

Figure D.5: Saturday Peak Hour Site Generated Traffic Volumes – Mandarin Centre

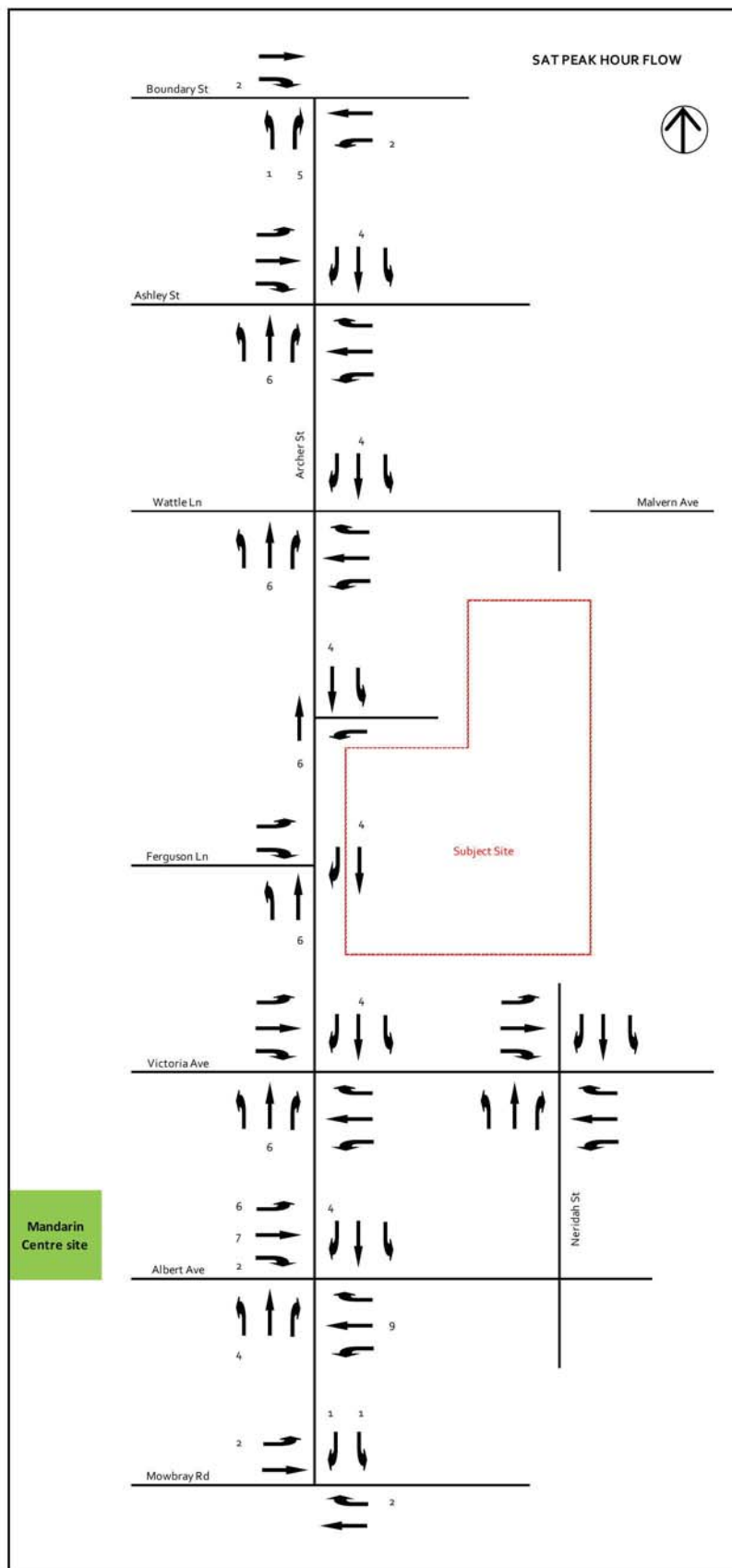


Figure D.6: Saturday Peak Hour Site Generated Traffic Volumes – Hercules Street development

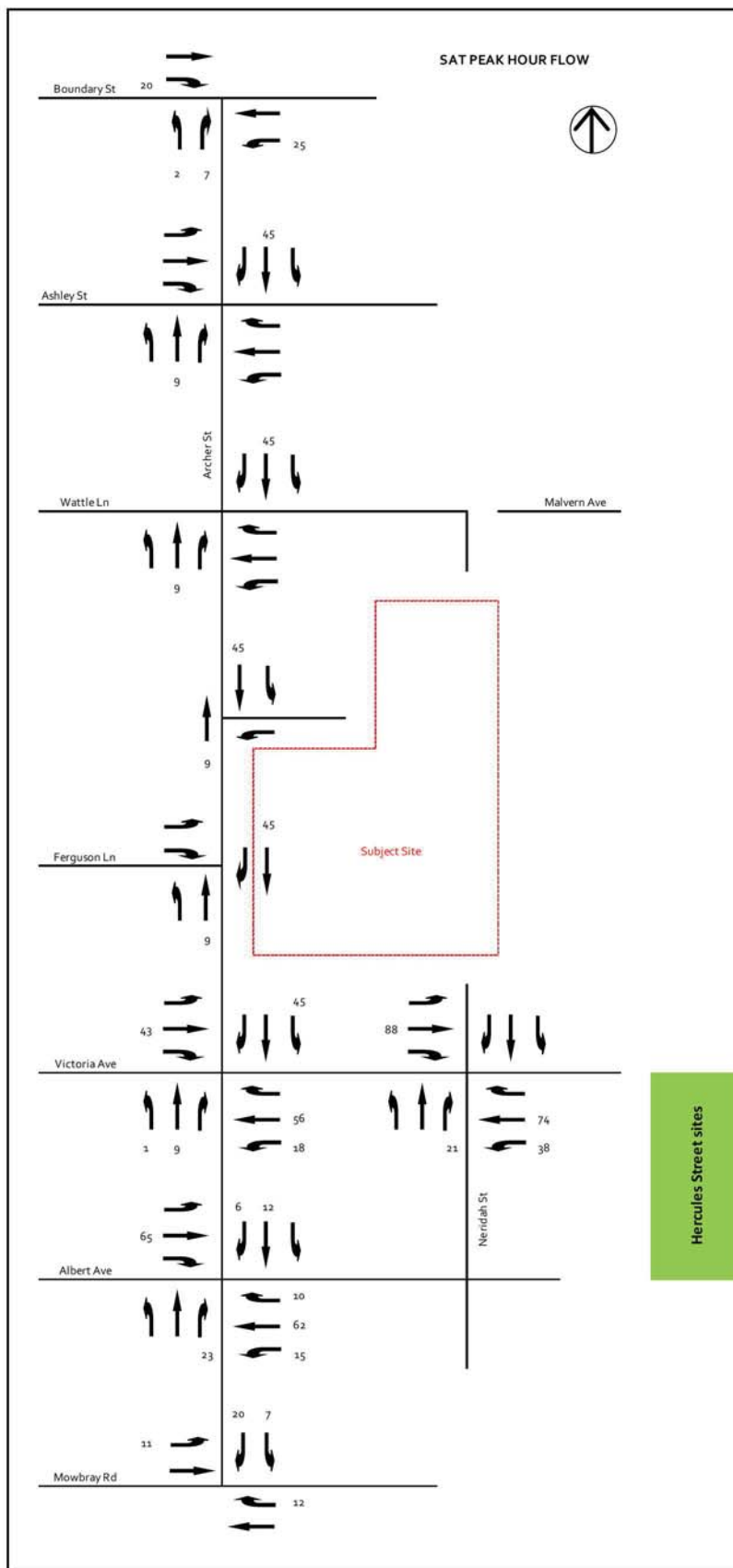


Figure D.7: Weekday PM Peak Hour Future Base Case Traffic Volumes

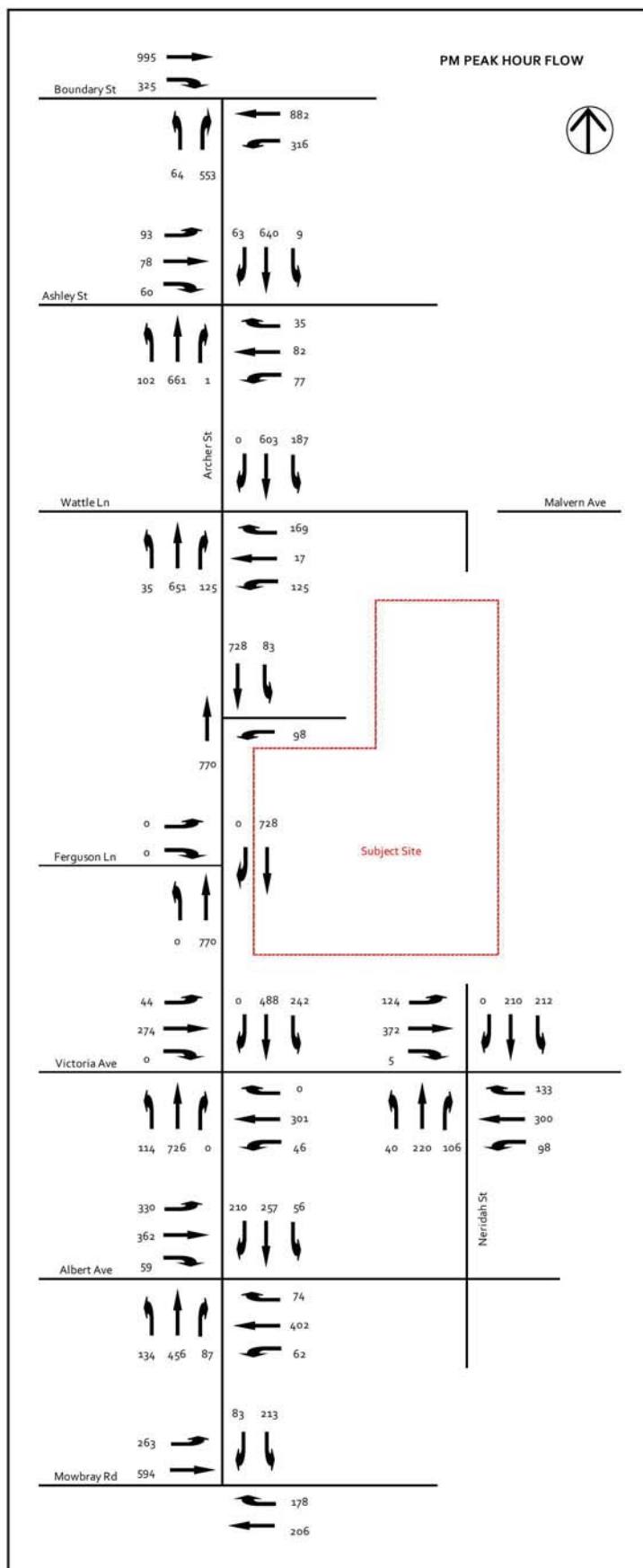


Figure D.8: Saturday Peak Hour Future Base Case Traffic Volumes

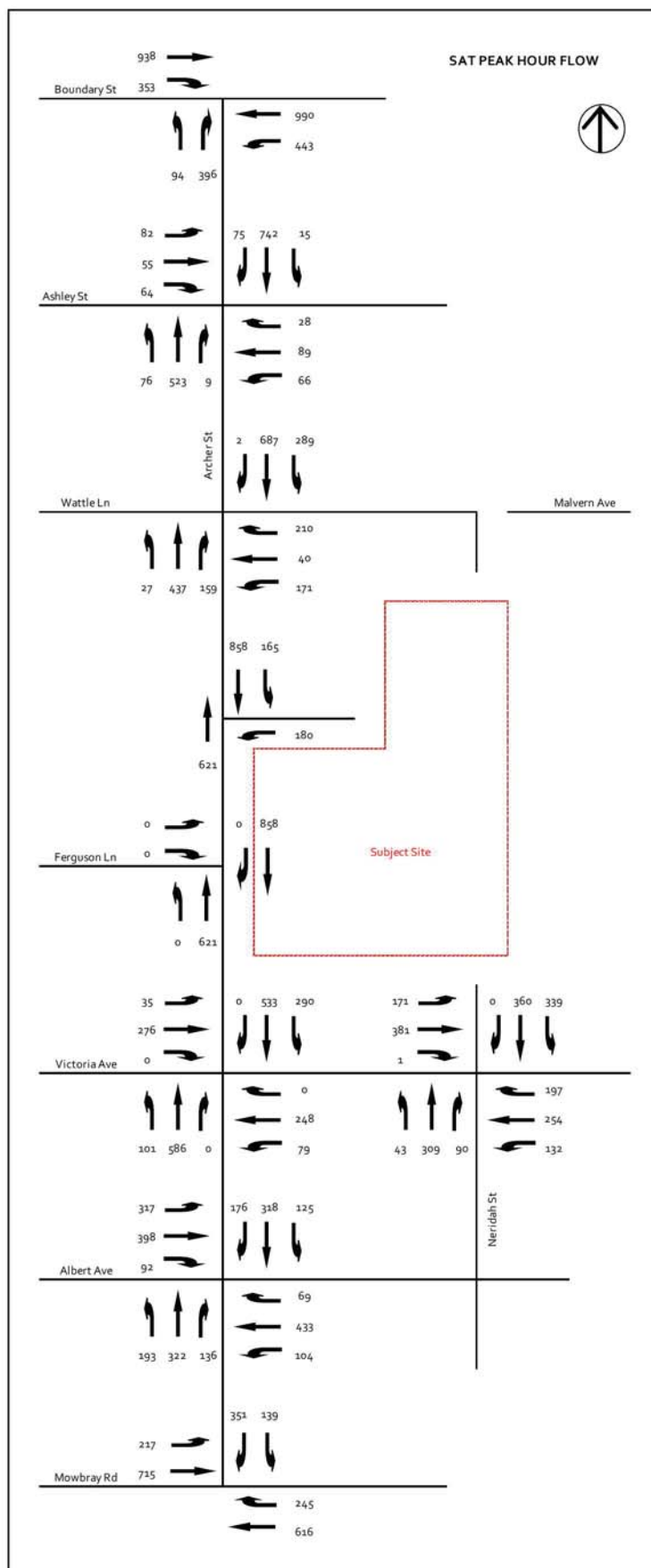


Figure D.9: Weekday PM Peak Hour Post-Development Case Traffic Volumes

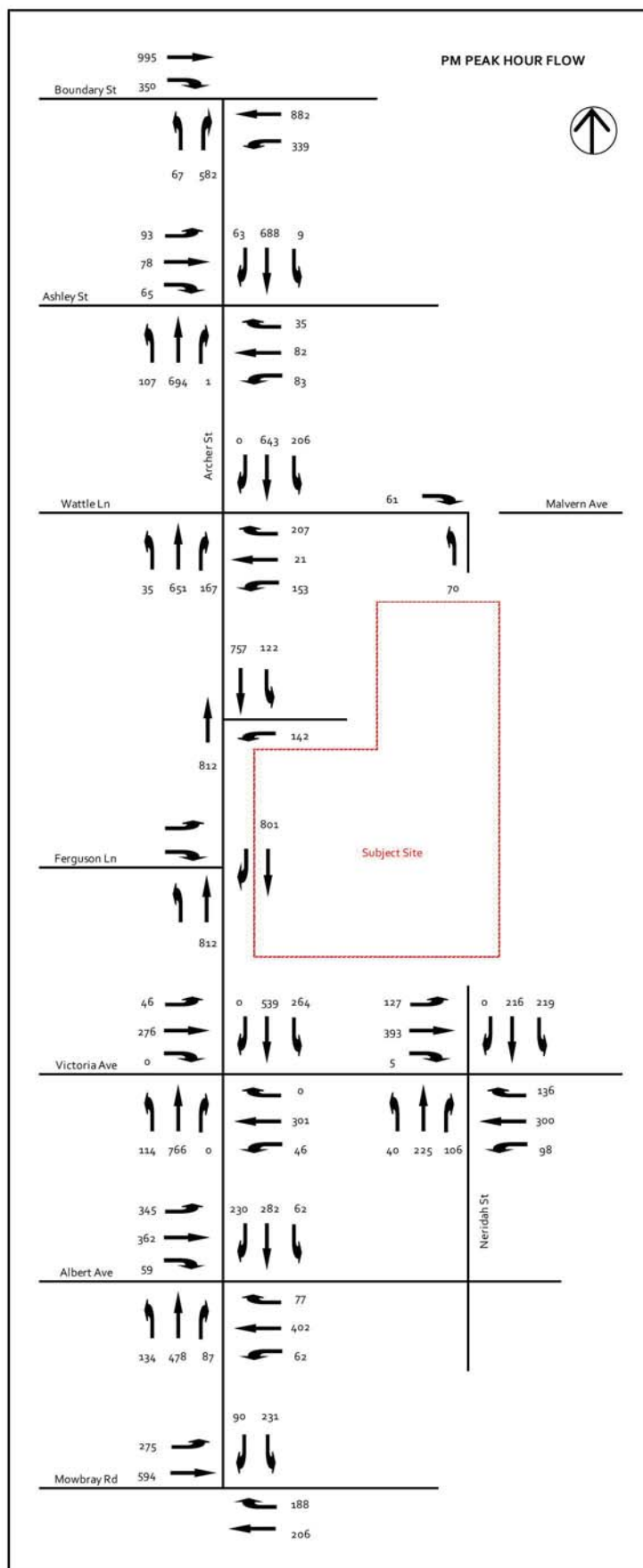
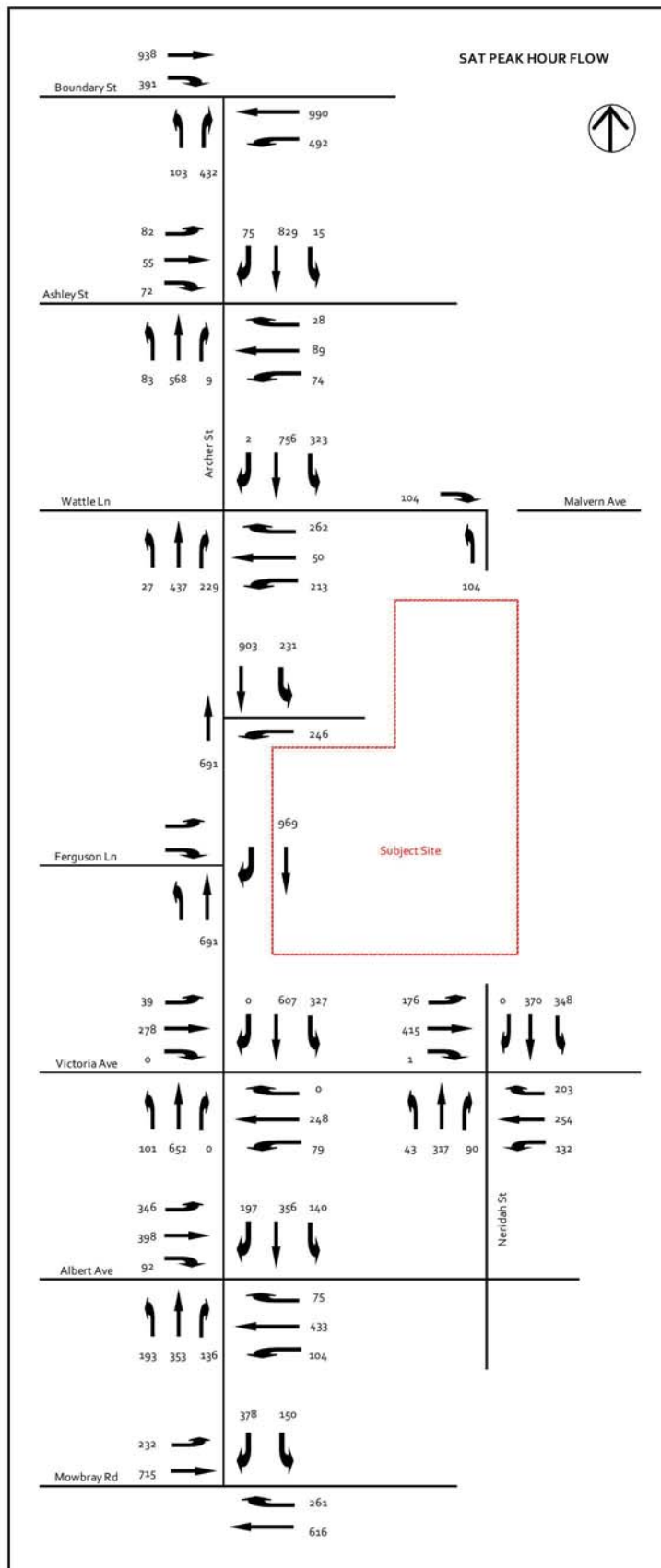


Figure D.10: Saturday Peak Hour Post-Development Case Traffic Volumes



## Appendix E

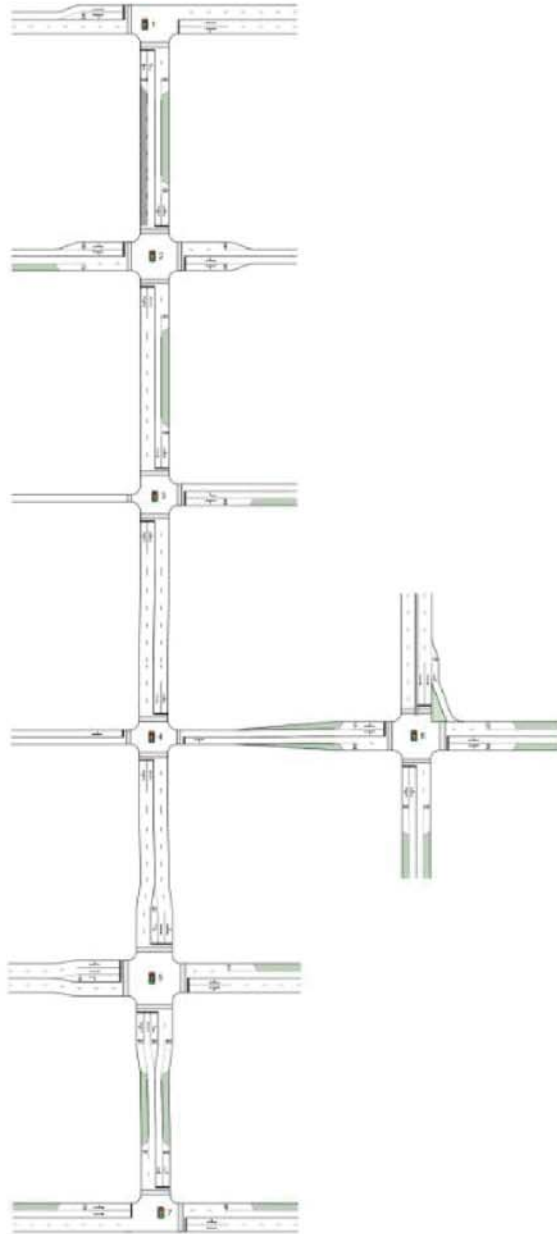
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### SIDRA INTERSECTION Results – Post Development

## NETWORK LAYOUT

☐☐ Network: Archer Street Network - Weekday PM

Weekday PM - 7 sites



## MOVEMENT SUMMARY

 Site: Archer Street & Boundary St (Post-Dev)

 Network: Archer Street Network  
- Weekday PM

Archer Street & Boundary St

Signals - Fixed Time Coordinated Cycle Time = 150 seconds (User-Given Cycle Time)

| Movement Performance - Vehicles |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                        |              |                                   |                          |
|---------------------------------|--------|--------------------------------|------------------|---------------------------------|------------------|------------------|-------------------------|---------------------|--------------------------------------|------------------------|--------------|-----------------------------------|--------------------------|
| Mov ID                          | OD Mov | Demand Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Arrival Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Deg. Satn<br>v/c | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue<br>Vehicles<br>veh | Queue<br>Distance<br>m | Prop. Queued | Effective<br>Stop Rate<br>per veh | Average<br>Speed<br>km/h |
| South: Archer Street (S)        |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                        |              |                                   |                          |
| 1                               | L2     | 68                             | 2.0              | 68                              | 2.0              | 0.897            | 80.8                    | LOS F               | 19.9                                 | 141.9                  | 1.00         | 0.97                              | 23.1                     |
| 3                               | R2     | 594                            | 2.0              | 594                             | 2.0              | 0.897            | 81.0                    | LOS F               | 26.8                                 | 190.5                  | 1.00         | 0.97                              | 23.1                     |
| Approach                        |        | 662                            | 2.0              | 662                             | 2.0              | 0.897            | 81.0                    | LOS F               | 26.8                                 | 190.5                  | 1.00         | 0.97                              | 23.1                     |
| East: Boundary Street (E)       |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                        |              |                                   |                          |
| 4                               | L2     | 346                            | 4.0              | 346                             | 4.0              | 0.900            | 64.6                    | LOS E               | 48.8                                 | 352.2                  | 1.00         | 0.98                              | 20.0                     |
| 5                               | T1     | 900                            | 3.0              | 900                             | 3.0              | 0.900            | 59.9                    | LOS E               | 48.8                                 | 352.2                  | 1.00         | 1.00                              | 30.0                     |
| Approach                        |        | 1246                           | 3.3              | 1246                            | 3.3              | 0.900            | 61.2                    | LOS E               | 48.8                                 | 352.2                  | 1.00         | 0.99                              | 27.7                     |
| West: Boundary Street (W)       |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                        |              |                                   |                          |
| 11                              | T1     | 1015                           | 2.0              | 1015                            | 2.0              | 0.864            | 8.2                     | LOS A               | 16.7                                 | 117.5                  | 0.28         | 0.33                              | 52.3                     |
| 12                              | R2     | 357                            | 0.0              | 357                             | 0.0              | 0.864            | 14.5                    | LOS A               | 16.7                                 | 117.5                  | 0.46         | 0.71                              | 42.8                     |
| Approach                        |        | 1372                           | 1.5              | 1372                            | 1.5              | 0.864            | 9.9                     | LOS A               | 16.7                                 | 117.5                  | 0.32         | 0.43                              | 50.6                     |
| All Vehicles                    |        | 3281                           | 2.3              | 3281                            | 2.3              | 0.900            | 43.7                    | LOS D               | 48.8                                 | 352.2                  | 0.72         | 0.75                              | 32.5                     |

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

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

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

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

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

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

| Movement Performance - Pedestrians |                     |                         |                         |                     |                                            |               |                 |                                   |
|------------------------------------|---------------------|-------------------------|-------------------------|---------------------|--------------------------------------------|---------------|-----------------|-----------------------------------|
| Mov ID                             | Description         | Demand<br>Flow<br>ped/h | Average<br>Delay<br>sec | Level of<br>Service | Average Back of Queue<br>Pedestrian<br>ped | Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per ped |
| P1                                 | South Full Crossing | 53                      | 37.5                    | LOS D               | 0.2                                        | 0.2           | 0.71            | 0.71                              |
| P4                                 | West Full Crossing  | 53                      | 56.5                    | LOS E               | 0.2                                        | 0.2           | 0.87            | 0.87                              |
| All Pedestrians                    |                     | 105                     | 47.0                    | LOS E               |                                            |               | 0.79            | 0.79                              |

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

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

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

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Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Post Development - Revised\160517sid-15S1304102 Archer Street PM - Post Development Revised.sip8

## MOVEMENT SUMMARY

 Site: Archer Street & Ashley Street (Post-Dev)

 Network: Archer Street Network  
- Weekday PM

Archer Street & Ashley Street  
Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

| Movement Performance - Vehicles |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                                |                 |                                   |                          |
|---------------------------------|--------|--------------------------------|------------------|---------------------------------|------------------|------------------|-------------------------|---------------------|--------------------------------------|--------------------------------|-----------------|-----------------------------------|--------------------------|
| Mov ID                          | OD Mov | Demand Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Arrival Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Deg. Satn<br>v/c | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue<br>Vehicles<br>veh | Back of Queue<br>Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per veh | Average<br>Speed<br>km/h |
| South: Archer Street (S)        |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                                |                 |                                   |                          |
| 1                               | L2     | 113                            | 0.0              | 113                             | 0.0              | 0.337            | 11.2                    | LOS A               | 7.3                                  | 51.1                           | 0.48            | 0.50                              | 44.7                     |
| 2                               | T1     | 731                            | 1.0              | 731                             | 1.0              | 0.337            | 6.7                     | LOS A               | 7.3                                  | 51.8                           | 0.48            | 0.45                              | 41.9                     |
| Approach                        |        | 843                            | 0.9              | 843                             | 0.9              | 0.337            | 7.3                     | LOS A               | 7.3                                  | 51.8                           | 0.48            | 0.46                              | 42.5                     |
| East: Ashley Street (E)         |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                                |                 |                                   |                          |
| 4                               | L2     | 87                             | 0.0              | 87                              | 0.0              | 0.235            | 33.0                    | LOS C               | 2.9                                  | 20.5                           | 0.88            | 0.74                              | 23.4                     |
| 5                               | T1     | 86                             | 0.0              | 86                              | 0.0              | 0.457            | 34.1                    | LOS C               | 4.5                                  | 31.8                           | 0.95            | 0.76                              | 31.4                     |
| 6                               | R2     | 37                             | 0.0              | 37                              | 0.0              | 0.457            | 37.5                    | LOS C               | 4.5                                  | 31.8                           | 0.95            | 0.76                              | 22.8                     |
| Approach                        |        | 211                            | 0.0              | 211                             | 0.0              | 0.457            | 34.3                    | LOS C               | 4.5                                  | 31.8                           | 0.92            | 0.76                              | 27.3                     |
| North: Archer Street (N)        |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                                |                 |                                   |                          |
| 7                               | L2     | 9                              | 0.0              | 9                               | 0.0              | 0.136            | 10.3                    | LOS A               | 2.5                                  | 17.8                           | 0.41            | 0.36                              | 40.9                     |
| 8                               | T1     | 724                            | 2.0              | 724                             | 2.0              | 0.629            | 8.6                     | LOS A               | 14.9                                 | 106.0                          | 0.60            | 0.56                              | 38.4                     |
| 9                               | R2     | 66                             | 0.0              | 66                              | 0.0              | 0.629            | 14.0                    | LOS A               | 14.9                                 | 106.0                          | 0.65            | 0.61                              | 43.0                     |
| Approach                        |        | 800                            | 1.8              | 800                             | 1.8              | 0.629            | 9.1                     | LOS A               | 14.9                                 | 106.0                          | 0.60            | 0.56                              | 39.1                     |
| West: Ashley Street (W)         |        |                                |                  |                                 |                  |                  |                         |                     |                                      |                                |                 |                                   |                          |
| 10                              | L2     | 98                             | 0.0              | 98                              | 0.0              | 0.264            | 34.4                    | LOS C               | 3.3                                  | 23.2                           | 0.89            | 0.76                              | 26.0                     |
| 11                              | T1     | 82                             | 0.0              | 82                              | 0.0              | 0.604            | 37.6                    | LOS C               | 5.8                                  | 40.8                           | 0.98            | 0.82                              | 30.2                     |
| 12                              | R2     | 68                             | 0.0              | 68                              | 0.0              | 0.604            | 40.9                    | LOS C               | 5.8                                  | 40.8                           | 0.98            | 0.82                              | 24.4                     |
| Approach                        |        | 248                            | 0.0              | 248                             | 0.0              | 0.604            | 37.2                    | LOS C               | 5.8                                  | 40.8                           | 0.94            | 0.79                              | 27.5                     |
| All Vehicles                    |        | 2102                           | 1.0              | 2102                            | 1.0              | 0.629            | 14.2                    | LOS A               | 14.9                                 | 106.0                          | 0.63            | 0.57                              | 36.1                     |

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

| Movement Performance - Pedestrians |                     |                      |                      |                  |                                            |                                |              |                                |  |
|------------------------------------|---------------------|----------------------|----------------------|------------------|--------------------------------------------|--------------------------------|--------------|--------------------------------|--|
| Mov ID                             | Description         | Demand Flow<br>ped/h | Average Delay<br>sec | Level of Service | Average Back of Queue<br>Pedestrian<br>ped | Back of Queue<br>Distance<br>m | Prop. Queued | Effective Stop Rate<br>per ped |  |
| P1                                 | South Full Crossing | 53                   | 34.3                 | LOS D            | 0.1                                        | 0.1                            | 0.93         | 0.93                           |  |
| P2                                 | East Full Crossing  | 53                   | 9.0                  | LOS A            | 0.1                                        | 0.1                            | 0.48         | 0.48                           |  |
| P3                                 | North Full Crossing | 53                   | 34.3                 | LOS D            | 0.1                                        | 0.1                            | 0.93         | 0.93                           |  |
| P4                                 | West Full Crossing  | 53                   | 9.0                  | LOS A            | 0.1                                        | 0.1                            | 0.48         | 0.48                           |  |
| All Pedestrians                    |                     | 211                  | 21.7                 | LOS C            |                                            |                                | 0.70         | 0.70                           |  |

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: Archer Street & Malvern Avenue & Wattle Lane (Post-Dev)

 Network: Archer Street Network  
- Weekday PM

Archer Street & Malvern Avenue & Wattle Lane

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given Cycle Time)

| 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: Archer Street (S)        |        |                          |      |                           |      |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 37                       | 0.0  | 37                        | 0.0  | 0.508         | 12.2              | LOS A            | 13.1                           | 91.9       | 0.59         | 0.54                        | 36.5               |
| 2                               | T1     | 685                      | 0.0  | 685                       | 0.0  | 0.508         | 10.2              | LOS A            | 13.1                           | 91.9       | 0.63         | 0.58                        | 32.5               |
| 3                               | R2     | 176                      | 2.0  | 176                       | 2.0  | 0.508         | 21.3              | LOS B            | 8.6                            | 60.8       | 0.84         | 0.76                        | 30.2               |
| Approach                        |        | 898                      | 0.4  | 898                       | 0.4  | 0.508         | 12.4              | LOS A            | 13.1                           | 91.9       | 0.67         | 0.61                        | 32.2               |
| East: Malvern Avenue (E)        |        |                          |      |                           |      |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 161                      | 0.0  | 161                       | 0.0  | 0.282         | 23.7              | LOS B            | 5.2                            | 36.3       | 0.76         | 0.73                        | 14.1               |
| 5                               | T1     | 22                       | 0.0  | 22                        | 0.0  | 0.282         | 20.3              | LOS B            | 5.2                            | 36.3       | 0.76         | 0.73                        | 28.5               |
| 6                               | R2     | 218                      | 1.0  | 218                       | 1.0  | 0.525         | 33.6              | LOS C            | 7.7                            | 54.2       | 0.93         | 0.80                        | 10.8               |
| Approach                        |        | 401                      | 0.5  | 401                       | 0.5  | 0.525         | 28.9              | LOS C            | 7.7                            | 54.2       | 0.85         | 0.77                        | 13.7               |
| North: Archer Street (N)        |        |                          |      |                           |      |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 217                      | 0.0  | 217                       | 0.0  | 0.583         | 23.6              | LOS B            | 13.5                           | 94.7       | 0.83         | 0.76                        | 29.6               |
| 8                               | T1     | 677                      | 1.0  | 677                       | 1.0  | 0.583         | 20.3              | LOS B            | 13.9                           | 98.0       | 0.83         | 0.74                        | 27.6               |
| Approach                        |        | 894                      | 0.8  | 894                       | 0.8  | 0.583         | 21.1              | LOS B            | 13.9                           | 98.0       | 0.83         | 0.75                        | 28.1               |
| All Vehicles                    |        | 2193                     | 0.6  | 2193                      | 0.6  | 0.583         | 19.0              | LOS B            | 13.9                           | 98.0       | 0.77         | 0.69                        | 27.9               |

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |            |              |                             |  |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|--|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |  |
| P1                                 | South Full Crossing | 53                | 32.5              | LOS D            | 0.1                                  | 0.1        | 0.90         | 0.90                        |  |
| P2                                 | East Full Crossing  | 53                | 18.9              | LOS B            | 0.1                                  | 0.1        | 0.69         | 0.69                        |  |
| P3                                 | North Full Crossing | 53                | 32.5              | LOS D            | 0.1                                  | 0.1        | 0.90         | 0.90                        |  |
| P4                                 | West Full Crossing  | 53                | 6.4               | LOS A            | 0.0                                  | 0.0        | 0.40         | 0.40                        |  |
| All Pedestrians                    |                     | 211               | 22.6              | LOS C            |                                      |            | 0.72         | 0.72                        |  |

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

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

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

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## MOVEMENT SUMMARY

 Site: Archer Street & Victoria Avenue (Post-Dev)

 Network: Archer Street Network  
- Weekday PM

Archer Street & Victoria Avenue  
Signals - Fixed Time Coordinated Cycle Time = 106 seconds (Network Cycle Time)

| 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: Archer Street (S)        |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 120                | 3.0        | 120                 | 3.0        | 0.591         | 34.6              | LOS C            | 20.9                           | 147.0      | 0.95         | 0.84                        | 29.8               |
| 2                               | T1     | 806                | 0.0        | 806                 | 0.0        | 0.591         | 35.9              | LOS C            | 22.9                           | 160.1      | 0.98         | 0.86                        | 22.4               |
| Approach                        |        | 926                | 0.4        | 926                 | 0.4        | 0.591         | 35.7              | LOS C            | 22.9                           | 160.1      | 0.97         | 0.86                        | 23.7               |
| East: Victoria Avenue (E)       |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 48                 | 0.0        | 48                  | 0.0        | 0.588         | 35.9              | LOS C            | 16.2                           | 113.5      | 0.91         | 0.79                        | 23.4               |
| 5                               | T1     | 317                | 0.0        | 317                 | 0.0        | 0.588         | 32.5              | LOS C            | 16.2                           | 113.5      | 0.91         | 0.79                        | 29.4               |
| Approach                        |        | 365                | 0.0        | 365                 | 0.0        | 0.588         | 33.0              | LOS C            | 16.2                           | 113.5      | 0.91         | 0.79                        | 28.9               |
| North: Archer Street (N)        |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 278                | 0.0        | 278                 | 0.0        | 0.545         | 29.2              | LOS C            | 16.4                           | 115.0      | 0.82         | 0.77                        | 24.9               |
| 8                               | T1     | 567                | 1.0        | 567                 | 1.0        | 0.545         | 25.8              | LOS B            | 16.8                           | 118.9      | 0.82         | 0.73                        | 25.4               |
| Approach                        |        | 845                | 0.7        | 845                 | 0.7        | 0.545         | 26.9              | LOS B            | 16.8                           | 118.9      | 0.82         | 0.74                        | 25.3               |
| West: Victoria Avenue (W)       |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 10                              | L2     | 48                 | 2.0        | 48                  | 2.0        | 0.583         | 36.0              | LOS C            | 14.7                           | 112.4      | 0.89         | 0.77                        | 23.4               |
| 11                              | T1     | 291                | 12.0       | 291                 | 12.0       | 0.583         | 32.5              | LOS C            | 14.7                           | 112.4      | 0.89         | 0.77                        | 23.4               |
| Approach                        |        | 339                | 10.6       | 339                 | 10.6       | 0.583         | 33.0              | LOS C            | 14.7                           | 112.4      | 0.89         | 0.77                        | 23.4               |
| All Vehicles                    |        | 2476               | 1.8        | 2476                | 1.8        | 0.591         | 31.9              | LOS C            | 22.9                           | 160.1      | 0.90         | 0.80                        | 25.2               |

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

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

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

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

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

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

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |            |              |                             |  |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|--|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |  |
| P1                                 | South Full Crossing | 53                | 47.3              | LOS E            | 0.1                                  | 0.1        | 0.95         | 0.95                        |  |
| P2                                 | East Full Crossing  | 53                | 47.3              | LOS E            | 0.1                                  | 0.1        | 0.95         | 0.95                        |  |
| P3                                 | North Full Crossing | 53                | 47.3              | LOS E            | 0.1                                  | 0.1        | 0.95         | 0.95                        |  |
| P4                                 | West Full Crossing  | 53                | 47.3              | LOS E            | 0.1                                  | 0.1        | 0.95         | 0.95                        |  |
| All Pedestrians                    |                     | 211               | 47.3              | 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.

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Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Post Development - Revised\160517sid-15S1304102 Archer Street PM -

## MOVEMENT SUMMARY

 Site: Archer Street & Albert Avenue (Post-Dev)

 Network: Archer Street Network  
- Weekday PM

Archer Street & Albert Avenue

Signals - Fixed Time Coordinated Cycle Time = 106 seconds (Network Cycle Time)

| 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: Archer Street (S)        |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 141                | 0.0        | 141                 | 0.0        | 0.642         | 38.8              | LOS C            | 16.2                           | 114.2      | 0.93         | 0.81                        | 30.5               |
| 2                               | T1     | 503                | 1.0        | 503                 | 1.0        | 0.642         | 34.4              | LOS C            | 16.2                           | 114.2      | 0.90         | 0.77                        | 22.9               |
| 3                               | R2     | 92                 | 0.0        | 92                  | 0.0        | 0.132         | 14.7              | LOS B            | 1.9                            | 13.5       | 0.64         | 0.67                        | 37.4               |
| Approach                        |        | 736                | 0.7        | 736                 | 0.7        | 0.642         | 32.8              | LOS C            | 16.2                           | 114.2      | 0.88         | 0.77                        | 26.7               |
| East: Albert Avenue (E)         |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 65                 | 6.0        | 65                  | 6.0        | 0.861         | 52.4              | LOS D            | 25.2                           | 178.7      | 1.00         | 1.01                        | 21.8               |
| 5                               | T1     | 423                | 1.0        | 423                 | 1.0        | 0.861         | 49.1              | LOS D            | 25.2                           | 178.7      | 1.00         | 1.01                        | 29.8               |
| 6                               | R2     | 81                 | 0.0        | 81                  | 0.0        | 0.861         | 66.9              | LOS E            | 7.2                            | 50.3       | 1.00         | 1.02                        | 18.2               |
| Approach                        |        | 569                | 1.4        | 569                 | 1.4        | 0.861         | 52.0              | LOS D            | 25.2                           | 178.7      | 1.00         | 1.01                        | 27.6               |
| North: Archer Street (N)        |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 65                 | 0.0        | 65                  | 0.0        | 0.182         | 44.8              | LOS D            | 5.1                            | 35.4       | 1.00         | 0.80                        | 28.9               |
| 8                               | T1     | 297                | 0.0        | 297                 | 0.0        | 0.641         | 45.3              | LOS D            | 13.4                           | 94.0       | 1.00         | 0.83                        | 20.3               |
| 9                               | R2     | 242                | 1.0        | 242                 | 1.0        | 0.654         | 42.2              | LOS C            | 11.7                           | 82.3       | 0.98         | 0.83                        | 29.3               |
| Approach                        |        | 604                | 0.4        | 604                 | 0.4        | 0.654         | 44.0              | LOS D            | 13.4                           | 94.0       | 0.99         | 0.83                        | 25.5               |
| West: Albert Avenue (W)         |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 10                              | L2     | 363                | 0.0        | 363                 | 0.0        | 0.364         | 16.6              | LOS B            | 9.6                            | 67.0       | 0.61         | 0.73                        | 34.5               |
| 11                              | T1     | 381                | 1.0        | 381                 | 1.0        | 0.830         | 44.0              | LOS D            | 19.8                           | 140.1      | 0.96         | 0.96                        | 31.3               |
| 12                              | R2     | 62                 | 0.0        | 62                  | 0.0        | 0.673         | 63.1              | LOS E            | 3.5                            | 24.4       | 1.00         | 0.82                        | 18.6               |
| Approach                        |        | 806                | 0.5        | 806                 | 0.5        | 0.830         | 33.1              | LOS C            | 19.8                           | 140.1      | 0.81         | 0.85                        | 31.0               |
| All Vehicles                    |        | 2716               | 0.7        | 2716                | 0.7        | 0.861         | 39.4              | LOS C            | 25.2                           | 178.7      | 0.91         | 0.86                        | 27.8               |

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

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

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

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

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

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

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |            |              |                             |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |
| P1                                 | South Full Crossing | 53                | 38.3              | LOS D            | 0.1                                  | 0.1        | 0.85         | 0.85                        |
| P2                                 | East Full Crossing  | 53                | 34.2              | LOS D            | 0.1                                  | 0.1        | 0.80         | 0.80                        |
| P3                                 | North Full Crossing | 53                | 38.3              | LOS D            | 0.1                                  | 0.1        | 0.85         | 0.85                        |
| P4                                 | West Full Crossing  | 53                | 36.6              | LOS D            | 0.1                                  | 0.1        | 0.83         | 0.83                        |
| All Pedestrians                    |                     | 211               | 36.8              | LOS D            |                                      |            | 0.83         | 0.83                        |

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

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

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

## MOVEMENT SUMMARY

 Site: Victoria Avenue & Neridah Street (Post-Dev)

 Network: Archer Street Network  
- Weekday PM

Victoria Avenue & Neridah Street  
Signals - Fixed Time Coordinated Cycle Time = 106 seconds (Network Cycle Time)

| 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: Neridah Street (S)          |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 1                                  | L2     | 42                 | 0.0        | 42                  | 0.0        | 0.872         | 38.4              | LOS C            | 8.4                            | 59.0       | 1.00         | 0.91                        | 23.6               |
| 2                                  | T1     | 237                | 0.0        | 237                 | 0.0        | 0.872         | 42.5              | LOS D            | 8.4                            | 59.0       | 1.00         | 0.92                        | 22.4               |
| 3                                  | R2     | 112                | 0.0        | 112                 | 0.0        | 0.872         | 41.0              | LOS C            | 4.6                            | 32.0       | 1.00         | 0.95                        | 29.6               |
| Approach                           |        | 391                | 0.0        | 391                 | 0.0        | 0.872         | 41.7              | LOS C            | 8.4                            | 59.0       | 1.00         | 0.93                        | 25.2               |
| East: Victoria Avenue (E)          |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 4                                  | L2     | 103                | 3.0        | 103                 | 3.0        | 0.143         | 7.9               | LOS A            | 1.7                            | 12.8       | 0.44         | 0.53                        | 40.7               |
| 5                                  | T1     | 316                | 12.0       | 316                 | 12.0       | 0.518         | 6.3               | LOS A            | 6.1                            | 45.9       | 0.58         | 0.67                        | 33.4               |
| 6                                  | R2     | 143                | 1.0        | 143                 | 1.0        | 0.518         | 14.6              | LOS B            | 6.1                            | 45.9       | 0.62         | 0.70                        | 30.5               |
| Approach                           |        | 562                | 7.5        | 562                 | 7.5        | 0.518         | 8.7               | LOS A            | 6.1                            | 45.9       | 0.57         | 0.65                        | 34.6               |
| North: Chatswood Chase Carpark (N) |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 7                                  | L2     | 231                | 1.0        | 231                 | 1.0        | 0.265         | 2.5               | LOS A            | 2.5                            | 17.5       | 0.32         | 0.27                        | 30.9               |
| 8                                  | T1     | 227                | 0.0        | 227                 | 0.0        | 0.632         | 24.0              | LOS B            | 4.9                            | 34.0       | 0.97         | 0.78                        | 25.7               |
| Approach                           |        | 458                | 0.5        | 458                 | 0.5        | 0.632         | 13.2              | LOS A            | 4.9                            | 34.0       | 0.64         | 0.52                        | 28.1               |
| West: Victoria Avenue (W)          |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 10                                 | L2     | 134                | 0.0        | 134                 | 0.0        | 0.116         | 10.7              | LOS A            | 1.0                            | 6.9        | 0.30         | 0.78                        | 30.0               |
| 11                                 | T1     | 414                | 8.0        | 414                 | 8.0        | 0.439         | 4.4               | LOS A            | 4.0                            | 30.3       | 0.39         | 0.35                        | 38.3               |
| 12                                 | R2     | 5                  | 100.0      | 5                   | 100.0      | 0.439         | 8.1               | LOS A            | 4.0                            | 30.3       | 0.39         | 0.35                        | 43.2               |
| Approach                           |        | 553                | 6.9        | 553                 | 6.9        | 0.439         | 6.0               | LOS A            | 4.0                            | 30.3       | 0.37         | 0.46                        | 36.9               |
| All Vehicles                       |        | 1963               | 4.2        | 1963                | 4.2        | 0.872         | 15.5              | LOS B            | 8.4                            | 59.0       | 0.62         | 0.62                        | 31.7               |

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

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

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

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

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

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

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |            |              |                             |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |
| P1                                 | South Full Crossing | 53                | 8.5               | LOS A            | 0.0                                  | 0.0        | 0.57         | 0.57                        |
| P2                                 | East Full Crossing  | 53                | 20.9              | LOS C            | 0.1                                  | 0.1        | 0.89         | 0.89                        |
| P3                                 | North Full Crossing | 53                | 9.1               | LOS A            | 0.0                                  | 0.0        | 0.59         | 0.59                        |
| P4                                 | West Full Crossing  | 53                | 20.9              | LOS C            | 0.1                                  | 0.1        | 0.89         | 0.89                        |
| All Pedestrians                    |                     | 211               | 14.8              | LOS B            |                                      |            | 0.73         | 0.73                        |

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: Archer Street & Mowbray Road (Post-Dev)

 Network: Archer Street Network  
- Weekday PM

Archer Street & Mowbray Road  
Signals - Fixed Time Isolated Cycle Time = 114 seconds (User-Given Cycle Time)

| Movement Performance - Vehicles |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
|---------------------------------|--------|--------------------------------|---------|---------------------------------|---------|------------------|-------------------------|---------------------|--------------------------------------|---------------|-----------------|-----------------------------------|--------------------------|
| Mov ID                          | OD Mov | Demand Flows<br>Total<br>veh/h | HV<br>% | Arrival Flows<br>Total<br>veh/h | HV<br>% | Deg. Satn<br>v/c | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per veh | Average<br>Speed<br>km/h |
| East: Mowbray Road (E)          |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
| 5                               | T1     | 217                            | 2.0     | 217                             | 2.0     | 0.167            | 7.1                     | LOS A               | 4.3                                  | 30.6          | 0.39            | 0.33                              | 45.6                     |
| 6                               | R2     | 198                            | 1.0     | 198                             | 1.0     | 0.618            | 31.4                    | LOS C               | 9.1                                  | 64.0          | 0.90            | 0.83                              | 27.1                     |
| Approach                        |        | 415                            | 1.5     | 415                             | 1.5     | 0.618            | 18.7                    | LOS B               | 9.1                                  | 64.0          | 0.63            | 0.57                              | 37.5                     |
| North: Archer Street (N)        |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
| 7                               | L2     | 243                            | 0.0     | 243                             | 0.0     | 0.569            | 45.2                    | LOS D               | 11.9                                 | 83.5          | 0.88            | 0.89                              | 30.7                     |
| 9                               | R2     | 95                             | 0.0     | 95                              | 0.0     | 0.569            | 49.5                    | LOS D               | 11.9                                 | 83.5          | 0.93            | 0.97                              | 29.6                     |
| Approach                        |        | 338                            | 0.0     | 338                             | 0.0     | 0.569            | 46.4                    | LOS D               | 11.9                                 | 83.5          | 0.90            | 0.91                              | 30.4                     |
| West: Mowbray Road (W)          |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
| 10                              | L2     | 289                            | 1.0     | 289                             | 1.0     | 0.186            | 6.3                     | LOS A               | 2.9                                  | 20.7          | 0.20            | 0.60                              | 42.7                     |
| 11                              | T1     | 625                            | 1.0     | 625                             | 1.0     | 0.632            | 16.5                    | LOS B               | 21.7                                 | 153.5         | 0.69            | 0.62                              | 40.8                     |
| Approach                        |        | 915                            | 1.0     | 915                             | 1.0     | 0.632            | 13.3                    | LOS A               | 21.7                                 | 153.5         | 0.53            | 0.61                              | 41.2                     |
| All Vehicles                    |        | 1667                           | 0.9     | 1667                            | 0.9     | 0.632            | 21.3                    | LOS B               | 21.7                                 | 153.5         | 0.63            | 0.66                              | 37.2                     |

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

| Movement Performance - Pedestrians |                     |                      |                      |                  |                                            |               |                 |                                   |
|------------------------------------|---------------------|----------------------|----------------------|------------------|--------------------------------------------|---------------|-----------------|-----------------------------------|
| Mov ID                             | Description         | Demand Flow<br>ped/h | Average Delay<br>sec | Level of Service | Average Back of Queue<br>Pedestrian<br>ped | Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per ped |
| P2                                 | East Full Crossing  | 53                   | 43.1                 | LOS E            | 0.1                                        | 0.1           | 0.87            | 0.87                              |
| P3                                 | North Full Crossing | 53                   | 15.3                 | LOS B            | 0.1                                        | 0.1           | 0.52            | 0.52                              |
| All Pedestrians                    |                     | 105                  | 29.2                 | LOS C            |                                            |               | 0.69            | 0.69                              |

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

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

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

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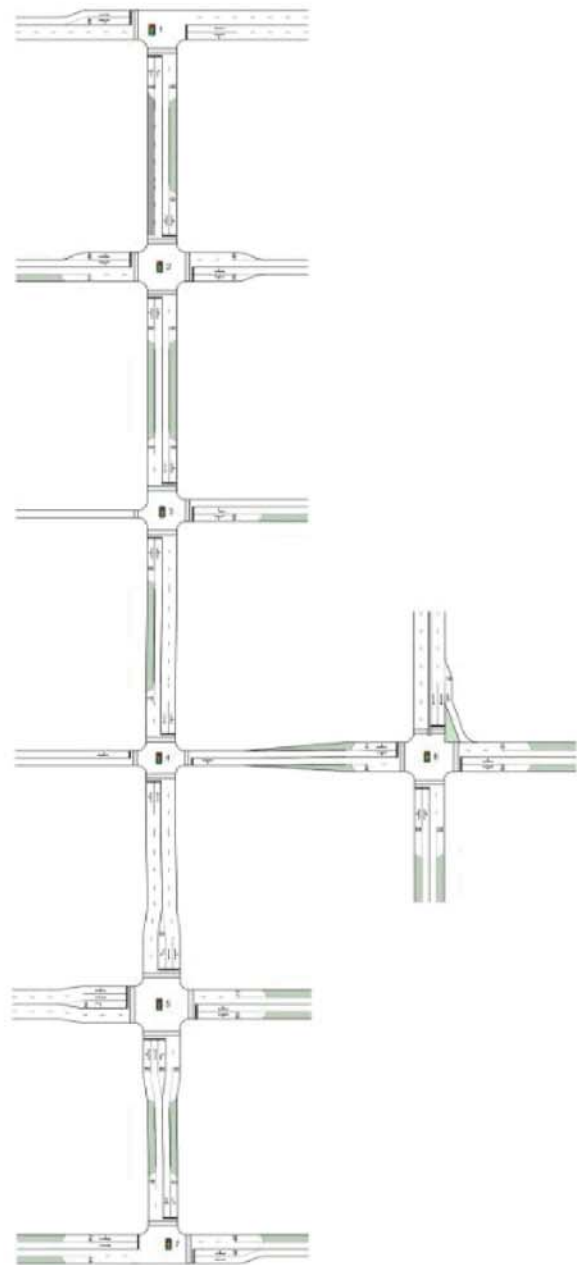
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# NETWORK LAYOUT

☐☐ Network: Archer Street Network - Saturday MID

Saturday MID - 7 sites



| SITES IN NETWORK |                                                         |
|------------------|---------------------------------------------------------|
| Site ID          | Site Name                                               |
| 1                | Archer Street & Boundary St (Post-Dev)                  |
| 2                | Archer Street & Ashley Street (Post-Dev)                |
| 3                | Archer Street & Malvern Avenue & Wattle Lane (Post-Dev) |
| 4                | Archer Street & Victoria Avenue (Post-Dev)              |
| 5                | Archer Street & Albert Avenue (Post-Dev)                |
| 6                | Victoria Avenue & Neridah Street (Post-Dev)             |
| 7                | Archer Street & Mowbray Road (Post-Dev)                 |

## MOVEMENT SUMMARY

 Site: Archer Street & Boundary St (Post-Dev)

 Network: Archer Street Network  
- Saturday MID

Archer Street & Boundary St

Signals - Fixed Time Coordinated Cycle Time = 150 seconds (User-Given Cycle Time)

| Movement Performance - Vehicles |        |                                |         |                                 |         |                  |                         |                     |                                      |                                |                 |                                   |                          |
|---------------------------------|--------|--------------------------------|---------|---------------------------------|---------|------------------|-------------------------|---------------------|--------------------------------------|--------------------------------|-----------------|-----------------------------------|--------------------------|
| Mov ID                          | OD Mov | Demand Flows<br>Total<br>veh/h | HV<br>% | Arrival Flows<br>Total<br>veh/h | HV<br>% | Deg. Satn<br>v/c | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue<br>Vehicles<br>veh | Back of Queue<br>Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per veh | Average<br>Speed<br>km/h |
| South: Archer Street (S)        |        |                                |         |                                 |         |                  |                         |                     |                                      |                                |                 |                                   |                          |
| 1                               | L2     | 105                            | 0.0     | 105                             | 0.0     | 0.907            | 86.0                    | LOS F               | 20.1                                 | 141.9                          | 1.00            | 0.98                              | 22.3                     |
| 3                               | R2     | 441                            | 2.0     | 441                             | 2.0     | 0.907            | 86.5                    | LOS F               | 22.1                                 | 157.3                          | 1.00            | 0.98                              | 22.2                     |
| Approach                        |        | 546                            | 1.6     | 546                             | 1.6     | 0.907            | 86.4                    | LOS F               | 22.1                                 | 157.3                          | 1.00            | 0.98                              | 22.3                     |
| East: Boundary Street (E)       |        |                                |         |                                 |         |                  |                         |                     |                                      |                                |                 |                                   |                          |
| 4                               | L2     | 502                            | 1.0     | 502                             | 1.0     | 0.926            | 64.4                    | LOS E               | 62.3                                 | 442.4                          | 1.00            | 1.00                              | 19.9                     |
| 5                               | T1     | 1010                           | 3.0     | 1010                            | 3.0     | 0.926            | 60.4                    | LOS E               | 62.3                                 | 442.4                          | 1.00            | 1.03                              | 29.9                     |
| Approach                        |        | 1512                           | 2.3     | 1512                            | 2.3     | 0.926            | 61.7                    | LOS E               | 62.3                                 | 442.4                          | 1.00            | 1.02                              | 27.1                     |
| West: Boundary Street (W)       |        |                                |         |                                 |         |                  |                         |                     |                                      |                                |                 |                                   |                          |
| 11                              | T1     | 957                            | 2.0     | 957                             | 2.0     | 0.812            | 4.3                     | LOS A               | 13.0                                 | 92.5                           | 0.25            | 0.27                              | 55.7                     |
| 12                              | R2     | 399                            | 0.0     | 399                             | 0.0     | 0.812            | 13.3                    | LOS A               | 12.1                                 | 85.3                           | 0.40            | 0.75                              | 43.0                     |
| Approach                        |        | 1356                           | 1.4     | 1356                            | 1.4     | 0.812            | 7.0                     | LOS A               | 13.0                                 | 92.5                           | 0.29            | 0.41                              | 52.9                     |
| All Vehicles                    |        | 3414                           | 1.9     | 3414                            | 1.9     | 0.926            | 43.9                    | LOS D               | 62.3                                 | 442.4                          | 0.72            | 0.77                              | 32.2                     |

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

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

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

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

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

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

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

| Movement Performance - Pedestrians |                     |                         |                         |                     |                                            |                                |                 |                                   |  |
|------------------------------------|---------------------|-------------------------|-------------------------|---------------------|--------------------------------------------|--------------------------------|-----------------|-----------------------------------|--|
| Mov ID                             | Description         | Demand<br>Flow<br>ped/h | Average<br>Delay<br>sec | Level of<br>Service | Average Back of Queue<br>Pedestrian<br>ped | Back of Queue<br>Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per ped |  |
| P1                                 | South Full Crossing | 53                      | 31.4                    | LOS D               | 0.1                                        | 0.1                            | 0.65            | 0.65                              |  |
| P4                                 | West Full Crossing  | 53                      | 61.8                    | LOS F               | 0.2                                        | 0.2                            | 0.91            | 0.91                              |  |
| All Pedestrians                    |                     | 105                     | 46.6                    | LOS E               |                                            |                                | 0.78            | 0.78                              |  |

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: Archer Street & Ashley Street (Post-Dev)

 Network: Archer Street Network  
- Saturday MID

Archer Street & Ashley Street  
Signals - Fixed Time Coordinated Cycle Time = 110 seconds (Network Cycle Time)

| Movement Performance - Vehicles |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
|---------------------------------|--------|--------------------------------|---------|---------------------------------|---------|------------------|-------------------------|---------------------|--------------------------------------|---------------|-----------------|-----------------------------------|--------------------------|
| Mov ID                          | OD Mov | Demand Flows<br>Total<br>veh/h | HV<br>% | Arrival Flows<br>Total<br>veh/h | HV<br>% | Deg. Satn<br>v/c | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per veh | Average<br>Speed<br>km/h |
| South: Archer Street (S)        |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
| 1                               | L2     | 87                             | 0.0     | 87                              | 0.0     | 0.263            | 13.5                    | LOS A               | 11.0                                 | 77.2          | 0.61            | 0.59                              | 43.6                     |
| 2                               | T1     | 598                            | 1.0     | 598                             | 1.0     | 0.263            | 9.6                     | LOS A               | 11.0                                 | 77.2          | 0.61            | 0.56                              | 39.3                     |
| 3                               | R2     | 9                              | 0.0     | 9                               | 0.0     | 0.263            | 14.6                    | LOS B               | 9.8                                  | 69.5          | 0.61            | 0.54                              | 39.7                     |
| Approach                        |        | 695                            | 0.9     | 695                             | 0.9     | 0.263            | 10.1                    | LOS A               | 11.0                                 | 77.2          | 0.61            | 0.57                              | 40.2                     |
| East: Ashley Street (E)         |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
| 4                               | L2     | 78                             | 0.0     | 78                              | 0.0     | 0.256            | 47.4                    | LOS D               | 3.7                                  | 26.0          | 0.91            | 0.75                              | 19.8                     |
| 5                               | T1     | 94                             | 0.0     | 94                              | 0.0     | 0.596            | 51.7                    | LOS D               | 6.6                                  | 45.9          | 1.00            | 0.80                              | 27.3                     |
| 6                               | R2     | 29                             | 0.0     | 29                              | 0.0     | 0.596            | 55.1                    | LOS D               | 6.6                                  | 45.9          | 1.00            | 0.80                              | 18.8                     |
| Approach                        |        | 201                            | 0.0     | 201                             | 0.0     | 0.596            | 50.6                    | LOS D               | 6.6                                  | 45.9          | 0.96            | 0.78                              | 23.8                     |
| North: Archer Street (N)        |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
| 7                               | L2     | 16                             | 0.0     | 16                              | 0.0     | 0.158            | 9.4                     | LOS A               | 3.5                                  | 25.2          | 0.33            | 0.31                              | 41.3                     |
| 8                               | T1     | 873                            | 2.0     | 873                             | 2.0     | 0.730            | 9.4                     | LOS A               | 23.0                                 | 163.3         | 0.56            | 0.53                              | 37.6                     |
| 9                               | R2     | 79                             | 0.0     | 79                              | 0.0     | 0.730            | 15.4                    | LOS B               | 23.0                                 | 163.3         | 0.63            | 0.60                              | 42.3                     |
| Approach                        |        | 967                            | 1.8     | 967                             | 1.8     | 0.730            | 9.9                     | LOS A               | 23.0                                 | 163.3         | 0.56            | 0.53                              | 38.4                     |
| West: Ashley Street (W)         |        |                                |         |                                 |         |                  |                         |                     |                                      |               |                 |                                   |                          |
| 10                              | L2     | 86                             | 0.0     | 86                              | 0.0     | 0.284            | 48.8                    | LOS D               | 4.1                                  | 29.0          | 0.92            | 0.76                              | 21.6                     |
| 11                              | T1     | 58                             | 0.0     | 58                              | 0.0     | 0.966            | 84.5                    | LOS F               | 9.5                                  | 66.7          | 1.00            | 1.17                              | 21.7                     |
| 12                              | R2     | 76                             | 0.0     | 76                              | 0.0     | 0.966            | 87.8                    | LOS F               | 9.5                                  | 66.7          | 1.00            | 1.17                              | 15.0                     |
| Approach                        |        | 220                            | 0.0     | 220                             | 0.0     | 0.966            | 71.6                    | LOS F               | 9.5                                  | 66.7          | 0.97            | 1.01                              | 19.3                     |
| All Vehicles                    |        | 2083                           | 1.1     | 2083                            | 1.1     | 0.966            | 20.4                    | LOS B               | 23.0                                 | 163.3         | 0.66            | 0.62                              | 32.4                     |

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

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

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

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

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

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

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

| Movement Performance - Pedestrians |                     |                         |                         |                     |                                            |               |                 |                                   |  |
|------------------------------------|---------------------|-------------------------|-------------------------|---------------------|--------------------------------------------|---------------|-----------------|-----------------------------------|--|
| Mov ID                             | Description         | Demand<br>Flow<br>ped/h | Average<br>Delay<br>sec | Level of<br>Service | Average Back of Queue<br>Pedestrian<br>ped | Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per ped |  |
| P1                                 | South Full Crossing | 53                      | 47.4                    | LOS E               | 0.2                                        | 0.2           | 0.93            | 0.93                              |  |
| P2                                 | East Full Crossing  | 53                      | 7.3                     | LOS A               | 0.1                                        | 0.1           | 0.36            | 0.36                              |  |
| P3                                 | North Full Crossing | 53                      | 47.4                    | LOS E               | 0.2                                        | 0.2           | 0.93            | 0.93                              |  |
| P4                                 | West Full Crossing  | 53                      | 7.3                     | LOS A               | 0.1                                        | 0.1           | 0.36            | 0.36                              |  |
| All Pedestrians                    |                     | 211                     | 27.3                    | LOS C               |                                            |               | 0.65            | 0.65                              |  |

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: Archer Street & Malvern Avenue & Wattle Lane (Post-Dev)

 Network: Archer Street Network  
- Saturday MID

Archer Street & Malvern Avenue & Wattle Lane

Signals - Fixed Time Coordinated Cycle Time = 110 seconds (Network Cycle Time)

| Movement Performance - Vehicles |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
|---------------------------------|--------|--------------------|------------|---------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|
| Mov ID                          | OD Mov | Demand Total veh/h | Flows HV % | Arrival Total veh/h | Flows HV % | Deg. Satn vic | 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: Archer Street (S)        |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 1                               | L2     | 28                 | 0.0        | 28                  | 0.0        | 0.295         | 5.8               | LOS A            | 3.1                            | 22.0       | 0.15         | 0.16                        | 39.0               |
| 2                               | T1     | 460                | 1.0        | 460                 | 1.0        | 0.523         | 4.5               | LOS A            | 8.4                            | 59.4       | 0.22         | 0.26                        | 36.0               |
| 3                               | R2     | 241                | 1.0        | 241                 | 1.0        | 0.523         | 18.6              | LOS B            | 8.4                            | 59.4       | 0.56         | 0.78                        | 31.2               |
| Approach                        |        | 729                | 1.0        | 729                 | 1.0        | 0.523         | 9.2               | LOS A            | 8.4                            | 59.4       | 0.33         | 0.43                        | 34.2               |
| East: Malvern Avenue (E)        |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 4                               | L2     | 224                | 1.0        | 224                 | 1.0        | 0.629         | 43.8              | LOS D            | 13.4                           | 94.7       | 0.95         | 0.82                        | 9.1                |
| 5                               | T1     | 53                 | 0.0        | 53                  | 0.0        | 0.629         | 40.4              | LOS C            | 13.4                           | 94.7       | 0.95         | 0.82                        | 22.9               |
| 6                               | R2     | 276                | 0.0        | 276                 | 0.0        | 0.908         | 67.1              | LOS E            | 17.5                           | 122.2      | 1.00         | 1.05                        | 6.3                |
| Approach                        |        | 553                | 0.4        | 553                 | 0.4        | 0.908         | 55.1              | LOS D            | 17.5                           | 122.2      | 0.97         | 0.93                        | 9.4                |
| North: Archer Street (N)        |        |                    |            |                     |            |               |                   |                  |                                |            |              |                             |                    |
| 7                               | L2     | 340                | 0.0        | 340                 | 0.0        | 0.695         | 31.3              | LOS C            | 25.8                           | 181.0      | 0.91         | 0.84                        | 26.8               |
| 8                               | T1     | 796                | 1.0        | 796                 | 1.0        | 0.695         | 27.8              | LOS B            | 25.8                           | 181.0      | 0.91         | 0.82                        | 24.8               |
| Approach                        |        | 1136               | 0.7        | 1136                | 0.7        | 0.695         | 28.9              | LOS C            | 25.8                           | 181.0      | 0.91         | 0.82                        | 25.4               |
| All Vehicles                    |        | 2418               | 0.7        | 2418                | 0.7        | 0.908         | 28.9              | LOS C            | 25.8                           | 181.0      | 0.75         | 0.73                        | 24.0               |

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |            |              |                             |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |
| P1                                 | South Full Crossing | 53                | 47.4              | LOS E            | 0.2                                  | 0.2        | 0.93         | 0.93                        |
| P2                                 | East Full Crossing  | 53                | 21.7              | LOS C            | 0.1                                  | 0.1        | 0.63         | 0.63                        |
| P3                                 | North Full Crossing | 53                | 47.4              | LOS E            | 0.2                                  | 0.2        | 0.93         | 0.93                        |
| P4                                 | West Full Crossing  | 53                | 4.7               | LOS A            | 0.0                                  | 0.0        | 0.29         | 0.29                        |
| All Pedestrians                    |                     | 211               | 30.3              | LOS D            |                                      |            | 0.69         | 0.69                        |

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

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

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

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## MOVEMENT SUMMARY

 Site: Archer Street & Victoria Avenue (Post-Dev)

 Network: Archer Street Network  
- Saturday MID

Archer Street & Victoria Avenue  
Signals - Fixed Time Coordinated Cycle Time = 110 seconds (Network Cycle Time)

| 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 | Queue Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Archer Street (S)        |        |                    |            |                     |            |               |                   |                  |                                |                  |              |                             |                    |
| 1                               | L2     | 106                | 3.0        | 106                 | 3.0        | 0.352         | 28.8              | LOS C            | 11.7                           | 83.0             | 0.82         | 0.74                        | 31.2               |
| 2                               | T1     | 686                | 1.0        | 686                 | 1.0        | 0.614         | 33.3              | LOS C            | 24.6                           | 173.6            | 0.94         | 0.83                        | 23.1               |
| Approach                        |        | 793                | 1.3        | 793                 | 1.3        | 0.614         | 32.7              | LOS C            | 24.6                           | 173.6            | 0.92         | 0.82                        | 24.6               |
| East: Victoria Avenue (E)       |        |                    |            |                     |            |               |                   |                  |                                |                  |              |                             |                    |
| 4                               | L2     | 83                 | 0.0        | 83                  | 0.0        | 0.616         | 39.2              | LOS C            | 15.0                           | 109.7            | 0.86         | 0.76                        | 22.4               |
| 5                               | T1     | 261                | 7.0        | 261                 | 7.0        | 0.616         | 35.8              | LOS C            | 15.0                           | 109.7            | 0.86         | 0.76                        | 28.6               |
| Approach                        |        | 344                | 5.3        | 344                 | 5.3        | 0.616         | 36.6              | LOS C            | 15.0                           | 109.7            | 0.86         | 0.76                        | 27.5               |
| North: Archer Street (N)        |        |                    |            |                     |            |               |                   |                  |                                |                  |              |                             |                    |
| 7                               | L2     | 344                | 0.0        | 344                 | 0.0        | 0.600         | 27.4              | LOS B            | 17.6                           | 122.9            | 0.73         | 0.73                        | 25.5               |
| 8                               | T1     | 639                | 0.0        | 639                 | 0.0        | 0.600         | 34.1              | LOS C            | 24.4                           | 171.0            | 0.93         | 0.84                        | 22.8               |
| Approach                        |        | 983                | 0.0        | 983                 | 0.0        | 0.600         | 31.7              | LOS C            | 24.4                           | 171.0            | 0.86         | 0.80                        | 23.7               |
| West: Victoria Avenue (W)       |        |                    |            |                     |            |               |                   |                  |                                |                  |              |                             |                    |
| 10                              | L2     | 41                 | 0.0        | 41                  | 0.0        | 0.593         | 38.9              | LOS C            | 15.3                           | 112.1            | 0.91         | 0.78                        | 22.6               |
| 11                              | T1     | 293                | 6.0        | 293                 | 6.0        | 0.593         | 35.4              | LOS C            | 15.3                           | 112.1            | 0.91         | 0.78                        | 22.6               |
| Approach                        |        | 334                | 5.3        | 334                 | 5.3        | 0.593         | 35.9              | LOS C            | 15.3                           | 112.1            | 0.91         | 0.78                        | 22.6               |
| All Vehicles                    |        | 2454               | 1.9        | 2454                | 1.9        | 0.616         | 33.3              | LOS C            | 24.6                           | 173.6            | 0.89         | 0.80                        | 24.6               |

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

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

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

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

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

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

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |                  |              |                             |  |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------------|--------------|-----------------------------|--|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Queue Distance m | Prop. Queued | Effective Stop Rate per ped |  |
| P1                                 | South Full Crossing | 53                | 49.3              | LOS E            | 0.2                                  | 0.2              | 0.95         | 0.95                        |  |
| P2                                 | East Full Crossing  | 53                | 48.3              | LOS E            | 0.2                                  | 0.2              | 0.94         | 0.94                        |  |
| P3                                 | North Full Crossing | 53                | 49.3              | LOS E            | 0.2                                  | 0.2              | 0.95         | 0.95                        |  |
| P4                                 | West Full Crossing  | 53                | 48.3              | LOS E            | 0.2                                  | 0.2              | 0.94         | 0.94                        |  |
| All Pedestrians                    |                     | 211               | 48.8              | LOS E            |                                      |                  | 0.94         | 0.94                        |  |

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

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

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

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## MOVEMENT SUMMARY

 Site: Archer Street & Albert Avenue (Post-Dev)

 Network: Archer Street Network  
- Saturday MID

Archer Street & Albert Avenue  
Signals - Fixed Time Coordinated Cycle Time = 110 seconds (Network Cycle Time)

| Movement Performance - Vehicles |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |              |                                   |                          |
|---------------------------------|--------|--------------------------------|------------------|---------------------------------|------------------|------------------|-------------------------|---------------------|--------------------------------------|---------------|--------------|-----------------------------------|--------------------------|
| Mov ID                          | OD Mov | Demand Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Arrival Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Deg. Satn<br>v/c | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop. Queued | Effective<br>Stop Rate<br>per veh | Average<br>Speed<br>km/h |
| South: Archer Street (S)        |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |              |                                   |                          |
| 1                               | L2     | 203                            | 1.0              | 203                             | 1.0              | 0.587            | 38.0                    | LOS C               | 15.5                                 | 109.4         | 0.90         | 0.80                              | 30.5                     |
| 2                               | T1     | 372                            | 1.0              | 372                             | 1.0              | 0.587            | 33.1                    | LOS C               | 15.5                                 | 109.4         | 0.86         | 0.73                              | 23.2                     |
| 3                               | R2     | 143                            | 1.0              | 143                             | 1.0              | 0.300            | 21.3                    | LOS B               | 3.9                                  | 27.2          | 0.81         | 0.74                              | 35.0                     |
| Approach                        |        | 718                            | 1.0              | 718                             | 1.0              | 0.587            | 32.1                    | LOS C               | 15.5                                 | 109.4         | 0.86         | 0.76                              | 28.3                     |
| East: Albert Avenue (E)         |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |              |                                   |                          |
| 4                               | L2     | 109                            | 1.0              | 109                             | 1.0              | 0.743            | 38.8                    | LOS C               | 22.1                                 | 155.9         | 0.93         | 0.83                              | 25.7                     |
| 5                               | T1     | 456                            | 1.0              | 456                             | 1.0              | 0.743            | 37.5                    | LOS C               | 22.1                                 | 155.9         | 0.94         | 0.85                              | 32.7                     |
| 6                               | R2     | 79                             | 0.0              | 79                              | 0.0              | 0.743            | 54.1                    | LOS D               | 9.7                                  | 68.2          | 0.99         | 0.92                              | 21.0                     |
| Approach                        |        | 644                            | 0.9              | 644                             | 0.9              | 0.743            | 39.7                    | LOS C               | 22.1                                 | 155.9         | 0.95         | 0.86                              | 30.6                     |
| North: Archer Street (N)        |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |              |                                   |                          |
| 7                               | L2     | 147                            | 0.0              | 147                             | 0.0              | 0.257            | 44.6                    | LOS D               | 7.5                                  | 52.3          | 1.00         | 0.82                              | 28.6                     |
| 8                               | T1     | 375                            | 2.0              | 375                             | 2.0              | 0.842            | 54.2                    | LOS D               | 21.3                                 | 151.4         | 1.00         | 0.94                              | 18.5                     |
| 9                               | R2     | 207                            | 0.0              | 207                             | 0.0              | 0.849            | 55.6                    | LOS D               | 11.7                                 | 81.9          | 1.00         | 0.96                              | 26.4                     |
| Approach                        |        | 729                            | 1.0              | 729                             | 1.0              | 0.849            | 52.6                    | LOS D               | 21.3                                 | 151.4         | 1.00         | 0.92                              | 23.4                     |
| West: Albert Avenue (W)         |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |              |                                   |                          |
| 10                              | L2     | 364                            | 1.0              | 364                             | 1.0              | 0.375            | 17.7                    | LOS B               | 10.2                                 | 72.0          | 0.63         | 0.74                              | 33.8                     |
| 11                              | T1     | 419                            | 1.0              | 419                             | 1.0              | 0.835            | 39.7                    | LOS C               | 21.2                                 | 150.0         | 0.89         | 0.89                              | 32.4                     |
| 12                              | R2     | 97                             | 1.0              | 97                              | 1.0              | 0.913            | 76.8                    | LOS F               | 6.4                                  | 45.1          | 0.99         | 1.09                              | 16.3                     |
| Approach                        |        | 880                            | 1.0              | 880                             | 1.0              | 0.913            | 34.7                    | LOS C               | 21.2                                 | 150.0         | 0.79         | 0.85                              | 30.5                     |
| All Vehicles                    |        | 2972                           | 1.0              | 2972                            | 1.0              | 0.913            | 39.6                    | LOS C               | 22.1                                 | 155.9         | 0.89         | 0.85                              | 28.0                     |

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |            |              |                             |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |
| P1                                 | South Full Crossing | 53                | 32.9              | LOS D            | 0.1                                  | 0.1        | 0.77         | 0.77                        |
| P2                                 | East Full Crossing  | 53                | 33.7              | LOS D            | 0.1                                  | 0.1        | 0.78         | 0.78                        |
| P3                                 | North Full Crossing | 53                | 32.9              | LOS D            | 0.1                                  | 0.1        | 0.77         | 0.77                        |
| P4                                 | West Full Crossing  | 53                | 36.1              | LOS D            | 0.1                                  | 0.1        | 0.81         | 0.81                        |
| All Pedestrians                    |                     | 211               | 33.9              | LOS D            |                                      |            | 0.79         | 0.79                        |

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: Victoria Avenue & Neridah Street (Post-Dev)

 Network: Archer Street Network  
- Saturday MID

Victoria Avenue & Neridah Street

Signals - Fixed Time Coordinated Cycle Time = 110 seconds (Network Cycle Time)

| 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: Neridah Street (S)          |        |                          |       |                           |       |               |                   |                  |                                |            |              |                             |                    |
| 1                                  | L2     | 45                       | 0.0   | 45                        | 0.0   | 0.753         | 47.2              | LOS D            | 15.5                           | 108.6      | 0.95         | 0.87                        | 21.2               |
| 2                                  | T1     | 334                      | 0.0   | 334                       | 0.0   | 0.753         | 52.8              | LOS D            | 15.5                           | 108.6      | 0.96         | 0.87                        | 20.1               |
| 3                                  | R2     | 95                       | 0.0   | 95                        | 0.0   | 0.753         | 55.5              | LOS D            | 9.2                            | 64.5       | 0.99         | 0.89                        | 26.3               |
| Approach                           |        | 474                      | 0.0   | 474                       | 0.0   | 0.753         | 52.8              | LOS D            | 15.5                           | 108.6      | 0.97         | 0.87                        | 21.8               |
| East: Victoria Avenue (E)          |        |                          |       |                           |       |               |                   |                  |                                |            |              |                             |                    |
| 4                                  | L2     | 139                      | 0.0   | 139                       | 0.0   | 0.184         | 11.7              | LOS A            | 4.7                            | 33.5       | 0.43         | 0.53                        | 39.1               |
| 5                                  | T1     | 267                      | 7.0   | 267                       | 7.0   | 0.669         | 15.2              | LOS B            | 15.1                           | 108.7      | 0.65         | 0.73                        | 28.5               |
| 6                                  | R2     | 214                      | 0.0   | 214                       | 0.0   | 0.669         | 26.1              | LOS B            | 15.1                           | 108.7      | 0.75         | 0.82                        | 25.4               |
| Approach                           |        | 620                      | 3.0   | 620                       | 3.0   | 0.669         | 18.2              | LOS B            | 15.1                           | 108.7      | 0.64         | 0.71                        | 30.3               |
| North: Chatswood Chase Carpark (N) |        |                          |       |                           |       |               |                   |                  |                                |            |              |                             |                    |
| 7                                  | L2     | 366                      | 1.0   | 366                       | 1.0   | 0.493         | 3.2               | LOS A            | 4.7                            | 32.9       | 0.41         | 0.36                        | 30.5               |
| 8                                  | T1     | 389                      | 0.0   | 389                       | 0.0   | 0.644         | 39.5              | LOS C            | 15.0                           | 104.8      | 0.93         | 0.78                        | 21.3               |
| Approach                           |        | 756                      | 0.5   | 756                       | 0.5   | 0.644         | 21.9              | LOS B            | 15.0                           | 104.8      | 0.68         | 0.58                        | 25.0               |
| West: Victoria Avenue (W)          |        |                          |       |                           |       |               |                   |                  |                                |            |              |                             |                    |
| 10                                 | L2     | 185                      | 0.0   | 185                       | 0.0   | 0.289         | 15.3              | LOS B            | 3.8                            | 26.8       | 0.42         | 0.79                        | 28.0               |
| 11                                 | T1     | 437                      | 4.0   | 437                       | 4.0   | 0.480         | 9.5               | LOS A            | 10.7                           | 77.3       | 0.50         | 0.44                        | 36.3               |
| 12                                 | R2     | 1                        | 100.0 | 1                         | 100.0 | 0.480         | 13.2              | LOS A            | 10.7                           | 77.3       | 0.50         | 0.44                        | 40.5               |
| Approach                           |        | 623                      | 3.0   | 623                       | 3.0   | 0.480         | 11.2              | LOS A            | 10.7                           | 77.3       | 0.47         | 0.54                        | 34.4               |
| All Vehicles                       |        | 2473                     | 1.7   | 2473                      | 1.7   | 0.753         | 24.2              | LOS B            | 15.5                           | 108.7      | 0.67         | 0.66                        | 28.0               |

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

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

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

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

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

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

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

| Movement Performance - Pedestrians |                     |                   |                   |                  |                                      |            |              |                             |  |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|--|
| Mov ID                             | Description         | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |  |
| P1                                 | South Full Crossing | 53                | 10.9              | LOS B            | 0.1                                  | 0.1        | 0.45         | 0.45                        |  |
| P2                                 | East Full Crossing  | 53                | 39.4              | LOS D            | 0.1                                  | 0.1        | 0.85         | 0.85                        |  |
| P3                                 | North Full Crossing | 53                | 11.4              | LOS B            | 0.1                                  | 0.1        | 0.46         | 0.46                        |  |
| P4                                 | West Full Crossing  | 53                | 39.4              | LOS D            | 0.1                                  | 0.1        | 0.85         | 0.85                        |  |
| All Pedestrians                    |                     | 211               | 25.3              | LOS C            |                                      |            | 0.65         | 0.65                        |  |

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: Archer Street & Mowbray Road (Post-Dev)

 Network: Archer Street Network  
- Saturday MID

Archer Street & Mowbray Road  
Signals - Fixed Time Isolated Cycle Time = 106 seconds (User-Given Cycle Time)

| Movement Performance - Vehicles |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |                 |                                   |                          |
|---------------------------------|--------|--------------------------------|------------------|---------------------------------|------------------|------------------|-------------------------|---------------------|--------------------------------------|---------------|-----------------|-----------------------------------|--------------------------|
| Mov ID                          | OD Mov | Demand Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Arrival Flows<br>Total<br>veh/h | Flows<br>HV<br>% | Deg. Satn<br>v/c | Average<br>Delay<br>sec | Level of<br>Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per veh | Average<br>Speed<br>km/h |
| East: Mowbray Road (E)          |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |                 |                                   |                          |
| 5                               | T1     | 648                            | 2.0              | 648                             | 2.0              | 0.910            | 39.8                    | LOS C               | 24.8                                 | 176.5         | 0.58            | 0.77                              | 32.3                     |
| 6                               | R2     | 275                            | 1.0              | 275                             | 1.0              | 0.910            | 67.6                    | LOS E               | 22.0                                 | 155.4         | 1.00            | 1.26                              | 17.9                     |
| Approach                        |        | 923                            | 1.7              | 923                             | 1.7              | 0.910            | 48.1                    | LOS D               | 24.8                                 | 176.5         | 0.70            | 0.91                              | 28.3                     |
| North: Archer Street (N)        |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |                 |                                   |                          |
| 7                               | L2     | 158                            | 2.0              | 158                             | 2.0              | 0.254            | 28.6                    | LOS C               | 5.6                                  | 40.2          | 0.76            | 0.74                              | 35.7                     |
| 9                               | R2     | 398                            | 0.0              | 398                             | 0.0              | 0.946            | 72.5                    | LOS F               | 26.6                                 | 186.3         | 1.00            | 1.08                              | 25.0                     |
| Approach                        |        | 556                            | 0.6              | 556                             | 0.6              | 0.946            | 60.1                    | LOS E               | 26.6                                 | 186.3         | 0.93            | 0.98                              | 27.3                     |
| West: Mowbray Road (W)          |        |                                |                  |                                 |                  |                  |                         |                     |                                      |               |                 |                                   |                          |
| 10                              | L2     | 244                            | 1.0              | 244                             | 1.0              | 0.271            | 21.3                    | LOS B               | 7.4                                  | 52.2          | 0.62            | 0.73                              | 31.8                     |
| 11                              | T1     | 753                            | 2.0              | 753                             | 2.0              | 0.948            | 52.9                    | LOS D               | 46.5                                 | 331.4         | 0.90            | 1.08                              | 29.0                     |
| Approach                        |        | 997                            | 1.8              | 997                             | 1.8              | 0.948            | 45.2                    | LOS D               | 46.5                                 | 331.4         | 0.83            | 1.00                              | 29.4                     |
| All Vehicles                    |        | 2476                           | 1.5              | 2476                            | 1.5              | 0.948            | 49.6                    | LOS D               | 46.5                                 | 331.4         | 0.81            | 0.96                              | 28.4                     |

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

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

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

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

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

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

The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

| Movement Performance - Pedestrians |                     |                         |                         |                     |                                            |               |                 |                                   |  |
|------------------------------------|---------------------|-------------------------|-------------------------|---------------------|--------------------------------------------|---------------|-----------------|-----------------------------------|--|
| Mov ID                             | Description         | Demand<br>Flow<br>ped/h | Average<br>Delay<br>sec | Level of<br>Service | Average Back of Queue<br>Pedestrian<br>ped | Distance<br>m | Prop.<br>Queued | Effective<br>Stop Rate<br>per ped |  |
| P2                                 | East Full Crossing  | 53                      | 40.0                    | LOS E               | 0.1                                        | 0.1           | 0.87            | 0.87                              |  |
| P3                                 | North Full Crossing | 53                      | 19.4                    | LOS B               | 0.1                                        | 0.1           | 0.61            | 0.61                              |  |
| All Pedestrians                    |                     | 105                     | 29.7                    | LOS C               |                                            |               | 0.74            | 0.74                              |  |

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

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

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

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