

TRAFFIC AND PARKING IMPACT ASSESSMENT OF MIXED USE DEVELOPMENT (STAGE 3) AT MORGAN STREET, WAGGA WAGGA

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1 INTRODUCTION

McLaren Traffic Engineering (MTE) was commissioned by *Damasa Pty* Ltd to provide a traffic and parking impact assessment of the proposed Mixed Use Development (Stage 3) at Morgan Street, Wagga Wagga. The proposed plans are reproduced in **Annexure A** for reference.

1.1 Description and Scale of Development

The proposed site is Stage 3 of a wider Masterplan approved as part of the original planning proposal adopted by Council on the 10th of August 2020. Accompanying the planning proposal was an indicative Masterplan to demonstrate the potential land use outcomes of the site. The GFA assumptions made within the indicative Masterplan that informed the planning proposal and the *Traffic and Parking Impact Assessment of Planning Proposal (Mixed Use) at Morgan Street, Wagga Wagga* by *MTE* dated *18 February 2019* are shown in **Table 1** below.

TABLE 1: INDICATIVE LAND USE WITHIN PLANNING PROPOSAL MASTERPLAN

Land Use	Scale
1-bed unit	38 units
2-bed unit	131 units
3-bed unit	19 units
Town House	14 town houses
Ground Floor Retail/Commercial	8,628 m^2 GFA
Office (includes 5942sqm existing)	29,820 m^2 GFA
Total	69,331 m^2 GFA

This traffic report is to review this Stage 3 development in the context of the indicative Masterplan, its consistency with the indicative Masterplan and the traffic and parking impacts resulting from Stage 3 of the development. For the Stage 3 portion of the development the indicative Masterplan included two (2) residential/commercial buildings accommodating 59 residential units and 1730m^2 commercial GFA.

The results of the *Traffic and Parking Impact Assessment* undertaken by *MTE* as part of the planning proposal showed that the surrounding intersections maintained acceptable levels of service under the future scenario, with the exception of the intersection of Docker Street / Morgan Street / Bolton Street which was found to already be at capacity along the minor approach legs and already requiring to be upgraded by Council. It should be noted that Council requested additional traffic modelling over a broader area including traffic generation from the Wagga Wagga Base Hospital to identify potential intersections that Council may want to upgrade in the future and the anticipated timing of these intersection upgrades as part of the Stage 2 assessment.

The proposed Stage 3 development plans have the following characteristics relevant to traffic and parking:

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- A total of 90 high-density residential units consisting on the following:
    - 8 one-bedroom units;
    - 36 two-bedroom units;
    - 38 three-bedroom units;
    - 8 four-bedroom units.
- 8 townhouse dwellings.
- 1435m^2 GFA retail.
- Ground and basement level car parking accommodating a total of 235 car parking spaces including:
    - 152 residential car parking spaces (including 9 accessible spaces) within a basement level car park with access provided via a two-way driveway from the Morgan Street service lane;
    - 67 visitor car parking spaces (including 2 accessible spaces) within a ground level car park (on both the subject site, the neighbouring property and along the frontage to the Morgan Street Service Lane) with access to the subject site provided via a separate entry and exit driveways from the Morgan Street service lane;
    - 16 ground level garaged car parking spaces for the townhouses with access provided via two way driveway from the Morgan Street service lane.

1.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

The proposed development does qualify as a traffic generating development with relevant size and/or capacity under Clause 2.122 of the SEPP (Transport and Infrastructure) 2021 due to proposing a car park with more than 200 car parking spaces. Accordingly, formal referral to Transport for New South Wales (TfNSW) (formerly Roads and Maritime Services) is necessary, and the *City of Wagga Wagga* Council officers can determine this proposal with regard to the feedback of TfNSW officers.

1.3 Site Description

The site is located within the Wagga Wagga Local Government Area, also known as the City of Wagga Wagga. The site is zoned *"MU1 – Mixed Use"* under Wagga Wagga Local Environmental Plan 2010 (LEP).

The site is generally surrounded by low to medium density housing with the Wagga Wagga Town Centre precinct 900m to the east of the site and a commercial/industrial precinct located 900m to the south-west of the site.

Wagga Railway Station is located to the south-east of the site and the site is surrounded by recreational sport fields and Collins Park to the east.

The site has road frontages to Morgan Street to the south and Murray Street to the east.

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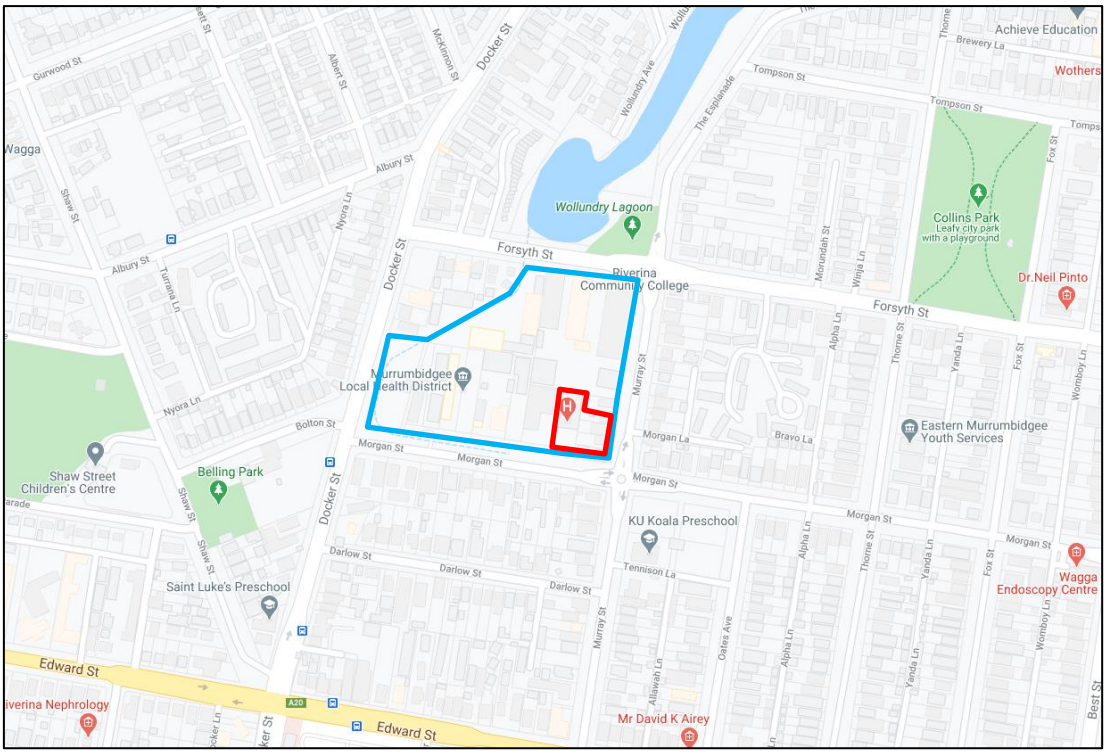
1.4 Site Context

The site location of the Masterplan and the proposed Stage 3 development within the Masterplan is shown on aerial imagery and a map in **Figure 1** & **Figure 2** respectively.



Masterplan **Stage 3**

FIGURE 1: SITE CONTEXT – AERIAL PHOTO



Masterplan **Stage 3**

FIGURE 2: SITE CONTEXT – STREET MAP

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1.5 Wagga Wagga Base Hospital

The subject site is located approximately 350m to the north of the Wagga Wagga Health and Knowledge Precinct. The location of the subject site with respect to the Wagga Wagga Health and Knowledge Precinct is shown in **Figure 3** below.



FIGURE 3: WAGGA WAGGA HEALTH AND KNOWLEDGE PRECINCT – SITE CONTEXT

The recent Wagga Wagga Base Hospital redevelopment was completed in May 2021, with the upgrade to the car parking for the Hospital completed in June 2023. A review of the *Statement of Environmental Effects - Wagga Wagga Base Hospital Car Parking and Access Upgrades* by *Ethos Urban* dated *26 November 2020* was undertaken. The following points relevant to traffic and parking were made:

- Provision of 441 new parking spaces on the campus across three areas resulting in a total of 944 car parking spaces on the Wagga Wagga Base Hospital Campus;
- The hospital has a current and projected shortfall in parking;

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- The projected parking demand of the hospital cannot be fully met by on-street parking supply within a 400m radius (i.e. the hospital would rely on on-street parking further than 400m away).
- The hospital has a future expected parking shortfall of 677 spaces.

1.6 Site Specific DCP

Reference is made to *Wagga Wagga City Council DCP 2010 - Section 10.8 Morgan, Murray and Forsyth Streets Mixed Use Precinct* which outlines site specific traffic and parking controls relevant to the subject site. The site specific traffic and parking controls and relevant section of the report are presented in **Table 2**.

TABLE 2: SITE SPECIFIC WWDCP 2010 CONTROLS

DCP Control - C12	Addressed in Section
A detailed Traffic Impact Assessment must be submitted as part of any future development on the site. It must consider the full development potential of the site and changed traffic conditions as a result of the current and anticipated development of the Wagga Wagga public hospital and boarder [sic] *roadwork.*	**Sections 1.5 & 4**
The Traffic Impact Assessment must address all traffic including vehicular, pedestrian and cycling needs for the precinct. Consideration of the impacts of the current active travel plan which intends to utilise Murray Street is also required.	**Sections 3.4 & 4**
Parking must be provided in accordance with an approved access and Parking Strategy and Management Plan for the entire site.	**Section 3**
The Parking Strategy and Management Plan must provide a comprehensive parking system that considers both the supply and management of parking consistent with the guidance of the parking provisions of the Wagga Wagga DCP and the RMS' Guide to Traffic Generating Developments for Metropolitan Subregional Areas. The above may include a shared use parking strategy that demonstrates that the anticipated peak parking demand will be less than the sum of the off-street parking requirements for specific land uses. *As a minimum requirement, residential parking shall comply with the RMS' Guide to Traffic Generating Developments for Metropolitan Subregional Areas.* *Commercial parking shall comply with the parking provisions of the Wagga Wagga DCP.* *Where restricted access parking is proposed as part of either residential or commercial development, the Parking Strategy and Management Plan must consider and address impacts on access to and provision of parking both on and off the site.*	**Section 3**
The Parking Strategy and Management Plan must include a requirement for end-of-trip facilities to encourage cycling in line with Council's Active Travel Plan which will pass the site.	**Section 3.4**

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2 EXISTING TRAFFIC AND PARKING CONDITIONS

2.1 Road Hierarchy

The public road network surrounding the site has the characteristics outlined in the following sub-sections.

2.1.1 Morgan Street

- Unclassified LOCAL Road;
- Approximately 12m wide carriageway facilitating one traffic flow lane in each direction and kerbside parking on both sides of the road;
- No speed limit signposted, 50km/h applies;
- Unrestricted kerbside parking permitted on both sides of the road.

2.1.2 Docker Street

- Unclassified LOCAL Road, functioning as a collector road;
- Approximately 19m wide carriageway facilitating two traffic flow lanes in each direction and kerbside parking on both sides of the road;
- Signposted 50km/h carriageway;
- Unrestricted kerbside parking permitted on both sides of the road.

2.1.3 Forsyth Street

- Unclassified LOCAL Road;
- Approximately 19m wide carriageway facilitating two traffic flow lanes in each direction and kerbside parking on both sides of the road;
- No speed limit signposted, 50km/h applies;
- Unrestricted kerbside parking permitted on both sides of the road.

2.1.4 Murray Street

- Unrestricted LOCAL Road;
- Approximately 18m wide carriageway facilitating one traffic flow lane in each direction and kerbside parking on both sides of the road;
- No speed limit signposted, 50km/h applies;
- Road shoulder on both sides of the road for kerbside parallel and 60° angle parking and bicycle lane;
- Generally unrestricted kerbside parking along both sides of the road except for an approximately 40m length of road with "*2P, 8^{30}am-4pm MON-FRI, 8^{30}am-12^{30}pm SAT*" along the western side of the road.

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2.1.5 Bolton Street

- Unrestricted LOCAL Road;
- Approximately 12m wide carriageway facilitating one traffic flow lane in each direction and parking on both sides of the road;
- No speed limit signposted, 50km/h applies;
- Unrestricted kerbside parking permitted on both sides of the road.

2.1.6 Edward Street;

- TfNSW classified STATE Road (No. 14);
- Approximately 18m wide carriageway facilitating two (2) traffic flow lanes in each direction and parking on both sides of the road;
- Signposted 60km/h speed limit;
- Generally unrestricted kerbside parking permitted on both sides of the road with "*No Stopping*" signage within close proximity to Docker Street.

2.2 Existing Traffic Management

- Roundabout controlled intersection of Morgan Street / Murray Street;
- Roundabout controlled intersection of Murray Street / Forsyth Street / The Esplanade;
- Give Way line marking controlled intersection of Forsyth Street / Docker Street;
- Give Way controlled intersection of Docker Street / Bolton Street / Morgan Street;
- Signalised intersection of Docker Street / Edward Street;
- Give Way controlled intersection of Murray Street / Edward Street;
- Signalised intersection of Best Street / Edward Street;
- Roundabout controlled intersection of Morgan Street / Best Street;
- Roundabout controlled intersection of Forsyth Street / Best Street.

2.3 Existing Traffic Environment

2.3.1 Masterplan Assessment

The Masterplan (of which the subject site forms a part) was approved on 10th August 2020. The traffic impacts of the Masterplan were assessed in a Traffic and Parking Impact Assessment report dated 18th February 2019 by McLaren Traffic Engineering (MTE Masterplan Report). The full realised masterplan was further assessed in a Traffic and Parking Impact Assessment report dated 20 September 2021 by MTE as part of the Stage 2 development application.

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While not strictly required to be assessed as part of the Stage 3 development application, Council has requested an assessment of the site as part of the full realisation of the overall masterplan. The purpose of this assessment is to highlight to Council any potential future traffic upgrades that may be required within the near vicinity of the subject site. It should be noted that any traffic network capacity issues that are identified as part of the overall masterplan development are for Council's information and are not required to be upgraded for the subject development application. It is envisaged that the identification of any future traffic problems will assist council with future infrastructure planning.

2.3.2 Parking Survey

On-street parking surveys were undertaken within 500m of the site on Friday, 12 February 2021 and Monday, 15 February 2021 between the hours of 7am-10am and 3pm-6pm. The surveyed area is presented on an aerial image in **Figure 4** below. The results of the parking surveys are summarised in **Table 3** and **Figure 5** below with detailed survey results provided in **Annexure B** for reference.

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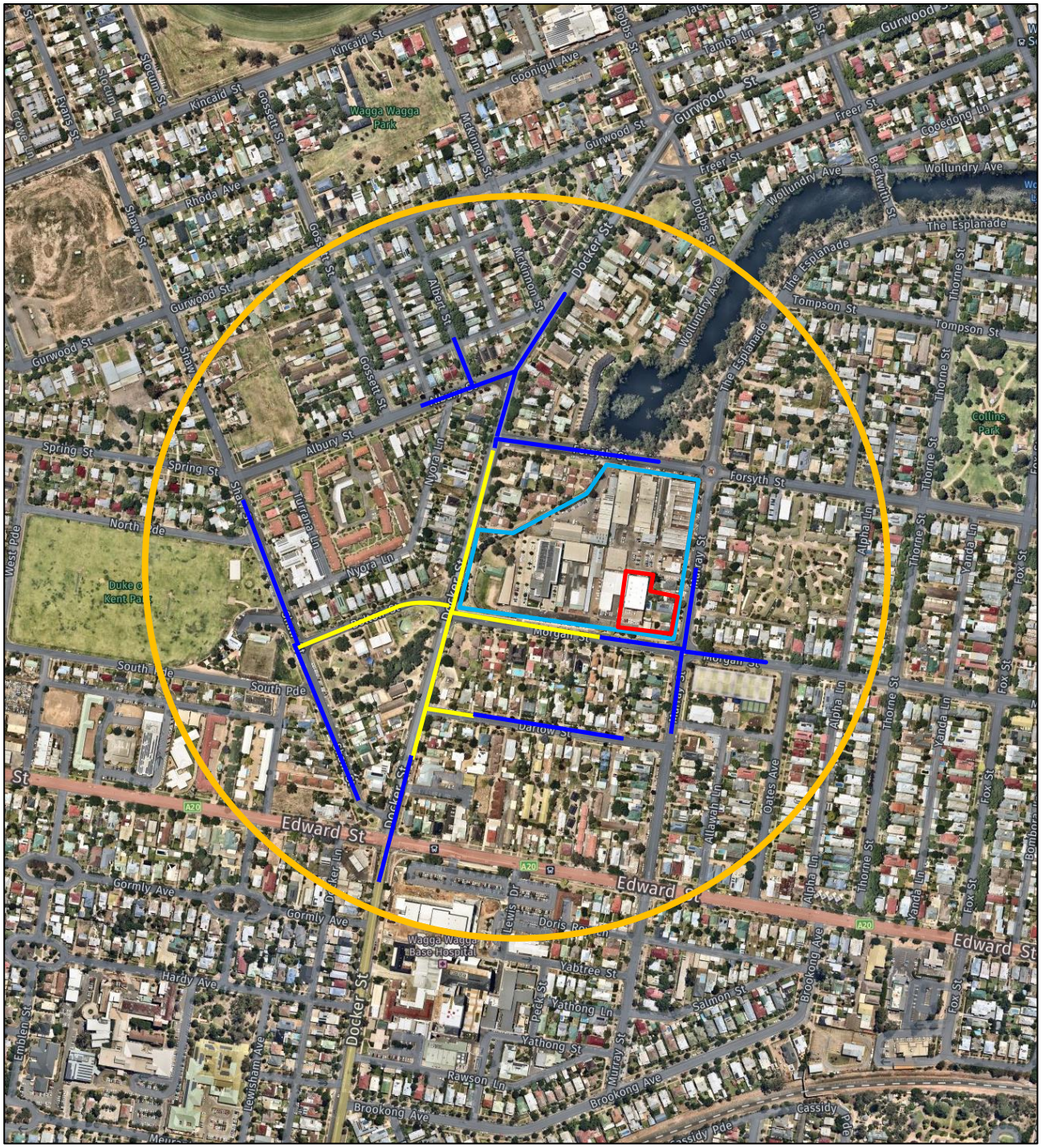


FIGURE 4: PARKING SURVEY AREA

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TABLE 3: EXISTING ON-STREET PARKING SUPPLY

Day	Time	Minimum Spare Capacity			
		0-200m walking distance	200-400m walking distance	400m+ walking distance	Total survey area
Monday	AM(1)	131 (49%)	238 (55%)	266 (68%)	**635 (59%)**
	PM(2)	151 (57%)	245 (57%)	265 (68%)	**661 (61%)**
Friday	AM(1)	147 (55%)	244 (57%)	271 (70%)	**662 (61%)**
	PM(2)	186 (70%)	267 (62%)	275 (71%)	**728 (67%)**

Note: (1) Minimum capacity observed between 9am-10am.
(2) Minimum capacity observed between 3pm-4pm.

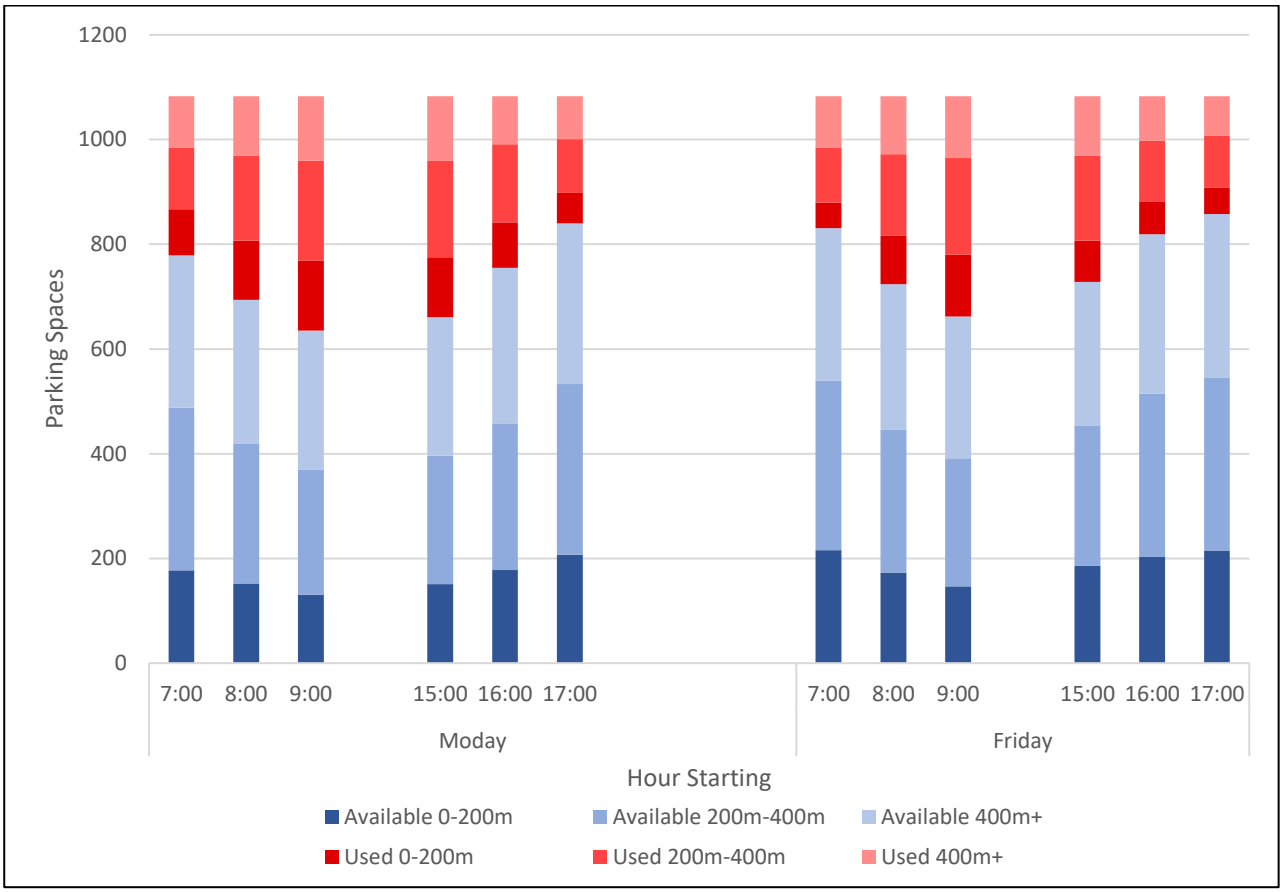


FIGURE 5: AVAILABLE ON-STREET PARKING

As shown above, the minimum observed on-street parking spare capacity occurred between 9am-10am with a minimum of 59% of parking spaces available within 500m (6-minutes) walking distance and 49% of parking spaces available within 200m (2-minutes) walking distance.

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The parking surveyor noted that a significant portion of the on-street parking demand appeared to be a result of health workers at Wagga Wagga Base Hospital. The opening of the Wagga Wagga Base Hospital's multi-storey car park in June 2023 as discussed in **Section 1.5** is likely to reduce the parking demand in the surveyed area.

2.3.3 Traffic Volumes

Turning movement count surveys were undertaken on, Thursday 04 May 2023 and Saturday 06 May 2023 between the hours of 7:00am to 9:30am & 2:30pm to 6:00pm on the Thursday, and 10:00am to 2:00pm on the Saturday. The following intersections were surveyed:

- Forsyth Street / The Esplanade / Murray Street;
- Docker Street / Forsyth Street;
- Morgan Street / Docker Street / Bolton Street.

The peak two-way traffic movements for the AM/PM/Weekend periods are shown below with the full turning movement count results reproduced in **Annexure B**.

Turning movement count surveys were undertaken at the (4) intersections surrounding the site as part of the original planning proposal for the larger Masterplan on Thursday 30 November 2017 and Saturday 2 December 2017. Further, the same intersections were surveyed as part of the Stage 2 development application on Thursday 27 May 2021 and Saturday 29 May 2021. To compare the traffic volumes at the relevant intersections between 2017, 2021 and 2023, the total traffic volume passing through each intersection during the peak hours is presented in **Table 4**.

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TABLE 4: COMPARISON BETWEEN 2017, 2021 & 2023 TRAFFIC VOLUMES

Intersection	Day	Peak	2017	2021	2023	% Difference between 2021 and 2023
Docker Street / Forsyth Street	Thursday	AM	1008	1035	979	-5%
		PM	1197	1119	1066	-5%
	Saturday	Midday	994	955	968	1%
Murray Street / Morgan Street	Thursday	AM	715	680	-	-
		PM	751	777	-	-
	Saturday	Midday	681	643	-	-
Docker Street / Morgan Street	Thursday	AM	1352	1316	1269	-4%
		PM	1617	1468	1346	-8%
	Saturday	Midday	1322	1285	1329	3%
Murray Street / Forsyth Street	Thursday	AM	853	727	726	0%
		PM	911	898	856	-5%
	Saturday	Midday	881	774	852	10%

As shown above, the traffic volumes between 2021 and 2023 have not significantly changed with the traffic volumes typically being within 10% of one another and the average change in traffic volumes being -1%.

It was found that during the weekday, the peak hour of the traffic network surrounding the site occurred between 8:30am-9:30am in the AM peak and 3:00pm-4:00pm in the PM peak.

Considering the lack of difference in traffic volumes between 2017, 2021 and 2023 traffic data, the 2021 data has been re-used for this assessment rather than re-assessing the generally lower traffic volumes from the 2023 surveys. It is reiterated that in general the traffic volumes in 2021 were generally higher than 2023 such that the assessed traffic is conservative.

2.3.4 Two-Way Traffic Volumes

Two (2) traffic tube surveys were undertaken from Thursday 4 May 2023 to Thursday 11 May 2023 along Forsyth Street and Morgan Street to determine the existing characteristics of these roads in terms of:

- Peak traffic volumes and speeds;
- Daily traffic volumes and speeds;
- Classification of vehicles.

The complete tube survey results are reproduced in **Annexure B**, with the results summarised in **Table 5** below.

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TABLE 5: TUBE COUNT SUMMARY – PRINCES HIGHWAY

Survey Location	Direction	Average Peak Hour Volume		Average Daily Volume	85th Percentile Speed
		Time	Volume		
Morgan Street (Outside Property 184)	Eastbound	AM (11am – 12pm)	173	3,954	50.5
	Westbound		174		52.3
	Eastbound	PM (3pm – 4pm)	192		44.8
	Westbound		179		45.6
Forsyth Street (Outside Property 182)	Eastbound	AM (11am – 12pm)	257	5,768	52.2
	Westbound		311		53.9
	Eastbound	PM (3pm – 4pm)	280		46.5
	Westbound		346		48.2

As shown above, there are no significant traffic volumes recorded that would result in capacity issues as a result of the proposed development.

2.3.5 Existing Intersection Performances

Existing intersection performances have been assessed using SIDRA INTERSECTION 9.0, the results of this analysis are summarised in **Table 6**. The detailed results of the SIDRA analysis are provided in **Annexure C** for reference.

As discussed in **Section 2.5** below the intersections of Edward Street / Docker Street and Edward Street / Murray Street have been recently upgraded by TfNSW. Therefore, only the new layouts have been modelled.

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TABLE 6: EXISTING INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.0)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3][4]	Control Type	Worst Movement	95th Percentile Queue
EXISTING PERFORMANCE							
Docker Street / Forsyth Street	AM	0.34	3.3 (Worst: 15)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	0.6 veh (4.6m) Docker Street (S)
	PM	0.27	3.4 (Worst: 13.2)	**N/A** (Worst: A)		RT from Forsyth Street (E)	0.3 veh (2.5m) Docker Street (S)
	WE	0.22	3.3 (Worst: 10.7)	**N/A** (Worst: A)		RT from Forsyth Street (E)	0.3 veh (2.2m) Docker Street (S)
Murray Street / Morgan Street	AM	0.16	3.8 (Worst: 10.2)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.3 veh (2m) Morgan Street (W)
	PM	0.15	3.7 (Worst: 10.2)	**A** (Worst: A)		UT from Murray Street (S)	0.3 veh (1.9m) Morgan Street (E)
	WE	0.15	3.6 (Worst: 10.2)	**A** (Worst: A)		UT from Murray Street (S)	0.3 veh (1.9m) Morgan Street (W)
Docker Street / Morgan Street	AM	0.39	3.2 (Worst: 61.8)	**N/A** (Worst: E)	Give Way	RT from Bolton Street (W)	0.8 veh (5.6m) Docker Street (S)
	PM	0.44	4.8 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	0.6 veh (3.9m) Bolton Street (W)
	WE	0.71	7.3 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	1.2 veh (8.5m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.12	3.6 (Worst: 10.1)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.2 veh (1.5m) Forsyth Street (W)
	PM	0.20	4.3 (Worst: 10.5)	**A** (Worst: A)		UT from Forsyth Street (E)	0.3 veh (2.4m) The Esplanade (N)
	WE	0.14	3.9 (Worst: 10.2)	**A** (Worst: A)		UT from Murray Street (S)	0.2 veh (1.6m) The Esplanade (N)
Best Street / Edward Street	AM	0.63	39.4	**C**	Signals	RT from Edward Street (W)	9.9 veh (72.8m) Edward Street (W)
	PM	0.70	40.5	**C**		RT from Edward Street (W)	10.6 veh (75.1m) Edward Street (W)
	WE	0.64	32.4	**C**		RT from Edward Street (E)	9.6 veh (68.3m) Edward Street (W)
Best Street / Morgan Street	AM	0.24	5.1 (Worst: 10.4)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.4 veh (3m) Best Street (S)
	PM	0.27	5.5 (Worst: 10.6)	**A** (Worst: A)		UT from Morgan Street (E)	0.5 veh (3.7m) Best Street (N)
	WE	0.19	5.2 (Worst: 10.1)	**A** (Worst: A)		UT from Best Street (N)	0.3 veh (2.3m) Morgan Street (E)
Best Street / Forsyth Street	AM	0.19	4.8 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.3 veh (2.5m) Best Street (S)
	PM	0.23	5.2 (Worst: 12.4)	**A** (Worst: A)		UT from Forsyth Street (W)	0.4 veh (2.9m) Best Street (N)
	WE	0.16	5 (Worst: 9.8)	**A** (Worst: A)		UT from Forsyth Street (E)	0.3 veh (1.9m) Best Street (N)

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3][4]	Control Type	Worst Movement	95th Percentile Queue
Edward Street /Docker Street	AM	0.58	31.2	**C**	Signals	RT from Edward Street (E)	8 veh (60.2m) Edward Street (W)
	PM	0.68	32.4	**C**		RT from Edward Street (W)	9.4 veh (69m) Edward Street (E)
	WE	0.57	30.3	**C**		RT from Edward Street (E)	8 veh (57m) Edward Street (W)
Edward Street /Murray Street	AM	0.27	8.1	**A**	Signals	RT from Murray Street (N)	4.5 veh (33.5m) Edward Street (W)
	PM	0.32	9.2	**A**		RT from Murray Street (S)	5.9 veh (42.8m) Edward Street (W)
	WE	0.29	6.7	**A**		RT from Murray Street (S)	4.8 veh (33.9m) Edward Street (W)
The Esplanade /Ivan Jack Drive	AM	0.13	1.8 (Worst: 22.3)	**NA** (Worst: C)	Stop	RT from The Esplanade	0.5 veh (3.4m) The Esplanade
	PM	0.15	2 (Worst: 25)	**NA** (Worst: C)		RT from The Esplanade	0.6 veh (4.2m) Ivan Jack Drive
	WE	0.08	1.6 (Worst: 15.4)	**NA** (Worst: C)		RT from The Esplanade	0.2 veh (1.7m) Ivan Jack Drive

NOTES:
(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
(4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

When considering the above results, the following is relevant to note:

- Other than the intersection of Docker Street and Morgan Street, all intersections immediately surrounding the site are operating with a high level of efficiency.
- The intersection of Docker Street / Morgan Street exhibits long delays on the Bolton Street and Morgan Street approaches, with the “right turn” movements operating at a level of service (LoS) of “E” and “F” during the weekday and weekend peak hours, which is indicative of a movement at capacity.
- The Best Street Roundabout intersections are operating with a high level of efficiency.
- The Best Street / Edward Street signalised intersection is operating satisfactorily at LoS “C”.
- The intersection of The Esplanade / Ivan Jack Drive is operating satisfactorily at LoS “C” with the worst movement being the right turn onto Ivan Jack Drive from The Esplanade which is typical and expected for right turn movements from minor roads onto collector roads.
- The intersections of Edward Street / Docker Street and Edward Street / Murray Street are currently operating at a satisfactory level.

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The TfNSW's *Guide to Traffic Generating Developments* provides a level of service criteria for intersections, reproduced as **Figure 6**. As shown, for "Give Way" controlled intersections, where a Level of Service of "E" or worse is experienced, the intersection is at capacity and another control mode should be implemented. It is the responsibility of Wagga Wagga Council to upgrade the intersection of Docker Street / Morgan Street / Bolton Street as it is already at its operating capacity, however, some modelling has been undertaken in **Section 4** of this report to outline potential options for future upgrades.

Table 4.2
Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode

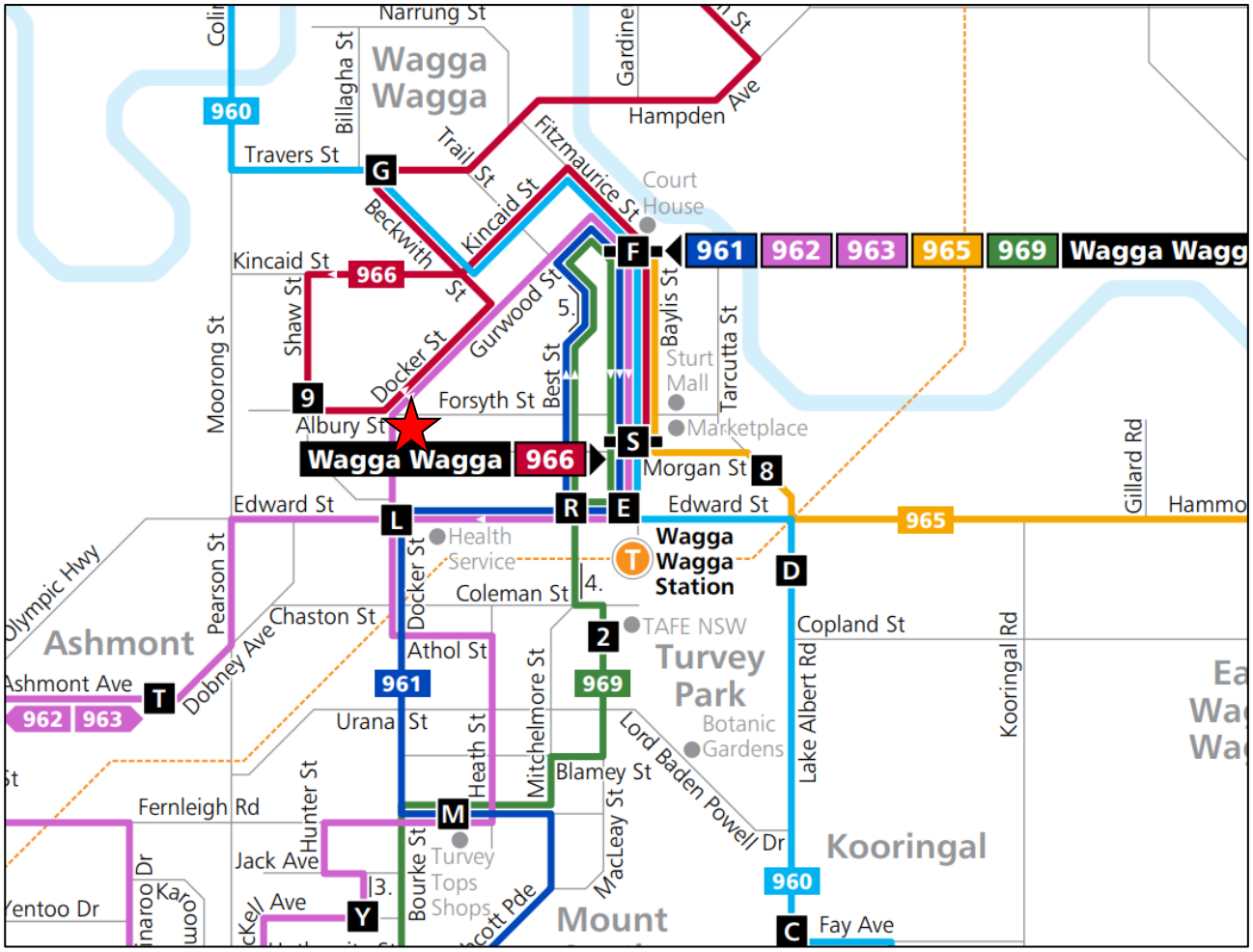
FIGURE 6: TFNSW LEVEL OF SERVICE CRITERIA

2.4 Public Transport

The site is located approximately 600m walking distance from the Wagga Wagga Base Hospital bus stop which provides access to bus routes 961, 962 and 963 throughout the day at hourly intervals from 7:30 am to approximately 5 pm. This provides good connectivity to residential lands to the south and east of the site and through to the employment, retail and recreation lands within the town centre.

The context of the site with respect to public transport is shown in **Figure 7**.

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FIGURE 7: SITE CONTEXT - PUBLIC TRANSPORT

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2.5 Future Road and Infrastructure Upgrades

From Wagga Wagga Council Policies (DCP and LEP) and Integrated Transport Strategy 2040, there does not appear to be any proposed road or transport infrastructure upgrades or impacts which will affect the subject proposal.

From Wagga Wagga Council Development Application Tracker, Wagga Wagga Base Hospital was approved for the construction of a new multi-storey car park and two (2) at-grade car parks on 25 February 2021. The project was completed in June 2023 and accommodated a net increase in 441 off-street car parking spaces which will reduce reliance on on-street parking. As discussed in **Section 2.3.2** the parking surveyor noted that many of the surveyed on-street parking spaces were used by members of health workers at Wagga Wagga Base Hospital. Therefore, the addition of a 441 off-street car parking spaces at Wagga Wagga Base Hospital will improve the on-street parking capacity on the surrounding streets.

In addition to the above, TfNSW have completed upgrades to the intersections of Docker Street / Edward Street and Murray Street / Edward Street in April 2023. The upgrades involve the signalisation of Murray Street / Edward Street and the addition of dedicated right turn lanes on Docker Street. The proposed upgrades reduced the number of car parking spaces within Docker and Edward Street by approximately 100 but improved the traffic flow efficiency of the intersections. The completed upgrades are presented in **Annexure D** for reference.

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3 PARKING ASSESSMENT

3.1 DCP Parking Requirement

Reference is made to *Wagga Wagga Development Control Plan 2010* (WWDCP 2010) *Part A – Section 2.2 Off-street parking* which designates the following parking rates applicable to the proposed development:

Multi-dwelling housing

1 space / 1 bedroom dwelling
1.5 spaces / 2 bedroom dwelling
2 spaces / 3 or more bedrooms or larger dwelling

Visitor space – 1 per 4 dwellings where there are more than 4 dwellings (1 space required 5-7 dwellings, 2 spaces per 8-11 dwelling, etc.)

Residential flat buildings

1 space / 1 or 2 bedroom unit
2 spaces / 3 bedroom or larger unit

Visitor spaces – 1/5 units where there are more than 5 units

Business and office premises, public administration buildings

Within the Wagga Wagga city centre (B3 Zone) and mixed use areas (B4 Zone):

1 space / 45m^2

Shops and retail (other than uses listed below)

Within the Wagga Wagga city centre (B3 Zone) and mixed use areas (B4 Zone):

1 space / 45m^2 GFA

Kiosk, neighbourhood shops and single shops

1 space / 30m^2 GFA

Additionally, site specific car parking rates are detailed within WWDCP 2010 Part 10.8 C12 which states the following:

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As a minimum requirement, residential parking shall comply with the RMS' Guide to Traffic Generating Developments for Metropolitan Subregional Areas.

As such reference is made to the RTA Guide to Traffic Generating Developments 2002 which outlines the following residential car parking requirements:

5.4.3 High Density residential flat buildings
Metropolitan Sub-Regional Centres:
0.6 spaces per 1 bedroom unit.
0.9 spaces per 2 bedroom unit.
1.40 spaces per 3 bedroom unit.
1 space per 5 units (visitor parking).

Table 7 presents the parking requirements of the proposal according to the WWDCP 2010 car parking rates.

TABLE 7: WWDCP 2010 PARKING RATES

User	Land Use	Type	Scale	Rate	Parking Required	Parking Provided
Resident	High Density Residential	One-bedroom	8	0.6 per unit	4.8	152
		Two-bedrooms	36	0.9 per unit	32.4	
		Three-bedrooms	38	1.4 per unit	53.2	
		Four-bedrooms	8	2 per unit(2)	16	
	Sub-total	**-**	**90**	**-**	**106.4**	**152**
	Multi-dwelling housing	Three or more bedrooms	8 townhouses	2 per dwelling	16	16
	Sub-total	**-**	**8**	**-**	**16**	**16**
Visitor/Retail	High Density Residential	Visitor Parking	90 units	1 per 5 units	18	67
	Multi-dwelling housing	Visitor	8 townhouses	2 spaces per 8-11 dwellings	2	
	Retail	Retail Store	1435m^2	1 per 45m^2	31.9	
	Sub-total	**-**	**-**	**-**	**51.9**	**67**
Total	**-**	**-**	**-**	**-**	**174.3 (174)**	**235**

Notes:
(1) WWDCP 2010 parking rate adopted as the RTA Guide does not provide a rate for four (4) bedroom dwellings.

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As shown above, strict application of the WWDCP 2010 requires a total **174** car parking spaces. The proposed plans detail a total of **235** car parking spaces, exceeding the WWDCP 2010 parking requirements by **61** car parking spaces. It should be noted that the visitor parking demand relies on 17 of the 90-degree car parking spaces located within the Morgan Street service lane. These parking spaces would logically be used by visitors and staff of the existing tenancies such that reliance on these spaces under the proposed scenario will result in nil (0) impact to the existing parking supply within the immediate vicinity of the site.

3.2 Management of On-Street Car Parking

The on-street car parking within close proximity of the Mixed Use Precinct associated with the Masterplan is typically unrestricted. Council could consider imposing time and/or permit restrictions to the on-street parking supply within the surrounding area to encourage people to park on-site and to encourage the update of alternative travel modes. *Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040* (Wagga Transport Strategy 2040) outlines a parking hierarchy and classification scheme for Wagga Wagga in *Section 3.2*. The relevant extract is reproduced as **Figure 8** below.

Parking Area Class	Off-Street Parking Principles	On-Street Parking Principles
Highest activity centre (CBD and health precinct)	Allow for conversion of site-based, off-street parking to floor space where possible Plan for and encourage centralised parking stations Reduce parking requirements on future development	Manage on-street parking from the area of highest activity to the area of lowest activity by: • Regulated time limits being the lowest closer to the centre of activity • Prioritise parking proximity for loading and disabled parking purposes • Peak occupancy should be targeted at a maximum of 75 - 80%.
Frame of CBD	Introduce maximum development parking rates for off-street parking to encourage the use of alternative modes Allow for conversion of off-street parking to floor space where possible Ensure there is sufficient off-street parking to accommodate the commuter population	• Use regulations to encourage off-street parking for parking durations longer than two hours • Peak occupancy should be targeted at a maximum of 75 - 80%.
Car based employment centre	Off-street parking to accommodate development generated needs.	• Manage on-street parking regulations to limit long stay parking • Ensure sufficient accessible parking for customers and visitors • Peak occupancy should be targeted at a maximum of 75 - 80%.
Residential development	Limit parking for new development in centres to encourage occupants with lower car ownership into these areas Accommodate parking demand off-street for new development outside centres	• Manage on-street parking durations near high activity centres to ensure overflow parking impacts do not adversely affect residents • Provide on-street parking on at least one side of the road in new development areas away from centres.

FIGURE 8: PARKING USER HIERARCHY

As shown above, the Wagga Transport Strategy 2040 suggests that within close proximity of CBD and employment centres the priority for on-street parking is short term stay vehicles over longer term users. Council should consider changing the existing on-street parking restrictions within the surrounding area, with the potential of providing resident parking permits for the nearby dwellings. Indeed, this is a tried and tested strategy in denser metropolitan areas.

3.3 Disabled Parking

The WWDCP 2010 does not provide rates for accessible parking, as such, reference is made to *Section D4D6* of the *National Construction Code 2022* (NCC) which categorises a retail premise as a Class 6 building and therefore requires the provision of car parking for people with disabilities at a rate of:

> *1 space for every 50 car parking spaces or part thereof.*

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Therefore, the retail portion of the development requires one (1) accessible car parking space. The plans detail two (2) accessible car parking spaces design in accordance with AS2890.2:2022 satisfying the NCC parking requirements.

The residential portion of the development requires one (1) accessible car parking space for each adaptable unit. The site proposes nil (0) adaptable units and therefore requires nil (0) accessible car parking spaces.

The plans detail nine (9) accessible car parking spaces within the basement level car parking areas complying the adaptable requirement.

3.4 Bicycle & Motorcycle Parking Requirements

The WWDCP 2010 does not specify parking rates applicable to the proposed development. In the absence of parking rates for bicycles, reference is made to the NSW *Planning Guidelines for Walking and Cycling – December 2004* which suggests the following bicycle parking provision for retail shops and residential buildings.

1-bedroom units/flats and bedsitters;
2- or more bedroom units/flats
Resident/staff (Long-term use) – 20-30% Units
Customer/visitor (Short-term use) – 5-10% Units

Retail shops
Resident/staff (Long-term use) – 3–5% Staff
Customer/visitor (Short-term use) – 5–10% Staff

The *RTA Guide to Traffic Generating Developments* details a mean employee density of 4.75 employees per 100m^2 of commercial area. Adopting this rate (as a conservative assessment as retail would generally generate less staff) would correspond to 68 employees on-site. Therefore, the suggested bicycle parking requirement would be 6-11 bicycle spaces for staff and customers. It is recommended to include some visitor bicycle parking spaces on the ground level to promote alternative modes of transport for visitors to the site.

The residential portion of the development would require 22 to 36 bicycle parking spaces for residents and visitors. The proposed plans detail sufficient bicycle parking space for residents to satisfy the NSW Planning Guidelines recommendation within the basement level car park.

Nil (0) motorcycle parking spaces are required in accordance with the WWDCP 2010. Four (4) motorcycle parking spaces are proposed within the residential basement car park, exceeding the WWDCP requirements.

The inclusion of bicycle facilities promotes alternate modes of travel to the site in line with the *Wagga Wagga Integrated Transport Strategy and Implementation Plan 2040* (WITSIP). Indeed, the Masterplan site has a frontage to the *Preferred Active Transport Corridor* as outlined in WITSIP and detailed in **Figure 9** below and as such active transport is expected to be an attractive choice for users of the site.

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Site Location

FIGURE 9: PREFERRED ACTIVE TRANSPORT CORRIDORS (SOURCE: WAGGA WAGGA CITY COUNCIL)

3.5 Servicing & Loading

The WWDCP 2010 does not provide servicing and loading requirements for retail developments. Therefore, reference is made to the *RTA Guide to Traffic Generating Developments* which specifies the following minimum requirements for Commercial Premises.

Type of Development

Supermarkets, shops and restaurants (all spaces adequate for trucks)

Minimum Requirements

< 2,000m² GFA

1 space per 400m² GFA

The proposed development therefore requires the provision of four (4) loading / servicing bays for trucks in accordance with the RTA guide. The provision of four (4) loading docks is considered excessive when loading could be undertaken via a plan of management. For example, over an 8 hour day and assuming loading/servicing takes one (1) hour this results in 8 potential loading periods per day which is more than sufficient to accommodate the anticipated number of retail premises. For a point of comparison, Austroads Guide to Traffic Management Part 11 Table 5.2 provides an example of the number of service bays required for different development uses. The proposed 1,435m² GFA retail premises would demand one (1) Small Rigid Vehicle (SRV) and one (1) Medium Rigid Vehicle (MRV) service bay. The proposed development details one (1) Heavy Rigid Vehicle (HRV) loading bay on-site and one (1) MRV service bay within the Morgan Street service lane which satisfies the Austroads example demand.

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It is anticipated that the largest vehicle required to service the development for servicing and waste collection is a 12.5m long Heavy Rigid Vehicle which can be accommodated on-site. Swept path testing has been undertaken for an HRV and an MRV accessing the loading bays with the results presented in **Annexure E**.

3.6 Car Parking Design Requirements

The car parking layout as depicted in **Annexure A,** has been assessed to achieve the relevant clauses and objectives of AS2890.1:2004, AS2890.2:2002 and AS2890.6:2009. Any variances from standards are addressed in the following subsections including required changes, if any. Swept path testing has been undertaken, with the results reproduced within **Annexure E** for reference.

The proposed car park design achieves:

- 5.9m wide entry only driveway via Morgan Street Service Road into the ground level car park;
- 5.3m wide exit only driveway via Morgan Street Service Road from the ground level car park;
- 6.1m wide two-way driveway via Morgan Street Service Road to the basement level car park;
- Minimum 5.8m wide parking aisles;
- Compliant ramp grades not exceeding 25% and no grade change greater than 12.5%;
- Minimum 5.4m length, 2.4m width parking spaces for residents;
- Minium 5.4m length, 2.5m width parking spaces for visitors;
- Minimum 5.4m length, 2.4m width accessible spaces with adjacent associated 5.4m length, 2.4m width shared space;
- Minimum headroom of 2.2m for general circulation and 2.5m headroom clearance provided over disabled and adaptable parking areas.

Whilst the plans have been assessed to comply with the relevant standards, it is usual and expected that a design certificate be required at the Construction Certificate stage to account for any changes following the development application.

3.6.1 Access Design

The Morgan Street Service Road is proposed to be altered as part of the proposed development which includes shifting the existing driveway east by approximately 32m. The shifting of the driveway provides improved traffic flow efficiency and safety between the proposed driveway design and the connection with Morgan Street service road. The Morgan Street service road currently permits one-way eastbound traffic flow west of the driveway and two-way traffic flow east of the driveway. This arrangement (and relevant traffic management) shall be maintained and shifted approximately 32m to the east to maintain an arrangement similar to the existing design.

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3.6.2 4.4m Headroom Clearance

The awning above the loading zone and waste collection area provides for 4.45m headroom which is 50mm short of the *AS2890.2:2018* requirement. The typical maximum height of a commercial vehicle is 4.3m and hence a 4.45m headroom would accommodate this with 150mm clearance. To identify the slight restricted headroom “4.4m low clearance” signage shall be installed on awning. This slight non-compliance with AS2890.2:2018 will not effect the operation of the loading zone and is supported.

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4 TRAFFIC ASSESSMENT

The impact of the expected traffic generation levels associated with the subject proposal is discussed in the following sub-sections. In determining the scope of the traffic assessment undertaken for Stage 2 of the masterplan, the applicant liaised extensively with Wagga Wagga City Council and Transport for New South Wales.

Specifically, the applicant and Wagga Wagga City Council agreed on the intersections that should be modelled and the traffic volume scenarios that must be examined. The intersections modelled include those indicated in **Figure 10** and the traffic volume scenarios modelled are listed below:

- Existing (Base) 2021;
- Existing 2021 + Proposed Stage 2 Development;
- Existing 2021 + Full Realised Masterplan Development;
- Future (Base) 2031;
- Future 2031 + Proposed Stage 2 Development;
- Future 2031 + Full Realised Masterplan Development.



FIGURE 10: AGREED INTERSECTIONS TO MODEL

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To update the traffic assessment for the Stage 3 development the following scenarios have been tested across the same intersections.

- Existing (Base) 2023 (2021 survey volumes adopted as discussed in **Section 2.3.3**);
- Existing 2023 + Approved Stage 2 Development:
    - The approved Stage 2 development is currently under construction and would not have been captured within the traffic surveys. Therefore, the traffic generation will be based on the approved traffic report.
- Existing 2023 + Approved Stage 2 + Proposed Stage 3 Development;
- Existing 2023 + Full Realised Masterplan Development;
- Future (Base) 2033;
- Future 2033 + Approved Stage 2 Development:
    - The approved Stage 2 development is currently under construction and would not have been captured within the traffic surveys. Therefore, the traffic generation will be based on the approved traffic report.
- Future 2033 + Approved Stage 2 + Proposed Stage 3 Development;
- Future 2033 + Full Realised Masterplan Development.

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4.1 TfNSW Traffic Generation Rates

Reference is made to the RTA Guide to Traffic Generating Developments and the RMS *Technical Direction 2013/04a* published in August 2013. The RTA Guide provides guidance on traffic generation rates for various land use developments and other matters relating to traffic and parking.

The Technical Direction provides updated traffic generation rates that replace some sections of the RTA Guide. Most notable is the updated trip generation for high-density residential flat buildings.

The traffic generation rates for each development type are as follows:

Medium Density Residential Flat Buildings

Smaller units and flats (up to two bedrooms):
Weekday peak hour vehicle trips = 0.4-0.5 per dwelling.

Larger units and townhouses (three or more bedrooms):
Weekday peak hour vehicle trips = 0.5-0.65 per dwelling.

High Density Residential Flat Buildings (Regional)
Morning peak hour = 0.53 trips per dwelling
Evening peak hour = 0.32 trips per dwelling

Office Blocks (Regional)
Morning peak hour vehicle trips = 0.99 per 100sqm
Evening peak hour vehicle trips = 0.96 per 100 sqm gross floor area.

Shopping Centres
Thursday peak hour generation = 12.3 per 100sqm GFA

Speciality Shops
Evening peak hour = 5.6 per 100sqm GFA

Extended Hours Medical Centres
Morning peak period = 10.4 veh/hr/100m^2
Evening peak period = 8.8 veh/hr/100m^2

Business parks and industrial estates (Regional)
AM peak (1 hour) vehicle trips = 0.7 trips per 100m^{2}of GFA
PM peak (1 hour) vehicle trips = 0.78 trips per 100m^{2}of GFA

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4.2 Existing Traffic Generation

The masterplan site currently generates traffic according to scale and land use. To compare existing traffic to future traffic volumes, the existing trips that would be removed from the system with redevelopment would need to be assessed. The existing traffic will be expected to generate traffic according to the following scale:

- 1,200sqm medical;
- 850sqm shops;
- 6,150sqm industrial;
- 4,870sqm office;
- Assume only 75% site occupancy during survey.

The existing traffic is estimated to be 198 peak hour trips in the AM (114 IN, 84 OUT) and 187 peak hour trips in the PM (80 IN, 107 OUT) as detailed in **Table 9** below.

4.3 Approved Traffic Generation

The approved Stage 2 of the masterplan is not yet constructed and as such was not captured within the traffic surveys. The traffic generation of the Stage 2 including future full potential was determined within the approved traffic report dated 20 September 2021 (reference number 200982.01FE). The traffic generation of Stage 2 is presented in **Table 8**.

TABLE 8: ESTIMATED TRAFFIC GENERATION OF STAGE 2 INCLUDING FUTURE POTENTIAL

Use	Type	Scale	Peak	Generation Rate	Trips	Peak Hour Split
Subject Site Traffic Generation						
Commercial / Office[(1)]	Proposed scale	6,581m^2 GFA	AM	0.99 per 100m^2 GFA	65	59 in 6 out
			PM	0.96 per 100m^2 GFA	63	6 in 57 out
	Future additional scale	15,165m^2 GFA	AM	0.99 per 100m^2 GFA	150	135 in 15 out
			PM	0.96 per 100m^2 GFA	146	15 in 131 out
Sub-total	**-**	**-**	**AM**	**-**	**215**	**194 in 21 out**
			PM		**209**	**21 in 188 out**

As shown above, the approved Stage 2 development has the potential to generate up to **215** vehicle trips in the AM (194 in, 21 out) peak hour and **209** vehicle trips in the PM (21 in, 188 out) peak hour.

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4.4 Proposed Traffic Generation

The estimated traffic generation for the subject site, excluding any discounts for multi-use trips is produced in **Table 9** below.

TABLE 9: ESTIMATED TRAFFIC GENERATION OF SUBJECT SITE

Use	Scale	Peak	Generation Rate	Trips	Peak Hour Split
High Density Residential(1)	90 units	AM	0.53 per unit	48	10 in 38 out
		PM	0.32 per unit	29	23 in 6 out
Multi-dwelling housing(1)	8 townhouses	AM	0.65 per dwelling	5	1 in 4 out
		PM	0.65 per dwelling	5	1 in 4 out
Ground Floor Retail / Commercial(2)	1435m^2 GFA	AM	5.6 per 100m^2 GFA	81	41 in 40 out
		PM	5.6 per 100m^2 GFA	81	41 in 40 out
Sub-total	**-**	**AM**	**-**	**134**	**52 in, 82 out**
		PM		**115**	**65 in, 50 out**

Notes: (1) Assumes 20% inbound & 80% outbound during AM peak: Vice versa for PM.
(2) Assumes 50% inbound & 50% outbound.

An updated fully realised masterplan scale has been calculated based on the difference between the yield predicted in the original masterplan compared to the proposed development as discussed in **Section 1.1.** The original masterplan report assume that the subject site area would yield 59 residential units and 1,730m^2 GFA of Ground Floor Retail/commercial. The proposed development includes 90 residential units and 1,435m^2 GFA Ground Floor Retail which represents an increase of 31 residential units and a reduction of 295m^2 GFA of Ground Floor Retail. This updated estimation of yield of the fully realised masterplan has been adopted within **Table 10**.

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TABLE 10: ESTIMATED TRAFFIC GENERATION OF FULL REALISED MASTERPLAN

Use	Scale	Peak	Generation Rate	Trips	Peak Hour Split
Assumed Traffic Generation of Future Masterplan Stages					
Stage 2 Office Fully Utilised(1)	21,746m² GFA (6,581m² + 15,165m²)	AM	0.99 per 100m² GFA	215	194 in 21 out
		PM	0.96 per 100m² GFA	209	21 in 188 out
High Density Residential(2)	218 units	AM	0.53 per unit	116	23 in 93 out
		PM	0.32 per unit	70	56 in 14 out
Townhouse(2)	13 dwellings	AM	0.6 per dwelling	8	2 in 6 out
		PM	0.6 per dwelling	8	6 in 2 out
Ground Floor Retail / Commercial(3)	8,397m² GFA	AM	5.6 per 100m² GFA	470	235 in 235 out
		PM	5.6 per 100m² GFA	470	235 in, 235 out
Office(1) (additional)	3,367m² GFA(4)	AM	0.99 per 100m² GFA	33	30 in 3 out
		PM	0.96 per 100m² GFA	32	3 in 29 out
Sub-total	-	AM	-	842	484 in 358 out
		PM		789	321 in 468 out
Existing Site Traffic Generation during Survey Period					
Medical(3)	1200m² GFA	AM	10.4 per 100m² GFA	125	63 in, 62 out
		PM	8.8 per 100m² GFA	106	53 in, 53 out
Ground Floor Retail / Commercial(3)	850m² GFA	AM	5.6 per 100m² GFA	48	24 in, 24 out
		PM	5.6 per 100m² GFA	48	24 in, 24 out
Industrial(3)	6150m² GFA	AM	0.7 per 100m² GFA	43	22 in, 21 out
		PM	0.78 per 100m² GFA	48	24 in, 24 out
Office(1)	4870m² GFA	AM	0.99 per 100m² GFA	48	43 in, 5 out
		PM	0.96 per 100m² GFA	47	5 in, 42 out
Sub-total	-	AM	Assumed 75% occupancy during surveys	-198	-114 in -84 out
		PM		-187	-80 in -107 out
Total	**-**	**AM**	**-**	**644**	**370 in 274 out**
		PM		**602**	**241 in 361 out**

Notes: (1) Assumes 90% inbound & 10% outbound during AM peak: Vice versa for PM.
(2) Assumes 20% inbound & 80% outbound during AM peak: Vice versa for PM.

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(3) Assumes 50% inbound & 50% outbound during AM and PM peak.
(4) Additional office area not associated with existing or future area of stage 2 car park. (29,820 – [5,942 + 5,346 + 15,165] = 3,367m^2).

As shown above, the additional traffic generation associated with the proposed and potential future development is in the order of **644** vehicle trips in the AM (370 in, 274 out) and **602** vehicle trips in the PM (241 in, 361 out) peak periods.

4.5 Traffic Assignment

The expected routes that drivers will arrive and depart to the subject site have been based on the residential distribution of Wagga Wagga with the detailed assessment provided within **Annexure F**. The results of the traffic assignment for the masterplan and the left in / left out driveway associated with Stage 2 is shown in **Figure 11** and **Figure 12**, respectively.

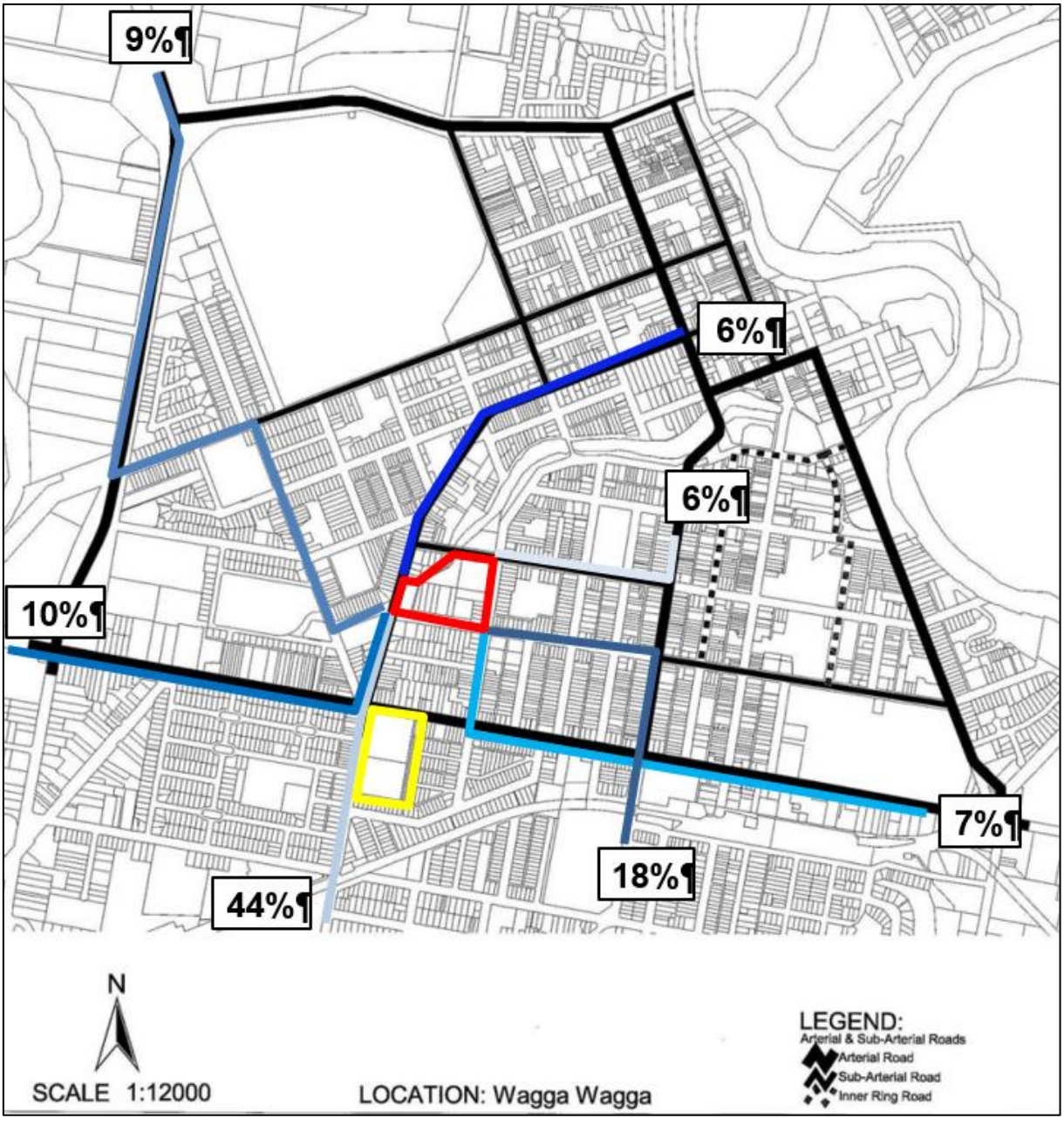
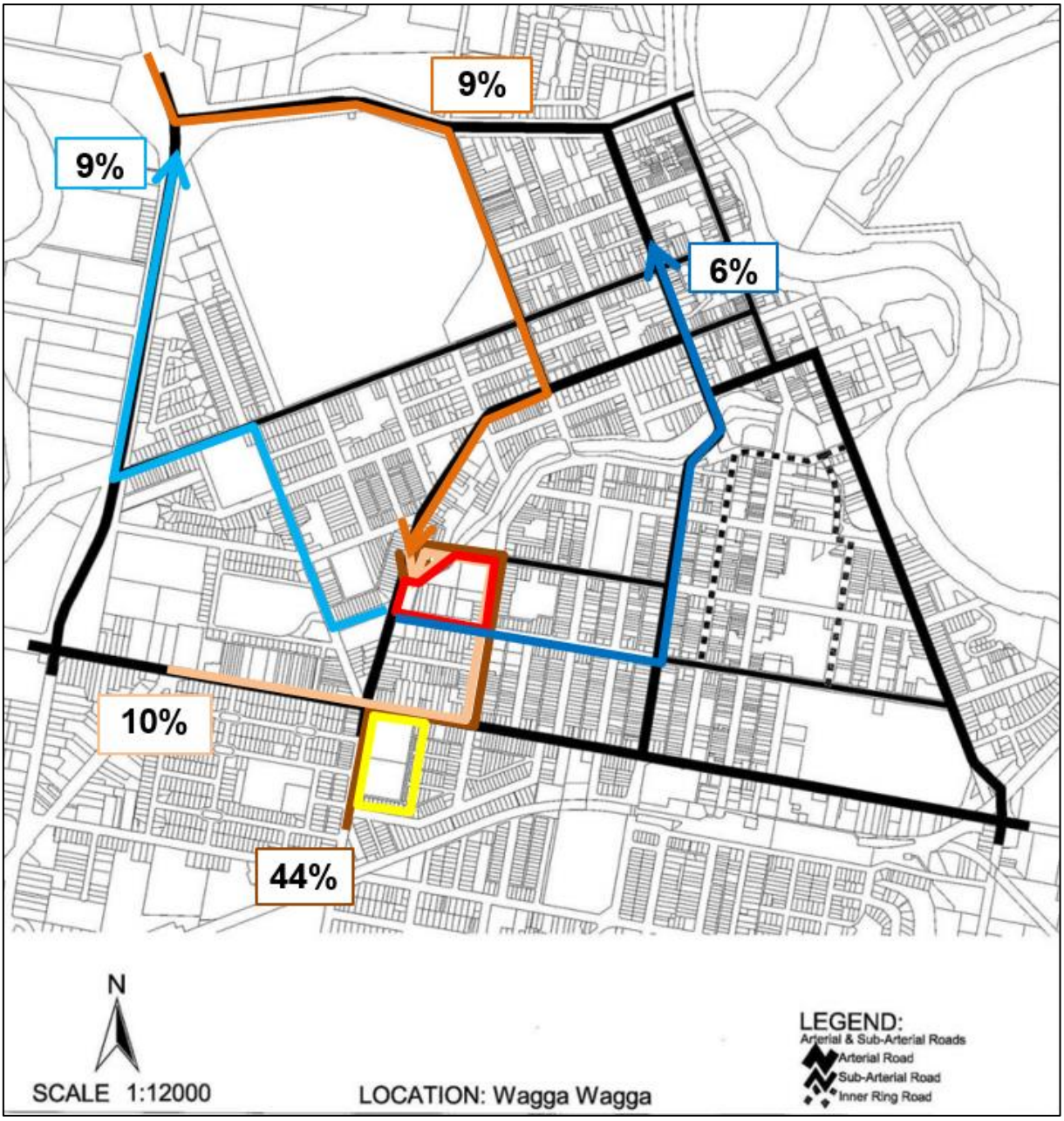


FIGURE 11: TRIP ASSIGNMENT - MASTERPLAN

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Site Wagga Wagga Base Hospital

FIGURE 12: TRIP ASSIGNMENT – DIVERTED TRIPS DUE TO LEFT IN / LEFT OUT DRIVEWAY FOR STAGE 2

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4.6 Intersection Performance Post Development

The traffic generation outlined above, has been added to the existing traffic volumes recorded. SIDRA INTERSECTION 9.0 was used to assess the performance of each of the intersections. The purpose of this assessment is to compare the existing intersection operations to the future scenario under the increased traffic load.

In addition to the future performance the following scenarios have been assessed to determine the impact of the subject site and the full realisation of the masterplan:

- 2023 traffic volumes with no development (2021 survey volumes adopted as discussed in **Section 2.3.3**);
- 2023 traffic volumes with approved Stage 2 traffic generation;
- 2023 traffic volumes with approved Stage 2 and proposed Stage 3 traffic generation;
- 2023 traffic volumes with full masterplan traffic generation;
- 2033 traffic volumes, based on 2% growth per annum, with no development;
- 2033 traffic volumes, based on 2% growth per annum, with approved Stage 2 traffic generation;
- 2033 traffic volumes, based on 2% growth per annum, with approved Stage 2 and proposed Stage 3 traffic generation;
- 2033 traffic volumes, based on 2% growth per annum, with full masterplan traffic generation.

The traffic model has been compared and calibrated against the results of the TfNSW traffic model associated with the Wagga Wagga Health Precinct. Further, the intersection of Lewis Drive / Edward Street has been assessed including the predicted volumes from the proposed multi-deck hospital car park.

The results of this assessment are shown in **Table 11**. The detailed SIDRA results are provided in **Annexure G** for reference. It should be noted that the future intersection performances for the weekend peak period have not been assessed as the site is not anticipated to generate a significant number of trips during the weekend peak hour and the weekend peak period generally showed lower traffic volumes in the network. The TfNSW's *Guide to Traffic Generating Developments* provides a level of service criteria for intersections, reproduced as **Figure 6** above.

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TABLE 11: FUTURE INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.0)

Intersection	Peak Hour	Level of Service							
		2023 (Existing)	2023 with Full Masterplan	2023 Approved Stage 2	2023 Stage 2 and Stage 3	2033	2033 with Full Masterplan	2033 Approved Stage	2033 Stage 2 and Stage 3
Docker Street / Forsyth Street	AM	B	B	B	B	B	B	B	B
	PM	A	A	A	A	B	B	B	B
Murray Street / Morgan Street	AM	A	A	A	A	A	A	A	A
	PM	A	A	A	A	A	A	A	A
Docker Street / Morgan Street	AM	E	F	E	F	F	F	F	F
	PM	F	F	F	F	F	F	F	F
Murray Street / Forsyth Street	AM	A	A	A	A	A	A	A	A
	PM	A	A	A	A	A	A	A	A
Best Street / Edward Street	AM	C	C	C	C	C	D	C	D
	PM	C	C	C	C	D	D	D	D
Best Street / Morgan Street	AM	A	A	A	A	A	A	A	A
	PM	A	A	A	A	A	A	A	A
Best Street / Forsyth Street	AM	A	A	A	A	A	A	A	A
	PM	A	A	A	A	A	A	A	A
Docker Street / Edward Street	AM	C	C	C	C	C	C	C	C
	PM	C	C	C	C	C	C	C	C
Lewis Drive / Edward Street	AM	-	A	A	A	A	A	A	A
	PM	-	A	A	A	A	A	A	A
Murray Street / Edward Street	AM	A	A	A	A	A	A	A	A
	PM	A	A	A	A	A	A	A	A
The Esplanade /Ivan Jack Drive	AM	C	C	C	C	D	D	D	D
	PM	C	D	D	D	E	E	E	E

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4.7 Traffic Impact

As shown in **Table 11**, the surrounding intersections remain generally unaltered between no development and with development of the masterplan or Stage 3 scenarios in the 2023 and 2033 assessed periods.

The following is relevant to note:

1) The Level of Service of E and F at the intersection of Morgan Street / Docker Street is a result of the small number of vehicles making right turns and travelling through the intersection from the Morgan Street and Bolton Street approaches at peak times. Some options to improve the Level of Service of the intersection include:
   a) Install time restricted “Left Only” signage on the Morgan Street and Bolton Street approaches to the intersection to restrict these movements during peak AM and PM commuter times.
   b) Upgrade the intersection to either roundabout or signalised control as discussed in **Section 4.8**.
2) If Council does not modify the Docker Street / Morgan Street intersection, the LoS of the major traffic movements will not be significantly impacted by the proposed development. It is important to note that the critical turning movements that are governing the performance of the intersection are associated with low traffic volumes as shown in **Table 12**, below. This is typical behaviour for turning movements that are currently associated with long delays whereby alternative routes would be prioritised by drivers. The proposed Stage 3 development will not significantly increase the demand on these critical turning movements and as such the intersection performance will be unchanged, with drivers prioritising alternative routes if the intersection is not altered or upgraded by Council.
3) The intersection of Best Street / Edward Street retains a satisfactory LoS “C” for all scenarios except for 2033 Stage 2 and 3 and 2033 full masterplan where the intersection reduces to LoS “D”. The approved planning proposal volumes in 2031 showing a LoS “D” highlights that Council should consider upgrading the intersection of Best Street / Edward Street in the future to maintain the satisfactory LoS “C” conditions.
   a) It is reiterated that this reduction in LoS is associated with the already approved masterplan development and as such, is the responsibility of Council to upgrade.
4) The intersection of Ivan Jack Drive / The Esplanade decreases from LoS “C” to LoS “D” under the approved scenario and retains LoS “D” in the proposed scenario in the PM peak hour.
   a) The LoS of this intersection is determined by the right turn movement from The Esplanade to Best Street which was recorded to have approximately 20 vehicles undertaking this manoeuvre in the peak hours. This is a very low number of vehicles that are turning right and is not considered a critical path of travel considering vehicles that are attempting to turn right onto Best Street could do so from the roundabout intersection of Best Street / Tompson Street.

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b) The development traffic did not increase the number of vehicles undertaking this right turn movement indicating that minor changes to the traffic volumes (within daily fluctuations) could result in a reduced LoS for these right turning vehicles.

c) Considering the low volumes, alternate paths of travel, and sensitivity of the intersection it is considered that the proposed development does not have a significant impact compared to the existing performance of the intersection.

5) The site is surrounded by residential lands and a grid-based road network, presenting a clear hierarchy of access roads, collector roads and regional roads. The functional class of the roads surrounding the site will not change as a result of the proposal.

TABLE 12: MORGAN STREET / DOCKER STREET TURNING MOVEMENT PERFORMANCE

Approach	Turn	2023 (Existing)	2023 with Full Masterplan	2023 Approved Stage 2	2023 Stage 2 and Stage 3	2033	2033 with Full Masterplan	2033 Approved Stage 2	2033 Stage 2 and Stage 3
	AM Peak Hour Volume								
Docker Street (South)	Left	1	1	1	1	1	1	1	1
	Through	494	494	494	494	593	593	593	593
	Right	247	344	247	275	296	393	296	324
Morgan Street (East)	Left	141	274	141	186	169	302	169	214
	Through	1	23	1	9	1	23	1	9
	Right	12	12	12	12	14	14	14	14
Docker Street (North)	Left	51	57	57	57	61	67	67	67
	Through	367	380	380	380	440	453	453	453
	Right	3	5	5	5	4	6	6	6
Bolton Street (West)	Left	1	1	1	1	1	1	1	1
	Through	1	17	1	6	1	17	1	6
	Right	1	1	1	1	1	1	1	1
	PM Peak Hour Volume								
Docker Street (South)	Left	11	11	11	11	13	13	13	13
	Through	397	397	397	397	476	476	476	476
	Right	165	283	165	200	198	316	198	233
Morgan Street (East)	Left	208	304	208	236	250	346	250	278
	Through	18	34	18	23	22	38	22	27
	Right	7	7	7	7	8	8	8	8
Docker Street (North)	Left	28	84	84	84	34	90	90	90
	Through	521	636	636	636	625	740	740	740
	Right	26	43	43	43	31	48	48	48
Bolton Street (West)	Left	35	35	35	35	42	42	42	42
	Through	19	39	19	25	23	43	23	29
	Right	17	17	17	17	20	20	20	20

Key:						
Traffic Volume	XXX					
Level of Service	A	B	C	D	E	F

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4.8 Suggested Docker Street/Morgan Street Intersection Treatment

As discussed in **Section 4.6**, several options are available to Council to improve the existing Level of Service of the Docker Street/Morgan Street intersection, including:

i. Installation of time restricted “Left Only” signage on the Morgan Street and Bolton Street approaches to the intersection to restrict these movements during peak AM and PM commuter times.

ii. Upgrade the intersection to either roundabout or signalised control.

Some modelling of the intersection has been undertaken for the potential upgrade to roundabout or signal control, with the layouts modelled illustrated in **Figure 13**.

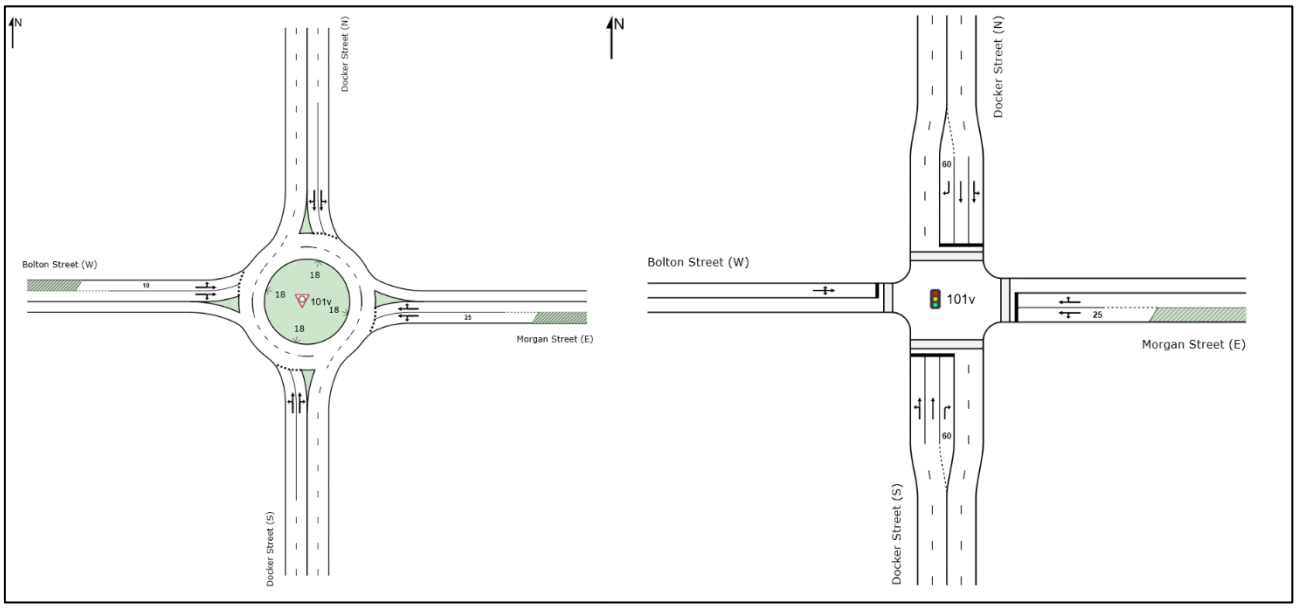


FIGURE 13: POSSIBLE INTERSECTION UPGRADES – DOCKER ST/MORGAN ST

The results of the SIDRA analysis of each of these intersection treatments are summarised in **Table 13** with detailed results provided in **Annexure G**. Similar to the previous traffic analysis, the survey data from Thursday for the AM and PM peak and 10 year growth has been utilised, plus the traffic volumes associated with the full masterplan.

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TABLE 13: INTERSECTION PERFORMANCES
DOCKER ST/MORGAN ST CONCEPTS

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/veh)	Level of Service[3]	Control Type	Worst Movement	95th Percentile Queue
Docker Street / Morgan Street	AM	0.34	6.2 (Worst: 11.6)	**A** (Worst: A)	Roundabout	RT from Morgan Street (E)	0.8 veh (5.8m) Docker Street (S)
	PM	0.40	6.5 (Worst: 12.6)	**A** (Worst: A)		RT from Morgan Street (E)	0.9 veh (6m) Docker Street (N)
Docker Street / Morgan Street	AM	0.79	19.5	**B**	Signals	LT from Morgan Street (E)	9.7 veh (68.4m) Docker Street (S)
	PM	0.91	27.3	**B**		RT from Docker Street (S)	12.8 veh (89.4m) Docker Street (S)

NOTES:
(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.

As shown, either option would provide for a high level of operational efficiency, reflecting a Level of Service of “A” or “B”.

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5 CONCLUSIONS

In view of the foregoing, the subject Mixed Use Development (Stage 3) proposal at Morgan Street, Wagga Wagga (as depicted in **Annexure A**) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:

- The proposal includes a total of **235** car parking spaces, comprised of **168** for resident use and **67** for visitor/retail use, exceeding the WWDCP 2010 requirements.

- The WWDCP 2010 does not require the provision of bicycle and motorcycle parking facilities. The proposed plans include four (4) motorcycle parking spaces and sufficient bicycle parking spaces within the car park which will promote alternate modes of travel to the site.

- The parking areas of the site have been assessed against the relevant sections of AS2890.1, AS2890.2 and AS2890.6 and have been found to satisfy the objectives of each standard. Swept path testing has been undertaken and is reproduced within **Annexure E**.

- The traffic generation of the proposed development has been estimated to be some **644** trips in the AM peak and **602** trips in the PM peak when considering the future potential scale of the masterplan. The impacts of the traffic generation have been modelled using SIDRA INTERSECTION 9.0, indicating that there will be no detrimental impact to the performance of the intersections or on residential amenity surrounding the site as a result of the generated traffic.

    - It can therefore be concluded that the proposed Stage 3 development will also have no adverse impact to the performance of the intersection or on residential amenity surrounding the site as the traffic generation is lower than the fully realised masterplan.

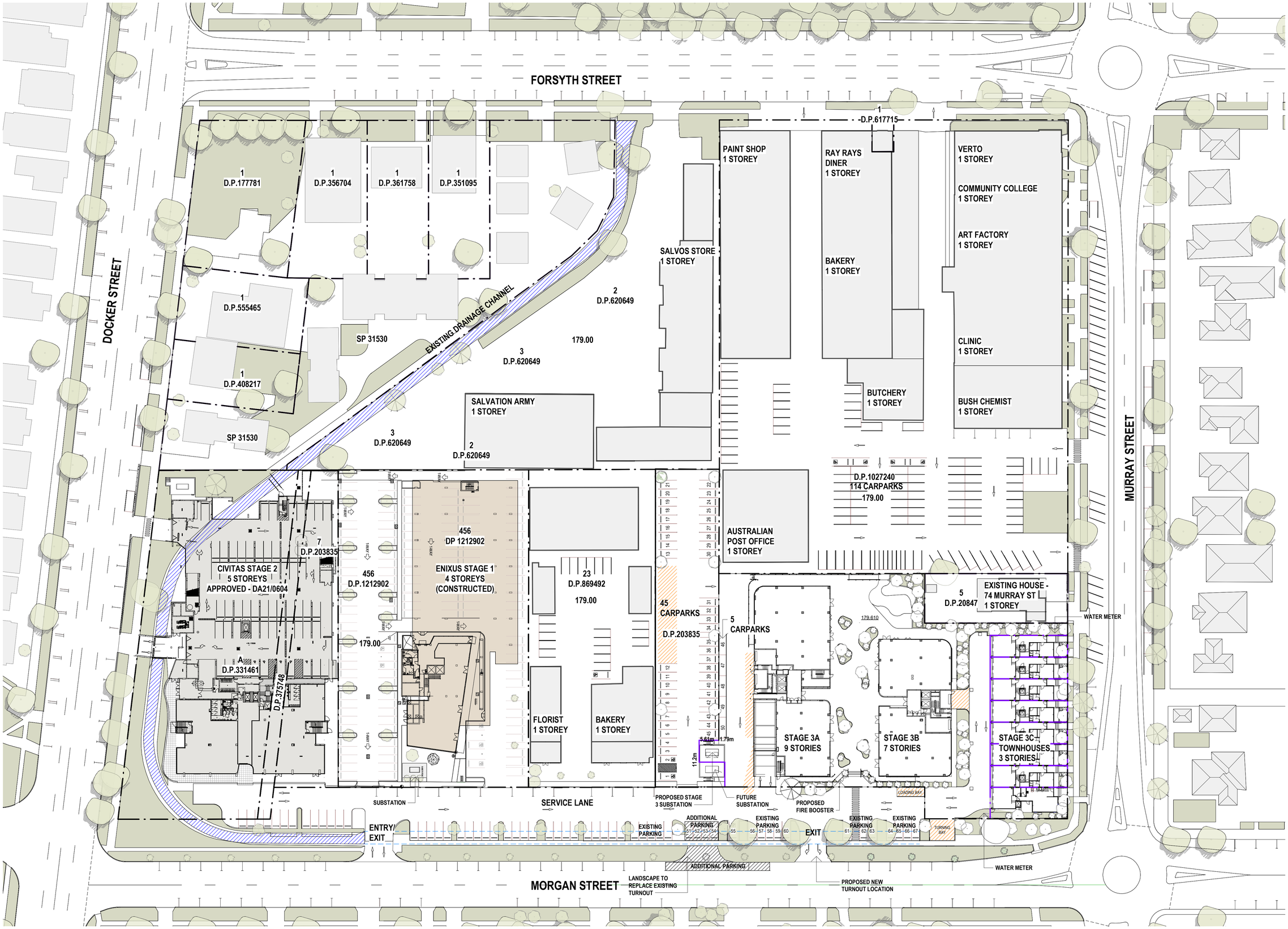
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ANNEXURE A: PROPOSED PLANS

(1 SHEET)

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LEGEND

- PROPERTY BOUNDARY
- STAGE 3 SITE BOUNDARY
- EXISTING PLANTING
- PROPOSED PLANTING *REFER TO LANDSCAPE DRAWINGS
- DEEPSOIL LANDSCAPE
- STAGE 1
- STAGE 2
- SIGNAGE AND GROUND MARKINGS AS REQUIRED
- TURN OUT RELOCATION WORKS
- EXISTING BUILDINGS

GENERAL NOTES

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SURVEY NOTES

Survey data included in this drawing is based on survey drawing and is provided for preliminary design purposes only. As this drawing is based on information supplied by others, reference must be made to original survey drawings verified against site conditions.

REV	DATE	AMENDMENT	INITIALS	CHECK
P04	2024-01-19	FOR REVIEW	SC	GO
P05	2024-02-08	PRELIMINARY	SC	GO
DA1	2024-02-19	DEVELOPMENT APPLICATION	SC	GO
P06	2024-09-24	PRELIMINARY	DT	VC
P07	2024-10-02	FOR INFORMATION		
P08	2024-10-11	FOR INFORMATION		VC
DA2	2024-10-16	DEVELOPMENT APPLICATION	LS	VC

0 20 40m

CLIENT

Damasa Pty Ltd

PROJECT
CIVITAS STAGE 3A & 3B
Morgan, Murray & Forsyth St, Wagga Wagga

DRAWING TITLE
PROPOSED SITE GROUND PLAN

DEVELOPMENT APPLICATION

PROJECT NO.	DRAWING NO.	REVISION
3351	DA060	DA2

SCALE : 1 : 500 @ A1
DRAWN : SC
DATE : 2024-10-16

www.mdpa.com.au NSW Nom Architect: Glen Ollerton #7621.

mdp architecture

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ANNEXURE B: TRAFFIC AND PARKING SURVEY RESULTS

(32 SHEETS)

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Curtis Traffic Surveys

Job:	210205mcl
Client:	McLaren Traffic Engineering
Day, date	15/02/21
Location:	Wagga Wagga
Weather:	Fine
Surveyor	MC

Zone	Street	From	To	Side of Street	Capacity	Restriction	*Parking round commencing…* 7:00	8:00	9:00
a	Docker St	Albury St	McKinnon St	west	7	u	1	1	1
b	Docker St	McKinnon St	Forsyth St	east	9	u	1	1	1
c	Forsyth St	Docker St	Murray St	north	29	um	9	12	17
d	Forsyth St	Docker St	Murray St	south	22	12um+10*	4	3	6
e	Esplanade	Forsyth St	400m	west	17	u	0	0	1
f	Esplanade	400m	Forsyth St	east	10	u	0	0	4
g	Forsyth St	Murray St	Morundah St	north	7	u	2	2	2
h	Morundah St	Forsyth St	400m	west	4	u	0	0	0
I	Morundah St	400m	Forsyth St	east	2	u	0	0	0
j	Forsyth St	Morundah St	Alpha Ln	north	2	u	2	2	2
k	Alpha Ln	Forsyth St	Morgan St	both		too narrow	0	0	0
l	Forsyth St	Alpha Ln	Murray St	south	18	u	2	2	5
m	Murray St	Forsyth St	Morgan St	east	23	u	6	8	16
n	Murray St	Forsyth St	Morgan St	west	29	4um+15u<	9	16	19
o	Morgan St	Murray St	Alpha Ln	north	26	u	8	7	7
p	Morgan St	Alpha Ln	Thorne St	north	6	u	0	0	0
q	Morgan St	Thorne St	Alpha Ln	south	5	u	1	2	1
r	Alpha Ln	Morgan St	400m	both		too narrow	0	0	0
s	Morgan St	Alpha Ln	Oates Av	south	6	u	0	1	1
t	Morgan St	Oates Av	Murray St	south	8	u	0	0	3
u	Oates Av	Morgan St	400m	east	28	u	8	10	11
v	Oates Av	400m	Murray St	west	30	u	7	6	7
w	Tennyson Ln	Oates Av	Murray St	both	?	informal nr Ter	0	0	1
x	Allawah Ln			both		too narrow	0	0	0
y	Murray St	Morgan St	Tennyson Ln	east	10	u	1	2	3
z	Murray St	Morgan St	Darlow St	west	10	u	5	5	7
aa	Murray St	Tennyson Ln	Sturt H'y	east	29	u	15	21	19
ab	Murray St	Darlow St	Sturt H'y	west	18	u	12	15	18
ac	Sturt H'y	Murray St	Allawah Ln	north	5	u	4	4	5
ad	Sturt H'y	400m	Murray St	south	4	u	3	4	4
ae	Murray St	Sturt H'y	D Roy Ln	east	4	um	4	4	4
af	Murray St	D Roy Ln	Sturt H'y	west	4	um	4	4	4
ag	Sturt H'y	Murray St	Lewis Dr	south	9	u	6	9	9
ah	Lewis Dr	Sturt H'y	400m	both		ns	0	0	0
ai	Sturt H'y	Lewis Dr	Docker St	south		ns	0	0	0
aj	Sturt H'y	Murray St	Docker St	north	70	7u+3*2p(std)	6	6	6
ak	Docker St	Sturt H'y	Gormly Av	east		np	0	0	0
aL	Docker St	Gormly Av	Sturt H'y	west	5	2p(std)	4	5	5
am	Sturt H'y	Docker St	Sth Ln	south	5	u	0	3	2
an	Sturt H'y	Sth Ln	Docker St	north		ns	0	0	0
ao	Shaw St	Docker St	Sth Pd	west	18	u	14	14	13
ap	Shaw St	Docker St	Bolton St	east	39	13+1/p2<+26u<	16	29	21
aq	Sth Pd	Shaw St	400m	south	13	u	2	2	3
ar	Sth Pd	400m	Shaw St	north	20	u	0	3	2
as	Shaw St	Sth Pd	400m	west	28	u<	5	11	17
at	Kent Cr	Shaw St	end	south	15	1u+5ccc	3	5	8
au	Kent Cr	end	Shaw St	north	9		1	5	4
av	Shaw St	400m	Bolton St	east	13	u	9	8	9
aw	Nyora Ln			both	36	u	0	0	0
ax	Bolton St	Shaw St	Docker St	north	24	um	5	4	4
ay	Bolton St	Shaw St	Docker St	south	16	um	0	0	0
az	Morgan St	Docker St	Murray St	north	29	um	13	19	26
ba	Morgan St ser				65	53uL+8*2r4+1*1	38	42	47
bb	Morgan St	Murray St	Docker St	south	29	um	4	15	20
bc	Docker St	Morgan St	Darlow St	east	11	u	3	4	5
bd	Darlow St	Docker St	Murray St	north	36	u	11	11	11
be	Darlow St	Murray St	Docker St	south	32	u	7	10	13
bf	Docker St	Darlow St	Sturt H'y	east	10	u	5	6	7
bg	Docker St	Shaw St	Bolton St	west	31	u	12	14	14
bh	Docker St	Bolton St	Albury St	west	37	u	9	9	8
bi	Docker St	Morgan St	Forsyth St	east	23	um	4	6	10
bj	Albury St	Docker St	Turrana Ln	south	36	u	7	7	7
bk	Turrana Ln			both	21	u	0	0	0
bL	Albury St	Turrana Ln	Gossett St	north	12	u	5	5	4
bm	Gossett St	Albury St	400m	west	1	u	1	0	0
bn	Gossett St	400m	Albury St	east	1	u	2	1	1
bo	Albury St	Gossett St	Albert St	north	10	u	4	4	3
bp	Albert St	Albury St	400m	west	1	u	0	0	0
bq	Albert St	400m	Albury St	east	1	u	0	0	0
br	Albury St	Albert St	Docker St	north	5	u	0	0	0

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Curtis Traffic Surveys

Job:	210205mcl
Client:	McLaren Traffic Engineering
Day, date	15/02/21
Location:	Wagga Wagga
Weather:	Fine
Surveyor	MC

							Parking round commencing...		
Zone	Street	From	To	Side of Street	Capacity	Restriction	15:00	16:00	17:00
a	Docker St	Albury St	McKinnon St	west	7	u	1	1	0
b	Docker St	McKinnon St	Forsyth St	east	9	u	1	1	1
c	Forsyth St	Docker St	Murray St	north	29	um	12	8	6
d	Forsyth St	Docker St	Murray St	south	22	12um+10*	3	1	1
e	Esplanade	Forsyth St	400m	west	17	u	6	1	1
f	Esplanade	400m	Forsyth St	east	10	u	6	4	2
g	Forsyth St	Murray St	Morundah St	north	7	u	6	2	2
h	Morundah St	Forsyth St	400m	west	4	u	0	0	0
I	Morundah St	400m	Forsyth St	east	2	u	0	0	0
j	Forsyth St	Morundah St	Alpha Ln	north	2	u	0	0	1
k	Alpha Ln	Forsyth St	Morgan St	both		too narrow	0	0	0
l	Forsyth St	Alpha Ln	Murray St	south	18	u	4	1	4
m	Murray St	Forsyth St	Morgan St	east	23	u	13	11	10
n	Murray St	Forsyth St	Morgan St	west	29	4um+15u<	24	24	12
o	Morgan St	Murray St	Alpha Ln	north	26	u	8	4	5
p	Morgan St	Alpha Ln	Thorne St	north	6	u	0	0	0
q	Morgan St	Thorne St	Alpha Ln	south	5	u	0	1	1
r	Alpha Ln	Morgan St	400m	both		too narrow	0	0	0
s	Morgan St	Alpha Ln	Oates Av	south	6	u	1	1	1
t	Morgan St	Oates Av	Murray St	south	8	u	1	1	1
u	Oates Av	Morgan St	400m	east	28	u	9	10	9
v	Oates Av	400m	Murray St	west	30	u	7	12	10
w	Tennyson Ln	Oates Av	Murray St	both	?	informal nr Ter	0	4	1
x	Allawah Ln			both		too narrow	0	0	0
y	Murray St	Morgan St	Tennyson Ln	east	10	u	2	1	0
z	Murray St	Morgan St	Darlow St	west	10	u	4	3	4
aa	Murray St	Tennyson Ln	Sturt H'y	east	29	u	20	19	14
ab	Murray St	Darlow St	Sturt H'y	west	18	u	16	10	8
ac	Sturt H'y	Murray St	Allawah Ln	north	5	u	5	4	2
ad	Sturt H'y	400m	Murray St	south	4	u	4	1	1
ae	Murray St	Sturt H'y	D Roy Ln	east	4	um	3	1	0
af	Murray St	D Roy Ln	Sturt H'y	west	4	um	4	2	1
ag	Sturt H'y	Murray St	Lewis Dr	south	9	u	8	5	7
ah	Lewis Dr	Sturt H'y	400m	both		ns	0	0	0
ai	Sturt H'y	Lewis Dr	Docker St	south		ns	0	0	0
aj	Sturt H'y	Murray St	Docker St	north	70	7u+3*2p(std)	6	4	3
ak	Docker St	Sturt H'y	Gormly Av	east		np	0	0	0
aL	Docker St	Gormly Av	Sturt H'y	west	5	2p(std)	2	1	1
am	Sturt H'y	Docker St	Sth Ln	south	5	u	2	10	0
an	Sturt H'y	Sth Ln	Docker St	north		ns	0	0	0
ao	Shaw St	Docker St	Sth Pd	west	18	u	12	5	2
ap	Shaw St	Docker St	Bolton St	east	39	13+1/p2<+26u<	32	19	14
aq	Sth Pd	Shaw St	400m	south	13	u	2	1	1
ar	Sth Pd	400m	Shaw St	north	20	u	1	0	0
as	Shaw St	Sth Pd	400m	west	28	u<	20	15	10
at	Kent Cr	Shaw St	end	south	15	1u+5ccc	5	4	8
au	Kent Cr	end	Shaw St	north	9		6	4	5
av	Shaw St	400m	Bolton St	east	13	u	6	3	3
aw	Nyora Ln			both	36	u	0	0	0
ax	Bolton St	Shaw St	Docker St	north	24	um	6	5	7
ay	Bolton St	Shaw St	Docker St	south	16	um	1	0	0
az	Morgan St	Docker St	Murray St	north	29	um	23	17	8
ba	Morgan St se				65	53uL+8*2r4+2*1	30	24	17
bb	Morgan St	Murray St	Docker St	south	29	um	20	18	4
bc	Docker St	Morgan St	Darlow St	east	11	u	6	5	4
bd	Darlow St	Docker St	Murray St	north	36	u	13	11	11
be	Darlow St	Murray St	Docker St	south	32	u	12	12	4
bf	Docker St	Darlow St	Sturt H'y	east	10	u	5	6	5
bg	Docker St	Shaw St	Bolton St	west	31	u	8	5	3
bh	Docker St	Bolton St	Albury St	west	37	u	9	7	11
bi	Docker St	Morgan St	Forsyth St	east	23	um	11	6	4
bj	Albury St	Docker St	Turrana Ln	south	36	u	8	4	4
bk	Turrana Ln			both	21	u	0	0	0
bL	Albury St	Turrana Ln	Gossett St	north	12	u	4	4	5
bm	Gossett St	Albury St	400m	west	1	u	1	0	0
bn	Gossett St	400m	Albury St	east	1	u	0	0	1
bo	Albury St	Gossett St	Albert St	north	10	u	3	5	3
bp	Albert St	Albury St	400m	west	1	u	0	0	0
bq	Albert St	400m	Albury St	east	1	u	0	0	0
br	Albury St	Albert St	Docker St	north	5	u	0	0	0

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Curtis Traffic Surveys

Job:	210205mcl
Client:	McLaren Traffic Engineering
Day, date	12/02/21
Location:	Wagga Wagga
Weather:	Occaisional drizzle
Surveyor	MC

							Parking round commencing…		
Zone	Street	From	To	Side of Street	Capacity	Restriction	7:00	8:00	9:00
a	Docker St	Albury St	McKinnon St	west	7	u	1	1	1
b	Docker St	McKinnon St	Forsyth St	east	9	u	1	1	0
c	Forsyth St	Docker St	Murray St	north	29	um	4	9	13
d	Forsyth St	Docker St	Murray St	south	22	12um+10*	4	3	7
e	Esplanade	Forsyth St	400m	west	17	u	0	0	2
f	Esplanade	400m	Forsyth St	east	10	u	1	0	3
g	Forsyth St	Murray St	Morundah St	north	7	u	4	2	1
h	Morundah St	Forsyth St	400m	west	4	u	2	1	1
I	Morundah St	400m	Forsyth St	east	2	u	1	0	0
j	Forsyth St	Morundah St	Alpha Ln	north	2	u	1	1	1
k	Alpha Ln	Forsyth St	Morgan St	both		too narrow	0	0	0
l	Forsyth St	Alpha Ln	Murray St	south	18	u	3	4	3
m	Murray St	Forsyth St	Morgan St	east	23	u	7	9	12
n	Murray St	Forsyth St	Morgan St	west	29	4um+15u<	8	11	13
o	Morgan St	Murray St	Alpha Ln	north	26	u	4	7	9
p	Morgan St	Alpha Ln	Thorne St	north	6	u	0	2	3
q	Morgan St	Thorne St	Alpha Ln	south	5	u	2	1	2
r	Alpha Ln	Morgan St	400m	both		too narrow	0	0	0
s	Morgan St	Alpha Ln	Oates Av	south	6	u	1	1	3
t	Morgan St	Oates Av	Murray St	south	8	u	0	2	2
u	Oates Av	Morgan St	400m	east	28	u	5	7	5
v	Oates Av	400m	Murray St	west	30	u	8	5	6
w	Tennyson Ln	Oates Av	Murray St	both	?	informal nr Ter	1	0	1
x	Allawah Ln			both		too narrow	0	8	10
y	Murray St	Morgan St	Tennyson Ln	east	10	u	0	1	1
z	Murray St	Morgan St	Darlow St	west	10	u	6	5	5
aa	Murray St	Tennyson Ln	Sturt H'y	east	29	u	14	16	17
ab	Murray St	Darlow St	Sturt H'y	west	18	u	8	14	13
ac	Sturt H'y	Murray St	Allawah Ln	north	5	u	3	4	4
ad	Sturt H'y	400m	Murray St	south	4	u	3	4	4
ae	Murray St	Sturt H'y	D Roy Ln	east	4	um	3	3	1
af	Murray St	D Roy Ln	Sturt H'y	west	4	um	2	2	2
ag	Sturt H'y	Murray St	Lewis Dr	south	9	u	10	9	9
ah	Lewis Dr	Sturt H'y	400m	both		ns	0	0	0
ai	Sturt H'y	Lewis Dr	Docker St	south		ns	0	0	0
aj	Sturt H'y	Murray St	Docker St	north	70	7u+3*2p(std)	3	6	5
ak	Docker St	Sturt H'y	Gormly Av	east		np	0	2	2
aL	Docker St	Gormly Av	Sturt H'y	west	5	2p(std)	2	3	3
am	Sturt H'y	Docker St	Sth Ln	south	5	u	1	1	2
an	Sturt H'y	Sth Ln	Docker St	north		ns	0	0	0
ao	Shaw St	Docker St	Sth Pd	west	18	u	11	13	11
ap	Shaw St	Docker St	Bolton St	east	39	13+3*p2<+26u<	13	28	36
aq	Sth Pd	Shaw St	400m	south	13	u	5	2	3
ar	Sth Pd	400m	Shaw St	north	20	u	4	4	4
as	Shaw St	Sth Pd	400m	west	28	u<	4	13	17
at	Kent Cr	Shaw St	end	south	15	1u+5ccc	3	2	4
au	Kent Cr	end	Shaw St	north	9		0	4	4
av	Shaw St	400m	Bolton St	east	13	u	4	11	11
aw	Nyora Ln			both	36	u	1	0	0
ax	Bolton St	Shaw St	Docker St	north	24	um	3	4	4
ay	Bolton St	Shaw St	Docker St	south	16	um	0	0	1
az	Morgan St	Docker St	Murray St	north	29	um	6	14	27
ba	Morgan St se				65	53uL+8*2r4+1*1	25	36	35
bb	Morgan St	Murray St	Docker St	south	29	um	1	10	20
bc	Docker St	Morgan St	Darlow St	east	11	u	2	3	4
bd	Darlow St	Docker St	Murray St	north	36	u	9	8	9
be	Darlow St	Murray St	Docker St	south	32	u	12	14	13
bf	Docker St	Darlow St	Sturt H'y	east	10	u	6	8	9
bg	Docker St	Shaw St	Bolton St	west	31	u	8	13	14
bh	Docker St	Bolton St	Albury St	west	37	u	2	6	7
bi	Docker St	Morgan St	Forsyth St	east	23	um	2	6	6
bj	Albury St	Docker St	Turrana Ln	south	36	u	7	7	9
bk	Turrana Ln			both	21	u	0	0	0
bL	Albury St	Turrana Ln	Gossett St	north	12	u	3	2	1
bm	Gossett St	Albury St	400m	west	1	u	2	1	1
bn	Gossett St	400m	Albury St	east	1	u	2	1	1
bo	Albury St	Gossett St	Albert St	north	10	u	4	4	3
bp	Albert St	Albury St	400m	west	1	u	0	0	0
bq	Albert St	400m	Albury St	east	1	u	0	0	0
br	Albury St	Albert St	Docker St	north	5	u	0	0	1

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Curtis Traffic Surveys

Job: 210205mcl
Client: McLaren Traffic Engineering
Day, date 12/02/21
Location: Wagga Wagga
Weather: Fine
Surveyor MC

Zone	Street	From	To	Side of Street	Capacity	Restriction	Parking round commencing… 15:00	16:00	17:00
a	Docker St	Albury St	McKinnon St	west	7	u	2	1	1
b	Docker St	McKinnon St	Forsyth St	east	9	u	3	1	1
c	Forsyth St	Docker St	Murray St	north	29	um	7	6	4
d	Forsyth St	Docker St	Murray St	south	22	12um+10*	8	2	1
e	Esplanade	Forsyth St	400m	west	17	u	5	3	1
f	Esplanade	400m	Forsyth St	east	10	u	2	1	1
g	Forsyth St	Murray St	Morundah St	north	7	u	2	1	1
h	Morundah St	Forsyth St	400m	west	4	u	2	1	0
I	Morundah St	400m	Forsyth St	east	2	u	0	0	0
j	Forsyth St	Morundah St	Alpha Ln	north	2	u	1	1	1
k	Alpha Ln	Forsyth St	Morgan St	both		too narrow	0	0	0
l	Forsyth St	Alpha Ln	Murray St	south	18	u	4	4	1
m	Murray St	Forsyth St	Morgan St	east	23	u	9	10	8
n	Murray St	Forsyth St	Morgan St	west	29	4um+15u<	22	15	13
o	Morgan St	Murray St	Alpha Ln	north	26	u	14	11	10
p	Morgan St	Alpha Ln	Thorne St	north	6	u	2	0	0
q	Morgan St	Thorne St	Alpha Ln	south	5	u	1	2	1
r	Alpha Ln	Morgan St	400m	both		too narrow	1	0	0
s	Morgan St	Alpha Ln	Oates Av	south	6	u	1	1	1
t	Morgan St	Oates Av	Murray St	south	8	u	0	0	0
u	Oates Av	Morgan St	400m	east	28	u	8	7	9
v	Oates Av	400m	Murray St	west	30	u	6	7	8
w	Tennyson Ln	Oates Av	Murray St	both	?	informal nr Ter	0	0	0
x	Allawah Ln			both		too narrow	9	1	2
y	Murray St	Morgan St	Tennyson Ln	east	10	u	1	1	0
z	Murray St	Morgan St	Darlow St	west	10	u	6	4	4
aa	Murray St	Tennyson Ln	Sturt H'y	east	29	u	15	13	11
ab	Murray St	Darlow St	Sturt H'y	west	18	u	11	10	8
ac	Sturt H'y	Murray St	Allawah Ln	north	5	u	3	3	3
ad	Sturt H'y	400m	Murray St	south	4	u	3	1	1
ae	Murray St	Sturt H'y	D Roy Ln	east	4	um	2	1	1
af	Murray St	D Roy Ln	Sturt H'y	west	4	um	1	1	1
ag	Sturt H'y	Murray St	Lewis Dr	south	9	u	7	6	6
ah	Lewis Dr	Sturt H'y	400m	both		ns	0	0	0
ai	Sturt H'y	Lewis Dr	Docker St	south		ns	0	0	0
aj	Sturt H'y	Murray St	Docker St	north	70	7u+3*2p(std)	5	4	0
ak	Docker St	Sturt H'y	Gormly Av	east		np	0	0	0
aL	Docker St	Gormly Av	Sturt H'y	west	5	2p(std)	2	2	1
am	Sturt H'y	Docker St	Sth Ln	south	5	u	2	2	2
an	Sturt H'y	Sth Ln	Docker St	north		ns	0	0	0
ao	Shaw St	Docker St	Sth Pd	west	18	u	7	4	3
ap	Shaw St	Docker St	Bolton St	east	39	13+1/p2<+26u<	31	15	13
aq	Sth Pd	Shaw St	400m	south	13	u	0	0	0
ar	Sth Pd	400m	Shaw St	north	20	u	1	1	1
as	Shaw St	Sth Pd	400m	west	28	u<	15	11	6
at	Kent Cr	Shaw St	end	south	15	11u+5ccc	7	6	6
au	Kent Cr	end	Shaw St	north	9		5	5	6
av	Shaw St	400m	Bolton St	east	13	u	2	3	1
aw	Nyora Ln			both	36	u	0	0	0
ax	Bolton St	Shaw St	Docker St	north	24	um	6	6	5
ay	Bolton St	Shaw St	Docker St	south	16	um	10	0	0
az	Morgan St	Docker St	Murray St	north	29	um	8	8	5
ba	Morgan St ser				65	53uL+8*2r4+2*1	30	20	12
bb	Morgan St	Murray St	Docker St	south	29	um	8	8	8
bc	Docker St	Morgan St	Darlow St	east	11	u	3	3	2
bd	Darlow St	Docker St	Murray St	north	36	u	6	8	6
be	Darlow St	Murray St	Docker St	south	32	u	12	9	9
bf	Docker St	Darlow St	Sturt H'y	east	10	u	8	7	7
bg	Docker St	Shaw St	Bolton St	west	31	u	2	3	2
bh	Docker St	Bolton St	Albury St	west	37	u	7	9	12
bi	Docker St	Morgan St	Forsyth St	east	23	um	5	5	4
bj	Albury St	Docker St	Turrana Ln	south	36	u	7	5	7
bk	Turrana Ln			both	21	u	0	0	0
bL	Albury St	Turrana Ln	Gossett St	north	12	u	1	1	2
bm	Gossett St	Albury St	400m	west	1	u	0	0	0
bn	Gossett St	400m	Albury St	east	1	u	1	0	1
bo	Albury St	Gossett St	Albert St	north	10	u	3	4	5
bp	Albert St	Albury St	400m	west	1	u	0	0	0
bq	Albert St	400m	Albury St	east	1	u	0	0	0
br	Albury St	Albert St	Docker St	north	5	u	3	0	0

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TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Edward St and Docker St, Wagga Wagga

GPS	-35.1171, 147.35623
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Edward St
South:	Docker St
West:	Edward St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	9:00 AM-10:00 AM
	PM:	3:00 PM-4:00 PM

All Vehicles

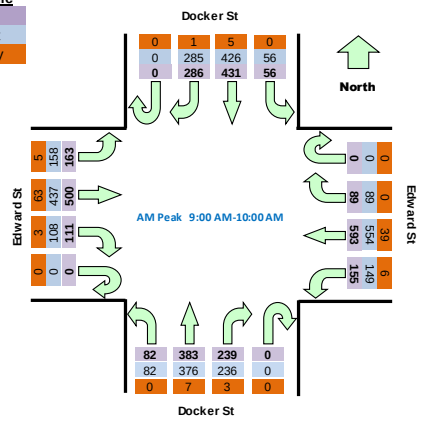
Time		North Approach Docker St				East Approach Edward St				South Approach Docker St				West Approach Edward St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	17	20	5	0	6	59	15	0	15	25	6	0	5	61	13	1512	
7:15	7:30	0	27	25	6	0	14	72	11	0	28	36	11	0	9	81	12	1799	
7:30	7:45	0	26	49	4	0	12	87	31	0	23	60	13	0	11	97	17	2168	
7:45	8:00	0	29	30	5	0	12	115	26	0	26	77	21	0	20	115	27	2438	
8:00	8:15	0	31	53	12	0	14	79	13	0	47	94	14	0	23	114	40	2647	
8:15	8:30	0	36	76	8	0	21	127	24	0	49	95	29	0	37	133	66	2797	Peak
8:30	8:45	0	51	58	15	0	19	98	33	0	58	128	22	0	47	124	47	2746	
8:45	9:00	0	48	65	13	0	31	118	24	0	61	128	16	0	32	120	56		
9:00	9:15	0	52	56	14	0	18	112	17	0	64	132	18	0	25	129	47		
9:15	9:30	0	56	62	12	0	19	125	39	0	51	101	10	0	23	114	38		
14:30	14:45	0	71	81	13	0	15	139	29	0	71	98	22	0	14	97	34	2952	
14:45	15:00	0	67	90	15	0	18	139	37	0	61	75	21	0	21	138	55	3088	
15:00	15:15	0	77	120	11	0	21	144	42	0	45	89	12	0	26	113	32	3151	
15:15	15:30	0	73	123	14	0	28	152	26	0	62	89	27	0	36	126	43	3174	Peak
15:30	15:45	0	69	98	16	0	22	158	50	0	71	130	22	0	28	123	33	3121	
15:45	16:00	0	69	93	12	0	25	181	50	0	56	83	19	0	23	157	32	3032	
16:00	16:15	0	63	100	9	0	27	169	38	0	57	80	23	0	30	109	50	3006	
16:15	16:30	0	69	83	17	0	23	171	39	0	52	78	19	0	26	137	32	3079	
16:30	16:45	0	77	92	9	0	20	139	40	0	65	102	16	0	19	118	34	3064	
16:45	17:00	0	64	99	11	0	27	159	39	0	65	108	23	0	28	118	33	2981	
17:00	17:15	0	71	125	12	0	30	184	53	0	59	87	14	0	32	127	34	2848	
17:15	17:30	0	92	91	5	0	29	173	32	0	47	77	16	0	26	116	27		
17:30	17:45	0	67	85	13	0	25	127	37	0	52	61	14	0	27	106	34		
17:45	18:00	0	70	89	9	0	18	137	34	0	47	57	9	0	27	111	33		

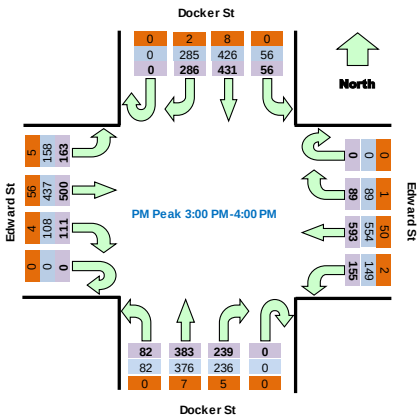
Peak Time		North Approach Docker St				East Approach Edward St				South Approach Docker St				West Approach Edward St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	0	286	431	56	0	89	593	155	0	239	383	82	0	111	500	163	3088
15:15	16:15	0	286	431	56	0	89	593	155	0	239	383	82	0	111	500	163	3088

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





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TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Morgan St and Docker St, Wagga Wagga

GPS	-35.11442, 147.35713
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Morgan St
South:	Docker St
West:	Bolton St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:15 PM-5:15 PM

All Vehicles

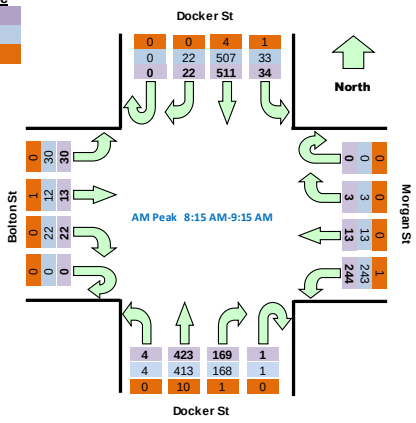
Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	3	24	6	0	2	1	10	0	13	26	1	0	6	0	2	581	
7:15	7:30	0	1	39	3	0	2	0	20	0	14	43	0	0	1	0	1	742	
7:30	7:45	0	1	63	8	0	1	0	18	0	29	54	0	0	0	0	0	927	
7:45	8:00	0	0	56	12	0	0	0	12	0	33	76	0	0	0	0	0	1089	
8:00	8:15	0	0	71	16	0	3	0	25	0	44	94	1	0	0	0	1	1241	
8:15	8:30	0	1	90	11	0	3	0	34	0	67	103	0	0	0	0	0	1316	Peak
8:30	8:45	0	0	91	19	0	4	0	38	0	57	127	0	0	0	0	0	1297	
8:45	9:00	2	0	97	7	0	2	0	30	0	61	141	0	0	0	0	1		
9:00	9:15	0	0	89	14	0	3	0	39	0	62	123	0	0	0	0	0		
9:15	9:30	0	1	99	7	0	5	0	29	0	45	103	0	0	0	0	1		
14:30	14:45	0	2	117	4	0	0	1	43	0	43	95	0	0	5	0	2	1395	
14:45	15:00	0	2	120	7	0	2	4	49	0	37	102	0	0	5	3	2	1489	
15:00	15:15	0	4	129	8	0	0	4	78	0	36	99	0	0	6	3	7	1468	Peak
15:15	15:30	0	6	130	11	0	0	1	62	1	45	102	2	0	5	5	6	1430	
15:30	15:45	0	10	132	8	0	1	4	55	0	51	120	2	0	6	2	15	1376	
15:45	16:00	0	2	114	8	0	0	1	44	0	34	98	0	0	6	2	3	1309	
16:00	16:15	0	4	108	8	0	0	0	53	0	36	110	1	0	7	1	8	1374	
16:15	16:30	0	6	111	5	0	1	1	56	0	43	79	2	0	2	7	9	1429	
16:30	16:45	0	6	113	3	0	1	2	52	0	42	100	5	0	3	5	7	1452	
16:45	17:00	0	5	126	8	0	1	6	54	0	53	104	1	0	4	5	10	1407	
17:00	17:15	0	6	154	4	0	1	4	60	0	37	103	3	0	4	4	11	1308	
17:15	17:30	0	9	128	13	0	4	6	42	0	33	90	2	0	6	5	7		
17:30	17:45	0	1	119	5	0	1	3	33	0	33	73	5	0	7	7	7		
17:45	18:00	0	5	120	1	0	3	3	32	0	25	80	0	0	7	0	2		

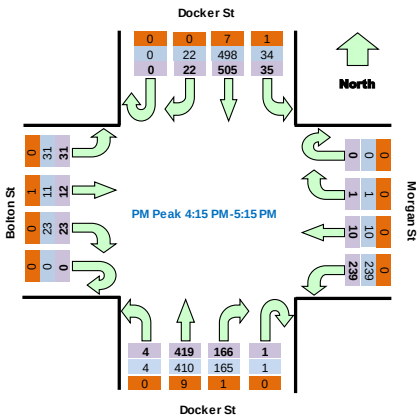
Peak Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	0	22	511	34	0	3	13	244	1	169	423	4	0	22	13	30	1489
15:00	16:00	0	22	505	35	0	1	10	239	1	166	419	4	0	23	12	31	1468

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Docker St and Forsyth St, Wagga Wag

GPS	*-35.11243, 147.35783*
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Forsyth St
South:	Docker St
West:	N/A

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	4:00 PM-5:00 PM

All Vehicles

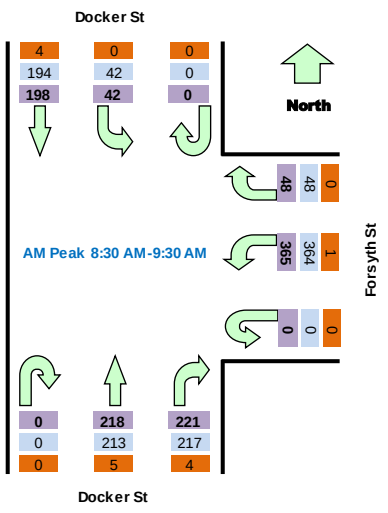
Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:00	7:15	0	24	3	0	3	7	0	17	15	456	
7:15	7:30	0	30	6	0	1	16	0	17	27	580	
7:30	7:45	0	49	3	0	1	27	0	23	33	715	
7:45	8:00	0	51	9	0	1	21	0	34	38	835	
8:00	8:15	0	54	13	0	5	28	0	47	46	963	
8:15	8:30	0	72	16	0	4	36	0	60	44	1022	
8:30	8:45	0	66	14	0	9	41	0	56	70	1035	Peak
8:45	9:00	0	58	30	0	4	53	0	68	69		
9:00	9:15	0	63	14	0	5	46	0	56	68		
9:15	9:30	0	51	18	0	5	61	0	43	67		
14:30	14:45	0	40	5	0	16	89	0	49	52	1028	
14:45	15:00	0	40	17	0	12	88	0	46	54	1092	
15:00	15:15	0	42	6	0	8	91	0	53	47	1096	
15:15	15:30	0	53	7	0	17	91	0	56	49	1113	
15:30	15:45	0	63	12	0	11	95	0	66	68	1079	
15:45	16:00	0	52	16	0	16	71	0	45	61	1015	
16:00	16:15	1	51	16	0	8	73	0	58	57	1045	
16:15	16:30	0	50	12	0	13	74	0	40	50	1095	
16:30	16:45	0	44	14	0	13	77	0	39	64	1119	Peak
16:45	17:00	0	64	14	0	17	76	0	52	68	1088	
17:00	17:15	0	62	18	0	14	106	0	36	78	1030	
17:15	17:30	0	50	9	0	10	94	0	41	59		
17:30	17:45	0	44	12	0	13	75	0	28	48		
17:45	18:00	0	51	9	0	14	73	0	26	60		

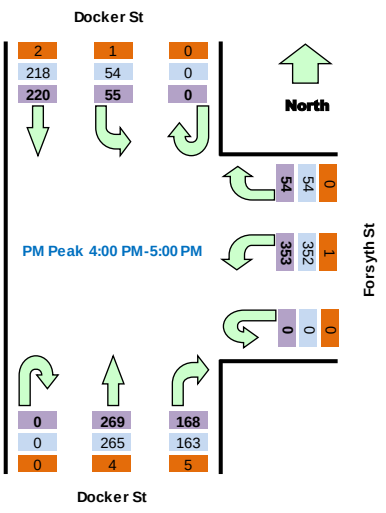
Peak Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Peak total
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	
14:45	15:45	0	198	42	0	48	365	0	221	218	1092
16:30	17:30	0	220	55	0	54	353	0	168	269	1119

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuratio

Graphic

Total
Light
Heavy





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Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Forsyth St and The Esplanade, Wagga Wagga

GPS	-35.11288, 147.3608
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	The Esplanade
East:	Forsyth St
South:	Murray St
West:	Forsyth St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	7:15 AM-8:15 AM
	PM:	2:45 PM-3:45 PM

All Vehicles

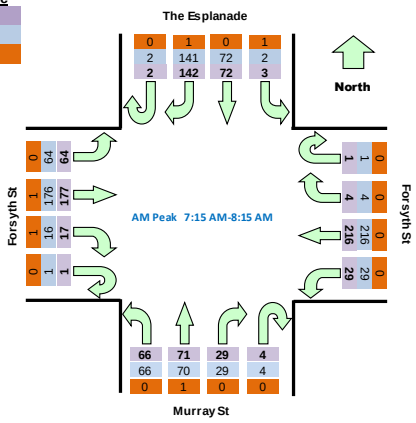
Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	2	6	0	0	0	3	0	0	2	1	4	0	1	11	7	255	
7:15	7:30	0	8	6	0	0	1	10	1	0	5	3	0	0	0	16	6	342	
7:30	7:45	0	8	8	0	0	1	14	2	0	2	6	8	0	0	14	9	453	
7:45	8:00	0	7	5	0	0	3	15	2	0	2	12	1	0	1	27	15	559	
8:00	8:15	0	9	4	0	0	1	19	6	1	2	18	7	0	3	32	22	681	
8:15	8:30	0	14	12	0	0	1	23	2	0	3	32	5	0	3	45	27	725	
8:30	8:45	1	18	14	2	1	0	24	6	0	4	29	9	1	2	41	26	727	Peak
8:45	9:00	1	33	16	0	0	0	17	5	3	5	28	9	1	3	63	28		
9:00	9:15	0	20	11	0	0	1	14	4	2	5	17	20	0	4	55	15		
9:15	9:30	1	20	15	1	1	1	35	3	3	3	10	14	1	2	43	16		
14:30	14:45	0	31	13	2	1	2	62	8	1	7	20	16	1	3	43	10	873	
14:45	15:00	2	24	19	0	0	1	56	5	1	3	22	19	0	3	37	18	898	
15:00	15:15	0	31	20	1	0	1	59	13	0	7	20	13	1	8	38	15	891	Peak
15:15	15:30	0	40	11	1	1	0	52	4	1	11	10	19	0	3	47	16	871	
15:30	15:45	0	47	22	1	0	2	49	7	2	8	19	15	0	3	55	15	844	
15:45	16:00	0	33	13	4	0	0	42	7	1	7	21	17	0	3	42	13	793	
16:00	16:15	0	33	29	1	0	0	42	5	1	5	12	9	0	4	54	12	822	
16:15	16:30	0	32	19	0	0	3	47	3	1	8	11	13	0	2	41	9	856	
16:30	16:45	0	38	22	2	0	0	41	3	1	6	10	15	1	3	39	13	869	
16:45	17:00	0	37	27	1	1	2	45	10	2	9	19	10	0	5	51	13	840	
17:00	17:15	0	50	22	2	0	4	64	10	1	8	12	11	2	5	41	9	759	
17:15	17:30	0	48	17	4	0	1	51	2	0	5	21	4	0	2	40	7		
17:30	17:45	0	29	12	2	1	2	58	5	0	6	5	3	2	3	31	6		
17:45	18:00	0	25	12	0	0	0	57	7	0	2	5	8	0	1	26	8		

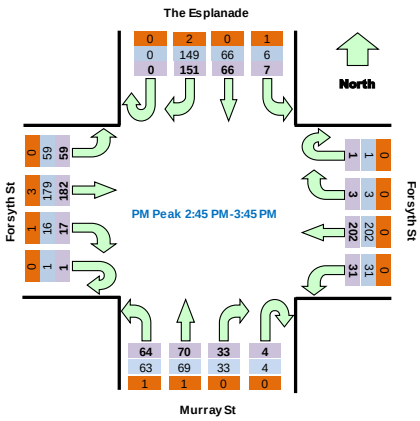
Peak Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	2	142	72	3	1	4	216	29	4	29	71	66	1	17	177	64	898
15:00	16:00	0	151	66	7	1	3	202	31	4	33	70	64	1	17	182	59	891

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Morgan St and Murray St, Wagga Wagga

GPS	-35.11489, 147.36045
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Murray St
East:	Morgan St
South:	Murray St
West:	Morgan St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	8:45 AM-9:45 AM
	PM:	3:00 PM-4:00 PM

All Vehicles

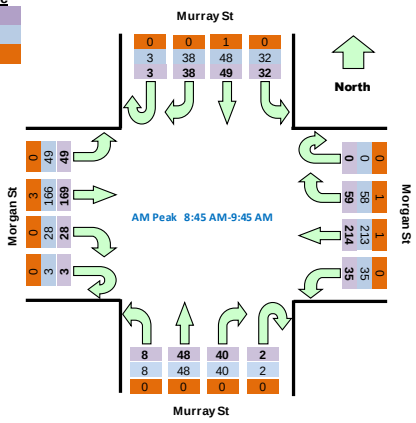
Time		North Approach Murray St				East Approach Morgan St				South Approach Murray St				West Approach Morgan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	4	2	2	0	0	7	0	0	2	3	1	1	0	10	3	244	
7:15	7:30	0	4	2	0	0	0	18	2	0	4	4	3	0	0	8	3	315	
7:30	7:45	0	3	6	2	2	5	16	0	0	5	8	3	0	2	13	2	428	
7:45	8:00	0	0	2	5	0	4	19	2	0	8	8	3	2	3	34	4	533	
8:00	8:15	0	2	6	4	0	8	25	2	0	4	11	3	0	3	31	7	614	
8:15	8:30	0	5	2	9	0	10	36	5	0	7	17	3	3	6	43	15	680	Peak
8:30	8:45	0	11	4	5	0	12	38	5	0	6	21	6	0	3	49	12	646	
8:45	9:00	0	11	7	9	0	12	26	4	0	11	24	6	1	4	48	12		
9:00	9:15	0	8	4	7	0	13	36	7	0	7	13	3	3	9	47	15		
9:15	9:30	2	8	11	2	0	9	21	3	0	6	6	3	1	1	43	11		
14:30	14:45	0	8	10	5	0	6	47	4	0	6	18	2	1	0	31	16	731	
14:45	15:00	0	11	10	8	0	12	52	12	0	6	12	2	0	1	39	19	777	
15:00	15:15	3	9	20	11	0	13	71	7	0	12	11	1	0	2	48	10	764	Peak
15:15	15:30	0	8	5	4	0	13	44	8	0	8	15	4	2	11	43	10	699	
15:30	15:45	0	10	14	9	0	21	47	8	2	14	10	1	1	14	39	10	697	
15:45	16:00	1	9	9	7	0	16	33	11	0	12	15	2	1	4	40	11	663	
16:00	16:15	0	10	15	16	0	11	37	6	0	7	6	2	1	1	33	8	691	
16:15	16:30	1	10	6	10	0	10	40	6	0	7	11	3	0	5	55	9	725	
16:30	16:45	0	8	11	12	3	10	36	5	0	8	9	5	1	3	45	10	705	
16:45	17:00	0	15	18	13	1	10	37	7	0	5	12	2	3	4	57	15	666	
17:00	17:15	0	8	19	12	0	12	55	3	0	11	7	2	1	0	47	10	572	
17:15	17:30	0	6	13	3	0	9	32	8	1	8	8	1	2	6	46	10		
17:30	17:45	0	6	10	5	0	4	30	1	0	6	6	2	0	1	54	2		
17:45	18:00	0	3	12	4	0	4	30	1	0	12	6	1	0	1	28	3		

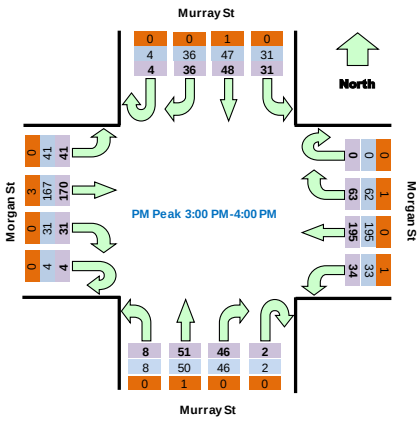
Peak Time		North Approach Murray St				East Approach Morgan St				South Approach Murray St				West Approach Morgan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	3	38	49	32	0	59	214	35	2	40	48	8	3	28	169	49	777
15:00	16:00	4	36	48	31	0	63	195	34	2	46	51	8	4	31	170	41	764

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Edward St and Murray St , Wagga Wagga

GPS	-35.11757, 147.35993
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Murray St
East:	Edward St
South:	Murray St
West:	Edward St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	7:15 AM-8:15 AM
	PM:	2:45 PM-3:45 PM

All Vehicles

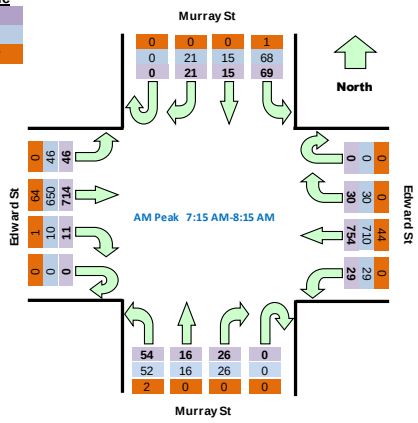
Time		North Approach Murray St				East Approach Edward St				South Approach Murray St				West Approach Edward St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	0	0	3	0	4	82	2	0	1	1	1	0	2	77	1	976	
7:15	7:30	0	0	2	1	0	2	89	3	0	4	3	6	0	3	103	5	1105	
7:30	7:45	0	2	0	7	0	9	121	1	0	2	2	4	0	1	113	5	1263	
7:45	8:00	0	0	1	5	0	5	144	10	0	0	4	4	0	3	129	9	1375	
8:00	8:15	0	2	1	7	0	6	108	4	0	3	4	3	0	3	155	7	1468	
8:15	8:30	0	1	4	7	0	9	161	4	0	4	3	5	0	6	158	17	1553	Peak
8:30	8:45	0	2	3	7	0	10	149	5	0	3	3	8	0	2	169	18	1541	
8:45	9:00	0	3	1	10	0	18	155	8	0	2	8	12	0	3	170	17		
9:00	9:15	0	3	1	13	0	8	141	7	0	3	4	11	0	6	182	9		
9:15	9:30	0	4	3	7	0	7	163	5	0	2	1	7	0	2	159	7		
14:30	14:45	0	5	1	9	0	9	177	12	0	10	4	11	0	0	173	15	1728	
14:45	15:00	0	4	5	12	0	5	171	8	0	6	3	17	0	4	192	10	1785	
15:00	15:15	0	7	3	17	0	3	179	3	0	7	6	11	0	0	158	15	1866	
15:15	15:30	0	3	2	17	0	8	207	9	0	8	3	8	0	3	174	14	1882	Peak
15:30	15:45	0	7	5	23	0	14	197	9	0	5	4	18	0	4	190	7	1880	
15:45	16:00	0	4	4	18	0	11	226	6	0	8	6	14	0	3	208	10	1826	
16:00	16:15	0	6	4	12	0	7	211	6	0	1	4	6	0	1	164	3	1749	
16:15	16:30	0	2	1	13	0	7	214	4	0	3	7	7	0	3	186	7	1810	
16:30	16:45	0	3	4	11	0	7	191	5	0	5	3	10	0	3	177	10	1784	
16:45	17:00	0	5	8	18	0	9	203	3	0	4	0	7	0	3	172	9	1731	
17:00	17:15	0	2	5	13	0	5	247	6	0	5	4	5	0	3	182	9	1659	
17:15	17:30	0	3	11	14	0	5	221	4	0	1	4	3	0	2	153	7		
17:30	17:45	0	1	1	9	0	6	175	3	0	4	4	5	0	2	163	3		
17:45	18:00	0	4	3	6	0	2	173	4	0	4	7	8	0	2	148	8		

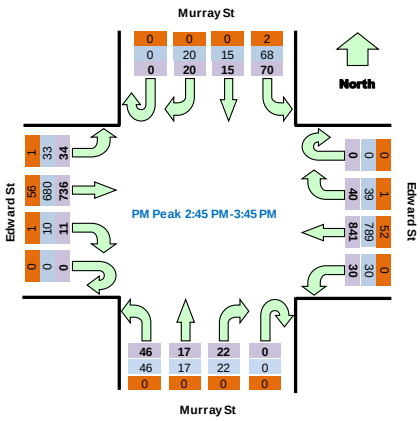
Peak Time		North Approach Murray St				East Approach Edward St				South Approach Murray St				West Approach Edward St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	0	21	15	69	0	30	754	29	0	26	16	54	0	11	714	46	1785
15:15	16:15	0	20	15	70	0	40	841	30	0	22	17	46	0	11	736	34	1882

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Edward St and Best St , Wagga Wagga

GPS	-35.11845, 147.36587
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Best St
East:	Edward St
South:	Best St
West:	Edward St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	8:45 AM-9:45 AM
	PM:	4:45 PM-5:45 PM

All Vehicles

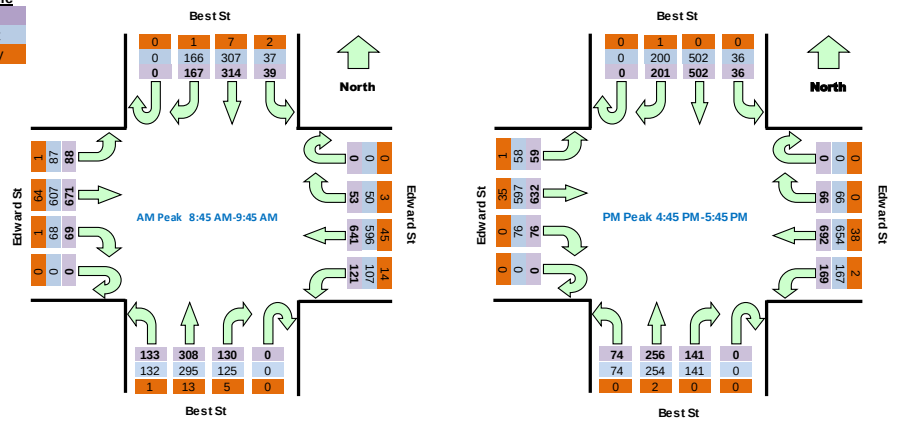
Time		North Approach Best St				East Approach Edward St				South Approach Best St				West Approach Edward St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	8	9	2	0	5	75	4	0	8	22	7	0	3	84	5	1337	
7:15	7:30	0	11	10	2	0	5	101	7	0	12	28	9	0	7	104	3	1541	
7:30	7:45	0	9	25	2	0	7	97	13	0	12	33	24	0	13	101	10	1811	
7:45	8:00	0	25	33	7	0	7	130	11	0	27	57	25	0	26	105	7	2097	
8:00	8:15	0	14	34	5	0	6	103	5	0	23	66	23	0	21	120	16	2282	
8:15	8:30	0	11	58	12	0	15	132	14	0	47	89	35	0	18	119	19	2426	Peak
8:30	8:45	0	18	76	3	0	10	110	18	0	49	122	41	0	19	147	19	2393	
8:45	9:00	0	24	70	10	0	15	108	17	0	53	115	52	0	13	146	22		
9:00	9:15	0	27	45	9	0	14	137	10	0	34	83	30	0	12	159	20		
9:15	9:30	0	22	40	10	0	12	132	20	0	27	76	20	0	13	141	23		
14:30	14:45	0	40	57	17	0	20	164	25	0	29	52	12	0	9	164	12	2581	
14:45	15:00	0	45	83	8	0	18	151	25	0	28	49	11	0	21	172	22	2734	
15:00	15:15	0	32	83	12	0	8	162	24	0	25	66	31	0	18	174	24	2796	
15:15	15:30	0	47	85	11	0	17	164	33	0	34	74	37	0	14	153	19	2839	
15:30	15:45	0	43	63	8	0	10	164	39	0	43	119	54	0	16	172	23	2844	
15:45	16:00	0	42	74	8	0	10	154	31	0	30	72	22	0	21	214	17	2792	
16:00	16:15	0	61	86	10	0	12	176	43	0	25	73	25	0	18	158	15	2815	
16:15	16:30	0	49	103	15	0	12	164	40	0	35	48	25	0	16	165	21	2870	
16:30	16:45	0	48	117	13	0	23	161	46	0	27	69	20	0	13	151	14	2904	Peak
16:45	17:00	0	48	117	11	0	11	164	35	0	38	65	8	0	33	169	19	2866	
17:00	17:15	0	61	144	7	0	12	177	45	0	32	69	26	0	15	154	15	2733	
17:15	17:30	0	44	124	5	0	20	190	43	0	44	53	20	0	15	158	11		
17:30	17:45	0	41	117	9	0	16	161	27	0	29	58	26	0	11	153	16		
17:45	18:00	0	38	106	5	0	9	137	38	0	34	34	15	0	8	148	13		

Peak Time		North Approach Best St				East Approach Edward St				South Approach Best St				West Approach Edward St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	0	167	314	39	0	53	641	121	0	130	308	133	0	69	671	88	2734
16:30	17:30	0	201	502	36	0	66	692	169	0	141	256	74	0	76	632	59	2904

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Morgan St and Best St, Wagga Wagga

GPS	-35.11565, 147.36641
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Best St
East:	Morgan St
South:	Best St
West:	Morgan St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	9:00 AM-10:00 AM
	PM:	3:15 PM-4:15 PM

All Vehicles

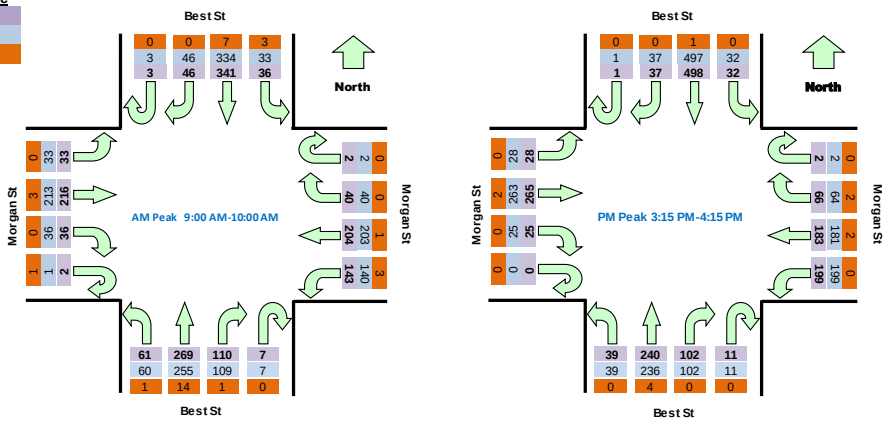
Time		North Approach Best St				East Approach Morgan St				South Approach Best St				West Approach Morgan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	1	9	2	0	3	7	9	2	6	22	0	0	1	12	6	518	
7:15	7:30	0	2	14	4	1	1	9	5	0	13	15	9	0	3	17	1	650	
7:30	7:45	1	2	27	3	0	4	15	8	1	7	35	4	0	3	23	2	892	
7:45	8:00	1	1	42	8	0	5	17	12	3	10	54	5	1	5	37	8	1120	
8:00	8:15	0	4	40	5	0	4	18	12	2	16	60	6	1	3	34	7	1305	
8:15	8:30	2	5	59	19	0	8	36	12	4	18	86	11	0	11	57	8	1440	Peak
8:30	8:45	0	4	72	12	0	9	30	16	2	20	114	11	0	7	55	11	1374	
8:45	9:00	0	3	68	19	0	6	30	27	3	24	119	15	0	11	54	15		
9:00	9:15	0	10	56	12	0	9	42	20	5	25	80	14	0	3	59	12		
9:15	9:30	1	5	53	4	0	3	29	12	1	24	71	9	0	3	46	9		
14:30	14:45	1	8	78	6	3	10	48	34	2	22	49	9	0	5	34	8	1449	
14:45	15:00	2	13	89	7	0	8	49	40	3	19	59	13	0	10	44	6	1549	
15:00	15:15	0	11	77	8	2	5	61	38	1	27	59	12	0	14	63	11	1544	
15:15	15:30	0	11	106	7	0	11	43	32	2	33	54	18	1	7	50	6	1542	
15:30	15:45	1	11	69	14	0	16	51	33	1	31	97	18	1	5	59	10	1557	
15:45	16:00	1	8	83	5	1	9	39	35	2	40	55	9	1	5	51	13	1570	
16:00	16:15	1	9	107	14	2	6	44	41	1	32	56	16	0	8	47	3	1621	
16:15	16:30	1	7	113	11	0	12	46	40	1	21	47	8	0	10	70	9	1722	
16:30	16:45	0	8	124	9	1	17	39	48	1	28	67	15	0	6	60	7	1728	Peak
16:45	17:00	0	9	116	6	0	16	48	40	3	31	51	6	0	8	65	9	1685	
17:00	17:15	0	13	131	12	1	18	50	73	7	23	63	8	0	4	79	6	1601	
17:15	17:30	1	7	127	5	0	15	46	38	0	20	59	10	0	7	61	6		
17:30	17:45	1	3	93	15	0	21	32	56	2	27	59	7	0	8	54	9		
17:45	18:00	0	8	96	14	0	13	40	41	0	16	39	5	0	5	41	6		

Peak Time		North Approach Best St				East Approach Morgan St				South Approach Best St				West Approach Morgan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	3	46	341	36	2	40	204	143	7	110	269	61	2	36	216	33	1549
16:30	17:30	1	37	498	32	2	66	183	199	11	102	240	39	0	25	265	28	1728

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Forsyth St and Best St , Wagga Wagga

GPS	-35.11361, 147.36675
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Best St
East:	Forsyth St
South:	Best St
West:	Forsyth St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	8:45 AM-9:45 AM
	PM:	3:00 PM-4:00 PM

All Vehicles

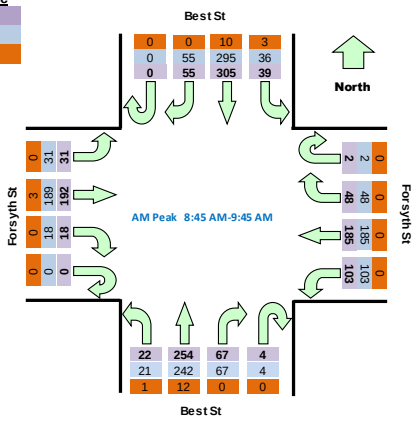
Time		North Approach Best St				East Approach Forsyth St				South Approach Best St				West Approach Forsyth St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	0	10	0	0	1	3	3	0	4	25	0	0	0	11	4	400	
7:15	7:30	0	3	17	0	0	1	7	2	0	3	15	0	0	3	15	1	522	
7:30	7:45	0	2	31	1	0	4	11	3	0	7	33	1	0	1	13	6	727	
7:45	8:00	0	5	45	2	1	1	6	4	2	9	51	3	0	0	28	2	904	
8:00	8:15	0	5	40	4	0	5	15	11	1	13	53	1	0	1	28	6	1082	
8:15	8:30	0	6	74	6	0	7	13	10	1	16	76	7	0	5	37	14	1163	Peak
8:30	8:45	0	4	73	6	0	10	12	8	1	24	102	2	0	6	36	6	1150	
8:45	9:00	0	7	75	7	0	6	16	10	0	26	113	9	0	8	54	6		
9:00	9:15	0	4	61	9	0	2	13	12	1	25	67	3	0	4	53	10		
9:15	9:30	0	7	48	5	0	6	37	17	1	17	59	3	0	1	49	9		
14:30	14:45	1	18	57	5	1	8	52	26	0	11	50	5	0	7	56	4	1251	
14:45	15:00	0	13	70	9	0	11	49	27	1	10	57	7	0	7	38	7	1325	
15:00	15:15	0	15	75	11	0	16	54	24	0	16	56	5	0	3	34	8	1316	
15:15	15:30	0	10	93	7	2	10	36	27	1	13	54	5	0	7	53	9	1324	
15:30	15:45	0	17	67	12	0	11	46	25	2	28	87	5	0	1	67	7	1327	
15:45	16:00	0	10	66	6	3	8	45	25	0	15	63	5	1	5	40	5	1289	
16:00	16:15	0	10	88	10	0	9	40	37	0	18	47	1	0	9	50	6	1343	
16:15	16:30	0	14	97	7	0	10	51	29	0	15	51	2	1	6	42	5	1416	
16:30	16:45	0	11	105	6	0	8	34	34	1	21	61	4	0	3	40	9	1428	Peak
16:45	17:00	1	15	92	13	0	19	45	29	0	18	57	1	1	4	50	6	1418	
17:00	17:15	1	19	114	12	0	11	60	39	0	18	65	9	0	4	38	8	1351	
17:15	17:30	1	19	94	6	0	15	39	39	0	15	60	4	0	6	37	7		
17:30	17:45	0	11	76	2	0	6	57	31	1	18	67	6	0	7	42	3		
17:45	18:00	0	18	76	3	0	11	44	35	0	10	50	2	0	5	25	5		

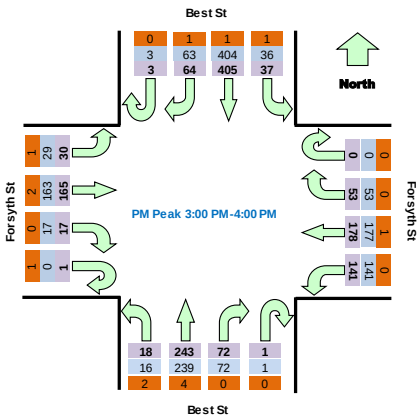
Peak Time		North Approach Best St				East Approach Forsyth St				South Approach Best St				West Approach Forsyth St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
14:45	15:45	0	55	305	39	2	48	185	103	4	67	254	22	0	18	192	31	1325
16:30	17:30	3	64	405	37	0	53	178	141	1	72	243	18	1	17	165	30	1428

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of The Esplanade and Ivan Jack Dr, Wag

GPS	-35.11027, 147.3674
Date:	Thu 27/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Ivan Jack Dr
East:	N/A
South:	Ivan Jack Dr
West:	The Esplanade

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:30 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:00 PM-5:00 PM

All Vehicles

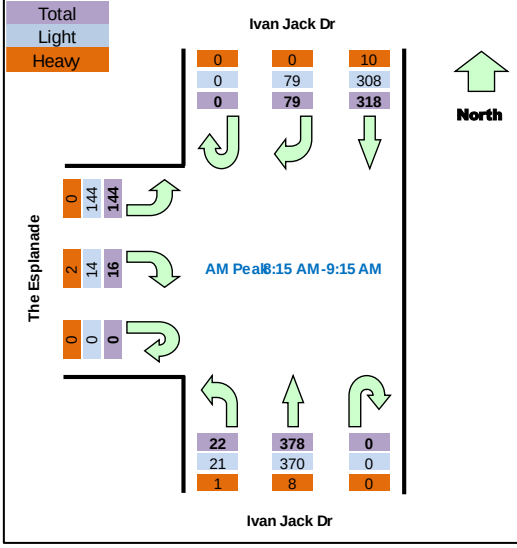
Time		North Approach Ivan Jack D			South Approach Ivan Jack D			West Approach The Esplanad			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
7:00	7:15	0	2	9	0	28	0	0	2	7	330	
7:15	7:30	0	9	21	0	15	2	0	1	3	438	
7:30	7:45	0	10	33	0	37	4	0	3	13	611	
7:45	8:00	0	7	47	0	49	5	0	4	19	773	
8:00	8:15	0	14	48	0	55	5	0	5	29	925	
8:15	8:30	0	14	78	0	86	8	0	6	32	957	Peak
8:30	8:45	0	24	85	0	106	6	0	3	38	905	
8:45	9:00	0	25	88	0	116	3	0	3	48		
9:00	9:15	0	16	67	0	70	5	0	4	26		
9:15	9:30	0	22	54	0	65	6	0	3	22		
14:30	14:45	0	27	75	0	52	9	0	3	20	853	
14:45	15:00	0	18	85	0	74	6	0	3	20	921	
15:00	15:15	0	24	93	0	68	10	0	4	26	928	
15:15	15:30	0	32	101	0	68	7	0	4	24	926	
15:30	15:45	0	27	86	0	101	9	0	6	25	923	
15:45	16:00	0	33	73	0	68	10	0	6	23	920	
16:00	16:15	0	32	96	0	51	16	0	6	22	959	
16:15	16:30	0	28	109	0	61	11	0	5	19	1034	
16:30	16:45	0	33	114	0	76	7	0	2	19	1063	Peak
16:45	17:00	0	31	110	0	72	13	0	6	20	1014	
17:00	17:15	0	50	131	0	81	9	0	9	18	959	
17:15	17:30	0	35	110	0	75	14	0	5	23		
17:30	17:45	0	24	80	0	73	9	0	5	11		
17:45	18:00	0	22	88	0	62	8	0	5	12		

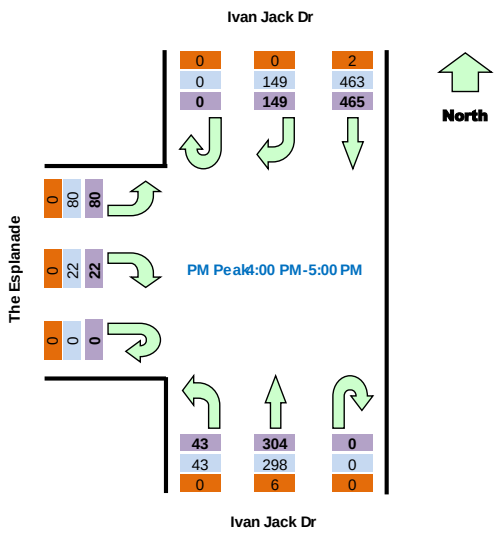
Peak Time		North Approach Ivan Jack D			South Approach Ivan Jack D			West Approach The Esplanad			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:15	9:15	0	79	318	0	378	22	0	16	144	957
16:30	17:30	0	149	465	0	304	43	0	22	80	1063

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Edward St and Docker St, Wagga Wagga

GPS	-35.1171, 147.35623
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Edward St
South:	Docker St
West:	Edward St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:30 AM-12:30 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

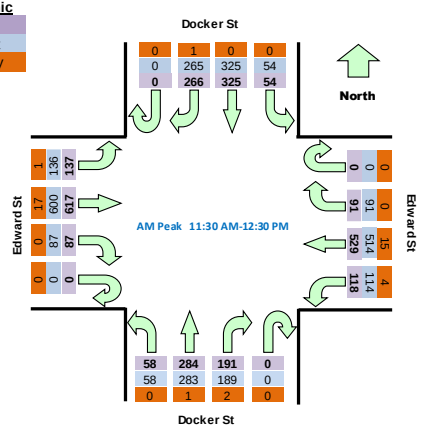
Time		North Approach Docker St				East Approach Edward St				South Approach Docker St				West Approach Edward St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	42	60	22	0	37	124	20	0	43	59	13	0	34	170	58	2519	
10:15	10:30	0	55	57	10	0	26	102	27	0	42	73	10	0	15	124	29	2479	
10:30	10:45	0	51	81	7	0	26	120	29	0	43	75	9	0	14	140	34	2630	
10:45	11:00	0	55	86	10	0	16	130	17	0	50	78	16	0	18	134	28	2650	
11:00	11:15	0	69	73	9	0	20	132	15	0	50	69	10	0	15	139	41	2664	
11:15	11:30	0	55	93	15	0	30	158	26	0	44	60	7	0	34	155	44	2746	
11:30	11:45	0	58	93	13	0	24	133	24	0	37	45	13	0	15	150	44	2757	Peak
11:45	12:00	0	74	65	9	0	28	126	40	0	45	76	14	0	15	133	27	2743	
12:00	12:15	0	65	68	12	0	27	145	30	0	61	92	17	0	26	154	27	2735	
12:15	12:30	0	69	99	20	0	12	125	24	0	48	71	14	0	31	180	39	2672	
12:30	12:45	0	62	65	13	1	19	138	22	0	43	57	12	0	18	143	42	2589	
12:45	13:00	0	57	66	8	0	23	153	30	0	44	64	14	0	14	134	37	2559	
13:00	13:15	0	50	83	12	1	29	163	26	0	45	47	7	0	18	138	42	2494	
13:15	13:30	0	66	76	19	0	23	129	26	0	45	58	11	0	25	133	38		
13:30	13:45	0	62	70	16	0	22	146	41	0	43	58	15	0	9	102	21		
13:45	14:00	0	52	76	14	0	12	124	27	0	41	59	10	0	14	122	28		

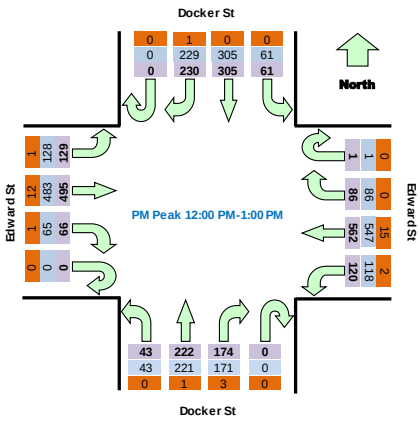
Peak Time		North Approach Docker St				East Approach Edward St				South Approach Docker St				West Approach Edward St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:30	12:30	0	266	325	54	0	91	529	118	0	191	284	58	0	87	617	137	2757
13:00	14:00	0	230	305	61	1	86	562	120	0	174	222	43	0	66	495	129	2494

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Morgan St and Docker St, Wagga Wagga

GPS	-35.11442, 147.35713
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Morgan St
South:	Docker St
West:	Bolton St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:30 AM-12:30 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

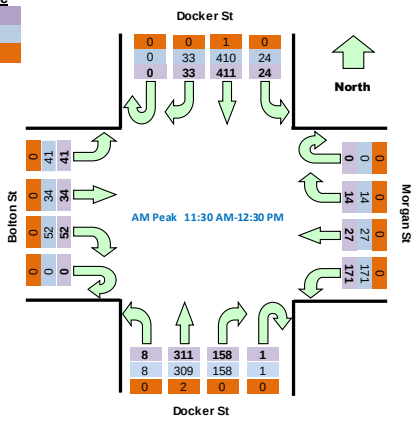
Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	6	70	9	0	0	10	38	0	45	89	8	0	23	19	10	1184	
10:15	10:30	0	3	88	8	0	1	5	27	0	33	82	5	0	11	8	5	1181	
10:30	10:45	0	6	94	7	0	1	4	38	0	46	81	0	0	5	4	6	1250	
10:45	11:00	0	4	103	9	0	0	6	46	0	35	76	3	0	3	2	2	1259	
11:00	11:15	0	8	111	4	0	3	7	34	0	39	79	3	0	12	10	14	1275	
11:15	11:30	0	3	106	12	0	1	3	39	0	44	80	1	0	23	21	12	1279	
11:30	11:45	0	5	101	8	0	3	7	45	0	27	77	2	0	12	5	9	1285	Peak
11:45	12:00	0	11	103	2	0	4	7	38	0	40	81	1	0	4	5	9	1256	
12:00	12:15	0	8	98	6	0	3	8	39	0	52	80	3	0	15	10	6	1221	
12:15	12:30	0	9	109	8	0	4	5	49	1	39	73	2	0	21	14	17	1200	
12:30	12:45	0	6	83	3	0	1	4	41	0	36	74	1	0	8	11	4	1152	
12:45	13:00	0	5	90	6	0	2	6	35	0	37	75	3	0	6	5	0	1139	
13:00	13:15	0	10	88	3	0	2	4	42	0	32	76	1	0	22	13	14	1119	
13:15	13:30	0	8	101	7	0	4	3	28	0	34	77	1	0	23	7	10		
13:30	13:45	0	1	100	6	0	2	2	29	0	31	63	2	0	14	5	4		
13:45	14:00	0	3	92	1	0	5	3	33	0	29	64	0	0	13	6	1		

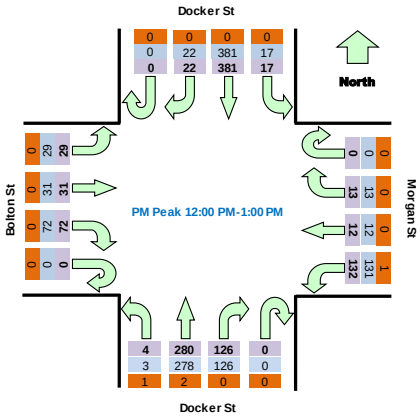
Peak Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:30	12:30	0	33	411	24	0	14	27	171	1	158	311	8	0	52	34	41	1285
13:00	14:00	0	22	381	17	0	13	12	132	0	126	280	4	0	72	31	29	1119

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Docker St and Forsyth St, Wagga Wag

GPS *-35.11243, 147.35783*

Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Forsyth St
South:	Docker St
West:	N/A

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

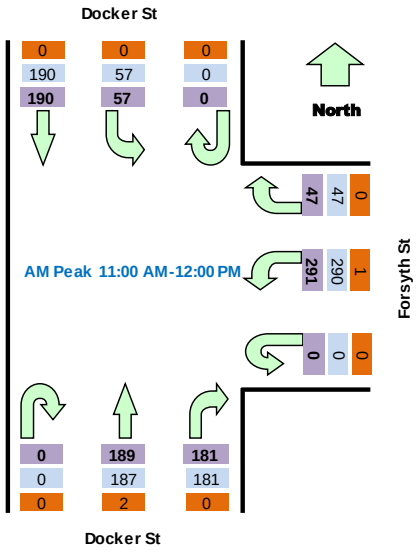
Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
10:00	10:15	0	51	26	0	10	39	0	38	59	873	
10:15	10:30	0	46	15	0	9	55	0	42	48	899	
10:30	10:45	0	36	16	0	8	77	0	43	44	919	
10:45	11:00	0	40	11	0	12	75	0	35	38	935	
11:00	11:15	0	52	12	0	19	72	0	47	47	955	Peak
11:15	11:30	0	55	14	0	6	72	0	41	47	929	
11:30	11:45	0	48	24	0	10	69	0	42	47	946	
11:45	12:00	0	35	7	0	12	78	0	51	48	907	
12:00	12:15	0	41	19	0	10	69	0	32	52	872	
12:15	12:30	0	61	23	0	15	62	0	48	43	852	
12:30	12:45	0	30	15	0	9	64	0	36	47	828	
12:45	13:00	0	34	8	0	10	69	0	33	42	823	
13:00	13:15	0	39	9	0	9	59	0	30	57	807	
13:15	13:30	0	57	9	0	13	59	0	32	58		
13:30	13:45	0	41	15	0	9	61	0	22	48		
13:45	14:00	0	33	6	0	11	64	0	23	43		

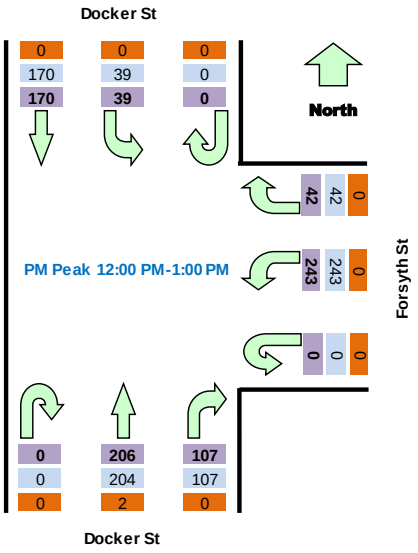
Peak Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Peak
Period Start	Period End	U	WB	L	U	R	L	U	R	EB	total
11:00	12:00	0	190	57	0	47	291	0	181	189	955
13:00	14:00	0	170	39	0	42	243	0	107	206	807

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





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Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Forsyth St and The Esplanade, Wagga Wagga

GPS	-35.11288, 147.3608
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	The Esplanade
East:	Forsyth St
South:	Murray St
West:	Forsyth St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

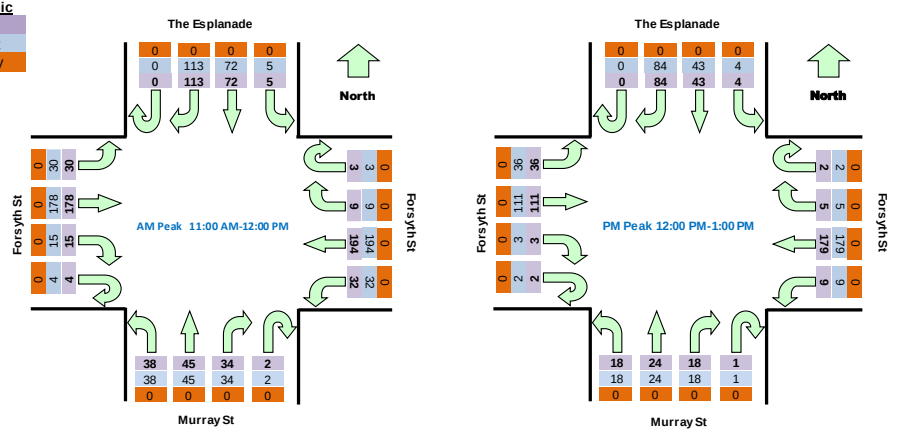
Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	13	15	0	0	0	26	2	1	7	13	12	1	6	49	3	679	
10:15	10:30	0	25	9	0	0	0	32	10	1	6	8	9	2	5	41	10	733	
10:30	10:45	0	24	18	4	0	1	47	6	0	7	10	17	1	4	42	9	759	
10:45	11:00	0	37	19	1	1	1	41	8	0	10	11	11	3	0	30	10	768	
11:00	11:15	0	25	16	1	1	4	58	8	0	8	15	10	1	5	40	10	774	Peak
11:15	11:30	0	26	19	1	0	2	43	9	0	10	11	11	2	1	38	11	744	
11:30	11:45	0	27	17	1	1	2	46	6	2	11	14	9	1	5	48	9	730	
11:45	12:00	0	35	20	2	1	1	47	9	0	5	5	8	0	4	52	0	692	
12:00	12:15	0	22	18	3	1	1	49	1	1	8	11	9	0	0	45	3	667	
12:15	12:30	0	29	9	0	0	1	41	8	1	5	4	5	2	3	50	12	630	
12:30	12:45	0	24	16	2	0	4	41	3	1	9	6	7	0	4	40	4	605	
12:45	13:00	1	25	12	2	0	1	49	4	0	5	13	8	1	2	30	11	579	
13:00	13:15	0	25	7	0	0	2	41	3	1	5	6	5	0	1	31	8	539	
13:15	13:30	0	19	14	2	1	0	49	3	0	4	6	4	0	0	30	13		
13:30	13:45	0	19	14	0	0	3	40	1	0	6	8	5	2	0	27	10		
13:45	14:00	0	21	8	2	1	0	49	2	0	3	4	4	0	2	23	5		

Peak Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:00	12:00	0	113	72	5	3	9	194	32	2	34	45	38	4	15	178	30	774
13:00	14:00	0	84	43	4	2	5	179	9	1	18	24	18	2	3	111	36	539

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Morgan St and Murray St, Wagga Wagga

GPS	-35.11489, 147.36045
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Murray St
East:	Morgan St
South:	Murray St
West:	Morgan St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:15 AM-12:15 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

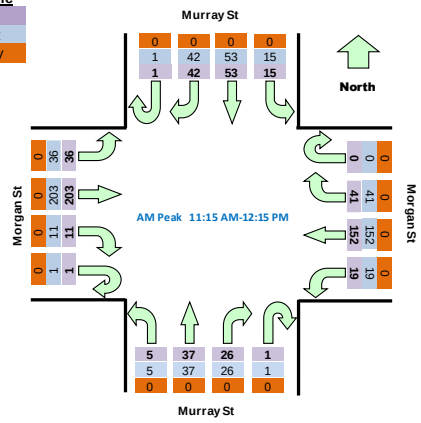
Time		North Approach Murray St				East Approach Morgan St				South Approach Murray St				West Approach Morgan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	11	6	9	0	7	33	4	0	4	16	1	0	3	57	10	592	
10:15	10:30	0	14	6	3	0	11	18	2	0	2	7	6	0	2	36	6	582	
10:30	10:45	1	7	14	8	0	13	42	3	0	9	10	2	0	1	46	10	639	
10:45	11:00	0	10	13	6	0	9	41	6	1	4	9	1	0	1	37	14	638	
11:00	11:15	0	14	8	9	0	10	27	5	0	5	10	3	0	2	45	13	632	
11:15	11:30	0	15	14	2	0	15	28	6	0	6	8	1	0	2	64	9	643	Peak
11:30	11:45	1	8	13	6	0	11	46	8	0	8	12	1	1	2	36	12	633	
11:45	12:00	0	12	16	3	0	7	38	0	1	5	7	1	0	3	49	4	612	
12:00	12:15	0	7	10	4	0	8	40	5	0	7	10	2	0	4	54	11	601	
12:15	12:30	0	9	6	8	0	6	44	5	0	6	5	3	0	2	62	4	578	
12:30	12:45	0	9	11	4	1	5	42	6	0	4	7	1	0	6	37	11	536	
12:45	13:00	1	9	7	1	0	4	31	3	0	6	14	4	0	3	45	7	508	
13:00	13:15	0	3	7	3	0	7	45	9	0	6	8	3	0	4	42	2	494	
13:15	13:30	0	4	10	4	0	6	27	9	0	4	7	1	0	3	42	1		
13:30	13:45	0	6	6	4	0	6	32	5	0	3	6	1	1	1	38	7		
13:45	14:00	0	3	7	3	0	4	40	10	0	7	5	2	0	2	36	2		

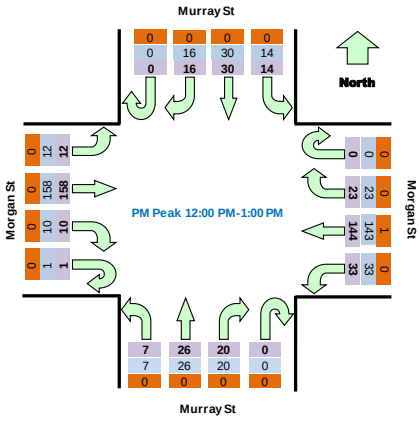
Peak Time		North Approach Murray St				East Approach Morgan St				South Approach Murray St				West Approach Morgan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:15	12:15	1	42	53	15	0	41	152	19	1	26	37	5	1	11	203	36	643
13:00	14:00	0	16	30	14	0	23	144	33	0	20	26	7	1	10	158	12	494

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Edward St and Murray St, Wagga Wagga

GPS	-35.11757, 147.35993
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Murray St
East:	Edward St
South:	Murray St
West:	Edward St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:15 AM-12:15 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

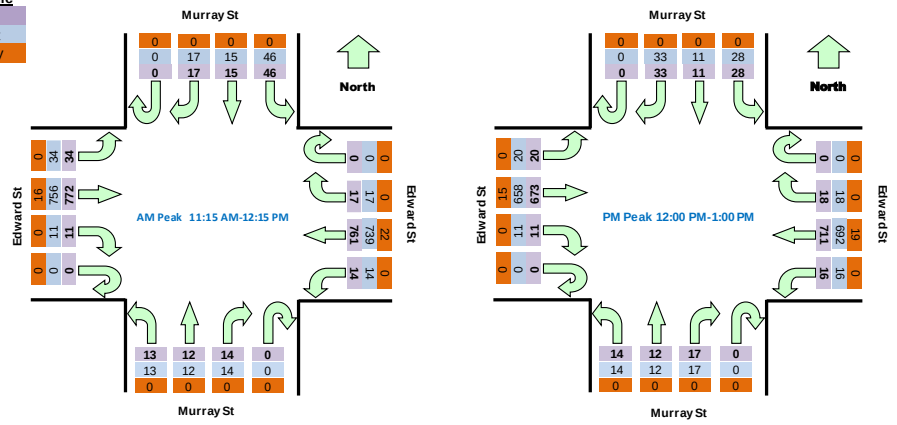
Time		North Approach Murray St				East Approach Edward St				South Approach Murray St				West Approach Edward St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	4	3	7	0	6	167	4	0	3	3	3	0	1	213	10	1574	
10:15	10:30	0	2	2	5	0	9	157	1	0	2	1	4	0	1	172	4	1538	
10:30	10:45	0	2	3	11	0	8	165	4	0	3	2	2	0	0	182	13	1641	
10:45	11:00	0	4	3	12	0	5	166	1	0	3	3	2	0	2	187	7	1664	
11:00	11:15	0	3	1	10	0	8	163	2	0	2	3	8	0	0	182	6	1660	
11:15	11:30	0	5	2	13	0	1	200	5	0	3	3	4	0	2	215	10	1726	Peak
11:30	11:45	0	5	4	12	0	7	180	2	0	5	3	3	0	3	185	9	1690	
11:45	12:00	0	4	4	10	0	3	180	5	0	3	3	1	0	3	168	7	1689	
12:00	12:15	0	3	5	11	0	6	201	2	0	3	3	5	0	3	204	8	1697	
12:15	12:30	0	3	3	7	0	2	156	0	0	4	3	2	0	0	237	10	1675	
12:30	12:45	0	4	4	13	0	3	180	4	0	4	3	4	0	2	191	5	1627	
12:45	13:00	0	3	1	9	0	10	191	3	0	1	2	2	0	0	167	10	1594	
13:00	13:15	0	7	2	9	0	7	206	4	0	3	3	4	0	5	177	5	1564	
13:15	13:30	0	14	5	4	0	2	153	4	0	3	3	4	0	4	177	6		
13:30	13:45	0	5	1	7	0	5	193	3	0	4	3	2	0	1	157	3		
13:45	14:00	0	7	3	8	0	4	159	5	0	7	3	4	0	1	162	6		

Peak Time		North Approach Murray St				East Approach Edward St				South Approach Murray St				West Approach Edward St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:15	12:15	0	17	15	46	0	17	761	14	0	14	12	13	0	11	772	34	1726
13:00	14:00	0	33	11	28	0	18	711	16	0	17	12	14	0	11	673	20	1564

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Edward St and Best St, Wagga Wagga

GPS	-35.11845, 147.36587
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Best St
East:	Edward St
South:	Best St
West:	Edward St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:15 AM-12:15 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

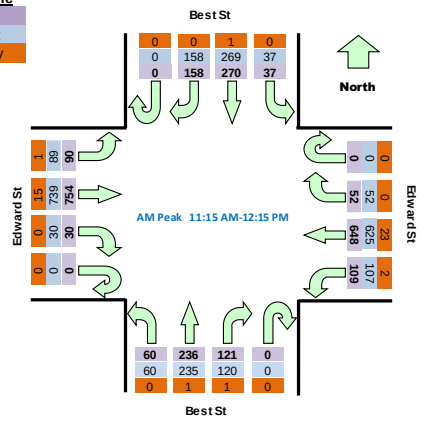
Time		North Approach Best St				East Approach Edward St				South Approach Best St				West Approach Edward St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	27	45	9	0	9	124	17	0	15	47	15	0	11	172	22	2219	
10:15	10:30	0	25	56	4	0	11	147	24	0	28	58	13	0	9	180	16	2263	
10:30	10:45	0	30	55	7	0	16	154	22	0	28	49	4	0	6	178	15	2339	
10:45	11:00	0	35	52	6	0	17	141	20	0	24	53	11	0	9	187	16	2426	
11:00	11:15	0	37	52	12	0	18	129	15	0	38	63	13	0	12	151	17	2485	
11:15	11:30	0	33	58	9	0	13	175	28	0	24	60	14	0	7	203	23	2565	Peak
11:30	11:45	0	39	73	9	0	14	170	27	0	35	59	13	0	6	188	18	2477	
11:45	12:00	0	42	77	9	0	11	133	28	0	36	68	22	0	9	172	23	2465	
12:00	12:15	0	44	62	10	0	14	170	26	0	26	49	11	0	8	191	26	2448	
12:15	12:30	0	27	75	3	0	17	130	17	0	20	50	11	0	13	179	17	2368	
12:30	12:45	0	43	55	8	0	11	151	29	0	34	48	7	0	13	212	28	2392	
12:45	13:00	0	50	75	4	0	12	155	25	0	30	52	18	0	11	165	16	2310	
13:00	13:15	0	36	73	6	0	12	158	19	0	29	38	15	0	12	144	15	2221	
13:15	13:30	0	31	56	8	0	20	159	32	0	28	49	8	0	12	159	21		
13:30	13:45	0	39	79	6	0	14	141	26	0	26	38	4	0	14	162	8		
13:45	14:00	0	29	68	3	0	21	150	23	0	28	44	12	0	6	130	10		

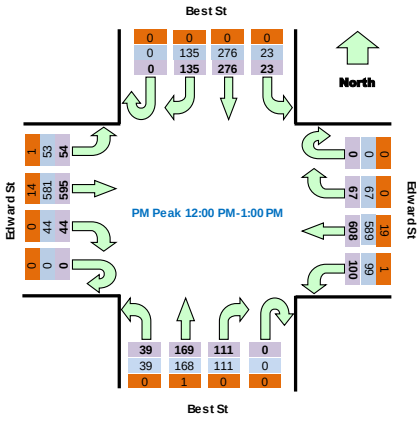
Peak Time		North Approach Best St				East Approach Edward St				South Approach Best St				West Approach Edward St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:15	12:15	0	158	270	37	0	52	648	109	0	121	236	60	0	30	754	90	2565
13:00	14:00	0	135	276	23	0	67	608	100	0	111	169	39	0	44	595	54	2221

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Morgan St and Best St, Wagga Wagga

GPS	-35.11565, 147.36641
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Best St
East:	Morgan St
South:	Best St
West:	Morgan St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:30 AM-12:30 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

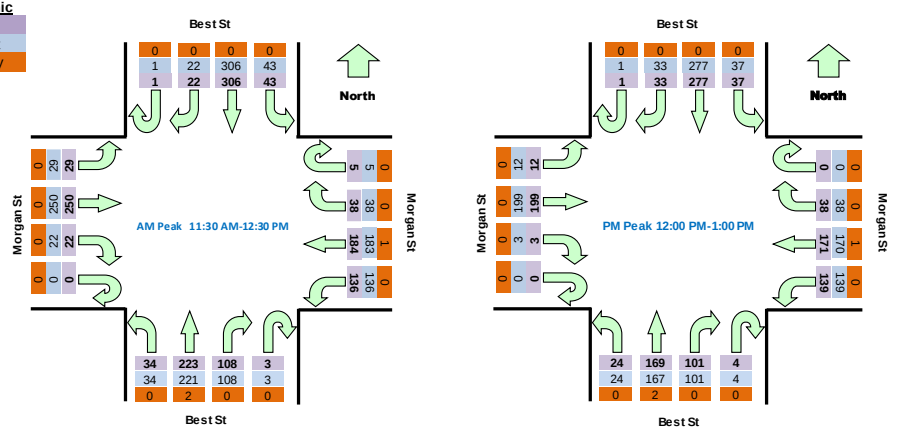
Time		North Approach Best St				East Approach Morgan St				South Approach Best St				West Approach Morgan St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	8	52	3	0	9	26	24	2	23	39	10	0	4	60	6	1158	
10:15	10:30	1	5	62	7	0	8	22	18	1	18	57	7	0	5	54	12	1202	
10:30	10:45	0	8	63	12	0	10	46	24	0	25	51	9	0	7	56	3	1261	
10:45	11:00	0	7	64	8	0	9	43	25	2	26	55	8	1	7	44	2	1306	
11:00	11:15	0	7	65	10	0	6	32	27	0	30	57	10	0	4	56	6	1373	
11:15	11:30	0	10	69	12	0	9	29	31	0	32	48	16	0	6	68	6	1396	
11:30	11:45	0	7	80	15	2	11	52	33	2	29	53	10	0	7	44	14	1404	Peak
11:45	12:00	0	7	82	14	1	10	37	35	0	28	65	10	0	5	69	5	1363	
12:00	12:15	0	4	72	7	1	9	42	37	0	23	55	7	0	3	68	5	1304	
12:15	12:30	1	4	72	7	1	8	53	31	1	28	50	7	0	7	69	5	1282	
12:30	12:45	0	7	71	15	0	11	41	34	2	29	54	7	0	3	37	7	1251	
12:45	13:00	0	6	77	5	3	13	35	42	1	16	52	7	0	3	46	3	1229	
13:00	13:15	0	11	68	11	0	11	46	39	1	24	35	9	0	1	54	1	1208	
13:15	13:30	0	8	73	12	0	8	39	27	0	30	61	3	0	1	47	4		
13:30	13:45	1	8	79	7	0	10	43	39	0	22	33	5	0	0	44	5		
13:45	14:00	0	6	57	7	0	9	43	34	3	25	40	7	0	1	54	2		

Peak Time		North Approach Best St				East Approach Morgan St				South Approach Best St				West Approach Morgan St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:30	12:30	1	22	306	43	5	38	184	136	3	108	223	34	0	22	250	29	1404
13:00	14:00	1	33	277	37	0	38	171	139	4	101	169	24	0	3	199	12	1208

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Forsyth St and Best St, Wagga Wagga

GPS	-35.11361, 147.36675
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Best St
East:	Forsyth St
South:	Best St
West:	Forsyth St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:30 AM-12:30 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

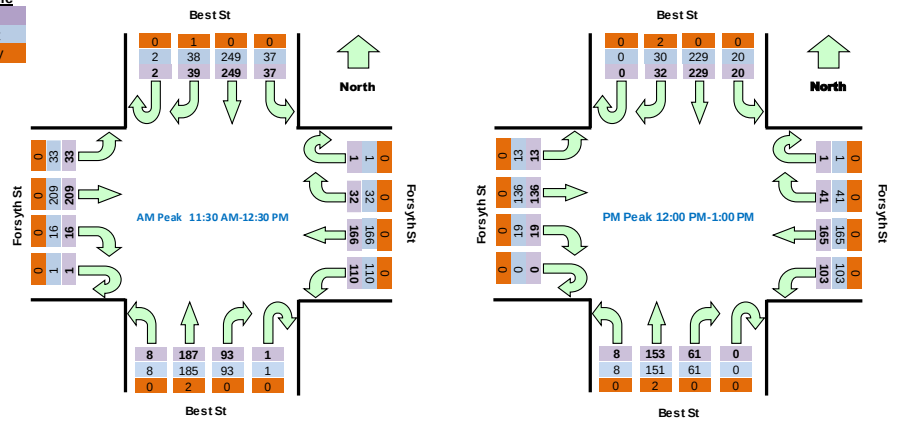
Time		North Approach Best St				East Approach Forsyth St				South Approach Best St				West Approach Forsyth St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	3	43	10	0	13	24	17	0	11	43	1	0	2	46	8	995	
10:15	10:30	0	4	53	5	0	7	31	21	0	15	58	5	0	5	38	4	1047	
10:30	10:45	0	22	59	5	0	9	36	17	0	13	47	4	0	3	47	2	1079	
10:45	11:00	0	10	64	11	0	10	35	13	0	16	42	6	0	4	46	7	1117	
11:00	11:15	0	9	59	8	0	6	58	21	0	17	43	5	0	2	42	3	1167	
11:15	11:30	0	11	66	8	0	4	36	28	0	18	47	2	1	2	53	2	1175	
11:30	11:45	0	9	70	12	1	8	37	25	0	29	47	4	0	6	45	9	1184	Peak
11:45	12:00	2	12	70	9	0	11	44	22	1	24	51	3	0	5	53	7	1172	
12:00	12:15	0	10	56	6	0	7	43	29	0	22	43	0	1	3	53	8	1117	
12:15	12:30	0	8	53	10	0	6	42	34	0	18	46	1	0	2	58	9	1074	
12:30	12:45	0	10	67	8	0	11	39	24	0	15	55	5	1	4	47	4	1057	
12:45	13:00	0	12	55	6	1	12	40	29	0	13	48	3	0	1	37	2	1009	
13:00	13:15	0	6	62	10	0	13	36	22	0	14	34	2	0	5	29	5	981	
13:15	13:30	0	10	65	4	0	5	45	29	0	22	44	3	0	5	36	2		
13:30	13:45	0	10	54	4	1	14	33	31	0	14	34	1	0	5	37	4		
13:45	14:00	0	6	48	2	0	9	51	21	0	11	41	2	0	4	34	2		

Peak Time		North Approach Best St				East Approach Forsyth St				South Approach Best St				West Approach Forsyth St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:30	12:30	2	39	249	37	1	32	166	110	1	93	187	8	1	16	209	33	1184
13:00	14:00	0	32	229	20	1	41	165	103	0	61	153	8	0	19	136	13	981

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of The Esplanade and Ivan Jack Dr, Wag

GPS	-35.11027, 147.3674
Date:	Sat 29/05/21
Weather:	Dry
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Ivan Jack Dr
East:	N/A
South:	Ivan Jack Dr
West:	The Esplanade

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

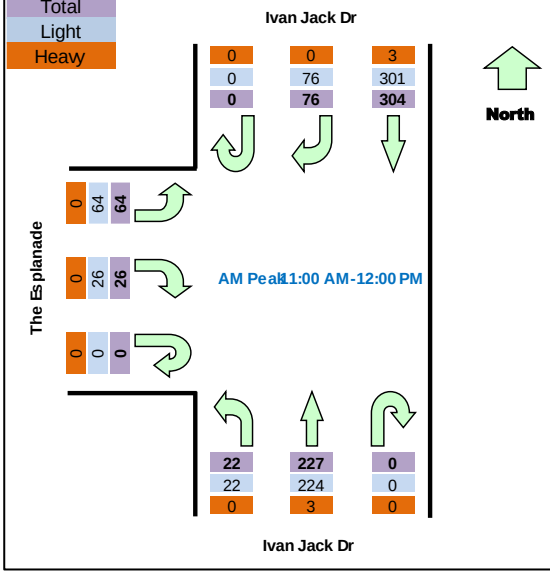
Time		North Approach Ivan Jack D			South Approach Ivan Jack D			West Approach The Esplanad			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
10:00	10:15	0	17	50	0	58	6	0	4	12	674	
10:15	10:30	0	24	52	0	61	5	0	7	14	686	
10:30	10:45	0	19	76	0	57	5	0	7	17	695	
10:45	11:00	0	29	76	0	51	5	0	5	17	699	
11:00	11:15	0	20	67	0	42	7	0	6	17	719	Peak
11:15	11:30	0	16	73	0	53	3	0	8	19	716	
11:30	11:45	0	16	80	0	65	4	0	7	13	707	
11:45	12:00	0	24	84	0	67	8	0	5	15	701	
12:00	12:15	0	12	66	0	55	7	0	3	13	651	
12:15	12:30	0	11	62	0	55	11	0	6	18	651	
12:30	12:45	0	18	75	0	64	8	0	6	8	639	
12:45	13:00	0	8	67	0	49	12	0	3	14	617	
13:00	13:15	0	14	66	0	50	5	0	9	12	600	
13:15	13:30	0	7	75	0	49	5	0	1	14		
13:30	13:45	0	16	60	0	46	9	0	6	20		
13:45	14:00	0	18	52	0	49	6	0	2	9		

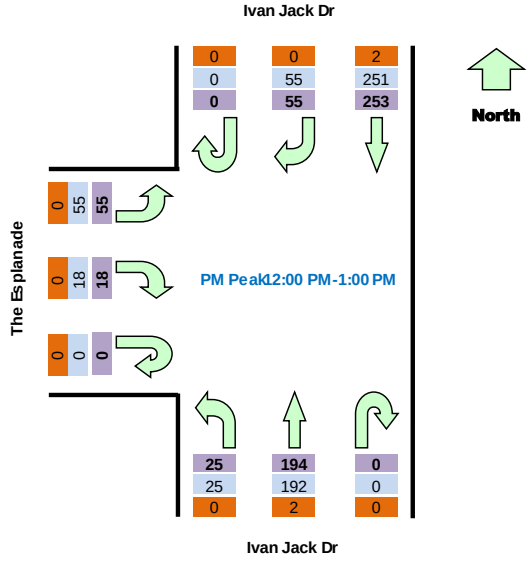
Peak Time		North Approach Ivan Jack D			South Approach Ivan Jack D			West Approach The Esplanad			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
11:00	12:00	0	76	304	0	227	22	0	26	64	719
13:00	14:00	0	55	253	0	194	25	0	18	55	600

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





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Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Forsyth St and The Esplanade, Wagga Wagga

GPS *-35.112850, 147.360834*

Date:	Thu 04/05/23
Weather:	Fine
Suburban:	Wagga Wagga
Customer:	McLaren

North:	The Esplanade
East:	Forsyth St
South:	Murray St
West:	Forsyth St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	3:00 PM-4:00 PM

All Vehicles

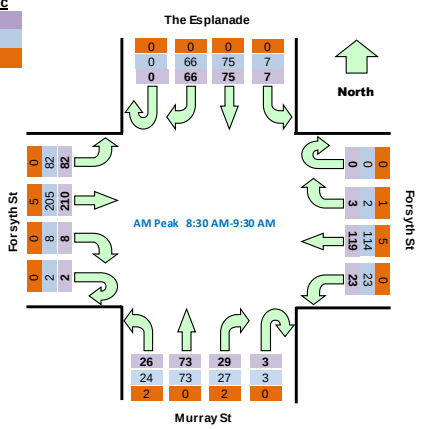
Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	3	4	2	0	0	4	1	0	4	7	2	0	0	8	6	271	
7:15	7:30	0	11	4	0	0	1	7	2	0	1	4	4	0	0	15	9	363	
7:30	7:45	1	5	6	1	0	1	12	2	0	0	6	4	0	1	17	12	454	
7:45	8:00	0	9	7	0	0	0	17	2	0	3	12	4	0	2	33	15	560	
8:00	8:15	0	15	8	1	0	0	15	9	1	3	12	4	0	1	50	14	647	
8:15	8:30	1	14	15	0	0	2	21	8	0	6	19	5	0	8	31	19	689	
8:30	8:45	0	19	23	1	0	0	15	5	1	6	20	4	1	2	49	28	726	Peak
8:45	9:00	0	10	20	3	0	2	32	2	0	9	15	7	0	3	65	23		
9:00	9:15	0	15	14	2	0	1	29	5	0	5	19	10	1	2	58	14		
9:15	9:30	0	22	18	1	0	0	43	11	2	9	19	5	0	1	38	17		
14:30	14:45	1	32	17	0	0	1	38	9	0	9	17	13	0	1	33	18	814	
14:45	15:00	0	29	9	2	1	1	40	7	0	4	19	20	1	4	37	10	830	
15:00	15:15	0	39	13	0	1	1	51	4	1	7	18	12	0	2	41	13	856	Peak
15:15	15:30	0	38	28	2	0	1	42	9	0	9	30	18	0	6	45	10	840	
15:30	15:45	0	41	14	1	0	2	38	6	1	8	28	16	0	1	36	13	780	
15:45	16:00	0	26	12	0	2	0	46	13	1	7	36	13	1	3	38	12	759	
16:00	16:15	0	28	19	0	0	0	58	3	0	8	15	13	0	2	33	8	721	
16:15	16:30	2	24	22	2	0	3	45	9	0	6	16	6	0	2	32	9	753	
16:30	16:45	0	24	17	2	2	0	48	12	0	6	20	7	0	2	40	4	738	
16:45	17:00	0	23	17	3	1	2	30	6	0	7	26	9	1	1	33	13	723	
17:00	17:15	0	33	24	3	0	2	66	9	0	7	28	13	0	2	26	6	652	
17:15	17:30	0	30	14	3	1	3	44	5	0	2	18	13	0	1	19	10		
17:30	17:45	1	34	20	2	0	0	43	5	0	4	16	4	0	0	30	10		
17:45	18:00	0	13	7	1	0	0	38	5	1	3	11	2	0	1	17	2		

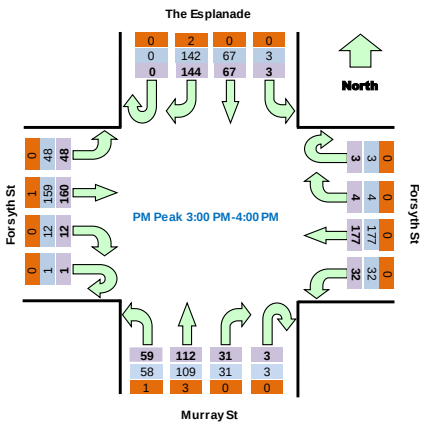
Peak Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:30	9:30	0	66	75	7	0	3	119	23	3	29	73	26	2	8	210	82	726
15:00	16:00	0	144	67	3	3	4	177	32	3	31	112	59	1	12	160	48	856

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Docker St and Forsyth St, Wagga Wagga

GPS *-35.112461, 147.357815*

Date:	Thu 04/05/23
Weather:	Fine
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Forsyth St
South:	Docker St
West:	N/A

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	3:00 PM-4:00 PM

All Vehicles

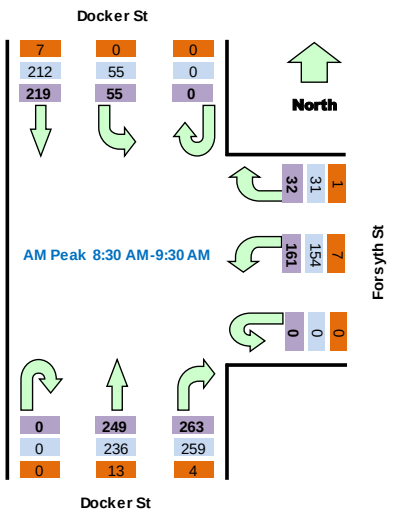
Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
7:00	7:15	0	25	2	0	1	8	0	16	16	460	
7:15	7:30	0	28	1	0	3	17	0	22	26	575	
7:30	7:45	0	28	3	0	3	16	0	28	54	677	
7:45	8:00	0	42	7	0	3	23	0	49	39	803	
8:00	8:15	1	47	13	0	4	25	1	53	39	927	
8:15	8:30	0	56	15	0	6	33	0	46	43	973	
8:30	8:45	0	62	8	0	6	31	0	72	79	979	Peak
8:45	9:00	0	69	24	0	9	36	0	74	75		
9:00	9:15	0	54	16	0	10	37	0	66	46		
9:15	9:30	0	34	7	0	7	57	0	51	49		
14:30	14:45	0	42	11	0	10	63	0	46	41	1008	
14:45	15:00	0	46	8	0	9	75	0	48	40	1050	
15:00	15:15	0	48	16	0	17	86	0	39	63	1066	Peak
15:15	15:30	0	88	10	0	9	80	0	50	63	1028	
15:30	15:45	0	58	6	0	7	83	0	44	57	935	
15:45	16:00	0	46	15	0	17	67	0	44	53	898	
16:00	16:15	0	40	10	0	24	71	0	30	56	870	
16:15	16:30	0	38	7	0	5	73	0	31	53	896	
16:30	16:45	0	49	13	0	14	66	0	31	45	947	
16:45	17:00	0	56	12	0	12	43	0	35	56	974	
17:00	17:15	0	53	13	0	15	94	0	22	60	947	
17:15	17:30	0	73	7	0	15	76	0	25	62		
17:30	17:45	0	72	17	0	12	70	0	23	51		
17:45	18:00	0	51	10	0	18	39	0	17	52		

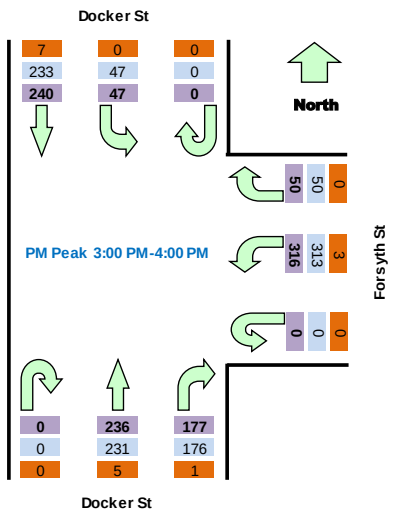
Peak Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:30	9:30	0	219	55	0	32	161	0	263	249	979
15:00	16:00	0	240	47	0	50	316	0	177	236	1066

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Morgan St and Docker St, Wagga Wagga

GPS *-35.114457, 147.357139*

Date:	Thu 04/05/23
Weather:	Fine
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Morgan St
South:	Docker St
West:	Bolton St

Survey Period	AM:	7:00 AM-9:30 AM
	PM:	2:30 PM-6:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	3:00 PM-4:00 PM

All Vehicles

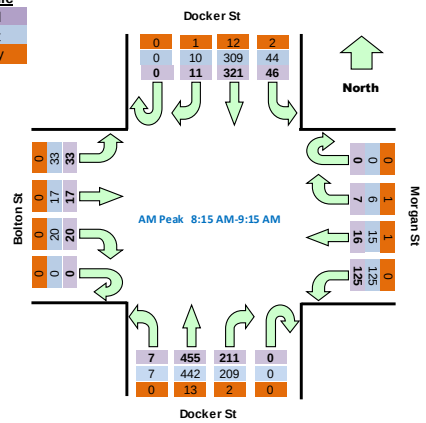
Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	1	28	3	0	0	3	14	1	16	31	3	0	3	3	0	615	
7:15	7:30	0	0	42	3	0	0	2	11	0	19	49	0	0	3	1	0	746	
7:30	7:45	0	5	34	4	0	0	3	15	0	13	77	2	0	3	2	2	912	
7:45	8:00	1	1	52	13	0	0	3	14	0	43	82	1	0	3	3	3	1075	
8:00	8:15	0	1	63	10	0	0	2	15	0	50	90	0	0	2	3	1	1210	
8:15	8:30	0	1	79	11	0	3	3	48	0	55	83	1	0	5	4	3	1269	Peak
8:30	8:45	0	3	77	11	0	3	2	24	0	50	135	1	0	3	4	10	1264	
8:45	9:00	0	5	90	14	0	1	4	24	0	64	135	2	0	4	2	9		
9:00	9:15	0	2	75	10	0	0	7	29	0	42	102	3	0	8	7	11		
9:15	9:30	0	1	83	4	0	3	1	26	0	62	94	1	0	4	7	5		
14:30	14:45	0	4	97	5	0	4	2	28	0	22	79	2	0	3	4	1	1242	
14:45	15:00	0	7	105	5	0	3	5	48	0	24	76	0	0	11	1	8	1340	
15:00	15:15	0	3	131	2	0	2	1	35	0	35	96	1	0	5	7	8	1346	Peak
15:15	15:30	0	11	142	11	0	1	5	43	0	35	99	3	0	8	5	9	1304	
15:30	15:45	0	7	122	13	0	3	2	38	0	49	96	1	0	4	8	6	1214	
15:45	16:00	1	4	100	10	0	2	7	38	0	32	91	2	0	5	3	4	1147	
16:00	16:15	0	3	100	5	0	2	1	37	0	42	72	0	0	8	2	12	1118	
16:15	16:30	0	2	104	7	0	4	3	37	0	22	78	3	0	8	8	6	1150	
16:30	16:45	0	1	109	5	0	3	6	45	0	28	68	1	0	6	3	7	1171	
16:45	17:00	0	2	93	5	0	1	5	34	0	30	80	1	0	9	3	7	1202	
17:00	17:15	0	3	135	9	0	0	4	43	0	28	77	2	0	5	6	4	1170	
17:15	17:30	0	4	131	9	0	6	7	38	0	14	76	0	0	10	5	3		
17:30	17:45	0	5	133	6	0	3	4	48	0	24	65	3	0	7	10	5		
17:45	18:00	0	2	86	5	0	6	5	30	0	26	64	2	0	6	4	2		

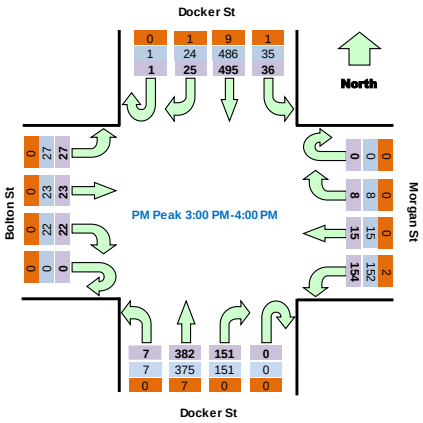
Peak Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	11	321	46	0	7	16	125	0	211	455	7	0	20	17	33	1269
15:00	16:00	1	25	495	36	0	8	15	154	0	151	382	7	0	22	23	27	1346

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





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TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Forsyth St and The Esplanade, Wagga Wagga

GPS -35.112850, 147.360834

Date:	Sat 06/05/23
Weather:	Fine
Suburban:	Wagga Wagga
Customer:	McLaren

North:	The Esplanade
East:	Forsyth St
South:	Murray St
West:	Forsyth St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

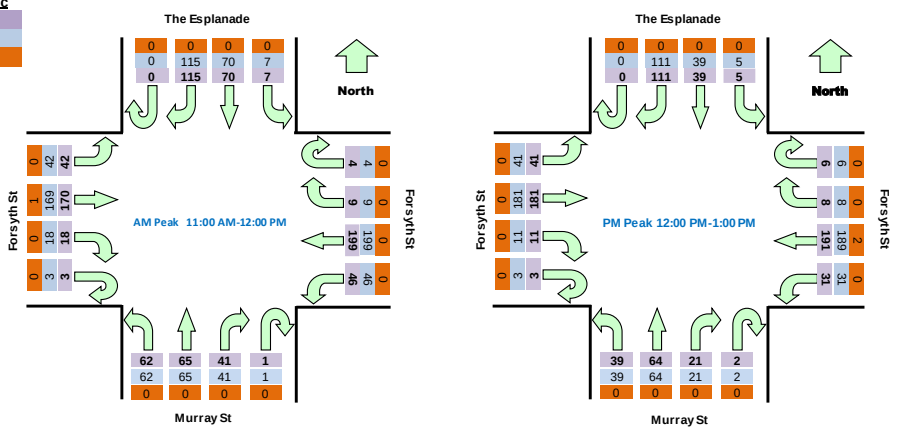
Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	1	21	13	1	2	1	27	7	1	7	12	9	0	2	54	10	701	
10:15	10:30	1	15	13	2	0	1	38	11	1	6	18	7	1	4	49	12	737	
10:30	10:45	1	27	15	0	0	1	42	10	0	6	18	21	2	7	42	4	770	
10:45	11:00	0	16	7	0	0	0	40	6	0	4	15	14	1	5	44	6	786	
11:00	11:15	0	20	14	2	2	2	51	11	1	13	15	11	1	5	49	7	852	Peak
11:15	11:30	0	31	18	0	1	4	43	13	0	9	16	17	0	6	44	10		
11:30	11:45	0	27	22	1	0	2	51	11	0	9	13	22	1	5	35	13		
11:45	12:00	0	37	16	4	1	1	54	11	0	10	21	12	1	2	42	12		
12:00	12:15	0	29	12	1	2	3	51	8	1	2	19	9	0	1	42	5	753	Peak
12:15	12:30	0	22	12	2	1	1	42	12	0	7	21	10	2	6	60	15	719	
12:30	12:45	0	25	8	1	2	1	45	5	0	9	10	8	0	1	42	16	653	
12:45	13:00	0	35	7	1	1	3	53	6	1	3	14	12	1	3	37	5	624	
13:00	13:15	0	16	14	2	0	0	40	5	0	3	3	7	0	3	53	5	589	
13:15	13:30	0	12	6	1	0	0	49	7	0	3	4	10	0	2	41	12		
13:30	13:45	0	24	8	2	0	2	38	4	1	2	9	8	0	1	37	8		
13:45	14:00	1	21	9	3	0	4	38	2	0	1	7	4	1	3	37	16		

Peak Time		North Approach The Esplanade				East Approach Forsyth St				South Approach Murray St				West Approach Forsyth St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:00	12:00	0	115	70	7	4	9	199	46	1	41	65	62	3	18	170	42	852
12:00	13:00	0	111	39	5	6	8	191	31	2	21	64	39	3	11	181	41	753

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



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TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Docker St and Forsyth St, Wagga Wagga

GPS *-35.112461, 147.357815*

Date:	Sat 06/05/23
Weather:	Fine
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Forsyth St
South:	Docker St
West:	N/A

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

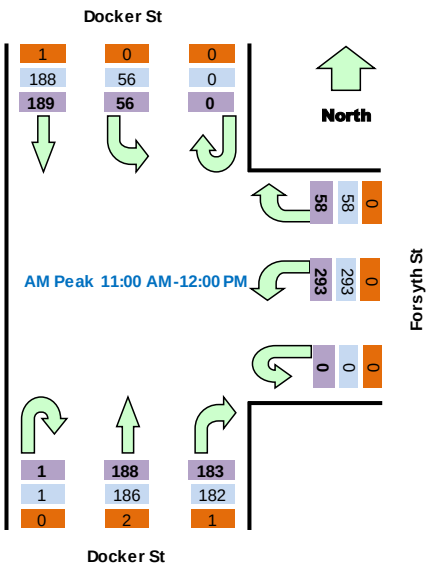
Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
10:00	10:15	0	60	15	0	7	44	0	57	54	869	
10:15	10:30	0	35	13	0	8	49	0	55	53	873	
10:30	10:45	0	40	18	0	17	61	0	46	32	912	
10:45	11:00	0	37	18	0	10	53	0	34	53	925	
11:00	11:15	0	51	15	0	15	65	1	51	43	968	Peak
11:15	11:30	0	60	15	0	11	71	0	43	52		
11:30	11:45	0	34	12	0	14	74	0	45	48		
11:45	12:00	0	44	14	0	18	83	0	44	45		
12:00	12:15	0	43	16	0	13	72	0	37	45	911	Peak
12:15	12:30	0	49	21	0	9	58	0	59	34	884	
12:30	12:45	0	47	11	0	10	64	0	48	35	858	
12:45	13:00	0	40	12	0	16	84	0	39	49	835	
13:00	13:15	0	39	21	0	9	53	0	38	39	797	
13:15	13:30	0	42	12	0	9	61	0	40	40		
13:30	13:45	0	42	8	1	17	46	0	34	44		
13:45	14:00	0	32	11	0	8	59	0	42	50		

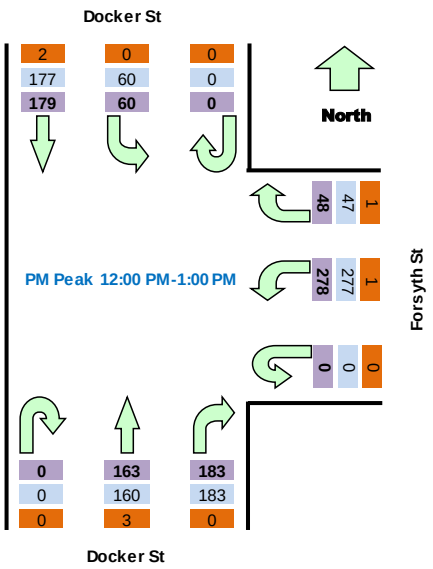
Peak Time		North Approach Docker St			East Approach Forsyth St			South Approach Docker St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
11:00	12:00	0	189	56	0	58	293	1	183	188	968
12:00	13:00	0	179	60	0	48	278	0	183	163	911

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy





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TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Morgan St and Docker St, Wagga Wagga

GPS -35.114457, 147.357139

Date:	Sat 06/05/23
Weather:	Fine
Suburban:	Wagga Wagga
Customer:	McLaren

North:	Docker St
East:	Morgan St
South:	Docker St
West:	Bolton St

Survey Period	AM:	10:00 AM-12:00 PM
	PM:	12:00 PM-2:00 PM
Traffic Peak	AM:	11:00 AM-12:00 PM
	PM:	12:00 PM-1:00 PM

All Vehicles

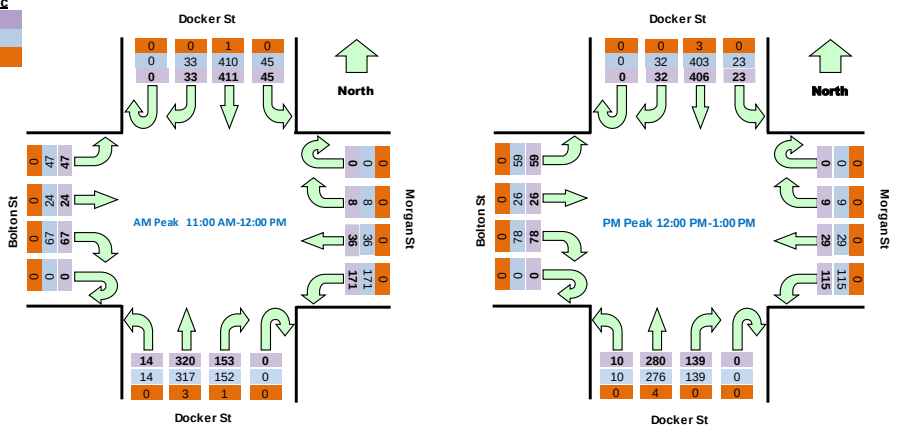
Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
10:00	10:15	0	5	82	19	0	1	6	25	0	41	95	2	0	31	20	17	1213	
10:15	10:30	1	8	67	9	0	2	8	40	0	49	91	0	0	10	7	12	1210	
10:30	10:45	1	13	79	5	0	2	6	39	0	51	70	3	0	8	3	5	1253	
10:45	11:00	0	10	72	11	0	4	9	38	0	36	83	3	0	5	6	3	1277	
11:00	11:15	0	7	96	14	0	2	10	51	0	44	83	4	0	12	6	12	1329	Peak
11:15	11:30	0	8	111	13	0	1	5	32	0	34	74	6	0	32	9	22		
11:30	11:45	0	6	96	9	0	3	5	44	0	38	79	1	0	13	5	10		
11:45	12:00	0	12	108	9	0	2	16	44	0	37	84	3	0	10	4	3		
12:00	12:15	0	11	95	7	0	2	5	34	0	31	71	2	0	13	2	12	1206	Peak
12:15	12:30	0	6	96	7	0	0	8	36	0	37	67	3	0	41	15	27	1194	
12:30	12:45	0	5	104	5	0	2	2	25	0	36	69	3	0	13	4	11	1148	
12:45	13:00	0	10	111	4	0	5	14	20	0	35	73	2	0	11	5	9	1105	
13:00	13:15	0	11	78	5	0	2	10	34	0	28	66	2	0	20	7	10	1078	
13:15	13:30	0	7	90	4	0	0	5	25	0	28	77	3	0	37	15	6		
13:30	13:45	0	2	80	8	0	4	2	26	0	22	64	0	0	15	6	7		
13:45	14:00	0	4	79	6	0	3	5	31	0	26	84	2	0	22	4	6		

Peak Time		North Approach Docker St				East Approach Morgan St				South Approach Docker St				West Approach Bolton St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
11:00	12:00	0	33	411	45	0	8	36	171	0	153	320	14	0	67	24	47	1329
12:00	13:00	0	32	406	23	0	9	29	115	0	139	280	10	0	78	26	59	1206

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

Total
Light
Heavy



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TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Forsyth St	**Location :**	Outside Property 182
Suburb :	Wagga Wagga	**Start Date :**	00:00 Thu 04/May/2023
Machine ID:	SB03MQH3/P	**Finish Date :**	00:00 Thu 11/May/2023
Site ID:	2504	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information			Direction of Travel		
	Lat	35° 6' 45.82 South	**Both directions**	**Westbound**	**Eastbound**
	Long	147° 21' 32.74 East			
Traffic Volume :		Weekdays Average	6,524	3,458	3,066
(Vehicles/Day)		7 Day Average	5,768	3,059	2,709
Weekday	**AM**	11:00	568	311	257
Peak hour start	**PM**	15:00	626	346	280
Speeds :		85th Percentile	53.1	53.9	52.2
(Km/Hr)		Average	47.4	48.2	46.5
Classification % :		Light Vehicles up to 5.5m	97.4%	97.2%	97.8%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -35.112727, 147.359095



Speed Data | Speed Graph | Speed Bin

Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015

OH&S SYSTEM CERTIFIED TO ISO 4801:2001

ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

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TRANS TRAFFIC SURVEY

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AUTOMATIC COUNT SUMMARY

Street Name :	Morgan St	**Location :**	Outside Property 184
Suburb :	Wagga Wagga	**Start Date :**	00:00 Thu 04/May/2023
Machine ID:	MD79910Q/P	**Finish Date :**	00:00 Thu 11/May/2023
Site ID:	2505	**Speed Zone :**	50 km/h
Prepared By :	Vo Son Binh	**Email:**	binh@trafficsurvey.com.au

GPS information		Lat 35° 6' 53.36 South Long 147° 21' 32.21 East	Direction of Travel		
			Both directions	**Westbound**	**Eastbound**
Traffic Volume :		Weekdays Average	4,443	2,254	2,189
(Vehicles/Day)		7 Day Average	3,954	2,019	1,935
Weekday	**AM**	11:00	348	174	173
Peak hour start	**PM**	15:00	371	179	192
Speeds :		85th Percentile	51.4	52.3	50.5
(Km/Hr)		Average	45.2	45.6	44.8
Classification % :		Light Vehicles up to 5.5m	96.0%	95.8%	96.2%

Location

GPS Information Load Google Map (internet required)

(Latitude, Longitude) -35.114821, 147.358948



Speed Data | Speed Graph | Speed Bin
Volume Data | Volume Graph | Classification

QUALITY ASSURED COMPANY BY ISO 9001:2015
OH&S SYSTEM CERTIFIED TO ISO 4801:2001
ENVIRONMENT MANAGEMENT SYSTEM CERTIFIED TO ISO14001:2015

Status of movement – Covid 19

"Traffic behaviour is not the same as pre-pandemic (traditional morning/afternoon peak is much less pronounced and school start/finish times are much more pronounced), the current patterns are close enough to what probably is going to be a 'COVID normal' situation for at least the next year or two. Workplaces are currently not all yet open.
These results should be used for indicative assessment only."

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ANNEXURE C: SIDRA RESULTS - EXISTING

(39 SHEETS)

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker (Site Folder: Existing)]

Network: N101 [AM Surrounding Site (Network Folder: Existing)]

Forsyth Street / Docker Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	251	6.0	251	6.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	240	1.7	240	1.7	0.344	7.8	LOS A	0.6	4.6	0.50	0.74	0.56	34.8
Approach		491	3.9	491	3.9	0.344	3.8	NA	0.6	4.6	0.24	0.36	0.27	45.2
East: Forsyth Street (E)														
4	L2	176	3.4	176	3.4	0.134	4.8	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	22	0.0	22	0.0	0.076	15.0	LOS B	0.1	0.7	0.71	0.86	0.71	39.1
Approach		198	3.0	198	3.0	0.134	6.0	LOS A	0.1	0.7	0.08	0.56	0.08	40.0
North: Docker Street (N)														
7	L2	74	2.7	74	2.7	0.041	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	259	2.7	259	2.7	0.068	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		333	2.7	333	2.7	0.068	1.0	NA	0.0	0.0	0.00	0.12	0.00	48.7
All Vehicles		1022	3.3	1022	3.3	0.344	3.3	NA	0.6	4.6	0.13	0.32	0.15	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray (Site Folder: Existing)]

Network: N101 [AM Surrounding Site (Network Folder: Existing)]

Morgan Street / Murray Street
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	18	5.6	18	5.6	0.022	3.8	LOS A	0.0	0.2	0.34	0.43	0.34	45.1
2	T1	75	1.3	75	1.3	0.081	2.8	LOS A	0.1	1.0	0.31	0.42	0.31	44.1
3	R2	31	0.0	31	0.0	0.081	8.1	LOS A	0.1	1.0	0.31	0.42	0.31	49.2
3u	U	1	0.0	1	0.0	0.081	10.1	LOS A	0.1	1.0	0.31	0.42	0.31	50.6
Approach		125	1.6	125	1.6	0.081	4.3	LOS A	0.1	1.0	0.31	0.42	0.31	46.1
East: Morgan Street (E)														
4	L2	21	0.0	21	0.0	0.022	2.9	LOS A	0.0	0.2	0.20	0.36	0.20	48.2
5	T1	136	0.0	136	0.0	0.124	2.3	LOS A	0.2	1.5	0.18	0.37	0.18	45.0
6	R2	47	0.0	47	0.0	0.124	7.7	LOS A	0.2	1.5	0.18	0.37	0.18	45.0
6u	U	1	0.0	1	0.0	0.124	9.7	LOS A	0.2	1.5	0.18	0.37	0.18	51.2
Approach		205	0.0	205	0.0	0.124	3.6	LOS A	0.2	1.5	0.18	0.37	0.18	45.6
North: The Esplanade (N)														
7	L2	35	2.9	35	2.9	0.031	3.4	LOS A	0.1	0.4	0.34	0.42	0.34	46.9
8	T1	17	5.9	17	5.9	0.038	2.8	LOS A	0.1	0.5	0.33	0.52	0.33	46.6
9	R2	30	3.3	30	3.3	0.038	8.2	LOS A	0.1	0.5	0.33	0.52	0.33	36.4
9u	U	1	0.0	1	0.0	0.038	10.2	LOS A	0.1	0.5	0.33	0.52	0.33	36.4
Approach		83	3.6	83	3.6	0.038	5.1	LOS A	0.1	0.5	0.33	0.47	0.33	44.5
West: Morgan Street (W)														
10	L2	54	0.0	54	0.0	0.060	3.5	LOS A	0.1	0.7	0.30	0.41	0.30	42.5
11	T1	187	0.5	187	0.5	0.156	2.5	LOS A	0.3	2.0	0.27	0.35	0.27	48.9
12	R2	22	4.5	22	4.5	0.156	8.0	LOS A	0.3	2.0	0.27	0.35	0.27	49.6
12u	U	7	0.0	7	0.0	0.156	10.0	LOS A	0.3	2.0	0.27	0.35	0.27	42.2
Approach		270	0.7	270	0.7	0.156	3.3	LOS A	0.3	2.0	0.28	0.36	0.28	48.3
All Vehicles		683	1.0	683	1.0	0.156	3.8	LOS A	0.3	2.0	0.26	0.39	0.26	46.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker (Site Folder: Existing)]

Network: N101 [AM Surrounding Site (Network Folder: Existing)]

Morgan Street / Docker Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	494	3.4	494	3.4	0.259	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	247	0.4	247	0.4	0.390	9.2	LOS A	0.8	5.6	0.56	0.85	0.71	40.1
Approach		742	2.4	742	2.4	0.390	3.1	NA	0.8	5.6	0.19	0.28	0.24	46.1
East: Morgan Street (E)														
4	L2	141	0.7	141	0.7	0.106	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	1	0.0	1	0.0	0.189	41.1	LOS C	0.2	1.6	0.92	0.97	0.96	25.3
6	R2	12	8.3	12	8.3	0.189	58.2	LOS E	0.2	1.6	0.92	0.97	0.96	13.8
Approach		154	1.3	154	1.3	0.189	9.3	LOS A	0.2	1.6	0.08	0.57	0.08	42.5
North: Docker Street (N)														
7	L2	51	2.0	51	2.0	0.028	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	367	2.7	367	2.7	0.100	0.2	LOS A	0.0	0.3	0.02	0.00	0.02	49.8
9	R2	3	33.3	3	33.3	0.100	11.5	LOS A	0.0	0.3	0.04	0.01	0.04	48.5
Approach		421	2.9	421	2.9	0.100	0.8	NA	0.0	0.3	0.02	0.07	0.02	49.2
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	36.3
11	T1	1	0.0	1	0.0	0.024	39.0	LOS C	0.0	0.2	0.56	0.79	0.56	24.7
12	R2	1	0.0	1	0.0	0.024	61.8	LOS E	0.0	0.2	0.92	0.96	0.92	28.8
Approach		3	0.0	3	0.0	0.024	35.4	LOS C	0.0	0.2	0.49	0.75	0.49	29.1
All Vehicles		1320	2.4	1320	2.4	0.390	3.2	NA	0.8	5.6	0.12	0.25	0.15	46.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray (Site Folder: Existing)]

Network: N101 [AM Surrounding Site (Network Folder: Existing)]

Forsyth Street / Murray Street
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	43	0.0	43	0.0	0.043	3.3	LOS A	0.1	0.5	0.29	0.40	0.29	40.2
2	T1	106	0.9	106	0.9	0.093	2.5	LOS A	0.2	1.1	0.26	0.36	0.26	48.7
3	R2	17	0.0	17	0.0	0.093	7.9	LOS A	0.2	1.1	0.26	0.36	0.26	49.6
3u	U	5	0.0	5	0.0	0.093	9.9	LOS A	0.2	1.1	0.26	0.36	0.26	40.0
Approach		171	0.6	171	0.6	0.093	3.4	LOS A	0.2	1.1	0.27	0.37	0.27	47.7
East: Forsyth Street (E)														
4	L2	17	0.0	17	0.0	0.037	3.0	LOS A	0.1	0.5	0.26	0.32	0.26	45.6
5	T1	78	2.6	78	2.6	0.037	2.5	LOS A	0.1	0.5	0.26	0.32	0.26	45.4
6	R2	2	0.0	2	0.0	0.037	8.0	LOS A	0.1	0.5	0.27	0.32	0.27	50.0
6u	U	1	0.0	1	0.0	0.037	10.0	LOS A	0.1	0.5	0.27	0.32	0.27	51.5
Approach		98	2.0	98	2.0	0.037	2.8	LOS A	0.1	0.5	0.26	0.32	0.26	45.7
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.002	3.6	LOS A	0.0	0.0	0.34	0.39	0.34	47.8
8	T1	53	5.7	53	5.7	0.108	2.7	LOS A	0.2	1.3	0.32	0.52	0.32	42.7
9	R2	85	3.5	85	3.5	0.108	8.1	LOS A	0.2	1.3	0.32	0.52	0.32	42.7
9u	U	2	0.0	2	0.0	0.108	10.1	LOS A	0.2	1.3	0.32	0.52	0.32	49.5
Approach		142	4.2	142	4.2	0.108	6.1	LOS A	0.2	1.3	0.32	0.52	0.32	43.0
West: Forsyth Street (W)														
10	L2	96	1.0	96	1.0	0.117	2.9	LOS A	0.2	1.5	0.25	0.34	0.25	47.5
11	T1	204	2.0	204	2.0	0.117	2.5	LOS A	0.2	1.5	0.25	0.33	0.25	49.2
12	R2	12	0.0	12	0.0	0.117	7.9	LOS A	0.2	1.5	0.25	0.33	0.25	42.0
12u	U	2	0.0	2	0.0	0.117	9.9	LOS A	0.2	1.5	0.25	0.33	0.25	42.0
Approach		314	1.6	314	1.6	0.117	2.9	LOS A	0.2	1.5	0.25	0.33	0.25	48.5
All Vehicles		725	1.9	725	1.9	0.117	3.6	LOS A	0.2	1.5	0.27	0.38	0.27	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker (Site Folder: Existing)]

Network: N101 [PM Surrrounding Site (Network Folder: Existing)]

Forsyth Street / Docker Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	269	1.5	269	1.5	0.139	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	168	3.0	168	3.0	0.225	6.7	LOS A	0.3	2.5	0.41	0.64	0.41	36.4
Approach		437	2.1	437	2.1	0.225	2.6	NA	0.3	2.5	0.16	0.25	0.16	47.0
East: Forsyth Street (E)														
4	L2	353	0.3	353	0.3	0.265	4.8	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	54	0.0	54	0.0	0.156	13.2	LOS A	0.2	1.5	0.67	0.84	0.67	40.1
Approach		407	0.2	407	0.2	0.265	5.9	LOS A	0.2	1.5	0.09	0.57	0.09	40.3
North: Docker Street (N)														
7	L2	55	1.8	55	1.8	0.030	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	220	0.9	220	0.9	0.057	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		275	1.1	275	1.1	0.057	0.9	NA	0.0	0.0	0.00	0.11	0.00	48.8
All Vehicles		1119	1.2	1119	1.2	0.265	3.4	NA	0.3	2.5	0.09	0.33	0.09	45.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray (Site Folder: Existing)]

Network: N101 [PM Surrrounding Site (Network Folder: Existing)]

Morgan Street / Murray Street
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	10	0.0	10	0.0	0.012	3.9	LOS A	0.0	0.1	0.36	0.42	0.36	45.0
2	T1	36	0.0	36	0.0	0.053	2.8	LOS A	0.1	0.6	0.32	0.48	0.32	43.3
3	R2	32	3.1	32	3.1	0.053	8.2	LOS A	0.1	0.6	0.32	0.48	0.32	48.6
3u	U	1	0.0	1	0.0	0.053	10.2	LOS A	0.1	0.6	0.32	0.48	0.32	50.0
Approach		79	1.3	79	1.3	0.053	5.2	LOS A	0.1	0.6	0.33	0.47	0.33	46.4
East: Morgan Street (E)														
4	L2	23	0.0	23	0.0	0.025	3.2	LOS A	0.0	0.3	0.26	0.38	0.26	48.0
5	T1	160	0.6	160	0.6	0.144	2.5	LOS A	0.3	1.9	0.24	0.37	0.24	44.8
6	R2	41	0.0	41	0.0	0.144	7.8	LOS A	0.3	1.9	0.24	0.37	0.24	44.8
6u	U	4	0.0	4	0.0	0.144	9.8	LOS A	0.3	1.9	0.24	0.37	0.24	51.1
Approach		228	0.4	228	0.4	0.144	3.6	LOS A	0.3	1.9	0.24	0.37	0.24	45.5
North: The Esplanade (N)														
7	L2	40	0.0	40	0.0	0.040	3.6	LOS A	0.1	0.5	0.35	0.43	0.35	46.9
8	T1	62	1.6	62	1.6	0.077	2.8	LOS A	0.1	1.0	0.33	0.45	0.33	47.6
9	R2	37	0.0	37	0.0	0.077	8.2	LOS A	0.1	1.0	0.33	0.45	0.33	38.0
9u	U	1	0.0	1	0.0	0.077	10.2	LOS A	0.1	1.0	0.33	0.45	0.33	38.0
Approach		140	0.7	140	0.7	0.077	4.5	LOS A	0.1	1.0	0.34	0.45	0.34	46.0
West: Morgan Street (W)														
10	L2	45	0.0	45	0.0	0.049	3.2	LOS A	0.1	0.5	0.25	0.39	0.25	42.8
11	T1	195	0.0	195	0.0	0.149	2.4	LOS A	0.3	1.9	0.23	0.32	0.23	49.3
12	R2	13	0.0	13	0.0	0.149	7.8	LOS A	0.3	1.9	0.23	0.32	0.23	50.1
12u	U	7	0.0	7	0.0	0.149	9.8	LOS A	0.3	1.9	0.23	0.32	0.23	42.9
Approach		260	0.0	260	0.0	0.149	3.0	LOS A	0.3	1.9	0.23	0.33	0.23	48.7
All Vehicles		707	0.4	707	0.4	0.149	3.7	LOS A	0.3	1.9	0.27	0.38	0.27	46.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker (Site Folder: Existing)]

Network: N101 [PM Surrrounding Site (Network Folder: Existing)]

Morgan Street / Docker Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	11	0.0	11	0.0	0.006	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	397	1.8	397	1.8	0.206	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	165	0.0	165	0.0	0.311	10.2	LOS A	0.5	3.7	0.59	0.84	0.69	39.3
Approach		573	1.2	573	1.2	0.311	3.1	NA	0.5	3.7	0.17	0.25	0.20	46.2
East: Morgan Street (E)														
4	L2	208	0.5	208	0.5	0.156	5.2	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	18	0.0	18	0.0	0.250	39.2	LOS C	0.3	2.2	0.91	0.98	0.99	28.8
6	R2	7	0.0	7	0.0	0.250	52.6	LOS D	0.3	2.2	0.91	0.98	0.99	17.0
Approach		233	0.4	233	0.4	0.250	9.2	LOS A	0.3	2.2	0.10	0.58	0.11	42.9
North: Docker Street (N)														
7	L2	28	0.0	28	0.0	0.015	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	521	0.6	521	0.6	0.155	0.3	LOS A	0.2	1.3	0.07	0.03	0.07	49.4
9	R2	26	0.0	26	0.0	0.155	8.1	LOS A	0.2	1.3	0.16	0.06	0.16	48.2
Approach		575	0.5	575	0.5	0.155	0.9	NA	0.2	1.3	0.07	0.05	0.07	49.1
West: Bolton Street (W)														
10	L2	35	0.0	35	0.0	0.089	5.3	LOS A	0.1	0.5	0.00	0.52	0.00	39.6
11	T1	19	0.0	19	0.0	0.444	47.1	LOS D	0.6	3.9	0.61	0.85	0.75	21.1
12	R2	17	0.0	17	0.0	0.444	89.5	LOS F	0.6	3.9	0.95	1.03	1.17	24.8
Approach		71	0.0	71	0.0	0.444	36.6	LOS C	0.6	3.9	0.39	0.73	0.48	27.9
All Vehicles		1452	0.8	1452	0.8	0.444	4.8	NA	0.6	3.9	0.13	0.25	0.15	45.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray (Site Folder: Existing)]

Network: N101 [PM Surrrounding Site (Network Folder: Existing)]

Forsyth Street / Murray Street
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	40	0.0	40	0.0	0.043	3.9	LOS A	0.1	0.5	0.40	0.49	0.40	39.1
2	T1	62	0.0	62	0.0	0.076	3.0	LOS A	0.1	0.9	0.38	0.47	0.38	47.5
3	R2	28	0.0	28	0.0	0.076	8.4	LOS A	0.1	0.9	0.38	0.47	0.38	48.3
3u	U	4	0.0	4	0.0	0.076	10.4	LOS A	0.1	0.9	0.38	0.47	0.38	37.8
Approach		134	0.0	134	0.0	0.076	4.6	LOS A	0.1	0.9	0.39	0.47	0.39	46.4
East: Forsyth Street (E)														
4	L2	25	0.0	25	0.0	0.096	3.4	LOS A	0.2	1.3	0.37	0.36	0.37	44.9
5	T1	201	0.5	201	0.5	0.096	3.0	LOS A	0.2	1.3	0.38	0.37	0.38	44.7
6	R2	7	0.0	7	0.0	0.096	8.5	LOS A	0.2	1.2	0.38	0.38	0.38	49.5
6u	U	1	0.0	1	0.0	0.096	10.5	LOS A	0.2	1.2	0.38	0.38	0.38	51.0
Approach		234	0.4	234	0.4	0.096	3.2	LOS A	0.2	1.3	0.37	0.37	0.37	45.0
North: The Esplanade (N)														
7	L2	9	0.0	9	0.0	0.011	3.6	LOS A	0.0	0.1	0.33	0.41	0.33	47.8
8	T1	88	0.0	88	0.0	0.196	2.7	LOS A	0.3	2.4	0.32	0.54	0.32	42.5
9	R2	173	0.6	173	0.6	0.196	8.1	LOS A	0.3	2.4	0.32	0.54	0.32	42.5
9u	U	1	0.0	1	0.0	0.196	10.1	LOS A	0.3	2.4	0.32	0.54	0.32	49.4
Approach		271	0.4	271	0.4	0.196	6.2	LOS A	0.3	2.4	0.32	0.53	0.32	42.8
West: Forsyth Street (W)														
10	L2	42	0.0	42	0.0	0.085	2.8	LOS A	0.2	1.1	0.22	0.30	0.22	47.7
11	T1	171	3.5	171	3.5	0.085	2.4	LOS A	0.2	1.1	0.22	0.32	0.22	49.3
12	R2	15	0.0	15	0.0	0.085	7.8	LOS A	0.2	1.1	0.22	0.34	0.22	41.8
12u	U	3	0.0	3	0.0	0.085	9.8	LOS A	0.2	1.1	0.22	0.34	0.22	41.8
Approach		231	2.6	231	2.6	0.085	2.9	LOS A	0.2	1.1	0.22	0.32	0.22	48.7
All Vehicles		870	0.9	870	0.9	0.196	4.3	LOS A	0.3	2.4	0.32	0.42	0.32	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [WE Forsyth/Docker (Site Folder: Existing)]

Network: N101 [WE Surrounding Site (Network Folder: Existing)]

Forsyth Street / Docker Street
Existing Conditions
Weekend Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	196	1.0	196	1.0	0.101	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
3	R2	166	0.0	166	0.0	0.209	6.3	LOS A	0.3	2.2	0.38	0.61	0.38	37.0
Approach		362	0.6	362	0.6	0.209	2.9	NA	0.3	2.2	0.17	0.28	0.17	46.4
East: Forsyth Street (E)														
4	L2	288	0.3	288	0.3	0.216	4.7	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	38	0.0	38	0.0	0.090	10.7	LOS A	0.1	0.9	0.58	0.78	0.58	41.6
Approach		326	0.3	326	0.3	0.216	5.4	LOS A	0.1	0.9	0.07	0.56	0.07	40.7
North: Docker Street (N)														
7	L2	64	0.0	64	0.0	0.034	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	179	0.0	179	0.0	0.046	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		243	0.0	243	0.0	0.046	1.2	NA	0.0	0.0	0.00	0.14	0.00	48.4
All Vehicles		931	0.3	931	0.3	0.216	3.3	NA	0.3	2.2	0.09	0.34	0.09	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [WE Morgan/Murray (Site Folder: Existing)]

Network: N101 [WE Surrounding Site (Network Folder: Existing)]

Morgan Street / Murray Street
Existing Conditions
Weekend Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	5	0.0	5	0.0	0.006	3.8	LOS A	0.0	0.1	0.35	0.40	0.35	45.0
2	T1	37	0.0	37	0.0	0.048	2.8	LOS A	0.1	0.6	0.31	0.46	0.31	43.6
3	R2	26	0.0	26	0.0	0.048	8.1	LOS A	0.1	0.6	0.31	0.46	0.31	48.8
3u	U	1	0.0	1	0.0	0.048	10.2	LOS A	0.1	0.6	0.31	0.46	0.31	50.2
Approach		69	0.0	69	0.0	0.048	5.0	LOS A	0.1	0.6	0.31	0.45	0.31	46.4
East: Morgan Street (E)														
4	L2	19	0.0	19	0.0	0.021	3.1	LOS A	0.0	0.2	0.24	0.37	0.24	48.1
5	T1	152	0.0	152	0.0	0.134	2.4	LOS A	0.2	1.7	0.22	0.36	0.22	44.9
6	R2	41	0.0	41	0.0	0.134	7.8	LOS A	0.2	1.7	0.22	0.36	0.22	44.9
6u	U	1	0.0	1	0.0	0.134	9.8	LOS A	0.2	1.7	0.22	0.36	0.22	51.2
Approach		213	0.0	213	0.0	0.134	3.5	LOS A	0.2	1.7	0.23	0.36	0.23	45.4
North: The Esplanade (N)														
7	L2	15	0.0	15	0.0	0.018	3.8	LOS A	0.0	0.2	0.36	0.43	0.36	46.9
8	T1	53	0.0	53	0.0	0.073	2.7	LOS A	0.1	0.9	0.32	0.47	0.32	47.4
9	R2	42	0.0	42	0.0	0.073	8.2	LOS A	0.1	0.9	0.32	0.47	0.32	37.7
9u	U	1	0.0	1	0.0	0.073	10.2	LOS A	0.1	0.9	0.32	0.47	0.32	37.7
Approach		111	0.0	111	0.0	0.073	5.0	LOS A	0.1	0.9	0.33	0.46	0.33	45.2
West: Morgan Street (W)														
10	L2	36	0.0	36	0.0	0.039	3.2	LOS A	0.1	0.4	0.24	0.38	0.24	42.9
11	T1	203	0.0	203	0.0	0.148	2.3	LOS A	0.3	1.9	0.22	0.30	0.22	49.5
12	R2	11	0.0	11	0.0	0.148	7.8	LOS A	0.3	1.9	0.22	0.30	0.22	50.3
12u	U	1	0.0	1	0.0	0.148	9.8	LOS A	0.3	1.9	0.22	0.30	0.22	43.3
Approach		251	0.0	251	0.0	0.148	2.7	LOS A	0.3	1.9	0.22	0.31	0.22	49.1
All Vehicles		644	0.0	644	0.0	0.148	3.6	LOS A	0.3	1.9	0.25	0.37	0.25	47.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 103 [WE Morgan/Docker (Site Folder: Existing)]

Network: N101 [WE Surrounding Site (Network Folder: Existing)]

Morgan Street / Docker Street
Existing Conditions
Weekend Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	7	0.0	7	0.0	0.004	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	318	0.6	318	0.6	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	163	0.0	163	0.0	0.263	8.3	LOS A	0.4	2.9	0.52	0.77	0.55	40.9
Approach		488	0.4	488	0.4	0.263	2.9	NA	0.4	2.9	0.17	0.26	0.18	46.4
East: Morgan Street (E)														
4	L2	161	0.0	161	0.0	0.121	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	25	0.0	25	0.0	0.237	26.0	LOS B	0.3	2.2	0.85	0.95	0.94	33.5
6	R2	11	0.0	11	0.0	0.237	35.9	LOS C	0.3	2.2	0.85	0.95	0.94	21.6
Approach		197	0.0	197	0.0	0.237	9.4	LOS A	0.3	2.2	0.16	0.60	0.17	42.7
North: Docker Street (N)														
7	L2	28	0.0	28	0.0	0.015	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	408	0.2	408	0.2	0.124	0.3	LOS A	0.1	1.0	0.07	0.03	0.07	49.4
9	R2	27	0.0	27	0.0	0.124	7.0	LOS A	0.1	1.0	0.16	0.08	0.16	48.2
Approach		463	0.2	463	0.2	0.124	0.9	NA	0.1	1.0	0.07	0.07	0.07	49.1
West: Bolton Street (W)														
10	L2	36	0.0	36	0.0	0.141	5.1	LOS A	0.1	1.0	0.00	0.50	0.00	38.1
11	T1	41	0.0	41	0.0	0.705	39.3	LOS C	1.2	8.5	0.51	0.86	0.89	24.1
12	R2	54	0.0	54	0.0	0.705	70.9	LOS F	1.2	8.5	0.95	1.18	1.68	26.3
Approach		131	0.0	131	0.0	0.705	42.9	LOS D	1.2	8.5	0.55	0.90	0.97	27.4
All Vehicles		1279	0.2	1279	0.2	0.705	7.3	NA	1.2	8.5	0.17	0.31	0.22	43.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 104 [WE Forsyth/Murray (Site Folder: Existing)]

Network: N101 [WE Surrounding Site (Network Folder: Existing)]

Forsyth Street / Murray Street
Existing Conditions
Weekend Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	37	0.0	37	0.0	0.036	3.6	LOS A	0.1	0.4	0.36	0.45	0.36	39.6
2	T1	41	0.0	41	0.0	0.060	2.8	LOS A	0.1	0.7	0.34	0.49	0.34	47.2
3	R2	34	0.0	34	0.0	0.060	8.2	LOS A	0.1	0.7	0.34	0.49	0.34	48.0
3u	U	3	0.0	3	0.0	0.060	10.2	LOS A	0.1	0.7	0.34	0.49	0.34	37.4
Approach		115	0.0	115	0.0	0.060	4.8	LOS A	0.1	0.7	0.34	0.48	0.34	46.3
East: Forsyth Street (E)														
4	L2	25	0.0	25	0.0	0.085	3.1	LOS A	0.2	1.1	0.30	0.33	0.30	45.4
5	T1	185	0.0	185	0.0	0.085	2.7	LOS A	0.2	1.1	0.31	0.34	0.31	45.1
6	R2	6	0.0	6	0.0	0.085	8.1	LOS A	0.2	1.1	0.31	0.35	0.31	49.8
6u	U	3	0.0	3	0.0	0.085	10.2	LOS A	0.2	1.1	0.31	0.35	0.31	51.2
Approach		219	0.0	219	0.0	0.085	3.0	LOS A	0.2	1.1	0.31	0.34	0.31	45.5
North: The Esplanade (N)														
7	L2	7	0.0	7	0.0	0.008	3.6	LOS A	0.0	0.1	0.33	0.41	0.33	47.8
8	T1	74	0.0	74	0.0	0.138	2.7	LOS A	0.2	1.6	0.31	0.52	0.31	42.9
9	R2	110	0.0	110	0.0	0.138	8.1	LOS A	0.2	1.6	0.31	0.52	0.31	42.9
9u	U	1	0.0	1	0.0	0.138	10.1	LOS A	0.2	1.6	0.31	0.52	0.31	49.7
Approach		192	0.0	192	0.0	0.138	5.9	LOS A	0.2	1.6	0.31	0.51	0.31	43.2
West: Forsyth Street (W)														
10	L2	23	0.0	23	0.0	0.079	2.7	LOS A	0.1	1.0	0.19	0.28	0.19	47.8
11	T1	183	0.0	183	0.0	0.079	2.3	LOS A	0.1	1.0	0.20	0.30	0.20	49.6
12	R2	10	0.0	10	0.0	0.079	7.7	LOS A	0.1	1.0	0.20	0.32	0.20	42.3
12u	U	3	0.0	3	0.0	0.079	9.8	LOS A	0.1	1.0	0.20	0.32	0.20	42.3
Approach		219	0.0	219	0.0	0.079	2.7	LOS A	0.1	1.0	0.19	0.30	0.19	49.2
All Vehicles		745	0.0	745	0.0	0.138	3.9	LOS A	0.2	1.6	0.28	0.39	0.28	46.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Best (Site Folder: Existing)]

Network: N101 [AM Best Street (Network Folder: Existing)]

Edward Street / Best Street
Existing Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	158	6.3	158	6.3	0.262	20.7	LOS B	2.4	18.0	0.76	0.75	0.76	40.7
2	T1	409	2.0	409	2.0	* 0.629	38.1	LOS C	9.9	70.6	0.90	0.77	0.90	24.6
3	R2	183	1.6	183	1.6	0.629	43.8	LOS D	9.9	70.6	0.93	0.82	0.93	33.3
Approach		750	2.8	750	2.8	0.629	35.8	LOS C	9.9	70.6	0.88	0.78	0.88	30.7
East: Edward Street (E)														
4	L2	59	15.3	59	15.3	0.116	36.6	LOS C	1.5	11.5	0.76	0.73	0.76	35.0
5	T1	487	19.5	487	19.5	0.462	34.4	LOS C	6.1	50.2	0.78	0.66	0.78	38.4
6	R2	54	5.6	54	5.6	0.497	65.8	LOS E	1.9	14.1	1.00	0.75	1.00	19.3
Approach		600	17.8	600	17.8	0.497	37.4	LOS C	6.1	50.2	0.80	0.67	0.80	36.3
North: Best Street (N)														
7	L2	34	0.0	34	0.0	0.070	38.7	LOS C	0.9	6.1	0.78	0.70	0.78	31.2
8	T1	249	5.2	249	5.2	* 0.607	50.6	LOS D	5.5	39.9	0.98	0.80	0.98	26.5
9	R2	80	3.8	80	3.8	0.607	55.3	LOS D	5.5	39.9	0.99	0.81	0.99	27.1
Approach		363	4.4	363	4.4	0.607	50.5	LOS D	5.5	39.9	0.97	0.79	0.97	27.0
West: Edward Street (W)														
10	L2	80	3.8	80	3.8	0.624	42.2	LOS C	9.7	72.8	0.86	0.76	0.86	27.0
11	T1	571	9.8	571	9.8	* 0.624	35.9	LOS C	9.7	72.8	0.84	0.73	0.84	37.5
12	R2	62	3.2	62	3.2	* 0.561	66.3	LOS E	2.2	16.0	1.00	0.77	1.03	27.4
Approach		713	8.6	713	8.6	0.624	39.3	LOS C	9.7	72.8	0.85	0.73	0.86	35.5
All Vehicles		2426	8.5	2426	8.5	0.629	39.4	LOS C	9.9	72.8	0.86	0.74	0.87	32.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	62	51.8	LOS E	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											
P2	Full	43	51.7	LOS E	0.1	0.1	0.95	0.95	223.1	222.8	1.00
North: Best Street (N)											

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P3 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)										
P4 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	221.3	220.5	1.00
All Pedestrians	137	51.8	LOS E	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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: 101 [AM Best/Morgan (Site Folder: Existing)]

Network: N101 [AM Best Street (Network Folder: Existing)]

Best Street / Morgan
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	51	0.0	51	0.0	0.238	4.5	LOS A	0.4	2.9	0.27	0.46	0.27	45.6
2	T1	399	2.8	399	2.8	0.238	4.2	LOS A	0.4	2.9	0.27	0.50	0.27	40.3
3	R2	87	2.3	87	2.3	0.238	7.9	LOS A	0.4	3.0	0.27	0.54	0.27	45.9
3u	U	14	7.1	14	7.1	0.238	9.7	LOS A	0.4	3.0	0.27	0.54	0.27	39.4
Approach		551	2.5	551	2.5	0.238	5.0	LOS A	0.4	3.0	0.27	0.50	0.27	42.6
East: Morgan Street (E)														
4	L2	75	1.3	75	1.3	0.091	5.3	LOS A	0.1	1.0	0.42	0.60	0.42	43.6
5	T1	138	0.7	138	0.7	0.158	4.5	LOS A	0.3	1.9	0.41	0.55	0.41	46.8
6	R2	32	0.0	32	0.0	0.158	8.2	LOS A	0.3	1.9	0.41	0.55	0.41	43.1
6u	U	1	0.0	1	0.0	0.158	9.8	LOS A	0.3	1.9	0.41	0.55	0.41	47.4
Approach		246	0.8	246	0.8	0.158	5.2	LOS A	0.3	1.9	0.41	0.56	0.41	45.8
North: Best Street (N)														
7	L2	62	4.8	62	4.8	0.165	5.0	LOS A	0.3	2.2	0.43	0.55	0.43	44.5
8	T1	255	5.5	255	5.5	0.165	4.7	LOS A	0.3	2.2	0.43	0.56	0.43	36.7
9	R2	22	0.0	22	0.0	0.165	8.3	LOS A	0.3	2.1	0.43	0.56	0.43	45.5
9u	U	2	0.0	2	0.0	0.165	10.0	LOS A	0.3	2.1	0.43	0.56	0.43	36.5
Approach		341	5.0	341	5.0	0.165	5.0	LOS A	0.3	2.2	0.43	0.56	0.43	40.4
West: Morgan Street (W)														
10	L2	46	0.0	46	0.0	0.150	5.3	LOS A	0.3	2.0	0.47	0.58	0.47	43.3
11	T1	225	0.0	225	0.0	0.150	5.0	LOS A	0.3	2.0	0.48	0.59	0.48	46.7
12	R2	32	3.1	32	3.1	0.150	8.8	LOS A	0.3	2.0	0.48	0.61	0.48	42.6
12u	U	1	0.0	1	0.0	0.150	10.4	LOS A	0.3	2.0	0.48	0.61	0.48	47.1
Approach		304	0.3	304	0.3	0.150	5.5	LOS A	0.3	2.0	0.48	0.59	0.48	46.1
All Vehicles		1442	2.4	1442	2.4	0.238	5.1	LOS A	0.4	3.0	0.38	0.54	0.38	44.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth (Site Folder: Existing)]

Network: N101 [AM Best Street (Network Folder: Existing)]

Best Street / Forsyth Street
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	21	4.8	21	4.8	0.186	4.1	LOS A	0.3	2.5	0.24	0.42	0.24	45.2
2	T1	358	2.5	358	2.5	0.186	3.8	LOS A	0.3	2.5	0.24	0.45	0.24	46.3
3	R2	91	1.1	91	1.1	0.186	7.5	LOS A	0.3	2.4	0.24	0.51	0.24	45.6
3u	U	3	0.0	3	0.0	0.186	9.1	LOS A	0.3	2.4	0.24	0.51	0.24	36.9
Approach		473	2.3	473	2.3	0.186	4.5	LOS A	0.3	2.5	0.24	0.46	0.24	46.1
East: Forsyth Street (E)														
4	L2	40	5.0	40	5.0	0.057	4.8	LOS A	0.1	0.7	0.38	0.54	0.38	43.8
5	T1	54	5.6	54	5.6	0.057	4.5	LOS A	0.1	0.7	0.38	0.56	0.38	46.7
6	R2	25	0.0	25	0.0	0.057	8.1	LOS A	0.1	0.6	0.38	0.58	0.38	46.3
6u	U	1	0.0	1	0.0	0.057	9.7	LOS A	0.1	0.6	0.38	0.58	0.38	47.0
Approach		120	4.2	120	4.2	0.057	5.4	LOS A	0.1	0.7	0.38	0.56	0.38	46.0
North: Best Street (N)														
7	L2	28	3.6	28	3.6	0.155	4.8	LOS A	0.3	1.9	0.39	0.52	0.39	46.1
8	T1	283	3.9	283	3.9	0.155	4.5	LOS A	0.3	1.9	0.39	0.53	0.39	43.5
9	R2	21	0.0	21	0.0	0.155	8.1	LOS A	0.3	1.9	0.39	0.54	0.39	46.8
9u	U	1	0.0	1	0.0	0.155	9.8	LOS A	0.3	1.9	0.39	0.54	0.39	47.5
Approach		333	3.6	333	3.6	0.155	4.7	LOS A	0.3	1.9	0.39	0.53	0.39	44.2
West: Forsyth Street (W)														
10	L2	36	0.0	36	0.0	0.121	5.2	LOS A	0.2	1.3	0.44	0.57	0.44	46.0
11	T1	180	0.6	180	0.6	0.121	4.9	LOS A	0.2	1.3	0.44	0.59	0.44	46.8
12	R2	23	8.7	23	8.7	0.121	8.8	LOS A	0.2	1.3	0.45	0.60	0.45	42.8
12u	U	1	0.0	1	0.0	0.121	10.3	LOS A	0.2	1.3	0.45	0.60	0.45	47.2
Approach		240	1.3	240	1.3	0.121	5.3	LOS A	0.2	1.3	0.44	0.59	0.44	46.5
All Vehicles		1166	2.7	1166	2.7	0.186	4.8	LOS A	0.3	2.5	0.34	0.52	0.34	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Edward/Best (Site Folder: Existing)]

Network: N101 [PM Best Street (Network Folder: Existing)]

Edward Street / Best Street
Existing Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	74	0.0	74	0.0	0.183	24.2	LOS B	1.0	7.3	0.85	0.73	0.85	39.3
2	T1	256	0.8	256	0.8	* 0.703	49.5	LOS D	6.7	46.9	0.99	0.86	1.06	21.4
3	R2	141	0.0	141	0.0	0.703	54.4	LOS D	6.7	46.9	1.00	0.86	1.06	30.2
Approach		471	0.4	471	0.4	0.703	47.0	LOS D	6.7	46.9	0.97	0.84	1.03	27.3
East: Edward Street (E)														
4	L2	169	1.2	169	1.2	0.315	38.4	LOS C	4.3	30.7	0.83	0.78	0.83	34.5
5	T1	692	5.5	692	5.5	* 0.699	36.6	LOS C	9.3	68.3	0.86	0.75	0.87	37.6
6	R2	66	0.0	66	0.0	0.558	63.3	LOS E	2.3	15.8	1.00	0.77	1.03	19.8
Approach		927	4.3	927	4.3	0.699	38.8	LOS C	9.3	68.3	0.87	0.75	0.87	35.7
North: Best Street (N)														
7	L2	36	0.0	36	0.0	0.050	26.6	LOS B	0.7	5.1	0.65	0.68	0.65	36.0
8	T1	502	0.0	502	0.0	* 0.691	38.5	LOS C	10.6	74.3	0.95	0.82	0.95	29.8
9	R2	201	0.5	201	0.5	0.691	43.4	LOS D	10.6	74.3	0.96	0.84	0.96	30.5
Approach		739	0.1	739	0.1	0.691	39.3	LOS C	10.6	74.3	0.93	0.81	0.93	30.2
West: Edward Street (W)														
10	L2	59	1.7	59	1.7	0.679	42.7	LOS D	10.3	75.1	0.90	0.78	0.90	27.0
11	T1	632	5.5	632	5.5	0.679	36.5	LOS C	10.3	75.1	0.87	0.75	0.87	37.4
12	R2	76	0.0	76	0.0	* 0.643	64.2	LOS E	2.6	18.5	1.00	0.80	1.10	27.8
Approach		767	4.7	767	4.7	0.679	39.7	LOS C	10.3	75.1	0.88	0.76	0.89	35.6
All Vehicles		2904	2.7	2904	2.7	0.703	40.5	LOS C	10.6	75.1	0.91	0.78	0.92	33.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	20	49.2	LOS E	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											
P2	Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											

P3 Full	16	49.2	LOS E	0.0	0.0	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)										
P4 Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians	50	49.2	LOS E	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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: 101 [PM Best/Morgan (Site Folder: Existing)]

Network: N101 [PM Best Street (Network Folder: Existing)]

Best Street / Morgan
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	39	0.0	39	0.0	0.183	4.9	LOS A	0.3	2.2	0.31	0.49	0.31	45.4
2	T1	240	1.7	240	1.7	0.183	4.6	LOS A	0.3	2.2	0.31	0.53	0.31	39.7
3	R2	102	0.0	102	0.0	0.183	8.3	LOS A	0.3	2.2	0.32	0.61	0.32	45.2
3u	U	11	0.0	11	0.0	0.183	9.9	LOS A	0.3	2.2	0.32	0.61	0.32	38.1
Approach		392	1.0	392	1.0	0.183	5.7	LOS A	0.3	2.2	0.32	0.55	0.32	42.8
East: Morgan Street (E)														
4	L2	199	0.0	199	0.0	0.230	5.8	LOS A	0.4	2.8	0.54	0.72	0.54	43.2
5	T1	183	1.1	183	1.1	0.265	5.3	LOS A	0.5	3.4	0.54	0.66	0.54	46.2
6	R2	66	3.0	66	3.0	0.265	9.0	LOS A	0.5	3.4	0.54	0.66	0.54	42.2
6u	U	2	0.0	2	0.0	0.265	10.6	LOS A	0.5	3.4	0.54	0.66	0.54	46.8
Approach		450	0.9	450	0.9	0.265	6.1	LOS A	0.5	3.4	0.54	0.68	0.54	44.8
North: Best Street (N)														
7	L2	32	0.0	32	0.0	0.273	5.2	LOS A	0.5	3.7	0.48	0.56	0.48	44.3
8	T1	498	0.2	498	0.2	0.273	4.9	LOS A	0.5	3.7	0.48	0.57	0.48	36.4
9	R2	37	0.0	37	0.0	0.273	8.6	LOS A	0.5	3.7	0.48	0.59	0.48	45.3
9u	U	1	0.0	1	0.0	0.273	10.3	LOS A	0.5	3.7	0.48	0.59	0.48	36.1
Approach		568	0.2	568	0.2	0.273	5.2	LOS A	0.5	3.7	0.48	0.57	0.48	38.6
West: Morgan Street (W)														
10	L2	28	0.0	28	0.0	0.151	5.0	LOS A	0.3	2.0	0.43	0.54	0.43	43.5
11	T1	265	0.8	265	0.8	0.151	4.7	LOS A	0.3	2.0	0.44	0.55	0.44	46.9
12	R2	25	0.0	25	0.0	0.151	8.4	LOS A	0.3	2.0	0.44	0.57	0.44	43.0
12u	U	1	0.0	1	0.0	0.151	10.1	LOS A	0.3	2.0	0.44	0.57	0.44	47.3
Approach		319	0.6	319	0.6	0.151	5.1	LOS A	0.3	2.0	0.44	0.55	0.44	46.5
All Vehicles		1729	0.6	1729	0.6	0.273	5.5	LOS A	0.5	3.7	0.45	0.59	0.45	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth (Site Folder: Existing)]

Network: N101 [PM Best Street (Network Folder: Existing)]

Best Street / Forsyth Street
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	18	11.1	18	11.1	0.155	5.0	LOS A	0.3	2.0	0.40	0.51	0.40	44.4
2	T1	243	1.6	243	1.6	0.155	4.5	LOS A	0.3	2.0	0.40	0.54	0.40	45.6
3	R2	72	0.0	72	0.0	0.155	8.1	LOS A	0.3	1.9	0.40	0.59	0.40	45.0
3u	U	1	0.0	1	0.0	0.155	9.8	LOS A	0.3	1.9	0.40	0.59	0.40	35.6
Approach		334	1.8	334	1.8	0.155	5.3	LOS A	0.3	2.0	0.40	0.55	0.40	45.4
East: Forsyth Street (E)														
4	L2	141	0.0	141	0.0	0.191	5.3	LOS A	0.3	2.3	0.48	0.63	0.48	43.4
5	T1	178	0.6	178	0.6	0.191	5.0	LOS A	0.3	2.3	0.48	0.63	0.48	46.5
6	R2	53	0.0	53	0.0	0.191	8.7	LOS A	0.3	2.3	0.49	0.64	0.49	46.3
6u	U	1	0.0	1	0.0	0.191	10.4	LOS A	0.3	2.3	0.49	0.64	0.49	46.9
Approach		373	0.3	373	0.3	0.191	5.7	LOS A	0.3	2.3	0.48	0.63	0.48	45.7
North: Best Street (N)														
7	L2	37	2.7	37	2.7	0.227	4.7	LOS A	0.4	2.9	0.38	0.50	0.38	46.1
8	T1	405	0.2	405	0.2	0.227	4.4	LOS A	0.4	2.9	0.38	0.53	0.38	43.4
9	R2	64	1.6	64	1.6	0.227	8.1	LOS A	0.4	2.9	0.38	0.55	0.38	46.6
9u	U	3	0.0	3	0.0	0.227	9.7	LOS A	0.4	2.9	0.38	0.55	0.38	47.3
Approach		509	0.6	509	0.6	0.227	4.9	LOS A	0.4	2.9	0.38	0.53	0.38	44.4
West: Forsyth Street (W)														
10	L2	30	3.3	30	3.3	0.103	4.9	LOS A	0.2	1.2	0.41	0.54	0.41	46.0
11	T1	165	1.2	165	1.2	0.103	4.6	LOS A	0.2	1.2	0.41	0.55	0.41	46.9
12	R2	17	0.0	17	0.0	0.103	8.3	LOS A	0.2	1.2	0.41	0.56	0.41	43.1
12u	U	1	100.0	1	100.0	0.103	12.4	LOS A	0.2	1.2	0.41	0.56	0.41	45.9
Approach		213	1.9	213	1.9	0.103	5.0	LOS A	0.2	1.2	0.41	0.55	0.41	46.6
All Vehicles		1429	1.0	1429	1.0	0.227	5.2	LOS A	0.4	2.9	0.42	0.56	0.42	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [WE Edward/Best (Site Folder: Existing)]

Network: N101 [WE Best Street (Network Folder: Existing)]

Edward Street / Best Street
Existing Conditions
Weekend Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	60	0.0	60	0.0	0.154	23.6	LOS B	0.9	6.5	0.85	0.72	0.85	39.5
2	T1	236	0.4	236	0.4	* 0.632	44.5	LOS D	5.2	36.5	0.99	0.82	1.01	22.7
3	R2	121	0.8	121	0.8	0.632	49.2	LOS D	5.2	36.6	0.99	0.82	1.01	31.6
Approach		417	0.5	417	0.5	0.632	42.9	LOS D	5.2	36.6	0.97	0.80	0.99	28.3
East: Edward Street (E)														
4	L2	109	1.8	109	1.8	0.161	28.1	LOS B	2.2	15.4	0.71	0.74	0.71	38.2
5	T1	648	3.5	648	3.5	0.459	23.8	LOS B	6.3	45.8	0.70	0.60	0.70	43.2
6	R2	52	0.0	52	0.0	* 0.467	58.3	LOS E	1.6	11.3	1.00	0.74	1.00	20.9
Approach		809	3.1	809	3.1	0.467	26.6	LOS B	6.3	45.8	0.72	0.63	0.72	41.0
North: Best Street (N)														
7	L2	37	0.0	37	0.0	0.066	31.3	LOS C	0.8	5.5	0.74	0.69	0.74	34.0
8	T1	270	0.4	270	0.4	* 0.635	41.8	LOS C	6.1	42.8	0.97	0.81	0.98	28.8
9	R2	158	0.0	158	0.0	0.635	46.6	LOS D	6.1	42.8	0.98	0.82	0.98	29.3
Approach		465	0.2	465	0.2	0.635	42.6	LOS D	6.1	42.8	0.96	0.80	0.96	29.3
West: Edward Street (W)														
10	L2	90	1.1	90	1.1	0.611	31.6	LOS C	9.6	68.3	0.80	0.72	0.80	32.0
11	T1	754	2.0	754	2.0	* 0.611	25.5	LOS B	9.6	68.3	0.78	0.69	0.78	42.1
12	R2	30	0.0	30	0.0	0.269	57.2	LOS E	0.9	6.4	0.99	0.72	0.99	29.4
Approach		874	1.8	874	1.8	0.611	27.3	LOS B	9.6	68.3	0.79	0.69	0.79	40.7
All Vehicles		2565	1.7	2565	1.7	0.635	32.4	LOS C	9.6	68.3	0.83	0.71	0.83	36.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	3	44.2	LOS E	0.0	0.0	0.94	0.94	213.8	220.5	1.03
East: Edward Street (E)											
P2	Full	3	44.2	LOS E	0.0	0.0	0.94	0.94	215.6	222.8	1.03
North: Best Street (N)											

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P3 Full	33	44.2	LOS E	0.1	0.1	0.94	0.94	213.5	220.0	1.03
West: Edward Street (W)										
P4 Full	2	44.2	LOS E	0.0	0.0	0.94	0.94	213.8	220.5	1.03
All Pedestrians	41	44.2	LOS E	0.1	0.1	0.94	0.94	213.7	220.3	1.03

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: 101 [WE Best/Morgan (Site Folder: Existing)]

Network: N101 [WE Best Street (Network Folder: Existing)]

Best Street / Morgan
Existing Conditions
Weekend Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0.0	43	0.0	0.167	4.6	LOS A	0.3	1.9	0.27	0.47	0.27	45.6
2	T1	221	0.9	221	0.9	0.167	4.3	LOS A	0.3	1.9	0.27	0.51	0.27	40.1
3	R2	112	0.0	112	0.0	0.167	8.0	LOS A	0.3	1.9	0.27	0.59	0.27	45.4
3u	U	2	0.0	2	0.0	0.167	9.7	LOS A	0.3	1.9	0.27	0.59	0.27	38.4
Approach		378	0.5	378	0.5	0.167	5.5	LOS A	0.3	1.9	0.27	0.53	0.27	43.4
East: Morgan Street (E)														
4	L2	136	0.0	136	0.0	0.143	5.1	LOS A	0.2	1.7	0.43	0.61	0.43	43.6
5	T1	159	0.0	159	0.0	0.189	4.6	LOS A	0.3	2.3	0.43	0.57	0.43	46.7
6	R2	39	0.0	39	0.0	0.189	8.3	LOS A	0.3	2.3	0.43	0.57	0.43	42.9
6u	U	4	0.0	4	0.0	0.189	9.9	LOS A	0.3	2.3	0.43	0.57	0.43	47.3
Approach		338	0.0	338	0.0	0.189	5.3	LOS A	0.3	2.3	0.43	0.58	0.43	45.5
North: Best Street (N)														
7	L2	48	0.0	48	0.0	0.181	5.0	LOS A	0.3	2.3	0.43	0.55	0.43	44.5
8	T1	303	0.3	303	0.3	0.181	4.7	LOS A	0.3	2.3	0.44	0.56	0.44	36.7
9	R2	28	0.0	28	0.0	0.181	8.4	LOS A	0.3	2.3	0.44	0.57	0.44	45.4
9u	U	1	0.0	1	0.0	0.181	10.1	LOS A	0.3	2.3	0.44	0.57	0.44	36.4
Approach		380	0.3	380	0.3	0.181	5.0	LOS A	0.3	2.3	0.44	0.56	0.44	39.9
West: Morgan Street (W)														
10	L2	30	0.0	30	0.0	0.138	4.9	LOS A	0.3	1.8	0.41	0.52	0.41	43.6
11	T1	249	0.0	249	0.0	0.138	4.5	LOS A	0.3	1.8	0.41	0.53	0.41	47.0
12	R2	21	0.0	21	0.0	0.138	8.3	LOS A	0.3	1.8	0.41	0.54	0.41	43.2
12u	U	1	0.0	1	0.0	0.138	9.9	LOS A	0.3	1.8	0.41	0.54	0.41	47.4
Approach		301	0.0	301	0.0	0.138	4.9	LOS A	0.3	1.8	0.41	0.53	0.41	46.6
All Vehicles		1397	0.2	1397	0.2	0.189	5.2	LOS A	0.3	2.3	0.38	0.55	0.38	44.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [WE Best/Forsyth (Site Folder: Existing)]

Network: N101 [WE Best Street (Network Folder: Existing)]

Best Street / Forsyth Street
Existing Conditions
Weekend Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	9	0.0	9	0.0	0.128	4.5	LOS A	0.2	1.6	0.34	0.48	0.34	44.8
2	T1	188	1.1	188	1.1	0.128	4.2	LOS A	0.2	1.6	0.35	0.51	0.35	45.8
3	R2	93	0.0	93	0.0	0.128	7.9	LOS A	0.2	1.5	0.35	0.60	0.35	44.7
3u	U	1	0.0	1	0.0	0.128	9.5	LOS A	0.2	1.5	0.35	0.60	0.35	35.1
Approach		291	0.7	291	0.7	0.128	5.4	LOS A	0.2	1.6	0.35	0.54	0.35	45.4
East: Forsyth Street (E)														
4	L2	104	0.0	104	0.0	0.137	4.8	LOS A	0.2	1.6	0.39	0.55	0.39	43.7
5	T1	160	0.0	160	0.0	0.137	4.5	LOS A	0.2	1.6	0.40	0.55	0.40	46.9
6	R2	30	0.0	30	0.0	0.137	8.2	LOS A	0.2	1.6	0.40	0.55	0.40	46.7
6u	U	1	0.0	1	0.0	0.137	9.8	LOS A	0.2	1.6	0.40	0.55	0.40	47.4
Approach		295	0.0	295	0.0	0.137	5.0	LOS A	0.2	1.6	0.40	0.55	0.40	46.2
North: Best Street (N)														
7	L2	35	0.0	35	0.0	0.157	4.8	LOS A	0.3	1.9	0.39	0.52	0.39	46.1
8	T1	262	0.4	262	0.4	0.157	4.5	LOS A	0.3	1.9	0.39	0.54	0.39	43.4
9	R2	42	2.4	42	2.4	0.157	8.2	LOS A	0.3	1.9	0.39	0.57	0.39	46.6
9u	U	2	0.0	2	0.0	0.157	9.8	LOS A	0.3	1.9	0.39	0.57	0.39	47.3
Approach		341	0.6	341	0.6	0.157	5.0	LOS A	0.3	1.9	0.39	0.54	0.39	44.4
West: Forsyth Street (W)														
10	L2	26	0.0	26	0.0	0.114	4.7	LOS A	0.2	1.3	0.38	0.51	0.38	46.2
11	T1	204	0.0	204	0.0	0.114	4.4	LOS A	0.2	1.3	0.38	0.52	0.38	47.1
12	R2	16	0.0	16	0.0	0.114	8.1	LOS A	0.2	1.3	0.38	0.53	0.38	43.3
12u	U	2	0.0	2	0.0	0.114	9.7	LOS A	0.2	1.3	0.38	0.53	0.38	47.5
Approach		248	0.0	248	0.0	0.114	4.7	LOS A	0.2	1.3	0.38	0.52	0.38	46.8
All Vehicles		1175	0.3	1175	0.3	0.157	5.0	LOS A	0.3	1.9	0.38	0.54	0.38	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) (Site Folder: Existing)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Existing)]

Edward Street / Docker Street
Existing Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	85	5.9	85	5.9	* 0.561	35.7	LOS C	6.6	47.2	0.92	0.79	0.92	36.0
2	T1	483	1.4	483	1.4	0.561	31.1	LOS C	6.8	48.2	0.92	0.78	0.92	34.9
3	R2	232	2.6	232	2.6	0.477	34.9	LOS C	5.3	38.1	0.89	0.80	0.89	25.9
Approach		800	2.3	800	2.3	0.561	32.7	LOS C	6.8	48.2	0.91	0.79	0.91	33.1
East: Edward Street (E)														
4	L2	98	10.2	98	10.2	0.442	28.6	LOS C	5.0	39.0	0.72	0.67	0.72	36.5
5	T1	455	15.2	455	15.2	0.442	22.5	LOS B	5.0	39.0	0.71	0.62	0.71	40.9
6	R2	89	9.0	89	9.0	0.503	42.5	LOS D	2.3	17.2	0.94	0.79	0.94	30.2
Approach		642	13.6	642	13.6	0.503	26.2	LOS B	5.0	39.4	0.74	0.65	0.74	38.3
North: Docker Street (N)														
7	L2	50	8.0	50	8.0	0.456	41.3	LOS C	3.7	26.7	0.94	0.77	0.94	24.7
8	T1	255	2.0	255	2.0	0.456	36.7	LOS C	3.9	27.5	0.94	0.76	0.94	33.2
9	R2	187	2.1	187	2.1	* 0.575	42.2	LOS C	4.8	33.9	0.97	0.81	0.97	33.0
Approach		492	2.6	492	2.6	0.575	39.3	LOS C	4.8	33.9	0.95	0.78	0.95	32.5
West: Edward Street (W)														
10	L2	216	2.8	216	2.8	* 0.559	30.9	LOS C	7.8	57.1	0.86	0.79	0.86	37.9
11	T1	506	9.5	506	9.5	0.559	25.3	LOS B	8.0	60.2	0.86	0.76	0.86	32.6
12	R2	141	2.1	141	2.1	0.572	38.7	LOS C	3.5	24.8	0.92	0.81	0.92	34.5
Approach		863	6.6	863	6.6	0.572	28.9	LOS C	8.0	60.2	0.87	0.77	0.87	34.7
All Vehicles		2797	6.3	2797	6.3	0.575	31.2	LOS C	8.0	60.2	0.86	0.75	0.86	34.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	32	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
North: Docker Street (N)											

P3 Full	21	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	83	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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: 101 [AM Edward/Murray (Future Signals) (Site Folder: Existing)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Existing)]

Edward Street / Murray Street with future signals
Existing Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	36	0.0	36	0.0	0.217	43.3	LOS D	1.3	9.5	0.93	0.73	0.93	23.5
2	T1	18	5.6	18	5.6	* 0.217	38.7	LOS C	1.3	9.5	0.93	0.73	0.93	33.9
3	R2	12	0.0	12	0.0	0.063	43.4	LOS D	0.3	2.1	0.91	0.68	0.91	31.2
Approach		66	1.5	66	1.5	0.217	42.1	LOS C	1.3	9.5	0.93	0.72	0.93	28.5
East: Edward Street (E)														
4	L2	24	4.2	24	4.2	0.241	9.7	LOS A	2.7	21.2	0.35	0.33	0.35	50.5
5	T1	606	14.7	606	14.7	0.241	4.1	LOS A	2.7	21.2	0.35	0.32	0.35	52.6
6	R2	45	2.2	45	2.2	0.101	12.2	LOS A	0.5	3.3	0.40	0.67	0.40	45.8
Approach		675	13.5	675	13.5	0.241	4.9	LOS A	2.7	21.3	0.35	0.34	0.35	51.5
North: Murray Street (N)														
7	L2	37	0.0	37	0.0	0.187	43.1	LOS D	1.1	8.1	0.92	0.72	0.92	32.9
8	T1	9	11.1	9	11.1	0.187	38.5	LOS C	1.1	8.1	0.92	0.72	0.92	31.7
9	R2	9	0.0	9	0.0	0.048	44.2	LOS D	0.2	1.6	0.92	0.67	0.92	22.8
Approach		55	1.8	55	1.8	0.187	42.5	LOS D	1.1	8.1	0.92	0.71	0.92	31.4
West: Edward Street (W)														
10	L2	61	0.0	61	0.0	0.273	9.6	LOS A	2.8	20.6	0.30	0.33	0.30	48.5
11	T1	679	8.5	679	8.5	* 0.273	4.9	LOS A	4.5	33.5	0.40	0.39	0.40	54.1
12	R2	17	0.0	17	0.0	0.033	11.7	LOS A	0.2	1.4	0.44	0.66	0.44	43.7
Approach		757	7.7	757	7.7	0.273	5.4	LOS A	4.5	33.5	0.40	0.39	0.40	53.3
All Vehicles		1553	9.7	1553	9.7	0.273	8.1	LOS A	4.5	33.5	0.42	0.39	0.42	49.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											

P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Edward/Docker (Future Layout) (Site Folder: Existing)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Existing)]

Edward Street / Docker Street
Existing Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	69	1.4	69	1.4	0.583	40.6	LOS C	5.5	38.8	0.96	0.80	0.96	34.4
2	T1	374	1.9	374	1.9	0.583	36.0	LOS C	5.6	39.9	0.96	0.80	0.96	33.4
3	R2	236	1.3	236	1.3	* 0.641	41.3	LOS C	6.0	42.6	0.97	0.83	0.98	23.7
Approach		679	1.6	679	1.6	0.641	38.3	LOS C	6.0	42.6	0.96	0.81	0.97	30.8
East: Edward Street (E)														
4	L2	164	2.4	164	2.4	* 0.637	32.5	LOS C	9.3	67.7	0.91	0.81	0.91	34.8
5	T1	655	5.0	655	5.0	0.637	26.9	LOS B	9.4	69.0	0.90	0.79	0.90	38.5
6	R2	106	0.0	106	0.0	0.482	40.2	LOS C	2.6	18.4	0.92	0.79	0.92	31.0
Approach		925	4.0	925	4.0	0.637	29.4	LOS C	9.4	69.0	0.90	0.80	0.90	36.8
North: Docker Street (N)														
7	L2	37	2.7	37	2.7	0.452	35.4	LOS C	5.0	35.5	0.89	0.75	0.89	27.1
8	T1	407	0.2	407	0.2	0.452	30.8	LOS C	5.2	36.2	0.89	0.75	0.89	35.1
9	R2	304	0.7	304	0.7	* 0.644	37.3	LOS C	7.4	52.3	0.95	0.83	0.95	34.6
Approach		748	0.5	748	0.5	0.644	33.7	LOS C	7.4	52.3	0.91	0.78	0.91	34.6
West: Edward Street (W)														
10	L2	128	1.6	128	1.6	0.475	30.6	LOS C	6.4	46.3	0.83	0.75	0.83	38.4
11	T1	479	6.3	479	6.3	0.475	25.0	LOS B	6.5	48.0	0.83	0.73	0.83	32.7
12	R2	105	1.0	105	1.0	0.678	48.5	LOS D	3.0	21.0	0.99	0.87	1.15	31.6
Approach		712	4.6	712	4.6	0.678	29.5	LOS C	6.5	48.0	0.86	0.75	0.88	33.8
All Vehicles		3064	2.8	3064	2.8	0.678	32.4	LOS C	9.4	69.0	0.91	0.78	0.91	34.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06
North: Docker Street (N)											

P3 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	17	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	97	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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: 101 [PM Edward/Murray (Future Signals) (Site Folder: Existing)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Existing)]

Edward Street / Murray Street with future signals
Existing Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	25	4.0	25	4.0	0.146	42.8	LOS D	0.9	6.3	0.92	0.71	0.92	23.7
2	T1	11	0.0	11	0.0	0.146	38.2	LOS C	0.9	6.3	0.92	0.71	0.92	34.0
3	R2	15	0.0	15	0.0	0.091	45.9	LOS D	0.4	2.7	0.94	0.69	0.94	30.6
Approach		51	2.0	51	2.0	0.146	42.7	LOS D	0.9	6.3	0.92	0.70	0.92	28.7
East: Edward Street (E)														
4	L2	18	0.0	18	0.0	0.316	10.0	LOS A	4.0	29.3	0.37	0.35	0.37	50.5
5	T1	862	4.3	862	4.3	0.316	4.4	LOS A	4.0	29.4	0.37	0.34	0.37	52.3
6	R2	26	0.0	26	0.0	* 0.053	10.9	LOS A	0.2	1.4	0.47	0.65	0.47	46.5
Approach		906	4.1	906	4.1	0.316	4.7	LOS A	4.0	29.4	0.38	0.35	0.38	51.9
North: Murray Street (N)														
7	L2	56	0.0	56	0.0	0.258	39.7	LOS C	2.0	14.0	0.90	0.74	0.90	34.2
8	T1	28	0.0	28	0.0	* 0.258	35.2	LOS C	2.0	14.0	0.90	0.74	0.90	32.9
9	R2	13	0.0	13	0.0	0.065	43.4	LOS D	0.3	2.2	0.91	0.68	0.91	23.1
Approach		97	0.0	97	0.0	0.258	38.9	LOS C	2.0	14.0	0.90	0.73	0.90	32.6
West: Edward Street (W)														
10	L2	35	2.9	35	2.9	0.317	10.3	LOS A	2.2	16.2	0.25	0.26	0.25	48.3
11	T1	684	4.8	684	4.8	* 0.317	8.2	LOS A	5.9	42.8	0.46	0.42	0.46	51.2
12	R2	12	8.3	12	8.3	0.035	15.2	LOS B	0.2	1.3	0.54	0.67	0.54	41.5
Approach		731	4.8	731	4.8	0.317	8.4	LOS A	5.9	42.8	0.45	0.42	0.45	50.9
All Vehicles		1785	4.1	1785	4.1	0.317	9.2	LOS A	5.9	42.8	0.45	0.41	0.45	48.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											

P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [WE Edward/Docker (Future Layout) (Site Folder: Existing)]

Network: N102 [Sturt Highway WE - Future Layout (Network Folder: Existing)]

Edward Street / Docker Street
Existing Conditions with future layout
Weekend Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	51	0.0	51	0.0	0.444	40.2	LOS C	3.9	27.6	0.93	0.77	0.93	34.5
2	T1	273	0.4	273	0.4	0.444	35.7	LOS C	4.0	28.0	0.93	0.76	0.93	33.5
3	R2	187	1.1	187	1.1	* 0.537	41.1	LOS C	4.7	33.0	0.95	0.80	0.95	23.8
Approach		511	0.6	511	0.6	0.537	38.1	LOS C	4.7	33.0	0.94	0.78	0.94	30.8
East: Edward Street (E)														
4	L2	120	5.0	120	5.0	0.510	28.1	LOS B	6.2	44.6	0.72	0.68	0.72	36.8
5	T1	562	3.0	562	3.0	0.510	22.6	LOS B	6.4	45.9	0.73	0.65	0.73	40.9
6	R2	109	0.0	109	0.0	0.566	42.2	LOS C	2.8	19.7	0.94	0.81	0.96	30.3
Approach		791	2.9	791	2.9	0.566	26.1	LOS B	6.4	45.9	0.76	0.67	0.76	38.4
North: Docker Street (N)														
7	L2	49	0.0	49	0.0	0.372	34.6	LOS C	4.1	28.7	0.87	0.73	0.87	27.2
8	T1	319	0.0	319	0.0	0.372	30.0	LOS C	4.2	29.1	0.87	0.72	0.87	35.3
9	R2	252	0.4	252	0.4	* 0.532	36.2	LOS C	5.9	41.8	0.91	0.81	0.91	34.9
Approach		620	0.2	620	0.2	0.532	32.9	LOS C	5.9	41.8	0.89	0.76	0.89	34.7
West: Edward Street (W)														
10	L2	142	0.7	142	0.7	0.542	30.6	LOS C	7.9	55.9	0.85	0.77	0.85	38.6
11	T1	592	2.4	592	2.4	* 0.542	25.1	LOS B	8.0	57.0	0.85	0.75	0.85	32.8
12	R2	90	0.0	90	0.0	0.410	38.8	LOS C	2.2	15.2	0.89	0.78	0.89	34.5
Approach		824	1.8	824	1.8	0.542	27.5	LOS B	8.0	57.0	0.86	0.76	0.86	34.4
All Vehicles		2746	1.5	2746	1.5	0.566	30.3	LOS C	8.0	57.0	0.85	0.74	0.85	34.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	3	39.2	LOS D	0.0	0.0	0.93	0.93	208.4	220.0	1.06
North: Docker Street (N)											

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P3 Full	5	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.06
West: Edward Street (W)										
P4 Full	10	39.2	LOS D	0.0	0.0	0.93	0.93	208.4	220.0	1.06
All Pedestrians	30	39.2	LOS D	0.0	0.0	0.93	0.93	208.2	219.7	1.06

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: 101 [WE Edward/Murray (Future Signals) (Site Folder: Existing)]

Network: N102 [Sturt Highway WE - Future Layout (Network Folder: Existing)]

Edward Street / Murray Street with future signals
Existing Conditions
Weekend Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	13	0.0	13	0.0	0.099	42.3	LOS C	0.6	4.2	0.91	0.68	0.91	24.1
2	T1	12	0.0	12	0.0	0.099	37.8	LOS C	0.6	4.2	0.91	0.68	0.91	34.4
3	R2	14	0.0	14	0.0	0.077	44.6	LOS D	0.4	2.5	0.92	0.68	0.92	30.9
Approach		39	0.0	39	0.0	0.099	41.8	LOS C	0.6	4.2	0.91	0.68	0.91	30.3
East: Edward Street (E)														
4	L2	14	0.0	14	0.0	0.276	9.8	LOS A	3.4	24.5	0.36	0.33	0.36	50.7
5	T1	761	2.9	761	2.9	0.276	4.2	LOS A	3.4	24.6	0.36	0.32	0.36	52.6
6	R2	17	0.0	17	0.0	0.040	11.9	LOS A	0.2	1.2	0.38	0.65	0.38	46.0
Approach		792	2.8	792	2.8	0.276	4.5	LOS A	3.4	24.6	0.36	0.33	0.36	52.2
North: Murray Street (N)														
7	L2	46	0.0	46	0.0	0.243	43.5	LOS D	1.5	10.6	0.93	0.74	0.93	32.9
8	T1	15	0.0	15	0.0	* 0.243	38.9	LOS C	1.5	10.6	0.93	0.74	0.93	31.7
9	R2	17	0.0	17	0.0	0.082	43.5	LOS D	0.4	2.9	0.92	0.69	0.92	23.1
Approach		78	0.0	78	0.0	0.243	42.6	LOS D	1.5	10.6	0.93	0.73	0.93	31.0
West: Edward Street (W)														
10	L2	34	0.0	34	0.0	0.286	6.8	LOS A	1.0	6.9	0.10	0.13	0.10	51.3
11	T1	772	2.1	772	2.1	* 0.286	3.4	LOS A	4.8	33.9	0.30	0.28	0.30	55.9
12	R2	11	0.0	11	0.0	0.024	11.5	LOS A	0.1	0.8	0.41	0.64	0.41	43.8
Approach		817	2.0	817	2.0	0.286	3.7	LOS A	4.8	33.9	0.29	0.28	0.29	55.4
All Vehicles		1726	2.2	1726	2.2	0.286	6.7	LOS A	4.8	33.9	0.36	0.33	0.36	50.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											

P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Ivan Jack/Esplanade (Site Folder: Existing)]

Ivan Jack Drive / The Esplande
Existing Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	22	4.5	0.104	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	378	8	378	2.1	0.104	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		400	9	400	2.3	0.104	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	318	10	318	3.1	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	79	0.0	0.082	6.4	LOS A	0.3	2.3	0.45	0.63	0.45	45.6
Approach		397	10	397	2.5	0.084	1.3	NA	0.3	2.3	0.09	0.13	0.09	49.0
West: The Esplanade (W)														
10	L2	144	0	144	0.0	0.128	5.3	LOS A	0.5	3.4	0.29	0.53	0.29	46.5
12	R2	16	2	16	12.5	0.074	22.3	LOS C	0.2	1.8	0.75	1.01	0.75	38.5
Approach		160	2	160	1.3	0.128	7.0	LOS A	0.5	3.4	0.33	0.57	0.33	45.5
All Vehicles		957	21	957	2.2	0.128	1.8	NA	0.5	3.4	0.09	0.16	0.09	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade (Site Folder: Existing)]

Ivan Jack Drive / The Esplande
Existing Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	43	0.0	0.091	4.6	LOS A	0.0	0.0	0.00	0.14	0.00	48.7
2	T1	304	6	304	2.0	0.091	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.6
Approach		347	6	347	1.7	0.091	0.6	NA	0.0	0.0	0.00	0.07	0.00	49.5
North: Ivan Jack Drive (N)														
8	T1	465	2	465	0.4	0.120	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	149	0	149	0.0	0.146	6.2	LOS A	0.6	4.2	0.43	0.63	0.43	45.6
Approach		614	2	614	0.3	0.146	1.5	NA	0.6	4.2	0.10	0.15	0.10	48.8
West: The Esplanade (W)														
10	L2	80	0	80	0.0	0.068	5.0	LOS A	0.2	1.7	0.23	0.50	0.23	46.6
12	R2	22	0	22	0.0	0.117	25.0	LOS C	0.4	2.6	0.81	1.00	0.81	37.5
Approach		102	0	102	0.0	0.117	9.3	LOS A	0.4	2.6	0.35	0.60	0.35	44.3
All Vehicles		1063	8	1063	0.8	0.146	2.0	NA	0.6	4.2	0.09	0.17	0.09	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [WE Ivan Jack/Esplanade (Site Folder: Existing)]

Ivan Jack Drive / The Esplande
Existing Conditions
Weekend Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	0	22	0.0	0.068	4.6	LOS A	0.0	0.0	0.00	0.09	0.00	49.0
2	T1	240	3	240	1.3	0.068	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.7
Approach		262	3	262	1.1	0.068	0.4	NA	0.0	0.0	0.00	0.05	0.00	49.7
North: Ivan Jack Drive (N)														
8	T1	303	2	303	0.7	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	68	0	68	0.0	0.061	5.6	LOS A	0.2	1.7	0.35	0.56	0.35	45.8
Approach		371	2	371	0.5	0.079	1.0	NA	0.2	1.7	0.06	0.10	0.06	49.1
West: The Esplanade (W)														
10	L2	60	0	60	0.0	0.050	4.9	LOS A	0.2	1.3	0.20	0.49	0.20	46.7
12	R2	23	0	23	0.0	0.068	15.4	LOS C	0.2	1.6	0.63	1.00	0.63	41.4
Approach		83	0	83	0.0	0.068	7.8	LOS A	0.2	1.6	0.32	0.63	0.32	45.1
All Vehicles		716	5	716	0.7	0.079	1.6	NA	0.2	1.7	0.07	0.14	0.07	48.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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ANNEXURE D: TFNSW COMPLETED UPGRADES

(4 SHEETS)

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Transport for NSW

Health precinct intersection upgrades

Wagga Wagga

Project update

January 2023

nswroads.work/edwardst



Traffic efficiency around the Wagga Wagga Health Precinct will benefit from upgrades to Edward Street intersections with Docker Street (pictured) and Murray Street

Transport for NSW will start work next month on safety upgrades at two of Wagga Wagga's busiest intersections in the city's health precinct.

Overview

The upgrades will improve safety and traffic efficiency in the health precinct area which includes the city's two hospitals and supporting specialist facilities.

Other key benefits to the project include better accessibility in and around the health precinct, and improved connectivity with the city's broader transport network.

Stage 1 of the project is the installation of traffic lights at the Sturt Highway intersection (Edward Street) with Murray Street, and is scheduled to start on **Monday 6 February**, weather permitting.

The second stage is the reconfiguration of lanes at the highway's Docker Street intersection. The project is planned for completion in **May 2023**.

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Traffic management

Transport acknowledges these locations are high traffic areas along the Sturt Highway (Edward Street) and plans to carry out work with as few impacts as possible to transport customers and nearby residents.

All work will be done under traffic control, with at least one lane of traffic open in each direction at all times. Motorists can expect delays of up to 10 minutes at various stages of the project.

Work schedule:

Most work will be carried out during standard daytime hours, however some 'out of hours' night work and weekend work is required.

The highway will be less busy and safer for workers at these times.

Night work and weekend work is planned at various stages of the project.

Work will start on the Murray Street intersection traffic lights and progress in stages to the Docker Street intersection to minimise impacts on traffic and parking.

Murray Street (north and south) will be closed at the highway which means no access to Edward Street from Murray Street during work on this stage. Traffic control will be in place 24 hours a day, along with detours and signage, to direct transport customers and pedestrians.

It is expected to take eight weeks to finish the Murray Street intersection, and about three weeks for the Docker Street upgrade, weather permitting.

Hospital access

Work on the Murray Street intersection first stage will progress west along the highway to Lewis Drive, which is the main entrance to Wagga Wagga Base Hospital.

Hospital access will remain via Lewis Drive with 24-hour traffic control in place to assist motorists accessing the hospital.

Pedestrian access and public transport

Pedestrian access around the work area will be clearly signposted. The Edward Street bus stop near Wagga Wagga Base Hospital will operate during the project, however, the taxi rank outside the hospital will not be available. Nearby taxi ranks are at Station Place and Forsyth Street.

Next steps

Work on the intersection upgrades is planned to start on **Monday 6 February**.

Tree trimming and, in some cases, a small number of tree removals, will also be needed to provide a clear corridor for larger vehicles such as trucks and buses.

Transport takes its responsibility to the environment seriously and aims to preserve as many trees as possible along Edward Street while ensuring the safety of all transport customers.

Traffic lights

Traffic lights are a safe and efficient way to move traffic through the Murray Street intersection. The benefits of traffic lights include:

- providing safe access for pedestrians
- allowing steady movement of traffic with minimal delays
- allowing co-ordination between traffic lights via an intelligent traffic management system.

Project funding

Transport will carry out work on the two highway intersections on behalf of Health Infrastructure. The NSW Government is funding the project.



Entry to Wagga Wagga Base Hospital will remain via Lewis Drive under traffic control

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Murray/Edward Street:

The intersection upgrade introduces an additional lane for protected right-turns into Murray Street, and a raised centre median along Edward Street. These travel lanes will be shifted out into the kerbside parking lanes to allow more space and safer distances between live traffic.

The right turn bays on Murray Street allow for more efficient traffic flow along Edward Street and improved safety for turning vehicles. The centre medians protect motorists from the opposing lane of traffic, house the traffic signals and provide pedestrian refuge.

Docker/Edward Street:

Transport is changing the lane-configuration at Docker Street traffic lights by converting the inside lane to a right-turn-only lane. Right-turn movements from Docker Street onto Edward Street are frequent during peak hours, and so a dedicated right-turn lane will offer shorter wait times and improve traffic flow.

The length of the proposed right-turn only lane will be longer than the existing left-turn only lane to allow enough vehicles to queue in peak hours, while keeping the other two lanes open.

This improvement requires the shift of traffic to the left earlier, into the kerbside parking lane.



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Project development process

- Early concept stage (Late 2020)
- Environmental assessment (Early 2021)
- Detailed design complete (Early 2022)
- Construction handover (Late 2022)
- **Start of work (Early 2023)** — WE ARE HERE
- Project complete



Traffic lights will be installed at the Edward Street intersection with Murray Street

We're here for you

We will continue to liaise with the community and stakeholders throughout the project. If you have any questions or would like more information, please contact our project team:

Subash Wijesiri on 0473 598 943 or Subash.Wijesiri@transport.nsw.gov.au

SouthProjects@transport.nsw.gov.au

nswroads.work/edwardst

Health precinct intersection upgrades, PO Box 484, Wagga Wagga, NSW 2650

Scan the QR code to visit the project webpage.

All work will be done under traffic control

Traffic lights are a safe and efficient way to move along the highway

This document contains important information about Transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Transport Projects on 0418 762 531. The interpreter will then assist you with translation.

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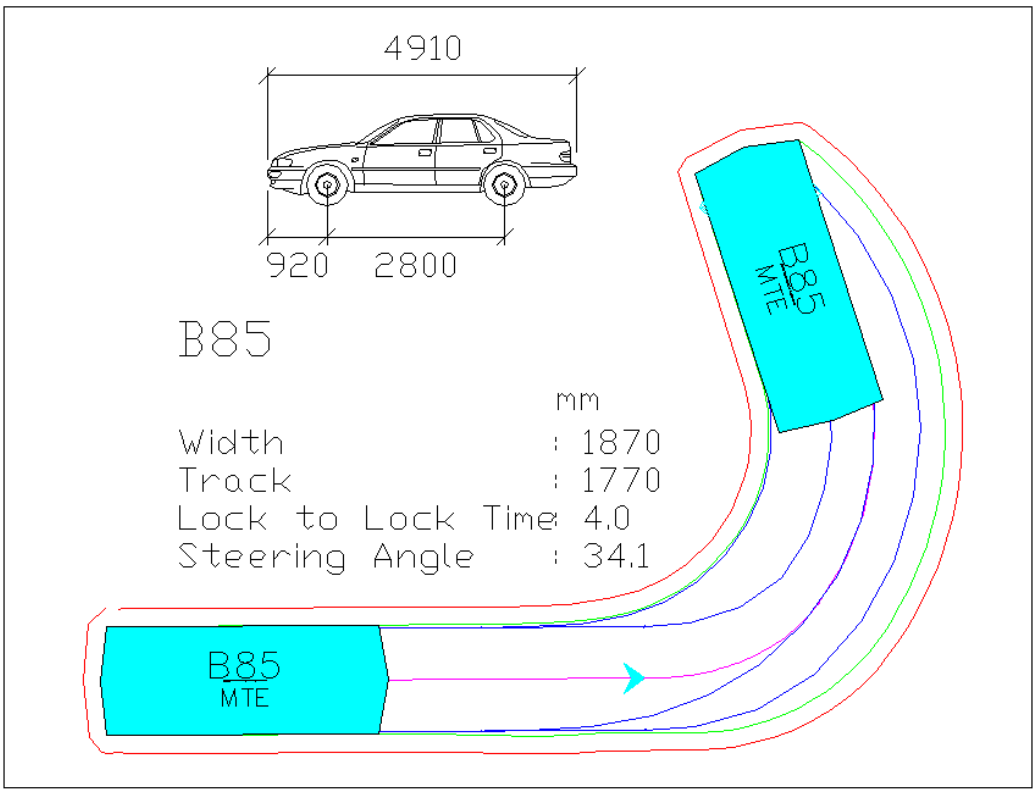
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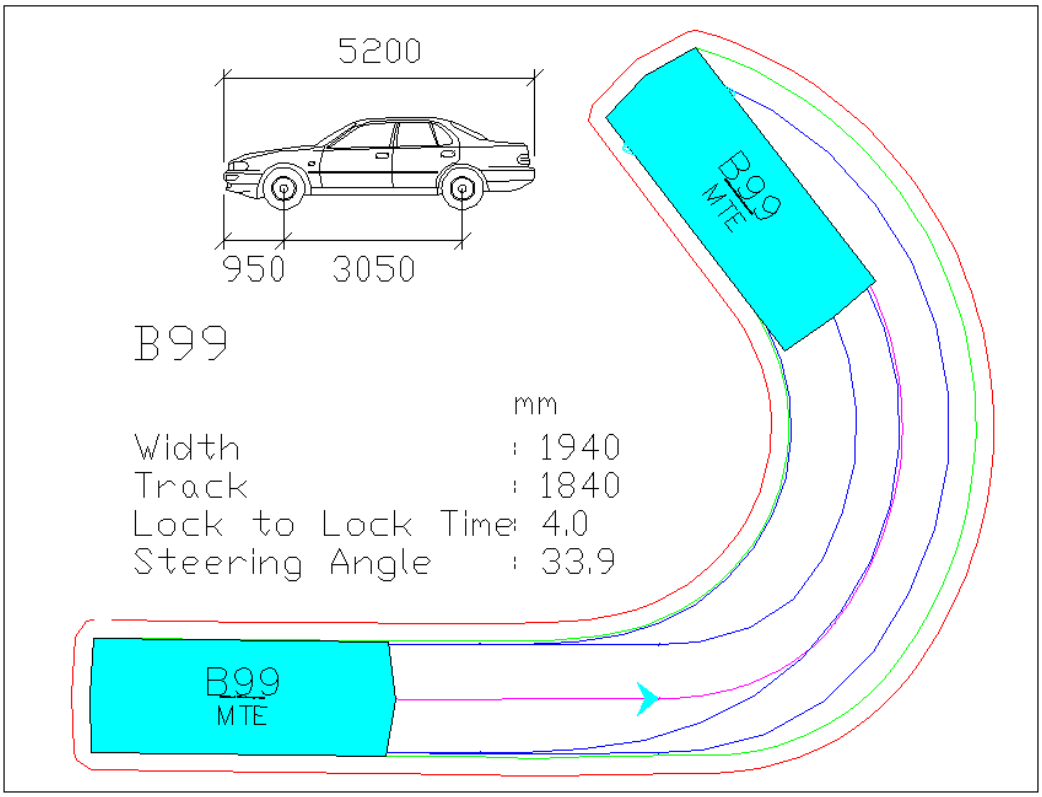
ANNEXURE E: SWEPT PATH TESTS

(9 SHEETS)

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Australian Standard 85th percentile size vehicle (B85)



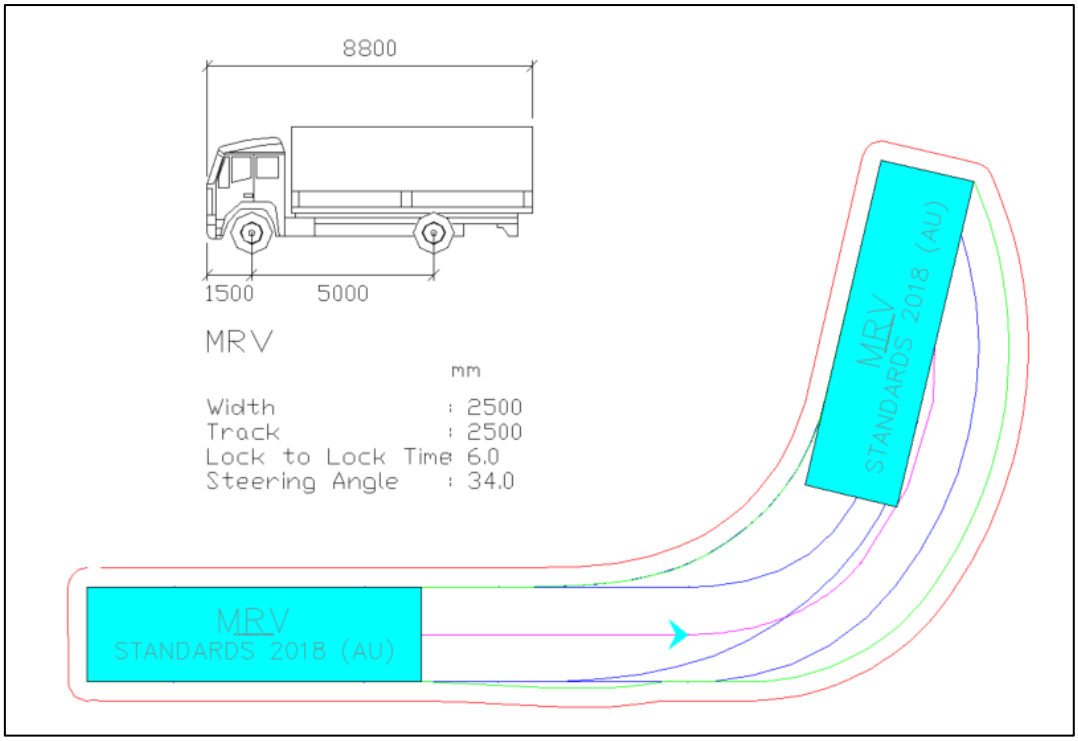
Australian Standard 99.8th percentile size vehicle (B99)

Blue – Tyre Path

Green – Vehicle Body

Red – 300mm Clearance

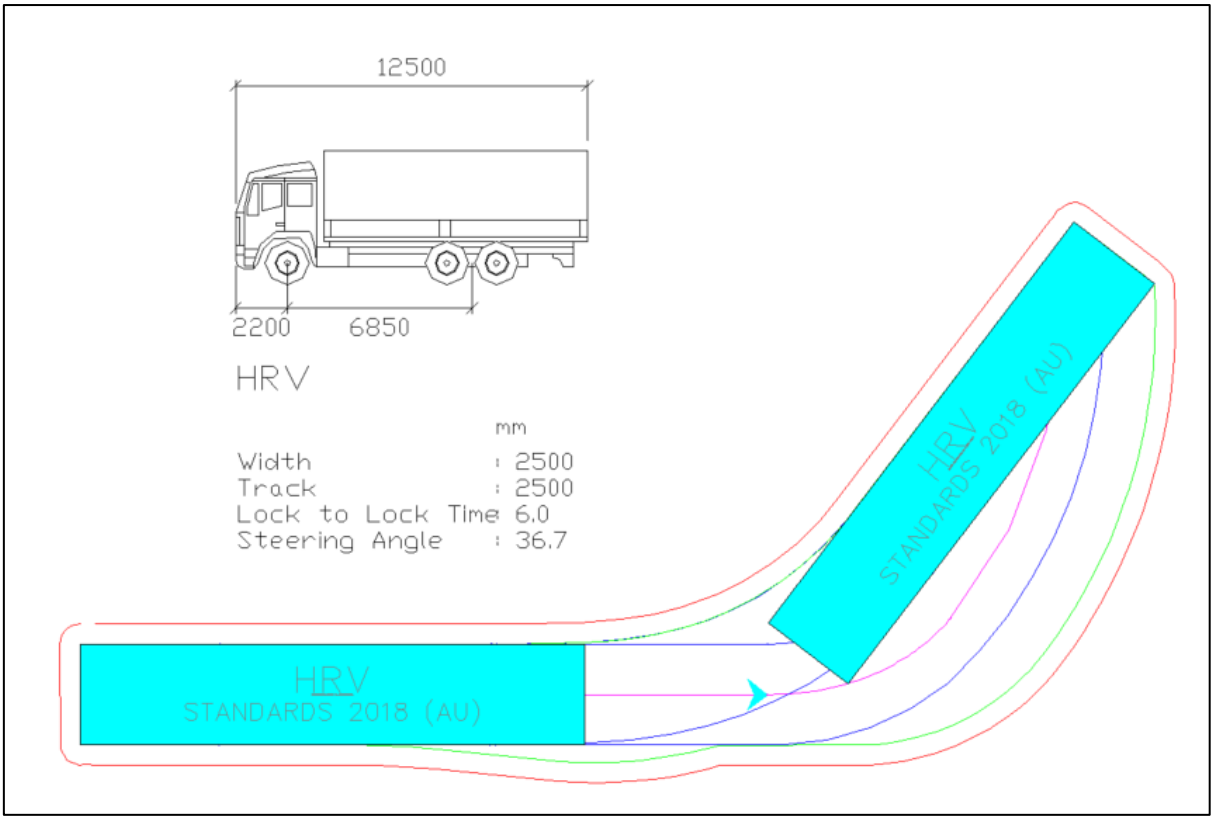
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AUSTRALIAN STANDARD MEDIUM RIGID VEHICLE (MRV)

Blue – Tyre Path
Green – Vehicle Body
Red – 500mm Clearance

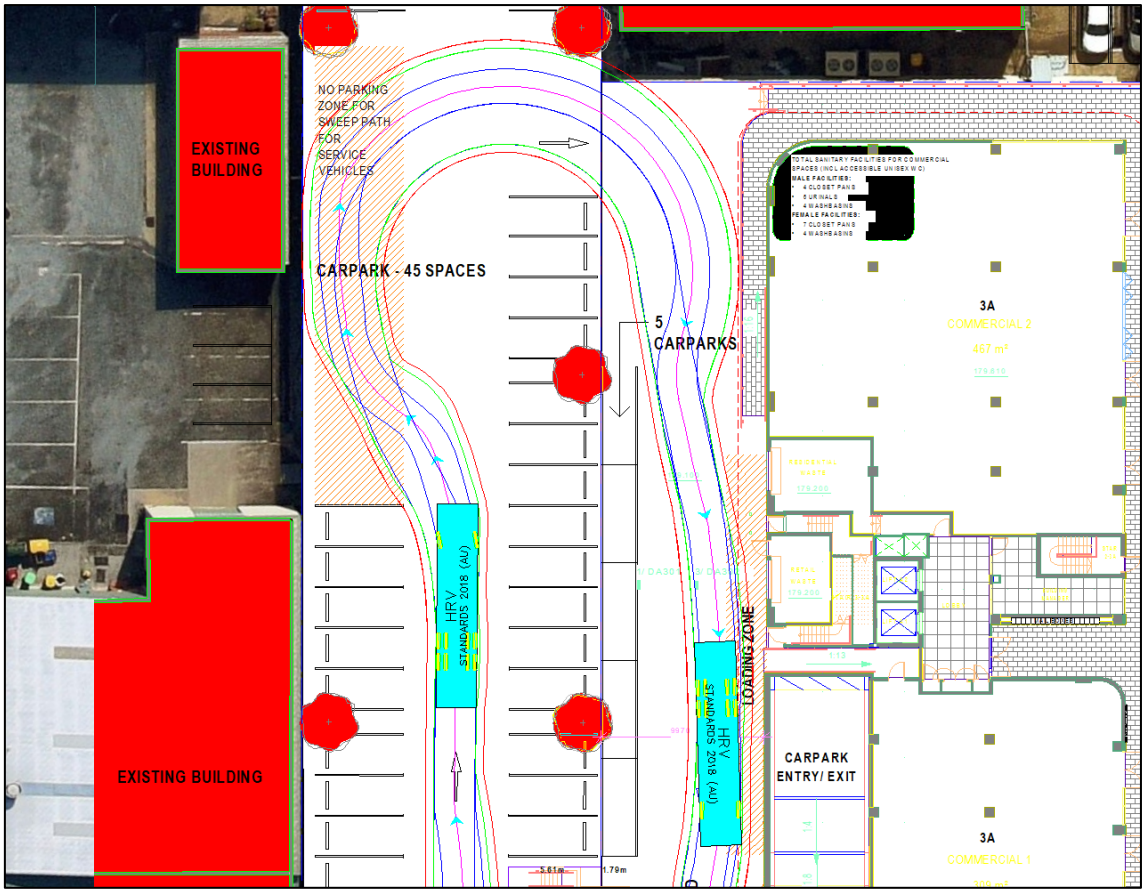
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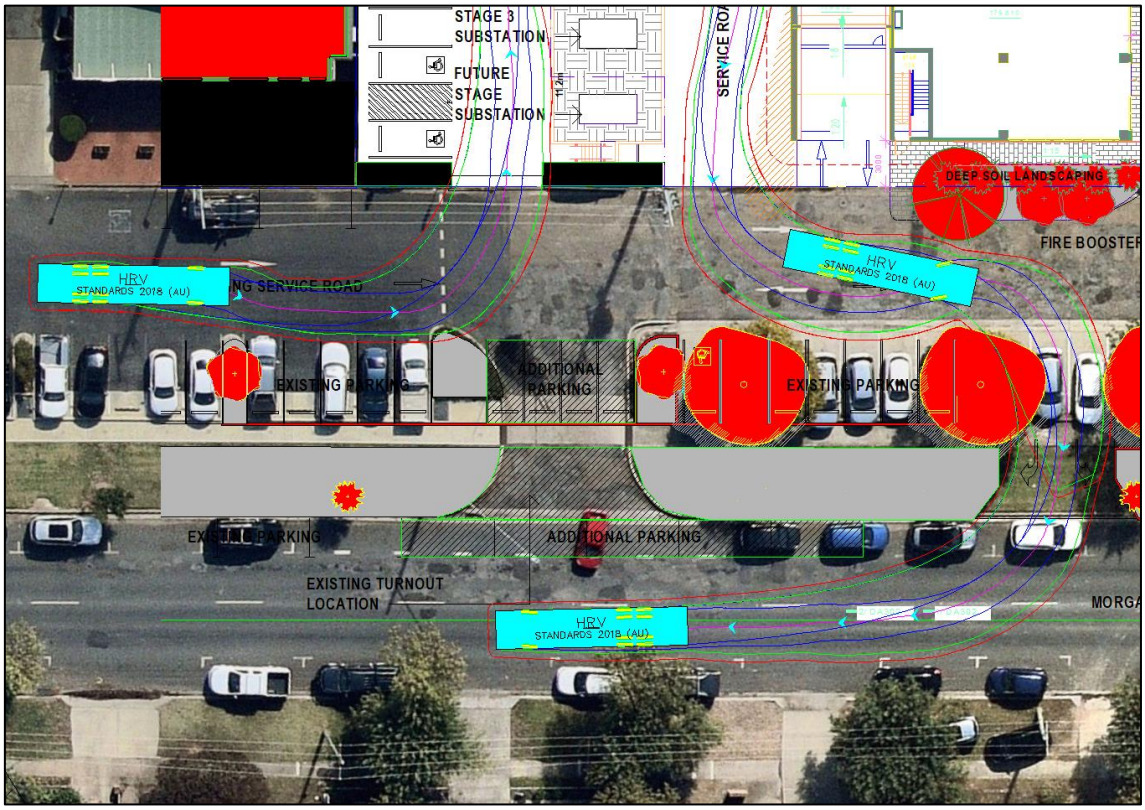


AUSTRALIAN STANDARD HEAVY RIGID VEHICLE (HRV)

Blue – Tyre Path
Green – Vehicle Body
Red – 500mm Clearance

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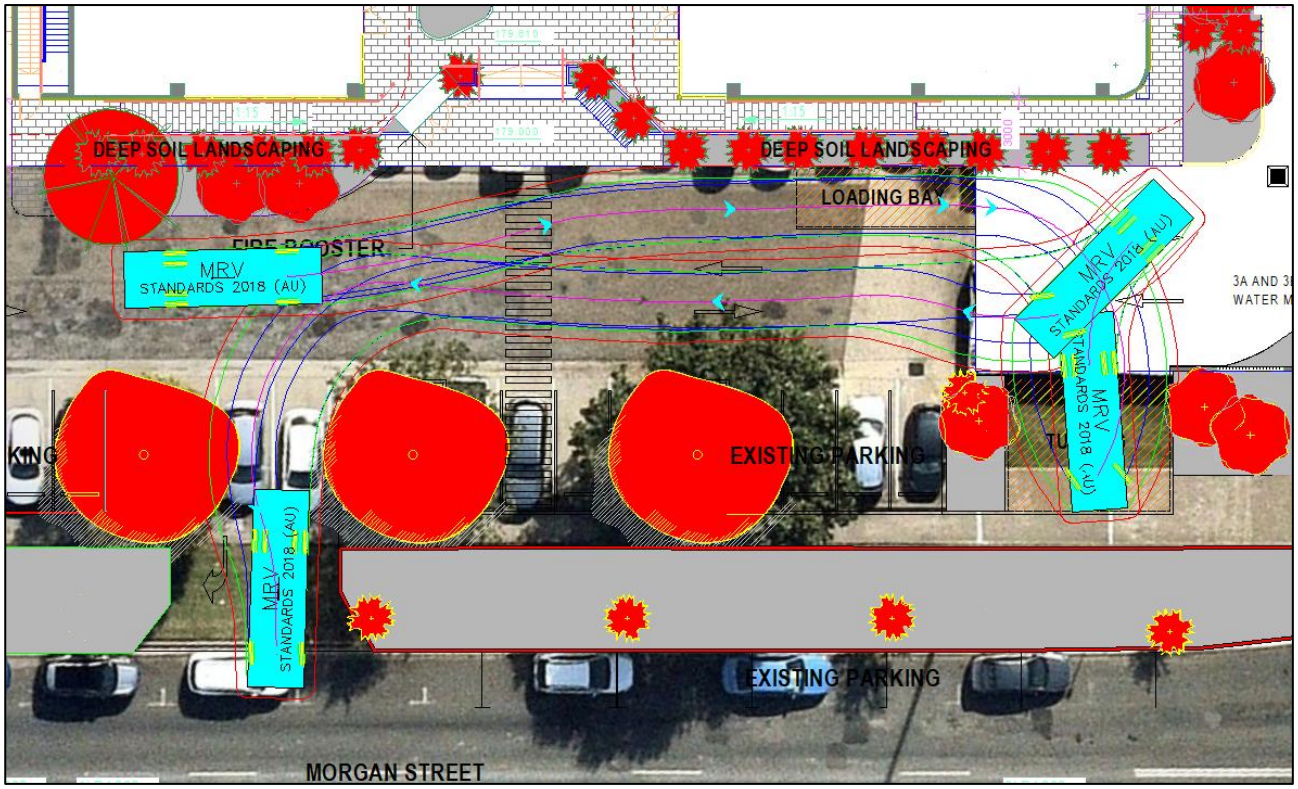




HRV Entry / Exit Ground Level Loading Dock

SUCCESSFUL

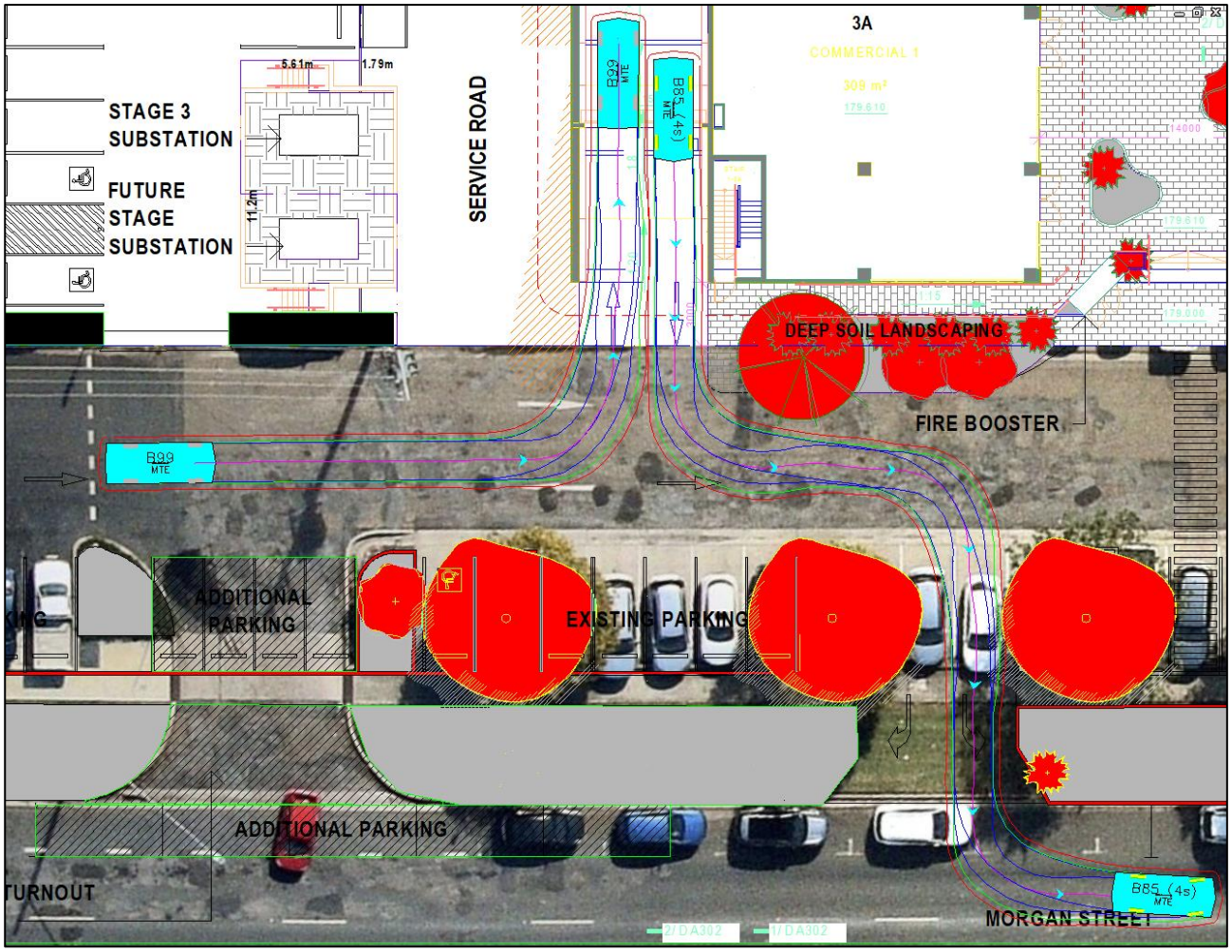
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MRV Entry / Exit Loading Dock

SUCCESSFUL

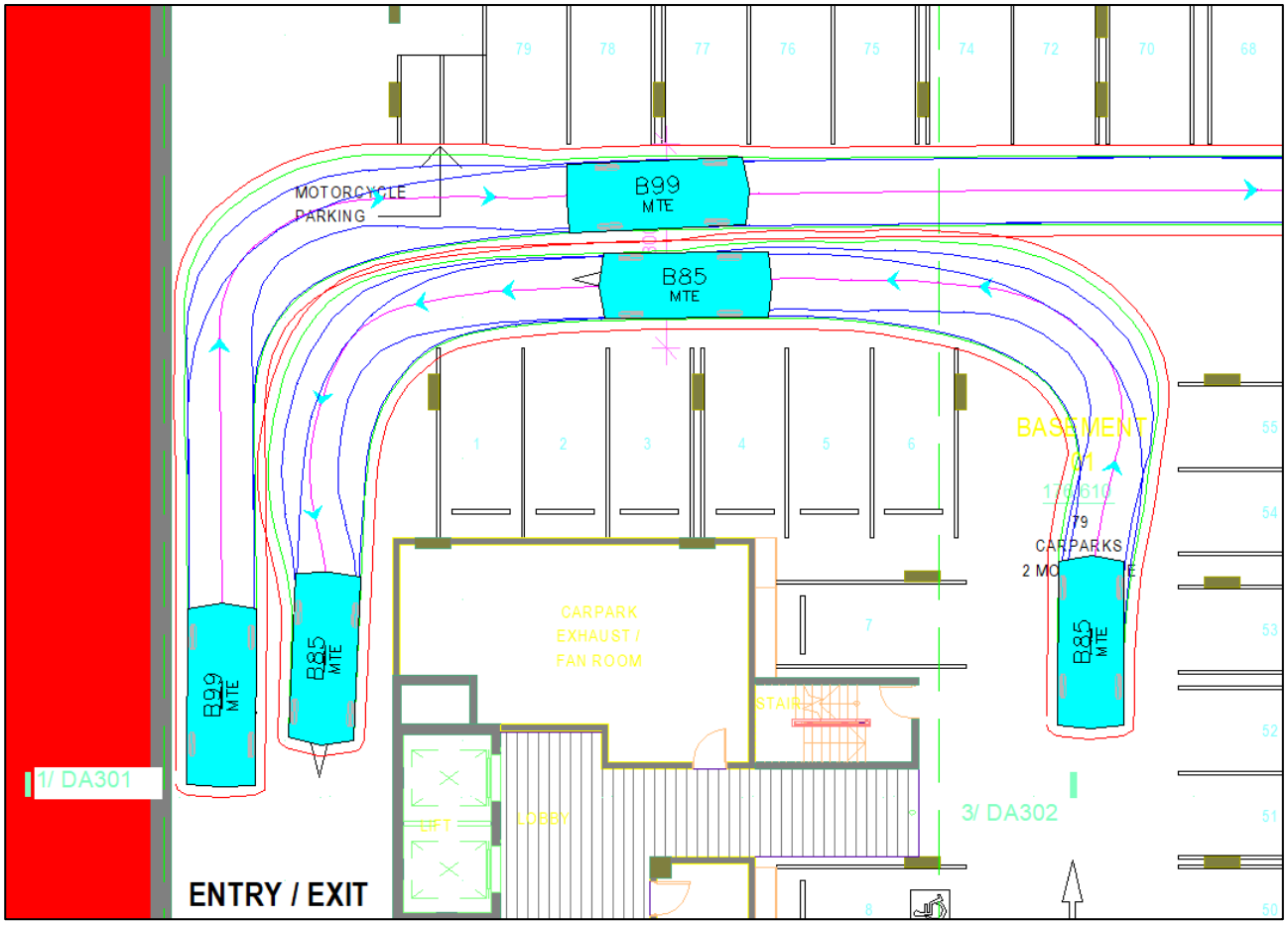
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B99 passing B85 on Ground Level car park and within Morgan Street Access Lane

SUCCESSFUL

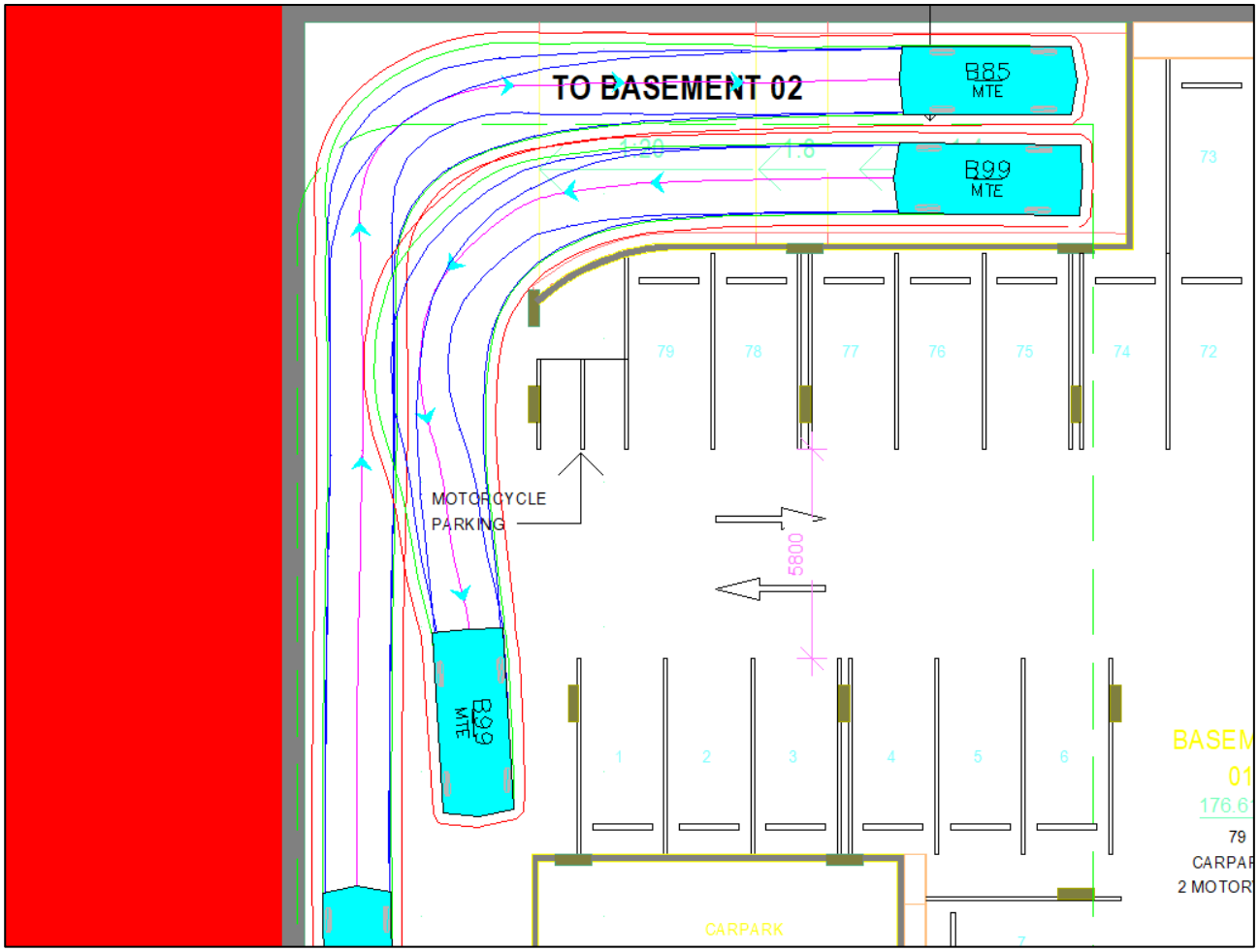
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B99 passing B85 on Basement Level 1

SUCCESSFUL

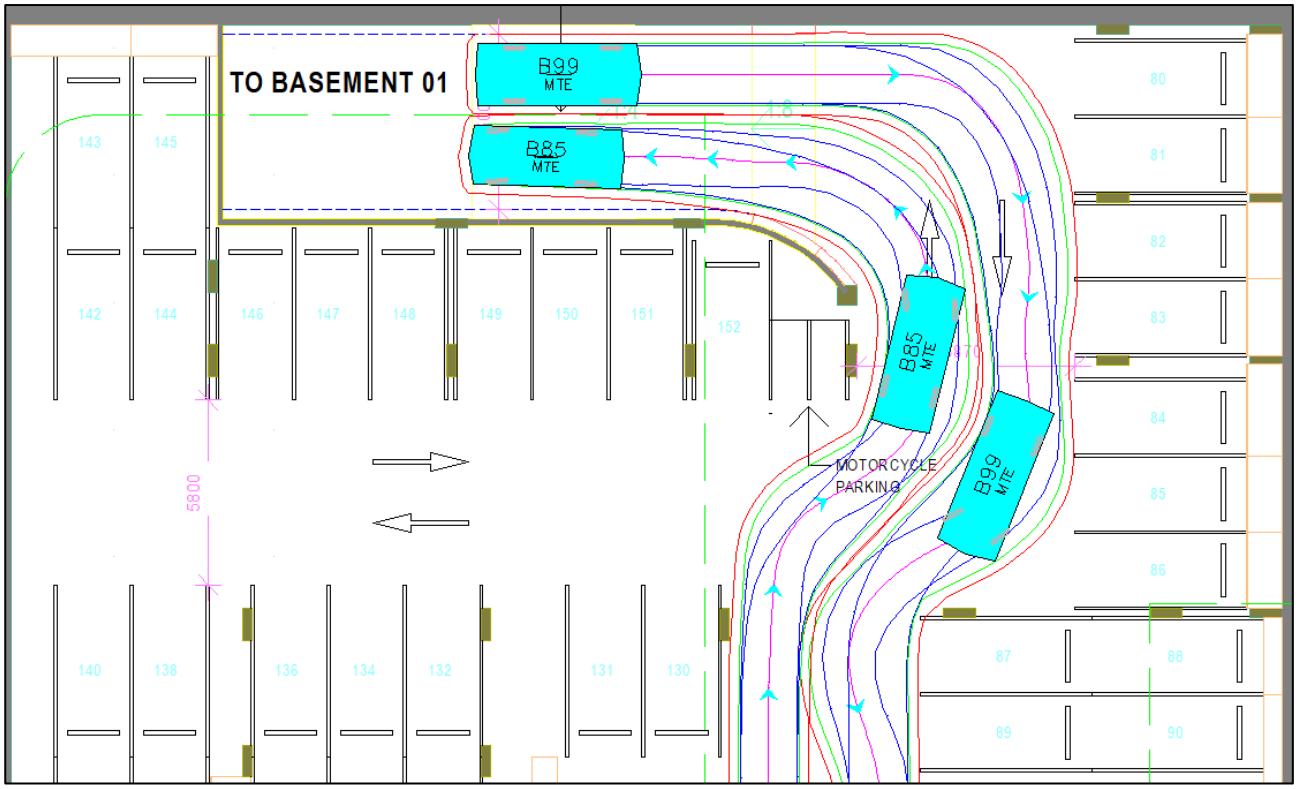
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B99 passing B85 on top of ramp between basement level 1 and basement level 2

SUCCESSFUL

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B99 passing B85 on bottom of ramp between basement level 1 and basement level 2

SUCCESSFUL

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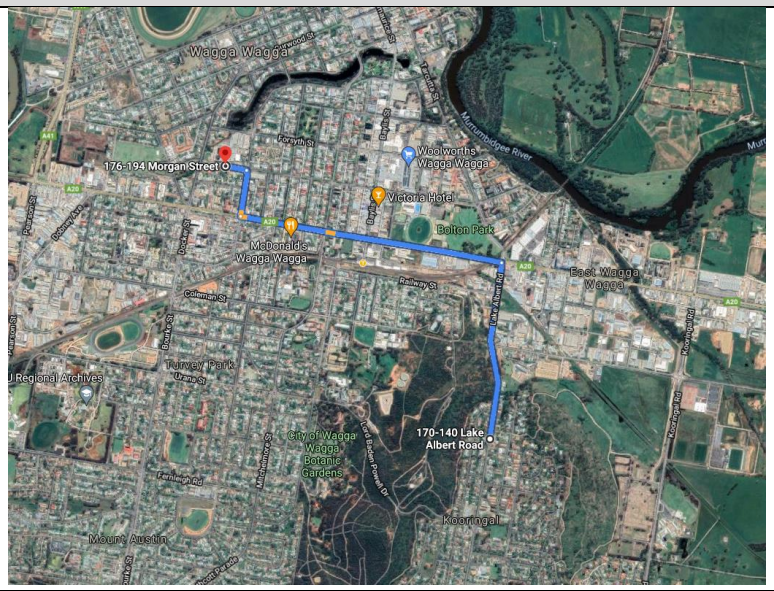
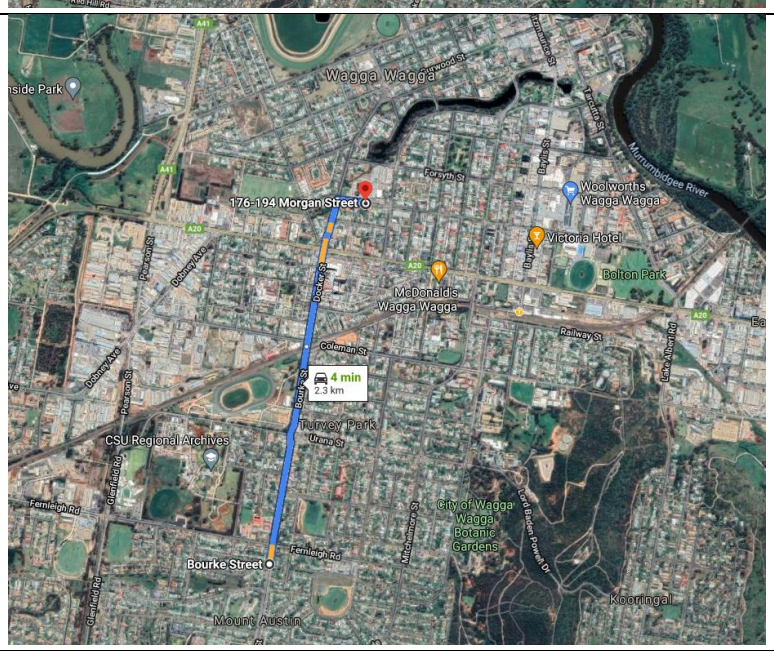
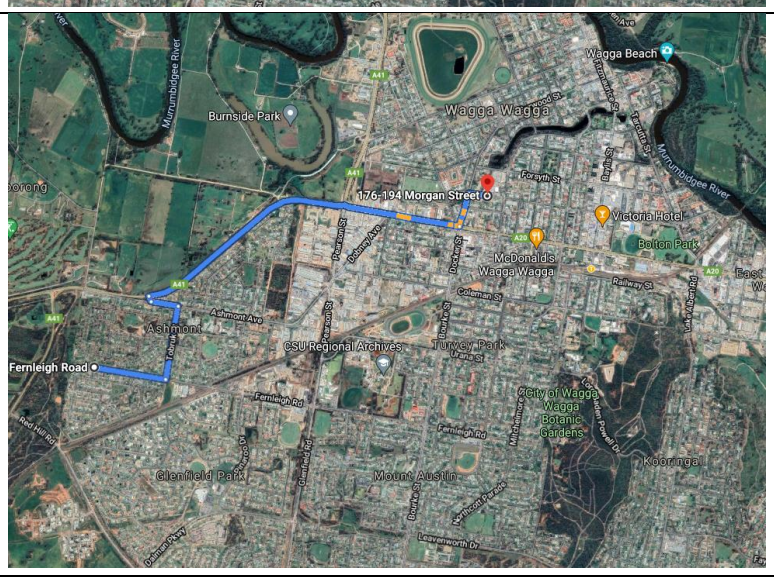
ANNEXURE F: TRAFFIC ALLOCATION

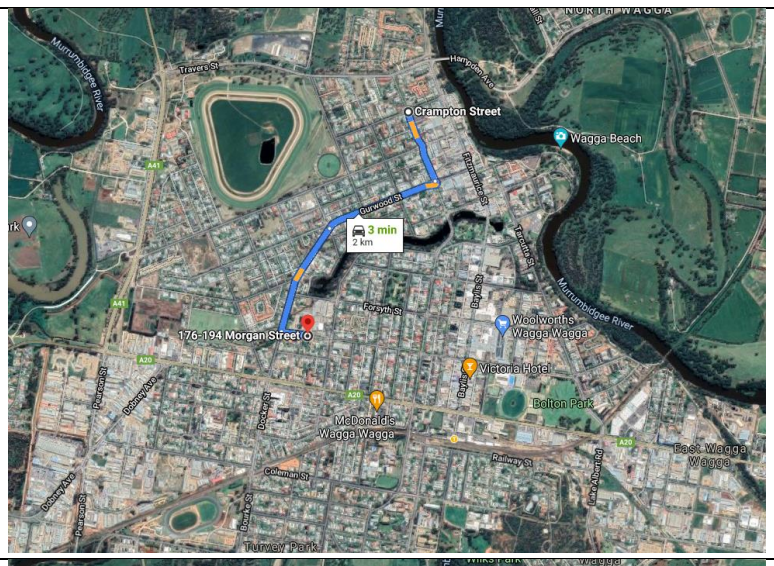
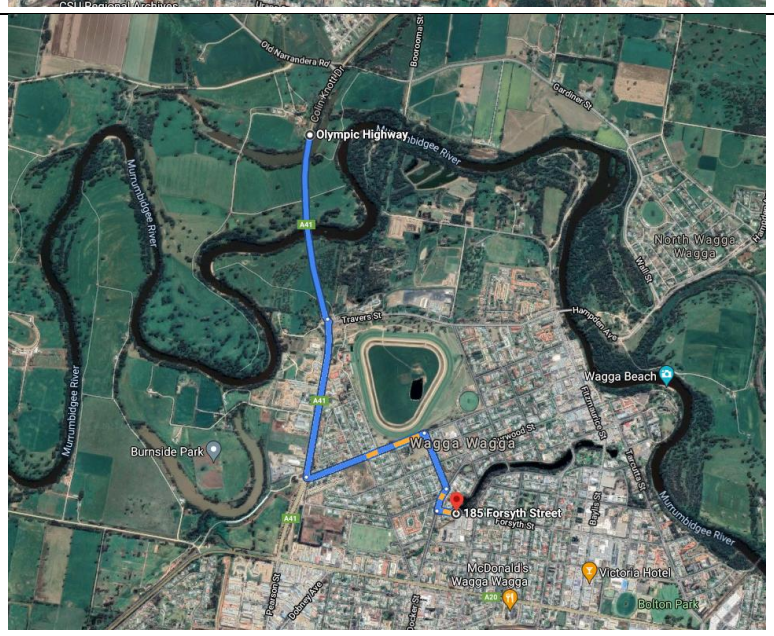
(8 SHEETS)

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To determine the different possible routes that people can use to arrive to the site, the *Google Maps Directions* feature was utilised. The routes were determined by obtaining directions between different locations within Wagga Wagga and the subject site. This process narrowed down the number of possible routes to seven (7) as described in **Table A**.

TABLE A: ROUTE SELECTION PROCESS

Route Number	Aerial Image	Description
1		• Approach/Depart from the East/Southeast. • Turn onto/from Murray Street.
2		• Approach/Depart from the South/Southeast. • Cross Sturt Highway along Best Street.
3		• Approach/Depart from the South/Southwest. • Cross Sturt Highway along Docker Street.
4		• Approach/Depart from the Southwest/West. • Travel along Sturt Highway and utilise the intersection of Sturt Highway / Docker Street.

5		• Approach/Depart from the Northeast/North. • Travel along Docker Street.
6		• Approach/Depart from the town centre/East. • Travel along Forsyth Street.
7		• Approach/Depart from the North. • Travel along Moorong Street and utilise Kincaid Street.

The seven (7) potential routes above are superimposed on a map of the critical roads in Wagga Wagga in **Figure A** below.

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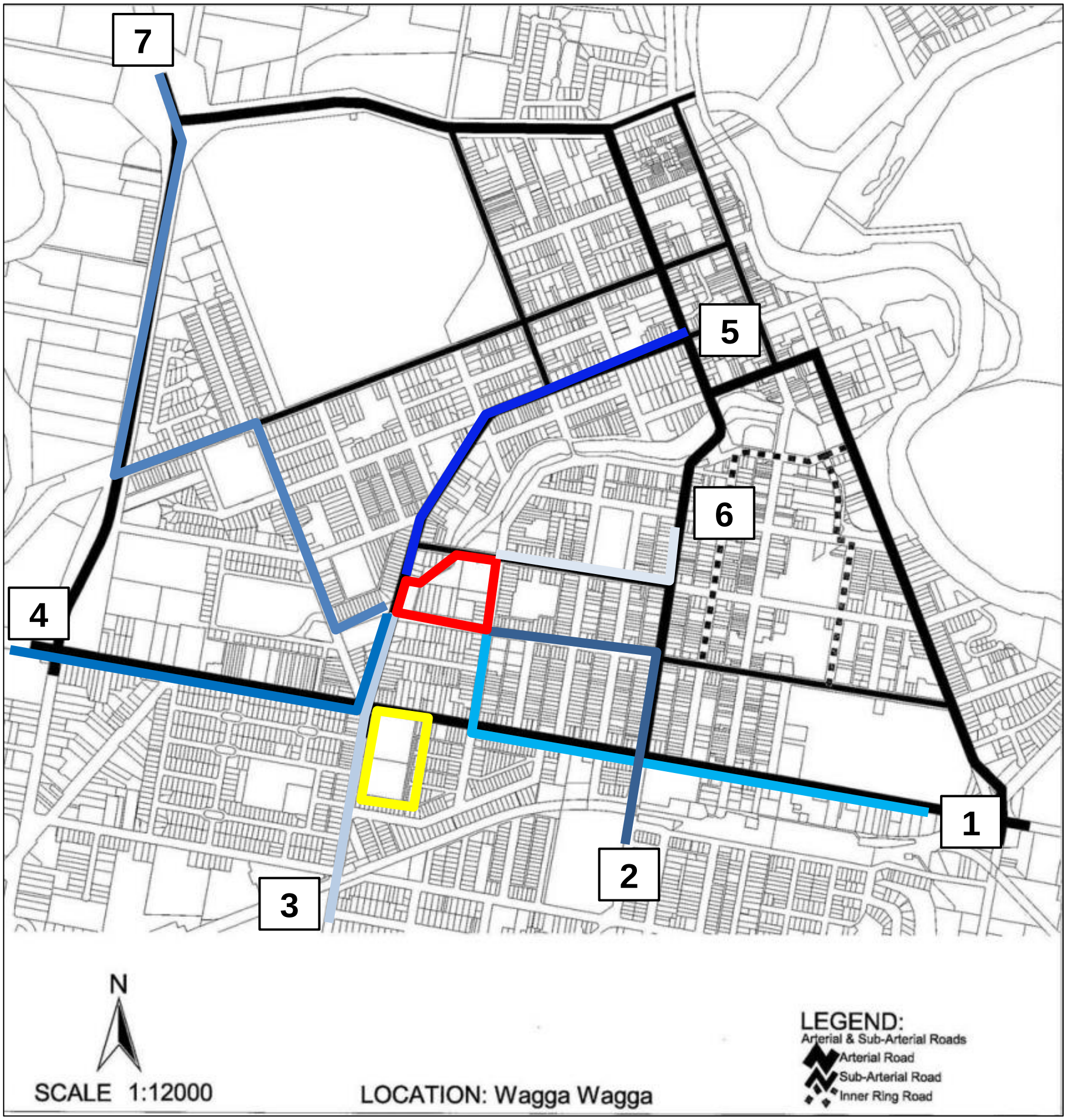


FIGURE A: DIFFERENT ROUTES TO ACCESS THE SITE

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The ABS provides census data within different sized statistical areas. The main area of Wagga Wagga is broken up into 140 individual Statistical Area 1 (SA1) as shown in **Figure B**. These areas were examined and one (1) of the seven (7) routes from above were assigned to each SA1 as shown in **Figure C**. In addition, the number of people aged between 20-65 years old (assumed working age) were extracted to determine the number of potential trips within each SA1. The results are presented in **Table B** below.

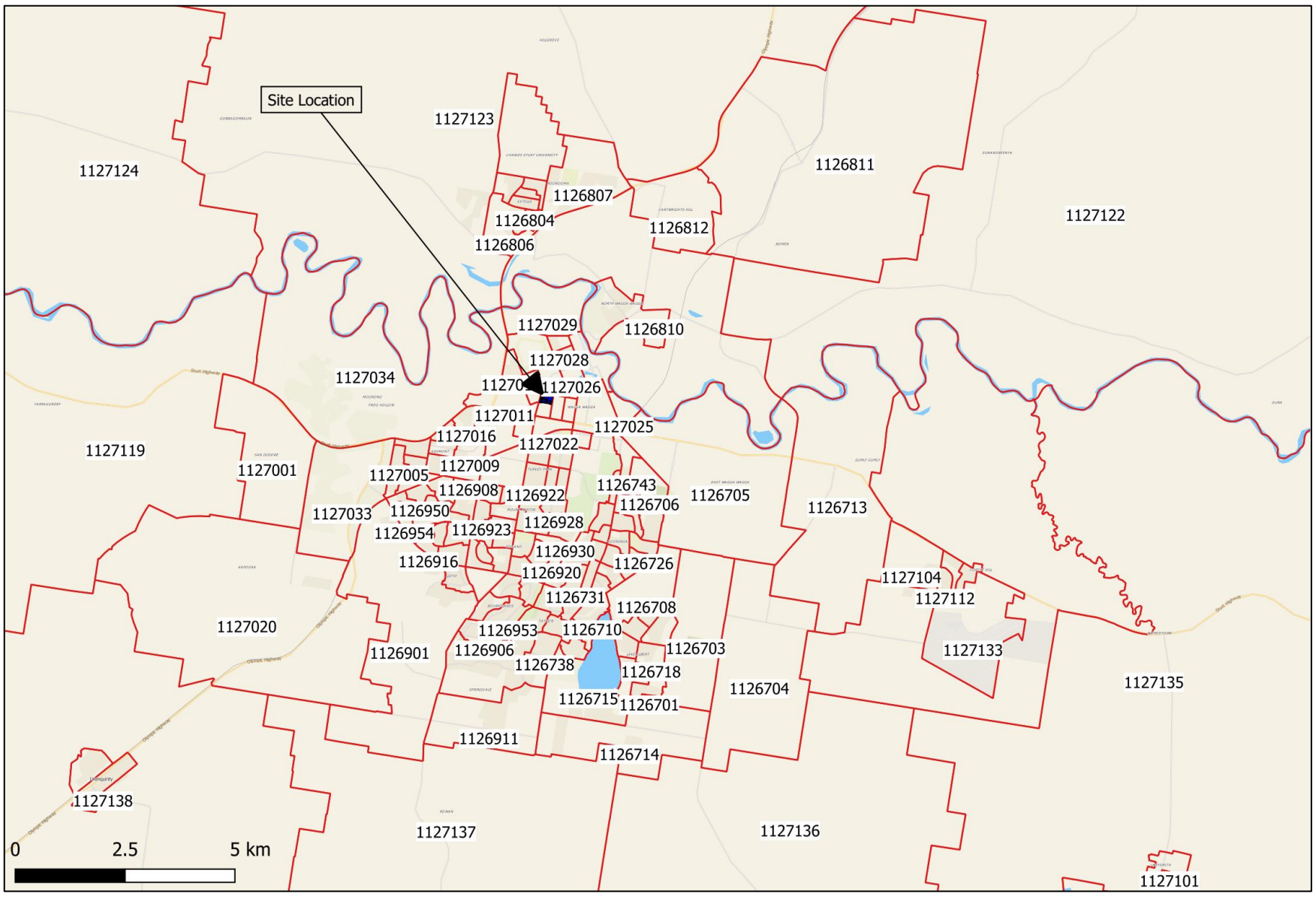


FIGURE B: WAGGA WAGGA SA1 AREAS

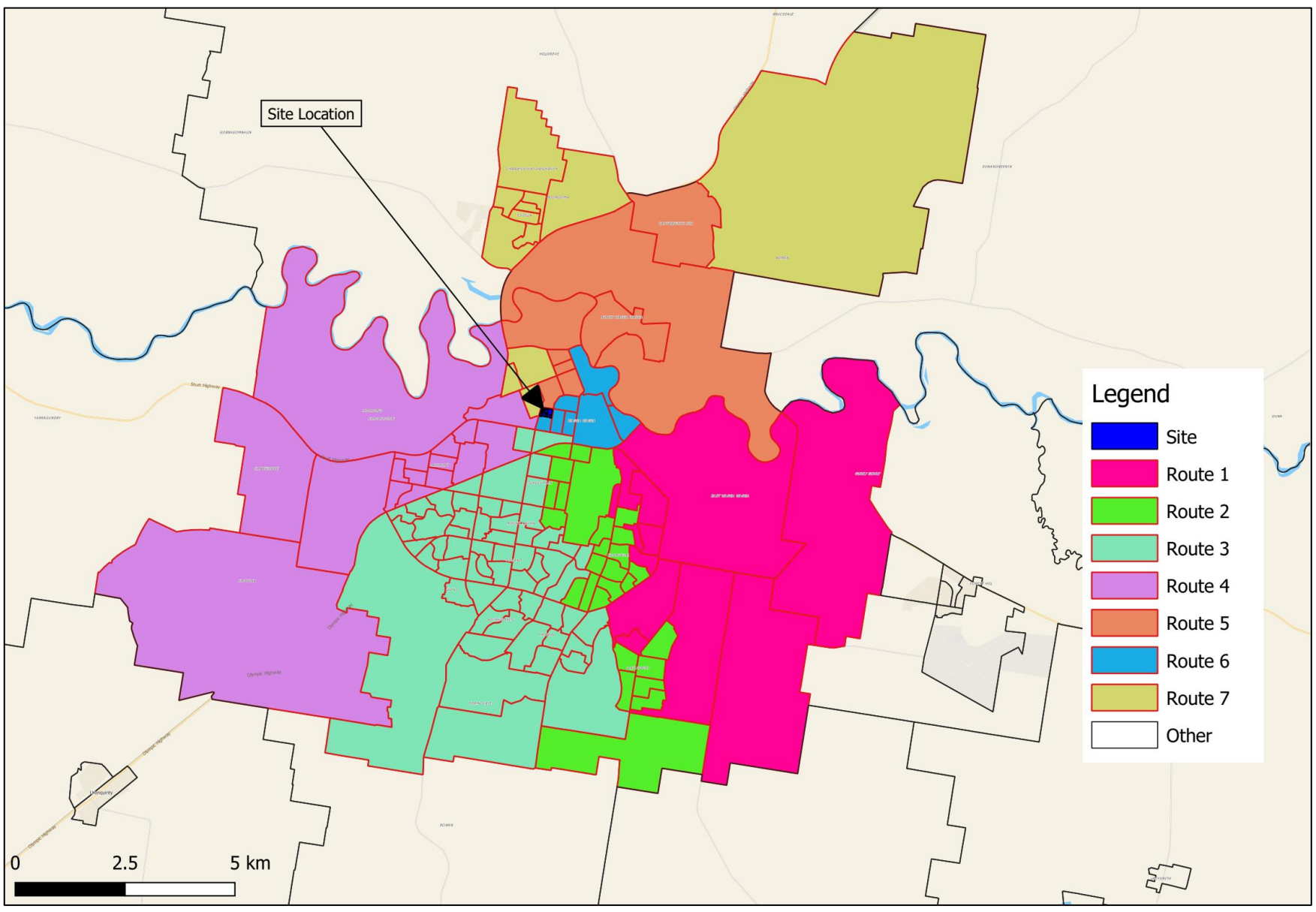


FIGURE C: SA1 ROUTE ALLOCATIONS

TABLE B: ROUTE SELECTION AND POPULATION FOR DIFFERENT SA1

SA2	SA1	AGE5P - Age in Five Year Groups									Total	Which Route would this area use to access the site?
		20-24 years	25-29 years	30-34 years	35-39 years	40-44 years	45-49 years	50-54 years	55-59 years	60-64 years		
Wagga Wagga East	**1126701**	17	18	18	19	17	25	15	20	23	**172**	**2**
	1126702	19	35	16	17	38	17	19	24	32	**217**	**2**
	1126703	31	10	22	13	30	36	38	51	26	**257**	**1**
	1126704	12	9	11	15	18	30	28	22	32	**177**	**1**
	1126705	10	17	23	11	14	11	18	21	27	**152**	**1**
	1126706	0	0	0	0	0	0	0	0	0	**0**	**1**
	1126707	21	29	29	22	16	25	19	14	22	**197**	**2**
	1126708	29	28	20	25	14	34	23	27	25	**225**	**1**
	1126709	26	20	39	33	41	15	31	23	24	**252**	**1**
	1126710	14	9	13	9	17	27	29	31	25	**174**	**3**
	1126711	18	16	19	17	11	30	30	38	40	**219**	**3**
	1126712	14	11	15	13	25	25	32	18	27	**180**	**3**
	1126713	14	18	16	16	16	26	19	12	24	**161**	**1**
	1126714	14	10	14	24	61	45	32	21	35	**256**	**2**
	1126715	45	5	22	26	47	52	54	37	26	**314**	**3**
	1126716	8	13	10	17	10	12	16	22	35	**143**	**2**
	1126717	21	40	33	29	25	17	14	27	27	**233**	**2**
	1126718	24	38	20	28	25	26	27	28	32	**248**	**2**
	1126719	25	33	28	34	13	17	22	33	31	**236**	**2**
	1126720	14	7	7	18	21	32	25	24	17	**165**	**3**
	1126721	23	19	22	13	20	33	41	48	40	**259**	**3**
	1126722	20	13	37	20	10	13	23	16	20	**172**	**2**
	1126723	30	38	43	34	31	32	22	33	15	**278**	**2**
	1126724	10	21	23	13	9	15	16	11	18	**136**	**1**
	1126725	18	17	19	31	44	35	30	35	16	**245**	**1**
	1126726	11	21	17	26	19	13	19	10	20	**156**	**1**
	1126727	55	52	68	56	22	14	25	19	23	**334**	**2**
	1126728	15	27	21	18	18	23	10	14	17	**163**	**2**
	1126729	35	27	27	20	15	28	8	21	22	**203**	**2**
	1126730	15	14	31	14	12	9	14	12	7	**128**	**2**
	1126731	20	25	23	22	26	29	21	7	16	**189**	**2**
	1126732	23	39	33	29	28	17	34	27	24	**254**	**2**
	1126733	41	34	31	23	21	12	23	21	18	**224**	**2**
	1126734	18	29	20	7	9	15	16	21	11	**146**	**2**
	1126735	4	10	11	7	18	16	12	11	15	**104**	**3**
	1126736	35	27	26	21	40	24	47	14	22	**256**	**3**
	1126737	21	15	20	16	32	31	40	53	32	**260**	**3**
	1126738	17	18	40	45	46	31	21	26	20	**264**	**3**
	1126739	32	34	48	75	89	81	49	36	39	**483**	**3**
	1126740	11	13	15	15	23	12	12	19	5	**125**	**2**
	1126741	30	41	27	27	39	32	26	31	32	**285**	**2**
	1126742	19	20	18	0	14	14	23	8	4	**120**	**1**
	1126743	61	48	34	25	18	31	20	42	42	**321**	**1**
Wagga Wagga - North	**1126801**	56	41	26	19	24	35	37	16	4	**258**	**7**
	1126802	52	30	12	12	13	10	19	23	18	**189**	**7**
	1126803	51	19	12	18	7	12	17	18	4	**158**	**7**
	1126804	34	40	31	14	30	24	26	12	21	**232**	**7**
	1126805	35	8	12	19	21	14	14	15	11	**149**	**7**
	1126806	69	49	67	45	50	30	6	9	5	**330**	**7**
	1126807	135	129	101	75	43	43	26	25	17	**594**	**7**
	1126808	212	17	0	0	0	0	0	0	0	**229**	**7**
	1126809	36	25	29	36	37	47	38	37	24	**309**	**5**
	1126810	8	9	4	15	5	14	22	30	17	**124**	**5**
	1126811	0	4	0	0	0	3	7	5	0	**19**	**7**
	1126812	13	9	13	7	12	6	14	17	16	**107**	**5**
Wagga Wagga - South	**1126901**	58	41	57	83	105	105	71	56	37	**613**	**3**
	1126902	33	45	26	37	50	41	40	27	36	**335**	**3**
	1126903	25	21	21	17	19	17	33	40	38	**231**	**3**
	1126904	22	27	21	23	24	21	28	37	26	**229**	**3**
	1126906	41	40	60	63	71	62	49	34	36	**456**	**3**
	1126907	24	12	12	17	17	17	11	11	9	**130**	**3**
	1126908	0	0	0	0	0	0	0	0	0	**0**	**3**
	1126909	0	0	0	0	0	0	0	0	0	**0**	**3**
	1126910	37	39	42	37	31	42	31	29	28	**316**	**3**
	1126911	20	5	5	17	27	48	40	43	31	**236**	**3**
	1126912	17	6	10	31	38	61	36	41	29	**269**	**3**
	1126913	30	33	25	20	25	17	24	19	24	**217**	**3**
	1126914	23	17	23	16	14	23	11	25	23	**175**	**3**
	1126915	42	19	29	35	24	22	29	18	14	**232**	**3**
	1126916	38	29	25	16	30	24	22	20	19	**223**	**3**
	1126917	36	20	30	31	28	15	16	21	13	**210**	**3**
	1126920	16	23	20	24	20	31	50	49	50	**283**	**3**
	1126921	45	37	38	36	28	16	12	27	20	**259**	**3**
	1126922	35	40	38	26	21	30	24	38	30	**282**	**3**
	1126923	37	32	25	17	29	15	19	23	37	**234**	**3**
	1126924	21	21	11	26	18	13	19	20	19	**168**	**3**
	1126925	7	21	16	11	12	13	15	25	17	**137**	**3**
	1126926	14	30	15	19	13	12	17	18	11	**149**	**3**

	1126927	32	31	39	33	27	35	23	19	31	**270**	**3**
	1126928	45	35	35	31	14	31	36	42	33	**302**	**2**
	1126929	35	28	32	30	19	29	20	30	35	**258**	**3**
	1126930	17	26	16	16	13	15	24	27	26	**180**	**3**
	1126931	28	25	27	26	25	21	13	19	19	**203**	**3**
	1126932	30	23	22	22	28	23	29	24	17	**218**	**3**
	1126933	20	25	21	11	11	16	14	8	7	**133**	**3**
	1126934	42	18	21	28	23	33	35	33	29	**262**	**3**
	1126935	43	34	53	42	21	29	34	38	29	**323**	**3**
	1126936	29	21	29	10	30	16	10	18	14	**177**	**3**
	1126937	23	9	17	12	15	14	9	6	16	**121**	**3**
	1126938	24	33	23	23	15	12	19	20	14	**183**	**3**
	1126939	39	42	42	32	24	23	19	13	25	**259**	**3**
	1126940	23	30	16	10	14	22	26	24	21	**186**	**3**
	1126941	35	17	29	18	11	23	19	35	18	**205**	**2**
	1126942	30	16	30	23	16	31	24	25	28	**223**	**2**
	1126943	9	11	19	19	7	17	16	11	10	**119**	**2**
	1126944	30	33	22	32	29	40	31	42	35	**294**	**3**
	1126945	25	23	26	31	28	28	27	35	31	**254**	**2**
	1126946	18	26	38	14	15	30	29	23	14	**207**	**2**
	1126947	19	37	28	18	23	20	21	11	17	**194**	**2**
	1126948	30	26	32	24	26	20	19	21	25	**223**	**3**
	1126949	16	23	18	18	12	21	20	9	17	**154**	**3**
	1126950	43	43	34	37	33	23	18	12	20	**263**	**3**
	1126951	32	26	49	38	47	51	26	20	19	**308**	**3**
	1126952	28	33	36	44	28	18	13	19	17	**236**	**3**
	1126953	52	64	80	68	62	51	26	31	19	**453**	**3**
	1126954	22	29	43	27	28	26	25	22	11	**233**	**3**
	1126955	47	74	62	35	37	20	19	23	15	**332**	**3**
Wagga Wagga - West	**1127001**	36	17	25	21	15	24	33	29	33	**233**	**4**
	1127003	21	23	31	16	17	11	19	18	20	**176**	**4**
	1127004	32	24	20	21	18	11	22	21	22	**191**	**4**
	1127005	31	34	11	20	19	24	22	22	15	**198**	**4**
	1127006	26	12	19	13	11	14	12	14	10	**131**	**4**
	1127007	44	29	20	37	25	24	33	27	15	**254**	**4**
	1127008	14	10	19	14	14	7	18	15	21	**132**	**4**
	1127009	39	40	32	19	28	27	42	20	34	**281**	**4**
	1127010	27	22	29	14	32	21	28	25	15	**213**	**4**
	1127011	39	42	30	17	15	16	16	17	21	**213**	**4**
	1127012	58	39	43	24	24	14	35	16	21	**274**	**7**
	1127013	45	33	40	22	27	25	45	33	36	**306**	**7**
	1127014	27	13	36	24	25	27	19	25	21	**217**	**6**
	1127015	31	51	32	21	21	8	20	15	13	**212**	**6**
	1127016	20	18	32	24	14	16	13	23	13	**173**	**4**
	1127017	29	35	31	21	11	6	6	21	13	**173**	**4**
	1127018	19	29	19	17	22	19	13	19	12	**169**	**3**
	1127019	46	41	13	9	19	26	37	37	42	**270**	**5**
	1127020	161	110	70	36	29	14	3	8	4	**435**	**4**
	1127021	50	47	37	30	30	39	20	24	47	**324**	**4**
	1127022	37	43	29	28	32	35	35	43	19	**301**	**3**
	1127023	37	34	21	24	22	19	29	28	25	**239**	**6**
	1127024	28	26	12	14	19	21	23	15	25	**183**	**6**
	1127025	75	75	41	31	30	28	24	16	28	**348**	**6**
	1127026	39	18	14	17	14	19	20	42	19	**202**	**5**
	1127027	30	29	29	20	12	13	13	19	16	**181**	**5**
	1127028	64	51	40	14	14	4	12	23	10	**232**	**5**
	1127029	45	39	43	27	21	21	12	40	29	**277**	**5**
	1127030	0	0	0	0	0	0	0	0	0	**0**	**7**
	1127031	43	72	32	33	32	34	37	32	21	**336**	**6**
	1127032	73	59	44	30	21	17	21	24	28	**317**	**6**
	1127033	0	0	4	0	4	0	0	0	0	**8**	**6**
	1127034	0	4	8	11	22	13	9	8	4	**79**	**6**

Table C below presents the summary of the total number of working aged people associated with each route. That is shown diagrammatically in **Figure D** below.

TABLE C: ROUTE SELECTION BY LOCATION

Route	Number of people between the ages of 20-65 that would use the route	%
1	2202	7%
2	5707	18%
3	13801	44%
4	3127	10%
5	1702	6%
6	1939	6%
7	2738	9%
Total	**31216**	**100%**

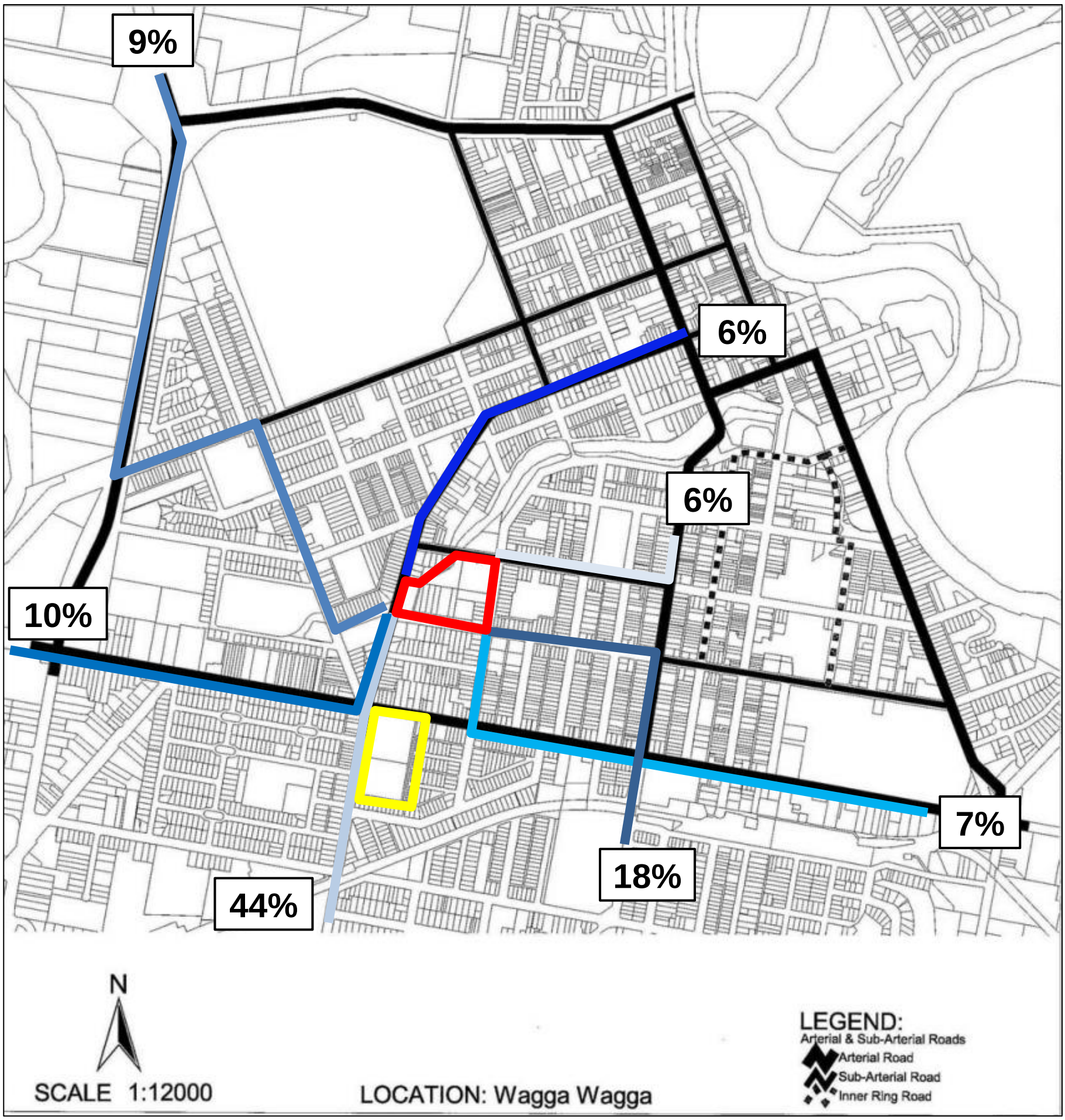
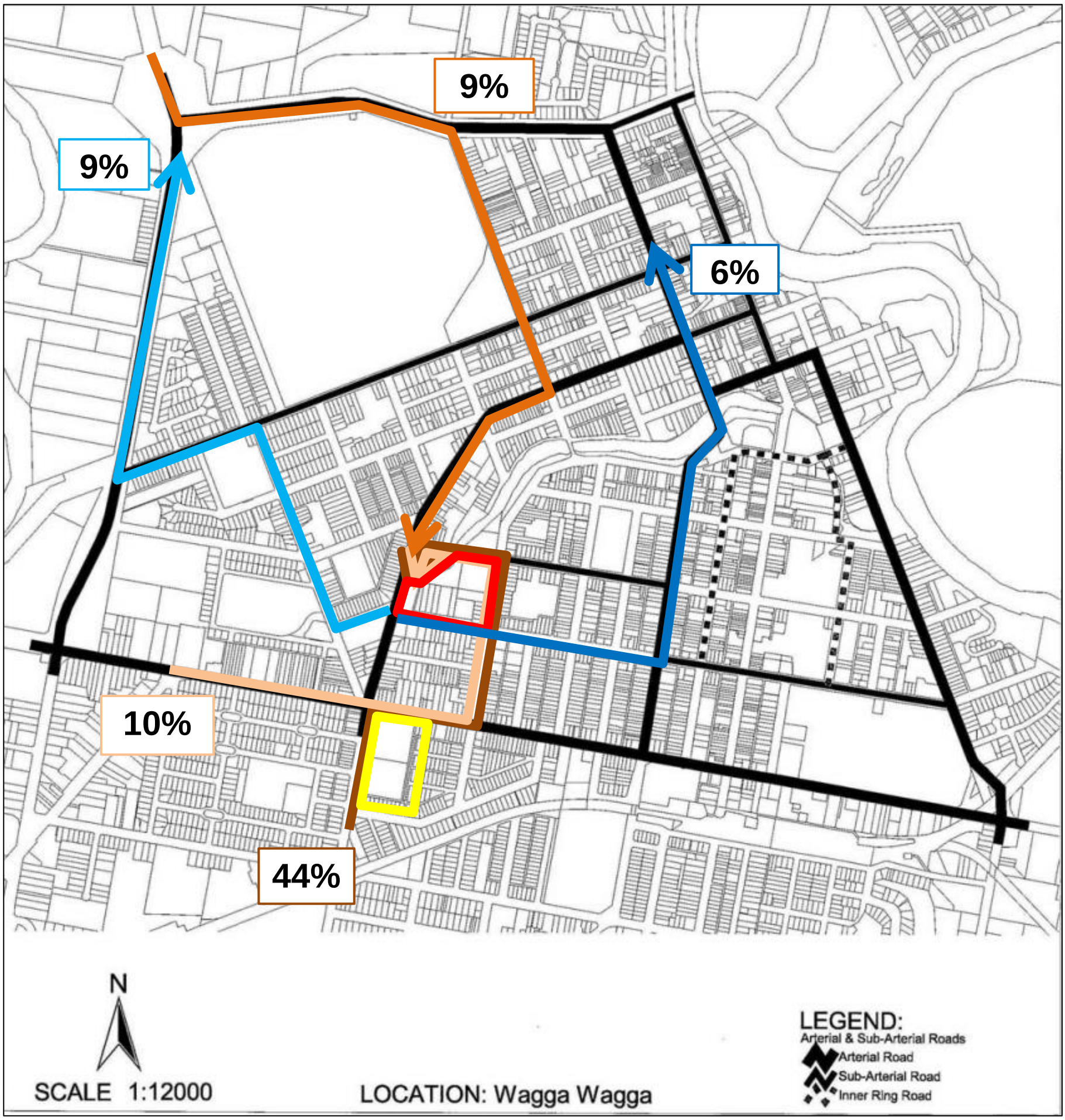


FIGURE D: PROPORTION OF WAGGA WAGGA RESIDENTS THAT WOULD USE EACH ROUTE

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As part of the proposed development a left in / left out driveway is proposed along Docker Street. The left in / left out arrangement will result in some traffic requiring to divert from the most direct route to be able to enter the site. The routes that would require diversion and the assumed diversions are shown in **Figure E** below. It has been assumed that the traffic generation of 205 Morgan Street will approach the site in the same distribution as set out in **Figure D** with only those routes that require diversion doing so.



Site Wagga Wagga Base Hospital

Note: the above figure shows the diverted trips associated with the proposed left in / left out driveway only, for clarity. These trips would be subtracted from the Masterplan Routes and added as a separate new route.

FIGURE E: DIVERTED TRAFFIC DUE TO LEFT IN / LEFT OUT DRIVEWAY

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ANNEXURE G: SIDRA RESULTS - FUTURE

(223 SHEETS)

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3][4]	Control Type	Worst Movement	95th Percentile Queue
EXISTING PERFORMANCE							
Docker Street / Forsyth Street	AM	0.34	3.3 (Worst: 15)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	0.6 veh (4.6m) Docker Street (S)
	PM	0.27	3.4 (Worst: 13.2)	**N/A** (Worst: A)		RT from Forsyth Street (E)	0.3 veh (2.5m) Docker Street (S)
	WE	0.22	3.3 (Worst: 10.7)	**N/A** (Worst: A)		RT from Forsyth Street (E)	0.3 veh (2.2m) Docker Street (S)
Morgan Street / Murray Street	AM	0.16	3.8 (Worst: 10.2)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.3 veh (2m) Morgan Street (W)
	PM	0.15	3.7 (Worst: 10.2)	**A** (Worst: A)		UT from Murray Street (S)	0.3 veh (1.9m) Morgan Street (E)
	WE	0.15	3.6 (Worst: 10.2)	**A** (Worst: A)		UT from Murray Street (S)	0.3 veh (1.9m) Morgan Street (W)
Docker Street / Morgan Street	AM	0.39	3.2 (Worst: 61.8)	**N/A** (Worst: E)	Give Way	RT from Bolton Street (W)	0.8 veh (5.6m) Docker Street (S)
	PM	0.44	4.8 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	0.6 veh (3.9m) Bolton Street (W)
	WE	0.71	7.3 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	1.2 veh (8.5m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.12	3.6 (Worst: 10.1)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.2 veh (1.5m) Forsyth Street (W)
	PM	0.20	4.3 (Worst: 10.5)	**A** (Worst: A)		UT from Forsyth Street (E)	0.3 veh (2.4m) The Esplanade (N)
	WE	0.14	3.9 (Worst: 10.2)	**A** (Worst: A)		UT from Murray Street (S)	0.2 veh (1.6m) The Esplanade (N)
Best Street / Edward Street	AM	0.63	39.4	**C**	Signals	RT from Edward Street (W)	9.9 veh (72.8m) Edward Street (W)
	PM	0.70	40.5	**C**		RT from Edward Street (W)	10.6 veh (75.1m) Edward Street (W)
	WE	0.64	32.4	**C**		RT from Edward Street (E)	9.6 veh (68.3m) Edward Street (W)
Best Street / Morgan Street	AM	0.24	5.1 (Worst: 10.4)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.4 veh (3m) Best Street (S)
	PM	0.27	5.5 (Worst: 10.6)	**A** (Worst: A)		UT from Morgan Street (E)	0.5 veh (3.7m) Best Street (N)
	WE	0.19	5.2 (Worst: 10.1)	**A** (Worst: A)		UT from Best Street (N)	0.3 veh (2.3m) Morgan Street (E)
Best Street / Forsyth Street	AM	0.19	4.8 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.3 veh (2.5m) Best Street (S)
	PM	0.23	5.2 (Worst: 12.4)	**A** (Worst: A)		UT from Forsyth Street (W)	0.4 veh (2.9m) Best Street (N)
	WE	0.16	5 (Worst: 9.8)	**A** (Worst: A)		UT from Forsyth Street (E)	0.3 veh (1.9m) Best Street (N)
Edward Street /Docker Street	AM	0.58	31.2	**C**	Signals	RT from Edward Street (E)	8 veh (60.2m) Edward Street (W)
	PM	0.68	32.4	**C**		RT from Edward Street (W)	9.4 veh (69m) Edward Street (E)
	WE	0.57	30.3	**C**		RT from Edward Street (E)	8 veh (57m) Edward Street (W)
Edward Street /Murray Street (Future signalised intersection)	AM	0.27	8.1	**A**	Signals	RT from Murray Street (N)	4.5 veh (33.5m) Edward Street (W)
	PM	0.32	9.2	**A**		RT from Murray Street (S)	5.9 veh (42.8m) Edward Street (W)
	WE	0.29	6.7	**A**		RT from Murray Street (S)	4.8 veh (33.9m) Edward Street (W)
The Esplanade /Ivan Jack Drive	AM	0.13	1.8 (Worst: 22.3)	**NA** (Worst: C)	Stop	RT from The Esplanade	0.5 veh (3.4m) The Esplanade
	PM	0.15	2 (Worst: 25)	**NA** (Worst: C)		RT from The Esplanade	0.6 veh (4.2m) Ivan Jack Drive
	WE	0.08	1.6 (Worst: 15.4)	**NA** (Worst: C)		RT from The Esplanade	0.2 veh (1.7m) Ivan Jack Drive

NOTES:
(1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
(2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
(3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
(4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3] [4]	Control Type	Worst Movement	95th Percentile Queue
FUTURE PERFORMANCE – Existing + FULL Masterplan Development							
Docker Street / Forsyth Street	AM	0.36	3.5 (Worst: 16.4)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	0.7 veh (5m) Docker Street (S)
	PM	0.28	3.4 (Worst: 13.8)	**N/A** (Worst: A)		RT from Forsyth Street (E)	0.4 veh (2.5m) Docker Street (S)
Morgan Street / Murray Street	AM	0.21	4.2 (Worst: 10.7)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.4 veh (2.9m) Morgan Street (W)
	PM	0.21	3.9 (Worst: 10.5)	**A** (Worst: A)		UT from The Esplanade (N)	0.4 veh (2.8m) Morgan Street (W)
Docker Street / Morgan Street	AM	0.56	6 (Worst: >70)	**N/A** (Worst: F)	Give Way	RT from Bolton Street (W)	1.5 veh (10.6m) Docker Street (S)
	PM	1.32	25.9 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	6.9 veh (48.6m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.14	3.6 (Worst: 10.2)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.2 veh (1.7m) Murray Street (S)
	PM	0.20	4.3 (Worst: 10.5)	**A** (Worst: A)		UT from Murray Street (S)	0.3 veh (2.4m) The Esplanade (N)
Best Street / Edward Street	AM	0.68	40.3	**C**	Signals	RT from Edward Street (W)	11.2 veh (79.7m) Best Street (S)
	PM	0.75	41.9	**C**		RT from Edward Street (W)	11.9 veh (83.1m) Best Street (N)
Best Street / Morgan Street	AM	0.27	5.3 (Worst: 10.5)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.5 veh (3.4m) Best Street (S)
	PM	0.29	5.8 (Worst: 10.8)	**A** (Worst: A)		UT from Morgan Street (E)	0.6 veh (3.9m) Best Street (N)
Best Street / Forsyth Street	AM	0.19	5 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.3 veh (2.5m) Best Street (S)
	PM	0.23	5.2 (Worst: 12.6)	**A** (Worst: A)		UT from Forsyth Street (W)	0.4 veh (3m) Best Street (N)
Docker Street / Edward Street (Future Layout)	AM	0.63	31.9	**C**	Signals	RT from Edward Street (E)	8.8 veh (66.4m) Edward Street (W)
	PM	0.69	32	**C**		RT from Edward Street (W)	8.5 veh (61.5m) Edward Street (E)
Lewis Drive / Edward Street (Including Hospital generation)	AM	0.21	1.3 (Worst: 9.4)	**N/A** (Worst: A)	Give Way	RT from Edward Street (W)	0.3 veh (2m) Edward Street (W)
	PM	0.23	1.2 (Worst: 10.6)	**N/A** (Worst: A)		RT from Edward Street (W)	0.3 veh (2.1m) Lewis Drive (S)
Murray Street / Edward Street (Future Signals)	AM	0.31	8.2	**A**	Signals	RT from Murray Street (S)	3.9 veh (29.1m) Edward Street (W)
	PM	0.33	8.9	**A**		RT from Murray Street (S)	5 veh (36.4m) Edward Street (W)
The Esplanade /Ivan Jack Drive	AM	0.13	1.8 (Worst: 23.7)	**NA** (Worst: C)	Stop	RT from The Esplanade	0.5 veh (3.4m) The Esplanade
	PM	0.15	2 (Worst: 26.9)	**NA** (Worst: D)		RT from The Esplanade	0.6 veh (4.4m) Ivan Jack Drive

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3] [4]	Control Type	Worst Movement	95th Percentile Queue
FUTURE PERFORMANCE – Existing + 10 year growth at 2%							
Docker Street / Forsyth Street	AM	0.45	3.8 (Worst: 19.8)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	1 veh (7.3m) Docker Street (S)
	PM	0.32	3.7 (Worst: 17.6)	**N/A** (Worst: B)		RT from Forsyth Street (E)	0.5 veh (3.4m) Docker Street (S)
Morgan Street / Murray Street	AM	0.19	4 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from Murray Street (S)	0.4 veh (2.6m) Morgan Street (W)
	PM	0.18	3.9 (Worst: 10.4)	**A** (Worst: A)		UT from Murray Street (S)	0.3 veh (2.4m) Morgan Street (E)
Docker Street / Morgan Street	AM	0.52	4.5 (Worst: >70)	**N/A** (Worst: F)	Give Way	RT from Morgan Street (E)	1.3 veh (9m) Docker Street (S)
	PM	1.03	12.9 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	2.5 veh (17.3m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.14	3.7 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.3 veh (1.9m) Forsyth Street (W)
	PM	0.24	4.4 (Worst: 10.8)	**A** (Worst: A)		UT from Forsyth Street (E)	0.4 veh (3.1m) The Esplanade (N)
Best Street / Edward Street	AM	0.79	41.6	**C**	Signals	RT from Edward Street (W)	13 veh (94.9m) Edward Street (W)
	PM	0.86	46.6	**D**		RT from Edward Street (W)	15.3 veh (107.6m) Best Street (N)
Best Street / Morgan Street	AM	0.30	5.4 (Worst: 10.8)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.6 veh (3.9m) Best Street (S)
	PM	0.35	5.9 (Worst: 11)	**A** (Worst: A)		UT from Morgan Street (E)	0.7 veh (4.9m) Best Street (N)
Best Street / Forsyth Street	AM	0.23	5 (Worst: 10.6)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.4 veh (3.1m) Best Street (S)
	PM	0.28	5.5 (Worst: 13)	**A** (Worst: A)		UT from Forsyth Street (W)	0.5 veh (3.8m) Best Street (N)
Docker Street / Edward Street (Future Layout)	AM	0.80	32.3	**C**	Signals	RT from Edward Street (E)	10.1 veh (76.1m) Edward Street (W)
	PM	0.98	34.9	**C**		RT from Docker Street (N)	18.2 veh (128.3m) Docker Street (N)
Lewis Drive / Edward Street (Including Hospital generation)	AM	0.29	1.5 (Worst: 11.2)	**N/A** (Worst: A)	Give Way	RT from Edward Street (W)	0.4 veh (3.1m) Edward Street (W)
	PM	0.27	1.3 (Worst: 12.7)	**N/A** (Worst: A)		RT from Edward Street (W)	0.4 veh (2.8m) Lewis Drive (S)
Murray Street / Edward Street (Future Signals)	AM	0.33	8	**A**	Signals	RT from Murray Street (S)	4.3 veh (32.3m) Edward Street (W)
	PM	0.39	7.8	**A**		RT from Murray Street (S)	5.4 veh (39.1m) Edward Street (E)
The Esplanade /Ivan Jack Drive	AM	0.16	2 (Worst: 29.3)	**NA** (Worst: D)	Stop	RT from The Esplanade	0.6 veh (4.3m) The Esplanade
	PM	0.21	2.3 (Worst: 36.2)	**NA** (Worst: E)		RT from The Esplanade	0.8 veh (5.6m) Ivan Jack Drive

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3] [4]	Control Type	Worst Movement	95th Percentile Queue
FUTURE PERFORMANCE – Full Masterplan + 10 year growth at 2%							
Docker Street / Forsyth Street	AM	0.47	4 (Worst: 21.7)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	1.1 veh (7.8m) Docker Street (S)
	PM	0.33	3.7 (Worst: 18.6)	**N/A** (Worst: B)		RT from Forsyth Street (E)	0.5 veh (3.5m) Docker Street (S)
Morgan Street / Murray Street	AM	0.25	4.4 (Worst: 10.8)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.5 veh (3.7m) Morgan Street (W)
	PM	0.24	4 (Worst: 10.7)	**A** (Worst: A)		UT from The Esplanade (N)	0.5 veh (3.3m) Morgan Street (W)
Docker Street / Morgan Street	AM	1.14	16.7 (Worst: >70)	**N/A** (Worst: F)	Give Way	RT from Morgan Street (E)	4.1 veh (29.7m) Morgan Street (E)
	PM	3.19	113.4 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	18.7 veh (130.8m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.15	3.7 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.3 veh (2m) Forsyth Street (W)
	PM	0.24	4.5 (Worst: 10.8)	**A** (Worst: A)		UT from Forsyth Street (E)	0.4 veh (3.1m) The Esplanade (N)
Best Street / Edward Street	AM	0.81	44.2	**D**	Signals	RT from Edward Street (W)	14.8 veh (105m) Edward Street (W)
	PM	0.90	51.2	**D**		RT from Edward Street (W)	17.7 veh (123.9m) Best Street (N)
Best Street / Morgan Street	AM	0.32	5.6 (Worst: 10.9)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.6 veh (4.5m) Best Street (S)
	PM	0.36	6.1 (Worst: 11.3)	**A** (Worst: A)		UT from Morgan Street (E)	0.7 veh (5.2m) Best Street (N)
Best Street / Forsyth Street	AM	0.23	5.1 (Worst: 10.6)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.4 veh (3.2m) Best Street (S)
	PM	0.29	5.5 (Worst: 13.2)	**A** (Worst: A)		UT from Forsyth Street (W)	0.6 veh (3.9m) Best Street (N)
Docker Street / Edward Street (Future Layout)	AM	0.89	35.1	**C**	Signals	RT from Edward Street (E)	11.4 veh (85.9m) Edward Street (W)
	PM	0.93	42	**C**		RT from Edward Street (W)	12.8 veh (90m) Docker Street (N)
Lewis Drive / Edward Street (Including Hospital generation)	AM	0.29	1.5 (Worst: 11.2)	**N/A** (Worst: A)	Give Way	RT from Edward Street (W)	0.4 veh (3.1m) Edward Street (W)
	PM	0.27	1.3 (Worst: 12.6)	**N/A** (Worst: A)		RT from Edward Street (W)	0.4 veh (2.8m) Lewis Drive (S)
Murray Street / Edward Street (Future Signals)	AM	0.37	8.5	**A**	Signals	RT from Murray Street (S)	4.7 veh (35.1m) Edward Street (W)
	PM	0.39	9	**A**		RT from Murray Street (S)	6 veh (43.7m) Edward Street (W)
The Esplanade /Ivan Jack Drive	AM	0.16	2 (Worst: 31.4)	**NA** (Worst: D)	Stop	RT from The Esplanade	0.6 veh (4.4m) The Esplanade
	PM	0.23	2.3 (Worst: 39.9)	**NA** (Worst: E)		RT from The Esplanade	0.8 veh (5.8m) Ivan Jack Drive

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3] [4]	Control Type	Worst Movement	95th Percentile Queue
FUTURE PERFORMANCE –Stage 2							
Docker Street / Forsyth Street	AM	0.36	3.6 (Worst: 15.7)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	0.7 veh (4.9m) Docker Street (S)
	PM	0.28	3.4 (Worst: 13.3)	**N/A** (Worst: A)		RT from Forsyth Street (E)	0.3 veh (2.5m) Docker Street (S)
Morgan Street / Murray Street	AM	0.18	4.1 (Worst: 10.5)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.4 veh (2.5m) Morgan Street (W)
	PM	0.19	3.7 (Worst: 10.4)	**A** (Worst: A)		UT from The Esplanade (N)	0.4 veh (2.5m) Morgan Street (W)
Docker Street / Morgan Street	AM	0.40	3.3 (Worst: 63.8)	**N/A** (Worst: E)	Give Way	RT from Bolton Street (W)	0.8 veh (5.8m) Docker Street (S)
	PM	0.61	6.2 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	0.8 veh (5.5m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.14	3.5 (Worst: 10.1)	**A** (Worst: A)	Roundabout	UT from Murray Street (S)	0.2 veh (1.7m) Murray Street (S)
	PM	0.20	4.3 (Worst: 10.5)	**A** (Worst: A)		UT from Forsyth Street (E)	0.3 veh (2.4m) The Esplanade (N)
Best Street / Edward Street	AM	0.65	39.8	**C**	Signals	RT from Edward Street (W)	10.5 veh (74.8m) Best Street (S)
	PM	0.72	41.2	**C**		RT from Edward Street (W)	11.1 veh (78.6m) Edward Street (W)
Best Street / Morgan Street	AM	0.25	5.2 (Worst: 10.4)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.4 veh (3.2m) Best Street (S)
	PM	0.28	5.6 (Worst: 10.7)	**A** (Worst: A)		UT from Morgan Street (E)	0.5 veh (3.8m) Best Street (N)
Best Street / Forsyth Street	AM	0.19	4.9 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.3 veh (2.5m) Best Street (S)
	PM	0.23	5.2 (Worst: 12.5)	**A** (Worst: A)		UT from Forsyth Street (W)	0.4 veh (2.9m) Best Street (N)
Docker Street / Edward Street (Future Layout)	AM	0.61	31.2	**C**	Signals	RT from Edward Street (E)	8.5 veh (64.4m) Edward Street (W)
	PM	0.67	31.2	**C**		RT from Edward Street (W)	8.3 veh (60.2m) Edward Street (E)
Lewis Drive / Edward Street (Including Hospital generation)	AM	0.21	1.3 (Worst: 9.4)	**N/A** (Worst: A)	Give Way	RT from Edward Street (W)	0.3 veh (2m) Edward Street (W)
	PM	0.23	1.2 (Worst: 10.6)	**N/A** (Worst: A)		RT from Edward Street (W)	0.3 veh (2.1m) Lewis Drive (S)
Murray Street / Edward Street (Future Signals)	AM	0.31	7.8	**A**	Signals	RT from Murray Street (N)	3.9 veh (29.1m) Edward Street (W)
	PM	0.32	8.2	**A**		RT from Murray Street (S)	4.6 veh (33.4m) Edward Street (W)
The Esplanade /Ivan Jack Drive	AM	0.13	1.8 (Worst: 22.8)	**NA** (Worst: C)	Stop	RT from The Esplanade	0.5 veh (3.4m) The Esplanade
	PM	0.15	2 (Worst: 25.9)	**NA** (Worst: D)		RT from The Esplanade	0.6 veh (4.3m) Ivan Jack Drive

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3] [4]	Control Type	Worst Movement	95th Percentile Queue
FUTURE PERFORMANCE – Stage 2 and 10 year growth							
Docker Street / Forsyth Street	AM	0.47	4 (Worst: 20.7)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	1.1 veh (7.7m) Docker Street (S)
	PM	0.33	3.7 (Worst: 17.7)	**N/A** (Worst: B)		RT from Forsyth Street (E)	0.5 veh (3.4m) Docker Street (S)
Morgan Street / Murray Street	AM	0.22	4.3 (Worst: 10.7)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.4 veh (3.2m) Morgan Street (W)
	PM	0.22	3.9 (Worst: 10.6)	**A** (Worst: A)		UT from The Esplanade (N)	0.4 veh (3m) Morgan Street (W)
Docker Street / Morgan Street	AM	0.54	4.7 (Worst: >70)	**N/A** (Worst: F)	Give Way	RT from Morgan Street (E)	1.3 veh (9.3m) Docker Street (S)
	PM	1.47	25.7 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	6.9 veh (48.3m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.15	3.6 (Worst: 10.3)	**A**	Signals	UT from The Esplanade (N)	0.3 veh (1.9m) Forsyth Street (W)
	PM	0.24	4.4 (Worst: 10.8)	**A**		UT from Forsyth Street (E)	0.4 veh (3.1m) The Esplanade (N)
Best Street / Edward Street	AM	0.79	42.4	**C**	Signals	RT from Edward Street (W)	13.7 veh (97.9m) Edward Street (W)
	PM	0.87	48.5	**D**		RT from Edward Street (W)	16 veh (112.4m) Best Street (N)
Best Street / Morgan Street	AM	0.31	5.5 (Worst: 10.9)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.6 veh (4.2m) Best Street (S)
	PM	0.35	6 (Worst: 11.1)	**A** (Worst: A)		UT from Morgan Street (E)	0.7 veh (5.1m) Best Street (N)
Best Street / Forsyth Street	AM	0.23	5.1 (Worst: 10.6)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.4 veh (3.2m) Best Street (S)
	PM	0.28	5.5 (Worst: 13.1)	**A** (Worst: A)		UT from Forsyth Street (W)	0.5 veh (3.8m) Best Street (N)
Docker Street / Edward Street	AM	0.84	33.2	**C**	Signals	RT from Edward Street (E)	10.6 veh (80.1m) Edward Street (W)
	PM	0.97	37	**C**		RT from Docker Street (N)	19 veh (133.8m) Docker Street (N)
Lewis Drive / Edward Street	AM	0.29	1.5 (Worst: 11.2)	**N/A** (Worst: A)	Give Way	RT from Edward Street (W)	0.4 veh (3.1m) Edward Street (W)
	PM	0.27	1.3 (Worst: 12.7)	**N/A** (Worst: A)		RT from Edward Street (W)	0.4 veh (2.8m) Lewis Drive (S)
Murray Street / Edward Street	AM	0.37	8.1	**A**	Signals	RT from Murray Street (S)	4.6 veh (34.2m) Edward Street (W)
	PM	0.39	7.7	**A**		RT from Murray Street (S)	5.4 veh (39.1m) Edward Street (E)
The Esplanade /Ivan Jack Drive	AM	0.16	2 (Worst: 30.1)	**NA** (Worst: D)	Stop	RT from The Esplanade	0.6 veh (4.3m) The Esplanade
	PM	0.22	2.3 (Worst: 38)	**NA** (Worst: E)		RT from The Esplanade	0.8 veh (5.7m) Ivan Jack Drive

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3] [4]	Control Type	Worst Movement	95th Percentile Queue
FUTURE PERFORMANCE –Stage 2 + Stage 3							
Docker Street / Forsyth Street	AM	0.36	3.6 (Worst: 15.9)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	0.7 veh (4.9m) Docker Street (S)
	PM	0.28	3.4 (Worst: 13.5)	**N/A** (Worst: A)		RT from Forsyth Street (E)	0.3 veh (2.5m) Docker Street (S)
Morgan Street / Murray Street	AM	0.19	4.1 (Worst: 10.6)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.4 veh (2.6m) Morgan Street (W)
	PM	0.20	3.8 (Worst: 10.4)	**A** (Worst: A)		UT from The Esplanade (N)	0.4 veh (2.6m) Morgan Street (W)
Docker Street / Morgan Street	AM	0.45	4.0 (Worst: >70)	**N/A** (Worst: F)	Give Way	RT from Bolton Street (W)	1.0 veh (7.0m) Docker Street (S)
	PM	0.78	8.2 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	1.1 veh (7.8m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.14	3.5 (Worst: 10.1)	**A** (Worst: A)	Roundabout	UT from Murray Street (S)	0.2 veh (1.7m) Murray Street (S)
	PM	0.20	4.3 (Worst: 10.5)	**A** (Worst: A)		UT from Forsyth Street (E)	0.3 veh (2.4m) The Esplanade (N)
Best Street / Edward Street	AM	0.65	39.9	**C**	Signals	RT from Edward Street (W)	10.6 veh (75.0m) Best Street (S)
	PM	0.73	41.5	**C**		RT from Edward Street (W)	11.3 veh (79.3m) Edward Street (W)
Best Street / Morgan Street	AM	0.26	5.2 (Worst: 10.5)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.5 veh (3.2m) Best Street (S)
	PM	0.28	5.7 (Worst: 10.7)	**A** (Worst: A)		UT from Morgan Street (E)	0.5 veh (3.8m) Best Street (N)
Best Street / Forsyth Street	AM	0.19	4.9 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.3 veh (2.5m) Best Street (S)
	PM	0.23	5.2 (Worst: 12.6)	**A** (Worst: A)		UT from Forsyth Street (W)	0.4 veh (2.9m) Best Street (N)
Docker Street / Edward Street (Future Layout)	AM	0.62	31.4	**C**	Signals	RT from Edward Street (E)	8.6 veh (64.9m) Edward Street (W)
	PM	0.67	31.4	**C**		RT from Edward Street (W)	8.3 veh (60.2m) Edward Street (E)
Lewis Drive / Edward Street (Including Hospital generation)	AM	0.21	1.3 (Worst: 9.4)	**N/A** (Worst: A)	Give Way	RT from Edward Street (W)	0.3 veh (2m) Edward Street (W)
	PM	0.23	1.2 (Worst: 10.6)	**N/A** (Worst: A)		RT from Edward Street (W)	0.3 veh (2.1m) Lewis Drive (S)
Murray Street / Edward Street (Future Signals)	AM	0.31	8.0	**A**	Signals	RT from Murray Street (N)	3.9 veh (29.1m) Edward Street (W)
	PM	0.32	8.3	**A**		RT from Murray Street (S)	4.6 veh (33.3m) Edward Street (W)
The Esplanade /Ivan Jack Drive	AM	0.16	2.0 (Worst: 30.1)	**NA** (Worst: D)	Stop	RT from The Esplanade	0.6 veh (4.3m) The Esplanade
	PM	0.22	2.3 (Worst: 38.0)	**NA** (Worst: E)		RT from The Esplanade	0.8 veh (5.7m) Ivan Jack Drive

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3] [4]	Control Type	Worst Movement	95th Percentile Queue
FUTURE PERFORMANCE – Stage 2 and Stage 3 – 10 year growth							
Docker Street / Forsyth Street	AM	0.47	4 (Worst: 21.0)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	1.1 veh (7.7m) Docker Street (S)
	PM	0.33	3.7 (Worst: 18.0)	**N/A** (Worst: B)		RT from Forsyth Street (E)	0.5 veh (3.5m) Docker Street (S)
Morgan Street / Murray Street	AM	0.23	4.3 (Worst: 10.7)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.5 veh (3.3m) Morgan Street (W)
	PM	0.23	3.9 (Worst: 10.6)	**A** (Worst: A)		UT from The Esplanade (N)	0.4 veh (3.1m) Morgan Street (W)
Docker Street / Morgan Street	AM	0.67	6.3 (Worst: >70)	**N/A** (Worst: F)	Give Way	RT from Morgan Street (E)	1.6 veh (11.1m) Docker Street (S)
	PM	1.87	28.0 (Worst: >70)	**N/A** (Worst: F)		RT from Bolton Street (W)	6.3 veh (44.0m) Bolton Street (W)
Murray Street / The Esplanade	AM	0.15	3.7 (Worst: 10.3)	**A**	Signals	UT from The Esplanade (N)	0.3 veh (1.9m) Forsyth Street (W)
	PM	0.24	4.4 (Worst: 10.8)	**A**		UT from Forsyth Street (E)	0.4 veh (3.1m) The Esplanade (N)
Best Street / Edward Street	AM	0.79	42.8	**D**	Signals	RT from Edward Street (W)	14.0 veh (99.2m) Best Street (S)
	PM	0.89	49.2	**D**		RT from Edward Street (W)	16.3 veh (114.6m) Best Street (N)
Best Street / Morgan Street	AM	0.31	5.5 (Worst: 10.9)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.6 veh (4.3m) Best Street (S)
	PM	0.35	6.1 (Worst: 11.2)	**A** (Worst: A)		UT from Morgan Street (E)	0.7 veh (5.1m) Best Street (N)
Best Street / Forsyth Street	AM	0.23	5.1 (Worst: 10.6)	**A** (Worst: A)	Roundabout	UT from Forsyth Street (W)	0.4 veh (3.2m) Best Street (S)
	PM	0.28	5.5 (Worst: 13.2)	**A** (Worst: A)		UT from Forsyth Street (W)	0.5 veh (3.8m) Best Street (N)
Docker Street / Edward Street	AM	0.84	33.5	**C**	Signals	RT from Edward Street (E)	10.7 veh (80.9m) Edward Street (W)
	PM	1.022	38.5	**C**		RT from Docker Street (N)	20.2 veh (142.2m) Docker Street (N)
Lewis Drive / Edward Street	AM	0.29	1.5 (Worst: 11.2)	**N/A** (Worst: A)	Give Way	RT from Edward Street (W)	0.4 veh (3.1m) Edward Street (W)
	PM	0.27	1.3 (Worst: 12.7)	**N/A** (Worst: A)		RT from Edward Street (W)	0.4 veh (2.8m) Lewis Drive (S)
Murray Street / Edward Street	AM	0.37	8.2	**A**	Signals	RT from Murray Street (S)	4.6 veh (34.2m) Edward Street (W)
	PM	0.39	7.7	**A**		RT from Murray Street (S)	5.4 veh (39.1m) Edward Street (E)
The Esplanade /Ivan Jack Drive	AM	0.16	2 (Worst: 30.5)	**NA** (Worst: D)	Stop	RT from The Esplanade	0.6 veh (4.3m) The Esplanade
	PM	0.22	2.3 (Worst: 38.6)	**NA** (Worst: E)		RT from The Esplanade	0.8 veh (5.7m) Ivan Jack Drive

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Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3][4]	Control Type	Worst Movement	95th Percentile Queue
ROUNDABOUT CONCEPT - FUTURE PERFORMANCE – Full Masterplan + 10 year growth at 2%							
Docker Street / Forsyth Street	AM	0.47	4 (Worst: 21.7)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	1.1 veh (7.8m) Docker Street (S)
	PM	0.33	3.8 (Worst: 18.7)	**N/A** (Worst: B)		RT from Forsyth Street (E)	0.5 veh (3.6m) Docker Street (S)
Morgan Street / Murray Street	AM	0.24	4.4 (Worst: 10.8)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.5 veh (3.7m) Morgan Street (W)
	PM	0.24	4 (Worst: 10.7)	**A** (Worst: A)		UT from The Esplanade (N)	0.5 veh (3.4m) Morgan Street (W)
Murray Street / The Esplanade	AM	0.15	3.7 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.3 veh (2m) Forsyth Street (W)
	PM	0.24	4.5 (Worst: 10.8)	**A** (Worst: A)		UT from Forsyth Street (E)	0.4 veh (3.1m) The Esplanade (N)
Docker Street / Morgan Street	AM	0.34	6.2 (Worst: 11.6)	**A** (Worst: A)	Roundabout	RT from Morgan Street (E)	0.8 veh (5.8m) Docker Street (S)
	PM	0.40	6.5 (Worst: 12.6)	**A** (Worst: A)		RT from Morgan Street (E)	0.9 veh (6m) Docker Street (N)
ROUNDABOUT CONCEPT - FUTURE PERFORMANCE – Full Masterplan + 10 year growth at 2%							
Docker Street / Forsyth Street	AM	0.47	4 (Worst: 19.7)	**N/A** (Worst: B)	Give Way	RT from Forsyth Street (E)	1 veh (7m) Docker Street (S)
	PM	0.33	3.7 (Worst: 16.8)	**N/A** (Worst: B)		RT from Forsyth Street (E)	0.4 veh (3.2m) Docker Street (S)
Morgan Street / Murray Street	AM	0.25	4.4 (Worst: 10.8)	**A** (Worst: A)	Roundabout	UT from Morgan Street (W)	0.5 veh (3.2m) Morgan Street (W)
	PM	0.24	4.1 (Worst: 11)	**A** (Worst: A)		UT from The Esplanade (N)	0.4 veh (3.1m) Morgan Street (E)
Murray Street / The Esplanade	AM	0.15	3.7 (Worst: 10.3)	**A** (Worst: A)	Roundabout	UT from The Esplanade (N)	0.3 veh (2m) Forsyth Street (W)
	PM	0.24	4.5 (Worst: 10.8)	**A** (Worst: A)		UT from Forsyth Street (E)	0.4 veh (3.1m) The Esplanade (N)
Docker Street / Morgan Street	AM	0.79	19.5	**B**	Signals	LT from Morgan Street (E)	9.7 veh (68.4m) Docker Street (S)
	PM	0.91	27.3	**B**		RT from Docker Street (S)	12.8 veh (89.4m) Docker Street (S)

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MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker (Site Folder: Future Full Development)]

Network: N101 [AM Surrounding Site (Network Folder: Future Full Development)]

Forsyth Street / Docker Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	266	5.6	266	5.6	0.141	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	240	1.7	240	1.7	0.361	8.4	LOS A	0.7	5.0	0.53	0.79	0.62	34.0
Approach		506	3.8	506	3.8	0.361	4.0	NA	0.7	5.0	0.25	0.37	0.30	45.1
East: Forsyth Street (E)														
4	L2	341	1.8	341	1.8	0.258	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	22	0.0	22	0.0	0.083	16.4	LOS B	0.1	0.8	0.74	0.87	0.74	38.3
Approach		363	1.7	363	1.7	0.258	5.6	LOS A	0.1	0.8	0.04	0.55	0.04	40.0
North: Docker Street (N)														
7	L2	74	2.7	74	2.7	0.041	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	299	2.3	299	2.3	0.078	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		373	2.4	373	2.4	0.078	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1242	2.7	1242	2.7	0.361	3.5	NA	0.7	5.0	0.11	0.34	0.13	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray (Site Folder: Future Full Development)]

Network: N101 [AM Surrounding Site (Network Folder: Future Full Development)]

Morgan Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	24	4.2	24	4.2	0.030	4.2	LOS A	0.0	0.3	0.40	0.46	0.40	44.8
2	T1	200	0.5	200	0.5	0.182	3.2	LOS A	0.4	2.5	0.39	0.40	0.39	44.3
3	R2	31	0.0	31	0.0	0.182	8.4	LOS A	0.4	2.5	0.39	0.40	0.39	49.3
3u	U	1	0.0	1	0.0	0.182	10.5	LOS A	0.4	2.5	0.39	0.40	0.39	50.8
Approach		256	0.8	256	0.8	0.182	3.9	LOS A	0.4	2.5	0.39	0.40	0.39	45.3
East: Morgan Street (E)														
4	L2	21	0.0	21	0.0	0.023	3.0	LOS A	0.0	0.2	0.23	0.37	0.23	48.1
5	T1	152	0.0	152	0.0	0.171	2.4	LOS A	0.3	2.2	0.21	0.42	0.21	44.2
6	R2	98	0.0	98	0.0	0.171	7.7	LOS A	0.3	2.2	0.21	0.42	0.21	44.2
6u	U	1	0.0	1	0.0	0.171	9.8	LOS A	0.3	2.2	0.21	0.42	0.21	50.6
Approach		272	0.0	272	0.0	0.171	4.4	LOS A	0.3	2.2	0.21	0.42	0.21	44.7
North: The Esplanade (N)														
7	L2	57	1.8	57	1.8	0.046	3.3	LOS A	0.1	0.6	0.37	0.43	0.37	46.8
8	T1	26	3.8	26	3.8	0.050	3.0	LOS A	0.1	0.7	0.38	0.51	0.38	46.8
9	R2	30	3.3	30	3.3	0.050	8.4	LOS A	0.1	0.7	0.38	0.51	0.38	36.7
9u	U	1	0.0	1	0.0	0.050	10.4	LOS A	0.1	0.7	0.38	0.51	0.38	36.7
Approach		114	2.6	114	2.6	0.050	4.7	LOS A	0.1	0.7	0.37	0.47	0.37	45.3
West: Morgan Street (W)														
10	L2	54	0.0	54	0.0	0.069	4.6	LOS A	0.1	0.8	0.44	0.51	0.44	41.4
11	T1	215	0.5	215	0.5	0.206	3.2	LOS A	0.4	2.9	0.43	0.43	0.43	48.1
12	R2	31	3.2	31	3.2	0.206	8.7	LOS A	0.4	2.9	0.43	0.43	0.43	48.8
12u	U	7	0.0	7	0.0	0.206	10.7	LOS A	0.4	2.9	0.43	0.43	0.43	40.8
Approach		307	0.7	307	0.7	0.206	4.2	LOS A	0.4	2.9	0.43	0.44	0.43	47.5
All Vehicles		949	0.7	949	0.7	0.206	4.2	LOS A	0.4	2.9	0.35	0.43	0.35	45.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker (Site Folder: Future Full Development)]

Network: N101 [AM Surrounding Site (Network Folder: Future Full Development)]

Morgan Street / Docker Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	494	3.4	494	3.4	0.259	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	344	0.3	344	0.3	0.557	11.2	LOS A	1.5	10.6	0.65	0.98	1.02	38.5
Approach		839	2.1	839	2.1	0.557	4.6	NA	1.5	10.6	0.27	0.40	0.42	44.4
East: Morgan Street (E)														
4	L2	274	0.4	274	0.4	0.206	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	23	0.0	23	0.0	0.542	75.2	LOS F	0.7	5.2	0.96	1.06	1.27	20.4
6	R2	12	8.3	12	8.3	0.542	103.2	LOS F	0.7	5.2	0.96	1.06	1.27	10.3
Approach		309	0.6	309	0.6	0.542	14.0	LOS A	0.7	5.2	0.11	0.59	0.14	39.9
North: Docker Street (N)														
7	L2	57	1.8	57	1.8	0.031	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	380	2.6	380	2.6	0.105	0.2	LOS A	0.1	0.4	0.03	0.01	0.03	49.7
9	R2	5	20.0	5	20.0	0.105	10.5	LOS A	0.1	0.4	0.06	0.01	0.06	48.6
Approach		442	2.7	442	2.7	0.105	0.9	NA	0.1	0.4	0.02	0.07	0.02	49.1
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.045	5.5	LOS A	0.0	0.3	0.00	0.48	0.00	24.4
11	T1	17	0.0	17	0.0	0.223	55.3	LOS D	0.3	1.8	0.76	0.89	0.81	19.9
12	R2	1	0.0	1	0.0	0.223	123.7	LOS F	0.3	1.8	0.94	0.98	1.00	27.2
Approach		19	0.0	19	0.0	0.223	56.3	LOS D	0.3	1.8	0.73	0.87	0.78	20.6
All Vehicles		1609	2.0	1609	2.0	0.557	6.0	NA	1.5	10.6	0.17	0.35	0.26	43.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray (Site Folder: Future Full Development)]

Network: N101 [AM Surrounding Site (Network Folder: Future Full Development)]

Forsyth Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	196	0.0	196	0.0	0.144	3.0	LOS A	0.2	1.7	0.28	0.41	0.28	40.3
2	T1	106	0.9	106	0.9	0.114	2.7	LOS A	0.2	1.3	0.29	0.40	0.29	48.4
3	R2	24	0.0	24	0.0	0.114	8.1	LOS A	0.2	1.3	0.29	0.40	0.29	49.2
3u	U	5	0.0	5	0.0	0.114	10.1	LOS A	0.2	1.3	0.29	0.40	0.29	39.4
Approach		331	0.3	331	0.3	0.144	3.4	LOS A	0.2	1.7	0.29	0.41	0.29	45.6
East: Forsyth Street (E)														
4	L2	22	0.0	22	0.0	0.046	3.0	LOS A	0.1	0.6	0.26	0.32	0.26	45.6
5	T1	95	2.1	95	2.1	0.046	2.5	LOS A	0.1	0.6	0.27	0.32	0.27	45.4
6	R2	2	0.0	2	0.0	0.046	8.0	LOS A	0.1	0.6	0.27	0.32	0.27	50.0
6u	U	1	0.0	1	0.0	0.046	10.0	LOS A	0.1	0.6	0.27	0.32	0.27	51.5
Approach		120	1.7	120	1.7	0.046	2.7	LOS A	0.1	0.6	0.27	0.32	0.27	45.7
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.002	3.7	LOS A	0.0	0.0	0.35	0.40	0.35	47.8
8	T1	53	5.7	53	5.7	0.110	2.8	LOS A	0.2	1.3	0.33	0.53	0.33	42.6
9	R2	85	3.5	85	3.5	0.110	8.2	LOS A	0.2	1.3	0.33	0.53	0.33	42.6
9u	U	2	0.0	2	0.0	0.110	10.2	LOS A	0.2	1.3	0.33	0.53	0.33	49.5
Approach		142	4.2	142	4.2	0.110	6.1	LOS A	0.2	1.3	0.33	0.52	0.33	42.9
West: Forsyth Street (W)														
10	L2	96	1.0	96	1.0	0.121	2.9	LOS A	0.2	1.6	0.26	0.34	0.26	47.5
11	T1	211	1.9	211	1.9	0.121	2.5	LOS A	0.2	1.6	0.26	0.33	0.26	49.2
12	R2	12	0.0	12	0.0	0.121	7.9	LOS A	0.2	1.5	0.27	0.33	0.27	41.9
12u	U	2	0.0	2	0.0	0.121	10.0	LOS A	0.2	1.5	0.27	0.33	0.27	41.9
Approach		321	1.6	321	1.6	0.121	2.9	LOS A	0.2	1.6	0.26	0.34	0.26	48.5
All Vehicles		914	1.5	914	1.5	0.144	3.6	LOS A	0.2	1.7	0.28	0.39	0.28	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker (Site Folder: Future Full Development)]

Network: N101 [PM Surronding Site (Network Folder: Future Full Development)]

Forsyth Street / Docker Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	280	1.4	280	1.4	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	168	3.0	168	3.0	0.230	6.8	LOS A	0.4	2.5	0.43	0.65	0.43	36.2
Approach		448	2.0	448	2.0	0.230	2.6	NA	0.4	2.5	0.16	0.24	0.16	47.0
East: Forsyth Street (E)														
4	L2	371	0.3	371	0.3	0.279	4.8	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	54	0.0	54	0.0	0.163	13.8	LOS A	0.2	1.6	0.69	0.85	0.69	39.8
Approach		425	0.2	425	0.2	0.279	6.0	LOS A	0.2	1.6	0.09	0.57	0.09	40.2
North: Docker Street (N)														
7	L2	55	1.8	55	1.8	0.030	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	236	0.8	236	0.8	0.061	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		291	1.0	291	1.0	0.061	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1164	1.1	1164	1.1	0.279	3.4	NA	0.4	2.5	0.09	0.33	0.09	45.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray (Site Folder: Future Full Development)]

Network: N101 [PM Surronding Site (Network Folder: Future Full Development)]

Morgan Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	18	0.0	18	0.0	0.022	4.1	LOS A	0.0	0.2	0.40	0.45	0.40	44.8
2	T1	56	0.0	56	0.0	0.071	3.0	LOS A	0.1	0.9	0.36	0.46	0.36	43.6
3	R2	32	3.1	32	3.1	0.071	8.4	LOS A	0.1	0.9	0.36	0.46	0.36	48.8
3u	U	1	0.0	1	0.0	0.071	10.4	LOS A	0.1	0.9	0.36	0.46	0.36	50.2
Approach		107	0.9	107	0.9	0.071	4.9	LOS A	0.1	0.9	0.37	0.46	0.37	46.0
East: Morgan Street (E)														
4	L2	23	0.0	23	0.0	0.025	3.2	LOS A	0.0	0.3	0.27	0.39	0.27	48.0
5	T1	180	0.6	180	0.6	0.176	2.5	LOS A	0.3	2.4	0.26	0.39	0.26	44.4
6	R2	64	0.0	64	0.0	0.176	7.9	LOS A	0.3	2.4	0.26	0.39	0.26	44.4
6u	U	4	0.0	4	0.0	0.176	9.9	LOS A	0.3	2.4	0.26	0.39	0.26	50.8
Approach		271	0.4	271	0.4	0.176	3.9	LOS A	0.3	2.4	0.26	0.39	0.26	45.1
North: The Esplanade (N)														
7	L2	56	0.0	56	0.0	0.056	3.8	LOS A	0.1	0.7	0.40	0.47	0.40	46.7
8	T1	68	1.5	68	1.5	0.086	3.0	LOS A	0.2	1.1	0.39	0.47	0.39	47.4
9	R2	37	0.0	37	0.0	0.086	8.5	LOS A	0.2	1.1	0.39	0.47	0.39	37.6
9u	U	1	0.0	1	0.0	0.086	10.5	LOS A	0.2	1.1	0.39	0.47	0.39	37.6
Approach		162	0.6	162	0.6	0.086	4.6	LOS A	0.2	1.1	0.40	0.47	0.40	46.0
West: Morgan Street (W)														
10	L2	45	0.0	44	0.0	0.050	3.5	LOS A	0.1	0.6	0.30	0.41	0.30	42.5
11	T1	267	0.0	264	0.0	0.207	2.5	LOS A	0.4	2.8	0.29	0.33	0.29	49.0
12	R2	19	0.0	19	0.0	0.207	8.0	LOS A	0.4	2.8	0.29	0.33	0.29	49.8
12u	U	7	0.0	7	0.0	0.207	10.0	LOS A	0.4	2.8	0.29	0.33	0.29	42.4
Approach		338	0.0	334[N1]	0.0	0.207	3.1	LOS A	0.4	2.8	0.29	0.34	0.29	48.6
All Vehicles		878	0.3	874[N1]	0.3	0.207	3.9	LOS A	0.4	2.8	0.31	0.40	0.31	46.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker (Site Folder: Future Full Development)]

Network: N101 [PM Surronding Site (Network Folder: Future Full Development)]

Morgan Street / Docker Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	11	0.0	11	0.0	0.006	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	397	1.8	397	1.8	0.206	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	283	0.0	283	0.0	0.685	18.9	LOS B	1.8	12.7	0.83	1.20	1.66	33.2
Approach		691	1.0	691	1.0	0.685	7.9	NA	1.8	12.7	0.34	0.50	0.68	41.4
East: Morgan Street (E)														
4	L2	304	0.3	304	0.3	0.228	5.4	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	34	0.0	34	0.0	0.747	129.5	LOS F	1.1	7.8	0.98	1.15	1.60	15.0
6	R2	7	0.0	7	0.0	0.747	163.4	LOS F	1.1	7.8	0.98	1.15	1.60	7.0
Approach		345	0.3	345	0.3	0.747	20.9	LOS B	1.1	7.8	0.12	0.60	0.19	36.7
North: Docker Street (N)														
7	L2	84	0.0	84	0.0	0.045	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	636	0.5	636	0.5	0.199	0.5	LOS A	0.3	2.1	0.08	0.04	0.08	49.2
9	R2	43	0.0	43	0.0	0.199	8.2	LOS A	0.3	2.1	0.21	0.09	0.21	47.7
Approach		763	0.4	763	0.4	0.199	1.4	NA	0.3	2.1	0.08	0.09	0.08	48.6
West: Bolton Street (W)														
10	L2	35	0.0	35	0.0	0.264	5.3	LOS A	0.3	1.9	0.00	0.51	0.00	31.2
11	T1	39	0.0	39	0.0	1.319	531.0	LOS F	6.9	48.6	0.67	1.67	3.96	3.2
12	R2	17	0.0	17	0.0	1.319	842.7	LOS F	6.9	48.6	1.00	2.26	5.94	4.1
Approach		91	0.0	91	0.0	1.319	387.1	LOS F	6.9	48.6	0.47	1.33	2.81	5.0
All Vehicles		1890	0.6	1890	0.6	1.319	25.9	NA	6.9	48.6	0.20	0.39	0.45	31.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray (Site Folder: Future Full Development)]

Network: N101 [PM Surronding Site (Network Folder: Future Full Development)]

Forsyth Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	57	0.0	57	0.0	0.057	3.8	LOS A	0.1	0.6	0.40	0.49	0.40	39.1
2	T1	62	0.0	62	0.0	0.080	3.0	LOS A	0.1	0.9	0.39	0.48	0.39	47.3
3	R2	33	0.0	33	0.0	0.080	8.4	LOS A	0.1	0.9	0.39	0.48	0.39	48.2
3u	U	4	0.0	4	0.0	0.080	10.5	LOS A	0.1	0.9	0.39	0.48	0.39	37.6
Approach		156	0.0	155 N1	0.0	0.080	4.6	LOS A	0.1	0.9	0.39	0.48	0.39	46.0
East: Forsyth Street (E)														
4	L2	32	0.0	32	0.0	0.103	3.4	LOS A	0.2	1.4	0.37	0.36	0.37	44.9
5	T1	209	0.5	209	0.5	0.103	3.0	LOS A	0.2	1.4	0.38	0.37	0.38	44.7
6	R2	7	0.0	7	0.0	0.103	8.5	LOS A	0.2	1.3	0.38	0.38	0.38	49.5
6u	U	1	0.0	1	0.0	0.103	10.5	LOS A	0.2	1.3	0.38	0.38	0.38	51.0
Approach		249	0.4	249	0.4	0.103	3.2	LOS A	0.2	1.4	0.38	0.37	0.38	45.0
North: The Esplanade (N)														
7	L2	9	0.0	9	0.0	0.011	3.6	LOS A	0.0	0.1	0.34	0.42	0.34	47.8
8	T1	88	0.0	88	0.0	0.198	2.7	LOS A	0.3	2.4	0.33	0.54	0.33	42.5
9	R2	173	0.6	173	0.6	0.198	8.1	LOS A	0.3	2.4	0.33	0.54	0.33	42.5
9u	U	1	0.0	1	0.0	0.198	10.2	LOS A	0.3	2.4	0.33	0.54	0.33	49.4
Approach		271	0.4	271	0.4	0.198	6.2	LOS A	0.3	2.4	0.33	0.54	0.33	42.8
West: Forsyth Street (W)														
10	L2	42	0.0	42	0.0	0.088	2.8	LOS A	0.2	1.1	0.22	0.30	0.22	47.6
11	T1	176	3.4	176	3.4	0.088	2.4	LOS A	0.2	1.1	0.23	0.32	0.23	49.3
12	R2	15	0.0	15	0.0	0.088	7.8	LOS A	0.2	1.1	0.23	0.34	0.23	41.7
12u	U	3	0.0	3	0.0	0.088	9.8	LOS A	0.2	1.1	0.23	0.34	0.23	41.7
Approach		236	2.5	236	2.5	0.088	2.9	LOS A	0.2	1.1	0.23	0.32	0.23	48.7
All Vehicles		912	0.9	911 N1	0.9	0.198	4.3	LOS A	0.3	2.4	0.33	0.43	0.33	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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MOVEMENT SUMMARY

Site: 101 [AM Edward/Best (Site Folder: Future Full Development)]

Network: N101 [AM Best Street (Network Folder: Future Full Development)]

Edward Street / Best Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	158	6.3	158	6.3	* 0.262	20.6	LOS B	2.4	17.6	0.76	0.74	0.76	40.8
2	T1	476	1.7	476	1.7	* 0.679	38.0	LOS C	11.2	79.7	0.91	0.79	0.92	24.6
3	R2	183	1.6	183	1.6	0.679	43.8	LOS D	11.2	79.7	0.95	0.83	0.95	33.4
Approach		817	2.6	817	2.6	0.679	36.0	LOS C	11.2	79.7	0.89	0.79	0.89	30.3
East: Edward Street (E)														
4	L2	59	15.3	59	15.3	0.119	37.4	LOS C	1.5	11.7	0.76	0.73	0.76	34.7
5	T1	513	18.5	513	18.5	0.503	35.8	LOS C	6.7	54.4	0.80	0.68	0.80	37.9
6	R2	54	5.6	54	5.6	0.579	67.9	LOS E	2.0	14.4	1.00	0.77	1.06	18.9
Approach		626	17.1	626	17.1	0.579	38.7	LOS C	6.7	54.4	0.82	0.69	0.82	35.9
North: Best Street (N)														
7	L2	34	0.0	34	0.0	0.070	38.7	LOS C	0.9	6.1	0.78	0.70	0.78	31.2
8	T1	297	4.4	297	4.4	* 0.657	50.5	LOS D	6.4	46.3	0.99	0.83	1.01	26.5
9	R2	80	3.8	80	3.8	0.657	55.3	LOS D	6.4	46.3	0.99	0.83	1.01	27.2
Approach		411	3.9	411	3.9	0.657	50.5	LOS D	6.4	46.3	0.97	0.82	0.99	27.0
West: Edward Street (W)														
10	L2	80	3.8	80	3.8	0.658	43.6	LOS D	10.2	76.6	0.89	0.78	0.89	26.5
11	T1	590	9.5	590	9.5	* 0.658	37.3	LOS C	10.2	76.6	0.86	0.75	0.86	37.0
12	R2	62	3.2	62	3.2	0.655	68.6	LOS E	2.3	16.4	1.00	0.80	1.13	26.9
Approach		732	8.3	732	8.3	0.658	40.7	LOS C	10.2	76.6	0.87	0.75	0.89	35.0
All Vehicles		2586	7.9	2586	7.9	0.679	40.3	LOS C	11.2	79.7	0.88	0.76	0.89	32.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	62	51.8	LOS E	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											
P2	Full	43	51.7	LOS E	0.1	0.1	0.95	0.95	223.1	222.8	1.00
North: Best Street (N)											

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P3 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)										
P4 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	221.3	220.5	1.00
All Pedestrians	137	51.8	LOS E	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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: 101 [AM Best/Morgan (Site Folder: Future Full Development)]

Network: N101 [AM Best Street (Network Folder: Future Full Development)]

Best Street / Morgan
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	118	0.0	118	0.0	0.266	4.6	LOS A	0.5	3.4	0.28	0.48	0.28	45.6
2	T1	399	2.8	399	2.8	0.266	4.3	LOS A	0.5	3.4	0.28	0.51	0.28	40.1
3	R2	87	2.3	87	2.3	0.266	8.0	LOS A	0.5	3.4	0.28	0.53	0.28	45.9
3u	U	14	7.1	14	7.1	0.266	9.7	LOS A	0.5	3.4	0.28	0.53	0.28	39.5
Approach		618	2.3	618	2.3	0.266	5.0	LOS A	0.5	3.4	0.28	0.51	0.28	43.1
East: Morgan Street (E)														
4	L2	75	1.3	75	1.3	0.093	5.5	LOS A	0.1	1.0	0.44	0.61	0.44	43.5
5	T1	138	0.7	138	0.7	0.162	4.7	LOS A	0.3	2.0	0.43	0.57	0.43	46.7
6	R2	32	0.0	32	0.0	0.162	8.3	LOS A	0.3	2.0	0.43	0.57	0.43	43.0
6u	U	1	0.0	1	0.0	0.162	10.0	LOS A	0.3	2.0	0.43	0.57	0.43	47.3
Approach		246	0.8	246	0.8	0.162	5.4	LOS A	0.3	2.0	0.44	0.58	0.44	45.7
North: Best Street (N)														
7	L2	62	4.8	62	4.8	0.171	5.2	LOS A	0.3	2.2	0.45	0.57	0.45	44.4
8	T1	255	5.5	255	5.5	0.171	4.9	LOS A	0.3	2.2	0.46	0.57	0.46	36.5
9	R2	22	0.0	22	0.0	0.171	8.5	LOS A	0.3	2.2	0.46	0.58	0.46	45.3
9u	U	2	0.0	2	0.0	0.171	10.1	LOS A	0.3	2.2	0.46	0.58	0.46	36.2
Approach		341	5.0	341	5.0	0.171	5.2	LOS A	0.3	2.2	0.45	0.57	0.45	40.2
West: Morgan Street (W)														
10	L2	49	0.0	49	0.0	0.176	5.4	LOS A	0.3	2.4	0.49	0.58	0.49	43.2
11	T1	225	0.0	225	0.0	0.176	5.1	LOS A	0.3	2.4	0.49	0.61	0.49	46.5
12	R2	80	1.3	80	1.3	0.176	8.9	LOS A	0.3	2.4	0.50	0.65	0.50	41.9
12u	U	1	0.0	1	0.0	0.176	10.5	LOS A	0.3	2.4	0.50	0.65	0.50	46.6
Approach		355	0.3	355	0.3	0.176	6.0	LOS A	0.3	2.4	0.49	0.62	0.49	45.5
All Vehicles		1560	2.2	1560	2.2	0.266	5.3	LOS A	0.5	3.4	0.39	0.56	0.39	44.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth (Site Folder: Future Full Development)]

Network: N101 [AM Best Street (Network Folder: Future Full Development)]

Best Street / Forsyth Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	21	4.8	21	4.8	0.191	4.2	LOS A	0.3	2.5	0.26	0.43	0.26	45.1
2	T1	361	2.5	361	2.5	0.191	3.9	LOS A	0.3	2.5	0.26	0.46	0.26	46.2
3	R2	91	1.1	91	1.1	0.191	7.5	LOS A	0.3	2.5	0.26	0.52	0.26	45.5
3u	U	3	0.0	3	0.0	0.191	9.2	LOS A	0.3	2.5	0.26	0.52	0.26	36.7
Approach		476	2.3	476	2.3	0.191	4.6	LOS A	0.3	2.5	0.26	0.47	0.26	46.0
East: Forsyth Street (E)														
4	L2	40	5.0	40	5.0	0.058	4.9	LOS A	0.1	0.7	0.39	0.54	0.39	43.7
5	T1	54	5.6	54	5.6	0.058	4.5	LOS A	0.1	0.7	0.39	0.57	0.39	46.6
6	R2	25	0.0	25	0.0	0.058	8.2	LOS A	0.1	0.7	0.39	0.59	0.39	46.3
6u	U	1	0.0	1	0.0	0.058	9.8	LOS A	0.1	0.7	0.39	0.59	0.39	47.0
Approach		120	4.2	120	4.2	0.058	5.4	LOS A	0.1	0.7	0.39	0.57	0.39	46.0
North: Best Street (N)														
7	L2	28	3.6	28	3.6	0.165	4.8	LOS A	0.3	2.1	0.39	0.52	0.39	46.1
8	T1	283	3.9	283	3.9	0.165	4.5	LOS A	0.3	2.1	0.39	0.54	0.39	43.4
9	R2	43	0.0	43	0.0	0.165	8.1	LOS A	0.3	2.0	0.39	0.56	0.39	46.6
9u	U	1	0.0	1	0.0	0.165	9.8	LOS A	0.3	2.0	0.39	0.56	0.39	47.3
Approach		355	3.4	355	3.4	0.165	5.0	LOS A	0.3	2.1	0.39	0.54	0.39	44.3
West: Forsyth Street (W)														
10	L2	51	0.0	51	0.0	0.129	5.2	LOS A	0.2	1.4	0.45	0.58	0.45	46.0
11	T1	180	0.6	180	0.6	0.129	4.9	LOS A	0.2	1.4	0.45	0.59	0.45	46.8
12	R2	23	8.7	23	8.7	0.129	8.8	LOS A	0.2	1.4	0.45	0.60	0.45	42.9
12u	U	1	0.0	1	0.0	0.129	10.3	LOS A	0.2	1.4	0.45	0.60	0.45	47.2
Approach		255	1.2	255	1.2	0.129	5.3	LOS A	0.2	1.4	0.45	0.59	0.45	46.4
All Vehicles		1206	2.6	1206	2.6	0.191	5.0	LOS A	0.3	2.5	0.35	0.53	0.35	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Best (Site Folder: Future Full Development)]

Network: N101 [PM Best Street (Network Folder: Future Full Development)]

Edward Street / Best Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	74	0.0	74	0.0	0.183	24.3	LOS B	1.1	7.5	0.85	0.73	0.85	39.2
2	T1	299	0.7	299	0.7	* 0.740	49.8	LOS D	7.6	53.1	0.99	0.89	1.09	21.3
3	R2	141	0.0	141	0.0	0.740	54.7	LOS D	7.6	53.1	1.00	0.89	1.09	30.2
Approach		514	0.4	514	0.4	0.740	47.5	LOS D	7.6	53.1	0.97	0.86	1.06	26.8
East: Edward Street (E)														
4	L2	169	1.2	169	1.2	0.326	39.3	LOS C	4.4	31.2	0.84	0.78	0.84	34.2
5	T1	709	5.4	709	5.4	* 0.741	38.9	LOS C	10.1	74.0	0.89	0.79	0.92	36.7
6	R2	66	0.0	66	0.0	0.652	65.5	LOS E	2.3	16.3	1.00	0.80	1.13	19.3
Approach		944	4.2	944	4.2	0.741	40.9	LOS C	10.1	74.0	0.89	0.79	0.92	35.0
North: Best Street (N)														
7	L2	36	0.0	36	0.0	0.050	26.6	LOS B	0.7	5.1	0.65	0.68	0.65	36.0
8	T1	568	0.0	568	0.0	* 0.730	39.1	LOS C	11.9	83.1	0.96	0.85	0.98	29.6
9	R2	201	0.5	201	0.5	0.730	44.0	LOS D	11.9	83.1	0.97	0.86	0.99	30.4
Approach		805	0.1	805	0.1	0.730	39.8	LOS C	11.9	83.1	0.94	0.84	0.97	30.0
West: Edward Street (W)														
10	L2	59	1.7	59	1.7	0.724	44.7	LOS D	11.1	80.8	0.92	0.82	0.94	26.3
11	T1	658	5.3	658	5.3	0.724	38.6	LOS C	11.1	80.8	0.90	0.79	0.92	36.6
12	R2	76	0.0	76	0.0	* 0.750	67.2	LOS E	2.7	19.1	1.00	0.85	1.26	27.2
Approach		793	4.5	793	4.5	0.750	41.8	LOS C	11.1	80.8	0.91	0.80	0.95	34.9
All Vehicles		3056	2.6	3056	2.6	0.750	41.9	LOS C	11.9	83.1	0.92	0.82	0.96	32.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	20	49.2	LOS E	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											
P2	Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											

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P3 Full	16	49.2	LOS E	0.0	0.0	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)										
P4 Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians	50	49.2	LOS E	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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: 101 [PM Best/Morgan (Site Folder: Future Full Development)]

Network: N101 [PM Best Street (Network Folder: Future Full Development)]

Best Street / Morgan
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	82	0.0	82	0.0	0.204	4.9	LOS A	0.4	2.5	0.32	0.51	0.32	45.4
2	T1	240	1.7	240	1.7	0.204	4.6	LOS A	0.4	2.5	0.32	0.55	0.32	39.5
3	R2	102	0.0	102	0.0	0.204	8.3	LOS A	0.4	2.5	0.32	0.60	0.32	45.3
3u	U	11	0.0	11	0.0	0.204	10.0	LOS A	0.4	2.5	0.32	0.60	0.32	38.3
Approach		435	0.9	435	0.9	0.204	5.7	LOS A	0.4	2.5	0.32	0.55	0.32	43.2
East: Morgan Street (E)														
4	L2	199	0.0	199	0.0	0.240	6.1	LOS A	0.4	3.0	0.57	0.74	0.57	42.9
5	T1	183	1.1	183	1.1	0.274	5.5	LOS A	0.5	3.6	0.57	0.68	0.57	46.1
6	R2	66	3.0	66	3.0	0.274	9.3	LOS A	0.5	3.6	0.57	0.68	0.57	42.1
6u	U	2	0.0	2	0.0	0.274	10.8	LOS A	0.5	3.6	0.57	0.68	0.57	46.7
Approach		450	0.9	450	0.9	0.274	6.3	LOS A	0.5	3.6	0.57	0.71	0.57	44.6
North: Best Street (N)														
7	L2	32	0.0	32	0.0	0.285	5.4	LOS A	0.6	3.9	0.51	0.59	0.51	44.2
8	T1	498	0.2	498	0.2	0.285	5.1	LOS A	0.6	3.9	0.52	0.60	0.52	36.0
9	R2	37	0.0	37	0.0	0.285	8.9	LOS A	0.5	3.8	0.52	0.62	0.52	45.1
9u	U	1	0.0	1	0.0	0.285	10.5	LOS A	0.5	3.8	0.52	0.62	0.52	35.8
Approach		568	0.2	568	0.2	0.285	5.4	LOS A	0.6	3.9	0.52	0.60	0.52	38.3
West: Morgan Street (W)														
10	L2	51	0.0	51	0.0	0.193	5.1	LOS A	0.4	2.7	0.45	0.56	0.45	43.4
11	T1	265	0.8	265	0.8	0.193	4.8	LOS A	0.4	2.7	0.46	0.58	0.46	46.6
12	R2	91	0.0	91	0.0	0.193	8.5	LOS A	0.4	2.7	0.46	0.63	0.46	42.2
12u	U	1	0.0	1	0.0	0.193	10.2	LOS A	0.4	2.7	0.46	0.63	0.46	46.8
Approach		408	0.5	408	0.5	0.193	5.7	LOS A	0.4	2.7	0.46	0.59	0.46	45.7
All Vehicles		1861	0.6	1861	0.6	0.285	5.8	LOS A	0.6	3.9	0.47	0.61	0.47	43.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth (Site Folder: Future Full Development)]

Network: N101 [PM Best Street (Network Folder: Future Full Development)]

Best Street / Forsyth Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	18	11.1	18	11.1	0.167	5.1	LOS A	0.3	2.1	0.41	0.52	0.41	44.4
2	T1	266	1.5	266	1.5	0.167	4.5	LOS A	0.3	2.1	0.41	0.55	0.41	45.6
3	R2	72	0.0	72	0.0	0.167	8.2	LOS A	0.3	2.1	0.41	0.60	0.41	45.0
3u	U	1	0.0	1	0.0	0.167	9.9	LOS A	0.3	2.1	0.41	0.60	0.41	35.6
Approach		357	1.7	357	1.7	0.167	5.3	LOS A	0.3	2.1	0.41	0.56	0.41	45.4
East: Forsyth Street (E)														
4	L2	141	0.0	141	0.0	0.192	5.3	LOS A	0.3	2.3	0.49	0.64	0.49	43.3
5	T1	178	0.6	178	0.6	0.192	5.1	LOS A	0.3	2.3	0.49	0.64	0.49	46.5
6	R2	53	0.0	53	0.0	0.192	8.8	LOS A	0.3	2.3	0.49	0.64	0.49	46.3
6u	U	1	0.0	1	0.0	0.192	10.4	LOS A	0.3	2.3	0.49	0.64	0.49	46.9
Approach		373	0.3	373	0.3	0.192	5.7	LOS A	0.3	2.3	0.49	0.64	0.49	45.7
North: Best Street (N)														
7	L2	37	2.7	37	2.7	0.233	4.7	LOS A	0.4	3.0	0.38	0.51	0.38	46.1
8	T1	405	0.2	405	0.2	0.233	4.4	LOS A	0.4	3.0	0.39	0.53	0.39	43.4
9	R2	78	1.3	78	1.3	0.233	8.1	LOS A	0.4	3.0	0.39	0.56	0.39	46.6
9u	U	3	0.0	3	0.0	0.233	9.7	LOS A	0.4	3.0	0.39	0.56	0.39	47.2
Approach		523	0.6	523	0.6	0.233	5.0	LOS A	0.4	3.0	0.39	0.53	0.39	44.4
West: Forsyth Street (W)														
10	L2	41	2.4	41	2.4	0.110	5.0	LOS A	0.2	1.3	0.42	0.55	0.42	46.0
11	T1	165	1.2	165	1.2	0.110	4.6	LOS A	0.2	1.3	0.42	0.56	0.42	46.9
12	R2	17	0.0	17	0.0	0.110	8.3	LOS A	0.2	1.3	0.43	0.57	0.43	43.1
12u	U	1	100.0	1	100.0	0.110	12.6	LOS A	0.2	1.3	0.43	0.57	0.43	45.9
Approach		224	1.8	224	1.8	0.110	5.0	LOS A	0.2	1.3	0.42	0.56	0.42	46.5
All Vehicles		1477	0.9	1477	0.9	0.233	5.2	LOS A	0.4	3.0	0.42	0.57	0.42	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) (Site Folder: Future Full Development)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Future Full Development)]

Edward Street / Docker Street
Future Master Plan Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	85	5.9	85	5.9	0.611	35.5	LOS C	7.6	54.1	0.93	0.80	0.93	36.2
2	T1	562	1.2	562	1.2	0.611	30.9	LOS C	7.8	55.1	0.93	0.79	0.93	35.0
3	R2	317	1.9	317	1.9	* 0.623	35.6	LOS C	7.6	53.9	0.93	0.83	0.93	25.6
Approach		964	1.9	964	1.9	0.623	32.8	LOS C	7.8	55.1	0.93	0.81	0.93	32.7
East: Edward Street (E)														
4	L2	98	10.2	98	10.2	0.472	28.7	LOS C	5.0	38.9	0.71	0.67	0.71	33.4
5	T1	455	15.2	455	15.2	0.472	19.6	LOS B	5.0	38.9	0.67	0.59	0.67	39.8
6	R2	89	9.0	89	9.0	0.586	46.5	LOS D	2.4	18.2	0.97	0.82	1.03	25.9
Approach		642	13.6	642	13.6	0.586	24.7	LOS B	5.0	38.9	0.72	0.64	0.73	36.1
North: Docker Street (N)														
7	L2	51	7.8	51	7.8	0.589	41.5	LOS C	5.3	37.7	0.96	0.80	0.96	24.8
8	T1	372	1.3	372	1.3	0.589	36.9	LOS C	5.4	38.5	0.96	0.80	0.96	33.1
9	R2	214	1.9	214	1.9	* 0.618	41.8	LOS C	5.5	38.8	0.97	0.82	0.97	33.2
Approach		637	2.0	637	2.0	0.618	38.9	LOS C	5.5	38.8	0.97	0.80	0.97	32.7
West: Edward Street (W)														
10	L2	234	2.6	234	2.6	* 0.626	33.1	LOS C	8.6	62.8	0.90	0.81	0.90	37.0
11	T1	525	9.1	525	9.1	0.626	27.5	LOS B	8.8	66.4	0.90	0.79	0.90	31.4
12	R2	141	2.1	141	2.1	0.612	41.2	LOS C	3.6	25.9	0.94	0.83	0.98	33.7
Approach		900	6.3	900	6.3	0.626	31.1	LOS C	8.8	66.4	0.91	0.80	0.91	33.8
All Vehicles		3143	5.6	3143	5.6	0.626	31.9	LOS C	8.8	66.4	0.89	0.77	0.89	33.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	32	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06

North: Docker Street (N)										
P3 Full	21	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	83	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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: 101 [AM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future Full Development)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Future Full Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	49	0.0	49	0.0	0.048	6.7	LOS A	0.1	0.5	0.35	0.59	0.35	49.0
Approach		49	0.0	49	0.0	0.048	6.7	LOS A	0.1	0.5	0.35	0.59	0.35	49.0
East: Edward Street (E)														
4	L2	66	0.0	66	0.0	0.183	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
5	T1	585	15.2	585	15.2	0.183	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.6
Approach		651	13.7	651	13.7	0.183	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
West: Edward Street (W)														
11	T1	746	7.8	746	7.8	0.202	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	148	0.7	148	0.7	0.206	9.4	LOS A	0.3	2.0	0.56	0.81	0.56	46.6
Approach		894	6.6	894	6.6	0.206	1.6	NA	0.3	2.0	0.09	0.13	0.09	53.1
All Vehicles		1594	9.3	1594	9.3	0.206	1.3	NA	0.3	2.0	0.06	0.12	0.06	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Murray (Future Signals) (Site Folder: Future Full Development)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Future Full Development)]

Edward Street / Murray Street with future signals
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	36	0.0	36	0.0	0.217	43.3	LOS D	1.3	9.5	0.93	0.73	0.93	23.5
2	T1	18	5.6	18	5.6	0.217	38.7	LOS C	1.3	9.5	0.93	0.73	0.93	33.9
3	R2	12	0.0	12	0.0	0.067	44.5	LOS D	0.3	2.1	0.92	0.68	0.92	30.9
Approach		66	1.5	66	1.5	0.217	42.3	LOS C	1.3	9.5	0.93	0.72	0.93	28.5
East: Edward Street (E)														
4	L2	24	4.2	24	4.2	0.241	9.7	LOS A	2.7	21.2	0.35	0.33	0.35	50.5
5	T1	606	14.7	606	14.7	0.241	4.1	LOS A	2.7	21.2	0.35	0.32	0.35	52.6
6	R2	71	1.4	71	1.4	0.176	12.2	LOS A	0.8	5.4	0.41	0.68	0.41	45.8
Approach		701	13.0	701	13.0	0.241	5.1	LOS A	2.7	21.3	0.35	0.35	0.35	51.1
North: Murray Street (N)														
7	L2	54	0.0	54	0.0	0.255	43.6	LOS D	1.6	11.2	0.94	0.74	0.94	32.7
8	T1	9	11.1	9	11.1	* 0.255	39.0	LOS C	1.6	11.2	0.94	0.74	0.94	31.5
9	R2	9	0.0	9	0.0	0.048	44.2	LOS D	0.2	1.6	0.92	0.67	0.92	22.8
Approach		72	1.4	72	1.4	0.255	43.1	LOS D	1.6	11.2	0.93	0.73	0.93	31.6
West: Edward Street (W)														
10	L2	166	0.0	166	0.0	0.312	9.3	LOS A	3.0	21.7	0.28	0.42	0.28	45.4
11	T1	680	8.5	680	8.5	* 0.312	4.2	LOS A	3.9	29.1	0.34	0.36	0.34	53.3
12	R2	17	0.0	17	0.0	0.033	10.9	LOS A	0.2	1.2	0.38	0.64	0.38	41.6
Approach		863	6.7	863	6.7	0.312	5.3	LOS A	3.9	29.1	0.33	0.38	0.33	51.3
All Vehicles		1702	8.9	1702	8.9	0.312	8.2	LOS A	3.9	29.1	0.39	0.40	0.39	47.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05

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North: Murray Street (N)										
P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Edward/Docker (Future Layout) (Site Folder: Future Full Development)]

Network: N102 [Sturt highway PM - Future Layout (Network Folder: Future Full Development)]

Edward Street / Docker Street
Future Master Plan Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	69	1.4	69	1.4	* 0.669	41.0	LOS C	6.8	48.3	0.97	0.84	1.00	34.4
2	T1	470	1.5	470	1.5	0.669	36.4	LOS C	7.0	49.4	0.97	0.83	1.00	33.3
3	R2	245	1.2	245	1.2	0.630	40.3	LOS C	6.2	43.6	0.96	0.82	0.96	24.1
Approach		784	1.4	784	1.4	0.669	38.0	LOS C	7.0	49.4	0.97	0.83	0.99	31.1
East: Edward Street (E)														
4	L2	164	2.4	164	2.4	* 0.682	30.9	LOS C	8.5	61.5	0.82	0.76	0.82	32.3
5	T1	655	5.0	655	5.0	0.682	21.3	LOS B	8.5	61.5	0.79	0.70	0.79	38.7
6	R2	106	0.0	106	0.0	0.550	43.4	LOS D	2.7	19.2	0.95	0.80	0.95	26.8
Approach		925	4.0	925	4.0	0.682	25.6	LOS B	8.5	61.5	0.81	0.72	0.81	35.6
North: Docker Street (N)														
7	L2	50	2.0	50	2.0	0.602	36.1	LOS C	7.3	51.2	0.93	0.79	0.93	26.8
8	T1	568	0.2	568	0.2	0.602	31.5	LOS C	7.5	52.3	0.93	0.79	0.93	34.9
9	R2	341	0.6	341	0.6	* 0.691	37.6	LOS C	8.5	59.8	0.96	0.85	0.98	34.5
Approach		959	0.4	959	0.4	0.691	33.9	LOS C	8.5	59.8	0.94	0.81	0.95	34.5
West: Edward Street (W)														
10	L2	150	1.3	150	1.3	0.528	32.6	LOS C	6.9	50.1	0.87	0.78	0.87	37.5
11	T1	481	6.2	481	6.2	0.528	27.1	LOS B	7.1	52.2	0.87	0.76	0.87	31.6
12	R2	105	1.0	105	1.0	0.690	49.5	LOS D	3.0	21.1	0.99	0.88	1.17	31.3
Approach		736	4.5	736	4.5	0.690	31.4	LOS C	7.1	52.2	0.89	0.78	0.91	33.1
All Vehicles		3404	2.5	3404	2.5	0.691	32.0	LOS C	8.5	61.5	0.90	0.78	0.91	33.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06

North: Docker Street (N)										
P3 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	17	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	97	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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: 101 [PM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future Full Development)]

Network: N102 [Sturt highway PM - Future Layout (Network Folder: Future Full Development)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	171	0.0	171	0.0	0.184	7.4	LOS A	0.3	2.1	0.44	0.67	0.44	48.4
Approach		171	0.0	171	0.0	0.184	7.4	LOS A	0.3	2.1	0.44	0.67	0.44	48.4
East: Edward Street (E)														
4	L2	65	0.0	65	0.0	0.228	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.3
5	T1	798	4.8	798	4.8	0.228	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
Approach		863	4.4	863	4.4	0.228	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
West: Edward Street (W)														
11	T1	725	4.7	725	4.7	0.193	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	51	0.0	51	0.0	0.088	10.6	LOS A	0.1	0.8	0.62	0.83	0.62	45.6
Approach		776	4.4	776	4.4	0.193	0.7	NA	0.1	0.8	0.04	0.05	0.04	55.9
All Vehicles		1810	4.0	1810	4.0	0.228	1.2	NA	0.3	2.1	0.06	0.11	0.06	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Murray (Future Signals) (Site Folder: Future Full Development)]

Network: N102 [Sturt highway PM - Future Layout (Network Folder: Future Full Development)]

Edward Street / Murray Street with future signals
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	25	4.0	25	4.0	0.125	40.6	LOS C	0.9	6.1	0.89	0.70	0.89	24.4
2	T1	11	0.0	11	0.0	0.125	36.0	LOS C	0.9	6.1	0.89	0.70	0.89	34.7
3	R2	15	0.0	15	0.0	0.081	44.6	LOS D	0.4	2.6	0.93	0.69	0.93	30.9
Approach		51	2.0	51	2.0	0.125	40.8	LOS C	0.9	6.1	0.90	0.70	0.90	29.2
East: Edward Street (E)														
4	L2	18	0.0	18	0.0	0.326	10.7	LOS A	4.4	31.8	0.40	0.37	0.40	50.0
5	T1	862	4.3	862	4.3	* 0.326	5.2	LOS A	4.4	31.8	0.40	0.36	0.40	51.2
6	R2	43	0.0	43	0.0	0.098	13.0	LOS A	0.5	3.3	0.42	0.67	0.42	45.3
Approach		923	4.0	923	4.0	0.326	5.7	LOS A	4.4	31.8	0.40	0.38	0.40	50.6
North: Murray Street (N)														
7	L2	68	0.0	68	0.0	0.328	42.1	LOS C	2.4	16.6	0.93	0.76	0.93	33.4
8	T1	28	0.0	28	0.0	* 0.328	37.5	LOS C	2.4	16.6	0.93	0.76	0.93	32.1
9	R2	13	0.0	13	0.0	0.057	41.2	LOS C	0.3	2.2	0.89	0.68	0.89	23.7
Approach		109	0.0	109	0.0	0.328	40.8	LOS C	2.4	16.6	0.93	0.75	0.93	32.2
West: Edward Street (W)														
10	L2	46	2.2	46	2.2	0.277	10.2	LOS A	2.9	21.1	0.32	0.33	0.32	46.0
11	T1	697	4.7	697	4.7	0.277	5.8	LOS A	5.0	36.4	0.44	0.41	0.44	52.0
12	R2	12	8.3	12	8.3	0.034	13.6	LOS A	0.2	1.2	0.49	0.66	0.49	39.7
Approach		755	4.6	755	4.6	0.277	6.2	LOS A	5.0	36.4	0.43	0.41	0.43	51.4
All Vehicles		1838	4.0	1838	4.0	0.328	8.9	LOS A	5.0	36.4	0.46	0.42	0.46	47.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05

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North: Murray Street (N)										
P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [AM Ivan Jack/Esplanade (Site Folder: Future Full Development)]

Ivan Jack Drive / The Esplande
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	22	4.5	0.109	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	395	8	395	2.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		417	9	417	2.2	0.109	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	340	10	340	2.9	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	79	0.0	0.084	6.5	LOS A	0.3	2.3	0.45	0.64	0.45	45.5
Approach		419	10	419	2.4	0.089	1.2	NA	0.3	2.3	0.09	0.12	0.09	49.1
West: The Esplanade (W)														
10	L2	144	0	144	0.0	0.129	5.3	LOS A	0.5	3.4	0.29	0.53	0.29	46.4
12	R2	16	2	16	12.5	0.080	23.7	LOS C	0.3	2.0	0.77	1.01	0.77	38.0
Approach		160	2	160	1.3	0.129	7.2	LOS A	0.5	3.4	0.34	0.58	0.34	45.4
All Vehicles		996	21	996	2.1	0.129	1.8	NA	0.5	3.4	0.09	0.16	0.09	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade (Site Folder: Future Full Development)]

Ivan Jack Drive / The Esplande
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	43	0.0	0.099	4.6	LOS A	0.0	0.0	0.00	0.12	0.00	48.8
2	T1	337	6	337	1.8	0.099	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.7
Approach		380	6	380	1.6	0.099	0.5	NA	0.0	0.0	0.00	0.06	0.00	49.6
North: Ivan Jack Drive (N)														
8	T1	479	2	479	0.4	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	149	0	149	0.0	0.151	6.4	LOS A	0.6	4.4	0.45	0.65	0.45	45.5
Approach		628	2	628	0.3	0.151	1.5	NA	0.6	4.4	0.11	0.15	0.11	48.8
West: The Esplanade (W)														
10	L2	80	0	80	0.0	0.069	5.1	LOS A	0.3	1.8	0.24	0.50	0.24	46.6
12	R2	22	0	22	0.0	0.128	26.9	LOS D	0.4	2.8	0.83	1.00	0.83	36.7
Approach		102	0	102	0.0	0.128	9.8	LOS A	0.4	2.8	0.37	0.61	0.37	44.1
All Vehicles		1110	8	1110	0.7	0.151	2.0	NA	0.6	4.4	0.09	0.16	0.09	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker (Site Folder: Existing 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Forsyth Street / Docker Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	301	6.0	301	6.0	0.160	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	288	1.7	288	1.7	0.449	9.5	LOS A	1.0	7.3	0.58	0.88	0.78	32.7
Approach		589	3.9	589	3.9	0.449	4.7	NA	1.0	7.3	0.28	0.43	0.38	44.3
East: Forsyth Street (E)														
4	L2	211	3.4	211	3.4	0.161	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	26	0.0	26	0.0	0.122	19.8	LOS B	0.2	1.1	0.79	0.90	0.79	36.6
Approach		238	3.0	238	3.0	0.161	6.5	LOS A	0.2	1.1	0.09	0.57	0.09	39.3
North: Docker Street (N)														
7	L2	89	2.7	89	2.7	0.049	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	311	2.7	311	2.7	0.081	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		400	2.7	400	2.7	0.081	1.0	NA	0.0	0.0	0.00	0.12	0.00	48.6
All Vehicles		1226	3.3	1226	3.3	0.449	3.8	NA	1.0	7.3	0.15	0.35	0.20	45.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray (Site Folder: Existing 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Morgan Street / Murray Street
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	22	5.6	22	5.6	0.027	4.1	LOS A	0.0	0.3	0.38	0.45	0.38	44.9
2	T1	90	1.3	90	1.3	0.100	2.9	LOS A	0.2	1.3	0.35	0.44	0.35	43.9
3	R2	37	0.0	37	0.0	0.100	8.3	LOS A	0.2	1.3	0.35	0.44	0.35	49.1
3u	U	1	0.0	1	0.0	0.100	10.3	LOS A	0.2	1.3	0.35	0.44	0.35	50.5
Approach		150	1.6	150	1.6	0.100	4.5	LOS A	0.2	1.3	0.35	0.44	0.35	45.9
East: Morgan Street (E)														
4	L2	25	0.0	25	0.0	0.027	3.0	LOS A	0.0	0.3	0.23	0.37	0.23	48.1
5	T1	163	0.0	163	0.0	0.150	2.4	LOS A	0.3	1.9	0.21	0.37	0.21	44.8
6	R2	56	0.0	56	0.0	0.150	7.7	LOS A	0.3	1.9	0.21	0.37	0.21	44.8
6u	U	1	0.0	1	0.0	0.150	9.8	LOS A	0.3	1.9	0.21	0.37	0.21	51.1
Approach		246	0.0	246	0.0	0.150	3.7	LOS A	0.3	1.9	0.21	0.37	0.21	45.4
North: The Esplanade (N)														
7	L2	42	2.9	42	2.9	0.039	3.6	LOS A	0.1	0.5	0.38	0.44	0.38	46.8
8	T1	20	5.9	20	5.9	0.047	2.9	LOS A	0.1	0.6	0.37	0.53	0.37	46.4
9	R2	36	3.3	36	3.3	0.047	8.4	LOS A	0.1	0.6	0.37	0.53	0.37	36.1
9u	U	1	0.0	1	0.0	0.047	10.3	LOS A	0.1	0.6	0.37	0.53	0.37	36.1
Approach		100	3.6	100	3.6	0.047	5.3	LOS A	0.1	0.6	0.37	0.49	0.37	44.4
West: Morgan Street (W)														
10	L2	65	0.0	65	0.0	0.075	3.7	LOS A	0.1	0.9	0.33	0.44	0.33	42.2
11	T1	224	0.5	224	0.5	0.192	2.6	LOS A	0.4	2.6	0.31	0.36	0.31	48.7
12	R2	26	4.5	26	4.5	0.192	8.1	LOS A	0.4	2.6	0.31	0.36	0.31	49.4
12u	U	8	0.0	8	0.0	0.192	10.1	LOS A	0.4	2.6	0.31	0.36	0.31	41.9
Approach		324	0.7	324	0.7	0.192	3.5	LOS A	0.4	2.6	0.32	0.38	0.32	48.1
All Vehicles		820	1.0	820	1.0	0.192	4.0	LOS A	0.4	2.6	0.30	0.40	0.30	46.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker (Site Folder: Existing 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Morgan Street / Docker Street
Existing Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	593	3.4	593	3.4	0.311	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	296	0.4	296	0.4	0.523	11.7	LOS A	1.3	9.0	0.65	0.97	1.01	38.0
Approach		890	2.4	890	2.4	0.523	4.0	NA	1.3	9.0	0.22	0.32	0.34	45.2
East: Morgan Street (E)														
4	L2	169	0.7	169	0.7	0.127	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	1	0.0	1	0.0	0.442	99.6	LOS F[11]	0.5	3.8	0.97	1.03	1.13	15.1
6	R2	14	8.3	14	8.3	0.442	136.6	LOS F[11]	0.5	3.8	0.97	1.03	1.13	7.0
Approach		185	1.3	185	1.3	0.442	15.9	LOS B	0.5	3.8	0.08	0.57	0.10	38.6
North: Docker Street (N)														
7	L2	61	2.0	61	2.0	0.033	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	440	2.7	440	2.7	0.121	0.3	LOS A	0.1	0.5	0.03	0.00	0.03	49.7
9	R2	4	33.3	4	33.3	0.121	14.4	LOS A	0.1	0.5	0.05	0.01	0.05	48.3
Approach		505	2.9	505	2.9	0.121	0.9	NA	0.1	0.5	0.02	0.07	0.02	49.1
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.012	5.7	LOS A	0.0	0.1	0.00	0.51	0.00	30.1
11	T1	1	0.0	1	0.0	0.058	69.0	LOS E[11]	0.1	0.4	0.53	0.77	0.53	17.7
12	R2	1	0.0	1	0.0	0.058	124.1	LOS F[11]	0.1	0.4	0.96	0.98	0.96	20.5
Approach		4	0.0	4	0.0	0.058	66.3	LOS E[11]	0.1	0.4	0.50	0.75	0.50	21.4
All Vehicles		1584	2.4	1584	2.4	0.523	4.5	NA	1.3	9.0	0.14	0.27	0.21	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray (Site Folder: Existing 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Forsyth Street / Murray Street
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	52	0.0	52	0.0	0.053	3.4	LOS A	0.1	0.6	0.32	0.43	0.32	40.0
2	T1	127	0.9	127	0.9	0.115	2.6	LOS A	0.2	1.3	0.29	0.37	0.29	48.5
3	R2	20	0.0	20	0.0	0.115	8.0	LOS A	0.2	1.3	0.29	0.37	0.29	49.4
3u	U	6	0.0	6	0.0	0.115	10.0	LOS A	0.2	1.3	0.29	0.37	0.29	39.6
Approach		205	0.6	205	0.6	0.115	3.6	LOS A	0.2	1.3	0.30	0.39	0.30	47.6
East: Forsyth Street (E)														
4	L2	20	0.0	20	0.0	0.046	3.1	LOS A	0.1	0.6	0.29	0.33	0.29	45.4
5	T1	94	2.6	94	2.6	0.046	2.6	LOS A	0.1	0.6	0.30	0.33	0.30	45.2
6	R2	2	0.0	2	0.0	0.046	8.1	LOS A	0.1	0.6	0.30	0.33	0.30	49.9
6u	U	1	0.0	1	0.0	0.046	10.1	LOS A	0.1	0.6	0.30	0.33	0.30	51.3
Approach		118	2.0	118	2.0	0.046	2.9	LOS A	0.1	0.6	0.30	0.33	0.30	45.5
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.003	3.8	LOS A	0.0	0.0	0.37	0.41	0.37	47.7
8	T1	64	5.7	64	5.7	0.134	2.9	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9	R2	102	3.5	102	3.5	0.134	8.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9u	U	2	0.0	2	0.0	0.134	10.3	LOS A	0.2	1.7	0.36	0.54	0.36	49.4
Approach		170	4.2	170	4.2	0.134	6.2	LOS A	0.2	1.7	0.36	0.54	0.36	42.8
West: Forsyth Street (W)														
10	L2	115	1.0	115	1.0	0.144	3.0	LOS A	0.3	1.9	0.28	0.36	0.28	47.3
11	T1	245	2.0	245	2.0	0.144	2.6	LOS A	0.3	1.9	0.29	0.34	0.29	49.1
12	R2	14	0.0	14	0.0	0.144	8.0	LOS A	0.3	1.9	0.29	0.34	0.29	41.6
12u	U	2	0.0	2	0.0	0.144	10.0	LOS A	0.3	1.9	0.29	0.34	0.29	41.6
Approach		377	1.6	377	1.6	0.144	3.0	LOS A	0.3	1.9	0.29	0.35	0.29	48.4
All Vehicles		870	1.9	870	1.9	0.144	3.7	LOS A	0.3	1.9	0.30	0.39	0.30	46.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker (Site Folder: Existing 10 Year Growth)]

Network: N101 [PM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Forsyth Street / Docker Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	323	1.5	323	1.5	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	202	3.0	202	3.0	0.288	7.4	LOS A	0.5	3.4	0.47	0.70	0.49	35.4
Approach		524	2.1	524	2.1	0.288	2.9	NA	0.5	3.4	0.18	0.27	0.19	46.6
East: Forsyth Street (E)														
4	L2	424	0.3	424	0.3	0.318	4.8	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	65	0.0	65	0.0	0.239	17.6	LOS B	0.3	2.4	0.77	0.91	0.84	37.7
Approach		488	0.2	488	0.2	0.318	6.5	LOS A	0.3	2.4	0.10	0.58	0.11	39.5
North: Docker Street (N)														
7	L2	66	1.8	66	1.8	0.036	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	264	0.9	264	0.9	0.068	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		330	1.1	330	1.1	0.068	0.9	NA	0.0	0.0	0.00	0.11	0.00	48.8
All Vehicles		1343	1.2	1343	1.2	0.318	3.7	NA	0.5	3.4	0.11	0.34	0.11	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray (Site Folder: Existing 10 Year Growth)]

Network: N101 [PM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Morgan Street / Murray Street
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	12	0.0	12	0.0	0.015	4.2	LOS A	0.0	0.2	0.40	0.45	0.40	44.8
2	T1	43	0.0	43	0.0	0.066	3.0	LOS A	0.1	0.8	0.37	0.49	0.37	43.1
3	R2	38	3.1	38	3.1	0.066	8.4	LOS A	0.1	0.8	0.37	0.49	0.37	48.5
3u	U	1	0.0	1	0.0	0.066	10.4	LOS A	0.1	0.8	0.37	0.49	0.37	49.9
Approach		95	1.3	95	1.3	0.066	5.4	LOS A	0.1	0.8	0.37	0.49	0.37	46.2
East: Morgan Street (E)														
4	L2	28	0.0	28	0.0	0.031	3.3	LOS A	0.0	0.3	0.29	0.40	0.29	47.9
5	T1	192	0.6	192	0.6	0.176	2.6	LOS A	0.3	2.4	0.28	0.37	0.28	44.6
6	R2	49	0.0	49	0.0	0.176	7.9	LOS A	0.3	2.4	0.28	0.37	0.28	44.6
6u	U	5	0.0	5	0.0	0.176	9.9	LOS A	0.3	2.4	0.28	0.37	0.28	50.9
Approach		274	0.4	274	0.4	0.176	3.7	LOS A	0.3	2.4	0.28	0.38	0.28	45.3
North: The Esplanade (N)														
7	L2	48	0.0	48	0.0	0.051	3.8	LOS A	0.1	0.6	0.39	0.46	0.39	46.7
8	T1	74	1.6	74	1.6	0.096	3.0	LOS A	0.2	1.2	0.38	0.47	0.38	47.4
9	R2	44	0.0	44	0.0	0.096	8.4	LOS A	0.2	1.2	0.38	0.47	0.38	37.7
9u	U	1	0.0	1	0.0	0.096	10.4	LOS A	0.2	1.2	0.38	0.47	0.38	37.7
Approach		168	0.7	168	0.7	0.096	4.7	LOS A	0.2	1.2	0.38	0.47	0.38	45.8
West: Morgan Street (W)														
10	L2	54	0.0	54	0.0	0.060	3.4	LOS A	0.1	0.7	0.28	0.40	0.28	42.6
11	T1	234	0.0	234	0.0	0.182	2.5	LOS A	0.3	2.4	0.26	0.33	0.26	49.1
12	R2	16	0.0	16	0.0	0.182	7.9	LOS A	0.3	2.4	0.26	0.33	0.26	49.9
12u	U	8	0.0	8	0.0	0.182	9.9	LOS A	0.3	2.4	0.26	0.33	0.26	42.6
Approach		312	0.0	312	0.0	0.182	3.1	LOS A	0.3	2.4	0.27	0.34	0.27	48.5
All Vehicles		848	0.4	848	0.4	0.182	3.9	LOS A	0.3	2.4	0.30	0.39	0.30	46.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker (Site Folder: Existing 10 Year Growth)]

Network: N101 [PM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Morgan Street / Docker Street
Existing Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	13	0.0	13	0.0	0.007	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	476	1.8	476	1.8	0.247	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	198	0.0	198	0.0	0.438	13.3	LOS A	0.8	5.9	0.70	0.95	0.99	36.9
Approach		688	1.2	688	1.2	0.438	4.0	NA	0.8	5.9	0.20	0.28	0.28	45.2
East: Morgan Street (E)														
4	L2	250	0.5	250	0.5	0.188	5.4	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	22	0.0	22	0.0	0.530	86.9	LOS F[11]	0.7	4.8	0.97	1.05	1.24	19.0
6	R2	8	0.0	8	0.0	0.530	115.1	LOS F[11]	0.7	4.8	0.97	1.05	1.24	9.4
Approach		280	0.4	280	0.4	0.530	15.0	LOS B	0.7	4.8	0.10	0.58	0.13	39.6
North: Docker Street (N)														
7	L2	34	0.0	34	0.0	0.018	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	625	0.6	625	0.6	0.190	0.5	LOS A	0.3	1.8	0.08	0.03	0.08	49.2
9	R2	31	0.0	31	0.0	0.190	9.3	LOS A	0.3	1.8	0.19	0.07	0.19	47.8
Approach		690	0.5	690	0.5	0.190	1.1	NA	0.3	1.8	0.08	0.05	0.08	48.9
West: Bolton Street (W)														
10	L2	42	0.0	42	0.0	0.206	5.5	LOS A	0.2	1.4	0.00	0.51	0.00	34.6
11	T1	23	0.0	23	0.0	1.032	223.8	LOS F[11]	2.5	17.3	0.52	1.02	1.51	6.9
12	R2	20	0.0	20	0.0	1.032	460.8	LOS F[11]	2.5	17.3	1.00	1.49	2.93	7.2
Approach		85	0.0	85	0.0	1.032	172.9	LOS F[11]	2.5	17.3	0.38	0.88	1.11	10.4
All Vehicles		1742	0.8	1742	0.8	1.032	12.9	NA	2.5	17.3	0.15	0.27	0.22	39.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray (Site Folder: Existing 10 Year Growth)]

Network: N101 [PM Surrounding Site (Network Folder: Existing with 10 year Growth)]

Forsyth Street / Murray Street
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	48	0.0	48	0.0	0.054	4.2	LOS A	0.1	0.6	0.44	0.52	0.44	38.8
2	T1	74	0.0	74	0.0	0.095	3.2	LOS A	0.2	1.1	0.42	0.49	0.42	47.3
3	R2	34	0.0	34	0.0	0.095	8.6	LOS A	0.2	1.1	0.42	0.49	0.42	48.1
3u	U	5	0.0	5	0.0	0.095	10.6	LOS A	0.2	1.1	0.42	0.49	0.42	37.4
Approach		161	0.0	161	0.0	0.095	4.8	LOS A	0.2	1.1	0.43	0.50	0.43	46.2
East: Forsyth Street (E)														
4	L2	30	0.0	30	0.0	0.121	3.6	LOS A	0.2	1.7	0.42	0.39	0.42	44.6
5	T1	241	0.5	241	0.5	0.121	3.2	LOS A	0.2	1.7	0.43	0.40	0.43	44.4
6	R2	8	0.0	8	0.0	0.121	8.7	LOS A	0.2	1.6	0.43	0.41	0.43	49.3
6u	U	1	0.0	1	0.0	0.121	10.8	LOS A	0.2	1.6	0.43	0.41	0.43	50.7
Approach		281	0.4	281	0.4	0.121	3.5	LOS A	0.2	1.7	0.43	0.40	0.43	44.7
North: The Esplanade (N)														
7	L2	11	0.0	11	0.0	0.013	3.8	LOS A	0.0	0.1	0.36	0.43	0.36	47.7
8	T1	106	0.0	106	0.0	0.241	2.9	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9	R2	208	0.6	208	0.6	0.241	8.3	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9u	U	1	0.0	1	0.0	0.241	10.3	LOS A	0.4	3.1	0.37	0.56	0.37	49.3
Approach		325	0.4	325	0.4	0.241	6.4	LOS A	0.4	3.1	0.36	0.55	0.36	42.7
West: Forsyth Street (W)														
10	L2	50	0.0	50	0.0	0.105	2.9	LOS A	0.2	1.4	0.25	0.31	0.25	47.5
11	T1	205	3.5	205	3.5	0.105	2.4	LOS A	0.2	1.4	0.25	0.33	0.25	49.1
12	R2	18	0.0	18	0.0	0.105	7.9	LOS A	0.2	1.4	0.25	0.35	0.25	41.5
12u	U	4	0.0	4	0.0	0.105	9.9	LOS A	0.2	1.4	0.25	0.35	0.25	41.5
Approach		277	2.6	277	2.6	0.105	3.0	LOS A	0.2	1.4	0.25	0.33	0.25	48.5
All Vehicles		1044	0.9	1044	0.9	0.241	4.4	LOS A	0.4	3.1	0.36	0.44	0.36	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Edward/Best (Site Folder: Existing 10 Year Growth)]

Network: N101 [AM Best Street (Network Folder: Existing with 10 year Growth)]

Edward Street / Best Street
Existing Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	190	6.3	190	6.3	0.315	21.1	LOS B	3.0	22.1	0.78	0.76	0.78	40.5
2	T1	491	2.0	491	2.0	* 0.750	40.5	LOS C	13.0	92.1	0.93	0.84	0.98	23.8
3	R2	220	1.6	220	1.6	0.750	46.0	LOS D	13.0	92.1	0.97	0.87	1.00	32.6
Approach		900	2.8	900	2.8	0.750	37.8	LOS C	13.0	92.1	0.91	0.83	0.95	30.1
East: Edward Street (E)														
4	L2	71	15.3	71	15.3	0.139	36.9	LOS C	1.8	13.9	0.76	0.74	0.76	34.9
5	T1	584	19.5	584	19.5	0.603	35.6	LOS C	8.1	66.6	0.82	0.70	0.82	37.9
6	R2	65	5.6	65	5.6	0.695	69.3	LOS E[11]	2.4	17.7	1.00	0.82	1.18	18.6
Approach		720	17.8	720	17.8	0.695	38.7	LOS C	8.1	66.6	0.83	0.71	0.84	35.8
North: Best Street (N)														
7	L2	41	0.0	41	0.0	0.087	39.8	LOS C	1.1	7.5	0.80	0.71	0.80	30.9
8	T1	299	5.2	299	5.2	* 0.739	53.6	LOS D	7.0	51.1	1.00	0.89	1.10	25.8
9	R2	96	3.8	96	3.8	0.739	58.4	LOS E[11]	7.0	51.1	1.00	0.89	1.10	26.4
Approach		436	4.4	436	4.4	0.739	53.3	LOS D	7.0	51.1	0.98	0.87	1.07	26.3
West: Edward Street (W)														
10	L2	96	3.8	96	3.8	0.749	44.9	LOS D	12.6	94.9	0.92	0.83	0.95	26.0
11	T1	685	9.8	685	9.8	* 0.749	38.7	LOS C	12.6	94.9	0.89	0.80	0.92	36.5
12	R2	74	3.2	74	3.2	* 0.786	71.1	LOS F[11]	2.8	20.3	1.00	0.88	1.32	26.4
Approach		856	8.6	856	8.6	0.786	42.2	LOS C	12.6	94.9	0.91	0.81	0.96	34.5
All Vehicles		2911	8.5	2911	8.5	0.786	41.6	LOS C	13.0	94.9	0.90	0.80	0.94	32.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	74	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											

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P2	Full	52	51.8	LOS E[12]	0.2	0.2	0.95	0.95	223.2	222.8	1.00
North: Best Street (N)											
P3	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)											
P4	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	221.3	220.5	1.00
All Pedestrians		164	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Morgan (Site Folder: Existing 10 Year Growth)]

Network: N101 [AM Best Street (Network Folder: Existing with 10 year Growth)]

Best Street / Morgan
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	61	0.0	61	0.0	0.295	4.8	LOS A	0.6	3.9	0.31	0.49	0.31	45.4
2	T1	479	2.8	479	2.8	0.295	4.5	LOS A	0.6	3.9	0.31	0.52	0.31	40.0
3	R2	104	2.3	104	2.3	0.295	8.2	LOS A	0.5	3.9	0.31	0.56	0.31	45.7
3u	U	17	7.1	17	7.1	0.295	10.0	LOS A	0.5	3.9	0.31	0.56	0.31	39.0
Approach		661	2.5	661	2.5	0.295	5.2	LOS A	0.6	3.9	0.31	0.52	0.31	42.4
East: Morgan Street (E)														
4	L2	90	1.3	90	1.3	0.114	5.6	LOS A	0.2	1.3	0.46	0.63	0.46	43.4
5	T1	166	0.7	166	0.7	0.197	4.7	LOS A	0.4	2.5	0.46	0.58	0.46	46.6
6	R2	38	0.0	38	0.0	0.197	8.4	LOS A	0.4	2.5	0.46	0.58	0.46	42.9
6u	U	1	0.0	1	0.0	0.197	10.1	LOS A	0.4	2.5	0.46	0.58	0.46	47.2
Approach		295	0.8	295	0.8	0.197	5.5	LOS A	0.4	2.5	0.46	0.60	0.46	45.6
North: Best Street (N)														
7	L2	74	4.8	74	4.8	0.208	5.3	LOS A	0.4	2.8	0.48	0.59	0.48	44.3
8	T1	306	5.5	306	5.5	0.208	5.0	LOS A	0.4	2.8	0.48	0.59	0.48	36.2
9	R2	26	0.0	26	0.0	0.208	8.6	LOS A	0.4	2.8	0.48	0.60	0.48	45.2
9u	U	2	0.0	2	0.0	0.208	10.3	LOS A	0.4	2.8	0.48	0.60	0.48	36.0
Approach		409	5.0	409	5.0	0.208	5.3	LOS A	0.4	2.8	0.48	0.59	0.48	40.1
West: Morgan Street (W)														
10	L2	55	0.0	55	0.0	0.190	5.6	LOS A	0.4	2.6	0.53	0.62	0.53	43.0
11	T1	270	0.0	270	0.0	0.190	5.4	LOS A	0.4	2.6	0.53	0.64	0.53	46.5
12	R2	38	3.1	38	3.1	0.190	9.2	LOS A	0.4	2.6	0.53	0.65	0.53	42.3
12u	U	1	0.0	1	0.0	0.190	10.8	LOS A	0.4	2.6	0.53	0.65	0.53	46.9
Approach		365	0.3	365	0.3	0.190	5.8	LOS A	0.4	2.6	0.53	0.64	0.53	45.9
All Vehicles		1730	2.4	1730	2.4	0.295	5.4	LOS A	0.6	3.9	0.42	0.58	0.42	43.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth (Site Folder: Existing 10 Year Growth)]

Network: N101 [AM Best Street (Network Folder: Existing with 10 year Growth)]

Best Street / Forsyth Street
Existing Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	25	4.8	25	4.8	0.227	4.2	LOS A	0.4	3.1	0.27	0.43	0.27	45.1
2	T1	430	2.5	430	2.5	0.227	3.9	LOS A	0.4	3.1	0.28	0.47	0.28	46.1
3	R2	109	1.1	109	1.1	0.227	7.6	LOS A	0.4	3.1	0.28	0.52	0.28	45.5
3u	U	4	0.0	4	0.0	0.227	9.2	LOS A	0.4	3.1	0.28	0.52	0.28	36.6
Approach		568	2.3	568	2.3	0.227	4.6	LOS A	0.4	3.1	0.28	0.48	0.28	45.9
East: Forsyth Street (E)														
4	L2	48	5.0	48	5.0	0.072	5.0	LOS A	0.1	0.8	0.42	0.57	0.42	43.6
5	T1	65	5.6	65	5.6	0.072	4.7	LOS A	0.1	0.8	0.42	0.59	0.42	46.6
6	R2	30	0.0	30	0.0	0.072	8.3	LOS A	0.1	0.8	0.42	0.61	0.42	46.2
6u	U	1	0.0	1	0.0	0.072	10.0	LOS A	0.1	0.8	0.42	0.61	0.42	46.9
Approach		144	4.2	144	4.2	0.072	5.6	LOS A	0.1	0.8	0.42	0.59	0.42	45.9
North: Best Street (N)														
7	L2	34	3.6	34	3.6	0.194	5.1	LOS A	0.3	2.5	0.43	0.54	0.43	45.9
8	T1	340	3.9	340	3.9	0.194	4.7	LOS A	0.3	2.5	0.44	0.55	0.44	43.3
9	R2	25	0.0	25	0.0	0.194	8.4	LOS A	0.3	2.5	0.44	0.57	0.44	46.7
9u	U	1	0.0	1	0.0	0.194	10.0	LOS A	0.3	2.5	0.44	0.57	0.44	47.3
Approach		400	3.6	400	3.6	0.194	5.0	LOS A	0.3	2.5	0.44	0.55	0.44	44.0
West: Forsyth Street (W)														
10	L2	43	0.0	43	0.0	0.153	5.4	LOS A	0.2	1.7	0.48	0.60	0.48	45.8
11	T1	216	0.6	216	0.6	0.153	5.2	LOS A	0.2	1.7	0.49	0.62	0.49	46.7
12	R2	28	8.7	28	8.7	0.153	9.2	LOS A	0.2	1.7	0.49	0.64	0.49	42.6
12u	U	1	0.0	1	0.0	0.153	10.6	LOS A	0.2	1.7	0.49	0.64	0.49	47.0
Approach		288	1.3	288	1.3	0.153	5.6	LOS A	0.2	1.7	0.49	0.62	0.49	46.3
All Vehicles		1399	2.7	1399	2.7	0.227	5.0	LOS A	0.4	3.1	0.38	0.54	0.38	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Edward/Best (Site Folder: Existing 10 Year Growth)]

Network: N101 [PM Best Street (Network Folder: Existing with 10 year Growth)]

Edward Street / Best Street
Existing Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	89	0.0	89	0.0	0.219	24.5	LOS B	1.3	9.0	0.86	0.74	0.86	39.2
2	T1	307	0.8	307	0.8	* 0.864	58.1	LOS E[11]	9.2	64.6	1.00	1.04	1.33	19.5
3	R2	169	0.0	169	0.0	0.864	63.0	LOS E[11]	9.2	64.6	1.00	1.02	1.31	28.3
Approach		565	0.4	565	0.4	0.864	54.3	LOS D	9.2	64.6	0.98	0.99	1.25	25.4
East: Edward Street (E)														
4	L2	203	1.2	203	1.2	0.367	38.2	LOS C	5.3	37.2	0.83	0.79	0.83	34.5
5	T1	830	5.5	830	5.5	* 0.841	42.4	LOS C	13.4	98.2	0.91	0.88	1.04	35.4
6	R2	79	0.0	79	0.0	0.670	64.5	LOS E[11]	2.8	19.4	1.00	0.82	1.13	19.5
Approach		1112	4.3	1112	4.3	0.841	43.2	LOS D	13.4	98.2	0.90	0.86	1.01	34.2
North: Best Street (N)														
7	L2	43	0.0	43	0.0	0.061	27.4	LOS B	0.9	6.2	0.66	0.68	0.66	35.7
8	T1	602	0.0	602	0.0	* 0.862	50.0	LOS D	15.3	107.6	1.00	1.02	1.21	26.6
9	R2	241	0.5	241	0.5	0.862	54.9	LOS D	15.3	107.6	1.00	1.00	1.20	27.2
Approach		887	0.1	887	0.1	0.862	50.2	LOS D	15.3	107.6	0.98	1.00	1.18	27.1
West: Edward Street (W)														
10	L2	71	1.7	71	1.7	0.791	45.7	LOS D	13.6	99.0	0.95	0.87	1.00	25.9
11	T1	758	5.5	758	5.5	0.791	39.5	LOS C	13.6	99.0	0.91	0.84	0.98	36.3
12	R2	91	0.0	91	0.0	* 0.772	66.6	LOS E[11]	3.3	22.9	1.00	0.88	1.27	27.3
Approach		920	4.7	920	4.7	0.791	42.6	LOS D	13.6	99.0	0.92	0.85	1.01	34.6
All Vehicles		3485	2.7	3485	2.7	0.864	46.6	LOS D	15.3	107.6	0.94	0.91	1.09	31.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	24	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											

P2	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											
P3	Full	19	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)											
P4	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians		60	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Best/Morgan (Site Folder: Existing 10 Year Growth)]

Network: N101 [PM Best Street (Network Folder: Existing with 10 year Growth)]

Best Street / Morgan
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	47	0.0	47	0.0	0.231	5.3	LOS A	0.4	3.0	0.36	0.53	0.36	45.2
2	T1	288	1.7	288	1.7	0.231	4.9	LOS A	0.4	3.0	0.36	0.56	0.36	39.3
3	R2	122	0.0	122	0.0	0.231	8.6	LOS A	0.4	3.0	0.36	0.63	0.36	45.0
3u	U	13	0.0	13	0.0	0.231	10.3	LOS A	0.4	3.0	0.36	0.63	0.36	37.7
Approach		470	1.0	470	1.0	0.231	6.1	LOS A	0.4	3.0	0.36	0.58	0.36	42.5
East: Morgan Street (E)														
4	L2	239	0.0	239	0.0	0.298	6.3	LOS A	0.5	3.8	0.61	0.79	0.61	42.7
5	T1	220	1.1	220	1.1	0.339	5.7	LOS A	0.7	4.6	0.61	0.71	0.61	46.0
6	R2	79	3.0	79	3.0	0.339	9.4	LOS A	0.7	4.6	0.61	0.71	0.61	41.8
6u	U	2	0.0	2	0.0	0.339	11.0	LOS A	0.7	4.6	0.61	0.71	0.61	46.6
Approach		540	0.9	540	0.9	0.339	6.5	LOS A	0.7	4.6	0.61	0.74	0.61	44.5
North: Best Street (N)														
7	L2	38	0.0	38	0.0	0.345	5.6	LOS A	0.7	4.9	0.54	0.61	0.54	44.1
8	T1	598	0.2	598	0.2	0.345	5.3	LOS A	0.7	4.9	0.55	0.62	0.55	35.8
9	R2	44	0.0	44	0.0	0.345	9.0	LOS A	0.7	4.9	0.55	0.64	0.55	45.0
9u	U	1	0.0	1	0.0	0.345	10.7	LOS A	0.7	4.9	0.55	0.64	0.55	35.5
Approach		682	0.2	682	0.2	0.345	5.6	LOS A	0.7	4.9	0.55	0.62	0.55	38.1
West: Morgan Street (W)														
10	L2	34	0.0	34	0.0	0.189	5.3	LOS A	0.4	2.6	0.49	0.58	0.49	43.2
11	T1	318	0.8	318	0.8	0.189	5.0	LOS A	0.4	2.6	0.49	0.59	0.49	46.7
12	R2	30	0.0	30	0.0	0.189	8.8	LOS A	0.4	2.6	0.49	0.61	0.49	42.7
12u	U	1	0.0	1	0.0	0.189	10.4	LOS A	0.4	2.6	0.49	0.61	0.49	47.1
Approach		383	0.6	383	0.6	0.189	5.4	LOS A	0.4	2.6	0.49	0.59	0.49	46.3
All Vehicles		2075	0.6	2075	0.6	0.345	5.9	LOS A	0.7	4.9	0.51	0.64	0.51	43.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth (Site Folder: Existing 10 Year Growth)]

Network: N101 [PM Best Street (Network Folder: Existing with 10 year Growth)]

Best Street / Forsyth Street
Existing Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	11.1	22	11.1	0.194	5.3	LOS A	0.4	2.6	0.45	0.54	0.45	44.2
2	T1	292	1.6	292	1.6	0.194	4.7	LOS A	0.4	2.6	0.45	0.57	0.45	45.4
3	R2	86	0.0	86	0.0	0.194	8.4	LOS A	0.4	2.5	0.45	0.62	0.45	44.8
3u	U	1	0.0	1	0.0	0.194	10.1	LOS A	0.4	2.5	0.45	0.62	0.45	35.2
Approach		401	1.8	401	1.8	0.194	5.6	LOS A	0.4	2.6	0.45	0.58	0.45	45.2
East: Forsyth Street (E)														
4	L2	169	0.0	169	0.0	0.243	5.6	LOS A	0.4	3.0	0.54	0.68	0.54	43.1
5	T1	214	0.6	214	0.6	0.243	5.4	LOS A	0.4	3.0	0.54	0.68	0.54	46.3
6	R2	64	0.0	64	0.0	0.243	9.1	LOS A	0.4	3.0	0.54	0.68	0.54	46.1
6u	U	1	0.0	1	0.0	0.243	10.8	LOS A	0.4	3.0	0.54	0.68	0.54	46.7
Approach		448	0.3	448	0.3	0.243	6.0	LOS A	0.4	3.0	0.54	0.68	0.54	45.5
North: Best Street (N)														
7	L2	44	2.7	44	2.7	0.282	5.0	LOS A	0.5	3.8	0.43	0.53	0.43	45.9
8	T1	486	0.2	486	0.2	0.282	4.6	LOS A	0.5	3.8	0.44	0.56	0.44	43.2
9	R2	77	1.6	77	1.6	0.282	8.3	LOS A	0.5	3.8	0.44	0.58	0.44	46.5
9u	U	4	0.0	4	0.0	0.282	10.0	LOS A	0.5	3.8	0.44	0.58	0.44	47.2
Approach		611	0.6	611	0.6	0.282	5.1	LOS A	0.5	3.8	0.44	0.56	0.44	44.2
West: Forsyth Street (W)														
10	L2	36	3.3	36	3.3	0.129	5.2	LOS A	0.2	1.5	0.45	0.56	0.45	45.9
11	T1	198	1.2	198	1.2	0.129	4.8	LOS A	0.2	1.5	0.45	0.58	0.45	46.8
12	R2	20	0.0	20	0.0	0.129	8.5	LOS A	0.2	1.5	0.46	0.59	0.46	42.9
12u	U	1	100.0	1	100.0	0.129	13.0	LOS A	0.2	1.5	0.46	0.59	0.46	45.8
Approach		256	1.9	256	1.9	0.129	5.2	LOS A	0.2	1.5	0.45	0.58	0.45	46.5
All Vehicles		1715	1.0	1715	1.0	0.282	5.5	LOS A	0.5	3.8	0.47	0.60	0.47	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) (Site Folder: Existing 10 Year Growth)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Existing with 10 year Growth)]

Edward Street / Docker Street
Existing Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	102	5.9	102	5.9	* 0.673	37.1	LOS C	8.2	59.0	0.95	0.83	0.96	35.5
2	T1	580	1.4	580	1.4	0.673	32.4	LOS C	8.5	60.2	0.95	0.82	0.96	34.5
3	R2	278	2.6	278	2.6	0.573	35.8	LOS C	6.6	47.2	0.92	0.82	0.92	25.5
Approach		960	2.3	960	2.3	0.673	33.9	LOS C	8.5	60.2	0.94	0.82	0.95	32.6
East: Edward Street (E)														
4	L2	118	10.2	118	10.2	0.530	27.5	LOS B	6.0	46.7	0.71	0.67	0.71	33.9
5	T1	546	15.2	546	15.2	0.530	18.4	LOS B	6.0	46.7	0.67	0.60	0.67	40.6
6	R2	107	9.0	107	9.0	0.762	52.8	LOS D	3.2	24.2	1.00	0.94	1.31	24.2
Approach		770	13.6	770	13.6	0.762	24.5	LOS B	6.0	46.7	0.72	0.66	0.77	36.1
North: Docker Street (N)														
7	L2	60	8.0	60	8.0	0.554	42.2	LOS C	4.5	32.4	0.96	0.79	0.96	24.4
8	T1	306	2.0	306	2.0	0.554	37.5	LOS C	4.8	34.1	0.96	0.79	0.96	32.9
9	R2	224	2.1	224	2.1	* 0.690	44.1	LOS D	6.0	42.6	0.99	0.86	1.06	32.5
Approach		590	2.6	590	2.6	0.690	40.5	LOS C	6.0	42.6	0.97	0.81	1.00	32.1
West: Edward Street (W)														
10	L2	259	2.8	259	2.8	* 0.670	32.2	LOS C	9.9	72.2	0.90	0.82	0.90	37.4
11	T1	607	9.5	607	9.5	0.670	26.6	LOS B	10.1	76.1	0.90	0.80	0.90	31.8
12	R2	169	2.1	169	2.1	0.801	50.2	LOS D	5.1	36.5	1.00	0.98	1.31	31.1
Approach		1036	6.6	1036	6.6	0.801	31.9	LOS C	10.1	76.1	0.92	0.83	0.97	33.4
All Vehicles		3356	6.3	3356	6.3	0.801	32.3	LOS C	10.1	76.1	0.89	0.79	0.92	33.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											

P2	Full	38	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
North: Docker Street (N)											
P3	Full	25	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)											
P4	Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
All Pedestrians		100	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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: 101 [AM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Existing 10 Year Growth)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Existing with 10 year Growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
Approach		59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
East: Edward Street (E)														
4	L2	79	0.0	79	0.0	0.219	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
5	T1	702	15.2	702	15.2	0.219	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.6
Approach		781	13.7	781	13.7	0.219	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
West: Edward Street (W)														
11	T1	895	7.8	895	7.8	0.243	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	178	0.7	178	0.7	0.291	11.2	LOS A	0.4	3.1	0.66	0.88	0.73	45.0
Approach		1073	6.6	1073	6.6	0.291	1.9	NA	0.4	3.1	0.11	0.15	0.12	52.1
All Vehicles		1913	9.3	1913	9.3	0.291	1.5	NA	0.4	3.1	0.07	0.13	0.08	53.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Murray (Future Signals) (Site Folder: Existing 10 Year Growth)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Existing with 10 year Growth)]

Edward Street / Murray Street with future signals
Existing Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	43	0.0	43	0.0	0.240	42.4	LOS C	1.6	11.3	0.92	0.73	0.92	23.8
2	T1	22	5.6	22	5.6	* 0.240	37.9	LOS C	1.6	11.3	0.92	0.73	0.92	34.1
3	R2	14	0.0	14	0.0	0.072	43.4	LOS D	0.4	2.5	0.91	0.68	0.91	31.2
Approach		79	1.5	79	1.5	0.240	41.4	LOS C	1.6	11.3	0.92	0.72	0.92	28.7
East: Edward Street (E)														
4	L2	29	4.2	29	4.2	0.294	10.3	LOS A	3.5	27.7	0.38	0.36	0.38	50.1
5	T1	727	14.7	727	14.7	0.294	4.7	LOS A	3.5	27.7	0.38	0.35	0.38	51.8
6	R2	54	2.2	54	2.2	0.145	12.5	LOS A	0.6	4.2	0.41	0.68	0.41	45.6
Approach		810	13.5	810	13.5	0.294	5.4	LOS A	3.5	27.8	0.38	0.37	0.38	50.8
North: Murray Street (N)														
7	L2	44	0.0	44	0.0	0.207	42.2	LOS C	1.3	9.6	0.92	0.73	0.92	33.2
8	T1	11	11.1	11	11.1	0.207	37.7	LOS C	1.3	9.6	0.92	0.73	0.92	31.9
9	R2	11	0.0	11	0.0	0.056	43.3	LOS D	0.3	1.9	0.91	0.67	0.91	23.1
Approach		66	1.8	66	1.8	0.207	41.7	LOS C	1.3	9.6	0.92	0.72	0.92	31.7
West: Edward Street (W)														
10	L2	73	0.0	73	0.0	0.333	9.3	LOS A	3.1	22.7	0.28	0.32	0.28	46.5
11	T1	815	8.5	815	8.5	* 0.333	4.4	LOS A	4.3	32.3	0.34	0.33	0.34	53.5
12	R2	20	0.0	20	0.0	0.047	12.0	LOS A	0.2	1.6	0.43	0.66	0.43	40.8
Approach		908	7.7	908	7.7	0.333	4.9	LOS A	4.3	32.3	0.34	0.34	0.34	52.5
All Vehicles		1864	9.7	1864	9.7	0.333	8.0	LOS A	4.3	32.3	0.40	0.38	0.40	48.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											

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P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											
P3	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)											
P4	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians		240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Edward/Docker (Future Layout) (Site Folder: Existing 10 Year Growth)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Existing with 10 year Growth)]

Edward Street / Docker Street
Existing Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	83	1.4	83	1.4	0.292	19.8	LOS B	4.3	30.3	0.65	0.61	0.65	42.7
2	T1	449	1.9	449	1.9	0.292	15.2	LOS B	4.4	31.0	0.65	0.57	0.65	41.1
3	R2	283	1.3	283	1.3	0.758	35.1	LOS C	7.5	52.9	0.92	0.91	1.06	25.8
Approach		815	1.6	815	1.6	0.758	22.6	LOS B	7.5	52.9	0.74	0.70	0.79	36.6
East: Edward Street (E)														
4	L2	197	2.4	197	2.4	0.677	30.3	LOS C	10.4	75.3	0.85	0.78	0.85	32.6
5	T1	786	5.0	786	5.0	0.677	24.3	LOS B	10.4	75.3	0.83	0.75	0.83	36.9
6	R2	127	0.0	127	0.0	* 0.512	30.2	LOS C	2.5	17.7	1.00	0.79	1.00	31.4
Approach		1110	4.0	1110	4.0	0.677	26.1	LOS B	10.4	75.6	0.86	0.76	0.86	35.3
North: Docker Street (N)														
7	L2	44	2.7	44	2.7	0.289	19.2	LOS B	4.2	29.6	0.63	0.57	0.63	35.4
8	T1	488	0.2	488	0.2	0.289	14.9	LOS B	4.3	30.5	0.64	0.56	0.64	41.4
9	R2	365	0.7	365	0.7	* 0.975	98.2	LOS F[11]	18.2	128.3	1.00	1.38	1.99	22.0
Approach		898	0.5	898	0.5	0.975	49.0	LOS D	18.2	128.3	0.79	0.89	1.19	30.1
West: Edward Street (W)														
10	L2	154	1.6	154	1.6	* 0.805	45.0	LOS D	10.1	73.1	1.00	0.96	1.16	33.4
11	T1	575	6.3	575	6.3	0.805	39.4	LOS C	10.3	75.9	1.00	0.96	1.16	26.2
12	R2	126	1.0	126	1.0	0.840	57.7	LOS E[11]	4.1	29.0	1.00	1.03	1.51	29.3
Approach		854	4.6	854	4.6	0.840	43.1	LOS D	10.3	75.9	1.00	0.97	1.21	28.5
All Vehicles		3677	2.8	3677	2.8	0.975	34.9	LOS C	18.2	128.3	0.85	0.83	1.00	32.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											

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P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06
North: Docker Street (N)											
P3	Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)											
P4	Full	20	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians		116	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Existing 10 Year Growth)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Existing with 10 year Growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	205	0.0	205	0.0	0.240	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
Approach		205	0.0	205	0.0	0.240	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
East: Edward Street (E)														
4	L2	78	0.0	78	0.0	0.274	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.2
5	T1	958	4.8	958	4.8	0.274	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
Approach		1036	4.4	1036	4.4	0.274	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
West: Edward Street (W)														
11	T1	870	4.7	870	4.7	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	61	0.0	61	0.0	0.133	12.7	LOS A	0.2	1.1	0.71	0.88	0.71	43.9
Approach		931	4.4	931	4.4	0.231	0.9	NA	0.2	1.1	0.05	0.06	0.05	55.3
All Vehicles		2172	4.0	2172	4.0	0.274	1.3	NA	0.4	2.8	0.07	0.12	0.07	54.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Murray (Future Signals) (Site Folder: Existing 10 Year Growth)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Existing with 10 year Growth)]

Edward Street / Murray Street with future signals
Existing Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	30	4.0	30	4.0	0.162	41.9	LOS C	1.0	7.5	0.91	0.71	0.91	24.0
2	T1	13	0.0	13	0.0	0.162	37.3	LOS C	1.0	7.5	0.91	0.71	0.91	34.3
3	R2	18	0.0	18	0.0	0.108	46.0	LOS D	0.5	3.2	0.94	0.69	0.94	30.5
Approach		61	2.0	61	2.0	0.162	42.1	LOS C	1.0	7.5	0.92	0.71	0.92	28.8
East: Edward Street (E)														
4	L2	22	0.0	22	0.0	0.386	10.6	LOS A	5.4	39.0	0.41	0.39	0.41	50.1
5	T1	1034	4.3	1034	4.3	* 0.386	5.1	LOS A	5.4	39.1	0.41	0.38	0.41	51.3
6	R2	31	0.0	31	0.0	0.076	11.3	LOS A	0.3	2.1	0.37	0.65	0.37	46.3
Approach		1087	4.1	1087	4.1	0.386	5.4	LOS A	5.4	39.1	0.41	0.39	0.41	51.0
North: Murray Street (N)														
7	L2	67	0.0	67	0.0	0.370	43.3	LOS D	2.5	17.8	0.95	0.76	0.95	33.1
8	T1	34	0.0	34	0.0	* 0.370	38.8	LOS C	2.5	17.8	0.95	0.76	0.95	31.8
9	R2	16	0.0	16	0.0	0.075	42.5	LOS C	0.4	2.7	0.90	0.69	0.90	23.3
Approach		116	0.0	116	0.0	0.370	41.9	LOS C	2.5	17.8	0.94	0.75	0.94	31.7
West: Edward Street (W)														
10	L2	42	2.9	42	2.9	0.317	8.7	LOS A	2.4	17.8	0.23	0.25	0.23	47.5
11	T1	821	4.8	821	4.8	0.317	3.4	LOS A	2.8	20.6	0.25	0.24	0.25	55.0
12	R2	14	8.3	14	8.3	0.050	12.5	LOS A	0.1	0.9	0.33	0.64	0.33	40.4
Approach		877	4.8	877	4.8	0.317	3.8	LOS A	2.8	20.6	0.25	0.25	0.25	54.3
All Vehicles		2142	4.1	2142	4.1	0.386	7.8	LOS A	5.4	39.1	0.39	0.36	0.39	48.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											

P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											
P3	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)											
P4	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians		240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade (Site Folder: Existing 10 Year Growth)]

Ivan Jack Drive / The Esplande
Existing Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	52	0.0	0.109	4.6	LOS A	0.0	0.0	0.00	0.14	0.00	48.7
2	T1	304	6	365	2.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.6
Approach		347	6	416	1.7	0.109	0.6	NA	0.0	0.0	0.00	0.07	0.00	49.5
North: Ivan Jack Drive (N)														
8	T1	465	2	558	0.4	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
9	R2	149	0	179	0.0	0.189	6.7	LOS A	0.8	5.6	0.48	0.68	0.48	45.4
Approach		614	2	737	0.3	0.189	1.7	NA	0.8	5.6	0.12	0.16	0.12	48.8
West: The Esplanade (W)														
10	L2	80	0	96	0.0	0.083	5.1	LOS A	0.3	2.2	0.26	0.51	0.26	46.5
12	R2	22	0	26	0.0	0.207	36.2	LOS E[11]	0.7	4.6	0.88	1.02	0.93	33.6
Approach		102	0	122	0.0	0.207	11.8	LOS B	0.7	4.6	0.39	0.62	0.40	43.0
All Vehicles		1063	8	1276	0.8	0.207	2.3	NA	0.8	5.6	0.11	0.18	0.11	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Ivan Jack/Esplanade (Site Folder: Existing 10 Year Growth)]

Ivan Jack Drive / The Esplande
Existing Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	26	4.5	0.125	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	378	8	454	2.1	0.125	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		400	9	480	2.3	0.125	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	318	10	382	3.1	0.100	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	95	0.0	0.108	6.9	LOS A	0.4	3.0	0.49	0.68	0.49	45.3
Approach		397	10	476	2.5	0.108	1.4	NA	0.4	3.0	0.10	0.13	0.10	48.9
West: The Esplanade (W)														
10	L2	144	0	173	0.0	0.159	5.5	LOS A	0.6	4.3	0.33	0.55	0.33	46.4
12	R2	16	2	19	12.5	0.123	29.3	LOS D	0.4	3.0	0.83	1.00	0.83	35.9
Approach		160	2	192	1.3	0.159	7.9	LOS A	0.6	4.3	0.38	0.59	0.38	45.1
All Vehicles		957	21	1148	2.2	0.159	2.0	NA	0.6	4.3	0.10	0.17	0.10	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Future with 10 year Growth)]

Forsyth Street / Docker Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	316	5.7	315	5.7	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	288	1.7	287	1.7	0.471	10.3	LOS A	1.1	7.8	0.60	0.91	0.86	31.8
Approach		604	3.8	602 N1	3.8	0.471	4.9	NA	1.1	7.8	0.29	0.43	0.41	44.1
East: Forsyth Street (E)														
4	L2	376	1.9	376	1.9	0.285	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	26	0.0	26	0.0	0.134	21.7	LOS B	0.2	1.2	0.82	0.91	0.82	35.7
Approach		403	1.8	403	1.8	0.285	6.1	LOS A	0.2	1.2	0.05	0.55	0.05	39.5
North: Docker Street (N)														
7	L2	89	2.7	89	2.7	0.049	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	351	2.4	351	2.4	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		440	2.5	440	2.5	0.091	0.9	NA	0.0	0.0	0.00	0.11	0.00	48.8
All Vehicles		1446	2.8	1445 N1	2.8	0.471	4.0	NA	1.1	7.8	0.14	0.37	0.19	44.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Future with 10 year Growth)]

Morgan Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	28	4.3	28	4.3	0.036	4.5	LOS A	0.1	0.4	0.43	0.49	0.43	44.6
2	T1	215	0.6	215	0.6	0.204	3.4	LOS A	0.4	2.9	0.43	0.43	0.43	44.0
3	R2	37	0.0	37	0.0	0.204	8.6	LOS A	0.4	2.9	0.43	0.43	0.43	49.1
3u	U	1	0.0	1	0.0	0.204	10.7	LOS A	0.4	2.9	0.43	0.43	0.43	50.6
Approach		281	0.9	281	0.9	0.204	4.2	LOS A	0.4	2.9	0.43	0.43	0.43	45.2
East: Morgan Street (E)														
4	L2	25	0.0	25	0.0	0.027	3.1	LOS A	0.0	0.3	0.25	0.38	0.25	48.1
5	T1	179	0.0	179	0.0	0.198	2.4	LOS A	0.4	2.7	0.24	0.42	0.24	44.1
6	R2	107	0.0	107	0.0	0.198	7.8	LOS A	0.4	2.7	0.24	0.42	0.24	44.1
6u	U	1	0.0	1	0.0	0.198	9.8	LOS A	0.4	2.7	0.24	0.42	0.24	50.6
Approach		313	0.0	313	0.0	0.198	4.4	LOS A	0.4	2.7	0.24	0.42	0.24	44.7
North: The Esplanade (N)														
7	L2	64	1.9	64	1.9	0.059	3.7	LOS A	0.1	0.8	0.42	0.47	0.42	46.6
8	T1	29	4.1	29	4.1	0.056	3.1	LOS A	0.1	0.8	0.41	0.52	0.41	46.6
9	R2	36	3.3	36	3.3	0.056	8.5	LOS A	0.1	0.8	0.41	0.52	0.41	36.4
9u	U	1	0.0	1	0.0	0.056	10.5	LOS A	0.1	0.8	0.41	0.52	0.41	36.4
Approach		131	2.8	131	2.8	0.059	4.9	LOS A	0.1	0.8	0.41	0.50	0.41	45.0
West: Morgan Street (W)														
10	L2	65	0.0	65	0.0	0.085	4.8	LOS A	0.1	1.0	0.46	0.53	0.46	41.2
11	T1	252	0.5	252	0.5	0.246	3.4	LOS A	0.5	3.7	0.47	0.44	0.47	47.9
12	R2	35	3.4	35	3.4	0.246	8.9	LOS A	0.5	3.7	0.47	0.44	0.47	48.6
12u	U	8	0.0	8	0.0	0.246	10.8	LOS A	0.5	3.7	0.47	0.44	0.47	40.5
Approach		361	0.7	361	0.7	0.246	4.4	LOS A	0.5	3.7	0.47	0.46	0.47	47.3
All Vehicles		1086	0.8	1086	0.8	0.246	4.4	LOS A	0.5	3.7	0.39	0.44	0.39	45.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Future with 10 year Growth)]

Morgan Street / Docker Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	593	3.4	593	3.4	0.311	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	393	0.3	393	0.3	0.712	15.4	LOS B	2.5	17.2	0.76	1.20	1.59	35.4
Approach		987	2.2	987	2.2	0.712	6.2	NA	2.5	17.2	0.30	0.48	0.63	42.8
East: Morgan Street (E)														
4	L2	302	0.4	302	0.4	0.229	5.1	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	23	0.0	23	0.0	1.144	524.2	LOS F[11]	4.1	29.7	1.00	1.79	4.11	4.7
6	R2	14	8.3	14	8.3	1.144	579.4	LOS F[11]	4.1	29.7	1.00	1.80	4.13	1.9
Approach		340	0.7	340	0.7	1.144	64.9	LOS E[11]	4.1	29.7	0.11	0.67	0.46	22.9
North: Docker Street (N)														
7	L2	67	1.8	67	1.8	0.037	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	453	2.6	453	2.6	0.126	0.3	LOS A	0.1	0.6	0.03	0.01	0.03	49.6
9	R2	6	21.4	6	21.4	0.126	13.1	LOS A	0.1	0.6	0.07	0.01	0.07	48.3
Approach		526	2.7	526	2.7	0.126	1.0	NA	0.1	0.6	0.03	0.07	0.03	49.0
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.090	5.7	LOS A	0.1	0.7	0.01	0.48	0.01	17.7
11	T1	17	0.0	17	0.0	0.451	123.9	LOS F[11]	0.5	3.6	0.78	0.92	0.91	11.2
12	R2	1	0.0	1	0.0	0.451	296.8	LOS F[11]	0.5	3.6	0.98	1.03	1.13	16.8
Approach		20	0.0	20	0.0	0.451	127.3	LOS F[11]	0.5	3.6	0.75	0.90	0.87	11.9
All Vehicles		1873	2.1	1873	2.1	1.144	16.7	NA	4.1	29.7	0.20	0.40	0.43	36.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [AM Surrounding Site (Network Folder: Future with 10 year Growth)]

Forsyth Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	205	0.0	205	0.0	0.153	3.1	LOS A	0.3	1.8	0.31	0.43	0.31	40.0
2	T1	127	0.9	127	0.9	0.136	2.8	LOS A	0.2	1.6	0.32	0.40	0.32	48.2
3	R2	27	0.0	27	0.0	0.136	8.2	LOS A	0.2	1.6	0.32	0.40	0.32	49.1
3u	U	6	0.0	6	0.0	0.136	10.2	LOS A	0.2	1.6	0.32	0.40	0.32	39.1
Approach		365	0.3	365	0.3	0.153	3.5	LOS A	0.3	1.8	0.32	0.42	0.32	45.6
East: Forsyth Street (E)														
4	L2	25	0.0	25	0.0	0.055	3.1	LOS A	0.1	0.7	0.30	0.33	0.30	45.4
5	T1	111	2.2	111	2.2	0.055	2.6	LOS A	0.1	0.7	0.30	0.33	0.30	45.2
6	R2	2	0.0	2	0.0	0.055	8.1	LOS A	0.1	0.7	0.30	0.33	0.30	49.9
6u	U	1	0.0	1	0.0	0.055	10.1	LOS A	0.1	0.7	0.30	0.33	0.30	51.3
Approach		140	1.7	140	1.7	0.055	2.9	LOS A	0.1	0.7	0.30	0.33	0.30	45.5
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.003	3.9	LOS A	0.0	0.0	0.38	0.41	0.38	47.7
8	T1	64	5.7	64	5.7	0.135	2.9	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9	R2	102	3.5	102	3.5	0.135	8.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9u	U	2	0.0	2	0.0	0.135	10.3	LOS A	0.2	1.7	0.36	0.54	0.36	49.4
Approach		170	4.2	170	4.2	0.135	6.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.8
West: Forsyth Street (W)														
10	L2	115	1.0	115	1.0	0.148	3.0	LOS A	0.3	2.0	0.29	0.36	0.29	47.3
11	T1	252	1.9	251	1.9	0.148	2.6	LOS A	0.3	2.0	0.30	0.35	0.30	49.0
12	R2	14	0.0	14	0.0	0.148	8.1	LOS A	0.3	1.9	0.30	0.34	0.30	41.5
12u	U	2	0.0	2	0.0	0.148	10.1	LOS A	0.3	1.9	0.30	0.34	0.30	41.5
Approach		384	1.6	383 N1	1.6	0.148	3.0	LOS A	0.3	2.0	0.30	0.35	0.30	48.3
All Vehicles		1059	1.6	1058 N1	1.6	0.153	3.7	LOS A	0.3	2.0	0.31	0.40	0.31	46.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [PM Surround Site (Network Folder: Future with 10 year Growth)]

Forsyth Street / Docker Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	334	1.4	332	1.4	0.172	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	202	3.0	201	3.0	0.294	7.6	LOS A	0.5	3.5	0.48	0.72	0.51	35.1
Approach		535	2.0	533 N1	2.0	0.294	2.9	NA	0.5	3.5	0.18	0.27	0.19	46.6
East: Forsyth Street (E)														
4	L2	442	0.3	441	0.3	0.331	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	65	0.0	65	0.0	0.250	18.6	LOS B	0.4	2.5	0.78	0.92	0.87	37.2
Approach		506	0.2	506	0.2	0.331	6.6	LOS A	0.4	2.5	0.10	0.58	0.11	39.4
North: Docker Street (N)														
7	L2	66	1.8	66	1.8	0.036	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	280	0.9	280	0.9	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		346	1.0	346	1.0	0.072	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1388	1.1	1385 N1	1.1	0.331	3.7	NA	0.5	3.5	0.11	0.34	0.11	45.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [PM Surround Site (Network Folder: Future with 10 year Growth)]

Morgan Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	20	0.0	20	0.0	0.026	4.4	LOS A	0.0	0.3	0.43	0.48	0.43	44.6
2	T1	63	0.0	63	0.0	0.084	3.2	LOS A	0.2	1.1	0.40	0.48	0.40	43.3
3	R2	38	3.1	38	3.1	0.084	8.6	LOS A	0.2	1.1	0.40	0.48	0.40	48.6
3u	U	1	0.0	1	0.0	0.084	10.5	LOS A	0.2	1.1	0.40	0.48	0.40	50.0
Approach		123	1.0	123	1.0	0.084	5.2	LOS A	0.2	1.1	0.41	0.48	0.41	45.9
East: Morgan Street (E)														
4	L2	28	0.0	28	0.0	0.031	3.4	LOS A	0.1	0.4	0.30	0.40	0.30	47.9
5	T1	212	0.6	212	0.6	0.208	2.6	LOS A	0.4	2.9	0.30	0.40	0.30	44.3
6	R2	72	0.0	72	0.0	0.208	8.0	LOS A	0.4	2.9	0.30	0.40	0.30	44.3
6u	U	5	0.0	5	0.0	0.208	10.0	LOS A	0.4	2.9	0.30	0.40	0.30	50.7
Approach		317	0.4	317	0.4	0.208	4.0	LOS A	0.4	2.9	0.30	0.40	0.30	44.9
North: The Esplanade (N)														
7	L2	64	0.0	64	0.0	0.066	4.0	LOS A	0.1	0.8	0.44	0.50	0.44	46.5
8	T1	80	1.5	80	1.5	0.105	3.2	LOS A	0.2	1.4	0.43	0.49	0.43	47.2
9	R2	44	0.0	44	0.0	0.105	8.6	LOS A	0.2	1.4	0.43	0.49	0.43	37.3
9u	U	1	0.0	1	0.0	0.105	10.7	LOS A	0.2	1.4	0.43	0.49	0.43	37.3
Approach		190	0.6	190	0.6	0.105	4.8	LOS A	0.2	1.4	0.43	0.49	0.43	45.8
West: Morgan Street (W)														
10	L2	54	0.0	52	0.0	0.060	3.7	LOS A	0.1	0.7	0.32	0.43	0.32	42.3
11	T1	306	0.0	296	0.0	0.236	2.6	LOS A	0.5	3.3	0.32	0.34	0.32	48.8
12	R2	22	0.0	21	0.0	0.236	8.1	LOS A	0.5	3.3	0.32	0.34	0.32	49.6
12u	U	8	0.0	8	0.0	0.236	10.1	LOS A	0.5	3.3	0.32	0.34	0.32	42.1
Approach		390	0.0	378 N1	0.0	0.236	3.2	LOS A	0.5	3.3	0.32	0.36	0.32	48.4
All Vehicles		1019	0.4	1007 N1	0.4	0.236	4.0	LOS A	0.5	3.3	0.34	0.41	0.34	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [PM Surround Site (Network Folder: Future with 10 year Growth)]

Morgan Street / Docker Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	13	0.0	13	0.0	0.007	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	476	1.8	476	1.8	0.247	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	316	0.0	316	0.0	0.914	42.4	LOS C	4.4	30.7	0.96	1.94	3.98	23.4
Approach		806	1.0	806	1.0	0.914	16.8	NA	4.4	30.7	0.38	0.77	1.56	34.6
East: Morgan Street (E)														
4	L2	346	0.3	345	0.3	0.277	5.7	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	38	0.0	38	0.0	1.384	775.1	LOS F[11]	7.4	51.6	0.85	2.00	5.11	3.3
6	R2	8	0.0	8	0.0	1.384	958.4	LOS F[11]	7.4	51.6	1.00	2.25	5.98	1.1
Approach		392	0.3	391[N1]	0.3	1.384	100.0	LOS F[11]	7.4	51.6	0.10	0.70	0.62	17.8
North: Docker Street (N)														
7	L2	90	0.0	90	0.0	0.048	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	740	0.5	740	0.5	0.235	0.7	LOS A	0.4	2.9	0.10	0.04	0.10	49.0
9	R2	48	0.0	48	0.0	0.235	9.6	LOS A	0.4	2.9	0.25	0.10	0.26	47.1
Approach		878	0.4	878	0.4	0.235	1.6	NA	0.4	2.9	0.10	0.09	0.10	48.5
West: Bolton Street (W)														
10	L2	42	0.0	42	0.0	0.638	77.6	LOS F[11]	1.4	9.5	0.00	0.51	0.00	12.4
11	T1	43	0.0	43	0.0	3.192	2444.7	LOS F[11]	18.7	130.8	0.58	1.64	4.05	0.7
12	R2	20	0.0	20	0.0	3.192	4181.2	LOS F[11]	18.7	130.8	1.00	2.47	7.03	0.8
Approach		105	0.0	105	0.0	3.192	1836.4	LOS F[11]	18.7	130.8	0.43	1.35	3.01	1.1
All Vehicles		2180	0.6	2180	0.6	3.192	113.4	NA	18.7	130.8	0.22	0.51	0.87	14.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [PM Surround Site (Network Folder: Future with 10 year Growth)]

Forsyth Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	65	0.0	65	0.0	0.068	4.1	LOS A	0.1	0.8	0.44	0.53	0.44	38.8
2	T1	74	0.0	74	0.0	0.098	3.2	LOS A	0.2	1.2	0.43	0.50	0.43	47.2
3	R2	39	0.0	38	0.0	0.098	8.6	LOS A	0.2	1.2	0.43	0.50	0.43	48.0
3u	U	5	0.0	5	0.0	0.098	10.7	LOS A	0.2	1.2	0.43	0.50	0.43	37.3
Approach		183	0.0	181 N1	0.0	0.098	4.9	LOS A	0.2	1.2	0.43	0.51	0.43	45.9
East: Forsyth Street (E)														
4	L2	37	0.0	37	0.0	0.128	3.6	LOS A	0.3	1.8	0.42	0.39	0.42	44.6
5	T1	249	0.5	249	0.5	0.128	3.2	LOS A	0.3	1.8	0.43	0.40	0.43	44.4
6	R2	8	0.0	8	0.0	0.128	8.7	LOS A	0.2	1.7	0.43	0.41	0.43	49.3
6u	U	1	0.0	1	0.0	0.128	10.8	LOS A	0.2	1.7	0.43	0.41	0.43	50.7
Approach		296	0.4	296	0.4	0.128	3.5	LOS A	0.3	1.8	0.43	0.40	0.43	44.7
North: The Esplanade (N)														
7	L2	11	0.0	11	0.0	0.013	3.8	LOS A	0.0	0.1	0.37	0.44	0.37	47.7
8	T1	106	0.0	106	0.0	0.243	2.9	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9	R2	208	0.6	208	0.6	0.243	8.3	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9u	U	1	0.0	1	0.0	0.243	10.3	LOS A	0.4	3.1	0.37	0.56	0.37	49.3
Approach		325	0.4	325	0.4	0.243	6.4	LOS A	0.4	3.1	0.37	0.55	0.37	42.6
West: Forsyth Street (W)														
10	L2	50	0.0	50	0.0	0.106	2.9	LOS A	0.2	1.4	0.25	0.31	0.25	47.5
11	T1	210	3.4	210	3.4	0.106	2.4	LOS A	0.2	1.4	0.25	0.33	0.25	49.1
12	R2	18	0.0	18	0.0	0.106	7.9	LOS A	0.2	1.4	0.26	0.35	0.26	41.4
12u	U	4	0.0	4	0.0	0.106	9.9	LOS A	0.2	1.4	0.26	0.35	0.26	41.4
Approach		282	2.6	281 N1	2.6	0.106	3.0	LOS A	0.2	1.4	0.25	0.33	0.25	48.5
All Vehicles		1086	0.9	1084 N1	0.9	0.243	4.5	LOS A	0.4	3.1	0.37	0.45	0.37	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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MOVEMENT SUMMARY

Site: 101 [AM Edward/Best (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [AM Best Street (Network Folder: Future with 10 year Growth)]

Edward Street / Best Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	190	6.3	190	6.3	* 0.307	20.4	LOS B	2.9	21.1	0.77	0.75	0.77	40.8
2	T1	558	1.7	558	1.7	* 0.795	42.4	LOS C	14.8	104.8	0.94	0.88	1.04	23.3
3	R2	220	1.6	220	1.6	0.795	47.8	LOS D	14.8	104.8	0.98	0.91	1.06	32.2
Approach		967	2.6	967	2.6	0.795	39.3	LOS C	14.8	104.8	0.92	0.87	0.99	29.3
East: Edward Street (E)														
4	L2	71	15.3	71	15.3	0.147	38.5	LOS C	1.8	14.3	0.78	0.74	0.78	34.4
5	T1	610	18.7	610	18.7	0.666	38.3	LOS C	8.8	71.8	0.86	0.73	0.86	36.9
6	R2	65	5.6	65	5.6	0.695	69.3	LOS E[11]	2.4	17.7	1.00	0.82	1.18	18.6
Approach		746	17.2	746	17.2	0.695	41.0	LOS C	8.8	71.8	0.86	0.74	0.88	35.1
North: Best Street (N)														
7	L2	41	0.0	41	0.0	0.084	38.9	LOS C	1.1	7.4	0.79	0.71	0.79	31.2
8	T1	347	4.5	347	4.5	* 0.781	54.5	LOS D	8.1	58.5	1.00	0.93	1.15	25.6
9	R2	96	3.8	96	3.8	0.781	59.3	LOS E[11]	8.1	58.5	1.00	0.93	1.14	26.2
Approach		484	4.0	484	4.0	0.781	54.1	LOS D	8.1	58.5	0.98	0.91	1.12	26.1
West: Edward Street (W)														
10	L2	96	3.8	96	3.8	0.810	50.0	LOS D	14.0	105.0	0.96	0.90	1.04	24.3
11	T1	704	9.5	704	9.5	* 0.810	43.8	LOS D	14.0	105.0	0.93	0.87	1.02	34.8
12	R2	74	3.2	74	3.2	0.786	71.1	LOS F[11]	2.8	20.3	1.00	0.88	1.32	26.4
Approach		875	8.4	875	8.4	0.810	46.8	LOS D	14.0	105.0	0.94	0.88	1.05	33.0
All Vehicles		3071	8.0	3071	8.0	0.810	44.2	LOS D	14.8	105.0	0.92	0.85	1.00	31.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	74	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											

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P2	Full	52	51.8	LOS E[12]	0.2	0.2	0.95	0.95	223.2	222.8	1.00
North: Best Street (N)											
P3	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)											
P4	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	221.3	220.5	1.00
All Pedestrians		164	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Morgan (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [AM Best Street (Network Folder: Future with 10 year Growth)]

Best Street / Morgan
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	128	0.0	128	0.0	0.324	4.8	LOS A	0.6	4.5	0.31	0.50	0.31	45.4
2	T1	479	2.8	479	2.8	0.324	4.5	LOS A	0.6	4.5	0.32	0.53	0.32	39.8
3	R2	104	2.3	104	2.3	0.324	8.2	LOS A	0.6	4.5	0.32	0.56	0.32	45.8
3u	U	17	7.1	17	7.1	0.324	10.0	LOS A	0.6	4.5	0.32	0.56	0.32	39.1
Approach		728	2.3	728	2.3	0.324	5.2	LOS A	0.6	4.5	0.32	0.53	0.32	42.8
East: Morgan Street (E)														
4	L2	90	1.3	90	1.3	0.117	5.9	LOS A	0.2	1.3	0.48	0.65	0.48	43.2
5	T1	166	0.7	166	0.7	0.202	4.9	LOS A	0.4	2.6	0.48	0.60	0.48	46.5
6	R2	38	0.0	38	0.0	0.202	8.6	LOS A	0.4	2.6	0.48	0.60	0.48	42.7
6u	U	1	0.0	1	0.0	0.202	10.2	LOS A	0.4	2.6	0.48	0.60	0.48	47.1
Approach		295	0.8	295	0.8	0.202	5.7	LOS A	0.4	2.6	0.48	0.61	0.48	45.5
North: Best Street (N)														
7	L2	74	4.8	74	4.8	0.214	5.5	LOS A	0.4	2.9	0.50	0.60	0.50	44.2
8	T1	306	5.5	306	5.5	0.214	5.2	LOS A	0.4	2.9	0.51	0.61	0.51	36.0
9	R2	26	0.0	26	0.0	0.214	8.8	LOS A	0.4	2.9	0.51	0.62	0.51	45.1
9u	U	2	0.0	2	0.0	0.214	10.4	LOS A	0.4	2.9	0.51	0.62	0.51	35.8
Approach		409	5.0	409	5.0	0.214	5.5	LOS A	0.4	2.9	0.51	0.61	0.51	39.9
West: Morgan Street (W)														
10	L2	58	0.0	58	0.0	0.217	5.8	LOS A	0.5	3.2	0.55	0.63	0.55	42.9
11	T1	270	0.0	270	0.0	0.217	5.5	LOS A	0.5	3.2	0.55	0.66	0.55	46.3
12	R2	86	1.4	86	1.4	0.217	9.3	LOS A	0.4	3.1	0.55	0.69	0.55	41.7
12u	U	1	0.0	1	0.0	0.217	10.9	LOS A	0.4	3.1	0.55	0.69	0.55	46.4
Approach		416	0.3	416	0.3	0.217	6.4	LOS A	0.5	3.2	0.55	0.66	0.55	45.4
All Vehicles		1848	2.2	1848	2.2	0.324	5.6	LOS A	0.6	4.5	0.44	0.59	0.44	43.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [AM Best Street (Network Folder: Future with 10 year Growth)]

Best Street / Forsyth Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	25	4.8	25	4.8	0.233	4.3	LOS A	0.4	3.2	0.30	0.45	0.30	45.0
2	T1	433	2.5	433	2.5	0.233	4.0	LOS A	0.4	3.2	0.30	0.48	0.30	46.1
3	R2	109	1.1	109	1.1	0.233	7.7	LOS A	0.4	3.2	0.30	0.53	0.30	45.4
3u	U	4	0.0	4	0.0	0.233	9.3	LOS A	0.4	3.2	0.30	0.53	0.30	36.5
Approach		571	2.3	571	2.3	0.233	4.7	LOS A	0.4	3.2	0.30	0.49	0.30	45.9
East: Forsyth Street (E)														
4	L2	48	5.0	48	5.0	0.073	5.1	LOS A	0.1	0.9	0.43	0.57	0.43	43.6
5	T1	65	5.6	65	5.6	0.073	4.8	LOS A	0.1	0.9	0.43	0.60	0.43	46.5
6	R2	30	0.0	30	0.0	0.073	8.4	LOS A	0.1	0.8	0.43	0.62	0.43	46.2
6u	U	1	0.0	1	0.0	0.073	10.0	LOS A	0.1	0.8	0.43	0.62	0.43	46.8
Approach		144	4.2	144	4.2	0.073	5.7	LOS A	0.1	0.9	0.43	0.59	0.43	45.8
North: Best Street (N)														
7	L2	34	3.6	34	3.6	0.204	5.1	LOS A	0.4	2.6	0.44	0.55	0.44	45.9
8	T1	340	3.9	340	3.9	0.204	4.7	LOS A	0.4	2.6	0.44	0.56	0.44	43.1
9	R2	47	0.0	47	0.0	0.204	8.4	LOS A	0.4	2.6	0.44	0.59	0.44	46.5
9u	U	1	0.0	1	0.0	0.204	10.0	LOS A	0.4	2.6	0.44	0.59	0.44	47.2
Approach		422	3.4	422	3.4	0.204	5.2	LOS A	0.4	2.6	0.44	0.57	0.44	44.1
West: Forsyth Street (W)														
10	L2	58	0.0	58	0.0	0.162	5.5	LOS A	0.3	1.8	0.49	0.61	0.49	45.8
11	T1	216	0.6	216	0.6	0.162	5.2	LOS A	0.3	1.8	0.50	0.63	0.50	46.6
12	R2	28	8.7	28	8.7	0.162	9.2	LOS A	0.3	1.9	0.50	0.64	0.50	42.6
12u	U	1	0.0	1	0.0	0.162	10.6	LOS A	0.3	1.9	0.50	0.64	0.50	47.0
Approach		303	1.2	303	1.2	0.162	5.6	LOS A	0.3	1.9	0.49	0.63	0.49	46.3
All Vehicles		1439	2.6	1439	2.6	0.233	5.1	LOS A	0.4	3.2	0.39	0.55	0.39	45.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Best (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [PM Best Street (Network Folder: Future with 10 year Growth)]

Edward Street / Best Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	89	0.0	89	0.0	0.219	24.5	LOS B	1.3	8.9	0.86	0.74	0.86	39.2
2	T1	350	0.7	350	0.7	* 0.890	61.1	LOS E[11]	10.5	73.4	1.00	1.09	1.40	18.9
3	R2	169	0.0	169	0.0	0.890	65.8	LOS E[11]	10.5	73.4	1.00	1.08	1.38	27.7
Approach		608	0.4	608	0.4	0.890	57.1	LOS E[11]	10.5	73.4	0.98	1.04	1.32	24.5
East: Edward Street (E)														
4	L2	203	1.2	203	1.2	0.379	39.1	LOS C	5.3	37.7	0.84	0.79	0.84	34.2
5	T1	847	5.4	847	5.4	* 0.887	48.7	LOS D	15.0	110.2	0.94	0.97	1.15	33.4
6	R2	79	0.0	79	0.0	0.782	67.9	LOS E[11]	2.9	20.1	1.00	0.88	1.31	18.8
Approach		1129	4.3	1129	4.3	0.887	48.3	LOS D	15.0	110.2	0.92	0.93	1.11	32.6
North: Best Street (N)														
7	L2	43	0.0	43	0.0	0.061	27.4	LOS B	0.9	6.2	0.66	0.68	0.66	35.7
8	T1	668	0.0	668	0.0	* 0.896	55.0	LOS D	17.7	123.9	1.00	1.09	1.29	25.4
9	R2	241	0.5	241	0.5	0.896	59.8	LOS E[11]	17.7	123.9	1.00	1.06	1.28	26.0
Approach		953	0.1	953	0.1	0.896	54.9	LOS D	17.7	123.9	0.98	1.06	1.26	25.9
West: Edward Street (W)														
10	L2	71	1.7	71	1.7	0.838	49.8	LOS D	14.9	108.8	0.98	0.94	1.09	24.5
11	T1	784	5.4	784	5.4	0.838	43.6	LOS D	14.9	108.8	0.94	0.91	1.06	34.9
12	R2	91	0.0	91	0.0	* 0.900	74.5	LOS F[11]	3.5	24.6	1.00	1.02	1.68	25.8
Approach		946	4.6	946	4.6	0.900	47.1	LOS D	14.9	108.8	0.95	0.92	1.12	33.2
All Vehicles		3637	2.6	3637	2.6	0.900	51.2	LOS D	17.7	123.9	0.96	0.98	1.19	29.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	24	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											

P2	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											
P3	Full	19	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)											
P4	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians		60	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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MOVEMENT SUMMARY

Site: 101 [PM Best/Morgan (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [PM Best Street (Network Folder: Future with 10 year Growth)]

Best Street / Morgan
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	90	0.0	90	0.0	0.253	5.3	LOS A	0.5	3.3	0.36	0.54	0.36	45.2
2	T1	288	1.7	288	1.7	0.253	5.0	LOS A	0.5	3.3	0.37	0.58	0.37	39.2
3	R2	122	0.0	122	0.0	0.253	8.7	LOS A	0.5	3.3	0.37	0.63	0.37	45.1
3u	U	13	0.0	13	0.0	0.253	10.3	LOS A	0.5	3.3	0.37	0.63	0.37	37.9
Approach		513	0.9	513	0.9	0.253	6.1	LOS A	0.5	3.3	0.37	0.58	0.37	42.8
East: Morgan Street (E)														
4	L2	239	0.0	239	0.0	0.311	6.6	LOS A	0.6	4.1	0.63	0.81	0.63	42.4
5	T1	220	1.1	220	1.1	0.352	5.9	LOS A	0.7	4.9	0.64	0.73	0.64	45.9
6	R2	79	3.0	79	3.0	0.352	9.7	LOS A	0.7	4.9	0.64	0.73	0.64	41.7
6u	U	2	0.0	2	0.0	0.352	11.3	LOS A	0.7	4.9	0.64	0.73	0.64	46.5
Approach		540	0.9	540	0.9	0.352	6.8	LOS A	0.7	4.9	0.64	0.77	0.64	44.3
North: Best Street (N)														
7	L2	38	0.0	38	0.0	0.359	5.8	LOS A	0.7	5.2	0.58	0.63	0.58	43.9
8	T1	598	0.2	598	0.2	0.359	5.5	LOS A	0.7	5.2	0.58	0.65	0.58	35.5
9	R2	44	0.0	44	0.0	0.359	9.3	LOS A	0.7	5.1	0.58	0.67	0.58	44.8
9u	U	1	0.0	1	0.0	0.359	11.0	LOS A	0.7	5.1	0.58	0.67	0.58	35.2
Approach		682	0.2	682	0.2	0.359	5.8	LOS A	0.7	5.2	0.58	0.65	0.58	37.8
West: Morgan Street (W)														
10	L2	57	0.0	57	0.0	0.234	5.4	LOS A	0.5	3.4	0.51	0.59	0.51	43.1
11	T1	318	0.8	318	0.8	0.234	5.2	LOS A	0.5	3.4	0.51	0.62	0.51	46.5
12	R2	96	0.0	96	0.0	0.234	8.9	LOS A	0.5	3.3	0.51	0.66	0.51	42.0
12u	U	1	0.0	1	0.0	0.234	10.5	LOS A	0.5	3.3	0.51	0.66	0.51	46.6
Approach		472	0.5	472	0.5	0.234	6.0	LOS A	0.5	3.4	0.51	0.63	0.51	45.6
All Vehicles		2207	0.6	2207	0.6	0.359	6.1	LOS A	0.7	5.2	0.53	0.66	0.53	43.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth (Site Folder: Future Full Development 10 Year Growth)]

Network: N101 [PM Best Street (Network Folder: Future with 10 year Growth)]

Best Street / Forsyth Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	11.1	22	11.1	0.207	5.3	LOS A	0.4	2.7	0.46	0.55	0.46	44.2
2	T1	315	1.5	315	1.5	0.207	4.8	LOS A	0.4	2.7	0.46	0.58	0.46	45.4
3	R2	86	0.0	86	0.0	0.207	8.5	LOS A	0.4	2.7	0.46	0.63	0.46	44.8
3u	U	1	0.0	1	0.0	0.207	10.1	LOS A	0.4	2.7	0.46	0.63	0.46	35.2
Approach		424	1.7	424	1.7	0.207	5.6	LOS A	0.4	2.7	0.46	0.59	0.46	45.2
East: Forsyth Street (E)														
4	L2	169	0.0	169	0.0	0.245	5.7	LOS A	0.4	3.0	0.54	0.68	0.54	43.1
5	T1	214	0.6	214	0.6	0.245	5.4	LOS A	0.4	3.0	0.55	0.68	0.55	46.3
6	R2	64	0.0	64	0.0	0.245	9.2	LOS A	0.4	3.0	0.55	0.69	0.55	46.1
6u	U	1	0.0	1	0.0	0.245	10.8	LOS A	0.4	3.0	0.55	0.69	0.55	46.7
Approach		448	0.3	448	0.3	0.245	6.1	LOS A	0.4	3.0	0.55	0.68	0.55	45.5
North: Best Street (N)														
7	L2	44	2.7	44	2.7	0.288	5.0	LOS A	0.6	3.9	0.44	0.53	0.44	45.9
8	T1	486	0.2	486	0.2	0.288	4.6	LOS A	0.6	3.9	0.44	0.56	0.44	43.1
9	R2	91	1.3	91	1.3	0.288	8.4	LOS A	0.6	3.9	0.44	0.59	0.44	46.4
9u	U	4	0.0	4	0.0	0.288	10.0	LOS A	0.6	3.9	0.44	0.59	0.44	47.1
Approach		625	0.6	625	0.6	0.288	5.2	LOS A	0.6	3.9	0.44	0.56	0.44	44.2
West: Forsyth Street (W)														
10	L2	47	2.6	47	2.6	0.137	5.2	LOS A	0.2	1.6	0.46	0.58	0.46	45.9
11	T1	198	1.2	198	1.2	0.137	4.9	LOS A	0.2	1.6	0.47	0.59	0.47	46.7
12	R2	20	0.0	20	0.0	0.137	8.6	LOS A	0.2	1.6	0.47	0.60	0.47	42.8
12u	U	1	100.0	1	100.0	0.137	13.2	LOS A	0.2	1.6	0.47	0.60	0.47	45.7
Approach		267	1.8	267	1.8	0.137	5.3	LOS A	0.2	1.6	0.47	0.59	0.47	46.4
All Vehicles		1763	1.0	1763	1.0	0.288	5.5	LOS A	0.6	3.9	0.48	0.60	0.48	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) (Site Folder: Future Full Development 10 Year Growth)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Future with 10 year Growth)]

Edward Street / Docker Street
Future Master Plan Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	102	5.9	102	5.9	* 0.728	38.0	LOS C	9.6	68.9	0.96	0.87	1.01	35.3
2	T1	659	1.3	659	1.3	0.728	33.2	LOS C	9.6	68.9	0.96	0.86	1.01	34.3
3	R2	363	2.0	363	2.0	0.714	37.5	LOS C	9.2	65.2	0.96	0.86	1.00	24.9
Approach		1124	1.9	1124	1.9	0.728	35.0	LOS C	9.6	68.9	0.96	0.86	1.00	32.0
East: Edward Street (E)														
4	L2	118	10.2	118	10.2	0.566	29.2	LOS C	6.3	49.2	0.75	0.70	0.75	33.1
5	T1	546	15.2	546	15.2	0.566	19.9	LOS B	6.3	49.2	0.71	0.63	0.71	39.6
6	R2	107	9.0	107	9.0	0.893	65.9	LOS E[11]	3.7	27.6	1.00	1.10	1.78	21.4
Approach		770	13.6	770	13.6	0.893	27.7	LOS B	6.3	49.2	0.76	0.71	0.86	34.5
North: Docker Street (N)														
7	L2	61	7.9	61	7.9	0.681	43.1	LOS D	6.2	44.4	0.98	0.85	1.04	24.3
8	T1	423	1.4	423	1.4	0.681	38.4	LOS C	6.5	46.1	0.98	0.85	1.03	32.7
9	R2	251	1.9	251	1.9	* 0.726	44.3	LOS D	6.8	48.2	0.99	0.88	1.09	32.4
Approach		735	2.1	735	2.1	0.726	40.8	LOS C	6.8	48.2	0.99	0.86	1.05	32.1
West: Edward Street (W)														
10	L2	277	2.6	277	2.6	* 0.745	36.0	LOS C	11.1	81.4	0.95	0.87	1.00	36.0
11	T1	626	9.2	626	9.2	0.745	30.3	LOS C	11.4	85.9	0.95	0.87	0.99	29.9
12	R2	169	2.1	169	2.1	0.876	60.6	LOS E[11]	5.7	41.0	1.00	1.09	1.57	28.6
Approach		1073	6.4	1073	6.4	0.876	36.6	LOS C	11.4	85.9	0.96	0.90	1.09	31.5
All Vehicles		3702	5.7	3702	5.7	0.893	35.1	LOS C	11.4	85.9	0.92	0.84	1.01	32.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											

P2	Full	38	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
North: Docker Street (N)											
P3	Full	25	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)											
P4	Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
All Pedestrians		100	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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: 101 [AM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future Full Development 10 Year Growth)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Future with 10 year Growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
Approach		59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
East: Edward Street (E)														
4	L2	79	0.0	79	0.0	0.219	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
5	T1	702	15.2	702	15.2	0.219	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.6
Approach		781	13.7	781	13.7	0.219	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
West: Edward Street (W)														
11	T1	895	7.8	895	7.8	0.243	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	178	0.7	178	0.7	0.291	11.2	LOS A	0.4	3.1	0.66	0.88	0.73	45.1
Approach		1073	6.6	1073	6.6	0.291	1.9	NA	0.4	3.1	0.11	0.15	0.12	52.1
All Vehicles		1913	9.3	1913	9.3	0.291	1.5	NA	0.4	3.1	0.07	0.13	0.08	53.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Murray (Future Signals) (Site Folder: Future Full Development 10 Year Growth)]

Network: N102 [Sturt Highway AM - Future Layout (Network Folder: Future with 10 year Growth)]

Edward Street / Murray Street with future signals
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	43	0.0	43	0.0	0.240	42.4	LOS C	1.6	11.3	0.92	0.73	0.92	23.8
2	T1	22	5.6	22	5.6	0.240	37.9	LOS C	1.6	11.3	0.92	0.73	0.92	34.1
3	R2	14	0.0	14	0.0	0.077	44.5	LOS D	0.4	2.5	0.92	0.68	0.92	30.9
Approach		79	1.5	79	1.5	0.240	41.6	LOS C	1.6	11.3	0.92	0.72	0.92	28.7
East: Edward Street (E)														
4	L2	29	4.2	29	4.2	0.294	10.3	LOS A	3.5	27.7	0.38	0.36	0.38	50.1
5	T1	727	14.7	727	14.7	0.294	4.7	LOS A	3.5	27.7	0.38	0.35	0.38	51.8
6	R2	80	1.5	80	1.5	0.244	13.5	LOS A	1.0	6.9	0.46	0.70	0.46	45.0
Approach		836	13.1	836	13.1	0.294	5.7	LOS A	3.5	27.8	0.39	0.38	0.39	50.4
North: Murray Street (N)														
7	L2	61	0.0	61	0.0	0.270	42.7	LOS D	1.8	12.7	0.93	0.75	0.93	33.0
8	T1	11	11.1	11	11.1	* 0.270	38.1	LOS C	1.8	12.7	0.93	0.75	0.93	31.8
9	R2	11	0.0	11	0.0	0.056	43.3	LOS D	0.3	1.9	0.91	0.67	0.91	23.1
Approach		83	1.4	83	1.4	0.270	42.2	LOS C	1.8	12.7	0.93	0.74	0.93	31.8
West: Edward Street (W)														
10	L2	178	0.0	178	0.0	0.372	9.6	LOS A	3.6	26.7	0.30	0.41	0.30	45.4
11	T1	816	8.5	816	8.5	* 0.372	4.4	LOS A	4.7	35.1	0.35	0.37	0.35	53.0
12	R2	20	0.0	20	0.0	0.047	11.5	LOS A	0.2	1.4	0.37	0.65	0.37	41.2
Approach		1014	6.9	1014	6.9	0.372	5.5	LOS A	4.7	35.1	0.34	0.38	0.34	51.2
All Vehicles		2013	9.0	2013	9.0	0.372	8.5	LOS A	4.7	35.1	0.41	0.41	0.41	47.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											

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P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											
P3	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)											
P4	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians		240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Edward/Docker (Future Layout) (Site Folder: Future Full Development 10 Year Growth)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Future with 10 year Growth)]

Edward Street / Docker Street
Future Master Plan Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	83	1.4	83	1.4	* 0.871	52.9	LOS D	9.6	67.8	1.00	1.08	1.35	30.9
2	T1	545	1.5	545	1.5	0.871	48.2	LOS D	9.8	69.4	1.00	1.08	1.35	30.1
3	R2	292	1.2	292	1.2	0.840	50.0	LOS D	8.7	61.3	1.00	0.98	1.27	21.4
Approach		920	1.4	920	1.4	0.871	49.2	LOS D	9.8	69.4	1.00	1.05	1.32	28.0
East: Edward Street (E)														
4	L2	197	2.4	197	2.4	0.723	32.5	LOS C	11.0	79.4	0.88	0.81	0.89	31.6
5	T1	786	5.0	786	5.0	0.723	26.0	LOS B	11.0	79.4	0.86	0.77	0.87	36.0
6	R2	127	0.0	127	0.0	* 0.594	34.0	LOS C	2.6	18.3	1.00	0.79	1.01	29.9
Approach		1110	4.0	1110	4.0	0.723	28.1	LOS B	11.0	79.4	0.88	0.78	0.89	34.3
North: Docker Street (N)														
7	L2	57	2.1	57	2.1	0.750	40.5	LOS C	9.2	64.8	0.98	0.90	1.06	25.3
8	T1	649	0.2	649	0.2	0.750	36.1	LOS C	9.4	66.0	0.98	0.90	1.06	33.4
9	R2	402	0.6	402	0.6	* 0.889	52.6	LOS D	12.8	90.0	1.00	1.04	1.36	30.2
Approach		1109	0.4	1109	0.4	0.889	42.3	LOS C	12.8	90.0	0.99	0.95	1.17	31.9
West: Edward Street (W)														
10	L2	176	1.4	176	1.4	* 0.872	51.9	LOS D	11.5	82.9	1.00	1.05	1.32	31.4
11	T1	577	6.2	577	6.2	0.872	46.2	LOS D	11.7	86.6	1.00	1.06	1.31	23.9
12	R2	126	1.0	126	1.0	0.932	76.6	LOS F[11]	4.8	34.1	1.00	1.20	1.99	25.4
Approach		878	4.5	878	4.5	0.932	51.7	LOS D	11.7	86.6	1.00	1.08	1.41	26.1
All Vehicles		4017	2.5	4017	2.5	0.932	42.0	LOS C	12.8	90.0	0.96	0.95	1.18	30.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											

P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06
North: Docker Street (N)											
P3	Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)											
P4	Full	20	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians		116	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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: 101 [PM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future Full Development 10 Year Growth)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Future with 10 year Growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	205	0.0	205	0.0	0.239	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
Approach		205	0.0	205	0.0	0.239	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
East: Edward Street (E)														
4	L2	78	0.0	78	0.0	0.274	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.2
5	T1	958	4.8	958	4.8	0.274	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
Approach		1036	4.4	1036	4.4	0.274	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
West: Edward Street (W)														
11	T1	870	4.7	870	4.7	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	61	0.0	61	0.0	0.132	12.6	LOS A	0.2	1.1	0.71	0.88	0.71	43.9
Approach		931	4.4	931	4.4	0.231	0.8	NA	0.2	1.1	0.05	0.06	0.05	55.3
All Vehicles		2172	4.0	2172	4.0	0.274	1.3	NA	0.4	2.8	0.07	0.12	0.07	54.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Murray (Future Signals) (Site Folder: Future Full Development 10 Year Growth)]

Network: N102 [Sturt Highway PM - Future Layout (Network Folder: Future with 10 year Growth)]

Edward Street / Murray Street with future signals
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	30	4.0	30	4.0	0.150	40.8	LOS C	1.0	7.4	0.90	0.71	0.90	24.3
2	T1	13	0.0	13	0.0	0.150	36.2	LOS C	1.0	7.4	0.90	0.71	0.90	34.7
3	R2	18	0.0	18	0.0	0.104	45.0	LOS D	0.5	3.2	0.93	0.70	0.93	30.8
Approach		61	2.0	61	2.0	0.150	41.0	LOS C	1.0	7.4	0.91	0.71	0.91	29.2
East: Edward Street (E)														
4	L2	22	0.0	22	0.0	0.392	11.1	LOS A	5.6	40.6	0.43	0.40	0.43	49.8
5	T1	1034	4.3	1034	4.3	* 0.392	5.5	LOS A	5.6	40.7	0.43	0.39	0.43	50.7
6	R2	48	0.0	48	0.0	0.132	14.2	LOS A	0.6	4.0	0.46	0.68	0.46	44.7
Approach		1104	4.0	1104	4.0	0.392	6.0	LOS A	5.6	40.7	0.43	0.41	0.43	50.1
North: Murray Street (N)														
7	L2	79	0.0	79	0.0	0.385	42.5	LOS D	2.8	19.7	0.94	0.77	0.94	33.3
8	T1	34	0.0	34	0.0	* 0.385	37.9	LOS C	2.8	19.7	0.94	0.77	0.94	32.0
9	R2	16	0.0	16	0.0	0.070	41.4	LOS C	0.4	2.6	0.89	0.69	0.89	23.7
Approach		128	0.0	128	0.0	0.385	41.2	LOS C	2.8	19.7	0.94	0.76	0.94	32.1
West: Edward Street (W)														
10	L2	53	2.3	53	2.3	0.330	9.6	LOS A	3.1	22.4	0.28	0.30	0.28	46.6
11	T1	834	4.7	834	4.7	0.330	5.5	LOS A	6.0	43.7	0.42	0.40	0.42	52.3
12	R2	14	8.3	14	8.3	0.051	13.9	LOS A	0.2	1.2	0.43	0.65	0.43	39.5
Approach		901	4.7	901	4.7	0.330	5.9	LOS A	6.0	43.7	0.42	0.40	0.42	51.7
All Vehicles		2195	4.0	2195	4.0	0.392	9.0	LOS A	6.0	43.7	0.47	0.43	0.47	47.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											

P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											
P3	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)											
P4	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians		240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Ivan Jack/Esplanade (Site Folder: Future Full Development 10 Year Growth)]

Ivan Jack Drive / The Esplande
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	26	4.5	0.130	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	395	8	471	2.0	0.130	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		417	9	497	2.2	0.130	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	340	10	404	3.0	0.106	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	95	0.0	0.110	7.0	LOS A	0.4	3.0	0.50	0.69	0.50	45.2
Approach		419	10	498	2.4	0.110	1.4	NA	0.4	3.0	0.10	0.13	0.10	49.0
West: The Esplanade (W)														
10	L2	144	0	173	0.0	0.160	5.5	LOS A	0.6	4.4	0.33	0.55	0.33	46.3
12	R2	16	2	19	12.5	0.133	31.4	LOS D	0.4	3.2	0.85	1.00	0.85	35.2
Approach		160	2	192	1.3	0.160	8.1	LOS A	0.6	4.4	0.38	0.60	0.38	44.9
All Vehicles		996	21	1187	2.1	0.160	2.0	NA	0.6	4.4	0.10	0.16	0.10	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade (Site Folder: Future Full Development 10 Year Growth)]

Ivan Jack Drive / The Esplande
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	52	0.0	0.117	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	48.8
2	T1	337	6	398	1.8	0.117	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.6
Approach		380	6	449	1.6	0.117	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.5
North: Ivan Jack Drive (N)														
8	T1	479	2	572	0.4	0.148	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
9	R2	149	0	179	0.0	0.196	6.9	LOS A	0.8	5.8	0.50	0.70	0.50	45.3
Approach		628	2	751	0.3	0.196	1.7	NA	0.8	5.8	0.12	0.17	0.12	48.7
West: The Esplanade (W)														
10	L2	80	0	96	0.0	0.085	5.2	LOS A	0.3	2.2	0.27	0.52	0.27	46.5
12	R2	22	0	26	0.0	0.228	39.9	LOS E[11]	0.7	5.0	0.89	1.02	0.97	32.5
Approach		102	0	122	0.0	0.228	12.7	LOS B	0.7	5.0	0.41	0.62	0.42	42.6
All Vehicles		1110	8	1323	0.7	0.228	2.3	NA	0.8	5.8	0.11	0.17	0.11	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker (Site Folder: Future subject site development)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only)]

Forsyth Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	251	6.0	251	6.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	240	1.7	240	1.7	0.357	8.2	LOS A	0.7	4.9	0.52	0.78	0.61	34.3
Approach		491	3.9	491	3.9	0.357	4.0	NA	0.7	4.9	0.25	0.38	0.30	45.0
East: Forsyth Street (E)														
4	L2	341	1.8	341	1.8	0.258	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	22	0.0	22	0.0	0.079	15.7	LOS B	0.1	0.7	0.72	0.87	0.72	38.7
Approach		363	1.7	363	1.7	0.258	5.5	LOS A	0.1	0.7	0.04	0.55	0.04	40.1
North: Docker Street (N)														
7	L2	74	2.7	74	2.7	0.041	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	288	2.4	288	2.4	0.075	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		362	2.5	362	2.5	0.075	1.0	NA	0.0	0.0	0.00	0.11	0.00	48.8
All Vehicles		1216	2.8	1216	2.8	0.357	3.6	NA	0.7	4.9	0.12	0.35	0.13	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray (Site Folder: Future subject site development)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only)]

Morgan Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	18	5.6	18	5.6	0.022	4.0	LOS A	0.0	0.3	0.37	0.44	0.37	44.9
2	T1	193	0.5	193	0.5	0.173	3.0	LOS A	0.3	2.3	0.36	0.39	0.36	44.4
3	R2	31	0.0	31	0.0	0.173	8.3	LOS A	0.3	2.3	0.36	0.39	0.36	49.4
3u	U	1	0.0	1	0.0	0.173	10.3	LOS A	0.3	2.3	0.36	0.39	0.36	50.9
Approach		243	0.8	243	0.8	0.173	3.8	LOS A	0.3	2.3	0.36	0.39	0.36	45.5
East: Morgan Street (E)														
4	L2	21	0.0	21	0.0	0.022	2.9	LOS A	0.0	0.2	0.20	0.36	0.20	48.2
5	T1	136	0.0	136	0.0	0.147	2.3	LOS A	0.3	1.9	0.19	0.41	0.19	44.4
6	R2	82	0.0	82	0.0	0.147	7.7	LOS A	0.3	1.9	0.19	0.41	0.19	44.4
6u	U	1	0.0	1	0.0	0.147	9.7	LOS A	0.3	1.9	0.19	0.41	0.19	50.8
Approach		240	0.0	240	0.0	0.147	4.2	LOS A	0.3	1.9	0.19	0.41	0.19	45.0
North: The Esplanade (N)														
7	L2	35	2.9	35	2.9	0.032	3.4	LOS A	0.1	0.4	0.35	0.42	0.35	46.9
8	T1	17	5.9	17	5.9	0.038	2.8	LOS A	0.1	0.5	0.34	0.52	0.34	46.5
9	R2	30	3.3	30	3.3	0.038	8.2	LOS A	0.1	0.5	0.34	0.52	0.34	36.3
9u	U	1	0.0	1	0.0	0.038	10.2	LOS A	0.1	0.5	0.34	0.52	0.34	36.3
Approach		83	3.6	83	3.6	0.038	5.1	LOS A	0.1	0.5	0.35	0.48	0.35	44.5
West: Morgan Street (W)														
10	L2	54	0.0	54	0.0	0.068	4.4	LOS A	0.1	0.8	0.42	0.50	0.42	41.5
11	T1	193	0.5	193	0.5	0.178	3.1	LOS A	0.4	2.5	0.41	0.41	0.41	48.3
12	R2	22	4.5	22	4.5	0.178	8.6	LOS A	0.4	2.5	0.41	0.41	0.41	49.0
12u	U	7	0.0	7	0.0	0.178	10.5	LOS A	0.4	2.5	0.41	0.41	0.41	41.1
Approach		276	0.7	276	0.7	0.178	4.0	LOS A	0.4	2.5	0.41	0.42	0.41	47.6
All Vehicles		842	0.8	842	0.8	0.178	4.1	LOS A	0.4	2.5	0.33	0.41	0.33	46.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker (Site Folder: Future subject site development)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only)]

Morgan Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	494	3.4	494	3.4	0.259	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	247	0.4	247	0.4	0.400	9.5	LOS A	0.8	5.8	0.57	0.86	0.74	39.9
Approach		742	2.4	742	2.4	0.400	3.2	NA	0.8	5.8	0.19	0.29	0.25	46.0
East: Morgan Street (E)														
4	L2	141	0.7	141	0.7	0.106	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	1	0.0	1	0.0	0.197	43.0	LOS D	0.2	1.7	0.93	0.98	0.97	24.7
6	R2	12	8.3	12	8.3	0.197	61.0	LOS E	0.2	1.7	0.93	0.98	0.97	13.4
Approach		154	1.3	154	1.3	0.197	9.5	LOS A	0.2	1.7	0.08	0.57	0.08	42.4
North: Docker Street (N)														
7	L2	57	1.8	57	1.8	0.031	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	380	2.6	380	2.6	0.105	0.2	LOS A	0.1	0.4	0.03	0.01	0.03	49.7
9	R2	5	20.0	5	20.0	0.105	10.5	LOS A	0.1	0.4	0.06	0.01	0.06	48.6
Approach		442	2.7	442	2.7	0.105	0.9	NA	0.1	0.4	0.02	0.07	0.02	49.1
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.51	0.00	36.0
11	T1	1	0.0	1	0.0	0.025	40.7	LOS C	0.0	0.2	0.57	0.79	0.57	24.3
12	R2	1	0.0	1	0.0	0.025	63.8	LOS E	0.0	0.2	0.92	0.96	0.92	28.4
Approach		3	0.0	3	0.0	0.025	36.6	LOS C	0.0	0.2	0.50	0.75	0.50	28.7
All Vehicles		1341	2.4	1341	2.4	0.400	3.3	NA	0.8	5.8	0.12	0.25	0.16	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray (Site Folder: Future subject site development)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only)]

Forsyth Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	196	0.0	196	0.0	0.144	3.0	LOS A	0.2	1.7	0.28	0.41	0.28	40.3
2	T1	106	0.9	106	0.9	0.109	2.7	LOS A	0.2	1.2	0.29	0.38	0.29	48.5
3	R2	17	0.0	17	0.0	0.109	8.1	LOS A	0.2	1.2	0.29	0.38	0.29	49.4
3u	U	5	0.0	5	0.0	0.109	10.1	LOS A	0.2	1.2	0.29	0.38	0.29	39.7
Approach		324	0.3	324	0.3	0.144	3.3	LOS A	0.2	1.7	0.28	0.40	0.28	45.6
East: Forsyth Street (E)														
4	L2	17	0.0	17	0.0	0.042	3.0	LOS A	0.1	0.5	0.26	0.31	0.26	45.6
5	T1	90	2.2	90	2.2	0.042	2.5	LOS A	0.1	0.5	0.27	0.32	0.27	45.4
6	R2	2	0.0	2	0.0	0.042	8.0	LOS A	0.1	0.5	0.27	0.32	0.27	50.0
6u	U	1	0.0	1	0.0	0.042	10.0	LOS A	0.1	0.5	0.27	0.32	0.27	51.5
Approach		110	1.8	110	1.8	0.042	2.7	LOS A	0.1	0.5	0.27	0.32	0.27	45.7
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.002	3.6	LOS A	0.0	0.0	0.34	0.39	0.34	47.8
8	T1	53	5.7	53	5.7	0.109	2.7	LOS A	0.2	1.3	0.32	0.52	0.32	42.7
9	R2	85	3.5	85	3.5	0.109	8.1	LOS A	0.2	1.3	0.32	0.52	0.32	42.7
9u	U	2	0.0	2	0.0	0.109	10.1	LOS A	0.2	1.3	0.32	0.52	0.32	49.5
Approach		142	4.2	142	4.2	0.109	6.1	LOS A	0.2	1.3	0.32	0.52	0.32	43.0
West: Forsyth Street (W)														
10	L2	96	1.0	96	1.0	0.118	2.9	LOS A	0.2	1.5	0.25	0.34	0.25	47.5
11	T1	204	2.0	204	2.0	0.118	2.5	LOS A	0.2	1.5	0.26	0.33	0.26	49.2
12	R2	12	0.0	12	0.0	0.118	7.9	LOS A	0.2	1.5	0.26	0.33	0.26	41.9
12u	U	2	0.0	2	0.0	0.118	9.9	LOS A	0.2	1.5	0.26	0.33	0.26	41.9
Approach		314	1.6	314	1.6	0.118	2.9	LOS A	0.2	1.5	0.25	0.33	0.25	48.5
All Vehicles		890	1.6	890	1.6	0.144	3.5	LOS A	0.2	1.7	0.28	0.38	0.28	46.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker (Site Folder: Future subject site development)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only)]

Forsyth Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	269	1.5	269	1.5	0.139	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	168	3.0	168	3.0	0.225	6.7	LOS A	0.3	2.5	0.42	0.64	0.42	36.4
Approach		437	2.1	437	2.1	0.225	2.6	NA	0.3	2.5	0.16	0.25	0.16	46.9
East: Forsyth Street (E)														
4	L2	371	0.3	371	0.3	0.279	4.8	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	54	0.0	54	0.0	0.157	13.3	LOS A	0.2	1.5	0.68	0.84	0.68	40.1
Approach		425	0.2	425	0.2	0.279	5.9	LOS A	0.2	1.5	0.09	0.57	0.09	40.3
North: Docker Street (N)														
7	L2	55	1.8	55	1.8	0.030	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	223	0.9	223	0.9	0.058	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		278	1.1	278	1.1	0.058	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1140	1.1	1140	1.1	0.279	3.4	NA	0.3	2.5	0.09	0.33	0.09	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray (Site Folder: Future subject site development)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only)]

Morgan Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	10	0.0	10	0.0	0.012	3.9	LOS A	0.0	0.1	0.37	0.42	0.37	44.9
2	T1	49	0.0	49	0.0	0.063	2.8	LOS A	0.1	0.8	0.33	0.46	0.33	43.6
3	R2	32	3.1	32	3.1	0.063	8.2	LOS A	0.1	0.8	0.33	0.46	0.33	48.8
3u	U	1	0.0	1	0.0	0.063	10.2	LOS A	0.1	0.8	0.33	0.46	0.33	50.2
Approach		92	1.1	92	1.1	0.063	4.9	LOS A	0.1	0.8	0.34	0.45	0.34	46.3
East: Morgan Street (E)														
4	L2	23	0.0	23	0.0	0.025	3.2	LOS A	0.0	0.3	0.26	0.38	0.26	48.0
5	T1	160	0.6	160	0.6	0.147	2.5	LOS A	0.3	1.9	0.24	0.37	0.24	44.7
6	R2	45	0.0	45	0.0	0.147	7.8	LOS A	0.3	1.9	0.24	0.37	0.24	44.7
6u	U	4	0.0	4	0.0	0.147	9.8	LOS A	0.3	1.9	0.24	0.37	0.24	51.0
Approach		232	0.4	232	0.4	0.147	3.7	LOS A	0.3	1.9	0.25	0.37	0.25	45.4
North: The Esplanade (N)														
7	L2	40	0.0	40	0.0	0.042	3.8	LOS A	0.1	0.5	0.39	0.46	0.39	46.7
8	T1	62	1.6	62	1.6	0.080	3.0	LOS A	0.1	1.0	0.38	0.47	0.38	47.4
9	R2	37	0.0	37	0.0	0.080	8.4	LOS A	0.1	1.0	0.38	0.47	0.38	37.7
9u	U	1	0.0	1	0.0	0.080	10.4	LOS A	0.1	1.0	0.38	0.47	0.38	37.7
Approach		140	0.7	140	0.7	0.080	4.7	LOS A	0.1	1.0	0.38	0.47	0.38	45.8
West: Morgan Street (W)														
10	L2	45	0.0	45	0.0	0.050	3.3	LOS A	0.1	0.5	0.27	0.40	0.27	42.7
11	T1	251	0.0	251	0.0	0.190	2.4	LOS A	0.4	2.5	0.26	0.32	0.26	49.2
12	R2	13	0.0	13	0.0	0.190	7.9	LOS A	0.4	2.5	0.26	0.32	0.26	50.0
12u	U	7	0.0	7	0.0	0.190	9.9	LOS A	0.4	2.5	0.26	0.32	0.26	42.8
Approach		316	0.0	316	0.0	0.190	3.0	LOS A	0.4	2.5	0.26	0.33	0.26	48.7
All Vehicles		780	0.4	780	0.4	0.190	3.7	LOS A	0.4	2.5	0.29	0.38	0.29	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker (Site Folder: Future subject site development)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only)]

Morgan Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	11	0.0	11	0.0	0.006	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	397	1.8	397	1.8	0.206	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	165	0.0	165	0.0	0.399	13.8	LOS A	0.7	5.0	0.71	0.94	0.96	36.5
Approach		573	1.2	573	1.2	0.399	4.1	NA	0.7	5.0	0.21	0.28	0.28	45.1
East: Morgan Street (E)														
4	L2	208	0.5	208	0.5	0.156	5.4	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	18	0.0	18	0.0	0.353	58.9	LOS E	0.4	3.1	0.94	1.01	1.09	23.7
6	R2	7	0.0	7	0.0	0.353	78.9	LOS F	0.4	3.1	0.94	1.01	1.09	12.7
Approach		233	0.4	233	0.4	0.353	11.7	LOS A	0.4	3.1	0.10	0.58	0.12	41.5
North: Docker Street (N)														
7	L2	84	0.0	84	0.0	0.045	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	636	0.5	636	0.5	0.199	0.5	LOS A	0.3	2.1	0.08	0.04	0.08	49.2
9	R2	43	0.0	43	0.0	0.199	8.2	LOS A	0.3	2.1	0.21	0.09	0.21	47.7
Approach		763	0.4	763	0.4	0.199	1.4	NA	0.3	2.1	0.08	0.09	0.08	48.6
West: Bolton Street (W)														
10	L2	35	0.0	35	0.0	0.123	5.3	LOS A	0.1	0.8	0.00	0.52	0.00	37.3
11	T1	19	0.0	19	0.0	0.613	81.3	LOS F	0.8	5.5	0.62	0.87	0.83	15.6
12	R2	17	0.0	17	0.0	0.613	141.0	LOS F	0.8	5.5	0.97	1.08	1.32	18.6
Approach		71	0.0	71	0.0	0.613	58.1	LOS E	0.8	5.5	0.40	0.75	0.54	22.1
All Vehicles		1640	0.7	1640	0.7	0.613	6.2	NA	0.8	5.5	0.14	0.26	0.17	44.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray (Site Folder: Future subject site development)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only)]

Forsyth Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	57	0.0	57	0.0	0.056	3.7	LOS A	0.1	0.6	0.40	0.48	0.40	39.2
2	T1	62	0.0	62	0.0	0.076	3.0	LOS A	0.1	0.9	0.38	0.47	0.38	47.5
3	R2	28	0.0	28	0.0	0.076	8.4	LOS A	0.1	0.9	0.38	0.47	0.38	48.3
3u	U	4	0.0	4	0.0	0.076	10.4	LOS A	0.1	0.9	0.38	0.47	0.38	37.8
Approach		151	0.0	151	0.0	0.076	4.5	LOS A	0.1	0.9	0.39	0.48	0.39	46.1
East: Forsyth Street (E)														
4	L2	25	0.0	25	0.0	0.097	3.4	LOS A	0.2	1.3	0.37	0.36	0.37	44.9
5	T1	202	0.5	202	0.5	0.097	3.0	LOS A	0.2	1.3	0.38	0.37	0.38	44.7
6	R2	7	0.0	7	0.0	0.097	8.5	LOS A	0.2	1.2	0.38	0.38	0.38	49.5
6u	U	1	0.0	1	0.0	0.097	10.5	LOS A	0.2	1.2	0.38	0.38	0.38	51.0
Approach		235	0.4	235	0.4	0.097	3.2	LOS A	0.2	1.3	0.38	0.37	0.38	45.0
North: The Esplanade (N)														
7	L2	9	0.0	9	0.0	0.011	3.6	LOS A	0.0	0.1	0.33	0.41	0.33	47.8
8	T1	88	0.0	88	0.0	0.197	2.7	LOS A	0.3	2.4	0.32	0.54	0.32	42.5
9	R2	173	0.6	173	0.6	0.197	8.1	LOS A	0.3	2.4	0.32	0.54	0.32	42.5
9u	U	1	0.0	1	0.0	0.197	10.1	LOS A	0.3	2.4	0.32	0.54	0.32	49.4
Approach		271	0.4	271	0.4	0.197	6.2	LOS A	0.3	2.4	0.32	0.53	0.32	42.8
West: Forsyth Street (W)														
10	L2	42	0.0	42	0.0	0.086	2.8	LOS A	0.2	1.1	0.22	0.30	0.22	47.7
11	T1	171	3.5	171	3.5	0.086	2.4	LOS A	0.2	1.1	0.22	0.32	0.22	49.3
12	R2	15	0.0	15	0.0	0.086	7.8	LOS A	0.2	1.1	0.22	0.34	0.22	41.8
12u	U	3	0.0	3	0.0	0.086	9.8	LOS A	0.2	1.1	0.22	0.34	0.22	41.8
Approach		231	2.6	231	2.6	0.086	2.9	LOS A	0.2	1.1	0.22	0.32	0.22	48.7
All Vehicles		888	0.9	888	0.9	0.197	4.3	LOS A	0.3	2.4	0.32	0.42	0.32	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Best (Site Folder: Future subject site development)]

Network: N102 [AM Best Street (Network Folder: Future with subject site only)]

Edward Street / Best Street
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	158	6.3	158	6.3	* 0.256	20.2	LOS B	2.4	17.6	0.75	0.74	0.75	40.9
2	T1	444	1.8	444	1.8	* 0.646	37.6	LOS C	10.5	74.8	0.90	0.78	0.90	24.7
3	R2	183	1.6	183	1.6	0.646	43.3	LOS D	10.5	74.8	0.93	0.82	0.93	33.5
Approach		785	2.7	785	2.7	0.646	35.4	LOS C	10.5	74.8	0.88	0.78	0.88	30.7
East: Edward Street (E)														
4	L2	59	15.3	59	15.3	0.119	37.4	LOS C	1.5	11.7	0.76	0.73	0.76	34.7
5	T1	501	19.0	501	19.0	0.488	35.7	LOS C	6.5	52.8	0.80	0.68	0.80	37.9
6	R2	54	5.6	54	5.6	0.497	65.8	LOS E	1.9	14.1	1.00	0.75	1.00	19.3
Approach		614	17.4	614	17.4	0.497	38.5	LOS C	6.5	52.8	0.81	0.69	0.81	36.0
North: Best Street (N)														
7	L2	34	0.0	34	0.0	0.070	38.7	LOS C	0.9	6.1	0.78	0.70	0.78	31.2
8	T1	253	5.1	253	5.1	* 0.614	50.7	LOS D	5.6	40.4	0.99	0.80	0.99	26.5
9	R2	80	3.8	80	3.8	0.614	55.4	LOS D	5.6	40.4	0.99	0.81	0.99	27.1
Approach		367	4.4	367	4.4	0.614	50.6	LOS D	5.6	40.4	0.97	0.79	0.97	27.0
West: Edward Street (W)														
10	L2	80	3.8	80	3.8	0.643	43.4	LOS D	9.9	74.2	0.88	0.78	0.88	26.6
11	T1	572	9.8	572	9.8	* 0.643	37.1	LOS C	9.9	74.2	0.85	0.74	0.85	37.1
12	R2	62	3.2	62	3.2	0.561	66.3	LOS E	2.2	16.0	1.00	0.77	1.03	27.4
Approach		714	8.5	714	8.5	0.643	40.4	LOS C	9.9	74.2	0.87	0.75	0.87	35.1
All Vehicles		2480	8.3	2480	8.3	0.646	39.8	LOS C	10.5	74.8	0.87	0.75	0.87	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	62	51.8	LOS E	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											
P2	Full	43	51.7	LOS E	0.1	0.1	0.95	0.95	223.1	222.8	1.00
North: Best Street (N)											

P3 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)										
P4 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	221.3	220.5	1.00
All Pedestrians	137	51.8	LOS E	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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: 101 [AM Best/Morgan (Site Folder: Future subject site development)]

Network: N102 [AM Best Street (Network Folder: Future with subject site only)]

Best Street / Morgan
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	86	0.0	86	0.0	0.253	4.6	LOS A	0.4	3.2	0.27	0.47	0.27	45.6
2	T1	399	2.8	399	2.8	0.253	4.3	LOS A	0.4	3.2	0.27	0.50	0.27	40.2
3	R2	87	2.3	87	2.3	0.253	8.0	LOS A	0.4	3.2	0.27	0.54	0.27	45.9
3u	U	14	7.1	14	7.1	0.253	9.7	LOS A	0.4	3.2	0.27	0.54	0.27	39.4
Approach		586	2.4	586	2.4	0.253	5.0	LOS A	0.4	3.2	0.27	0.50	0.27	42.9
East: Morgan Street (E)														
4	L2	75	1.3	75	1.3	0.091	5.3	LOS A	0.1	1.0	0.42	0.60	0.42	43.6
5	T1	138	0.7	138	0.7	0.158	4.5	LOS A	0.3	1.9	0.41	0.55	0.41	46.8
6	R2	32	0.0	32	0.0	0.158	8.2	LOS A	0.3	1.9	0.41	0.55	0.41	43.1
6u	U	1	0.0	1	0.0	0.158	9.8	LOS A	0.3	1.9	0.41	0.55	0.41	47.4
Approach		246	0.8	246	0.8	0.158	5.3	LOS A	0.3	1.9	0.41	0.57	0.41	45.8
North: Best Street (N)														
7	L2	62	4.8	62	4.8	0.166	5.0	LOS A	0.3	2.2	0.43	0.55	0.43	44.5
8	T1	255	5.5	255	5.5	0.166	4.7	LOS A	0.3	2.2	0.43	0.56	0.43	36.7
9	R2	22	0.0	22	0.0	0.166	8.3	LOS A	0.3	2.2	0.43	0.56	0.43	45.4
9u	U	2	0.0	2	0.0	0.166	10.0	LOS A	0.3	2.2	0.43	0.56	0.43	36.4
Approach		341	5.0	341	5.0	0.166	5.0	LOS A	0.3	2.2	0.43	0.56	0.43	40.4
West: Morgan Street (W)														
10	L2	49	0.0	49	0.0	0.154	5.3	LOS A	0.3	2.1	0.48	0.58	0.48	43.3
11	T1	225	0.0	225	0.0	0.154	5.0	LOS A	0.3	2.1	0.48	0.60	0.48	46.7
12	R2	36	2.8	36	2.8	0.154	8.9	LOS A	0.3	2.0	0.48	0.61	0.48	42.5
12u	U	1	0.0	1	0.0	0.154	10.4	LOS A	0.3	2.0	0.48	0.61	0.48	47.0
Approach		311	0.3	311	0.3	0.154	5.5	LOS A	0.3	2.1	0.48	0.60	0.48	46.0
All Vehicles		1484	2.3	1484	2.3	0.253	5.2	LOS A	0.4	3.2	0.38	0.55	0.38	44.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth (Site Folder: Future subject site development)]

Network: N102 [AM Best Street (Network Folder: Future with subject site only)]

Best Street / Forsyth Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	21	4.8	21	4.8	0.189	4.2	LOS A	0.3	2.5	0.25	0.42	0.25	45.2
2	T1	361	2.5	361	2.5	0.189	3.8	LOS A	0.3	2.5	0.25	0.46	0.25	46.2
3	R2	91	1.1	91	1.1	0.189	7.5	LOS A	0.3	2.5	0.25	0.51	0.25	45.5
3u	U	3	0.0	3	0.0	0.189	9.1	LOS A	0.3	2.5	0.25	0.51	0.25	36.8
Approach		476	2.3	476	2.3	0.189	4.6	LOS A	0.3	2.5	0.25	0.47	0.25	46.0
East: Forsyth Street (E)														
4	L2	40	5.0	40	5.0	0.058	4.8	LOS A	0.1	0.7	0.39	0.54	0.39	43.8
5	T1	54	5.6	54	5.6	0.058	4.5	LOS A	0.1	0.7	0.39	0.57	0.39	46.7
6	R2	25	0.0	25	0.0	0.058	8.1	LOS A	0.1	0.7	0.39	0.58	0.39	46.3
6u	U	1	0.0	1	0.0	0.058	9.8	LOS A	0.1	0.7	0.39	0.58	0.39	47.0
Approach		120	4.2	120	4.2	0.058	5.4	LOS A	0.1	0.7	0.39	0.56	0.39	46.0
North: Best Street (N)														
7	L2	28	3.6	28	3.6	0.161	4.8	LOS A	0.3	2.0	0.39	0.52	0.39	46.1
8	T1	283	3.9	283	3.9	0.161	4.5	LOS A	0.3	2.0	0.39	0.53	0.39	43.4
9	R2	33	0.0	33	0.0	0.161	8.1	LOS A	0.3	2.0	0.39	0.55	0.39	46.7
9u	U	1	0.0	1	0.0	0.161	9.8	LOS A	0.3	2.0	0.39	0.55	0.39	47.4
Approach		345	3.5	345	3.5	0.161	4.9	LOS A	0.3	2.0	0.39	0.53	0.39	44.3
West: Forsyth Street (W)														
10	L2	36	0.0	36	0.0	0.122	5.2	LOS A	0.2	1.3	0.44	0.57	0.44	46.0
11	T1	180	0.6	180	0.6	0.122	4.9	LOS A	0.2	1.3	0.45	0.59	0.45	46.8
12	R2	23	8.7	23	8.7	0.122	8.8	LOS A	0.2	1.4	0.45	0.60	0.45	42.8
12u	U	1	0.0	1	0.0	0.122	10.3	LOS A	0.2	1.4	0.45	0.60	0.45	47.2
Approach		240	1.3	240	1.3	0.122	5.3	LOS A	0.2	1.4	0.45	0.59	0.45	46.4
All Vehicles		1181	2.6	1181	2.6	0.189	4.9	LOS A	0.3	2.5	0.35	0.52	0.35	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Best (Site Folder: Future subject site development)]

Network: N102 [PM Best Street (Network Folder: Future with subject site only)]

Edward Street / Best Street
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	74	0.0	74	0.0	0.183	24.3	LOS B	1.1	7.4	0.85	0.73	0.85	39.3
2	T1	260	0.8	260	0.8	* 0.711	49.7	LOS D	6.8	47.6	0.99	0.86	1.07	21.3
3	R2	141	0.0	141	0.0	0.711	54.7	LOS D	6.8	47.6	1.00	0.87	1.07	30.2
Approach		475	0.4	475	0.4	0.711	47.2	LOS D	6.8	47.6	0.97	0.84	1.04	27.2
East: Edward Street (E)														
4	L2	169	1.2	169	1.2	0.326	39.3	LOS C	4.4	31.2	0.84	0.78	0.84	34.2
5	T1	693	5.5	693	5.5	* 0.723	38.3	LOS C	9.7	70.9	0.88	0.77	0.90	36.9
6	R2	66	0.0	66	0.0	0.558	63.3	LOS E	2.3	15.8	1.00	0.77	1.03	19.8
Approach		928	4.3	928	4.3	0.723	40.3	LOS C	9.7	70.9	0.88	0.77	0.90	35.2
North: Best Street (N)														
7	L2	36	0.0	36	0.0	0.048	25.9	LOS B	0.7	5.0	0.64	0.67	0.64	36.3
8	T1	536	0.0	536	0.0	* 0.700	38.0	LOS C	11.1	77.8	0.95	0.82	0.95	29.9
9	R2	201	0.5	201	0.5	0.700	42.9	LOS D	11.1	77.8	0.95	0.84	0.96	30.7
Approach		773	0.1	773	0.1	0.700	38.7	LOS C	11.1	77.8	0.93	0.82	0.94	30.4
West: Edward Street (W)														
10	L2	59	1.7	59	1.7	0.712	44.3	LOS D	10.8	78.6	0.92	0.81	0.93	26.4
11	T1	645	5.4	645	5.4	0.712	38.2	LOS C	10.8	78.6	0.89	0.78	0.90	36.8
12	R2	76	0.0	76	0.0	* 0.643	64.2	LOS E	2.6	18.5	1.00	0.80	1.10	27.8
Approach		780	4.6	780	4.6	0.712	41.2	LOS C	10.8	78.6	0.90	0.78	0.93	35.1
All Vehicles		2956	2.7	2956	2.7	0.723	41.2	LOS C	11.1	78.6	0.92	0.80	0.94	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	20	49.2	LOS E	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											
P2	Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											

P3 Full	16	49.2	LOS E	0.0	0.0	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)										
P4 Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians	50	49.2	LOS E	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Best/Morgan (Site Folder: Future subject site development)]

Network: N102 [PM Best Street (Network Folder: Future with subject site only)]

Best Street / Morgan
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0.0	43	0.0	0.185	4.9	LOS A	0.3	2.2	0.32	0.50	0.32	45.4
2	T1	240	1.7	240	1.7	0.185	4.6	LOS A	0.3	2.2	0.32	0.53	0.32	39.7
3	R2	102	0.0	102	0.0	0.185	8.3	LOS A	0.3	2.2	0.32	0.60	0.32	45.2
3u	U	11	0.0	11	0.0	0.185	9.9	LOS A	0.3	2.2	0.32	0.60	0.32	38.1
Approach		396	1.0	396	1.0	0.185	5.7	LOS A	0.3	2.2	0.32	0.55	0.32	42.9
East: Morgan Street (E)														
4	L2	199	0.0	199	0.0	0.235	6.0	LOS A	0.4	2.9	0.55	0.73	0.55	43.0
5	T1	183	1.1	183	1.1	0.270	5.4	LOS A	0.5	3.5	0.56	0.67	0.56	46.2
6	R2	66	3.0	66	3.0	0.270	9.1	LOS A	0.5	3.5	0.56	0.67	0.56	42.1
6u	U	2	0.0	2	0.0	0.270	10.7	LOS A	0.5	3.5	0.56	0.67	0.56	46.7
Approach		450	0.9	450	0.9	0.270	6.2	LOS A	0.5	3.5	0.56	0.70	0.56	44.7
North: Best Street (N)														
7	L2	32	0.0	32	0.0	0.279	5.3	LOS A	0.5	3.8	0.50	0.58	0.50	44.2
8	T1	498	0.2	498	0.2	0.279	5.0	LOS A	0.5	3.8	0.50	0.59	0.50	36.2
9	R2	37	0.0	37	0.0	0.279	8.8	LOS A	0.5	3.8	0.50	0.60	0.50	45.2
9u	U	1	0.0	1	0.0	0.279	10.4	LOS A	0.5	3.8	0.50	0.60	0.50	35.9
Approach		568	0.2	568	0.2	0.279	5.3	LOS A	0.5	3.8	0.50	0.59	0.50	38.4
West: Morgan Street (W)														
10	L2	51	0.0	51	0.0	0.178	5.1	LOS A	0.3	2.4	0.44	0.55	0.44	43.4
11	T1	265	0.8	265	0.8	0.178	4.8	LOS A	0.3	2.4	0.45	0.57	0.45	46.7
12	R2	59	0.0	59	0.0	0.178	8.5	LOS A	0.3	2.4	0.45	0.60	0.45	42.6
12u	U	1	0.0	1	0.0	0.178	10.1	LOS A	0.3	2.4	0.45	0.60	0.45	47.0
Approach		376	0.5	376	0.5	0.178	5.4	LOS A	0.3	2.4	0.45	0.58	0.45	46.0
All Vehicles		1790	0.6	1790	0.6	0.279	5.6	LOS A	0.5	3.8	0.46	0.60	0.46	43.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth (Site Folder: Future subject site development)]

Network: N102 [PM Best Street (Network Folder: Future with subject site only)]

Best Street / Forsyth Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	18	11.1	18	11.1	0.166	5.0	LOS A	0.3	2.1	0.40	0.51	0.40	44.4
2	T1	266	1.5	266	1.5	0.166	4.5	LOS A	0.3	2.1	0.40	0.54	0.40	45.6
3	R2	72	0.0	72	0.0	0.166	8.2	LOS A	0.3	2.1	0.40	0.59	0.40	45.0
3u	U	1	0.0	1	0.0	0.166	9.8	LOS A	0.3	2.1	0.40	0.59	0.40	35.7
Approach		357	1.7	357	1.7	0.166	5.3	LOS A	0.3	2.1	0.40	0.55	0.40	45.4
East: Forsyth Street (E)														
4	L2	141	0.0	141	0.0	0.191	5.3	LOS A	0.3	2.3	0.48	0.63	0.48	43.3
5	T1	178	0.6	178	0.6	0.191	5.0	LOS A	0.3	2.3	0.48	0.63	0.48	46.5
6	R2	53	0.0	53	0.0	0.191	8.7	LOS A	0.3	2.3	0.49	0.64	0.49	46.3
6u	U	1	0.0	1	0.0	0.191	10.4	LOS A	0.3	2.3	0.49	0.64	0.49	46.9
Approach		373	0.3	373	0.3	0.191	5.7	LOS A	0.3	2.3	0.48	0.63	0.48	45.7
North: Best Street (N)														
7	L2	37	2.7	37	2.7	0.227	4.7	LOS A	0.4	2.9	0.38	0.50	0.38	46.1
8	T1	405	0.2	405	0.2	0.227	4.4	LOS A	0.4	2.9	0.38	0.53	0.38	43.4
9	R2	65	1.5	65	1.5	0.227	8.1	LOS A	0.4	2.9	0.38	0.55	0.38	46.6
9u	U	3	0.0	3	0.0	0.227	9.7	LOS A	0.4	2.9	0.38	0.55	0.38	47.3
Approach		510	0.6	510	0.6	0.227	4.9	LOS A	0.4	2.9	0.38	0.53	0.38	44.4
West: Forsyth Street (W)														
10	L2	30	3.3	30	3.3	0.104	5.0	LOS A	0.2	1.2	0.42	0.54	0.42	46.0
11	T1	165	1.2	165	1.2	0.104	4.6	LOS A	0.2	1.2	0.42	0.56	0.42	46.9
12	R2	17	0.0	17	0.0	0.104	8.3	LOS A	0.2	1.2	0.42	0.57	0.42	43.0
12u	U	1	100.0	1	100.0	0.104	12.5	LOS A	0.2	1.2	0.42	0.57	0.42	45.9
Approach		213	1.9	213	1.9	0.104	5.0	LOS A	0.2	1.2	0.42	0.55	0.42	46.6
All Vehicles		1453	1.0	1453	1.0	0.227	5.2	LOS A	0.4	2.9	0.42	0.57	0.42	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) (Site Folder: Future subject site development)]

Network: N101 [Sturt Highway AM - Future Layout (Network Folder: Future with subject site only)]

Edward Street / Docker Street
Future Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	85	5.9	85	5.9	0.518	33.8	LOS C	6.4	45.6	0.89	0.77	0.89	36.7
2	T1	483	1.4	483	1.4	0.518	29.1	LOS C	6.6	46.6	0.89	0.76	0.89	35.6
3	R2	317	1.9	317	1.9	* 0.599	34.6	LOS C	7.4	52.9	0.91	0.82	0.91	25.9
Approach		885	2.0	885	2.0	0.599	31.5	LOS C	7.4	52.9	0.90	0.78	0.90	33.0
East: Edward Street (E)														
4	L2	98	10.2	98	10.2	0.472	28.7	LOS C	5.0	38.9	0.71	0.67	0.71	33.4
5	T1	455	15.2	455	15.2	0.472	19.6	LOS B	5.0	38.9	0.67	0.59	0.67	39.8
6	R2	89	9.0	89	9.0	0.568	46.0	LOS D	2.4	18.0	0.97	0.81	1.00	26.0
Approach		642	13.6	642	13.6	0.568	24.6	LOS B	5.0	38.9	0.72	0.64	0.72	36.1
North: Docker Street (N)														
7	L2	51	7.8	51	7.8	0.471	41.5	LOS C	3.8	27.7	0.94	0.77	0.94	24.7
8	T1	264	1.9	264	1.9	0.471	36.8	LOS C	4.0	28.5	0.94	0.77	0.94	33.1
9	R2	189	2.1	189	2.1	* 0.581	42.3	LOS C	4.8	34.3	0.97	0.81	0.97	33.0
Approach		504	2.6	504	2.6	0.581	39.3	LOS C	4.8	34.3	0.95	0.78	0.95	32.5
West: Edward Street (W)														
10	L2	216	2.8	216	2.8	* 0.611	32.9	LOS C	8.3	61.1	0.89	0.81	0.89	37.2
11	T1	525	9.1	525	9.1	0.611	27.3	LOS B	8.5	64.4	0.89	0.78	0.89	31.5
12	R2	141	2.1	141	2.1	0.612	41.2	LOS C	3.6	25.9	0.94	0.83	0.98	33.7
Approach		882	6.5	882	6.5	0.612	30.9	LOS C	8.5	64.4	0.90	0.80	0.91	33.8
All Vehicles		2913	6.0	2913	6.0	0.612	31.2	LOS C	8.5	64.4	0.87	0.75	0.87	33.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	32	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06

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North: Docker Street (N)										
P3 Full	21	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	83	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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: 101 [AM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future subject site development)]

Network: N101 [Sturt Highway AM - Future Layout (Network Folder: Future with subject site only)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	49	0.0	49	0.0	0.048	6.7	LOS A	0.1	0.5	0.35	0.59	0.35	49.0
Approach		49	0.0	49	0.0	0.048	6.7	LOS A	0.1	0.5	0.35	0.59	0.35	49.0
East: Edward Street (E)														
4	L2	66	0.0	66	0.0	0.183	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
5	T1	585	15.2	585	15.2	0.183	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.6
Approach		651	13.7	651	13.7	0.183	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
West: Edward Street (W)														
11	T1	746	7.8	746	7.8	0.202	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	148	0.7	148	0.7	0.206	9.4	LOS A	0.3	2.0	0.56	0.81	0.56	46.6
Approach		894	6.6	894	6.6	0.206	1.6	NA	0.3	2.0	0.09	0.13	0.09	53.1
All Vehicles		1594	9.3	1594	9.3	0.206	1.3	NA	0.3	2.0	0.06	0.12	0.06	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Murray (Future Signals) (Site Folder: Future subject site development)]

Network: N101 [Sturt Highway AM - Future Layout (Network Folder: Future with subject site only)]

Edward Street / Murray Street with future signals
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	36	0.0	36	0.0	0.217	43.3	LOS D	1.3	9.5	0.93	0.73	0.93	23.5
2	T1	18	5.6	18	5.6	* 0.217	38.7	LOS C	1.3	9.5	0.93	0.73	0.93	33.9
3	R2	12	0.0	12	0.0	0.063	43.4	LOS D	0.3	2.1	0.91	0.68	0.91	31.2
Approach		66	1.5	66	1.5	0.217	42.1	LOS C	1.3	9.5	0.93	0.72	0.93	28.5
East: Edward Street (E)														
4	L2	24	4.2	24	4.2	0.241	9.7	LOS A	2.7	21.2	0.35	0.33	0.35	50.5
5	T1	606	14.7	606	14.7	0.241	4.1	LOS A	2.7	21.2	0.35	0.32	0.35	52.6
6	R2	59	1.7	59	1.7	0.146	12.1	LOS A	0.6	4.4	0.40	0.67	0.40	45.8
Approach		689	13.2	689	13.2	0.241	5.0	LOS A	2.7	21.3	0.35	0.35	0.35	51.3
North: Murray Street (N)														
7	L2	37	0.0	37	0.0	0.187	43.1	LOS D	1.1	8.1	0.92	0.72	0.92	32.9
8	T1	9	11.1	9	11.1	0.187	38.5	LOS C	1.1	8.1	0.92	0.72	0.92	31.7
9	R2	9	0.0	9	0.0	0.048	44.2	LOS D	0.2	1.6	0.92	0.67	0.92	22.8
Approach		55	1.8	55	1.8	0.187	42.5	LOS D	1.1	8.1	0.92	0.71	0.92	31.4
West: Edward Street (W)														
10	L2	166	0.0	166	0.0	0.312	9.2	LOS A	2.9	21.3	0.28	0.41	0.28	45.5
11	T1	680	8.5	680	8.5	* 0.312	4.1	LOS A	3.9	29.1	0.34	0.36	0.34	53.3
12	R2	17	0.0	17	0.0	0.033	10.9	LOS A	0.2	1.2	0.38	0.64	0.38	41.6
Approach		863	6.7	863	6.7	0.312	5.2	LOS A	3.9	29.1	0.33	0.38	0.33	51.3
All Vehicles		1673	9.0	1673	9.0	0.312	7.8	LOS A	3.9	29.1	0.38	0.39	0.38	48.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05

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North: Murray Street (N)										
P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Edward/Docker (Future Layout) (Site Folder: Future subject site development)]

Network: N101 [Sturt Highway PM - Future Layout (Network Folder: Future with subject site only)]

Edward Street / Docker Street
Future Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	69	1.4	69	1.4	0.583	40.6	LOS C	5.5	38.8	0.96	0.80	0.96	34.4
2	T1	374	1.9	374	1.9	0.583	36.0	LOS C	5.6	39.9	0.96	0.80	0.96	33.4
3	R2	245	1.2	245	1.2	* 0.665	41.8	LOS C	6.3	44.8	0.98	0.84	1.01	23.6
Approach		688	1.6	688	1.6	0.665	38.5	LOS C	6.3	44.8	0.96	0.81	0.98	30.7
East: Edward Street (E)														
4	L2	164	2.4	164	2.4	* 0.659	30.3	LOS C	8.3	60.2	0.81	0.75	0.81	32.6
5	T1	655	5.0	655	5.0	0.659	20.9	LOS B	8.3	60.2	0.77	0.69	0.77	38.9
6	R2	106	0.0	106	0.0	0.506	41.3	LOS C	2.7	18.7	0.93	0.80	0.93	27.4
Approach		925	4.0	925	4.0	0.659	24.9	LOS B	8.3	60.2	0.80	0.71	0.80	36.0
North: Docker Street (N)														
7	L2	50	2.0	50	2.0	0.527	35.3	LOS C	6.2	43.6	0.91	0.77	0.91	27.1
8	T1	490	0.2	490	0.2	0.527	30.7	LOS C	6.4	44.7	0.91	0.77	0.91	35.1
9	R2	323	0.6	323	0.6	* 0.655	36.7	LOS C	7.9	55.3	0.94	0.83	0.94	34.8
Approach		863	0.5	863	0.5	0.655	33.2	LOS C	7.9	55.3	0.92	0.79	0.92	34.7
West: Edward Street (W)														
10	L2	128	1.6	128	1.6	0.492	31.5	LOS C	6.5	47.3	0.85	0.76	0.85	38.1
11	T1	481	6.2	481	6.2	0.492	26.0	LOS B	6.7	49.0	0.85	0.74	0.85	32.2
12	R2	105	1.0	105	1.0	0.656	47.1	LOS D	2.9	20.6	0.98	0.86	1.11	32.0
Approach		714	4.6	714	4.6	0.656	30.1	LOS C	6.7	49.0	0.87	0.76	0.89	33.6
All Vehicles		3190	2.7	3190	2.7	0.665	31.2	LOS C	8.3	60.2	0.88	0.77	0.89	33.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06

North: Docker Street (N)										
P3 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	17	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	97	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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: 101 [PM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future subject site development)]

Network: N101 [Sturt Highway PM - Future Layout (Network Folder: Future with subject site only)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	171	0.0	171	0.0	0.184	7.4	LOS A	0.3	2.1	0.44	0.68	0.44	48.4
Approach		171	0.0	171	0.0	0.184	7.4	LOS A	0.3	2.1	0.44	0.68	0.44	48.4
East: Edward Street (E)														
4	L2	65	0.0	65	0.0	0.228	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.3
5	T1	798	4.8	798	4.8	0.228	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
Approach		863	4.4	863	4.4	0.228	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
West: Edward Street (W)														
11	T1	725	4.7	725	4.7	0.193	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	51	0.0	51	0.0	0.088	10.6	LOS A	0.1	0.8	0.62	0.83	0.62	45.6
Approach		776	4.4	776	4.4	0.193	0.7	NA	0.1	0.8	0.04	0.05	0.04	55.9
All Vehicles		1810	4.0	1810	4.0	0.228	1.2	NA	0.3	2.1	0.06	0.11	0.06	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Murray (Future Signals) (Site Folder: Future subject site development)]

Network: N101 [Sturt Highway PM - Future Layout (Network Folder: Future with subject site only)]

Edward Street / Murray Street with future signals
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	25	4.0	25	4.0	0.135	41.7	LOS C	0.9	6.2	0.91	0.70	0.91	24.0
2	T1	11	0.0	11	0.0	0.135	37.1	LOS C	0.9	6.2	0.91	0.70	0.91	34.4
3	R2	15	0.0	15	0.0	0.084	44.7	LOS D	0.4	2.6	0.93	0.69	0.93	30.9
Approach		51	2.0	51	2.0	0.135	41.6	LOS C	0.9	6.2	0.91	0.70	0.91	29.0
East: Edward Street (E)														
4	L2	18	0.0	18	0.0	0.321	10.3	LOS A	4.2	30.5	0.39	0.36	0.39	50.3
5	T1	862	4.3	862	4.3	* 0.321	4.8	LOS A	4.2	30.6	0.39	0.35	0.39	51.8
6	R2	27	0.0	27	0.0	0.060	12.4	LOS A	0.3	2.0	0.40	0.66	0.40	45.7
Approach		907	4.1	907	4.1	0.321	5.1	LOS A	4.2	30.6	0.39	0.36	0.39	51.3
North: Murray Street (N)														
7	L2	56	0.0	56	0.0	0.308	42.9	LOS D	2.1	14.6	0.94	0.75	0.94	33.2
8	T1	28	0.0	28	0.0	* 0.308	38.3	LOS C	2.1	14.6	0.94	0.75	0.94	31.9
9	R2	13	0.0	13	0.0	0.061	42.3	LOS C	0.3	2.2	0.90	0.68	0.90	23.4
Approach		97	0.0	97	0.0	0.308	41.5	LOS C	2.1	14.6	0.93	0.74	0.93	31.8
West: Edward Street (W)														
10	L2	46	2.2	46	2.2	0.272	9.5	LOS A	2.6	18.8	0.28	0.30	0.28	46.6
11	T1	697	4.7	697	4.7	0.272	5.0	LOS A	4.6	33.4	0.40	0.37	0.40	52.9
12	R2	12	8.3	12	8.3	0.033	13.4	LOS A	0.2	1.2	0.50	0.66	0.50	39.8
Approach		755	4.6	755	4.6	0.272	5.4	LOS A	4.6	33.4	0.39	0.37	0.39	52.2
All Vehicles		1810	4.0	1810	4.0	0.321	8.2	LOS A	4.6	33.4	0.43	0.40	0.43	48.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05

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North: Murray Street (N)										
P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [AM Ivan Jack/Esplanade (Site Folder: Future subject site development)]

Ivan Jack Drive / The Esplande
Future Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	22	4.5	0.105	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	381	8	381	2.1	0.105	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		403	9	403	2.2	0.105	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	330	10	330	3.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	79	0.0	0.082	6.4	LOS A	0.3	2.3	0.45	0.63	0.45	45.5
Approach		409	10	409	2.4	0.087	1.3	NA	0.3	2.3	0.09	0.12	0.09	49.0
West: The Esplanade (W)														
10	L2	144	0	144	0.0	0.128	5.3	LOS A	0.5	3.4	0.29	0.53	0.29	46.5
12	R2	16	2	16	12.5	0.076	22.8	LOS C	0.2	1.9	0.76	1.01	0.76	38.3
Approach		160	2	160	1.3	0.128	7.0	LOS A	0.5	3.4	0.33	0.57	0.33	45.5
All Vehicles		972	21	972	2.2	0.128	1.8	NA	0.5	3.4	0.09	0.16	0.09	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade (Site Folder: Future subject site development)]

Ivan Jack Drive / The Esplande
Future Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	43	0.0	0.096	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	48.8
2	T1	327	6	327	1.8	0.096	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.6
Approach		370	6	370	1.6	0.096	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.5
North: Ivan Jack Drive (N)														
8	T1	466	2	466	0.4	0.120	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	149	0	149	0.0	0.150	6.3	LOS A	0.6	4.3	0.45	0.64	0.45	45.6
Approach		615	2	615	0.3	0.150	1.6	NA	0.6	4.3	0.11	0.16	0.11	48.8
West: The Esplanade (W)														
10	L2	80	0	80	0.0	0.068	5.1	LOS A	0.2	1.7	0.24	0.50	0.24	46.6
12	R2	22	0	22	0.0	0.123	25.9	LOS D	0.4	2.7	0.82	1.00	0.82	37.1
Approach		102	0	102	0.0	0.123	9.6	LOS A	0.4	2.7	0.36	0.61	0.36	44.2
All Vehicles		1087	8	1087	0.7	0.150	2.0	NA	0.6	4.3	0.10	0.17	0.10	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Forsyth Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	301	6.0	301	6.0	0.160	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	288	1.7	288	1.7	0.466	10.1	LOS A	1.1	7.7	0.60	0.90	0.84	32.0
Approach		589	3.9	589	3.9	0.466	4.9	NA	1.1	7.7	0.29	0.44	0.41	44.0
East: Forsyth Street (E)														
4	L2	376	1.9	376	1.9	0.285	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	26	0.0	26	0.0	0.128	20.7	LOS B	0.2	1.1	0.80	0.91	0.80	36.2
Approach		403	1.8	403	1.8	0.285	6.0	LOS A	0.2	1.1	0.05	0.55	0.05	39.6
North: Docker Street (N)														
7	L2	89	2.7	89	2.7	0.049	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	340	2.5	340	2.5	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		429	2.5	429	2.5	0.089	1.0	NA	0.0	0.0	0.00	0.11	0.00	48.7
All Vehicles		1420	2.9	1420	2.9	0.466	4.0	NA	1.1	7.7	0.14	0.37	0.19	44.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Morgan Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	22	5.6	22	5.6	0.028	4.3	LOS A	0.0	0.3	0.40	0.47	0.40	44.8
2	T1	208	0.6	208	0.6	0.195	3.2	LOS A	0.4	2.7	0.40	0.41	0.40	44.2
3	R2	37	0.0	37	0.0	0.195	8.5	LOS A	0.4	2.7	0.40	0.41	0.40	49.2
3u	U	1	0.0	1	0.0	0.195	10.5	LOS A	0.4	2.7	0.40	0.41	0.40	50.7
Approach		268	0.9	268	0.9	0.195	4.1	LOS A	0.4	2.7	0.40	0.42	0.40	45.3
East: Morgan Street (E)														
4	L2	25	0.0	25	0.0	0.027	3.0	LOS A	0.0	0.3	0.23	0.37	0.23	48.1
5	T1	163	0.0	163	0.0	0.173	2.4	LOS A	0.3	2.3	0.21	0.41	0.21	44.3
6	R2	91	0.0	91	0.0	0.173	7.7	LOS A	0.3	2.3	0.21	0.41	0.21	44.3
6u	U	1	0.0	1	0.0	0.173	9.8	LOS A	0.3	2.3	0.21	0.41	0.21	50.8
Approach		281	0.0	281	0.0	0.173	4.2	LOS A	0.3	2.3	0.21	0.40	0.21	44.9
North: The Esplanade (N)														
7	L2	42	2.9	42	2.9	0.039	3.6	LOS A	0.1	0.5	0.39	0.45	0.39	46.7
8	T1	20	5.9	20	5.9	0.047	3.0	LOS A	0.1	0.6	0.38	0.53	0.38	46.4
9	R2	36	3.3	36	3.3	0.047	8.4	LOS A	0.1	0.6	0.38	0.53	0.38	36.0
9u	U	1	0.0	1	0.0	0.047	10.4	LOS A	0.1	0.6	0.38	0.53	0.38	36.0
Approach		100	3.6	100	3.6	0.047	5.3	LOS A	0.1	0.6	0.39	0.50	0.39	44.3
West: Morgan Street (W)														
10	L2	65	0.0	65	0.0	0.084	4.6	LOS A	0.1	1.0	0.45	0.52	0.45	41.3
11	T1	230	0.5	230	0.5	0.217	3.2	LOS A	0.4	3.2	0.45	0.42	0.45	48.1
12	R2	26	4.5	26	4.5	0.217	8.8	LOS A	0.4	3.2	0.45	0.42	0.45	48.8
12u	U	8	0.0	8	0.0	0.217	10.7	LOS A	0.4	3.2	0.45	0.42	0.45	40.8
Approach		330	0.7	330	0.7	0.217	4.2	LOS A	0.4	3.2	0.45	0.44	0.45	47.4
All Vehicles		979	0.9	979	0.9	0.217	4.3	LOS A	0.4	3.2	0.36	0.43	0.36	45.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Morgan Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	593	3.4	593	3.4	0.311	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	296	0.4	296	0.4	0.537	12.2	LOS A	1.3	9.3	0.66	0.99	1.06	37.7
Approach		890	2.4	890	2.4	0.537	4.1	NA	1.3	9.3	0.22	0.33	0.35	45.0
East: Morgan Street (E)														
4	L2	169	0.7	169	0.7	0.127	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	1	0.0	1	0.0	0.463	106.8	LOS F[11]	0.5	4.0	0.98	1.03	1.15	14.4
6	R2	14	8.3	14	8.3	0.463	145.7	LOS F[11]	0.5	4.0	0.98	1.03	1.15	6.6
Approach		185	1.3	185	1.3	0.463	16.6	LOS B	0.5	4.0	0.08	0.57	0.10	38.2
North: Docker Street (N)														
7	L2	67	1.8	67	1.8	0.037	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	453	2.6	453	2.6	0.126	0.3	LOS A	0.1	0.6	0.03	0.01	0.03	49.6
9	R2	6	21.4	6	21.4	0.126	13.1	LOS A	0.1	0.6	0.07	0.01	0.07	48.3
Approach		526	2.7	526	2.7	0.126	1.0	NA	0.1	0.6	0.03	0.07	0.03	49.0
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.012	5.7	LOS A	0.0	0.1	0.00	0.51	0.00	29.7
11	T1	1	0.0	1	0.0	0.061	72.2	LOS F[11]	0.1	0.4	0.53	0.77	0.53	17.2
12	R2	1	0.0	1	0.0	0.061	128.3	LOS F[11]	0.1	0.4	0.96	0.98	0.96	20.1
Approach		4	0.0	4	0.0	0.061	68.7	LOS E[11]	0.1	0.4	0.50	0.75	0.50	20.9
All Vehicles		1605	2.4	1605	2.4	0.537	4.7	NA	1.3	9.3	0.14	0.27	0.22	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [AM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Forsyth Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	205	0.0	205	0.0	0.153	3.1	LOS A	0.3	1.8	0.31	0.43	0.31	40.0
2	T1	127	0.9	127	0.9	0.131	2.8	LOS A	0.2	1.5	0.32	0.39	0.32	48.4
3	R2	20	0.0	20	0.0	0.131	8.2	LOS A	0.2	1.5	0.32	0.39	0.32	49.3
3u	U	6	0.0	6	0.0	0.131	10.2	LOS A	0.2	1.5	0.32	0.39	0.32	39.4
Approach		358	0.3	358	0.3	0.153	3.4	LOS A	0.3	1.8	0.31	0.41	0.31	45.6
East: Forsyth Street (E)														
4	L2	20	0.0	20	0.0	0.051	3.1	LOS A	0.1	0.6	0.29	0.33	0.29	45.4
5	T1	106	2.3	106	2.3	0.051	2.6	LOS A	0.1	0.6	0.30	0.33	0.30	45.2
6	R2	2	0.0	2	0.0	0.051	8.1	LOS A	0.1	0.6	0.30	0.33	0.30	49.9
6u	U	1	0.0	1	0.0	0.051	10.1	LOS A	0.1	0.6	0.30	0.33	0.30	51.3
Approach		130	1.9	130	1.9	0.051	2.9	LOS A	0.1	0.6	0.30	0.33	0.30	45.5
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.003	3.8	LOS A	0.0	0.0	0.37	0.41	0.37	47.7
8	T1	64	5.7	64	5.7	0.134	2.9	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9	R2	102	3.5	102	3.5	0.134	8.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9u	U	2	0.0	2	0.0	0.134	10.3	LOS A	0.2	1.7	0.36	0.54	0.36	49.4
Approach		170	4.2	170	4.2	0.134	6.2	LOS A	0.2	1.7	0.36	0.54	0.36	42.8
West: Forsyth Street (W)														
10	L2	115	1.0	115	1.0	0.145	3.0	LOS A	0.3	1.9	0.28	0.36	0.28	47.3
11	T1	245	2.0	245	2.0	0.145	2.6	LOS A	0.3	1.9	0.29	0.34	0.29	49.1
12	R2	14	0.0	14	0.0	0.145	8.0	LOS A	0.3	1.9	0.29	0.34	0.29	41.6
12u	U	2	0.0	2	0.0	0.145	10.0	LOS A	0.3	1.9	0.29	0.34	0.29	41.6
Approach		377	1.6	377	1.6	0.145	3.0	LOS A	0.3	1.9	0.29	0.35	0.29	48.4
All Vehicles		1035	1.6	1035	1.6	0.153	3.6	LOS A	0.3	1.9	0.31	0.40	0.31	46.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Forsyth Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	323	1.5	323	1.5	0.167	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	202	3.0	202	3.0	0.289	7.4	LOS A	0.5	3.4	0.48	0.70	0.49	35.4
Approach		524	2.1	524	2.1	0.289	2.9	NA	0.5	3.4	0.18	0.27	0.19	46.6
East: Forsyth Street (E)														
4	L2	442	0.3	441	0.3	0.332	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	65	0.0	65	0.0	0.240	17.7	LOS B	0.3	2.4	0.77	0.91	0.85	37.7
Approach		506	0.2	506	0.2	0.332	6.5	LOS A	0.3	2.4	0.10	0.58	0.11	39.5
North: Docker Street (N)														
7	L2	66	1.8	66	1.8	0.036	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	267	0.9	267	0.9	0.069	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		333	1.1	333	1.1	0.069	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1364	1.1	1364	1.1	0.332	3.7	NA	0.5	3.4	0.11	0.34	0.11	45.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Morgan Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	12	0.0	12	0.0	0.015	4.2	LOS A	0.0	0.2	0.40	0.45	0.40	44.8
2	T1	56	0.0	56	0.0	0.076	3.0	LOS A	0.1	1.0	0.37	0.48	0.37	43.3
3	R2	38	3.1	38	3.1	0.076	8.4	LOS A	0.1	1.0	0.37	0.48	0.37	48.6
3u	U	1	0.0	1	0.0	0.076	10.4	LOS A	0.1	1.0	0.37	0.48	0.37	50.0
Approach		108	1.1	108	1.1	0.076	5.2	LOS A	0.1	1.0	0.38	0.47	0.38	46.1
East: Morgan Street (E)														
4	L2	28	0.0	28	0.0	0.031	3.3	LOS A	0.0	0.3	0.29	0.40	0.29	47.9
5	T1	192	0.6	192	0.6	0.179	2.6	LOS A	0.4	2.5	0.28	0.38	0.28	44.5
6	R2	53	0.0	53	0.0	0.179	7.9	LOS A	0.4	2.5	0.28	0.38	0.28	44.5
6u	U	5	0.0	5	0.0	0.179	9.9	LOS A	0.4	2.5	0.28	0.38	0.28	50.9
Approach		278	0.4	278	0.4	0.179	3.8	LOS A	0.4	2.5	0.28	0.38	0.28	45.2
North: The Esplanade (N)														
7	L2	48	0.0	48	0.0	0.053	4.1	LOS A	0.1	0.6	0.43	0.49	0.43	46.6
8	T1	74	1.6	74	1.6	0.099	3.2	LOS A	0.2	1.3	0.41	0.49	0.41	47.2
9	R2	44	0.0	44	0.0	0.099	8.6	LOS A	0.2	1.3	0.41	0.49	0.41	37.3
9u	U	1	0.0	1	0.0	0.099	10.6	LOS A	0.2	1.3	0.41	0.49	0.41	37.3
Approach		168	0.7	168	0.7	0.099	4.9	LOS A	0.2	1.3	0.42	0.49	0.42	45.6
West: Morgan Street (W)														
10	L2	54	0.0	53	0.0	0.060	3.5	LOS A	0.1	0.7	0.30	0.41	0.30	42.5
11	T1	290	0.0	287	0.0	0.221	2.5	LOS A	0.4	3.0	0.29	0.33	0.29	49.0
12	R2	16	0.0	15	0.0	0.221	8.0	LOS A	0.4	3.0	0.29	0.33	0.29	49.8
12u	U	8	0.0	8	0.0	0.221	10.0	LOS A	0.4	3.0	0.29	0.33	0.29	42.4
Approach		368	0.0	364[N1]	0.0	0.221	3.1	LOS A	0.4	3.0	0.29	0.34	0.29	48.5
All Vehicles		921	0.4	918[N1]	0.4	0.221	3.9	LOS A	0.4	3.0	0.32	0.40	0.32	46.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Morgan Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	13	0.0	13	0.0	0.007	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	476	1.8	476	1.8	0.247	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	198	0.0	198	0.0	0.568	18.9	LOS B	1.2	8.1	0.82	1.08	1.35	33.2
Approach		688	1.2	688	1.2	0.568	5.6	NA	1.2	8.1	0.24	0.32	0.39	43.5
East: Morgan Street (E)														
4	L2	250	0.5	250	0.5	0.188	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	22	0.0	22	0.0	0.769	182.4	LOS F[11]	1.1	7.5	0.99	1.14	1.55	11.5
6	R2	8	0.0	8	0.0	0.769	225.5	LOS F[11]	1.1	7.5	0.99	1.14	1.55	5.1
Approach		280	0.4	279[N1]	0.4	0.769	25.9	LOS B	1.1	7.5	0.11	0.59	0.17	34.4
North: Docker Street (N)														
7	L2	90	0.0	90	0.0	0.048	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	740	0.5	740	0.5	0.235	0.7	LOS A	0.4	2.9	0.10	0.04	0.10	49.0
9	R2	48	0.0	48	0.0	0.235	9.6	LOS A	0.4	2.9	0.25	0.10	0.26	47.1
Approach		878	0.4	878	0.4	0.235	1.6	NA	0.4	2.9	0.10	0.09	0.10	48.5
West: Bolton Street (W)														
10	L2	42	0.0	42	0.0	0.294	5.5	LOS A	0.3	2.0	0.00	0.51	0.00	31.1
11	T1	23	0.0	23	0.0	1.468	607.1	LOS F[11]	6.9	48.3	0.53	1.35	2.89	2.8
12	R2	20	0.0	20	0.0	1.468	1135.9	LOS F[11]	6.9	48.3	1.00	2.10	5.45	3.0
Approach		85	0.0	85	0.0	1.468	437.1	LOS F[11]	6.9	48.3	0.38	1.12	2.08	4.6
All Vehicles		1930	0.7	1930	0.7	1.468	25.7	NA	6.9	48.3	0.16	0.29	0.30	31.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [PM Surrounding Site (Network Folder: Future with subject site only and 10 year growth)]

Forsyth Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	65	0.0	65	0.0	0.067	4.0	LOS A	0.1	0.7	0.44	0.52	0.44	38.8
2	T1	74	0.0	74	0.0	0.094	3.2	LOS A	0.2	1.1	0.42	0.49	0.42	47.3
3	R2	34	0.0	33	0.0	0.094	8.6	LOS A	0.2	1.1	0.42	0.49	0.42	48.1
3u	U	5	0.0	5	0.0	0.094	10.6	LOS A	0.2	1.1	0.42	0.49	0.42	37.4
Approach		178	0.0	177 N1	0.0	0.094	4.7	LOS A	0.2	1.1	0.43	0.50	0.43	45.9
East: Forsyth Street (E)														
4	L2	30	0.0	30	0.0	0.122	3.6	LOS A	0.2	1.7	0.42	0.39	0.42	44.6
5	T1	242	0.5	242	0.5	0.122	3.2	LOS A	0.2	1.7	0.43	0.40	0.43	44.4
6	R2	8	0.0	8	0.0	0.122	8.7	LOS A	0.2	1.6	0.43	0.41	0.43	49.3
6u	U	1	0.0	1	0.0	0.122	10.8	LOS A	0.2	1.6	0.43	0.41	0.43	50.7
Approach		282	0.4	282	0.4	0.122	3.5	LOS A	0.2	1.7	0.43	0.40	0.43	44.7
North: The Esplanade (N)														
7	L2	11	0.0	11	0.0	0.013	3.8	LOS A	0.0	0.1	0.36	0.43	0.36	47.7
8	T1	106	0.0	106	0.0	0.241	2.9	LOS A	0.4	3.1	0.36	0.56	0.36	42.3
9	R2	208	0.6	208	0.6	0.241	8.3	LOS A	0.4	3.1	0.36	0.56	0.36	42.3
9u	U	1	0.0	1	0.0	0.241	10.3	LOS A	0.4	3.1	0.36	0.56	0.36	49.3
Approach		325	0.4	325	0.4	0.241	6.4	LOS A	0.4	3.1	0.36	0.55	0.36	42.7
West: Forsyth Street (W)														
10	L2	50	0.0	50	0.0	0.105	2.9	LOS A	0.2	1.4	0.25	0.31	0.25	47.5
11	T1	205	3.5	205	3.5	0.105	2.4	LOS A	0.2	1.4	0.25	0.33	0.25	49.1
12	R2	18	0.0	18	0.0	0.105	7.9	LOS A	0.2	1.4	0.25	0.35	0.25	41.5
12u	U	4	0.0	4	0.0	0.105	9.9	LOS A	0.2	1.4	0.25	0.35	0.25	41.5
Approach		277	2.6	277	2.6	0.105	3.0	LOS A	0.2	1.4	0.25	0.33	0.25	48.6
All Vehicles		1062	0.9	1061 N1	0.9	0.241	4.4	LOS A	0.4	3.1	0.36	0.44	0.36	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Edward/Best (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [AM Best Street (Network Folder: Future with subject site only and 10 year growth)]

Edward Street / Best Street
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	190	6.3	190	6.3	* 0.307	20.6	LOS B	2.9	21.6	0.77	0.75	0.77	40.8
2	T1	526	1.8	526	1.8	* 0.763	40.4	LOS C	13.7	97.1	0.93	0.85	0.99	23.8
3	R2	220	1.6	220	1.6	0.763	45.9	LOS D	13.7	97.1	0.97	0.88	1.01	32.7
Approach		935	2.7	935	2.7	0.763	37.6	LOS C	13.7	97.1	0.91	0.84	0.95	29.9
East: Edward Street (E)														
4	L2	71	15.3	71	15.3	0.143	37.7	LOS C	1.8	14.1	0.77	0.74	0.77	34.6
5	T1	598	19.1	598	19.1	0.634	36.9	LOS C	8.5	69.3	0.84	0.72	0.84	37.4
6	R2	65	5.6	65	5.6	0.695	69.3	LOS E[11]	2.4	17.7	1.00	0.82	1.18	18.6
Approach		734	17.5	734	17.5	0.695	39.9	LOS C	8.5	69.3	0.85	0.73	0.86	35.4
North: Best Street (N)														
7	L2	41	0.0	41	0.0	0.087	39.8	LOS C	1.1	7.5	0.80	0.71	0.80	30.9
8	T1	303	5.2	303	5.2	* 0.746	53.8	LOS D	7.1	51.8	1.00	0.90	1.11	25.7
9	R2	96	3.8	96	3.8	0.746	58.7	LOS E[11]	7.1	51.8	1.00	0.89	1.11	26.3
Approach		440	4.4	440	4.4	0.746	53.6	LOS D	7.1	51.8	0.98	0.88	1.08	26.2
West: Edward Street (W)														
10	L2	96	3.8	96	3.8	0.771	46.9	LOS D	13.0	97.9	0.94	0.86	0.98	25.3
11	T1	686	9.8	686	9.8	* 0.771	40.6	LOS C	13.0	97.9	0.91	0.83	0.96	35.8
12	R2	74	3.2	74	3.2	0.786	71.1	LOS F[11]	2.8	20.3	1.00	0.88	1.32	26.4
Approach		857	8.5	857	8.5	0.786	44.0	LOS D	13.0	97.9	0.92	0.83	0.99	33.9
All Vehicles		2965	8.3	2965	8.3	0.786	42.4	LOS C	13.7	97.9	0.91	0.82	0.96	31.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	74	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											

P2	Full	52	51.8	LOS E[12]	0.2	0.2	0.95	0.95	223.2	222.8	1.00
North: Best Street (N)											
P3	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)											
P4	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	221.3	220.5	1.00
All Pedestrians		164	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Morgan (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [AM Best Street (Network Folder: Future with subject site only and 10 year growth)]

Best Street / Morgan
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	96	0.0	96	0.0	0.310	4.8	LOS A	0.6	4.2	0.31	0.50	0.31	45.4
2	T1	479	2.8	479	2.8	0.310	4.5	LOS A	0.6	4.2	0.31	0.53	0.31	39.9
3	R2	104	2.3	104	2.3	0.310	8.2	LOS A	0.6	4.2	0.31	0.56	0.31	45.7
3u	U	17	7.1	17	7.1	0.310	10.0	LOS A	0.6	4.2	0.31	0.56	0.31	39.1
Approach		696	2.4	696	2.4	0.310	5.2	LOS A	0.6	4.2	0.31	0.53	0.31	42.6
East: Morgan Street (E)														
4	L2	90	1.3	90	1.3	0.114	5.7	LOS A	0.2	1.3	0.46	0.63	0.46	43.4
5	T1	166	0.7	166	0.7	0.198	4.8	LOS A	0.4	2.5	0.46	0.58	0.46	46.6
6	R2	38	0.0	38	0.0	0.198	8.4	LOS A	0.4	2.5	0.46	0.58	0.46	42.8
6u	U	1	0.0	1	0.0	0.198	10.1	LOS A	0.4	2.5	0.46	0.58	0.46	47.2
Approach		295	0.8	295	0.8	0.198	5.5	LOS A	0.4	2.5	0.46	0.60	0.46	45.6
North: Best Street (N)														
7	L2	74	4.8	74	4.8	0.208	5.3	LOS A	0.4	2.8	0.48	0.59	0.48	44.3
8	T1	306	5.5	306	5.5	0.208	5.0	LOS A	0.4	2.8	0.48	0.59	0.48	36.2
9	R2	26	0.0	26	0.0	0.208	8.6	LOS A	0.4	2.8	0.49	0.60	0.49	45.2
9u	U	2	0.0	2	0.0	0.208	10.3	LOS A	0.4	2.8	0.49	0.60	0.49	36.0
Approach		409	5.0	409	5.0	0.208	5.3	LOS A	0.4	2.8	0.48	0.59	0.48	40.0
West: Morgan Street (W)														
10	L2	58	0.0	58	0.0	0.194	5.7	LOS A	0.4	2.7	0.54	0.62	0.54	43.0
11	T1	270	0.0	270	0.0	0.194	5.4	LOS A	0.4	2.7	0.54	0.64	0.54	46.5
12	R2	42	2.8	42	2.8	0.194	9.3	LOS A	0.4	2.7	0.54	0.66	0.54	42.2
12u	U	1	0.0	1	0.0	0.194	10.9	LOS A	0.4	2.7	0.54	0.66	0.54	46.8
Approach		372	0.3	372	0.3	0.194	5.9	LOS A	0.4	2.7	0.54	0.64	0.54	45.8
All Vehicles		1772	2.3	1772	2.3	0.310	5.5	LOS A	0.6	4.2	0.42	0.58	0.42	43.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [AM Best Street (Network Folder: Future with subject site only and 10 year growth)]

Best Street / Forsyth Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	25	4.8	25	4.8	0.231	4.3	LOS A	0.4	3.2	0.29	0.44	0.29	45.0
2	T1	433	2.5	433	2.5	0.231	3.9	LOS A	0.4	3.2	0.29	0.47	0.29	46.1
3	R2	109	1.1	109	1.1	0.231	7.6	LOS A	0.4	3.1	0.29	0.53	0.29	45.4
3u	U	4	0.0	4	0.0	0.231	9.3	LOS A	0.4	3.1	0.29	0.53	0.29	36.5
Approach		571	2.3	571	2.3	0.231	4.7	LOS A	0.4	3.2	0.29	0.48	0.29	45.9
East: Forsyth Street (E)														
4	L2	48	5.0	48	5.0	0.073	5.0	LOS A	0.1	0.8	0.43	0.57	0.43	43.6
5	T1	65	5.6	65	5.6	0.073	4.7	LOS A	0.1	0.8	0.43	0.60	0.43	46.6
6	R2	30	0.0	30	0.0	0.073	8.3	LOS A	0.1	0.8	0.43	0.61	0.43	46.2
6u	U	1	0.0	1	0.0	0.073	10.0	LOS A	0.1	0.8	0.43	0.61	0.43	46.9
Approach		144	4.2	144	4.2	0.073	5.6	LOS A	0.1	0.8	0.43	0.59	0.43	45.8
North: Best Street (N)														
7	L2	34	3.6	34	3.6	0.199	5.1	LOS A	0.4	2.6	0.44	0.54	0.44	45.9
8	T1	340	3.9	340	3.9	0.199	4.7	LOS A	0.4	2.6	0.44	0.56	0.44	43.2
9	R2	37	0.0	37	0.0	0.199	8.4	LOS A	0.4	2.5	0.44	0.58	0.44	46.6
9u	U	1	0.0	1	0.0	0.199	10.0	LOS A	0.4	2.5	0.44	0.58	0.44	47.2
Approach		412	3.5	412	3.5	0.199	5.1	LOS A	0.4	2.6	0.44	0.56	0.44	44.1
West: Forsyth Street (W)														
10	L2	43	0.0	43	0.0	0.154	5.5	LOS A	0.2	1.7	0.49	0.61	0.49	45.8
11	T1	216	0.6	216	0.6	0.154	5.2	LOS A	0.2	1.7	0.49	0.62	0.49	46.7
12	R2	28	8.7	28	8.7	0.154	9.2	LOS A	0.2	1.7	0.50	0.64	0.50	42.6
12u	U	1	0.0	1	0.0	0.154	10.6	LOS A	0.2	1.7	0.50	0.64	0.50	47.0
Approach		288	1.3	288	1.3	0.154	5.6	LOS A	0.2	1.7	0.49	0.62	0.49	46.3
All Vehicles		1414	2.6	1414	2.6	0.231	5.1	LOS A	0.4	3.2	0.39	0.54	0.39	45.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Edward/Best (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [PM Best Street (Network Folder: Future with subject site only and 10 year growth)]

Edward Street / Best Street
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	89	0.0	89	0.0	0.219	24.5	LOS B	1.3	8.8	0.86	0.74	0.86	39.2
2	T1	311	0.8	311	0.8	* 0.871	59.0	LOS E[11]	9.4	65.8	1.00	1.05	1.35	19.3
3	R2	169	0.0	169	0.0	0.871	63.8	LOS E[11]	9.4	65.8	1.00	1.04	1.33	28.1
Approach		569	0.4	569	0.4	0.871	55.0	LOS D	9.4	65.8	0.98	1.00	1.27	25.2
East: Edward Street (E)														
4	L2	203	1.2	203	1.2	0.379	39.1	LOS C	5.3	37.7	0.84	0.79	0.84	34.2
5	T1	831	5.5	831	5.5	* 0.870	46.3	LOS D	14.2	104.3	0.93	0.93	1.11	34.1
6	R2	79	0.0	79	0.0	0.670	64.5	LOS E[11]	2.8	19.4	1.00	0.82	1.13	19.5
Approach		1113	4.3	1113	4.3	0.870	46.3	LOS D	14.2	104.3	0.92	0.90	1.06	33.2
North: Best Street (N)														
7	L2	43	0.0	43	0.0	0.060	26.7	LOS B	0.9	6.1	0.65	0.68	0.65	36.0
8	T1	636	0.0	636	0.0	* 0.865	49.8	LOS D	16.0	112.4	1.00	1.02	1.21	26.7
9	R2	241	0.5	241	0.5	0.865	54.7	LOS D	16.0	112.4	1.00	1.00	1.20	27.3
Approach		921	0.1	921	0.1	0.865	50.0	LOS D	16.0	112.4	0.98	1.00	1.18	27.1
West: Edward Street (W)														
10	L2	71	1.7	71	1.7	0.827	48.9	LOS D	14.5	105.6	0.97	0.92	1.07	24.8
11	T1	771	5.4	771	5.4	0.827	42.7	LOS D	14.5	105.6	0.94	0.89	1.04	35.2
12	R2	91	0.0	91	0.0	* 0.772	66.6	LOS E[11]	3.3	22.9	1.00	0.88	1.27	27.3
Approach		933	4.6	933	4.6	0.827	45.5	LOS D	14.5	105.6	0.94	0.89	1.07	33.6
All Vehicles		3537	2.7	3537	2.7	0.871	48.5	LOS D	16.0	112.4	0.95	0.94	1.13	30.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	24	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											

P2	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											
P3	Full	19	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)											
P4	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians		60	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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MOVEMENT SUMMARY

Site: 101 [PM Best/Morgan (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [PM Best Street (Network Folder: Future with subject site only and 10 year growth)]

Best Street / Morgan
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	51	0.0	51	0.0	0.233	5.3	LOS A	0.4	3.0	0.36	0.53	0.36	45.2
2	T1	288	1.7	288	1.7	0.233	5.0	LOS A	0.4	3.0	0.36	0.56	0.36	39.3
3	R2	122	0.0	122	0.0	0.233	8.6	LOS A	0.4	3.0	0.36	0.63	0.36	45.0
3u	U	13	0.0	13	0.0	0.233	10.3	LOS A	0.4	3.0	0.36	0.63	0.36	37.7
Approach		474	1.0	474	1.0	0.233	6.1	LOS A	0.4	3.0	0.36	0.58	0.36	42.6
East: Morgan Street (E)														
4	L2	239	0.0	239	0.0	0.305	6.4	LOS A	0.6	3.9	0.62	0.80	0.62	42.5
5	T1	220	1.1	220	1.1	0.346	5.8	LOS A	0.7	4.8	0.63	0.72	0.63	45.9
6	R2	79	3.0	79	3.0	0.346	9.6	LOS A	0.7	4.8	0.63	0.72	0.63	41.8
6u	U	2	0.0	2	0.0	0.346	11.1	LOS A	0.7	4.8	0.63	0.72	0.63	46.5
Approach		540	0.9	540	0.9	0.346	6.7	LOS A	0.7	4.8	0.63	0.76	0.63	44.4
North: Best Street (N)														
7	L2	38	0.0	38	0.0	0.352	5.7	LOS A	0.7	5.1	0.56	0.62	0.56	44.0
8	T1	598	0.2	598	0.2	0.352	5.4	LOS A	0.7	5.1	0.57	0.64	0.57	35.6
9	R2	44	0.0	44	0.0	0.352	9.2	LOS A	0.7	5.0	0.57	0.65	0.57	44.9
9u	U	1	0.0	1	0.0	0.352	10.8	LOS A	0.7	5.0	0.57	0.65	0.57	35.3
Approach		682	0.2	682	0.2	0.352	5.7	LOS A	0.7	5.1	0.57	0.64	0.57	37.9
West: Morgan Street (W)														
10	L2	57	0.0	57	0.0	0.218	5.4	LOS A	0.4	3.0	0.50	0.59	0.50	43.2
11	T1	318	0.8	318	0.8	0.218	5.1	LOS A	0.4	3.0	0.50	0.61	0.50	46.6
12	R2	64	0.0	64	0.0	0.218	8.8	LOS A	0.4	3.0	0.50	0.64	0.50	42.3
12u	U	1	0.0	1	0.0	0.218	10.5	LOS A	0.4	3.0	0.50	0.64	0.50	46.9
Approach		440	0.5	440	0.5	0.218	5.7	LOS A	0.4	3.0	0.50	0.61	0.50	45.9
All Vehicles		2136	0.6	2136	0.6	0.352	6.0	LOS A	0.7	5.1	0.52	0.65	0.52	43.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth (Site Folder: Future subject site development + 10 year growth)]

Network: N102 [PM Best Street (Network Folder: Future with subject site only and 10 year growth)]

Best Street / Forsyth Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	11.1	22	11.1	0.205	5.3	LOS A	0.4	2.7	0.45	0.54	0.45	44.2
2	T1	315	1.5	315	1.5	0.205	4.7	LOS A	0.4	2.7	0.45	0.57	0.45	45.4
3	R2	86	0.0	86	0.0	0.205	8.4	LOS A	0.4	2.7	0.46	0.62	0.46	44.8
3u	U	1	0.0	1	0.0	0.205	10.1	LOS A	0.4	2.7	0.46	0.62	0.46	35.3
Approach		424	1.7	424	1.7	0.205	5.5	LOS A	0.4	2.7	0.45	0.58	0.45	45.2
East: Forsyth Street (E)														
4	L2	169	0.0	169	0.0	0.243	5.6	LOS A	0.4	3.0	0.54	0.68	0.54	43.1
5	T1	214	0.6	214	0.6	0.243	5.4	LOS A	0.4	3.0	0.54	0.68	0.54	46.3
6	R2	64	0.0	64	0.0	0.243	9.1	LOS A	0.4	3.0	0.54	0.68	0.54	46.1
6u	U	1	0.0	1	0.0	0.243	10.8	LOS A	0.4	3.0	0.54	0.68	0.54	46.7
Approach		448	0.3	448	0.3	0.243	6.0	LOS A	0.4	3.0	0.54	0.68	0.54	45.5
North: Best Street (N)														
7	L2	44	2.7	44	2.7	0.282	5.0	LOS A	0.5	3.8	0.43	0.53	0.43	45.9
8	T1	486	0.2	486	0.2	0.282	4.6	LOS A	0.5	3.8	0.44	0.56	0.44	43.1
9	R2	78	1.5	78	1.5	0.282	8.3	LOS A	0.5	3.8	0.44	0.58	0.44	46.5
9u	U	4	0.0	4	0.0	0.282	10.0	LOS A	0.5	3.8	0.44	0.58	0.44	47.1
Approach		612	0.6	612	0.6	0.282	5.1	LOS A	0.5	3.8	0.44	0.56	0.44	44.2
West: Forsyth Street (W)														
10	L2	36	3.3	36	3.3	0.131	5.2	LOS A	0.2	1.5	0.46	0.57	0.46	45.9
11	T1	198	1.2	198	1.2	0.131	4.9	LOS A	0.2	1.5	0.46	0.59	0.46	46.8
12	R2	20	0.0	20	0.0	0.131	8.6	LOS A	0.2	1.5	0.47	0.60	0.47	42.8
12u	U	1	100.0	1	100.0	0.131	13.1	LOS A	0.2	1.5	0.47	0.60	0.47	45.7
Approach		256	1.9	256	1.9	0.131	5.3	LOS A	0.2	1.5	0.46	0.58	0.46	46.4
All Vehicles		1739	1.0	1739	1.0	0.282	5.5	LOS A	0.5	3.8	0.47	0.60	0.47	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) (Site Folder: Future subject site development + 10 year growth)]

Network: N101 [Sturt Highway AM - Future Layout (Network Folder: Future with subject site only and 10 year growth)]

Edward Street / Docker Street
Future Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	102	5.9	102	5.9	0.646	35.9	LOS C	8.1	57.8	0.94	0.81	0.94	36.0
2	T1	580	1.4	580	1.4	0.646	31.3	LOS C	8.3	59.0	0.94	0.81	0.94	34.9
3	R2	363	2.0	363	2.0	* 0.714	37.5	LOS C	9.2	65.2	0.96	0.86	1.00	24.9
Approach		1045	2.1	1045	2.1	0.714	33.9	LOS C	9.2	65.2	0.94	0.83	0.96	32.3
East: Edward Street (E)														
4	L2	118	10.2	118	10.2	0.548	28.3	LOS B	6.1	47.9	0.73	0.69	0.73	33.5
5	T1	546	15.2	546	15.2	0.548	19.2	LOS B	6.1	47.9	0.69	0.62	0.69	40.1
6	R2	107	9.0	107	9.0	0.823	57.5	LOS E 11	3.4	25.5	1.00	1.00	1.48	23.1
Approach		770	13.6	770	13.6	0.823	25.9	LOS B	6.1	47.9	0.74	0.68	0.81	35.4
North: Docker Street (N)														
7	L2	61	7.9	61	7.9	0.569	42.3	LOS C	4.6	33.3	0.96	0.80	0.96	24.4
8	T1	315	1.9	315	1.9	0.569	37.6	LOS C	4.9	35.1	0.96	0.79	0.96	32.9
9	R2	226	2.1	226	2.1	* 0.696	44.3	LOS D	6.0	43.1	0.99	0.86	1.06	32.4
Approach		602	2.6	602	2.6	0.696	40.6	LOS C	6.0	43.1	0.97	0.82	1.00	32.1
West: Edward Street (W)														
10	L2	259	2.8	259	2.8	* 0.706	33.7	LOS C	10.4	76.1	0.93	0.84	0.94	36.9
11	T1	626	9.2	626	9.2	0.706	28.0	LOS B	10.6	80.1	0.93	0.82	0.94	31.1
12	R2	169	2.1	169	2.1	0.837	54.4	LOS D	5.4	38.4	1.00	1.02	1.42	30.1
Approach		1055	6.5	1055	6.5	0.837	33.7	LOS C	10.6	80.1	0.94	0.86	1.01	32.6
All Vehicles		3472	6.0	3472	6.0	0.837	33.2	LOS C	10.6	80.1	0.90	0.80	0.95	32.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05

East: Edward Street (E)										
P2 Full	38	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
North: Docker Street (N)										
P3 Full	25	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
All Pedestrians	100	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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: 101 [AM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future subject site development + 10 year growth)]

Network: N101 [Sturt Highway AM - Future Layout (Network Folder: Future with subject site only and 10 year growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
Approach		59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
East: Edward Street (E)														
4	L2	79	0.0	79	0.0	0.219	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
5	T1	702	15.2	702	15.2	0.219	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.6
Approach		781	13.7	781	13.7	0.219	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
West: Edward Street (W)														
11	T1	895	7.8	895	7.8	0.243	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	178	0.7	178	0.7	0.291	11.2	LOS A	0.4	3.1	0.66	0.88	0.73	45.1
Approach		1073	6.6	1073	6.6	0.291	1.9	NA	0.4	3.1	0.11	0.15	0.12	52.1
All Vehicles		1913	9.3	1913	9.3	0.291	1.5	NA	0.4	3.1	0.07	0.13	0.08	53.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Murray (Future Signals) (Site Folder: Future subject site development + 10 year growth)]

Network: N101 [Sturt Highway AM - Future Layout (Network Folder: Future with subject site only and 10 year growth)]

Edward Street / Murray Street with future signals
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	43	0.0	43	0.0	0.240	42.4	LOS C	1.6	11.3	0.92	0.73	0.92	23.8
2	T1	22	5.6	22	5.6	* 0.240	37.9	LOS C	1.6	11.3	0.92	0.73	0.92	34.1
3	R2	14	0.0	14	0.0	0.072	43.4	LOS D	0.4	2.5	0.91	0.68	0.91	31.2
Approach		79	1.5	79	1.5	0.240	41.4	LOS C	1.6	11.3	0.92	0.72	0.92	28.7
East: Edward Street (E)														
4	L2	29	4.2	29	4.2	0.294	10.3	LOS A	3.5	27.7	0.38	0.36	0.38	50.1
5	T1	727	14.7	727	14.7	0.294	4.7	LOS A	3.5	27.7	0.38	0.35	0.38	51.8
6	R2	68	1.8	68	1.8	0.207	13.3	LOS A	0.8	5.7	0.45	0.69	0.45	45.1
Approach		824	13.3	824	13.3	0.294	5.6	LOS A	3.5	27.8	0.38	0.37	0.38	50.6
North: Murray Street (N)														
7	L2	44	0.0	44	0.0	0.207	42.2	LOS C	1.3	9.6	0.92	0.73	0.92	33.2
8	T1	11	11.1	11	11.1	0.207	37.7	LOS C	1.3	9.6	0.92	0.73	0.92	31.9
9	R2	11	0.0	11	0.0	0.056	43.3	LOS D	0.3	1.9	0.91	0.67	0.91	23.1
Approach		66	1.8	66	1.8	0.207	41.7	LOS C	1.3	9.6	0.92	0.72	0.92	31.7
West: Edward Street (W)														
10	L2	178	0.0	178	0.0	0.372	9.5	LOS A	3.6	26.5	0.29	0.41	0.29	45.4
11	T1	816	8.5	816	8.5	* 0.372	4.3	LOS A	4.6	34.2	0.34	0.36	0.34	53.1
12	R2	20	0.0	20	0.0	0.047	11.5	LOS A	0.2	1.4	0.37	0.65	0.37	41.2
Approach		1014	6.9	1014	6.9	0.372	5.4	LOS A	4.6	34.2	0.33	0.38	0.33	51.3
All Vehicles		1984	9.1	1984	9.1	0.372	8.1	LOS A	4.6	34.2	0.40	0.40	0.40	47.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05

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East: Edward Street (E)										
P2 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)										
P3 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Edward/Docker (Future Layout) (Site Folder: Future subject site development + 10 year growth)]

Network: N101 [Sturt Highway PM - Future Layout (Network Folder: Future with subject site only and 10 year growth)]

Edward Street / Docker Street
Future Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	83	1.4	83	1.4	0.279	18.5	LOS B	4.1	29.0	0.62	0.59	0.62	43.4
2	T1	449	1.9	449	1.9	0.279	14.0	LOS A	4.2	29.6	0.62	0.55	0.62	41.7
3	R2	292	1.2	292	1.2	0.838	44.3	LOS D	9.1	64.2	0.96	1.02	1.27	22.9
Approach		824	1.6	824	1.6	0.838	25.2	LOS B	9.1	64.2	0.74	0.72	0.85	35.5
East: Edward Street (E)														
4	L2	197	2.4	197	2.4	0.730	32.8	LOS C	11.2	81.3	0.89	0.82	0.90	31.5
5	T1	786	5.0	786	5.0	0.730	26.4	LOS B	11.2	81.3	0.86	0.78	0.88	35.7
6	R2	127	0.0	127	0.0	* 0.581	33.7	LOS C	2.6	18.3	1.00	0.79	1.01	30.0
Approach		1110	4.0	1110	4.0	0.730	28.4	LOS B	11.2	81.3	0.88	0.79	0.90	34.2
North: Docker Street (N)														
7	L2	57	2.1	57	2.1	0.326	18.4	LOS B	4.9	34.3	0.63	0.58	0.63	35.9
8	T1	571	0.2	571	0.2	0.326	14.1	LOS A	5.1	35.4	0.63	0.56	0.63	41.8
9	R2	384	0.6	384	0.6	* 0.972	95.5	LOS F[11]	19.0	133.8	1.00	1.36	1.95	22.3
Approach		1013	0.5	1013	0.5	0.972	45.2	LOS D	19.0	133.8	0.77	0.87	1.13	31.1
West: Edward Street (W)														
10	L2	154	1.6	154	1.6	* 0.846	48.9	LOS D	10.7	77.4	1.00	1.01	1.25	32.3
11	T1	577	6.2	577	6.2	0.846	43.2	LOS D	10.9	80.5	1.00	1.01	1.24	24.8
12	R2	126	1.0	126	1.0	0.944	80.6	LOS F[11]	5.0	35.1	1.00	1.23	2.08	24.7
Approach		856	4.6	856	4.6	0.944	49.7	LOS D	10.9	80.5	1.00	1.04	1.37	26.4
All Vehicles		3803	2.7	3803	2.7	0.972	37.0	LOS C	19.0	133.8	0.85	0.85	1.06	31.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05

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East: Edward Street (E)										
P2 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06
North: Docker Street (N)										
P3 Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	20	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	116	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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: 101 [PM Edward/Lewis - Including hospital data from TfNSW (Site Folder: Future subject site development + 10 year growth)]

Network: N101 [Sturt Highway PM - Future Layout (Network Folder: Future with subject site only and 10 year growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	205	0.0	205	0.0	0.240	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
Approach		205	0.0	205	0.0	0.240	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
East: Edward Street (E)														
4	L2	78	0.0	78	0.0	0.274	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.2
5	T1	958	4.8	958	4.8	0.274	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
Approach		1036	4.4	1036	4.4	0.274	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
West: Edward Street (W)														
11	T1	870	4.7	870	4.7	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	61	0.0	61	0.0	0.133	12.7	LOS A	0.2	1.1	0.71	0.88	0.71	43.9
Approach		931	4.4	931	4.4	0.231	0.9	NA	0.2	1.1	0.05	0.06	0.05	55.3
All Vehicles		2172	4.0	2172	4.0	0.274	1.3	NA	0.4	2.8	0.07	0.12	0.07	54.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Murray (Future Signals) (Site Folder: Future subject site development + 10 year growth)]

Network: N101 [Sturt Highway PM - Future Layout (Network Folder: Future with subject site only and 10 year growth)]

Edward Street / Murray Street with future signals
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	30	4.0	30	4.0	0.162	41.9	LOS C	1.0	7.5	0.91	0.71	0.91	24.0
2	T1	13	0.0	13	0.0	0.162	37.3	LOS C	1.0	7.5	0.91	0.71	0.91	34.3
3	R2	18	0.0	18	0.0	0.108	46.0	LOS D	0.5	3.2	0.94	0.69	0.94	30.5
Approach		61	2.0	61	2.0	0.162	42.1	LOS C	1.0	7.5	0.92	0.71	0.92	28.8
East: Edward Street (E)														
4	L2	22	0.0	22	0.0	0.386	10.6	LOS A	5.4	39.0	0.41	0.39	0.41	50.1
5	T1	1034	4.3	1034	4.3	* 0.386	5.1	LOS A	5.4	39.1	0.41	0.38	0.41	51.3
6	R2	32	0.0	32	0.0	0.080	10.9	LOS A	0.3	2.1	0.36	0.65	0.36	46.5
Approach		1088	4.1	1088	4.1	0.386	5.4	LOS A	5.4	39.1	0.41	0.39	0.41	51.0
North: Murray Street (N)														
7	L2	67	0.0	67	0.0	0.370	43.3	LOS D	2.5	17.8	0.95	0.76	0.95	33.1
8	T1	34	0.0	34	0.0	* 0.370	38.8	LOS C	2.5	17.8	0.95	0.76	0.95	31.8
9	R2	16	0.0	16	0.0	0.075	42.5	LOS C	0.4	2.7	0.90	0.69	0.90	23.3
Approach		116	0.0	116	0.0	0.370	41.9	LOS C	2.5	17.8	0.94	0.75	0.94	31.7
West: Edward Street (W)														
10	L2	53	2.3	53	2.3	0.325	8.6	LOS A	2.5	18.2	0.23	0.26	0.23	47.4
11	T1	834	4.7	834	4.7	0.325	3.2	LOS A	2.7	19.8	0.24	0.24	0.24	55.1
12	R2	14	8.3	14	8.3	0.050	11.8	LOS A	0.1	0.9	0.30	0.63	0.30	40.9
Approach		901	4.7	901	4.7	0.325	3.7	LOS A	2.7	19.8	0.24	0.25	0.24	54.3
All Vehicles		2167	4.0	2167	4.0	0.386	7.7	LOS A	5.4	39.1	0.38	0.36	0.38	48.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05

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East: Edward Street (E)										
P2 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)										
P3 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Ivan Jack/Esplanade (Site Folder: Future subject site development + 10 year growth)]

Ivan Jack Drive / The Esplande
Future Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	26	4.5	0.126	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	381	8	457	2.1	0.126	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		403	9	483	2.2	0.126	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	330	10	394	3.0	0.104	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	95	0.0	0.108	7.0	LOS A	0.4	3.0	0.50	0.68	0.50	45.2
Approach		409	10	488	2.5	0.108	1.4	NA	0.4	3.0	0.10	0.13	0.10	49.0
West: The Esplanade (W)														
10	L2	144	0	173	0.0	0.159	5.5	LOS A	0.6	4.3	0.33	0.55	0.33	46.4
12	R2	16	2	19	12.5	0.126	30.1	LOS D	0.4	3.0	0.84	1.00	0.84	35.7
Approach		160	2	192	1.3	0.159	7.9	LOS A	0.6	4.3	0.38	0.59	0.38	45.0
All Vehicles		972	21	1163	2.2	0.159	2.0	NA	0.6	4.3	0.10	0.17	0.10	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade (Site Folder: Future subject site development + 10 year growth)]

Ivan Jack Drive / The Esplande
Future Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	52	0.0	0.115	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	48.8
2	T1	327	6	388	1.9	0.115	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.6
Approach		370	6	439	1.6	0.115	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.5
North: Ivan Jack Drive (N)														
8	T1	466	2	559	0.4	0.145	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
9	R2	149	0	179	0.0	0.194	6.8	LOS A	0.8	5.7	0.50	0.69	0.50	45.3
Approach		615	2	738	0.3	0.194	1.7	NA	0.8	5.7	0.12	0.17	0.12	48.7
West: The Esplanade (W)														
10	L2	80	0	96	0.0	0.084	5.2	LOS A	0.3	2.2	0.27	0.51	0.27	46.5
12	R2	22	0	26	0.0	0.217	38.0	LOS E[11]	0.7	4.8	0.89	1.02	0.95	33.1
Approach		102	0	122	0.0	0.217	12.3	LOS B	0.7	4.8	0.40	0.62	0.41	42.8
All Vehicles		1087	8	1300	0.7	0.217	2.3	NA	0.8	5.7	0.11	0.18	0.11	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Docker Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	316	5.7	316	5.7	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	288	1.7	288	1.7	0.472	10.3	LOS A	1.1	7.8	0.61	0.91	0.86	31.8
Approach		604	3.8	604	3.8	0.472	4.9	NA	1.1	7.8	0.29	0.43	0.41	44.1
East: Forsyth Street (E)														
4	L2	376	1.9	376	1.9	0.285	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	26	0.0	26	0.0	0.135	21.7	LOS B	0.2	1.2	0.82	0.91	0.82	35.7
Approach		403	1.8	403	1.8	0.285	6.1	LOS A	0.2	1.2	0.05	0.55	0.05	39.5
North: Docker Street (N)														
7	L2	89	2.7	89	2.7	0.049	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	351	2.4	351	2.4	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		440	2.5	440	2.5	0.091	0.9	NA	0.0	0.0	0.00	0.11	0.00	48.8
All Vehicles		1446	2.8	1446	2.8	0.472	4.0	NA	1.1	7.8	0.14	0.37	0.19	44.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

Morgan Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	28	4.3	28	4.3	0.036	4.5	LOS A	0.1	0.4	0.43	0.49	0.43	44.6
2	T1	215	0.6	215	0.6	0.204	3.4	LOS A	0.4	2.9	0.43	0.43	0.43	44.0
3	R2	37	0.0	37	0.0	0.204	8.6	LOS A	0.4	2.9	0.43	0.43	0.43	49.1
3u	U	1	0.0	1	0.0	0.204	10.7	LOS A	0.4	2.9	0.43	0.43	0.43	50.6
Approach		281	0.9	281	0.9	0.204	4.2	LOS A	0.4	2.9	0.43	0.43	0.43	45.2
East: Morgan Street (E)														
4	L2	25	0.0	25	0.0	0.027	3.1	LOS A	0.0	0.3	0.25	0.38	0.25	48.1
5	T1	179	0.0	179	0.0	0.197	2.4	LOS A	0.4	2.7	0.24	0.42	0.24	44.1
6	R2	107	0.0	107	0.0	0.197	7.8	LOS A	0.4	2.7	0.24	0.42	0.24	44.1
6u	U	1	0.0	1	0.0	0.197	9.8	LOS A	0.4	2.7	0.24	0.42	0.24	50.6
Approach		313	0.0	313	0.0	0.197	4.4	LOS A	0.4	2.7	0.24	0.42	0.24	44.7
North: The Esplanade (N)														
7	L2	64	1.9	64	1.9	0.058	3.7	LOS A	0.1	0.8	0.42	0.47	0.42	46.6
8	T1	29	4.1	29	4.1	0.055	3.1	LOS A	0.1	0.8	0.41	0.52	0.41	46.6
9	R2	36	3.3	36	3.3	0.055	8.5	LOS A	0.1	0.8	0.41	0.52	0.41	36.4
9u	U	1	0.0	1	0.0	0.055	10.5	LOS A	0.1	0.8	0.41	0.52	0.41	36.4
Approach		131	2.8	131	2.8	0.058	4.9	LOS A	0.1	0.8	0.41	0.50	0.41	45.0
West: Morgan Street (W)														
10	L2	65	0.0	65	0.0	0.084	4.8	LOS A	0.1	1.0	0.46	0.53	0.46	41.2
11	T1	252	0.5	252	0.5	0.244	3.4	LOS A	0.5	3.7	0.47	0.44	0.47	47.9
12	R2	35	3.4	35	3.4	0.244	8.9	LOS A	0.5	3.7	0.47	0.44	0.47	48.6
12u	U	8	0.0	8	0.0	0.244	10.8	LOS A	0.5	3.7	0.47	0.44	0.47	40.5
Approach		361	0.7	361	0.7	0.244	4.4	LOS A	0.5	3.7	0.47	0.46	0.47	47.3
All Vehicles		1086	0.8	1086	0.8	0.244	4.4	LOS A	0.5	3.7	0.39	0.44	0.39	45.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	205	0.0	205	0.0	0.153	3.1	LOS A	0.3	1.8	0.31	0.43	0.31	40.0
2	T1	127	0.9	127	0.9	0.136	2.8	LOS A	0.2	1.6	0.32	0.40	0.32	48.2
3	R2	27	0.0	27	0.0	0.136	8.2	LOS A	0.2	1.6	0.32	0.40	0.32	49.1
3u	U	6	0.0	6	0.0	0.136	10.2	LOS A	0.2	1.6	0.32	0.40	0.32	39.1
Approach		365	0.3	365	0.3	0.153	3.5	LOS A	0.3	1.8	0.32	0.42	0.32	45.6
East: Forsyth Street (E)														
4	L2	25	0.0	25	0.0	0.055	3.1	LOS A	0.1	0.7	0.30	0.33	0.30	45.4
5	T1	111	2.2	111	2.2	0.055	2.6	LOS A	0.1	0.7	0.30	0.33	0.30	45.2
6	R2	2	0.0	2	0.0	0.055	8.1	LOS A	0.1	0.7	0.30	0.33	0.30	49.9
6u	U	1	0.0	1	0.0	0.055	10.1	LOS A	0.1	0.7	0.30	0.33	0.30	51.3
Approach		140	1.7	140	1.7	0.055	2.9	LOS A	0.1	0.7	0.30	0.33	0.30	45.5
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.003	3.9	LOS A	0.0	0.0	0.38	0.41	0.38	47.7
8	T1	64	5.7	64	5.7	0.134	2.9	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9	R2	102	3.5	102	3.5	0.134	8.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9u	U	2	0.0	2	0.0	0.134	10.3	LOS A	0.2	1.7	0.36	0.54	0.36	49.4
Approach		170	4.2	170	4.2	0.134	6.3	LOS A	0.2	1.7	0.37	0.54	0.37	42.8
West: Forsyth Street (W)														
10	L2	115	1.0	115	1.0	0.147	3.0	LOS A	0.3	2.0	0.29	0.36	0.29	47.3
11	T1	252	1.9	252	1.9	0.147	2.6	LOS A	0.3	2.0	0.30	0.35	0.30	49.0
12	R2	14	0.0	14	0.0	0.147	8.1	LOS A	0.3	2.0	0.30	0.34	0.30	41.5
12u	U	2	0.0	2	0.0	0.147	10.1	LOS A	0.3	2.0	0.30	0.34	0.30	41.5
Approach		384	1.6	384	1.6	0.147	3.0	LOS A	0.3	2.0	0.30	0.35	0.30	48.3
All Vehicles		1059	1.6	1059	1.6	0.153	3.7	LOS A	0.3	2.0	0.31	0.40	0.31	46.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Morgan/Docker - Full Dev 2031 - ROUNDABOUT CONCEPT (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.338	4.5	LOS A	0.8	5.8	0.18	0.41	0.18	54.4
2	T1	593	3.4	593	3.4	0.338	4.5	LOS A	0.8	5.8	0.18	0.44	0.18	50.8
3	R2	393	0.3	393	0.3	0.338	8.9	LOS A	0.8	5.6	0.18	0.59	0.18	47.4
Approach		987	2.2	987	2.2	0.338	6.2	LOS A	0.8	5.8	0.18	0.50	0.18	49.4
East: Morgan Street (E)														
4	L2	302	0.4	302	0.4	0.280	5.8	LOS A	0.5	3.7	0.51	0.67	0.51	51.9
5	T1	23	0.0	23	0.0	0.060	6.9	LOS A	0.1	0.7	0.50	0.68	0.50	51.7
6	R2	14	8.3	14	8.3	0.060	11.6	LOS A	0.1	0.7	0.50	0.68	0.50	41.5
Approach		340	0.7	340	0.7	0.280	6.1	LOS A	0.5	3.7	0.51	0.67	0.51	51.6
North: Docker Street (N)														
7	L2	67	1.8	67	1.8	0.249	5.9	LOS A	0.5	3.4	0.48	0.59	0.48	41.6
8	T1	453	2.6	453	2.6	0.249	6.0	LOS A	0.5	3.4	0.48	0.60	0.48	52.7
9	R2	6	21.4	6	21.4	0.249	11.0	LOS A	0.5	3.4	0.48	0.60	0.48	51.4
Approach		526	2.7	526	2.7	0.249	6.0	LOS A	0.5	3.4	0.48	0.60	0.48	52.0
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.004	8.3	LOS A	0.0	0.0	0.57	0.62	0.57	47.5
11	T1	17	0.0	17	0.0	0.019	6.5	LOS A	0.0	0.2	0.53	0.62	0.53	48.4
12	R2	1	0.0	1	0.0	0.019	10.8	LOS A	0.0	0.2	0.53	0.62	0.53	53.9
Approach		20	0.0	20	0.0	0.019	6.9	LOS A	0.0	0.2	0.53	0.62	0.53	48.9
All Vehicles		1873	2.1	1873	2.1	0.338	6.2	LOS A	0.8	5.8	0.33	0.56	0.33	50.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Docker Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	334	1.4	334	1.4	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	202	3.0	202	3.0	0.295	7.6	LOS A	0.5	3.6	0.49	0.72	0.51	35.1
Approach		535	2.0	535	2.0	0.295	2.9	NA	0.5	3.6	0.18	0.27	0.19	46.6
East: Forsyth Street (E)														
4	L2	442	0.3	442	0.3	0.332	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	65	0.0	65	0.0	0.251	18.7	LOS B	0.4	2.6	0.78	0.92	0.87	37.2
Approach		506	0.2	506	0.2	0.332	6.6	LOS A	0.4	2.6	0.10	0.58	0.11	39.4
North: Docker Street (N)														
7	L2	66	1.8	66	1.8	0.036	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	280	0.9	280	0.9	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		346	1.0	346	1.0	0.072	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1388	1.1	1388	1.1	0.332	3.8	NA	0.5	3.6	0.11	0.34	0.11	45.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

Morgan Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	20	0.0	20	0.0	0.026	4.4	LOS A	0.0	0.3	0.43	0.48	0.43	44.6
2	T1	63	0.0	63	0.0	0.084	3.2	LOS A	0.2	1.1	0.40	0.48	0.40	43.3
3	R2	38	3.1	38	3.1	0.084	8.6	LOS A	0.2	1.1	0.40	0.48	0.40	48.6
3u	U	1	0.0	1	0.0	0.084	10.5	LOS A	0.2	1.1	0.40	0.48	0.40	50.0
Approach		123	1.0	123	1.0	0.084	5.2	LOS A	0.2	1.1	0.41	0.48	0.41	45.9
East: Morgan Street (E)														
4	L2	28	0.0	28	0.0	0.031	3.4	LOS A	0.1	0.4	0.30	0.40	0.30	47.9
5	T1	212	0.6	212	0.6	0.207	2.6	LOS A	0.4	2.9	0.30	0.40	0.30	44.3
6	R2	72	0.0	72	0.0	0.207	8.0	LOS A	0.4	2.9	0.30	0.40	0.30	44.3
6u	U	5	0.0	5	0.0	0.207	10.0	LOS A	0.4	2.9	0.30	0.40	0.30	50.7
Approach		317	0.4	317	0.4	0.207	4.0	LOS A	0.4	2.9	0.30	0.40	0.30	44.9
North: The Esplanade (N)														
7	L2	64	0.0	64	0.0	0.066	4.1	LOS A	0.1	0.8	0.44	0.50	0.44	46.5
8	T1	80	1.5	80	1.5	0.105	3.3	LOS A	0.2	1.4	0.44	0.49	0.44	47.2
9	R2	44	0.0	44	0.0	0.105	8.7	LOS A	0.2	1.4	0.44	0.49	0.44	37.3
9u	U	1	0.0	1	0.0	0.105	10.7	LOS A	0.2	1.4	0.44	0.49	0.44	37.3
Approach		190	0.6	190	0.6	0.105	4.9	LOS A	0.2	1.4	0.44	0.50	0.44	45.7
West: Morgan Street (W)														
10	L2	54	0.0	54	0.0	0.062	3.7	LOS A	0.1	0.7	0.32	0.43	0.32	42.3
11	T1	306	0.0	306	0.0	0.243	2.6	LOS A	0.5	3.4	0.32	0.34	0.32	48.8
12	R2	22	0.0	22	0.0	0.243	8.1	LOS A	0.5	3.4	0.32	0.34	0.32	49.6
12u	U	8	0.0	8	0.0	0.243	10.1	LOS A	0.5	3.4	0.32	0.34	0.32	42.1
Approach		390	0.0	390	0.0	0.243	3.2	LOS A	0.5	3.4	0.32	0.36	0.32	48.4
All Vehicles		1019	0.4	1019	0.4	0.243	4.0	LOS A	0.5	3.4	0.35	0.41	0.35	46.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	65	0.0	65	0.0	0.068	4.1	LOS A	0.1	0.8	0.44	0.53	0.44	38.8
2	T1	74	0.0	74	0.0	0.099	3.2	LOS A	0.2	1.2	0.43	0.50	0.43	47.2
3	R2	39	0.0	39	0.0	0.099	8.6	LOS A	0.2	1.2	0.43	0.50	0.43	48.0
3u	U	5	0.0	5	0.0	0.099	10.7	LOS A	0.2	1.2	0.43	0.50	0.43	37.3
Approach		183	0.0	183	0.0	0.099	4.9	LOS A	0.2	1.2	0.43	0.51	0.43	45.9
East: Forsyth Street (E)														
4	L2	37	0.0	37	0.0	0.127	3.6	LOS A	0.3	1.8	0.42	0.39	0.42	44.6
5	T1	249	0.5	249	0.5	0.127	3.2	LOS A	0.3	1.8	0.43	0.40	0.43	44.4
6	R2	8	0.0	8	0.0	0.127	8.7	LOS A	0.2	1.7	0.43	0.41	0.43	49.3
6u	U	1	0.0	1	0.0	0.127	10.8	LOS A	0.2	1.7	0.43	0.41	0.43	50.7
Approach		296	0.4	296	0.4	0.127	3.5	LOS A	0.3	1.8	0.43	0.40	0.43	44.7
North: The Esplanade (N)														
7	L2	11	0.0	11	0.0	0.013	3.8	LOS A	0.0	0.1	0.37	0.44	0.37	47.7
8	T1	106	0.0	106	0.0	0.242	2.9	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9	R2	208	0.6	208	0.6	0.242	8.3	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9u	U	1	0.0	1	0.0	0.242	10.3	LOS A	0.4	3.1	0.37	0.56	0.37	49.3
Approach		325	0.4	325	0.4	0.242	6.4	LOS A	0.4	3.1	0.37	0.55	0.37	42.6
West: Forsyth Street (W)														
10	L2	50	0.0	50	0.0	0.106	2.9	LOS A	0.2	1.4	0.25	0.31	0.25	47.5
11	T1	210	3.4	210	3.4	0.106	2.4	LOS A	0.2	1.4	0.26	0.33	0.26	49.1
12	R2	18	0.0	18	0.0	0.106	7.9	LOS A	0.2	1.4	0.26	0.35	0.26	41.4
12u	U	4	0.0	4	0.0	0.106	9.9	LOS A	0.2	1.4	0.26	0.35	0.26	41.4
Approach		282	2.6	282	2.6	0.106	3.0	LOS A	0.2	1.4	0.26	0.33	0.26	48.5
All Vehicles		1086	0.9	1086	0.9	0.242	4.5	LOS A	0.4	3.1	0.37	0.45	0.37	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Morgan/Docker - Full Dev 2031 - ROUNDABOUT CONCEPT (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - ROUNDABOUT CONCEPT (Network Folder: Site Driveway)]

New Site
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	13	0.0	13	0.0	0.294	4.6	LOS A	0.6	4.3	0.24	0.44	0.24	54.1
2	T1	476	1.8	476	1.8	0.294	4.7	LOS A	0.6	4.3	0.24	0.46	0.24	50.3
3	R2	316	0.0	316	0.0	0.294	9.1	LOS A	0.6	4.2	0.25	0.60	0.25	47.2
Approach		806	1.0	806	1.0	0.294	6.4	LOS A	0.6	4.3	0.24	0.52	0.24	49.1
East: Morgan Street (E)														
4	L2	346	0.3	346	0.3	0.376	6.8	LOS A	0.8	5.4	0.65	0.80	0.67	51.3
5	T1	38	0.0	38	0.0	0.086	8.2	LOS A	0.1	0.9	0.60	0.77	0.60	51.4
6	R2	8	0.0	8	0.0	0.086	12.6	LOS A	0.1	0.9	0.60	0.77	0.60	41.0
Approach		392	0.3	392	0.3	0.376	7.1	LOS A	0.8	5.4	0.65	0.80	0.66	51.2
North: Docker Street (N)														
7	L2	90	0.0	90	0.0	0.400	5.9	LOS A	0.9	6.0	0.51	0.59	0.51	41.2
8	T1	740	0.5	740	0.5	0.400	6.0	LOS A	0.9	6.0	0.51	0.60	0.51	52.4
9	R2	48	0.0	48	0.0	0.400	10.4	LOS A	0.8	5.9	0.52	0.62	0.52	52.0
Approach		878	0.4	878	0.4	0.400	6.2	LOS A	0.9	6.0	0.51	0.60	0.51	51.9
West: Bolton Street (W)														
10	L2	42	0.0	42	0.0	0.052	6.6	LOS A	0.1	0.5	0.52	0.69	0.52	49.4
11	T1	43	0.0	43	0.0	0.065	6.1	LOS A	0.1	0.7	0.50	0.66	0.50	47.7
12	R2	20	0.0	20	0.0	0.065	10.5	LOS A	0.1	0.7	0.50	0.66	0.50	53.4
Approach		105	0.0	105	0.0	0.065	7.2	LOS A	0.1	0.7	0.51	0.67	0.51	50.0
All Vehicles		2180	0.6	2180	0.6	0.400	6.5	LOS A	0.9	6.0	0.44	0.61	0.44	50.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Docker Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	316	5.7	316	5.7	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	288	1.7	288	1.7	0.472	10.1	LOS A	1.0	7.0	0.56	0.88	0.79	31.9
Approach		604	3.8	604	3.8	0.472	4.8	NA	1.0	7.0	0.27	0.42	0.38	44.1
East: Forsyth Street (E)														
4	L2	376	1.9	376	1.9	0.285	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	26	0.0	26	0.0	0.120	19.7	LOS B	0.2	1.1	0.79	0.90	0.79	36.7
Approach		403	1.8	403	1.8	0.285	5.9	LOS A	0.2	1.1	0.05	0.55	0.05	39.7
North: Docker Street (N)														
7	L2	89	2.7	89	2.7	0.049	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	351	2.4	351	2.4	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		440	2.5	440	2.5	0.091	0.9	NA	0.0	0.0	0.00	0.11	0.00	48.8
All Vehicles		1446	2.8	1446	2.8	0.472	4.0	NA	1.0	7.0	0.13	0.36	0.17	44.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

Morgan Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	28	4.3	28	4.3	0.036	4.5	LOS A	0.1	0.4	0.43	0.49	0.43	44.6
2	T1	215	0.6	215	0.6	0.205	3.4	LOS A	0.4	2.9	0.43	0.43	0.43	44.0
3	R2	37	0.0	37	0.0	0.205	8.6	LOS A	0.4	2.9	0.43	0.43	0.43	49.1
3u	U	1	0.0	1	0.0	0.205	10.7	LOS A	0.4	2.9	0.43	0.43	0.43	50.5
Approach		281	0.9	281	0.9	0.205	4.2	LOS A	0.4	2.9	0.43	0.43	0.43	45.2
East: Morgan Street (E)														
4	L2	25	0.0	25	0.0	0.027	3.1	LOS A	0.0	0.3	0.25	0.37	0.25	48.1
5	T1	179	0.0	179	0.0	0.198	2.5	LOS A	0.4	2.8	0.24	0.42	0.24	44.1
6	R2	107	0.0	107	0.0	0.198	7.8	LOS A	0.4	2.8	0.24	0.42	0.24	44.1
6u	U	1	0.0	1	0.0	0.198	9.8	LOS A	0.4	2.8	0.24	0.42	0.24	50.6
Approach		313	0.0	313	0.0	0.198	4.4	LOS A	0.4	2.8	0.24	0.41	0.24	44.7
North: The Esplanade (N)														
7	L2	64	1.9	64	1.9	0.058	3.8	LOS A	0.1	0.9	0.43	0.45	0.43	46.6
8	T1	29	4.1	29	4.1	0.055	3.2	LOS A	0.1	0.9	0.42	0.52	0.42	46.6
9	R2	36	3.3	36	3.3	0.055	8.6	LOS A	0.1	0.9	0.42	0.52	0.42	36.3
9u	U	1	0.0	1	0.0	0.055	10.6	LOS A	0.1	0.9	0.42	0.52	0.42	36.3
Approach		131	2.8	131	2.8	0.058	5.0	LOS A	0.1	0.9	0.42	0.49	0.42	45.0
West: Morgan Street (W)														
10	L2	65	0.0	65	0.0	0.085	4.8	LOS A	0.1	0.9	0.37	0.49	0.37	41.3
11	T1	252	0.5	252	0.5	0.246	3.4	LOS A	0.5	3.2	0.37	0.45	0.37	48.4
12	R2	35	3.4	35	3.4	0.246	8.9	LOS A	0.5	3.2	0.37	0.45	0.37	49.1
12u	U	8	0.0	8	0.0	0.246	10.8	LOS A	0.5	3.2	0.37	0.45	0.37	41.2
Approach		361	0.7	361	0.7	0.246	4.4	LOS A	0.5	3.2	0.37	0.45	0.37	47.7
All Vehicles		1086	0.8	1086	0.8	0.246	4.4	LOS A	0.5	3.2	0.35	0.44	0.35	45.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Murray Street
Future Master Plan Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	205	0.0	205	0.0	0.153	3.1	LOS A	0.3	1.8	0.31	0.43	0.31	40.0
2	T1	127	0.9	127	0.9	0.136	2.8	LOS A	0.2	1.6	0.32	0.40	0.32	48.2
3	R2	27	0.0	27	0.0	0.136	8.2	LOS A	0.2	1.6	0.32	0.40	0.32	49.1
3u	U	6	0.0	6	0.0	0.136	10.2	LOS A	0.2	1.6	0.32	0.40	0.32	39.1
Approach		365	0.3	365	0.3	0.153	3.5	LOS A	0.3	1.8	0.32	0.42	0.32	45.6
East: Forsyth Street (E)														
4	L2	25	0.0	25	0.0	0.055	3.1	LOS A	0.1	0.7	0.30	0.33	0.30	45.4
5	T1	111	2.2	111	2.2	0.055	2.6	LOS A	0.1	0.7	0.30	0.33	0.30	45.2
6	R2	2	0.0	2	0.0	0.055	8.1	LOS A	0.1	0.7	0.30	0.33	0.30	49.9
6u	U	1	0.0	1	0.0	0.055	10.1	LOS A	0.1	0.7	0.30	0.33	0.30	51.3
Approach		140	1.7	140	1.7	0.055	2.9	LOS A	0.1	0.7	0.30	0.33	0.30	45.5
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.003	3.9	LOS A	0.0	0.0	0.38	0.41	0.38	47.7
8	T1	64	5.7	64	5.7	0.135	2.9	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9	R2	102	3.5	102	3.5	0.135	8.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9u	U	2	0.0	2	0.0	0.135	10.3	LOS A	0.2	1.7	0.36	0.54	0.36	49.4
Approach		170	4.2	170	4.2	0.135	6.3	LOS A	0.2	1.7	0.37	0.54	0.37	42.8
West: Forsyth Street (W)														
10	L2	115	1.0	115	1.0	0.148	3.0	LOS A	0.3	2.0	0.29	0.36	0.29	47.3
11	T1	252	1.9	252	1.9	0.148	2.6	LOS A	0.3	2.0	0.30	0.35	0.30	49.0
12	R2	14	0.0	14	0.0	0.148	8.1	LOS A	0.3	2.0	0.30	0.34	0.30	41.5
12u	U	2	0.0	2	0.0	0.148	10.1	LOS A	0.3	2.0	0.30	0.34	0.30	41.5
Approach		384	1.6	384	1.6	0.148	3.0	LOS A	0.3	2.0	0.30	0.35	0.30	48.3
All Vehicles		1059	1.6	1059	1.6	0.153	3.7	LOS A	0.3	2.0	0.31	0.40	0.31	46.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Morgan/Docker - Full Dev 2031 - SIGNALS CONCEPT (Site Folder: Other tests)]

Network: N101 [AM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.255	14.1	LOS A	3.6	26.2	0.49	0.42	0.49	51.3
2	T1	593	3.4	593	3.4	0.255	8.6	LOS A	3.6	26.2	0.49	0.42	0.49	46.9
3	R2	393	0.3	393	0.3	* 0.781	28.9	LOS C	9.7	68.4	0.85	0.90	0.97	31.0
Approach		987	2.2	987	2.2	0.781	16.7	LOS B	9.7	68.4	0.63	0.61	0.68	39.0
East: Morgan Street (E)														
4	L2	302	0.4	302	0.4	* 0.785	45.0	LOS D[11]	8.3	58.1	0.99	0.90	1.14	30.4
5	T1	23	0.0	23	0.0	0.087	27.6	LOS B	0.8	5.6	0.79	0.64	0.79	37.2
6	R2	14	8.3	14	8.3	0.087	33.3	LOS C	0.8	5.6	0.79	0.64	0.79	22.8
Approach		340	0.7	340	0.7	0.785	43.3	LOS D[11]	8.3	58.1	0.97	0.87	1.10	30.7
North: Docker Street (N)														
7	L2	67	1.8	67	1.8	0.225	13.9	LOS A	3.1	21.9	0.48	0.49	0.48	35.9
8	T1	453	2.6	453	2.6	0.225	8.4	LOS A	3.2	22.6	0.48	0.44	0.48	49.9
9	R2	6	21.4	6	21.4	0.014	15.9	LOS B	0.1	0.6	0.47	0.64	0.47	42.2
Approach		526	2.7	526	2.7	0.225	9.2	LOS A	3.2	22.6	0.48	0.45	0.48	49.0
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.047	35.2	LOS C	0.4	2.9	0.81	0.60	0.81	30.4
11	T1	17	0.0	17	0.0	0.047	29.7	LOS C	0.4	2.9	0.81	0.60	0.81	30.4
12	R2	1	0.0	1	0.0	0.047	35.2	LOS C	0.4	2.9	0.81	0.60	0.81	39.4
Approach		20	0.0	20	0.0	0.047	30.3	LOS C	0.4	2.9	0.81	0.60	0.81	31.2
All Vehicles		1873	2.1	1873	2.1	0.785	19.5	LOS B	9.7	68.4	0.65	0.62	0.70	38.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
East: Morgan Street (E)											
P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	202.3	211.9	1.05

North: Docker Street (N)										
P3 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
West: Bolton Street (W)										
P4 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	199.8	208.6	1.04
All Pedestrians	240	39.3	LOS D	0.1	0.1	0.94	0.94	204.2	214.4	1.05

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Forsyth/Docker - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Docker Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	334	1.4	334	1.4	0.173	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	202	3.0	202	3.0	0.295	7.6	LOS A	0.4	3.2	0.42	0.69	0.45	35.1
Approach		535	2.0	535	2.0	0.295	2.9	NA	0.4	3.2	0.16	0.26	0.17	46.6
East: Forsyth Street (E)														
4	L2	442	0.3	442	0.3	0.332	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	65	0.0	65	0.0	0.228	16.8	LOS B	0.3	2.3	0.75	0.90	0.81	38.1
Approach		506	0.2	506	0.2	0.332	6.4	LOS A	0.3	2.3	0.10	0.58	0.10	39.7
North: Docker Street (N)														
7	L2	66	1.8	66	1.8	0.036	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	280	0.9	280	0.9	0.072	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		346	1.0	346	1.0	0.072	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1388	1.1	1388	1.1	0.332	3.7	NA	0.4	3.2	0.10	0.34	0.10	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

Morgan Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	20	0.0	20	0.0	0.026	4.4	LOS A	0.0	0.3	0.43	0.48	0.43	44.6
2	T1	63	0.0	63	0.0	0.084	3.2	LOS A	0.2	1.1	0.40	0.48	0.40	43.3
3	R2	38	3.1	38	3.1	0.084	8.6	LOS A	0.2	1.1	0.40	0.48	0.40	48.6
3u	U	1	0.0	1	0.0	0.084	10.6	LOS A	0.2	1.1	0.40	0.48	0.40	50.0
Approach		123	1.0	123	1.0	0.084	5.2	LOS A	0.2	1.1	0.41	0.48	0.41	45.9
East: Morgan Street (E)														
4	L2	28	0.0	28	0.0	0.031	3.4	LOS A	0.1	0.4	0.30	0.40	0.30	47.9
5	T1	212	0.6	212	0.6	0.208	2.6	LOS A	0.4	3.1	0.30	0.40	0.30	44.2
6	R2	72	0.0	72	0.0	0.208	8.0	LOS A	0.4	3.1	0.30	0.40	0.30	44.2
6u	U	5	0.0	5	0.0	0.208	10.0	LOS A	0.4	3.1	0.30	0.40	0.30	50.7
Approach		317	0.4	317	0.4	0.208	4.0	LOS A	0.4	3.1	0.30	0.40	0.30	44.9
North: The Esplanade (N)														
7	L2	64	0.0	64	0.0	0.065	4.3	LOS A	0.1	1.0	0.46	0.47	0.46	46.5
8	T1	80	1.5	80	1.5	0.104	3.5	LOS A	0.3	1.8	0.46	0.50	0.46	47.0
9	R2	44	0.0	44	0.0	0.104	9.0	LOS A	0.3	1.8	0.46	0.50	0.46	37.0
9u	U	1	0.0	1	0.0	0.104	11.0	LOS A	0.3	1.8	0.46	0.50	0.46	37.0
Approach		190	0.6	190	0.6	0.104	5.1	LOS A	0.3	1.8	0.46	0.49	0.46	45.6
West: Morgan Street (W)														
10	L2	54	0.0	54	0.0	0.062	3.7	LOS A	0.1	0.6	0.24	0.41	0.24	42.9
11	T1	306	0.0	306	0.0	0.244	2.6	LOS A	0.4	3.0	0.24	0.35	0.24	49.2
12	R2	22	0.0	22	0.0	0.244	8.1	LOS A	0.4	3.0	0.24	0.35	0.24	50.0
12u	U	8	0.0	8	0.0	0.244	10.1	LOS A	0.4	3.0	0.24	0.35	0.24	42.8
Approach		390	0.0	390	0.0	0.244	3.2	LOS A	0.4	3.0	0.24	0.35	0.24	48.8
All Vehicles		1019	0.4	1019	0.4	0.244	4.1	LOS A	0.4	3.1	0.32	0.41	0.32	46.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray - Full Dev 2031 (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

Forsyth Street / Murray Street
Future Master Plan Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	65	0.0	65	0.0	0.068	4.1	LOS A	0.1	0.8	0.44	0.53	0.44	38.8
2	T1	74	0.0	74	0.0	0.099	3.2	LOS A	0.2	1.2	0.43	0.50	0.43	47.2
3	R2	39	0.0	39	0.0	0.099	8.6	LOS A	0.2	1.2	0.43	0.50	0.43	48.0
3u	U	5	0.0	5	0.0	0.099	10.7	LOS A	0.2	1.2	0.43	0.50	0.43	37.3
Approach		183	0.0	183	0.0	0.099	4.9	LOS A	0.2	1.2	0.43	0.51	0.43	45.9
East: Forsyth Street (E)														
4	L2	37	0.0	37	0.0	0.128	3.6	LOS A	0.3	1.8	0.42	0.39	0.42	44.6
5	T1	249	0.5	249	0.5	0.128	3.2	LOS A	0.3	1.8	0.43	0.40	0.43	44.4
6	R2	8	0.0	8	0.0	0.128	8.7	LOS A	0.2	1.7	0.43	0.41	0.43	49.3
6u	U	1	0.0	1	0.0	0.128	10.8	LOS A	0.2	1.7	0.43	0.41	0.43	50.7
Approach		296	0.4	296	0.4	0.128	3.5	LOS A	0.3	1.8	0.43	0.40	0.43	44.7
North: The Esplanade (N)														
7	L2	11	0.0	11	0.0	0.013	3.8	LOS A	0.0	0.1	0.37	0.44	0.37	47.7
8	T1	106	0.0	106	0.0	0.243	2.9	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9	R2	208	0.6	208	0.6	0.243	8.3	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9u	U	1	0.0	1	0.0	0.243	10.3	LOS A	0.4	3.1	0.37	0.56	0.37	49.3
Approach		325	0.4	325	0.4	0.243	6.4	LOS A	0.4	3.1	0.37	0.55	0.37	42.6
West: Forsyth Street (W)														
10	L2	50	0.0	50	0.0	0.107	2.9	LOS A	0.2	1.4	0.25	0.31	0.25	47.5
11	T1	210	3.4	210	3.4	0.107	2.4	LOS A	0.2	1.4	0.26	0.33	0.26	49.1
12	R2	18	0.0	18	0.0	0.107	7.9	LOS A	0.2	1.4	0.26	0.35	0.26	41.4
12u	U	4	0.0	4	0.0	0.107	9.9	LOS A	0.2	1.4	0.26	0.35	0.26	41.4
Approach		282	2.6	282	2.6	0.107	3.0	LOS A	0.2	1.4	0.26	0.33	0.26	48.5
All Vehicles		1086	0.9	1086	0.9	0.243	4.5	LOS A	0.4	3.1	0.37	0.45	0.37	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [PM Morgan/Docker - Full Dev 2031 - SIGNALS CONCEPT (Site Folder: Other tests)]

Network: N101 [PM Surrounding Site - SIGNALS CONCEPT (Network Folder: Site Driveway)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	13	0.0	13	0.0	0.208	13.8	LOS A	2.9	20.5	0.47	0.42	0.47	51.3
2	T1	476	1.8	476	1.8	0.208	8.3	LOS A	2.9	20.6	0.47	0.41	0.47	47.1
3	R2	316	0.0	316	0.0	* 0.912	65.0	LOS E[11]	12.8	89.4	0.98	1.14	1.59	19.4
Approach		806	1.0	806	1.0	0.912	30.6	LOS C	12.8	89.4	0.67	0.70	0.91	30.3
East: Morgan Street (E)														
4	L2	346	0.3	346	0.3	* 0.905	57.8	LOS E[11]	11.3	79.6	1.00	1.04	1.47	26.8
5	T1	38	0.0	38	0.0	0.099	27.7	LOS B	0.9	6.6	0.80	0.63	0.80	37.6
6	R2	8	0.0	8	0.0	0.099	33.2	LOS C	0.9	6.6	0.80	0.63	0.80	23.3
Approach		392	0.3	392	0.3	0.905	54.4	LOS D[11]	11.3	79.6	0.98	0.99	1.39	27.5
North: Docker Street (N)														
7	L2	90	0.0	90	0.0	0.354	14.8	LOS B	5.4	38.0	0.53	0.53	0.53	35.0
8	T1	740	0.5	740	0.5	0.354	9.2	LOS A	5.5	38.9	0.53	0.49	0.53	49.2
9	R2	48	0.0	48	0.0	0.092	15.6	LOS B	0.6	4.3	0.49	0.69	0.49	43.0
Approach		878	0.4	878	0.4	0.354	10.1	LOS A	5.5	38.9	0.53	0.51	0.53	48.1
West: Bolton Street (W)														
10	L2	42	0.0	42	0.0	0.441	45.9	LOS D[11]	2.7	19.0	0.96	0.77	0.96	24.9
11	T1	43	0.0	43	0.0	0.441	40.3	LOS C	2.7	19.0	0.96	0.77	0.96	24.9
12	R2	20	0.0	20	0.0	0.441	45.9	LOS D[11]	2.7	19.0	0.96	0.77	0.96	34.5
Approach		105	0.0	105	0.0	0.441	43.6	LOS D[11]	2.7	19.0	0.96	0.77	0.96	27.4
All Vehicles		2180	0.6	2180	0.6	0.912	27.3	LOS B	12.8	89.4	0.68	0.68	0.85	35.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
East: Morgan Street (E)											
P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	202.3	211.9	1.05

North: Docker Street (N)										
P3 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
West: Bolton Street (W)										
P4 Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	199.8	208.6	1.04
All Pedestrians	240	39.3	LOS D	0.1	0.1	0.94	0.94	204.2	214.4	1.05

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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [AM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Forsyth Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	256	5.9	256	5.9	0.136	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	240	1.7	240	1.7	0.357	8.3	LOS A	0.7	4.9	0.52	0.78	0.61	34.2
Approach		496	3.8	496	3.8	0.357	4.0	NA	0.7	4.9	0.25	0.38	0.30	45.0
East: Forsyth Street (E)														
4	L2	341	1.8	341	1.8	0.258	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	22	0.0	22	0.0	0.081	15.9	LOS B	0.1	0.7	0.73	0.87	0.73	38.6
Approach		363	1.7	363	1.7	0.258	5.5	LOS A	0.1	0.7	0.04	0.55	0.04	40.1
North: Docker Street (N)														
7	L2	74	2.7	74	2.7	0.041	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	291	2.4	291	2.4	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		365	2.5	365	2.5	0.076	0.9	NA	0.0	0.0	0.00	0.11	0.00	48.8
All Vehicles		1224	2.8	1224	2.8	0.357	3.6	NA	0.7	4.9	0.12	0.35	0.13	45.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [AM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Morgan Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	20	5.0	20	5.0	0.025	4.1	LOS A	0.0	0.3	0.38	0.45	0.38	44.9
2	T1	195	0.5	195	0.5	0.175	3.1	LOS A	0.3	2.3	0.37	0.39	0.37	44.4
3	R2	31	0.0	31	0.0	0.175	8.3	LOS A	0.3	2.3	0.37	0.39	0.37	49.4
3u	U	1	0.0	1	0.0	0.175	10.4	LOS A	0.3	2.3	0.37	0.39	0.37	50.8
Approach		247	0.8	247	0.8	0.175	3.9	LOS A	0.3	2.3	0.37	0.40	0.37	45.5
East: Morgan Street (E)														
4	L2	21	0.0	21	0.0	0.022	3.0	LOS A	0.0	0.2	0.21	0.36	0.21	48.2
5	T1	141	0.0	141	0.0	0.154	2.3	LOS A	0.3	2.0	0.19	0.41	0.19	44.3
6	R2	87	0.0	87	0.0	0.154	7.7	LOS A	0.3	2.0	0.19	0.41	0.19	44.3
6u	U	1	0.0	1	0.0	0.154	9.7	LOS A	0.3	2.0	0.19	0.41	0.19	50.7
Approach		250	0.0	250	0.0	0.154	4.3	LOS A	0.3	2.0	0.20	0.41	0.20	44.9
North: The Esplanade (N)														
7	L2	43	2.3	43	2.3	0.038	3.4	LOS A	0.1	0.5	0.36	0.43	0.36	46.8
8	T1	20	5.0	20	5.0	0.041	2.8	LOS A	0.1	0.5	0.35	0.51	0.35	46.6
9	R2	30	3.3	30	3.3	0.041	8.3	LOS A	0.1	0.5	0.35	0.51	0.35	36.5
9u	U	1	0.0	1	0.0	0.041	10.2	LOS A	0.1	0.5	0.35	0.51	0.35	36.5
Approach		94	3.2	94	3.2	0.041	4.9	LOS A	0.1	0.5	0.36	0.47	0.36	44.9
West: Morgan Street (W)														
10	L2	54	0.0	54	0.0	0.068	4.5	LOS A	0.1	0.8	0.43	0.50	0.43	41.5
11	T1	201	0.5	201	0.5	0.187	3.1	LOS A	0.4	2.6	0.42	0.41	0.42	48.2
12	R2	25	4.0	25	4.0	0.187	8.6	LOS A	0.4	2.6	0.42	0.41	0.42	48.9
12u	U	7	0.0	7	0.0	0.187	10.6	LOS A	0.4	2.6	0.42	0.41	0.42	41.0
Approach		287	0.7	287	0.7	0.187	4.0	LOS A	0.4	2.6	0.42	0.43	0.42	47.6
All Vehicles		878	0.8	878	0.8	0.187	4.1	LOS A	0.4	2.6	0.33	0.42	0.33	46.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [AM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Morgan Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	494	3.4	494	3.4	0.259	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	275	0.4	275	0.4	0.446	9.9	LOS A	1.0	7.0	0.59	0.89	0.81	39.5
Approach		770	2.3	770	2.3	0.446	3.6	NA	1.0	7.0	0.21	0.32	0.29	45.6
East: Morgan Street (E)														
4	L2	186	0.5	186	0.5	0.140	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	9	0.0	9	0.0	0.302	50.7	LOS D	0.4	2.7	0.94	1.00	1.05	24.1
6	R2	12	8.3	12	8.3	0.302	71.3	LOS F	0.4	2.7	0.94	1.00	1.05	13.0
Approach		207	1.0	207	1.0	0.302	10.8	LOS A	0.4	2.7	0.09	0.58	0.11	41.7
North: Docker Street (N)														
7	L2	57	1.8	57	1.8	0.031	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	380	2.6	380	2.6	0.105	0.2	LOS A	0.1	0.4	0.03	0.01	0.03	49.7
9	R2	5	20.0	5	20.0	0.105	10.5	LOS A	0.1	0.4	0.06	0.01	0.06	48.6
Approach		442	2.7	442	2.7	0.105	0.9	NA	0.1	0.4	0.02	0.07	0.02	49.1
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.016	5.5	LOS A	0.0	0.1	0.00	0.49	0.00	29.4
11	T1	6	0.0	6	0.0	0.079	44.0	LOS D	0.1	0.6	0.72	0.86	0.72	22.7
12	R2	1	0.0	1	0.0	0.079	79.9	LOS F	0.1	0.6	0.92	0.96	0.92	29.5
Approach		8	0.0	8	0.0	0.079	43.7	LOS D	0.1	0.6	0.66	0.82	0.66	24.5
All Vehicles		1427	2.2	1427	2.2	0.446	4.0	NA	1.0	7.0	0.14	0.28	0.18	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [AM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Forsyth Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	196	0.0	196	0.0	0.143	3.0	LOS A	0.2	1.7	0.28	0.41	0.28	40.3
2	T1	106	0.9	106	0.9	0.111	2.7	LOS A	0.2	1.3	0.29	0.39	0.29	48.5
3	R2	20	0.0	20	0.0	0.111	8.1	LOS A	0.2	1.3	0.29	0.39	0.29	49.3
3u	U	5	0.0	5	0.0	0.111	10.1	LOS A	0.2	1.3	0.29	0.39	0.29	39.5
Approach		327	0.3	327	0.3	0.143	3.3	LOS A	0.2	1.7	0.28	0.40	0.28	45.6
East: Forsyth Street (E)														
4	L2	19	0.0	19	0.0	0.043	3.0	LOS A	0.1	0.5	0.26	0.32	0.26	45.6
5	T1	91	2.2	91	2.2	0.043	2.5	LOS A	0.1	0.5	0.27	0.32	0.27	45.5
6	R2	2	0.0	2	0.0	0.043	8.0	LOS A	0.1	0.5	0.27	0.32	0.27	50.0
6u	U	1	0.0	1	0.0	0.043	10.0	LOS A	0.1	0.5	0.27	0.32	0.27	51.5
Approach		113	1.8	113	1.8	0.043	2.7	LOS A	0.1	0.5	0.26	0.32	0.26	45.7
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.002	3.7	LOS A	0.0	0.0	0.35	0.39	0.35	47.8
8	T1	53	5.7	53	5.7	0.108	2.8	LOS A	0.2	1.3	0.32	0.52	0.32	42.7
9	R2	85	3.5	85	3.5	0.108	8.2	LOS A	0.2	1.3	0.32	0.52	0.32	42.7
9u	U	2	0.0	2	0.0	0.108	10.1	LOS A	0.2	1.3	0.32	0.52	0.32	49.5
Approach		142	4.2	142	4.2	0.108	6.1	LOS A	0.2	1.3	0.32	0.52	0.32	42.9
West: Forsyth Street (W)														
10	L2	96	1.0	96	1.0	0.119	2.9	LOS A	0.2	1.5	0.25	0.34	0.25	47.5
11	T1	207	1.9	207	1.9	0.119	2.5	LOS A	0.2	1.5	0.26	0.33	0.26	49.2
12	R2	12	0.0	12	0.0	0.119	7.9	LOS A	0.2	1.5	0.26	0.33	0.26	41.9
12u	U	2	0.0	2	0.0	0.119	9.9	LOS A	0.2	1.5	0.26	0.33	0.26	41.9
Approach		317	1.6	317	1.6	0.119	2.9	LOS A	0.2	1.5	0.26	0.33	0.26	48.5
All Vehicles		899	1.6	899	1.6	0.143	3.5	LOS A	0.2	1.7	0.28	0.39	0.28	46.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Best - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [AM Best Street (Network Folder: Future with Stage 2 and Stage 3)]

Edward Street / Best Street
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	158	6.3	158	6.3	* 0.256	20.2	LOS B	2.4	17.6	0.75	0.74	0.75	40.9
2	T1	453	1.8	453	1.8	* 0.635	36.7	LOS C	10.6	75.0	0.90	0.77	0.90	25.0
3	R2	183	1.6	183	1.6	0.635	42.5	LOS C	10.6	75.0	0.93	0.82	0.93	33.7
Approach		794	2.6	794	2.6	0.635	34.8	LOS C	10.6	75.0	0.87	0.78	0.87	30.9
East: Edward Street (E)														
4	L2	59	15.3	59	15.3	0.119	37.4	LOS C	1.5	11.7	0.76	0.73	0.76	34.7
5	T1	504	18.8	504	18.8	0.491	35.7	LOS C	6.5	53.2	0.80	0.68	0.80	37.9
6	R2	54	5.6	54	5.6	0.579	67.9	LOS E	2.0	14.4	1.00	0.77	1.06	18.9
Approach		617	17.3	617	17.3	0.579	38.7	LOS C	6.5	53.2	0.81	0.69	0.82	35.9
North: Best Street (N)														
7	L2	34	0.0	34	0.0	0.073	39.6	LOS C	0.9	6.2	0.79	0.70	0.79	30.9
8	T1	268	4.9	268	4.9	* 0.642	51.1	LOS D	5.9	42.7	0.99	0.82	1.01	26.3
9	R2	80	3.8	80	3.8	0.642	55.9	LOS D	5.9	42.7	0.99	0.82	1.01	27.0
Approach		382	4.2	382	4.2	0.642	51.1	LOS D	5.9	42.7	0.97	0.81	0.99	26.8
West: Edward Street (W)														
10	L2	80	3.8	80	3.8	0.648	43.4	LOS D	10.0	75.0	0.88	0.78	0.88	26.6
11	T1	578	9.7	578	9.7	* 0.648	37.2	LOS C	10.0	75.0	0.86	0.74	0.86	37.1
12	R2	62	3.2	62	3.2	0.655	68.6	LOS E	2.3	16.4	1.00	0.80	1.13	26.9
Approach		720	8.5	720	8.5	0.655	40.6	LOS C	10.0	75.0	0.87	0.75	0.88	35.0
All Vehicles		2513	8.2	2513	8.2	0.655	39.9	LOS C	10.6	75.0	0.87	0.75	0.88	32.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	62	51.8	LOS E	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											
P2	Full	43	51.7	LOS E	0.1	0.1	0.95	0.95	223.1	222.8	1.00
North: Best Street (N)											

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P3 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)										
P4 Full	16	51.7	LOS E	0.0	0.0	0.95	0.95	221.3	220.5	1.00
All Pedestrians	137	51.8	LOS E	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Morgan - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [AM Best Street (Network Folder: Future with Stage 2 and Stage 3)]

Best Street / Morgan
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	95	0.0	95	0.0	0.257	4.6	LOS A	0.5	3.2	0.27	0.48	0.27	45.6
2	T1	399	2.8	399	2.8	0.257	4.3	LOS A	0.5	3.2	0.28	0.50	0.28	40.2
3	R2	87	2.3	87	2.3	0.257	8.0	LOS A	0.5	3.2	0.28	0.54	0.28	45.9
3u	U	14	7.1	14	7.1	0.257	9.7	LOS A	0.5	3.2	0.28	0.54	0.28	39.4
Approach		595	2.4	595	2.4	0.257	5.0	LOS A	0.5	3.2	0.28	0.51	0.28	43.0
East: Morgan Street (E)														
4	L2	75	1.3	75	1.3	0.092	5.4	LOS A	0.1	1.0	0.43	0.60	0.43	43.6
5	T1	138	0.7	138	0.7	0.160	4.6	LOS A	0.3	1.9	0.42	0.56	0.42	46.7
6	R2	32	0.0	32	0.0	0.160	8.2	LOS A	0.3	1.9	0.42	0.56	0.42	43.1
6u	U	1	0.0	1	0.0	0.160	9.9	LOS A	0.3	1.9	0.42	0.56	0.42	47.3
Approach		246	0.8	246	0.8	0.160	5.3	LOS A	0.3	1.9	0.42	0.57	0.42	45.8
North: Best Street (N)														
7	L2	62	4.8	62	4.8	0.167	5.1	LOS A	0.3	2.2	0.44	0.56	0.44	44.4
8	T1	255	5.5	255	5.5	0.167	4.8	LOS A	0.3	2.2	0.44	0.56	0.44	36.6
9	R2	22	0.0	22	0.0	0.167	8.4	LOS A	0.3	2.2	0.44	0.57	0.44	45.4
9u	U	2	0.0	2	0.0	0.167	10.0	LOS A	0.3	2.2	0.44	0.57	0.44	36.4
Approach		341	5.0	341	5.0	0.167	5.1	LOS A	0.3	2.2	0.44	0.56	0.44	40.3
West: Morgan Street (W)														
10	L2	49	0.0	49	0.0	0.162	5.4	LOS A	0.3	2.2	0.48	0.58	0.48	43.2
11	T1	225	0.0	225	0.0	0.162	5.1	LOS A	0.3	2.2	0.49	0.60	0.49	46.6
12	R2	51	2.0	51	2.0	0.162	8.9	LOS A	0.3	2.2	0.49	0.63	0.49	42.3
12u	U	1	0.0	1	0.0	0.162	10.5	LOS A	0.3	2.2	0.49	0.63	0.49	46.9
Approach		326	0.3	326	0.3	0.162	5.7	LOS A	0.3	2.2	0.49	0.60	0.49	45.8
All Vehicles		1508	2.3	1508	2.3	0.257	5.2	LOS A	0.5	3.2	0.38	0.55	0.38	44.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [AM Best Street (Network Folder: Future with Stage 2 and Stage 3)]

Best Street / Forsyth Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	21	4.8	21	4.8	0.190	4.2	LOS A	0.3	2.5	0.25	0.42	0.25	45.1
2	T1	361	2.5	361	2.5	0.190	3.8	LOS A	0.3	2.5	0.26	0.46	0.26	46.2
3	R2	91	1.1	91	1.1	0.190	7.5	LOS A	0.3	2.5	0.26	0.51	0.26	45.5
3u	U	3	0.0	3	0.0	0.190	9.2	LOS A	0.3	2.5	0.26	0.51	0.26	36.8
Approach		476	2.3	476	2.3	0.190	4.6	LOS A	0.3	2.5	0.26	0.47	0.26	46.0
East: Forsyth Street (E)														
4	L2	40	5.0	40	5.0	0.058	4.8	LOS A	0.1	0.7	0.39	0.54	0.39	43.7
5	T1	54	5.6	54	5.6	0.058	4.5	LOS A	0.1	0.7	0.39	0.57	0.39	46.7
6	R2	25	0.0	25	0.0	0.058	8.1	LOS A	0.1	0.7	0.39	0.59	0.39	46.3
6u	U	1	0.0	1	0.0	0.058	9.8	LOS A	0.1	0.7	0.39	0.59	0.39	47.0
Approach		120	4.2	120	4.2	0.058	5.4	LOS A	0.1	0.7	0.39	0.56	0.39	46.0
North: Best Street (N)														
7	L2	28	3.6	28	3.6	0.162	4.8	LOS A	0.3	2.0	0.39	0.52	0.39	46.1
8	T1	283	3.9	283	3.9	0.162	4.5	LOS A	0.3	2.0	0.39	0.53	0.39	43.4
9	R2	36	0.0	36	0.0	0.162	8.1	LOS A	0.3	2.0	0.39	0.55	0.39	46.7
9u	U	1	0.0	1	0.0	0.162	9.8	LOS A	0.3	2.0	0.39	0.55	0.39	47.4
Approach		348	3.4	348	3.4	0.162	4.9	LOS A	0.3	2.0	0.39	0.53	0.39	44.3
West: Forsyth Street (W)														
10	L2	41	0.0	41	0.0	0.124	5.2	LOS A	0.2	1.4	0.44	0.57	0.44	46.0
11	T1	180	0.6	180	0.6	0.124	4.9	LOS A	0.2	1.4	0.45	0.59	0.45	46.8
12	R2	23	8.7	23	8.7	0.124	8.8	LOS A	0.2	1.4	0.45	0.60	0.45	42.8
12u	U	1	0.0	1	0.0	0.124	10.3	LOS A	0.2	1.4	0.45	0.60	0.45	47.2
Approach		245	1.2	245	1.2	0.124	5.3	LOS A	0.2	1.4	0.45	0.59	0.45	46.4
All Vehicles		1189	2.6	1189	2.6	0.190	4.9	LOS A	0.3	2.5	0.35	0.52	0.35	45.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [Sturt Highway AM (Network Folder: Future with Stage 2 and Stage 3)]

Edward Street / Docker Street
Future Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	85	5.9	85	5.9	0.538	34.0	LOS C	6.7	47.8	0.89	0.78	0.89	36.7
2	T1	506	1.4	506	1.4	0.538	29.4	LOS C	6.9	48.8	0.89	0.77	0.89	35.5
3	R2	317	1.9	317	1.9	* 0.599	34.6	LOS C	7.4	52.9	0.91	0.82	0.91	25.9
Approach		908	2.0	908	2.0	0.599	31.6	LOS C	7.4	52.9	0.90	0.79	0.90	33.0
East: Edward Street (E)														
4	L2	98	10.2	98	10.2	0.472	28.7	LOS C	5.0	38.9	0.71	0.67	0.71	33.4
5	T1	455	15.2	455	15.2	0.472	19.6	LOS B	5.0	38.9	0.67	0.59	0.67	39.8
6	R2	89	9.0	89	9.0	0.573	46.2	LOS D	2.4	18.1	0.97	0.81	1.01	25.9
Approach		642	13.6	642	13.6	0.573	24.6	LOS B	5.0	38.9	0.72	0.64	0.72	36.1
North: Docker Street (N)														
7	L2	51	7.8	51	7.8	0.524	41.9	LOS C	4.3	31.3	0.96	0.78	0.96	24.6
8	T1	301	1.7	301	1.7	0.524	37.2	LOS C	4.5	32.0	0.96	0.78	0.96	33.0
9	R2	198	2.0	198	2.0	* 0.608	42.5	LOS D	5.1	36.1	0.97	0.81	0.97	32.9
Approach		550	2.4	550	2.4	0.608	39.5	LOS C	5.1	36.1	0.96	0.79	0.96	32.4
West: Edward Street (W)														
10	L2	221	2.7	221	2.7	* 0.615	32.9	LOS C	8.4	61.5	0.89	0.81	0.89	37.1
11	T1	525	9.1	525	9.1	0.615	27.4	LOS B	8.6	64.9	0.89	0.78	0.89	31.4
12	R2	141	2.1	141	2.1	0.612	41.2	LOS C	3.6	25.9	0.94	0.83	0.98	33.7
Approach		887	6.4	887	6.4	0.615	31.0	LOS C	8.6	64.9	0.90	0.80	0.91	33.8
All Vehicles		2987	5.9	2987	5.9	0.615	31.4	LOS C	8.6	64.9	0.87	0.76	0.88	33.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	32	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06

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North: Docker Street (N)										
P3 Full	21	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	83	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Edward/Lewis - Including hospital data from TfNSW - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [Sturt Highway AM (Network Folder: Future with Stage 2 and Stage 3)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	49	0.0	49	0.0	0.048	6.7	LOS A	0.1	0.5	0.35	0.59	0.35	49.0
Approach		49	0.0	49	0.0	0.048	6.7	LOS A	0.1	0.5	0.35	0.59	0.35	49.0
East: Edward Street (E)														
4	L2	66	0.0	66	0.0	0.183	5.5	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
5	T1	585	15.2	585	15.2	0.183	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.6
Approach		651	13.7	651	13.7	0.183	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
West: Edward Street (W)														
11	T1	746	7.8	746	7.8	0.202	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	148	0.7	148	0.7	0.206	9.4	LOS A	0.3	2.0	0.56	0.81	0.56	46.6
Approach		894	6.6	894	6.6	0.206	1.6	NA	0.3	2.0	0.09	0.13	0.09	53.1
All Vehicles		1594	9.3	1594	9.3	0.206	1.3	NA	0.3	2.0	0.06	0.12	0.06	53.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [AM Edward/Murray (Future Signals) - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [Sturt Highway AM (Network Folder: Future with Stage 2 and Stage 3)]

Edward Street / Murray Street with future signals
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	36	0.0	36	0.0	0.217	43.3	LOS D	1.3	9.5	0.93	0.73	0.93	23.5
2	T1	18	5.6	18	5.6	* 0.217	38.7	LOS C	1.3	9.5	0.93	0.73	0.93	33.9
3	R2	12	0.0	12	0.0	0.064	44.4	LOS D	0.3	2.1	0.92	0.68	0.92	30.9
Approach		66	1.5	66	1.5	0.217	42.2	LOS C	1.3	9.5	0.93	0.72	0.93	28.5
East: Edward Street (E)														
4	L2	24	4.2	24	4.2	0.241	9.7	LOS A	2.7	21.2	0.35	0.33	0.35	50.5
5	T1	606	14.7	606	14.7	0.241	4.1	LOS A	2.7	21.2	0.35	0.32	0.35	52.6
6	R2	62	1.6	62	1.6	0.154	12.1	LOS A	0.7	4.6	0.40	0.68	0.40	45.8
Approach		692	13.2	692	13.2	0.241	5.0	LOS A	2.7	21.3	0.35	0.35	0.35	51.3
North: Murray Street (N)														
7	L2	43	0.0	43	0.0	0.211	43.3	LOS D	1.3	9.2	0.93	0.73	0.93	32.8
8	T1	9	11.1	9	11.1	0.211	38.7	LOS C	1.3	9.2	0.93	0.73	0.93	31.6
9	R2	9	0.0	9	0.0	0.048	44.2	LOS D	0.2	1.6	0.92	0.67	0.92	22.8
Approach		61	1.6	61	1.6	0.211	42.7	LOS D	1.3	9.2	0.93	0.72	0.93	31.5
West: Edward Street (W)														
10	L2	166	0.0	166	0.0	0.312	9.2	LOS A	2.9	21.4	0.28	0.42	0.28	45.5
11	T1	680	8.5	680	8.5	* 0.312	4.1	LOS A	3.9	29.1	0.34	0.36	0.34	53.3
12	R2	17	0.0	17	0.0	0.033	10.9	LOS A	0.2	1.2	0.38	0.64	0.38	41.6
Approach		863	6.7	863	6.7	0.312	5.2	LOS A	3.9	29.1	0.33	0.38	0.33	51.3
All Vehicles		1682	9.0	1682	9.0	0.312	8.0	LOS A	3.9	29.1	0.38	0.39	0.38	47.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05

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North: Murray Street (N)										
P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Forsyth/Docker - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Forsyth Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	272	1.5	272	1.5	0.141	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	168	3.0	168	3.0	0.226	6.7	LOS A	0.3	2.5	0.42	0.64	0.42	36.4
Approach		440	2.0	440	2.0	0.226	2.6	NA	0.3	2.5	0.16	0.25	0.16	47.0
East: Forsyth Street (E)														
4	L2	371	0.3	371	0.3	0.279	4.8	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	54	0.0	54	0.0	0.159	13.5	LOS A	0.2	1.5	0.68	0.84	0.68	40.0
Approach		425	0.2	425	0.2	0.279	5.9	LOS A	0.2	1.5	0.09	0.57	0.09	40.3
North: Docker Street (N)														
7	L2	55	1.8	55	1.8	0.030	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	227	0.9	227	0.9	0.059	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		282	1.1	282	1.1	0.059	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1147	1.1	1147	1.1	0.279	3.4	NA	0.3	2.5	0.09	0.33	0.09	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Morgan Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	12	0.0	12	0.0	0.015	4.0	LOS A	0.0	0.2	0.37	0.43	0.37	44.9
2	T1	51	0.0	51	0.0	0.065	2.9	LOS A	0.1	0.8	0.34	0.46	0.34	43.6
3	R2	32	3.1	32	3.1	0.065	8.3	LOS A	0.1	0.8	0.34	0.46	0.34	48.8
3u	U	1	0.0	1	0.0	0.065	10.3	LOS A	0.1	0.8	0.34	0.46	0.34	50.2
Approach		96	1.0	96	1.0	0.065	4.9	LOS A	0.1	0.8	0.34	0.46	0.34	46.2
East: Morgan Street (E)														
4	L2	23	0.0	23	0.0	0.025	3.2	LOS A	0.0	0.3	0.26	0.38	0.26	48.0
5	T1	166	0.6	166	0.6	0.155	2.5	LOS A	0.3	2.1	0.25	0.38	0.25	44.6
6	R2	51	0.0	51	0.0	0.155	7.8	LOS A	0.3	2.1	0.25	0.38	0.25	44.6
6u	U	4	0.0	4	0.0	0.155	9.9	LOS A	0.3	2.1	0.25	0.38	0.25	51.0
Approach		244	0.4	244	0.4	0.155	3.8	LOS A	0.3	2.1	0.25	0.38	0.25	45.3
North: The Esplanade (N)														
7	L2	45	0.0	45	0.0	0.046	3.8	LOS A	0.1	0.5	0.39	0.46	0.39	46.7
8	T1	64	1.6	64	1.6	0.081	3.0	LOS A	0.1	1.0	0.38	0.47	0.38	47.4
9	R2	37	0.0	37	0.0	0.081	8.4	LOS A	0.1	1.0	0.38	0.47	0.38	37.7
9u	U	1	0.0	1	0.0	0.081	10.4	LOS A	0.1	1.0	0.38	0.47	0.38	37.7
Approach		147	0.7	147	0.7	0.081	4.7	LOS A	0.1	1.0	0.38	0.47	0.38	45.9
West: Morgan Street (W)														
10	L2	45	0.0	45	0.0	0.050	3.4	LOS A	0.1	0.6	0.28	0.40	0.28	42.6
11	T1	256	0.0	256	0.0	0.195	2.5	LOS A	0.4	2.6	0.26	0.32	0.26	49.1
12	R2	15	0.0	15	0.0	0.195	7.9	LOS A	0.4	2.6	0.26	0.32	0.26	50.0
12u	U	7	0.0	7	0.0	0.195	9.9	LOS A	0.4	2.6	0.26	0.32	0.26	42.7
Approach		323	0.0	323	0.0	0.195	3.0	LOS A	0.4	2.6	0.27	0.33	0.27	48.7
All Vehicles		810	0.4	810	0.4	0.195	3.8	LOS A	0.4	2.6	0.29	0.39	0.29	47.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Morgan Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	11	0.0	11	0.0	0.006	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	397	1.8	397	1.8	0.206	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	200	0.0	200	0.0	0.483	14.9	LOS B	1.0	6.7	0.74	1.00	1.11	35.7
Approach		608	1.2	608	1.2	0.483	5.0	NA	1.0	6.7	0.24	0.34	0.36	44.1
East: Morgan Street (E)														
4	L2	236	0.4	236	0.4	0.177	5.4	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	23	0.0	23	0.0	0.454	70.1	LOS E	0.6	4.1	0.95	1.03	1.17	21.8
6	R2	7	0.0	7	0.0	0.454	93.5	LOS F	0.6	4.1	0.95	1.03	1.17	11.3
Approach		266	0.4	266	0.4	0.454	13.3	LOS A	0.6	4.1	0.11	0.58	0.13	40.6
North: Docker Street (N)														
7	L2	84	0.0	84	0.0	0.045	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	636	0.5	636	0.5	0.199	0.5	LOS A	0.3	2.1	0.08	0.04	0.08	49.2
9	R2	43	0.0	43	0.0	0.199	8.2	LOS A	0.3	2.1	0.21	0.09	0.21	47.7
Approach		763	0.4	763	0.4	0.199	1.4	NA	0.3	2.1	0.08	0.09	0.08	48.6
West: Bolton Street (W)														
10	L2	35	0.0	35	0.0	0.156	5.3	LOS A	0.1	1.0	0.00	0.51	0.00	35.5
11	T1	25	0.0	25	0.0	0.782	111.7	LOS F	1.1	7.8	0.64	0.93	1.03	12.2
12	R2	17	0.0	17	0.0	0.782	198.3	LOS F	1.1	7.8	0.99	1.15	1.58	15.0
Approach		77	0.0	77	0.0	0.782	82.5	LOS F	1.1	7.8	0.43	0.79	0.68	17.7
All Vehicles		1714	0.6	1714	0.6	0.782	8.2	NA	1.1	7.8	0.16	0.29	0.22	42.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3)]

Forsyth Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	57	0.0	57	0.0	0.056	3.8	LOS A	0.1	0.6	0.40	0.49	0.40	39.2
2	T1	62	0.0	62	0.0	0.077	3.0	LOS A	0.1	0.9	0.38	0.47	0.38	47.4
3	R2	30	0.0	30	0.0	0.077	8.4	LOS A	0.1	0.9	0.38	0.47	0.38	48.3
3u	U	4	0.0	4	0.0	0.077	10.4	LOS A	0.1	0.9	0.38	0.47	0.38	37.7
Approach		153	0.0	153	0.0	0.077	4.5	LOS A	0.1	0.9	0.39	0.48	0.39	46.0
East: Forsyth Street (E)														
4	L2	27	0.0	27	0.0	0.098	3.4	LOS A	0.2	1.3	0.37	0.36	0.37	44.9
5	T1	204	0.5	204	0.5	0.098	3.0	LOS A	0.2	1.3	0.38	0.37	0.38	44.7
6	R2	7	0.0	7	0.0	0.098	8.5	LOS A	0.2	1.3	0.38	0.38	0.38	49.5
6u	U	1	0.0	1	0.0	0.098	10.5	LOS A	0.2	1.3	0.38	0.38	0.38	51.0
Approach		239	0.4	239	0.4	0.098	3.2	LOS A	0.2	1.3	0.38	0.37	0.38	45.0
North: The Esplanade (N)														
7	L2	9	0.0	9	0.0	0.011	3.6	LOS A	0.0	0.1	0.33	0.41	0.33	47.8
8	T1	88	0.0	88	0.0	0.197	2.7	LOS A	0.3	2.4	0.32	0.54	0.32	42.5
9	R2	173	0.6	173	0.6	0.197	8.1	LOS A	0.3	2.4	0.32	0.54	0.32	42.5
9u	U	1	0.0	1	0.0	0.197	10.1	LOS A	0.3	2.4	0.32	0.54	0.32	49.4
Approach		271	0.4	271	0.4	0.197	6.2	LOS A	0.3	2.4	0.32	0.53	0.32	42.8
West: Forsyth Street (W)														
10	L2	42	0.0	42	0.0	0.086	2.8	LOS A	0.2	1.1	0.22	0.30	0.22	47.7
11	T1	173	3.5	173	3.5	0.086	2.4	LOS A	0.2	1.1	0.22	0.32	0.22	49.3
12	R2	15	0.0	15	0.0	0.086	7.8	LOS A	0.2	1.1	0.23	0.34	0.23	41.7
12u	U	3	0.0	3	0.0	0.086	9.8	LOS A	0.2	1.1	0.23	0.34	0.23	41.7
Approach		233	2.6	233	2.6	0.086	2.9	LOS A	0.2	1.1	0.22	0.32	0.22	48.7
All Vehicles		896	0.9	896	0.9	0.197	4.3	LOS A	0.3	2.4	0.32	0.43	0.32	45.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Edward/Best - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [PM Best Street (Network Folder: Future with Stage 2 and Stage 3)]

Edward Street / Best Street
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	74	0.0	74	0.0	0.183	24.3	LOS B	1.1	7.4	0.85	0.73	0.85	39.3
2	T1	271	0.7	271	0.7	* 0.732	50.4	LOS D	7.1	49.5	1.00	0.88	1.09	21.2
3	R2	141	0.0	141	0.0	0.732	55.3	LOS D	7.1	49.5	1.00	0.88	1.09	30.1
Approach		486	0.4	486	0.4	0.732	47.8	LOS D	7.1	49.5	0.97	0.86	1.05	27.0
East: Edward Street (E)														
4	L2	169	1.2	169	1.2	0.326	39.3	LOS C	4.4	31.2	0.84	0.78	0.84	34.2
5	T1	698	5.4	698	5.4	* 0.729	38.5	LOS C	9.8	71.9	0.88	0.78	0.91	36.8
6	R2	66	0.0	66	0.0	0.558	63.3	LOS E	2.3	15.8	1.00	0.77	1.03	19.8
Approach		933	4.3	933	4.3	0.729	40.4	LOS C	9.8	71.9	0.88	0.78	0.90	35.2
North: Best Street (N)														
7	L2	36	0.0	36	0.0	0.048	25.9	LOS B	0.7	5.0	0.64	0.67	0.64	36.3
8	T1	545	0.0	545	0.0	* 0.708	38.3	LOS C	11.3	79.2	0.95	0.83	0.96	29.8
9	R2	201	0.5	201	0.5	0.708	43.2	LOS D	11.3	79.2	0.96	0.84	0.96	30.6
Approach		782	0.1	782	0.1	0.708	39.0	LOS C	11.3	79.2	0.94	0.82	0.94	30.3
West: Edward Street (W)														
10	L2	59	1.7	59	1.7	0.716	44.4	LOS D	10.9	79.3	0.92	0.81	0.93	26.4
11	T1	649	5.4	649	5.4	0.716	38.4	LOS C	10.9	79.3	0.89	0.78	0.91	36.7
12	R2	76	0.0	76	0.0	* 0.643	64.2	LOS E	2.6	18.5	1.00	0.80	1.10	27.8
Approach		784	4.6	784	4.6	0.716	41.3	LOS C	10.9	79.3	0.91	0.79	0.93	35.0
All Vehicles		2985	2.6	2985	2.6	0.732	41.5	LOS C	11.3	79.3	0.92	0.80	0.95	32.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	20	49.2	LOS E	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											
P2	Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											

P3 Full	16	49.2	LOS E	0.0	0.0	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)										
P4 Full	7	49.2	LOS E	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians	50	49.2	LOS E	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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: 101 [PM Best/Morgan - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [PM Best Street (Network Folder: Future with Stage 2 and Stage 3)]

Best Street / Morgan
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	54	0.0	54	0.0	0.190	4.9	LOS A	0.3	2.3	0.32	0.50	0.32	45.4
2	T1	240	1.7	240	1.7	0.190	4.6	LOS A	0.3	2.3	0.32	0.54	0.32	39.7
3	R2	102	0.0	102	0.0	0.190	8.3	LOS A	0.3	2.3	0.32	0.60	0.32	45.3
3u	U	11	0.0	11	0.0	0.190	10.0	LOS A	0.3	2.3	0.32	0.60	0.32	38.2
Approach		407	1.0	407	1.0	0.190	5.7	LOS A	0.3	2.3	0.32	0.55	0.32	43.0
East: Morgan Street (E)														
4	L2	199	0.0	199	0.0	0.236	6.0	LOS A	0.4	2.9	0.56	0.73	0.56	43.0
5	T1	183	1.1	183	1.1	0.271	5.4	LOS A	0.5	3.5	0.56	0.67	0.56	46.2
6	R2	66	3.0	66	3.0	0.271	9.2	LOS A	0.5	3.5	0.56	0.67	0.56	42.1
6u	U	2	0.0	2	0.0	0.271	10.7	LOS A	0.5	3.5	0.56	0.67	0.56	46.7
Approach		450	0.9	450	0.9	0.271	6.2	LOS A	0.5	3.5	0.56	0.70	0.56	44.7
North: Best Street (N)														
7	L2	32	0.0	32	0.0	0.281	5.4	LOS A	0.5	3.8	0.50	0.58	0.50	44.2
8	T1	498	0.2	498	0.2	0.281	5.1	LOS A	0.5	3.8	0.50	0.59	0.50	36.1
9	R2	37	0.0	37	0.0	0.281	8.8	LOS A	0.5	3.8	0.51	0.61	0.51	45.2
9u	U	1	0.0	1	0.0	0.281	10.4	LOS A	0.5	3.8	0.51	0.61	0.51	35.9
Approach		568	0.2	568	0.2	0.281	5.3	LOS A	0.5	3.8	0.50	0.59	0.50	38.4
West: Morgan Street (W)														
10	L2	51	0.0	51	0.0	0.182	5.1	LOS A	0.4	2.5	0.45	0.55	0.45	43.4
11	T1	265	0.8	265	0.8	0.182	4.8	LOS A	0.4	2.5	0.45	0.58	0.45	46.7
12	R2	68	0.0	68	0.0	0.182	8.5	LOS A	0.3	2.4	0.45	0.61	0.45	42.4
12u	U	1	0.0	1	0.0	0.182	10.1	LOS A	0.3	2.4	0.45	0.61	0.45	46.9
Approach		385	0.5	385	0.5	0.182	5.5	LOS A	0.4	2.5	0.45	0.58	0.45	45.9
All Vehicles		1810	0.6	1810	0.6	0.281	5.7	LOS A	0.5	3.8	0.46	0.61	0.46	43.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [PM Best Street (Network Folder: Future with Stage 2 and Stage 3)]

Best Street / Forsyth Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	18	11.1	18	11.1	0.166	5.0	LOS A	0.3	2.1	0.41	0.52	0.41	44.4
2	T1	266	1.5	266	1.5	0.166	4.5	LOS A	0.3	2.1	0.41	0.55	0.41	45.6
3	R2	72	0.0	72	0.0	0.166	8.2	LOS A	0.3	2.1	0.41	0.59	0.41	45.0
3u	U	1	0.0	1	0.0	0.166	9.8	LOS A	0.3	2.1	0.41	0.59	0.41	35.7
Approach		357	1.7	357	1.7	0.166	5.3	LOS A	0.3	2.1	0.41	0.55	0.41	45.4
East: Forsyth Street (E)														
4	L2	141	0.0	141	0.0	0.191	5.3	LOS A	0.3	2.3	0.48	0.63	0.48	43.3
5	T1	178	0.6	178	0.6	0.191	5.0	LOS A	0.3	2.3	0.49	0.64	0.49	46.5
6	R2	53	0.0	53	0.0	0.191	8.8	LOS A	0.3	2.3	0.49	0.64	0.49	46.3
6u	U	1	0.0	1	0.0	0.191	10.4	LOS A	0.3	2.3	0.49	0.64	0.49	46.9
Approach		373	0.3	373	0.3	0.191	5.7	LOS A	0.3	2.3	0.49	0.63	0.49	45.7
North: Best Street (N)														
7	L2	37	2.7	37	2.7	0.229	4.7	LOS A	0.4	2.9	0.38	0.50	0.38	46.1
8	T1	405	0.2	405	0.2	0.229	4.4	LOS A	0.4	2.9	0.38	0.53	0.38	43.4
9	R2	69	1.4	69	1.4	0.229	8.1	LOS A	0.4	2.9	0.39	0.56	0.39	46.6
9u	U	3	0.0	3	0.0	0.229	9.7	LOS A	0.4	2.9	0.39	0.56	0.39	47.3
Approach		514	0.6	514	0.6	0.229	4.9	LOS A	0.4	2.9	0.38	0.53	0.38	44.4
West: Forsyth Street (W)														
10	L2	33	3.0	33	3.0	0.106	5.0	LOS A	0.2	1.2	0.42	0.54	0.42	46.0
11	T1	165	1.2	165	1.2	0.106	4.6	LOS A	0.2	1.2	0.42	0.56	0.42	46.9
12	R2	17	0.0	17	0.0	0.106	8.3	LOS A	0.2	1.2	0.42	0.57	0.42	43.0
12u	U	1	100.0	1	100.0	0.106	12.6	LOS A	0.2	1.2	0.42	0.57	0.42	45.9
Approach		216	1.9	216	1.9	0.106	5.0	LOS A	0.2	1.2	0.42	0.56	0.42	46.6
All Vehicles		1460	1.0	1460	1.0	0.229	5.2	LOS A	0.4	2.9	0.42	0.57	0.42	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Docker (Future Layout) - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [Sturt Highway PM (Network Folder: Future with Stage 2 and Stage 3)]

Edward Street / Docker Street
Future Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	69	1.4	69	1.4	0.620	40.9	LOS C	5.9	41.7	0.97	0.81	0.97	34.3
2	T1	403	1.7	403	1.7	0.620	36.3	LOS C	6.0	42.9	0.97	0.80	0.97	33.3
3	R2	245	1.2	245	1.2	* 0.665	41.8	LOS C	6.3	44.8	0.98	0.84	1.01	23.6
Approach		717	1.5	717	1.5	0.665	38.7	LOS C	6.3	44.8	0.97	0.82	0.98	30.7
East: Edward Street (E)														
4	L2	164	2.4	164	2.4	* 0.659	30.3	LOS C	8.3	60.2	0.81	0.75	0.81	32.6
5	T1	655	5.0	655	5.0	0.659	20.9	LOS B	8.3	60.2	0.77	0.69	0.77	38.9
6	R2	106	0.0	106	0.0	0.512	41.4	LOS C	2.7	18.7	0.93	0.80	0.93	27.4
Approach		925	4.0	925	4.0	0.659	24.9	LOS B	8.3	60.2	0.80	0.71	0.80	36.0
North: Docker Street (N)														
7	L2	50	2.0	50	2.0	0.549	35.6	LOS C	6.5	45.8	0.91	0.78	0.91	27.0
8	T1	513	0.2	513	0.2	0.549	31.0	LOS C	6.7	46.9	0.91	0.77	0.91	35.0
9	R2	328	0.6	328	0.6	* 0.665	36.8	LOS C	8.0	56.4	0.95	0.84	0.95	34.7
Approach		891	0.4	891	0.4	0.665	33.4	LOS C	8.0	56.4	0.93	0.80	0.93	34.6
West: Edward Street (W)														
10	L2	135	1.5	135	1.5	0.498	31.6	LOS C	6.6	47.9	0.85	0.77	0.85	38.0
11	T1	481	6.2	481	6.2	0.498	26.0	LOS B	6.7	49.7	0.85	0.74	0.85	32.2
12	R2	105	1.0	105	1.0	0.656	47.1	LOS D	2.9	20.6	0.98	0.86	1.10	32.0
Approach		721	4.6	721	4.6	0.656	30.1	LOS C	6.7	49.7	0.87	0.76	0.89	33.6
All Vehicles		3254	2.6	3254	2.6	0.665	31.4	LOS C	8.3	60.2	0.89	0.77	0.89	33.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	12	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06

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North: Docker Street (N)										
P3 Full	18	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)										
P4 Full	17	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians	97	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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: 101 [PM Edward/Lewis - Including hospital data from TfNSW - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [Sturt Highway PM (Network Folder: Future with Stage 2 and Stage 3)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	171	0.0	171	0.0	0.184	7.4	LOS A	0.3	2.1	0.44	0.68	0.44	48.4
Approach		171	0.0	171	0.0	0.184	7.4	LOS A	0.3	2.1	0.44	0.68	0.44	48.4
East: Edward Street (E)														
4	L2	65	0.0	65	0.0	0.228	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.3
5	T1	798	4.8	798	4.8	0.228	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
Approach		863	4.4	863	4.4	0.228	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
West: Edward Street (W)														
11	T1	725	4.7	725	4.7	0.193	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	51	0.0	51	0.0	0.088	10.6	LOS A	0.1	0.8	0.62	0.83	0.62	45.6
Approach		776	4.4	776	4.4	0.193	0.7	NA	0.1	0.8	0.04	0.05	0.04	55.9
All Vehicles		1810	4.0	1810	4.0	0.228	1.2	NA	0.3	2.1	0.06	0.11	0.06	54.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Murray (Future Signals) - Copy (Site Folder: Stage 2 + Stage 3 development)]

Network: N101 [Sturt Highway PM (Network Folder: Future with Stage 2 and Stage 3)]

Edward Street / Murray Street with future signals
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	25	4.0	25	4.0	0.135	41.7	LOS C	0.9	6.2	0.91	0.70	0.91	24.0
2	T1	11	0.0	11	0.0	0.135	37.1	LOS C	0.9	6.2	0.91	0.70	0.91	34.4
3	R2	15	0.0	15	0.0	0.085	44.7	LOS D	0.4	2.6	0.93	0.69	0.93	30.9
Approach		51	2.0	51	2.0	0.135	41.6	LOS C	0.9	6.2	0.91	0.70	0.91	29.0
East: Edward Street (E)														
4	L2	18	0.0	18	0.0	0.321	10.3	LOS A	4.2	30.5	0.39	0.36	0.39	50.3
5	T1	862	4.3	862	4.3	* 0.321	4.8	LOS A	4.2	30.6	0.39	0.35	0.39	51.8
6	R2	32	0.0	32	0.0	0.071	12.4	LOS A	0.3	2.3	0.40	0.66	0.40	45.6
Approach		912	4.1	912	4.1	0.321	5.2	LOS A	4.2	30.6	0.39	0.36	0.39	51.2
North: Murray Street (N)														
7	L2	60	0.0	60	0.0	0.323	43.0	LOS D	2.2	15.4	0.94	0.75	0.94	33.1
8	T1	28	0.0	28	0.0	* 0.323	38.4	LOS C	2.2	15.4	0.94	0.75	0.94	31.9
9	R2	13	0.0	13	0.0	0.061	42.3	LOS C	0.3	2.2	0.90	0.68	0.90	23.4
Approach		101	0.0	101	0.0	0.323	41.7	LOS C	2.2	15.4	0.93	0.74	0.93	31.8
West: Edward Street (W)														
10	L2	46	2.2	46	2.2	0.272	9.5	LOS A	2.6	19.0	0.29	0.30	0.29	46.6
11	T1	697	4.7	697	4.7	0.272	5.0	LOS A	4.6	33.3	0.40	0.37	0.40	52.9
12	R2	12	8.3	12	8.3	0.033	13.4	LOS A	0.2	1.2	0.50	0.66	0.50	39.8
Approach		755	4.6	755	4.6	0.272	5.4	LOS A	4.6	33.3	0.39	0.37	0.39	52.2
All Vehicles		1819	4.0	1819	4.0	0.323	8.3	LOS A	4.6	33.3	0.44	0.40	0.44	47.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											
P2	Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05

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North: Murray Street (N)										
P3 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)										
P4 Full	50	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians	200	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [AM Ivan Jack/Esplanade - Copy (Site Folder: Stage 2 + Stage 3 development)]

Ivan Jack Drive / The Esplande
Future Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	22	4.5	0.106	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	386	8	386	2.1	0.106	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		408	9	408	2.2	0.106	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	333	10	333	3.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	79	0.0	0.083	6.4	LOS A	0.3	2.3	0.45	0.63	0.45	45.5
Approach		412	10	412	2.4	0.087	1.3	NA	0.3	2.3	0.09	0.12	0.09	49.0
West: The Esplanade (W)														
10	L2	144	0	144	0.0	0.128	5.3	LOS A	0.5	3.4	0.29	0.53	0.29	46.5
12	R2	16	2	16	12.5	0.077	23.1	LOS C	0.2	1.9	0.76	1.01	0.76	38.2
Approach		160	2	160	1.3	0.128	7.1	LOS A	0.5	3.4	0.34	0.57	0.34	45.5
All Vehicles		980	21	980	2.1	0.128	1.8	NA	0.5	3.4	0.09	0.16	0.09	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade - Copy (Site Folder: Stage 2 + Stage 3 development)]

Ivan Jack Drive / The Esplande
Future Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	43	0.0	0.097	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	48.8
2	T1	330	6	330	1.8	0.097	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.6
Approach		373	6	373	1.6	0.097	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.5
North: Ivan Jack Drive (N)														
8	T1	470	2	470	0.4	0.121	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	149	0	149	0.0	0.150	6.4	LOS A	0.6	4.4	0.45	0.64	0.45	45.6
Approach		619	2	619	0.3	0.150	1.6	NA	0.6	4.4	0.11	0.15	0.11	48.8
West: The Esplanade (W)														
10	L2	80	0	80	0.0	0.069	5.1	LOS A	0.3	1.8	0.24	0.50	0.24	46.6
12	R2	22	0	22	0.0	0.124	26.2	LOS D	0.4	2.7	0.82	1.00	0.82	37.0
Approach		102	0	102	0.0	0.124	9.6	LOS A	0.4	2.7	0.37	0.61	0.37	44.1
All Vehicles		1094	8	1094	0.7	0.150	2.0	NA	0.6	4.4	0.10	0.17	0.10	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [AM Forsyth/Docker - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [AM Surronding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Forsyth Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	306	5.9	306	5.9	0.163	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	288	1.7	288	1.7	0.467	10.1	LOS A	1.1	7.7	0.60	0.91	0.84	32.0
Approach		594	3.8	594	3.8	0.467	4.9	NA	1.1	7.7	0.29	0.44	0.41	44.0
East: Forsyth Street (E)														
4	L2	376	1.9	376	1.9	0.285	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	26	0.0	26	0.0	0.130	21.0	LOS B	0.2	1.2	0.81	0.91	0.81	36.0
Approach		403	1.8	403	1.8	0.285	6.0	LOS A	0.2	1.2	0.05	0.55	0.05	39.6
North: Docker Street (N)														
7	L2	89	2.7	89	2.7	0.049	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	343	2.5	343	2.5	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		432	2.5	432	2.5	0.089	1.0	NA	0.0	0.0	0.00	0.11	0.00	48.7
All Vehicles		1428	2.9	1428	2.9	0.467	4.0	NA	1.1	7.7	0.14	0.37	0.19	44.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 102 [AM Morgan/Murray - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [AM Surronding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Morgan Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	24	5.1	24	5.1	0.030	4.4	LOS A	0.0	0.4	0.41	0.47	0.41	44.7
2	T1	210	0.6	210	0.6	0.197	3.3	LOS A	0.4	2.7	0.41	0.42	0.41	44.1
3	R2	37	0.0	37	0.0	0.197	8.5	LOS A	0.4	2.7	0.41	0.42	0.41	49.2
3u	U	1	0.0	1	0.0	0.197	10.6	LOS A	0.4	2.7	0.41	0.42	0.41	50.6
Approach		272	0.9	272	0.9	0.197	4.1	LOS A	0.4	2.7	0.41	0.42	0.41	45.3
East: Morgan Street (E)														
4	L2	25	0.0	25	0.0	0.027	3.1	LOS A	0.0	0.3	0.23	0.37	0.23	48.1
5	T1	168	0.0	168	0.0	0.181	2.4	LOS A	0.3	2.4	0.22	0.41	0.22	44.3
6	R2	96	0.0	96	0.0	0.181	7.8	LOS A	0.3	2.4	0.22	0.41	0.22	44.3
6u	U	1	0.0	1	0.0	0.181	9.8	LOS A	0.3	2.4	0.22	0.41	0.22	50.7
Approach		291	0.0	291	0.0	0.181	4.3	LOS A	0.3	2.4	0.22	0.41	0.22	44.8
North: The Esplanade (N)														
7	L2	50	2.4	50	2.4	0.046	3.6	LOS A	0.1	0.6	0.40	0.46	0.40	46.7
8	T1	23	5.1	23	5.1	0.050	3.0	LOS A	0.1	0.7	0.39	0.53	0.39	46.5
9	R2	36	3.3	36	3.3	0.050	8.4	LOS A	0.1	0.7	0.39	0.53	0.39	36.2
9u	U	1	0.0	1	0.0	0.050	10.4	LOS A	0.1	0.7	0.39	0.53	0.39	36.2
Approach		111	3.3	111	3.3	0.050	5.1	LOS A	0.1	0.7	0.40	0.50	0.40	44.6
West: Morgan Street (W)														
10	L2	65	0.0	65	0.0	0.084	4.7	LOS A	0.1	1.0	0.45	0.53	0.45	41.3
11	T1	238	0.5	238	0.5	0.226	3.3	LOS A	0.5	3.3	0.45	0.43	0.45	48.0
12	R2	29	4.1	29	4.1	0.226	8.8	LOS A	0.5	3.3	0.45	0.43	0.45	48.8
12u	U	8	0.0	8	0.0	0.226	10.7	LOS A	0.5	3.3	0.45	0.43	0.45	40.7
Approach		341	0.7	341	0.7	0.226	4.2	LOS A	0.5	3.3	0.45	0.45	0.45	47.4
All Vehicles		1015	0.8	1015	0.8	0.226	4.3	LOS A	0.5	3.3	0.37	0.43	0.37	45.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [AM Morgan/Docker - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [AM Surronding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Morgan Street / Docker Street
Future Conditions
AM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	1	0.0	1	0.0	0.001	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	593	3.4	593	3.4	0.311	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
3	R2	324	0.4	324	0.4	0.588	12.9	LOS A	1.6	11.1	0.69	1.03	1.17	37.1
Approach		918	2.4	918	2.4	0.588	4.6	NA	1.6	11.1	0.24	0.37	0.41	44.4
East: Morgan Street (E)														
4	L2	214	0.6	214	0.6	0.161	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	9	0.0	9	0.0	0.667	143.2	LOS F[11]	0.8	6.1	0.98	1.08	1.33	12.7
6	R2	14	8.3	14	8.3	0.667	188.0	LOS F[11]	0.8	6.1	0.98	1.08	1.33	5.7
Approach		238	1.0	238	1.0	0.667	21.5	LOS B	0.8	6.1	0.10	0.58	0.13	36.0
North: Docker Street (N)														
7	L2	67	1.8	67	1.8	0.037	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	453	2.6	453	2.6	0.126	0.3	LOS A	0.1	0.6	0.03	0.01	0.03	49.6
9	R2	6	21.4	6	21.4	0.126	13.1	LOS A	0.1	0.6	0.07	0.01	0.07	48.3
Approach		526	2.7	526	2.7	0.126	1.0	NA	0.1	0.6	0.03	0.07	0.03	49.0
West: Bolton Street (W)														
10	L2	1	0.0	1	0.0	0.033	5.7	LOS A	0.0	0.2	0.00	0.49	0.00	22.9
11	T1	6	0.0	6	0.0	0.165	81.0	LOS F[11]	0.2	1.2	0.74	0.87	0.75	15.1
12	R2	1	0.0	1	0.0	0.165	168.1	LOS F[11]	0.2	1.2	0.96	0.98	0.98	21.2
Approach		9	0.0	9	0.0	0.165	82.6	LOS F[11]	0.2	1.2	0.67	0.83	0.68	17.0
All Vehicles		1691	2.3	1691	2.3	0.667	6.3	NA	1.6	11.1	0.16	0.31	0.26	43.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [AM Forsyth/Murray - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [AM Surronding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Forsyth Street / Murray Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	205	0.0	205	0.0	0.153	3.1	LOS A	0.3	1.8	0.31	0.43	0.31	40.0
2	T1	127	0.9	127	0.9	0.133	2.8	LOS A	0.2	1.6	0.32	0.40	0.32	48.3
3	R2	23	0.0	23	0.0	0.133	8.2	LOS A	0.2	1.6	0.32	0.40	0.32	49.2
3u	U	6	0.0	6	0.0	0.133	10.2	LOS A	0.2	1.6	0.32	0.40	0.32	39.3
Approach		361	0.3	361	0.3	0.153	3.4	LOS A	0.3	1.8	0.31	0.41	0.31	45.7
East: Forsyth Street (E)														
4	L2	22	0.0	22	0.0	0.052	3.1	LOS A	0.1	0.6	0.29	0.33	0.29	45.4
5	T1	107	2.3	107	2.3	0.052	2.6	LOS A	0.1	0.6	0.30	0.33	0.30	45.2
6	R2	2	0.0	2	0.0	0.052	8.1	LOS A	0.1	0.6	0.30	0.33	0.30	49.9
6u	U	1	0.0	1	0.0	0.052	10.1	LOS A	0.1	0.6	0.30	0.33	0.30	51.3
Approach		133	1.8	133	1.8	0.052	2.9	LOS A	0.1	0.6	0.30	0.33	0.30	45.5
North: The Esplanade (N)														
7	L2	2	0.0	2	0.0	0.003	3.9	LOS A	0.0	0.0	0.38	0.41	0.38	47.7
8	T1	64	5.7	64	5.7	0.134	2.9	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9	R2	102	3.5	102	3.5	0.134	8.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.5
9u	U	2	0.0	2	0.0	0.134	10.3	LOS A	0.2	1.7	0.36	0.54	0.36	49.4
Approach		170	4.2	170	4.2	0.134	6.3	LOS A	0.2	1.7	0.36	0.54	0.36	42.8
West: Forsyth Street (W)														
10	L2	115	1.0	115	1.0	0.145	3.0	LOS A	0.3	1.9	0.29	0.36	0.29	47.3
11	T1	248	1.9	248	1.9	0.145	2.6	LOS A	0.3	1.9	0.29	0.35	0.29	49.0
12	R2	14	0.0	14	0.0	0.145	8.0	LOS A	0.3	1.9	0.30	0.34	0.30	41.6
12u	U	2	0.0	2	0.0	0.145	10.1	LOS A	0.3	1.9	0.30	0.34	0.30	41.6
Approach		380	1.6	380	1.6	0.145	3.0	LOS A	0.3	1.9	0.29	0.35	0.29	48.3
All Vehicles		1044	1.6	1044	1.6	0.153	3.7	LOS A	0.3	1.9	0.31	0.40	0.31	46.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Edward/Best - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [AM Best Street (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Edward Street / Best Street
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 115 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	190	6.3	190	6.3	* 0.307	20.6	LOS B	2.9	21.6	0.77	0.75	0.77	40.8
2	T1	535	1.8	535	1.8	* 0.772	40.9	LOS C	14.0	99.2	0.93	0.86	1.00	23.7
3	R2	220	1.6	220	1.6	0.772	46.4	LOS D	14.0	99.2	0.98	0.89	1.02	32.6
Approach		944	2.7	944	2.7	0.772	38.1	LOS C	14.0	99.2	0.91	0.84	0.96	29.8
East: Edward Street (E)														
4	L2	71	15.3	71	15.3	0.143	37.7	LOS C	1.8	14.1	0.77	0.74	0.77	34.6
5	T1	601	19.0	601	19.0	0.637	37.0	LOS C	8.6	69.6	0.84	0.72	0.84	37.4
6	R2	65	5.6	65	5.6	0.695	69.3	LOS E[11]	2.4	17.7	1.00	0.82	1.18	18.6
Approach		737	17.4	737	17.4	0.695	39.9	LOS C	8.6	69.6	0.85	0.73	0.86	35.4
North: Best Street (N)														
7	L2	41	0.0	41	0.0	0.087	39.8	LOS C	1.1	7.5	0.80	0.71	0.80	30.9
8	T1	318	4.9	318	4.9	* 0.774	54.9	LOS D	7.5	54.6	1.00	0.92	1.14	25.5
9	R2	96	3.8	96	3.8	0.774	59.7	LOS E[11]	7.5	54.6	1.00	0.92	1.14	26.1
Approach		455	4.2	455	4.2	0.774	54.6	LOS D	7.5	54.6	0.98	0.90	1.11	26.0
West: Edward Street (W)														
10	L2	96	3.8	96	3.8	0.776	47.1	LOS D	13.2	99.1	0.94	0.86	0.99	25.2
11	T1	692	9.7	692	9.7	* 0.776	40.9	LOS C	13.2	99.1	0.91	0.83	0.96	35.7
12	R2	74	3.2	74	3.2	0.786	71.1	LOS F[11]	2.8	20.3	1.00	0.87	1.30	26.5
Approach		863	8.5	863	8.5	0.786	44.2	LOS D	13.2	99.1	0.92	0.84	0.99	33.8
All Vehicles		2998	8.2	2998	8.2	0.786	42.8	LOS D	14.0	99.2	0.91	0.82	0.97	31.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	74	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.4	220.5	1.00
East: Edward Street (E)											

P2	Full	52	51.8	LOS E[12]	0.2	0.2	0.95	0.95	223.2	222.8	1.00
North: Best Street (N)											
P3	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	220.9	220.0	1.00
West: Edward Street (W)											
P4	Full	19	51.7	LOS E[12]	0.1	0.1	0.95	0.95	221.3	220.5	1.00
All Pedestrians		164	51.8	LOS E[12]	0.2	0.2	0.95	0.95	221.9	221.2	1.00

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Morgan - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [AM Best Street (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Best Street / Morgan
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	105	0.0	105	0.0	0.314	4.8	LOS A	0.6	4.3	0.31	0.50	0.31	45.4
2	T1	479	2.8	479	2.8	0.314	4.5	LOS A	0.6	4.3	0.31	0.53	0.31	39.9
3	R2	104	2.3	104	2.3	0.314	8.2	LOS A	0.6	4.3	0.32	0.56	0.32	45.7
3u	U	17	7.1	17	7.1	0.314	10.0	LOS A	0.6	4.3	0.32	0.56	0.32	39.1
Approach		705	2.4	705	2.4	0.314	5.2	LOS A	0.6	4.3	0.31	0.53	0.31	42.7
East: Morgan Street (E)														
4	L2	90	1.3	90	1.3	0.115	5.7	LOS A	0.2	1.3	0.47	0.64	0.47	43.3
5	T1	166	0.7	166	0.7	0.199	4.8	LOS A	0.4	2.5	0.47	0.59	0.47	46.6
6	R2	38	0.0	38	0.0	0.199	8.5	LOS A	0.4	2.5	0.47	0.59	0.47	42.8
6u	U	1	0.0	1	0.0	0.199	10.1	LOS A	0.4	2.5	0.47	0.59	0.47	47.2
Approach		295	0.8	295	0.8	0.199	5.6	LOS A	0.4	2.5	0.47	0.60	0.47	45.6
North: Best Street (N)														
7	L2	74	4.8	74	4.8	0.210	5.4	LOS A	0.4	2.9	0.49	0.59	0.49	44.2
8	T1	306	5.5	306	5.5	0.210	5.1	LOS A	0.4	2.9	0.49	0.60	0.49	36.2
9	R2	26	0.0	26	0.0	0.210	8.7	LOS A	0.4	2.8	0.49	0.60	0.49	45.2
9u	U	2	0.0	2	0.0	0.210	10.3	LOS A	0.4	2.8	0.49	0.60	0.49	35.9
Approach		409	5.0	409	5.0	0.210	5.4	LOS A	0.4	2.9	0.49	0.60	0.49	40.0
West: Morgan Street (W)														
10	L2	58	0.0	58	0.0	0.202	5.7	LOS A	0.4	2.9	0.54	0.63	0.54	43.0
11	T1	270	0.0	270	0.0	0.202	5.4	LOS A	0.4	2.9	0.54	0.65	0.54	46.4
12	R2	57	2.1	57	2.1	0.202	9.3	LOS A	0.4	2.8	0.55	0.67	0.55	42.0
12u	U	1	0.0	1	0.0	0.202	10.9	LOS A	0.4	2.8	0.55	0.67	0.55	46.7
Approach		387	0.3	387	0.3	0.202	6.1	LOS A	0.4	2.9	0.54	0.65	0.54	45.7
All Vehicles		1796	2.3	1796	2.3	0.314	5.5	LOS A	0.6	4.3	0.43	0.58	0.43	43.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Best/Forsyth - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [AM Best Street (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Best Street / Forsyth Street
Future Conditions
AM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	25	4.8	25	4.8	0.231	4.3	LOS A	0.4	3.2	0.29	0.44	0.29	45.0
2	T1	433	2.5	433	2.5	0.231	3.9	LOS A	0.4	3.2	0.29	0.47	0.29	46.1
3	R2	109	1.1	109	1.1	0.231	7.6	LOS A	0.4	3.1	0.29	0.53	0.29	45.4
3u	U	4	0.0	4	0.0	0.231	9.3	LOS A	0.4	3.1	0.29	0.53	0.29	36.5
Approach		571	2.3	571	2.3	0.231	4.7	LOS A	0.4	3.2	0.29	0.48	0.29	45.9
East: Forsyth Street (E)														
4	L2	48	5.0	48	5.0	0.073	5.0	LOS A	0.1	0.8	0.43	0.57	0.43	43.6
5	T1	65	5.6	65	5.6	0.073	4.7	LOS A	0.1	0.8	0.43	0.60	0.43	46.6
6	R2	30	0.0	30	0.0	0.073	8.3	LOS A	0.1	0.8	0.43	0.61	0.43	46.2
6u	U	1	0.0	1	0.0	0.073	10.0	LOS A	0.1	0.8	0.43	0.61	0.43	46.9
Approach		144	4.2	144	4.2	0.073	5.6	LOS A	0.1	0.8	0.43	0.59	0.43	45.8
North: Best Street (N)														
7	L2	34	3.6	34	3.6	0.201	5.1	LOS A	0.4	2.6	0.44	0.54	0.44	45.9
8	T1	340	3.9	340	3.9	0.201	4.7	LOS A	0.4	2.6	0.44	0.56	0.44	43.2
9	R2	40	0.0	40	0.0	0.201	8.4	LOS A	0.4	2.6	0.44	0.58	0.44	46.6
9u	U	1	0.0	1	0.0	0.201	10.0	LOS A	0.4	2.6	0.44	0.58	0.44	47.2
Approach		415	3.5	415	3.5	0.201	5.1	LOS A	0.4	2.6	0.44	0.56	0.44	44.1
West: Forsyth Street (W)														
10	L2	48	0.0	48	0.0	0.157	5.5	LOS A	0.3	1.8	0.49	0.61	0.49	45.8
11	T1	216	0.6	216	0.6	0.157	5.2	LOS A	0.3	1.8	0.49	0.63	0.49	46.7
12	R2	28	8.7	28	8.7	0.157	9.2	LOS A	0.3	1.8	0.50	0.64	0.50	42.6
12u	U	1	0.0	1	0.0	0.157	10.6	LOS A	0.3	1.8	0.50	0.64	0.50	47.0
Approach		293	1.2	293	1.2	0.157	5.6	LOS A	0.3	1.8	0.49	0.63	0.49	46.3
All Vehicles		1422	2.6	1422	2.6	0.231	5.1	LOS A	0.4	3.2	0.39	0.55	0.39	45.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Edward/Docker (Future Layout) - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [Sturt Highway AM (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Edward Street / Docker Street
Future Conditions with future layout
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	102	5.9	102	5.9	0.667	36.1	LOS C	8.4	60.2	0.94	0.82	0.94	35.9
2	T1	603	1.4	603	1.4	0.667	31.5	LOS C	8.7	61.4	0.94	0.81	0.94	34.8
3	R2	363	2.0	363	2.0	* 0.714	37.5	LOS C	9.2	65.1	0.96	0.86	1.00	24.9
Approach		1068	2.0	1068	2.0	0.714	34.0	LOS C	9.2	65.1	0.95	0.83	0.96	32.3
East: Edward Street (E)														
4	L2	118	10.2	118	10.2	0.548	28.3	LOS B	6.1	47.9	0.73	0.69	0.73	33.5
5	T1	546	15.2	546	15.2	0.548	19.2	LOS B	6.1	47.9	0.69	0.62	0.69	40.1
6	R2	107	9.0	107	9.0	0.830	57.9	LOS E 11	3.4	25.5	1.00	0.98	1.46	23.0
Approach		770	13.6	770	13.6	0.830	25.9	LOS B	6.1	47.9	0.74	0.68	0.80	35.4
North: Docker Street (N)														
7	L2	61	7.9	61	7.9	0.622	42.9	LOS D	5.2	37.2	0.98	0.81	0.99	24.3
8	T1	352	1.7	352	1.7	0.622	38.1	LOS C	5.5	38.9	0.98	0.81	0.98	32.8
9	R2	235	2.0	235	2.0	* 0.723	45.0	LOS D	6.4	45.4	1.00	0.88	1.09	32.2
Approach		648	2.4	648	2.4	0.723	41.1	LOS C	6.4	45.4	0.98	0.83	1.02	32.0
West: Edward Street (W)														
10	L2	264	2.7	264	2.7	* 0.710	33.8	LOS C	10.5	76.8	0.93	0.84	0.94	36.8
11	T1	626	9.2	626	9.2	0.710	28.2	LOS B	10.7	80.9	0.93	0.83	0.94	31.0
12	R2	169	2.1	169	2.1	0.837	54.1	LOS D	5.4	38.2	1.00	1.01	1.39	30.2
Approach		1060	6.5	1060	6.5	0.837	33.7	LOS C	10.7	80.9	0.94	0.86	1.01	32.6
All Vehicles		3546	5.9	3546	5.9	0.837	33.5	LOS C	10.7	80.9	0.91	0.81	0.95	32.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											

P2	Full	38	39.3	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
North: Docker Street (N)											
P3	Full	25	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)											
P4	Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.5	220.0	1.06
All Pedestrians		100	39.2	LOS D	0.1	0.1	0.93	0.93	208.3	219.8	1.06

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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Document Set ID: 6529405
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MOVEMENT SUMMARY

Site: 101 [AM Edward/Lewis - Including hospital data from TfNSW - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [Sturt Highway AM (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
Approach		59	0.0	59	0.0	0.061	7.0	LOS A	0.1	0.6	0.39	0.62	0.39	48.8
East: Edward Street (E)														
4	L2	79	0.0	79	0.0	0.219	5.6	LOS A	0.0	0.0	0.00	0.12	0.00	55.7
5	T1	702	15.2	702	15.2	0.219	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	56.6
Approach		781	13.7	781	13.7	0.219	0.6	NA	0.0	0.0	0.00	0.06	0.00	56.3
West: Edward Street (W)														
11	T1	895	7.8	895	7.8	0.243	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	178	0.7	178	0.7	0.291	11.2	LOS A	0.4	3.1	0.66	0.88	0.73	45.1
Approach		1073	6.6	1073	6.6	0.291	1.9	NA	0.4	3.1	0.11	0.15	0.12	52.1
All Vehicles		1913	9.3	1913	9.3	0.291	1.5	NA	0.4	3.1	0.07	0.13	0.08	53.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [AM Edward/Murray (Future Signals) - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [Sturt Highway AM (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Edward Street / Murray Street with future signals
Future Conditions
AM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	43	0.0	43	0.0	0.240	42.4	LOS C	1.6	11.3	0.92	0.73	0.92	23.8
2	T1	22	5.6	22	5.6	* 0.240	37.9	LOS C	1.6	11.3	0.92	0.73	0.92	34.1
3	R2	14	0.0	14	0.0	0.074	43.5	LOS D	0.4	2.5	0.91	0.69	0.91	31.2
Approach		79	1.5	79	1.5	0.240	41.4	LOS C	1.6	11.3	0.92	0.72	0.92	28.7
East: Edward Street (E)														
4	L2	29	4.2	29	4.2	0.294	10.3	LOS A	3.5	27.7	0.38	0.36	0.38	50.1
5	T1	727	14.7	727	14.7	0.294	4.7	LOS A	3.5	27.7	0.38	0.35	0.38	51.8
6	R2	71	1.7	71	1.7	0.216	13.4	LOS A	0.8	6.0	0.45	0.69	0.45	45.1
Approach		827	13.2	827	13.2	0.294	5.6	LOS A	3.5	27.8	0.38	0.38	0.38	50.5
North: Murray Street (N)														
7	L2	50	0.0	50	0.0	0.229	42.4	LOS C	1.5	10.7	0.92	0.74	0.92	33.1
8	T1	11	11.1	11	11.1	0.229	37.8	LOS C	1.5	10.7	0.92	0.74	0.92	31.9
9	R2	11	0.0	11	0.0	0.056	43.3	LOS D	0.3	1.9	0.91	0.67	0.91	23.1
Approach		72	1.7	72	1.7	0.229	41.8	LOS C	1.5	10.7	0.92	0.73	0.92	31.8
West: Edward Street (W)														
10	L2	178	0.0	178	0.0	0.372	9.5	LOS A	3.6	26.6	0.30	0.41	0.30	45.4
11	T1	816	8.5	816	8.5	* 0.372	4.3	LOS A	4.6	34.2	0.34	0.36	0.34	53.1
12	R2	20	0.0	20	0.0	0.047	11.5	LOS A	0.2	1.4	0.37	0.65	0.37	41.2
Approach		1014	6.9	1014	6.9	0.372	5.4	LOS A	4.6	34.2	0.33	0.38	0.33	51.3
All Vehicles		1993	9.1	1993	9.1	0.372	8.2	LOS A	4.6	34.2	0.40	0.40	0.40	47.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											

P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											
P3	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)											
P4	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians		240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [PM Forsyth/Docker - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Forsyth Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
2	T1	326	1.5	326	1.5	0.169	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	202	3.0	202	3.0	0.291	7.5	LOS A	0.5	3.5	0.48	0.71	0.50	35.3
Approach		527	2.0	527	2.0	0.291	2.9	NA	0.5	3.5	0.18	0.27	0.19	46.6
East: Forsyth Street (E)														
4	L2	442	0.3	441	0.3	0.331	4.9	LOS A	0.0	0.0	0.00	0.53	0.00	40.4
6	R2	65	0.0	65	0.0	0.243	18.0	LOS B	0.4	2.5	0.77	0.92	0.85	37.5
Approach		506	0.2	506	0.2	0.331	6.5	LOS A	0.4	2.5	0.10	0.58	0.11	39.5
North: Docker Street (N)														
7	L2	66	1.8	66	1.8	0.036	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	44.5
8	T1	271	0.9	271	0.9	0.070	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
Approach		337	1.1	337	1.1	0.070	0.9	NA	0.0	0.0	0.00	0.10	0.00	48.8
All Vehicles		1371	1.1	1370 N1	1.1	0.331	3.7	NA	0.5	3.5	0.11	0.34	0.11	45.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 102 [PM Morgan/Murray - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Morgan Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	14	0.0	14	0.0	0.018	4.3	LOS A	0.0	0.2	0.41	0.46	0.41	44.7
2	T1	58	0.0	58	0.0	0.078	3.1	LOS A	0.1	1.0	0.38	0.48	0.38	43.3
3	R2	38	3.1	38	3.1	0.078	8.5	LOS A	0.1	1.0	0.38	0.48	0.38	48.6
3u	U	1	0.0	1	0.0	0.078	10.4	LOS A	0.1	1.0	0.38	0.48	0.38	50.0
Approach		112	1.1	112	1.1	0.078	5.2	LOS A	0.1	1.0	0.38	0.48	0.38	46.1
East: Morgan Street (E)														
4	L2	28	0.0	28	0.0	0.031	3.3	LOS A	0.0	0.3	0.29	0.40	0.29	47.9
5	T1	198	0.6	198	0.6	0.187	2.6	LOS A	0.4	2.6	0.29	0.38	0.29	44.4
6	R2	59	0.0	59	0.0	0.187	7.9	LOS A	0.4	2.6	0.29	0.38	0.29	44.4
6u	U	5	0.0	5	0.0	0.187	10.0	LOS A	0.4	2.6	0.29	0.38	0.29	50.8
Approach		290	0.4	290	0.4	0.187	3.9	LOS A	0.4	2.6	0.29	0.39	0.29	45.1
North: The Esplanade (N)														
7	L2	53	0.0	53	0.0	0.056	4.0	LOS A	0.1	0.7	0.43	0.49	0.43	46.6
8	T1	76	1.6	76	1.6	0.100	3.2	LOS A	0.2	1.3	0.42	0.49	0.42	47.2
9	R2	44	0.0	44	0.0	0.100	8.6	LOS A	0.2	1.3	0.42	0.49	0.42	37.3
9u	U	1	0.0	1	0.0	0.100	10.6	LOS A	0.2	1.3	0.42	0.49	0.42	37.3
Approach		175	0.7	175	0.7	0.100	4.9	LOS A	0.2	1.3	0.42	0.49	0.42	45.7
West: Morgan Street (W)														
10	L2	54	0.0	53	0.0	0.060	3.5	LOS A	0.1	0.7	0.31	0.42	0.31	42.4
11	T1	295	0.0	290	0.0	0.225	2.6	LOS A	0.4	3.1	0.30	0.33	0.30	49.0
12	R2	18	0.0	17	0.0	0.225	8.0	LOS A	0.4	3.1	0.30	0.33	0.30	49.8
12u	U	8	0.0	8	0.0	0.225	10.0	LOS A	0.4	3.1	0.30	0.33	0.30	42.3
Approach		375	0.0	368[N1]	0.0	0.225	3.1	LOS A	0.4	3.1	0.30	0.34	0.30	48.5
All Vehicles		951	0.4	944[N1]	0.4	0.225	3.9	LOS A	0.4	3.1	0.33	0.40	0.33	46.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 103 [PM Morgan/Docker - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Morgan Street / Docker Street
Future Conditions
PM Peak Period
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	13	0.0	13	0.0	0.007	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	46.6
2	T1	476	1.8	476	1.8	0.247	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
3	R2	233	0.0	233	0.0	0.670	21.4	LOS B	1.6	11.0	0.86	1.18	1.64	31.8
Approach		723	1.2	723	1.2	0.670	7.0	NA	1.6	11.0	0.28	0.39	0.53	42.1
East: Morgan Street (E)														
4	L2	278	0.4	277	0.4	0.209	5.6	LOS A	0.0	0.0	0.00	0.53	0.00	45.8
5	T1	27	0.0	27	0.0	0.971	262.3	LOS F[11]	1.8	12.4	1.00	1.29	2.13	8.7
6	R2	8	0.0	8	0.0	0.971	313.1	LOS F[11]	1.8	12.4	1.00	1.29	2.13	3.7
Approach		313	0.4	312[N1]	0.4	0.971	35.7	LOS C	1.8	12.4	0.11	0.61	0.24	30.8
North: Docker Street (N)														
7	L2	90	0.0	90	0.0	0.048	4.6	LOS A	0.0	0.0	0.00	0.53	0.00	39.7
8	T1	740	0.5	740	0.5	0.235	0.7	LOS A	0.4	2.9	0.10	0.04	0.10	49.0
9	R2	48	0.0	48	0.0	0.235	9.6	LOS A	0.4	2.9	0.25	0.10	0.26	47.1
Approach		878	0.4	878	0.4	0.235	1.6	NA	0.4	2.9	0.10	0.09	0.10	48.5
West: Bolton Street (W)														
10	L2	42	0.0	42	0.0	0.374	14.3	LOS A	0.5	3.5	0.00	0.51	0.00	25.4
11	T1	29	0.0	29	0.0	1.871	582.4	LOS F[11]	6.3	44.0	0.56	1.18	2.15	2.9
12	R2	20	0.0	20	0.0	1.871	1034.6	LOS F[11]	6.3	44.0	1.00	1.71	3.87	3.2
Approach		91	0.0	91	0.0	1.871	421.9	LOS F[11]	6.3	44.0	0.40	0.99	1.55	4.5
All Vehicles		2004	0.7	2004	0.7	1.871	28.0	NA	6.3	44.0	0.18	0.32	0.34	30.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 104 [PM Forsyth/Murray - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [PM Surrounding Site (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Forsyth Street / Murray Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	65	0.0	65	0.0	0.067	4.0	LOS A	0.1	0.7	0.44	0.52	0.44	38.8
2	T1	74	0.0	74	0.0	0.095	3.2	LOS A	0.2	1.1	0.43	0.50	0.43	47.3
3	R2	36	0.0	35	0.0	0.095	8.6	LOS A	0.2	1.1	0.43	0.50	0.43	48.1
3u	U	5	0.0	5	0.0	0.095	10.7	LOS A	0.2	1.1	0.43	0.50	0.43	37.4
Approach		180	0.0	179 N1	0.0	0.095	4.8	LOS A	0.2	1.1	0.43	0.51	0.43	45.9
East: Forsyth Street (E)														
4	L2	32	0.0	32	0.0	0.122	3.6	LOS A	0.2	1.7	0.42	0.39	0.42	44.6
5	T1	244	0.5	244	0.5	0.122	3.2	LOS A	0.2	1.7	0.43	0.40	0.43	44.4
6	R2	8	0.0	8	0.0	0.122	8.7	LOS A	0.2	1.7	0.43	0.41	0.43	49.3
6u	U	1	0.0	1	0.0	0.122	10.8	LOS A	0.2	1.7	0.43	0.41	0.43	50.7
Approach		286	0.4	286	0.4	0.122	3.5	LOS A	0.2	1.7	0.43	0.40	0.43	44.7
North: The Esplanade (N)														
7	L2	11	0.0	11	0.0	0.013	3.8	LOS A	0.0	0.1	0.36	0.43	0.36	47.7
8	T1	106	0.0	106	0.0	0.241	2.9	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9	R2	208	0.6	208	0.6	0.241	8.3	LOS A	0.4	3.1	0.37	0.56	0.37	42.3
9u	U	1	0.0	1	0.0	0.241	10.3	LOS A	0.4	3.1	0.37	0.56	0.37	49.3
Approach		325	0.4	325	0.4	0.241	6.4	LOS A	0.4	3.1	0.37	0.55	0.37	42.7
West: Forsyth Street (W)														
10	L2	50	0.0	50	0.0	0.105	2.9	LOS A	0.2	1.4	0.25	0.31	0.25	47.5
11	T1	207	3.5	207	3.5	0.105	2.4	LOS A	0.2	1.4	0.25	0.33	0.25	49.1
12	R2	18	0.0	18	0.0	0.105	7.9	LOS A	0.2	1.4	0.25	0.35	0.25	41.5
12u	U	4	0.0	4	0.0	0.105	9.9	LOS A	0.2	1.4	0.25	0.35	0.25	41.5
Approach		279	2.6	279	2.6	0.105	3.0	LOS A	0.2	1.4	0.25	0.33	0.25	48.5
All Vehicles		1070	0.9	1069 N1	0.9	0.241	4.4	LOS A	0.4	3.1	0.36	0.45	0.36	45.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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

Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Edward/Best - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [PM Best Street (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Edward Street / Best Street
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 110 seconds (Site User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	89	0.0	89	0.0	0.219	24.5	LOS B	1.3	8.8	0.86	0.74	0.86	39.2
2	T1	322	0.7	322	0.7	* 0.892	61.2	LOS E 11	9.8	68.9	1.00	1.06	1.37	18.9
3	R2	169	0.0	169	0.0	0.892	66.0	LOS E 11	9.8	68.9	1.00	1.05	1.35	27.6
Approach		580	0.4	580	0.4	0.892	57.0	LOS E 11	9.8	68.9	0.98	1.01	1.29	24.7
East: Edward Street (E)														
4	L2	203	1.2	203	1.2	0.379	39.1	LOS C	5.3	37.7	0.84	0.79	0.84	34.2
5	T1	836	5.5	836	5.5	* 0.875	46.7	LOS D	14.4	105.5	0.93	0.94	1.11	34.0
6	R2	79	0.0	79	0.0	0.670	64.5	LOS E 11	2.8	19.4	1.00	0.81	1.13	19.5
Approach		1118	4.3	1118	4.3	0.875	46.6	LOS D	14.4	105.5	0.92	0.90	1.06	33.1
North: Best Street (N)														
7	L2	43	0.0	43	0.0	0.060	26.7	LOS B	0.9	6.1	0.65	0.68	0.65	36.0
8	T1	645	0.0	645	0.0	* 0.874	50.7	LOS D	16.3	114.6	1.00	1.03	1.21	26.4
9	R2	241	0.5	241	0.5	0.874	55.6	LOS D	16.3	114.6	1.00	1.00	1.21	27.1
Approach		930	0.1	930	0.1	0.874	50.8	LOS D	16.3	114.6	0.98	1.01	1.19	26.9
West: Edward Street (W)														
10	L2	71	1.7	71	1.7	0.830	49.1	LOS D	14.6	106.4	0.97	0.93	1.07	24.7
11	T1	775	5.4	775	5.4	0.830	42.9	LOS D	14.6	106.4	0.94	0.89	1.04	35.1
12	R2	91	0.0	91	0.0	* 0.772	66.6	LOS E 11	3.3	22.9	1.00	0.87	1.26	27.3
Approach		937	4.6	937	4.6	0.830	45.7	LOS D	14.6	106.4	0.95	0.89	1.07	33.6
All Vehicles		3566	2.7	3566	2.7	0.892	49.2	LOS D	16.3	114.6	0.95	0.94	1.13	30.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Best Street (S)											
P1	Full	24	49.2	LOS E 12	0.1	0.1	0.95	0.95	218.8	220.5	1.01
East: Edward Street (E)											

P2	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	220.6	222.8	1.01
North: Best Street (N)											
P3	Full	19	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.4	220.0	1.01
West: Edward Street (W)											
P4	Full	8	49.2	LOS E[12]	0.0	0.0	0.95	0.95	218.8	220.5	1.01
All Pedestrians		60	49.2	LOS E[12]	0.1	0.1	0.95	0.95	218.9	220.7	1.01

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.

12 Level of Service is worse than the Pedestrian Level of Service Target specified in the Parameter Settings dialog.

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Document Set ID: 6529405
Version: 1, Version Date: 05/11/2024

MOVEMENT SUMMARY

Site: 101 [PM Best/Morgan - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [PM Best Street (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Best Street / Morgan
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	62	0.0	62	0.0	0.239	5.3	LOS A	0.4	3.1	0.36	0.53	0.36	45.2
2	T1	288	1.7	288	1.7	0.239	5.0	LOS A	0.4	3.1	0.36	0.57	0.36	39.3
3	R2	122	0.0	122	0.0	0.239	8.7	LOS A	0.4	3.1	0.36	0.63	0.36	45.0
3u	U	13	0.0	13	0.0	0.239	10.3	LOS A	0.4	3.1	0.36	0.63	0.36	37.8
Approach		485	1.0	485	1.0	0.239	6.1	LOS A	0.4	3.1	0.36	0.58	0.36	42.6
East: Morgan Street (E)														
4	L2	239	0.0	239	0.0	0.307	6.5	LOS A	0.6	4.0	0.62	0.80	0.62	42.5
5	T1	220	1.1	220	1.1	0.347	5.9	LOS A	0.7	4.8	0.63	0.72	0.63	45.9
6	R2	79	3.0	79	3.0	0.347	9.6	LOS A	0.7	4.8	0.63	0.72	0.63	41.7
6u	U	2	0.0	2	0.0	0.347	11.2	LOS A	0.7	4.8	0.63	0.72	0.63	46.5
Approach		540	0.9	540	0.9	0.347	6.7	LOS A	0.7	4.8	0.63	0.76	0.63	44.3
North: Best Street (N)														
7	L2	38	0.0	38	0.0	0.354	5.7	LOS A	0.7	5.1	0.57	0.62	0.57	44.0
8	T1	598	0.2	598	0.2	0.354	5.5	LOS A	0.7	5.1	0.57	0.64	0.57	35.6
9	R2	44	0.0	44	0.0	0.354	9.2	LOS A	0.7	5.1	0.57	0.66	0.57	44.9
9u	U	1	0.0	1	0.0	0.354	10.9	LOS A	0.7	5.1	0.57	0.66	0.57	35.3
Approach		682	0.2	682	0.2	0.354	5.7	LOS A	0.7	5.1	0.57	0.64	0.57	37.9
West: Morgan Street (W)														
10	L2	57	0.0	57	0.0	0.222	5.4	LOS A	0.4	3.1	0.50	0.59	0.50	43.1
11	T1	318	0.8	318	0.8	0.222	5.1	LOS A	0.4	3.1	0.50	0.61	0.50	46.5
12	R2	73	0.0	73	0.0	0.222	8.8	LOS A	0.4	3.1	0.50	0.64	0.50	42.2
12u	U	1	0.0	1	0.0	0.222	10.5	LOS A	0.4	3.1	0.50	0.64	0.50	46.8
Approach		449	0.5	449	0.5	0.222	5.8	LOS A	0.4	3.1	0.50	0.61	0.50	45.8
All Vehicles		2156	0.6	2156	0.6	0.354	6.1	LOS A	0.7	5.1	0.52	0.65	0.52	43.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Best/Forsyth - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [PM Best Street (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Best Street / Forsyth Street
Future Conditions
PM Peak Period
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	11.1	22	11.1	0.206	5.3	LOS A	0.4	2.7	0.46	0.55	0.46	44.2
2	T1	315	1.5	315	1.5	0.206	4.8	LOS A	0.4	2.7	0.46	0.58	0.46	45.4
3	R2	86	0.0	86	0.0	0.206	8.5	LOS A	0.4	2.7	0.46	0.62	0.46	44.8
3u	U	1	0.0	1	0.0	0.206	10.1	LOS A	0.4	2.7	0.46	0.62	0.46	35.3
Approach		424	1.7	424	1.7	0.206	5.6	LOS A	0.4	2.7	0.46	0.58	0.46	45.2
East: Forsyth Street (E)														
4	L2	169	0.0	169	0.0	0.244	5.6	LOS A	0.4	3.0	0.54	0.68	0.54	43.1
5	T1	214	0.6	214	0.6	0.244	5.4	LOS A	0.4	3.0	0.54	0.68	0.54	46.3
6	R2	64	0.0	64	0.0	0.244	9.1	LOS A	0.4	3.0	0.55	0.68	0.55	46.1
6u	U	1	0.0	1	0.0	0.244	10.8	LOS A	0.4	3.0	0.55	0.68	0.55	46.7
Approach		448	0.3	448	0.3	0.244	6.0	LOS A	0.4	3.0	0.54	0.68	0.54	45.5
North: Best Street (N)														
7	L2	44	2.7	44	2.7	0.284	5.0	LOS A	0.5	3.8	0.44	0.53	0.44	45.9
8	T1	486	0.2	486	0.2	0.284	4.6	LOS A	0.5	3.8	0.44	0.56	0.44	43.1
9	R2	82	1.5	82	1.5	0.284	8.3	LOS A	0.5	3.8	0.44	0.59	0.44	46.5
9u	U	4	0.0	4	0.0	0.284	10.0	LOS A	0.5	3.8	0.44	0.59	0.44	47.1
Approach		616	0.6	616	0.6	0.284	5.2	LOS A	0.5	3.8	0.44	0.56	0.44	44.2
West: Forsyth Street (W)														
10	L2	39	3.1	39	3.1	0.133	5.2	LOS A	0.2	1.6	0.46	0.57	0.46	45.9
11	T1	198	1.2	198	1.2	0.133	4.9	LOS A	0.2	1.6	0.46	0.59	0.46	46.8
12	R2	20	0.0	20	0.0	0.133	8.6	LOS A	0.2	1.6	0.47	0.60	0.47	42.8
12u	U	1	100.0	1	100.0	0.133	13.2	LOS A	0.2	1.6	0.47	0.60	0.47	45.7
Approach		259	1.9	259	1.9	0.133	5.3	LOS A	0.2	1.6	0.46	0.59	0.46	46.4
All Vehicles		1746	1.0	1746	1.0	0.284	5.5	LOS A	0.5	3.8	0.47	0.60	0.47	45.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Docker (Future Layout) - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [Sturt Highway PM (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Edward Street / Docker Street
Future Conditions with future layout
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Docker Street (S)														
1	L2	83	1.4	83	1.4	0.294	18.7	LOS B	4.3	30.8	0.62	0.59	0.62	43.4
2	T1	478	1.8	478	1.8	0.294	14.1	LOS A	4.4	31.4	0.62	0.56	0.62	41.7
3	R2	292	1.2	292	1.2	0.864	48.7	LOS D	9.6	67.6	0.98	1.05	1.34	21.7
Approach		853	1.5	853	1.5	0.864	26.4	LOS B	9.6	67.6	0.75	0.73	0.87	35.1
East: Edward Street (E)														
4	L2	197	2.4	197	2.4	0.738	33.1	LOS C	11.5	82.9	0.89	0.82	0.91	31.4
5	T1	786	5.0	786	5.0	0.738	26.6	LOS B	11.5	82.9	0.86	0.78	0.88	35.6
6	R2	127	0.0	127	0.0	* 0.585	34.0	LOS C	2.6	18.3	1.00	0.78	1.01	29.9
Approach		1110	4.0	1110	4.0	0.738	28.6	LOS C	11.5	82.9	0.88	0.79	0.90	34.1
North: Docker Street (N)														
7	L2	57	2.1	57	2.1	0.337	18.5	LOS B	5.1	35.9	0.63	0.58	0.63	35.9
8	T1	594	0.2	594	0.2	0.337	14.2	LOS A	5.3	37.0	0.64	0.57	0.64	41.7
9	R2	389	0.6	389	0.6	* 1.022	109.3	LOS F[11]	20.2	142.2	1.00	1.39	2.00	20.5
Approach		1041	0.5	1041	0.5	1.022	50.0	LOS D	20.2	142.2	0.77	0.87	1.14	29.8
West: Edward Street (W)														
10	L2	161	1.5	161	1.5	* 0.854	49.6	LOS D	10.9	78.7	1.00	1.01	1.25	32.1
11	T1	577	6.2	577	6.2	0.854	43.9	LOS D	11.1	81.9	1.00	1.01	1.25	24.6
12	R2	126	1.0	126	1.0	0.936	74.0	LOS F[11]	4.7	33.1	1.00	1.13	1.81	25.9
Approach		863	4.6	863	4.6	0.936	49.3	LOS D	11.1	81.9	1.00	1.03	1.33	26.6
All Vehicles		3867	2.6	3867	2.6	1.022	38.5	LOS C	20.2	142.2	0.85	0.85	1.06	31.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Docker Street (S)											
P1	Full	14	39.2	LOS D	0.0	0.0	0.93	0.93	208.1	219.5	1.05
East: Edward Street (E)											

P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	208.5	220.0	1.06
North: Docker Street (N)											
P3	Full	22	39.2	LOS D	0.1	0.1	0.93	0.93	208.1	219.5	1.05
West: Edward Street (W)											
P4	Full	20	39.2	LOS D	0.0	0.0	0.93	0.93	208.5	220.0	1.06
All Pedestrians		116	39.3	LOS D	0.1	0.1	0.93	0.93	208.4	219.8	1.06

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: 101 [PM Edward/Lewis - Including hospital data from TfNSW - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [Sturt Highway PM (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Lewis Drive (S)														
1	L2	205	0.0	205	0.0	0.240	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
Approach		205	0.0	205	0.0	0.240	8.1	LOS A	0.4	2.8	0.50	0.73	0.50	47.6
East: Edward Street (E)														
4	L2	78	0.0	78	0.0	0.274	5.6	LOS A	0.0	0.0	0.00	0.09	0.00	56.2
5	T1	958	4.8	958	4.8	0.274	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	57.5
Approach		1036	4.4	1036	4.4	0.274	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
West: Edward Street (W)														
11	T1	870	4.7	870	4.7	0.231	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
12	R2	61	0.0	61	0.0	0.133	12.7	LOS A	0.2	1.1	0.71	0.88	0.71	43.9
Approach		931	4.4	931	4.4	0.231	0.9	NA	0.2	1.1	0.05	0.06	0.05	55.3
All Vehicles		2172	4.0	2172	4.0	0.274	1.3	NA	0.4	2.8	0.07	0.12	0.07	54.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
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).
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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MOVEMENT SUMMARY

Site: 101 [PM Edward/Murray (Future Signals) - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Network: N101 [Sturt Highway PM (Network Folder: Future with Stage 2 and Stage 3 10 year growth)]

Edward Street / Murray Street with future signals
Future Conditions
PM Peak Period
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Murray Street (S)														
1	L2	30	4.0	30	4.0	0.162	41.9	LOS C	1.0	7.5	0.91	0.71	0.91	24.0
2	T1	13	0.0	13	0.0	0.162	37.3	LOS C	1.0	7.5	0.91	0.71	0.91	34.3
3	R2	18	0.0	18	0.0	0.110	46.0	LOS D	0.5	3.2	0.94	0.70	0.94	30.5
Approach		61	2.0	61	2.0	0.162	42.1	LOS C	1.0	7.5	0.92	0.71	0.92	28.8
East: Edward Street (E)														
4	L2	22	0.0	22	0.0	0.386	10.6	LOS A	5.4	39.0	0.41	0.39	0.41	50.1
5	T1	1034	4.3	1034	4.3	* 0.386	5.1	LOS A	5.4	39.1	0.41	0.38	0.41	51.3
6	R2	37	0.0	37	0.0	0.092	11.0	LOS A	0.4	2.5	0.36	0.66	0.36	46.5
Approach		1093	4.1	1093	4.1	0.386	5.4	LOS A	5.4	39.1	0.41	0.39	0.41	50.9
North: Murray Street (N)														
7	L2	71	0.0	71	0.0	0.385	43.4	LOS D	2.6	18.5	0.95	0.76	0.95	33.0
8	T1	34	0.0	34	0.0	* 0.385	38.9	LOS C	2.6	18.5	0.95	0.76	0.95	31.8
9	R2	16	0.0	16	0.0	0.075	42.5	LOS C	0.4	2.7	0.90	0.69	0.90	23.3
Approach		120	0.0	120	0.0	0.385	42.0	LOS C	2.6	18.5	0.94	0.75	0.94	31.7
West: Edward Street (W)														
10	L2	53	2.3	53	2.3	0.325	8.5	LOS A	2.4	17.6	0.22	0.25	0.22	47.5
11	T1	834	4.7	834	4.7	0.325	3.0	LOS A	2.5	18.0	0.22	0.22	0.22	55.4
12	R2	14	8.3	14	8.3	0.050	11.4	LOS A	0.1	0.8	0.28	0.63	0.28	41.2
Approach		901	4.7	901	4.7	0.325	3.5	LOS A	2.5	18.0	0.22	0.23	0.22	54.5
All Vehicles		2176	4.0	2176	4.0	0.386	7.7	LOS A	5.4	39.1	0.38	0.35	0.38	48.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Murray Street (S)											
P1	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
East: Edward Street (E)											

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P2	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
North: Murray Street (N)											
P3	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	203.8	213.9	1.05
West: Edward Street (W)											
P4	Full	60	39.3	LOS D	0.1	0.1	0.94	0.94	207.4	218.5	1.05
All Pedestrians		240	39.3	LOS D	0.1	0.1	0.94	0.94	205.6	216.2	1.05

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: 101 [AM Ivan Jack/Esplanade - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Ivan Jack Drive / The Esplande
Future Conditions
AM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	22	1	26	4.5	0.127	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	49.1
2	T1	386	8	462	2.1	0.127	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.8
Approach		408	9	488	2.2	0.127	0.3	NA	0.0	0.0	0.00	0.03	0.00	49.8
North: Ivan Jack Drive (N)														
8	T1	333	10	397	3.0	0.104	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	79	0	95	0.0	0.109	7.0	LOS A	0.4	3.0	0.50	0.68	0.50	45.2
Approach		412	10	491	2.4	0.109	1.4	NA	0.4	3.0	0.10	0.13	0.10	49.0
West: The Esplanade (W)														
10	L2	144	0	173	0.0	0.160	5.5	LOS A	0.6	4.3	0.33	0.55	0.33	46.4
12	R2	16	2	19	12.5	0.129	30.5	LOS D	0.4	3.1	0.84	1.00	0.84	35.5
Approach		160	2	192	1.3	0.160	8.0	LOS A	0.6	4.3	0.38	0.60	0.38	45.0
All Vehicles		980	21	1171	2.2	0.160	2.0	NA	0.6	4.3	0.10	0.17	0.10	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

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MOVEMENT SUMMARY

Site: 101 [PM Ivan Jack/Esplanade - Copy (2) (Site Folder: Stage 2 + Stage 3 development + 10 year growth)]

Ivan Jack Drive / The Esplande
Future Conditions
PM Peak Period
Site Category: (None)
Stop (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Best Street (S)														
1	L2	43	0	52	0.0	0.115	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	48.8
2	T1	330	6	391	1.8	0.115	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.6
Approach		373	6	442	1.6	0.115	0.6	NA	0.0	0.0	0.00	0.06	0.00	49.5
North: Ivan Jack Drive (N)														
8	T1	470	2	563	0.4	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
9	R2	149	0	179	0.0	0.195	6.9	LOS A	0.8	5.7	0.50	0.69	0.50	45.3
Approach		619	2	742	0.3	0.195	1.7	NA	0.8	5.7	0.12	0.17	0.12	48.7
West: The Esplanade (W)														
10	L2	80	0	96	0.0	0.084	5.2	LOS A	0.3	2.2	0.27	0.51	0.27	46.5
12	R2	22	0	26	0.0	0.220	38.6	LOS E[11]	0.7	4.8	0.89	1.02	0.95	32.9
Approach		102	0	122	0.0	0.220	12.4	LOS B	0.7	4.8	0.40	0.62	0.42	42.7
All Vehicles		1094	8	1307	0.7	0.220	2.3	NA	0.8	5.7	0.11	0.17	0.11	48.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.

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