

MOVEMENT SUMMARY

 Site: Archer Street & Ashley Street (Existing)

 Network: Archer Street Network

Archer Street & Ashley Street

Signals - Fixed Time Isolated Cycle Time = 80 seconds (User-Given 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	107	0.0	107	0.0	0.321	11.6	LOS A	6.9	48.7	0.49	0.50	44.5
2	T1	682	1.0	682	1.0	0.321	7.0	LOS A	7.0	49.4	0.49	0.46	41.5
Approach		789	0.9	789	0.9	0.321	7.7	LOS A	7.0	49.4	0.49	0.46	42.2
East: Ashley Street (E)													
4	L2	81	0.0	81	0.0	0.205	31.9	LOS C	2.7	18.6	0.86	0.73	23.7
5	T1	86	0.0	86	0.0	0.406	32.8	LOS C	4.4	31.0	0.93	0.75	31.7
6	R2	37	0.0	37	0.0	0.406	36.2	LOS C	4.4	31.0	0.93	0.75	23.2
Approach		204	0.0	204	0.0	0.406	33.0	LOS C	4.4	31.0	0.90	0.75	27.8
North: Archer Street (N)													
7	L2	9	0.0	9	0.0	0.123	10.6	LOS A	2.3	16.2	0.42	0.36	40.7
8	T1	632	2.0	632	2.0	0.571	8.7	LOS A	12.7	90.1	0.58	0.54	38.3
9	R2	66	0.0	66	0.0	0.571	14.0	LOS A	12.7	90.1	0.63	0.59	43.0
Approach		707	1.8	707	1.8	0.571	9.2	LOS A	12.7	90.1	0.58	0.54	39.1
West: Ashley Street (W)													
10	L2	98	0.0	98	0.0	0.248	33.4	LOS C	3.2	22.7	0.87	0.75	26.3
11	T1	82	0.0	82	0.0	0.529	35.1	LOS C	5.4	37.8	0.96	0.79	30.8
12	R2	63	0.0	63	0.0	0.529	38.4	LOS C	5.4	37.8	0.96	0.79	25.2
Approach		243	0.0	243	0.0	0.529	35.3	LOS C	5.4	37.8	0.92	0.78	28.1
All Vehicles		1944	1.0	1944	1.0	0.571	14.3	LOS A	12.7	90.1	0.62	0.56	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 (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	33.4	LOS D	0.1	0.1	0.91	0.91
P2	East Full Crossing	53	9.5	LOS A	0.1	0.1	0.49	0.49
P3	North Full Crossing	53	33.4	LOS D	0.1	0.1	0.91	0.91
P4	West Full Crossing	53	9.5	LOS A	0.1	0.1	0.49	0.49
All Pedestrians		211	21.5	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.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akoelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GTA CONSULTANTS | Processed: Friday, 20 May 2016 1:25:46 PM

Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Existing\160322sid-15S1304102 Archer Street PM.sip6

MOVEMENT SUMMARY

 Site: Archer Street & Malvern Avenue & Wattle Lane (Existing)

 Network: Archer Street Network

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	Queue 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	0.426	10.6	LOS A	10.1	70.6	0.52	0.48	37.1
2	T1	672	0.0	672	0.0	0.426	8.5	LOS A	10.1	70.6	0.57	0.52	33.4
3	R2	132	2.0	132	2.0	0.426	15.8	LOS B	7.5	52.5	0.71	0.66	32.8
Approach		840	0.3	840	0.3	0.426	9.8	LOS A	10.1	70.6	0.59	0.54	33.6
East: Malvern Avenue (E)													
4	L2	132	0.0	132	0.0	0.248	24.9	LOS B	4.3	30.2	0.77	0.72	13.6
5	T1	18	0.0	18	0.0	0.248	21.5	LOS B	4.3	30.2	0.77	0.72	28.1
6	R2	178	1.0	178	1.0	0.482	34.9	LOS C	6.3	44.8	0.93	0.79	10.5
Approach		327	0.5	327	0.5	0.482	30.2	LOS C	6.3	44.8	0.86	0.76	13.3
North: Archer Street (N)													
7	L2	197	0.0	197	0.0	0.485	21.3	LOS B	11.0	77.3	0.77	0.72	30.5
8	T1	593	1.0	593	1.0	0.485	17.9	LOS B	11.3	79.9	0.77	0.69	28.6
Approach		789	0.8	789	0.8	0.485	18.8	LOS B	11.3	79.9	0.77	0.70	29.1
All Vehicles		1957	0.5	1957	0.5	0.485	16.8	LOS B	11.3	79.9	0.71	0.64	29.0

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	Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P2	East Full Crossing	53	17.6	LOS B	0.1	0.1	0.66	0.66	
P3	North Full Crossing	53	34.3	LOS D	0.1	0.1	0.93	0.93	
P4	West Full Crossing	53	5.6	LOS A	0.0	0.0	0.38	0.38	
All Pedestrians		211	23.0	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.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GTA CONSULTANTS | Processed: Friday, 20 May 2016 1:25:46 PM

Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Existing\160322sid-15S1304102 Archer Street PM.sip6

MOVEMENT SUMMARY

 Site: Archer Street & Victoria Avenue (Existing)

 Network: Archer Street Network

Archer Street & Victoria Avenue
Signals - Fixed Time Coordinated Cycle Time = 106 seconds (User-Given Phase Times)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Archer Street (S)													
1	L2	119	3.0	119	3.0	0.682	40.2	LOS C	20.7	145.8	0.99	0.87	28.4
2	T1	751	0.0	751	0.0	0.682	41.4	LOS C	22.0	154.1	1.00	0.87	21.0
Approach		869	0.4	869	0.4	0.682	41.2	LOS C	22.0	154.1	1.00	0.87	22.4
East: Victoria Avenue (E)													
4	L2	39	0.0	39	0.0	0.554	39.1	LOS C	13.0	90.7	0.90	0.77	22.5
5	T1	255	0.0	255	0.0	0.554	35.7	LOS C	13.0	90.7	0.90	0.77	28.7
Approach		294	0.0	294	0.0	0.554	36.2	LOS C	13.0	90.7	0.90	0.77	28.1
North: Archer Street (N)													
7	L2	217	0.0	217	0.0	0.575	35.1	LOS C	15.4	107.9	0.88	0.79	23.1
8	T1	509	1.0	509	1.0	0.575	31.7	LOS C	15.8	111.2	0.88	0.77	23.5
Approach		726	0.7	726	0.7	0.575	32.7	LOS C	15.8	111.2	0.88	0.78	23.4
West: Victoria Avenue (W)													
10	L2	46	2.0	46	2.0	0.590	39.7	LOS C	13.2	101.0	0.92	0.79	22.3
11	T1	246	12.0	246	12.0	0.590	36.3	LOS C	13.2	101.0	0.92	0.79	22.3
Approach		293	10.4	293	10.4	0.590	36.8	LOS C	13.2	101.0	0.92	0.79	22.3
All Vehicles		2182	1.8	2182	1.8	0.682	37.1	LOS C	22.0	154.1	0.94	0.82	23.7

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	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	40.0	LOS E	0.1	0.1	0.87	0.87	
P2	East Full Crossing	53	35.8	LOS D	0.1	0.1	0.82	0.82	
P3	North Full Crossing	53	40.0	LOS E	0.1	0.1	0.87	0.87	
P4	West Full Crossing	53	35.8	LOS D	0.1	0.1	0.82	0.82	
All Pedestrians		211	37.9	LOS D			0.85	0.85	

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

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

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

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GTA CONSULTANTS | Processed: Friday, 20 May 2016 1:25:46 PM

Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Existing\160322sid-15S1304102 Archer Street PM.sip8

MOVEMENT SUMMARY

 Site: Archer Street & Albert Avenue (Existing)

 Network: Archer Street Network

Archer Street & Albert Avenue

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

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Archer Street (S)													
1	L2	138	0.0	138	0.0	0.518	33.6	LOS C	13.9	97.8	0.85	0.76	31.9
2	T1	480	1.0	480	1.0	0.518	29.6	LOS C	13.9	97.8	0.84	0.72	24.3
3	R2	76	0.0	76	0.0	0.097	11.7	LOS A	1.3	9.4	0.55	0.64	38.6
Approach		694	0.7	694	0.7	0.518	28.4	LOS B	13.9	97.8	0.81	0.72	28.0
East: Albert Avenue (E)													
4	L2	57	6.0	57	6.0	0.897	61.2	LOS E	22.3	158.3	1.00	1.09	19.8
5	T1	360	1.0	360	1.0	0.897	57.8	LOS E	22.3	158.3	1.00	1.08	27.8
6	R2	67	0.0	67	0.0	0.897	71.3	LOS F	7.0	49.1	1.00	1.06	17.5
Approach		484	1.4	484	1.4	0.897	60.1	LOS E	22.3	158.3	1.00	1.08	25.8
North: Archer Street (N)													
7	L2	59	0.0	59	0.0	0.132	39.6	LOS C	4.1	28.4	0.98	0.78	30.1
8	T1	265	0.0	265	0.0	0.468	39.3	LOS C	11.7	82.2	1.00	0.83	21.7
9	R2	213	1.0	213	1.0	0.529	46.1	LOS D	10.5	73.8	1.00	0.83	28.4
Approach		537	0.4	537	0.4	0.529	42.0	LOS C	11.7	82.2	1.00	0.83	25.9
West: Albert Avenue (W)													
10	L2	343	0.0	343	0.0	0.377	19.4	LOS B	10.1	70.4	0.66	0.75	32.8
11	T1	311	1.0	311	1.0	0.820	47.6	LOS D	16.5	116.6	0.99	0.97	30.3
12	R2	61	0.0	61	0.0	0.822	67.5	LOS E	3.5	24.8	1.00	0.88	17.8
Approach		715	0.4	715	0.4	0.822	35.8	LOS C	16.5	116.6	0.84	0.85	29.8
All Vehicles		2429	0.7	2429	0.7	0.897	39.9	LOS C	22.3	158.3	0.90	0.86	27.4

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	43.6	LOS E	0.1	0.1	0.91	0.91
P2	East Full Crossing	53	30.3	LOS D	0.1	0.1	0.76	0.76
P3	North Full Crossing	53	43.6	LOS E	0.1	0.1	0.91	0.91
P4	West Full Crossing	53	32.6	LOS D	0.1	0.1	0.78	0.78
All Pedestrians		211	37.5	LOS D			0.84	0.84

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

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

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

MOVEMENT SUMMARY

 Site: Victoria Avenue & Neridah Street (Existing)

 Network: Archer Street Network

Victoria Avenue & Neridah Street

Signals - Fixed Time Coordinated Cycle Time = 106 seconds (User-Given Phase Times)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Arrival Total veh/h	Flows HV %	Deg. Sat'n 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	0.505	24.7	LOS B	5.2	36.6	0.92	0.82	28.6
2	T1	232	0.0	232	0.0	0.505	29.2	LOS C	5.2	36.6	0.93	0.81	26.6
3	R2	88	0.0	88	0.0	0.505	27.6	LOS B	3.6	24.9	0.95	0.79	33.0
Approach		362	0.0	362	0.0	0.505	28.3	LOS B	5.2	36.6	0.93	0.81	28.9
East: Victoria Avenue (E)													
4	L2	80	3.0	80	3.0	0.135	9.8	LOS A	1.7	12.5	0.52	0.55	39.9
5	T1	244	12.0	244	12.0	0.488	8.7	LOS A	5.8	42.8	0.66	0.70	31.8
6	R2	140	1.0	140	1.0	0.488	17.3	LOS B	5.8	42.8	0.70	0.74	29.0
Approach		464	7.1	464	7.1	0.488	11.5	LOS A	5.8	42.8	0.64	0.69	32.9
North: Chatswood Chase Carpark (N)													
7	L2	223	1.0	223	1.0	0.210	2.3	LOS A	2.3	16.4	0.31	0.26	31.0
8	T1	221	0.0	221	0.0	0.410	19.3	LOS B	4.2	29.2	0.88	0.71	27.4
Approach		444	0.5	444	0.5	0.410	10.8	LOS A	4.2	29.2	0.59	0.48	29.1
West: Victoria Avenue (W)													
10	L2	131	0.0	131	0.0	0.128	13.5	LOS A	1.6	11.5	0.51	0.79	28.8
11	T1	312	8.0	312	8.0	0.396	7.2	LOS A	4.6	34.5	0.59	0.51	37.2
12	R2	5	100.0	5	100.0	0.396	10.9	LOS A	4.6	34.5	0.59	0.51	41.9
Approach		447	6.7	447	6.7	0.396	9.1	LOS A	4.6	34.5	0.56	0.59	35.4
All Vehicles		1718	3.8	1718	3.8	0.505	14.2	LOS A	5.8	42.8	0.67	0.63	31.9

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 (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	10.9	LOS B	0.1	0.1	0.64	0.64
P2	East Full Crossing	53	20.9	LOS C	0.1	0.1	0.89	0.89
P3	North Full Crossing	53	11.6	LOS B	0.1	0.1	0.66	0.66
P4	West Full Crossing	53	20.9	LOS C	0.1	0.1	0.89	0.89
All Pedestrians		211	16.1	LOS B			0.77	0.77

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 (Existing)

 Network: Archer Street Network

Archer Street & Mowbray Road

Signals - Fixed Time Isolated Cycle Time = 114 seconds (User-Given Phase Times)

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
East: Mowbray Road (E)													
5	T1	217	2.0	217	2.0	0.157	5.3	LOS A	3.7	26.5	0.34	0.29	46.6
6	R2	180	1.0	180	1.0	0.317	30.3	LOS C	7.7	54.1	0.81	0.79	27.5
Approach		397	1.5	397	1.5	0.317	16.7	LOS B	7.7	54.1	0.55	0.51	38.7
North: Archer Street (N)													
7	L2	213	0.0	213	0.0	0.511	34.4	LOS C	7.3	50.9	0.79	0.80	33.8
9	R2	84	0.0	84	0.0	0.511	46.2	LOS D	7.3	50.9	0.94	0.90	30.5
Approach		297	0.0	297	0.0	0.511	37.7	LOS C	7.3	50.9	0.84	0.83	32.8
West: Mowbray Road (W)													
10	L2	265	1.0	265	1.0	0.247	27.9	LOS B	11.1	78.3	0.72	0.76	28.8
11	T1	625	1.0	625	1.0	0.863	36.7	LOS C	31.1	219.3	0.87	0.89	33.2
Approach		891	1.0	891	1.0	0.863	34.1	LOS C	31.1	219.3	0.83	0.85	32.4
All Vehicles		1584	0.9	1584	0.9	0.863	30.4	LOS C	31.1	219.3	0.76	0.76	33.7

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
P2	East Full Crossing	53	47.5	LOS E	0.2	0.2	0.91	0.91
P3	North Full Crossing	53	24.7	LOS C	0.1	0.1	0.66	0.66
All Pedestrians		105	36.1	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.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

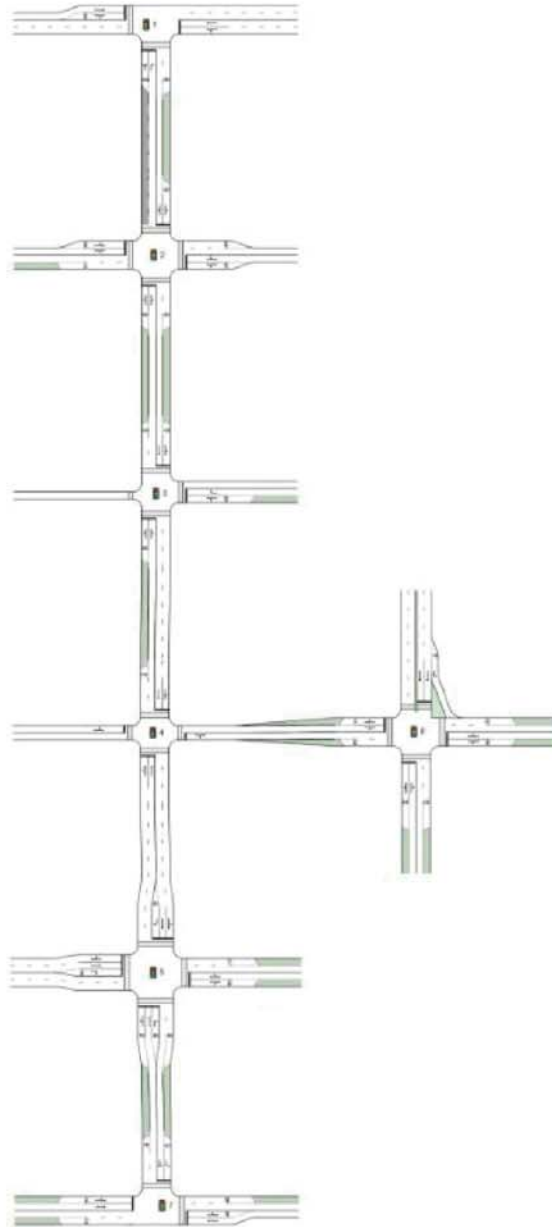
Organisation: GTA CONSULTANTS | Processed: Friday, 20 May 2016 1:25:46 PM

Project: X:\15S1300-1389\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Existing\160322sid-15S1304102 Archer Street PM.sip6

NETWORK LAYOUT

Network: Archer Street Network - Saturday MID

Saturday MID - 7 sites



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

MOVEMENT SUMMARY

 Site: Archer Street & Boundary St

Network: Archer Street Network
- Saturday MID

Archer Street & Boundary St
Signals - Fixed Time Coordinated Cycle Time = 150 seconds (User-Given Phase Times)

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	93	0.0	93	0.0	0.788	71.4	LOS F	18.7	132.1	1.00	0.89	24.8
3	R2	392	2.0	392	2.0	0.788	73.0	LOS F	18.7	132.1	1.00	0.89	24.5
Approach		485	1.6	485	1.6	0.788	72.7	LOS F	18.7	132.1	1.00	0.89	24.5
East: Boundary Street (E)													
4	L2	424	1.0	424	1.0	0.726	32.4	LOS C	37.1	264.1	0.83	0.85	30.4
5	T1	1010	3.0	1010	3.0	0.726	29.0	LOS C	39.7	285.1	0.84	0.79	40.2
Approach		1435	2.4	1435	2.4	0.726	30.0	LOS C	39.7	285.1	0.83	0.81	38.1
West: Boundary Street (W)													
11	T1	957	2.0	957	2.0	0.654	4.3	LOS A	16.6	118.1	0.27	0.25	56.0
12	R2	338	0.0	338	0.0	0.772	10.1	LOS A	5.9	41.6	0.37	0.69	45.2
Approach		1295	1.5	1295	1.5	0.772	5.8	LOS A	16.6	118.1	0.29	0.36	54.1
All Vehicles		3214	1.9	3214	1.9	0.788	26.7	LOS B	39.7	285.1	0.64	0.64	39.4

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	23.0	LOS C	0.1	0.1	0.55	0.55
P4	West Full Crossing	53	61.8	LOS F	0.2	0.2	0.91	0.91
All Pedestrians		105	42.4	LOS E			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 & Ashley Street

 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 Total veh/h	Flows HV %	Arrival Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Archer Street (S)													
1	L2	80	0.0	80	0.0	0.233	13.7	LOS A	10.0	70.2	0.63	0.60	43.5
2	T1	535	1.0	535	1.0	0.233	9.9	LOS A	10.0	70.2	0.64	0.58	39.0
3	R2	9	0.0	9	0.0	0.233	15.1	LOS B	9.6	67.6	0.65	0.57	39.5
Approach		624	0.9	624	0.9	0.233	10.5	LOS A	10.0	70.2	0.64	0.59	39.9
East: Ashley Street (E)													
4	L2	69	0.0	69	0.0	0.229	47.2	LOS D	3.3	23.1	0.91	0.74	19.8
5	T1	94	0.0	94	0.0	0.632	53.2	LOS D	6.7	46.7	1.00	0.82	27.0
6	R2	29	0.0	29	0.0	0.632	56.6	LOS E	6.7	46.7	1.00	0.82	18.5
Approach		193	0.0	193	0.0	0.632	51.5	LOS D	6.7	46.7	0.97	0.80	23.8
North: Archer Street (N)													
7	L2	16	0.0	16	0.0	0.128	9.3	LOS A	2.8	20.0	0.32	0.30	41.4
8	T1	729	2.0	729	2.0	0.593	8.2	LOS A	17.5	124.1	0.50	0.48	38.7
9	R2	79	0.0	79	0.0	0.593	13.8	LOS A	17.5	124.1	0.55	0.53	43.1
Approach		824	1.8	824	1.8	0.593	8.8	LOS A	17.5	124.1	0.50	0.48	39.5
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	0.883	67.3	LOS E	7.8	54.8	1.00	1.03	24.2
12	R2	67	0.0	67	0.0	0.883	70.6	LOS F	7.8	54.8	1.00	1.03	17.5
Approach		212	0.0	212	0.0	0.883	60.8	LOS E	7.8	54.8	0.97	0.92	21.3
All Vehicles		1853	1.1	1853	1.1	0.883	19.7	LOS B	17.5	124.1	0.65	0.60	32.9

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 (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 Pedestrian ped	Queue 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	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

 Network: Archer Street Network
- Saturday MID

Archer Street & Malvern Avenue & Wattle Lane

Signals - Fixed Time Coordinated Cycle Time = 110 seconds (User-Given Phase Times)

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	28	0.0	28	0.0	0.308	6.4	LOS A	3.2	22.5	0.16	0.17	38.8
2	T1	444	1.0	444	1.0	0.546	3.9	LOS A	4.8	33.9	0.20	0.23	36.5
3	R2	167	1.0	167	1.0	0.546	11.7	LOS A	4.8	33.9	0.41	0.54	34.4
Approach		640	1.0	640	1.0	0.546	6.1	LOS A	4.8	33.9	0.25	0.31	36.0
East: Malvern Avenue (E)													
4	L2	180	1.0	180	1.0	0.428	38.3	LOS C	9.8	68.9	0.87	0.78	10.1
5	T1	42	0.0	42	0.0	0.428	34.9	LOS C	9.8	68.9	0.87	0.78	24.2
6	R2	221	0.0	221	0.0	0.546	45.1	LOS D	10.7	74.8	0.94	0.81	8.6
Approach		443	0.4	443	0.4	0.546	41.4	LOS C	10.7	74.8	0.90	0.79	11.6
North: Archer Street (N)													
7	L2	304	0.0	304	0.0	0.476	22.3	LOS B	18.0	126.6	0.76	0.75	29.9
8	T1	672	1.0	672	1.0	0.476	19.1	LOS B	18.7	132.1	0.77	0.70	28.1
Approach		976	0.7	976	0.7	0.476	20.1	LOS B	18.7	132.1	0.76	0.71	28.7
All Vehicles		2059	0.7	2059	0.7	0.546	20.3	LOS B	18.7	132.1	0.64	0.61	27.3

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

Vehicle movement LOS values are based on average delay per movement

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

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

Gap-Acceptance Capacity: SIDRA Standard (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	42.0	LOS E	0.1	0.1	0.87	0.87
P2	East Full Crossing	53	15.3	LOS B	0.1	0.1	0.53	0.53
P3	North Full Crossing	53	42.0	LOS E	0.1	0.1	0.87	0.87
P4	West Full Crossing	53	6.6	LOS A	0.1	0.1	0.35	0.35
All Pedestrians		211	26.5	LOS C			0.66	0.66

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

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

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

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GTA CONSULTANTS | Processed: Friday, 8 July 2016 2:15:20 PM

Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Existing\160322sid-15S1304102 Archer Street Sat.sip6

MOVEMENT SUMMARY

 Site: Archer Street & Victoria Avenue

 Network: Archer Street Network
- Saturday MID

Archer Street & Victoria Avenue
Signals - Fixed Time Coordinated Cycle Time = 110 seconds (User-Given Phase Times)

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	105	3.0	105	3.0	0.321	26.6	LOS B	9.6	68.4	0.76	0.69	31.7
2	T1	601	1.0	601	1.0	0.560	30.4	LOS C	21.6	152.8	0.91	0.81	24.0
Approach		706	1.3	706	1.3	0.560	29.8	LOS C	21.6	152.8	0.89	0.79	25.6
East: Victoria Avenue (E)													
4	L2	64	0.0	64	0.0	0.684	47.7	LOS D	13.2	96.6	0.96	0.82	20.3
5	T1	202	7.0	202	7.0	0.684	44.3	LOS D	13.2	96.6	0.96	0.82	26.8
Approach		266	5.3	266	5.3	0.684	45.1	LOS D	13.2	96.6	0.96	0.82	25.6
North: Archer Street (N)													
7	L2	258	0.0	258	0.0	0.507	27.0	LOS B	13.8	96.6	0.69	0.70	25.7
8	T1	557	0.0	557	0.0	0.507	32.1	LOS C	19.7	138.2	0.89	0.80	23.4
Approach		815	0.0	815	0.0	0.507	30.5	LOS C	19.7	138.2	0.83	0.77	24.1
West: Victoria Avenue (W)													
10	L2	37	0.0	37	0.0	0.720	48.9	LOS D	14.6	107.0	0.99	0.87	20.1
11	T1	245	6.0	245	6.0	0.720	45.5	LOS D	14.6	107.0	0.99	0.87	20.1
Approach		282	5.2	282	5.2	0.720	45.9	LOS D	14.6	107.0	0.99	0.87	20.1
All Vehicles		2069	1.8	2069	1.8	0.720	34.3	LOS C	21.6	152.8	0.89	0.80	24.3

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	42.9	LOS E	0.1	0.1	0.88	0.88	
P2	East Full Crossing	53	38.6	LOS D	0.1	0.1	0.84	0.84	
P3	North Full Crossing	53	42.9	LOS E	0.1	0.1	0.88	0.88	
P4	West Full Crossing	53	38.6	LOS D	0.1	0.1	0.84	0.84	
All Pedestrians		211	40.7	LOS E			0.86	0.86	

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

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

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

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GTA CONSULTANTS | Processed: Friday, 8 July 2016 2:15:20 PM

Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Existing\160322sid-15S1304102 Archer Street Sat.sip6

MOVEMENT SUMMARY

 Site: Archer Street & Albert Avenue

 Network: Archer Street Network
- Saturday MID

Archer Street & Albert Avenue
Signals - Fixed Time Coordinated Cycle Time = 110 seconds (User-Given Phase Times)

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 Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Archer Street (S)													
1	L2	199	1.0	199	1.0	0.390	27.8	LOS B	11.2	79.2	0.75	0.72	33.3
2	T1	339	1.0	339	1.0	0.390	23.7	LOS B	11.2	79.2	0.73	0.64	26.3
3	R2	119	1.0	119	1.0	0.269	19.3	LOS B	3.3	23.2	0.72	0.70	35.7
Approach		657	1.0	657	1.0	0.390	24.1	LOS B	11.2	79.2	0.73	0.67	30.9
East: Albert Avenue (E)													
4	L2	94	1.0	94	1.0	0.542	35.7	LOS C	15.5	109.2	0.86	0.76	26.8
5	T1	381	1.0	381	1.0	0.542	33.8	LOS C	15.5	109.2	0.88	0.77	33.8
6	R2	62	0.0	62	0.0	0.542	44.4	LOS D	8.6	60.2	0.92	0.78	23.7
Approach		537	0.9	537	0.9	0.542	35.4	LOS C	15.5	109.2	0.88	0.77	32.0
North: Archer Street (N)													
7	L2	132	0.0	132	0.0	0.173	29.1	LOS C	5.4	37.9	0.82	0.75	32.6
8	T1	322	2.0	322	2.0	0.578	25.0	LOS B	13.0	92.2	0.81	0.69	26.1
9	R2	175	0.0	175	0.0	1.161	218.0	LOS F	20.5	143.5	1.00	1.64	12.2
Approach		628	1.0	628	1.0	1.161	79.5	LOS F	20.5	143.5	0.86	0.97	19.1
West: Albert Avenue (W)													
10	L2	327	1.0	327	1.0	0.416	24.1	LOS B	11.1	78.1	0.74	0.77	30.3
11	T1	343	1.0	343	1.0	0.703	31.2	LOS C	14.8	104.2	0.85	0.74	35.1
12	R2	95	1.0	95	1.0	0.447	48.0	LOS D	4.7	32.9	0.92	0.79	21.9
Approach		765	1.0	765	1.0	0.703	30.2	LOS C	14.8	104.2	0.81	0.76	31.9
All Vehicles		2587	1.0	2587	1.0	1.161	41.7	LOS C	20.5	143.5	0.82	0.79	27.3

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

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

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

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

Gap-Acceptance Capacity: SIDRA Standard (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	32.9	LOS D	0.1	0.1	0.77	0.77	
P2	East Full Crossing	53	25.6	LOS C	0.1	0.1	0.68	0.68	
P3	North Full Crossing	53	32.9	LOS D	0.1	0.1	0.77	0.77	
P4	West Full Crossing	53	27.7	LOS C	0.1	0.1	0.71	0.71	
All Pedestrians		211	29.8	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.

MOVEMENT SUMMARY

 Site: Victoria Avenue & Neridah Street

 Network: Archer Street Network
- Saturday MID

Victoria Avenue & Neridah Street
Signals - Fixed Time Coordinated Cycle Time = 110 seconds (User-Given Phase Times)

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	45	0.0	45	0.0	0.515	39.0	LOS C	13.3	93.3	0.88	0.84	23.4
2	T1	325	0.0	325	0.0	0.515	44.8	LOS D	13.3	93.3	0.89	0.84	21.9
3	R2	73	0.0	73	0.0	0.515	48.1	LOS D	7.1	49.7	0.94	0.81	27.7
Approach		443	0.0	443	0.0	0.515	44.7	LOS D	13.3	93.3	0.90	0.83	23.3
East: Victoria Avenue (E)													
4	L2	99	0.0	99	0.0	0.155	14.1	LOS A	4.0	28.9	0.48	0.54	38.1
5	T1	189	7.0	189	7.0	0.561	15.8	LOS B	11.8	84.6	0.63	0.71	28.1
6	R2	207	0.0	207	0.0	0.561	26.8	LOS B	11.8	84.6	0.72	0.82	24.9
Approach		496	2.7	496	2.7	0.561	20.1	LOS B	11.8	84.6	0.64	0.72	29.2
North: Chatswood Chase Carpark (N)													
7	L2	357	1.0	357	1.0	0.350	2.3	LOS A	3.7	26.2	0.34	0.30	31.0
8	T1	379	0.0	379	0.0	0.507	33.4	LOS C	13.2	92.1	0.85	0.71	22.9
Approach		736	0.5	736	0.5	0.507	18.3	LOS B	13.2	92.1	0.61	0.51	26.2
West: Victoria Avenue (W)													
10	L2	180	0.0	180	0.0	0.292	18.1	LOS B	4.6	32.4	0.52	0.80	26.9
11	T1	308	4.0	308	4.0	0.396	11.7	LOS A	8.6	62.1	0.56	0.48	35.5
12	R2	1	100.0	1	100.0	0.396	15.4	LOS B	8.6	62.1	0.56	0.48	39.6
Approach		489	2.7	489	2.7	0.396	14.1	LOS A	8.6	62.1	0.55	0.60	33.0
All Vehicles		2164	1.4	2164	1.4	0.561	23.2	LOS B	13.3	93.3	0.66	0.65	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 (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	13.8	LOS B	0.1	0.1	0.50	0.50
P2	East Full Crossing	53	34.5	LOS D	0.1	0.1	0.79	0.79
P3	North Full Crossing	53	14.3	LOS B	0.1	0.1	0.51	0.51
P4	West Full Crossing	53	34.5	LOS D	0.1	0.1	0.79	0.79
All Pedestrians		211	24.3	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

Network: Archer Street Network
- Saturday MID

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

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
East: Mowbray Road (E)													
5	T1	648	2.0	648	2.0	0.884	31.8	LOS C	22.4	159.4	0.58	0.70	34.7
6	R2	243	1.0	243	1.0	0.884	61.8	LOS E	18.7	132.5	1.00	1.20	19.0
Approach		892	1.7	892	1.7	0.884	40.0	LOS C	22.4	159.4	0.69	0.84	30.6
North: Archer Street (N)													
7	L2	138	2.0	138	2.0	0.827	30.2	LOS C	19.0	132.8	0.77	0.74	35.1
9	R2	347	0.0	347	0.0	0.827	69.8	LOS E	19.0	132.8	1.00	0.94	25.4
Approach		485	0.6	485	0.6	0.827	58.5	LOS E	19.0	132.8	0.94	0.88	27.6
West: Mowbray Road (W)													
10	L2	215	1.0	215	1.0	0.246	19.9	LOS B	6.6	46.4	0.59	0.70	32.7
11	T1	753	2.0	753	2.0	0.859	29.1	LOS C	34.5	245.5	0.85	0.86	35.7
Approach		967	1.8	967	1.8	0.859	27.1	LOS B	34.5	245.5	0.79	0.82	35.3
All Vehicles		2344	1.5	2344	1.5	0.884	38.5	LOS C	34.5	245.5	0.78	0.84	31.6

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 (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
P2	East Full Crossing	53	40.0	LOS E	0.1	0.1	0.87	0.87
P3	North Full Crossing	53	18.2	LOS B	0.1	0.1	0.59	0.59
All Pedestrians		105	29.1	LOS C			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.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: GTA CONSULTANTS | Processed: Friday, 8 July 2016 2:15:20 PM

Project: X:\15S1300-1399\15S1304102 - Archer St Planning Proposal\Modelling\SIDRA\Existing\160322sid-15S1304102 Archer Street Sat.sip6

Appendix C

Shopping Centre Traffic Generation Data

		Existing Centre Rates (v/100sqm)		
		Thursday	Friday	Saturday
Shopping Centre	Floor Area (sqm)	All Sites	All Sites	All Sites
Roselands	61,424	3.72	2.69	4.43
Burwood	63,404	2.57	2.66	2.97
Prairiewood	49,898	4.96	5.49	5.83
Rouse Hill	69,000	4.17	3.61	5.60
Warriewood	22,143	5.19	4.00	6.93
Tuggerah	87,162	3.31	3.53	3.77
Liverpool	91,115	2.22	1.95	3.04
Penrith	100,134	3.14	2.73	3.43
Westfield Doncaster (2014)	123,547	3.73	3.73	4.24
Westfield Knox	100,892	5.49	5.49	6.01
Chadstone	129,924	5.04	5.04	5.85
Westfield Southland	130,033	4.02	4.02	4.66
Eastland	76,972	4.40	4.40	4.93
Parkmore	35,000	5.16	5.16	-
Mittagong	15,552	5.77	6.41	6.89
Shellharbour	41,040	4.92	5.21	6.99
RTA Group 1	10,000	12.30	12.50	16.30
RTA Group 2	20,000	6.20	6.70	7.50
RTA Group 3	30,000	6.00	5.90	7.00
RTA Group 4	40,000	4.60	3.70	6.10
RTA Group 5	70,000	4.40	4.40	5.50
Croydon Market	7,400	10.30	10.30	-
Thompson Parkway	5,000	13.80	13.80	-
The Pines Shopping Centre	13,839	10.51	10.51	-
Lavington Shopping Centre	17,325	9.40	9.40	8.30
Keilor Downs Shopping Centre	15,563	12.24	12.24	-
Ringwood Square	12,390	7.82	7.82	-
Stud Park Shopping Centre	26,728	9.87	9.87	-
Belmont Plaza	13,338	8.89	8.89	-
Bellarine Village Shopping Centre	6,157	15.43	15.43	13.81
Bentons Square Shopping Centre	5,395	20.07	20.07	-
Meadow Heights Shopping Centre	5,810	12.48	12.48	-
Highpoint Shopping Centre	126,776	4.51	4.51	-
Stockland Lilydale	7,316	10.42	10.42	13.19
Stockland Wendouree	25,311	6.17	6.17	6.60
Westfield Bondi Junction	131,579	2.88	2.88	3.04
Westfield Parramatta	139,260	1.94	1.94	2.50
Alderley Plaza Shopping Centre	2,707	15.20	15.20	15.60

Beerwah Marketplace	5,092	13.50	13.50	-
Chatswood Chase	58,650	2.77	2.77	4.02

Appendix D

Post Development Traffic Volumes

Figure D.1: Weekday PM Peak Hour Site Generated Traffic Volumes

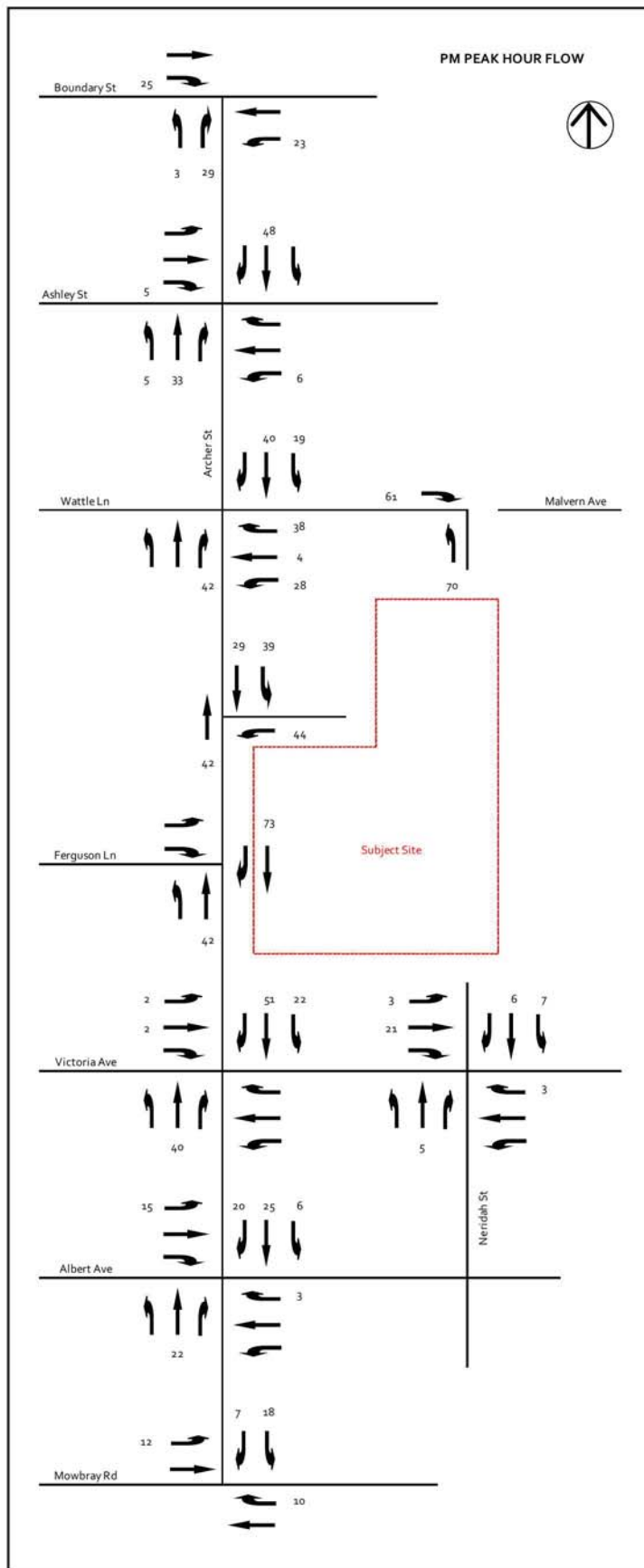


Figure D.2: Saturday Peak Hour Site Generated Traffic Volumes

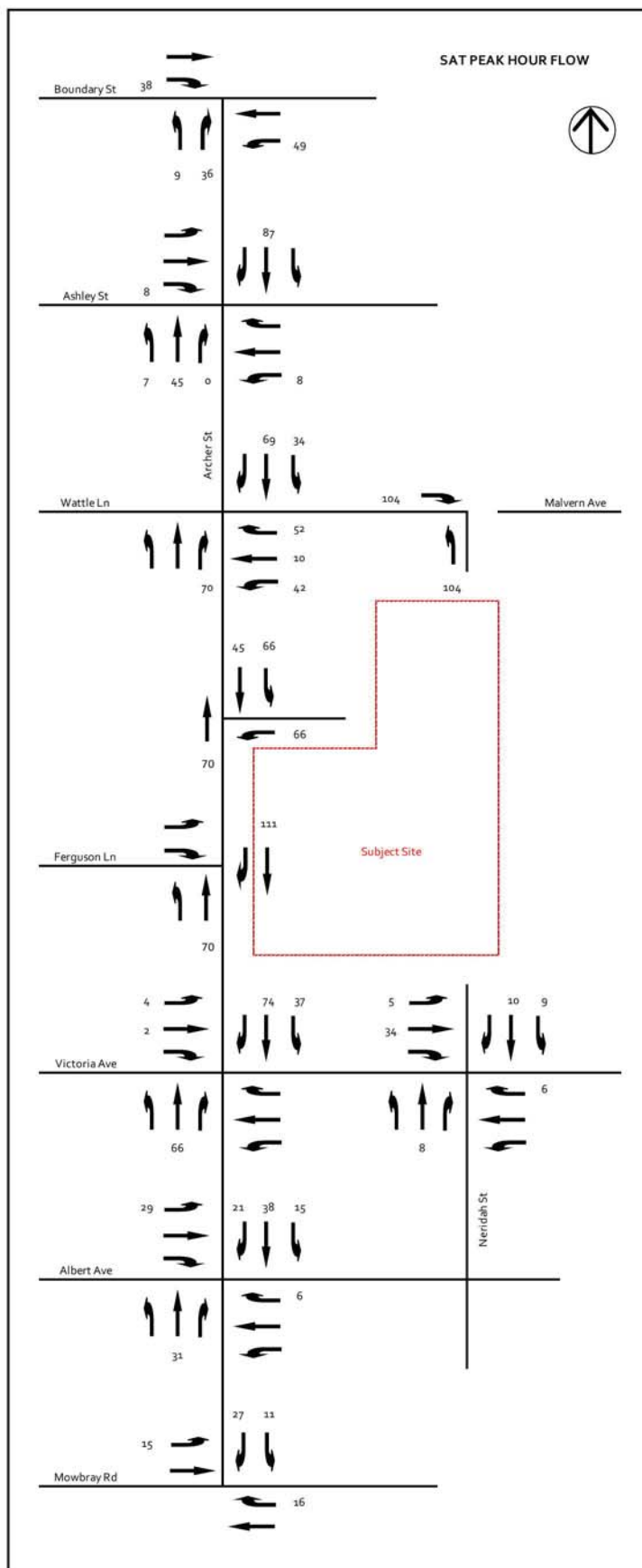


Figure D.3: Weekday PM Peak Hour Site Generated Traffic Volumes – Mandarin Centre

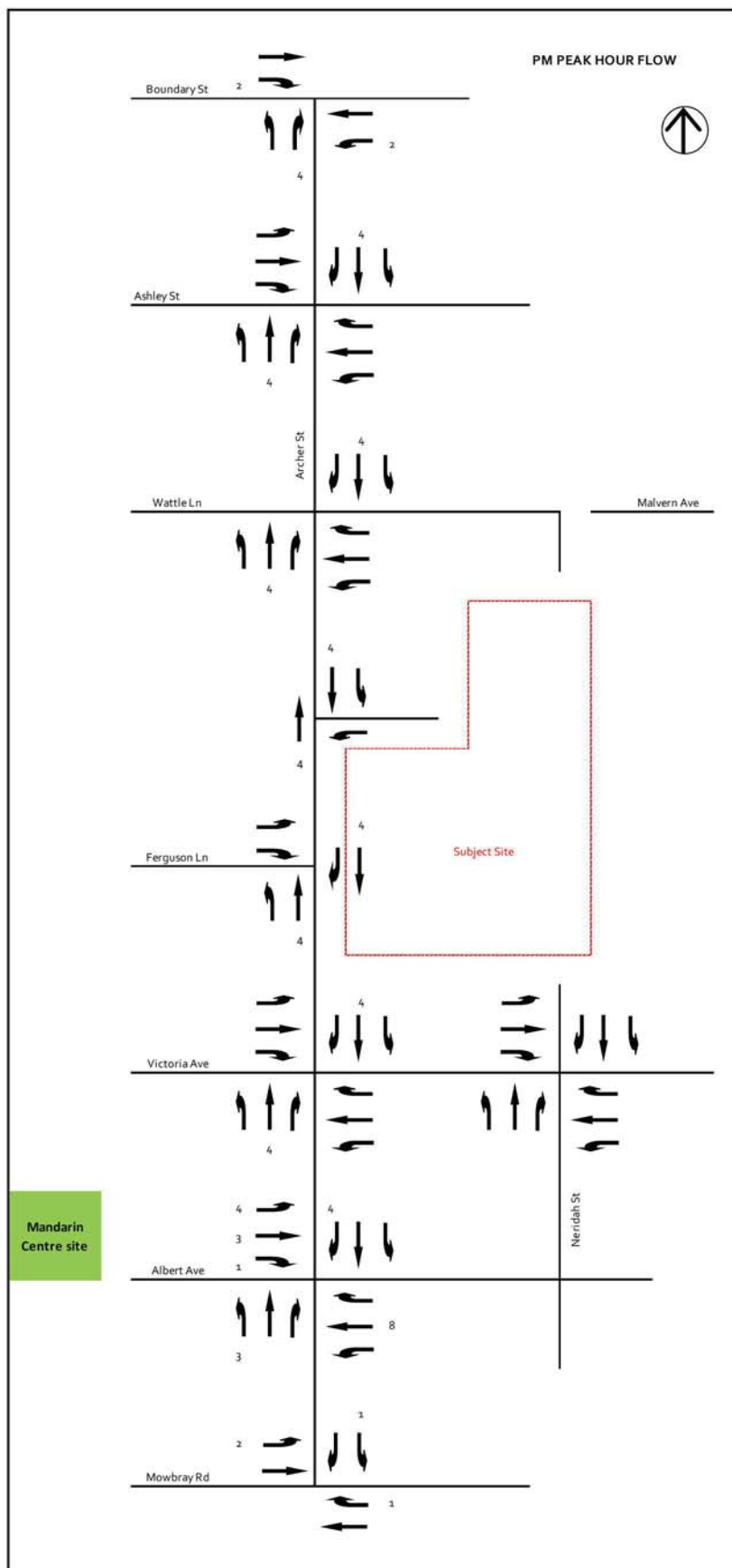


Figure D.4: Weekday PM Peak Hour Site Generated Traffic Volumes – Hercules Street development

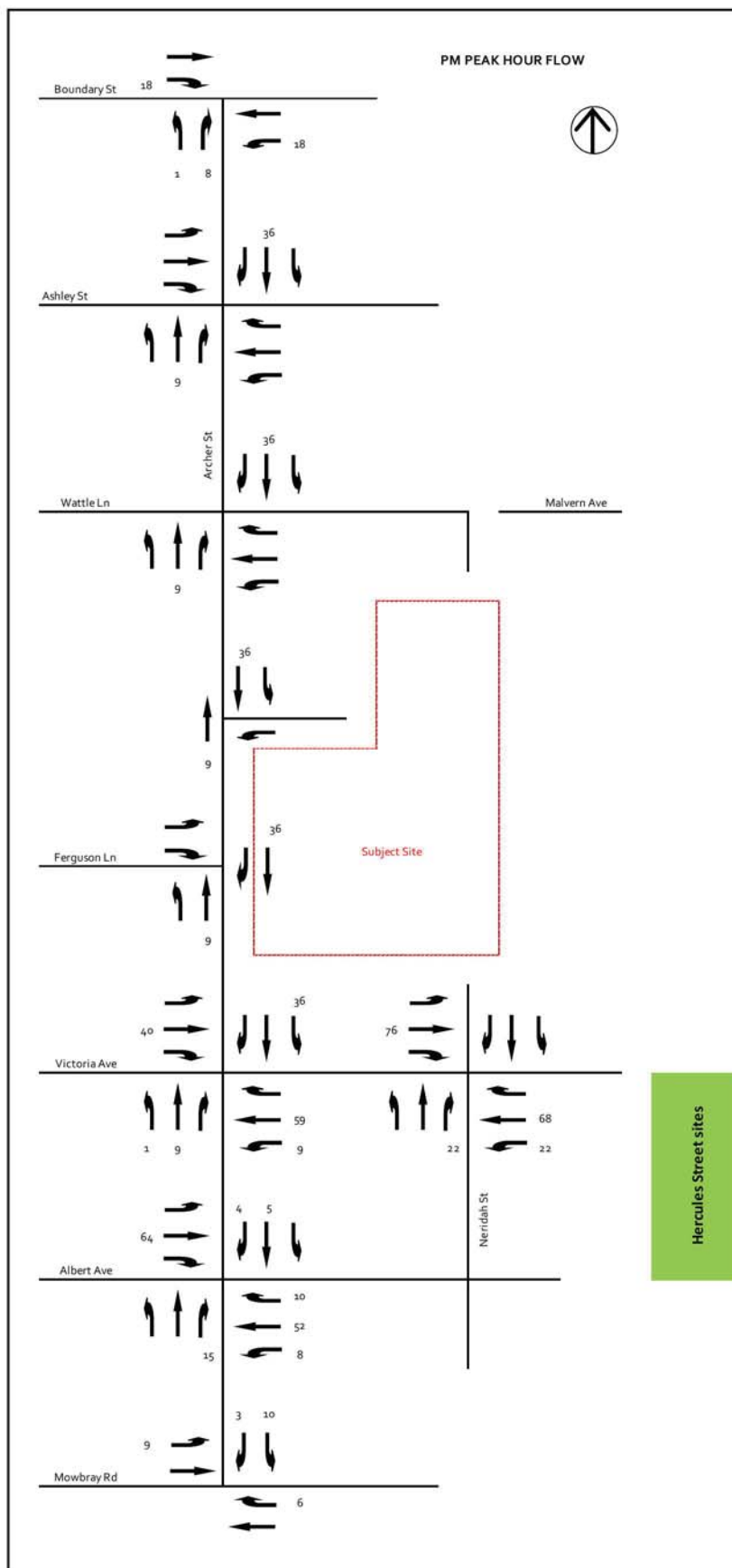


Figure D.5: Saturday Peak Hour Site Generated Traffic Volumes – Mandarin Centre

