Planning Proposal for a
Proposed Mixed Use Development

Block D (Site 2) – 4-4A Terminal Place & Gladstone Street, Merrylands

TRAFFIC AND PARKING ASSESSMENT REPORT

22 November 2023

Ref 23251

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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1. INTRODUCTION

This report has been prepared to accompany a planning proposal for a mixed use development to be located at Lots 1, DP229589 & DP1173048, 4-4A Terminal Place & Lot 2, DP1217412, Gladstone Street, Merrylands (Figures 1 and 2).

The planning proposal seeks approval to amend the planning controls on Building D of the 'Block D (Site 2)' site, in order to permit a mixed use development with an increased apartment yield.

The planning controls on the remainder of the 'Block D (Site 2)' site, including the unit mix/yields located within Buildings B & Building C is to remain *unchanged*, consistent with the DA2022/0776 scheme which is currently under a separate DA assessment for the site.

The site lies within the "Merrylands Neil Street Precinct" as outlined in Cumberland City Council's *Development Control Plan 2021, Part F2: Business Site Specific* document which involves the redevelopment of the area into a mixture of commercial and retail land uses as well as high density residential developments.

The "Merrylands Neil Street Precinct" redevelopment also involves the construction of new roads which connect to the existing road network at several locations, including the future extension of McLeod Road connecting onto the Neil Street intersection.

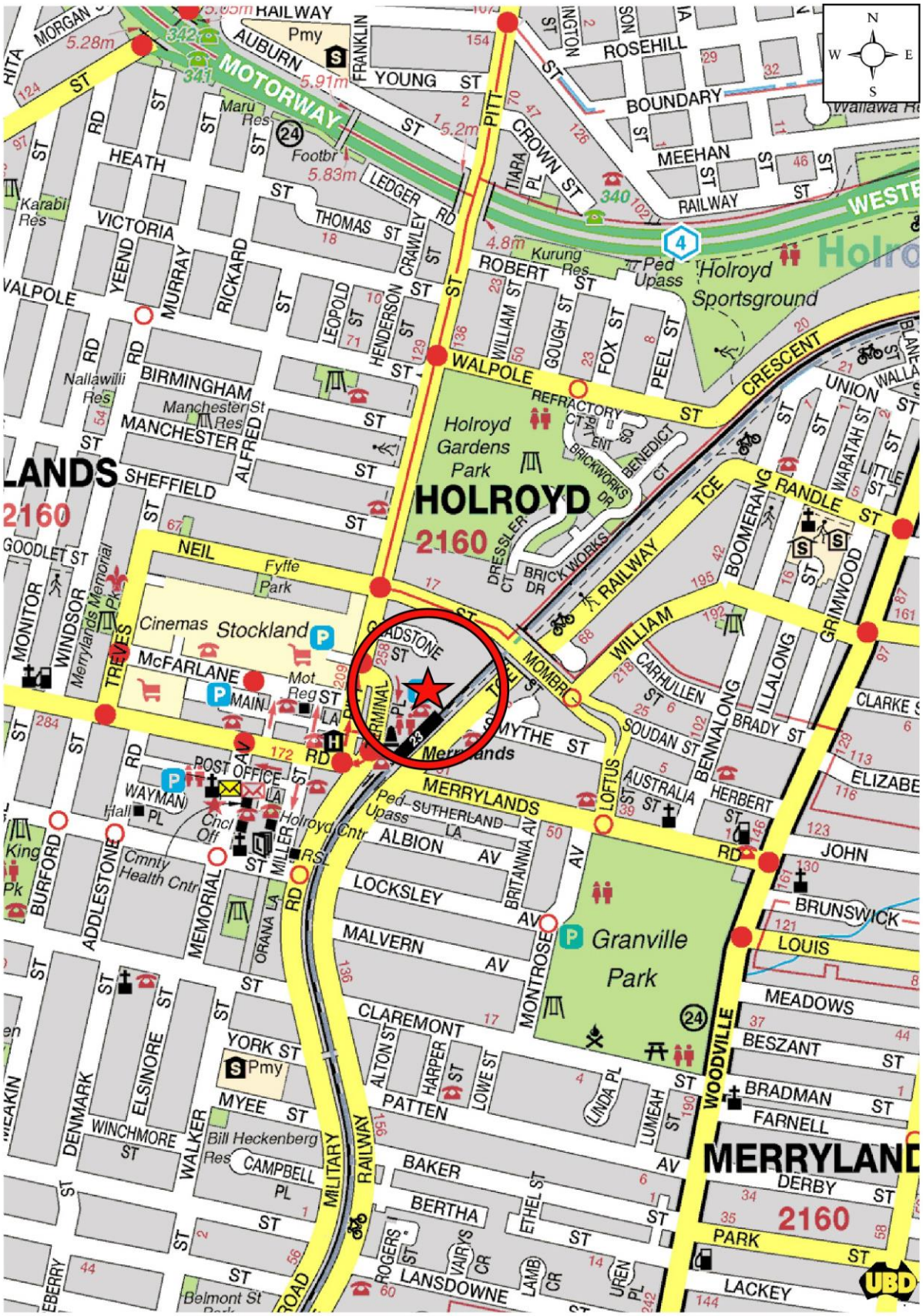
The subject site also lies within the Merrylands Town Centre and is situated within 250m walking distance of the entrance to Merrylands Railway Station & Bus Interchange.

Off-street parking for Block D (Site 2) is to be provided across a new six-level basement parking area, in accordance with Council's *DCP* requirements as well as the relevant Australian Standards.

Vehicular access to the 'Block D (Site 2)' site is to be provided via a new entry/exit driveway located off the future north-south road running along the western boundary of the site, 'McLeod Road', in accordance with Council's *DCP* requirements.

The purpose of this report is to assess the traffic and parking implications of the planning proposal and to that end this report:

- describes the sites and provides details of the planning proposal
- reviews the road network in the vicinity of the sites, and the traffic conditions on that road network
- reviews the alternate forms of transport available in the vicinity of the site
- estimates the traffic generation potential of the planning proposal, and assigns that traffic generation to the road network serving the site
- assesses the traffic implications of the planning proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site.



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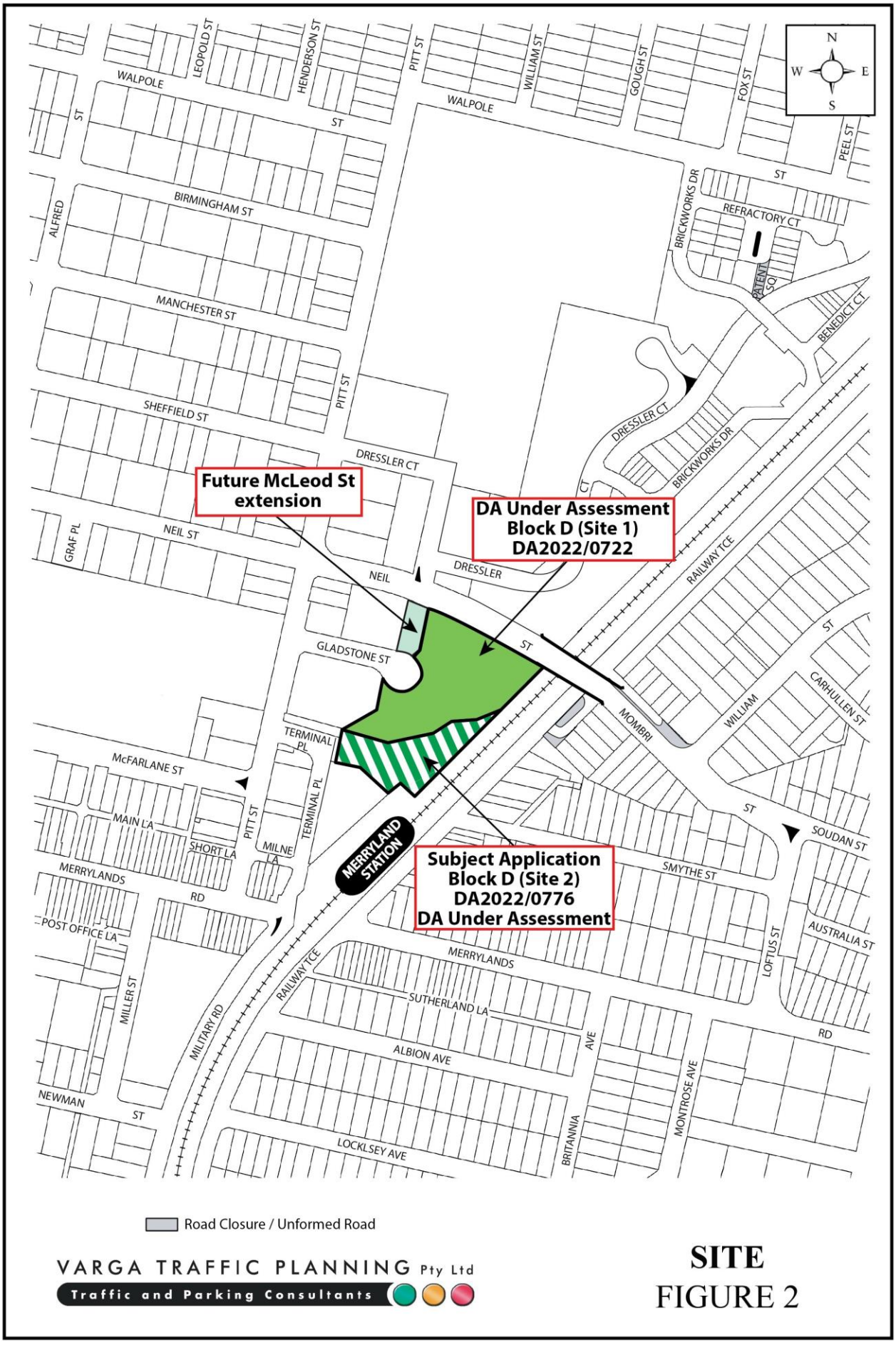
LOCATION
FIGURE 1


Future McLeod St extension
DA Under Assessment Block D (Site 1) DA2022/0722
Subject Application Block D (Site 2) DA2022/0776 DA Under Assessment
MERRYLAND STATION
WALPOLE ST
LEOPOLD ST
HENDERSON ST
PITT ST
WILLIAM ST
GOUGH ST
FOX ST
PEEL ST
BIRMINGHAM ST
ALFRED ST
MANCHESTER ST
SHEFFIELD ST
BRICKWORKS DR
REFRACTORY CT
PATENT SQ
BENEDICT CT
DRESSLER CT
NEIL ST
GRAF PL
DRESSLER
GLADSTONE ST
RAILWAY TCE
MOMBRI
WILLIAM ST
CARHULLEN ST
TERMINAL PL
McFARLANE ST
MAIN LA
SHORT LA
MILNE LA
MERRYLANDS RD
POST OFFICE LA
MILLER ST
MILITARY RD
SOUDAN ST
SMYTHE ST
AUSTRALIA ST
LOFTUS ST
SUTHERLAND LA
ALBION AVE
NEWMAN ST
LOCKSLEY AVE
BRITANNIA AVE
MONTROSE AVE
N
W
E
S
Road Closure / Unformed Road
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SITE
FIGURE 2

2. PLANNING PROPOSAL

Site

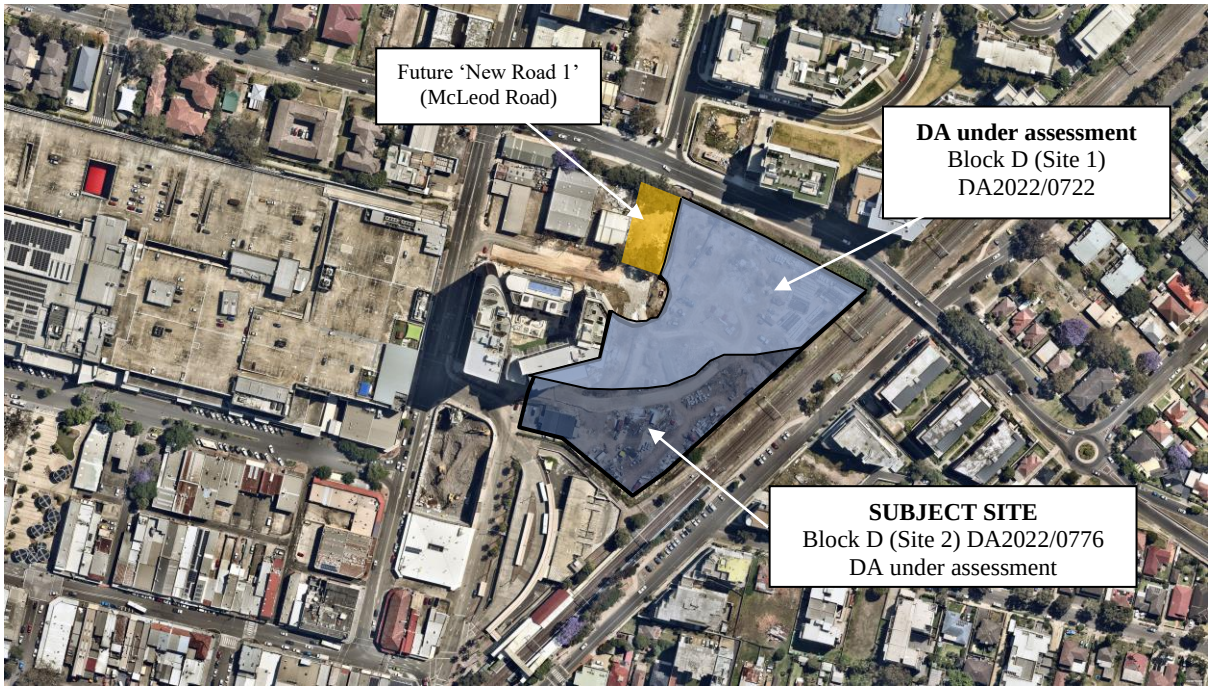
The subject site is located on the southern side of Neil Street, extending through to Gladstone Street and Terminal Place, and is bounded by the Main South Line to the rear of the site. The site has a primary street frontage of approximately 124m in length to Neil Street and occupies an overall site area of approximately 16,291m^2.

The subject site lies within the Merrylands Town Centre and is situated within 250m walking distance of the entrance to Merrylands Railway Station & Bus Interchange.

The subject of this application concerns Block D (Site 2) of the 'Neil Street Precinct', which is to be built on the southern portion of the submitted 'Block D' site.

A future local road, 'McLeod Road' will also be constructed adjoining the western property boundary, providing connection between Neil Street, Gladstone Street and onto Terminal Place.

The site is *vacant* of structures, as shown in the recent aerial image and its surroundings reproduced below.



Existing Planning Controls

The primary instrument that governs the mass and scale of the development on the site are contained within the *Cumberland Local Environment Plan 2021 (CLEP 2021).* The subject site is currently zoned *R4 High Density Residential* and is subject to a maximum FSR of 5:1 and a maximum height limit of part 39m (12 storeys).

It is therefore envisaged that a mixed use development comprising 303 apartments and 426m^2 of commercial retail floor space is achievable under the existing planning controls of the site, consistent with the DA2022/0776 scheme which is currently under separate DA assessment on the Block D (Site 2) site.

Planning Proposal

The planning proposal seeks approval to amend the current planning controls which apply to the western portion of the site, directly adjoining the Merrylands Railway Station & Bus Interchange, in order to increase the site's development yield, permitting a mixed use development by increasing Building height of D1 from 12 storeys to 27 storeys.

In this regard, it is noted that the current planning controls, including the unit mix/yields located across Buildings B & Building C is to remain *unchanged*, consistent with the DA2022/0776 scheme which is currently under a separate DA assessment on the site.

The proposed changes to the planning controls have the potential to achieve approximately 408 apartments (i.e. an *increase* of 105 apartments to Building D *only*), with a potential mix as follows:

Unit Mix	**Building B**	**Building C**	**Building D**	**TOTAL**
1 bedroom apartments:	14	2	12	28
2 bedroom apartments:	94	28	196	318
3 bedroom apartments:	18	13	31	62
TOTAL APARTMENTS:	**126**	**43**	**239**	**408**

A commercial retail shop is again proposed on the ground floor level of Building D of the site, with a floor area of approximately 426m².

Off-street parking is proposed for a total of 585 cars across a new six-level basement parking area, in accordance with Council's requirements.

Loading/servicing for the proposed development is expected to be undertaken via a range of commercial vehicles, from vans, utilities and the like, up to and including Council's 10.5m long garbage trucks. A dedicated loading dock is provided within the ground floor level, at the rear of the retail tenancy.

New local roads are to be constructed to serve the future precinct, including a new north-south local road, New Road 1 ('McLeod Road'), constructed along the western boundary of the site, connecting Neil Street, Gladstone Street and Terminal Place, consistent with Council's 'connectivity' plan.

Vehicular access to the parking and loading facilities are to be provided via a new entry/exit driveway located off the future north-south road running along the western boundary of the site, 'McLeod Road', in accordance with Council's *DCP* requirements.

Plans of the planning proposal have been prepared by *PTW Architects* and are reproduced in **Appendix A**.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for NSW (TfNSW) is illustrated on Figure 3.

The M4 Motorway is classified by TfNSW as a *State Road* and provides the key east-west road link in the area, linking Concord to Emu Plains. It typically carries three to four traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. All intersections with the M4 Motorway are grade-separated.

Woodville Road is also classified by TfNSW as a *State Road* and provides the key north-south road link in the area, linking the Great Western Highway to Hume Highway. It typically carries two to three traffic lanes in each direction in the vicinity of the site, with turning bays provided at key locations.

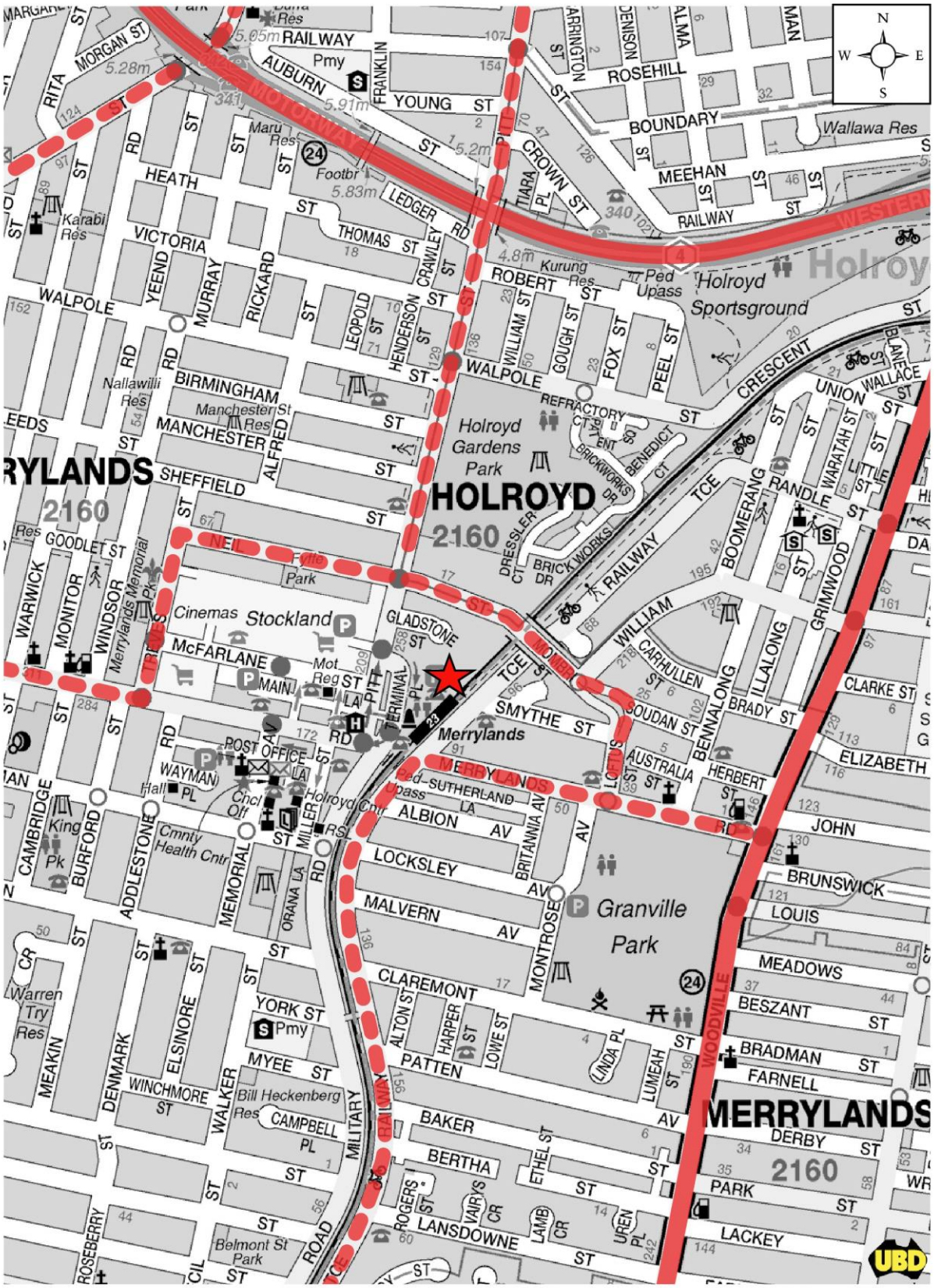
Pitt Street (north of Neil Street) is classified by TfNSW as a *Regional Road* and provides another key north-south road link in the area. It typically carries two traffic lanes in each direction in the vicinity of the site with additional lanes provided at key intersections.

Neil Street is classified by TfNSW as a *Regional Road* and provides an east-west *collector route* through the area. It typically carries one to two traffic lanes in each direction in the vicinity of the site. Clearway restrictions apply along both sides of the road during the *commuter* peak periods.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Neil Street and to Pitt Street (north of Neil Street)


N
W
E
S
HOLROYD
2160
MERRYLANDS
2160
Holroyd Gardens Park
Holroyd Sportsground
Granville Park
Merrylands
Stockland
Cinemas
Key:
State Road
Regional Road
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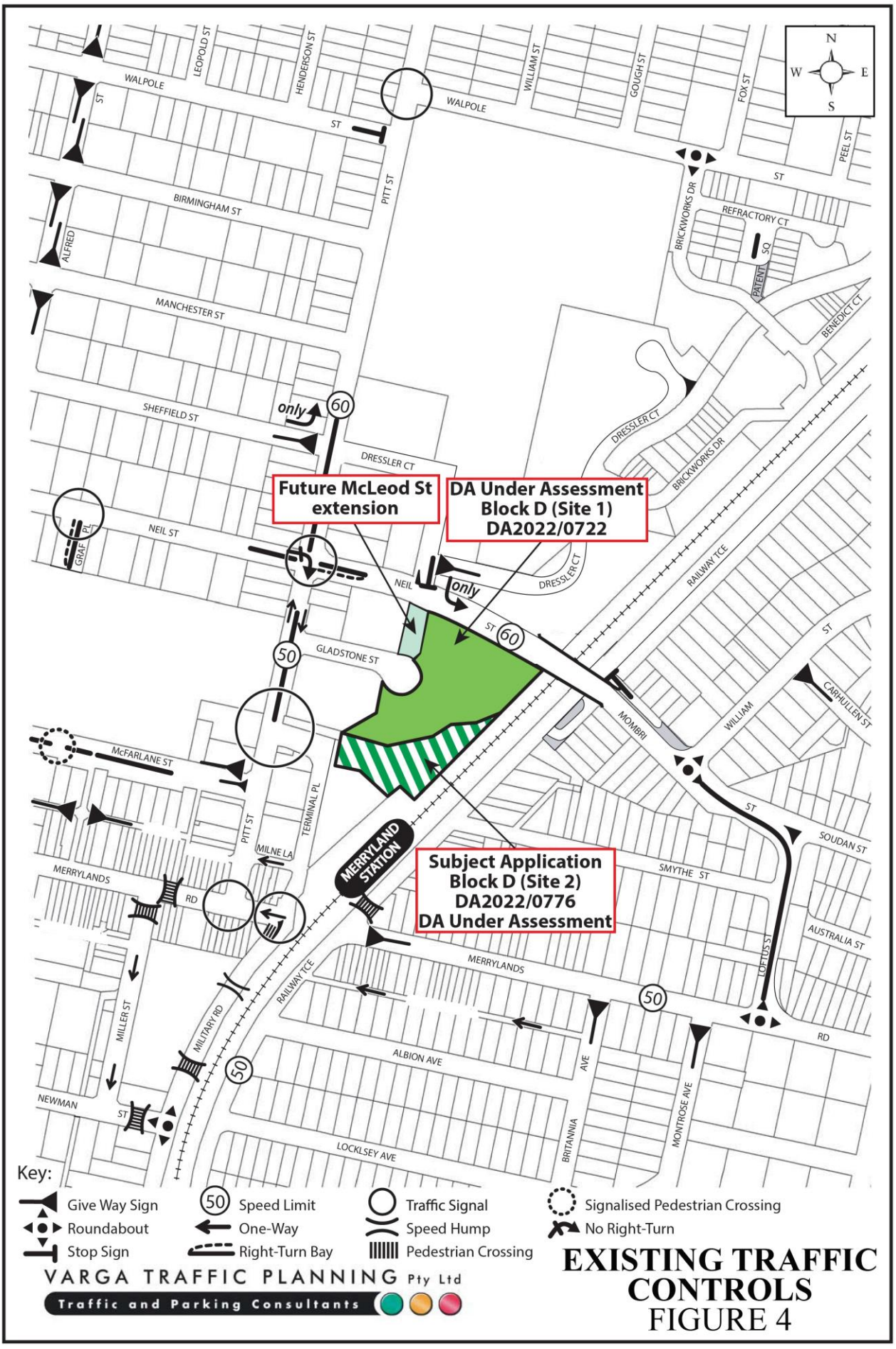
ROAD HIERARCHY
FIGURE 3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ALFRED ST
PITT ST
MANCHESTER ST
SHEFFIELD ST
DRESSLER CT
BRICKWORKS DR
REFRACTORY CT
PATENT ST
BENEDICT CT
NEIL ST
GRAF PL
GLADSTONE ST
RAILWAY TCE
MOMBRI ST
WILLIAM ST
CARHULLEN ST
McFARLANE ST
TERMINAL PL
MILNE LA
MERRYLANDS RD
SMYTHE ST
SOUDAN ST
AUSTRALIA ST
LOFTUS ST
MILLER ST
MILITARY RD
ALBION AVE
MONTROSE AVE
BRITANNIA AVE
NEWMAN ST
LOCKSLEY AVE
Key:
Give Way Sign
Roundabout
Stop Sign
Speed Limit
One-Way
Right-Turn Bay
Traffic Signal
Speed Hump
Pedestrian Crossing
Signalised Pedestrian Crossing
No Right-Turn
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EXISTING TRAFFIC CONTROLS
FIGURE 4

- a 50 km/h SPEED LIMIT which applies to Pitt Street (south of Neil Street)

- TRAFFIC SIGNALS in Neil Street where it intersects with Pitt Street and also Stockland Shopping Centre's driveway

- TRAFFIC SIGNALS in Pitt Street where it intersects with Terminal Place and with Merrylands Road

- a NO RIGHT TURN eastbound restriction in Neil Street onto Pitt Street

- a RIGHT TURN HOLDING LANE in Neil Street for westbound traffic turning onto Pitt Street

- a CENTRAL MEDIAN ISLAND in Pitt Street, extending from Terminal Place past the Gladstone Street intersection

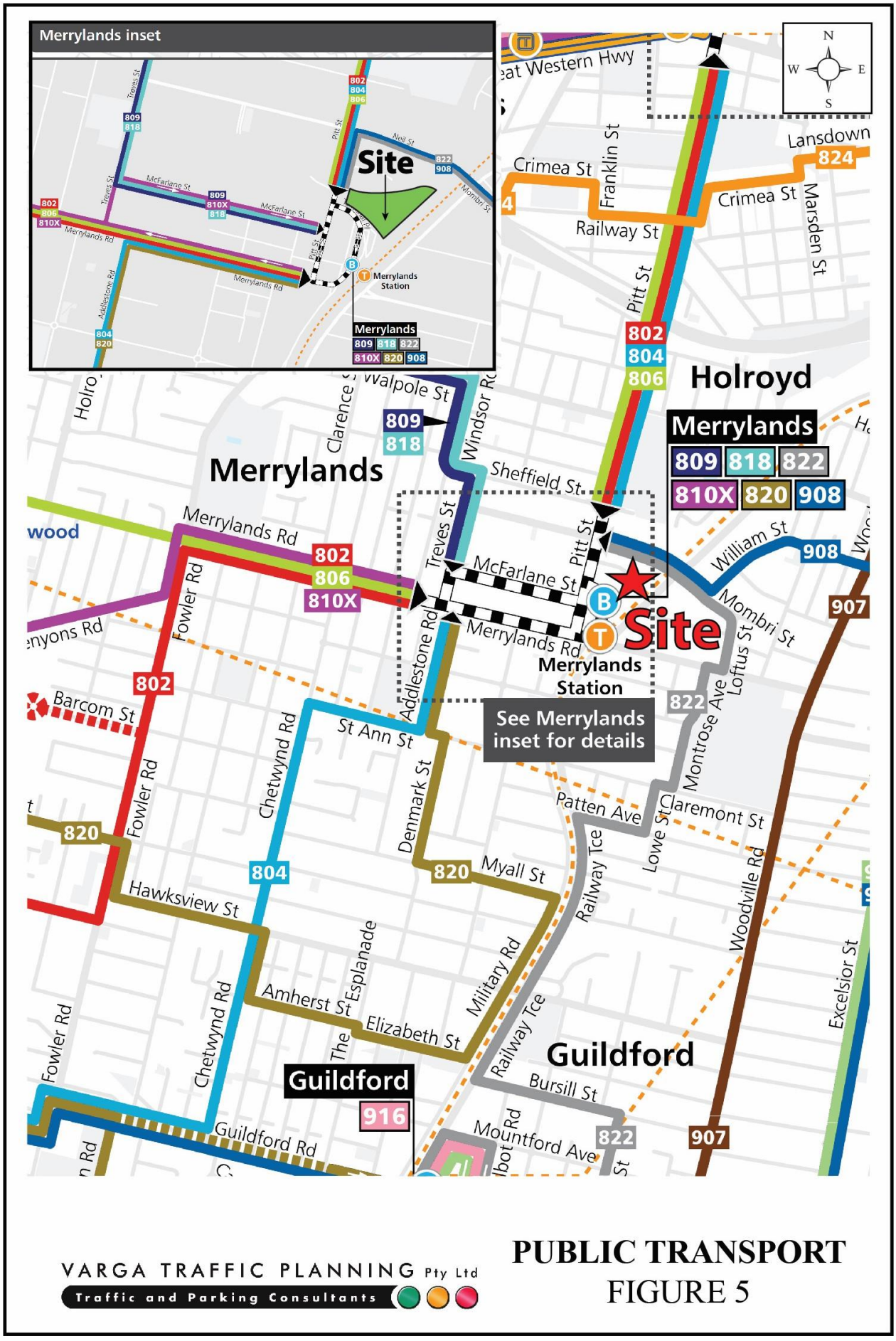
Existing Public Transport Services

The existing public transport services available within the vicinity of the subject site are illustrated on Figure 5.

The subject site is conveniently located within approximately 250m walking distance north of the Merrylands Railway Station pedestrian entrance. Merrylands Station lies on the T2 Inner West & Leppington Line and on the T5 Cumberland Line. Services typically operate at a frequency of 15-30 minutes throughout the day.

In addition to the train services, a bus interchange is available outside of Merrylands Railway Station servicing a number of bus routes, including the 809, 810X, 818, 820, 822, and 908 services.

Notably, the 810X *express* service operates between Merrylands and Parramatta via Pemulwuy. Services operate at 30-minute intervals during commuter peak periods and 60-minute intervals at other times.



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PUBLIC TRANSPORT
FIGURE 5

There are also additional bus services which operates along Pitt Street, with the closest bus stops located within 200m walking distance of the site and includes the 802, 804 and 806 services.

A summary of those bus services is provided in the table below, revealing that there are more than 390 bus services per day travelling near the site on weekdays, decreasing to approximately 230 bus services per day on Saturdays and approximately 180 bus services per day on Sundays, as set out in the table below.

Bus Routes and Frequencies							
Route No.	**Route**	**Weekday**		**Saturday**		**Sunday**	
		In	**Out**	**In**	**Out**	**In**	**Out**
802	Liverpool to Parramatta via Guildford West	36	36	24	24	20	20
804	Liverpool to Parramatta via Fairfield West	44	44	28	29	27	26
806	Liverpool to Parramatta via Abbotsbury	38	36	24	24	11	12
809	Merrylands to Pemulwuy via South Wentworthville	24	22	11	11	10	11
810X	Merrylands to Parramatta via Pemulwuy	19	7	15	11	12	11
818	Merrylands to Westmead Hospitals	11	11	-	-	-	-
820	Guildford to Merrylands via Woodpark	18	18	11	11	-	-
822	Merrylands to Guildford	2	2	-	-	-	-
908	Merrylands to Bankstown via Birrong & Auburn	12	13	9	8	8	8
	TOTAL	**204**	**189**	**122**	**110**	**88**	**88**

The site is also located within easy walking distance of the Merrylands Town Centre and the Stockland Merrylands Shopping Centre, which includes a wide range of essential shops and services including licenced clubs, banks, supermarkets, gymnasiums, restaurants, and specialty stores.

The site is therefore considered to be highly accessible to essential services and public transport options.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken as part of this traffic study. The traffic surveys were undertaken at 5 intersections located around the perimeter of the site as follows.

- Pitt Street/Neil Street
- Pitt Street/Gladstone Street
- Pitt Street/Terminal Place
- Pitt Street/Merrylands Road
- Merrylands Road/Terminal Place

The results of those traffic surveys are reproduced in full in **Appendix B** and are summarised on Figure 6, revealing that:

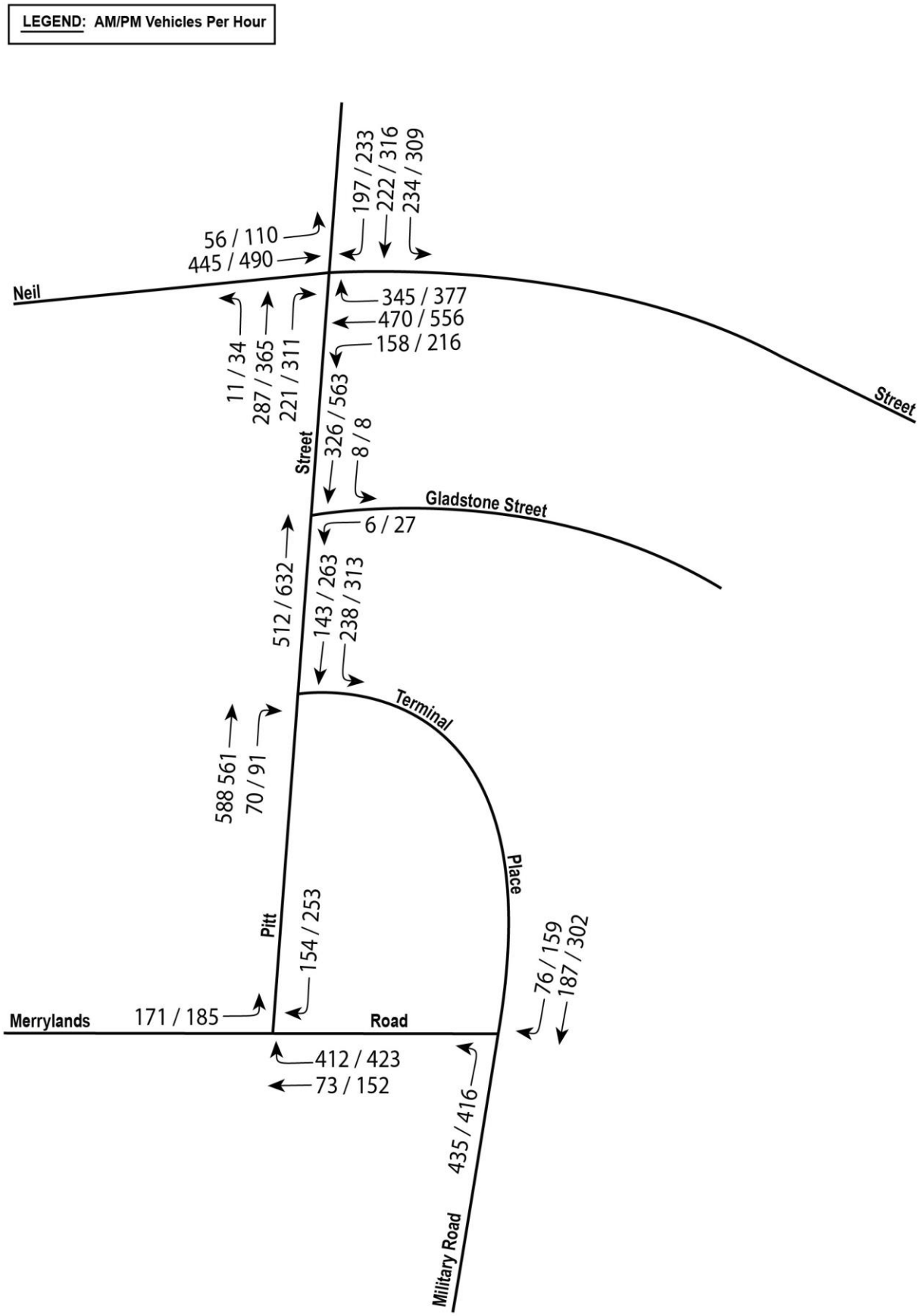
- westbound traffic flows in Neil Street past the site frontage are typically in the order of 950 vehicles per hour (vph) during the *morning* network peak period, increasing to 1,150 vph during the *afternoon* network peak period

- eastbound traffic flows in Neil Street past the site frontage are typically in the order of 670 vph during the *morning* network peak period, increasing to 800 vph during the *afternoon* network peak period

- two-way traffic flows in Pitt Street are typically in the order of 900 vph during the *morning* network peak period, increasing to 1,200 vph during the *afternoon* network peak period

- westbound traffic flows in Merrylands Road are typically in the order of 480-580 vph during the weekday commuter peak periods

- one-way (southbound) traffic flows in Terminal Place along the Merrylands Bus Interchange are lower, typically in the order of 260 vph during the *morning* network peak period, increasing to 460 vph during the *afternoon* network peak period.



EXISTING PEAK HOUR TRAFFIC FLOWS
FIGURE 6

Projected Traffic Generation

An indication of the traffic generation potential of the planning proposal is provided by reference to the Transport for NSW's publication *Guide to Traffic Generating Developments, Section 3 – Land Use Traffic Generation (October 2002)* and the updated traffic generation rates in the TfNSW *Technical Direction TDT 2013/04a (August 2013)* document.

The *TDT 2013/04a* document notes that it replaces those sections of the TfNSW *Guidelines* indicated, and states that it must be followed when TfNSW is undertaking trip generation and/or parking demand assessments.

The TfNSW *Guidelines* and the updated *TDT 2013/04a* document are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the planning proposal:

High Density Residential Flat Dwellings

AM: 0.19 peak hour vehicle trips per unit

PM: 0.15 peak hour vehicle trips per unit

The TfNSW *Guidelines* also make the following observation in respect of high density residential flat buildings:

Definition

A *high density residential flat building* refers to a building containing 20 or more dwellings. This does not include aged or disabled persons housing. *High density residential flat buildings* are usually more than 5 levels, have basement level car parking and are located in close proximity to public transport services. The building may contain a component of commercial use.

Factors

The above rates include visitors, staff, service/delivery and on-street movements such as taxis and pick-up/set-down activities.

The TfNSW *Guidelines* and the *TDT 2013/04a* do not nominate a traffic generation rate for small, local shops, referring only to major regional shopping centres incorporating supermarkets and department stores. Therefore, for the purpose of this assessment, the traffic generation rate nominated in the *TDT 2013/04a* for *Office Blocks* has been adopted in respect of the retail/commercial component of the planning proposal as follows:

Office Blocks

AM: 1.6 peak hour vehicle trips per 100m^2 GFA

PM: 1.2 peak hour vehicle trips per 100m^2 GFA

Application of the above traffic generation rates to the planning proposal yields a traffic generation potential of approximately 84 vehicle trips per hour (vph) during the AM peak period and approximately 66 vph during the PM commuter peak periods, as set out below:

Planning Proposal Projected Future Traffic Generation Potential

	AM	**PM**
Residential (408 apartments):	77.5 vph	61.2 vph
Retail/Commercial Premises (426m^2):	6.8 vph	5.1 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**84.3 vph**	**66.3 vph**

That projected future traffic flows under the proposed planning controls have been assigned to the surrounding intersections in accordance with the trends identified by the traffic survey results currenting using the surrounding road network. The distribution of these volumes onto the surrounding network is shown on Figure 8 and 9.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by a development permitted under the current *CLEP 2023* planning controls in order to determine the *nett increase (or decrease)* in traffic generation potential of the site expected to occur as a consequence of the planning proposal.

Application of the above traffic generation rates to the DA2022/0776 scheme detailed in the foregoing (in terms of *current* planning controls), yields a peak hour traffic generation potential of approximately 64 vph during the weekday AM peak period and approximately 51 vph during the weekday PM peak period, as set out below:

Projected Traffic Generation Potential of the Site
under Existing LEP 2021 Planning Controls

	AM	**PM**
Residential (303 apartments):	57.6 vph	45.5 vph
Retail/Commercial Premises (426m^2):	6.8 vph	5.1 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**64.4 vph**	**50.6 vph**

That projected future traffic flows under the existing planning controls includes the DA2022/0722 scheme which is currently under a separate DA assessment on the adjoining 'Block D (Site 1)' site have also been assigned to the surrounding intersections and is shown on Figure 7.

Accordingly, it is likely that the planning proposal will result in a modest *nett increase* in the traffic generation potential of the site of approximately 23 vph during the weekday AM peak period and approximately 16 vph during the weekday PM peak period, as set out below.

Projected Nett Increase in Peak Hour Traffic Generation Potential of the site as a consequence of the Planning Proposal

	AM	**PM**
Projected Traffic Generation Potential (Proposed Planning Controls):	84.3 vph	66.3 vph
Less Traffic Generation Potential (Existing Planning Controls):	-64.4 vph	-50.6 vph
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	**22.9 vph**	**15.7 vph**

Notwithstanding, for the purposes of this assessment it has been assumed that *all* of the projected future traffic flows of 84 vph and 66 vph during the weekday AM and PM network peak periods respectively, will be new or *additional* to the existing traffic flows currently using the adjacent road network. The traffic volumes used in this analysis are summarised on the following figures:

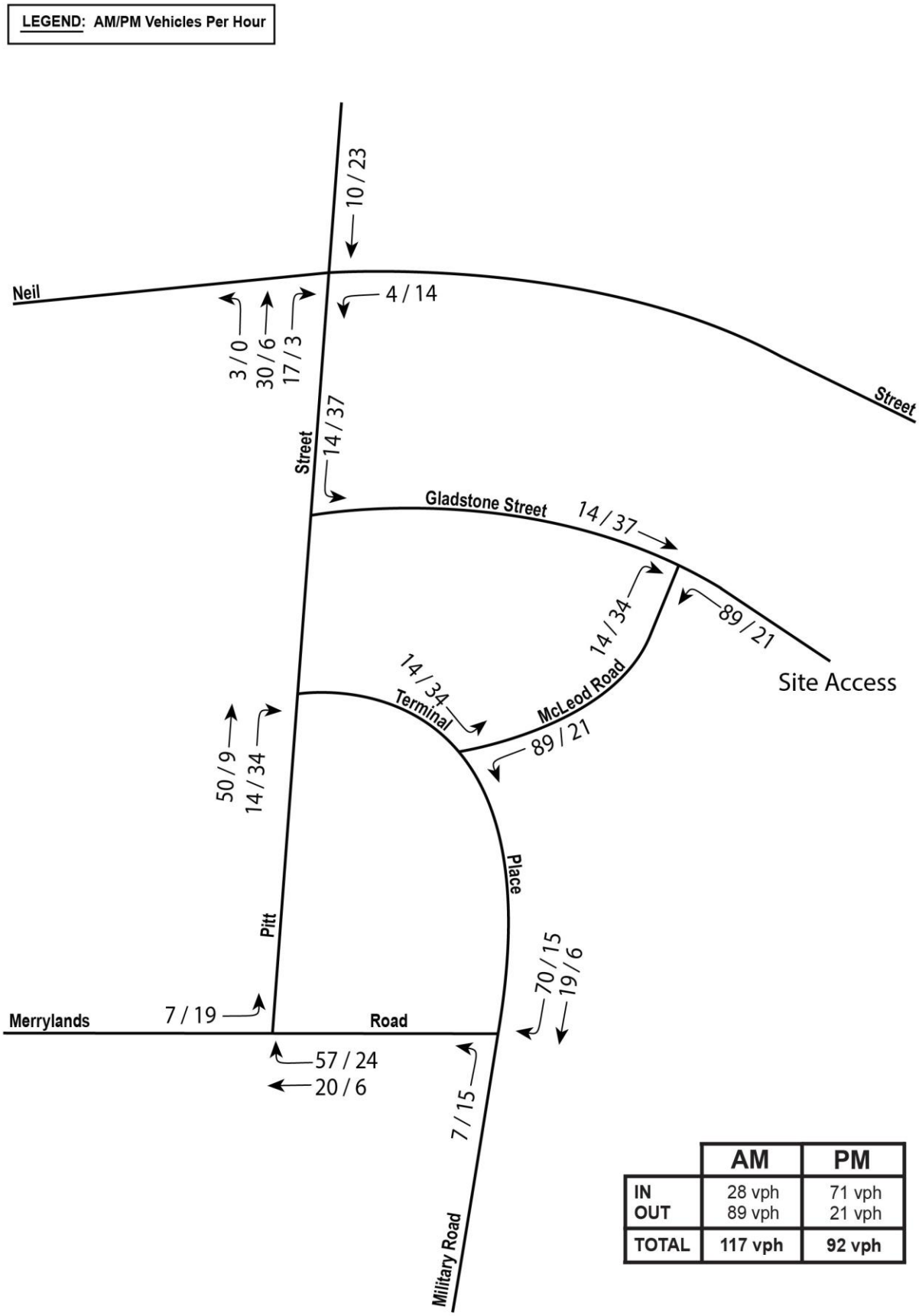
Figure 6 – Existing Traffic Volumes

Figure 7 – Existing Planning Controls Permissible on the Subject Site 'Block D (Site 2) - DA2022/0776' as well as the DA scheme on 'Block D (Site 1) - DA2022/0722'

Figure 8 – Planning Proposal on the Subject Site

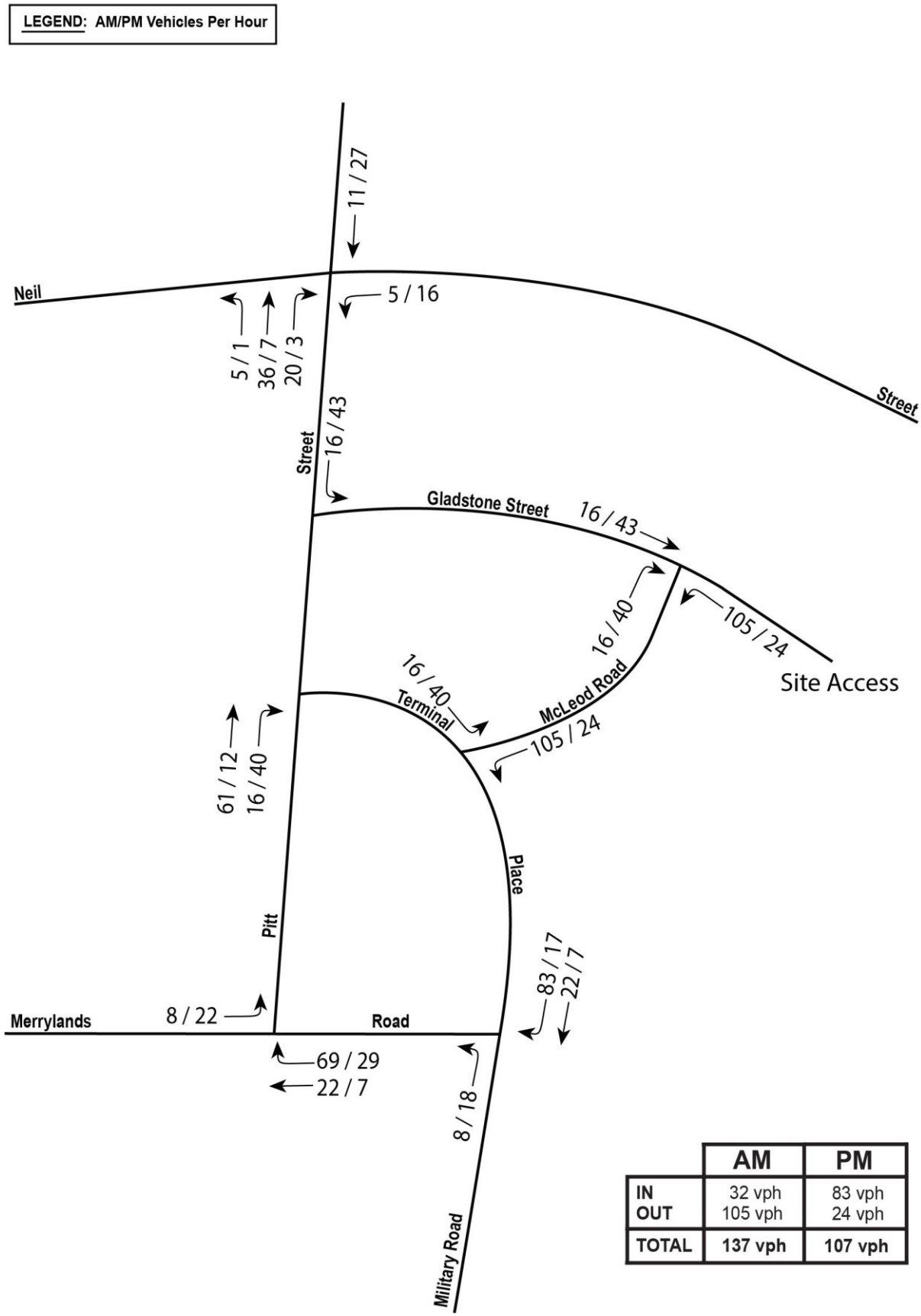
Figure 9 – Planning Proposal on the Subject Site *plus* Future McLeod Road extension

That projected increase in the traffic generation potential of the site as a consequence of the planning proposal is minimal and will clearly not have any unacceptable traffic implications in terms of road network capacity, as is demonstrated by the following section of this report.



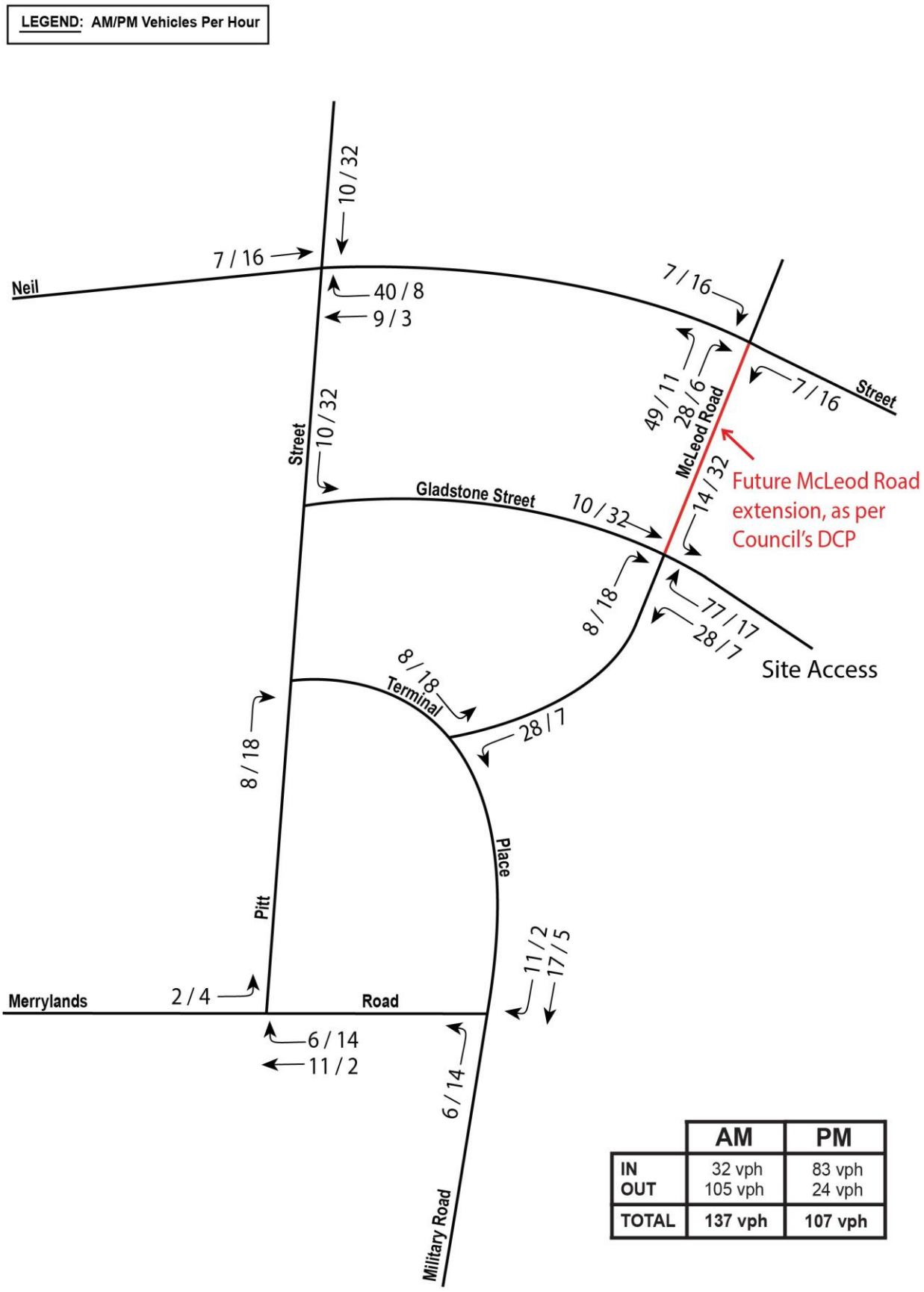
	AM	PM
IN	28 vph	71 vph
OUT	89 vph	21 vph
TOTAL	117 vph	92 vph

EXISTING/APPROVED PLANNING CONTROLS
PROJECTED ADDITIONAL PEAK HOUR TRAFFIC FLOWS
FIGURE 7



	AM	PM
IN	32 vph	83 vph
OUT	105 vph	24 vph
TOTAL	137 vph	107 vph

PROPOSED PLANNING CONTROLS
PROJECTED ADDITIONAL PEAK HOUR TRAFFIC FLOWS
FIGURE 8



	AM	PM
IN	32 vph	83 vph
OUT	105 vph	24 vph
TOTAL	137 vph	107 vph

PROPOSED PLANNING CONTROLS W/EXTENSION
PROJECTED ADDITIONAL PEAK HOUR TRAFFIC FLOWS
FIGURE 9

Traffic Implications - Road Network Capacity

The traffic implications of planning proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network. Those effects can be assessed using the SIDRA 9 NETWORK program which is widely used by TfNSW and many LGA's for this purpose.

The detailed SIDRA movement summaries for the traffic analysis are reproduced in **Appendix C**, with criteria for evaluating the results of the analysis reproduced in the following pages.

The results of the SIDRA capacity analysis of the 5 intersections surrounding the planning proposal 'Block D (Site 2)' site are summarised in the table on the following page, revealing that:

- the Neil Street & Pitt Street intersection currently operates at an overall average *Level of Service "C"* during the weekday AM peak period and *Level of Service "D"* under the existing traffic volumes, with average vehicle delays in the order of 41-49 seconds per vehicle

- under the projected increase in projected future traffic demands expected to be generated by a submitted/permissible scheme using the current planning controls, the intersection is expected to continue to operate at *Level of Service "C"* during the weekday AM peak period and *Level of Service "D"* during the weekday PM peak period, with increases in average vehicle delays of ***less than*** 1 second/vehicle, when compared to the existing scenario

- under the projected increase in projected future traffic demands expected to be generated by the planning proposal, the intersection is also expected to continue to operate at *Level of Service "C"* during the weekday AM peak period and *Level of Service "D"* during the weekday PM peak period, with increases in average vehicle delays of ***less than*** 2 seconds/vehicle, over and above the existing and submitted/permissible scheme scenario

- all other surrounding intersections contained within the traffic model currently operate at an overall average *Level of Service "A" or "B"* under the existing traffic volumes, with average vehicle delays ranging between ***less than*** 1 seconds/vehicle and 20 seconds/vehicle

- under the projected increase in projected future traffic demands expected to be generated by the planning proposal, all other surrounding intersections contained within the traffic model will continue to operate at their current *Level of Service*, with increases in the average vehicle delays in the order of ***less than*** 1 seconds/vehicle, over and above the existing and submitted/permissible scheme scenario.

- there is also *negligible* difference in intersection performance with/without the future local road being built on the neighbour's site – i.e. the future McLeod Road extension

In summary, the capacity analysis confirms that the traffic generation potential of the planning proposal on the subject site will not have any appreciable effect on the performance of nearby intersections, particularly when compared with a permissible/submitted DA2022/0776 scheme on the subject site.

SIDRA Modelling Results

Key Indicators	Existing Traffic Demand		Existing Planning Controls Traffic Demand w/ *submitted* DA yields on Block D		Planning Proposal Traffic Demands Without Future McLeod Road Extension		Planning Proposal Traffic Demands w/ Future McLeod Road Extension	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Pitt Street & Neil Street								
LOS	C	D	C	D	C	D	C	D
DOS	0.744	0.889	0.751	0.903	0.766	0.913	0.782	0.927
AVD (Sec/Veh)	41.4	49.1	42.1	50.3	42.3	50.6	42.1	51.0
Pitt Street & Gladstone Street								
LOS	A	A	A	A	A	A	A	A
DOS	0.107	0.189	0.111	0.197	0.112	0.201	0.112	0.216
AVD (Sec/Veh)	0.2	0.3	0.3	0.5	0.3	0.6	0.3	0.5
Pitt Street & Terminal Place								
LOS	A	B	A	B	A	B	B	B
DOS	0.379	0.451	0.409	0.462	0.409	0.472	0.389	0.462
AVD (Sec/Veh)	14.3	15.2	14.0	15.2	13.9	15.4	14.8	16.3
Pitt Street & Merrylands Road								
LOS	B	B	B	B	B	B	B	B
DOS	0.251	0.308	0.285	0.320	0.293	0.323	0.258	0.320
AVD (Sec/Veh)	20.2	19.8	19.8	19.6	19.6	19.6	20.2	20.0
Merrylands Road & Terminal Place								
LOS	A	A	A	A	A	A	A	A
DOS	0.664	0.676	0.716	0.711	0.727	0.718	0.677	0.695
AVD (Sec/Veh)	4.4	4.7	5.1	5.1	5.2	5.1	4.7	4.8

LOS – Level of Service; DOS – Degree of Saturation; AVD – Average Vehicle Delays

Criteria for Interpreting Results of Sidra Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route).

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

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals[1] both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

1 *The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.*

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 10 and comprise:

- NO STOPPING/NO PARKING restrictions along both sides of Neil Street, including along the entire site frontage

- 1 HOUR PARKING restrictions along both sides of Gladstone Street.

Off-Street Parking Provisions

The off-street parking rates applicable to the planning proposal are specified in Council's *Cumberland DCP 2021 Part G3: Traffic, Parking, Transport and Access (Vehicle)* document in the following terms:

Residential Flat Buildings and Shop Top Housing

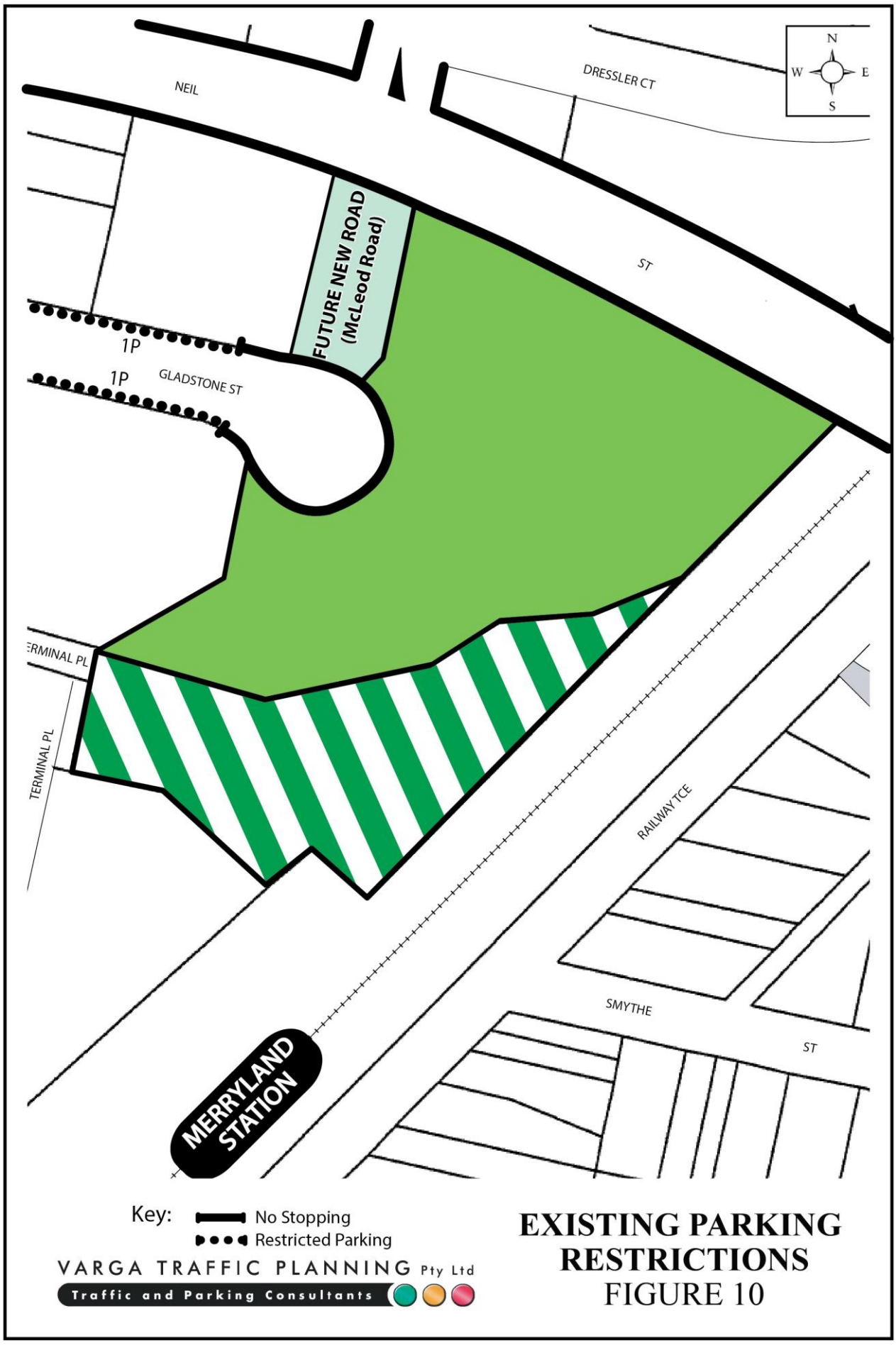
Studios, 1-2 bedroom:	1 space per dwelling
Three or more bedroom:	1.5 spaces per dwelling
Visitors:	0.25 spaces per dwelling

Commercial – Retail

1 space per 40m² GFA

Application of the above *DCP 2021* parking rates to the various components of the planning proposal yields an off-street car parking requirement of 631 spaces, as set out below:

CDCP 2021 Parking Requirements	**REQUIRED**	**PROPOSED**
Residential (408 apartments):	439.0 spaces	472 spaces
Visitors:	102.0 spaces	103 spaces
Retail (426m^2):	10.7 spaces	10 spaces
TOTAL PARKING:	**551.7 spaces**	**585 spaces**


NEIL
DRESSLER CT
N
W
E
S
FUTURE NEW ROAD
(McLeod Road)
ST
1P
1P
GLADSTONE ST
TERMINAL PL
TERMINAL PL
RAILWAY TCE
SMYTHE
ST
MERRYLAND
STATION
Key:
No Stopping
Restricted Parking
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING PARKING
RESTRICTIONS
FIGURE 10

The proposed development makes provision for a total of 585 off-street parking spaces, comprising 472 residential spaces (including 83 disabled/adaptable spaces), 103 visitor spaces (including 2 disabled spaces) and 10 commercial spaces (including 1 disabled space), thereby satisfying Council's *DCP* parking requirements.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, ramp gradients and aisle widths.

The vehicular access arrangements have also been designed to accommodate the *swept turning path* requirements of a B99 and a B85 vehicle passing each other, as specified in *AS2890.1:2004,* allowing them to circulate the internal ramps without difficulty, and to enter and exit the site in a forward direction at all times, as demonstrated by the attached swept turning path diagrams in **Appendix D**.

Off-Street Bicycle Parking Provisions

The off-street bicycle parking rates applicable to the planning proposal are specified in Council's *Cumberland DCP 2021 Part G3: Traffic, Parking, Transport and Access (Vehicle)* document in the following terms:

Residential

Residents:	1 space per 3 dwellings
Visitors:	1 space per 3 dwellings

Commercial – Retail

Staff:	1 space per 10 employees
Customers:	1 space per 750m^2 over 1,000m^2 GFA

Application of the above bicycle parking rates to the various components of the planning proposal yields an off-street bicycle parking requirement of 274 spaces, comprising 136 residential spaces, 136 visitor spaces and 2 employee spaces.

The proposed development makes provision for one storage cage per residential apartment which is capable of storing a bicycle, thereby satisfying Council's bicycle parking requirements.

Loading/Servicing Provisions

Loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles such as white vans and utilities, and trucks up to and including Council's 10.5m long HRV trucks, as specified in *Cumberland City Council DCP, Part G8: Waste Management* document.

A dedicated loading dock is proposed on the ground floor level, at the rear of the retail tenancy, with access provided off New Road 1 ('McLeod Road'), in accordance with Council's *DCP* requirements.

The manoeuvring area has been designed to accommodate the swept turning path requirements of these 10.5m long HRV trucks, allowing them to enter and exit the site whilst travelling in a forward direction at all times, as demonstrated by the attached *swept turning path* diagrams in **Appendix D**.

The geometric design layout of the proposed loading facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities AS2890.2* in respect of maximum ramp gradients, loading dock dimensions, overhead clearances and service area requirements for HRV trucks.

5. CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the planning proposal seeks approval to amend the planning controls of the subject site, resulting in the potential for an *additional* 105 residential apartments when compared to the submitted DA2022/0776 scheme (i.e. current *LEP* planning controls) on the site

- each of the intersections located around the perimeter of the site will continue to operate at current *Levels of Service*, with *minimal* increases in delays as a consequence of the planning proposal

    - the projected additional traffic flows as a consequence of the planning proposal will not have any adverse effects on the operational performance of the intersections, and

    - no road improvements or intersection upgrades would be required as a consequence of the planning proposal

    - the future extension of McLeod Road will provide improved permeability between Gladstone Street and Neil Street

- the future car, motorcycle, bicycle and loading facilities will ultimately be provided and designed in accordance with Council's requirements and the relevant Australian Standards

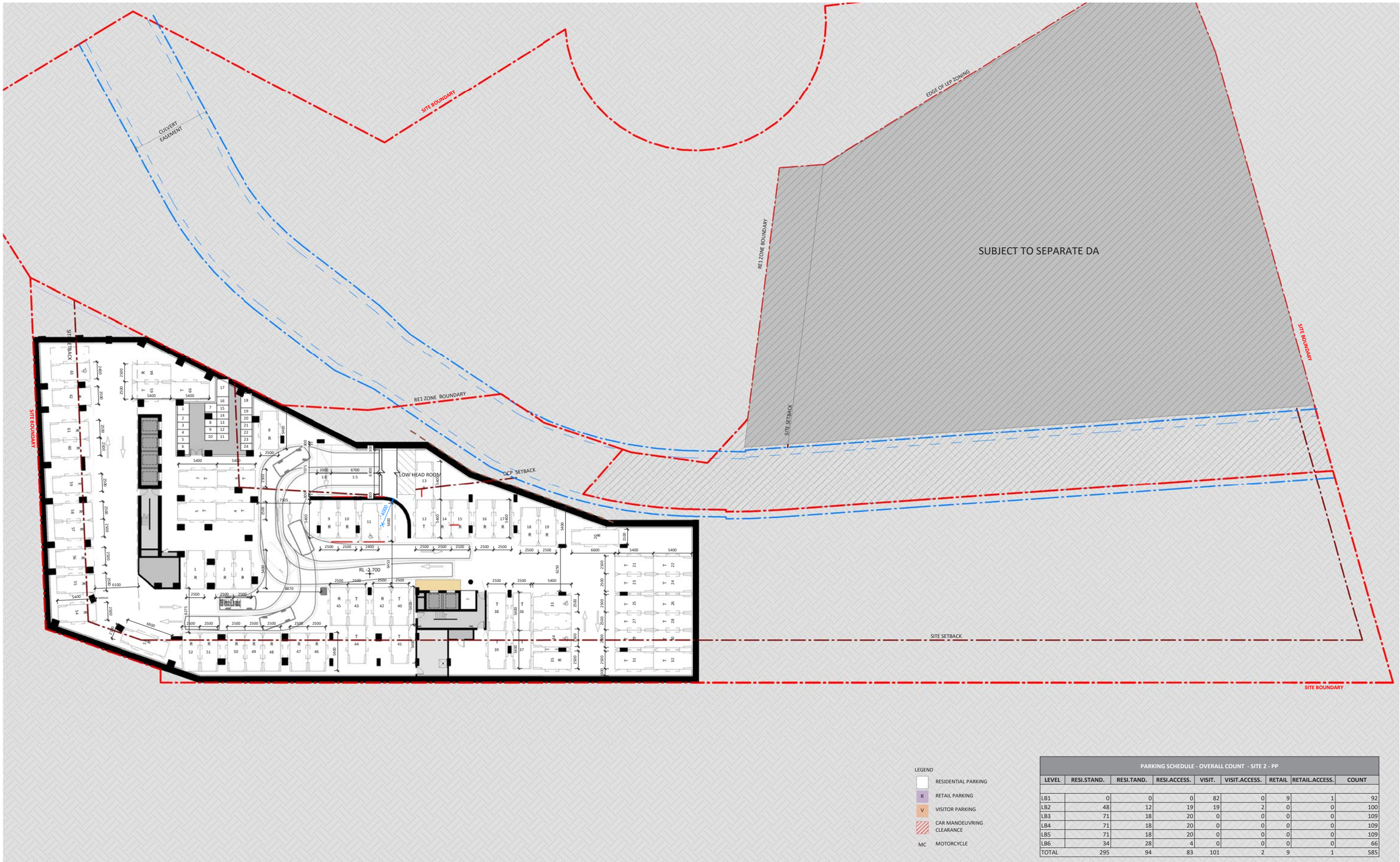
- the future vehicular access arrangements will be designed in accordance with Council requirements

It is therefore reasonable to conclude that the planning proposal will not have any unacceptable implications in terms of road network capacity, vehicular access or off-street parking/loading requirements.

APPENDIX A

ARCHITECTURAL PLANS

4.0 BASEMENT 06 PLAN



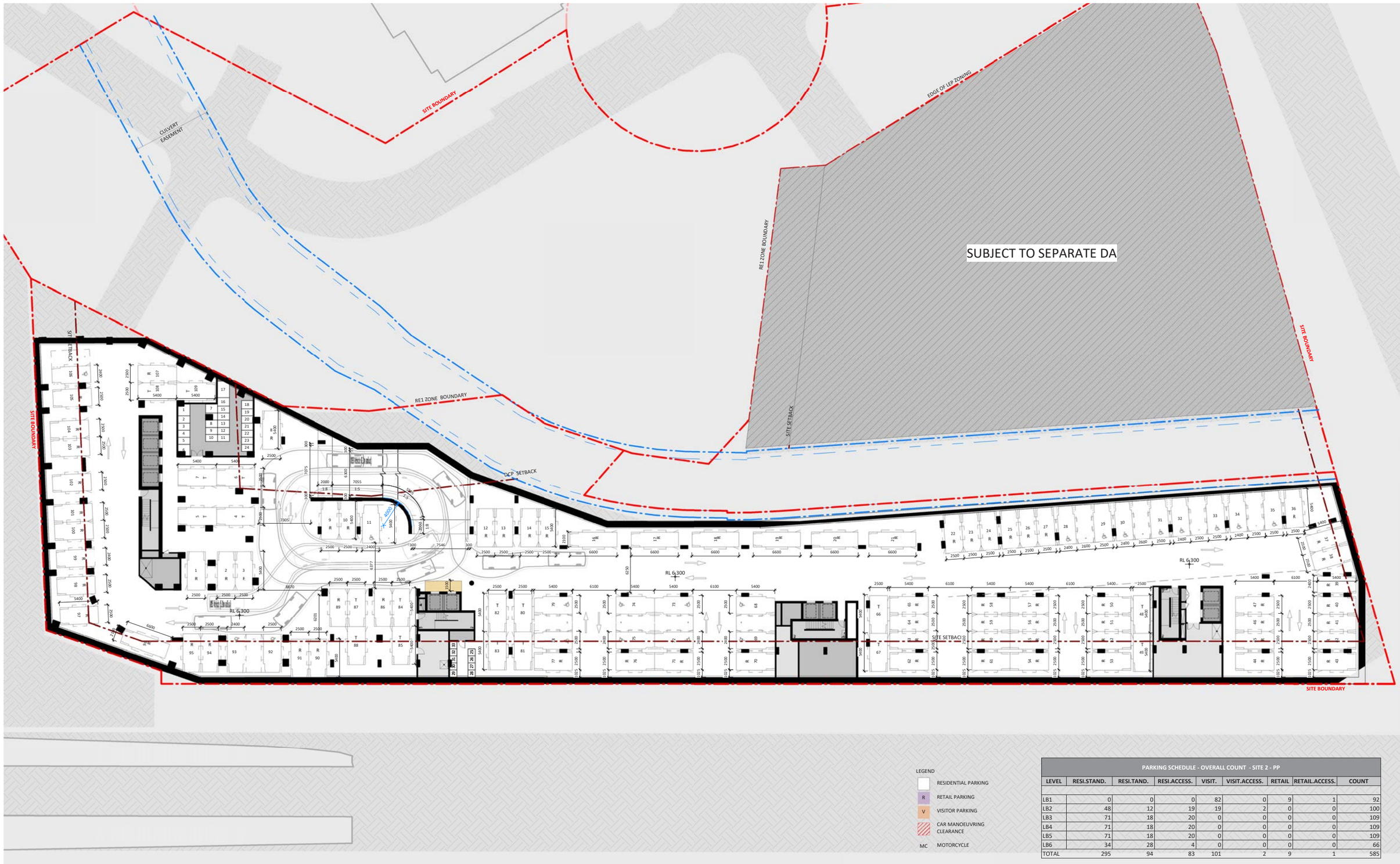
LEGEND

- RESIDENTIAL PARKING
- R RETAIL PARKING
- V VISITOR PARKING
- CAR MANOEUVRING CLEARANCE
- MC MOTORCYCLE

PARKING SCHEDULE - OVERALL COUNT - SITE 2 - PP

LEVEL	RESI.STAND.	RESI.TAND.	RESI.ACCESS.	VISIT.	VISIT.ACCESS.	RETAIL	RETAIL.ACCESS.	COUNT
LB1	0	0	0	82	0	9	1	92
LB2	48	12	19	19	2	0	0	100
LB3	71	18	20	0	0	0	0	109
LB4	71	18	20	0	0	0	0	109
LB5	71	18	20	0	0	0	0	109
LB6	34	28	4	0	0	0	0	66
TOTAL	295	94	83	101	2	9	1	585

4.0 BASEMENT 03-05 PLAN



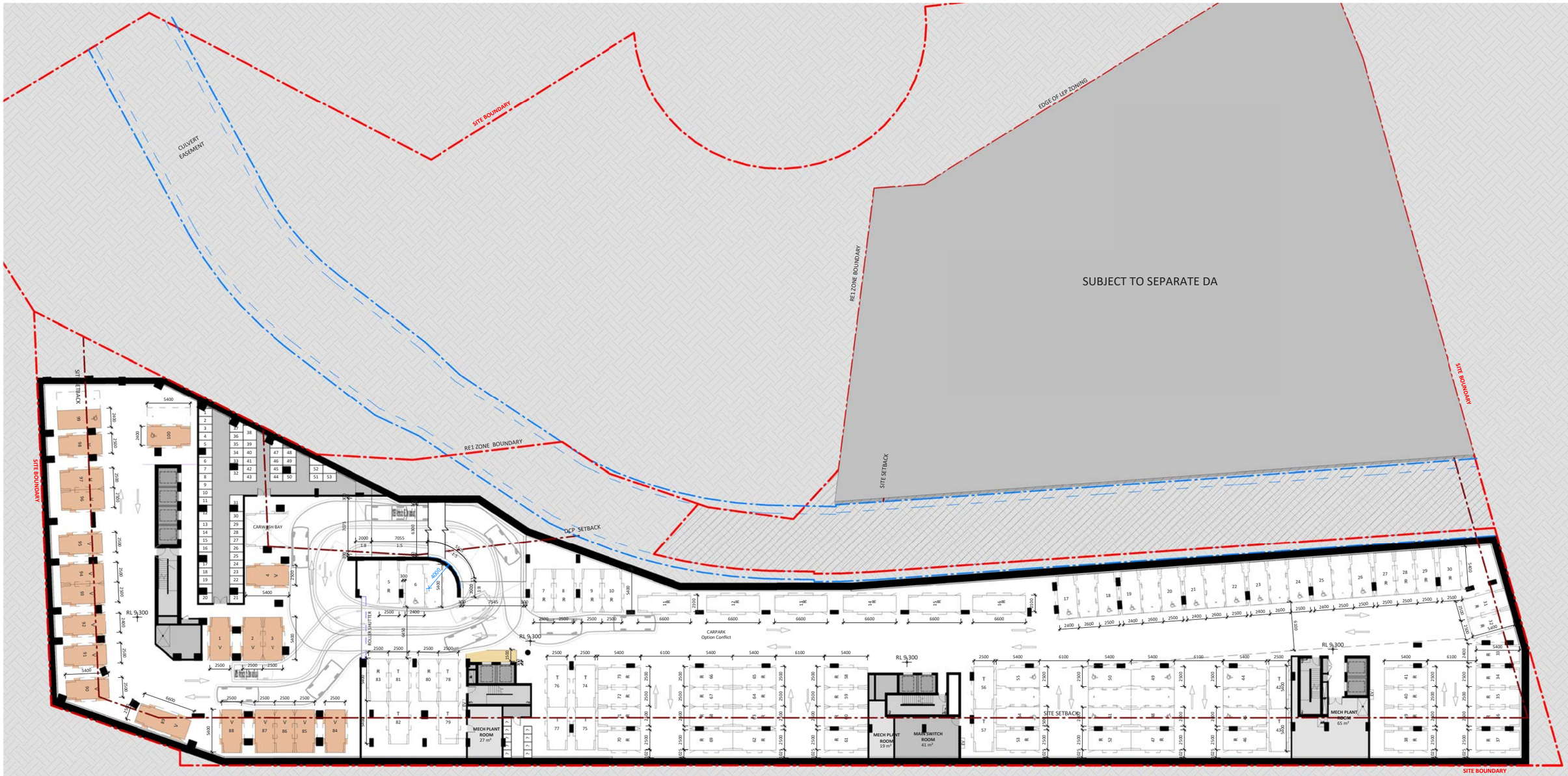
LEGEND

- RESIDENTIAL PARKING
- R RETAIL PARKING
- V VISITOR PARKING
- CAR MANOEUVRING CLEARANCE
- MC MOTORCYCLE

PARKING SCHEDULE - OVERALL COUNT - SITE 2 - PP								
LEVEL	RESI.STAND.	RESI.TAND.	RESI.ACCESS.	VISIT.	VISIT.ACCESS.	RETAIL	RETAIL.ACCESS.	COUNT
LB1	0	0	0	82	0	9	1	92
LB2	48	12	19	19	2	0	0	100
LB3	71	18	20	0	0	0	0	109
LB4	71	18	20	0	0	0	0	109
LB5	71	18	20	0	0	0	0	109
LB6	34	28	4	0	0	0	0	66
TOTAL	295	94	83	101	2	9	1	585

N

4.0 BASEMENT 02 PLAN



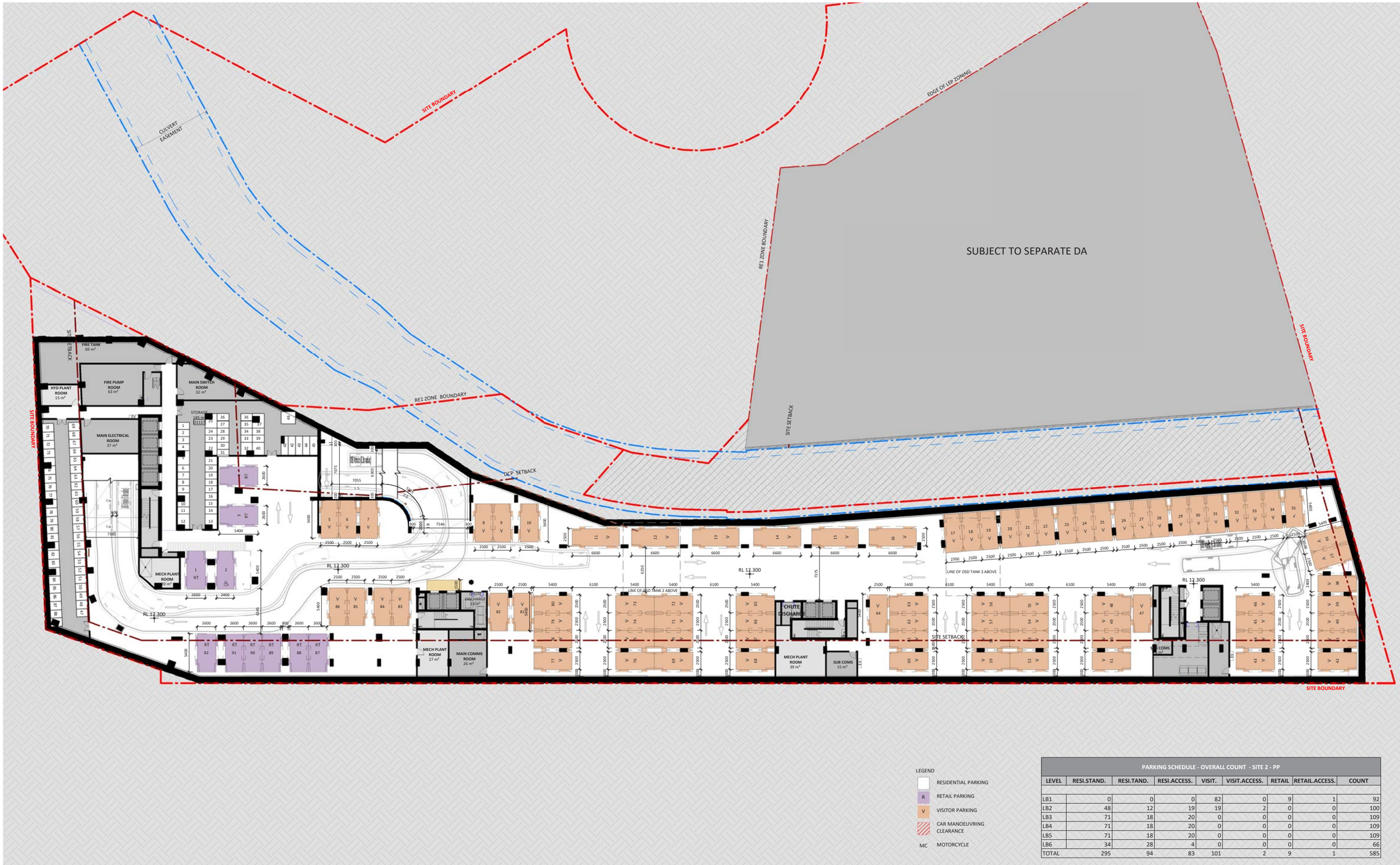
LEGEND

- RESIDENTIAL PARKING
- R — RETAIL PARKING
- V — VISITOR PARKING
- CAR MANOEUVRING CLEARANCE
- MC — MOTORCYCLE

PARKING SCHEDULE - OVERALL COUNT - SITE 2 - PP

LEVEL	RESI.STAND.	RESI.TAND.	RESI.ACCESS.	VISIT.	VISIT.ACCESS.	RETAIL	RETAIL.ACCESS.	COUNT
LB1	0	0	0	82	0	9	1	92
LB2	48	12	19	19	2	0	0	100
LB3	71	18	20	0	0	0	0	109
LB4	71	18	20	0	0	0	0	109
LB5	71	18	20	0	0	0	0	109
LB6	34	28	4	0	0	0	0	66
TOTAL	295	94	83	101	2	9	1	585

4.0 BASEMENT 01 PLAN

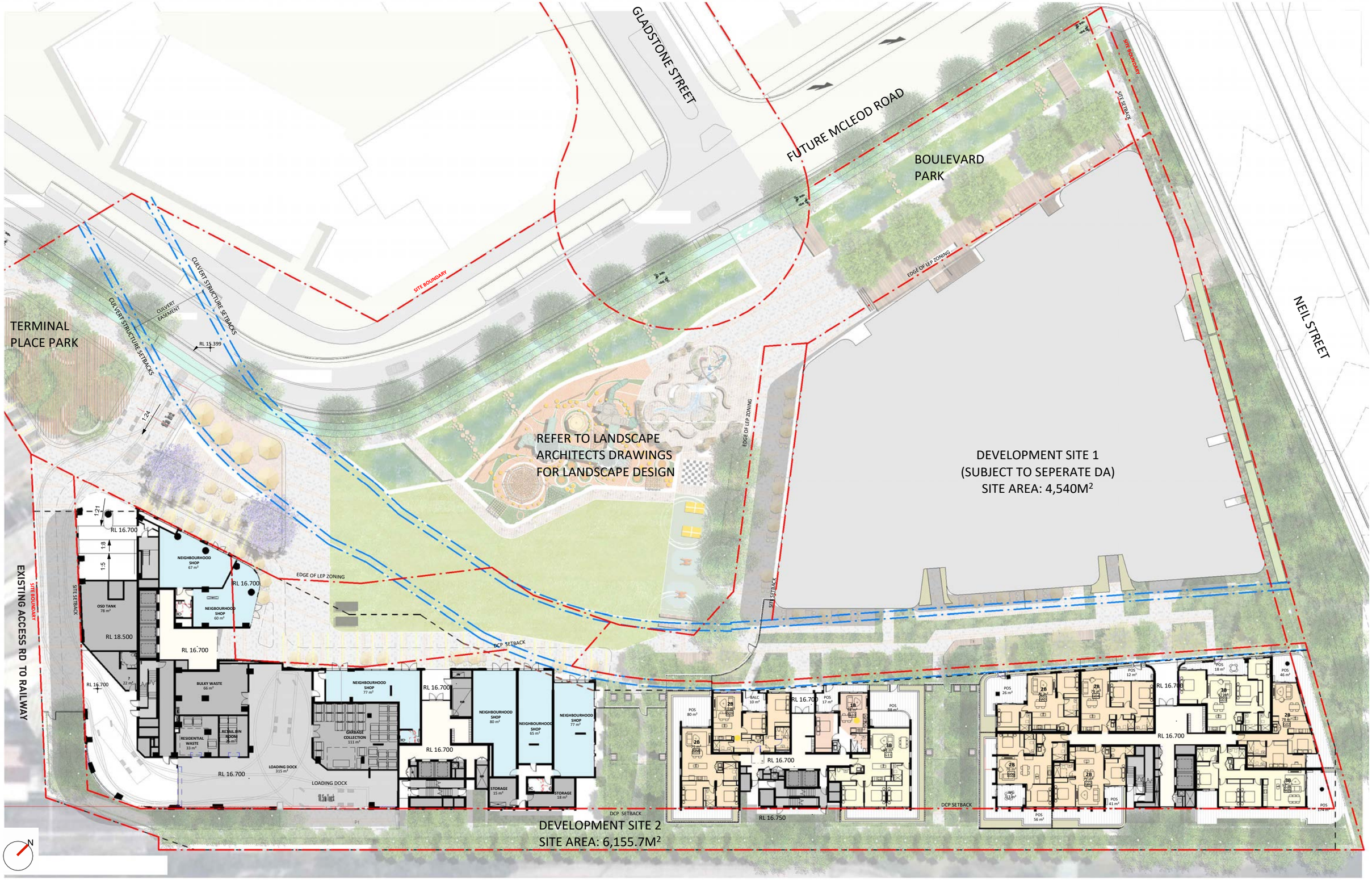


LEGEND

- RESIDENTIAL PARKING
- R — RETAIL PARKING
- V — VISITOR PARKING
- CAR MANOEUVRING CLEARANCE
- MC — MOTORCYCLE

PARKING SCHEDULE - OVERALL COUNT - SITE 2 - PP								
LEVEL	RESI.STAND.	RESI.TAND.	RESI.ACCESS.	VISIT.	VISIT.ACCESS.	RETAIL	RETAIL.ACCESS.	COUNT
LB1	0	0	0	82	0	9	1	92
LB2	48	12	19	19	2	0	0	100
LB3	71	18	20	0	0	0	0	109
LB4	71	18	20	0	0	0	0	109
LB5	71	18	20	0	0	0	0	109
LB6	34	28	4	0	0	0	0	66
TOTAL	295	94	83	101	2	9	1	585

4.0 GROUND FLOOR PLAN



APPENDIX B

TRAFFIC SURVEY DATA

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Neil St and Pitt St, Merrylands

GPS -33.833843, 150.992185

Date:	Thu 27/07/23
Weather:	Fine
Suburban:	Merrylands
Customer:	Varga

North:	Pitt St
East:	Neil St
South:	Pitt St
West:	Neil St

Survey Period	AM:	6:30 AM-9:30 AM
	PM:	3:30 PM-7:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	5:00 PM-6:00 PM

All Vehicles

Time		North Approach Pitt St				East Approach Neil St				South Approach Pitt St				West Approach Neil 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
6:30	6:45	0	19	53	32	0	133	52	31	0	16	59	4	0	0	42	15	1752	
6:45	7:00	0	20	61	46	0	121	56	27	0	13	64	1	0	0	41	8	1847	
7:00	7:15	0	22	44	47	0	100	37	26	0	21	59	1	0	0	57	5	2021	
7:15	7:30	0	17	48	40	0	97	30	12	0	21	60	2	0	0	73	19	2214	
7:30	7:45	0	18	49	64	0	123	56	24	0	23	80	5	0	0	87	22	2394	
7:45	8:00	0	41	61	63	0	119	59	34	0	45	82	1	0	0	110	17	2549	
8:00	8:15	0	24	64	64	0	118	90	33	0	32	80	3	0	0	87	17	2643	
8:15	8:30	0	46	64	64	0	116	79	26	0	45	67	2	0	0	73	17	2646	Peak
8:30	8:45	0	63	48	67	0	86	127	43	0	58	76	3	0	0	122	13	2600	
8:45	9:00	0	50	61	58	0	80	149	32	0	68	77	3	0	0	136	12		
9:00	9:15	0	38	49	45	0	63	115	57	0	50	67	3	0	0	114	14		
9:15	9:30	0	41	59	38	0	66	104	36	0	47	66	4	0	0	75	17		
15:30	15:45	0	75	101	56	0	86	132	60	0	55	99	7	0	0	100	21	3123	
15:45	16:00	0	51	75	74	0	84	134	44	0	68	92	7	0	0	103	21	3083	
16:00	16:15	0	56	86	63	0	104	137	58	0	62	77	7	0	0	125	26	3088	
16:15	16:30	0	44	94	70	0	84	112	55	0	69	95	11	0	0	120	23	3129	
16:30	16:45	0	49	80	60	0	79	127	63	0	76	92	9	0	0	98	19	3171	
16:45	17:00	0	57	83	60	0	97	120	60	0	62	72	8	0	0	114	25	3242	
17:00	17:15	0	52	78	73	0	98	146	55	0	76	100	11	0	0	126	27	3317	Peak
17:15	17:30	0	63	72	83	0	90	146	48	0	85	99	7	0	0	110	16	3281	
17:30	17:45	0	58	81	76	0	86	138	58	0	80	80	8	0	0	124	34	3226	
17:45	18:00	0	60	85	77	0	103	126	55	0	70	86	8	0	0	130	33	3063	
18:00	18:15	0	67	98	50	0	69	123	56	0	88	88	11	0	0	121	35	2894	
18:15	18:30	0	52	79	58	0	75	128	64	0	81	86	8	0	0	112	21		
18:30	18:45	0	41	80	47	0	60	81	41	0	84	67	7	0	0	132	20		
18:45	19:00	0	47	66	57	0	44	92	52	0	73	88	11	0	0	111	23		

Peak Time		North Approach Pitt St				East Approach Neil St				South Approach Pitt St				West Approach Neil St				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:15	9:15	0	197	222	234	0	345	470	158	0	221	287	11	0	0	445	56	2646
17:00	18:00	0	233	316	309	0	377	556	216	0	311	365	34	0	0	490	110	3317

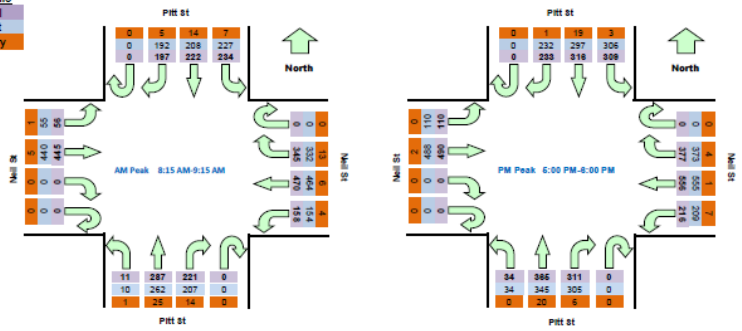
Pedestrians Crossing

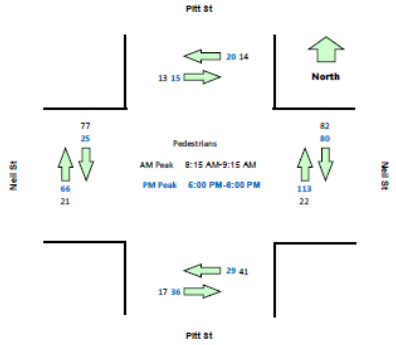
Time		rth Approach Pitt		st Approach Neil		uth Approach Pitt		est Approach Neil		Hourly Tot
Period Start	Period End	Westboun	Eastboun	outhbour	orthbour	Westboun	Eastboun	outhbour	orthbour	
6:30	6:45	0	0	8	2	1	1	9	0	129
6:45	7:00	1	0	11	0	0	0	6	1	156
7:00	7:15	0	1	18	3	4	1	10	0	216
7:15	7:30	2	2	26	7	1	0	12	2	234
7:30	7:45	2	1	21	6	1	4	12	1	258
7:45	8:00	3	2	30	8	5	2	25	4	280
8:00	8:15	0	2	25	2	6	4	15	1	279
8:15	8:30	6	1	25	5	14	3	19	3	287
8:30	8:45	2	5	16	4	9	6	22	6	272
8:45	9:00	5	3	22	8	10	5	19	6	
9:00	9:15	1	4	19	5	8	3	17	6	
9:15	9:30	3	6	15	5	4	2	16	10	
15:30	15:45	4	2	25	22	13	5	14	4	373
15:45	16:00	5	2	7	24	5	9	7	16	377
16:00	16:15	5	1	15	27	11	9	16	24	405
16:15	16:30	5	8	24	19	6	6	15	18	382
16:30	16:45	6	4	15	24	7	7	7	23	384
16:45	17:00	6	4	25	23	14	7	7	17	394
17:00	17:15	4	0	15	27	10	6	6	17	384
17:15	17:30	5	6	28	27	5	11	3	18	398
17:30	17:45	3	6	19	24	11	11	9	20	379
17:45	18:00	8	3	18	35	3	8	7	11	328
18:00	18:15	1	4	16	24	4	12	14	24	303
18:15	18:30	6	3	14	31	5	7	10	8	
18:30	18:45	0	0	7	20	6	7	2	10	
18:45	19:00	0	6	13	12	8	9	2	18	

Peak Time		rth Approach Pitt		st Approach Neil		uth Approach Pitt		est Approach Neil		Peak hour
Period Start	Period End	Westboun	Eastboun	outhbour	orthbour	Westboun	Eastboun	outhbour	orthbour	
8:15	9:15	14	13	82	22	41	17	77	21	287
17:00	18:00	20	15	80	113	29	36	25	66	384

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

Time		North Approach Pitt St				East Approach Neil St				South Approach Pitt St				West Approach Neil St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	15	50	31	0	123	50	29	0	16	51	4	0	0	41	15
6:45	7:00	0	18	57	44	0	117	56	26	0	11	51	1	0	0	40	8
7:00	7:15	0	21	40	46	0	97	35	25	0	19	52	0	0	0	53	4
7:15	7:30	0	16	42	40	0	94	29	11	0	18	53	1	0	0	72	16
7:30	7:45	0	17	43	63	0	123	56	20	0	23	77	4	0	0	84	20
7:45	8:00	0	40	58	63	0	117	58	34	0	43	74	1	0	0	104	17
8:00	8:15	0	24	59	63	0	113	88	30	0	31	76	3	0	0	86	17
8:15	8:30	0	43	60	61	0	112	76	24	0	44	62	2	0	0	71	16
8:30	8:45	0	62	44	65	0	84	125	42	0	54	68	3	0	0	122	13
8:45	9:00	0	49	59	57	0	76	149	31	0	63	70	2	0	0	136	12
9:00	9:15	0	38	45	44	0	60	114	57	0	46	62	3	0	0	111	14
9:15	9:30	0	40	52	38	0	61	102	33	0	47	60	4	0	0	73	17
15:30	15:45	0	74	98	54	0	84	131	59	0	51	94	7	0	0	98	21
15:45	16:00	0	51	69	74	0	83	133	43	0	68	85	7	0	0	101	21
16:00	16:15	0	55	79	62	0	102	135	58	0	62	73	7	0	0	124	25
16:15	16:30	0	44	88	69	0	81	109	53	0	66	93	11	0	0	119	23
16:30	16:45	0	48	77	59	0	79	127	62	0	74	88	9	0	0	96	19
16:45	17:00	0	57	77	58	0	97	119	60	0	61	68	8	0	0	112	25
17:00	17:15	0	52	73	71	0	98	145	54	0	74	91	11	0	0	126	27
17:15	17:30	0	63	67	83	0	88	146	48	0	85	94	7	0	0	110	16
17:30	17:45	0	57	77	75	0	85	138	54	0	78	77	8	0	0	123	34
17:45	18:00	0	60	80	77	0	102	126	53	0	68	83	8	0	0	129	33
18:00	18:15	0	67	93	50	0	68	120	56	0	87	87	11	0	0	119	35
18:15	18:30	0	52	75	58	0	75	128	64	0	80	82	8	0	0	112	21
18:30	18:45	0	41	77	47	0	60	81	41	0	84	67	7	0	0	130	20
18:45	19:00	0	47	63	56	0	43	92	51	0	73	84	11	0	0	109	23

Peak Time		North Approach Pitt St				East Approach Neil St				South Approach Pitt St				West Approach Neil St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	192	208	227	0	332	464	154	0	207	262	10	0	0	440	55	2551
17:00	18:00	0	232	297	306	0	373	555	209	0	305	345	34	0	0	488	110	3254

Heavy Vehicles

Time		North Approach Pitt St				East Approach Neil St				South Approach Pitt St				West Approach Neil St			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	4	3	1	0	10	2	2	0	0	8	0	0	0	1	0
6:45	7:00	0	2	4	2	0	4	0	1	0	2	13	0	0	0	1	0
7:00	7:15	0	1	4	1	0	3	2	1	0	2	7	1	0	0	4	1
7:15	7:30	0	1	6	0	0	3	1	1	0	3	7	1	0	0	1	3
7:30	7:45	0	1	6	1	0	0	0	4	0	0	3	1	0	0	3	2
7:45	8:00	0	1	3	0	0	2	1	0	0	2	8	0	0	0	6	0
8:00	8:15	0	0	5	1	0	5	2	3	0	1	4	0	0	0	1	0
8:15	8:30	0	3	4	3	0	4	3	2	0	1	5	0	0	0	2	1
8:30	8:45	0	1	4	2	0	2	2	1	0	4	8	0	0	0	0	0
8:45	9:00	0	1	2	1	0	4	0	1	0	5	7	1	0	0	0	0
9:00	9:15	0	0	4	1	0	3	1	0	0	4	5	0	0	0	3	0
9:15	9:30	0	1	7	0	0	5	2	3	0	0	6	0	0	0	2	0
15:30	15:45	0	1	3	2	0	2	1	1	0	4	5	0	0	0	2	0
15:45	16:00	0	0	6	0	0	1	1	1	0	0	7	0	0	0	2	0
16:00	16:15	0	1	7	1	0	2	2	0	0	0	4	0	0	0	1	1
16:15	16:30	0	0	6	1	0	3	3	2	0	3	2	0	0	0	1	0
16:30	16:45	0	1	3	1	0	0	0	1	0	2	4	0	0	0	2	0
16:45	17:00	0	0	6	2	0	0	1	0	0	1	4	0	0	0	2	0
17:00	17:15	0	0	5	2	0	0	1	1	0	2	9	0	0	0	0	0
17:15	17:30	0	0	5	0	0	2	0	0	0	0	5	0	0	0	0	0
17:30	17:45	0	1	4	1	0	1	0	4	0	2	3	0	0	0	1	0
17:45	18:00	0	0	5	0	0	1	0	2	0	2	3	0	0	0	1	0
18:00	18:15	0	0	5	0	0	1	3	0	0	1	1	0	0	0	2	0
18:15	18:30	0	0	4	0	0	0	0	0	0	1	4	0	0	0	0	0
18:30	18:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0
18:45	19:00	0	0	3	1	0	1	0	1	0	0	4	0	0	0	2	0

Peak Time		North Approach Pitt St				East Approach Neil St				South Approach Pitt St				West Approach Neil St				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	5	14	7	0	13	6	4	0	14	25	1	0	0	5	1	95
17:00	18:00	0	1	19	3	0	4	1	7	0	6	20	0	0	0	2	0	63

TRANS TRAFFIC SURVEY

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TURNING MOVEMENT SURVEY

Intersection of Gladstone St and Pitt St, Merrylands

GPS -33.834462, 150.991992

Date:	Thu 27/07/23
Weather:	Fine
Suburban:	Merrylands
Customer:	Varga

North:	Pitt St
East:	Gladstone St
South:	Pitt St
West:	Access Driveway

Survey Period	AM:	6:30 AM-9:30 AM
	PM:	3:30 PM-7:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	4:15 PM-5:15 PM

All Vehicles

Time		North Approach Pitt St				East Approach Gladstone St				South Approach Pitt St				West Approach Access Driveway				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
6:30	6:45	0	0	78	7	0	0	0	0	0	0	77	1	0	0	0	0	637	
6:45	7:00	0	0	76	13	0	0	0	3	0	0	80	0	0	0	0	1	664	
7:00	7:15	0	0	60	11	0	0	0	4	0	0	81	3	0	0	0	1	715	
7:15	7:30	0	0	54	4	0	0	0	2	0	0	79	1	0	0	0	1	774	
7:30	7:45	0	0	72	3	0	0	0	2	0	0	112	1	0	0	0	0	847	
7:45	8:00	0	0	91	2	0	0	0	5	0	0	123	1	0	0	0	2	892	
8:00	8:15	0	0	98	1	0	0	0	0	0	0	116	2	0	0	0	2	921	
8:15	8:30	0	0	91	0	0	0	0	2	0	0	111	5	0	0	0	5	943	Peak
8:30	8:45	0	0	90	2	0	0	0	0	0	0	139	3	0	0	0	1	943	Peak
8:45	9:00	0	0	91	4	0	0	0	2	0	0	144	9	0	0	0	3		
9:00	9:15	0	0	104	2	0	0	0	2	0	0	118	10	0	0	0	5		
9:15	9:30	0	0	95	0	0	0	0	0	0	0	105	5	0	0	0	9		
15:30	15:45	0	0	162	1	0	0	0	5	0	0	155	2	0	0	0	11	1269	
15:45	16:00	0	0	119	1	0	0	0	4	0	0	150	4	0	0	0	12	1256	
16:00	16:15	0	0	145	2	0	0	0	3	0	0	135	3	0	0	0	17	1262	
16:15	16:30	0	0	147	2	0	0	0	7	0	0	167	4	0	0	0	11	1300	Peak
16:30	16:45	0	0	142	3	0	0	0	2	0	0	157	1	0	0	0	18	1277	
16:45	17:00	0	0	142	0	0	0	0	6	0	0	133	3	0	0	0	12	1265	
17:00	17:15	0	0	132	3	0	0	0	12	0	0	175	4	0	0	0	17	1280	
17:15	17:30	0	0	119	0	0	0	0	2	0	0	183	1	0	0	0	10	1286	
17:30	17:45	0	0	136	1	0	0	0	1	0	0	158	2	0	0	0	13	1288	
17:45	18:00	0	0	140	1	0	0	0	1	0	0	150	3	0	0	0	16	1259	
18:00	18:15	0	0	155	1	0	0	0	0	0	0	172	6	0	0	0	15	1251	
18:15	18:30	0	0	143	1	0	0	0	1	0	0	161	1	0	0	0	10		
18:30	18:45	0	0	118	1	0	0	0	1	0	0	142	2	0	0	0	18		
18:45	19:00	0	0	119	1	0	0	0	2	0	0	165	3	0	0	0	13		

Peak Time		North Approach Pitt St				East Approach Gladstone St				South Approach Pitt St				West Approach Access Driveway				Peak total
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	
8:15	9:15	0	0	376	8	0	0	0	6	0	0	512	27	0	0	0	14	943
16:15	17:15	0	0	563	8	0	0	0	27	0	0	632	12	0	0	0	58	1300

Pedestrians Crossing

Time		rth Approach Pitt		Approach Gladsto		uth Approach Pitt		pproach Access D		ourly Tot
Period Star	Period End	Vestbour	Eastboun	outhbour	orthbour	Vestbour	Eastboun	outhbour	orthbour	
6:30	6:45	0	0	8	2	0	0	7	1	161
6:45	7:00	0	0	14	2	0	3	17	1	217
7:00	7:15	1	0	22	4	1	2	15	5	258
7:15	7:30	0	0	27	4	0	3	18	4	283
7:30	7:45	0	0	36	6	3	2	21	6	305
7:45	8:00	0	1	31	7	1	1	33	4	295
8:00	8:15	0	2	33	3	0	1	27	9	283
8:15	8:30	0	1	24	4	0	1	42	6	272
8:30	8:45	0	1	16	5	1	1	29	11	233
8:45	9:00	0	1	16	7	0	0	37	5	
9:00	9:15	0	0	13	7	1	2	31	10	
9:15	9:30	0	0	13	6	0	1	13	6	
15:30	15:45	0	0	15	22	0	0	33	22	349
15:45	16:00	0	0	7	18	1	1	15	35	347
16:00	16:15	2	0	7	18	0	2	26	32	367
16:15	16:30	0	0	17	16	1	1	27	31	369
16:30	16:45	0	0	11	24	0	2	17	36	372
16:45	17:00	1	0	18	16	0	0	30	32	371
17:00	17:15	0	2	5	23	1	1	22	35	359
17:15	17:30	0	1	20	20	2	0	18	35	353
17:30	17:45	0	0	6	9	0	2	27	45	335
17:45	18:00	2	1	7	25	0	0	22	28	307
18:00	18:15	1	0	9	19	0	0	23	31	277
18:15	18:30	1	0	10	18	1	0	21	27	
18:30	18:45	1	0	4	14	1	0	13	28	
18:45	19:00	0	1	8	10	0	0	7	29	

Peak Time		rth Approach Pitt		Approach Gladsto		uth Approach Pitt		pproach Access D		Peak hour
Period Star	Period End	Vestbour	Eastboun	outhbour	orthbour	Vestbour	Eastboun	outhbour	orthbour	
8:15	9:15	0	3	69	23	2	4	139	32	272
16:15	17:15	1	2	51	79	2	4	96	134	369

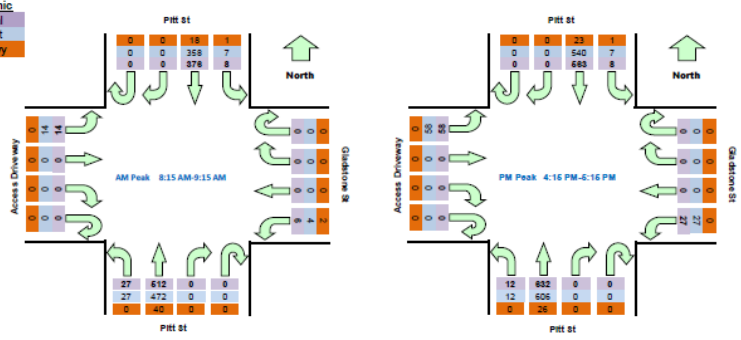
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

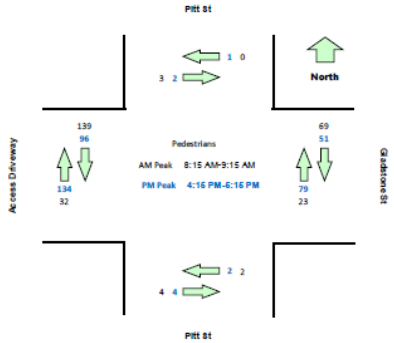
Graphic

Total

Light

Heavy





Light Vehicles

Time		North Approach Pitt St				East Approach Gladstone St				South Approach Pitt St				West Approach Access Driveway			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	0	74	6	0	0	0	0	0	0	70	1	0	0	0	0
6:45	7:00	0	0	71	13	0	0	0	2	0	0	64	0	0	0	0	1
7:00	7:15	0	0	56	10	0	0	0	3	0	0	72	3	0	0	0	1
7:15	7:30	0	0	47	4	0	0	0	1	0	0	68	1	0	0	0	1
7:30	7:45	0	0	62	3	0	0	0	0	0	0	108	1	0	0	0	0
7:45	8:00	0	0	88	2	0	0	0	2	0	0	112	1	0	0	0	2
8:00	8:15	0	0	90	1	0	0	0	0	0	0	112	2	0	0	0	2
8:15	8:30	0	0	85	0	0	0	0	2	0	0	104	5	0	0	0	5
8:30	8:45	0	0	85	1	0	0	0	0	0	0	128	3	0	0	0	1
8:45	9:00	0	0	88	4	0	0	0	2	0	0	130	9	0	0	0	3
9:00	9:15	0	0	100	2	0	0	0	0	0	0	110	10	0	0	0	5
9:15	9:30	0	0	85	0	0	0	0	0	0	0	99	5	0	0	0	9
15:30	15:45	0	0	158	1	0	0	0	2	0	0	146	2	0	0	0	11
15:45	16:00	0	0	112	1	0	0	0	4	0	0	143	4	0	0	0	12
16:00	16:15	0	0	137	2	0	0	0	3	0	0	130	3	0	0	0	17
16:15	16:30	0	0	139	2	0	0	0	7	0	0	163	4	0	0	0	11
16:30	16:45	0	0	138	3	0	0	0	2	0	0	151	1	0	0	0	18
16:45	17:00	0	0	136	0	0	0	0	6	0	0	127	3	0	0	0	12
17:00	17:15	0	0	127	2	0	0	0	12	0	0	165	4	0	0	0	17
17:15	17:30	0	0	114	0	0	0	0	2	0	0	178	1	0	0	0	10
17:30	17:45	0	0	128	1	0	0	0	1	0	0	153	2	0	0	0	13
17:45	18:00	0	0	133	1	0	0	0	0	0	0	145	3	0	0	0	16
18:00	18:15	0	0	150	1	0	0	0	0	0	0	170	6	0	0	0	15
18:15	18:30	0	0	139	1	0	0	0	1	0	0	156	1	0	0	0	10
18:30	18:45	0	0	115	1	0	0	0	1	0	0	142	2	0	0	0	18
18:45	19:00	0	0	116	0	0	0	0	2	0	0	161	3	0	0	0	13

Peak Time		North Approach Pitt St				East Approach Gladstone St				South Approach Pitt St				West Approach Access Driveway				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	358	7	0	0	0	4	0	0	472	27	0	0	0	14	882
16:15	17:15	0	0	540	7	0	0	0	27	0	0	606	12	0	0	0	58	1250

Heavy Vehicles

Time		North Approach Pitt St				East Approach Gladstone St				South Approach Pitt St				West Approach Access Driveway			
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L
6:30	6:45	0	0	4	1	0	0	0	0	0	0	7	0	0	0	0	0
6:45	7:00	0	0	5	0	0	0	0	1	0	0	16	0	0	0	0	0
7:00	7:15	0	0	4	1	0	0	0	1	0	0	9	0	0	0	0	0
7:15	7:30	0	0	7	0	0	0	0	1	0	0	11	0	0	0	0	0
7:30	7:45	0	0	10	0	0	0	0	2	0	0	4	0	0	0	0	0
7:45	8:00	0	0	3	0	0	0	0	3	0	0	11	0	0	0	0	0
8:00	8:15	0	0	8	0	0	0	0	0	0	0	4	0	0	0	0	0
8:15	8:30	0	0	6	0	0	0	0	0	0	0	7	0	0	0	0	0
8:30	8:45	0	0	5	1	0	0	0	0	0	0	11	0	0	0	0	0
8:45	9:00	0	0	3	0	0	0	0	0	0	0	14	0	0	0	0	0
9:00	9:15	0	0	4	0	0	0	0	2	0	0	8	0	0	0	0	0
9:15	9:30	0	0	10	0	0	0	0	0	0	0	6	0	0	0	0	0
15:30	15:45	0	0	4	0	0	0	0	3	0	0	9	0	0	0	0	0
15:45	16:00	0	0	7	0	0	0	0	0	0	0	7	0	0	0	0	0
16:00	16:15	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0
16:15	16:30	0	0	8	0	0	0	0	0	0	0	4	0	0	0	0	0
16:30	16:45	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	0
16:45	17:00	0	0	6	0	0	0	0	0	0	0	6	0	0	0	0	0
17:00	17:15	0	0	5	1	0	0	0	0	0	0	10	0	0	0	0	0
17:15	17:30	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	0
17:30	17:45	0	0	8	0	0	0	0	0	0	0	5	0	0	0	0	0
17:45	18:00	0	0	7	0	0	0	0	1	0	0	5	0	0	0	0	0
18:00	18:15	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0
18:15	18:30	0	0	4	0	0	0	0	0	0	0	5	0	0	0	0	0
18:30	18:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	19:00	0	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0

Peak Time		North Approach Pitt St				East Approach Gladstone St				South Approach Pitt St				West Approach Access Driveway				Peak
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	total
8:15	9:15	0	0	18	1	0	0	0	2	0	0	40	0	0	0	0	0	61
16:15	17:15	0	0	23	1	0	0	0	0	0	0	26	0	0	0	0	0	50

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Pitt St and Terminal Pl, Merrylands

GPS -33.835272, 150.991757

Date:	Thu 27/07/23
Weather:	Fine
Suburban:	Merrylands
Customer:	Varga

North:	Pitt St
East:	Terminal Pl
South:	Pitt St
West:	N/A

Survey Period	AM:	6:30 AM-9:30 AM
	PM:	3:30 PM-7:00 PM
Traffic Peak	AM:	8:15 AM-9:15 AM
	PM:	5:30 PM-6:30 PM

All Vehicles

Time		North Approach Pitt St			East Approach Terminal Pl			South Approach Pitt St			Hourly Total	
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	Hour	Peak
6:30	6:45	0	36	42	0	0	0	0	21	102	771	
6:45	7:00	0	15	64	0	0	0	0	21	116	807	
7:00	7:15	0	24	40	0	0	0	0	21	95	840	
7:15	7:30	0	23	33	0	0	0	0	27	91	916	
7:30	7:45	0	24	50	0	0	0	0	35	128	984	
7:45	8:00	0	34	62	0	0	0	0	27	126	1012	
8:00	8:15	0	44	54	0	0	0	0	28	130	1035	
8:15	8:30	1	30	62	0	0	0	0	20	129	1041	Peak
8:30	8:45	0	34	56	0	0	0	1	16	158	1030	
8:45	9:00	0	39	54	0	0	0	0	17	162		
9:00	9:15	0	40	66	0	0	0	0	17	139		
9:15	9:30	0	47	48	0	0	0	0	17	119		
15:30	15:45	0	62	105	0	0	0	0	27	160	1327	
15:45	16:00	0	58	65	0	0	0	0	17	153	1288	
16:00	16:15	0	62	86	0	0	0	1	29	157	1326	
16:15	16:30	0	55	99	0	0	0	0	24	167	1322	
16:30	16:45	0	56	88	0	0	0	0	18	153	1287	
16:45	17:00	0	74	74	0	0	0	0	23	160	1300	
17:00	17:15	0	63	81	0	0	0	0	23	164	1300	
17:15	17:30	0	65	56	0	0	0	0	25	164	1315	
17:30	17:45	0	54	83	0	0	0	0	26	165	1339	Peak
17:45	18:00	1	69	71	0	0	0	0	22	168	1283	
18:00	18:15	0	68	87	0	0	0	0	23	168	1247	
18:15	18:30	0	72	72	0	0	0	0	20	170		
18:30	18:45	0	59	60	0	0	0	0	18	135		
18:45	19:00	0	65	56	0	0	0	0	13	161		

Peak Time		North Approach Pitt St			East Approach Terminal Pl			South Approach Pitt St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	1	143	238	0	0	0	1	70	588	1041
17:30	18:30	1	263	313	0	0	0	0	91	671	1339

Pedestrians Crossing

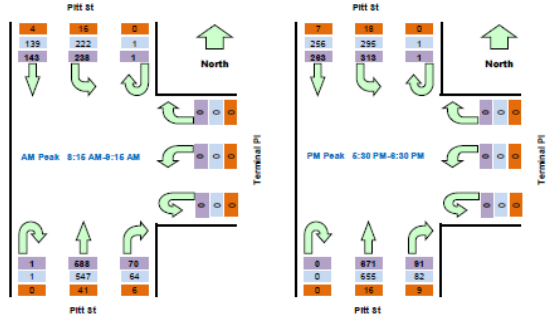
Time		rth Approach Pitt		Approach Termin		uth Approach Pitt		Hourly Tot
Period Start	Period End	Vestboun	astboun	orthboun	outhboun	Vestboun	astboun	
6:30	6:45	4	9	0	2	1	4	145
6:45	7:00	6	54	0	0	0	2	153
7:00	7:15	8	20	0	1	0	0	126
7:15	7:30	9	24	0	0	0	1	142
7:30	7:45	4	19	0	2	1	2	140
7:45	8:00	9	20	2	0	0	4	149
8:00	8:15	18	22	2	0	0	3	153
8:15	8:30	13	15	0	1	2	1	140
8:30	8:45	15	15	1	3	3	0	145
8:45	9:00	17	15	2	2	0	3	
9:00	9:15	9	16	0	4	3	0	
9:15	9:30	18	10	0	2	5	2	
15:30	15:45	41	22	0	2	13	7	304
15:45	16:00	42	15	2	1	7	7	299
16:00	16:15	47	25	2	4	4	3	304
16:15	16:30	27	22	0	1	0	10	306
16:30	16:45	40	18	2	6	12	2	318
16:45	17:00	41	23	1	3	9	2	317
17:00	17:15	53	23	4	1	2	4	291
17:15	17:30	38	18	4	3	7	2	268
17:30	17:45	45	19	0	1	12	2	243
17:45	18:00	24	17	3	2	3	4	199
18:00	18:15	39	16	2	0	1	6	178
18:15	18:30	27	13	1	2	0	4	
18:30	18:45	19	13	1	1	1	0	
18:45	19:00	14	12	1	2	3	0	

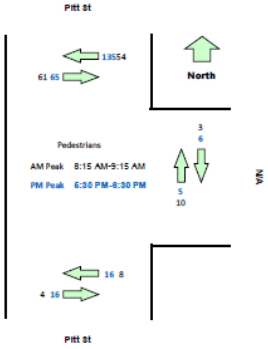
Peak Time		rth Approach Pitt		Approach Termin		uth Approach Pitt		Peak
Period Start	Period End	Vestboun	astboun	orthboun	outhboun	Vestboun	astboun	total
8:15	9:15	54	61	3	10	8	4	140
17:30	18:30	135	65	6	5	16	16	243

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

Time		North Approach Pitt St			East Approach Terminal Pl			South Approach Pitt St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
6:30	6:45	0	34	40	0	0	0	0	20	95
6:45	7:00	0	14	59	0	0	0	0	18	100
7:00	7:15	0	24	35	0	0	0	0	19	85
7:15	7:30	0	21	27	0	0	0	0	23	79
7:30	7:45	0	20	42	0	0	0	0	33	125
7:45	8:00	0	34	56	0	0	0	0	22	115
8:00	8:15	0	43	47	0	0	0	0	26	126
8:15	8:30	1	28	58	0	0	0	0	19	121
8:30	8:45	0	33	52	0	0	0	1	15	147
8:45	9:00	0	38	52	0	0	0	0	15	149
9:00	9:15	0	40	60	0	0	0	0	15	130
9:15	9:30	0	46	39	0	0	0	0	14	114
15:30	15:45	0	62	98	0	0	0	0	21	149
15:45	16:00	0	56	60	0	0	0	0	14	148
16:00	16:15	0	62	78	0	0	0	1	27	152
16:15	16:30	0	55	91	0	0	0	0	22	163
16:30	16:45	0	56	84	0	0	0	0	15	147
16:45	17:00	0	73	69	0	0	0	0	21	153
17:00	17:15	0	61	78	0	0	0	0	19	153
17:15	17:30	0	65	51	0	0	0	0	22	160
17:30	17:45	0	53	76	0	0	0	0	23	160
17:45	18:00	1	65	67	0	0	0	0	20	164
18:00	18:15	0	67	83	0	0	0	0	22	166
18:15	18:30	0	71	69	0	0	0	0	17	165
18:30	18:45	0	59	57	0	0	0	0	17	135
18:45	19:00	0	64	54	0	0	0	0	13	157

Peak Time		North Approach Pitt St			East Approach Terminal Pl			South Approach Pitt St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	1	139	222	0	0	0	1	64	547	974
17:30	18:30	1	256	295	0	0	0	0	82	655	1289

Heavy Vehicles

Time		North Approach Pitt St			East Approach Terminal Pl			South Approach Pitt St		
Period Start	Period End	U	SB	L	U	R	L	U	R	NB
6:30	6:45	0	2	2	0	0	0	0	1	7
6:45	7:00	0	1	5	0	0	0	0	3	16
7:00	7:15	0	0	5	0	0	0	0	2	10
7:15	7:30	0	2	6	0	0	0	0	4	12
7:30	7:45	0	4	8	0	0	0	0	2	3
7:45	8:00	0	0	6	0	0	0	0	5	11
8:00	8:15	0	1	7	0	0	0	0	2	4
8:15	8:30	0	2	4	0	0	0	0	1	8
8:30	8:45	0	1	4	0	0	0	0	1	11
8:45	9:00	0	1	2	0	0	0	0	2	13
9:00	9:15	0	0	6	0	0	0	0	2	9
9:15	9:30	0	1	9	0	0	0	0	3	5
15:30	15:45	0	0	7	0	0	0	0	6	11
15:45	16:00	0	2	5	0	0	0	0	3	5
16:00	16:15	0	0	8	0	0	0	0	2	5
16:15	16:30	0	0	8	0	0	0	0	2	4
16:30	16:45	0	0	4	0	0	0	0	3	6
16:45	17:00	0	1	5	0	0	0	0	2	7
17:00	17:15	0	2	3	0	0	0	0	4	11
17:15	17:30	0	0	5	0	0	0	0	3	4
17:30	17:45	0	1	7	0	0	0	0	3	5
17:45	18:00	0	4	4	0	0	0	0	2	4
18:00	18:15	0	1	4	0	0	0	0	1	2
18:15	18:30	0	1	3	0	0	0	0	3	5
18:30	18:45	0	0	3	0	0	0	0	1	0
18:45	19:00	0	1	2	0	0	0	0	0	4

Peak Time		North Approach Pitt St			East Approach Terminal Pl			South Approach Pitt St			Peak
Period Start	Period End	U	SB	L	U	R	L	U	R	NB	total
8:15	9:15	0	4	16	0	0	0	0	6	41	67
17:30	18:30	0	7	18	0	0	0	0	9	16	50

TRANS TRAFFIC SURVEY

TURNING MOVEMENT SURVEY

trafficsurvey.com.au

Intersection of Merrylands Rd and Pitt St, Merrylands

GPS -33.836777, 150.991309

Date:	Thu 27/07/23
Weather:	Fine
Suburban:	Merrylands
Customer:	Varga

North:	Pitt St
East:	Merrylands Rd
South:	N/A
West:	Merrylands Rd

Survey Period	AM:	6:30 AM-9:30 AM
	PM:	3:30 PM-7:00 PM
Traffic Peak	AM:	8:30 AM-9:30 AM
	PM:	5:00 PM-6:00 PM

All Vehicles

Time		North Approach Pitt St			ast Approach Merrylands R			est Approach Merrylands R			Hourly Total	
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	Hour	Peak
6:30	6:45	0	21	0	0	74	13	0	0	26	554	
6:45	7:00	0	20	0	0	89	11	0	0	26	607	
7:00	7:15	0	21	0	0	70	17	0	0	27	666	
7:15	7:30	0	26	0	0	59	23	0	0	31	730	
7:30	7:45	0	22	0	0	91	35	0	0	39	773	
7:45	8:00	0	35	0	0	107	25	0	0	38	788	
8:00	8:15	0	42	0	0	110	22	0	0	25	798	
8:15	8:30	0	26	0	0	94	24	0	0	38	804	
8:30	8:45	0	36	0	0	110	18	0	0	38	810	Peak
8:45	9:00	0	33	0	0	115	18	0	0	49		
9:00	9:15	0	46	0	0	103	13	0	0	43		
9:15	9:30	0	39	0	0	84	24	0	0	41		
15:30	15:45	0	69	0	0	87	25	0	0	41	927	
15:45	16:00	0	56	0	0	93	25	0	0	41	940	
16:00	16:15	0	60	0	0	96	32	0	0	54	949	
16:15	16:30	0	55	0	0	102	36	0	0	55	971	
16:30	16:45	0	58	0	0	110	23	0	0	44	977	
16:45	17:00	0	69	0	0	88	30	0	0	37	996	
17:00	17:15	0	62	0	0	116	45	0	0	41	1014	Peak
17:15	17:30	1	66	0	0	115	27	0	0	45	993	
17:30	17:45	0	62	0	0	95	44	0	0	53	994	
17:45	18:00	0	63	0	0	97	36	0	0	46	976	
18:00	18:15	0	56	0	0	108	31	0	0	48	946	
18:15	18:30	0	78	0	0	92	32	0	0	53		
18:30	18:45	0	68	0	0	92	34	0	0	42		
18:45	19:00	0	54	0	0	86	24	0	0	48		

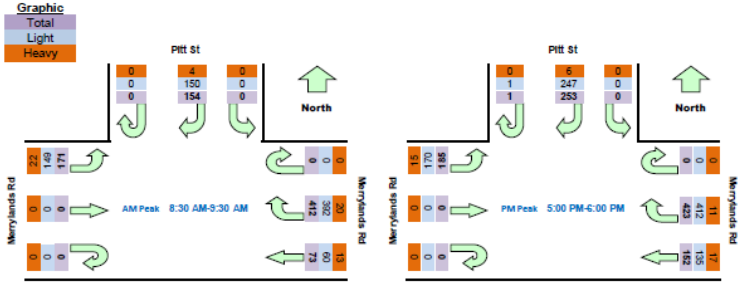
Peak Time		North Approach Pitt St			ast Approach Merrylands R			est Approach Merrylands R			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:30	9:30	0	154	0	0	412	73	0	0	171	810
17:00	18:00	1	253	0	0	423	152	0	0	185	1014

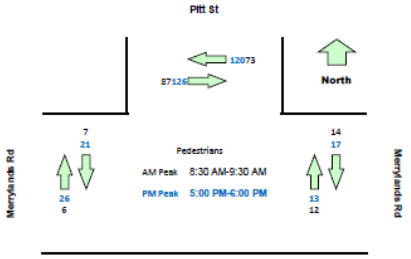
Pedestrians Crossing

Time		rth Approach Pitt	pproach Merrylar	pproach Merrylar	pproach Merrylar			ourly Tot
Period Start	Period End	Westboun	Eastboun	outhbour	orthbour	outhbour	orthbour	
6:30	6:45	22	10	1	2	0	1	102
6:45	7:00	11	8	0	1	0	0	94
7:00	7:15	7	14	1	0	2	0	110
7:15	7:30	5	15	1	0	0	1	126
7:30	7:45	6	21	0	0	0	1	129
7:45	8:00	9	15	8	2	1	1	150
8:00	8:15	11	24	4	0	0	1	154
8:15	8:30	3	14	3	4	0	1	156
8:30	8:45	16	31	2	0	0	0	199
8:45	9:00	18	14	1	5	1	1	
9:00	9:15	14	15	7	4	1	1	
9:15	9:30	25	27	4	3	5	4	
15:30	15:45	55	57	5	0	3	10	390
15:45	16:00	31	32	9	6	5	7	336
16:00	16:15	32	36	6	4	1	6	333
16:15	16:30	31	32	6	7	1	8	326
16:30	16:45	32	26	4	6	3	5	334
16:45	17:00	35	30	8	5	5	4	345
17:00	17:15	29	30	5	2	6	6	323
17:15	17:30	41	36	3	4	4	5	304
17:30	17:45	32	30	6	5	8	6	270
17:45	18:00	18	30	3	2	3	9	224
18:00	18:15	31	19	1	1	3	4	211
18:15	18:30	23	28	5	1	1	1	
18:30	18:45	23	9	4	1	3	1	
18:45	19:00	15	13	12	9	1	2	

Peak Time		rth Approach Pitt	pproach Merrylar	pproach Merrylar	pproach Merrylar			Peak
Period Start	Period End	Westboun	Eastboun	outhbour	orthbour	outhbour	orthbour	total
8:30	9:30	73	87	14	12	7	6	199
17:00	18:00	120	126	17	13	21	26	323

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





Light Vehicles

Time		North Approach Pitt St			ast Approach Merrylands R			est Approach Merrylands R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
6:30	6:45	0	20	0	0	68	10	0	0	22
6:45	7:00	0	18	0	0	78	8	0	0	20
7:00	7:15	0	21	0	0	65	11	0	0	21
7:15	7:30	0	25	0	0	54	20	0	0	25
7:30	7:45	0	19	0	0	88	26	0	0	32
7:45	8:00	0	33	0	0	100	21	0	0	32
8:00	8:15	0	41	0	0	104	18	0	0	22
8:15	8:30	0	25	0	0	92	16	0	0	35
8:30	8:45	0	34	0	0	104	12	0	0	33
8:45	9:00	0	33	0	0	108	17	0	0	41
9:00	9:15	0	45	0	0	101	10	0	0	39
9:15	9:30	0	38	0	0	79	21	0	0	36
15:30	15:45	0	68	0	0	86	19	0	0	33
15:45	16:00	0	55	0	0	85	19	0	0	35
16:00	16:15	0	60	0	0	94	28	0	0	50
16:15	16:30	0	55	0	0	98	31	0	0	52
16:30	16:45	0	58	0	0	106	21	0	0	42
16:45	17:00	0	69	0	0	85	25	0	0	32
17:00	17:15	0	61	0	0	115	42	0	0	36
17:15	17:30	1	64	0	0	112	23	0	0	40
17:30	17:45	0	61	0	0	90	38	0	0	52
17:45	18:00	0	61	0	0	95	32	0	0	42
18:00	18:15	0	54	0	0	106	27	0	0	47
18:15	18:30	0	76	0	0	92	28	0	0	48
18:30	18:45	0	68	0	0	91	30	0	0	42
18:45	19:00	0	53	0	0	86	21	0	0	44

Peak Time		North Approach Pitt St			ast Approach Merrylands R			est Approach Merrylands R			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:30	9:30	0	150	0	0	392	60	0	0	149	751
17:00	18:00	1	247	0	0	412	135	0	0	170	965

Heavy Vehicles

Time		North Approach Pitt St			ast Approach Merrylands R			est Approach Merrylands R		
Period Start	Period End	U	R	L	U	R	WB	U	EB	L
6:30	6:45	0	1	0	0	6	3	0	0	4
6:45	7:00	0	2	0	0	11	3	0	0	6
7:00	7:15	0	0	0	0	5	6	0	0	6
7:15	7:30	0	1	0	0	5	3	0	0	6
7:30	7:45	0	3	0	0	3	9	0	0	7
7:45	8:00	0	2	0	0	7	4	0	0	6
8:00	8:15	0	1	0	0	6	4	0	0	3
8:15	8:30	0	1	0	0	2	8	0	0	3
8:30	8:45	0	2	0	0	6	6	0	0	5
8:45	9:00	0	0	0	0	7	1	0	0	8
9:00	9:15	0	1	0	0	2	3	0	0	4
9:15	9:30	0	1	0	0	5	3	0	0	5
15:30	15:45	0	1	0	0	1	6	0	0	8
15:45	16:00	0	1	0	0	8	6	0	0	6
16:00	16:15	0	0	0	0	2	4	0	0	4
16:15	16:30	0	0	0	0	4	5	0	0	3
16:30	16:45	0	0	0	0	4	2	0	0	2
16:45	17:00	0	0	0	0	3	5	0	0	5
17:00	17:15	0	1	0	0	1	3	0	0	5
17:15	17:30	0	2	0	0	3	4	0	0	5
17:30	17:45	0	1	0	0	5	6	0	0	1
17:45	18:00	0	2	0	0	2	4	0	0	4
18:00	18:15	0	2	0	0	2	4	0	0	1
18:15	18:30	0	2	0	0	0	4	0	0	5
18:30	18:45	0	0	0	0	1	4	0	0	0
18:45	19:00	0	1	0	0	0	3	0	0	4

Peak Time		North Approach Pitt St			ast Approach Merrylands R			est Approach Merrylands R			Peak
Period Start	Period End	U	R	L	U	R	WB	U	EB	L	total
8:30	9:30	0	4	0	0	20	13	0	0	22	59
17:00	18:00	0	6	0	0	11	17	0	0	15	49

TRANS TRAFFIC SURVEY

trafficsurvey.com.au

TURNING MOVEMENT SURVEY

Intersection of Merrylands Rd and Terminal Pl, Merrylanc

GPS	*-33.836870, 150.991822*
Date:	Thu 27/07/23
Weather:	Fine
Suburban:	Merrylands
Customer:	N/A

North:	Terminal Pl
East:	N/A
South:	Military Rd
West:	Merrylands Rd

Survey	AM:	6:30 AM-9:30 AM
Period	PM:	3:30 PM-7:00 PM
Traffic	AM:	8:00 AM-9:00 AM
Peak	PM:	5:00 PM-6:00 PM

All Vehicles

Time		North Approach Terminal P			South Approach Military Rd			West Approach Merrylands R			Hourly Total	
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	Hour	Peak
6:30	6:45	0	27	29	0	0	60	0	0	0	466	
6:45	7:00	0	31	28	0	0	69	0	0	0	505	
7:00	7:15	0	25	25	0	0	62	0	0	0	552	
7:15	7:30	0	19	28	0	0	63	0	0	0	615	
7:30	7:45	0	26	29	0	0	100	0	0	0	669	
7:45	8:00	0	34	43	0	0	98	0	0	0	689	
8:00	8:15	0	23	43	0	0	109	0	0	0	698	Peak
8:15	8:30	0	20	46	0	0	98	0	0	0	687	
8:30	8:45	0	19	47	0	0	109	0	0	0	665	
8:45	9:00	0	14	51	0	0	119	0	0	0		
9:00	9:15	0	28	48	0	0	88	0	0	0		
9:15	9:30	0	22	34	0	0	86	0	0	0		
15:30	15:45	0	24	86	0	0	88	0	0	0	824	
15:45	16:00	0	34	86	0	0	84	0	0	0	838	
16:00	16:15	0	35	85	0	0	93	0	0	0	827	
16:15	16:30	0	45	71	0	0	93	0	0	0	860	
16:30	16:45	0	32	79	0	0	101	0	0	0	872	
16:45	17:00	0	32	75	0	0	86	0	0	0	862	
17:00	17:15	0	43	85	0	0	118	0	0	0	877	Peak
17:15	17:30	0	31	79	0	0	111	0	0	0	833	
17:30	17:45	0	52	63	0	0	87	0	0	0	803	
17:45	18:00	0	33	75	0	0	100	0	0	0	795	
18:00	18:15	0	34	63	0	0	105	0	0	0	754	
18:15	18:30	0	37	67	0	0	87	0	0	0		
18:30	18:45	0	24	68	0	0	102	0	0	0		
18:45	19:00	0	22	57	0	0	88	0	0	0		

Peak Time		North Approach Terminal P			South Approach Military Rd			West Approach Merrylands R			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	76	187	0	0	435	0	0	0	698
17:00	18:00	0	159	302	0	0	416	0	0	0	877

Pedestrians Crossing

Time		h Approach Termin		h Approach Militar		Approach Merrylar		ourly Tot
Period Start	Period End	Vestboun	astboun	Vestboun	astboun	outhbour	orthbour	
6:30	6:45	36	13	16	29	0	0	327
6:45	7:00	16	11	3	23	1	0	348
7:00	7:15	28	12	10	39	0	0	406
7:15	7:30	7	16	9	56	1	1	449
7:30	7:45	20	26	7	61	0	1	480
7:45	8:00	25	22	11	53	1	0	505
8:00	8:15	18	29	12	71	0	2	505
8:15	8:30	28	23	9	61	0	0	475
8:30	8:45	37	35	12	55	0	1	454
8:45	9:00	47	23	18	22	0	2	
9:00	9:15	36	26	15	23	0	2	
9:15	9:30	35	21	17	27	0	0	
15:30	15:45	83	72	54	26	1	2	831
15:45	16:00	52	40	42	36	4	8	808
16:00	16:15	76	67	55	44	4	1	850
16:15	16:30	40	59	36	25	2	2	792
16:30	16:45	65	50	56	39	5	0	811
16:45	17:00	67	64	56	36	1	0	791
17:00	17:15	49	55	53	29	3	0	707
17:15	17:30	57	65	33	25	0	3	683
17:30	17:45	59	46	58	32	0	0	642
17:45	18:00	29	42	35	33	1	0	561
18:00	18:15	54	28	62	21	0	0	534
18:15	18:30	28	35	53	26	0	0	
18:30	18:45	41	19	35	19	0	0	
18:45	19:00	34	23	30	26	0	0	

Peak Time		h Approach Termin		h Approach Militar		Approach Merrylar		Peak
Period Start	Period End	Vestboun	astboun	Vestboun	astboun	outhbour	orthbour	total
8:00	9:00	130	110	51	209	0	5	505
17:00	18:00	194	208	179	119	4	3	707

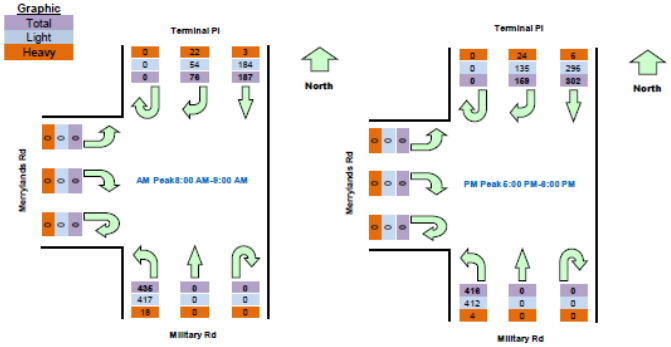
Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

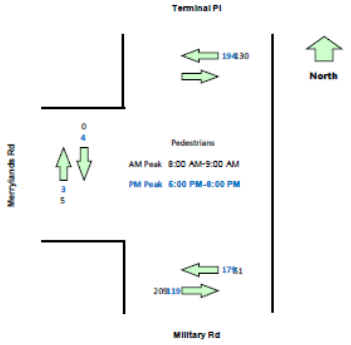
Graphic

Total

Light

Heavy





Light Vehicles

Time		North Approach Terminal P			South Approach Military Rd			est Approach Merrylands R		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
6:30	6:45	0	21	28	0	0	57	0	0	0
6:45	7:00	0	26	28	0	0	60	0	0	0
7:00	7:15	0	18	24	0	0	58	0	0	0
7:15	7:30	0	15	27	0	0	59	0	0	0
7:30	7:45	0	18	29	0	0	96	0	0	0
7:45	8:00	0	26	42	0	0	95	0	0	0
8:00	8:15	0	17	40	0	0	105	0	0	0
8:15	8:30	0	13	46	0	0	95	0	0	0
8:30	8:45	0	14	47	0	0	102	0	0	0
8:45	9:00	0	10	51	0	0	115	0	0	0
9:00	9:15	0	23	48	0	0	88	0	0	0
9:15	9:30	0	19	29	0	0	81	0	0	0
15:30	15:45	0	18	83	0	0	87	0	0	0
15:45	16:00	0	23	84	0	0	81	0	0	0
16:00	16:15	0	31	80	0	0	91	0	0	0
16:15	16:30	0	38	70	0	0	91	0	0	0
16:30	16:45	0	27	77	0	0	100	0	0	0
16:45	17:00	0	25	72	0	0	85	0	0	0
17:00	17:15	0	39	84	0	0	118	0	0	0
17:15	17:30	0	26	78	0	0	109	0	0	0
17:30	17:45	0	42	62	0	0	86	0	0	0
17:45	18:00	0	28	72	0	0	99	0	0	0
18:00	18:15	0	29	63	0	0	104	0	0	0
18:15	18:30	0	33	66	0	0	87	0	0	0
18:30	18:45	0	19	68	0	0	102	0	0	0
18:45	19:00	0	19	57	0	0	88	0	0	0

Peak Time		North Approach Terminal P			South Approach Military Rd			est Approach Merrylands R			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	54	184	0	0	417	0	0	0	655
17:00	18:00	0	135	296	0	0	412	0	0	0	843

Heavy Vehicles

Time		North Approach Terminal P			South Approach Military Rd			est Approach Merrylands R		
Period Start	Period End	U	R	SB	U	NB	L	U	R	L
6:30	6:45	0	6	1	0	0	3	0	0	0
6:45	7:00	0	5	0	0	0	9	0	0	0
7:00	7:15	0	7	1	0	0	4	0	0	0
7:15	7:30	0	4	1	0	0	4	0	0	0
7:30	7:45	0	8	0	0	0	4	0	0	0
7:45	8:00	0	8	1	0	0	3	0	0	0
8:00	8:15	0	6	3	0	0	4	0	0	0
8:15	8:30	0	7	0	0	0	3	0	0	0
8:30	8:45	0	5	0	0	0	7	0	0	0
8:45	9:00	0	4	0	0	0	4	0	0	0
9:00	9:15	0	5	0	0	0	0	0	0	0
9:15	9:30	0	3	5	0	0	5	0	0	0
15:30	15:45	0	6	3	0	0	1	0	0	0
15:45	16:00	0	11	2	0	0	3	0	0	0
16:00	16:15	0	4	5	0	0	2	0	0	0
16:15	16:30	0	7	1	0	0	2	0	0	0
16:30	16:45	0	5	2	0	0	1	0	0	0
16:45	17:00	0	7	3	0	0	1	0	0	0
17:00	17:15	0	4	1	0	0	0	0	0	0
17:15	17:30	0	5	1	0	0	2	0	0	0
17:30	17:45	0	10	1	0	0	1	0	0	0
17:45	18:00	0	5	3	0	0	1	0	0	0
18:00	18:15	0	5	0	0	0	1	0	0	0
18:15	18:30	0	4	1	0	0	0	0	0	0
18:30	18:45	0	5	0	0	0	0	0	0	0
18:45	19:00	0	3	0	0	0	0	0	0	0

Peak Time		North Approach Terminal P			South Approach Military Rd			est Approach Merrylands R			Peak
Period Start	Period End	U	R	SB	U	NB	L	U	R	L	total
8:00	9:00	0	22	3	0	0	18	0	0	0	43
17:00	18:00	0	24	6	0	0	4	0	0	0	34

APPENDIX C

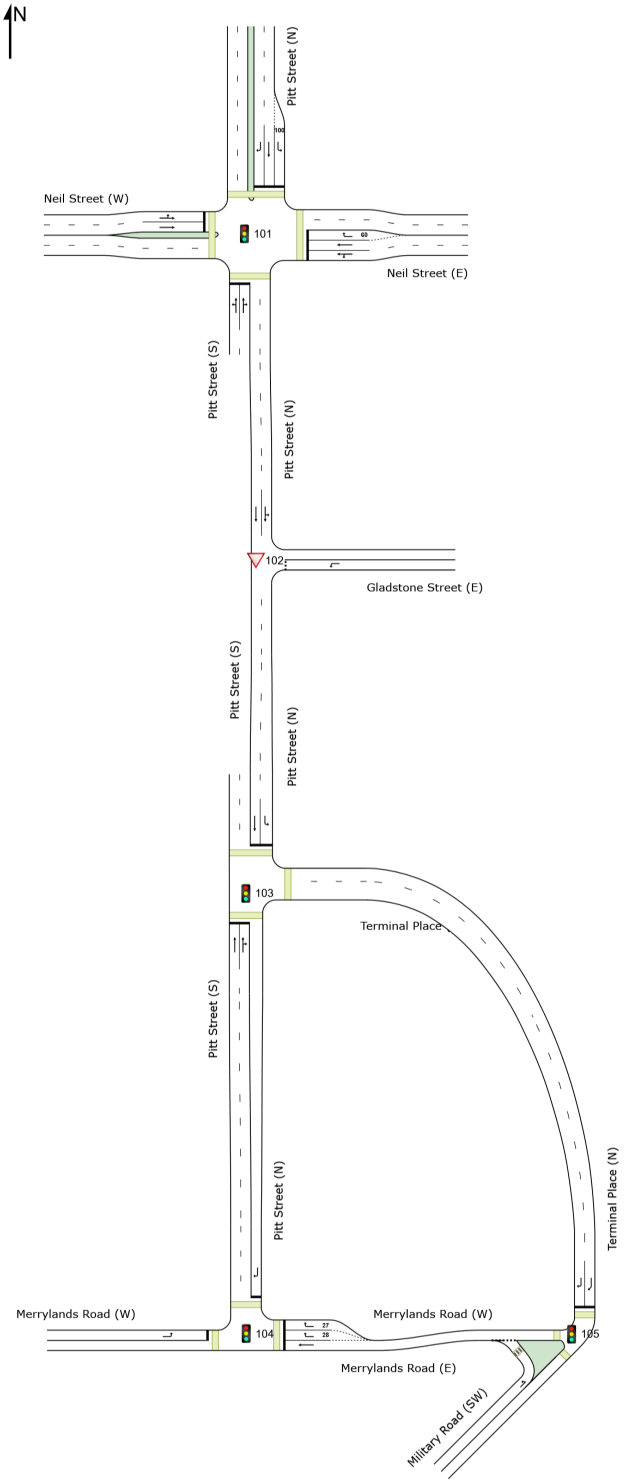
SIDRA MOVEMENT SUMMARIES

NETWORK LAYOUT

Network: N101 [Existing Network AM (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Existing AM
102	NA	Pitt Street and Gladstone Street Existing AM

103	NA	Pitt Street and Terminal Place Existing AM
104	NA	Pitt Street and Merrylands Road Existing AM
105	NA	Merrylands Road and Terminal Place Existing AM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Existing AM (Site Folder: General)]

Network: N101 [Existing Network AM (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	11	9.1	11	9.1	0.715	53.9	LOS D	9.1	68.6	0.99	0.87	1.03	14.1
2	T1	287	8.7	287	8.7	* 0.715	50.0	LOS D	9.1	68.6	0.99	0.86	1.03	22.4
3	R2	221	6.3	221	6.3	0.715	54.0	LOS D	8.9	65.6	0.99	0.86	1.03	19.2
Approach		519	7.7	519	7.7	0.715	51.8	LOS D	9.1	68.6	0.99	0.86	1.03	20.9
East: Neil Street (E)														
4	L2	158	2.5	158	2.5	0.335	24.7	LOS B	6.7	47.5	0.64	0.66	0.64	32.0
5	T1	470	1.3	470	1.3	0.335	19.9	LOS B	6.8	48.3	0.65	0.60	0.65	38.7
6	R2	345	3.8	345	3.8	* 0.619	45.4	LOS D	9.5	68.9	0.91	0.99	0.91	32.4
Approach		973	2.4	973	2.4	0.619	29.7	LOS C	9.5	68.9	0.74	0.75	0.74	34.8
North: Pitt Street (N)														
7	L2	234	3.0	234	3.0	0.303	17.1	LOS B	3.0	21.3	0.70	0.74	0.70	39.4
8	T1	222	6.3	222	6.3	* 0.711	53.1	LOS D	7.8	57.8	1.00	0.87	1.05	20.7
9	R2	197	2.5	197	2.5	0.648	56.1	LOS D	6.8	48.4	0.99	0.82	1.00	23.9
Approach		653	4.0	653	4.0	0.711	41.1	LOS C	7.8	57.8	0.89	0.81	0.91	27.8
West: Neil Street (W)														
10	L2	56	1.8	56	1.8	0.744	58.6	LOS E	8.8	62.5	1.00	0.88	1.07	26.3
11	T1	445	1.1	445	1.1	* 0.744	53.2	LOS D	9.0	63.4	1.00	0.88	1.07	24.8
Approach		501	1.2	501	1.2	0.744	53.8	LOS D	9.0	63.4	1.00	0.88	1.07	25.0
All Vehicles		2646	3.6	2646	3.6	0.744	41.4	LOS C	9.5	68.9	0.88	0.81	0.90	28.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Existing AM (Site Folder: General)]

Network: N101 [Existing Network AM (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.28	0.48	0.28	30.7
Approach		6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.28	0.48	0.28	30.7
North: Pitt Street (N)														
7	L2	8	12.5	8	12.5	0.107	3.9	LOS A	0.0	0.0	0.00	0.02	0.00	44.2
8	T1	376	4.8	376	4.8	0.107	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
Approach		384	4.9	384	4.9	0.107	0.1	NA	0.0	0.0	0.00	0.01	0.00	48.8
All Vehicles		390	5.4	390	5.4	0.107	0.2	NA	0.0	0.1	0.00	0.02	0.00	48.0

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Existing AM (Site Folder: General)]

Network: N101 [Existing Network AM (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	588	7.0	588	7.0	0.241	3.1	LOS A	2.6	19.7	0.21	0.21	0.21	40.8
3	R2	70	8.6	70	8.6	* 0.241	9.1	LOS A	2.6	19.7	0.27	0.32	0.27	33.3
Approach		658	7.1	658	7.1	0.241	3.7	LOS A	2.6	19.7	0.21	0.23	0.21	40.1
North: Pitt Street (N)														
7	L2	238	6.7	238	6.7	* 0.379	34.8	LOS C	5.7	42.3	0.71	0.73	0.71	6.9
8	T1	143	2.8	143	2.8	0.220	29.2	LOS C	3.1	22.5	0.65	0.53	0.65	7.8
Approach		381	5.2	381	5.2	0.379	32.7	LOS C	5.7	42.3	0.69	0.66	0.69	7.2
All Vehicles		1039	6.4	1039	6.4	0.379	14.3	LOS A	5.7	42.3	0.39	0.38	0.39	22.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Existing AM (Site Folder: General)]

Network: N101 [Existing Network AM (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	73	17.8	73	17.8	0.084	17.7	LOS B	1.5	12.4	0.63	0.50	0.63	20.8
6	R2	412	4.9	412	4.9	* 0.250	22.0	LOS B	4.1	30.0	0.67	0.74	0.67	5.6
Approach		485	6.8	485	6.8	0.250	21.4	LOS B	4.1	30.0	0.66	0.70	0.66	8.7
North: Pitt Street (N)														
9	R2	154	2.6	154	2.6	0.211	6.4	LOS A	0.5	3.4	0.09	0.50	0.09	32.8
Approach		154	2.6	154	2.6	0.211	6.4	LOS A	0.5	3.4	0.09	0.50	0.09	32.8
West: Merrylands Road (W)														
10	L2	171	12.9	171	12.9	* 0.251	29.1	LOS C	4.1	31.5	0.71	0.72	0.71	14.6
Approach		171	12.9	171	12.9	0.251	29.1	LOS C	4.1	31.5	0.71	0.72	0.71	14.6
All Vehicles		810	7.3	810	7.3	0.251	20.2	LOS B	4.1	31.5	0.56	0.67	0.56	15.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Existing AM (Site Folder: General)]

Network: N101 [Existing Network AM (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	187	1.6	187	1.6	* 0.119	2.8	LOS A	0.1	1.0	0.02	0.42	0.02	38.1
9	R2	76	28.9	76	28.9	0.118	5.9	LOS A	0.5	4.0	0.18	0.59	0.18	31.1
Approach		263	9.5	263	9.5	0.119	3.7	LOS A	0.5	4.0	0.07	0.47	0.07	37.0
SouthWest: Military Road (SW)														
30b	L3	435	4.1	435	4.1	0.664	4.9	LOS A	2.4	17.4	0.25	0.55	0.25	35.4
Approach		435	4.1	435	4.1	0.664	4.9	LOS A	2.4	17.4	0.25	0.55	0.25	35.4
All Vehicles		698	6.2	698	6.2	0.664	4.4	LOS A	2.4	17.4	0.18	0.52	0.18	36.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

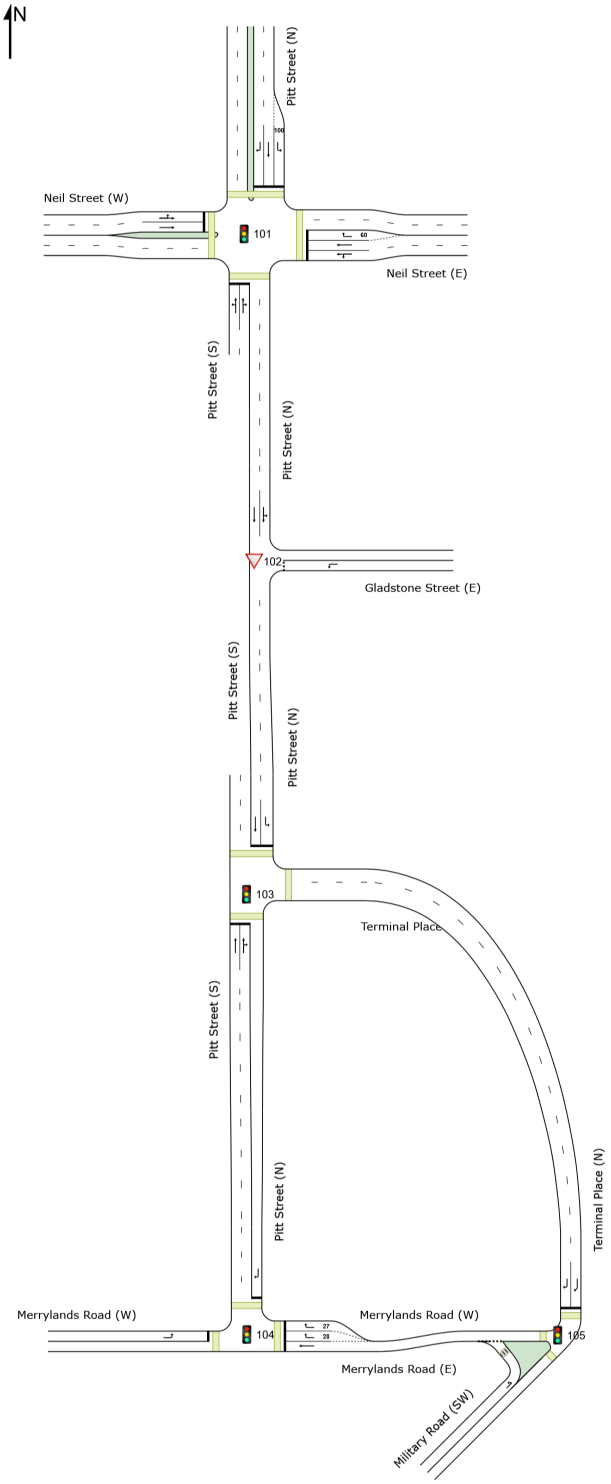
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

NETWORK LAYOUT

Network: N101 [Existing Network PM (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Existing PM
102	NA	Pitt Street and Gladstone Street Existing PM

103	NA	Pitt Street and Terminal Place Existing PM
104	NA	Pitt Street and Merrylands Road Existing PM
105	NA	Merrylands Road and Terminal Place Existing PM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Existing PM (Site Folder: General)]

Network: N101 [Existing Network PM (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	34	0.0	34	0.0	0.881	64.0	LOS E	14.3	104.7	1.00	1.04	1.24	12.4
2	T1	365	5.5	365	5.5	* 0.881	60.2	LOS E	14.3	104.7	1.00	1.04	1.24	20.1
3	R2	311	1.9	311	1.9	0.881	64.2	LOS E	14.1	100.3	1.00	0.99	1.25	17.2
Approach		710	3.7	710	3.7	0.881	62.1	LOS E	14.3	104.7	1.00	1.02	1.25	18.6
East: Neil Street (E)														
4	L2	216	3.2	216	3.2	0.459	28.7	LOS C	9.5	67.8	0.73	0.73	0.73	29.4
5	T1	556	0.2	556	0.2	0.459	24.1	LOS B	9.5	67.8	0.74	0.67	0.74	36.0
6	R2	377	1.1	377	1.1	* 0.813	59.2	LOS E	12.1	85.4	1.00	1.08	1.11	28.6
Approach		1149	1.0	1149	1.0	0.813	36.5	LOS C	12.1	85.4	0.82	0.81	0.86	31.6
North: Pitt Street (N)														
7	L2	309	1.0	309	1.0	0.410	18.5	LOS B	4.3	30.3	0.76	0.77	0.76	38.7
8	T1	316	6.0	316	6.0	0.879	61.7	LOS E	12.6	92.9	1.00	1.05	1.26	18.9
9	R2	233	0.4	233	0.4	0.657	53.7	LOS D	7.9	55.2	0.98	0.83	0.98	24.5
Approach		858	2.7	858	2.7	0.879	43.9	LOS D	12.6	92.9	0.91	0.89	1.00	26.9
West: Neil Street (W)														
10	L2	110	0.0	110	0.0	* 0.889	69.5	LOS E	12.0	84.3	1.00	1.03	1.29	23.5
11	T1	490	0.4	490	0.4	0.889	64.0	LOS E	12.3	86.1	1.00	1.03	1.29	22.1
Approach		600	0.3	600	0.3	0.889	65.0	LOS E	12.3	86.1	1.00	1.03	1.29	22.4
All Vehicles		3317	1.9	3317	1.9	0.889	49.1	LOS D	14.3	104.7	0.91	0.92	1.06	25.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Existing PM (Site Folder: General)]

Network: N101 [Existing Network PM (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	27	0.0	27	0.0	0.030	5.3	LOS A	0.0	0.3	0.31	0.51	0.31	30.4
Approach		27	0.0	27	0.0	0.030	5.3	LOS A	0.0	0.3	0.31	0.51	0.31	30.4
North: Pitt Street (N)														
7	L2	8	12.5	8	12.5	0.189	3.9	LOS A	0.0	0.0	0.00	0.02	0.00	44.2
8	T1	563	4.1	563	4.1	0.189	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.4
Approach		571	4.2	571	4.2	0.189	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.1
All Vehicles		598	4.0	598	4.0	0.189	0.3	NA	0.0	0.3	0.01	0.03	0.01	46.6

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Existing PM (Site Folder: General)]

Network: N101 [Existing Network PM (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	671	2.4	671	2.4	0.283	3.5	LOS A	3.3	24.1	0.22	0.23	0.22	40.0
3	R2	91	9.9	91	9.9	* 0.283	10.2	LOS A	3.3	24.1	0.32	0.37	0.32	30.9
Approach		762	3.3	762	3.3	0.283	4.3	LOS A	3.3	24.1	0.24	0.25	0.24	39.0
North: Pitt Street (N)														
7	L2	313	5.8	313	5.8	* 0.451	32.0	LOS C	7.4	54.0	0.70	0.74	0.70	7.4
8	T1	263	2.7	263	2.7	0.368	26.9	LOS B	5.8	41.3	0.66	0.56	0.66	8.3
Approach		576	4.3	576	4.3	0.451	29.7	LOS C	7.4	54.0	0.68	0.66	0.68	7.8
All Vehicles		1338	3.7	1338	3.7	0.451	15.2	LOS B	7.4	54.0	0.43	0.42	0.43	20.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Existing PM (Site Folder: General)]

Network: N101 [Existing Network PM (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	152	11.2	152	11.2	0.186	22.3	LOS B	3.6	27.8	0.71	0.59	0.71	18.5
6	R2	423	2.6	423	2.6	* 0.307	25.9	LOS B	4.2	30.0	0.73	0.76	0.73	4.9
Approach		575	4.9	575	4.9	0.307	25.0	LOS B	4.2	30.0	0.73	0.71	0.73	9.5
North: Pitt Street (N)														
9	R2	253	2.4	253	2.4	* 0.308	4.4	LOS A	0.3	2.1	0.03	0.49	0.03	34.7
Approach		253	2.4	253	2.4	0.308	4.4	LOS A	0.3	2.1	0.03	0.49	0.03	34.7
West: Merrylands Road (W)														
10	L2	185	8.1	185	8.1	0.234	25.0	LOS B	4.0	30.1	0.65	0.71	0.65	16.0
Approach		185	8.1	185	8.1	0.234	25.0	LOS B	4.0	30.1	0.65	0.71	0.65	16.0
All Vehicles		1013	4.8	1013	4.8	0.308	19.8	LOS B	4.2	30.1	0.54	0.65	0.54	17.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Existing PM (Site Folder: General)]

Network: N101 [Existing Network PM (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	302	2.0	302	2.0	0.192	2.8	LOS A	0.3	1.8	0.03	0.42	0.03	38.1
9	R2	159	15.1	159	15.1	* 0.228	6.2	LOS A	1.2	9.2	0.22	0.61	0.22	30.6
Approach		461	6.5	461	6.5	0.228	4.0	LOS A	1.2	9.2	0.09	0.48	0.09	36.7
SouthWest: Military Road (SW)														
30b	L3	416	1.0	416	1.0	0.676	5.4	LOS A	3.3	23.1	0.31	0.59	0.31	35.1
Approach		416	1.0	416	1.0	0.676	5.4	LOS A	3.3	23.1	0.31	0.59	0.31	35.1
All Vehicles		877	3.9	877	3.9	0.676	4.7	LOS A	3.3	23.1	0.20	0.54	0.20	36.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

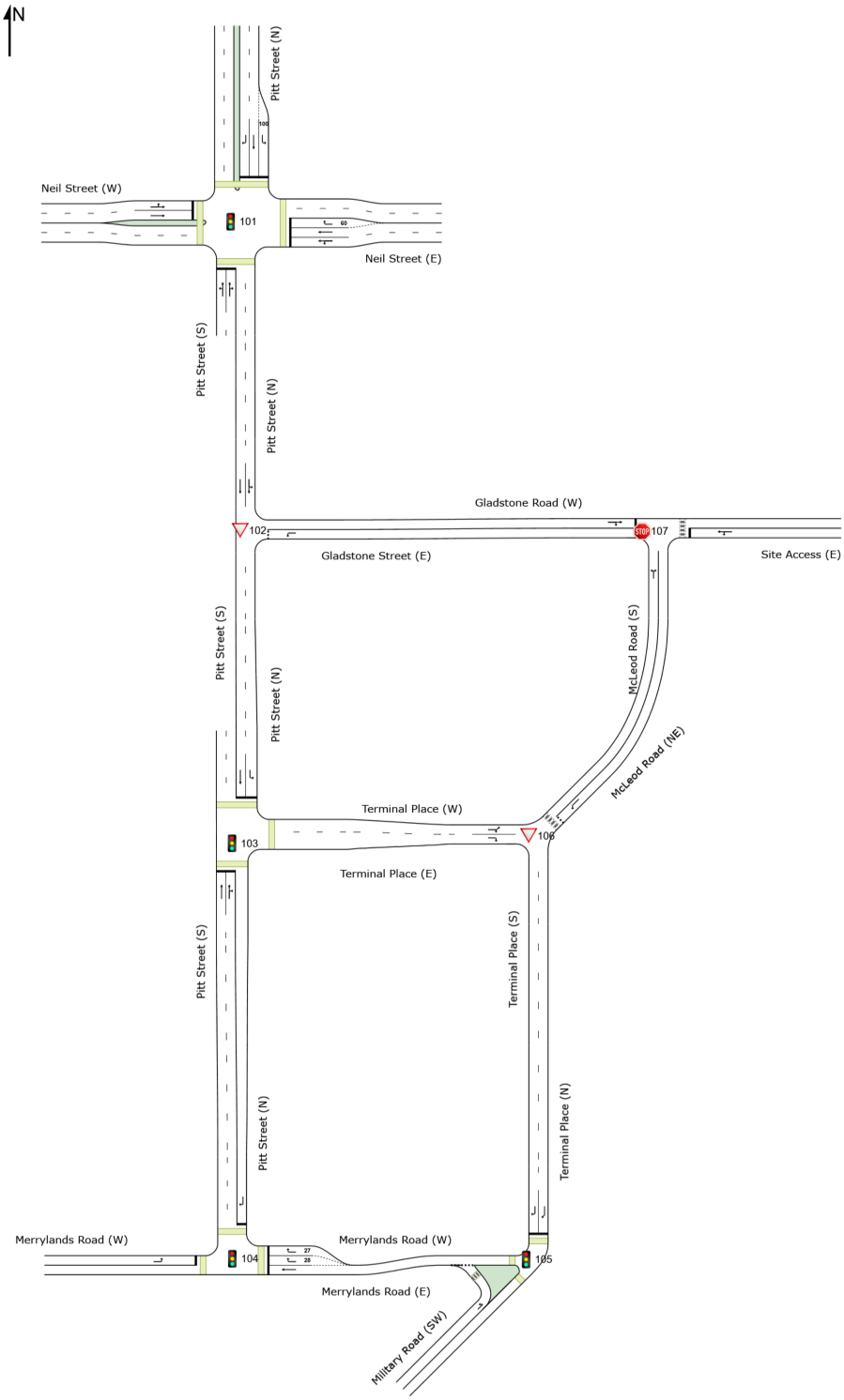
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

NETWORK LAYOUT

Network: N101 [Approved Network AM (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Approved AM
102	NA	Pitt Street and Gladstone Street Approved AM

103	NA	Pitt Street and Terminal Place Approved AM
104	NA	Pitt Street and Merrylands Road Approved AM
105	NA	Merrylands Road and Terminal Place Approved AM
106	NA	Terminal Place and McLeod Road Approved AM
107	NA	Gladstone Street and McLeod Road Approved AM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Approved AM (Site Folder: General)]

Network: N101 [Approved Network AM (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	14	7.1	14	7.1	0.751	54.4	LOS D	10.2	76.2	1.00	0.90	1.06	14.1
2	T1	318	7.9	318	7.9	* 0.751	50.6	LOS D	10.2	76.2	1.00	0.89	1.06	22.3
3	R2	238	5.9	238	5.9	0.751	54.6	LOS D	9.9	73.0	1.00	0.88	1.07	19.2
Approach		570	7.0	570	7.0	0.751	52.4	LOS D	10.2	76.2	1.00	0.89	1.07	20.9
East: Neil Street (E)														
4	L2	162	2.5	162	2.5	0.343	24.8	LOS B	6.8	48.1	0.65	0.67	0.65	31.9
5	T1	470	1.3	470	1.3	0.343	20.4	LOS B	7.0	49.5	0.66	0.61	0.66	38.4
6	R2	345	3.8	345	3.8	* 0.636	46.4	LOS D	9.6	69.7	0.92	0.99	0.92	32.1
Approach		977	2.4	977	2.4	0.636	30.3	LOS C	9.6	69.7	0.75	0.75	0.75	34.5
North: Pitt Street (N)														
7	L2	234	3.0	234	3.0	0.309	17.5	LOS B	3.0	21.8	0.71	0.75	0.71	39.2
8	T1	232	6.0	232	6.0	* 0.743	54.2	LOS D	8.3	61.3	1.00	0.89	1.08	20.5
9	R2	197	2.5	197	2.5	0.648	56.1	LOS D	6.8	48.4	0.99	0.82	1.00	23.9
Approach		663	3.9	663	3.9	0.743	41.8	LOS C	8.3	61.3	0.89	0.82	0.92	27.6
West: Neil Street (W)														
10	L2	56	1.8	56	1.8	0.744	58.6	LOS E	8.8	62.5	1.00	0.88	1.07	26.3
11	T1	445	1.1	445	1.1	* 0.744	53.2	LOS D	9.0	63.4	1.00	0.88	1.07	24.8
Approach		501	1.2	501	1.2	0.744	53.8	LOS D	9.0	63.4	1.00	0.88	1.07	25.0
All Vehicles		2712	3.5	2712	3.5	0.751	42.1	LOS C	10.2	76.2	0.88	0.82	0.92	27.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Approved AM (Site Folder: General)]

Network: N101 [Approved Network AM (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.27	0.48	0.27	30.7
Approach		6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.27	0.48	0.27	30.7
North: Pitt Street (N)														
7	L2	22	4.5	22	4.5	0.111	3.9	LOS A	0.0	0.0	0.00	0.07	0.00	45.3
8	T1	376	4.8	376	4.8	0.111	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.8
Approach		398	4.8	398	4.8	0.111	0.2	NA	0.0	0.0	0.00	0.03	0.00	47.6
All Vehicles		404	5.2	404	5.2	0.111	0.3	NA	0.0	0.1	0.00	0.04	0.00	46.8

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Approved AM (Site Folder: General)]

Network: N101 [Approved Network AM (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	639	6.4	639	6.4	0.265	3.1	LOS A	2.9	21.6	0.21	0.22	0.21	41.0
3	R2	84	7.1	84	7.1	* 0.265	9.2	LOS A	2.9	21.6	0.27	0.33	0.27	33.2
Approach		724	6.5	724	6.5	0.265	3.8	LOS A	2.9	21.6	0.22	0.23	0.22	40.2
North: Pitt Street (N)														
7	L2	238	6.7	238	6.7	* 0.409	35.5	LOS C	5.8	42.6	0.72	0.73	0.72	6.8
8	T1	143	2.8	143	2.8	0.237	29.5	LOS C	3.1	22.2	0.64	0.53	0.64	7.7
Approach		381	5.2	381	5.2	0.409	33.3	LOS C	5.8	42.6	0.69	0.66	0.69	7.1
All Vehicles		1105	6.1	1105	6.1	0.409	14.0	LOS A	5.8	42.6	0.38	0.38	0.38	22.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Approved AM (Site Folder: General)]

Network: N101 [Approved Network AM (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	94	13.9	94	13.9	0.098	15.9	LOS B	1.9	14.8	0.61	0.49	0.61	22.6
6	R2	471	4.2	471	4.2	* 0.281	20.1	LOS B	4.1	30.0	0.64	0.74	0.64	6.1
Approach		564	5.8	564	5.8	0.281	19.4	LOS B	4.1	30.0	0.64	0.70	0.64	9.8
North: Pitt Street (N)														
9	R2	154	2.6	154	2.6	0.230	6.8	LOS A	0.5	3.7	0.10	0.51	0.10	32.4
Approach		154	2.6	154	2.6	0.230	6.8	LOS A	0.5	3.7	0.10	0.51	0.10	32.4
West: Merrylands Road (W)														
10	L2	178	12.3	178	12.3	* 0.285	32.3	LOS C	4.5	34.8	0.75	0.74	0.75	13.7
Approach		178	12.3	178	12.3	0.285	32.3	LOS C	4.5	34.8	0.75	0.74	0.75	13.7
All Vehicles		896	6.6	896	6.6	0.285	19.8	LOS B	4.5	34.8	0.57	0.67	0.57	15.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Approved AM (Site Folder: General)]

Network: N101 [Approved Network AM (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	207	1.5	207	1.5	0.131	3.5	LOS A	0.5	3.5	0.07	0.45	0.07	38.3
9	R2	148	14.9	148	14.9	* 0.212	6.2	LOS A	0.8	6.5	0.17	0.62	0.17	31.3
Approach		355	7.1	355	7.1	0.212	4.6	LOS A	0.8	6.5	0.11	0.52	0.11	36.9
SouthWest: Military Road (SW)														
30b	L3	442	4.1	442	4.1	0.716	5.4	LOS A	3.5	25.4	0.32	0.60	0.32	35.3
Approach		442	4.1	442	4.1	0.716	5.4	LOS A	3.5	25.4	0.32	0.60	0.32	35.3
All Vehicles		797	5.4	797	5.4	0.716	5.1	LOS A	3.5	25.4	0.23	0.56	0.23	35.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 106 [Terminal Place and McLeod Road Approved AM (Site Folder: General)]

Network: N101 [Approved Network AM (Network Folder: General)]

Terminal Place and McLeod Road intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: McLeod Road (NE)														
24a	L1	94	0.0	94	0.0	0.065	5.4	LOS A	0.1	0.8	0.26	0.54	0.26	31.6
Approach		94	0.0	94	0.0	0.065	5.4	LOS A	0.1	0.8	0.26	0.54	0.26	31.6
West: Terminal Place (W)														
10a	L1	15	0.0	15	0.0	0.096	3.7	LOS A	0.0	0.0	0.00	0.58	0.00	25.7
12	R2	324	7.1	324	7.1	0.096	4.2	LOS A	0.0	0.0	0.00	0.58	0.00	25.5
Approach		339	6.8	339	6.8	0.096	4.1	NA	0.0	0.0	0.00	0.58	0.00	25.5
All Vehicles		433	5.4	433	5.4	0.096	4.4	NA	0.1	0.8	0.06	0.57	0.06	27.4

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.

MOVEMENT SUMMARY

Site: 107 [Gladstone Street and McLeod Road Approved AM (Site Folder: General)]

Network: N101 [Approved Network AM (Network Folder: General)]

Gladstone Street and McLeod Road intersection
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	1	0.0	1	0.0	0.009	5.1	LOS A	0.0	0.0	0.00	0.58	0.00	33.6
3	R2	15	0.0	15	0.0	0.009	5.0	LOS A	0.0	0.0	0.00	0.58	0.00	46.9
Approach		16	0.0	16	0.0	0.009	5.0	NA	0.0	0.0	0.00	0.58	0.00	46.7
East: Site Access (E)														
4	L2	94	0.0	94	0.0	0.051	7.8	LOS A	0.1	0.7	0.08	0.92	0.08	45.0
5	T1	1	0.0	1	0.0	0.051	14.5	LOS A	0.1	0.7	0.08	0.92	0.08	45.0
Approach		95	0.0	95	0.0	0.051	7.8	LOS A	0.1	0.7	0.08	0.92	0.08	45.0
West: Gladstone Road (W)														
11	T1	15	0.0	15	0.0	0.012	7.5	LOS A	0.0	0.1	0.06	1.04	0.06	45.4
12	R2	1	0.0	1	0.0	0.012	7.4	LOS A	0.0	0.1	0.06	1.04	0.06	28.4
Approach		16	0.0	16	0.0	0.012	7.5	LOS A	0.0	0.1	0.06	1.04	0.06	45.0
All Vehicles		126	0.0	126	0.0	0.051	7.4	NA	0.1	0.7	0.07	0.89	0.07	45.2

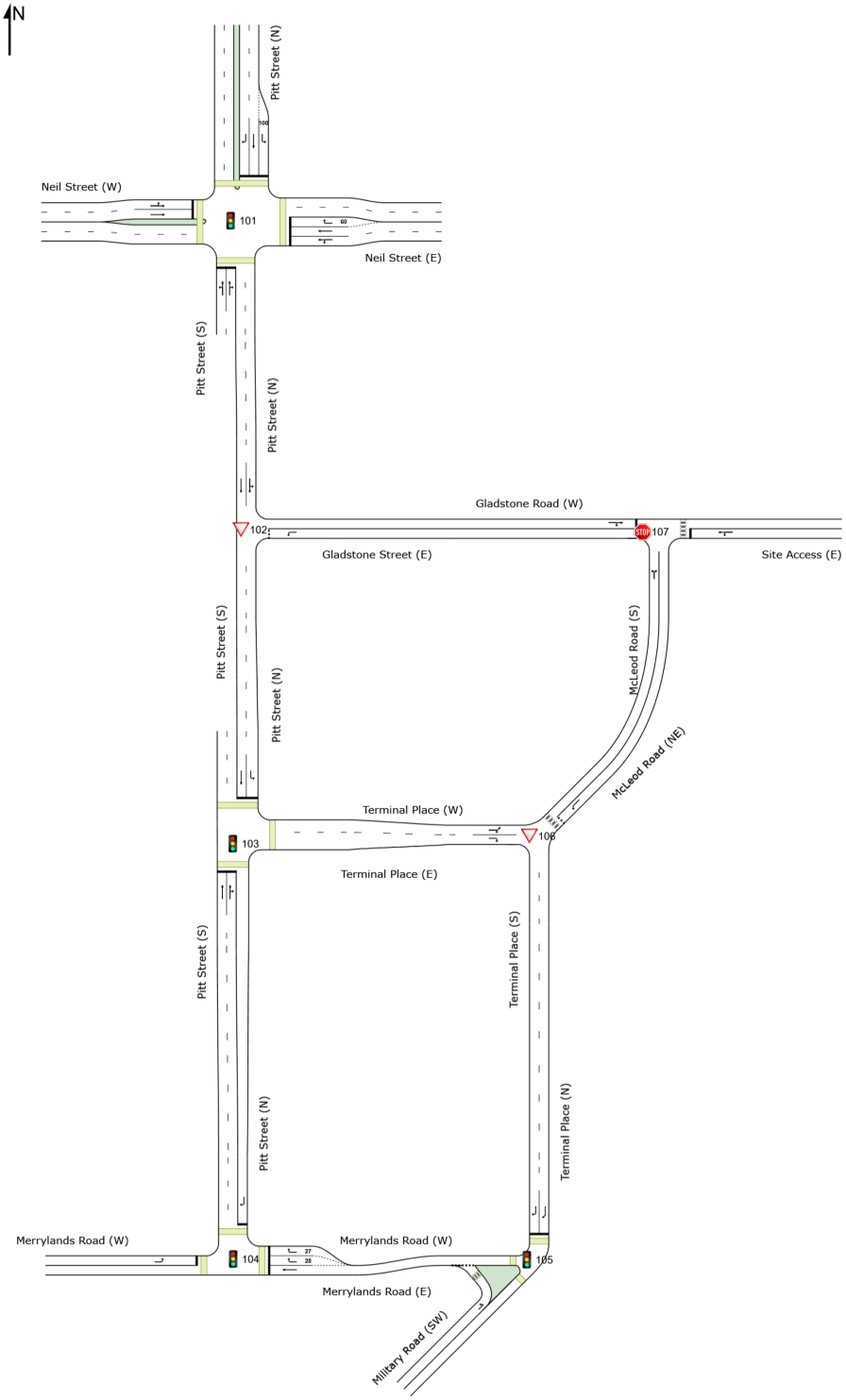
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Approved Network PM (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Approved PM
102	NA	Pitt Street and Gladstone Street Approved PM

103	NA	Pitt Street and Terminal Place Approved PM
104	NA	Pitt Street and Merrylands Road Approved PM
105	NA	Merrylands Road and Terminal Place Approved PM
106	NA	Terminal Place and McLeod Road Approved PM
107	NA	Gladstone Street and McLeod Road Approved PM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Approved PM (Site Folder: General)]

Network: N101 [Approved Network PM (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	34	0.0	34	0.0	0.893	65.7	LOS E	14.8	107.9	1.00	1.06	1.27	12.1
2	T1	371	5.4	371	5.4	* 0.893	61.9	LOS E	14.8	107.9	1.00	1.06	1.27	19.8
3	R2	314	1.9	314	1.9	0.893	66.0	LOS E	14.5	103.4	1.00	1.00	1.27	16.9
Approach		719	3.6	719	3.6	0.893	63.9	LOS E	14.8	107.9	1.00	1.03	1.27	18.3
East: Neil Street (E)														
4	L2	230	3.0	230	3.0	0.482	29.6	LOS C	10.1	71.9	0.75	0.74	0.75	28.8
5	T1	556	0.2	556	0.2	0.482	25.0	LOS B	10.1	71.9	0.75	0.68	0.75	35.5
6	R2	377	1.1	377	1.1	* 0.841	62.3	LOS E	12.5	88.6	1.00	1.10	1.15	27.8
Approach		1163	1.0	1163	1.0	0.841	38.0	LOS C	12.5	88.6	0.83	0.83	0.88	30.9
North: Pitt Street (N)														
7	L2	309	1.0	309	1.0	0.410	18.4	LOS B	4.3	30.3	0.76	0.77	0.76	38.7
8	T1	340	5.6	340	5.6	* 0.903	64.8	LOS E	14.1	103.2	1.00	1.09	1.31	18.4
9	R2	233	0.4	233	0.4	0.629	52.6	LOS D	7.8	54.6	0.97	0.83	0.97	24.7
Approach		882	2.6	882	2.6	0.903	45.3	LOS D	14.1	103.2	0.91	0.91	1.02	26.5
West: Neil Street (W)														
10	L2	110	0.0	110	0.0	0.889	69.5	LOS E	12.0	84.3	1.00	1.03	1.29	23.5
11	T1	490	0.4	490	0.4	* 0.889	64.0	LOS E	12.3	86.1	1.00	1.03	1.29	22.1
Approach		600	0.3	600	0.3	0.889	65.0	LOS E	12.3	86.1	1.00	1.03	1.29	22.4
All Vehicles		3364	1.9	3364	1.9	0.903	50.3	LOS D	14.8	107.9	0.92	0.93	1.07	25.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Approved PM (Site Folder: General)]

Network: N101 [Approved Network PM (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	27	0.0	27	0.0	0.029	5.3	LOS A	0.0	0.3	0.30	0.51	0.30	30.5
Approach		27	0.0	27	0.0	0.029	5.3	LOS A	0.0	0.3	0.30	0.51	0.30	30.5
North: Pitt Street (N)														
7	L2	46	2.2	46	2.2	0.197	3.9	LOS A	0.0	0.0	0.00	0.11	0.00	43.3
8	T1	563	4.1	563	4.1	0.197	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.1
Approach		609	3.9	609	3.9	0.197	0.3	NA	0.0	0.0	0.00	0.05	0.00	46.8
All Vehicles		636	3.8	636	3.8	0.197	0.5	NA	0.0	0.3	0.01	0.07	0.01	44.8

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Approved PM (Site Folder: General)]

Network: N101 [Approved Network PM (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	680	2.4	680	2.4	0.306	3.6	LOS A	3.6	26.1	0.23	0.24	0.23	39.7
3	R2	126	7.1	126	7.1	* 0.306	10.7	LOS A	3.6	26.1	0.33	0.42	0.33	29.6
Approach		806	3.1	806	3.1	0.306	4.7	LOS A	3.6	26.1	0.24	0.27	0.24	38.2
North: Pitt Street (N)														
7	L2	313	5.8	313	5.8	* 0.462	32.2	LOS C	7.4	54.2	0.70	0.74	0.70	7.4
8	T1	263	2.7	263	2.7	0.376	27.0	LOS B	5.7	41.2	0.65	0.56	0.65	8.3
Approach		576	4.3	576	4.3	0.462	29.8	LOS C	7.4	54.2	0.68	0.66	0.68	7.8
All Vehicles		1382	3.6	1382	3.6	0.462	15.2	LOS B	7.4	54.2	0.43	0.43	0.43	20.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Approved PM (Site Folder: General)]

Network: N101 [Approved Network PM (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	158	10.7	158	10.7	0.186	20.6	LOS B	3.6	27.5	0.68	0.57	0.68	19.4
6	R2	448	2.5	448	2.5	* 0.317	24.4	LOS B	4.2	30.0	0.70	0.75	0.70	5.2
Approach		606	4.6	606	4.6	0.317	23.4	LOS B	4.2	30.0	0.70	0.70	0.70	9.9
North: Pitt Street (N)														
9	R2	253	2.4	253	2.4	* 0.320	4.6	LOS A	0.3	2.4	0.04	0.49	0.04	34.5
Approach		253	2.4	253	2.4	0.320	4.6	LOS A	0.3	2.4	0.04	0.49	0.04	34.5
West: Merrylands Road (W)														
10	L2	205	7.3	205	7.3	0.267	26.8	LOS B	4.6	34.6	0.68	0.72	0.68	15.5
Approach		205	7.3	205	7.3	0.267	26.8	LOS B	4.6	34.6	0.68	0.72	0.68	15.5
All Vehicles		1063	4.6	1063	4.6	0.320	19.6	LOS B	4.6	34.6	0.54	0.66	0.54	17.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Approved PM (Site Folder: General)]

Network: N101 [Approved Network PM (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	308	1.9	308	1.9	0.196	3.2	LOS A	0.6	4.2	0.06	0.44	0.06	37.8
9	R2	174	13.8	174	13.8	* 0.248	6.4	LOS A	1.3	10.2	0.22	0.62	0.22	28.9
Approach		483	6.2	483	6.2	0.248	4.4	LOS A	1.3	10.2	0.12	0.50	0.12	36.2
SouthWest: Military Road (SW)														
30b	L3	431	0.9	431	0.9	0.711	5.9	LOS A	4.0	28.4	0.36	0.62	0.36	35.1
Approach		431	0.9	431	0.9	0.711	5.9	LOS A	4.0	28.4	0.36	0.62	0.36	35.1
All Vehicles		914	3.7	914	3.7	0.711	5.1	LOS A	4.0	28.4	0.23	0.56	0.23	35.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 106 [Terminal Place and McLeod Road Approved PM (Site Folder: General)]

Network: N101 [Approved Network PM (Network Folder: General)]

Terminal Place and McLeod Road intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: McLeod Road (NE)														
24a	L1	22	0.0	22	0.0	0.016	5.6	LOS A	0.0	0.2	0.28	0.54	0.28	31.4
Approach		22	0.0	22	0.0	0.016	5.6	LOS A	0.0	0.2	0.28	0.54	0.28	31.4
West: Terminal Place (W)														
10a	L1	36	0.0	36	0.0	0.129	3.7	LOS A	0.0	0.0	0.00	0.58	0.00	25.8
12	R2	425	6.7	425	6.7	0.129	4.2	LOS A	0.0	0.0	0.00	0.58	0.00	25.6
Approach		461	6.2	461	6.2	0.129	4.1	NA	0.0	0.0	0.00	0.58	0.00	25.6
All Vehicles		483	5.9	483	5.9	0.129	4.2	NA	0.0	0.2	0.01	0.58	0.01	26.1

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

MOVEMENT SUMMARY

Site: 107 [Gladstone Street and McLeod Road Approved PM (Site Folder: General)]

Network: N101 [Approved Network PM (Network Folder: General)]

Gladstone Street and McLeod Road intersection
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	1	0.0	1	0.0	0.020	5.0	LOS A	0.0	0.0	0.00	0.58	0.00	33.6
3	R2	36	0.0	36	0.0	0.020	5.0	LOS A	0.0	0.0	0.00	0.58	0.00	46.8
Approach		37	0.0	37	0.0	0.020	5.0	NA	0.0	0.0	0.00	0.58	0.00	46.7
East: Site Access (E)														
4	L2	22	0.0	22	0.0	0.013	7.8	LOS A	0.0	0.2	0.13	0.87	0.13	45.0
5	T1	1	0.0	1	0.0	0.013	11.3	LOS A	0.0	0.2	0.13	0.87	0.13	45.0
Approach		23	0.0	23	0.0	0.013	7.9	LOS A	0.0	0.2	0.13	0.87	0.13	45.0
West: Gladstone Road (W)														
11	T1	39	0.0	39	0.0	0.031	7.6	LOS A	0.0	0.3	0.10	1.01	0.10	45.4
12	R2	1	0.0	1	0.0	0.031	7.2	LOS A	0.0	0.3	0.10	1.01	0.10	28.5
Approach		40	0.0	40	0.0	0.031	7.6	LOS A	0.0	0.3	0.10	1.01	0.10	45.3
All Vehicles		100	0.0	100	0.0	0.031	6.7	NA	0.0	0.3	0.07	0.82	0.07	45.7

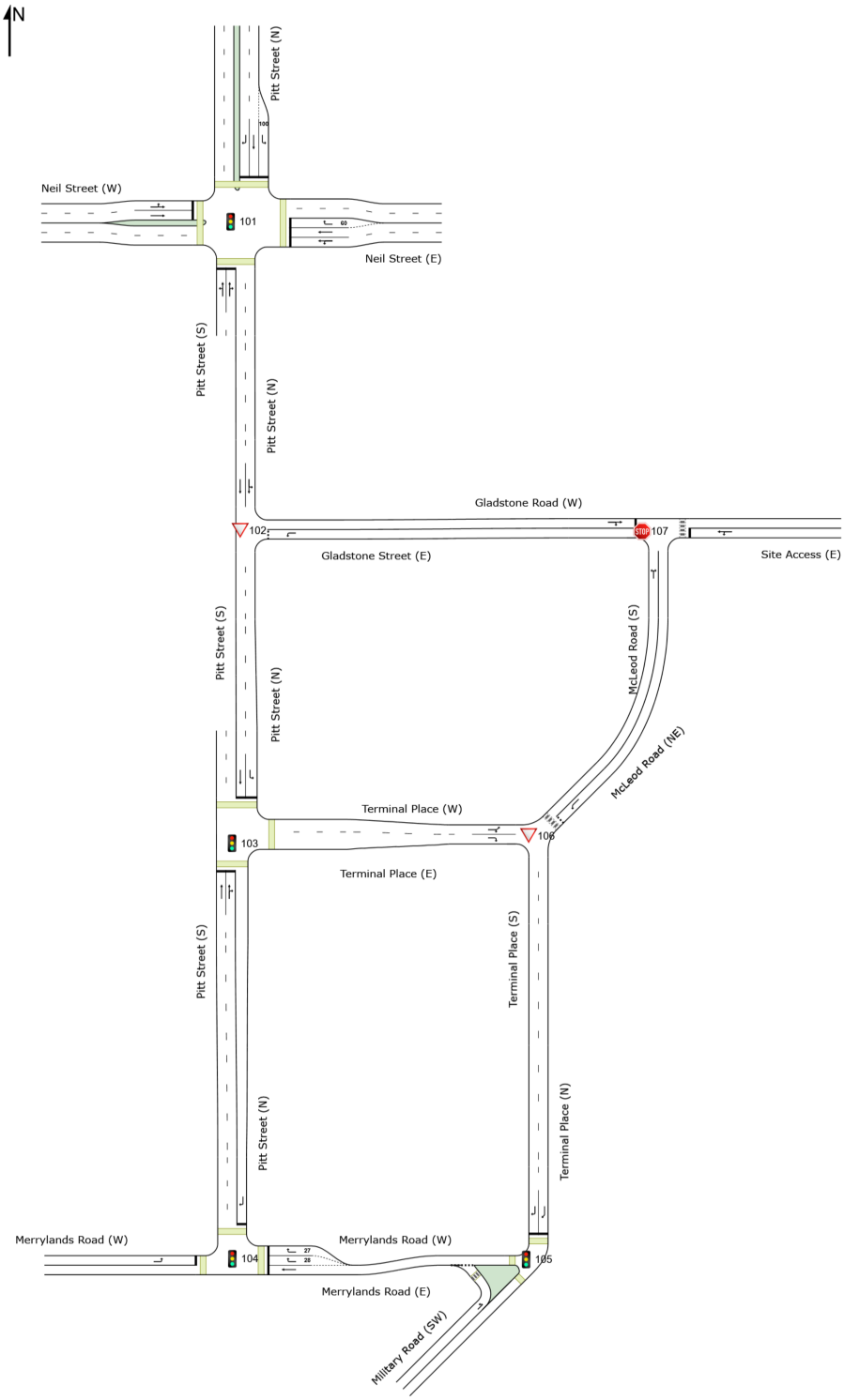
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Proposed Network AM (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Proposed AM
102	NA	Pitt Street and Gladstone Street Propsed AM

103	NA	Pitt Street and Terminal Place Proposed AM
104	NA	Pitt Street and Merrylands Road Proposed AM
105	NA	Merrylands Road and Terminal Place Proposed AM
106	NA	Terminal Place and McLeod Road Proposed AM
107	NA	Gladstone Street and McLeod Road Proposed AM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	16	6.2	16	6.2	0.766	55.1	LOS D	10.5	78.4	1.00	0.91	1.08	14.0
2	T1	324	7.7	324	7.7	* 0.766	51.3	LOS D	10.5	78.4	1.00	0.91	1.08	22.2
3	R2	242	5.8	242	5.8	0.766	55.3	LOS D	10.2	75.2	1.00	0.89	1.08	19.0
Approach		582	6.9	582	6.9	0.766	53.0	LOS D	10.5	78.4	1.00	0.90	1.08	20.7
East: Neil Street (E)														
4	L2	163	2.5	163	2.5	0.344	24.8	LOS B	6.8	48.2	0.65	0.67	0.65	31.9
5	T1	470	1.3	470	1.3	0.344	20.4	LOS B	7.0	49.6	0.66	0.61	0.66	38.3
6	R2	345	3.8	345	3.8	* 0.636	46.4	LOS D	9.6	69.7	0.92	0.99	0.92	32.1
Approach		978	2.4	978	2.4	0.636	30.3	LOS C	9.6	69.7	0.75	0.75	0.75	34.5
North: Pitt Street (N)														
7	L2	234	3.0	234	3.0	0.309	17.5	LOS B	3.0	21.8	0.71	0.75	0.71	39.2
8	T1	233	6.0	233	6.0	* 0.746	54.3	LOS D	8.4	61.7	1.00	0.89	1.08	20.5
9	R2	197	2.5	197	2.5	0.648	56.1	LOS D	6.8	48.4	0.99	0.82	1.00	23.9
Approach		664	3.9	664	3.9	0.746	41.9	LOS C	8.4	61.7	0.89	0.82	0.93	27.5
West: Neil Street (W)														
10	L2	56	1.8	56	1.8	0.744	58.6	LOS E	8.8	62.5	1.00	0.88	1.07	26.3
11	T1	445	1.1	445	1.1	* 0.744	53.2	LOS D	9.0	63.4	1.00	0.88	1.07	24.8
Approach		501	1.2	501	1.2	0.744	53.8	LOS D	9.0	63.4	1.00	0.88	1.07	25.0
All Vehicles		2726	3.5	2726	3.5	0.766	42.3	LOS C	10.5	78.4	0.88	0.83	0.92	27.6

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Propsed AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.27	0.48	0.27	30.7
Approach		6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.27	0.48	0.27	30.7
North: Pitt Street (N)														
7	L2	25	4.1	25	4.1	0.112	3.9	LOS A	0.0	0.0	0.00	0.08	0.00	44.9
8	T1	376	4.8	376	4.8	0.112	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	47.6
Approach		401	4.7	401	4.7	0.112	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.4
All Vehicles		407	5.2	407	5.2	0.112	0.3	NA	0.0	0.1	0.00	0.04	0.00	46.6

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	651	6.3	651	6.3	0.270	3.2	LOS A	3.0	22.1	0.21	0.22	0.21	41.0
3	R2	87	6.9	87	6.9	* 0.270	9.2	LOS A	3.0	22.1	0.28	0.34	0.28	33.2
Approach		738	6.4	738	6.4	0.270	3.9	LOS A	3.0	22.1	0.22	0.24	0.22	40.2
North: Pitt Street (N)														
7	L2	238	6.7	238	6.7	* 0.409	35.5	LOS C	5.8	42.6	0.72	0.73	0.72	6.8
8	T1	143	2.8	143	2.8	0.237	29.5	LOS C	3.1	22.2	0.64	0.53	0.64	7.7
Approach		381	5.2	381	5.2	0.409	33.3	LOS C	5.8	42.6	0.69	0.66	0.69	7.1
All Vehicles		1119	6.0	1119	6.0	0.409	13.9	LOS A	5.8	42.6	0.38	0.38	0.38	22.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	96	13.6	96	13.6	0.099	15.3	LOS B	1.9	14.8	0.59	0.48	0.59	23.1
6	R2	483	4.1	483	4.1	* 0.285	19.5	LOS B	4.1	30.0	0.64	0.74	0.64	6.3
Approach		579	5.7	579	5.7	0.285	18.8	LOS B	4.1	30.0	0.63	0.70	0.63	10.0
North: Pitt Street (N)														
9	R2	154	2.6	154	2.6	0.236	7.0	LOS A	0.5	3.9	0.11	0.51	0.11	32.2
Approach		154	2.6	154	2.6	0.236	7.0	LOS A	0.5	3.9	0.11	0.51	0.11	32.2
West: Merrylands Road (W)														
10	L2	179	12.3	179	12.3	* 0.293	33.1	LOS C	4.6	35.5	0.76	0.74	0.76	13.5
Approach		179	12.3	179	12.3	0.293	33.1	LOS C	4.6	35.5	0.76	0.74	0.76	13.5
All Vehicles		912	6.5	912	6.5	0.293	19.6	LOS B	4.6	35.5	0.57	0.67	0.57	15.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	210	1.4	210	1.4	0.133	3.6	LOS A	0.5	3.8	0.08	0.45	0.08	38.5
9	R2	162	13.6	162	13.6	* 0.229	6.4	LOS A	0.9	7.3	0.17	0.63	0.17	31.6
Approach		371	6.7	371	6.7	0.229	4.8	LOS A	0.9	7.3	0.12	0.53	0.12	37.0
SouthWest: Military Road (SW)														
30b	L3	443	4.1	443	4.1	0.727	5.5	LOS A	3.6	26.4	0.33	0.60	0.33	35.3
Approach		443	4.1	443	4.1	0.727	5.5	LOS A	3.6	26.4	0.33	0.60	0.33	35.3
All Vehicles		815	5.3	815	5.3	0.727	5.2	LOS A	3.6	26.4	0.23	0.57	0.23	36.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 106 [Terminal Place and McLeod Road Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Terminal Place and McLeod Road intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: McLeod Road (NE)														
24a	L1	111	0.0	111	0.0	0.077	5.5	LOS A	0.1	1.0	0.26	0.55	0.26	31.7
Approach		111	0.0	111	0.0	0.077	5.5	LOS A	0.1	1.0	0.26	0.55	0.26	31.7
West: Terminal Place (W)														
10a	L1	17	0.0	17	0.0	0.096	3.7	LOS A	0.0	0.0	0.00	0.58	0.00	25.7
12	R2	324	7.1	324	7.1	0.096	4.2	LOS A	0.0	0.0	0.00	0.58	0.00	25.6
Approach		341	6.8	341	6.8	0.096	4.1	NA	0.0	0.0	0.00	0.58	0.00	25.6
All Vehicles		452	5.1	452	5.1	0.096	4.5	NA	0.1	1.0	0.06	0.57	0.06	27.7

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

MOVEMENT SUMMARY

Site: 107 [Gladstone Street and McLeod Road Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM (Network Folder: General)]

Gladstone Street and McLeod Road intersection
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	1	0.0	1	0.0	0.010	5.1	LOS A	0.0	0.0	0.00	0.58	0.00	33.7
3	R2	17	0.0	17	0.0	0.010	5.1	LOS A	0.0	0.0	0.00	0.58	0.00	47.2
Approach		18	0.0	18	0.0	0.010	5.1	NA	0.0	0.0	0.00	0.58	0.00	47.0
East: Site Access (E)														
4	L2	111	0.0	111	0.0	0.060	7.8	LOS A	0.1	0.9	0.09	0.91	0.09	45.4
5	T1	1	0.0	1	0.0	0.060	17.1	LOS B	0.1	0.9	0.09	0.91	0.09	45.4
Approach		112	0.0	112	0.0	0.060	7.9	LOS A	0.1	0.9	0.09	0.91	0.09	45.4
West: Gladstone Road (W)														
11	T1	17	0.0	17	0.0	0.014	7.5	LOS A	0.0	0.1	0.06	1.04	0.06	45.7
12	R2	1	0.0	1	0.0	0.014	7.5	LOS A	0.0	0.1	0.06	1.04	0.06	28.5
Approach		18	0.0	18	0.0	0.014	7.5	LOS A	0.0	0.1	0.06	1.04	0.06	45.3
All Vehicles		147	0.0	147	0.0	0.060	7.5	NA	0.1	0.9	0.07	0.89	0.07	45.6

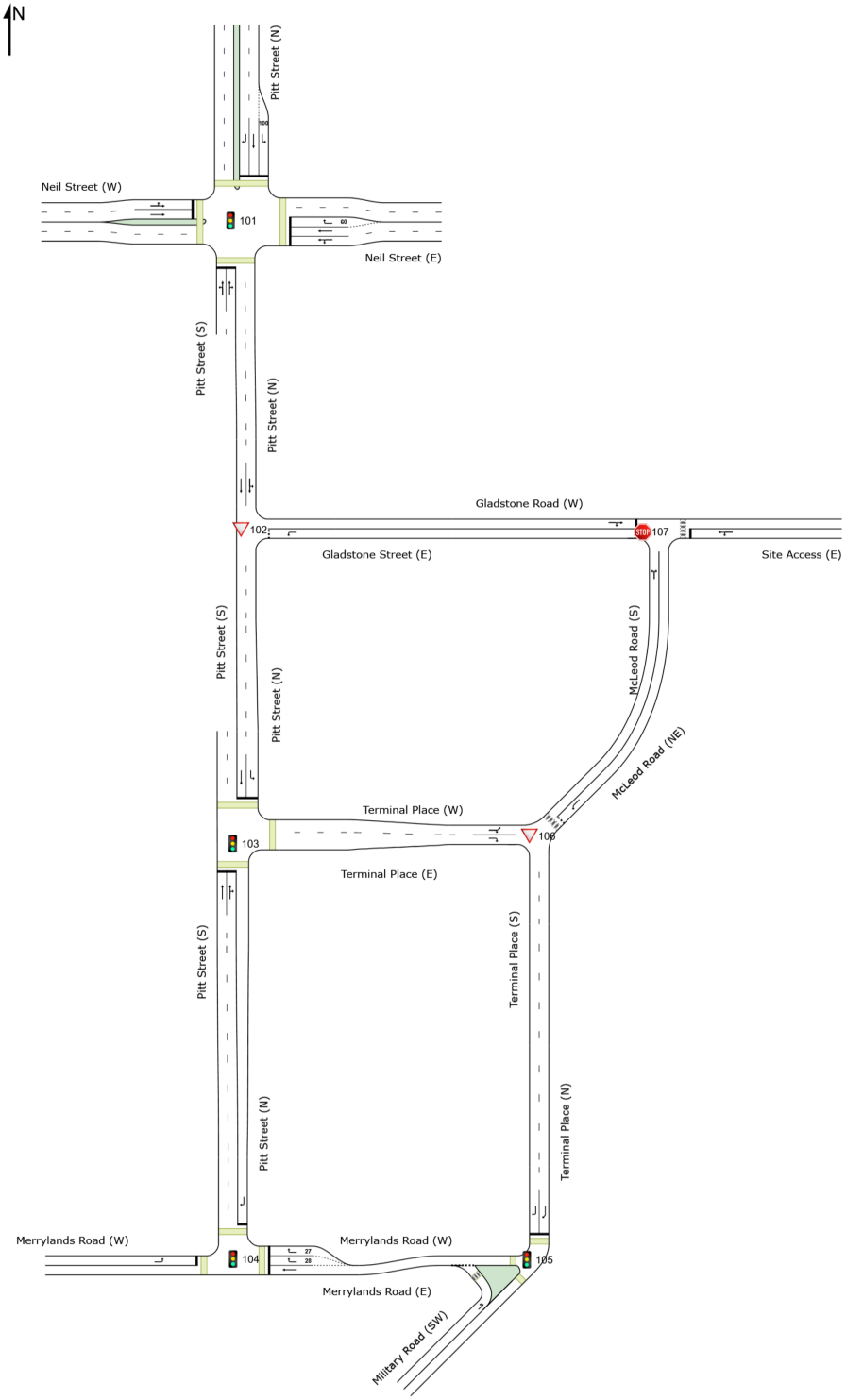
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Proposed Network PM (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Proposed PM
102	NA	Pitt Street and Gladstone Street Proposed PM

103	NA	Pitt Street and Terminal Place Proposed PM
104	NA	Pitt Street and Merrylands Road Proposed PM
105	NA	Merrylands Road and Terminal Place Proposed PM
106	NA	Terminal Place and McLeod Road Proposed PM
107	NA	Gladstone Street and McLeod Road Proposed PM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	35	0.0	35	0.0	0.895	66.2	LOS E	14.9	108.6	1.00	1.07	1.27	12.1
2	T1	372	5.4	372	5.4	* 0.895	62.3	LOS E	14.9	108.6	1.00	1.06	1.27	19.7
3	R2	314	1.9	314	1.9	0.895	66.4	LOS E	14.6	104.2	1.00	1.01	1.28	16.8
Approach		721	3.6	721	3.6	0.895	64.3	LOS E	14.9	108.6	1.00	1.04	1.28	18.2
East: Neil Street (E)														
4	L2	233	3.0	233	3.0	0.484	29.7	LOS C	10.2	72.3	0.75	0.74	0.75	28.8
5	T1	556	0.2	556	0.2	0.484	25.0	LOS B	10.2	72.3	0.75	0.68	0.75	35.5
6	R2	377	1.1	377	1.1	* 0.841	62.3	LOS E	12.5	88.6	1.00	1.10	1.15	27.8
Approach		1166	1.0	1166	1.0	0.841	38.0	LOS C	12.5	88.6	0.83	0.83	0.88	30.9
North: Pitt Street (N)														
7	L2	309	1.0	309	1.0	0.410	18.4	LOS B	4.3	30.3	0.76	0.77	0.76	38.7
8	T1	344	5.5	344	5.5	* 0.913	66.9	LOS E	14.5	106.4	1.00	1.12	1.33	18.0
9	R2	233	0.4	233	0.4	0.629	52.6	LOS D	7.8	54.6	0.97	0.83	0.97	24.7
Approach		886	2.6	886	2.6	0.913	46.2	LOS D	14.5	106.4	0.91	0.92	1.04	26.2
West: Neil Street (W)														
10	L2	110	0.0	110	0.0	0.889	69.5	LOS E	12.0	84.3	1.00	1.03	1.29	23.5
11	T1	490	0.4	490	0.4	* 0.889	64.0	LOS E	12.3	86.1	1.00	1.03	1.29	22.1
Approach		600	0.3	600	0.3	0.889	65.0	LOS E	12.3	86.1	1.00	1.03	1.29	22.4
All Vehicles		3373	1.9	3373	1.9	0.913	50.6	LOS D	14.9	108.6	0.92	0.93	1.08	25.0

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	27	0.0	27	0.0	0.030	5.2	LOS A	0.0	0.3	0.30	0.51	0.30	30.5
Approach		27	0.0	27	0.0	0.030	5.2	LOS A	0.0	0.3	0.30	0.51	0.30	30.5
North: Pitt Street (N)														
7	L2	52	1.9	52	1.9	0.201	3.9	LOS A	0.0	0.0	0.00	0.12	0.00	42.7
8	T1	563	4.1	563	4.1	0.201	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	46.8
Approach		615	3.9	615	3.9	0.201	0.4	NA	0.0	0.0	0.00	0.05	0.00	46.4
All Vehicles		642	3.7	642	3.7	0.201	0.6	NA	0.0	0.3	0.01	0.07	0.01	44.5

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	683	2.3	683	2.3	0.310	3.6	LOS A	3.7	26.7	0.23	0.25	0.23	39.6
3	R2	132	6.8	132	6.8	* 0.310	11.0	LOS A	3.7	26.7	0.33	0.43	0.33	29.1
Approach		816	3.1	816	3.1	0.310	4.8	LOS A	3.7	26.7	0.25	0.28	0.25	38.0
North: Pitt Street (N)														
7	L2	313	5.8	313	5.8	* 0.472	32.9	LOS C	7.5	54.9	0.71	0.74	0.71	7.2
8	T1	263	2.7	263	2.7	0.385	27.5	LOS B	5.8	41.6	0.66	0.56	0.66	8.2
Approach		576	4.3	576	4.3	0.472	30.5	LOS C	7.5	54.9	0.69	0.66	0.69	7.6
All Vehicles		1392	3.6	1392	3.6	0.472	15.4	LOS B	7.5	54.9	0.43	0.44	0.43	20.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	159	10.7	159	10.7	0.187	20.6	LOS B	3.6	27.7	0.68	0.57	0.68	19.4
6	R2	453	2.4	453	2.4	* 0.323	24.4	LOS B	4.2	30.0	0.71	0.75	0.71	5.2
Approach		612	4.6	612	4.6	0.323	23.4	LOS B	4.2	30.0	0.70	0.70	0.70	9.9
North: Pitt Street (N)														
9	R2	253	2.4	253	2.4	* 0.320	4.4	LOS A	0.3	2.1	0.03	0.49	0.03	34.7
Approach		253	2.4	253	2.4	0.320	4.4	LOS A	0.3	2.1	0.03	0.49	0.03	34.7
West: Merrylands Road (W)														
10	L2	208	7.2	208	7.2	0.271	26.8	LOS B	4.7	35.2	0.68	0.72	0.68	15.6
Approach		208	7.2	208	7.2	0.271	26.8	LOS B	4.7	35.2	0.68	0.72	0.68	15.6
All Vehicles		1073	4.6	1073	4.6	0.323	19.6	LOS B	4.7	35.2	0.54	0.66	0.54	17.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	309	1.9	309	1.9	0.197	3.3	LOS A	0.7	4.7	0.07	0.44	0.07	37.8
9	R2	177	13.6	177	13.6	* 0.250	6.4	LOS A	1.3	10.4	0.23	0.62	0.23	29.0
Approach		486	6.2	486	6.2	0.250	4.4	LOS A	1.3	10.4	0.12	0.51	0.12	36.2
SouthWest: Military Road (SW)														
30b	L3	435	0.9	435	0.9	0.718	5.9	LOS A	4.1	29.1	0.36	0.62	0.36	35.1
Approach		435	0.9	435	0.9	0.718	5.9	LOS A	4.1	29.1	0.36	0.62	0.36	35.1
All Vehicles		920	3.7	920	3.7	0.718	5.1	LOS A	4.1	29.1	0.24	0.56	0.24	35.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 106 [Terminal Place and McLeod Road Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Terminal Place and McLeod Road intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: McLeod Road (NE)														
24a	L1	25	0.0	25	0.0	0.018	5.6	LOS A	0.0	0.2	0.28	0.54	0.28	31.5
Approach		25	0.0	25	0.0	0.018	5.6	LOS A	0.0	0.2	0.28	0.54	0.28	31.5
West: Terminal Place (W)														
10a	L1	42	0.0	42	0.0	0.131	3.7	LOS A	0.0	0.0	0.00	0.58	0.00	25.9
12	R2	425	6.7	425	6.7	0.131	4.2	LOS A	0.0	0.0	0.00	0.58	0.00	25.7
Approach		467	6.1	467	6.1	0.131	4.1	NA	0.0	0.0	0.00	0.58	0.00	25.7
All Vehicles		493	5.8	493	5.8	0.131	4.2	NA	0.0	0.2	0.01	0.58	0.01	26.2

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

MOVEMENT SUMMARY

Site: 107 [Gladstone Street and McLeod Road Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM (Network Folder: General)]

Gladstone Street and McLeod Road intersection
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	1	0.0	1	0.0	0.023	5.1	LOS A	0.0	0.0	0.00	0.58	0.00	33.7
3	R2	42	0.0	42	0.0	0.023	5.1	LOS A	0.0	0.0	0.00	0.58	0.00	47.2
Approach		43	0.0	43	0.0	0.023	5.1	NA	0.0	0.0	0.00	0.58	0.00	47.1
East: Site Access (E)														
4	L2	25	0.0	25	0.0	0.014	7.8	LOS A	0.0	0.2	0.14	0.86	0.14	45.3
5	T1	1	0.0	1	0.0	0.014	12.7	LOS A	0.0	0.2	0.14	0.86	0.14	45.3
Approach		26	0.0	26	0.0	0.014	8.0	LOS A	0.0	0.2	0.14	0.86	0.14	45.3
West: Gladstone Road (W)														
11	T1	45	0.0	45	0.0	0.036	7.6	LOS A	0.1	0.4	0.11	1.00	0.11	45.7
12	R2	1	0.0	1	0.0	0.036	7.2	LOS A	0.1	0.4	0.11	1.00	0.11	28.6
Approach		46	0.0	46	0.0	0.036	7.6	LOS A	0.1	0.4	0.11	1.00	0.11	45.6
All Vehicles		116	0.0	116	0.0	0.036	6.8	NA	0.1	0.4	0.08	0.81	0.08	46.1

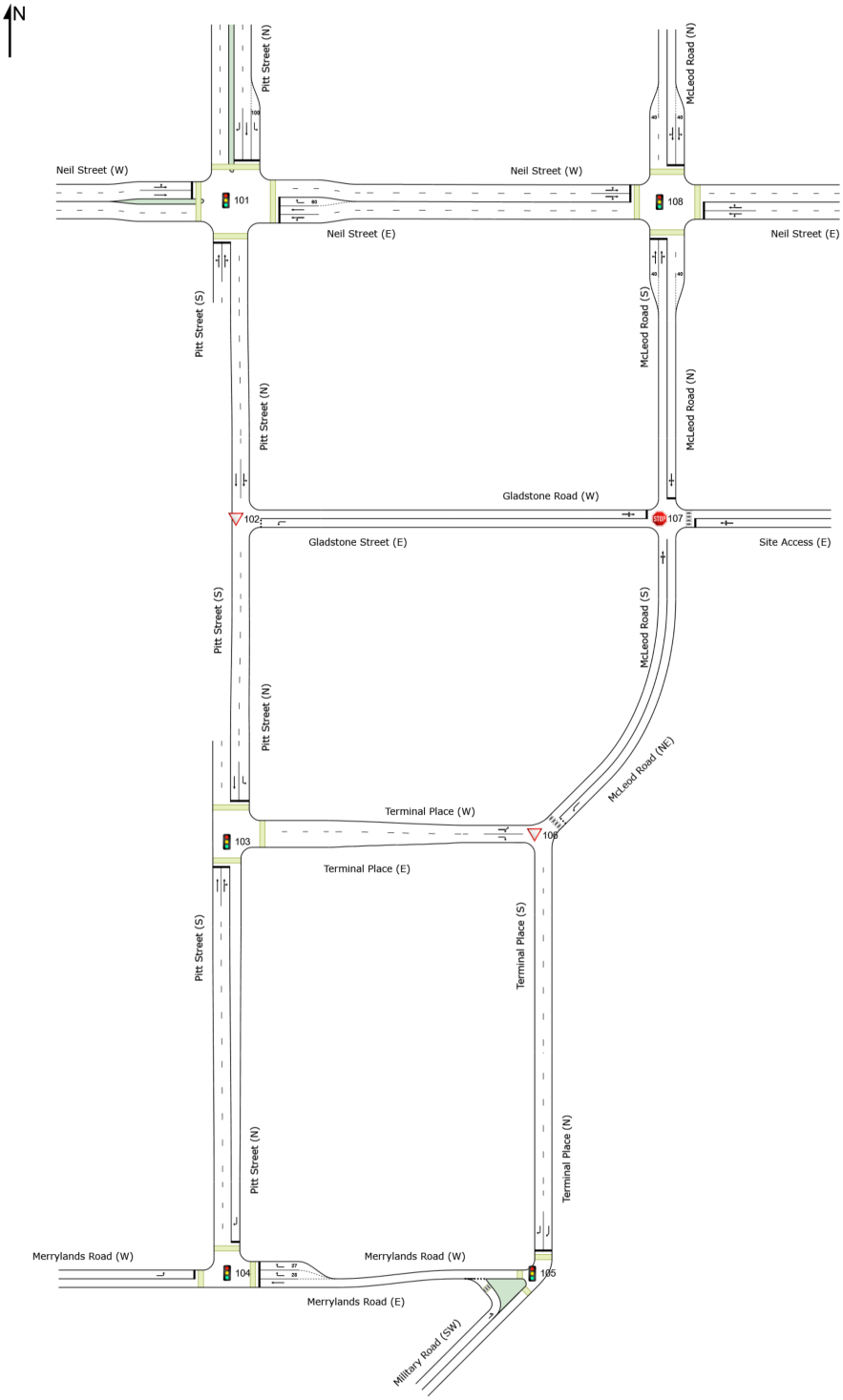
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and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

NETWORK LAYOUT

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Proposed AM
102	NA	Pitt Street and Gladstone Street Propsed AM

103	NA	Pitt Street and Terminal Place Proposed AM
104	NA	Pitt Street and Merrylands Road Proposed AM
105	NA	Merrylands Road and Terminal Place Proposed AM
106	NA	Terminal Place and McLeod Road Proposed AM
107	NA	Gladstone Street and McLeod Road Proposed AM
108	NA	Neil Street and McLeod Road Proposed AM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	11	9.1	11	9.1	0.781	58.2	LOS E	9.6	72.2	1.00	0.93	1.11	13.3
2	T1	287	8.7	287	8.7	* 0.781	54.3	LOS D	9.6	72.2	1.00	0.92	1.11	21.4
3	R2	221	6.3	221	6.3	0.781	58.4	LOS E	9.3	69.1	1.00	0.90	1.12	3.9
Approach		519	7.7	519	7.7	0.781	56.1	LOS D	9.6	72.2	1.00	0.91	1.11	15.5
East: Neil Street (E)														
4	L2	158	2.5	158	2.5	0.324	22.6	LOS B	6.4	45.4	0.61	0.64	0.61	15.8
5	T1	479	1.3	479	1.3	0.324	17.7	LOS B	6.5	46.0	0.61	0.57	0.61	30.9
6	R2	386	3.4	386	3.4	* 0.644	44.2	LOS D	9.9	70.9	0.86	0.98	0.86	26.9
Approach		1024	2.2	1024	2.2	0.644	28.5	LOS B	9.9	70.9	0.71	0.74	0.71	27.4
North: Pitt Street (N)														
7	L2	234	3.0	234	3.0	0.291	16.3	LOS B	2.8	20.1	0.68	0.74	0.68	34.8
8	T1	232	6.0	232	6.0	* 0.782	56.6	LOS E	8.6	63.1	1.00	0.92	1.13	19.9
9	R2	197	2.5	197	2.5	0.682	57.8	LOS E	6.9	49.4	1.00	0.84	1.03	23.6
Approach		663	3.9	663	3.9	0.782	42.8	LOS D	8.6	63.1	0.89	0.83	0.94	24.7
West: Neil Street (W)														
10	L2	56	1.8	56	1.8	0.755	59.1	LOS E	9.0	63.8	1.00	0.89	1.08	26.2
11	T1	452	1.1	452	1.1	* 0.755	53.6	LOS D	9.2	64.7	1.00	0.89	1.08	12.2
Approach		508	1.2	508	1.2	0.755	54.2	LOS D	9.2	64.7	1.00	0.89	1.08	14.3
All Vehicles		2714	3.5	2714	3.5	0.782	42.1	LOS C	9.9	72.2	0.86	0.82	0.91	21.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Propsed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.27	0.48	0.27	30.8
Approach		6	33.3	6	33.3	0.006	5.5	LOS A	0.0	0.1	0.27	0.48	0.27	30.8
North: Pitt Street (N)														
7	L2	18	5.4	18	5.4	0.112	3.9	LOS A	0.0	0.0	0.00	0.06	0.00	45.9
8	T1	376	4.8	376	4.8	0.112	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	48.1
Approach		394	4.8	394	4.8	0.112	0.2	NA	0.0	0.0	0.00	0.03	0.00	48.0
All Vehicles		400	5.2	400	5.2	0.112	0.3	NA	0.0	0.1	0.00	0.03	0.00	47.2

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	588	7.0	588	7.0	0.246	3.1	LOS A	2.6	19.2	0.20	0.21	0.20	40.9
3	R2	78	7.7	78	7.7	* 0.246	9.2	LOS A	2.6	19.2	0.27	0.33	0.27	33.0
Approach		666	7.1	666	7.1	0.246	3.8	LOS A	2.6	19.2	0.21	0.23	0.21	40.0
North: Pitt Street (N)														
7	L2	238	6.7	238	6.7	* 0.389	36.3	LOS C	6.0	44.6	0.75	0.75	0.75	6.7
8	T1	143	2.8	143	2.8	0.225	30.8	LOS C	3.3	23.7	0.69	0.56	0.69	7.5
Approach		381	5.2	381	5.2	0.389	34.2	LOS C	6.0	44.6	0.73	0.68	0.73	7.0
All Vehicles		1047	6.4	1047	6.4	0.389	14.8	LOS B	6.0	44.6	0.40	0.39	0.40	21.7

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	84	15.4	84	15.4	0.095	18.6	LOS B	1.9	14.7	0.66	0.53	0.66	20.8
6	R2	418	4.8	418	4.8	* 0.258	22.3	LOS B	4.1	30.0	0.68	0.74	0.68	5.6
Approach		503	6.6	503	6.6	0.258	21.7	LOS B	4.1	30.0	0.67	0.71	0.67	9.0
North: Pitt Street (N)														
9	R2	154	2.6	154	2.6	0.211	5.3	LOS A	0.3	2.1	0.06	0.49	0.06	33.8
Approach		154	2.6	154	2.6	0.211	5.3	LOS A	0.3	2.1	0.06	0.49	0.06	33.8
West: Merrylands Road (W)														
10	L2	173	12.7	173	12.7	* 0.254	29.1	LOS C	4.1	31.9	0.71	0.72	0.71	14.6
Approach		173	12.7	173	12.7	0.254	29.1	LOS C	4.1	31.9	0.71	0.72	0.71	14.6
All Vehicles		830	7.1	830	7.1	0.258	20.2	LOS B	4.1	31.9	0.57	0.67	0.57	15.5

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	205	1.5	205	1.5	0.130	3.5	LOS A	0.5	3.7	0.08	0.45	0.08	38.3
9	R2	87	25.2	87	25.2	* 0.133	5.9	LOS A	0.4	3.5	0.14	0.59	0.14	30.1
Approach		292	8.6	292	8.6	0.133	4.2	LOS A	0.5	3.7	0.10	0.49	0.10	37.1
SouthWest: Military Road (SW)														
30b	L3	441	4.1	441	4.1	0.677	4.9	LOS A	2.5	18.2	0.25	0.56	0.25	35.5
Approach		441	4.1	441	4.1	0.677	4.9	LOS A	2.5	18.2	0.25	0.56	0.25	35.5
All Vehicles		733	5.9	733	5.9	0.677	4.7	LOS A	2.5	18.2	0.19	0.53	0.19	36.2

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 106 [Terminal Place and McLeod Road Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Terminal Place and McLeod Road intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: McLeod Road (NE)														
24a	L1	29	0.0	29	0.0	0.020	5.5	LOS A	0.0	0.3	0.25	0.53	0.25	31.7
Approach		29	0.0	29	0.0	0.020	5.5	LOS A	0.0	0.3	0.25	0.53	0.25	31.7
West: Terminal Place (W)														
10a	L1	8	0.0	8	0.0	0.094	3.7	LOS A	0.0	0.0	0.00	0.58	0.00	25.6
12	R2	324	7.1	324	7.1	0.094	4.2	LOS A	0.0	0.0	0.00	0.58	0.00	25.5
Approach		333	7.0	333	7.0	0.094	4.2	NA	0.0	0.0	0.00	0.58	0.00	25.5
All Vehicles		362	6.4	362	6.4	0.094	4.3	NA	0.0	0.3	0.02	0.58	0.02	26.3

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.

MOVEMENT SUMMARY

Site: 107 [Gladstone Street and McLeod Road Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Gladstone Street and McLeod Road intersection
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	1	0.0	1	0.0	0.006	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	34.8
2	T1	1	0.0	1	0.0	0.006	0.5	LOS A	0.0	0.0	0.00	0.53	0.00	34.8
3	R2	8	0.0	8	0.0	0.006	5.0	LOS A	0.0	0.0	0.00	0.53	0.00	47.2
Approach		11	0.0	11	0.0	0.006	4.5	NA	0.0	0.0	0.00	0.53	0.00	46.4
East: Site Access (E)														
4	L2	29	0.0	29	0.0	0.095	7.8	LOS A	0.1	1.0	0.01	0.99	0.01	45.7
5	T1	1	0.0	1	0.0	0.095	7.2	LOS A	0.1	1.0	0.01	0.99	0.01	45.7
6	R2	81	0.0	81	0.0	0.095	7.4	LOS A	0.1	1.0	0.01	0.99	0.01	45.7
Approach		112	0.0	112	0.0	0.095	7.5	LOS A	0.1	1.0	0.01	0.99	0.01	45.7
North: McLeod Road (N)														
7	L2	15	0.0	15	0.0	0.012	7.8	LOS A	0.0	0.1	0.06	0.95	0.06	45.1
8	T1	1	0.0	1	0.0	0.012	7.2	LOS A	0.0	0.1	0.06	0.95	0.06	24.6
9	R2	1	0.0	1	0.0	0.012	7.0	LOS A	0.0	0.1	0.06	0.95	0.06	24.6
Approach		17	0.0	17	0.0	0.012	7.8	LOS A	0.0	0.1	0.06	0.95	0.06	44.3
West: Gladstone Road (W)														
10	L2	1	0.0	1	0.0	0.010	7.4	LOS A	0.0	0.1	0.03	1.05	0.03	28.5
11	T1	11	0.0	11	0.0	0.010	7.6	LOS A	0.0	0.1	0.03	1.05	0.03	45.9
12	R2	1	0.0	1	0.0	0.010	7.1	LOS A	0.0	0.1	0.03	1.05	0.03	28.5
Approach		13	0.0	13	0.0	0.010	7.5	LOS A	0.0	0.1	0.03	1.05	0.03	44.9
All Vehicles		152	0.0	152	0.0	0.095	7.3	NA	0.1	1.0	0.02	0.96	0.02	45.5

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

MOVEMENT SUMMARY

Site: 108 [Neil Street and McLeod Road Proposed AM (Site Folder: General)]

Network: N101 [Proposed Network AM - With Extension (Network Folder: General)]

Neil Street and McLeod Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	52	0.0	52	0.0	* 0.278	60.8	LOS E	1.8	12.4	0.96	0.75	0.96	5.2
2	T1	1	0.0	1	0.0	0.194	55.4	LOS D	1.0	7.3	0.95	0.73	0.95	20.9
3	R2	29	0.0	29	0.0	0.194	60.6	LOS E	1.0	7.3	0.95	0.73	0.95	16.5
Approach		82	0.0	82	0.0	0.278	60.6	LOS E	1.8	12.4	0.96	0.74	0.96	10.2
East: Neil Street (E)														
4	L2	7	0.0	7	0.0	0.371	9.1	LOS A	5.7	40.5	0.31	0.28	0.31	50.3
5	T1	1024	2.4	1024	2.4	0.371	3.6	LOS A	5.7	40.5	0.31	0.28	0.31	50.4
6	R2	1	0.0	1	0.0	* 0.371	9.1	LOS A	4.6	33.1	0.31	0.28	0.31	49.5
Approach		1033	2.3	1033	2.3	0.371	3.6	LOS A	5.7	40.5	0.31	0.28	0.31	50.4
North: McLeod Road (N)														
7	L2	1	0.0	1	0.0	0.006	56.9	LOS E	0.0	0.2	0.92	0.59	0.92	25.8
8	T1	1	0.0	1	0.0	0.016	54.5	LOS D	0.1	0.5	0.93	0.60	0.93	19.8
9	R2	1	0.0	1	0.0	0.016	59.0	LOS E	0.1	0.5	0.93	0.60	0.93	19.8
Approach		3	0.0	3	0.0	0.016	56.8	LOS E	0.1	0.5	0.93	0.60	0.93	22.1
West: Neil Street (W)														
10	L2	1	0.0	1	0.0	0.321	10.1	LOS A	6.4	46.1	0.40	0.36	0.40	46.0
11	T1	947	2.9	947	2.9	0.321	4.5	LOS A	6.4	46.1	0.40	0.36	0.40	50.7
12	R2	7	0.0	7	0.0	0.321	10.1	LOS A	6.1	43.5	0.40	0.37	0.40	36.1
Approach		956	2.9	956	2.9	0.321	4.6	LOS A	6.4	46.1	0.40	0.36	0.40	50.6
All Vehicles		2074	2.5	2074	2.5	0.371	6.4	LOS A	6.4	46.1	0.38	0.34	0.38	46.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: McLeod Road (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
North: McLeod Road (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98

West: Neil Street (W)										
P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98

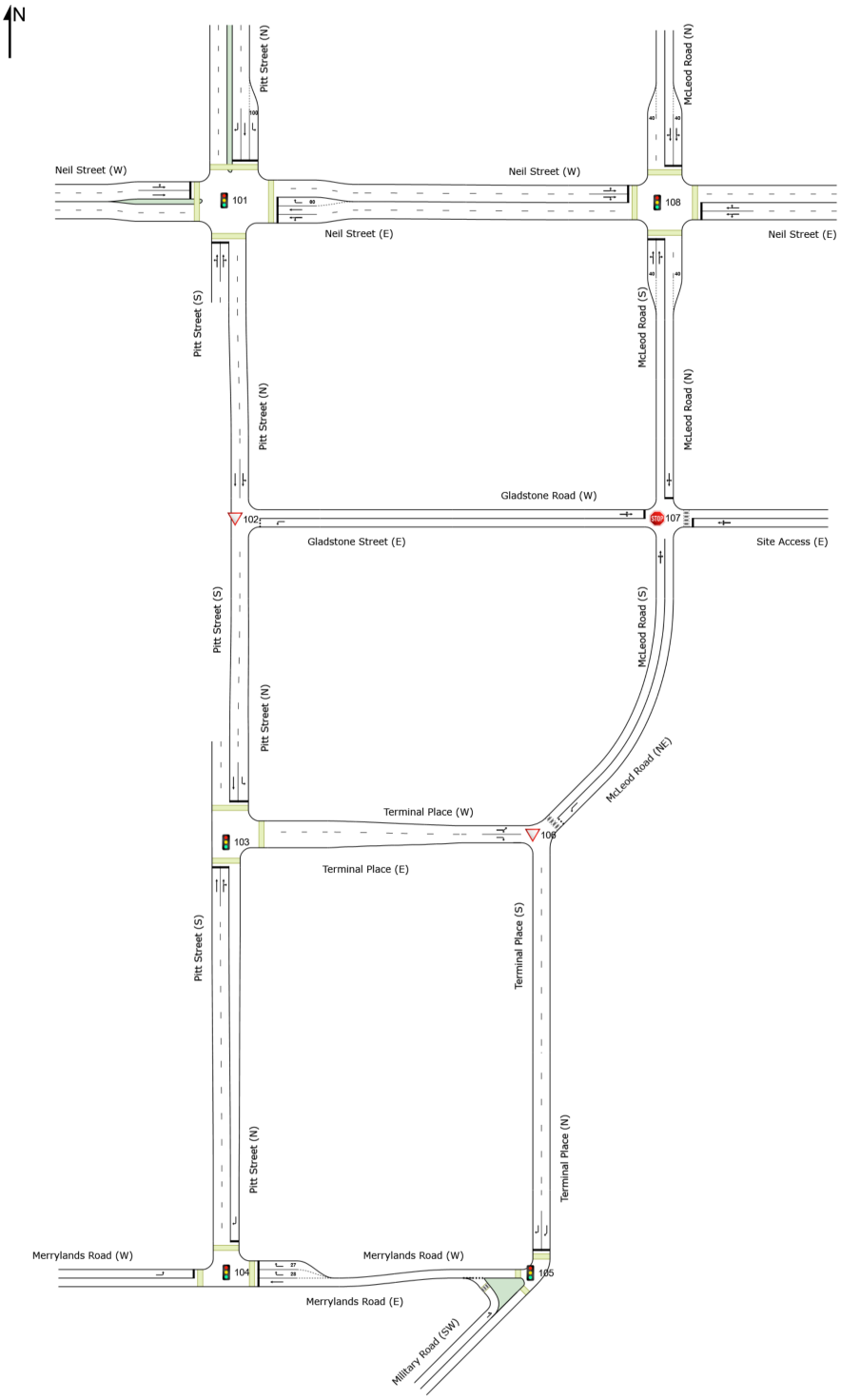
Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

NETWORK LAYOUT

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

New Network
Network Category: (None)

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



SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Pitt Street and Neil Street Proposed PM
102	NA	Pitt Street and Gladstone Street Proposed PM

103	NA	Pitt Street and Terminal Place Proposed PM
104	NA	Pitt Street and Merrylands Road Proposed PM
105	NA	Merrylands Road and Terminal Place Proposed PM
106	NA	Terminal Place and McLeod Road Proposed PM
107	NA	Gladstone Street and McLeod Road Proposed PM
108	NA	Neil Street and McLeod Road Proposed PM

MOVEMENT SUMMARY

Site: 101 [Pitt Street and Neil Street Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Pitt Street and Neil Street intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
1	L2	34	0.0	34	0.0	0.917	70.9	LOS F	15.2	111.2	1.00	1.11	1.34	11.4
2	T1	365	5.5	365	5.5	* 0.917	67.1	LOS E	15.2	111.2	1.00	1.11	1.34	18.8
3	R2	311	1.9	311	1.9	0.917	71.2	LOS F	14.9	106.6	1.00	1.04	1.34	3.3
Approach		710	3.7	710	3.7	0.917	69.1	LOS E	15.2	111.2	1.00	1.08	1.34	13.0
East: Neil Street (E)														
4	L2	216	3.2	216	3.2	0.464	28.7	LOS C	9.7	68.6	0.73	0.73	0.73	12.8
5	T1	559	0.2	559	0.2	0.464	24.0	LOS B	9.7	68.6	0.73	0.67	0.73	26.5
6	R2	385	1.0	385	1.0	* 0.833	49.2	LOS D	11.6	81.9	0.96	1.05	1.03	25.4
Approach		1160	1.0	1160	1.0	0.833	33.3	LOS C	11.6	81.9	0.81	0.81	0.83	24.4
North: Pitt Street (N)														
7	L2	309	1.0	309	1.0	0.402	18.0	LOS B	4.2	29.5	0.74	0.77	0.74	33.7
8	T1	349	5.4	349	5.4	* 0.927	69.9	LOS E	15.1	110.7	1.00	1.14	1.37	17.5
9	R2	233	0.4	233	0.4	0.629	52.6	LOS D	7.8	54.6	0.97	0.83	0.97	24.7
Approach		891	2.6	891	2.6	0.927	47.4	LOS D	15.1	110.7	0.90	0.93	1.05	23.3
West: Neil Street (W)														
10	L2	110	0.0	110	0.0	0.913	73.6	LOS F	12.8	90.0	1.00	1.07	1.35	22.7
11	T1	507	0.4	507	0.4	* 0.913	68.1	LOS E	13.1	91.8	1.00	1.07	1.35	10.0
Approach		617	0.3	617	0.3	0.913	69.1	LOS E	13.1	91.8	1.00	1.07	1.35	13.0
All Vehicles		3378	1.9	3378	1.9	0.927	51.0	LOS D	15.2	111.2	0.91	0.94	1.09	18.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	222.3	218.5	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	223.9	220.5	0.98
West: Neil Street (W)											

P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	221.3	217.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	221.8	217.9	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 102 [Pitt Street and Gladstone Street Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Pitt Street and Gladstone Street intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Gladstone Street (E)														
4	L2	27	0.0	27	0.0	0.033	5.3	LOS A	0.0	0.3	0.30	0.51	0.30	30.5
Approach		27	0.0	27	0.0	0.033	5.3	LOS A	0.0	0.3	0.30	0.51	0.30	30.5
North: Pitt Street (N)														
7	L2	41	2.4	41	2.4	0.216	3.9	LOS A	0.0	0.0	0.00	0.10	0.00	43.8
8	T1	563	4.1	563	4.1	0.216	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	47.4
Approach		604	4.0	604	4.0	0.216	0.3	NA	0.0	0.0	0.00	0.04	0.00	47.1
All Vehicles		631	3.8	631	3.8	0.216	0.5	NA	0.0	0.3	0.01	0.06	0.01	45.0

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

MOVEMENT SUMMARY

Site: 103 [Pitt Street and Terminal Place Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Pitt Street and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Pitt Street (S)														
2	T1	671	2.4	671	2.4	0.295	3.5	LOS A	3.4	24.3	0.22	0.23	0.22	40.0
3	R2	110	8.2	110	8.2	* 0.295	10.6	LOS A	3.4	24.3	0.32	0.39	0.32	30.0
Approach		781	3.2	781	3.2	0.295	4.5	LOS A	3.4	24.3	0.23	0.25	0.23	38.6
North: Pitt Street (N)														
7	L2	313	5.8	313	5.8	* 0.462	34.5	LOS C	8.0	59.0	0.77	0.77	0.77	7.0
8	T1	263	2.7	263	2.7	0.376	29.8	LOS C	6.2	44.7	0.71	0.60	0.71	7.7
Approach		576	4.3	576	4.3	0.462	32.3	LOS C	8.0	59.0	0.74	0.69	0.74	7.3
All Vehicles		1357	3.7	1357	3.7	0.462	16.3	LOS B	8.0	59.0	0.45	0.44	0.45	19.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Pitt Street (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	218.0	212.8	0.98
East: Terminal Place (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.6	212.3	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	220.4	216.0	0.98
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	218.7	213.7	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 104 [Pitt Street and Merrylands Road Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Pitt Street and Merrylands Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Merrylands Road (E)														
5	T1	154	11.0	154	11.0	0.181	21.8	LOS B	3.7	28.2	0.72	0.60	0.72	18.8
6	R2	437	2.5	437	2.5	* 0.312	25.3	LOS B	4.2	30.0	0.73	0.76	0.73	5.0
Approach		591	4.7	591	4.7	0.312	24.4	LOS B	4.2	30.0	0.73	0.72	0.73	9.6
North: Pitt Street (N)														
9	R2	253	2.4	253	2.4	* 0.320	4.9	LOS A	0.4	3.2	0.05	0.49	0.05	34.2
Approach		253	2.4	253	2.4	0.320	4.9	LOS A	0.4	3.2	0.05	0.49	0.05	34.2
West: Merrylands Road (W)														
10	L2	189	7.9	189	7.9	0.248	26.4	LOS B	4.3	31.8	0.67	0.71	0.67	15.5
Approach		189	7.9	189	7.9	0.248	26.4	LOS B	4.3	31.8	0.67	0.71	0.67	15.5
All Vehicles		1034	4.7	1034	4.7	0.320	20.0	LOS B	4.3	31.8	0.55	0.66	0.55	16.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Merrylands Road (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
North: Pitt Street (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	217.3	211.9	0.98
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	216.4	210.8	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 105 [Merrylands Road and Terminal Place Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Merrylands Road and Terminal Place intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
North: Terminal Place (N)														
9a	R1	307	2.0	307	2.0	0.195	3.5	LOS A	0.9	6.2	0.09	0.45	0.09	37.6
9	R2	161	14.9	161	14.9	* 0.230	5.9	LOS A	0.9	7.0	0.16	0.59	0.16	29.1
Approach		468	6.4	468	6.4	0.230	4.3	LOS A	0.9	7.0	0.11	0.50	0.11	36.2
SouthWest: Military Road (SW)														
30b	L3	431	0.9	431	0.9	0.695	5.4	LOS A	3.3	22.9	0.30	0.59	0.30	35.5
Approach		431	0.9	431	0.9	0.695	5.4	LOS A	3.3	22.9	0.30	0.59	0.30	35.5
All Vehicles		900	3.8	900	3.8	0.695	4.8	LOS A	3.3	22.9	0.20	0.54	0.20	35.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
North: Terminal Place (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	214.7	208.6	0.97
West: Merrylands Road (W)											
P4	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
SouthWest: Military Road (SW)											
P8	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	212.2	205.3	0.97
All Pedestrians		158	54.3	LOS E	0.2	0.2	0.95	0.95	213.0	206.4	0.97

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 106 [Terminal Place and McLeod Road Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Terminal Place and McLeod Road intersection
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
NorthEast: McLeod Road (NE)														
24a	L1	7	0.0	7	0.0	0.005	5.6	LOS A	0.0	0.1	0.29	0.52	0.29	31.4
Approach		7	0.0	7	0.0	0.005	5.6	LOS A	0.0	0.1	0.29	0.52	0.29	31.4
West: Terminal Place (W)														
10a	L1	19	0.0	19	0.0	0.125	3.7	LOS A	0.0	0.0	0.00	0.58	0.00	25.7
12	R2	425	6.7	425	6.7	0.125	4.2	LOS A	0.0	0.0	0.00	0.58	0.00	25.5
Approach		444	6.4	444	6.4	0.125	4.1	NA	0.0	0.0	0.00	0.58	0.00	25.5
All Vehicles		452	6.3	452	6.3	0.125	4.2	NA	0.0	0.1	0.00	0.58	0.00	25.7

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

MOVEMENT SUMMARY

Site: 107 [Gladstone Street and McLeod Road Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Gladstone Street and McLeod Road intersection
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	1	0.0	1	0.0	0.011	5.0	LOS A	0.0	0.0	0.00	0.56	0.00	34.1
2	T1	1	0.0	1	0.0	0.011	0.5	LOS A	0.0	0.0	0.00	0.56	0.00	34.1
3	R2	19	0.0	19	0.0	0.011	5.0	LOS A	0.0	0.0	0.00	0.56	0.00	46.9
Approach		21	0.0	21	0.0	0.011	4.8	NA	0.0	0.0	0.00	0.56	0.00	46.6
East: Site Access (E)														
4	L2	7	0.0	7	0.0	0.023	7.8	LOS A	0.0	0.2	0.01	1.00	0.01	45.5
5	T1	1	0.0	1	0.0	0.023	7.3	LOS A	0.0	0.2	0.01	1.00	0.01	45.5
6	R2	18	0.0	18	0.0	0.023	7.6	LOS A	0.0	0.2	0.01	1.00	0.01	45.5
Approach		26	0.0	26	0.0	0.023	7.6	LOS A	0.0	0.2	0.01	1.00	0.01	45.5
North: McLeod Road (N)														
7	L2	34	0.0	34	0.0	0.026	8.0	LOS A	0.0	0.3	0.12	0.92	0.12	45.5
8	T1	1	0.0	1	0.0	0.026	7.3	LOS A	0.0	0.3	0.12	0.92	0.12	24.7
9	R2	1	0.0	1	0.0	0.026	7.1	LOS A	0.0	0.3	0.12	0.92	0.12	24.7
Approach		36	0.0	36	0.0	0.026	8.0	LOS A	0.0	0.3	0.12	0.92	0.12	45.1
West: Gladstone Road (W)														
10	L2	1	0.0	1	0.0	0.027	7.4	LOS A	0.0	0.3	0.05	1.05	0.05	28.5
11	T1	34	0.0	34	0.0	0.027	7.6	LOS A	0.0	0.3	0.05	1.05	0.05	45.6
12	R2	1	0.0	1	0.0	0.027	7.1	LOS A	0.0	0.3	0.05	1.05	0.05	28.5
Approach		36	0.0	36	0.0	0.027	7.5	LOS A	0.0	0.3	0.05	1.05	0.05	45.3
All Vehicles		119	0.0	119	0.0	0.027	7.2	NA	0.0	0.3	0.05	0.91	0.05	45.5

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

MOVEMENT SUMMARY

Site: 108 [Neil Street and McLeod Road Proposed PM (Site Folder: General)]

Network: N101 [Proposed Network PM - With Extension (Network Folder: General)]

Neil Street and McLeod Road intersection
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: McLeod Road (S)														
1	L2	12	0.0	12	0.0	* 0.074	59.4	LOS E	0.4	2.7	0.93	0.68	0.93	5.3
2	T1	1	0.0	1	0.0	0.044	53.6	LOS D	0.2	1.7	0.93	0.66	0.93	21.4
3	R2	6	0.0	6	0.0	0.044	58.8	LOS E	0.2	1.7	0.93	0.66	0.93	17.0
Approach		19	0.0	19	0.0	0.074	58.8	LOS E	0.4	2.7	0.93	0.67	0.93	10.9
East: Neil Street (E)														
4	L2	17	0.0	17	0.0	0.518	9.9	LOS A	8.2	57.8	0.37	0.35	0.37	48.6
5	T1	1209	1.0	1209	1.0	0.518	4.3	LOS A	8.2	57.8	0.37	0.35	0.37	48.7
6	R2	1	0.0	1	0.0	* 0.518	9.9	LOS A	6.6	46.6	0.37	0.34	0.37	48.9
Approach		1227	1.0	1227	1.0	0.518	4.4	LOS A	8.2	57.8	0.37	0.35	0.37	48.7
North: McLeod Road (N)														
7	L2	1	0.0	1	0.0	0.006	56.9	LOS E	0.0	0.2	0.92	0.59	0.92	25.8
8	T1	1	0.0	1	0.0	0.016	53.5	LOS D	0.1	0.5	0.92	0.60	0.92	20.0
9	R2	1	0.0	1	0.0	0.016	58.1	LOS E	0.1	0.5	0.92	0.60	0.92	20.0
Approach		3	0.0	3	0.0	0.016	56.2	LOS D	0.1	0.5	0.92	0.60	0.92	22.2
West: Neil Street (W)														
10	L2	1	0.0	1	0.0	0.410	9.3	LOS A	6.6	46.8	0.32	0.29	0.32	46.8
11	T1	1168	1.0	1168	1.0	0.410	4.5	LOS A	7.8	55.2	0.38	0.35	0.38	50.7
12	R2	17	0.0	17	0.0	0.410	10.9	LOS A	7.8	55.2	0.44	0.41	0.44	33.5
Approach		1186	1.0	1186	1.0	0.410	4.6	LOS A	7.8	55.2	0.38	0.35	0.38	50.6
All Vehicles		2436	1.0	2436	1.0	0.518	5.0	LOS A	8.2	57.8	0.38	0.35	0.38	48.8

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

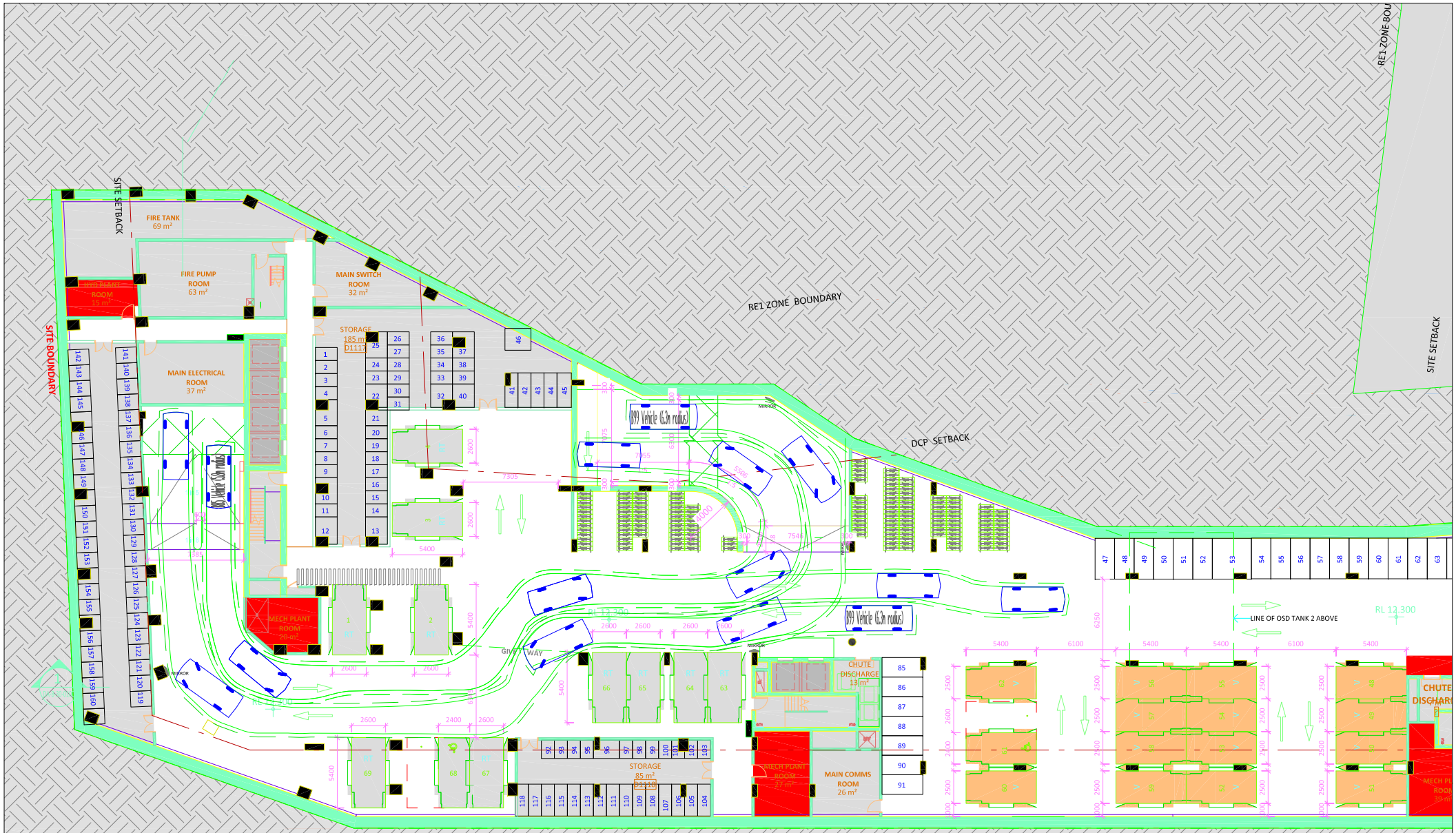
Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: McLeod Road (S)											
P1	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
East: Neil Street (E)											
P2	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
North: McLeod Road (N)											
P3	Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98

West: Neil Street (W)										
P4 Full	53	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98
All Pedestrians	211	54.3	LOS E	0.2	0.2	0.95	0.95	219.8	215.2	0.98

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

APPENDIX D

SWEPT TURNING PATH DIAGRAMS



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PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
B99 VEHICLE TURNING PATHS - BASEMENT 1
Entering / Exiting Basement

ADDRESS
224-240 Pitt Street,
Merrylands

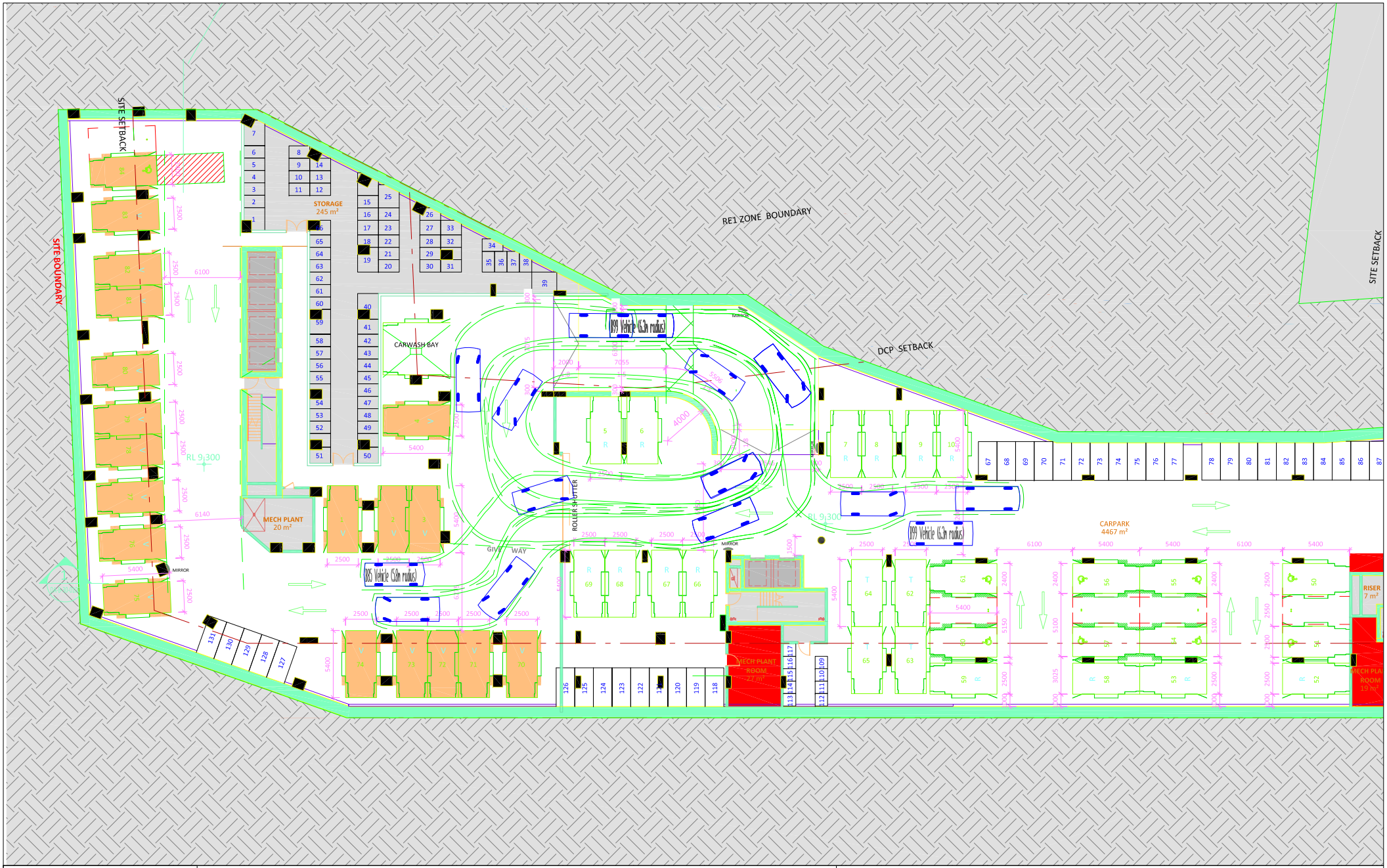
PROJECT NO.
22258

1:400 @ A4

DATE DRAWN
2023-8-4

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
B99 VEHICLE TURNING PATHS - BASEMENT 2
Entering / Exiting Basement

ADDRESS
224-240 Pitt Street,
Merrylands

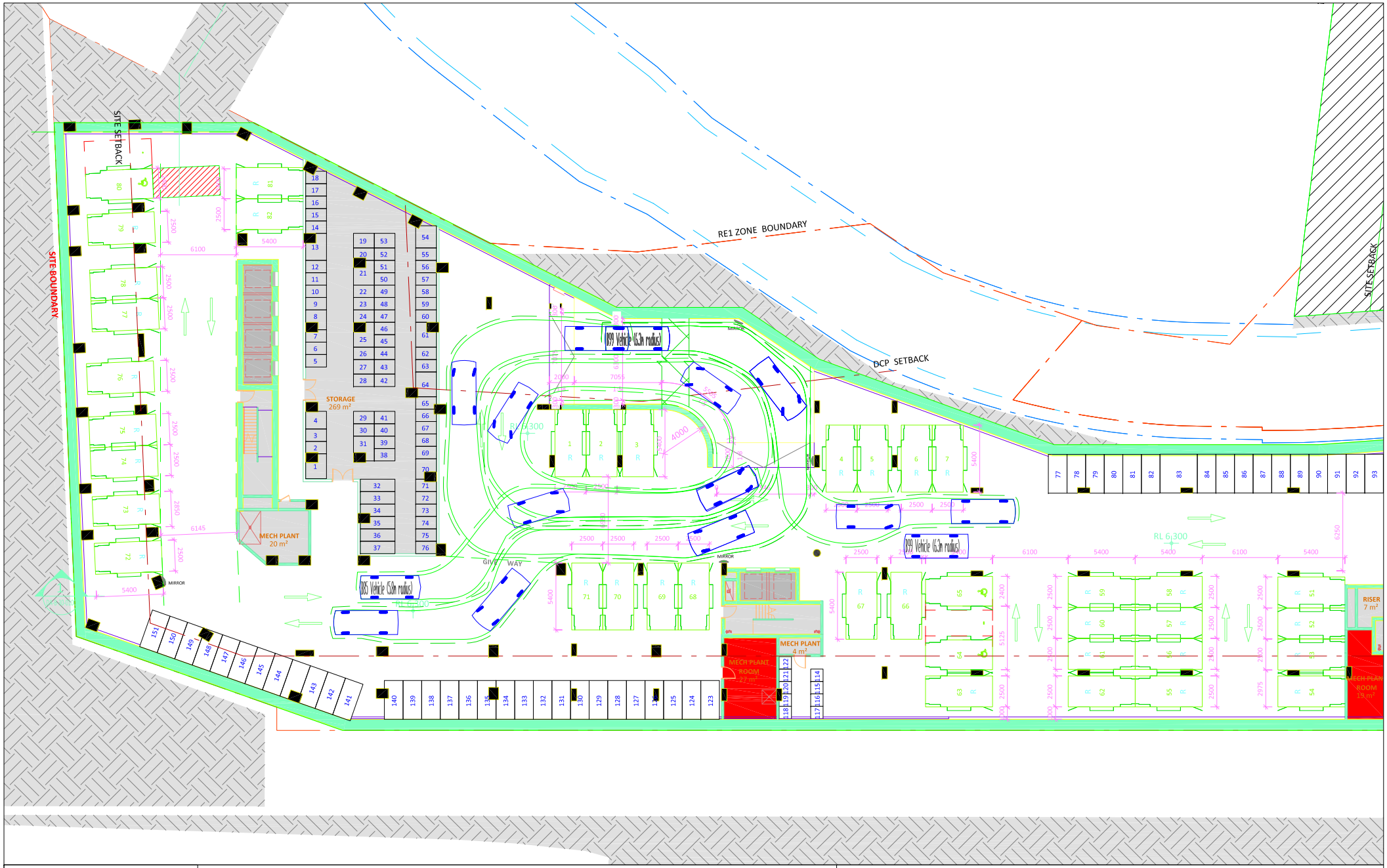
PROJECT NO.
22258

1:400 @ A4

DATE DRAWN
2023-8-4

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
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Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
B99 VEHICLE TURNING PATHS - BASEMENTS 3-5
Entering / Exiting Basement

ADDRESS
224-240 Pitt Street,
Merrylands

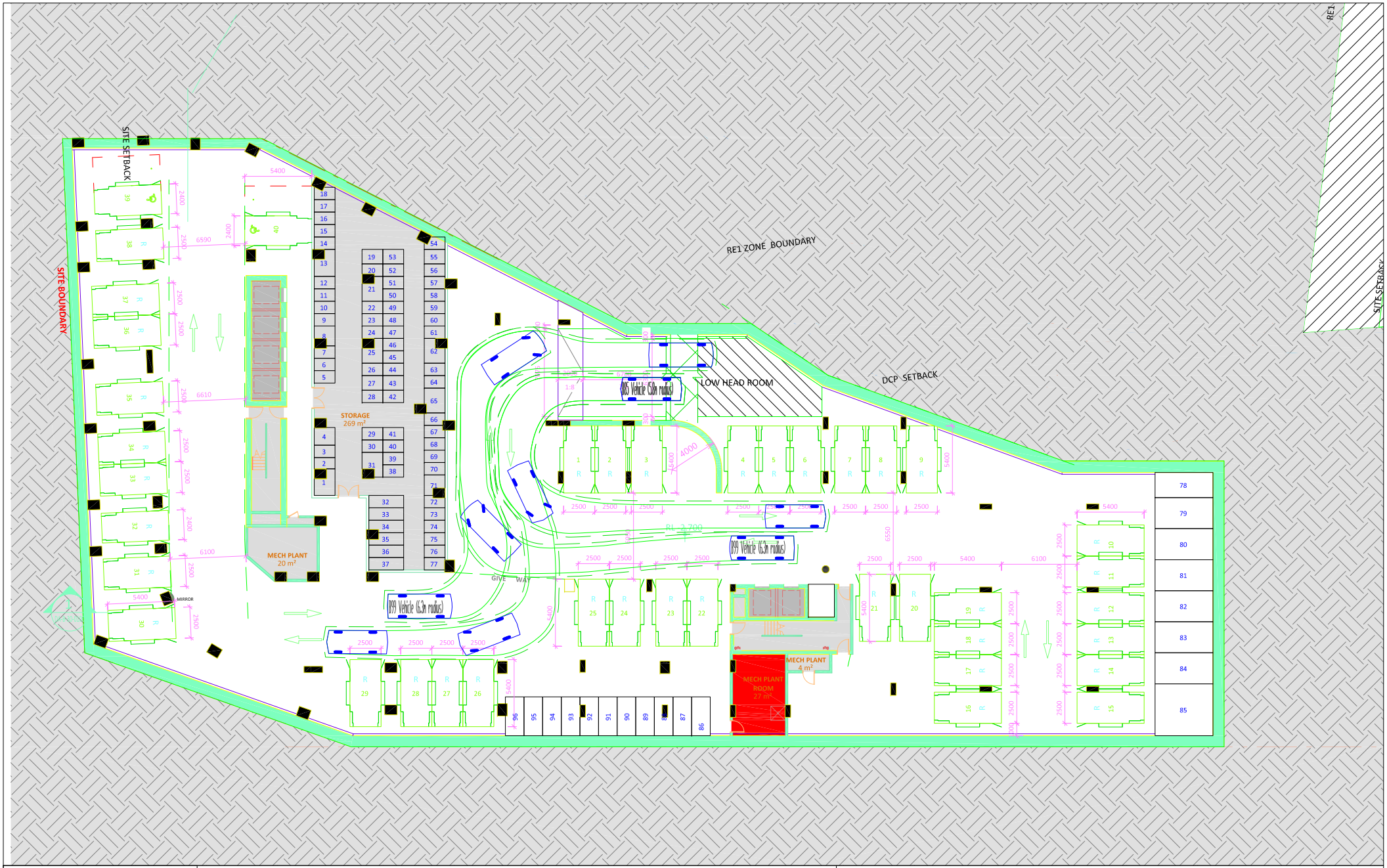
PROJECT NO.
22258

1:400 @ A4

DATE DRAWN
2023-8-4

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

N

DRAWING TITLE
B99 VEHICLE TURNING PATHS - BASEMENT 6
Entering / Exiting Basement

ADDRESS
224-240 Pitt Street,
Merrylands

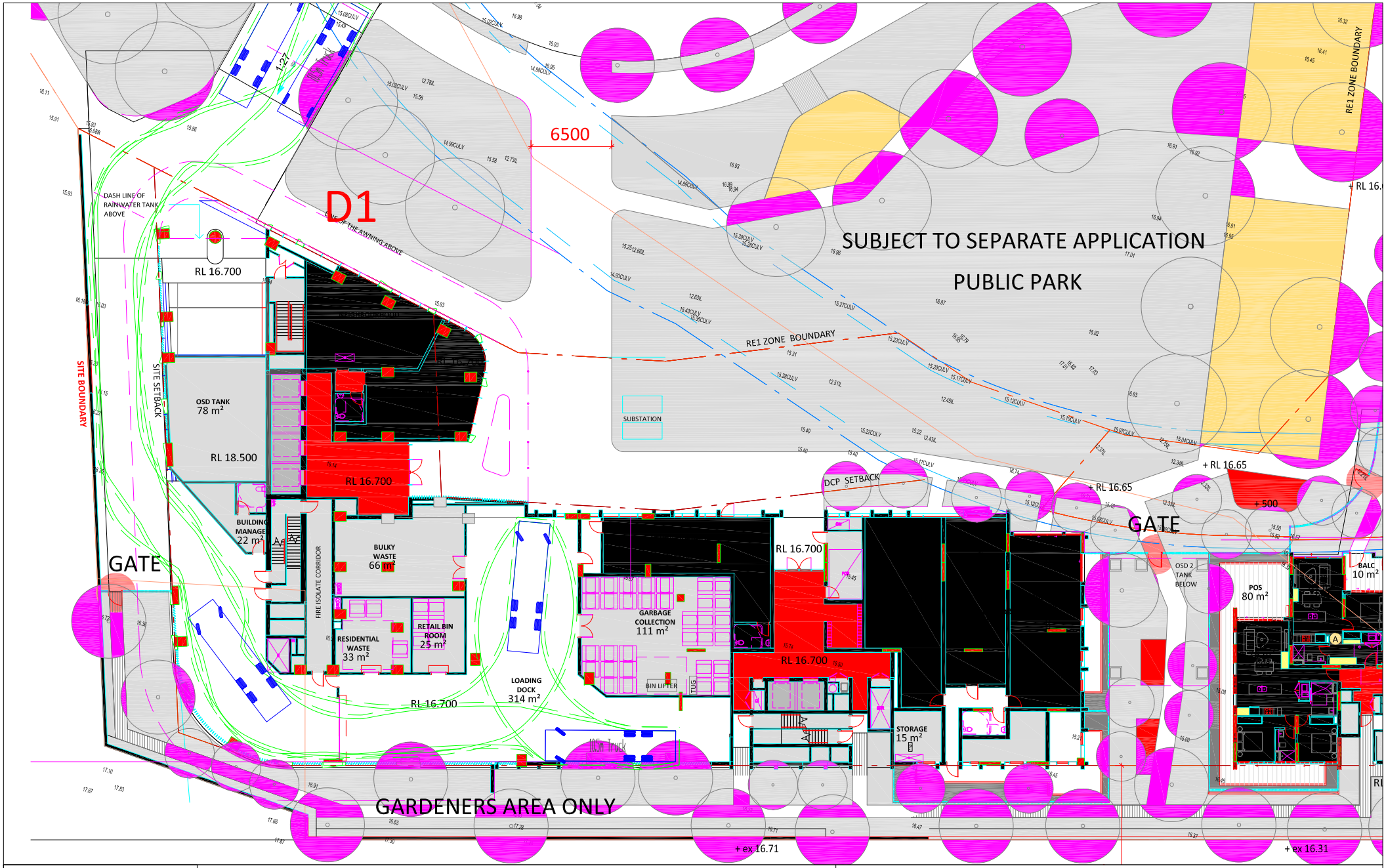
PROJECT NO.
22258

1:400 @ A4

DATE DRAWN
2023-8-4

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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Sydney, Australia

PROJECT
MIXED-USE DEVELOPMENT

DRAWING TITLE
10.5M LONG RIGID TRUCK TURNING PATH
Entering / Exiting Loading Bay Area

1:400 @ A4

ADDRESS
224-240 Pitt Street,
Merrylands

PROJECT NO.
22258

DATE DRAWN
2023-6-28

REVIEWED
DONALD LEE

PREPARED
Ante Wang

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants