



BORG Manufacturing and Oberon Council

Traffic and Parking Impact Assessment Report

Oberon Sports Complex

23 June 2022

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TABLE OF CONTENTS

1	Introduction	5
1.1	Purpose of the Report.....	5
1.2	Response to Transport for NSW	5
2	Existing Conditions.....	7
2.1	Site Location.....	7
2.2	Existing Sports Centre and Club.....	7
2.3	Existing Road Conditions	7
2.4	Existing Traffic Volumes.....	8
2.4.1	2020 Classified Intersection Counts	8
2.4.2	2022 Classified Intersection Counts	9
2.4.3	Pneumatic Tube Counts.....	9
2.5	Existing Road Level of Service	11
2.6	Public Transport	12
2.7	Pedestrians and Cyclists	12
3	Proposed Development	13
3.1	Development Description	13
3.2	Operation of the Registered Club	13
3.3	Vehicle access.....	13
3.4	Parking	14
3.5	Circulation	15
3.6	Service Vehicles	15
3.7	Pedestrians and cyclists.....	15
4	Parking.....	16
4.1	Parking Requirements.....	16
4.2	Parking Provision.....	17
4.2.4	Special Event.....	17
5	Traffic Assessment	18
5.1	Traffic Generation	18
5.2	Traffic Distribution	18
5.3	Intersection Analysis.....	18
5.3.5	Club Use (Friday PM Peak)	18
5.3.6	Local Sports Game (Saturday PM Peak).....	19
5.3.7	Calibration and Results.....	19
6	Preliminary Construction Traffic Management Plan	21
6.1	Introduction	21
6.2	Traffic Management.....	21
6.3	Potential Traffic Impacts.....	21
6.4	Draft Vehicle Movement Plan	22
6.5	Draft Construction Traffic Management Plan	22
7	Conclusion/Recommendations	24
8	References.....	26

Appendices

Appendix A – Site Plan

Appendix B – Traffic Counts

Appendix C – SIDRA Movement Summaries

1 Introduction

1.1 Purpose of the Report

Barker Ryan Stewart (BRS) have been engaged by BORG Manufacturing and Oberon Council to prepare a Traffic and Parking Impact Assessment in accordance with the requirements of the Oberon DCP 2001, the Transport for New South Wales (TfNSW) 'Guide to Traffic Generating Developments' and Austroads 'Guide to Road Design Part 4 Intersections and Crossings General' documents to accompany a Development Application for the Oberon Sports Complex at the corner of Albion Road and O'Connell Road, Oberon.

The purpose of this report is to assess and address traffic, access, car parking and pedestrian impacts generated by the proposed development. This can be briefly outlined as follows:

- The expected traffic generation to/from the proposed development.
- The impact of the proposed development on the road network.
- Intersection analysis based on traffic counts.
- Vehicle parking provisions.
- Access design requirements.
- Delivery and Waste Collection.
- Provision for pedestrians and cyclists.
- Provision of a response to the items raised by TfNSW.

This Traffic and Parking Impact Assessment Report concludes that the subject site is suitable for the proposed development in relation to traffic impact, car parking provision, vehicle and pedestrian access and safety considerations.

1.2 Response to Transport for NSW

Transport for NSW (TfNSW) provided a response to the DA submission for the proposal on 1 June 2021. The response requested clarification/additional information to address the following items:

Table 1.1: TfNSW RFI

Item No.	Item Description	Report Reference
1	The Statement of Environmental Effects indicates the development will include the operation of a Registered Club. No detail is provided in relation to the operation of the Registered Club. The potential for the operation to impact on traffic characteristics cannot be adequately considered based on the information provided. Further detail on the operation of the club including days and hours of operation are required. The Traffic Impact Assessment is to be reviewed to include the consideration of days and hours of operation of the Registered Club.	Sections 3.2 and Section 5.
2	The Traffic and Parking Assessment Report included traffic data obtained from a one-day count indicating an AM Peak of 91 vehicles per hour and PM Peak of 57 vehicles per hour on O'Connell Road. TfNSW traffic data indicates Average Annual Daily Traffic of 2220 vehicles per day on O'Connell Road resulting in a peak hour range, estimated in accordance with Austroads, of 244 to 355. The Traffic Impact Assessment is to be reviewed based on the available data. Any traffic counts to be relied upon are to be conducted for a minimum of seven days and AADT estimated in accordance with Austroads.	Sections 2.4.2 and 2.4.3

3	The traffic generation estimates in the Traffic Impact Assessment are to be reviewed based on the available data, operational details of the Registered Club, and potential for weekday uses of both sporting facilities and the Registered Club. The RTA Guide to Traffic Generating Development or surveys of similar facilities should be considered in the estimation of traffic generated by the development.	Section 5.1
4	Proposed intersection treatments for the access to O'Connell Road have not been provided. The Traffic Impact Assessment indicates the access will be designed in accordance with Australian Standard 2890.2:2018. TfNSW adopts Austroads Guide to Road Design as the applicable guide for road and intersection designs on classified roads. The TIA is to be reviewed to include preliminary access intersection designs based on the reviewed traffic characteristics. The design of the intersection treatments are to be in accordance with the relevant parts of Austroads Guide to Road Design.	Section 3.3
5	It is not clear whether there will be a form of access control at the entrance or along internal access driveways for ticketing or other access control purposes. The inclusion of such access control mechanisms has potential to impact traffic queuing onto the road environment. The access design is to include the location of any proposed access control features.	Section 3.3
6	The TIA is to demonstrate how construction traffic including heavy vehicle access to the site will be managed during the construction phase.	Section 6
7	The development should include an assessment of pedestrian and cycling linkages to the development and connectivity to existing pedestrian and cycle facilities in Oberon.	Section 3.7

2 Existing Conditions

2.1 Site Location

The site is located at the corner of Albion Street and O’Connell Road, Oberon and is comprised of Lot 2 DP 1073827 and Lot 5 DP 2364. The land is currently vacant.

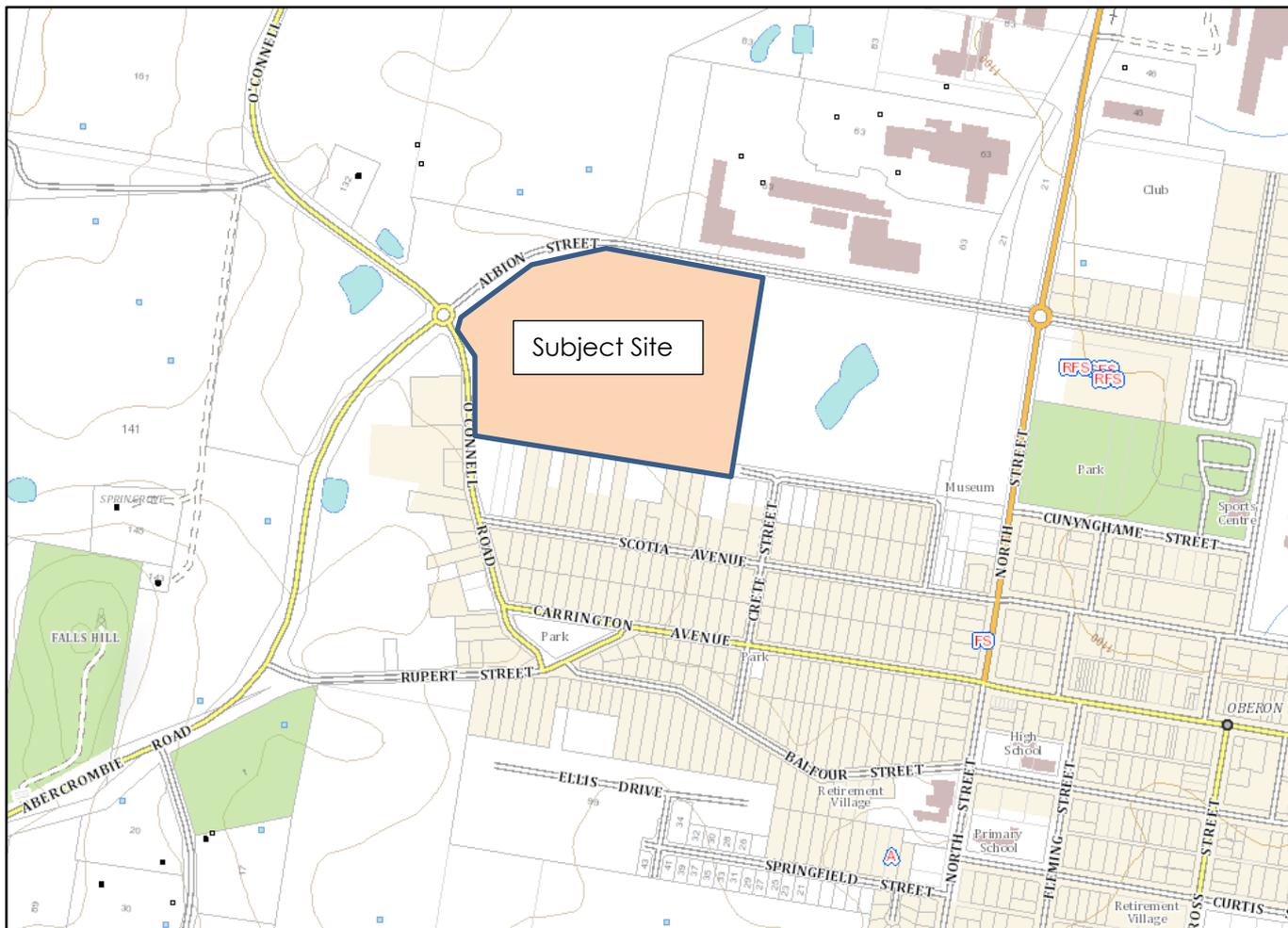


Figure 2.1: Site Location (NSW Land & Property Information SIX Maps 2013)

2.2 Existing Sports Centre and Club

The development is a relocation and replacement of the existing sports centre and club on Lowes Mount Road, about a kilometre east of the proposed site. The sports ground hosts local youth games and practice and serves as home ground for the Oberon Tigers, and Oberon Tigers home games would be considered the site’s peak traffic. In addition, the licensed club would see traffic independent to weekend sports on the Friday PM peak.

2.3 Existing Road Conditions

The site is located at the corner of Albion Street and O’Connell Road.

Albion Street

Albion Street is a regional road that provides an east / west connection between Duckmaloi Road and O'Connell Road north of the Oberon township. In the vicinity of the site it has a 13 metre wide pavement consisting of 2 x 3.5 metre wide travel lanes and 3 metre wide sealed shoulders. The default speed limit is 60km/h.

O'Connell Road

O'Connell Road is a state road that provides a north / south connection between Carrington Avenue (an extension of the main street through the Oberon township) and Albion Street. In the vicinity of the site it has a 12 metre wide pavement consisting of 2 x 3 metre wide travel lanes and 3 metre wide sealed shoulders with kerb and gutter. The posted speed limit is 50km/h in the vicinity of the proposed main access and increases to 60km/h approximately 70m south of the roundabout with Albion Street.

To the north of the subject site, O'Connell Road provides a connection between Oberon and the Great Western Highway east of Bathurst.

O'Connell Road and Albion Street intersect at a 4-way single lane roundabout, the fourth leg being Abercrombie Road, a rural road providing a connection south to Black Springs and Wombeyan Caves.

2.4 Existing Traffic Volumes

Over the course of development, BRS have commissioned three traffic surveys – intersection surveys in 2020, and intersection surveys and mid-block tube counts in 2022. These are detailed below.

2.4.1 2020 Classified Intersection Counts

BRS had conducted traffic counts at the following intersections on Saturday 17 October 2020 between 9.00am and 12.00pm and from 1.00pm to 5.00pm:

- Albion Street /O'Connell Road /Abercrombie Road
- O'Connell Road /Carrington Avenue
- Lowes Mount Road/ Albion Street/ North Street
- Albion Street/Duckmaloi Road

The counts were conducted on a Saturday as these times would correspond to the peak operating times of the Sports Complex. Saturday 17 October was also the day that the Bathurst 1000 was held which enabled us to view how the intersections performed with increased traffic compared to other days throughout the year.

The peak times were identified as 10.00AM to 11.00AM and 2.30PM to 3.30PM. The traffic counts recorded the following peak hour volumes in the vicinity of the site:

Albion Street

AM Peak: two-way volume = 161 vehicles per hour (92 eastbound and 69 westbound)

PM Peak: two-way volume = 153 vehicles per hour (72 eastbound and 81 westbound)

O'Connell Road

AM Peak: two-way volume = 91 vehicles per hour (54 northbound and 37 southbound)

PM Peak: two-way volume = 57 vehicles per hour (23 northbound and 34 southbound)

These recorded volumes indicate that the traffic volumes past the site are distributed 60% to Albion Street and 40% to O'Connell Road in the AM peak and 70% to Albion Street, 30% to O'Connell Road in the PM.

2.4.2 2022 Classified Intersection Counts

Oberon Council has outlined that the expected regular peaks for the site would be on Saturdays when the Oberon Tigers host home games against other professional teams, which generally attracts a crowd. Therefore, BRS has attempted to capture this scenario.

Analysis of the site's impact had intended to be based off intersection surveys on Saturday 21 May 2022 for the expected peak, coinciding with an Oberon Tigers home game. However, the game was postponed to Sunday 22 May 2022. This event has still been captured in the 7-day pneumatic tube count (to be discussed below).

BRS have undertaken intersection counts and 7-day tube counts at locations related to both the existing and the proposed club locations. Therefore, the following classified turning counts have been undertaken for Saturday PM (1:00PM to 5:00PM):

- Lowes Mount Road/ Albion Street/ North Street
- O'Connell Road/ Albion Street/ Abercrombie Road (this intersection also has survey for Friday 1:00PM to 5:00PM)

Additionally, 7-day pneumatic tube counts have been undertaken for:

- Lowes Mount Road, near the existing club entrance
- O'Connell Road, near the proposed club entrance

To assess peaks that are outside the peaks counted in the intersection counts, the distribution of traffic has been assumed to be the same and has been adjusted based on weighting of total volume captured on the relevant tube count, where required.

The peak times were identified as 3:15PM to 4:15PM in the Friday, and 3:30PM to 4:30PM in the Saturday. The traffic counts recorded the following peak hour volumes in the vicinity of the site:

Albion Street

Fri Peak: two-way volume = 179 vehicles per hour (78 eastbound and 101 westbound)

Sat Peak: two-way volume = 105 vehicles per hour (65 eastbound and 40 westbound)

O'Connell Road

Fri Peak: two-way volume = 167 vehicles per hour (76 northbound and 91 southbound)

Sat Peak: two-way volume = 169 vehicles per hour (96 northbound and 73 southbound)

This generally indicates an increase in traffic compared to 2020 surveys, but this can likely be attributed to the COVID-19 pandemic and subsequent reduction of travel.

The SIDRA modelling was based on the 2022 traffic count data discussed above and located in **Appendix B**.

2.4.3 Pneumatic Tube Counts

Pneumatic tube counts have been placed and recorded data over a 7-day period along Lowes Mount Road and O'Connell Road. These tubes have been placed at the approximate entrance of the proposed new sporting facility as well as near the existing sporting facility. These have been used to capture a 7-day period of traffic reflective of the existing traffic conditions.

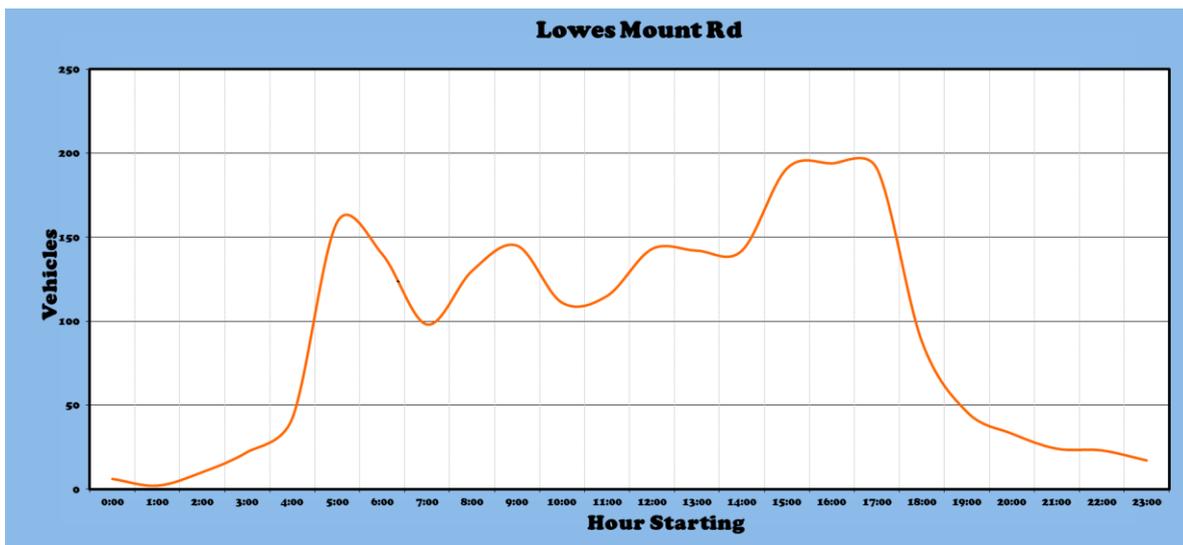


Figure 2.2: Daily Volume Profile – Lowes Mount Road (Bidirectional, 7 day average)

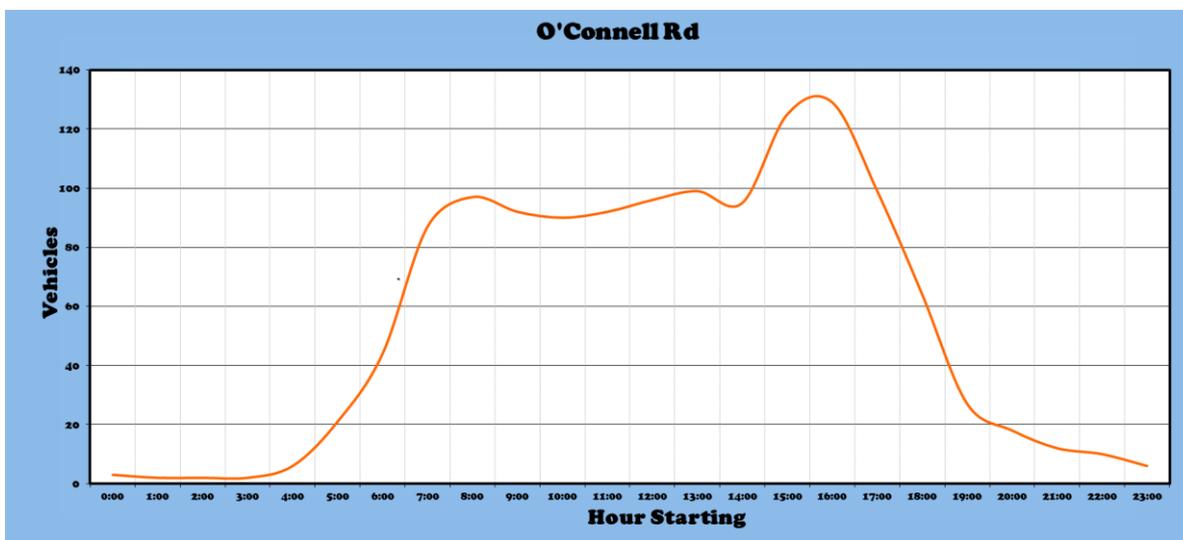


Figure 2.3: Daily Volume Profile – O'Connell Road (Bidirectional, 7 day average)

In summary, it can be understood that the daily maximum/ peak is 196 vehicles per hour in Lowes Mount Road, and 130 vehicles per hour on O'Connell Road.

The traffic count data is provided in **Appendix B**.

Figures summarising the location of three traffic surveys commissioned by BRS have been outlined below.

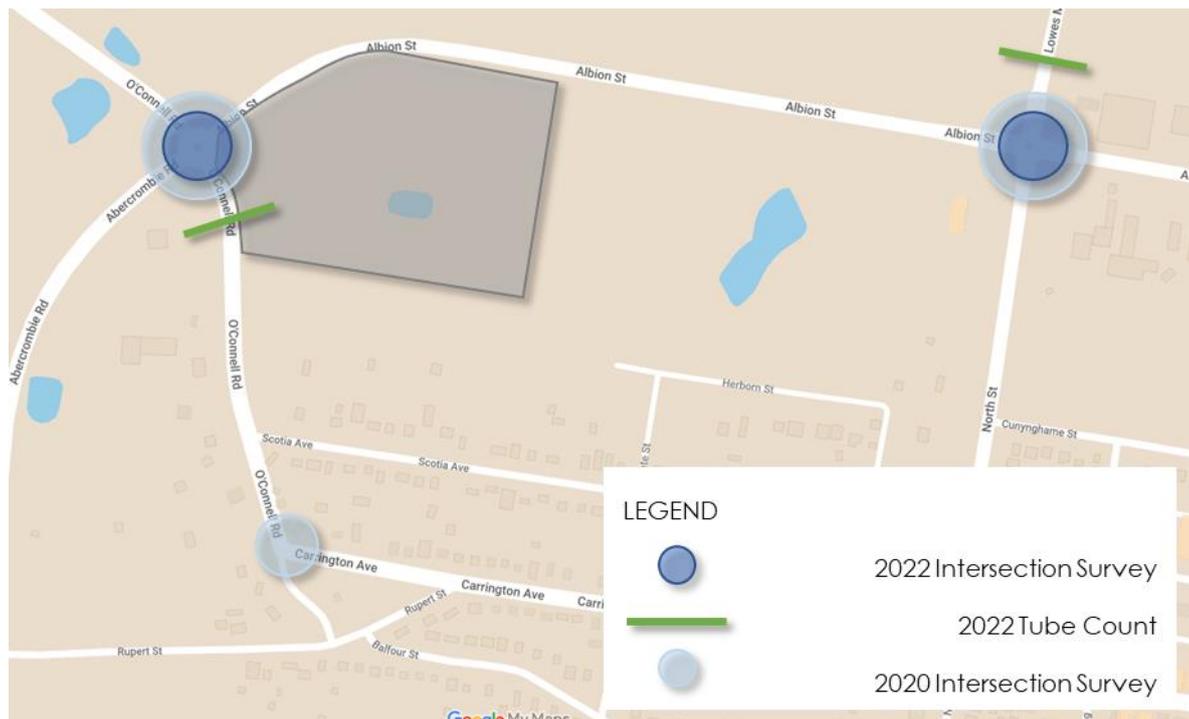


Figure 2.4: Map of Traffic Surveys A (Google MyMaps 2022)

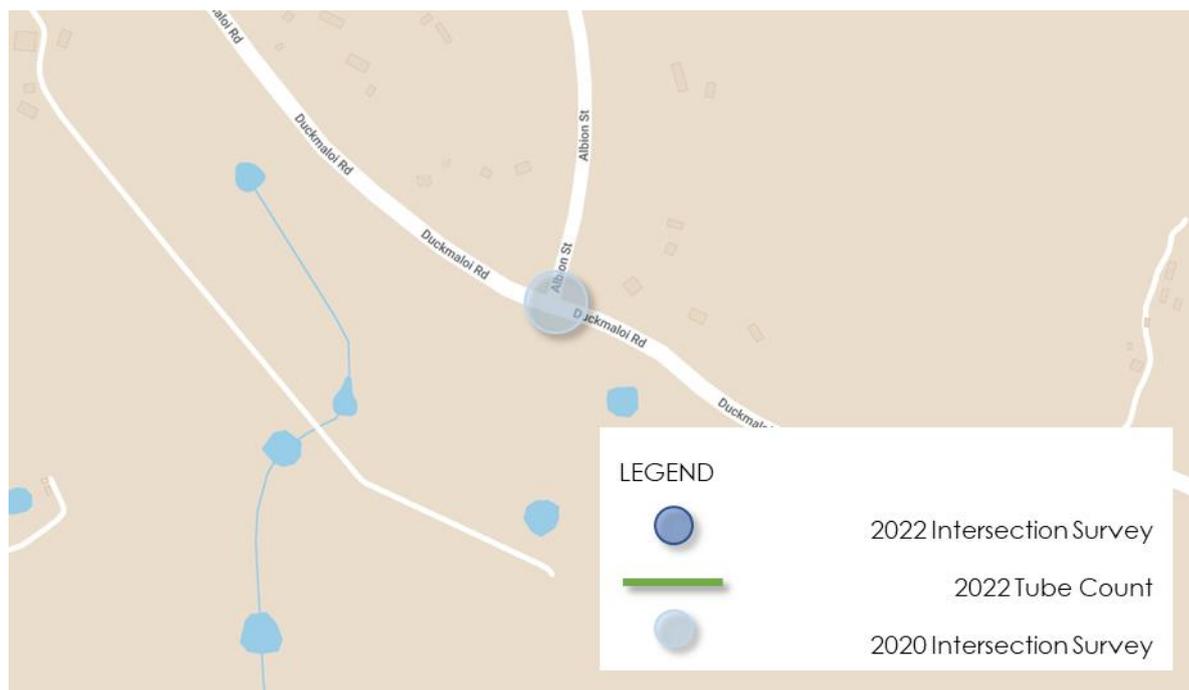


Figure 2.5: Map of Traffic Surveys B (Google MyMaps 2022)

2.5 Existing Road Level of Service

The TfNSW's 'Guide to Traffic Generating Development' states, 'An important consideration in determining the impact of a development proposal on the road system is to assess the effect on traffic efficiency, the objective of which is to maintain the existing level of service. Adverse effects must be identified and corrective measures designed. The level of service is used as the performance standard.'

This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom to manoeuvre.'

Tables 4.4 of the TfNSW 'Guide to Traffic Generating Developments' provide guidance on mid-block capacities for urban roads and likely levels of service. Table 4.4 is reproduced below.

Table 4.4
Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

The traffic volumes recorded on Albion Street and O'Connell Road indicate that they are both operating at the highest level of Service (LoS A) with spare capacity of 700 to 800 vehicles per hour on the basis that a level of service up to Los D provides acceptable operating conditions.

2.6 Public Transport

Stop 28973 is 1.0km south-east of the site and is a stop along the 598 bus route, which runs from Oberon to Tarana.

The bus runs from Oberon to Tarana on 7:15AM on weekdays, and 5:35PM on weekdays except Wednesdays, when it arrives at Tarana Station 6:30PM.

The inverse route runs 6:20PM on weekdays except Wednesdays, where it arrives at Oberon Coach Stop at 7:15PM.

2.7 Pedestrians and Cyclists

For local residents of Oberon, the site is within 3 km of the furthest residential development: a 40 minute walk or 10 minute cycle ride. A concrete footpath runs along the northern side of Carrington Street from the town centre to O'Connell Road providing a direct walking route for pedestrians.

Albion Street, Carrington Street and O'Connell Road have 2.5 metre to 3 metre wide sealed shoulders that are suitable for bicycles. Herbon Street is a minor local road with no road shoulder.

3 Proposed Development

3.1 Development Description

The proposed Oberon Sports Complex, includes the following facilities:

- Six sporting fields, comprising:
 - Two full-sized rugby fields;
 - One Hockey field
 - Three Netball Courts
- Licenced Club, comprising;
 - 367.1m² GFA licensed club area, including:
 - Approx. 110m² in dining area, and
 - Approx. 257m² in bar and lounge
 - 11.7m² GFA gaming room
- Tiered spectator seating;
- Walking / Cycling perimeter pathway with fitness stations;
- Amenities and maintenance facilities;
- Car and bus parking facilities, comprising;
 - 142 standard car parking spaces
 - 4 accessible car parking spaces

A concept site plan for the proposal is provided at **Appendix A**.

3.2 Operation of the Registered Club

The licenced Club component is proposed to have a gross floor area (GFA) of 558.29m² consisting of lounge and dining areas, bar and kitchen. It will also have a canteen and store area of 96.1m². The registered club could potentially operate between 9am and 12 midnight every day.

The highest traffic generation of the site would occur on game days, on training nights and during special events. The traffic generation of the registered club on other days would be small. It is understood that peak traffic generation would be during the network Friday PM peak.

Traffic generation for these scenarios is discussed in more detail in Section 5.

3.3 Vehicle access

All vehicular entry and exit to the site will be provided off O'Connell Road at the main entrance in the south-western corner of the site. This access will be utilised by all players, support staff, employees, visitors that arrive to the site by car as well as waste collection vehicles and emergency vehicles.

O'Connell Road has a posted speed limit of 50km/hr at this location, with 3 metre wide carriageways in each direction and 3 metre sealed road shoulders with kerb and gutter. The sight distance measured from the proposed entry/exit to/from the site is approximately 150m to the north and 110m to the south.

When assessed against the requirements of Austroads 'Guide to Road Design Part 4' Appendix A Figure A10 Warrants for treatments on the major road at unsignalised intersections for traffic speeds of less than 100km/hr, a BAR/BAL type intersection would be required at the main entry/exit into the site in O'Connells Road. This is based on the daily maximum bi-directional peak of 130 vehicles per hour on O'Connell Road as indicated in the 7 day tube counts (see Section 2.4.3).

Note that the estimated peak hour traffic generated from the site is 106 vehicles an hour only during the time prior to and after a main game fixture is occurring on site or in the scenario when all playing fields

are used simultaneously. This would generally occur on a Saturday which is outside of the peak times in O'Connells Road indicated in Section 2.4.3. However, even if the peak times coincided with each other according to Austroads 'Guide to Road Design Part 4' Figure A10, a BAR/BAL intersection would still be required.

The existing O'Connell Road pavement in the vicinity of the site is 12 metres wide consisting of 2 x 3 metre wide travel lanes and 3 metre wide sealed shoulders with kerb and gutter. With the provision of some 'No Stopping' signage and potentially an upgrade to the pavement depth in the road shoulders (subject to a Geotech Report) the existing road formation could be able to accommodate a BAR/BAL type intersection (See Figure 3.1 below).

Figure A 3: Urban basic BA turn treatment

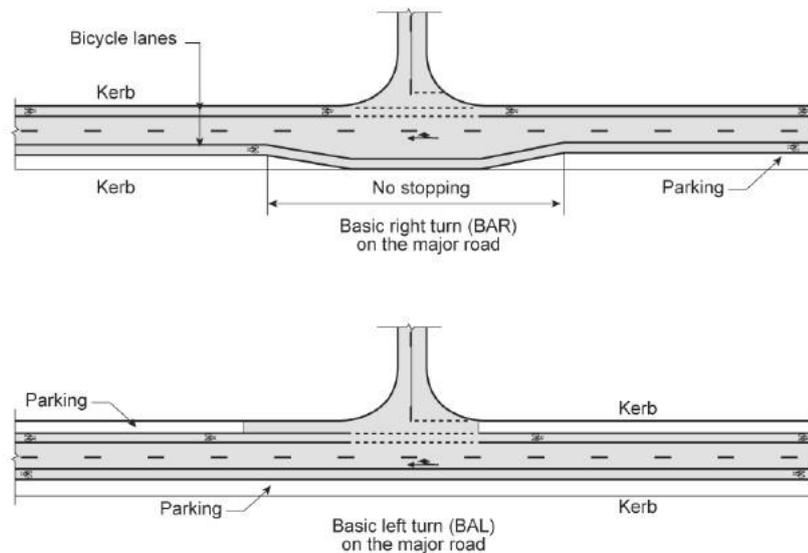


Figure 3.1: Austroads Part 4 Standard Urban basic BAR and BAL intersection treatments

The internal on-site entry/exit driveways and parking facilities will be designed to comply with AS/NZS 2890.1-2004 Parking Facilities – Off-Street Car Parking (AS/NZS 2890.1), AS 2890.2-2018 Parking Facilities (AS 2890.2) – Off-Street Commercial Vehicle Facilities, TfNSW and Council's DCP requirements. According to AS/NZS 2890.1 Table 3.2 for the Class 2 (Sports Fields) parking category, with 146 car parking spaces on a major road a minimum entry width of 6 metres and a separate exit width of between 4 to 6 metres is required.

According to the Austroads 'Guide to Road Design Part 4' Table 5.1, during the detailed design, the minimum design vehicle to be used is a single unit truck/bus of 12.5 metres in length with a radius of 12.5 metres with a minimum clearance of 0.5 metres.

There are no proposed access controls at the entrance or along internal access driveways for ticketing or other access control purposes. If it ever is proposed to provide access control (for example a Special Event) it would need to be placed near the main car parking areas, a distance of approximately 150m from the main entry/exit point in O'Connell Road. If any access controls are to be introduced, then this should be considered as part of a Traffic Management Plan for any special event.

3.4 Parking

It is proposed to provide a total of 146 car parking spaces in an at-grade parking area. This will include 4 Accessible spaces. The parking area will also include a bus park /drop off area adjacent to the forecourt that will provide pedestrian access from the carpark into the facility.

An overflow parking area will also be provided immediately west of the main carpark. This overflow area will have a capacity of around 100 vehicles, providing a total of 246 spaces.

The parking areas including parking bays, aisles and circulating roadways will be designed to comply with the requirements AS/NZS 2890.1 Class 2 (Sports Facilities) which requires 2.5 metres wide, 5.4 metres long and aisle widths of 5.8 metres. Accessible parking will be design in accordance with AS/NZS 2890.6 – *Off-street Parking for People with Disabilities*. This will be addressed at the detailed design and Construction Certificate issue stage.

3.5 Circulation

The proposed circulation aisles will be designed in accordance with the requirements of AS/NZS 2890.1 and AS 2890.2. These will be designed so that the access/circulation requirements for B85 and B99 vehicles to by-pass each other simultaneously through the proposed car park arrangement are satisfactory.

3.6 Service Vehicles

Waste and recycling bins will be stored in a designated refuse area. Waste will be collected by Council's Waste Services from the Waste Collection area.

The Waste Collection Area and Loading Bay will be designed so that they can be serviced by 12.5 metres long Heavy Rigid Vehicles (HRV) as defined within AS 2890.2. The detailed design will be addressed at the Construction Certificate Stage.

A Loading Bay Management Plan can be prepared outlining the safe operation of the waste collection / loading bay area at the Construction Certificate Stage or as required by Council.

3.7 Pedestrians and cyclists

Pedestrian / cyclist access will be provided off Albion Street at the north-eastern corner of the site, at the main entrance in O'Connell Road in the south-western corner of the site and at Herborn Street in the south-eastern corner of the site.

Carrington Street and O'Connell Road have 2.5 metre to 3 metre wide sealed shoulders that are suitable for bicycles. Herborn Street is a minor local road with no road shoulder. The posted speed limit in O'Connell Road, Carrington Street and Herborn Street is 50 km/hr. Given the low speed traffic environment in Carrington Street and O'Connell Road with a well-formed and sealed road shoulder and the low speed small traffic volume in Herborn Street, the existing bicycle links are considered to be suitable.

However, consideration should be given to extend the existing 1.2m wide footpath from the northern side of Carrington Street along the eastern side of O'Connell Road to the proposed Sports Complex main entrance. To enable cyclists to ride clear of the sealed road shoulder consideration could be to make this a shared pedestrian/cycle path between 2 metres (minimum width) to 2.5 metres wide.

The pedestrian and cycle access at the north-eastern corner is to accommodate any future development of the neighbouring site to the east of the subject site. As the existing properties fronting Albion Street are industrial uses there would be no existing pedestrian and bicycle demand from this area to the Sports Complex once built.

4 Parking

4.1 Parking Requirements

Licensed Club

According to Oberon's DCP 2001 a minimum parking requirement for a Club is:

- 1 space per 6m² public area in Bars and Lounges;
- plus 1 space per 10m² public area in Dining Rooms;
- plus 1 space per 3 seats in Auditorium;
- plus 1 space per 2 employees.

The Club will not include an auditorium and the number of employees is unknown at this stage, however, a staff of 10 would be a reasonable number to assume for assessment purposes.

The assessment has been outlined in Table 2.1.

Table 2.1: Parking Assessment – Licensed Club

Use	Size	Parking Rate	Parking Recommendation
Licensed Club Public Area	269m ²	1 space per 6m ² GFA	45
Dining Public Area	110m ²	1 space per 10m ² GFA	11
Employees	10	1 space per 2 employees	5
TOTAL			61

During sporting fixtures, the Licensed Club's parking use would be ancillary to the parking generated by the sporting fields.

Sporting facilities

The parking provision for sporting fields is not provided in the Oberon DCP, neither do the DCP's for surrounding LGA's such as Blue Mountains, Bathurst and Orange. A project for a sports complex at Tuggerah on the NSW Central Coast used the parking rate from the Wyong DCP 2013 of 50 spaces per field. However, this project was much larger than the proposed Oberon Sports Complex and consisted of nine sporting fields, comprising four international sized rugby fields, three international sized soccer fields, one AFL field and one premier field to international rugby configuration.

This parking rate could potentially be applied to the proposed two rugby league fields and the hockey field but not to the netball courts.

A more appropriate parking rate for the netball courts would be 20 spaces per court based on the Lake Macquarie DCP parking rates for an indoor recreational facility.

Based on the above, the parking requirement for the Oberon Sports Complex could be:

- 3 x Sporting Fields @ 50 spaces per field = 150 spaces.
- 3 x Netball Courts @ 20 spaces per court = 60 spaces.

This is considered to be a worst-case scenario as the rugby league and hockey fields are unlikely to require the same number of spaces as the international standard facilities at Tuggerah. It is also unlikely that the 3 sporting fields and 3 netball courts are likely to be used at the same time except during special events.

Additionally, other sporting events will not be occurring while the Oberon Tigers home games are being played. If a special event is held then overflow parking can also be providing an extra 100 spaces.

Summary

Excluding the overflow parking area, the main parking area will provide 146 parking spaces. Averaged over the proposed 6 fields, this would equate to 25 parking spaces per field which is considered to be an appropriate application of parking rates for this site. The demand for parking for users of the licenced club would be ancillary to the use of the sporting fields when they are being utilised.

The demand for parking when the licenced club is in operation outside of the use of the sporting fields would be 98 spaces which would be easily catered for in the proposed provision of 146 formalised car parking spaces.

4.2 Parking Provision

The development proposes to provide 146 car parking spaces in an at-grade parking area and an overflow parking area of 100 spaces giving a total of 246 spaces.

The main parking area is considered to be adequate for the proposed parking demand at the site. However, should specific situations require additional parking the overflow parking area of 100 spaces should be sufficient without impacting on the local streets.

Given the nature of activities associated with the proposed development and potential for large events, the provision for emergency services vehicle parking is required.

4.2.4 Special Event

Any "Special Event" would require a specific Traffic Management Plan that would be tailored to the event and may require provision for increased public transport use, the use of the overflow parking area and ride shuttles and suitable accredited traffic controllers. The implementation of a Traffic Management Plan is common practice for all special events at major sporting venues.

5 Traffic Assessment

5.1 Traffic Generation

The TfNSW 'Guide to traffic generating development' does not include the estimated traffic generation rates for sporting fields. However, The Institute of Transport Engineers 'Trip Generation Manual', provides comparable traffic generation rates from the USA for similar sporting and recreation facilities.

The estimated traffic generation rate for the proposed Sports Complex use (6 fields) and the Licenced Club is outlined in the table below. It is noted that the outdoor fields used Soccer Complex rates.

Use	Size	Peak hour vehicle trips rates	Peak hour vehicle trips
Sports Complex (classify all fields as equivalent)	6	17.7 trips per field	106
Licensed Club	379m ²	4 trips per 100m ² GFA	15
TOTAL			121

At peak club use, the traffic generated by the Club would ancillary to the use of the sporting fields, in that the Club patrons will consist of visitors to the site who are also engaged with the events at the sporting fields. Otherwise, the site's effect on Friday PM peak has been considered, the majority of the traffic being from the licensed club as opposed to the sports complex.

Consequently, the traffic generated by the Club is included in the 106 trips generated by the sporting fields.

Additionally, analysis of pneumatic tube counts conducted for the site generally reflect this degree of generation – the count located at the existing sports facility entrance (Lowes Mount Road) recorded up to 84 more trips per hour at peak than along the proposed entrance (O'Connell Road) during the Oberon Tigers game (Sunday 22 May 2022). Considering this analysis does not account for whether vehicles are going to the local sports game or otherwise accessing the town centre, it can generally be considered that 106 generated trips would be a conservative generation estimate.

5.2 Traffic Distribution

The main traffic impacts of the additional 106 vehicle trips are considered to occur in the Saturday peak. Assuming it is to model a sports game, trips are generally uni-directional – that is, they primarily are ingress or egress trips. Therefore, 100% of trips will be assigned to either ingress or egress (both scenarios to be tested on the same peak network traffic, to make it a conservative estimate). It has been presumed that directional splits of traffic will be the same as surveyed distributions.

As the Club's standalone traffic generation is 15 trips when the sporting fields are not in use, it has been assessed for the Friday PM peak. It has been presumed that 50% of trips will be ingress and 50% of trips will be egress for this scenario.

5.3 Intersection Analysis

5.3.5 Club Use (Friday PM Peak)

The club is likely to be used similar to a pub, with its primary weekly peak being the Friday PM peak. Therefore, the 15 trips have been assessed added onto the PM peak.

On this basis, SIDRA analysis was undertaken for the following intersections to assess the impact of the additional traffic generated by the site on the main intersections in Oberon that could potentially be utilised by vehicles associated with the existing and proposed licensed club, being:

- Albion Street/O'Connell Road/Abercrombie Road;
- Albion Street/North Street/Lowes Mount Road;
- Albion Street/Duckmaloi Road; and
- O'Connell Road/Carrington Avenue.

5.3.6 Local Sports Game (Saturday PM Peak)

The assumed worst-case scenario would be the rapid ingress and egress of cars associated with playing and viewing an Oberon Tigers home game, with the site operating at/ near capacity.

On this basis, SIDRA analysis was undertaken for the following intersections to assess the impact of the additional traffic generated by the site on the main intersections in Oberon that could potentially be utilised by vehicles attending that sporting fixtures at the site:

- Albion Street/O'Connell Road/Abercrombie Road;
- Albion Street/North Street/Lowes Mount Road;
- Albion Street/Duckmaloi Road; and
- O'Connell Road/Carrington Avenue.

Considering the surveyed peak ended up not recording the football game, a comparison was made between the peak hourly volume on Saturday 21st May and Sunday 22nd May using tube count data to determine if scaling the intersection count data was necessary:

- On Saturday 21st May, the peak volume was 278 vehicles per hour, and
- On Sunday 22nd May, the peak volume was 283 vehicles per hour

Hence the scaling/ modification of data was not deemed necessary.

5.3.7 Calibration and Results

The analysis has considered that traffic volumes will increase on the local road network and, as per Transport for NSW modelling guidelines, the SIDRA modelling has included an assessment of growth over a 10-year period. Future growth in traffic is generally assumed to increase at a rate of 2% to 3% per annum, however, in order to ensure a conservative and robust assessment a growth of 5% per annum has been adopted for this assessment.

The results of the SIDRA analysis are shown in the Tables 5.1 and 5.2 below and the full movement summary reports are included at **Appendix C**.

Table 5.1: Weekday PM Peak SIDRA Results

Intersection	Existing Fri PM Peak (2022)			Development Fri PM Peak (2022)			Development Fri PM Peak (2032)		
	Avg Delay (s)	Level of Service	95% Queue (m)	Avg Delay (s)	Level of Service	95% Queue (m)	Avg Delay (s)	Level of Service	95% Queue (m)
Albion/ O'Connell/ Abercrombie	6.4	A	5.1	6.3	A	4.2	6.4	A	6.6
Albion/ North/ Lowes Mount	5.9	A	11.1	5.8	A	8.6	6.0	A	12.2
Duckmaloi/ Albion	6.5	A	1.2	6.3	A	1.0	6.6	A	1.3
O'Connell/ Carrington	5.7	A	1.7	5.7	A	1.4	5.7	A	1.9

Table 5.2: Weekend PM Peak SIDRA Results (Ingress)

Intersection	Existing Sat PM Peak (2022)			Development Ingress Sat PM Peak (2022)			Development Ingress Fri PM Peak (2032)		
	Avg Delay (s)	Level of Service	95% Queue (m)	Avg Delay (s)	Level of Service	95% Queue (m)	Avg Delay (s)	Level of Service	95% Queue (m)
Albion/ O'Connell/ Abercrombie	5.6	A	2.9	5.6	A	2.9	5.6	A	4.8
Albion/ North/ Lowes Mount	5.8	A	2.4	5.8	A	2.4	6.0	A	4.2
Duckmaloi/ Albion	5.9	A	0.5	5.9	A	0.5	6.3	A	1.0
O'Connell/ Carrington	5.5	A	0.7	5.6	A	0.7	5.7	A	1.4

Table 5.3: Weekend PM Peak SIDRA Results (Egress)

Intersection	Existing Sat PM Peak (2022)			Development Ingress Sat PM Peak (2022)			Development Ingress Fri PM Peak (2032)		
	Avg Delay (s)	Level of Service	95% Queue (m)	Avg Delay (s)	Level of Service	95% Queue (m)	Avg Delay (s)	Level of Service	95% Queue (m)
Albion/ O'Connell/ Abercrombie	5.6	A	2.9	5.6	A	2.9	5.6	A	6.2
Albion/ North/ Lowes Mount	5.8	A	2.4	5.8	A	2.4	6.0	A	4.3
Duckmaloi/ Albion	5.9	A	0.5	5.9	A	0.5	6.3	A	1.0
O'Connell/ Carrington	5.5	A	0.7	5.6	A	0.7	5.8	A	2.6

The modelling results shown in the tables above indicate that the intersections are currently operating at the highest level of service (LoS A) and will continue to operate at this level with the additional traffic that would be generated by a special sporting event at the site and with any significant growth in traffic on the local road network over the next 10 years.

Consequently, no road network improvements will be required as a result of the proposal and no major adverse effects are expected as a result of development, even under quite conservative estimates.

6 Preliminary Construction Traffic Management Plan

6.1 Introduction

This section is to provide preliminary construction traffic management considerations, including estimating the number of vehicles required during construction, size of vehicles, possible best routes, off-site loading zones and mitigation measures.

6.2 Traffic Management

Traffic management for the site shall be configured to ensure that workers can undertake excavation and building works safely at all times by separating workers and public road users. Contractors are responsible for the excavation work and the building contractor is responsible for construction management and shall establish and maintain the Construction Traffic Management Plan for this project and shall be responsible for its ongoing effectiveness, including the control of all quality, environmental and safety aspects that may apply to traffic control measures.

A TCP must be prepared by an approved TCP-accredited officer and shall be implemented by appropriately qualified and authorised traffic controllers only. Traffic controllers must have completed RMS (formerly RTA) accredited courses for traffic controllers and must wear yellow vest with the words Authorised Traffic Controller. Reflective white overalls with reflective bands must be worn at night.

All signs and devices shall be placed in accordance with the TCP prior to works starting and in clear view of public road users to inform and guide road users to pass the site. All devices and signs shall then be removed upon the completion of the works.

The road reserves bordering the site must not be obstructed by any materials, vehicles, refuse, skips or the like without prior approval of Council.

6.3 Potential Traffic Impacts

A summary of potential traffic impacts that should be considered as part of the detailed Construction Traffic Management Plan for the site are listed below:

- Potential impact on local commercial and residential road users.
- Construction sites within the vicinity of the site,
- Duration of the project,
- Short term activities such as floating machinery to the site,
- Access, egress and parking in and near the worksite by employees and visitors,
- Pedestrian movements,
- Heavy vehicles parking in and around worksite,
- Vehicles depositing spoil on public roads,
- Loading and unloading, including construction zones,
- Truck/vehicle turning movements,
- Disruption of established traffic movements or patterns,
- Traffic interference in peak times (morning and afternoon),
- Interference to public transport services,
- Traffic volumes including nearby developments.

6.4 Draft Vehicle Movement Plan

The site fronts O'Connell Road and Abercrombie Road, both of which are approved for 26.0 metre B-Doubles in accordance to TfNSW's Combined Higher Mass Limits and Restricted Access Vehicle Map, shown in Figure 6.1.

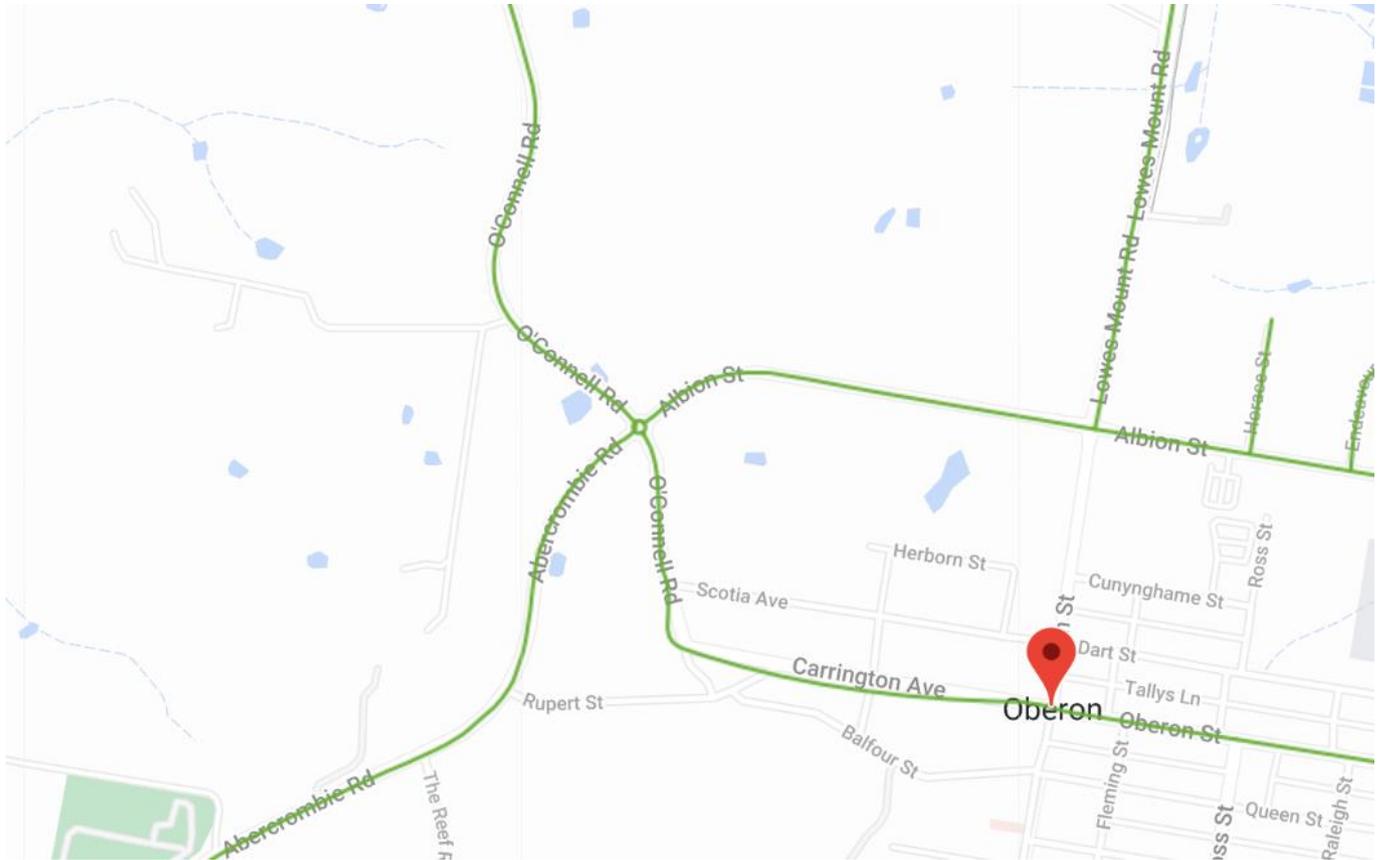


Figure 6.1: B-Double Limits Map (TfNSW, accessed 2022)

Therefore, vehicles would be unhindered on the main roads accessing the site.

6.5 Draft Construction Traffic Management Plan

The provision of a detailed Construction Traffic Management Plan, including Traffic Control Plans (TCPs), Vehicle Movement Plans and swept paths of construction vehicles should be conditioned as a requirement on any development consent.

The construction phase will require access by a range of vehicles including Medium and Heavy Rigid vehicles (MRV's and HRV's), medium to large flat-bed trucks, concrete trucks, mobile cranes, vans and utes. The larger vehicles will need to access the site primarily for the delivery of materials and for concrete pours while the vans and utes will be primarily used by construction workers. Occasional trips will be required for low-loaders delivering machinery such as an excavator to and from the site.

Deliveries are expected to account for up to 5 vehicles per day and the concrete pours may require up to 10 vehicles per day. During concrete pours a concrete pump will be on site.

All deliveries, crane operations and concrete pours will be made within a designated area on site so as not to encroach on the adjacent carpark. Areas for the storage of materials and equipment will also be designated within the site. An all-weather surface will need to be provided within the site for the above activities.

An area will also need to be designated for construction worker parking so as not to encroach on the public parking within the sealed carpark. It is recommended that construction workers be allocated a

A Site Management Plan which shows an indicative layout for access, site amenities and materials storage will need to be provided prior to construction certification. It will need to be prepared by the construction contractor for the project, including traffic control signage, the location of entry / exit points, fencing, barriers and active traffic control. The construction contractor will also be responsible for the final setup and maintenance of the site.

The Construction contractor will also be responsible for ensuring that the access road to the site (including the footpath) is kept in a serviceable condition for the duration of construction. At the direction of Council, the contractor must undertake remedial treatments such as patching at no cost to Council.

7 Conclusion/Recommendations

This Traffic and Parking Impact Assessment has been prepared in accordance with the requirements of the Oberon DCP 2001 and the TfNSW 'Guide to Traffic Generating Developments' and Austroads 'Guide to Road Design Guide Part 4' to accompany a Development Application for the Oberon Sports Complex at the corner of Albion Road and O'Connell Road, Oberon.

The proposed Oberon Sports Complex, includes the following facilities:

- Six sporting fields, comprising:
 - Two full-sized rugby fields;
 - One Hockey field
 - Three Netball Courts
- Licenced Club;
- Tiered spectator seating;
- Walking / Cycling perimeter pathway with fitness stations;
- Amenities and maintenance facilities;
- Car and bus parking facilities;

All vehicular access will be provided off O'Connell Road at the south-western corner of the site. This access will be utilised by visitors, waste collection vehicles and emergency vehicles.

In accordance with Austroads 'Guide to Road Design Part 4' a BAR/BAL type intersection would be required to be constructed in O'Connell Road at the entry/exit to the site. This would include the provision of some 'No Stopping' signage and potentially an upgrade to the pavement depth in the road shoulders (subject to a Getoech Report) within the existing road formation in O'Connell Road. The minimum on site entry width would be 6 metres and a sperate exit with a width of between 4 to 6 metres would be required.

Pedestrian / cyclist access will be provided off Albion Street at the north-eastern corner of the site, at the main entrance in O'Connell Road in the south-western corner of the site and at Herbon Street in the south-eastern corner of the site.

Consideration should be given to extend the existing 1.2 metre wide footpath from the northern side of Carrington Street along the eastern side of O'Connell Road to the proposed Sports Complex main entrance. To enable cyclists to ride clear of the sealed road shoulder consideration could be to make this a shared pedestrian/cycle path between 2 metres (minimum width) to 2.5 metres wide.

It is proposed to provide a total of 146 car parking spaces in an at-grade parking area. This will include 4 Accessible spaces. The parking area will also include a bus park /drop off area adjacent to the forecourt that will provide pedestrian access from the carpark into the facility. An overflow parking area will also be provided immediately west of the main carpark. This overflow area will have a capacity of around 100 vehicles, providing a total of 246 spaces.

The main parking area is considered to be adequate for the proposed parking demand at the site. However, should specific situations require additional parking the overflow parking area of 100 spaces should be sufficient without impacting on the local streets.

Any "Special Event" would require a specific Traffic Management Plan that would be tailored to the event and may require provision for increased public transport use, the use of the overflow parking area and ride shuttles and suitable accredited traffic controllers.

The additional traffic volumes that will be generated by the proposed Sports Complex on a typical weekend will have minimal impact on Albion Street and O'Connell Road as they will both continue to operate at the highest level of Service (LoS A) with spare capacity of 700 to 800 vehicles per hour.

The main intersections in the local road network are currently operating at the highest level of service (LoS A) and will continue to operate at this level with the additional traffic that would be generated by a special sporting event at the site and with any significant growth in traffic on the local road network over the next 10 years.

The provision of a detailed Construction Traffic Management Plan, including Traffic Control Plans (TCPs), Vehicle Movement Plans and swept paths of construction vehicles should be conditioned as a requirement on any development consent.

Consequently, no road network improvements will be required in the local road network as a result of the proposal, with the exception of the construction of the entry/exit and associated works in O'Connell Road.

8 References

Australian Standards, '*AS/NZS 2890.1:2004 Off-Street Car Parking*'.

Australian Standards, '*AS 2890.2:2018 Off-Street Commercial Vehicle Facilities*'.

Australian Standards, '*AS/NZS 2890.6:2002 Off-Street Parking for People with Disabilities*'.

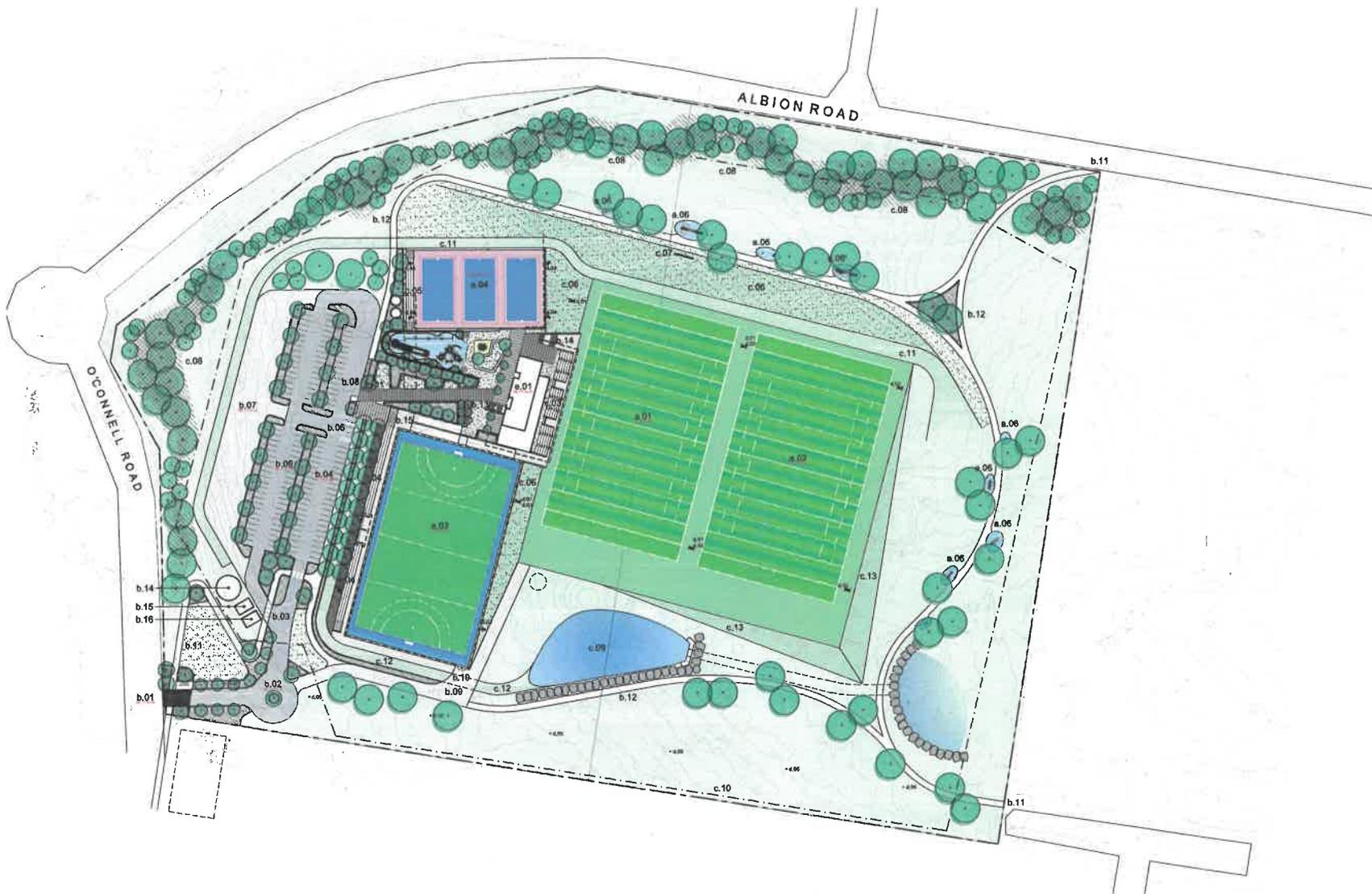
Roads and Maritime Services, '*Guide to Traffic Generating Developments*' Version 2.2 dated October 2002.

NSW Department of Planning, '*SEPP (Infrastructure) 2007*'

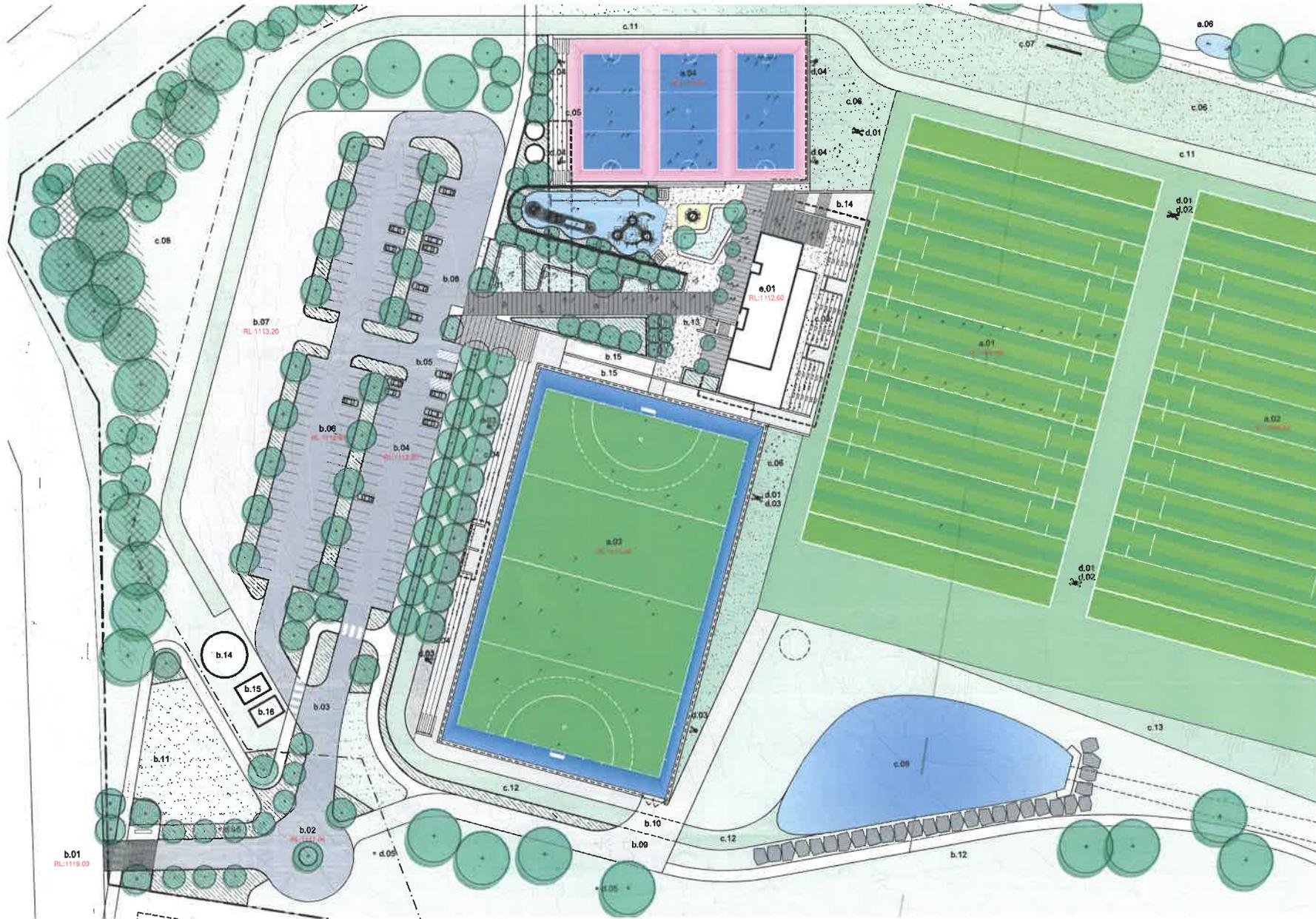
Oberon DCP 2001

Austrroads '*Guide to Road Design Part 4 Intersections and Crossings General*'

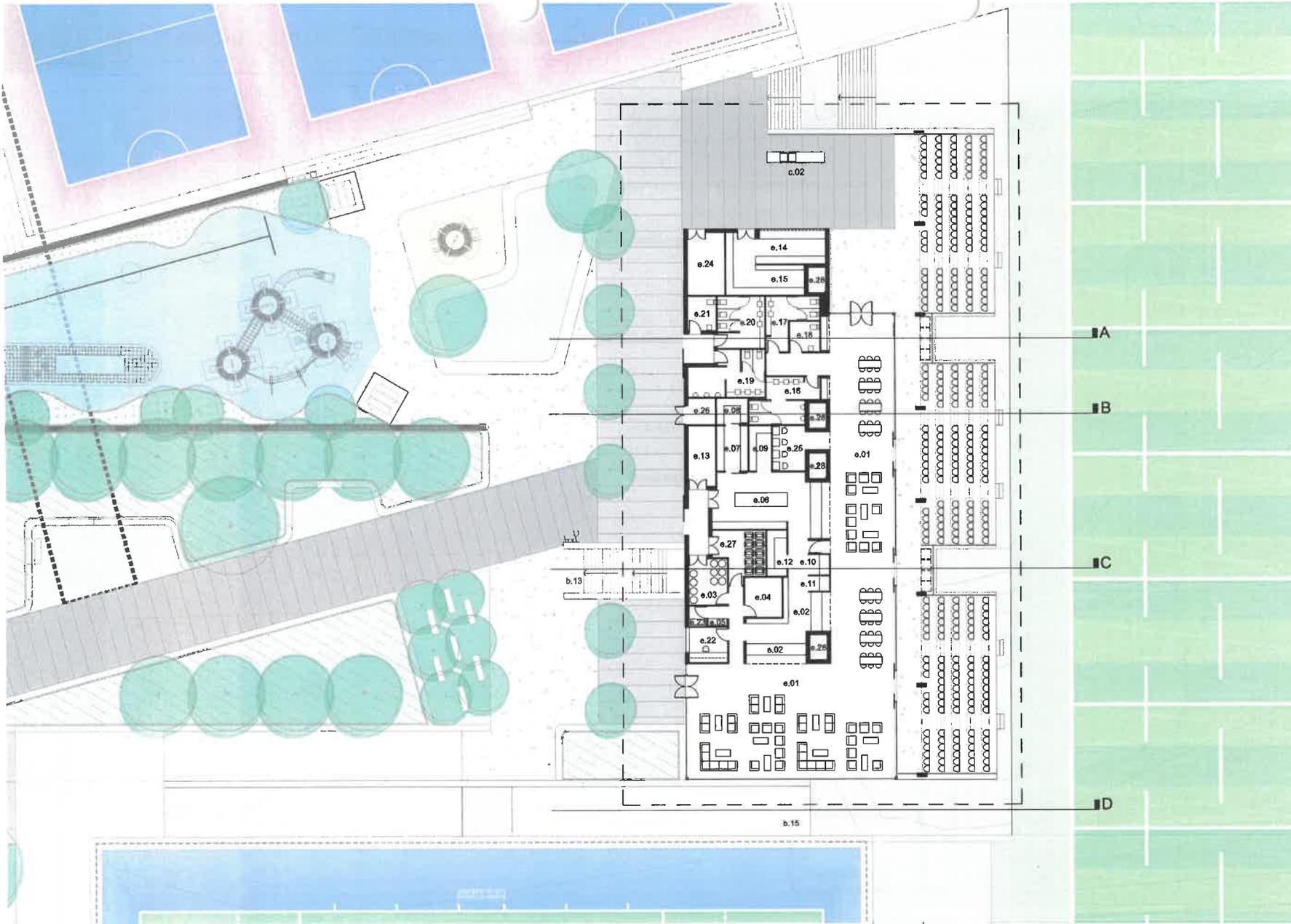
Appendix A – Site Plan



KEY	
SPORTS	
a.01	Rugby League field - Ground 1 - 190 x 68
a.02	Rugby League field - Ground 2 - 190 x 68
a.03	Hockey - Wet Synthetic - 91.4 x 55
a.04	Netball Court array - 30 x 15.5 m
a.05	Play
a.06	Fitness Stations - perimeter course
CIRCULATION	
b.01	Vehicle Entry off O'Connell Road
b.02	Road Reserve Cul-de-sac
b.03	Entry (Ticketing Option)
b.04	Parking - Primary
b.05	Parking - Accessible
b.06	Parking - Secondary
b.07	Parking - Overflow
b.08	Parking - Kiss + Drop (Dropt + Run)
b.09	Ambulance - access routes
b.10	Ambulance - gated access
b.11	Pedestrian/cyclist access points
b.12	Pedestrian/cyclist on-site peripheral circulation
b.13	Ground & lower level access - race
b.14	Ground & lower level access - stairs
b.15	Ground & lower level access - 1:20 ramping
SITE	
c.01	Forecourt
c.02	Sanddeck / BBQ
c.03	Tiered seating - Ground 1 - League
c.04	Tiered spectator structure - Hockey
c.05	Tiered spectator structure - Netball
c.06	Banks - Spectator Viewing
c.07	Scoreboard(s)
c.08	Landscaped perimeter mounding
c.09	Bio Retention Swales
c.10	Perimeter Fencing
c.11	Grass Swale
c.12	Vegetated Swale
c.13	Bank
c.14	Sprinkler Tank
c.15	Pump Room
c.16	Substation
SITE SERVICES INFRASTRUCTURE	
d.01	Lighting - Ground 1
d.02	Lighting - Ground 2
d.03	Lighting - Hockey
d.04	Lighting - Netball
d.05	Road Reserve power poles



KEY	
SPORTS	
a.01	Rugby League field - Ground 1 - 100 x 68
a.02	Rugby League field - Ground 2 - 100 x 68
a.03	Hockey - Wet Synthetic - 91.4 x 55
a.04	Netball Court array - 30 x 15.5 ea
a.05	Play
a.06	Fitness Stations - perimeter course
CIRCULATION	
b.01	Vehicle Entry off O'Connell Road
b.02	Road Reserve Calder-rac
b.03	Entry (Blowling Option)
b.04	Parking - Primary
b.05	Parking - Accessible
b.06	Parking - Secondary
b.07	Parking - Overflow
b.08	Parking - Kiss + Drop (Dump + Run)
b.09	Ambulance - access routes
b.10	Ambulance - gated access
b.11	Pedestrian/cyclist access points
b.12	Pedestrian/cyclist on-site peripheral circulation
b.13	Ground & lower level access - race
b.14	Ground & lower level access - stairs
b.15	Ground & lower level access - 120 ramping
SITE	
c.01	Forecourt
c.02	Sundock / BBQ
c.03	Tiered seating - Ground 1 - League
c.04	Tiered spectator structure - Hockey
c.05	Tiered spectator structure - Netball
c.06	Banks - Spectator Viewing
c.07	Scoreboard(s)
c.08	Landscaped perimeter mounding
c.09	Site Retention Swales
c.10	Perimeter Fencing
c.11	Grass Swale
c.12	Vegetated Swale
c.13	Bank
c.14	Sprinkler Tank
c.15	Pump Room
c.16	Substation
SITE SERVICES INFRASTRUCTURE	
d.01	Lighting - Ground 1
d.02	Lighting - Ground 2
d.03	Lighting - Hockey
d.04	Lighting - Netball
d.05	Road Reserve power poles



KEY

01	Change 1 - Including shower and wc
02	Change 2 - Including shower and wc
03	Change 3 - Including shower and wc
04	Change 4 - Including shower and wc
05	Change - Referees
06	First Aid Room / Physio
07	Changers
08	Sports and field maintenance
09	Club Stores - League
10	Club Stores - Hockey
11	Hockey paint
12	Grease Arrester

CLUBHOUSE - UPPER LEVEL

e.01	Club
e.02	Bar
e.03	Bar - Kug Room
e.04	Bar - Store
e.05	Bar - Post Mix
e.06	Kitchen
e.07	Kitchen - Cool Room
e.08	Kitchen - Freezer
e.09	Kitchen - Dry Store
e.10	Kitchen - Glass Wash
e.11	Kitchen - Ice Maker
e.12	Kitchen - Dishwash
e.13	Kitchen - Plant
e.14	Carbon
e.15	Canteen - Stores
e.16	Amenities - Club - Male
e.17	Amenities - Club - Female
e.18	Amenities - Club - Accessible
e.19	Amenities - Practice - Male
e.20	Amenities - Practice - Female
e.21	Amenities - Practice - Accessible
e.22	Managers Office
e.23	IT Cupboard
e.24	Club Stores - Netball
e.25	Licensed Gaming Machines
e.26	Main Switch Room
e.27	Refuse and Recycling
e.28	Change Room Ventilation Voids

CLUBHOUSE - LOWER LEVEL

1.01	Change 1 - Including shower and wc
1.02	Change 2 - Including shower and wc
1.03	Change 3 - Including shower and wc
1.04	Change 4 - Including shower and wc
1.05	Change - Referees
1.06	First Aid Room / Physio
1.07	Changers
1.08	Sports and field maintenance
1.09	Club Stores - League
1.10	Club Stores - Hockey
1.11	Hockey paint
1.12	Grease Arrester

Appendix B – Traffic Counts

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

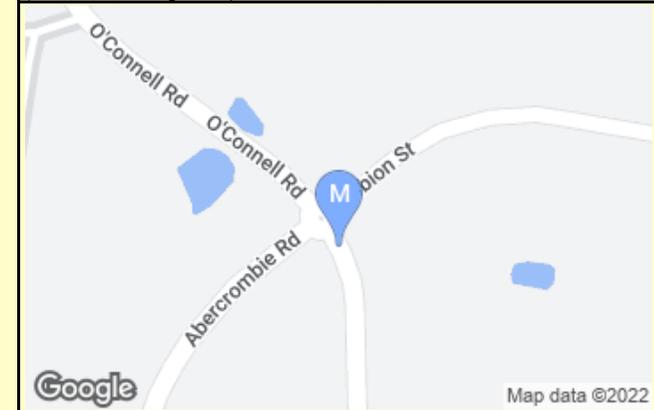
AUTOMATIC COUNT SUMMARY

Street Name :	O'Connell Rd	Location :	South of Albion St
Suburb :	Oberon	Start Date :	00:00 Wed 18/May/2022
Machine ID:	FP67JTTS	Finish Date :	00:00 Wed 25/May/2022
Site ID:	2054	Speed Zone :	50 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information	Lat 33° 41' 55.61 South Long 149° 50' 43.54 East	Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	1,429	712	717
	7 Day Average	1,332	665	667
Weekday Peak hour starts	AM 08:00	112	58	55
	PM 16:00	151	70	81
Speeds : (Km/Hr)	85th Percentile	51.1	50.3	51.9
	Average	46.3	45.5	47.1
Classification % :	Light Vehicles up to 5.5m	86.9%	87.2%	86.7%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -33.698780, 149.845428



[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.”



Site

[Back to Site Summary Page](#)

Direction

Both directions ▼

Day

7 Days ▼

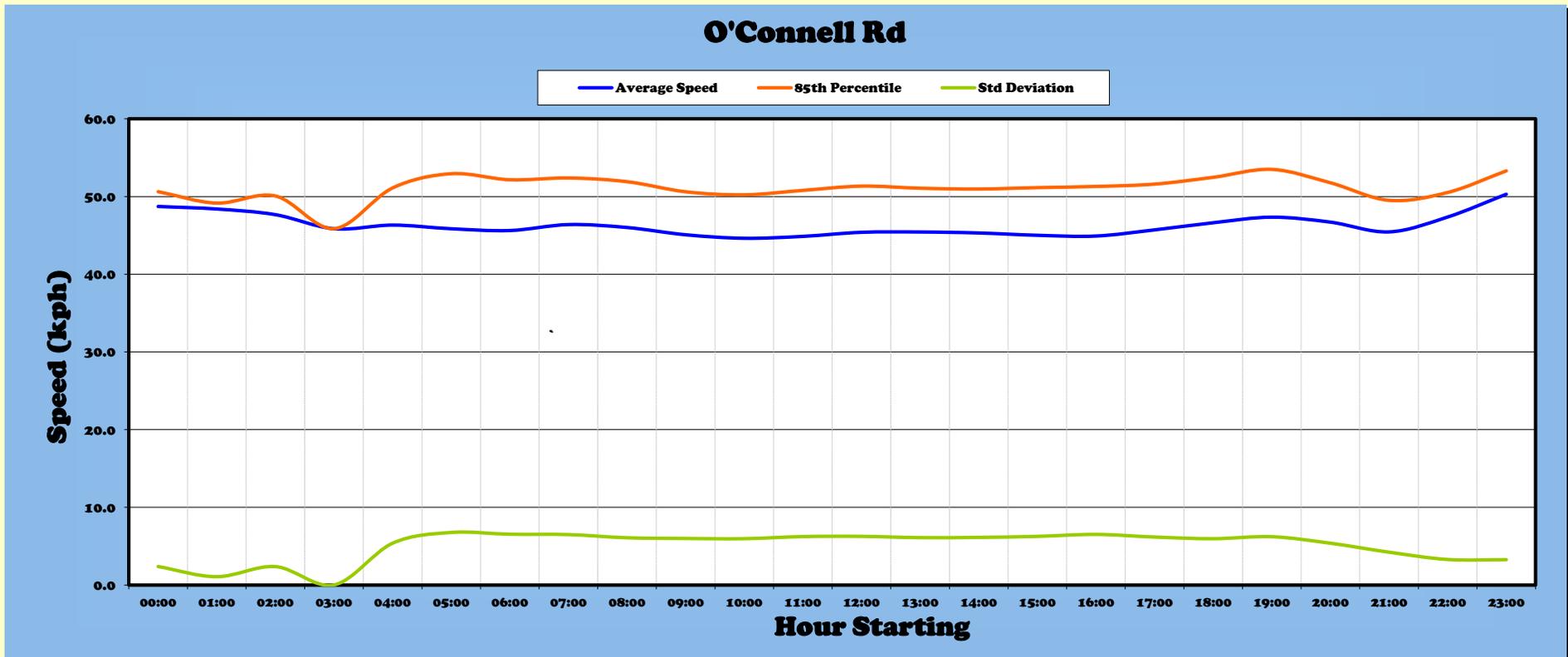
Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	4	48.7	50.6	53	38.4	56.7	2.4
01:00	2	48.4	49.1	47	37.6	60.0	1.1
02:00	2	47.7	50.1	48	33.4	71.5	2.4
03:00	2	45.9	45.9	46	34.9	59.3	0.0
04:00	6	46.3	51.1	47	28.3	63.3	5.4
05:00	21	45.9	52.9	49	18.3	66.0	6.8
06:00	45	45.6	52.2	46	15.8	67.7	6.5
07:00	87	46.4	52.4	47	20.6	68.1	6.5
08:00	98	46.0	51.9	47	17.0	66.7	6.1
09:00	91	45.1	50.6	45	19.0	64.4	6.0
10:00	88	44.6	50.2	45	20.8	67.1	6.0
11:00	93	44.9	50.8	45	19.5	68.7	6.2
12:00	96	45.4	51.3	46	14.2	67.5	6.3
13:00	98	45.4	51.1	46	15.7	68.2	6.1
14:00	95	45.3	51.0	46	20.3	69.1	6.1
15:00	122	45.0	51.1	46	14.0	68.2	6.3
16:00	128	44.9	51.3	46	15.9	66.0	6.5
17:00	98	45.7	51.6	46	21.0	65.9	6.2
18:00	64	46.6	52.5	47	22.6	66.9	6.0
19:00	28	47.3	53.5	49	27.6	67.4	6.2
20:00	20	46.7	51.8	48	31.9	66.1	5.4
21:00	12	45.4	49.5	46	32.0	66.6	4.2
22:00	10	47.4	50.5	48	35.9	65.3	3.3
23:00	6	50.3	53.3	51	25.0	71.2	3.3
Summary	1316	46.3	51.1	47	14.0	71.5	5.1



Site O'Connell Rd
Direction Both directions
Day 7 Days

[Back to Site Summary Page](#)





Site

[Back to Site Summary Page](#)

Direction

Day

10km/h Speed Bin	
> 40 km/hr	82.53%
> 50km/hr	22.75%
> 60 km/hr	1.33%
> 70 km/hr	0.01%
> 80 km/hr	0.00%
> 90 km/hr	0.00%
> 100 km/hr	0.00%
> 110 km/hr	0.00%

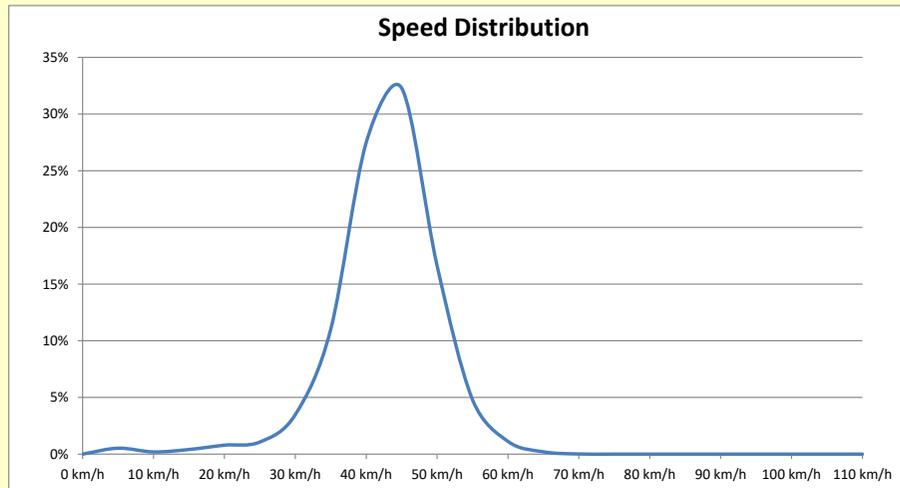
5km/h Speed Bin	
> 0 km/h	100.00%
> 5 km/h	100.00%
> 10 km/h	99.48%
> 15 km/h	99.29%
> 20 km/h	98.88%
> 25 km/h	98.09%
> 30 km/h	97.03%
> 35 km/h	93.54%
> 40 km/h	82.53%
> 45 km/h	55.04%
> 50 km/h	22.75%
> 55 km/h	6.13%
> 60 km/h	1.33%
> 65 km/h	0.21%
> 70 km/h	0.01%
> 75 km/h	0.00%
> 80 km/h	0.00%
> 85 km/h	0.00%
> 90 km/h	0.00%
> 95 km/h	0.00%
> 100 km/h	0.00%
> 105 km/h	0.00%
> 110 km/h	0.00%

Speed Range Distribution (5km/h bin)	
> 0 km/h & ≤ 5 km/h	0.00%
> 5 km/h & ≤ 10 km/h	0.52%
> 10 km/h & ≤ 15 km/h	0.19%
> 15 km/h & ≤ 20 km/h	0.41%
> 20 km/h & ≤ 25 km/h	0.79%
> 25 km/h & ≤ 30 km/h	1.07%
> 30 km/h & ≤ 35 km/h	3.49%
> 35 km/h & ≤ 40 km/h	11.01%
> 40 km/h & ≤ 45 km/h	27.48%
> 45 km/h & ≤ 50 km/h	32.29%
> 50 km/h & ≤ 55 km/h	16.62%
> 55 km/h & ≤ 60 km/h	4.80%
> 60 km/h & ≤ 65 km/h	1.12%
> 65 km/h & ≤ 70 km/h	0.20%
> 70 km/h & ≤ 75 km/h	0.01%
> 75 km/h & ≤ 80 km/h	0.00%
> 80 km/h & ≤ 85 km/h	0.00%
> 85 km/h & ≤ 90 km/h	0.00%
> 90 km/h & ≤ 95 km/h	0.00%
> 95 km/h & ≤ 100 km/h	0.00%
> 100 km/h & ≤ 105 km/h	0.00%
> 105 km/h & ≤ 110 km/h	0.00%
> 110 km/h	0.00%

Ave Traffic Composition	
Cars	87.86%
Trucks	11.46%
Heavy Trucks	0.68%

Ave Speed Data	
85% P'tile	51.1 km/h
Mean Speed	47.1 km/h
Min. Speed	14.0 km/h
Max. Speed	71.5 km/h
Deviation	5.1 km/h

Suggestive Speed Zone	
60 km/h	





Site O'Connell Rd

Direction ▼

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	23/05/2022	24/05/2022	18/05/2022	19/05/2022	20/05/2022	21/05/2022	22/05/2022	Total	Average	Total	Average	Total	Average
AM Peak	08:00	07:00	09:00	08:00	08:00	11:00	11:00	N/A	08:00	N/A	08:00	N/A	11:00
PM Peak	16:00	16:00	16:00	16:00	15:00	12:00	13:00	N/A	16:00	N/A	16:00	N/A	12:00
00:00	5	1	1	2	5	4	8	26	4	14	3	12	6
01:00	1	0	2	2	3	4	3	15	2	8	2	7	4
02:00	1	2	4	4	1	0	4	16	2	12	2	4	2
03:00	2	2	2	2	2	0	2	12	2	10	2	2	1
04:00	7	7	9	7	6	6	4	46	7	36	7	10	5
05:00	28	22	26	29	25	17	5	152	22	130	26	22	11
06:00	60	61	61	58	57	12	8	317	45	297	59	20	10
07:00	101	110	100	112	109	46	31	609	87	532	106	77	39
08:00	111	95	119	117	120	93	37	692	99	562	112	130	65
09:00	74	97	121	97	100	93	73	655	94	489	98	166	83
10:00	81	84	74	99	108	104	77	627	90	446	89	181	91
11:00	86	76	90	95	93	111	105	656	94	440	88	216	108
12:00	73	92	92	79	117	133	92	678	97	453	91	225	113
13:00	77	116	103	78	111	110	105	700	100	485	97	215	108
14:00	88	96	110	90	110	103	79	676	97	494	99	182	91
15:00	128	122	120	159	156	106	83	874	125	685	137	189	95
16:00	150	134	157	165	151	88	65	910	130	757	151	153	77
17:00	119	123	119	100	106	73	65	705	101	567	113	138	69
18:00	46	56	78	81	90	56	44	451	64	351	70	100	50
19:00	21	26	24	37	37	21	28	194	28	145	29	49	25
20:00	17	16	13	34	17	25	9	131	19	97	19	34	17
21:00	12	12	13	10	10	12	11	80	11	57	11	23	12
22:00	6	4	12	11	17	14	4	68	10	50	10	18	9
23:00	5	7	3	4	11	9	4	43	6	30	6	13	7
Total	1299	1361	1453	1472	1562	1240	946	9333	1336	7147	1427	2186	1098
% Heavy	16.63%	14.18%	14.04%	14.61%	15.04%	7.26%	6.87%	13.05%		14.87%		7.09%	

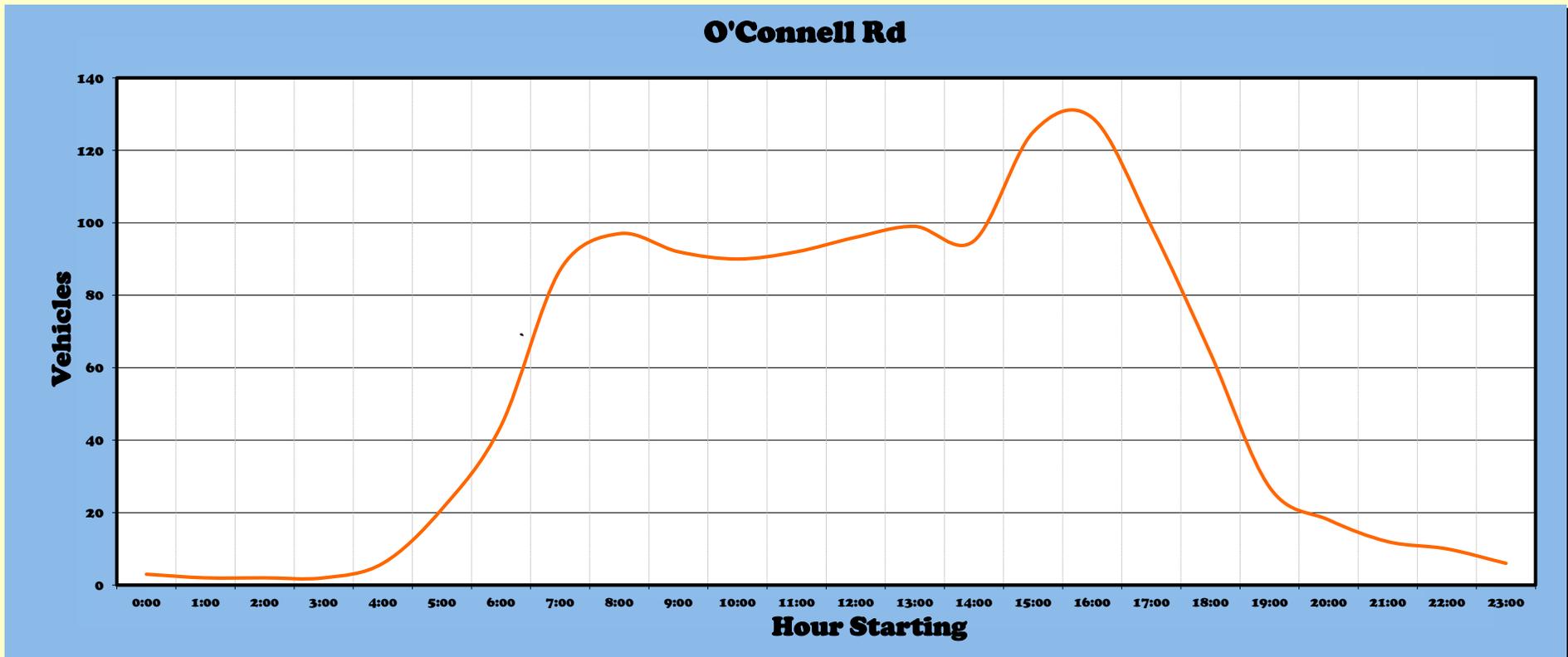


Site O'Connell Rd

[Back to Site Summary Page](#)

Direction

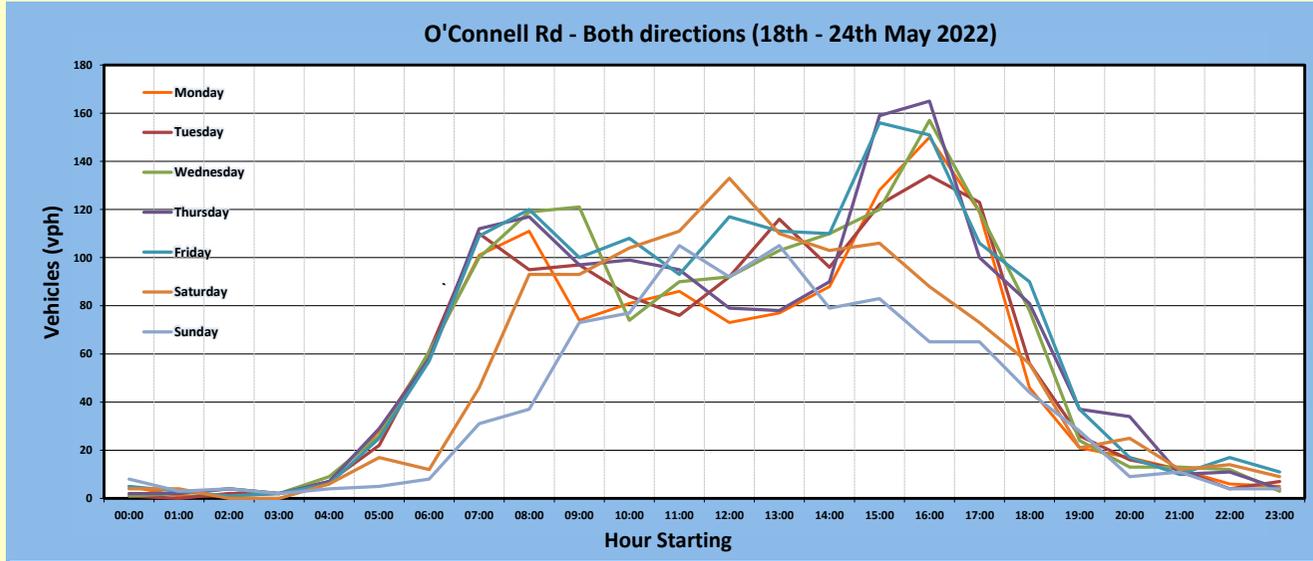
Day





Site O'Connell Rd - Both directions (18th - 24th May 2022) [Back to Site Summary Page](#)

Direction



Volume Summary

Day Date	Monday 23/05/2022	Tuesday 24/05/2022	Wednesday 18/05/2022	Thursday 19/05/2022	Friday 20/05/2022	Saturday 21/05/2022	Sunday 22/05/2022
AM Peak	08:00	07:00	09:00	08:00	08:00	11:00	11:00
PM Peak	16:00	16:00	16:00	16:00	15:00	12:00	13:00
00:00	5	1	1	2	5	4	8
01:00	1	0	2	2	3	4	3
02:00	1	2	4	4	1	0	4
03:00	2	2	2	2	2	0	2
04:00	7	7	9	7	6	6	4
05:00	28	22	26	29	25	17	5
06:00	60	61	61	58	57	12	8
07:00	101	110	100	112	109	46	31
08:00	111	95	119	117	120	93	37
09:00	74	97	121	97	100	93	73
10:00	81	84	74	99	108	104	77
11:00	86	76	90	95	93	111	105
12:00	73	92	92	79	117	133	92
13:00	77	116	103	78	111	110	105
14:00	88	96	110	90	110	103	79
15:00	128	122	120	159	156	106	83
16:00	150	134	157	165	151	88	65
17:00	119	123	119	100	106	73	65
18:00	46	56	78	81	90	56	44
19:00	21	26	24	37	37	21	28
20:00	17	16	13	34	17	25	9
21:00	12	12	13	10	10	12	11
22:00	6	4	12	11	17	14	4
23:00	5	7	3	4	11	9	4
Total	1299	1361	1453	1472	1562	1240	946
% Heavy	16.63%	14.18%	14.04%	14.61%	15.04%	7.26%	6.87%

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site O'Connell Rd

Direction ▼

Day ▼

[Back to Site Summary Page](#)

Hour Start	Vehicles Classifications												
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12	UC 13
12:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	5	0	1	0	0	0	0	0	0	0	0	0	0
05:00 AM	18	0	2	1	0	0	0	0	0	0	0	0	0
06:00 AM	33	0	5	4	1	0	0	0	1	0	0	0	0
07:00 AM	68	3	11	3	1	0	0	0	1	0	0	0	0
08:00 AM	87	2	7	1	0	0	0	0	0	0	0	0	0
09:00 AM	80	3	7	1	0	1	0	0	0	0	0	0	0
10:00 AM	75	2	9	2	0	1	1	0	0	0	0	0	0
11:00 AM	77	1	10	2	2	0	0	0	0	0	0	0	0
12:00 PM	83	3	8	1	1	0	0	0	0	0	0	0	0
01:00 PM	86	3	8	1	1	0	0	0	0	0	0	0	0
02:00 PM	84	2	7	1	1	0	0	0	0	0	0	0	0
03:00 PM	109	2	10	1	1	1	0	0	1	0	0	0	0
04:00 PM	108	3	11	4	2	0	0	0	0	1	0	0	0
05:00 PM	85	2	10	2	0	0	0	0	0	0	0	0	0
06:00 PM	57	1	5	0	0	1	0	0	0	0	0	0	0
07:00 PM	25	0	2	0	0	0	0	0	0	0	0	0	0
08:00 PM	16	0	2	0	0	0	0	0	0	0	0	0	0
09:00 PM	11	0	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	9	0	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0
Summary	1131	27	117	24	10	4	1	0	3	1	0	0	0



Site O'Connell Rd

Direction

[Back to Site Summary Page](#)

Day

AM Peak 8:00 AM

PM Peak 4:00 PM

Vehicle Classification Summary						
Hour Start	Light Vehicles (1-2)	Small Trucks (3)	Medium Trucks (4-5)	Large Trucks (6-12)	Unclassified (13)	Hour Total
0:00	3	0	0	0	0	3
1:00	2	0	0	0	0	2
2:00	2	0	0	0	0	2
3:00	2	0	0	0	0	2
4:00	5	1	0	0	0	6
5:00	18	2	1	0	0	21
6:00	33	5	5	1	0	44
7:00	71	11	4	1	0	87
8:00	89	7	1	0	0	97
9:00	83	7	1	1	0	92
10:00	77	9	2	2	0	90
11:00	78	10	4	0	0	92
12:00	86	8	2	0	0	96
13:00	89	8	2	0	0	99
14:00	86	7	2	0	0	95
15:00	111	10	2	2	0	125
16:00	111	11	6	1	0	129
17:00	87	10	2	0	0	99
18:00	58	5	0	1	0	64
19:00	25	2	0	0	0	27
20:00	16	2	0	0	0	18
21:00	11	1	0	0	0	12
22:00	9	1	0	0	0	10
23:00	6	0	0	0	0	6
Summary	1158	117	34	9	0	1318

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

T. 1300 82 88 82 - F. 1300 83 88 83 - E. traffic@trafficsurvey.com.au - W. www.trafficsurvey.com.au

AUTOMATIC COUNT SUMMARY

Street Name :	Lowes Mount Rd	Location :	North of Albion St
Suburb :	Oberon	Start Date :	00:00 Wed 18/May/2022
Machine ID:	EJ07EKHA	Finish Date :	00:00 Wed 25/May/2022
Site ID:	2055	Speed Zone :	50 km/h
Prepared By :	Vo Son Binh	Email:	binh@trafficsurvey.com.au

GPS information	Lat 33° 41' 53.53 South Long 149° 51' 18.58 East	Direction of Travel		
		Both directions	Northbound	Southbound
Traffic Volume : (Vehicles/Day)	Weekdays Average	2,570	1,320	1,250
	7 Day Average	2,232	1,146	1,086
Weekday AM	05:00	192	125	67
Peak hour starts PM	15:00	231	97	133
Speeds : (Km/Hr)	85th Percentile	37.3	41.8	32.8
	Average	33.2	37.4	29.0
Classification % :	Light Vehicles up to 5.5m	90.1%	90.2%	89.9%

Location

GPS Information [Load Google Map \(internet required\)](#)
(Latitude, Longitude) -33.698203, 149.855161



[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.”



Site

[Back to Site Summary Page](#)

Direction

Both directions ▼

Day

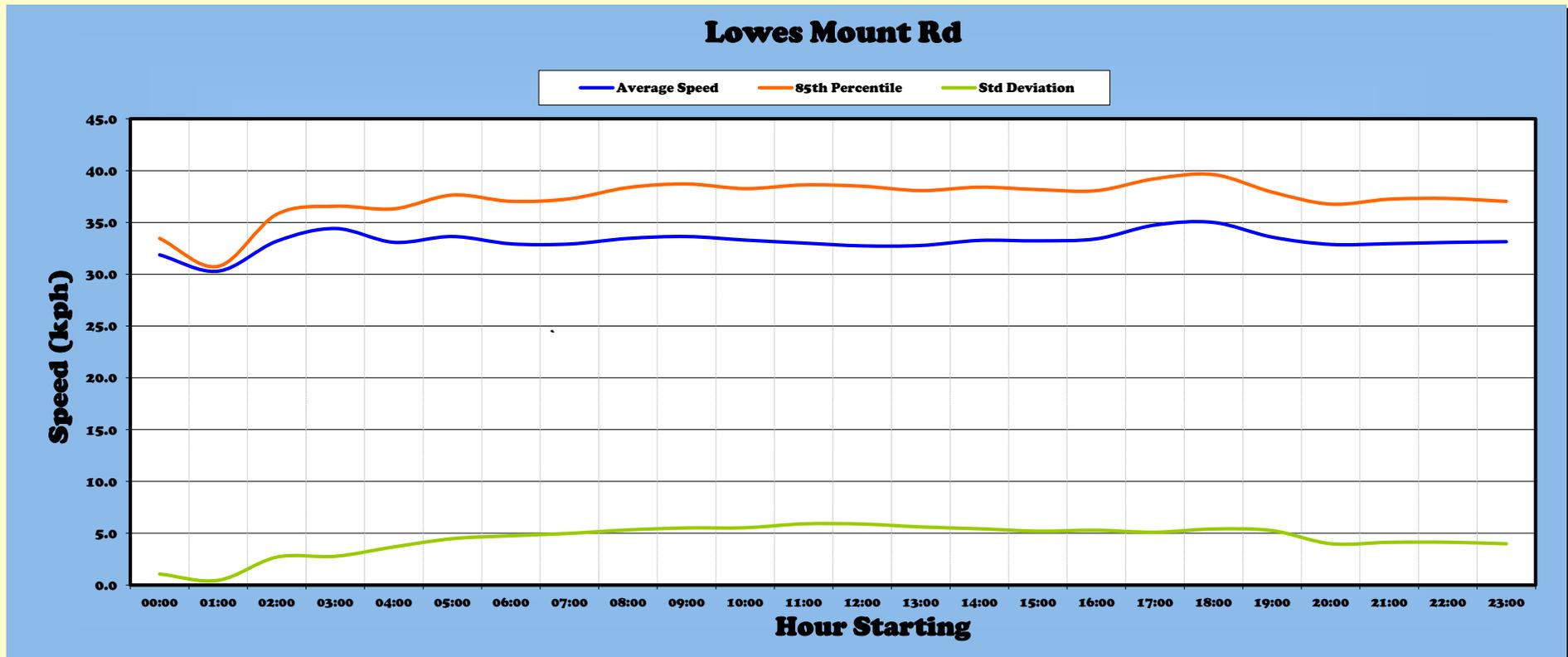
7 Days ▼

Note: #N/A "Modal Speed" means too few data points

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	6	31.9	33.5	32	14.3	47.8	1.1
01:00	2	30.3	30.8	29	16.6	41.5	0.5
02:00	9	33.2	35.8	33	19.2	52.6	2.7
03:00	22	34.4	36.6	35	16.9	49.4	2.8
04:00	41	33.1	36.3	33	8.8	54.9	3.7
05:00	160	33.6	37.6	34	12.6	60.2	4.5
06:00	141	32.9	37.0	33	12.0	62.5	4.8
07:00	98	32.9	37.3	33	7.0	58.0	5.0
08:00	128	33.5	38.4	34	7.4	62.1	5.3
09:00	145	33.6	38.7	35	9.9	61.3	5.5
10:00	111	33.3	38.3	34	8.5	59.7	5.5
11:00	115	33.0	38.6	33	9.5	61.0	5.9
12:00	141	32.7	38.5	33	8.9	58.8	5.9
13:00	141	32.8	38.1	33	8.6	61.3	5.6
14:00	143	33.3	38.4	33	11.3	58.3	5.4
15:00	190	33.2	38.2	33	8.0	56.9	5.2
16:00	193	33.4	38.1	34	9.1	60.7	5.3
17:00	191	34.7	39.2	36	11.7	62.7	5.1
18:00	89	35.0	39.6	37	12.3	58.2	5.4
19:00	47	33.6	37.9	35	11.5	61.0	5.3
20:00	33	32.9	36.8	34	17.2	56.5	4.0
21:00	25	32.9	37.2	33	17.3	54.9	4.1
22:00	24	33.1	37.3	34	15.2	52.8	4.1
23:00	17	33.1	37.0	34	8.9	59.4	4.0
Summary	2212	33.2	37.3	34	7.0	62.7	4.4



Site Lowes Mount Rd [Back to Site Summary Page](#)
Direction Both directions
Day 7 Days





Site

[Back to Site Summary Page](#)

Direction

Both directions

Day

7 Days

10km/h Speed Bin	
> 40 km/hr	16.98%
> 50km/hr	1.07%
> 60 km/hr	0.03%
> 70 km/hr	0.00%
> 80 km/hr	0.00%
> 90 km/hr	0.00%
> 100 km/hr	0.00%
> 110 km/hr	0.00%

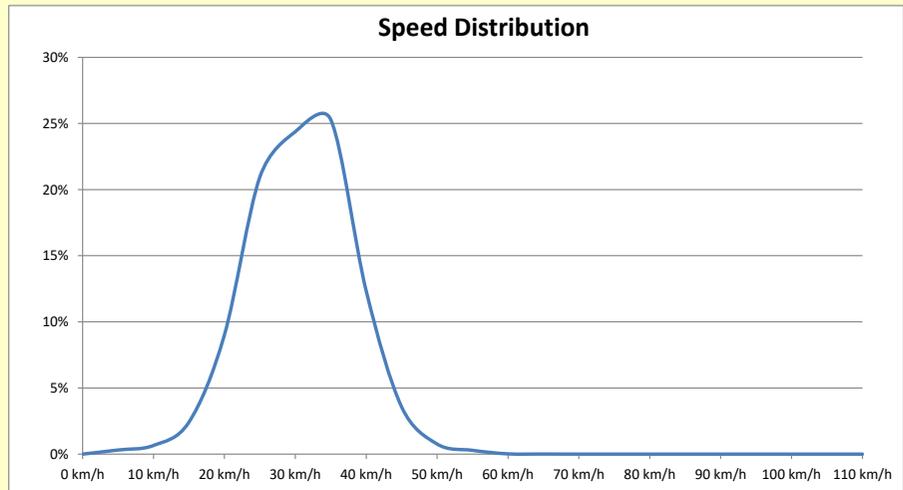
5km/h Speed Bin	
> 0 km/h	100.00%
> 5 km/h	100.00%
> 10 km/h	99.69%
> 15 km/h	99.03%
> 20 km/h	96.61%
> 25 km/h	87.61%
> 30 km/h	66.66%
> 35 km/h	42.28%
> 40 km/h	16.98%
> 45 km/h	4.64%
> 50 km/h	1.07%
> 55 km/h	0.31%
> 60 km/h	0.03%
> 65 km/h	0.01%
> 70 km/h	0.00%
> 75 km/h	0.00%
> 80 km/h	0.00%
> 85 km/h	0.00%
> 90 km/h	0.00%
> 95 km/h	0.00%
> 100 km/h	0.00%
> 105 km/h	0.00%
> 110 km/h	0.00%

Speed Range Distribution (5km/h bin)	
> 0 km/h & ≤ 5 km/h	0.00%
> 5 km/h & ≤ 10 km/h	0.31%
> 10 km/h & ≤ 15 km/h	0.65%
> 15 km/h & ≤ 20 km/h	2.42%
> 20 km/h & ≤ 25 km/h	9.01%
> 25 km/h & ≤ 30 km/h	20.95%
> 30 km/h & ≤ 35 km/h	24.38%
> 35 km/h & ≤ 40 km/h	25.30%
> 40 km/h & ≤ 45 km/h	12.34%
> 45 km/h & ≤ 50 km/h	3.56%
> 50 km/h & ≤ 55 km/h	0.76%
> 55 km/h & ≤ 60 km/h	0.29%
> 60 km/h & ≤ 65 km/h	0.02%
> 65 km/h & ≤ 70 km/h	0.01%
> 70 km/h & ≤ 75 km/h	0.00%
> 75 km/h & ≤ 80 km/h	0.00%
> 80 km/h & ≤ 85 km/h	0.00%
> 85 km/h & ≤ 90 km/h	0.00%
> 90 km/h & ≤ 95 km/h	0.00%
> 95 km/h & ≤ 100 km/h	0.00%
> 100 km/h & ≤ 105 km/h	0.00%
> 105 km/h & ≤ 110 km/h	0.00%
> 110 km/h	0.00%

Ave Traffic Composition	
Cars	90.70%
Trucks	8.63%
Heavy Trucks	0.68%

Ave Speed Data	
85% P'tile	37.3 km/h
Mean Speed	33.6 km/h
Min. Speed	7.0 km/h
Max. Speed	62.7 km/h
Deviation	4.4 km/h

Suggestive Speed Zone	
40 km/h	





Site Lowes Mount Rd

Direction ▼

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	23/05/2022	24/05/2022	18/05/2022	19/05/2022	20/05/2022	21/05/2022	22/05/2022	Total	Average	Total	Average	Total	Average
AM Peak	05:00	05:00	06:00	05:00	06:00	09:00	11:00	N/A	05:00	N/A	05:00	N/A	11:00
PM Peak	15:00	16:00	15:00	15:00	15:00	12:00	13:00	N/A	16:00	N/A	15:00	N/A	13:00
00:00	7	1	5	6	9	8	7	43	6	28	6	15	8
01:00	1	3	2	5	2	0	3	16	2	13	3	3	2
02:00	6	11	17	15	17	4	0	70	10	66	13	4	2
03:00	44	35	32	23	27	2	1	164	23	161	32	3	2
04:00	56	55	63	57	47	15	8	301	43	278	56	23	12
05:00	197	194	198	192	179	86	80	1126	161	960	192	166	83
06:00	161	180	204	177	195	49	23	989	141	917	183	72	36
07:00	138	118	117	134	121	41	25	694	99	628	126	66	33
08:00	159	169	135	166	160	89	36	914	131	789	158	125	63
09:00	164	154	178	156	193	99	72	1016	145	845	169	171	86
10:00	158	130	109	140	118	67	59	781	112	655	131	126	63
11:00	132	96	100	99	133	88	159	807	115	560	112	247	124
12:00	115	150	161	146	157	145	120	994	142	729	146	265	133
13:00	163	134	109	118	196	102	178	1000	143	720	144	280	140
14:00	155	125	171	144	187	75	146	1003	143	782	156	221	111
15:00	235	198	244	249	227	84	111	1348	193	1153	231	195	98
16:00	223	306	235	220	153	83	149	1369	196	1137	227	232	116
17:00	192	236	204	242	210	112	147	1343	192	1084	217	259	130
18:00	84	129	119	97	72	67	60	628	90	501	100	127	64
19:00	37	68	33	79	45	30	39	331	47	262	52	69	35
20:00	25	49	51	38	41	9	27	240	34	204	41	36	18
21:00	20	45	15	24	43	11	12	170	24	147	29	23	12
22:00	38	25	38	23	14	12	17	167	24	138	28	29	15
23:00	11	17	7	14	37	19	18	123	18	86	17	37	19
Total	2521	2628	2547	2564	2583	1297	1497	15637	2234	12843	2569	2794	1405
% Heavy	7.85%	10.12%	10.44%	10.10%	8.98%	12.03%	11.42%	9.90%		9.51%		11.70%	

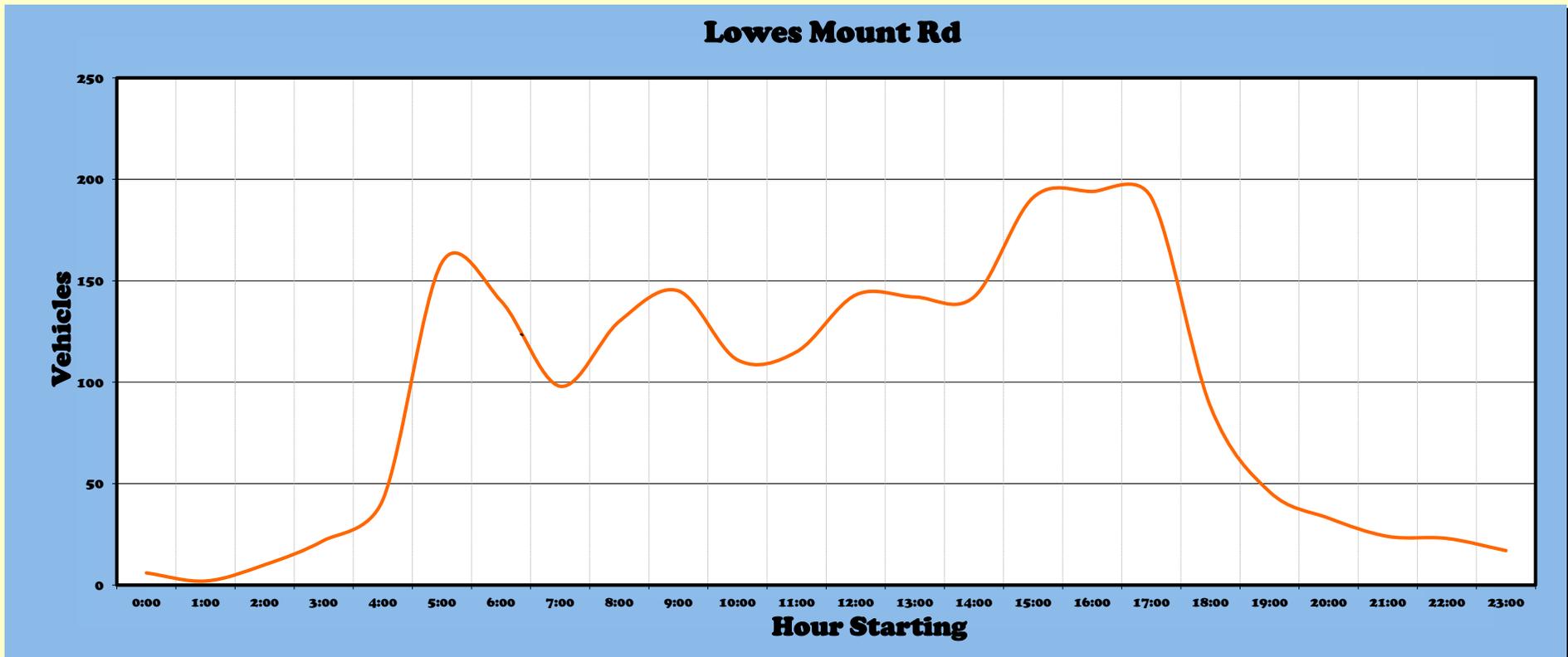


Site Lowes Mount Rd

[Back to Site Summary Page](#)

Direction Both directions

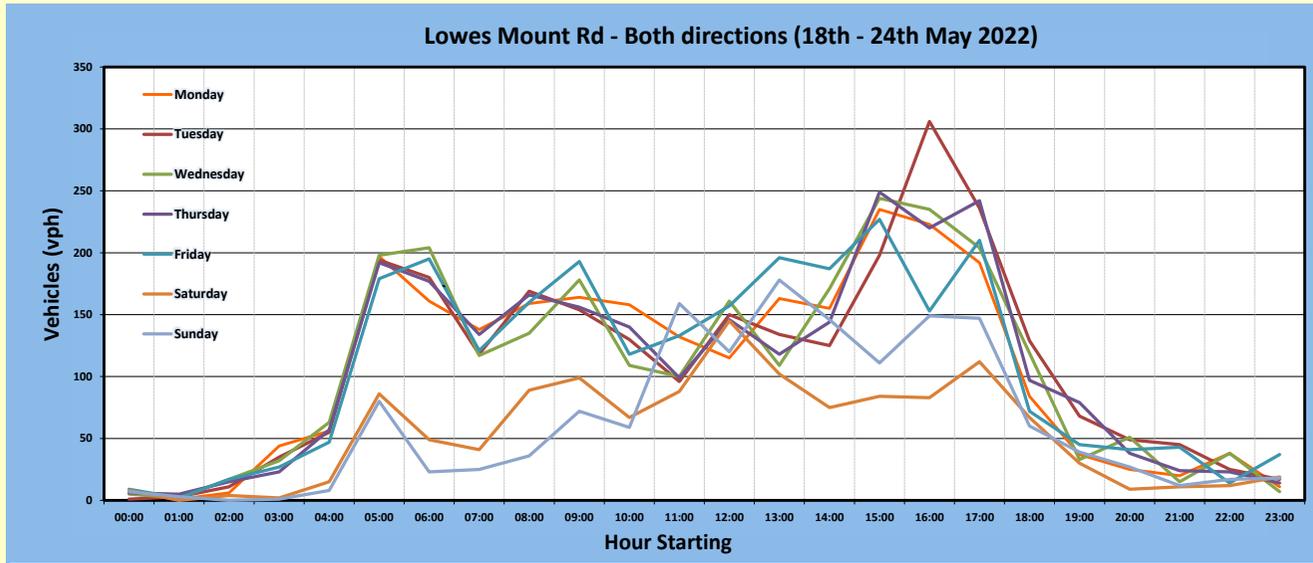
Day 7 Days





Site Lowes Mount Rd - Both directions (18th - 24th May 2022) [Back to Site Summary Page](#)

Direction



Volume Summary

Day Date	Monday 23/05/2022	Tuesday 24/05/2022	Wednesday 18/05/2022	Thursday 19/05/2022	Friday 20/05/2022	Saturday 21/05/2022	Sunday 22/05/2022
AM Peak	05:00	05:00	06:00	05:00	06:00	09:00	11:00
PM Peak	15:00	16:00	15:00	15:00	15:00	12:00	13:00
00:00	7	1	5	6	9	8	7
01:00	1	3	2	5	2	0	3
02:00	6	11	17	15	17	4	0
03:00	44	35	32	23	27	2	1
04:00	56	55	63	57	47	15	8
05:00	197	194	198	192	179	86	80
06:00	161	180	204	177	195	49	23
07:00	138	118	117	134	121	41	25
08:00	159	169	135	166	160	89	36
09:00	164	154	178	156	193	99	72
10:00	158	130	109	140	118	67	59
11:00	132	96	100	99	133	88	159
12:00	115	150	161	146	157	145	120
13:00	163	134	109	118	196	102	178
14:00	155	125	171	144	187	75	146
15:00	235	198	244	249	227	84	111
16:00	223	306	235	220	153	83	149
17:00	192	236	204	242	210	112	147
18:00	84	129	119	97	72	67	60
19:00	37	68	33	79	45	30	39
20:00	25	49	51	38	41	9	27
21:00	20	45	15	24	43	11	12
22:00	38	25	38	23	14	12	17
23:00	11	17	7	14	37	19	18
Total	2521	2628	2547	2564	2583	1297	1497
% Heavy	7.85%	10.12%	10.44%	10.10%	8.98%	12.03%	11.42%

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Lowes Mount Rd

Direction ▼

Day ▼

[Back to Site Summary Page](#)

Hour Start	Vehicles Classifications												
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12	UC 13
12:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	10	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	21	0	0	1	0	0	0	0	0	0	0	0	0
04:00 AM	40	0	0	1	0	0	0	0	1	0	0	0	0
05:00 AM	147	0	2	6	4	0	0	0	0	0	0	0	0
06:00 AM	130	0	2	4	3	0	0	0	1	0	0	0	0
07:00 AM	93	0	1	2	2	0	0	0	0	0	0	0	0
08:00 AM	120	0	1	4	4	0	0	0	1	0	0	0	0
09:00 AM	129	2	2	6	5	0	0	0	1	0	0	0	0
10:00 AM	95	1	4	5	4	0	1	0	1	0	0	0	0
11:00 AM	98	1	4	5	5	0	0	0	1	1	0	0	0
12:00 PM	124	1	5	7	4	0	0	0	1	1	0	0	0
01:00 PM	126	2	4	6	4	0	0	0	0	0	0	0	0
02:00 PM	121	2	5	8	4	0	0	0	1	1	0	0	0
03:00 PM	167	3	6	8	5	0	1	0	1	0	0	0	0
04:00 PM	173	1	2	10	8	0	0	0	0	0	0	0	0
05:00 PM	174	0	1	9	6	0	0	0	1	0	0	0	0
06:00 PM	82	0	0	4	2	0	0	0	0	0	0	0	0
07:00 PM	44	0	0	1	1	0	0	0	0	0	0	0	0
08:00 PM	33	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	22	0	0	1	1	0	0	0	0	0	0	0	0
10:00 PM	22	0	0	0	1	0	0	0	0	0	0	0	0
11:00 PM	16	0	0	1	0	0	0	0	0	0	0	0	0
Summary	1995	13	39	89	63	0	2	0	10	3	0	0	0



Site Lowes Mount Rd

Direction

[Back to Site Summary Page](#)

Day

AM Peak 5:00 AM

PM Peak 4:00 PM

Vehicle Classification Summary						
Hour Start	Light Vehicles	Small Trucks	Medium Trucks	Large Trucks	Unclassified	Hour Total
	(1-2)	(3)	(4-5)	(6-12)	(13)	
0:00	6	0	0	0	0	6
1:00	2	0	0	0	0	2
2:00	10	0	0	0	0	10
3:00	21	0	1	0	0	22
4:00	40	0	1	1	0	42
5:00	147	2	10	0	0	159
6:00	130	2	7	1	0	140
7:00	93	1	4	0	0	98
8:00	120	1	8	1	0	130
9:00	131	2	11	1	0	145
10:00	96	4	9	2	0	111
11:00	99	4	10	2	0	115
12:00	125	5	11	2	0	143
13:00	128	4	10	0	0	142
14:00	123	5	12	2	0	142
15:00	170	6	13	2	0	191
16:00	174	2	18	0	0	194
17:00	174	1	15	1	0	191
18:00	82	0	6	0	0	88
19:00	44	0	2	0	0	46
20:00	33	0	0	0	0	33
21:00	22	0	2	0	0	24
22:00	22	0	1	0	0	23
23:00	16	0	1	0	0	17
Summary	2008	39	152	15	0	2214

Intersection of Albion St and O'Connell Rd, Oberon

GPS -33.698487, 149.845144

Date:	Fri 20/05/22
Weather:	Overcast
Suburban:	Oberon
Customer:	BRS

North:	O'Connell Rd
East:	Albion St
South:	O'Connell Rd
West:	Albion St

Survey Period	PM: 3:00 PM-6:00 PM
Traffic Peak	PM: 3:15 PM-4:15 PM

All Vehicles

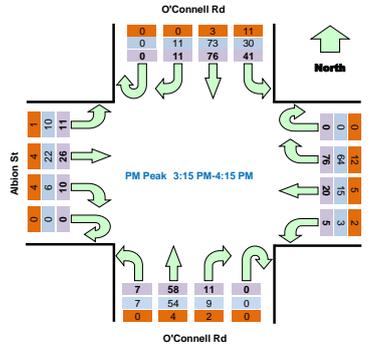
Time		North Approach O'Connell Rd				East Approach Albion St				South Approach O'Connell Rd				West Approach Albion St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
15:00	15:15	0	3	13	6	0	22	5	2	0	1	14	2	0	2	6	2	333	
15:15	15:30	0	3	10	12	0	22	9	2	0	1	16	3	0	2	3	0	352	Peak
15:30	15:45	0	2	9	6	0	21	1	1	0	5	14	3	0	2	7	3	351	
15:45	16:00	0	3	30	15	0	14	4	2	0	5	14	1	0	2	6	2	331	
16:00	16:15	0	3	27	8	0	19	6	0	0	0	14	0	0	4	10	6	283	
16:15	16:30	0	2	17	8	0	12	6	4	0	4	17	3	0	2	5	2	255	
16:30	16:45	0	1	16	11	0	4	3	1	0	0	9	1	0	1	6	1	237	
16:45	17:00	0	1	16	4	0	7	3	3	0	1	8	2	0	1	3	1	246	
17:00	17:15	0	4	13	10	0	13	3	2	0	0	13	2	0	2	4	3	254	
17:15	17:30	0	1	12	10	0	13	3	1	0	3	9	1	0	0	7	4		
17:30	17:45	0	6	14	11	0	7	3	0	0	0	11	1	0	0	3	7		
17:45	18:00	0	4	13	5	0	15	4	0	0	0	7	0	0	2	5	3		

Peak Time	North Approach O'Connell Rd	East Approach Albion St	South Approach O'Connell Rd	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
15:15	16:15	0	11	76	41	0	76	20	5	0	11	58	7	0	10	26	11	352

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	Orange
Light	Light Blue
Heavy	Dark Blue



Light Vehicles

Time		North Approach O'Connell Rd				East Approach Albion St				South Approach O'Connell Rd				West Approach Albion St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
15:00	15:15	0	3	13	4	0	19	5	2	0	0	14	2	0	1	3	1
15:15	15:30	0	3	10	8	0	18	8	1	0	0	15	3	0	2	3	0
15:30	15:45	0	2	8	5	0	19	0	0	0	4	13	3	0	1	5	3
15:45	16:00	0	3	29	10	0	12	2	2	0	5	13	1	0	1	5	2
16:00	16:15	0	3	26	7	0	15	5	0	0	0	13	0	0	2	9	5
16:15	16:30	0	2	15	6	0	12	6	2	0	4	16	3	0	1	5	2
16:30	16:45	0	0	16	9	0	3	3	1	0	0	7	1	0	0	5	1
16:45	17:00	0	0	16	2	0	6	3	3	0	1	7	2	0	1	3	1
17:00	17:15	0	4	13	7	0	12	3	2	0	0	13	1	0	2	4	3
17:15	17:30	0	1	12	10	0	12	3	1	0	3	9	1	0	0	6	3
17:30	17:45	0	6	14	10	0	7	3	0	0	0	10	1	0	0	3	7
17:45	18:00	0	4	12	4	0	15	4	0	0	0	6	0	0	2	5	2

Peak Time	North Approach O'Connell Rd	East Approach Albion St	South Approach O'Connell Rd	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
15:15	16:15	0	11	73	30	0	64	15	3	0	9	54	7	0	6	22	10	304

Heavy Vehicles

Time		North Approach O'Connell Rd				East Approach Albion St				South Approach O'Connell Rd				West Approach Albion St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
15:00	15:15	0	0	0	2	0	3	0	0	0	1	0	0	0	1	3	1
15:15	15:30	0	0	0	4	0	4	1	1	0	1	1	0	0	0	0	0
15:30	15:45	0	0	1	1	0	2	1	1	0	1	1	0	0	1	2	0
15:45	16:00	0	0	1	5	0	2	2	0	0	0	1	0	0	1	1	0
16:00	16:15	0	0	1	1	0	4	1	0	0	0	1	0	0	2	1	1
16:15	16:30	0	0	2	2	0	0	0	2	0	0	1	0	0	1	0	0
16:30	16:45	0	1	0	2	0	1	0	0	0	0	2	0	0	1	1	0
16:45	17:00	0	1	0	2	0	1	0	0	0	0	1	0	0	0	0	0
17:00	17:15	0	0	0	3	0	1	0	0	0	0	0	1	0	0	0	0
17:15	17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
17:30	17:45	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
17:45	18:00	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1

Peak Time	North Approach O'Connell Rd	East Approach Albion St	South Approach O'Connell Rd	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
15:15	16:15	0	0	3	11	0	12	5	2	0	2	4	0	0	4	4	1	48

GPS -33.698487, 149.845144

Date:	Sat 21/05/22
Weather:	Overcast
Suburban:	Oberon
Customer:	BRS

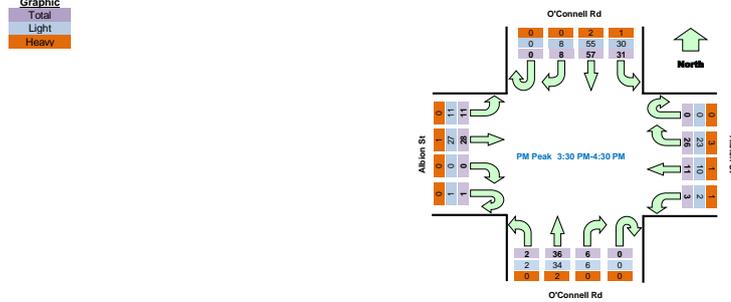
North:	O'Connell Rd
East:	Albion St
South:	O'Connell Rd
West:	Albion St

Survey Period:	PM: 1:00 PM-5:00 PM
Traffic Peak:	PM: 3:30 PM-4:30 PM

Time		North Approach O'Connell Rd				East Approach Albion St				South Approach O'Connell Rd				West Approach Albion 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
13:00	13:15	0	2	15	2	0	6	8	0	0	0	13	0	0	1	3	10	199	
13:15	13:30	0	0	7	7	0	4	8	0	0	5	9	0	0	2	3	3	182	
13:30	13:45	0	2	9	3	0	5	5	1	0	2	11	1	0	0	3	2	192	
13:45	14:00	0	2	26	5	0	2	2	0	0	1	5	1	0	1	1	1	193	
14:00	14:15	0	2	11	4	0	6	1	1	0	2	10	2	0	0	1	3	190	
14:15	14:30	0	4	15	5	0	7	5	0	0	0	12	2	0	0	5	3	184	
14:30	14:45	0	0	10	8	0	5	3	0	0	1	9	0	0	0	7	2	172	
14:45	15:00	0	3	15	2	0	3	4	1	0	1	9	2	0	0	3	1	176	
15:00	15:15	0	1	13	2	0	3	1	0	0	2	7	1	0	1	5	1	195	
15:15	15:30	0	3	15	6	0	1	3	1	1	1	8	2	0	0	2	3	218	
15:30	15:45	0	2	16	8	0	4	1	0	0	1	7	0	0	0	6	4	220	Peak
15:45	16:00	0	5	15	4	0	10	3	0	0	2	12	0	0	0	10	2	218	
16:00	16:15	0	1	16	6	0	7	4	3	0	2	11	1	0	0	6	3	200	
16:15	16:30	0	0	10	13	0	5	3	0	0	1	6	1	1	0	6	2		
16:30	16:45	0	1	15	6	0	1	3	0	0	1	8	0	0	1	8	3		
16:45	17:00	0	3	8	9	0	12	1	0	0	0	4	0	0	0	5	3		

Peak Time	North Approach O'Connell Rd	East Approach Albion St	South Approach O'Connell Rd	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
15:30	16:30	0	8	57	31	0	26	11	3	0	6	36	2	1	0	28	11	220

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



Time		North Approach O'Connell Rd				East Approach Albion St				South Approach O'Connell Rd				West Approach Albion St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
13:00	13:15	0	2	14	2	0	5	8	0	0	0	12	0	0	1	3	10
13:15	13:30	0	0	7	6	0	4	8	0	0	5	9	0	0	2	3	3
13:30	13:45	0	2	9	3	0	5	5	1	0	2	11	1	0	0	3	2
13:45	14:00	0	2	25	3	0	2	2	0	0	1	5	1	0	1	1	1
14:00	14:15	0	2	11	4	0	4	1	1	0	2	10	2	0	0	1	2
14:15	14:30	0	4	15	5	0	7	5	0	0	0	12	2	0	0	5	3
14:30	14:45	0	0	10	8	0	5	3	0	0	1	9	0	0	0	7	2
14:45	15:00	0	3	15	2	0	3	4	1	0	1	9	2	0	0	3	1
15:00	15:15	0	1	13	2	0	3	1	0	0	2	7	1	0	1	5	1
15:15	15:30	0	3	15	6	0	1	3	1	1	1	8	2	0	0	2	3
15:30	15:45	0	2	16	8	0	4	0	0	0	1	6	0	0	0	6	4
15:45	16:00	0	5	15	4	0	10	3	0	0	2	11	0	0	0	10	2
16:00	16:15	0	1	14	5	0	7	4	2	0	2	11	1	0	0	6	3
16:15	16:30	0	0	10	13	0	2	3	0	0	1	6	1	1	0	5	2
16:30	16:45	0	1	15	6	0	1	2	0	0	1	8	0	0	1	8	3
16:45	17:00	0	3	8	9	0	11	1	0	0	0	4	0	0	0	4	3

Peak Time	North Approach O'Connell Rd	East Approach Albion St	South Approach O'Connell Rd	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
15:30	16:30	0	8	55	30	0	23	10	2	0	6	34	2	1	0	27	11	209

Time		North Approach O'Connell Rd				East Approach Albion St				South Approach O'Connell Rd				West Approach Albion St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
13:00	13:15	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0
13:15	13:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
14:00	14:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1
14:15	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:00	16:15	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0
16:30	16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0

Peak Time	North Approach O'Connell Rd	East Approach Albion St	South Approach O'Connell Rd	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Peak total
15:30	16:30	0	0	2	1	0	3	1	1	0	0	2	0	0	0	1	0	11

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

Intersection of Albion St and Lowes Mount Rd, Oberon

GPS	-33.698513, 149.855152
Date:	Sat 21/05/22
Weather:	Overcast
Suburban:	Oberon
Customer:	BRS

North:	Lowes Mount Rd
East:	Albion St
South:	North St
West:	Albion St

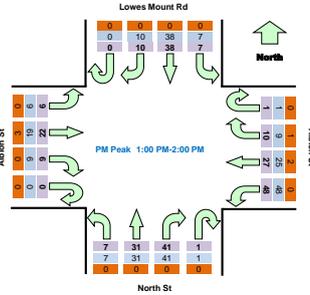
Survey Period	PM: 1:00 PM-5:00 PM
Traffic Peak	PM: 1:00 PM-2:00 PM

All Vehicles		North Approach Lowes Mount Rd				East Approach Albion St				South Approach North St				West Approach Albion 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
13:00	13:15	0	3	10	2	0	2	9	12	0	14	9	3	0	4	2	2	258	
13:15	13:30	0	4	9	1	0	3	9	13	1	11	9	2	0	2	9	3	245	
13:30	13:45	0	3	8	2	1	2	6	11	0	11	8	2	0	3	4	1	227	
13:45	14:00	0	0	11	2	0	3	3	12	0	5	5	0	0	0	7	0	223	
14:00	14:15	0	1	8	0	0	2	3	12	0	13	7	1	0	5	6	1	216	
14:15	14:30	0	1	4	1	0	2	7	9	0	10	9	3	0	4	7	1	206	
14:30	14:45	0	2	5	3	0	1	5	9	2	10	3	3	0	5	10	0	198	
14:45	15:00	0	2	11	1	0	0	3	3	1	7	7	0	0	0	3	3	206	
15:00	15:15	0	0	4	1	0	1	3	11	1	11	6	1	0	3	7	0	243	
15:15	15:30	0	2	4	1	0	3	2	10	1	7	9	2	0	0	7	2	247	
15:30	15:45	0	0	9	3	0	5	5	14	0	6	6	3	0	6	7	2	255	
15:45	16:00	0	3	5	3	0	2	5	14	1	9	12	3	0	5	15	1	238	
16:00	16:15	0	0	5	2	0	1	7	6	0	7	5	4	0	6	10	0	216	
16:15	16:30	0	2	9	3	0	1	4	4	1	5	8	1	0	6	9	5		
16:30	16:45	0	0	7	2	0	0	3	5	0	6	9	1	0	7	6	3		
16:45	17:00	0	0	6	0	0	4	4	7	0	5	7	8	0	2	9	4		

Peak Time	North Approach Lowes Mount Rd	East Approach Albion St	South Approach North St	West Approach Albion St	Peak total														
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
13:00	14:00	0	10	38	7	1	10	27	48	1	41	31	7	0	9	22	6	258	

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



Light Vehicles		North Approach Lowes Mount Rd				East Approach Albion St				South Approach North St				West Approach Albion St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
13:00	13:15	0	3	10	2	0	2	8	12	0	14	9	3	0	4	2	2
13:15	13:30	0	4	9	1	0	2	9	13	1	11	9	2	0	2	8	3
13:30	13:45	0	3	8	2	1	2	6	11	0	11	8	2	0	3	4	1
13:45	14:00	0	0	11	2	0	3	2	12	0	5	5	0	0	0	5	0
14:00	14:15	0	1	7	0	0	2	2	11	0	13	7	1	0	5	6	1
14:15	14:30	0	1	4	1	0	1	7	9	0	9	9	3	0	4	7	1
14:30	14:45	0	2	5	2	0	1	5	9	2	10	3	3	0	5	10	0
14:45	15:00	0	2	11	1	0	0	3	3	1	7	7	0	0	0	3	3
15:00	15:15	0	0	4	1	0	1	3	11	1	11	6	1	0	3	7	0
15:15	15:30	0	2	4	1	0	3	2	10	1	7	9	2	0	0	7	2
15:30	15:45	0	0	9	3	0	5	4	14	0	6	6	3	0	6	7	2
15:45	16:00	0	3	5	3	0	2	5	14	1	9	12	3	0	5	15	1
16:00	16:15	0	0	5	1	0	1	6	6	0	7	5	3	0	6	9	0
16:15	16:30	0	2	9	3	0	1	2	4	1	5	7	1	0	6	8	5
16:30	16:45	0	0	7	2	0	0	2	5	0	6	9	1	0	7	6	3
16:45	17:00	0	0	6	0	0	4	3	7	0	5	7	8	0	2	8	4

Peak Time	North Approach Lowes Mount Rd	East Approach Albion St	South Approach North St	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
13:00	14:00	0	10	38	7	1	9	25	48	1	41	31	7	0	9	19	6	252

Heavy Vehicles		North Approach Lowes Mount Rd				East Approach Albion St				South Approach North St				West Approach Albion St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
13:00	13:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
13:30	13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	14:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0
14:00	14:15	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
14:15	14:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
14:30	14:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
14:45	15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	16:15	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0
16:15	16:30	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0
16:30	16:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0

Peak Time	North Approach Lowes Mount Rd	East Approach Albion St	South Approach North St	West Approach Albion St	Peak total													
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
13:00	14:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	0	6

Appendix C – Sidra Movement Summaries

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

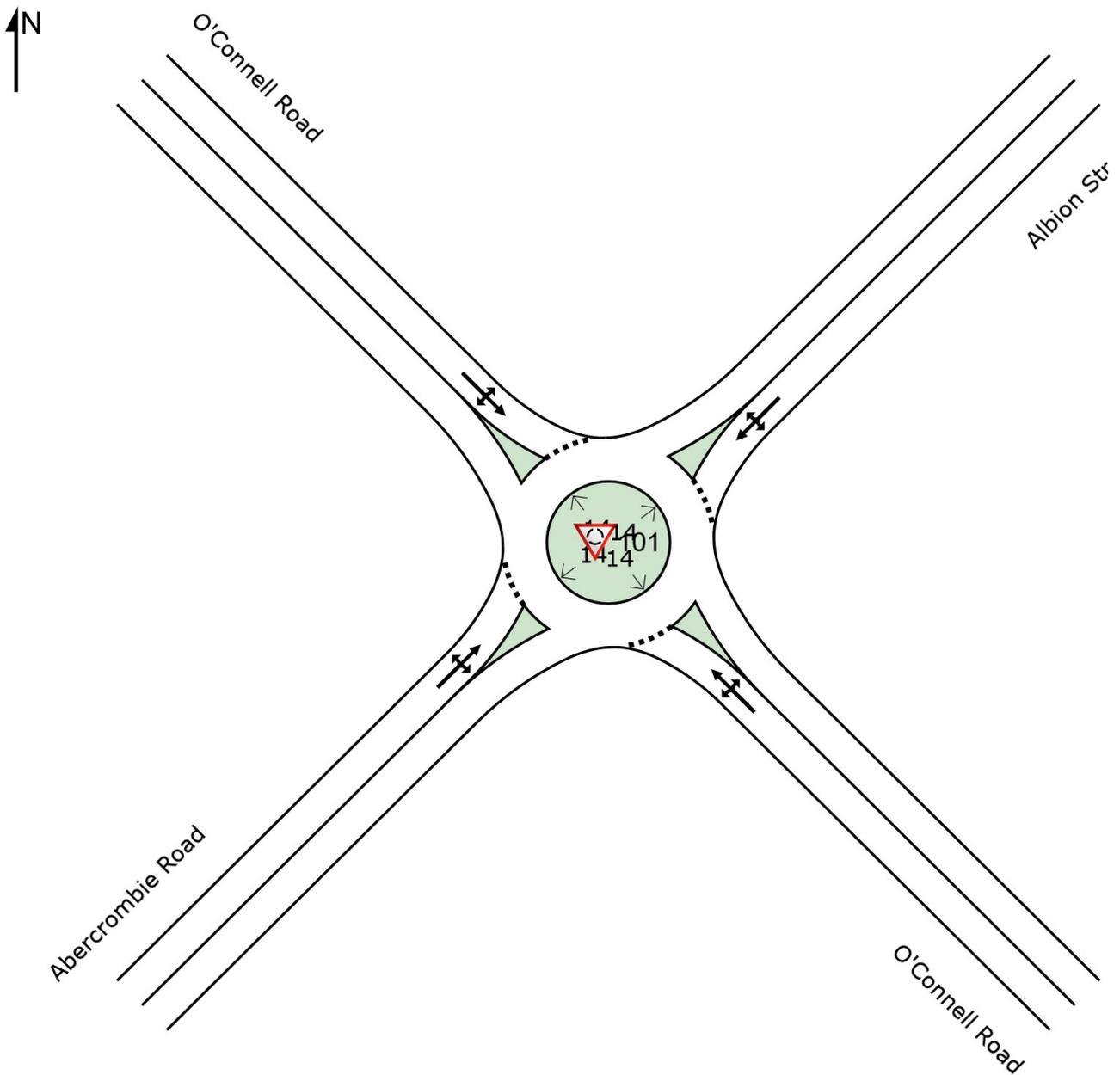
 Site: 101 [1. Albion / O'Connell / Abercrombie Fri PM 2022 (Site Folder: 2022 Ex)]

 Network: 1 [2022 Ex Fri PM (Network Folder: Ex)]

Albion / O'Connell / Abercrombie Fri PM 2022
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
SouthEast: O'Connell Road														
21	L2	7	0.0	7	0.0	0.069	4.8	LOS A	0.1	1.0	0.29	0.49	0.29	55.2
22	T1	61	6.9	61	6.9	0.069	5.2	LOS A	0.1	1.0	0.29	0.49	0.29	55.9
23	R2	12	18.2	12	18.2	0.069	9.3	LOS A	0.1	1.0	0.29	0.49	0.29	49.1
Approach		80	7.9	80	7.9	0.069	5.7	LOS A	0.1	1.0	0.29	0.49	0.29	55.4
NorthEast: Albion Street														
24	L2	5	40.0	5	40.0	0.095	5.4	LOS A	0.2	1.5	0.27	0.59	0.27	52.0
25	T1	21	25.0	21	25.0	0.095	5.4	LOS A	0.2	1.5	0.27	0.59	0.27	55.5
26	R2	80	15.8	80	15.8	0.095	9.1	LOS A	0.2	1.5	0.27	0.59	0.27	55.4
Approach		106	18.8	106	18.8	0.095	8.2	LOS A	0.2	1.5	0.27	0.59	0.27	55.3
NorthWest: O'Connell Road														
27	L2	43	26.8	43	26.8	0.105	4.8	LOS A	0.2	1.7	0.19	0.47	0.19	54.9
28	T1	79	2.7	79	2.7	0.105	4.8	LOS A	0.2	1.7	0.19	0.47	0.19	54.9
29	R2	12	0.0	12	0.0	0.105	8.6	LOS A	0.2	1.7	0.19	0.47	0.19	57.2
Approach		134	10.2	134	10.2	0.105	5.1	LOS A	0.2	1.7	0.19	0.47	0.19	55.3
SouthWest: Abercrombie Road														
30	L2	12	9.1	12	9.1	0.047	5.1	LOS A	0.1	0.7	0.33	0.52	0.33	56.2
31	T1	27	15.4	27	15.4	0.047	5.5	LOS A	0.1	0.7	0.33	0.52	0.33	54.2
32	R2	11	40.0	11	40.0	0.047	9.9	LOS A	0.1	0.7	0.33	0.52	0.33	54.2
Approach		49	19.1	49	19.1	0.047	6.3	LOS A	0.1	0.7	0.33	0.52	0.33	54.9
All Vehicles		369	13.4	369	13.4	0.105	6.3	LOS A	0.2	1.7	0.25	0.52	0.25	55.3

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.

		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m		Rate		km/h
South: North Street														
1	L2	91	0.0	91	0.0	0.127	5.6	LOS A	0.3	1.9	0.45	0.58	0.45	49.3
2	T1	28	0.0	28	0.0	0.127	5.9	LOS A	0.3	1.9	0.45	0.58	0.45	54.4
3	R2	21	0.0	21	0.0	0.127	9.9	LOS A	0.3	1.9	0.45	0.58	0.45	49.3
Approach		140	0.0	140	0.0	0.127	6.3	LOS A	0.3	1.9	0.45	0.58	0.45	50.9
East: Albion Street														
4	L2	21	0.0	21	0.0	0.217	4.8	LOS A	0.5	3.4	0.31	0.48	0.31	53.6
5	T1	252	0.0	252	0.0	0.217	5.1	LOS A	0.5	3.4	0.31	0.48	0.31	50.1
6	R2	9	0.0	9	0.0	0.217	9.2	LOS A	0.5	3.4	0.31	0.48	0.31	54.6
Approach		282	0.0	282	0.0	0.217	5.2	LOS A	0.5	3.4	0.31	0.48	0.31	50.8
North: Lowes Mount Road														
7	L2	2	0.0	2	0.0	0.048	5.5	LOS A	0.1	0.7	0.42	0.58	0.42	47.9
8	T1	27	0.0	27	0.0	0.048	5.8	LOS A	0.1	0.7	0.42	0.58	0.42	53.4
9	R2	23	0.0	23	0.0	0.048	9.8	LOS A	0.1	0.7	0.42	0.58	0.42	47.9
Approach		53	0.0	53	0.0	0.048	7.6	LOS A	0.1	0.7	0.42	0.58	0.42	51.5
West: Albion Street														
10	L2	23	0.0	23	0.0	0.205	4.4	LOS A	0.5	3.4	0.21	0.49	0.21	55.1
11	T1	198	0.0	198	0.0	0.205	4.8	LOS A	0.5	3.4	0.21	0.49	0.21	53.8
12	R2	72	0.0	72	0.0	0.205	8.8	LOS A	0.5	3.4	0.21	0.49	0.21	55.9
Approach		293	0.0	293	0.0	0.205	5.7	LOS A	0.5	3.4	0.21	0.49	0.21	54.6
All Vehicles		767	0.0	767	0.0	0.217	5.8	LOS A	0.5	3.4	0.30	0.51	0.30	52.8

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).

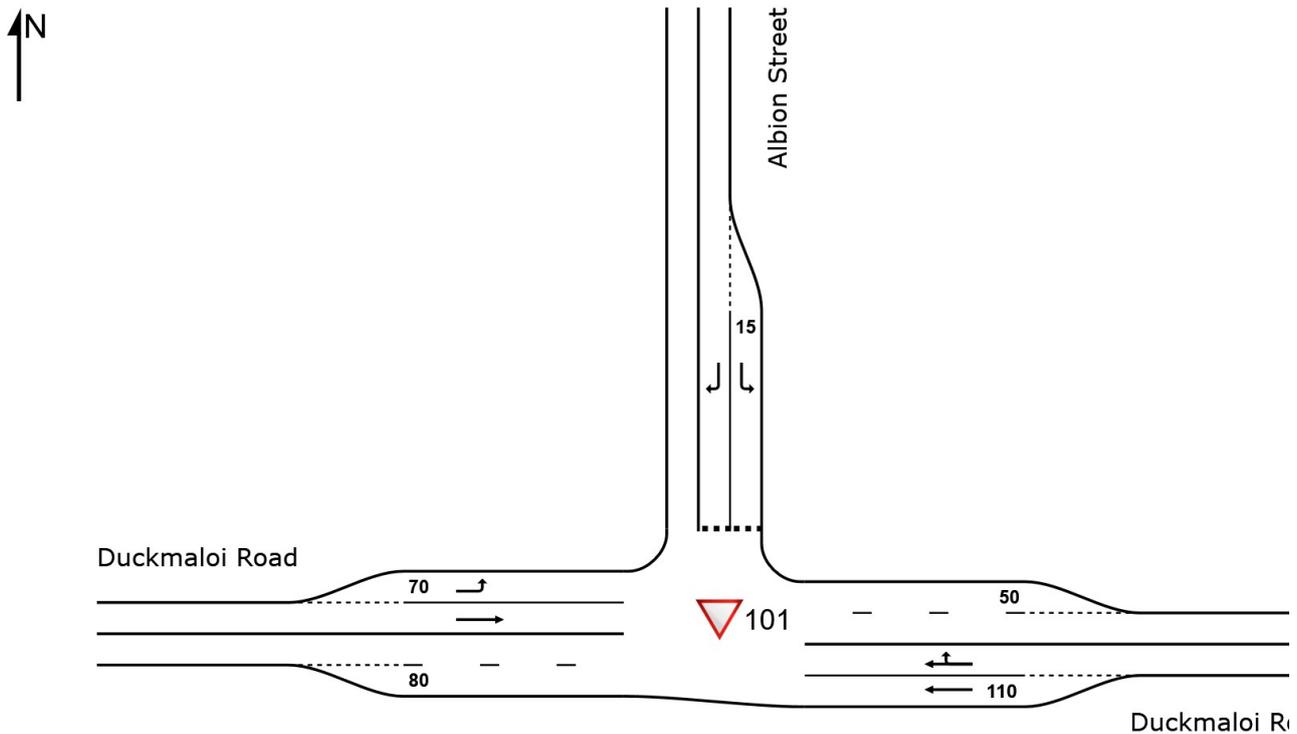
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

Duckmaloi / Albion Fri PM 2022
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh.]	[Dist]				
East: Duckmaloi Road														
5	T1	73	0.0	73	0.0	0.045	0.3	LOS A	0.1	0.5	0.11	0.13	0.11	58.3
6	R2	35	0.0	35	0.0	0.045	6.1	LOS A	0.1	0.5	0.23	0.29	0.23	53.4
Approach		107	0.0	107	0.0	0.045	2.2	NA	0.1	0.5	0.15	0.18	0.15	57.3
North: Albion Street														
7	L2	46	0.0	46	0.0	0.040	6.1	LOS A	0.1	0.4	0.24	0.56	0.24	52.9
9	R2	14	0.0	14	0.0	0.017	7.2	LOS A	0.0	0.2	0.38	0.59	0.38	52.1
Approach		60	0.0	60	0.0	0.040	6.3	LOS A	0.1	0.4	0.27	0.56	0.27	52.7
West: Duckmaloi Road														
10	L2	14	0.0	14	0.0	0.007	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	144	0.0	144	0.0	0.074	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		158	0.0	158	0.0	0.074	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles		325	0.0	325	0.0	0.074	2.1	NA	0.1	0.5	0.10	0.19	0.10	57.4

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.

		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m		Rate		km/h
South: O'Connell Road														
2	T1	2	0.0	2	0.0	0.002	0.2	LOS A	0.0	0.0	0.18	0.28	0.18	39.5
3	R2	2	0.0	2	0.0	0.002	5.7	LOS A	0.0	0.0	0.18	0.28	0.18	51.8
Approach		4	0.0	4	0.0	0.002	3.0	NA	0.0	0.0	0.18	0.28	0.18	49.4
East: Carrington Street														
4	L2	2	0.0	2	0.0	0.060	5.5	LOS A	0.1	0.6	0.07	0.58	0.07	48.9
6	R2	72	0.0	72	0.0	0.060	5.6	LOS A	0.1	0.6	0.07	0.58	0.07	50.6
Approach		74	0.0	74	0.0	0.060	5.6	LOS A	0.1	0.6	0.07	0.58	0.07	50.5
North: O'Connell Road														
7	L2	105	0.0	105	0.0	0.058	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	2	0.0	2	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		107	0.0	107	0.0	0.058	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		185	0.0	185	0.0	0.060	5.5	NA	0.1	0.6	0.03	0.57	0.03	52.5

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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Organisation: BARKER RYAN STEWART | Licence: NETWORK / 1PC | Created: Tuesday, 7 June 2022 5:34:08 PM

Project: S:\Norwest\Synergy\Projects\20\200367\PlanEngSurv\BRS Documentation\Reports\Sidra\200367 - Oberon Sports Complex.sip9

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

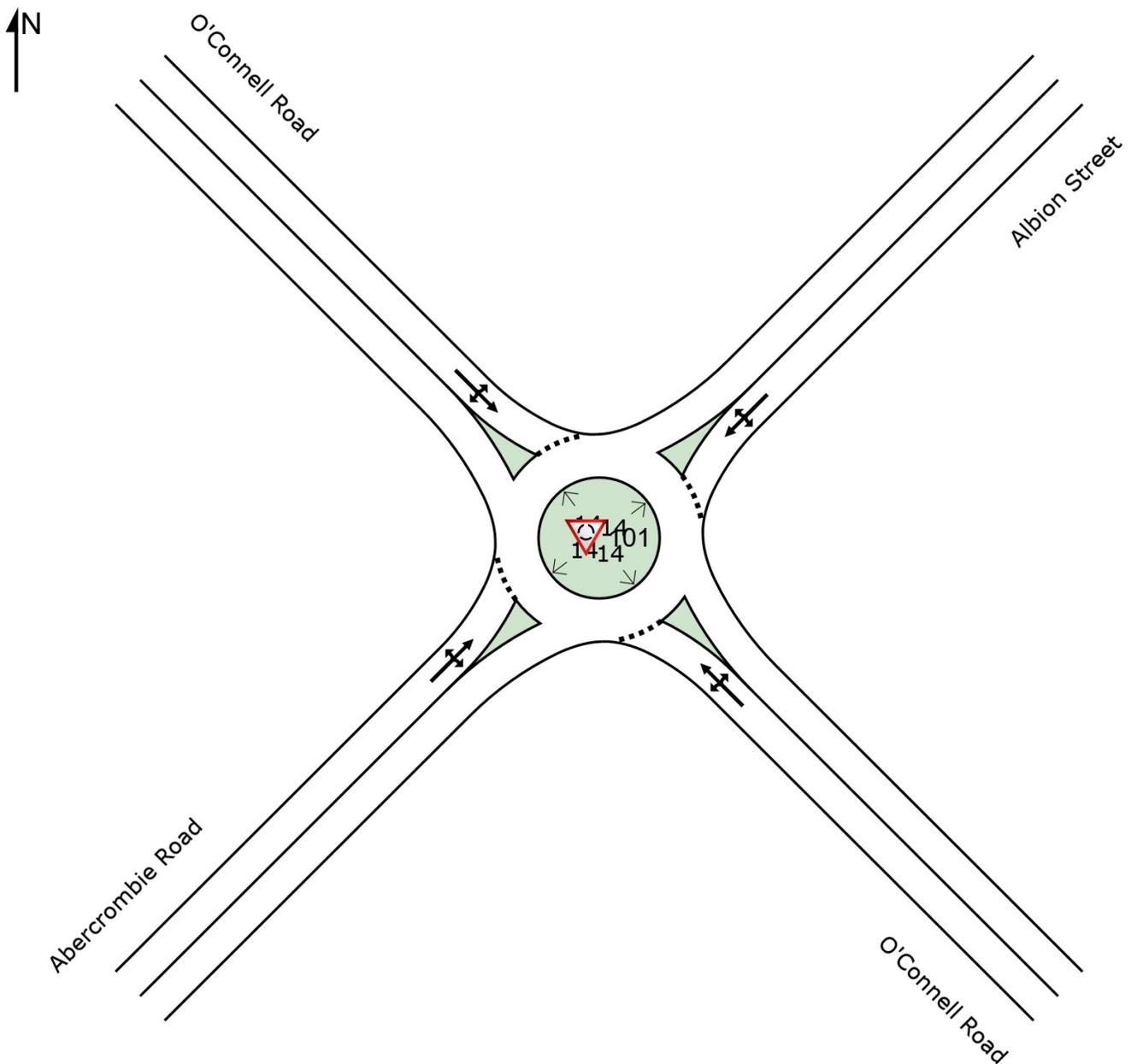
Template: Layout and Summary

 Site: 101 [1. Albion / O'Connell / Abercrombie Sat PM 2022 (Site Folder: 2022 Ex)]  Network: 2 [2022 Ex Sat PM (Network Folder: Ex)]

Albion / O'Connell / Abercrombie Sat PM 2022
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
SouthEast: O'Connell Road														
21	L2	2	0.0	2	0.0	0.037	4.5	LOS A	0.1	0.5	0.17	0.47	0.17	55.5
22	T1	38	5.6	38	5.6	0.037	4.8	LOS A	0.1	0.5	0.17	0.47	0.17	56.2
23	R2	6	0.0	6	0.0	0.037	8.6	LOS A	0.1	0.5	0.17	0.47	0.17	49.8
Approach		46	4.5	46	4.5	0.037	5.3	LOS A	0.1	0.5	0.17	0.47	0.17	55.8
NorthEast: Albion Street														
24	L2	3	33.3	3	33.3	0.036	5.0	LOS A	0.1	0.5	0.22	0.57	0.22	52.6
25	T1	12	9.1	12	9.1	0.036	5.0	LOS A	0.1	0.5	0.22	0.57	0.22	56.1
26	R2	27	11.5	27	11.5	0.036	8.9	LOS A	0.1	0.5	0.22	0.57	0.22	55.8
Approach		42	12.5	42	12.5	0.036	7.5	LOS A	0.1	0.5	0.22	0.57	0.22	55.7
NorthWest: O'Connell Road														
27	L2	33	3.2	33	3.2	0.079	4.5	LOS A	0.2	1.2	0.17	0.47	0.17	55.0
28	T1	60	3.5	60	3.5	0.079	4.8	LOS A	0.2	1.2	0.17	0.47	0.17	55.0
29	R2	11	20.0	11	20.0	0.079	8.9	LOS A	0.2	1.2	0.17	0.47	0.17	56.8
Approach		103	5.1	103	5.1	0.079	5.1	LOS A	0.2	1.2	0.17	0.47	0.17	55.3
SouthWest: Abercrombie Road														
30	L2	2	0.0	2	0.0	0.037	4.5	LOS A	0.1	0.5	0.21	0.47	0.21	56.6
31	T1	38	5.6	38	5.6	0.037	4.9	LOS A	0.1	0.5	0.21	0.47	0.21	54.6
32	R2	6	0.0	6	0.0	0.037	8.7	LOS A	0.1	0.5	0.21	0.47	0.21	54.6
Approach		46	4.5	46	4.5	0.037	5.4	LOS A	0.1	0.5	0.21	0.47	0.21	54.8
All Vehicles		238	6.2	238	6.2	0.079	5.6	LOS A	0.2	1.2	0.19	0.49	0.19	55.4

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).

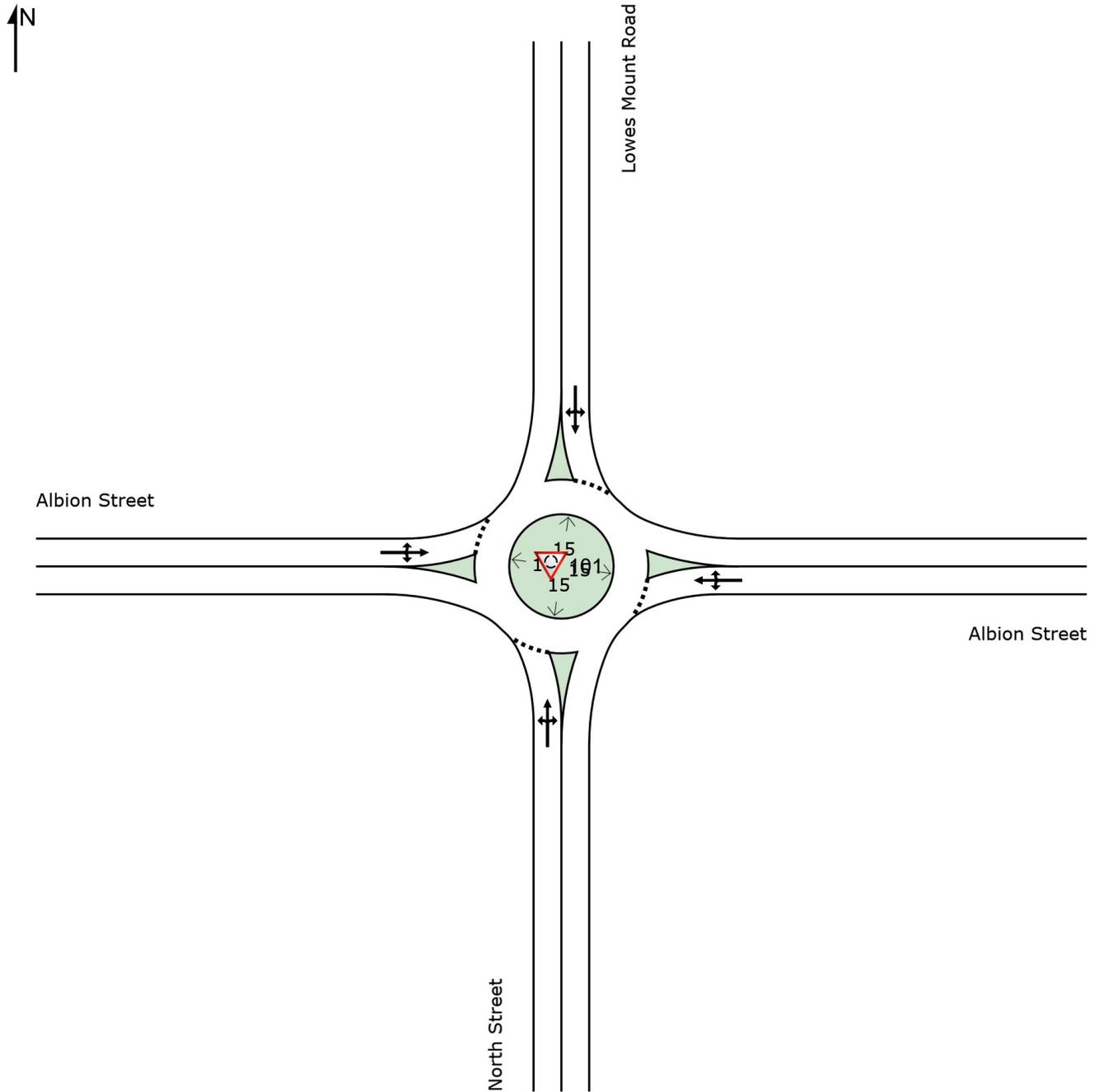
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

Albion / North / Lowes Mount Sat PM 2022
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: North Street														
1	L2	7	0.0	7	0.0	0.061	4.4	LOS A	0.1	0.8	0.17	0.55	0.17	48.9
2	T1	33	0.0	33	0.0	0.061	4.7	LOS A	0.1	0.8	0.17	0.55	0.17	54.1
3	R2	43	0.0	43	0.0	0.061	8.7	LOS A	0.1	0.8	0.17	0.55	0.17	48.9
Approach		83	0.0	83	0.0	0.061	6.8	LOS A	0.1	0.8	0.17	0.55	0.17	51.7
East: Albion Street														
4	L2	51	0.0	51	0.0	0.068	4.4	LOS A	0.1	1.0	0.19	0.48	0.19	54.1
5	T1	28	7.4	28	7.4	0.068	4.8	LOS A	0.1	1.0	0.19	0.48	0.19	50.9
6	R2	11	10.0	11	10.0	0.068	8.9	LOS A	0.1	1.0	0.19	0.48	0.19	54.7
Approach		89	3.5	89	3.5	0.068	5.1	LOS A	0.1	1.0	0.19	0.48	0.19	53.6
North: Lowes Mount Road														
7	L2	7	0.0	7	0.0	0.044	4.5	LOS A	0.1	0.6	0.21	0.48	0.21	50.2
8	T1	40	0.0	40	0.0	0.044	4.8	LOS A	0.1	0.6	0.21	0.48	0.21	54.9
9	R2	11	0.0	11	0.0	0.044	8.9	LOS A	0.1	0.6	0.21	0.48	0.21	50.2
Approach		58	0.0	58	0.0	0.044	5.5	LOS A	0.1	0.6	0.21	0.48	0.21	54.0
West: Albion Street														
10	L2	6	0.0	6	0.0	0.031	4.5	LOS A	0.1	0.4	0.22	0.49	0.22	55.1
11	T1	23	13.6	23	13.6	0.031	5.0	LOS A	0.1	0.4	0.22	0.49	0.22	53.7
12	R2	9	0.0	9	0.0	0.031	8.9	LOS A	0.1	0.4	0.22	0.49	0.22	55.9
Approach		39	8.1	39	8.1	0.031	5.9	LOS A	0.1	0.4	0.22	0.49	0.22	54.6
All Vehicles		269	2.3	269	2.3	0.068	5.8	LOS A	0.1	1.0	0.19	0.50	0.19	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.

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.

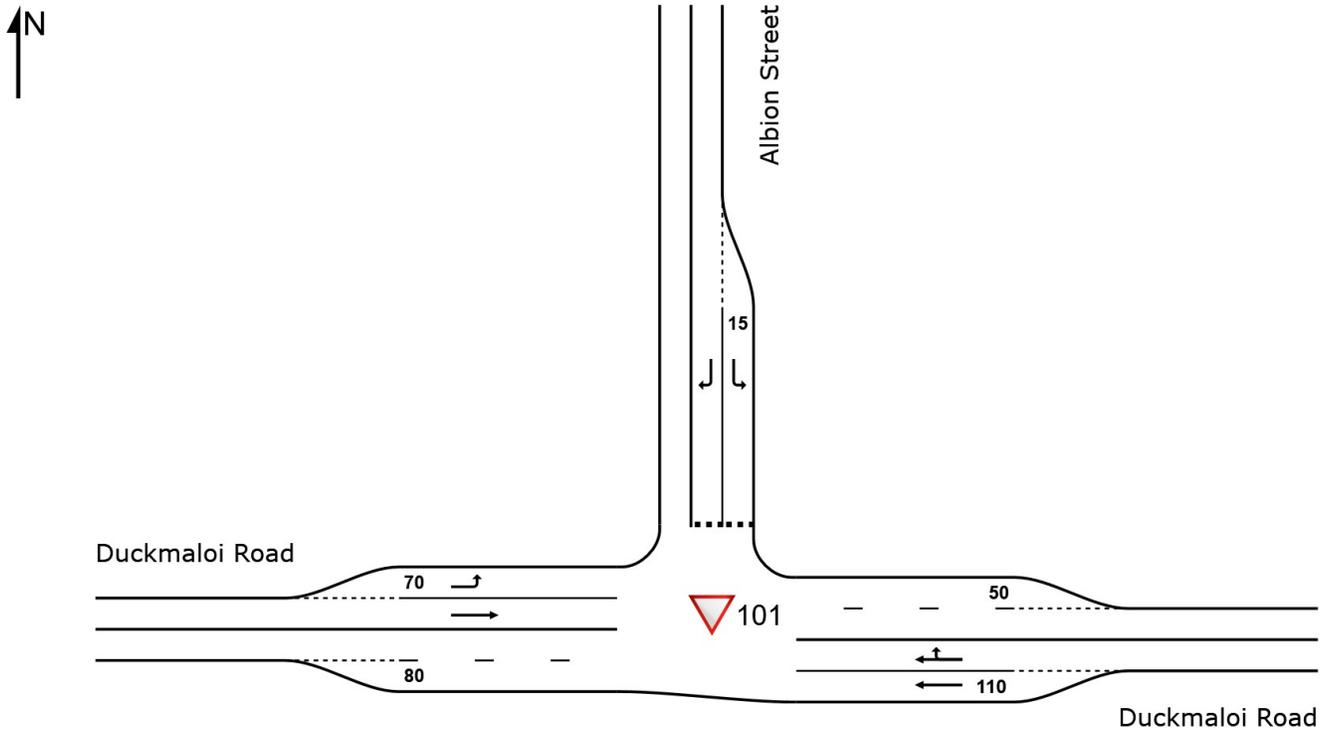
▼ Site: 101 [3. Duckmaloi / Albion Sat PM 2022
(Site Folder: 2022 Ex)]

■ Network: 2 [2022 Ex Sat PM (Network Folder:
Ex)]

Duckmaloi / Albion Sat PM 2022
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
East: Duckmaloi Road														
5	T1	38	0.0	38	0.0	0.023	0.1	LOSA	0.0	0.3	0.07	0.13	0.07	58.4
6	R2	18	0.0	18	0.0	0.023	5.8	LOSA	0.0	0.3	0.15	0.28	0.15	54.1
Approach		56	0.0	56	0.0	0.023	1.9	NA	0.0	0.3	0.10	0.18	0.10	57.5
North: Albion Street														
7	L2	24	0.0	24	0.0	0.019	5.8	LOSA	0.0	0.2	0.16	0.54	0.16	53.1
9	R2	7	0.0	7	0.0	0.008	6.3	LOSA	0.0	0.1	0.26	0.55	0.26	52.6
Approach		32	0.0	32	0.0	0.019	5.9	LOSA	0.0	0.2	0.18	0.54	0.18	53.0
West: Duckmaloi Road														
10	L2	7	0.0	7	0.0	0.004	5.5	LOSA	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	74	0.0	74	0.0	0.038	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0

Approach	81	0.0	81	0.0	0.038	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles	168	0.0	168	0.0	0.038	2.0	NA	0.0	0.3	0.07	0.19	0.07	57.5

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.

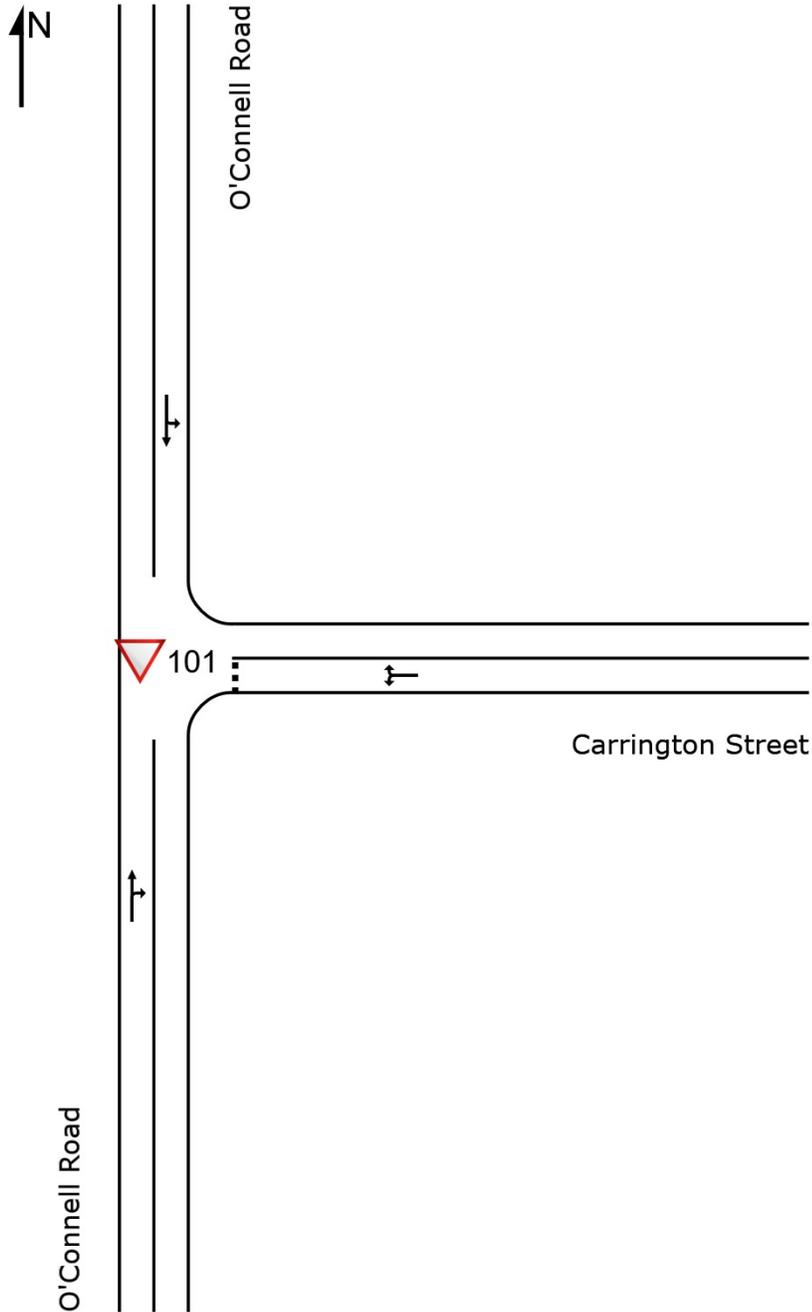
▽ Site: 101 [4. O'Connell / Carrington Sat PM 2022 (Site Folder: 2022 Ex)]

■ Network: 2 [2022 Ex Sat PM (Network Folder: Ex)]

O'Connell / Carrington Sat PM 2022
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: O'Connell Road														
2	T1	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.12	0.28	0.12	40.4
3	R2	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.12	0.28	0.12	52.1
Approach		2	0.0	2	0.0	0.001	2.8	NA	0.0	0.0	0.12	0.28	0.12	49.9
East: Carrington Street														
4	L2	1	0.0	1	0.0	0.030	5.5	LOS A	0.0	0.3	0.05	0.58	0.05	49.0
6	R2	37	0.0	37	0.0	0.030	5.5	LOS A	0.0	0.3	0.05	0.58	0.05	50.7
Approach		38	0.0	38	0.0	0.030	5.5	LOS A	0.0	0.3	0.05	0.58	0.05	50.6
North: O'Connell Road														
7	L2	55	0.0	55	0.0	0.030	5.5	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	1	0.0	1	0.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		56	0.0	56	0.0	0.030	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		96	0.0	96	0.0	0.030	5.4	NA	0.0	0.3	0.02	0.57	0.02	52.6

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

 Site: 101 [1. Albion / O'Connell / Abercrombie Fri PM 2022 (Site Folder: 2022 Ex)]  Network: 5 [2032 Ex Fri PM (Network Folder: Ex)]

Albion / O'Connell / Abercrombie Fri PM 2022

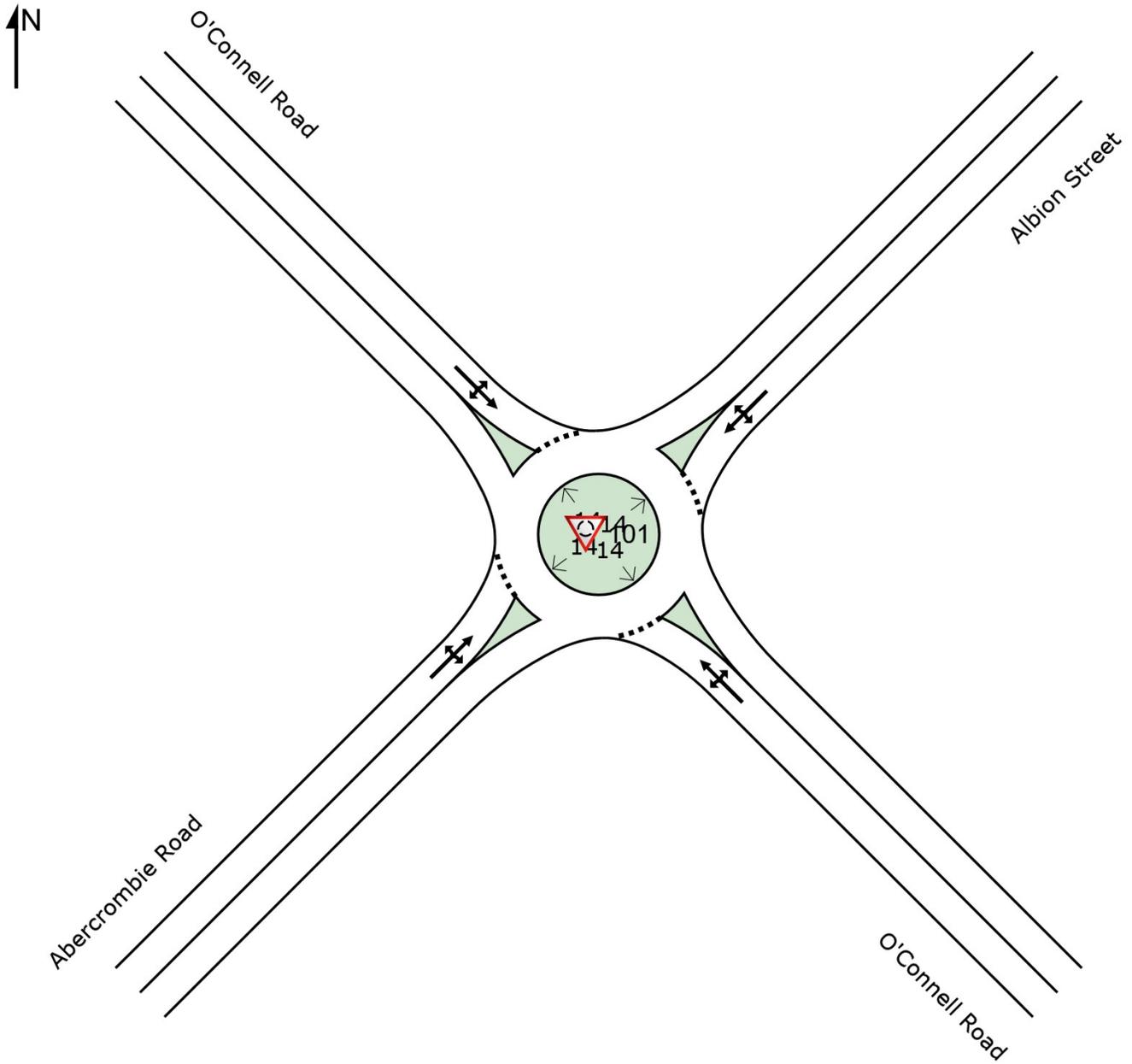
Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
SouthEast: O'Connell Road														
21	L2	9	0.0	9	0.0	0.084	4.9	LOSA	0.2	1.3	0.32	0.51	0.32	55.1
22	T1	73	6.9	73	6.9	0.084	5.3	LOSA	0.2	1.3	0.32	0.51	0.32	55.8
23	R2	14	18.2	14	18.2	0.084	9.4	LOSA	0.2	1.3	0.32	0.51	0.32	48.8
Approach		96	7.9	96	7.9	0.084	5.9	LOSA	0.2	1.3	0.32	0.51	0.32	55.3
NorthEast: Albion Street														

24	L2	6	40.0	6	40.0	0.116	5.5	LOS A	0.2	1.9	0.31	0.60	0.31	51.9
25	T1	25	25.0	25	25.0	0.116	5.5	LOS A	0.2	1.9	0.31	0.60	0.31	55.4
26	R2	96	15.8	96	15.8	0.116	9.3	LOS A	0.2	1.9	0.31	0.60	0.31	55.3
Approach		128	18.8	128	18.8	0.116	8.3	LOS A	0.2	1.9	0.31	0.60	0.31	55.3
NorthWest: O'Connell Road														
27	L2	52	26.8	52	26.8	0.127	4.9	LOS A	0.3	2.1	0.22	0.48	0.22	54.8
28	T1	95	2.7	95	2.7	0.127	4.8	LOS A	0.3	2.1	0.22	0.48	0.22	54.8
29	R2	14	0.0	14	0.0	0.127	8.7	LOS A	0.3	2.1	0.22	0.48	0.22	57.2
Approach		160	10.2	160	10.2	0.127	5.2	LOS A	0.3	2.1	0.22	0.48	0.22	55.2
SouthWest: Abercrombie Road														
30	L2	14	9.1	14	9.1	0.058	5.3	LOS A	0.1	0.9	0.36	0.54	0.36	56.1
31	T1	33	15.4	33	15.4	0.058	5.7	LOS A	0.1	0.9	0.36	0.54	0.36	54.1
32	R2	13	40.0	13	40.0	0.058	10.1	LOS A	0.1	0.9	0.36	0.54	0.36	54.1
Approach		59	19.1	59	19.1	0.058	6.5	LOS A	0.1	0.9	0.36	0.54	0.36	54.8
All Vehicles		443	13.4	443	13.4	0.127	6.4	LOS A	0.3	2.1	0.28	0.53	0.28	55.2

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.

Site: 101 [2. Albion / North / Lowes Mount Fri PM 2022 (Site Folder: 2022 Ex)]

Network: 5 [2032 Ex Fri PM (Network Folder: Ex)]

Albion / North / Lowes Mount Fri PM 2022

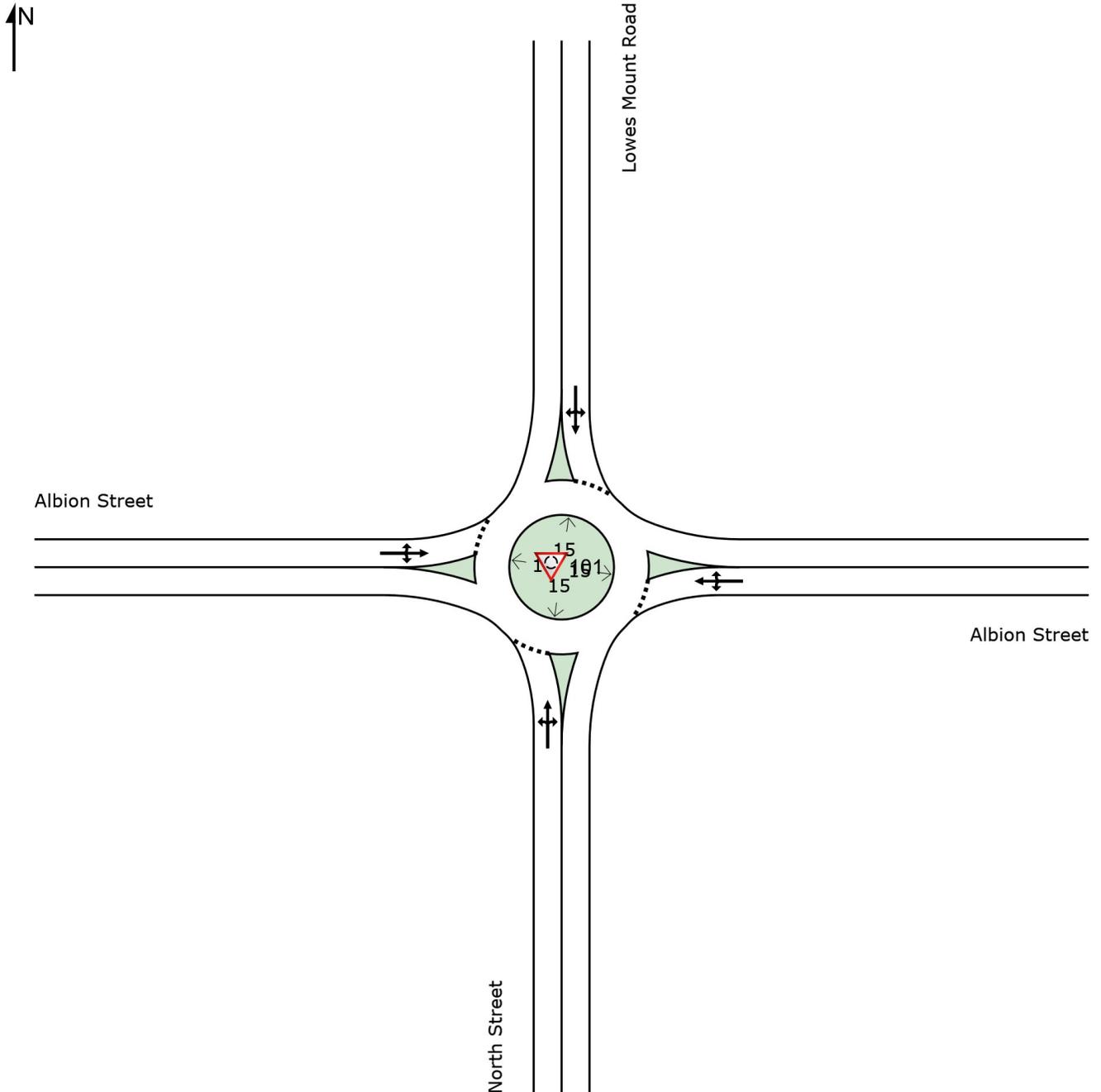
Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %]	[Total veh/h	HV %]				[Veh. veh	Dist] m				
South: North Street														
1	L2	109	0.0	109	0.0	0.160	5.9	LOS A	0.4	2.5	0.51	0.62	0.51	48.9
2	T1	34	0.0	34	0.0	0.160	6.2	LOS A	0.4	2.5	0.51	0.62	0.51	54.1
3	R2	25	0.0	25	0.0	0.160	10.3	LOS A	0.4	2.5	0.51	0.62	0.51	48.9
Approach		168	0.0	168	0.0	0.160	6.6	LOS A	0.4	2.5	0.51	0.62	0.51	50.5
East: Albion Street														
4	L2	25	0.0	25	0.0	0.266	5.0	LOS A	0.6	4.4	0.35	0.50	0.35	53.4
5	T1	302	0.0	302	0.0	0.266	5.3	LOS A	0.6	4.4	0.35	0.50	0.35	49.8
6	R2	11	0.0	11	0.0	0.266	9.3	LOS A	0.6	4.4	0.35	0.50	0.35	54.4
Approach		339	0.0	339	0.0	0.266	5.4	LOS A	0.6	4.4	0.35	0.50	0.35	50.5
North: Lowes Mount Road														
7	L2	3	0.0	3	0.0	0.060	5.8	LOS A	0.1	0.9	0.47	0.61	0.47	47.5
8	T1	33	0.0	33	0.0	0.060	6.1	LOS A	0.1	0.9	0.47	0.61	0.47	53.2
9	R2	28	0.0	28	0.0	0.060	10.1	LOS A	0.1	0.9	0.47	0.61	0.47	47.5
Approach		63	0.0	63	0.0	0.060	7.9	LOS A	0.1	0.9	0.47	0.61	0.47	51.2
West: Albion Street														
10	L2	28	0.0	28	0.0	0.250	4.5	LOS A	0.6	4.5	0.25	0.50	0.25	55.0
11	T1	237	0.0	237	0.0	0.250	4.8	LOS A	0.6	4.5	0.25	0.50	0.25	53.6
12	R2	86	0.0	86	0.0	0.250	8.9	LOS A	0.6	4.5	0.25	0.50	0.25	55.8
Approach		351	0.0	351	0.0	0.250	5.8	LOS A	0.6	4.5	0.25	0.50	0.25	54.4
All Vehicles		921	0.0	921	0.0	0.266	5.9	LOS A	0.6	4.5	0.35	0.53	0.35	52.5

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).

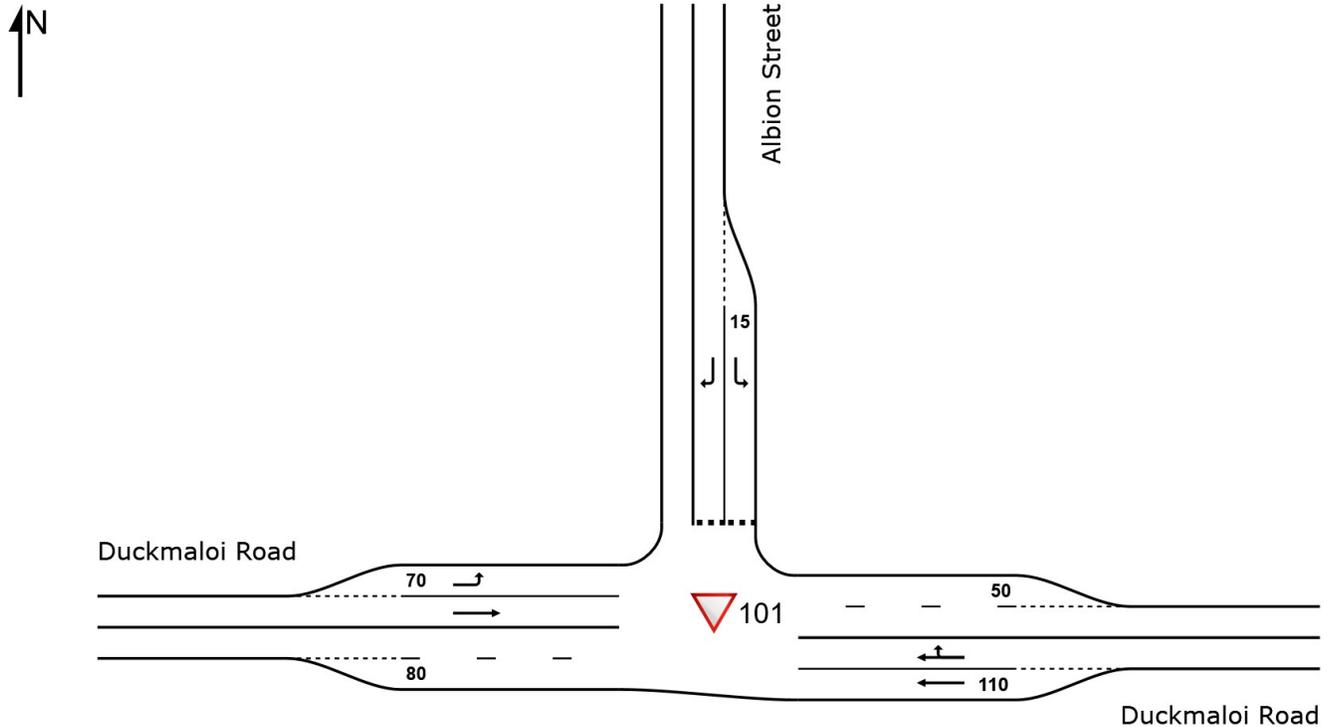
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

Duckmaloi / Albion Fri PM 2022
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh.]	[Dist]				
East: Duckmaloi Road														
5	T1	87	0.0	87	0.0	0.055	0.3	LOS A	0.1	0.7	0.12	0.14	0.12	58.3
6	R2	42	0.0	42	0.0	0.055	6.3	LOS A	0.1	0.7	0.26	0.30	0.26	53.2
Approach		129	0.0	129	0.0	0.055	2.2	NA	0.1	0.7	0.17	0.19	0.17	57.2
North: Albion Street														
7	L2	56	0.0	56	0.0	0.049	6.2	LOS A	0.1	0.5	0.26	0.57	0.26	52.8
9	R2	16	0.0	16	0.0	0.022	7.6	LOS A	0.0	0.2	0.42	0.62	0.42	51.8
Approach		72	0.0	72	0.0	0.049	6.5	LOS A	0.1	0.5	0.30	0.58	0.30	52.6
West: Duckmaloi Road														
10	L2	16	0.0	16	0.0	0.009	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	50.9

11	T1	173	0.0	173	0.0	0.089	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		189	0.0	189	0.0	0.089	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles		390	0.0	390	0.0	0.089	2.2	NA	0.1	0.7	0.11	0.19	0.11	57.3

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.

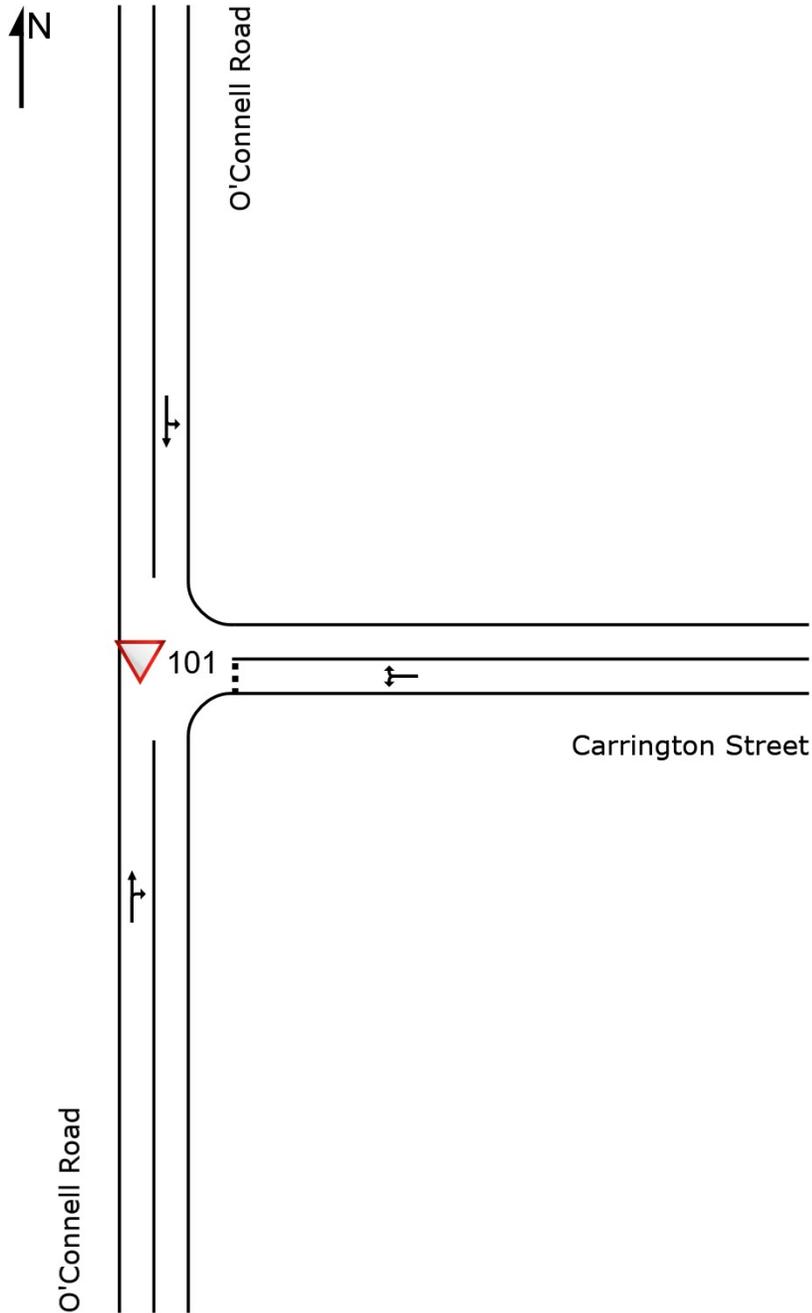
▼ Site: 101 [4. O'Connell / Carrington Fri PM 2022 (Site Folder: 2022 Ex)]

■ Network: 5 [2032 Ex Fri PM (Network Folder: Ex)]

O'Connell / Carrington Fri PM 2022
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: O'Connell Road														
2	T1	3	0.0	3	0.0	0.003	0.3	LOS A	0.0	0.0	0.20	0.28	0.20	39.2
3	R2	3	0.0	3	0.0	0.003	5.8	LOS A	0.0	0.0	0.20	0.28	0.20	51.7
Approach		5	0.0	5	0.0	0.003	3.0	NA	0.0	0.0	0.20	0.28	0.20	49.3
East: Carrington Street														
4	L2	3	0.0	3	0.0	0.072	5.5	LOS A	0.1	0.7	0.08	0.58	0.08	48.8
6	R2	86	0.0	86	0.0	0.072	5.7	LOS A	0.1	0.7	0.08	0.58	0.08	50.5
Approach		88	0.0	88	0.0	0.072	5.7	LOS A	0.1	0.7	0.08	0.58	0.08	50.5
North: O'Connell Road														
7	L2	126	0.0	126	0.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	3	0.0	3	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		129	0.0	129	0.0	0.069	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		222	0.0	222	0.0	0.072	5.5	NA	0.1	0.7	0.04	0.57	0.04	52.5

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

 Site: 101 [1. Albion / O'Connell / Abercrombie Sat PM 2022 (Site Folder: 2022 Ex)]  Network: 6 [2032 Ex Sat PM (Network Folder: Ex)]

Albion / O'Connell / Abercrombie Sat PM 2022

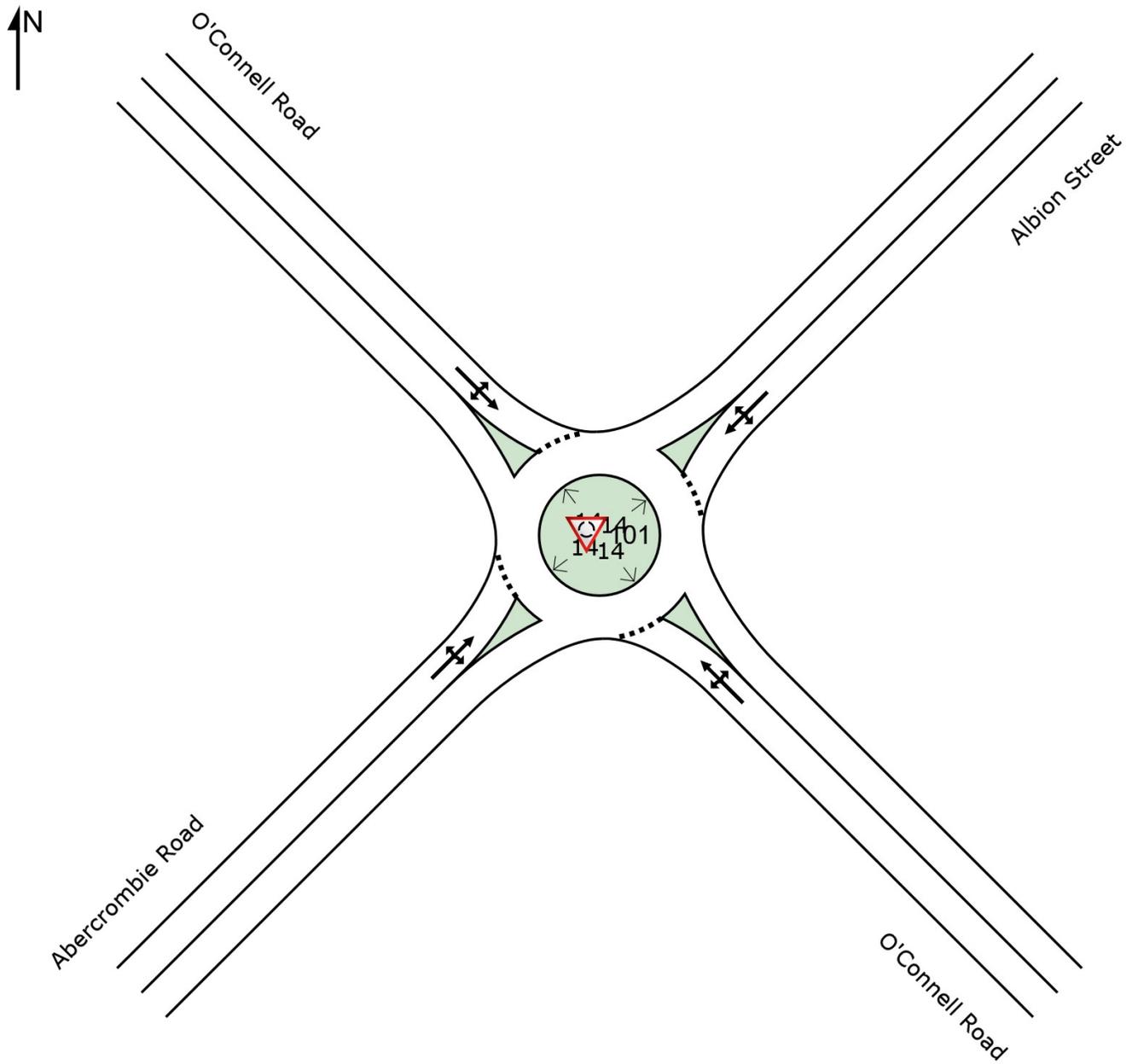
Site Category: (None)

Roundabout

Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
SouthEast: O'Connell Road														
21	L2	3	0.0	3	0.0	0.045	4.5	LOSA	0.1	0.6	0.19	0.47	0.19	55.4
22	T1	45	5.6	45	5.6	0.045	4.8	LOSA	0.1	0.6	0.19	0.47	0.19	56.1
23	R2	8	0.0	8	0.0	0.045	8.7	LOSA	0.1	0.6	0.19	0.47	0.19	49.6
Approach		56	4.5	56	4.5	0.045	5.4	LOSA	0.1	0.6	0.19	0.47	0.19	55.7
NorthEast: Albion Street														

24	L2	4	33.3	4	33.3	0.043	5.1	LOS A	0.1	0.6	0.24	0.57	0.24	52.5
25	T1	14	9.1	14	9.1	0.043	5.0	LOS A	0.1	0.6	0.24	0.57	0.24	56.0
26	R2	33	11.5	33	11.5	0.043	9.0	LOS A	0.1	0.6	0.24	0.57	0.24	55.7
Approach		51	12.5	51	12.5	0.043	7.6	LOS A	0.1	0.6	0.24	0.57	0.24	55.7
NorthWest: O'Connell Road														
27	L2	39	3.2	39	3.2	0.096	4.5	LOS A	0.2	1.4	0.20	0.48	0.20	54.9
28	T1	72	3.5	72	3.5	0.096	4.8	LOS A	0.2	1.4	0.20	0.48	0.20	54.9
29	R2	13	20.0	13	20.0	0.096	8.9	LOS A	0.2	1.4	0.20	0.48	0.20	56.7
Approach		124	5.1	124	5.1	0.096	5.2	LOS A	0.2	1.4	0.20	0.48	0.20	55.2
SouthWest: Abercrombie Road														
30	L2	3	0.0	3	0.0	0.046	4.6	LOS A	0.1	0.6	0.23	0.48	0.23	56.5
31	T1	45	5.6	45	5.6	0.046	5.0	LOS A	0.1	0.6	0.23	0.48	0.23	54.5
32	R2	8	0.0	8	0.0	0.046	8.8	LOS A	0.1	0.6	0.23	0.48	0.23	54.5
Approach		56	4.5	56	4.5	0.046	5.5	LOS A	0.1	0.6	0.23	0.48	0.23	54.7
All Vehicles		285	6.2	285	6.2	0.096	5.7	LOS A	0.2	1.4	0.21	0.49	0.21	55.4

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).

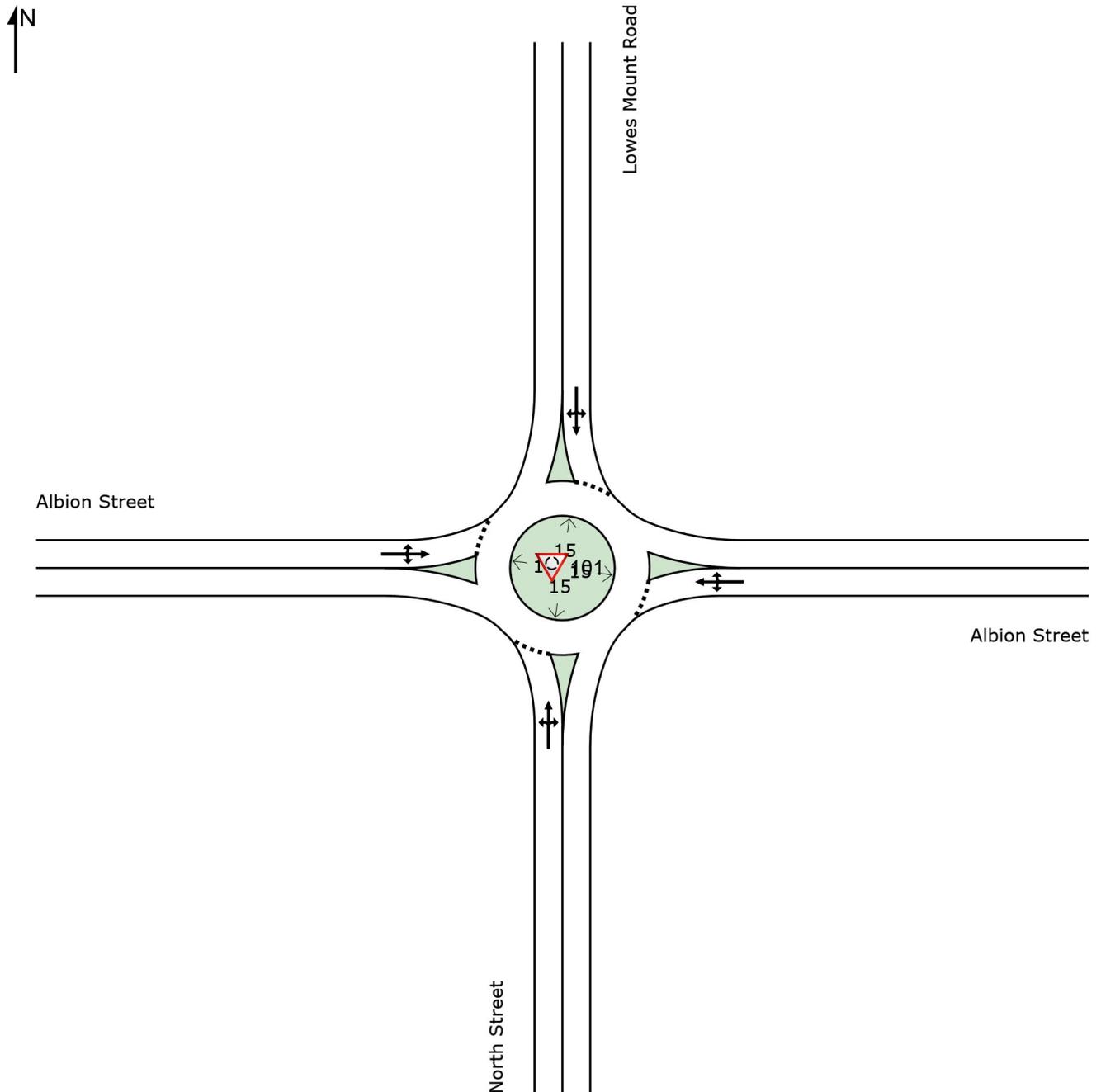
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

Albion / North / Lowes Mount Sat PM 2022
Site Category: (None)
Roundabout
Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: North Street														
1	L2	9	0.0	9	0.0	0.074	4.4	LOS A	0.1	1.0	0.19	0.55	0.19	48.8
2	T1	39	0.0	39	0.0	0.074	4.8	LOS A	0.1	1.0	0.19	0.55	0.19	54.0
3	R2	52	0.0	52	0.0	0.074	8.8	LOS A	0.1	1.0	0.19	0.55	0.19	48.8
Approach		100	0.0	100	0.0	0.074	6.8	LOS A	0.1	1.0	0.19	0.55	0.19	51.6
East: Albion Street														
4	L2	61	0.0	61	0.0	0.083	4.5	LOS A	0.2	1.2	0.21	0.48	0.21	54.0
5	T1	34	7.4	34	7.4	0.083	4.9	LOS A	0.2	1.2	0.21	0.48	0.21	50.8
6	R2	13	10.0	13	10.0	0.083	9.0	LOS A	0.2	1.2	0.21	0.48	0.21	54.6
Approach		107	3.5	107	3.5	0.083	5.1	LOS A	0.2	1.2	0.21	0.48	0.21	53.5
North: Lowes Mount Road														
7	L2	9	0.0	9	0.0	0.054	4.6	LOS A	0.1	0.7	0.23	0.48	0.23	50.1
8	T1	48	0.0	48	0.0	0.054	4.9	LOS A	0.1	0.7	0.23	0.48	0.23	54.8
9	R2	13	0.0	13	0.0	0.054	8.9	LOS A	0.1	0.7	0.23	0.48	0.23	50.1
Approach		69	0.0	69	0.0	0.054	5.6	LOS A	0.1	0.7	0.23	0.48	0.23	53.9
West: Albion Street														
10	L2	8	0.0	8	0.0	0.038	4.6	LOS A	0.1	0.5	0.25	0.50	0.25	55.0
11	T1	28	13.6	28	13.6	0.038	5.1	LOS A	0.1	0.5	0.25	0.50	0.25	53.6
12	R2	11	0.0	11	0.0	0.038	9.0	LOS A	0.1	0.5	0.25	0.50	0.25	55.8
Approach		47	8.1	47	8.1	0.038	6.0	LOS A	0.1	0.5	0.25	0.50	0.25	54.5
All Vehicles		323	2.3	323	2.3	0.083	5.9	LOS A	0.2	1.2	0.21	0.51	0.21	53.2

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.

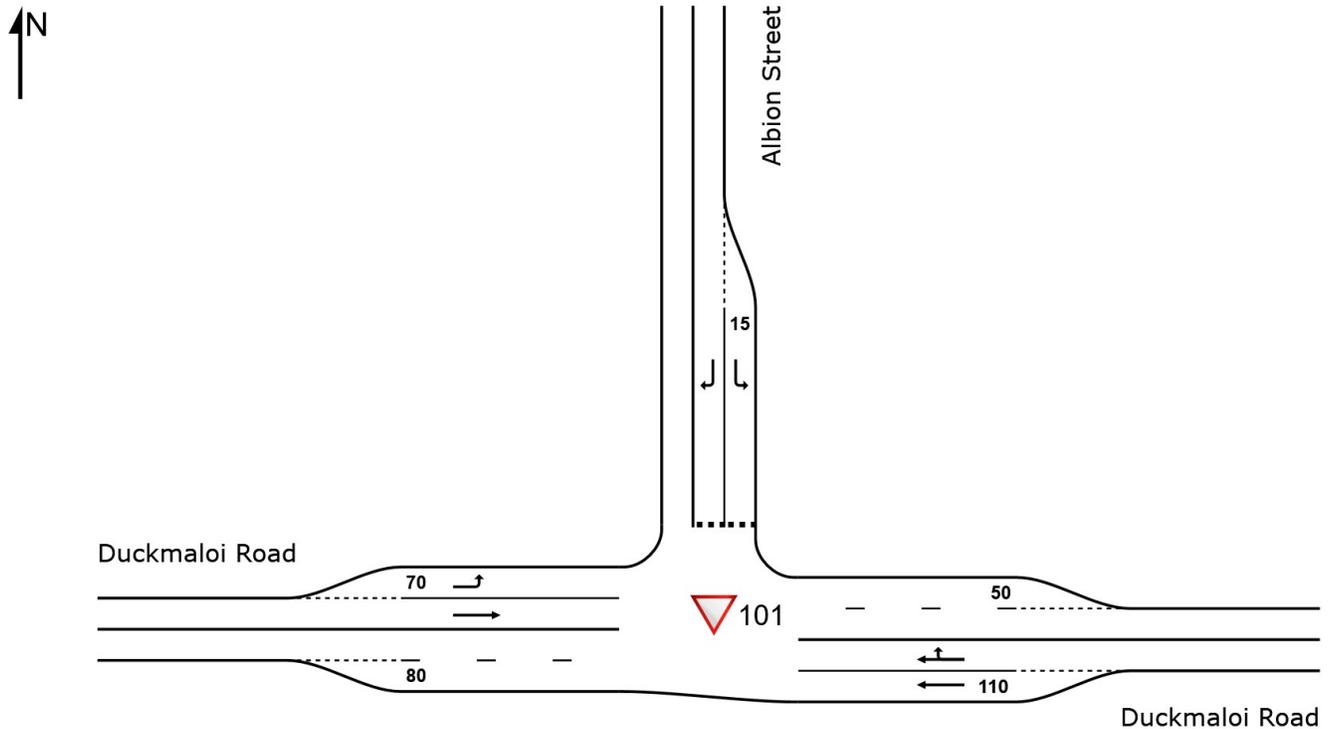
Site: 101 [3. Duckmaloi / Albion Sat PM 2022
(Site Folder: 2022 Ex)]

Network: 6 [2032 Ex Sat PM (Network Folder: Ex)]

Duckmaloi / Albion Sat PM 2022
Site Category: (None)
Give-Way (Two-Way)
Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh.]	[Dist]				
East: Duckmaloi Road														
5	T1	45	0.0	45	0.0	0.028	0.1	LOS A	0.0	0.3	0.08	0.13	0.08	58.4
6	R2	21	0.0	21	0.0	0.028	5.9	LOS A	0.0	0.3	0.17	0.28	0.17	53.9
Approach		67	0.0	67	0.0	0.028	2.0	NA	0.0	0.3	0.11	0.18	0.11	57.5
North: Albion Street														
7	L2	29	0.0	29	0.0	0.024	5.9	LOS A	0.0	0.2	0.17	0.54	0.17	53.1
9	R2	9	0.0	9	0.0	0.010	6.4	LOS A	0.0	0.1	0.29	0.55	0.29	52.5
Approach		38	0.0	38	0.0	0.024	6.0	LOS A	0.0	0.2	0.20	0.55	0.20	52.9
West: Duckmaloi Road														
10	L2	9	0.0	9	0.0	0.005	5.5	LOS A	0.0	0.0	0.00	0.58	0.00	50.9

11	T1	88	0.0	88	0.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		97	0.0	97	0.0	0.045	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles		202	0.0	202	0.0	0.045	2.0	NA	0.0	0.3	0.07	0.19	0.07	57.4

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.

▼ Site: 101 [4. O'Connell / Carrington Sat PM 2022 (Site Folder: 2022 Ex)]

■ Network: 6 [2032 Ex Sat PM (Network Folder: Ex)]

O'Connell / Carrington Sat PM 2022

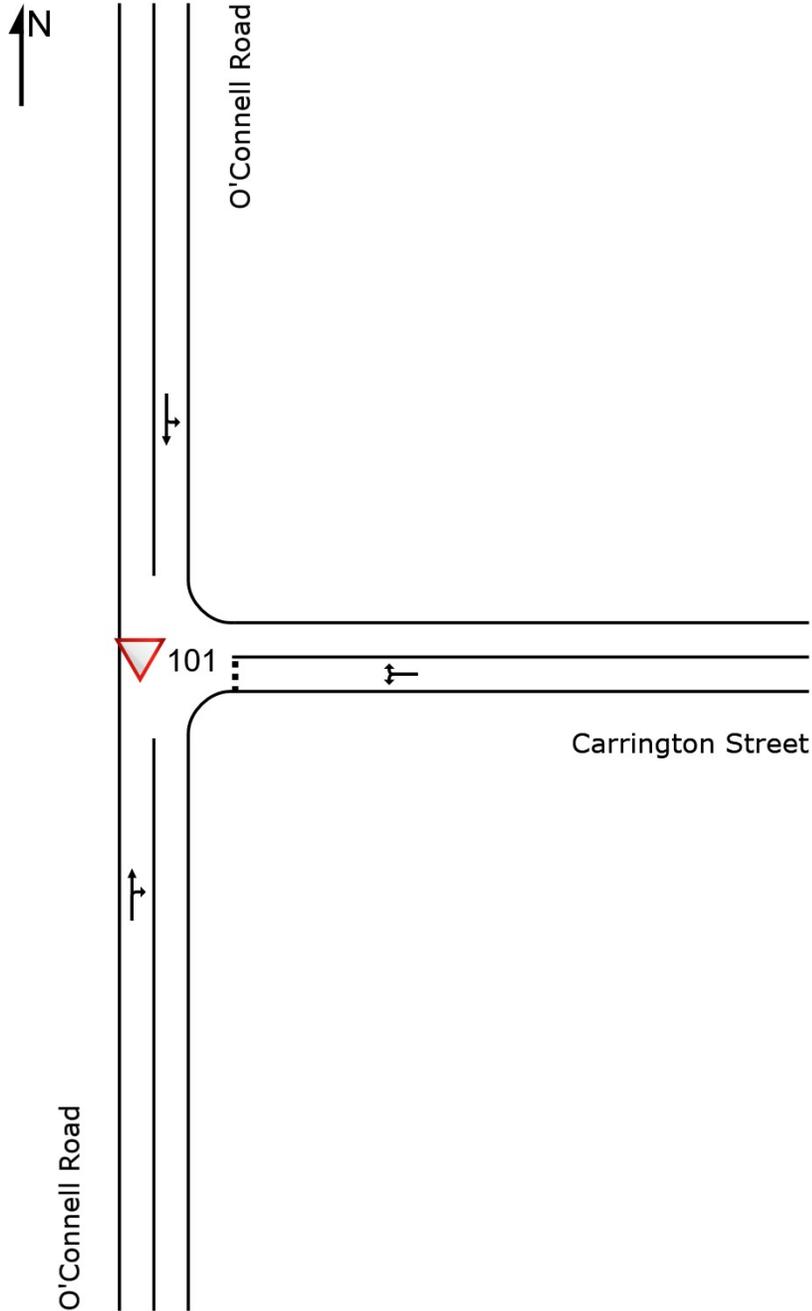
Site Category: (None)

Give-Way (Two-Way)

Design Life Analysis (Final Year): Results for 10 years

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: O'Connell Road														
2	T1	1	0.0	1	0.0	0.001	0.1	LOS A	0.0	0.0	0.13	0.28	0.13	40.2
3	R2	1	0.0	1	0.0	0.001	5.6	LOS A	0.0	0.0	0.13	0.28	0.13	52.0
Approach		3	0.0	3	0.0	0.001	2.9	NA	0.0	0.0	0.13	0.28	0.13	49.8
East: Carrington Street														
4	L2	1	0.0	1	0.0	0.036	5.5	LOS A	0.0	0.3	0.05	0.58	0.05	48.9
6	R2	44	0.0	44	0.0	0.036	5.6	LOS A	0.0	0.3	0.05	0.58	0.05	50.7
Approach		45	0.0	45	0.0	0.036	5.6	LOS A	0.0	0.3	0.05	0.58	0.05	50.6
North: O'Connell Road														
7	L2	66	0.0	66	0.0	0.036	5.5	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	1	0.0	1	0.0	0.036	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		67	0.0	67	0.0	0.036	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		115	0.0	115	0.0	0.036	5.4	NA	0.0	0.3	0.02	0.57	0.02	52.6

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

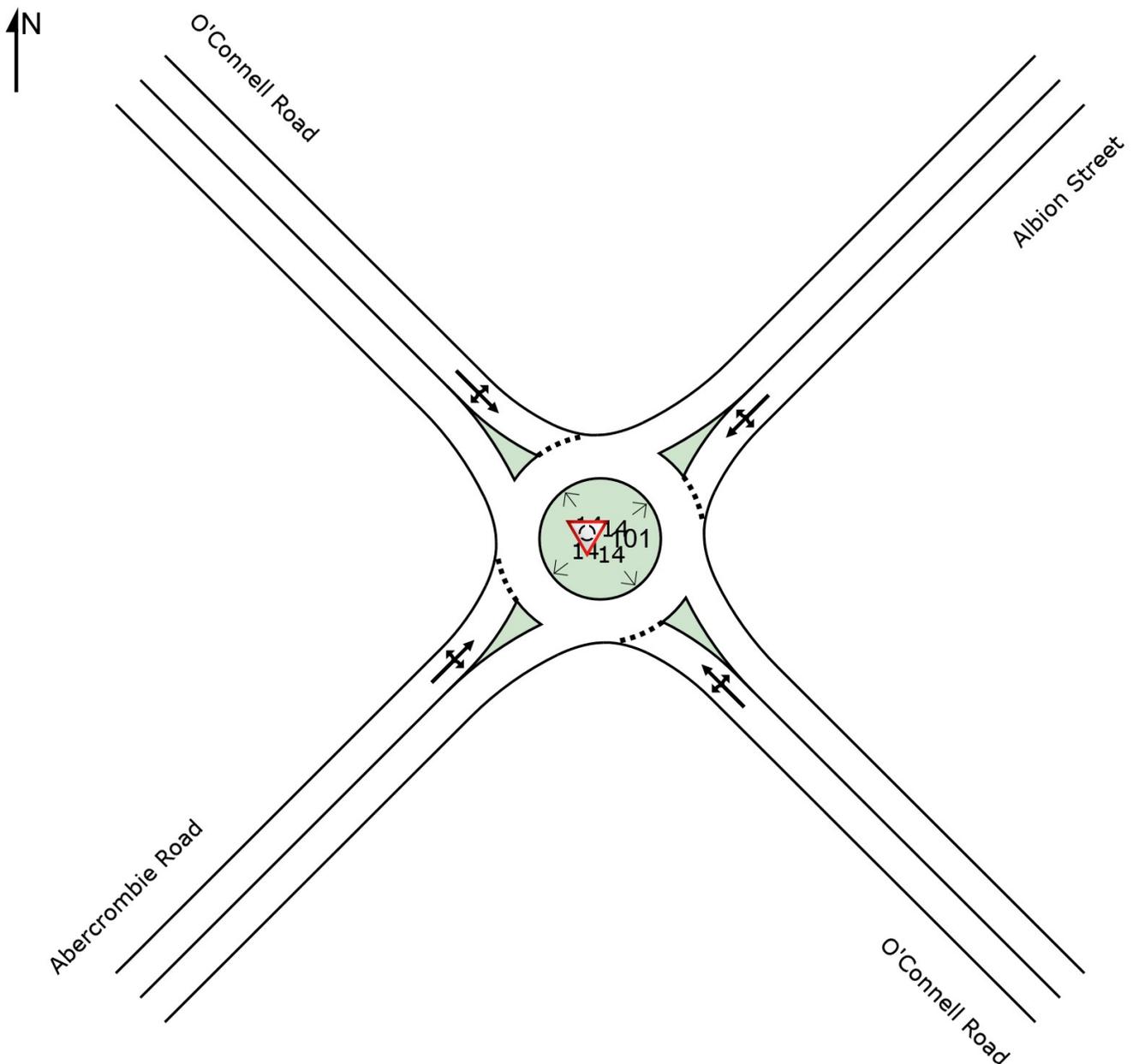
 Site: 101 [1. Albion / O'Connell / Abercrombie Fri PM 2022 (Site Folder: 2022 Dev Club)]

 Network: 7 [2022 Dev Club Fri PM (Network Folder: Dev 2022)]

Albion / O'Connell / Abercrombie Fri PM 2022
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
SouthEast: O'Connell Road														
21	L2	8	0.0	8	0.0	0.073	4.8	LOS A	0.1	1.1	0.29	0.49	0.29	55.2
22	T1	64	6.6	64	6.6	0.073	5.2	LOS A	0.1	1.1	0.29	0.49	0.29	55.9
23	R2	13	16.7	13	16.7	0.073	9.2	LOS A	0.1	1.1	0.29	0.49	0.29	49.0
Approach		85	7.4	85	7.4	0.073	5.7	LOS A	0.1	1.1	0.29	0.49	0.29	55.4
NorthEast: Albion Street														
24	L2	6	33.3	6	33.3	0.096	5.3	LOS A	0.2	1.6	0.28	0.59	0.28	52.1
25	T1	21	25.0	21	25.0	0.096	5.4	LOS A	0.2	1.6	0.28	0.59	0.28	55.5
26	R2	80	15.8	80	15.8	0.096	9.2	LOS A	0.2	1.6	0.28	0.59	0.28	55.4
Approach		107	18.6	107	18.6	0.096	8.2	LOS A	0.2	1.6	0.28	0.59	0.28	55.3
NorthWest: O'Connell Road														
27	L2	43	26.8	43	26.8	0.107	4.8	LOS A	0.2	1.7	0.19	0.47	0.19	54.9
28	T1	82	2.6	82	2.6	0.107	4.8	LOS A	0.2	1.7	0.19	0.47	0.19	54.9
29	R2	12	0.0	12	0.0	0.107	8.6	LOS A	0.2	1.7	0.19	0.47	0.19	57.2
Approach		137	10.0	137	10.0	0.107	5.1	LOS A	0.2	1.7	0.19	0.47	0.19	55.2
SouthWest: Abercrombie Road														
30	L2	12	9.1	12	9.1	0.048	5.1	LOS A	0.1	0.7	0.33	0.52	0.33	56.1
31	T1	27	15.4	27	15.4	0.048	5.5	LOS A	0.1	0.7	0.33	0.52	0.33	54.1
32	R2	12	36.4	12	36.4	0.048	9.8	LOS A	0.1	0.7	0.33	0.52	0.33	54.1
Approach		51	18.8	51	18.8	0.048	6.4	LOS A	0.1	0.7	0.33	0.52	0.33	54.9
All Vehicles		380	13.0	380	13.0	0.107	6.3	LOS A	0.2	1.7	0.26	0.52	0.26	55.2

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).

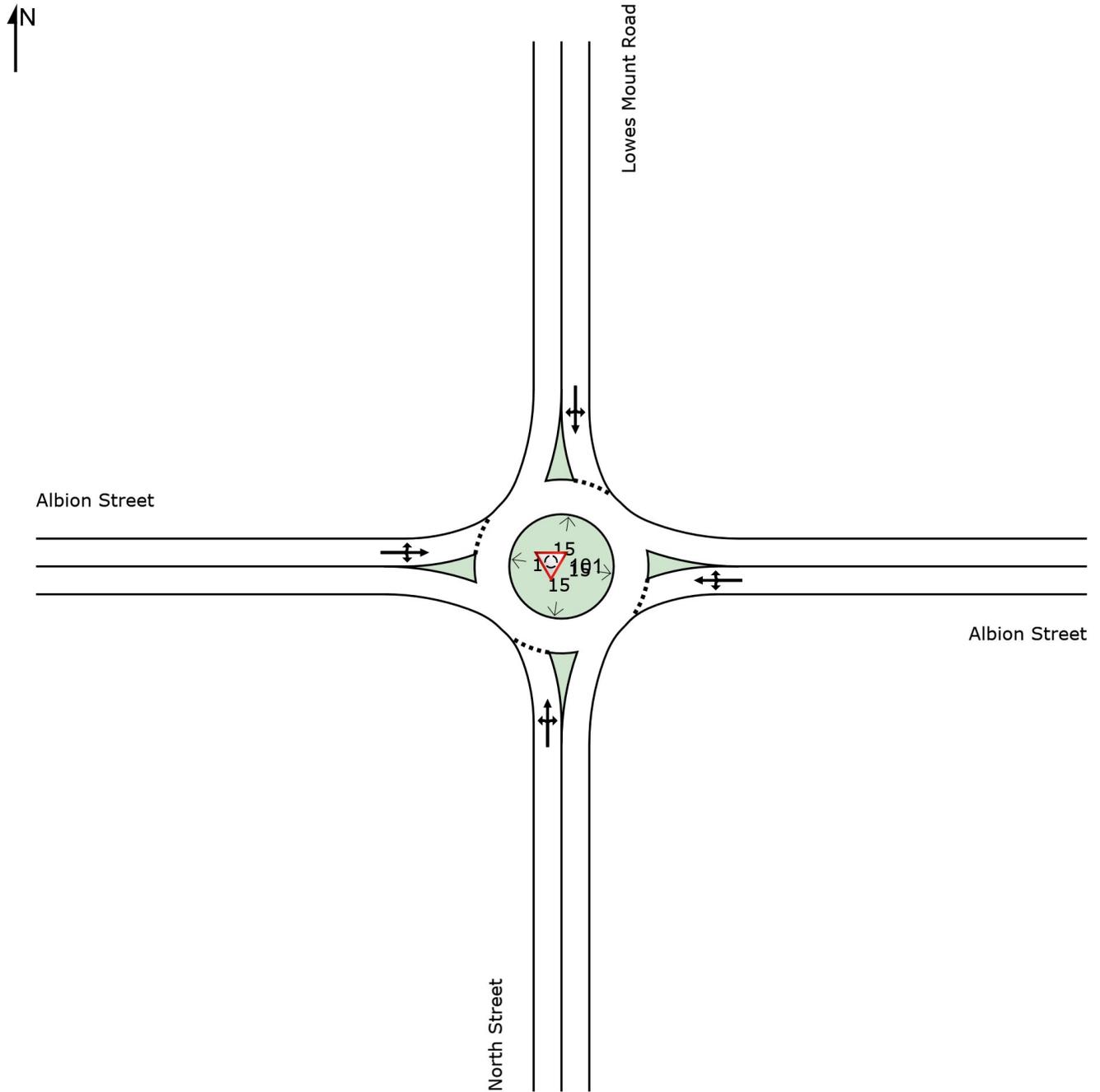
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

Albion / North / Lowes Mount Fri PM 2022
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: North Street														
1	L2	91	0.0	91	0.0	0.127	5.6	LOS A	0.3	1.9	0.45	0.58	0.45	49.3
2	T1	28	0.0	28	0.0	0.127	5.9	LOS A	0.3	1.9	0.45	0.58	0.45	54.4
3	R2	21	0.0	21	0.0	0.127	9.9	LOS A	0.3	1.9	0.45	0.58	0.45	49.3
Approach		140	0.0	140	0.0	0.127	6.3	LOS A	0.3	1.9	0.45	0.58	0.45	50.9
East: Albion Street														
4	L2	21	0.0	21	0.0	0.217	4.8	LOS A	0.5	3.4	0.31	0.48	0.31	53.6
5	T1	252	0.0	252	0.0	0.217	5.1	LOS A	0.5	3.4	0.31	0.48	0.31	50.1
6	R2	9	0.0	9	0.0	0.217	9.2	LOS A	0.5	3.4	0.31	0.48	0.31	54.6
Approach		282	0.0	282	0.0	0.217	5.2	LOS A	0.5	3.4	0.31	0.48	0.31	50.8
North: Lowes Mount Road														
7	L2	2	0.0	2	0.0	0.048	5.5	LOS A	0.1	0.7	0.42	0.58	0.42	47.9
8	T1	27	0.0	27	0.0	0.048	5.8	LOS A	0.1	0.7	0.42	0.58	0.42	53.4
9	R2	23	0.0	23	0.0	0.048	9.8	LOS A	0.1	0.7	0.42	0.58	0.42	47.9
Approach		53	0.0	53	0.0	0.048	7.6	LOS A	0.1	0.7	0.42	0.58	0.42	51.5
West: Albion Street														
10	L2	23	0.0	23	0.0	0.205	4.4	LOS A	0.5	3.4	0.21	0.49	0.21	55.1
11	T1	198	0.0	198	0.0	0.205	4.8	LOS A	0.5	3.4	0.21	0.49	0.21	53.8
12	R2	72	0.0	72	0.0	0.205	8.8	LOS A	0.5	3.4	0.21	0.49	0.21	55.9
Approach		293	0.0	293	0.0	0.205	5.7	LOS A	0.5	3.4	0.21	0.49	0.21	54.6
All Vehicles		767	0.0	767	0.0	0.217	5.8	LOS A	0.5	3.4	0.30	0.51	0.30	52.8

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).

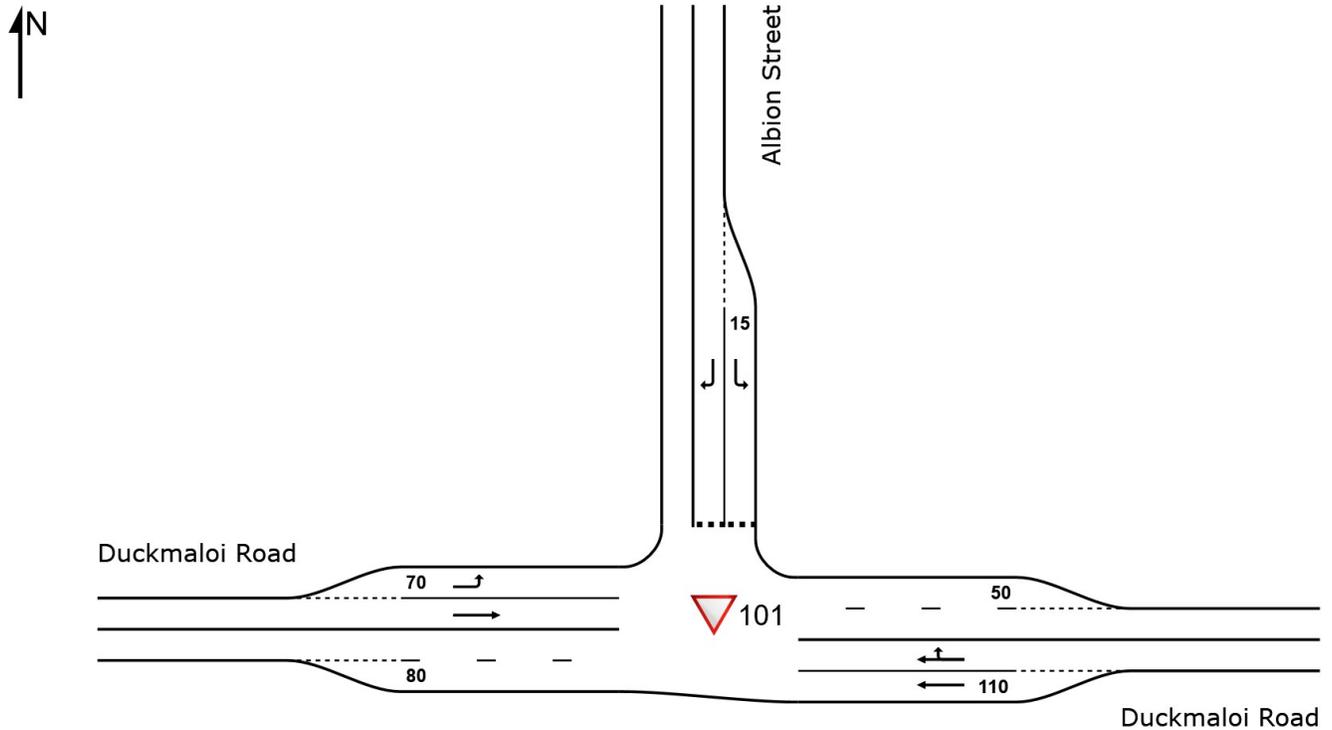
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

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

Duckmaloi / Albion Fri PM 2022
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh.]	[Dist]				
East: Duckmaloi Road														
5	T1	73	0.0	73	0.0	0.045	0.3	LOSA	0.1	0.5	0.11	0.13	0.11	58.3
6	R2	35	0.0	35	0.0	0.045	6.1	LOSA	0.1	0.5	0.23	0.29	0.23	53.4
Approach		107	0.0	107	0.0	0.045	2.2	NA	0.1	0.5	0.15	0.18	0.15	57.3
North: Albion Street														
7	L2	46	0.0	46	0.0	0.040	6.1	LOSA	0.1	0.4	0.24	0.56	0.24	52.9
9	R2	14	0.0	14	0.0	0.017	7.2	LOSA	0.0	0.2	0.38	0.59	0.38	52.1
Approach		60	0.0	60	0.0	0.040	6.3	LOSA	0.1	0.4	0.27	0.56	0.27	52.7
West: Duckmaloi Road														
10	L2	14	0.0	14	0.0	0.007	5.5	LOSA	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	144	0.0	144	0.0	0.074	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0

Approach	158	0.0	158	0.0	0.074	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles	325	0.0	325	0.0	0.074	2.1	NA	0.1	0.5	0.10	0.19	0.10	57.4

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.

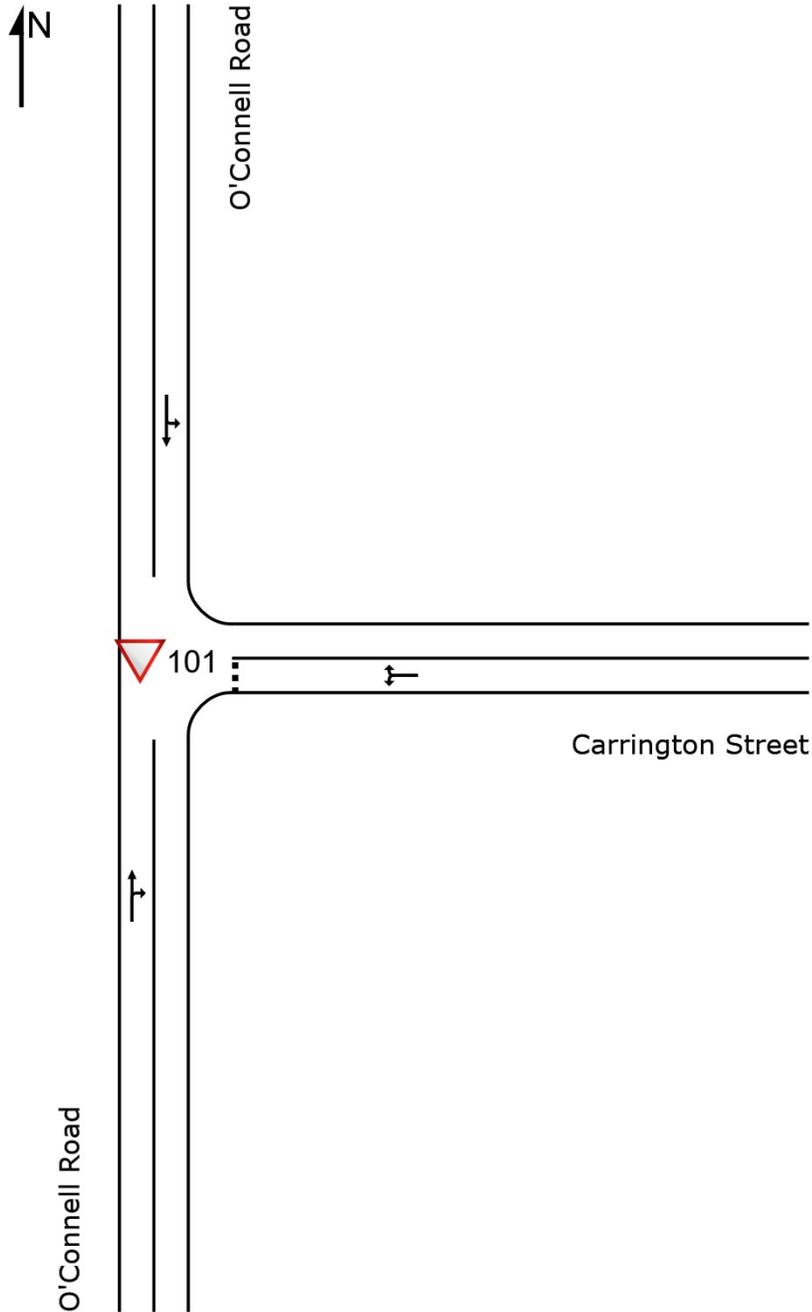
▼ Site: 101 [4. O'Connell / Carrington Fri PM 2022 (Site Folder: 2022 Dev Club)]

■ Network: 7 [2022 Dev Club Fri PM (Network Folder: Dev 2022)]

O'Connell / Carrington Fri PM 2022
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: O'Connell Road														
2	T1	3	0.0	3	0.0	0.003	0.2	LOS A	0.0	0.0	0.16	0.23	0.16	42.0
3	R2	2	0.0	2	0.0	0.003	5.7	LOS A	0.0	0.0	0.16	0.23	0.16	52.5
Approach		5	0.0	5	0.0	0.003	2.4	NA	0.0	0.0	0.16	0.23	0.16	49.9
East: Carrington Street														
4	L2	2	0.0	2	0.0	0.062	5.6	LOS A	0.1	0.6	0.09	0.58	0.09	48.8
6	R2	75	0.0	75	0.0	0.062	5.7	LOS A	0.1	0.6	0.09	0.58	0.09	50.5
Approach		77	0.0	77	0.0	0.062	5.7	LOS A	0.1	0.6	0.09	0.58	0.09	50.4
North: O'Connell Road														
7	L2	108	0.0	108	0.0	0.060	5.6	LOS A	0.0	0.0	0.00	0.56	0.00	53.4
8	T1	3	0.0	3	0.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.56	0.00	51.8
Approach		112	0.0	112	0.0	0.060	5.4	NA	0.0	0.0	0.00	0.56	0.00	53.4
All Vehicles		194	0.0	194	0.0	0.062	5.4	NA	0.1	0.6	0.04	0.56	0.04	52.5

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

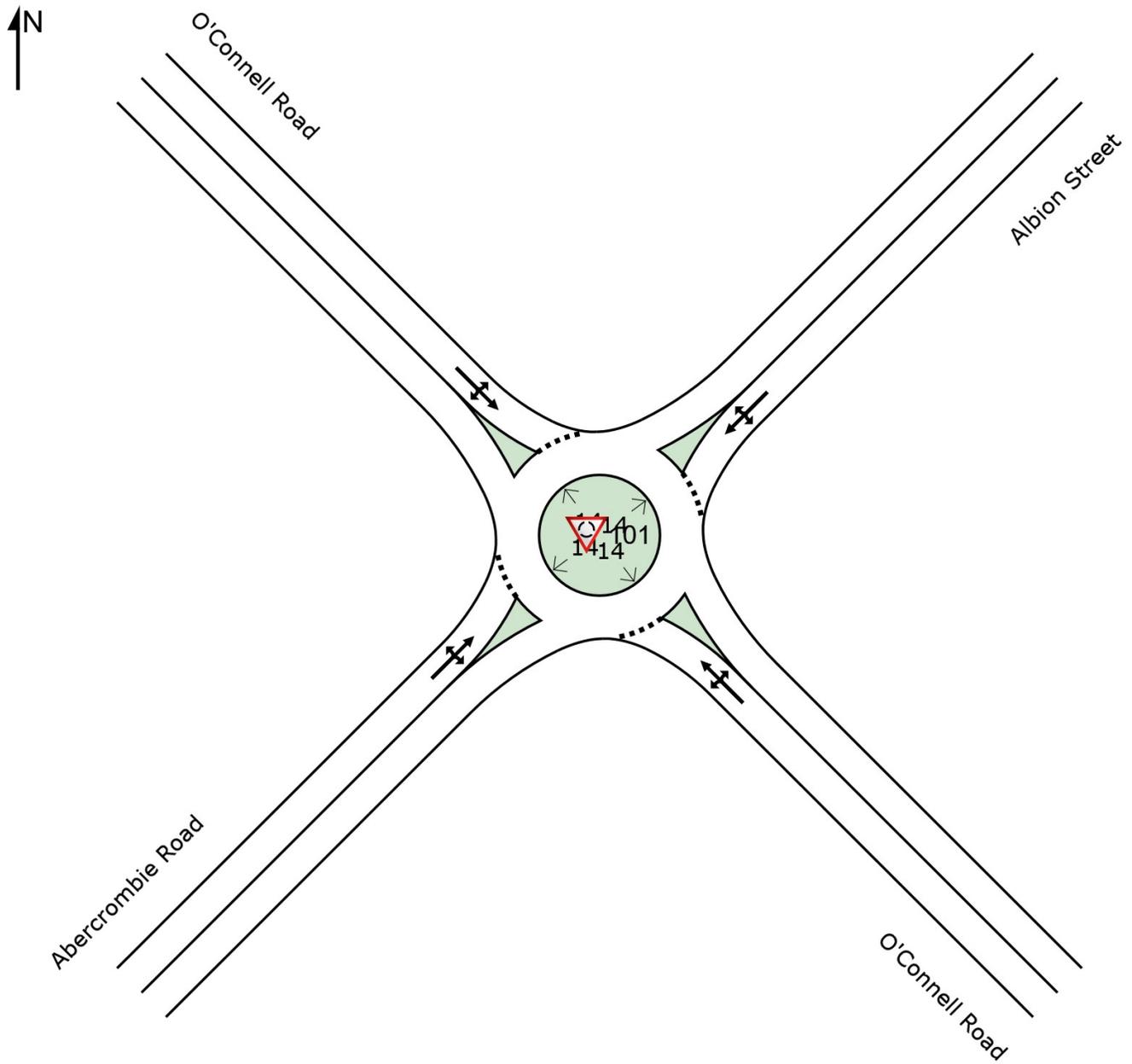
 Site: 101 [1. Albion / O'Connell / Abercrombie
Sat PM 2022 - Dev Footy A (Site Folder: 2022 Dev
Footy A)]

 Network: 3 [2022 Dev Footy A Sat PM
(Network Folder: Dev 2022)]

Albion / O'Connell / Abercrombie Sat PM 2022 - Dev Footy A
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
SouthEast: O'Connell Road														
21	L2	6	0.0	6	0.0	0.078	4.5	LOSA	0.2	1.1	0.17	0.46	0.17	55.5
22	T1	85	2.5	85	2.5	0.078	4.8	LOSA	0.2	1.1	0.17	0.46	0.17	56.3
23	R2	11	0.0	11	0.0	0.078	8.6	LOSA	0.2	1.1	0.17	0.46	0.17	49.9
Approach		102	2.1	102	2.1	0.078	5.1	LOSA	0.2	1.1	0.17	0.46	0.17	56.0
NorthEast: Albion Street														

24	L2	3	33.3	3	33.3	0.036	5.0	LOS A	0.1	0.5	0.22	0.57	0.22	52.6
25	T1	12	9.1	12	9.1	0.036	5.0	LOS A	0.1	0.5	0.22	0.57	0.22	56.1
26	R2	27	11.5	27	11.5	0.036	8.9	LOS A	0.1	0.5	0.22	0.57	0.22	55.8
Approach		42	12.5	42	12.5	0.036	7.5	LOS A	0.1	0.5	0.22	0.57	0.22	55.7
NorthWest: O'Connell Road														
27	L2	33	3.2	33	3.2	0.080	4.5	LOS A	0.2	1.2	0.19	0.47	0.19	55.0
28	T1	60	3.5	60	3.5	0.080	4.8	LOS A	0.2	1.2	0.19	0.47	0.19	55.0
29	R2	11	20.0	11	20.0	0.080	8.9	LOS A	0.2	1.2	0.19	0.47	0.19	56.8
Approach		103	5.1	103	5.1	0.080	5.1	LOS A	0.2	1.2	0.19	0.47	0.19	55.3
SouthWest: Abercrombie Road														
30	L2	2	0.0	2	0.0	0.039	4.8	LOS A	0.1	0.5	0.28	0.48	0.28	56.4
31	T1	38	5.6	38	5.6	0.039	5.1	LOS A	0.1	0.5	0.28	0.48	0.28	54.3
32	R2	6	0.0	6	0.0	0.039	8.9	LOS A	0.1	0.5	0.28	0.48	0.28	54.3
Approach		46	4.5	46	4.5	0.039	5.6	LOS A	0.1	0.5	0.28	0.48	0.28	54.5
All Vehicles		294	5.0	294	5.0	0.080	5.6	LOS A	0.2	1.2	0.20	0.48	0.20	55.5

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.

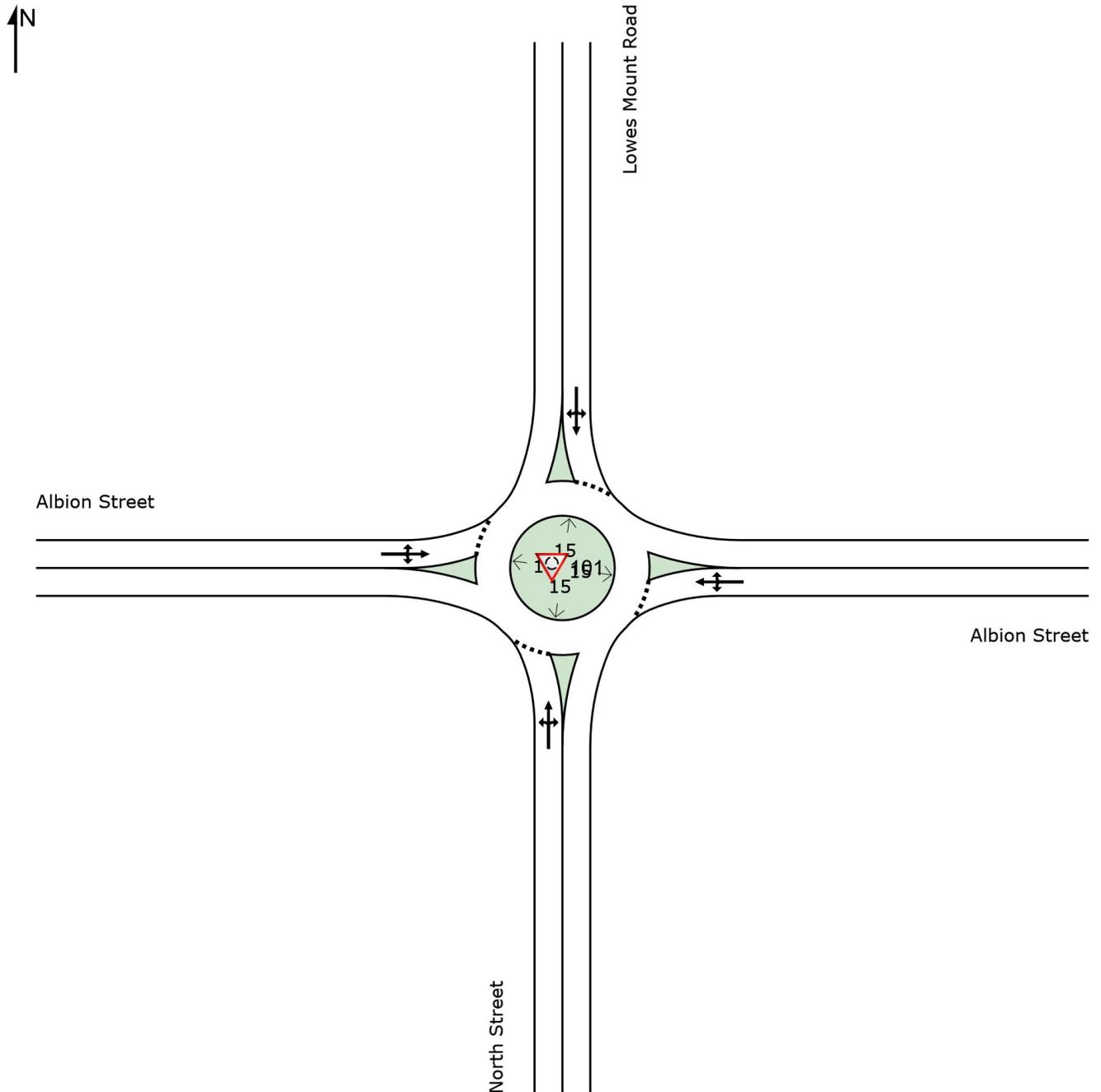
▼ Site: 101 [2. Albion / North / Lowes Mount Sat PM 2022 - Dev Footy A (Site Folder: 2022 Dev Footy A)]

■ Network: 3 [2022 Dev Footy A Sat PM (Network Folder: Dev 2022)]

Albion / North / Lowes Mount Sat PM 2022 - Dev Footy A
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %]	[Total veh/h	HV %]				[Veh. veh	Dist m]				
South: North Street														
1	L2	7	0.0	7	0.0	0.061	4.4	LOS A	0.1	0.8	0.17	0.55	0.17	48.9
2	T1	33	0.0	33	0.0	0.061	4.7	LOS A	0.1	0.8	0.17	0.55	0.17	54.1
3	R2	43	0.0	43	0.0	0.061	8.7	LOS A	0.1	0.8	0.17	0.55	0.17	48.9
Approach		83	0.0	83	0.0	0.061	6.8	LOS A	0.1	0.8	0.17	0.55	0.17	51.7
East: Albion Street														
4	L2	51	0.0	51	0.0	0.068	4.4	LOS A	0.1	1.0	0.19	0.48	0.19	54.1
5	T1	28	7.4	28	7.4	0.068	4.8	LOS A	0.1	1.0	0.19	0.48	0.19	50.9
6	R2	11	10.0	11	10.0	0.068	8.9	LOS A	0.1	1.0	0.19	0.48	0.19	54.7
Approach		89	3.5	89	3.5	0.068	5.1	LOS A	0.1	1.0	0.19	0.48	0.19	53.6
North: Lowes Mount Road														
7	L2	7	0.0	7	0.0	0.044	4.5	LOS A	0.1	0.6	0.21	0.48	0.21	50.2
8	T1	40	0.0	40	0.0	0.044	4.8	LOS A	0.1	0.6	0.21	0.48	0.21	54.9
9	R2	11	0.0	11	0.0	0.044	8.9	LOS A	0.1	0.6	0.21	0.48	0.21	50.2
Approach		58	0.0	58	0.0	0.044	5.5	LOS A	0.1	0.6	0.21	0.48	0.21	54.0
West: Albion Street														
10	L2	6	0.0	6	0.0	0.031	4.5	LOS A	0.1	0.4	0.22	0.49	0.22	55.1
11	T1	23	13.6	23	13.6	0.031	5.0	LOS A	0.1	0.4	0.22	0.49	0.22	53.7
12	R2	9	0.0	9	0.0	0.031	8.9	LOS A	0.1	0.4	0.22	0.49	0.22	55.9
Approach		39	8.1	39	8.1	0.031	5.9	LOS A	0.1	0.4	0.22	0.49	0.22	54.6
All Vehicles		269	2.3	269	2.3	0.068	5.8	LOS A	0.1	1.0	0.19	0.50	0.19	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.

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.

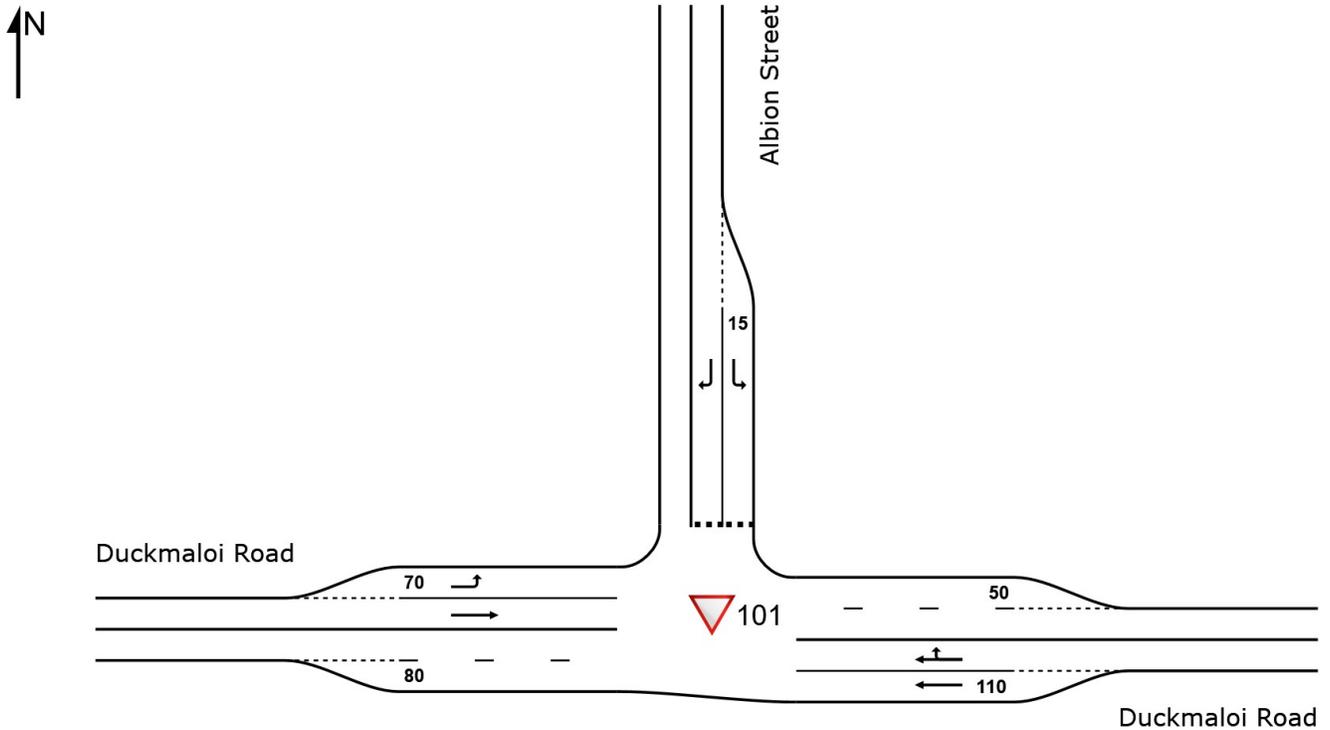
▼ Site: 101 [3. Duckmaloi / Albion Sat PM 2022 - Dev Footy A (Site Folder: 2022 Dev Footy A)]

■ Network: 3 [2022 Dev Footy A Sat PM (Network Folder: Dev 2022)]

Duckmaloi / Albion Sat PM 2022 - Dev Footy A
 Site Category: (None)
 Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
East: Duckmaloi Road														
5	T1	38	0.0	38	0.0	0.023	0.1	LOSA	0.0	0.3	0.07	0.13	0.07	58.4
6	R2	18	0.0	18	0.0	0.023	5.8	LOSA	0.0	0.3	0.15	0.28	0.15	54.1
Approach		56	0.0	56	0.0	0.023	1.9	NA	0.0	0.3	0.10	0.18	0.10	57.5
North: Albion Street														
7	L2	24	0.0	24	0.0	0.019	5.8	LOSA	0.0	0.2	0.16	0.54	0.16	53.1
9	R2	7	0.0	7	0.0	0.008	6.3	LOSA	0.0	0.1	0.26	0.55	0.26	52.6
Approach		32	0.0	32	0.0	0.019	5.9	LOSA	0.0	0.2	0.18	0.54	0.18	53.0
West: Duckmaloi Road														
10	L2	7	0.0	7	0.0	0.004	5.5	LOSA	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	74	0.0	74	0.0	0.038	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0

Approach	81	0.0	81	0.0	0.038	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles	168	0.0	168	0.0	0.038	2.0	NA	0.0	0.3	0.07	0.19	0.07	57.5

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.

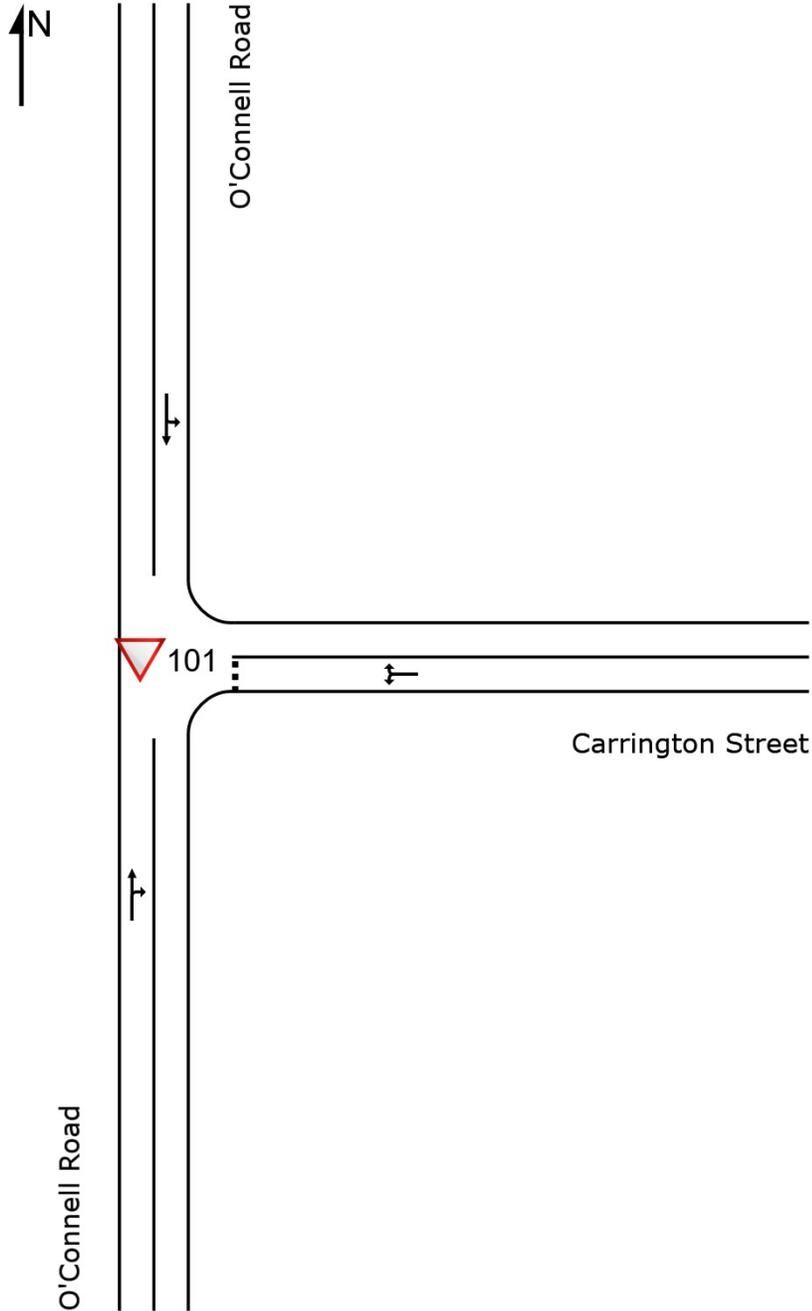
▼ Site: 101 [4. O'Connell / Carrington Sat PM
2022 - Dev Footy A (Site Folder: 2022 Dev Footy
A)]

■ Network: 3 [2022 Dev Footy A Sat PM
(Network Folder: Dev 2022)]

O'Connell / Carrington Sat PM 2022 - Dev Footy A
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: O'Connell Road														
2	T1	1	0.0	1	0.0	0.001	0.2	LOS A	0.0	0.0	0.18	0.28	0.18	39.4
3	R2	1	0.0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.18	0.28	0.18	51.8
Approach		2	0.0	2	0.0	0.001	3.0	NA	0.0	0.0	0.18	0.28	0.18	49.4
East: Carrington Street														
4	L2	1	0.0	1	0.0	0.031	5.5	LOS A	0.0	0.3	0.07	0.58	0.07	48.9
6	R2	37	0.0	37	0.0	0.031	5.6	LOS A	0.0	0.3	0.07	0.58	0.07	50.6
Approach		38	0.0	38	0.0	0.031	5.6	LOS A	0.0	0.3	0.07	0.58	0.07	50.5
North: O'Connell Road														
7	L2	109	0.0	109	0.0	0.060	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	2	0.0	2	0.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		112	0.0	112	0.0	0.060	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		152	0.0	152	0.0	0.060	5.5	NA	0.0	0.3	0.02	0.57	0.02	52.9

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

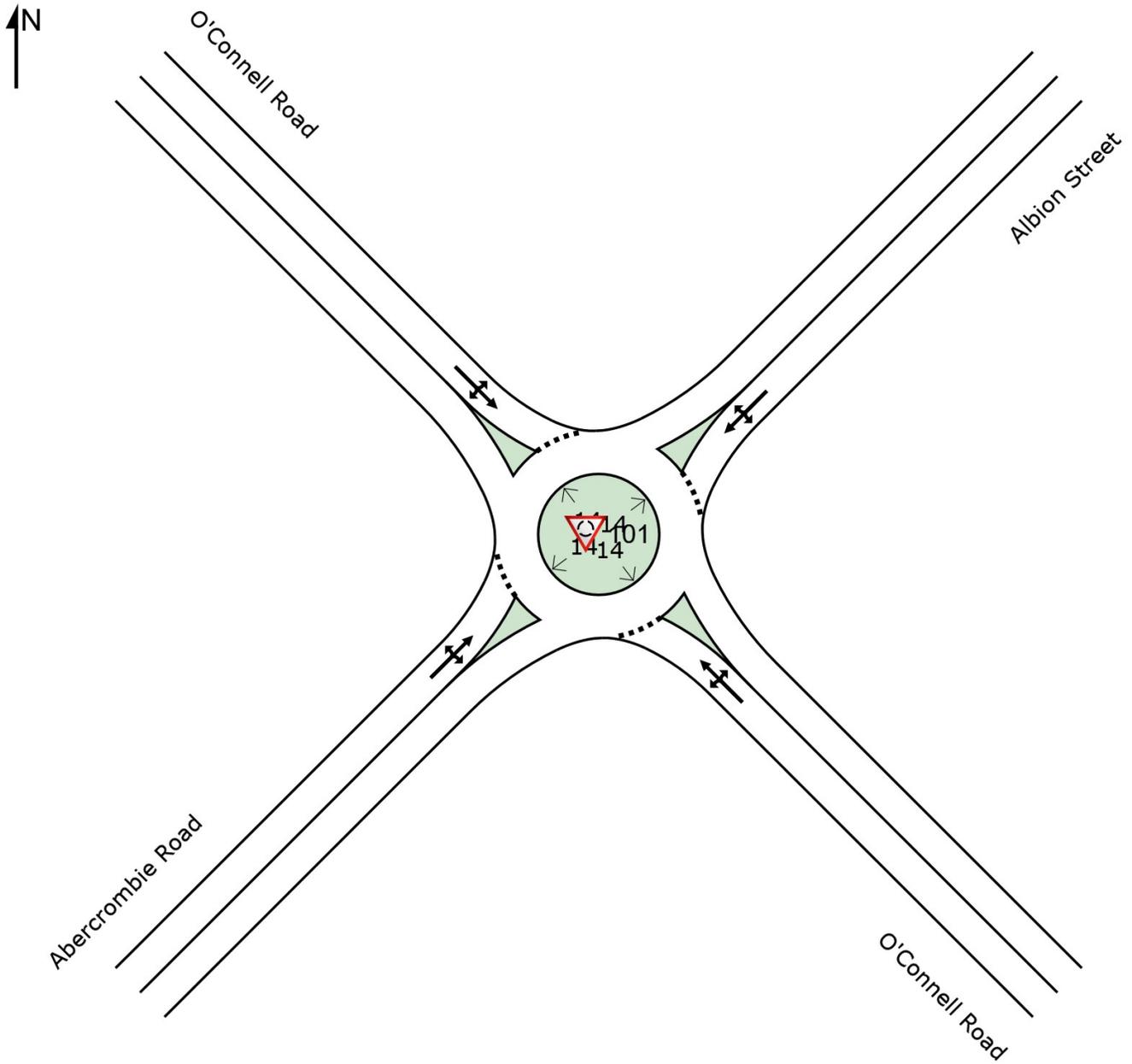
 Site: 101 [1. Albion / O'Connell / Abercrombie
Sat PM 2022 - Dev Footy A (Site Folder: 2022 Dev
Footy A)]

 Network: 4 [2022 Dev Footy B Sat PM
(Network Folder: Dev 2022)]

Albion / O'Connell / Abercrombie Sat PM 2022 - Dev Footy A
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
SouthEast: O'Connell Road														
21	L2	6	0.0	6	0.0	0.078	4.5	LOSA	0.2	1.1	0.17	0.46	0.17	55.5
22	T1	85	2.5	85	2.5	0.078	4.8	LOSA	0.2	1.1	0.17	0.46	0.17	56.3
23	R2	11	0.0	11	0.0	0.078	8.6	LOSA	0.2	1.1	0.17	0.46	0.17	49.9
Approach		102	2.1	102	2.1	0.078	5.1	LOSA	0.2	1.1	0.17	0.46	0.17	56.0
NorthEast: Albion Street														

24	L2	3	33.3	3	33.3	0.036	5.0	LOS A	0.1	0.5	0.22	0.57	0.22	52.6
25	T1	12	9.1	12	9.1	0.036	5.0	LOS A	0.1	0.5	0.22	0.57	0.22	56.1
26	R2	27	11.5	27	11.5	0.036	8.9	LOS A	0.1	0.5	0.22	0.57	0.22	55.8
Approach		42	12.5	42	12.5	0.036	7.5	LOS A	0.1	0.5	0.22	0.57	0.22	55.7
NorthWest: O'Connell Road														
27	L2	33	3.2	33	3.2	0.080	4.5	LOS A	0.2	1.2	0.19	0.47	0.19	55.0
28	T1	60	3.5	60	3.5	0.080	4.8	LOS A	0.2	1.2	0.19	0.47	0.19	55.0
29	R2	11	20.0	11	20.0	0.080	8.9	LOS A	0.2	1.2	0.19	0.47	0.19	56.8
Approach		103	5.1	103	5.1	0.080	5.1	LOS A	0.2	1.2	0.19	0.47	0.19	55.3
SouthWest: Abercrombie Road														
30	L2	2	0.0	2	0.0	0.039	4.8	LOS A	0.1	0.5	0.28	0.48	0.28	56.4
31	T1	38	5.6	38	5.6	0.039	5.1	LOS A	0.1	0.5	0.28	0.48	0.28	54.3
32	R2	6	0.0	6	0.0	0.039	8.9	LOS A	0.1	0.5	0.28	0.48	0.28	54.3
Approach		46	4.5	46	4.5	0.039	5.6	LOS A	0.1	0.5	0.28	0.48	0.28	54.5
All Vehicles		294	5.0	294	5.0	0.080	5.6	LOS A	0.2	1.2	0.20	0.48	0.20	55.5

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.

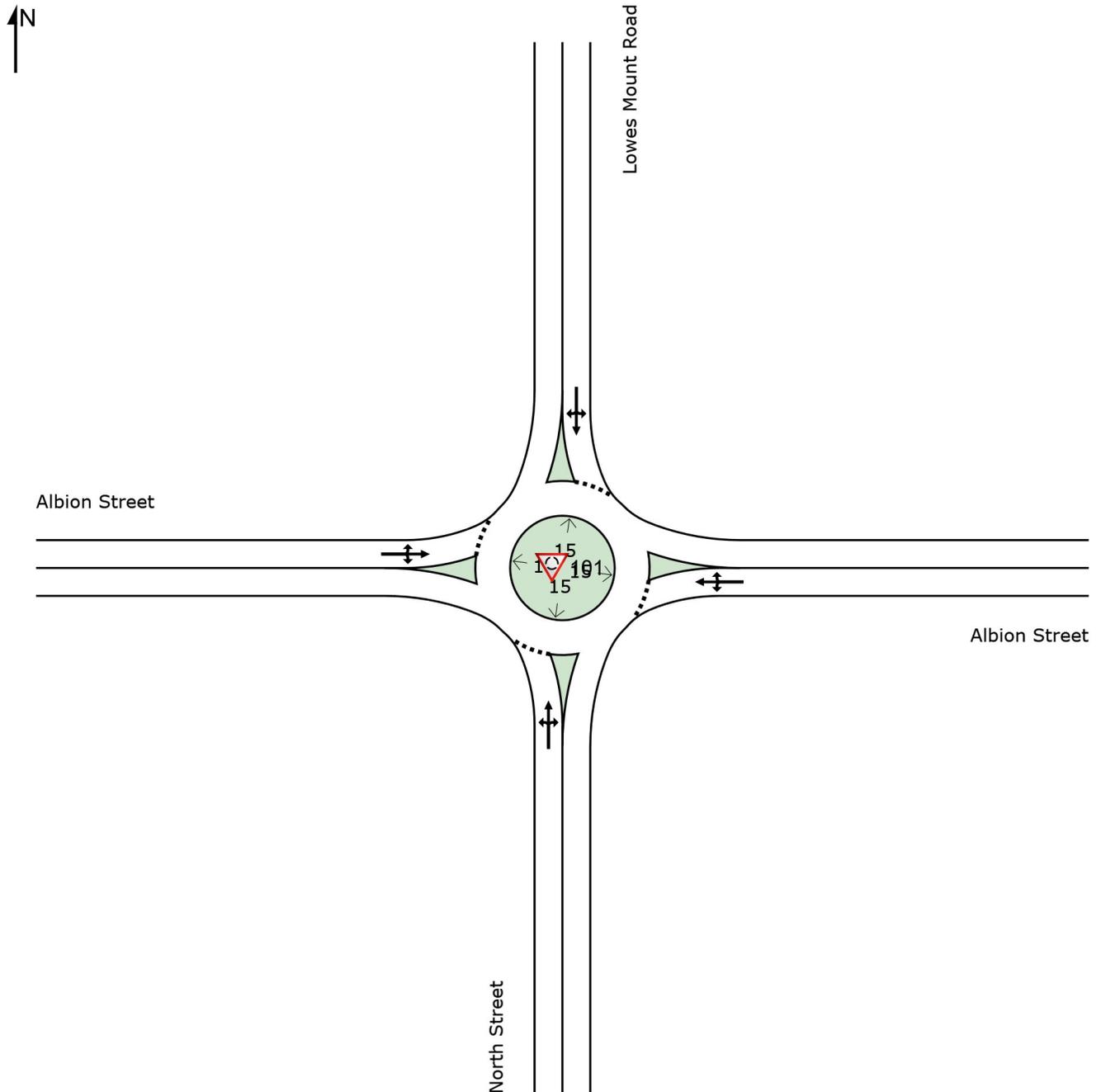
Site: 101 [2. Albion / North / Lowes Mount Sat PM 2022 - Dev Footy A (Site Folder: 2022 Dev Footy A)]

Network: 4 [2022 Dev Footy B Sat PM (Network Folder: Dev 2022)]

Albion / North / Lowes Mount Sat PM 2022 - Dev Footy A
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %]	[Total veh/h	HV %]				[Veh. veh	Dist] m				
South: North Street														
1	L2	7	0.0	7	0.0	0.061	4.4	LOS A	0.1	0.8	0.17	0.55	0.17	48.9
2	T1	33	0.0	33	0.0	0.061	4.7	LOS A	0.1	0.8	0.17	0.55	0.17	54.1
3	R2	43	0.0	43	0.0	0.061	8.7	LOS A	0.1	0.8	0.17	0.55	0.17	48.9
Approach		83	0.0	83	0.0	0.061	6.8	LOS A	0.1	0.8	0.17	0.55	0.17	51.7
East: Albion Street														
4	L2	51	0.0	51	0.0	0.068	4.4	LOS A	0.1	1.0	0.19	0.48	0.19	54.1
5	T1	28	7.4	28	7.4	0.068	4.8	LOS A	0.1	1.0	0.19	0.48	0.19	50.9
6	R2	11	10.0	11	10.0	0.068	8.9	LOS A	0.1	1.0	0.19	0.48	0.19	54.7
Approach		89	3.5	89	3.5	0.068	5.1	LOS A	0.1	1.0	0.19	0.48	0.19	53.6
North: Lowes Mount Road														
7	L2	7	0.0	7	0.0	0.044	4.5	LOS A	0.1	0.6	0.21	0.48	0.21	50.2
8	T1	40	0.0	40	0.0	0.044	4.8	LOS A	0.1	0.6	0.21	0.48	0.21	54.9
9	R2	11	0.0	11	0.0	0.044	8.9	LOS A	0.1	0.6	0.21	0.48	0.21	50.2
Approach		58	0.0	58	0.0	0.044	5.5	LOS A	0.1	0.6	0.21	0.48	0.21	54.0
West: Albion Street														
10	L2	6	0.0	6	0.0	0.031	4.5	LOS A	0.1	0.4	0.22	0.49	0.22	55.1
11	T1	23	13.6	23	13.6	0.031	5.0	LOS A	0.1	0.4	0.22	0.49	0.22	53.7
12	R2	9	0.0	9	0.0	0.031	8.9	LOS A	0.1	0.4	0.22	0.49	0.22	55.9
Approach		39	8.1	39	8.1	0.031	5.9	LOS A	0.1	0.4	0.22	0.49	0.22	54.6
All Vehicles		269	2.3	269	2.3	0.068	5.8	LOS A	0.1	1.0	0.19	0.50	0.19	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.

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.

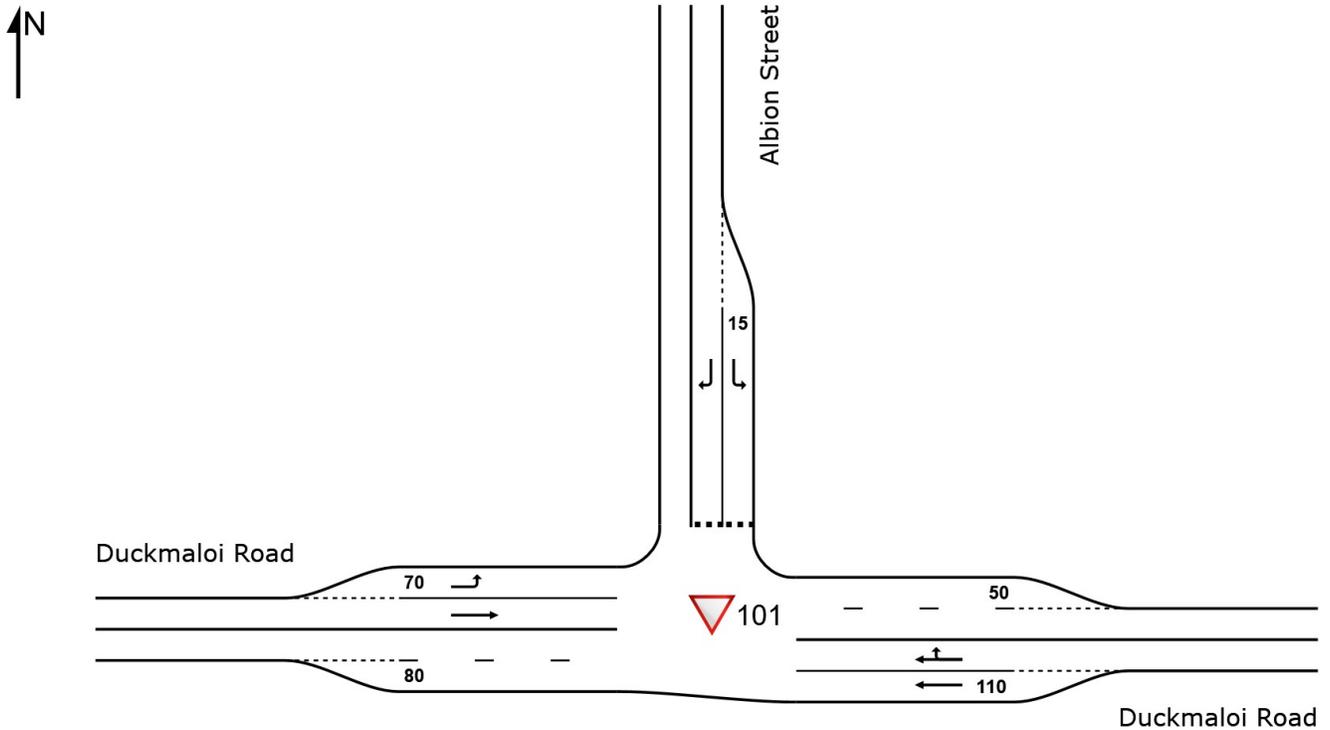
▼ Site: 101 [3. Duckmaloi / Albion Sat PM 2022 - Dev Footy A (Site Folder: 2022 Dev Footy A)]

■ Network: 4 [2022 Dev Footy B Sat PM (Network Folder: Dev 2022)]

Duckmaloi / Albion Sat PM 2022 - Dev Footy A
 Site Category: (None)
 Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh.]	[Dist]				
East: Duckmaloi Road														
5	T1	38	0.0	38	0.0	0.023	0.1	LOSA	0.0	0.3	0.07	0.13	0.07	58.4
6	R2	18	0.0	18	0.0	0.023	5.8	LOSA	0.0	0.3	0.15	0.28	0.15	54.1
Approach		56	0.0	56	0.0	0.023	1.9	NA	0.0	0.3	0.10	0.18	0.10	57.5
North: Albion Street														
7	L2	24	0.0	24	0.0	0.019	5.8	LOSA	0.0	0.2	0.16	0.54	0.16	53.1
9	R2	7	0.0	7	0.0	0.008	6.3	LOSA	0.0	0.1	0.26	0.55	0.26	52.6
Approach		32	0.0	32	0.0	0.019	5.9	LOSA	0.0	0.2	0.18	0.54	0.18	53.0
West: Duckmaloi Road														
10	L2	7	0.0	7	0.0	0.004	5.5	LOSA	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	74	0.0	74	0.0	0.038	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0

Approach	81	0.0	81	0.0	0.038	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles	168	0.0	168	0.0	0.038	2.0	NA	0.0	0.3	0.07	0.19	0.07	57.5

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.

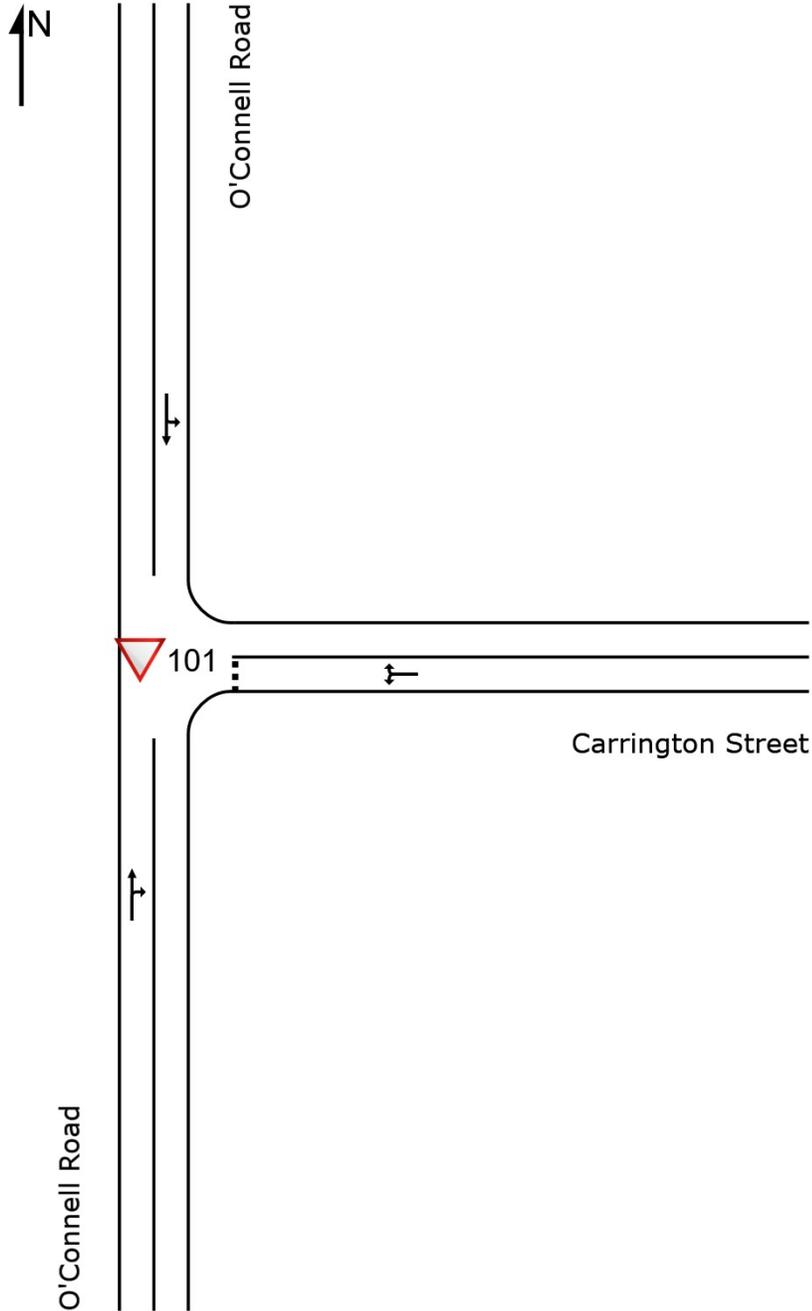
▼ Site: 101 [4. O'Connell / Carrington Sat PM
2022 - Dev Footy A (Site Folder: 2022 Dev Footy
A)]

■ Network: 4 [2022 Dev Footy B Sat PM
(Network Folder: Dev 2022)]

O'Connell / Carrington Sat PM 2022 - Dev Footy A
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: O'Connell Road														
2	T1	1	0.0	1	0.0	0.001	0.2	LOS A	0.0	0.0	0.18	0.28	0.18	39.4
3	R2	1	0.0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.18	0.28	0.18	51.8
Approach		2	0.0	2	0.0	0.001	3.0	NA	0.0	0.0	0.18	0.28	0.18	49.4
East: Carrington Street														
4	L2	1	0.0	1	0.0	0.031	5.5	LOS A	0.0	0.3	0.07	0.58	0.07	48.9
6	R2	37	0.0	37	0.0	0.031	5.6	LOS A	0.0	0.3	0.07	0.58	0.07	50.6
Approach		38	0.0	38	0.0	0.031	5.6	LOS A	0.0	0.3	0.07	0.58	0.07	50.5
North: O'Connell Road														
7	L2	109	0.0	109	0.0	0.060	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	2	0.0	2	0.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		112	0.0	112	0.0	0.060	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		152	0.0	152	0.0	0.060	5.5	NA	0.0	0.3	0.02	0.57	0.02	52.9

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

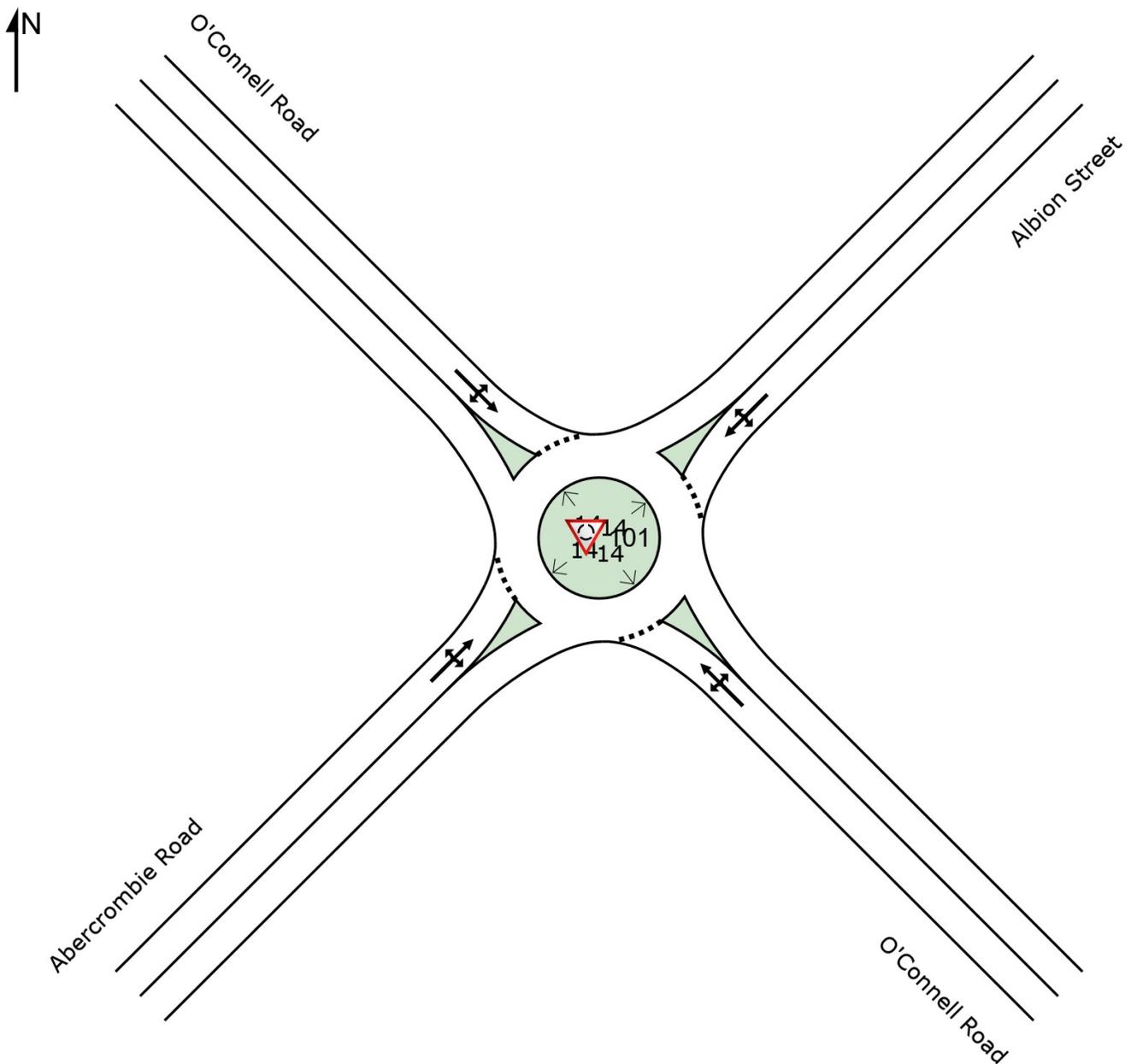
 Site: 101 [1. Albion / O'Connell / Abercrombie Fri PM 2032 (Site Folder: 2032 Dev Club)]

 Network: 10 [2032 Dev Club Fri PM (Network Folder: Dev 2032)]

Albion / O'Connell / Abercrombie Fri PM 2032
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
SouthEast: O'Connell Road														
21	L2	9	0.0	9	0.0	0.095	5.0	LOS A	0.2	1.5	0.33	0.51	0.33	55.0
22	T1	81	6.5	81	6.5	0.095	5.4	LOS A	0.2	1.5	0.33	0.51	0.33	55.7
23	R2	17	18.8	17	18.8	0.095	9.5	LOS A	0.2	1.5	0.33	0.51	0.33	48.7
Approach		107	7.8	107	7.8	0.095	6.0	LOS A	0.2	1.5	0.33	0.51	0.33	55.2
NorthEast: Albion Street														
24	L2	8	37.5	8	37.5	0.126	5.6	LOS A	0.3	2.1	0.32	0.60	0.32	51.9
25	T1	26	24.0	26	24.0	0.126	5.6	LOS A	0.3	2.1	0.32	0.60	0.32	55.4
26	R2	102	15.5	102	15.5	0.126	9.3	LOS A	0.3	2.1	0.32	0.60	0.32	55.3
Approach		137	18.5	137	18.5	0.126	8.4	LOS A	0.3	2.1	0.32	0.60	0.32	55.2
NorthWest: O'Connell Road														
27	L2	86	17.1	86	17.1	0.160	4.8	LOS A	0.4	2.6	0.23	0.48	0.23	54.8
28	T1	103	2.0	103	2.0	0.160	4.9	LOS A	0.4	2.6	0.23	0.48	0.23	54.8
29	R2	15	0.0	15	0.0	0.160	8.7	LOS A	0.4	2.6	0.23	0.48	0.23	57.2
Approach		204	8.2	204	8.2	0.160	5.1	LOS A	0.4	2.6	0.23	0.48	0.23	55.1
SouthWest: Abercrombie Road														
30	L2	15	7.1	15	7.1	0.063	5.4	LOS A	0.1	1.0	0.38	0.55	0.38	56.0
31	T1	35	15.2	35	15.2	0.063	5.8	LOS A	0.1	1.0	0.38	0.55	0.38	54.0
32	R2	15	35.7	15	35.7	0.063	10.1	LOS A	0.1	1.0	0.38	0.55	0.38	54.0
Approach		64	18.0	64	18.0	0.063	6.7	LOS A	0.1	1.0	0.38	0.55	0.38	54.7
All Vehicles		513	12.1	513	12.1	0.160	6.4	LOS A	0.4	2.6	0.30	0.53	0.30	55.1

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.

Site: 101 [2. Albion / North / Lowes Mount Fri PM 2032 (Site Folder: 2032 Dev Club)]

Network: 10 [2032 Dev Club Fri PM (Network Folder: Dev 2032)]

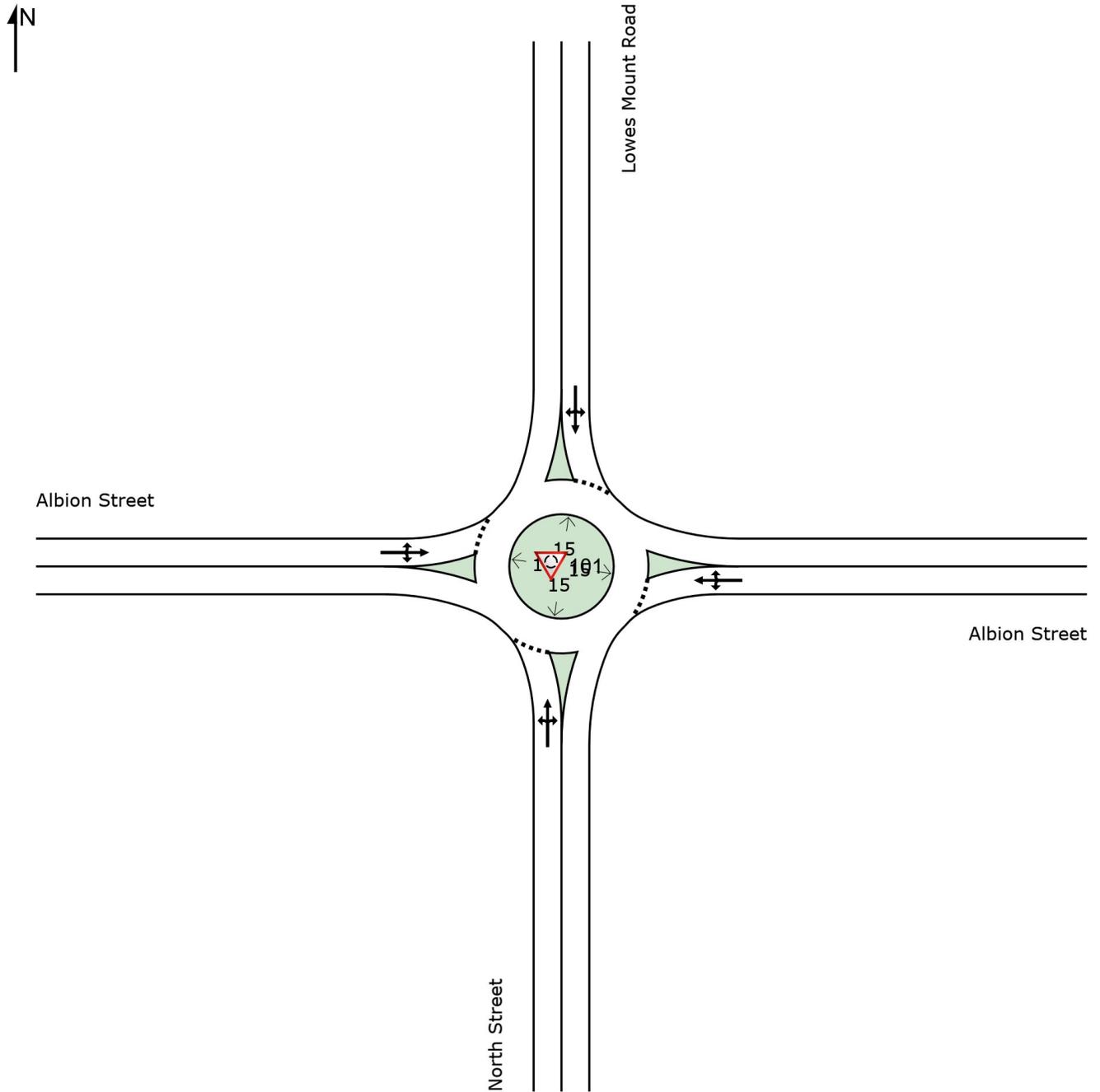
Albion / North / Lowes Mount Fri PM 2032

Site Category: (None)

Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: North Street														
1	L2	116	0.0	116	0.0	0.175	6.1	LOS A	0.4	2.8	0.53	0.63	0.53	48.8
2	T1	37	0.0	37	0.0	0.175	6.4	LOS A	0.4	2.8	0.53	0.63	0.53	54.1
3	R2	27	0.0	27	0.0	0.175	10.4	LOS A	0.4	2.8	0.53	0.63	0.53	48.8
Approach		180	0.0	180	0.0	0.175	6.8	LOS A	0.4	2.8	0.53	0.63	0.53	50.4
East: Albion Street														
4	L2	27	0.0	27	0.0	0.287	5.0	LOS A	0.7	4.9	0.37	0.50	0.37	53.3
5	T1	323	0.0	323	0.0	0.287	5.3	LOS A	0.7	4.9	0.37	0.50	0.37	49.7
6	R2	13	0.0	13	0.0	0.287	9.4	LOS A	0.7	4.9	0.37	0.50	0.37	54.3
Approach		363	0.0	363	0.0	0.287	5.5	LOS A	0.7	4.9	0.37	0.50	0.37	50.4
North: Lowes Mount Road														
7	L2	2	0.0	2	0.0	0.064	5.9	LOS A	0.1	0.9	0.49	0.62	0.49	47.4
8	T1	35	0.0	35	0.0	0.064	6.2	LOS A	0.1	0.9	0.49	0.62	0.49	53.1
9	R2	29	0.0	29	0.0	0.064	10.3	LOS A	0.1	0.9	0.49	0.62	0.49	47.4
Approach		66	0.0	66	0.0	0.064	8.0	LOS A	0.1	0.9	0.49	0.62	0.49	51.1
West: Albion Street														
10	L2	29	0.0	29	0.0	0.268	4.6	LOS A	0.7	4.9	0.27	0.50	0.27	55.0
11	T1	254	0.0	254	0.0	0.268	4.9	LOS A	0.7	4.9	0.27	0.50	0.27	53.5
12	R2	92	0.0	92	0.0	0.268	8.9	LOS A	0.7	4.9	0.27	0.50	0.27	55.7
Approach		375	0.0	375	0.0	0.268	5.8	LOS A	0.7	4.9	0.27	0.50	0.27	54.4
All Vehicles		984	0.0	984	0.0	0.287	6.0	LOS A	0.7	4.9	0.37	0.53	0.37	52.4

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.

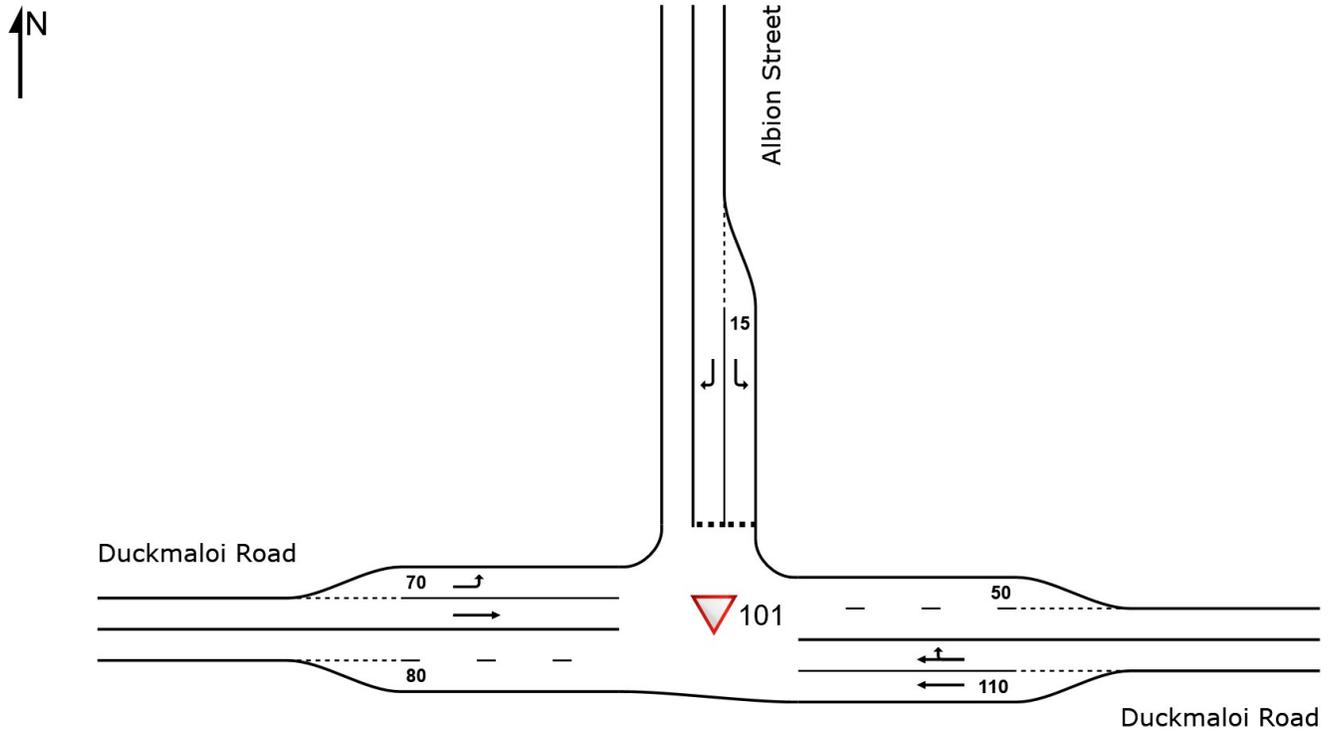
▽ Site: 101 [3. Duckmaloi / Albion Fri PM 2032
(Site Folder: 2032 Dev Club)]

■ Network: 10 [2032 Dev Club Fri PM (Network
Folder: Dev 2032)]

Duckmaloi / Albion Fri PM 2032
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
East: Duckmaloi Road														
5	T1	94	0.0	94	0.0	0.059	0.3	LOSA	0.1	0.7	0.12	0.14	0.12	58.3
6	R2	44	0.0	44	0.0	0.059	6.3	LOSA	0.1	0.7	0.27	0.30	0.27	53.1
Approach		138	0.0	138	0.0	0.059	2.3	NA	0.1	0.7	0.17	0.19	0.17	57.2
North: Albion Street														
7	L2	59	0.0	59	0.0	0.053	6.3	LOSA	0.1	0.5	0.28	0.57	0.28	52.8
9	R2	17	0.0	17	0.0	0.023	7.8	LOSA	0.0	0.2	0.43	0.63	0.43	51.7
Approach		76	0.0	76	0.0	0.053	6.6	LOSA	0.1	0.5	0.31	0.58	0.31	52.5
West: Duckmaloi Road														
10	L2	17	0.0	17	0.0	0.009	5.5	LOSA	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	185	0.0	185	0.0	0.095	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0

Approach	202	0.0	202	0.0	0.095	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles	416	0.0	416	0.0	0.095	2.2	NA	0.1	0.7	0.11	0.19	0.11	57.3

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.

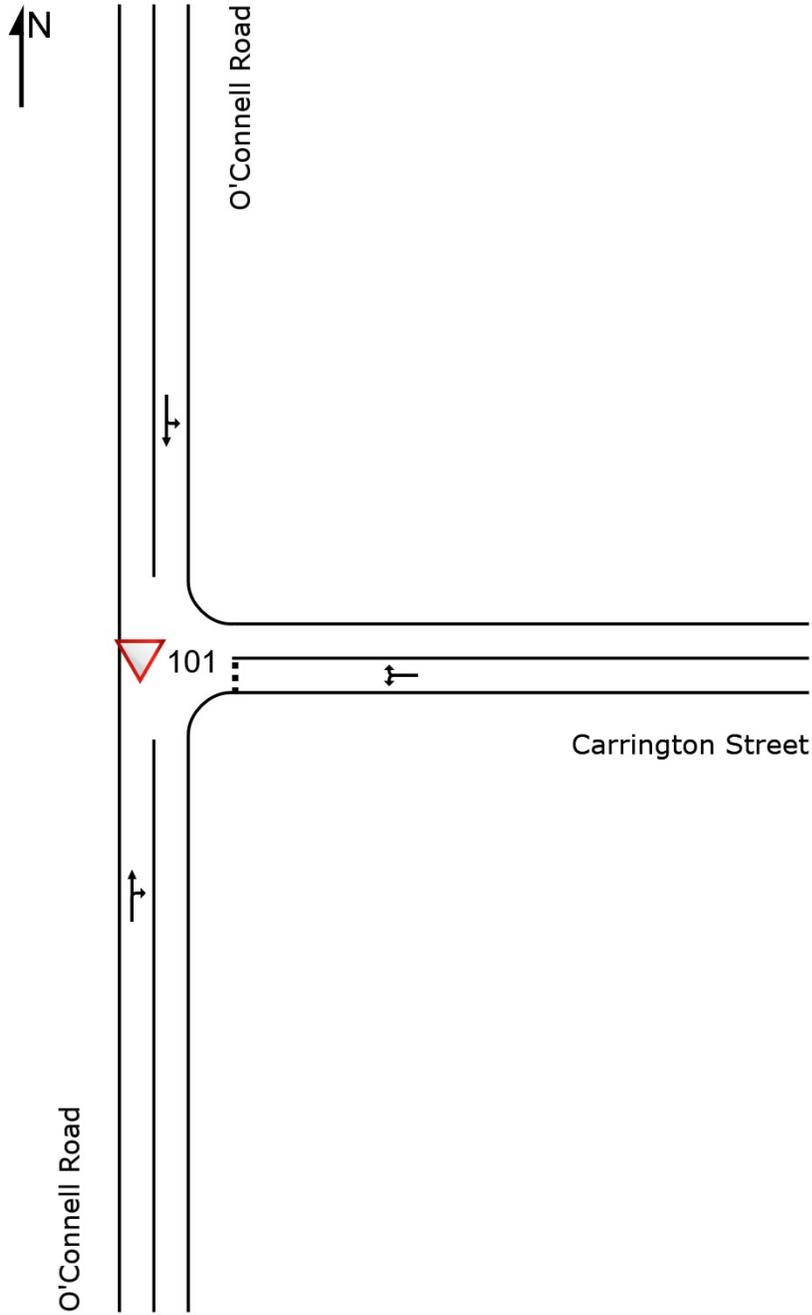
▼ Site: 101 [4. O'Connell / Carrington Fri PM 2032 (Site Folder: 2032 Dev Club)]

■ Network: 10 [2032 Dev Club Fri PM (Network Folder: Dev 2032)]

O'Connell / Carrington Fri PM 2032
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: O'Connell Road														
2	T1	3	0.0	3	0.0	0.003	0.2	LOS A	0.0	0.0	0.18	0.22	0.18	41.6
3	R2	2	0.0	2	0.0	0.003	5.8	LOS A	0.0	0.0	0.18	0.22	0.18	52.4
Approach		5	0.0	5	0.0	0.003	2.5	NA	0.0	0.0	0.18	0.22	0.18	49.6
East: Carrington Street														
4	L2	2	0.0	2	0.0	0.080	5.6	LOS A	0.1	0.7	0.11	0.58	0.11	48.8
6	R2	95	0.0	95	0.0	0.080	5.7	LOS A	0.1	0.7	0.11	0.58	0.11	50.4
Approach		97	0.0	97	0.0	0.080	5.7	LOS A	0.1	0.7	0.11	0.58	0.11	50.4
North: O'Connell Road														
7	L2	139	0.0	139	0.0	0.076	5.6	LOS A	0.0	0.0	0.00	0.56	0.00	53.4
8	T1	3	0.0	3	0.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.56	0.00	51.7
Approach		142	0.0	142	0.0	0.076	5.4	NA	0.0	0.0	0.00	0.56	0.00	53.4
All Vehicles		244	0.0	244	0.0	0.080	5.5	NA	0.1	0.7	0.05	0.56	0.05	52.5

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

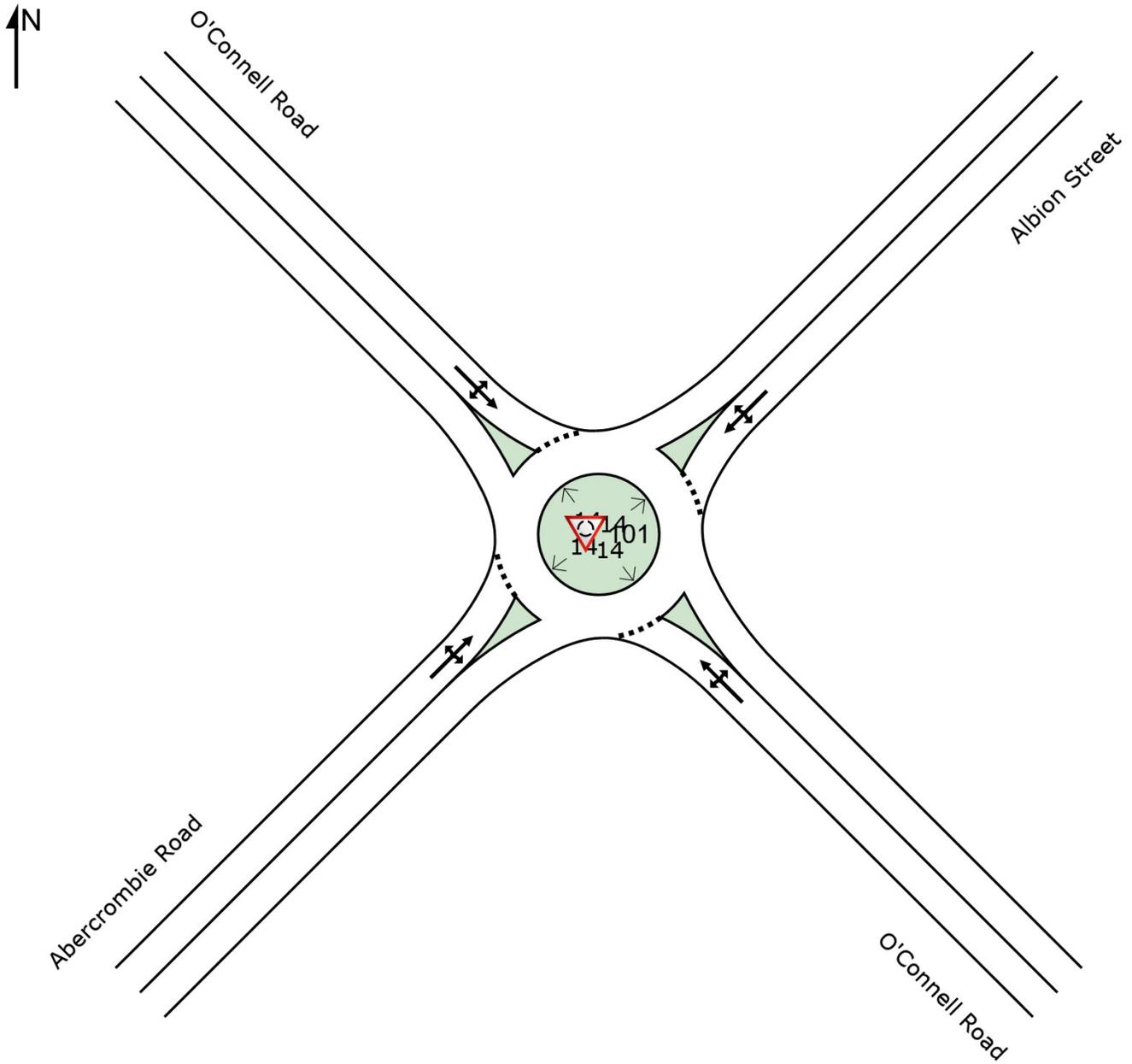
 Site: 101 [1. Albion / O'Connell / Abercrombie
Sat PM 2032 - Dev Footy A (Site Folder: 2032 Dev
Footy A)]

 Network: 8 [2032 Dev Footy A Sat PM
(Network Folder: Dev 2032)]

Albion / O'Connell / Abercrombie Sat PM 2032 - Dev Footy A
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
SouthEast: O'Connell Road														
21	L2	7	0.0	7	0.0	0.088	4.5	LOSA	0.2	1.3	0.20	0.47	0.20	55.5
22	T1	95	2.2	95	2.2	0.088	4.8	LOSA	0.2	1.3	0.20	0.47	0.20	56.3
23	R2	13	0.0	13	0.0	0.088	8.7	LOSA	0.2	1.3	0.20	0.47	0.20	49.7
Approach		115	1.8	115	1.8	0.088	5.2	LOSA	0.2	1.3	0.20	0.47	0.20	55.9
NorthEast: Albion Street														

24	L2	4	25.0	4	25.0	0.046	5.0	LOS A	0.1	0.7	0.25	0.57	0.25	52.5
25	T1	15	7.1	15	7.1	0.046	5.0	LOS A	0.1	0.7	0.25	0.57	0.25	56.1
26	R2	35	12.1	35	12.1	0.046	9.0	LOS A	0.1	0.7	0.25	0.57	0.25	55.7
Approach		54	11.8	54	11.8	0.046	7.6	LOS A	0.1	0.7	0.25	0.57	0.25	55.7
NorthWest: O'Connell Road														
27	L2	41	2.6	41	2.6	0.099	4.6	LOS A	0.2	1.5	0.22	0.48	0.22	54.8
28	T1	76	2.8	76	2.8	0.099	4.9	LOS A	0.2	1.5	0.22	0.48	0.22	54.8
29	R2	11	0.0	11	0.0	0.099	8.7	LOS A	0.2	1.5	0.22	0.48	0.22	57.2
Approach		127	2.5	127	2.5	0.099	5.1	LOS A	0.2	1.5	0.22	0.48	0.22	55.2
SouthWest: Abercrombie Road														
30	L2	3	0.0	3	0.0	0.053	4.9	LOS A	0.1	0.7	0.30	0.50	0.30	56.3
31	T1	49	6.4	49	6.4	0.053	5.3	LOS A	0.1	0.7	0.30	0.50	0.30	54.2
32	R2	8	0.0	8	0.0	0.053	9.0	LOS A	0.1	0.7	0.30	0.50	0.30	54.2
Approach		61	5.2	61	5.2	0.053	5.8	LOS A	0.1	0.7	0.30	0.50	0.30	54.4
All Vehicles		357	4.1	357	4.1	0.099	5.6	LOS A	0.2	1.5	0.23	0.49	0.23	55.4

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.

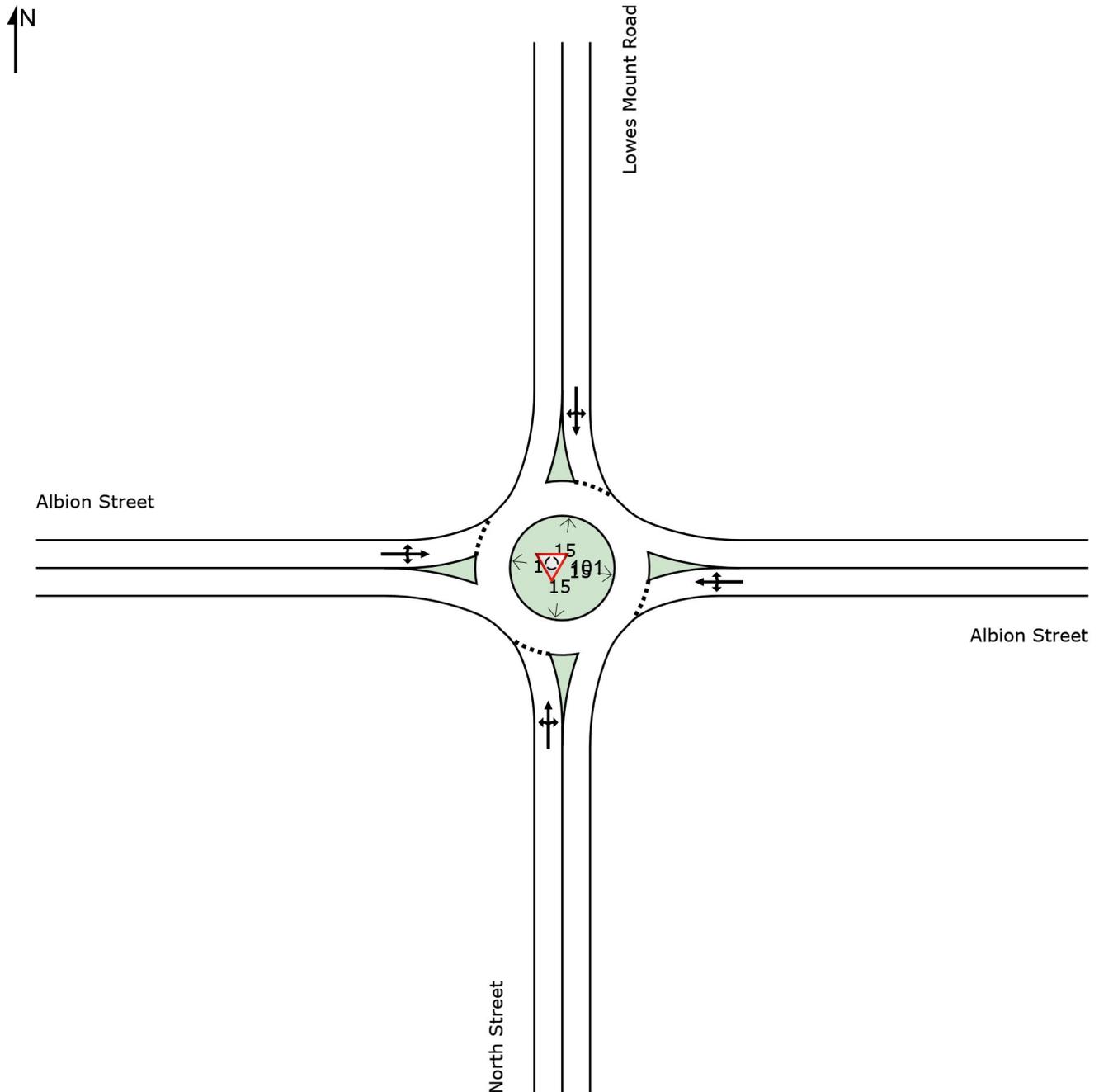
▼ Site: 101 [2. Albion / North / Lowes Mount Sat PM 2032 - Dev Footy A (Site Folder: 2032 Dev Footy A)]

■ Network: 8 [2032 Dev Footy A Sat PM (Network Folder: Dev 2032)]

Albion / North / Lowes Mount Sat PM 2032 - Dev Footy A
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: North Street														
1	L2	9	0.0	9	0.0	0.080	4.5	LOS A	0.2	1.1	0.20	0.55	0.20	48.8
2	T1	42	0.0	42	0.0	0.080	4.8	LOS A	0.2	1.1	0.20	0.55	0.20	54.0
3	R2	55	0.0	55	0.0	0.080	8.8	LOS A	0.2	1.1	0.20	0.55	0.20	48.8
Approach		106	0.0	106	0.0	0.080	6.8	LOS A	0.2	1.1	0.20	0.55	0.20	51.6
East: Albion Street														
4	L2	64	0.0	64	0.0	0.089	4.5	LOS A	0.2	1.3	0.22	0.49	0.22	54.0
5	T1	37	8.6	37	8.6	0.089	4.9	LOS A	0.2	1.3	0.22	0.49	0.22	50.7
6	R2	14	7.7	14	7.7	0.089	9.0	LOS A	0.2	1.3	0.22	0.49	0.22	54.7
Approach		115	3.7	115	3.7	0.089	5.2	LOS A	0.2	1.3	0.22	0.49	0.22	53.4
North: Lowes Mount Road														
7	L2	9	0.0	9	0.0	0.058	4.6	LOS A	0.1	0.8	0.24	0.49	0.24	50.0
8	T1	52	0.0	52	0.0	0.058	4.9	LOS A	0.1	0.8	0.24	0.49	0.24	54.8
9	R2	14	0.0	14	0.0	0.058	9.0	LOS A	0.1	0.8	0.24	0.49	0.24	50.0
Approach		75	0.0	75	0.0	0.058	5.6	LOS A	0.1	0.8	0.24	0.49	0.24	53.8
West: Albion Street														
10	L2	8	0.0	8	0.0	0.042	4.6	LOS A	0.1	0.6	0.26	0.50	0.26	55.0
11	T1	29	14.3	29	14.3	0.042	5.2	LOS A	0.1	0.6	0.26	0.50	0.26	53.5
12	R2	13	0.0	13	0.0	0.042	9.0	LOS A	0.1	0.6	0.26	0.50	0.26	55.8
Approach		51	8.3	51	8.3	0.042	6.0	LOS A	0.1	0.6	0.26	0.50	0.26	54.5
All Vehicles		346	2.4	346	2.4	0.089	5.9	LOS A	0.2	1.3	0.22	0.51	0.22	53.2

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.

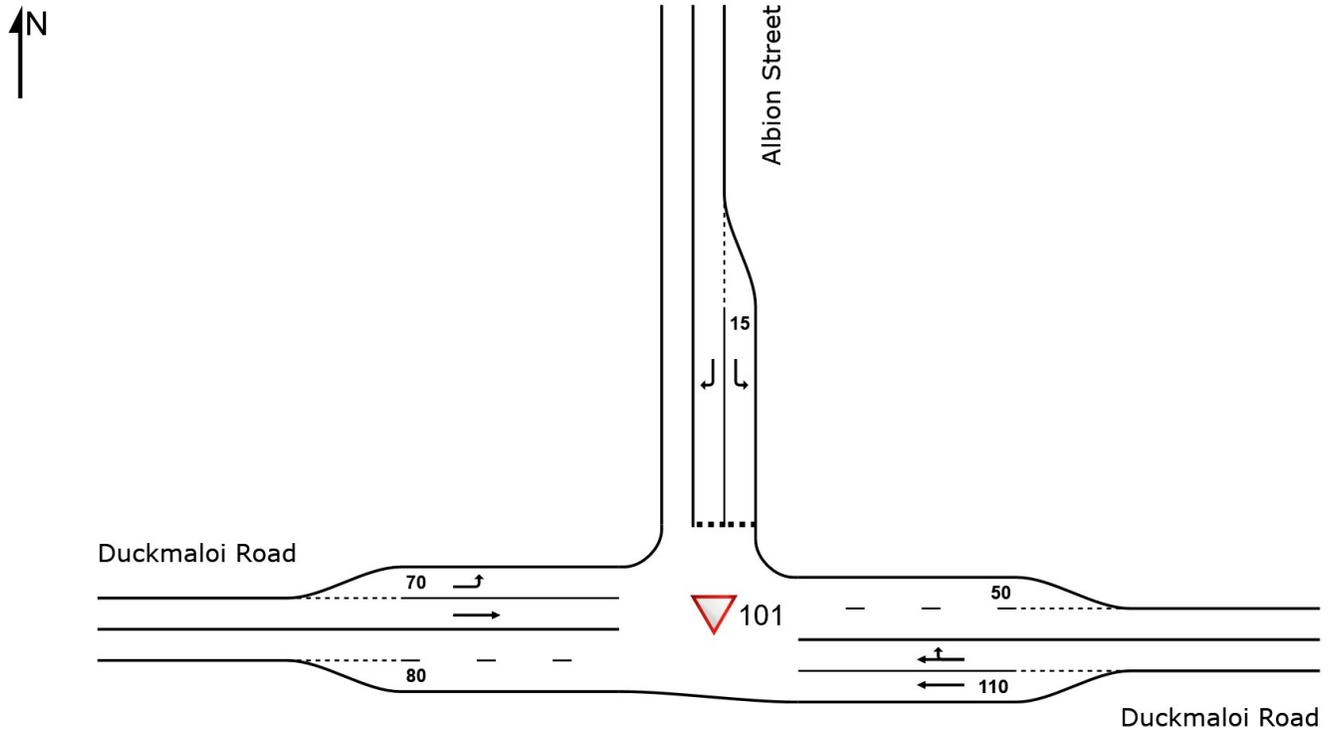
▼ Site: 101 [3. Duckmaloi / Albion Sat PM 2032 - Dev Footy A (Site Folder: 2032 Dev Footy A)]

■ Network: 8 [2032 Dev Footy A Sat PM (Network Folder: Dev 2032)]

Duckmaloi / Albion Sat PM 2032 - Dev Footy A
 Site Category: (None)
 Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh.]	[Dist]				
East: Duckmaloi Road														
5	T1	38	0.0	38	0.0	0.023	0.1	LOSA	0.0	0.3	0.07	0.13	0.07	58.4
6	R2	18	0.0	18	0.0	0.023	5.8	LOSA	0.0	0.3	0.15	0.28	0.15	54.1
Approach		56	0.0	56	0.0	0.023	1.9	NA	0.0	0.3	0.10	0.18	0.10	57.5
North: Albion Street														
7	L2	24	0.0	24	0.0	0.019	5.8	LOSA	0.0	0.2	0.16	0.54	0.16	53.1
9	R2	7	0.0	7	0.0	0.008	6.3	LOSA	0.0	0.1	0.26	0.55	0.26	52.6
Approach		32	0.0	32	0.0	0.019	5.9	LOSA	0.0	0.2	0.18	0.54	0.18	53.0
West: Duckmaloi Road														
10	L2	7	0.0	7	0.0	0.004	5.5	LOSA	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	74	0.0	74	0.0	0.038	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0

Approach	81	0.0	81	0.0	0.038	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles	168	0.0	168	0.0	0.038	2.0	NA	0.0	0.3	0.07	0.19	0.07	57.5

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.

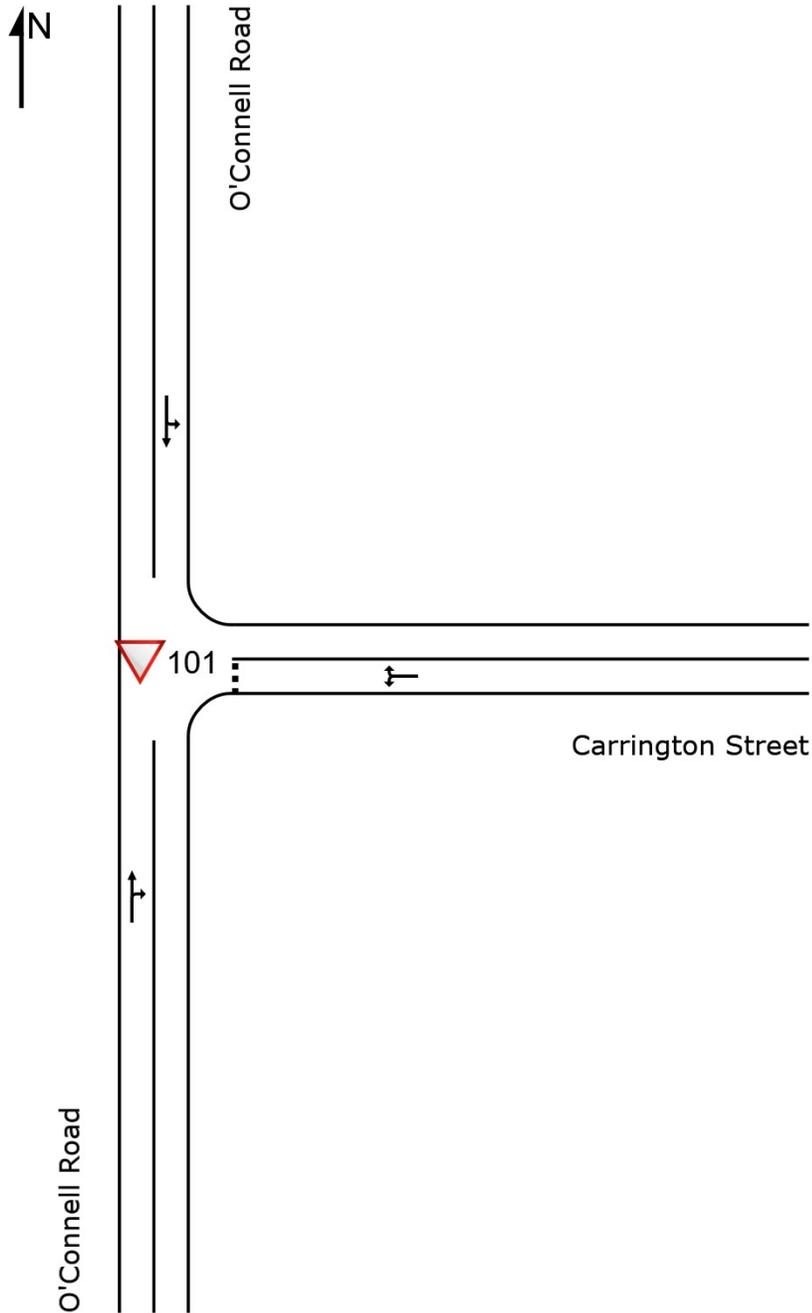
▼ Site: 101 [4. O'Connell / Carrington Sat PM 2032 - Dev Footy A (Site Folder: 2032 Dev Footy A)]

■ Network: 8 [2032 Dev Footy A Sat PM (Network Folder: Dev 2032)]

O'Connell / Carrington Sat PM 2032 - Dev Footy A
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: O'Connell Road														
2	T1	1	0.0	1	0.0	0.001	0.2	LOS A	0.0	0.0	0.18	0.28	0.18	39.4
3	R2	1	0.0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.18	0.28	0.18	51.8
Approach		2	0.0	2	0.0	0.001	3.0	NA	0.0	0.0	0.18	0.28	0.18	49.4
East: Carrington Street														
4	L2	1	0.0	1	0.0	0.031	5.5	LOS A	0.0	0.3	0.07	0.58	0.07	48.9
6	R2	37	0.0	37	0.0	0.031	5.6	LOS A	0.0	0.3	0.07	0.58	0.07	50.6
Approach		38	0.0	38	0.0	0.031	5.6	LOS A	0.0	0.3	0.07	0.58	0.07	50.5
North: O'Connell Road														
7	L2	109	0.0	109	0.0	0.060	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	2	0.0	2	0.0	0.060	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		112	0.0	112	0.0	0.060	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		152	0.0	152	0.0	0.060	5.5	NA	0.0	0.3	0.02	0.57	0.02	52.9

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.

USER REPORT FOR NETWORK SITE

All Movement Classes

 Project: 200367 - Oberon Sports Complex

Template: Layout and Summary

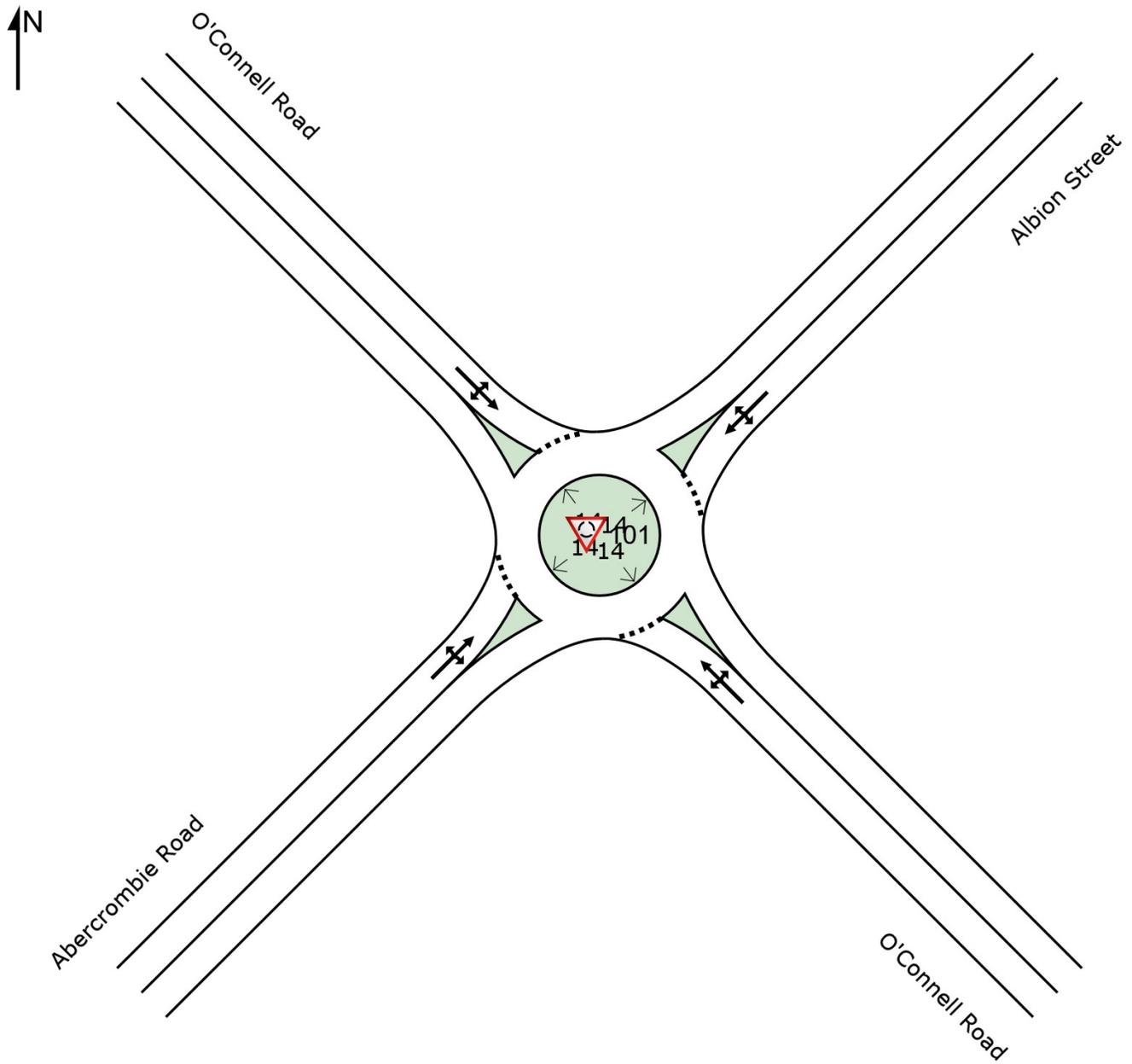
 Site: 101 [1. Albion / O'Connell / Abercrombie
Sat PM 2032 - Dev Footy B (Site Folder: 2032
Dev Footy B)]

 Network: 9 [2032 Dev Footy B Sat PM
(Network Folder: Dev 2032)]

Albion / O'Connell / Abercrombie Sat PM 2032 - Dev Footy B
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist. m]				
SouthEast: O'Connell Road														
21	L2	3	0.0	3	0.0	0.049	4.5	LOSA	0.1	0.7	0.20	0.47	0.20	55.4
22	T1	49	6.4	49	6.4	0.049	4.9	LOSA	0.1	0.7	0.20	0.47	0.20	56.1
23	R2	8	0.0	8	0.0	0.049	8.7	LOSA	0.1	0.7	0.20	0.47	0.20	49.6
Approach		61	5.2	61	5.2	0.049	5.4	LOSA	0.1	0.7	0.20	0.47	0.20	55.7
NorthEast: Albion Street														

24	L2	8	12.5	8	12.5	0.051	5.1	LOS A	0.1	0.8	0.30	0.57	0.30	52.5
25	T1	15	7.1	15	7.1	0.051	5.3	LOS A	0.1	0.8	0.30	0.57	0.30	56.1
26	R2	35	12.1	35	12.1	0.051	9.2	LOS A	0.1	0.8	0.30	0.57	0.30	55.7
Approach		58	10.9	58	10.9	0.051	7.6	LOS A	0.1	0.8	0.30	0.57	0.30	55.6
NorthWest: O'Connell Road														
27	L2	41	2.6	41	2.6	0.131	4.5	LOS A	0.3	2.0	0.18	0.46	0.18	55.0
28	T1	123	1.7	123	1.7	0.131	4.7	LOS A	0.3	2.0	0.18	0.46	0.18	55.0
29	R2	13	16.7	13	16.7	0.131	8.8	LOS A	0.3	2.0	0.18	0.46	0.18	56.9
Approach		177	3.0	177	3.0	0.131	5.0	LOS A	0.3	2.0	0.18	0.46	0.18	55.3
SouthWest: Abercrombie Road														
30	L2	15	0.0	15	0.0	0.046	4.7	LOS A	0.1	0.6	0.24	0.47	0.24	56.6
31	T1	38	2.8	38	2.8	0.046	5.0	LOS A	0.1	0.6	0.24	0.47	0.24	54.8
32	R2	4	0.0	4	0.0	0.046	8.8	LOS A	0.1	0.6	0.24	0.47	0.24	54.8
Approach		57	1.9	57	1.9	0.046	5.2	LOS A	0.1	0.6	0.24	0.47	0.24	55.5
All Vehicles		353	4.5	353	4.5	0.131	5.5	LOS A	0.3	2.0	0.21	0.48	0.21	55.4

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.

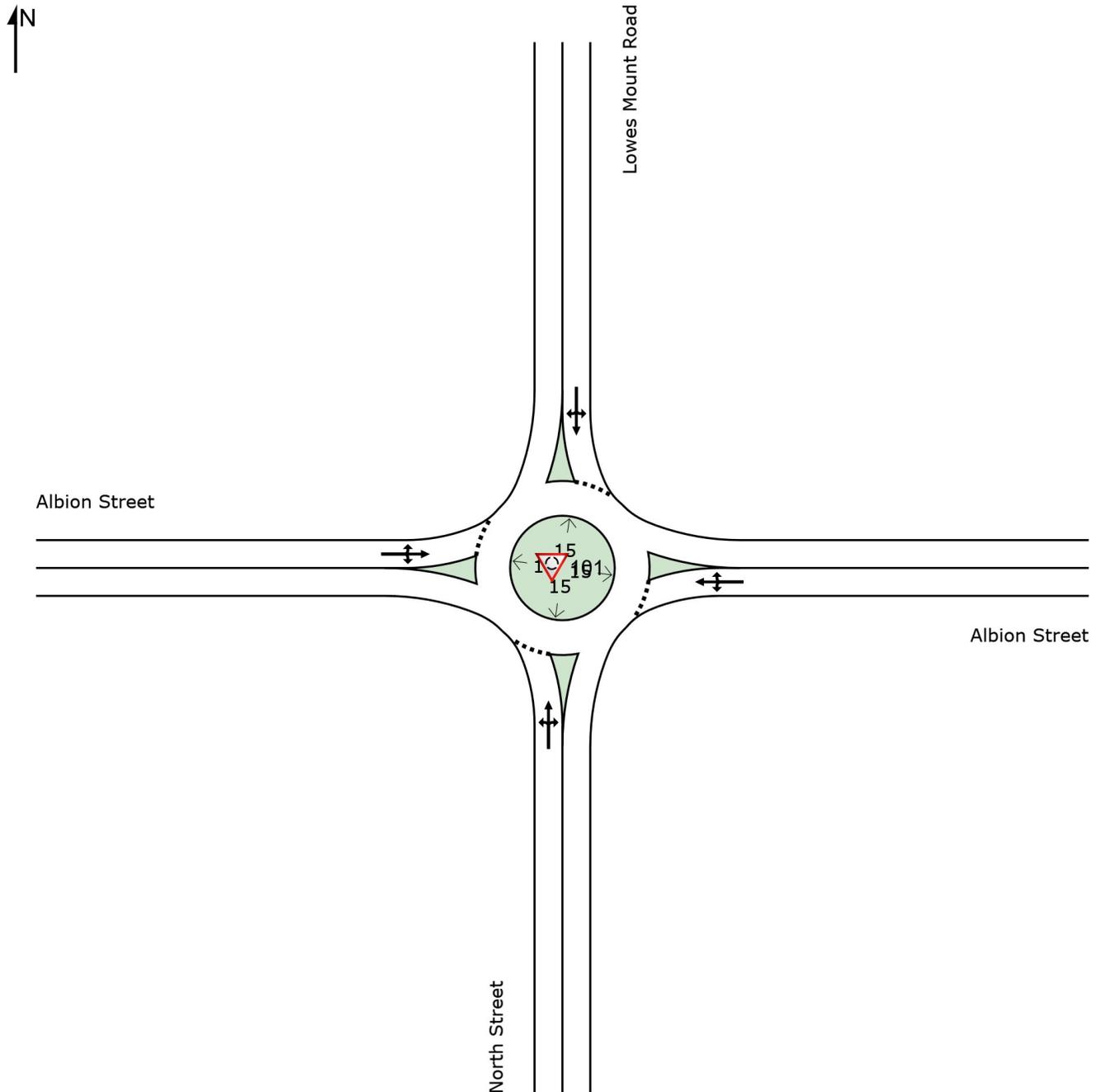
Site: 101 [2. Albion / North / Lowes Mount Sat PM 2032 - Dev Footy B (Site Folder: 2032 Dev Footy B)]

Network: 9 [2032 Dev Footy B Sat PM (Network Folder: Dev 2032)]

Albion / North / Lowes Mount Sat 2032 - Dev Footy B
Site Category: (None)
Roundabout

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: North Street														
1	L2	9	0.0	9	0.0	0.080	4.5	LOS A	0.2	1.1	0.20	0.55	0.20	48.8
2	T1	42	0.0	42	0.0	0.080	4.8	LOS A	0.2	1.1	0.20	0.55	0.20	54.0
3	R2	55	0.0	55	0.0	0.080	8.8	LOS A	0.2	1.1	0.20	0.55	0.20	48.8
Approach		106	0.0	106	0.0	0.080	6.8	LOS A	0.2	1.1	0.20	0.55	0.20	51.6
East: Albion Street														
4	L2	64	0.0	64	0.0	0.089	4.5	LOS A	0.2	1.3	0.22	0.49	0.22	54.0
5	T1	37	8.6	37	8.6	0.089	4.9	LOS A	0.2	1.3	0.22	0.49	0.22	50.7
6	R2	14	7.7	14	7.7	0.089	9.0	LOS A	0.2	1.3	0.22	0.49	0.22	54.7
Approach		115	3.7	115	3.7	0.089	5.2	LOS A	0.2	1.3	0.22	0.49	0.22	53.4
North: Lowes Mount Road														
7	L2	9	0.0	9	0.0	0.058	4.6	LOS A	0.1	0.8	0.24	0.49	0.24	50.0
8	T1	52	0.0	52	0.0	0.058	4.9	LOS A	0.1	0.8	0.24	0.49	0.24	54.8
9	R2	14	0.0	14	0.0	0.058	9.0	LOS A	0.1	0.8	0.24	0.49	0.24	50.0
Approach		75	0.0	75	0.0	0.058	5.6	LOS A	0.1	0.8	0.24	0.49	0.24	53.8
West: Albion Street														
10	L2	8	0.0	8	0.0	0.042	4.6	LOS A	0.1	0.6	0.26	0.50	0.26	55.0
11	T1	29	14.3	29	14.3	0.042	5.2	LOS A	0.1	0.6	0.26	0.50	0.26	53.5
12	R2	13	0.0	13	0.0	0.042	9.0	LOS A	0.1	0.6	0.26	0.50	0.26	55.8
Approach		51	8.3	51	8.3	0.042	6.0	LOS A	0.1	0.6	0.26	0.50	0.26	54.5
All Vehicles		346	2.4	346	2.4	0.089	5.9	LOS A	0.2	1.3	0.22	0.51	0.22	53.2

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.

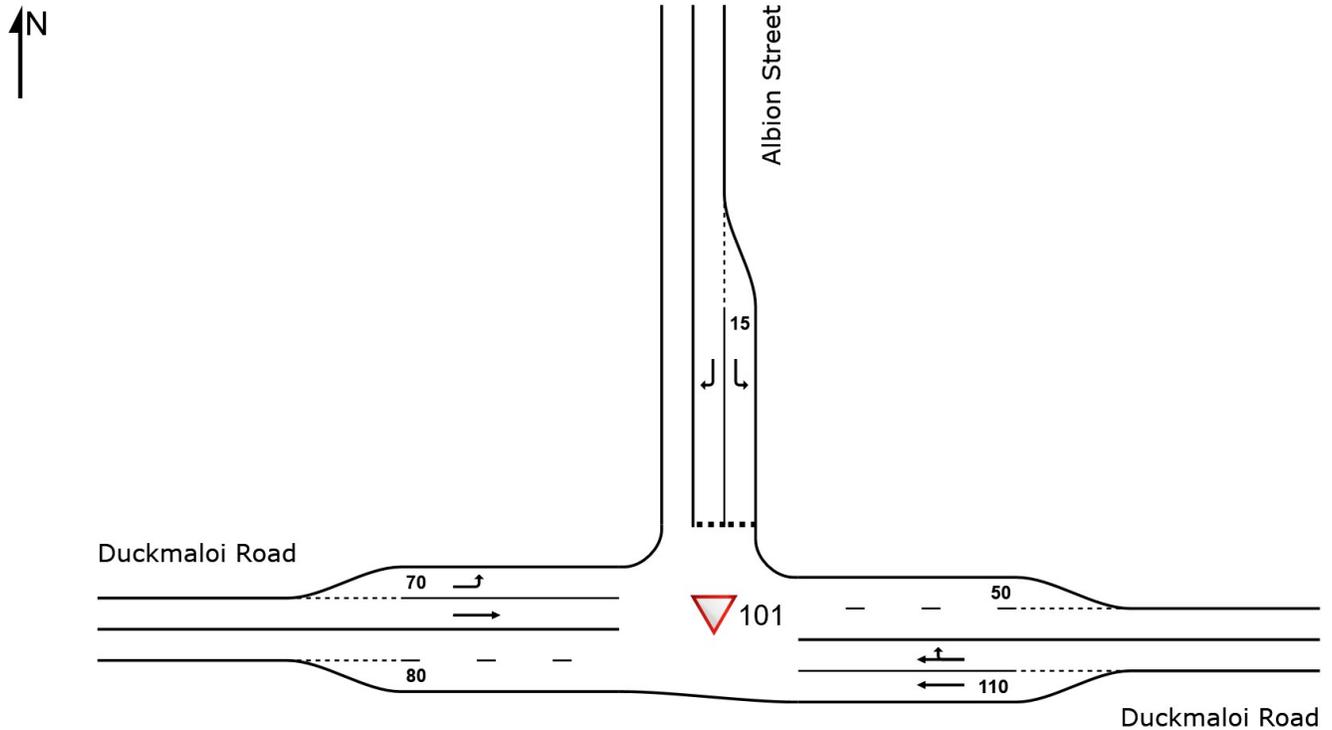
▼ Site: 101 [3. Duckmaloi / Albion Sat PM 2032 - Dev Footy B (Site Folder: 2032 Dev Footy B)]

■ Network: 9 [2032 Dev Footy B Sat PM (Network Folder: Dev 2032)]

Duckmaloi / Albion Sat PM 2032 - Dev Footy B
 Site Category: (None)
 Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
East: Duckmaloi Road														
5	T1	45	0.0	45	0.0	0.028	0.2	LOSA	0.0	0.3	0.08	0.13	0.08	58.4
6	R2	22	0.0	22	0.0	0.028	5.9	LOSA	0.0	0.3	0.18	0.28	0.18	53.8
Approach		67	0.0	67	0.0	0.028	2.0	NA	0.0	0.3	0.11	0.18	0.11	57.4
North: Albion Street														
7	L2	28	0.0	28	0.0	0.023	5.9	LOSA	0.0	0.2	0.18	0.54	0.18	53.1
9	R2	8	0.0	8	0.0	0.009	6.5	LOSA	0.0	0.1	0.29	0.55	0.29	52.5
Approach		37	0.0	37	0.0	0.023	6.0	LOSA	0.0	0.2	0.20	0.55	0.20	52.9
West: Duckmaloi Road														
10	L2	8	0.0	8	0.0	0.005	5.5	LOSA	0.0	0.0	0.00	0.58	0.00	50.9
11	T1	91	0.0	91	0.0	0.046	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0

Approach	99	0.0	99	0.0	0.046	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.5
All Vehicles	203	0.0	203	0.0	0.046	2.0	NA	0.0	0.3	0.07	0.18	0.07	57.5

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.

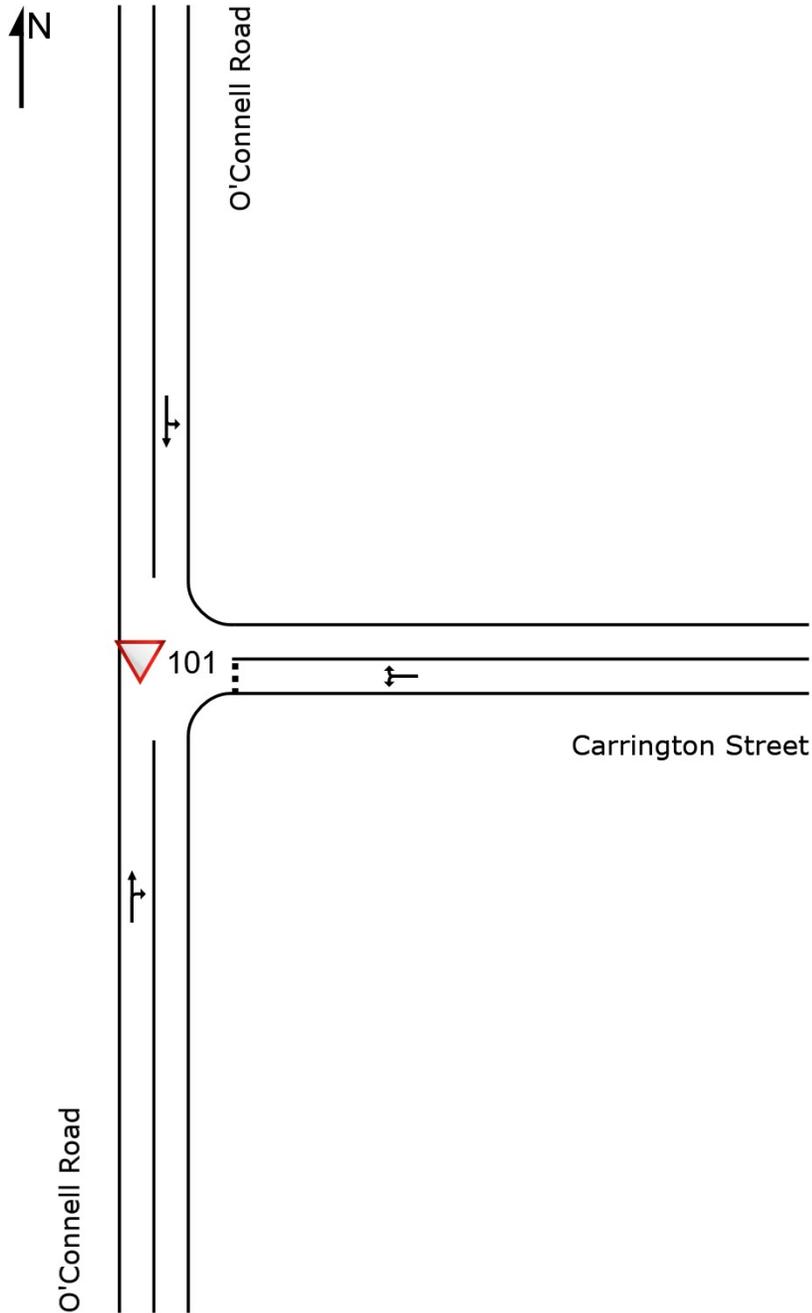
▼ Site: 101 [4. O'Connell / Carrington Sat PM
2032 - Dev Footy B (Site Folder: 2032 Dev Footy
B)]

■ Network: 9 [2032 Dev Footy B Sat PM
(Network Folder: Dev 2032)]

O'Connell / Carrington Sat PM 2032 - Dev Footy B
Site Category: (None)
Give-Way (Two-Way)

Site Layout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: O'Connell Road														
2	T1	2	0.0	2	0.0	0.002	0.2	LOS A	0.0	0.0	0.15	0.19	0.15	43.8
3	R2	1	0.0	1	0.0	0.002	5.8	LOS A	0.0	0.0	0.15	0.19	0.15	53.0
Approach		3	0.0	3	0.0	0.002	2.0	NA	0.0	0.0	0.15	0.19	0.15	50.2
East: Carrington Street														
4	L2	1	0.0	1	0.0	0.082	5.5	LOS A	0.1	0.8	0.11	0.58	0.11	48.7
6	R2	99	0.0	99	0.0	0.082	5.7	LOS A	0.1	0.8	0.11	0.58	0.11	50.4
Approach		100	0.0	100	0.0	0.082	5.7	LOS A	0.1	0.8	0.11	0.58	0.11	50.4
North: O'Connell Road														
7	L2	126	0.0	126	0.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
8	T1	2	0.0	2	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	51.7
Approach		128	0.0	128	0.0	0.069	5.5	NA	0.0	0.0	0.00	0.57	0.00	53.4
All Vehicles		232	0.0	232	0.0	0.082	5.5	NA	0.1	0.8	0.05	0.57	0.05	52.4

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.