	0.8	5.8	0.79	0.82	43.3
Approach		77	0.0	0.137	11.0	LOS A	0.8	5.8	0.79	0.82	43.3
East: Amy St East											
4	L2	3	0.0	0.584	6.0	LOS A	5.3	37.0	0.69	0.65	44.8
5	T1	509	0.0	0.584	5.7	LOS A	5.3	37.0	0.69	0.65	45.5
6	R2	107	0.0	0.584	8.7	LOS A	5.3	37.0	0.69	0.65	45.2
Approach		619	0.0	0.584	6.2	LOS A	5.3	37.0	0.69	0.65	45.4
North: Kingsland Rd North											
7	L2	93	0.0	0.474	10.7	LOS A	3.7	25.9	0.86	0.97	42.2
8	T1	10	0.0	0.474	10.5	LOS A	3.7	25.9	0.86	0.97	42.7
9	R2	201	0.0	0.474	13.4	LOS A	3.7	25.9	0.86	0.97	42.5
Approach		304	0.0	0.474	12.5	LOS A	3.7	25.9	0.86	0.97	42.4
West: Amy St West											
10	L2	161	0.0	0.682	5.8	LOS A	7.1	49.5	0.67	0.60	45.1
11	T1	633	0.0	0.682	5.6	LOS A	7.1	49.5	0.67	0.60	45.7
12	R2	11	0.0	0.682	8.5	LOS A	7.1	49.5	0.67	0.60	45.5
Approach		805	0.0	0.682	5.6	LOS A	7.1	49.5	0.67	0.60	45.6
All Vehicles		1805	0.0	0.682	7.2	LOS A	7.1	49.5	0.71	0.69	44.9

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:36 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Kingsland Rd AM Future wDev]**

Amy St / Kingsland Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Kingsland Rd South											
1	L2	15	0.0	0.141	10.2	LOS A	0.9	6.1	0.81	0.83	42.7
2	T1	29	0.0	0.141	10.0	LOS A	0.9	6.1	0.81	0.83	43.3
3	R2	33	0.0	0.141	12.9	LOS A	0.9	6.1	0.81	0.83	43.1
Approach		77	0.0	0.141	11.3	LOS A	0.9	6.1	0.81	0.83	43.1
East: Amy St East											
4	L2	3	0.0	0.604	6.0	LOS A	5.6	39.4	0.70	0.65	44.8
5	T1	532	0.0	0.604	5.8	LOS A	5.6	39.4	0.70	0.65	45.4
6	R2	107	0.0	0.604	8.7	LOS A	5.6	39.4	0.70	0.65	45.2
Approach		642	0.0	0.604	6.3	LOS A	5.6	39.4	0.70	0.65	45.4
North: Kingsland Rd North											
7	L2	93	0.0	0.483	11.0	LOS A	3.8	26.8	0.88	0.98	42.0
8	T1	10	0.0	0.483	10.8	LOS A	3.8	26.8	0.88	0.98	42.6
9	R2	201	0.0	0.483	13.7	LOS A	3.8	26.8	0.88	0.98	42.4
Approach		304	0.0	0.483	12.8	LOS A	3.8	26.8	0.88	0.98	42.3
West: Amy St West											
10	L2	161	0.0	0.693	5.8	LOS A	7.3	51.3	0.68	0.60	45.0
11	T1	646	0.0	0.693	5.6	LOS A	7.3	51.3	0.68	0.60	45.7
12	R2	11	0.0	0.693	8.5	LOS A	7.3	51.3	0.68	0.60	45.4
Approach		818	0.0	0.693	5.7	LOS A	7.3	51.3	0.68	0.60	45.5
All Vehicles		1841	0.0	0.693	7.3	LOS A	7.3	51.3	0.73	0.69	44.8

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:37 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Kingsland Rd PM Existing]**

Amy St / Kingsland Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows 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: Kingsland Rd South											
1	L2	8	0.0	0.062	9.6	LOS A	0.4	2.6	0.78	0.76	43.2
2	T1	15	0.0	0.062	9.3	LOS A	0.4	2.6	0.78	0.76	43.8
3	R2	12	0.0	0.062	12.3	LOS A	0.4	2.6	0.78	0.76	43.6
Approach		35	0.0	0.062	10.4	LOS A	0.4	2.6	0.78	0.76	43.6
East: Amy St East											
4	L2	23	0.0	0.621	6.0	LOS A	5.8	40.4	0.68	0.63	44.9
5	T1	588	0.0	0.621	5.7	LOS A	5.8	40.4	0.68	0.63	45.5
6	R2	72	0.0	0.621	8.7	LOS A	5.8	40.4	0.68	0.63	45.3
Approach		683	0.0	0.621	6.1	LOS A	5.8	40.4	0.68	0.63	45.5
North: Kingsland Rd North											
7	L2	99	0.0	0.346	7.4	LOS A	2.2	15.1	0.68	0.78	44.0
8	T1	33	0.0	0.346	7.2	LOS A	2.2	15.1	0.68	0.78	44.6
9	R2	152	0.0	0.346	10.1	LOS A	2.2	15.1	0.68	0.78	44.4
Approach		284	0.0	0.346	8.8	LOS A	2.2	15.1	0.68	0.78	44.3
West: Amy St West											
10	L2	82	0.0	0.430	4.7	LOS A	3.3	23.3	0.38	0.49	45.8
11	T1	441	0.0	0.430	4.5	LOS A	3.3	23.3	0.38	0.49	46.4
12	R2	24	0.0	0.430	7.4	LOS A	3.3	23.3	0.38	0.49	46.2
Approach		547	0.0	0.430	4.6	LOS A	3.3	23.3	0.38	0.49	46.3
All Vehicles		1549	0.0	0.621	6.2	LOS A	5.8	40.4	0.58	0.61	45.5

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:38 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Kingsland Rd PM Future]**

Amy St / Kingsland Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Kingsland Rd South											
1	L2	9	0.0	0.088	11.3	LOS A	0.6	3.9	0.86	0.82	42.3
2	T1	17	0.0	0.088	11.1	LOS A	0.6	3.9	0.86	0.82	42.9
3	R2	14	0.0	0.088	14.0	LOS A	0.6	3.9	0.86	0.82	42.7
Approach		40	0.0	0.088	12.1	LOS A	0.6	3.9	0.86	0.82	42.7
East: Amy St East											
4	L2	26	0.0	0.736	8.1	LOS A	9.6	67.3	0.83	0.76	44.4
5	T1	676	0.0	0.736	7.9	LOS A	9.6	67.3	0.83	0.76	45.0
6	R2	83	0.0	0.736	10.8	LOS A	9.6	67.3	0.83	0.76	44.8
Approach		785	0.0	0.736	8.2	LOS A	9.6	67.3	0.83	0.76	44.9
North: Kingsland Rd North											
7	L2	114	0.0	0.428	8.4	LOS A	2.9	20.5	0.76	0.84	43.5
8	T1	38	0.0	0.428	8.2	LOS A	2.9	20.5	0.76	0.84	44.1
9	R2	175	0.0	0.428	11.1	LOS A	2.9	20.5	0.76	0.84	43.9
Approach		327	0.0	0.428	9.8	LOS A	2.9	20.5	0.76	0.84	43.8
West: Amy St West											
10	L2	94	0.0	0.501	4.9	LOS A	4.3	30.2	0.46	0.51	45.6
11	T1	507	0.0	0.501	4.7	LOS A	4.3	30.2	0.46	0.51	46.2
12	R2	24	0.0	0.501	7.6	LOS A	4.3	30.2	0.46	0.51	46.0
Approach		625	0.0	0.501	4.8	LOS A	4.3	30.2	0.46	0.51	46.1
All Vehicles		1777	0.0	0.736	7.4	LOS A	9.6	67.3	0.69	0.69	45.1

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:39 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Kingsland Rd PM Future wDev]**

Amy St / Kingsland Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Kingsland Rd South											
1	L2	9	0.0	0.090	11.5	LOS A	0.6	4.1	0.87	0.83	42.2
2	T1	17	0.0	0.090	11.2	LOS A	0.6	4.1	0.87	0.83	42.8
3	R2	14	0.0	0.090	14.2	LOS A	0.6	4.1	0.87	0.83	42.6
Approach		40	0.0	0.090	12.3	LOS A	0.6	4.1	0.87	0.83	42.6
East: Amy St East											
4	L2	26	0.0	0.748	8.3	LOS A	10.1	70.7	0.85	0.77	44.2
5	T1	688	0.0	0.748	8.1	LOS A	10.1	70.7	0.85	0.77	44.9
6	R2	83	0.0	0.748	11.0	LOS A	10.1	70.7	0.85	0.77	44.6
Approach		797	0.0	0.748	8.4	LOS A	10.1	70.7	0.85	0.77	44.8
North: Kingsland Rd North											
7	L2	114	0.0	0.437	8.8	LOS A	3.1	21.4	0.78	0.86	43.3
8	T1	38	0.0	0.437	8.5	LOS A	3.1	21.4	0.78	0.86	43.9
9	R2	175	0.0	0.437	11.5	LOS A	3.1	21.4	0.78	0.86	43.7
Approach		327	0.0	0.437	10.2	LOS A	3.1	21.4	0.78	0.86	43.6
West: Amy St West											
10	L2	94	0.0	0.517	4.9	LOS A	4.6	32.0	0.47	0.51	45.5
11	T1	528	0.0	0.517	4.7	LOS A	4.6	32.0	0.47	0.51	46.2
12	R2	24	0.0	0.517	7.6	LOS A	4.6	32.0	0.47	0.51	46.0
Approach		646	0.0	0.517	4.8	LOS A	4.6	32.0	0.47	0.51	46.1
All Vehicles		1810	0.0	0.748	7.5	LOS A	10.1	70.7	0.70	0.69	45.0

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:40 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Maunder St AM Existing]

Amy St / Maunder St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Maunder St											
1	L2	13	0.0	0.043	6.6	LOS A	0.1	0.9	0.60	0.74	43.5
3	R2	8	0.0	0.043	15.4	LOS B	0.1	0.9	0.60	0.74	43.2
Approach		21	0.0	0.043	10.1	LOS A	0.1	0.9	0.60	0.74	43.4
East: Amy St East											
4	L2	2	0.0	0.275	4.6	LOS A	0.0	0.0	0.00	0.00	49.5
5	T1	535	0.0	0.275	0.0	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		537	0.0	0.275	0.0	NA	0.0	0.0	0.00	0.00	49.9
West: Amy St West											
11	T1	711	0.0	0.371	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
12	R2	13	0.0	0.371	4.6	LOS A	0.0	0.0	0.00	0.01	48.9
Approach		723	0.0	0.371	0.1	NA	0.0	0.0	0.00	0.01	49.9
All Vehicles		1281	0.0	0.371	0.3	NA	0.1	0.9	0.01	0.02	49.8

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:41 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Maunder St AM Future]

Amy St / Maunder St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Maunder St											
1	L2	15	0.0	0.065	7.1	LOS A	0.2	1.4	0.69	0.80	42.3
3	R2	9	0.0	0.065	20.8	LOS B	0.2	1.4	0.69	0.80	42.0
Approach		24	0.0	0.065	12.5	LOS A	0.2	1.4	0.69	0.80	42.2
East: Amy St East											
4	L2	2	0.0	0.316	4.6	LOS A	0.0	0.0	0.00	0.00	49.5
5	T1	615	0.0	0.316	0.0	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		617	0.0	0.316	0.1	NA	0.0	0.0	0.00	0.00	49.9
West: Amy St West											
11	T1	817	0.0	0.427	0.1	LOS A	0.0	0.0	0.00	0.01	49.9
12	R2	15	0.0	0.427	4.6	LOS A	0.0	0.0	0.00	0.01	48.9
Approach		832	0.0	0.427	0.1	NA	0.0	0.0	0.00	0.01	49.8
All Vehicles		1473	0.0	0.427	0.3	NA	0.2	1.4	0.01	0.02	49.7

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:42 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Maunder St AM Future wDev]

Amy St / Maunder St
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Maunder St											
1	L2	15	0.0	0.069	7.3	LOS A	0.2	1.4	0.71	0.82	42.0
3	R2	9	0.0	0.069	22.1	LOS B	0.2	1.4	0.71	0.82	41.7
Approach		24	0.0	0.069	13.1	LOS A	0.2	1.4	0.71	0.82	41.9
East: Amy St East											
4	L2	2	0.0	0.329	4.6	LOS A	0.0	0.0	0.00	0.00	49.5
5	T1	639	0.0	0.329	0.0	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		641	0.0	0.329	0.1	NA	0.0	0.0	0.00	0.00	49.9
West: Amy St West											
11	T1	817	0.0	0.434	0.1	LOS A	0.0	0.0	0.00	0.02	49.8
12	R2	28	0.0	0.434	4.6	LOS A	0.0	0.0	0.00	0.02	48.8
Approach		845	0.0	0.434	0.2	NA	0.0	0.0	0.00	0.02	49.8
All Vehicles		1511	0.0	0.434	0.4	NA	0.2	1.4	0.01	0.02	49.7

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Maunder St PM Existing]

Amy St / Maunder St
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Maunder St											
1	L2	8	0.0	0.048	8.0	LOS A	0.1	1.0	0.72	0.84	42.3
3	R2	9	0.0	0.048	16.5	LOS B	0.1	1.0	0.72	0.84	42.0
Approach		18	0.0	0.048	12.5	LOS A	0.1	1.0	0.72	0.84	42.1
East: Amy St East											
4	L2	11	0.0	0.382	4.6	LOS A	0.0	0.0	0.00	0.01	49.4
5	T1	734	0.0	0.382	0.1	LOS A	0.0	0.0	0.00	0.01	49.9
Approach		744	0.0	0.382	0.1	NA	0.0	0.0	0.00	0.01	49.9
West: Amy St West											
11	T1	564	0.0	0.293	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
12	R2	7	0.0	0.293	4.6	LOS A	0.0	0.0	0.00	0.01	48.9
Approach		572	0.0	0.293	0.1	NA	0.0	0.0	0.00	0.01	49.9
All Vehicles		1334	0.0	0.382	0.3	NA	0.1	1.0	0.01	0.02	49.8

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:43 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Maunder St PM Future]

Amy St / Maunder St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Maunder St											
1	L2	9	0.0	0.075	9.2	LOS A	0.2	1.5	0.80	0.91	40.5
3	R2	11	0.0	0.075	22.7	LOS B	0.2	1.5	0.80	0.91	40.2
Approach		20	0.0	0.075	16.3	LOS B	0.2	1.5	0.80	0.91	40.4
East: Amy St East											
4	L2	13	0.0	0.440	4.6	LOS A	0.0	0.0	0.00	0.01	49.4
5	T1	844	0.0	0.440	0.1	LOS A	0.0	0.0	0.00	0.01	49.9
Approach		857	0.0	0.440	0.1	NA	0.0	0.0	0.00	0.01	49.9
West: Amy St West											
11	T1	648	0.0	0.337	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
12	R2	8	0.0	0.337	4.6	LOS A	0.0	0.0	0.00	0.01	48.9
Approach		657	0.0	0.337	0.1	NA	0.0	0.0	0.00	0.01	49.9
All Vehicles		1534	0.0	0.440	0.3	NA	0.2	1.5	0.01	0.02	49.7

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:44 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Maunder St PM Future wDev]

Amy St / Maunder St
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Maunder St											
1	L2	9	0.0	0.079	9.3	LOS A	0.2	1.6	0.81	0.91	40.2
3	R2	11	0.0	0.079	24.0	LOS B	0.2	1.6	0.81	0.91	39.9
Approach		20	0.0	0.079	17.1	LOS B	0.2	1.6	0.81	0.91	40.0
East: Amy St East											
4	L2	13	0.0	0.446	4.6	LOS A	0.0	0.0	0.00	0.01	49.4
5	T1	856	0.0	0.446	0.1	LOS A	0.0	0.0	0.00	0.01	49.9
Approach		868	0.0	0.446	0.1	NA	0.0	0.0	0.00	0.01	49.9
West: Amy St West											
11	T1	648	0.0	0.349	0.0	LOS A	0.0	0.0	0.00	0.03	49.8
12	R2	31	0.0	0.349	4.6	LOS A	0.0	0.0	0.00	0.03	48.8
Approach		679	0.0	0.349	0.2	NA	0.0	0.0	0.00	0.03	49.8
All Vehicles		1567	0.0	0.446	0.4	NA	0.2	1.6	0.01	0.03	49.7

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:44 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Nottingham Rd AM Existing]**

Amy St / Nottingham Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Nottingham Rd South											
1	L2	1	0.0	0.032	7.5	LOS A	0.2	1.2	0.62	0.65	44.4
2	T1	16	0.0	0.032	7.2	LOS A	0.2	1.2	0.62	0.65	45.0
3	R2	7	0.0	0.032	10.1	LOS A	0.2	1.2	0.62	0.65	44.8
Approach		24	0.0	0.032	8.1	LOS A	0.2	1.2	0.62	0.65	44.9
East: Amy St East											
4	L2	4	0.0	0.401	4.4	LOS A	3.3	22.9	0.30	0.47	45.8
5	T1	461	0.0	0.401	4.1	LOS A	3.3	22.9	0.30	0.47	46.5
6	R2	82	0.0	0.401	7.1	LOS A	3.3	22.9	0.30	0.47	46.3
Approach		547	0.0	0.401	4.6	LOS A	3.3	22.9	0.30	0.47	46.5
North: Nottingham Rd North											
7	L2	123	0.0	0.253	8.3	LOS A	1.5	10.8	0.72	0.80	43.8
8	T1	1	0.0	0.253	8.0	LOS A	1.5	10.8	0.72	0.80	44.4
9	R2	57	0.0	0.253	11.0	LOS A	1.5	10.8	0.72	0.80	44.2
Approach		181	0.0	0.253	9.1	LOS A	1.5	10.8	0.72	0.80	44.0
West: Amy St West											
10	L2	161	0.0	0.591	5.0	LOS A	5.4	37.9	0.46	0.50	45.6
11	T1	605	0.0	0.591	4.7	LOS A	5.4	37.9	0.46	0.50	46.3
12	R2	1	0.0	0.591	7.6	LOS A	5.4	37.9	0.46	0.50	46.0
Approach		767	0.0	0.591	4.8	LOS A	5.4	37.9	0.46	0.50	46.1
All Vehicles		1520	0.0	0.591	5.3	LOS A	5.4	37.9	0.43	0.52	46.0

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:49 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Nottingham Rd AM Future]**

Amy St / Nottingham Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Nottingham Rd South											
1	L2	1	0.0	0.040	8.3	LOS A	0.2	1.5	0.67	0.68	44.0
2	T1	18	0.0	0.040	8.0	LOS A	0.2	1.5	0.67	0.68	44.6
3	R2	8	0.0	0.040	10.9	LOS A	0.2	1.5	0.67	0.68	44.4
Approach		27	0.0	0.040	8.9	LOS A	0.2	1.5	0.67	0.68	44.5
East: Amy St East											
4	L2	5	0.0	0.467	4.5	LOS A	4.2	29.5	0.35	0.47	45.7
5	T1	531	0.0	0.467	4.2	LOS A	4.2	29.5	0.35	0.47	46.4
6	R2	95	0.0	0.467	7.2	LOS A	4.2	29.5	0.35	0.47	46.1
Approach		631	0.0	0.467	4.7	LOS A	4.2	29.5	0.35	0.47	46.3
North: Nottingham Rd North											
7	L2	142	0.0	0.330	9.4	LOS A	2.2	15.1	0.81	0.87	43.3
8	T1	1	0.0	0.330	9.1	LOS A	2.2	15.1	0.81	0.87	43.9
9	R2	65	0.0	0.330	12.0	LOS A	2.2	15.1	0.81	0.87	43.7
Approach		208	0.0	0.330	10.2	LOS A	2.2	15.1	0.81	0.87	43.4
West: Amy St West											
10	L2	185	0.0	0.690	5.3	LOS A	7.5	52.5	0.58	0.53	45.3
11	T1	696	0.0	0.690	5.1	LOS A	7.5	52.5	0.58	0.53	45.9
12	R2	1	0.0	0.690	8.0	LOS A	7.5	52.5	0.58	0.53	45.7
Approach		882	0.0	0.690	5.2	LOS A	7.5	52.5	0.58	0.53	45.8
All Vehicles		1748	0.0	0.690	5.6	LOS A	7.5	52.5	0.53	0.55	45.7

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:50 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Nottingham Rd AM Future wDev]**

Amy St / Nottingham Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Nottingham Rd South											
1	L2	1	0.0	0.041	8.4	LOS A	0.2	1.6	0.68	0.69	43.9
2	T1	18	0.0	0.041	8.1	LOS A	0.2	1.6	0.68	0.69	44.5
3	R2	8	0.0	0.041	11.0	LOS A	0.2	1.6	0.68	0.69	44.3
Approach		27	0.0	0.041	9.0	LOS A	0.2	1.6	0.68	0.69	44.4
East: Amy St East											
4	L2	5	0.0	0.474	4.5	LOS A	4.3	30.4	0.36	0.47	45.7
5	T1	541	0.0	0.474	4.2	LOS A	4.3	30.4	0.36	0.47	46.3
6	R2	95	0.0	0.474	7.2	LOS A	4.3	30.4	0.36	0.47	46.1
Approach		641	0.0	0.474	4.7	LOS A	4.3	30.4	0.36	0.47	46.3
North: Nottingham Rd North											
7	L2	142	0.0	0.340	9.6	LOS A	2.2	15.7	0.83	0.88	43.2
8	T1	1	0.0	0.340	9.4	LOS A	2.2	15.7	0.83	0.88	43.7
9	R2	65	0.0	0.340	12.3	LOS A	2.2	15.7	0.83	0.88	43.5
Approach		208	0.0	0.340	10.4	LOS A	2.2	15.7	0.83	0.88	43.3
West: Amy St West											
10	L2	185	0.0	0.705	5.4	LOS A	7.9	55.3	0.60	0.53	45.3
11	T1	716	0.0	0.705	5.1	LOS A	7.9	55.3	0.60	0.53	45.9
12	R2	1	0.0	0.705	8.1	LOS A	7.9	55.3	0.60	0.53	45.7
Approach		902	0.0	0.705	5.2	LOS A	7.9	55.3	0.60	0.53	45.8
All Vehicles		1779	0.0	0.705	5.7	LOS A	7.9	55.3	0.54	0.55	45.6

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:51 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Nottingham Rd PM Existing]**

Amy St / Nottingham Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Nottingham Rd South											
1	L2	2	0.0	0.014	10.1	LOS A	0.1	0.6	0.78	0.67	43.0
2	T1	3	0.0	0.014	9.9	LOS A	0.1	0.6	0.78	0.67	43.6
3	R2	2	0.0	0.014	12.8	LOS A	0.1	0.6	0.78	0.67	43.4
Approach		7	0.0	0.014	10.8	LOS A	0.1	0.6	0.78	0.67	43.3
East: Amy St East											
4	L2	6	0.0	0.612	4.8	LOS A	6.4	45.1	0.48	0.50	45.4
5	T1	681	0.0	0.612	4.6	LOS A	6.4	45.1	0.48	0.50	46.0
6	R2	121	0.0	0.612	7.5	LOS A	6.4	45.1	0.48	0.50	45.8
Approach		808	0.0	0.612	5.0	LOS A	6.4	45.1	0.48	0.50	46.0
North: Nottingham Rd North											
7	L2	73	0.0	0.197	7.2	LOS A	1.1	8.0	0.64	0.74	44.2
8	T1	5	0.0	0.197	6.9	LOS A	1.1	8.0	0.64	0.74	44.8
9	R2	80	0.0	0.197	9.8	LOS A	1.1	8.0	0.64	0.74	44.6
Approach		158	0.0	0.197	8.5	LOS A	1.1	8.0	0.64	0.74	44.4
West: Amy St West											
10	L2	59	0.0	0.454	4.9	LOS A	3.5	24.6	0.44	0.51	45.6
11	T1	489	0.0	0.454	4.7	LOS A	3.5	24.6	0.44	0.51	46.3
12	R2	5	0.0	0.454	7.6	LOS A	3.5	24.6	0.44	0.51	46.1
Approach		554	0.0	0.454	4.8	LOS A	3.5	24.6	0.44	0.51	46.2
All Vehicles		1527	0.0	0.612	5.3	LOS A	6.4	45.1	0.48	0.53	45.9

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:52 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Nottingham Rd PM Future]**

Amy St / Nottingham Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Nottingham Rd South											
1	L2	2	0.0	0.017	12.2	LOS A	0.1	0.8	0.86	0.71	42.0
2	T1	3	0.0	0.017	11.9	LOS A	0.1	0.8	0.86	0.71	42.5
3	R2	2	0.0	0.017	14.9	LOS B	0.1	0.8	0.86	0.71	42.3
Approach		7	0.0	0.017	12.8	LOS A	0.1	0.8	0.86	0.71	42.3
East: Amy St East											
4	L2	7	0.0	0.715	5.2	LOS A	9.1	63.7	0.62	0.53	45.0
5	T1	783	0.0	0.715	5.0	LOS A	9.1	63.7	0.62	0.53	45.7
6	R2	139	0.0	0.715	7.9	LOS A	9.1	63.7	0.62	0.53	45.4
Approach		929	0.0	0.715	5.4	LOS A	9.1	63.7	0.62	0.53	45.6
North: Nottingham Rd North											
7	L2	83	0.0	0.246	7.9	LOS A	1.5	10.5	0.71	0.79	43.8
8	T1	6	0.0	0.246	7.6	LOS A	1.5	10.5	0.71	0.79	44.4
9	R2	92	0.0	0.246	10.6	LOS A	1.5	10.5	0.71	0.79	44.2
Approach		181	0.0	0.246	9.2	LOS A	1.5	10.5	0.71	0.79	44.0
West: Amy St West											
10	L2	67	0.0	0.534	5.2	LOS A	4.7	32.7	0.53	0.54	45.4
11	T1	563	0.0	0.534	5.0	LOS A	4.7	32.7	0.53	0.54	46.1
12	R2	6	0.0	0.534	7.9	LOS A	4.7	32.7	0.53	0.54	45.8
Approach		637	0.0	0.534	5.0	LOS A	4.7	32.7	0.53	0.54	46.0
All Vehicles		1755	0.0	0.715	5.7	LOS A	9.1	63.7	0.60	0.56	45.6

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

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Nottingham Rd PM Future wDev]**

Amy St / Nottingham Rd
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Nottingham Rd South											
1	L2	2	0.0	0.018	12.5	LOS A	0.1	0.8	0.87	0.72	41.8
2	T1	3	0.0	0.018	12.3	LOS A	0.1	0.8	0.87	0.72	42.4
3	R2	2	0.0	0.018	15.2	LOS B	0.1	0.8	0.87	0.72	42.2
Approach		7	0.0	0.018	13.2	LOS A	0.1	0.8	0.87	0.72	42.2
East: Amy St East											
4	L2	7	0.0	0.728	5.2	LOS A	9.5	66.8	0.64	0.53	45.0
5	T1	801	0.0	0.728	5.0	LOS A	9.5	66.8	0.64	0.53	45.6
6	R2	139	0.0	0.728	7.9	LOS A	9.5	66.8	0.64	0.53	45.4
Approach		947	0.0	0.728	5.4	LOS A	9.5	66.8	0.64	0.53	45.6
North: Nottingham Rd North											
7	L2	83	0.0	0.249	8.0	LOS A	1.5	10.7	0.71	0.80	43.8
8	T1	6	0.0	0.249	7.7	LOS A	1.5	10.7	0.71	0.80	44.4
9	R2	92	0.0	0.249	10.6	LOS A	1.5	10.7	0.71	0.80	44.1
Approach		181	0.0	0.249	9.3	LOS A	1.5	10.7	0.71	0.80	44.0
West: Amy St West											
10	L2	67	0.0	0.541	5.2	LOS A	4.8	33.6	0.53	0.54	45.4
11	T1	573	0.0	0.541	5.0	LOS A	4.8	33.6	0.53	0.54	46.0
12	R2	6	0.0	0.541	7.9	LOS A	4.8	33.6	0.53	0.54	45.8
Approach		646	0.0	0.541	5.0	LOS A	4.8	33.6	0.53	0.54	46.0
All Vehicles		1782	0.0	0.728	5.7	LOS A	9.5	66.8	0.61	0.56	45.5

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

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:54 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101v [Amy St / Regent St AM Existing]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Amy St East											
5	T1	637	0.0	0.338	0.0	LOS A	0.0	0.0	0.00	0.02	49.8
6	R2	21	0.0	0.338	4.6	LOS A	0.0	0.0	0.00	0.02	48.9
Approach		658	0.0	0.338	0.2	NA	0.0	0.0	0.00	0.02	49.8
North: Regent St											
7	L2	67	0.0	0.531	14.8	LOS B	2.4	16.5	0.86	1.09	36.2
9	R2	65	0.0	0.531	39.6	LOS C	2.4	16.5	0.86	1.09	36.1
Approach		132	0.0	0.531	27.0	LOS B	2.4	16.5	0.86	1.09	36.2
West: Amy St West											
10	L2	202	0.0	0.370	4.6	LOS A	0.0	0.0	0.00	0.37	47.4
11	T1	653	0.0	0.370	0.0	LOS A	0.0	0.0	0.00	0.05	49.7
Approach		855	0.0	0.370	1.1	NA	0.0	0.0	0.00	0.13	49.1
All Vehicles		1645	0.0	0.531	2.8	NA	2.4	16.5	0.07	0.16	48.0

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:31 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101v [Amy St / Regent St AM Future]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Amy St East											
5	T1	733	0.0	0.389	0.1	LOS A	0.0	0.0	0.00	0.02	49.8
6	R2	24	0.0	0.389	4.6	LOS A	0.0	0.0	0.00	0.02	48.9
Approach		757	0.0	0.389	0.2	NA	0.0	0.0	0.00	0.02	49.8
North: Regent St											
7	L2	77	0.0	0.930	87.3	LOS F	8.2	57.7	0.96	1.86	20.1
9	R2	75	0.0	0.930	128.7	LOS F	8.2	57.7	0.96	1.86	20.1
Approach		152	0.0	0.930	107.7	LOS F	8.2	57.7	0.96	1.86	20.1
West: Amy St West											
10	L2	232	0.0	0.425	4.6	LOS A	0.0	0.0	0.00	0.37	47.4
11	T1	751	0.0	0.425	0.1	LOS A	0.0	0.0	0.00	0.05	49.6
Approach		983	0.0	0.425	1.1	NA	0.0	0.0	0.00	0.13	49.1
All Vehicles		1892	0.0	0.930	9.3	NA	8.2	57.7	0.08	0.22	44.2

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:32 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101v [Amy St / Regent St AM Future wDev]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Amy St East											
5	T1	747	0.0	0.396	0.1	LOS A	0.0	0.0	0.00	0.02	49.8
6	R2	24	0.0	0.396	4.6	LOS A	0.0	0.0	0.00	0.02	48.9
Approach		771	0.0	0.396	0.2	NA	0.0	0.0	0.00	0.02	49.8
North: Regent St											
7	L2	77	0.0	0.961	109.7	LOS F	10.1	70.6	0.96	2.08	17.8
9	R2	75	0.0	0.961	152.8	LOS F	10.1	70.6	0.96	2.08	17.8
Approach		152	0.0	0.961	131.0	LOS F	10.1	70.6	0.96	2.08	17.8
West: Amy St West											
10	L2	232	0.0	0.427	4.6	LOS A	0.0	0.0	0.00	0.38	47.4
11	T1	755	0.0	0.427	0.1	LOS A	0.0	0.0	0.00	0.05	49.6
Approach		987	0.0	0.427	1.1	NA	0.0	0.0	0.00	0.13	49.1
All Vehicles		1910	0.0	0.961	11.1	NA	10.1	70.6	0.08	0.24	43.3

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:12:04 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101v [Amy St / Regent St PM Existing]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: RoadName											
5	T1	762	0.0	0.409	0.1	LOS A	0.0	0.0	0.00	0.02	49.8
6	R2	33	0.0	0.409	4.6	LOS A	0.0	0.0	0.00	0.02	48.8
Approach		795	0.0	0.409	0.2	NA	0.0	0.0	0.00	0.02	49.8
North: RoadName											
7	L2	75	0.0	0.444	11.2	LOS A	1.9	13.4	0.78	1.01	38.2
9	R2	53	0.0	0.444	37.1	LOS C	1.9	13.4	0.78	1.01	38.1
Approach		128	0.0	0.444	21.9	LOS B	1.9	13.4	0.78	1.01	38.1
West: RoadName											
10	L2	151	0.0	0.283	4.6	LOS A	0.0	0.0	0.00	0.38	47.4
11	T1	503	0.0	0.283	0.0	LOS A	0.0	0.0	0.00	0.05	49.7
Approach		654	0.0	0.283	1.1	NA	0.0	0.0	0.00	0.12	49.1
All Vehicles		1577	0.0	0.444	2.3	NA	1.9	13.4	0.06	0.14	48.3

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

MOVEMENT SUMMARY

▽ Site: 101v [Amy St / Regent St PM Future]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: RoadName											
5	T1	876	0.0	0.470	0.1	LOS A	0.0	0.0	0.00	0.02	49.8
6	R2	38	0.0	0.470	4.6	LOS A	0.0	0.0	0.00	0.02	48.8
Approach		914	0.0	0.470	0.3	NA	0.0	0.0	0.00	0.02	49.7
North: RoadName											
7	L2	86	0.0	0.779	39.1	LOS C	4.7	32.6	0.89	1.39	27.9
9	R2	61	0.0	0.779	82.7	LOS F	4.7	32.6	0.89	1.39	27.8
Approach		147	0.0	0.779	57.2	LOS E	4.7	32.6	0.89	1.39	27.9
West: RoadName											
10	L2	174	0.0	0.325	4.6	LOS A	0.0	0.0	0.00	0.38	47.4
11	T1	578	0.0	0.325	0.0	LOS A	0.0	0.0	0.00	0.05	49.7
Approach		752	0.0	0.325	1.1	NA	0.0	0.0	0.00	0.12	49.1
All Vehicles		1813	0.0	0.779	5.2	NA	4.7	32.6	0.07	0.18	46.5

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

MOVEMENT SUMMARY

▽ Site: 101v [Amy St / Regent St PM Future wDev]

New Site

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: RoadName											
5	T1	880	0.0	0.472	0.1	LOS A	0.0	0.0	0.00	0.02	49.8
6	R2	38	0.0	0.472	4.6	LOS A	0.0	0.0	0.00	0.02	48.8
Approach		918	0.0	0.472	0.3	NA	0.0	0.0	0.00	0.02	49.7
North: RoadName											
7	L2	86	0.0	0.809	45.6	LOS D	5.1	35.7	0.90	1.46	26.4
9	R2	61	0.0	0.809	90.9	LOS F	5.1	35.7	0.90	1.46	26.4
Approach		147	0.0	0.809	64.4	LOS E	5.1	35.7	0.90	1.46	26.4
West: RoadName											
10	L2	174	0.0	0.331	4.6	LOS A	0.0	0.0	0.00	0.39	47.3
11	T1	592	0.0	0.331	0.0	LOS A	0.0	0.0	0.00	0.04	49.7
Approach		766	0.0	0.331	1.1	NA	0.0	0.0	0.00	0.12	49.1
All Vehicles		1831	0.0	0.809	5.7	NA	5.1	35.7	0.07	0.18	46.2

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:12:02 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Smith St AM Existing]

Amy St / Smith St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smith St											
1	L2	9	0.0	0.014	6.6	LOS A	0.0	0.3	0.52	0.64	44.9
3	R2	1	0.0	0.014	15.6	LOS B	0.0	0.3	0.52	0.64	44.5
Approach		11	0.0	0.014	7.5	LOS A	0.0	0.3	0.52	0.64	44.9
East: Amy St East											
4	L2	1	0.0	0.278	4.6	LOS A	0.0	0.0	0.00	0.00	49.5
5	T1	541	0.0	0.278	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		542	0.0	0.278	0.0	NA	0.0	0.0	0.00	0.00	49.9
West: Amy St West											
11	T1	734	0.0	0.379	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
12	R2	4	0.0	0.379	4.6	LOS A	0.0	0.0	0.00	0.00	48.9
Approach		738	0.0	0.379	0.1	NA	0.0	0.0	0.00	0.00	49.9
All Vehicles		1291	0.0	0.379	0.1	NA	0.0	0.3	0.00	0.01	49.9

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:45 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Smith St AM Future]

Amy St / Smith St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smith St											
1	L2	11	0.0	0.018	7.1	LOS A	0.1	0.4	0.56	0.68	44.4
3	R2	1	0.0	0.018	21.3	LOS B	0.1	0.4	0.56	0.68	44.1
Approach		12	0.0	0.018	8.4	LOS A	0.1	0.4	0.56	0.68	44.4
East: Amy St East											
4	L2	1	0.0	0.320	4.6	LOS A	0.0	0.0	0.00	0.00	49.5
5	T1	622	0.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		623	0.0	0.320	0.0	NA	0.0	0.0	0.00	0.00	49.9
West: Amy St West											
11	T1	844	0.0	0.436	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
12	R2	5	0.0	0.436	4.6	LOS A	0.0	0.0	0.00	0.00	48.9
Approach		849	0.0	0.436	0.1	NA	0.0	0.0	0.00	0.00	49.9
All Vehicles		1484	0.0	0.436	0.1	NA	0.1	0.4	0.00	0.01	49.9

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Smith St AM Future wDev]

Amy St / Smith St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smith St											
1	L2	35	0.0	0.153	7.3	LOS A	0.5	3.3	0.71	0.85	42.0
3	R2	21	0.0	0.153	22.7	LOS B	0.5	3.3	0.71	0.85	41.7
Approach		56	0.0	0.153	13.1	LOS A	0.5	3.3	0.71	0.85	41.9
East: Amy St East											
4	L2	12	0.0	0.325	4.6	LOS A	0.0	0.0	0.00	0.01	49.4
5	T1	622	0.0	0.325	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
Approach		634	0.0	0.325	0.1	NA	0.0	0.0	0.00	0.01	49.9
West: Amy St West											
11	T1	844	0.0	0.436	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
12	R2	5	0.0	0.436	4.6	LOS A	0.0	0.0	0.00	0.00	48.9
Approach		849	0.0	0.436	0.1	NA	0.0	0.0	0.00	0.00	49.9
All Vehicles		1539	0.0	0.436	0.6	NA	0.5	3.3	0.03	0.04	49.5

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Smith St PM Existing]

Amy St / Smith St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smith St											
1	L2	3	0.0	0.008	8.1	LOS A	0.0	0.2	0.65	0.72	43.7
3	R2	1	0.0	0.008	15.3	LOS B	0.0	0.2	0.65	0.72	43.3
Approach		4	0.0	0.008	9.9	LOS A	0.0	0.2	0.65	0.72	43.6
East: Amy St East											
4	L2	2	0.0	0.388	4.6	LOS A	0.0	0.0	0.00	0.00	49.4
5	T1	754	0.0	0.388	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		756	0.0	0.388	0.1	NA	0.0	0.0	0.00	0.00	49.9
West: Amy St West											
11	T1	500	0.0	0.263	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
12	R2	13	0.0	0.263	4.6	LOS A	0.0	0.0	0.00	0.01	48.9
Approach		513	0.0	0.263	0.1	NA	0.0	0.0	0.00	0.01	49.9
All Vehicles		1273	0.0	0.388	0.1	NA	0.0	0.2	0.00	0.01	49.9

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:47 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Smith St PM Future]

Amy St / Smith St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smith St											
1	L2	3	0.0	0.011	9.3	LOS A	0.0	0.2	0.73	0.79	42.5
3	R2	1	0.0	0.011	20.7	LOS B	0.0	0.2	0.73	0.79	42.2
Approach		4	0.0	0.011	12.1	LOS A	0.0	0.2	0.73	0.79	42.4
East: Amy St East											
4	L2	2	0.0	0.445	4.6	LOS A	0.0	0.0	0.00	0.00	49.4
5	T1	866	0.0	0.445	0.1	LOS A	0.0	0.0	0.00	0.00	49.9
Approach		868	0.0	0.445	0.1	NA	0.0	0.0	0.00	0.00	49.9
West: Amy St West											
11	T1	575	0.0	0.303	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
12	R2	15	0.0	0.303	4.6	LOS A	0.0	0.0	0.00	0.01	48.9
Approach		589	0.0	0.303	0.1	NA	0.0	0.0	0.00	0.01	49.8
All Vehicles		1462	0.0	0.445	0.1	NA	0.0	0.2	0.00	0.01	49.9

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:48 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY

▽ Site: 101 [Amy St / Smith St PM Future wDev]

Amy St / Smith St
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smith St											
1	L2	16	0.0	0.084	9.5	LOS A	0.3	1.8	0.78	0.90	41.4
3	R2	11	0.0	0.084	22.0	LOS B	0.3	1.8	0.78	0.90	41.0
Approach		26	0.0	0.084	14.5	LOS B	0.3	1.8	0.78	0.90	41.2
East: Amy St East											
4	L2	21	0.0	0.456	4.6	LOS A	0.0	0.0	0.00	0.01	49.4
5	T1	866	0.0	0.456	0.1	LOS A	0.0	0.0	0.00	0.01	49.8
Approach		887	0.0	0.456	0.2	NA	0.0	0.0	0.00	0.01	49.8
West: Amy St West											
11	T1	575	0.0	0.303	0.0	LOS A	0.0	0.0	0.00	0.01	49.9
12	R2	15	0.0	0.303	4.6	LOS A	0.0	0.0	0.00	0.01	48.9
Approach		589	0.0	0.303	0.1	NA	0.0	0.0	0.00	0.01	49.8
All Vehicles		1503	0.0	0.456	0.4	NA	0.3	1.8	0.01	0.03	49.7

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

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

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

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

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

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

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

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Monday, 14 August 2017 4:43:49 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Amy St Intersections SIDRA.sip7

MOVEMENT SUMMARY



Site: 101 [Amy St / Joseph St / Weeroona Rd AM Existing - Copy]

Amy St / Joseph St / Weeroona Rd

Signals - Fixed Time Isolated Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Joseph St South											
1	L2	387	0.0	1.001	92.7	LOS F	102.2	715.5	1.00	1.15	24.7
2	T1	2655	0.0	1.001	87.0	LOS F	103.8	726.7	1.00	1.20	27.4
3	R2	227	0.0	0.592	63.3	LOS E	14.6	102.3	0.96	0.83	29.8
Approach		3269	0.0	1.001	86.0	LOS F	103.8	726.7	1.00	1.17	27.2
East: Weeroona Rd											
4	L2	94	0.0	0.145	53.9	LOS D	6.2	43.2	0.86	0.77	33.3
5	T1	56	0.0	0.145	56.5	LOS D	6.2	43.2	0.89	0.72	29.5
6	R2	1	0.0	0.145	63.2	LOS E	2.6	18.4	0.90	0.70	31.9
Approach		151	0.0	0.145	54.9	LOS D	6.2	43.2	0.87	0.75	31.7
North: Joseph St North											
7	L2	1	0.0	0.672	46.2	LOS D	29.3	205.4	0.89	0.79	36.9
8	T1	1518	0.0	0.672	39.2	LOS C	29.3	205.4	0.89	0.79	43.1
9	R2	113	0.0	1.099	191.4	LOS F	13.6	94.9	1.00	1.15	14.6
Approach		1632	0.0	1.099	49.7	LOS D	29.3	205.4	0.90	0.82	37.9
West: Amy St											
10	L2	146	0.0	0.558	50.6	LOS D	18.5	129.8	0.90	0.80	33.0
11	T1	166	0.0	0.558	46.0	LOS D	18.5	129.8	0.90	0.80	32.2
12	R2	343	0.0	0.984	108.4	LOS F	30.6	214.1	1.00	1.29	21.5
Approach		656	0.0	0.984	79.7	LOS F	30.6	214.1	0.95	1.06	25.6
All Vehicles		5707	0.0	1.099	74.1	LOS F	103.8	726.7	0.96	1.04	29.5

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

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 Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P3	North Full Crossing	53	66.8	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		53	66.8	LOS F			0.96	0.96	

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

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

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

MOVEMENT SUMMARY



Site: 101 [Amy St / Joseph St / Weeroona Rd AM Existing]

Amy St / Joseph St / Weeroona Rd

Signals - Fixed Time Isolated Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand 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: Joseph St South											
1	L2	387	0.0	1.014	100.8	LOS F	105.9	741.4	1.00	1.19	23.4
2	T1	2655	0.0	1.014	95.6	LOS F	107.6	752.9	1.00	1.24	25.8
3	R2	227	0.0	0.634	65.5	LOS E	14.9	104.4	0.97	0.83	29.3
Approach		3269	0.0	1.014	94.1	LOS F	107.6	752.9	1.00	1.20	25.7
East: Weeroona Rd											
4	L2	94	0.0	0.101	29.4	LOS C	3.9	27.1	0.61	0.71	42.5
5	T1	56	0.0	0.101	41.6	LOS C	3.9	27.1	0.77	0.65	33.7
6	R2	1	0.0	0.101	47.1	LOS D	2.8	19.3	0.78	0.65	37.0
Approach		151	0.0	0.101	34.0	LOS C	3.9	27.1	0.67	0.69	38.7
North: Joseph St North											
7	L2	1	0.0	0.649	44.4	LOS D	28.7	200.6	0.87	0.78	37.6
8	T1	1518	0.0	0.649	37.5	LOS C	28.7	200.6	0.87	0.78	44.0
9	R2	113	0.0	0.977	111.5	LOS F	10.1	70.4	1.00	1.01	21.4
Approach		1632	0.0	0.977	42.6	LOS D	28.7	200.6	0.88	0.79	41.0
West: Amy St											
10	L2	146	0.0	0.558	50.6	LOS D	18.5	129.8	0.90	0.80	33.0
11	T1	166	0.0	0.558	46.0	LOS D	18.5	129.8	0.90	0.80	32.2
12	R2	343	0.0	1.021	132.1	LOS F	37.0	259.1	1.00	1.21	18.9
Approach		656	0.0	1.021	92.1	LOS F	37.0	259.1	0.95	1.01	23.6
All Vehicles		5707	0.0	1.021	77.5	LOS F	107.6	752.9	0.95	1.05	28.7

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

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	
P3	North Full Crossing	53	66.8	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		53	66.8	LOS F			0.96	0.96	

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Joseph St / Weeroona Rd AM Future]**

Amy St / Joseph St / Weeroona Rd

Signals - Fixed Time Isolated Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Joseph St South											
1	L2	445	0.0	1.180	236.7	LOS F	178.6	1250.4	1.00	1.65	12.5
2	T1	3053	0.0	1.180	231.2	LOS F	181.7	1272.2	1.00	1.79	13.2
3	R2	261	0.0	0.755	69.7	LOS E	18.1	126.7	1.00	0.86	28.3
Approach		3759	0.0	1.180	220.6	LOS F	181.7	1272.2	1.00	1.71	13.6
East: Weeroona Rd											
4	L2	107	0.0	0.116	29.0	LOS C	4.4	30.7	0.60	0.72	42.7
5	T1	64	0.0	0.116	42.0	LOS C	4.4	30.7	0.77	0.66	33.6
6	R2	1	0.0	0.116	47.3	LOS D	3.2	22.6	0.78	0.66	36.9
Approach		173	0.0	0.116	33.9	LOS C	4.4	30.7	0.67	0.70	38.8
North: Joseph St North											
7	L2	1	0.0	0.746	46.5	LOS D	34.8	243.6	0.92	0.83	36.8
8	T1	1745	0.0	0.746	39.6	LOS C	34.8	243.6	0.92	0.83	42.9
9	R2	129	0.0	1.123	211.1	LOS F	16.5	115.5	1.00	1.18	13.5
Approach		1876	0.0	1.123	51.4	LOS D	34.8	243.6	0.93	0.85	37.3
West: Amy St											
10	L2	168	0.0	0.628	51.1	LOS D	21.8	152.6	0.92	0.82	32.8
11	T1	192	0.0	0.628	46.5	LOS D	21.8	152.6	0.92	0.82	32.0
12	R2	395	0.0	1.178	253.9	LOS F	59.2	414.5	1.00	1.53	11.6
Approach		755	0.0	1.178	156.0	LOS F	59.2	414.5	0.96	1.19	16.7
All Vehicles		6562	0.0	1.180	159.9	LOS F	181.7	1272.2	0.97	1.38	17.4

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

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 Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P3	North Full Crossing	53	66.8	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		53	66.8	LOS F			0.96	0.96	

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

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

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

MOVEMENT SUMMARY

 **Site: 101 [Amy St / Joseph St / Weeroona Rd AM Future wDev]**

Amy St / Joseph St / Weeroona Rd
Signals - Fixed Time Isolated Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Joseph St South											
1	L2	447	0.0	1.189	242.1	LOS F	174.9	1224.1	1.00	1.72	12.3
2	T1	3053	0.0	1.189	236.4	LOS F	178.0	1245.7	1.00	1.88	12.9
3	R2	261	0.0	0.825	71.6	LOS F	18.0	125.8	1.00	0.89	27.9
Approach		3761	0.0	1.189	225.6	LOS F	178.0	1245.7	1.00	1.79	13.4
East: Weeroona Rd											
4	L2	107	0.0	0.118	27.0	LOS B	4.0	28.3	0.60	0.72	43.7
5	T1	65	0.0	0.118	38.8	LOS C	4.0	28.3	0.77	0.66	34.6
6	R2	1	0.0	0.118	43.9	LOS D	3.1	21.4	0.78	0.65	38.2
Approach		174	0.0	0.118	31.5	LOS C	4.0	28.3	0.66	0.69	39.8
North: Joseph St North											
7	L2	156	0.0	0.801	45.2	LOS D	36.5	255.5	0.95	0.87	36.6
8	T1	1745	0.0	0.801	38.2	LOS C	36.9	258.1	0.95	0.86	43.4
9	R2	132	0.0	1.196	267.8	LOS F	18.7	131.2	1.00	1.29	11.2
Approach		2033	0.0	1.196	53.6	LOS D	36.9	258.1	0.95	0.89	36.1
West: Amy St											
10	L2	171	0.0	0.637	48.1	LOS D	20.7	145.0	0.92	0.82	33.7
11	T1	195	0.0	0.637	43.5	LOS D	20.7	145.0	0.92	0.82	32.9
12	R2	401	0.0	1.199	267.4	LOS F	60.2	421.1	1.00	1.62	11.1
Approach		766	0.0	1.199	161.7	LOS F	60.2	421.1	0.96	1.24	16.3
All Vehicles		6734	0.0	1.199	161.4	LOS F	178.0	1245.7	0.97	1.43	17.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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.
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 Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P3	North Full Crossing	53	61.8	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		53	61.8	LOS F			0.96	0.96	

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

MOVEMENT SUMMARY



Site: 101 [Amy St / Joseph St / Weeroona Rd PM Existing]

Amy St / Joseph St / Weeroona Rd

Signals - Fixed Time Isolated Cycle Time = 125 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand 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: Joseph St South											
1	L2	468	0.0	0.892	56.2	LOS D	43.2	302.1	1.00	0.97	32.0
2	T1	1554	0.0	0.892	48.8	LOS D	44.4	310.8	1.00	1.00	38.5
3	R2	95	0.0	0.911	84.9	LOS F	6.7	47.1	1.00	0.94	25.3
Approach		2117	0.0	0.911	52.1	LOS D	44.4	310.8	1.00	0.99	36.0
East: Weeroona Rd											
4	L2	218	0.0	0.267	29.1	LOS C	8.3	58.2	0.67	0.76	42.6
5	T1	135	0.0	0.209	32.8	LOS C	5.8	40.9	0.75	0.67	36.8
6	R2	1	0.0	0.209	37.1	LOS C	5.8	40.9	0.75	0.67	41.2
Approach		354	0.0	0.267	30.5	LOS C	8.3	58.2	0.71	0.72	40.2
North: Joseph St North											
7	L2	1	0.0	0.938	61.6	LOS E	61.2	428.5	1.00	1.08	31.9
8	T1	2484	0.0	0.938	54.6	LOS D	61.2	428.5	0.99	1.08	36.5
9	R2	213	0.0	0.894	78.0	LOS F	14.8	103.6	1.00	0.95	26.6
Approach		2698	0.0	0.938	56.4	LOS D	61.2	428.5	0.99	1.06	35.4
West: Amy St											
10	L2	164	0.0	0.320	34.0	LOS C	9.7	67.9	0.75	0.73	38.2
11	T1	62	0.0	0.320	29.5	LOS C	9.7	67.9	0.75	0.73	37.1
12	R2	299	0.0	0.933	81.5	LOS F	23.7	166.2	1.00	1.10	25.5
Approach		525	0.0	0.933	60.5	LOS E	23.7	166.2	0.89	0.94	29.7
All Vehicles		5694	0.0	0.938	53.6	LOS D	61.2	428.5	0.97	1.01	35.3

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

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	
P3	North Full Crossing	53	56.8	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		53	56.8	LOS E			0.95	0.95	

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 [Amy St / Joseph St / Weeroona Rd PM Future - Copy wDev]**

Amy St / Joseph St / Weeroona Rd

Signals - Fixed Time Isolated Cycle Time = 115 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Joseph St South											
1	L2	545	0.0	1.031	115.2	LOS F	70.3	492.4	1.00	1.22	21.1
2	T1	1786	0.0	1.031	106.5	LOS F	72.6	508.3	1.00	1.35	23.9
3	R2	109	0.0	1.130	200.0	LOS F	12.4	87.0	1.00	1.21	14.1
Approach		2441	0.0	1.130	112.6	LOS F	72.6	508.3	1.00	1.32	22.6
East: Weeroona Rd											
4	L2	251	0.0	0.485	43.0	LOS D	11.8	82.4	0.89	0.81	36.7
5	T1	158	0.0	0.470	48.0	LOS D	8.2	57.1	0.95	0.78	31.9
6	R2	1	0.0	0.470	52.4	LOS D	8.2	57.1	0.95	0.78	35.2
Approach		409	0.0	0.485	44.9	LOS D	11.8	82.4	0.91	0.80	34.7
North: Joseph St North											
7	L2	186	0.0	1.152	206.5	LOS F	130.5	913.2	1.00	1.84	14.0
8	T1	2857	0.0	1.152	200.3	LOS F	131.6	920.9	1.00	1.86	14.8
9	R2	247	0.0	1.094	170.1	LOS F	26.0	181.8	1.00	1.23	16.0
Approach		3291	0.0	1.152	198.4	LOS F	131.6	920.9	1.00	1.81	14.9
West: Amy St											
10	L2	189	0.0	0.372	32.6	LOS C	10.6	74.1	0.77	0.75	38.8
11	T1	72	0.0	0.372	28.0	LOS B	10.6	74.1	0.77	0.75	37.7
12	R2	345	0.0	1.041	100.8	LOS F	30.1	210.4	1.00	1.29	22.5
Approach		606	0.0	1.041	70.9	LOS F	30.1	210.4	0.90	1.06	27.4
All Vehicles		6747	0.0	1.152	146.6	LOS F	131.6	920.9	0.99	1.50	18.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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.
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 Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P3	North Full Crossing	53	51.8	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		53	51.8	LOS E			0.95	0.95	

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 [Amy St / Joseph St / Weeroona Rd PM Future]

Amy St / Joseph St / Weeroona Rd

Signals - Fixed Time Isolated Cycle Time = 145 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Joseph St South											
1	L2	539	0.0	1.032	125.5	LOS F	82.9	580.0	1.00	1.17	19.9
2	T1	1786	0.0	1.032	118.6	LOS F	85.4	597.8	1.00	1.30	22.2
3	R2	109	0.0	1.068	166.9	LOS F	12.2	85.4	1.00	1.11	16.2
Approach		2435	0.0	1.068	122.3	LOS F	85.4	597.8	1.00	1.26	21.3
East: Weeroona Rd											
4	L2	251	0.0	0.296	31.8	LOS C	11.0	76.7	0.67	0.76	41.3
5	T1	155	0.0	0.224	35.6	LOS C	7.6	52.9	0.74	0.66	35.8
6	R2	1	0.0	0.224	39.9	LOS C	7.6	52.9	0.74	0.66	39.9
Approach		406	0.0	0.296	33.3	LOS C	11.0	76.7	0.70	0.73	39.0
North: Joseph St North											
7	L2	1	0.0	1.091	164.2	LOS F	122.8	859.6	1.00	1.53	16.8
8	T1	2857	0.0	1.091	159.2	LOS F	122.8	859.6	1.00	1.53	17.9
9	R2	244	0.0	1.059	159.4	LOS F	27.2	190.1	1.00	1.12	16.7
Approach		3102	0.0	1.091	159.2	LOS F	122.8	859.6	1.00	1.49	17.8
West: Amy St											
10	L2	188	0.0	0.352	36.8	LOS C	12.7	88.6	0.74	0.74	37.2
11	T1	72	0.0	0.352	32.2	LOS C	12.7	88.6	0.74	0.74	36.1
12	R2	344	0.0	1.091	185.0	LOS F	44.7	313.0	1.00	1.37	14.8
Approach		604	0.0	1.091	120.7	LOS F	44.7	313.0	0.89	1.10	20.0
All Vehicles		6547	0.0	1.091	134.1	LOS F	122.8	859.6	0.97	1.32	19.9

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

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 Pedestrian ped	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P3	North Full Crossing	53	66.8	LOS F	0.2	0.2	0.96	0.96	
All Pedestrians		53	66.8	LOS F			0.96	0.96	

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

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

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

MOVEMENT SUMMARY

 Site: 2 [2 EX AM - Auburn/Amy - NEW BRIDGE]

 Network: 1 [EX Rail Overbridge Upgrade AM]

Auburn Road / Amy Street (NEW BRIDGE)
AM Peak Period
Existing - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Arrival 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: Auburn Road (S)													
1	L2	434	4.6	434	4.6	0.494	7.6	LOS A	3.8	27.8	0.75	0.79	34.4
2	T1	474	4.6	474	4.6	0.493	5.5	LOS A	3.8	28.0	0.74	0.72	37.9
Approach		908	4.6	908	4.6	0.494	6.5	LOS A	3.8	28.0	0.75	0.75	36.7
North: Amy Street													
8	T1	295	4.6	295	4.6	0.378	5.2	LOS A	2.2	16.0	0.62	0.67	38.1
9	R2	404	4.6	404	4.6	0.531	8.8	LOS A	3.5	25.5	0.68	0.82	33.7
Approach		699	4.6	699	4.6	0.531	7.3	LOS A	3.5	25.5	0.66	0.76	36.2
West: Auburn Road (W)													
10	L2	381	4.6	372	4.6	0.449	6.8	LOS A	3.0	21.8	0.71	0.80	34.8
12	R2	386	4.6	377	4.6	0.445	7.9	LOS A	3.0	21.6	0.71	0.81	34.9
Approach		767	4.6	748 ^{N1}	4.6	0.449	7.4	LOS A	3.0	21.8	0.71	0.81	34.9
All Vehicles		2374	4.6	2355 ^{N1}	4.7	0.531	7.0	LOS A	3.8	28.0	0.71	0.77	36.1

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Tuesday, 15 August 2017 1:32:45 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 2 [2 FU AM - Auburn/Amy - NEW BRIDGE]

 Network: 1 [FU Rail Overbridge Upgrade AM]

Auburn Road / Amy Street (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Arrival 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: Auburn Road (S)													
1	L2	499	4.6	499	4.6	0.643	11.3	LOS A	6.7	49.1	0.91	0.99	32.1
2	T1	545	4.6	545	4.6	0.634	8.7	LOS A	6.7	49.0	0.90	0.96	36.8
Approach		1044	4.6	1044	4.6	0.643	9.9	LOS A	6.7	49.1	0.90	0.98	35.2
North: Amy Street													
8	T1	339	4.6	339	4.6	0.459	5.8	LOS A	3.0	21.5	0.68	0.74	37.9
9	R2	504	4.6	504	4.6	0.827	15.0	LOS B	7.7	55.8	0.79	1.07	30.3
Approach		843	4.6	843	4.6	0.827	11.3	LOS A	7.7	55.8	0.75	0.93	34.2
West: Auburn Road (W)													
10	L2	438	4.6	385	4.6	0.517	8.2	LOS A	4.0	29.3	0.81	0.91	33.9
12	R2	444	4.6	391	4.6	0.509	9.2	LOS A	4.0	28.8	0.81	0.91	34.2
Approach		882	4.6	776 ^{N1}	4.6	0.517	8.7	LOS A	4.0	29.3	0.81	0.91	34.0
All Vehicles		2769	4.6	2663 ^{N1}	4.8	0.827	10.0	LOS A	7.7	55.8	0.82	0.94	34.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:56:51 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 2 [2 FU AM - Auburn/Amy - NEW BRIDGE - Dev]

 Network: 1 [FU Rail Overbridge Upgrade AM - Dev]

Auburn Road / Amy Street (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Auburn Road (S)													
1	L2	499	4.6	499	4.6	0.616	10.2	LOS A	6.1	44.6	0.87	0.94	32.7
2	T1	547	4.6	547	4.6	0.612	7.8	LOS A	6.2	45.1	0.86	0.90	37.2
Approach		1046	4.6	1046	4.6	0.616	9.0	LOS A	6.2	45.1	0.87	0.92	35.6
North: Amy Street													
8	T1	348	4.6	348	4.6	0.454	5.6	LOS A	2.9	21.2	0.68	0.73	38.0
9	R2	470	4.6	470	4.6	0.781	13.2	LOS A	6.2	45.5	0.76	1.00	31.3
Approach		818	4.6	818	4.6	0.781	10.0	LOS A	6.2	45.5	0.72	0.88	34.9
West: Auburn Road (W)													
10	L2	439	4.6	385	4.6	0.514	8.2	LOS A	4.0	28.9	0.80	0.90	33.9
12	R2	444	4.6	389	4.6	0.506	9.2	LOS A	3.9	28.3	0.80	0.90	34.2
Approach		883	4.6	775 ^{N1}	4.6	0.514	8.7	LOS A	4.0	28.9	0.80	0.90	34.0
All Vehicles		2747	4.6	2639 ^{N1}	4.8	0.781	9.2	LOS A	6.2	45.5	0.80	0.90	35.0

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:57:08 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 2 [2 EX PM - Auburn/Amy - NEW BRIDGE]

 Network: 1 [EX Rail Overbridge Upgrade PM]

Auburn Road / Amy Street (NEW BRIDGE)
AM Peak Period
Existing - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Auburn Road (S)													
1	L2	222	2.6	222	2.6	0.270	7.9	LOS A	1.7	11.8	0.65	0.74	41.2
2	T1	268	2.6	268	2.6	0.281	6.1	LOS A	1.9	13.4	0.66	0.68	45.7
Approach		490	2.6	490	2.6	0.281	6.9	LOS A	1.9	13.4	0.66	0.71	44.3
North: Amy Street													
8	T1	438	2.6	438	2.6	0.547	8.0	LOS A	4.1	29.3	0.73	0.83	44.9
9	R2	428	2.6	428	2.6	0.534	10.8	LOS A	3.9	28.0	0.72	0.87	38.9
Approach		866	2.6	866	2.6	0.547	9.4	LOS A	4.1	29.3	0.72	0.85	42.7
West: Auburn Road (W)													
10	L2	388	2.6	388	2.6	0.383	5.3	LOS A	2.3	16.7	0.52	0.67	42.6
12	R2	440	2.6	440	2.6	0.417	6.7	LOS A	2.7	19.0	0.54	0.70	42.3
Approach		828	2.6	828	2.6	0.417	6.0	LOS A	2.7	19.0	0.53	0.69	42.4
All Vehicles		2184	2.6	2184	2.6	0.547	7.6	LOS A	4.1	29.3	0.63	0.76	43.0

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:56:42 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 2 [2 FU PM - Auburn/Amy - NEW BRIDGE]

 Network: 1 [FU Rail Overbridge Upgrade PM]

Auburn Road / Amy Street (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Auburn Road (S)													
1	L2	255	2.6	255	2.6	0.479	9.1	LOS A	2.3	16.7	0.74	0.84	40.1
2	T1	308	2.6	308	2.6	0.350	6.7	LOS A	2.5	18.0	0.74	0.74	45.5
Approach		563	2.6	563	2.6	0.479	7.8	LOS A	2.5	18.0	0.74	0.78	43.7
North: Amy Street													
8	T1	504	2.6	504	2.6	0.677	10.9	LOS A	6.6	47.0	0.85	1.01	43.4
9	R2	492	2.6	492	2.6	0.782	16.6	LOS B	7.4	53.2	0.84	1.11	34.7
Approach		996	2.6	996	2.6	0.782	13.7	LOS A	7.4	53.2	0.85	1.06	40.0
West: Auburn Road (W)													
10	L2	446	2.6	446	2.6	0.460	5.6	LOS A	3.0	21.8	0.60	0.71	42.2
12	R2	506	2.6	506	2.6	0.499	7.1	LOS A	3.5	24.9	0.62	0.74	41.9
Approach		952	2.6	952	2.6	0.499	6.4	LOS A	3.5	24.9	0.62	0.73	42.1
All Vehicles		2511	2.6	2511	2.6	0.782	9.6	LOS A	7.4	53.2	0.74	0.87	41.5

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:56:59 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 2 [2 FU PM - Auburn/Amy - NEW BRIDGE - Dev]

 Network: 1 [FU Rail Overbridge Upgrade PM - Dev]

Auburn Road / Amy Street (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Auburn Road (S)													
1	L2	255	2.6	255	2.6	0.487	9.2	LOS A	2.4	17.0	0.74	0.84	40.0
2	T1	317	2.6	317	2.6	0.361	6.7	LOS A	2.6	18.7	0.75	0.74	45.4
Approach		572	2.6	572	2.6	0.487	7.8	LOS A	2.6	18.7	0.74	0.79	43.7
North: Amy Street													
8	T1	506	2.6	506	2.6	0.681	11.0	LOS A	6.7	47.6	0.86	1.02	43.4
9	R2	493	2.6	493	2.6	0.786	16.7	LOS B	7.5	53.9	0.85	1.11	34.6
Approach		999	2.6	999	2.6	0.786	13.8	LOS A	7.5	53.9	0.85	1.06	40.0
West: Auburn Road (W)													
10	L2	451	2.6	451	2.6	0.468	5.7	LOS A	3.1	22.4	0.62	0.72	42.1
12	R2	506	2.6	506	2.6	0.504	7.2	LOS A	3.5	25.3	0.63	0.75	41.9
Approach		957	2.6	957	2.6	0.504	6.5	LOS A	3.5	25.3	0.63	0.73	42.0
All Vehicles		2528	2.6	2528	2.6	0.786	9.7	LOS A	7.5	53.9	0.74	0.88	41.5

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:57:15 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 1 [2 EX AM - Carlingford/Park - NEW BRIDGE]

 Network: 1 [EX Rail Overbridge Upgrade AM]

Carlingford Street / Park Road / Auburn Road (NEW BRIDGE)
AM Peak Period
Existing with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Carlingford Street													
2	T1	605	4.6	605	4.6	1.056	67.2	LOS E	53.8	391.2	0.94	2.27	28.0
3	R2	355	4.6	355	4.6	1.056	83.1	LOS F	53.8	391.2	1.00	2.60	16.5
Approach		960	4.6	960	4.6	1.056	73.1	LOS F	53.8	391.2	0.96	2.39	24.1
East: Auburn Road													
4	L2	315	4.6	315	4.6	0.421	6.6	LOS A	2.5	18.3	0.67	0.78	45.0
6	R2	528	4.6	528	4.6	0.607	9.2	LOS A	5.3	38.3	0.77	0.88	43.0
Approach		843	4.6	843	4.6	0.607	8.2	LOS A	5.3	38.3	0.73	0.85	43.8
North: Park Road													
7	L2	360	4.6	360	4.6	0.381	8.0	LOS A	2.8	20.3	0.67	0.73	47.6
8	T1	422	4.6	422	4.6	0.392	6.7	LOS A	3.0	22.0	0.67	0.68	52.0
Approach		782	4.6	782	4.6	0.392	7.3	LOS A	3.0	22.0	0.67	0.71	50.6
All Vehicles		2585	4.6	2585	4.6	1.056	32.0	LOS C	53.8	391.2	0.80	1.38	33.6

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Tuesday, 15 August 2017 1:32:45 PM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 1 [2 FU AM - Carlingford/Park - NEW BRIDGE]

 Network: 1 [FU Rail Overbridge Upgrade AM]

Carlingford Street / Park Road / Auburn Road (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Carlingford Street													
2	T1	696	4.6	696	4.6	1.352	274.8	LOS F	176.5	1284.4	0.95	5.43	10.8
3	R2	408	4.6	408	4.6	1.352	337.4	LOS F	176.5	1284.4	1.00	6.47	5.1
Approach		1104	4.6	1104	4.6	1.352	297.9	LOS F	176.5	1284.4	0.97	5.81	8.6
East: Auburn Road													
4	L2	362	4.6	362	4.6	0.516	8.3	LOS A	3.7	26.7	0.75	0.89	43.4
6	R2	607	4.6	607	4.6	0.739	12.5	LOS A	8.5	61.6	0.90	1.05	40.2
Approach		969	4.6	969	4.6	0.739	10.9	LOS A	8.5	61.6	0.84	0.99	41.3
North: Park Road													
7	L2	414	4.6	414	4.6	0.421	7.9	LOS A	3.2	23.3	0.67	0.72	47.7
8	T1	485	4.6	485	4.6	0.432	6.6	LOS A	3.5	25.2	0.66	0.67	52.1
Approach		899	4.6	899	4.6	0.432	7.2	LOS A	3.5	25.2	0.67	0.69	50.7
All Vehicles		2972	4.6	2972	4.6	1.352	116.4	LOS F	176.5	1284.4	0.84	2.69	16.1

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:56:51 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 1 [2 FU AM - Carlingford/Park - NEW BRIDGE - Dev]

 Network: 1 [FU Rail Overbridge Upgrade AM - Dev]

Carlingford Street / Park Road / Auburn Road (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Arrival Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carlingford Street													
2	T1	696	4.6	696	4.6	1.361	281.2	LOS F	179.5	1306.4	0.95	5.50	10.6
3	R2	409	4.6	409	4.6	1.361	345.3	LOS F	179.5	1306.4	1.00	6.55	5.0
Approach		1105	4.6	1105	4.6	1.361	304.9	LOS F	179.5	1306.4	0.97	5.89	8.4
East: Auburn Road													
4	L2	364	4.6	364	4.6	0.519	8.3	LOS A	3.7	27.0	0.75	0.89	43.3
6	R2	611	4.6	611	4.6	0.744	12.6	LOS A	8.6	62.6	0.90	1.06	40.1
Approach		975	4.6	975	4.6	0.744	11.0	LOS A	8.6	62.6	0.85	1.00	41.2
North: Park Road													
7	L2	415	4.6	415	4.6	0.421	7.9	LOS A	3.2	23.4	0.67	0.72	47.7
8	T1	485	4.6	485	4.6	0.431	6.6	LOS A	3.5	25.2	0.66	0.67	52.1
Approach		900	4.6	900	4.6	0.431	7.2	LOS A	3.5	25.2	0.66	0.69	50.7
All Vehicles		2980	4.6	2980	4.6	1.361	118.8	LOS F	179.5	1306.4	0.84	2.72	15.9

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:57:08 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 1 [2 EX PM - Carlingford/Park - NEW BRIDGE]

 Network: 1 [EX Rail Overbridge Upgrade PM]

Carlingford Street / Park Road / Auburn Road (NEW BRIDGE)
AM Peak Period
Existing - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Carlingford Street													
2	T1	399	2.6	399	2.6	0.601	6.8	LOS A	4.8	34.6	0.63	0.71	51.7
3	R2	338	2.6	338	2.6	0.601	9.4	LOS A	4.8	34.6	0.66	0.72	47.1
Approach		737	2.6	737	2.6	0.601	8.0	LOS A	4.8	34.6	0.64	0.72	50.2
East: Auburn Road													
4	L2	362	2.6	362	2.6	0.566	10.8	LOS A	4.8	34.4	0.89	1.03	41.9
6	R2	290	2.6	290	2.6	0.491	11.7	LOS A	3.6	26.1	0.86	1.00	41.8
Approach		652	2.6	652	2.6	0.566	11.2	LOS A	4.8	34.4	0.88	1.01	41.9
North: Park Road													
7	L2	484	2.6	484	2.6	0.507	8.5	LOS A	3.9	28.1	0.71	0.76	47.0
8	T1	714	2.6	714	2.6	0.621	7.8	LOS A	6.2	44.6	0.77	0.75	51.8
Approach		1198	2.6	1198	2.6	0.621	8.1	LOS A	6.2	44.6	0.75	0.75	50.5
All Vehicles		2587	2.6	2587	2.6	0.621	8.8	LOS A	6.2	44.6	0.75	0.81	48.5

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:56:42 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 1 [2 FU PM - Carlingford/Park - NEW BRIDGE]

 Network: 1 [FU Rail Overbridge Upgrade PM]

Carlingford Street / Park Road / Auburn Road (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival 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: Carlingford Street													
2	T1	459	2.6	459	2.6	0.759	8.8	LOS A	8.4	60.0	0.75	0.80	50.6
3	R2	389	2.6	389	2.6	0.759	11.8	LOS A	8.4	60.0	0.81	0.84	44.8
Approach		848	2.6	848	2.6	0.759	10.2	LOS A	8.4	60.0	0.78	0.82	48.7
East: Auburn Road													
4	L2	416	2.6	416	2.6	0.798	21.7	LOS B	10.0	71.3	1.00	1.25	34.0
6	R2	334	2.6	334	2.6	0.702	19.1	LOS B	6.9	49.6	1.00	1.16	36.3
Approach		750	2.6	750	2.6	0.798	20.5	LOS B	10.0	71.3	1.00	1.21	35.0
North: Park Road													
7	L2	557	2.6	557	2.6	0.624	10.6	LOS A	6.3	45.4	0.84	0.86	44.6
8	T1	821	2.6	821	2.6	0.758	10.9	LOS A	10.9	78.1	0.94	0.92	49.8
Approach		1378	2.6	1378	2.6	0.758	10.8	LOS A	10.9	78.1	0.90	0.90	48.4
All Vehicles		2976	2.6	2976	2.6	0.798	13.1	LOS A	10.9	78.1	0.89	0.95	45.2

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:56:59 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7

MOVEMENT SUMMARY

 Site: 1 [2 FU PM - Carlingford/Park - NEW BRIDGE - Dev]

 Network: 1 [FU Rail Overbridge Upgrade PM - Dev]

Carlingford Street / Park Road / Auburn Road (NEW BRIDGE)
AM Peak Period
Existing + Potts Hill + Dev - with upgrades
Roundabout

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carlingford Street													
2	T1	459	2.6	459	2.6	0.760	8.8	LOS A	8.4	60.2	0.75	0.80	50.5
3	R2	390	2.6	390	2.6	0.760	11.9	LOS A	8.4	60.2	0.81	0.84	44.8
Approach		849	2.6	849	2.6	0.760	10.2	LOS A	8.4	60.2	0.78	0.82	48.7
East: Auburn Road													
4	L2	417	2.6	417	2.6	0.801	21.9	LOS B	10.0	71.9	1.00	1.25	33.9
6	R2	334	2.6	334	2.6	0.702	19.1	LOS B	7.0	49.7	1.00	1.16	36.2
Approach		751	2.6	751	2.6	0.801	20.7	LOS B	10.0	71.9	1.00	1.21	34.9
North: Park Road													
7	L2	560	2.6	560	2.6	0.627	10.7	LOS A	6.4	45.9	0.84	0.87	44.5
8	T1	821	2.6	821	2.6	0.759	11.0	LOS A	10.9	78.3	0.94	0.92	49.8
Approach		1381	2.6	1381	2.6	0.759	10.9	LOS A	10.9	78.3	0.90	0.90	48.3
All Vehicles		2981	2.6	2981	2.6	0.801	13.1	LOS A	10.9	78.3	0.89	0.96	45.1

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

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

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

Roundabout Capacity Model: SIDRA Standard.

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.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2016 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: ARUP PTY LTD | Processed: Wednesday, 16 August 2017 11:57:15 AM

Project: J:\244000\244927-00 Sydney Science Park\Work\Internal\04 Amy Street Regents Park\August 2017\Auburn Rd & Bridge - Future+Dev (WITH ROUNDABOUT UPGRADES)_NC_v02.sip7