

MOVEMENT SUMMARY

 **Site: AM-Pacific Highway/Point Rd**

2016 Background traffic
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: PacificMway-S											
2	T1	65	0.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	14	0.0	0.008	5.6	LOS A	0.0	0.3	0.17	0.55	47.5
Approach		79	0.0	0.033	1.0	NA	0.0	0.3	0.03	0.10	57.4
East: Point Rd											
4	L2	32	0.0	0.028	4.8	LOS A	0.1	0.8	0.16	0.51	47.9
6	R2	7	0.0	0.028	5.3	LOS A	0.1	0.8	0.16	0.51	48.9
Approach		39	0.0	0.028	4.9	LOS A	0.1	0.8	0.16	0.51	48.1
North: PacificHway-N											
7	L2	3	0.0	0.038	5.5	LOS A	0.0	0.0	0.00	0.03	58.1
8	T1	72	0.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.03	59.7
Approach		75	0.0	0.038	0.2	NA	0.0	0.0	0.00	0.03	59.6
All Vehicles		193	0.0	0.038	1.5	NA	0.1	0.8	0.04	0.15	56.0

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

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

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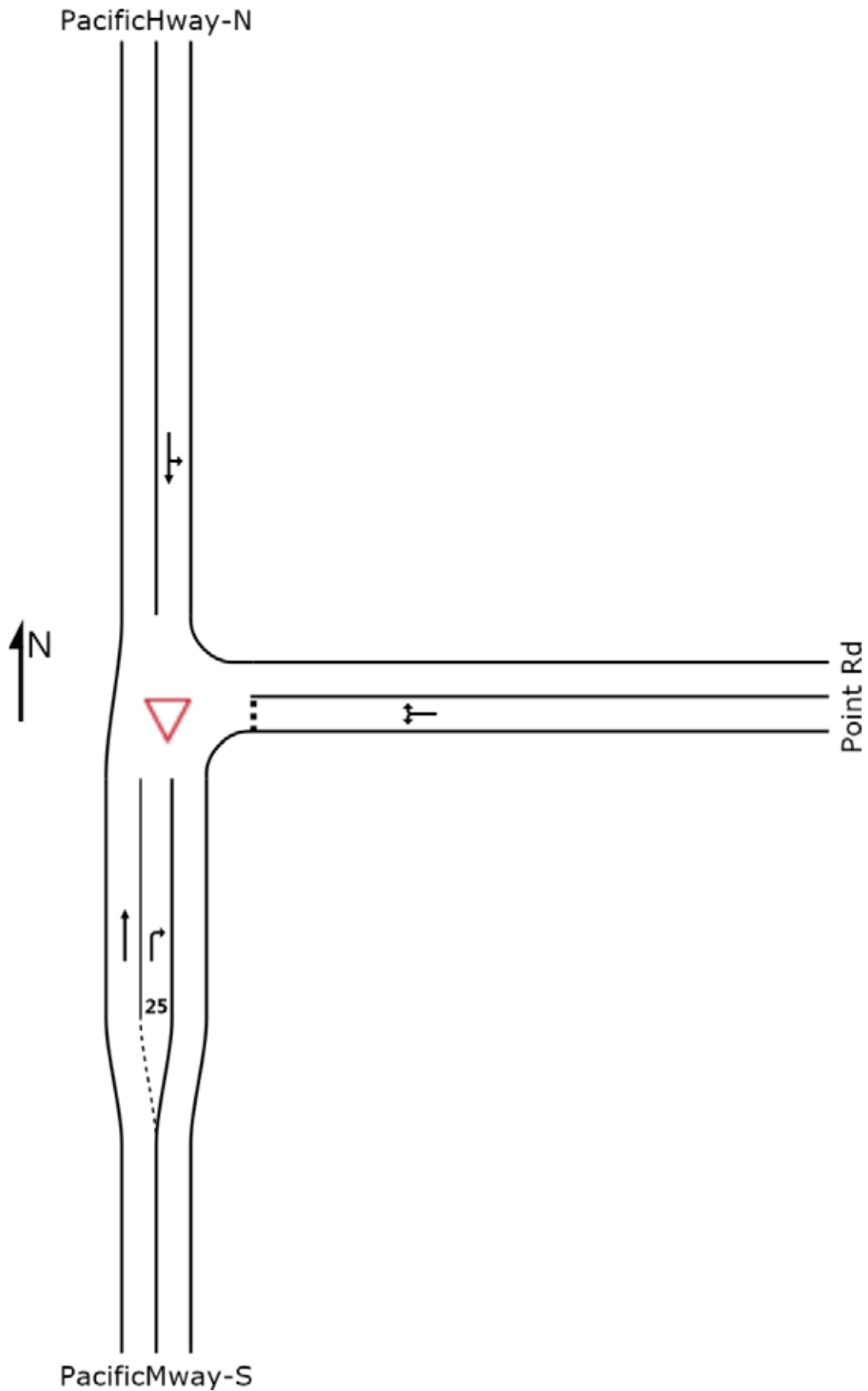
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SITE LAYOUT

▽ Site: PM-Pacific Highway/Point Rd

2016 Background traffic
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

 **Site: PM-Pacific Highway/Point Rd**

2016 Background traffic
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m	per veh	km/h	
South: PacificMway-S											
2	T1	73	0.0	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	16	0.0	0.010	5.7	LOS A	0.0	0.3	0.19	0.55	47.4
Approach		88	0.0	0.037	1.0	NA	0.0	0.3	0.03	0.10	57.3
East: Point Rd											
4	L2	15	0.0	0.011	4.8	LOS A	0.0	0.3	0.18	0.50	47.8
6	R2	1	0.0	0.011	5.5	LOS A	0.0	0.3	0.18	0.50	48.9
Approach		16	0.0	0.011	4.8	LOS A	0.0	0.3	0.18	0.50	47.9
North: PacificHway-N											
7	L2	5	0.0	0.049	5.5	LOS A	0.0	0.0	0.00	0.03	58.1
8	T1	91	0.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.03	59.6
Approach		96	0.0	0.049	0.3	NA	0.0	0.0	0.00	0.03	59.5
All Vehicles		200	0.0	0.049	1.0	NA	0.0	0.3	0.03	0.10	57.4

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

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

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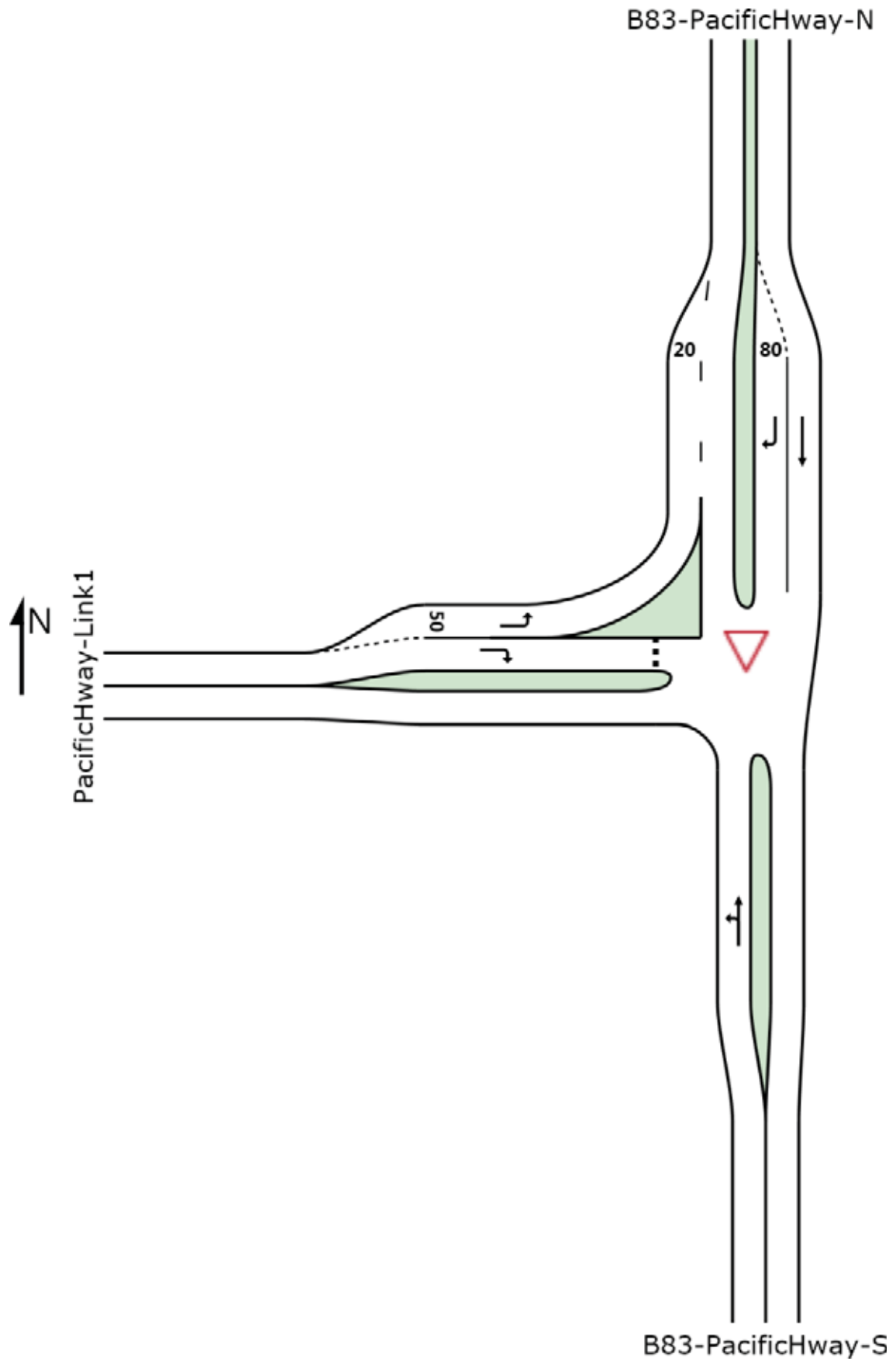
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SITE LAYOUT

▽ Site: AM-Highway Link Road/Pacific Highway

2016 Background
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

▽ Site: AM-Highway Link Road/Pacific Highway

2016 Background
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: B83-PacificHwy-S											
1	L2	144	0.0	0.099	5.5	LOS A	0.0	0.0	0.00	0.45	50.5
2	T1	41	0.0	0.099	0.0	LOS A	0.0	0.0	0.00	0.45	52.2
Approach		185	0.0	0.099	4.3	NA	0.0	0.0	0.00	0.45	50.9
North: B83-PacificHwy-N											
8	T1	109	0.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
9	R2	76	0.0	0.050	6.1	LOS A	0.2	1.6	0.29	0.55	41.1
Approach		185	0.0	0.056	2.5	NA	0.2	1.6	0.12	0.23	52.6
West: PacificHwy-Link1											
10	L2	72	0.0	0.039	5.6	LOS A	0.0	0.0	0.00	0.53	46.3
12	R2	176	0.0	0.205	7.4	LOS A	0.9	6.1	0.44	0.68	45.8
Approach		247	0.0	0.205	6.9	LOS A	0.9	6.1	0.31	0.64	45.9
All Vehicles		618	0.0	0.205	4.8	NA	0.9	6.1	0.16	0.46	49.2

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

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

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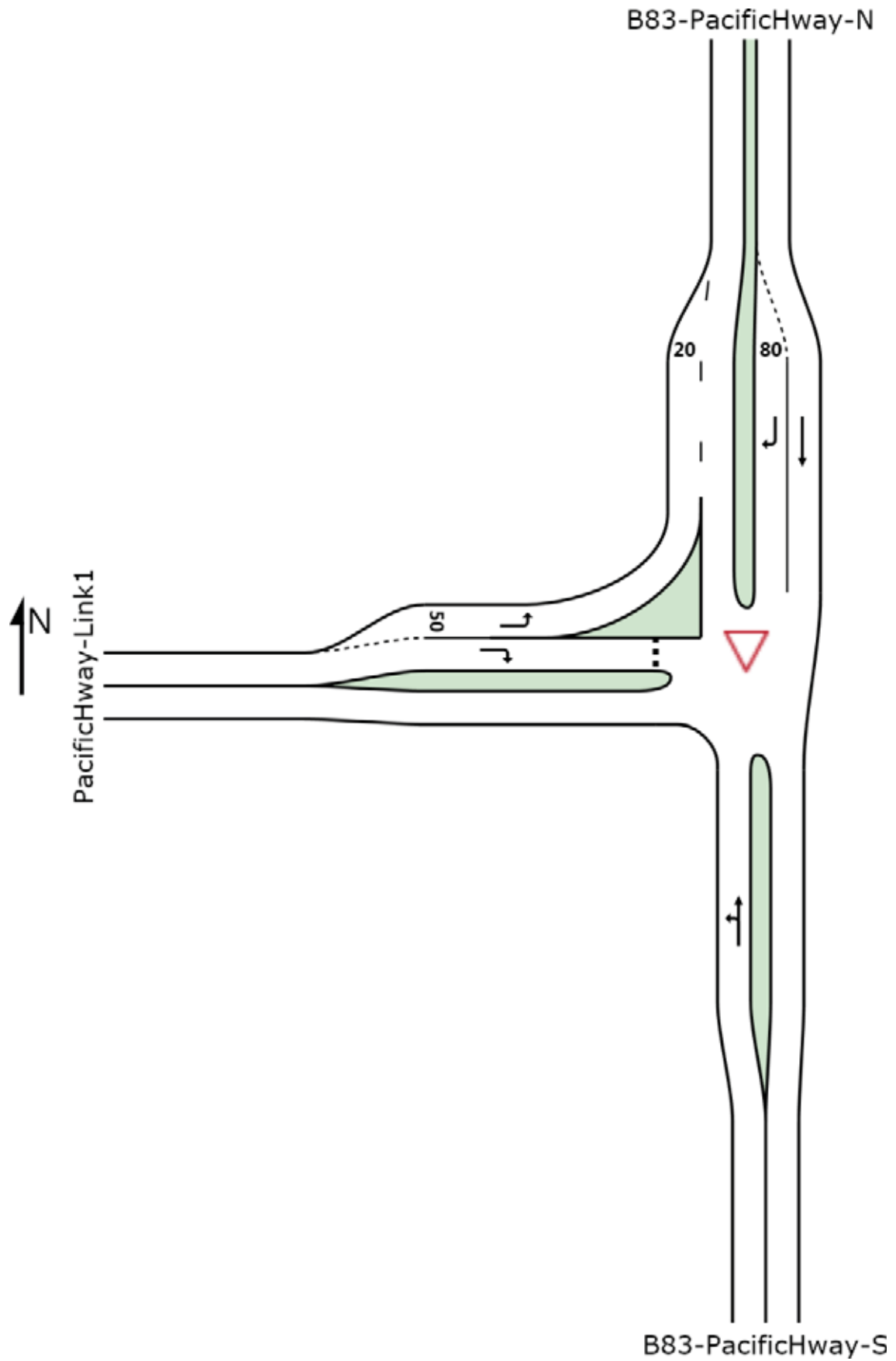
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SITE LAYOUT

▽ Site: PM-Highway Link Road/Pacific Highway

2016 Background
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

▽ Site: PM-Highway Link Road/Pacific Highway

2016 Background
Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: B83-PacificHwy-S											
1	L2	215	0.0	0.157	5.6	LOS A	0.0	0.0	0.00	0.43	50.9
2	T1	80	0.0	0.157	0.0	LOS A	0.0	0.0	0.00	0.43	52.7
Approach		295	0.0	0.157	4.0	NA	0.0	0.0	0.00	0.43	51.3
North: B83-PacificHwy-N											
8	T1	78	0.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
9	R2	87	0.0	0.064	6.5	LOS A	0.3	2.0	0.38	0.59	40.5
Approach		165	0.0	0.064	3.4	NA	0.3	2.0	0.20	0.31	50.0
West: PacificHwy-Link1											
10	L2	104	0.0	0.056	5.6	LOS A	0.0	0.0	0.00	0.53	46.3
12	R2	171	0.0	0.213	7.9	LOS A	0.9	6.3	0.48	0.72	45.3
Approach		275	0.0	0.213	7.0	LOS A	0.9	6.3	0.30	0.64	45.6
All Vehicles		735	0.0	0.213	5.0	NA	0.9	6.3	0.16	0.48	48.9

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

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

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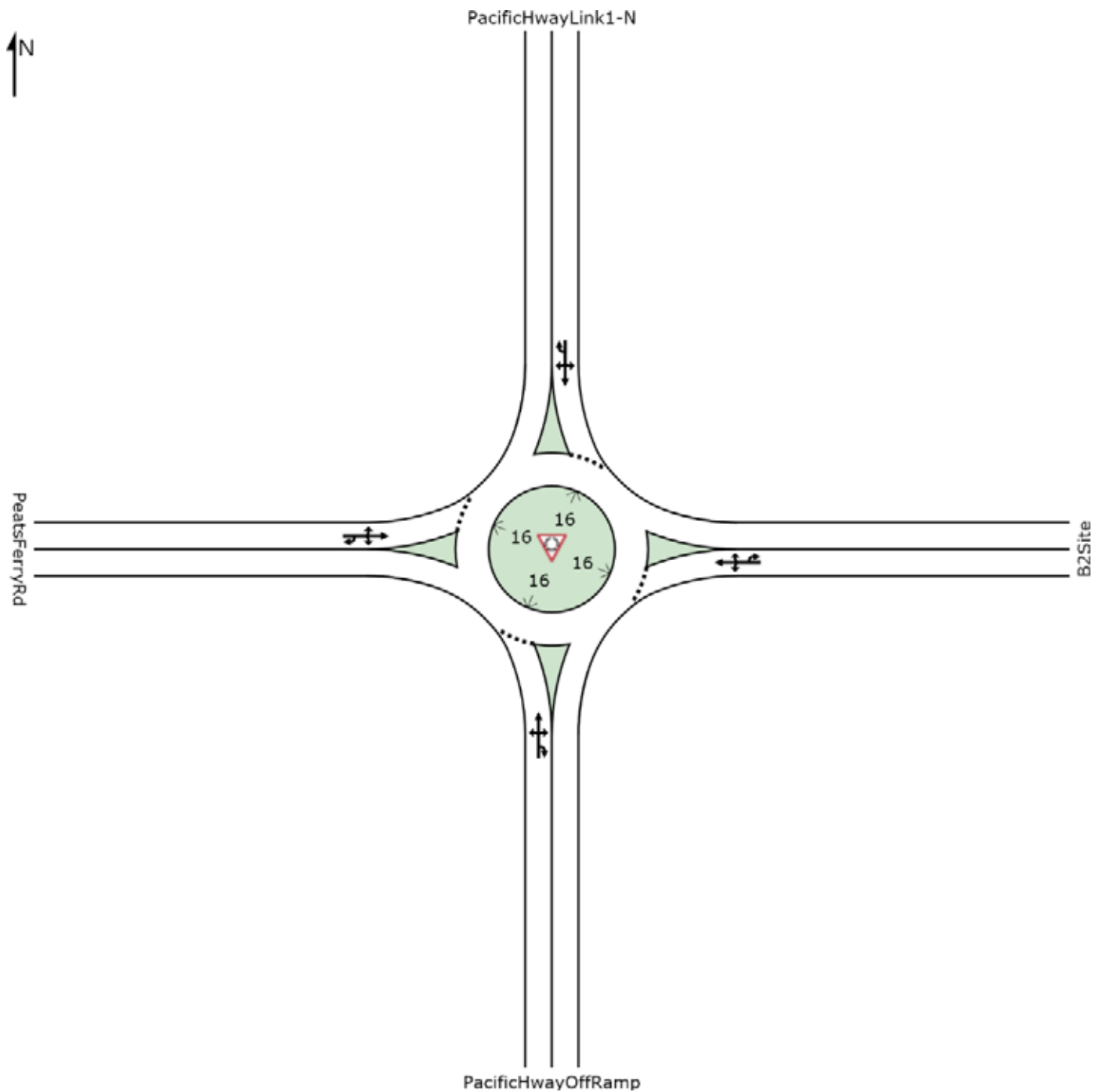
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SITE LAYOUT

 **Site: AM-Highway Link Road/Peats Ferry Rd**

2016 Background
Roundabout



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MOVEMENT SUMMARY

 **Site: AM-Highway Link Road/Peats Ferry Rd**

2016 Background
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: PacificHwyOffRamp											
1	L2	20	0.0	0.126	4.8	LOS A	0.7	4.6	0.32	0.56	51.3
2	T1	61	0.0	0.126	5.1	LOS A	0.7	4.6	0.32	0.56	49.7
3	R2	67	0.0	0.126	9.2	LOS A	0.7	4.6	0.32	0.56	31.6
3u	U	1	0.0	0.126	11.1	LOS A	0.7	4.6	0.32	0.56	53.7
Approach		149	0.0	0.126	6.9	LOS A	0.7	4.6	0.32	0.56	41.0
East: B2Site											
4	L2	68	0.0	0.153	2.3	LOS A	0.8	5.7	0.29	0.59	49.7
5	T1	1	0.0	0.153	2.8	LOS A	0.8	5.7	0.29	0.59	50.8
6	R2	125	0.0	0.153	6.4	LOS A	0.8	5.7	0.29	0.59	15.5
6u	U	1	0.0	0.153	8.3	LOS A	0.8	5.7	0.29	0.59	8.9
Approach		196	0.0	0.153	4.9	LOS A	0.8	5.7	0.29	0.59	27.1
North: PacificHwyLink1-N											
7	L2	126	0.0	0.179	4.6	LOS A	1.0	6.9	0.27	0.49	15.1
8	T1	79	0.0	0.179	4.8	LOS A	1.0	6.9	0.27	0.49	51.9
9	R2	13	0.0	0.179	9.0	LOS A	1.0	6.9	0.27	0.49	50.8
9u	U	1	0.0	0.179	10.9	LOS A	1.0	6.9	0.27	0.49	20.0
Approach		219	0.0	0.179	5.0	LOS A	1.0	6.9	0.27	0.49	31.1
West: PeatsFerryRd											
10	L2	39	0.0	0.050	5.1	LOS A	0.3	1.8	0.38	0.58	47.4
11	T1	1	0.0	0.050	5.3	LOS A	0.3	1.8	0.38	0.58	29.5
12	R2	21	0.0	0.050	9.4	LOS A	0.3	1.8	0.38	0.58	52.7
12u	U	1	0.0	0.050	11.4	LOS A	0.3	1.8	0.38	0.58	53.2
Approach		62	0.0	0.050	6.7	LOS A	0.3	1.8	0.38	0.58	49.4
All Vehicles		626	0.0	0.179	5.6	LOS A	1.0	6.9	0.30	0.55	34.9

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.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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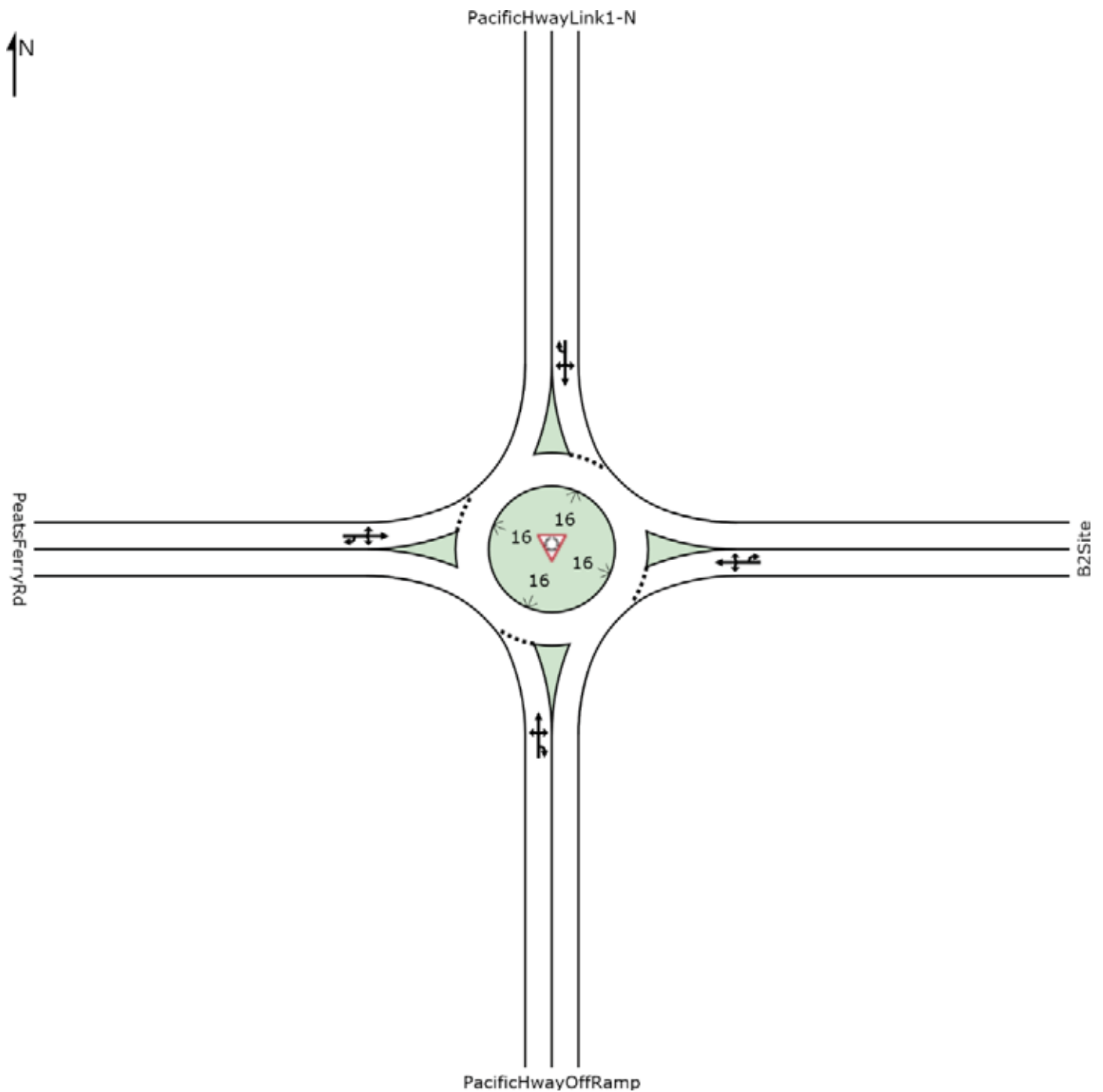
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SITE LAYOUT

 **Site: PM-Highway Link Road/Peats Ferry Rd**

2016 Background
Roundabout



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MOVEMENT SUMMARY

 **Site: PM-Highway Link Road/Peats Ferry Rd**

2016 Background
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: PacificHwyOffRamp											
1	L2	51	0.0	0.220	5.0	LOS A	1.3	8.8	0.37	0.56	51.6
2	T1	132	0.0	0.220	5.2	LOS A	1.3	8.8	0.37	0.56	50.1
3	R2	69	0.0	0.220	9.4	LOS A	1.3	8.8	0.37	0.56	31.7
3u	U	7	0.0	0.220	11.3	LOS A	1.3	8.8	0.37	0.56	54.0
Approach		259	0.0	0.220	6.5	LOS A	1.3	8.8	0.37	0.56	45.0
East: B2Site											
4	L2	67	0.0	0.163	2.7	LOS A	0.9	6.2	0.37	0.61	49.3
5	T1	1	0.0	0.163	3.2	LOS A	0.9	6.2	0.37	0.61	50.4
6	R2	125	0.0	0.163	6.7	LOS A	0.9	6.2	0.37	0.61	15.4
6u	U	1	0.0	0.163	8.6	LOS A	0.9	6.2	0.37	0.61	8.9
Approach		195	0.0	0.163	5.3	LOS A	0.9	6.2	0.37	0.61	26.8
North: PacificHwyLink1-N											
7	L2	126	0.0	0.218	4.8	LOS A	1.2	8.6	0.32	0.52	15.1
8	T1	95	0.0	0.218	5.0	LOS A	1.2	8.6	0.32	0.52	51.2
9	R2	34	0.0	0.218	9.2	LOS A	1.2	8.6	0.32	0.52	50.0
9u	U	2	0.0	0.218	11.1	LOS A	1.2	8.6	0.32	0.52	19.9
Approach		257	0.0	0.218	5.5	LOS A	1.2	8.6	0.32	0.52	33.6
West: PeatsFerryRd											
10	L2	21	0.0	0.055	5.4	LOS A	0.3	2.0	0.45	0.62	45.8
11	T1	1	0.0	0.055	5.7	LOS A	0.3	2.0	0.45	0.62	28.9
12	R2	41	0.0	0.055	9.8	LOS A	0.3	2.0	0.45	0.62	51.4
12u	U	1	0.0	0.055	11.7	LOS A	0.3	2.0	0.45	0.62	51.8
Approach		64	0.0	0.055	8.3	LOS A	0.3	2.0	0.45	0.62	49.6
All Vehicles		775	0.0	0.220	6.0	LOS A	1.3	8.8	0.36	0.57	38.1

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.

Roundabout Capacity Model: SIDRA Standard.

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

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

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

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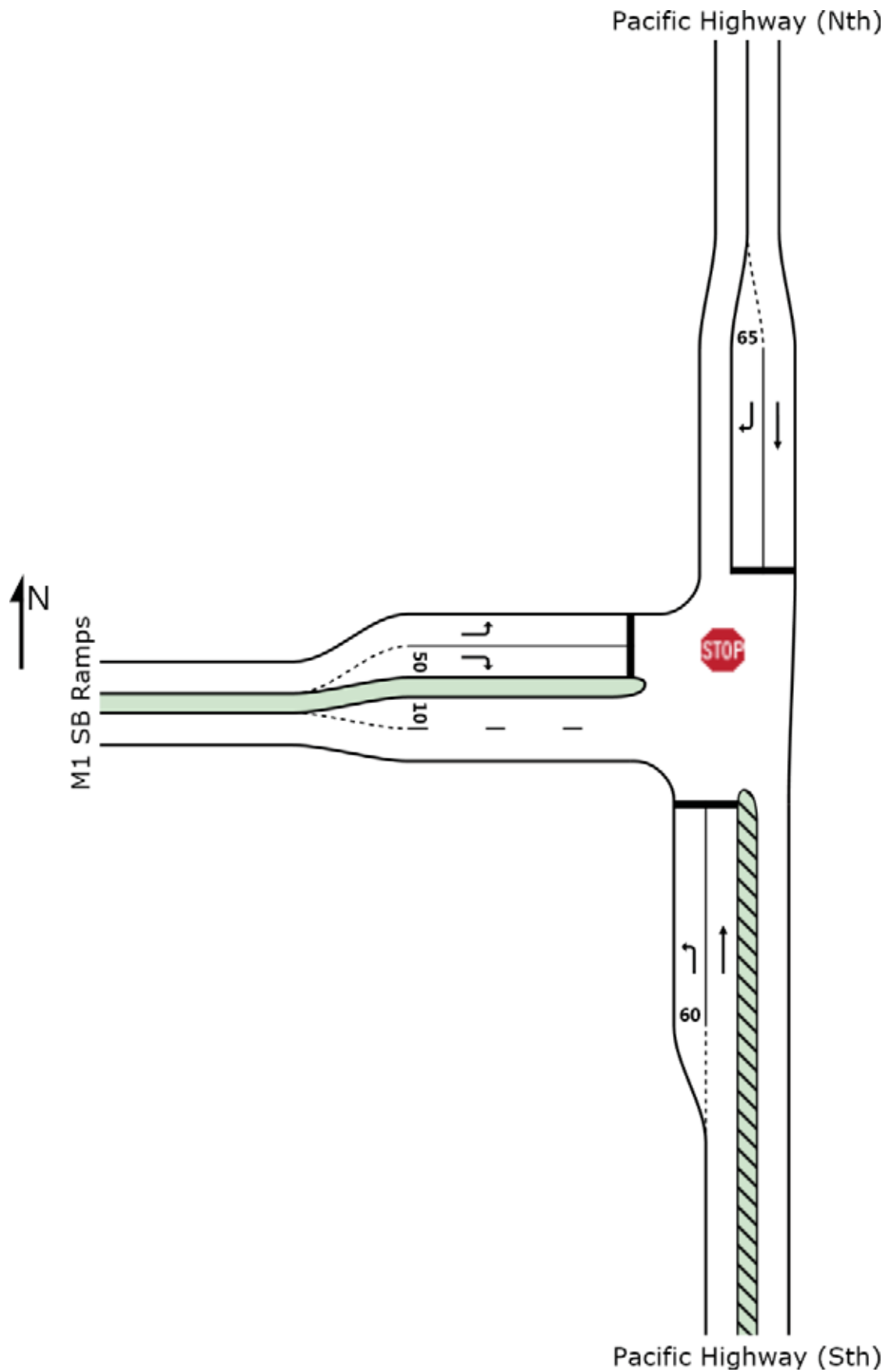
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SITE LAYOUT

 **Site: AM-M1 SB Ramps/Pacific Highway - All-way Stop**

New Site
Stop (All-Way)



MOVEMENT SUMMARY

 **Site: AM-M1 SB Ramps/Pacific Highway - All-way Stop**

New Site
Stop (All-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pacific Highway (Sth)											
1	L2	58	0.0	0.169	13.1	LOS A	0.6	4.2	0.92	1.27	42.9
2	T1	67	0.0	0.174	13.0	LOS A	0.6	4.3	0.90	1.27	48.3
Approach		125	0.0	0.174	13.0	LOS A	0.6	4.3	0.91	1.27	46.2
North: Pacific Highway (Nth)											
8	T1	104	0.0	0.198	11.1	LOS A	0.7	4.8	0.83	1.28	49.6
9	R2	181	0.0	0.318	12.0	LOS A	1.2	8.5	0.84	1.33	40.1
Approach		285	0.0	0.318	11.7	LOS A	1.2	8.5	0.83	1.31	44.7
West: M1 SB Ramps											
10	L2	116	0.0	0.374	17.5	LOS B	1.6	11.2	0.97	1.36	36.2
12	R2	40	0.0	0.145	12.8	LOS A	0.5	3.6	0.95	1.26	43.9
Approach		156	0.0	0.374	16.3	LOS B	1.6	11.2	0.97	1.33	38.3
All Vehicles		566	0.0	0.374	13.2	LOS A	1.6	11.2	0.89	1.31	43.5

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.

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

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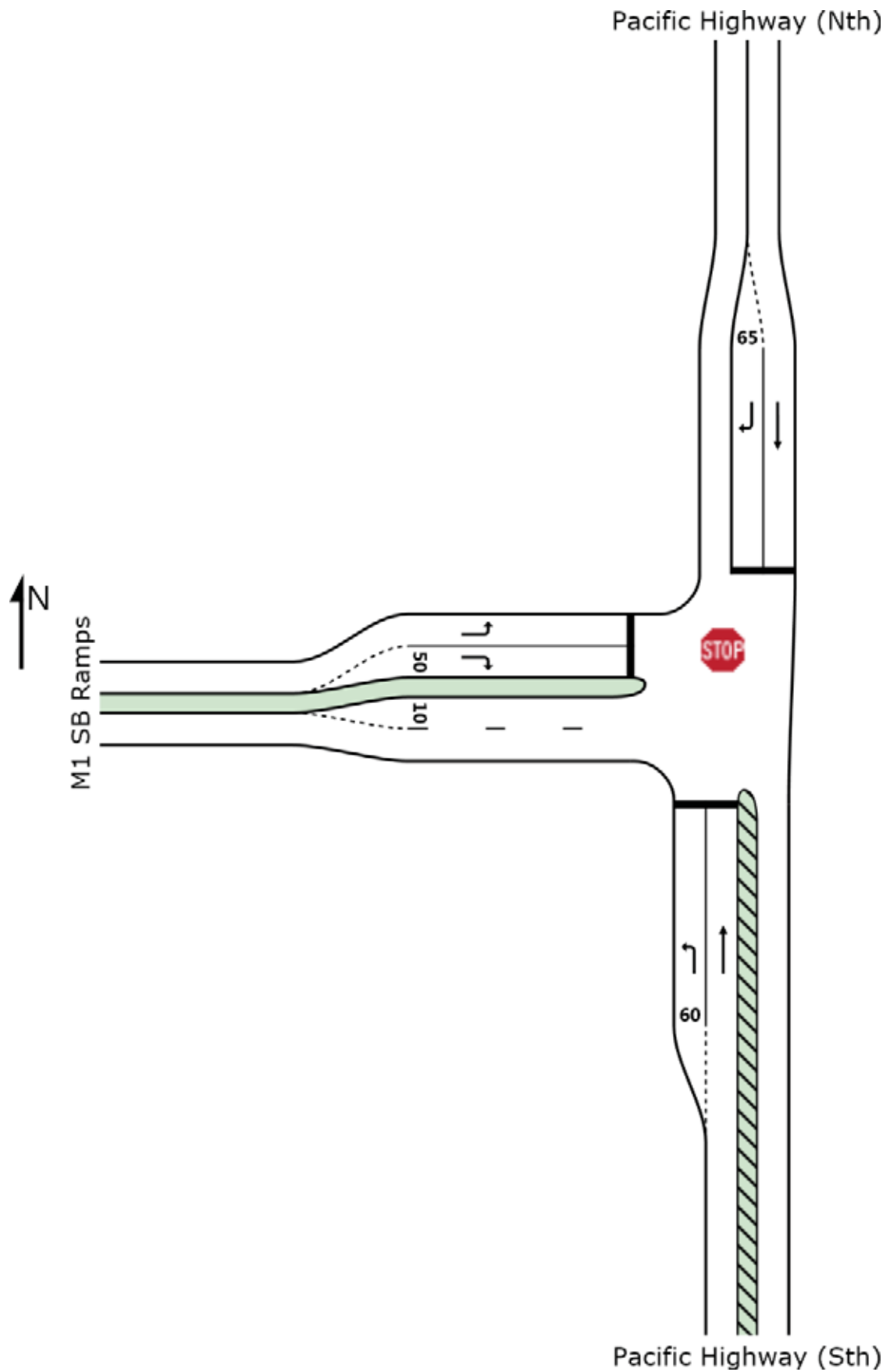
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SITE LAYOUT

 **Site: PM-M1 SB Ramps/Pacific Highway - All-way Stop**

New Site
Stop (All-Way)



MOVEMENT SUMMARY

 **Site: PM-M1 SB Ramps/Pacific Highway - All-way Stop**

New Site
Stop (All-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pacific Highway (Sth)											
1	L2	51	0.0	0.124	11.4	LOS A	0.4	2.9	0.88	1.26	44.4
2	T1	131	0.0	0.286	13.4	LOS A	1.1	7.6	0.89	1.32	48.0
Approach		181	0.0	0.286	12.9	LOS A	1.1	7.6	0.88	1.30	47.2
North: Pacific Highway (Nth)											
8	T1	121	0.0	0.229	11.4	LOS A	0.8	5.7	0.83	1.29	49.4
9	R2	132	0.0	0.227	10.8	LOS A	0.8	5.6	0.80	1.29	41.2
Approach		253	0.0	0.229	11.1	LOS A	0.8	5.7	0.82	1.29	46.2
West: M1 SB Ramps											
10	L2	162	0.0	0.481	19.8	LOS B	2.3	16.2	0.98	1.43	34.4
12	R2	19	0.0	0.063	10.9	LOS A	0.2	1.5	0.93	1.24	45.7
Approach		181	0.0	0.481	18.9	LOS B	2.3	16.2	0.98	1.41	35.6
All Vehicles		615	0.0	0.481	13.9	LOS A	2.3	16.2	0.88	1.33	43.8

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

Vehicle movement LOS values are based on average delay per movement

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

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

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

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

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