

MOVEMENT SUMMARY

Site: 1 [Vernon St Access PM Peak 1 LANE (Site Folder: General)]

15-31 Harbour Drive, Coffs Harbour
Site Category: Proposed
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Access														
1	L2	8	0.0	8	0.0	0.023	3.7	LOS A	0.1	0.5	0.31	0.55	0.31	19.9
3	R2	15	0.0	16	0.0	0.023	4.2	LOS A	0.1	0.5	0.31	0.55	0.31	44.6
Approach		23	0.0	24	0.0	0.023	4.0	LOS A	0.1	0.5	0.31	0.55	0.31	36.1
East: Vernon Street														
4	L2	26	0.0	27	0.0	0.113	5.6	LOS A	0.0	0.0	0.00	0.07	0.00	52.4
5	T1	191	0.0	201	0.0	0.113	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	58.1
Approach		217	0.0	228	0.0	0.113	0.7	NA	0.0	0.0	0.00	0.07	0.00	57.4
West: Vernon Street														
11	T1	91	0.0	96	0.0	0.055	0.1	LOS A	0.1	0.7	0.10	0.07	0.10	57.0
12	R2	13	0.0	14	0.0	0.055	6.1	LOS A	0.1	0.7	0.10	0.07	0.10	42.8
Approach		104	0.0	109	0.0	0.055	0.9	NA	0.1	0.7	0.10	0.07	0.10	56.1
All Vehicles		344	0.0	362	0.0	0.113	1.0	NA	0.1	0.7	0.05	0.10	0.05	55.5

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