Appendix F

Transport Impact Assessment prepared by GTA Consultants

Fresh Hope Care, Pendle Hill

Dunmore Street, Pendle Hill
Transport Impact Assessment

Prepared by: GTA Consultants (NSW) Pty Ltd for Fresh Hope Care

on 23/03/20

Reference: N1170350

Issue #: A

GTA consultants

Fresh Hope Care, Pendle Hill

Dunmore Street, Pendle Hill
Transport Impact Assessment

Client: Fresh Hope Care

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Quality Record

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1. INTRODUCTION

01

1.1. Background

It is understood that a planning proposal is to be lodged with Cumberland City Council (Council) for redevelopment of the Fresh Hope Care retirement living and residential care facility located on Dunmore Street, Pendle Hill.

The indicative Masterplan includes a 240-bed residential aged care (RAC) facility, approximately 650 new residential dwellings comprising independent living units (ILUs) and affordable housing (AH) units across 20 buildings. There are currently 186 RAC beds and 86 ILUs across the existing facility. Therefore, the proposal would potentially result in a net increase of 54 RAC beds and 564 residential dwellings. The development site also includes two heritage listed buildings; Dunmore House and Ashwood House (which are to be retained), as well as Pathways Community Church and six residential detached dwellings along Pendle Way.

Fresh Hope Care commissioned GTA Consultants to undertake a transport assessment for the planning proposal.

1.2. Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the planning proposal, including consideration of the following:

- existing traffic and parking conditions surrounding the site
- car parking, emergency and service vehicle requirements
- pedestrian and bicycle requirements
- the traffic generating characteristics of the planning proposal
- suitability of the proposed access arrangements for the site
- the transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds
- Holroyd Development Control Plan (DCP) 2013
- Holroyd Local Environmental Plan (LEP) 2013
- NSW Government State Environmental Planning Policy – Housing for Seniors or People with a Disability 2004
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- traffic and car parking surveys undertaken by Matrix as referenced in the context of this report
- Fresh Hope Care Dunmore Street, Pendle Hill Indicative Masterplan prepared by GMU, Taylor Brammer and Thomson Adsett dated February 2020
- GTA Consultants *Bonds Spinning Mills, Pendle Hill Traffic and Transport Report* dated 5 June 2013.
- other documents and data as referenced in this report.

2. EXISTING CONDITIONS

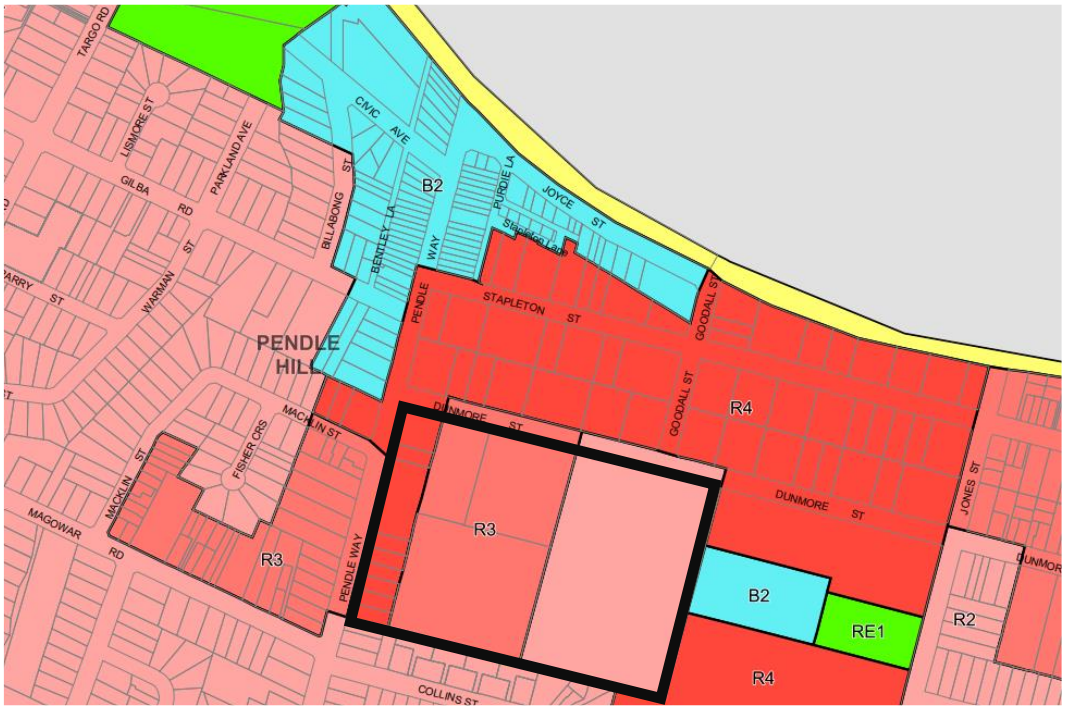
02

2.1. Site Location

The site for Fresh Hope Care, Pendle Hill has historically been located within the Holroyd City Council local government area, however, became part of the Cumberland City Council local government area as a result of the 2016 merger with parts of Auburn City Council and Parramatta City Council. The site is located about five kilometres west of Parramatta CBD, Sydney's 'Central River City'.

The site of over seven hectares has frontages of approximately 330 metres to the north on Dunmore Street and 220 metres to the west on Pendle Way. As illustrated in Figure 2.1, the site incorporates zonings of R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential. As previously mentioned, the current Fresh Hope Care retirement living and residential care facility has 186 RAC beds, 86 ILUs and two heritage listed buildings (Dunmore House and Ashwood House), whilst the broader site also includes Pathways Community Church and six residential detached dwellings along Pendle Way. The site currently has four vehicle crossovers along Dunmore Street and eight crossovers along Pendle Way.

Figure 2.1: Land Zoning map



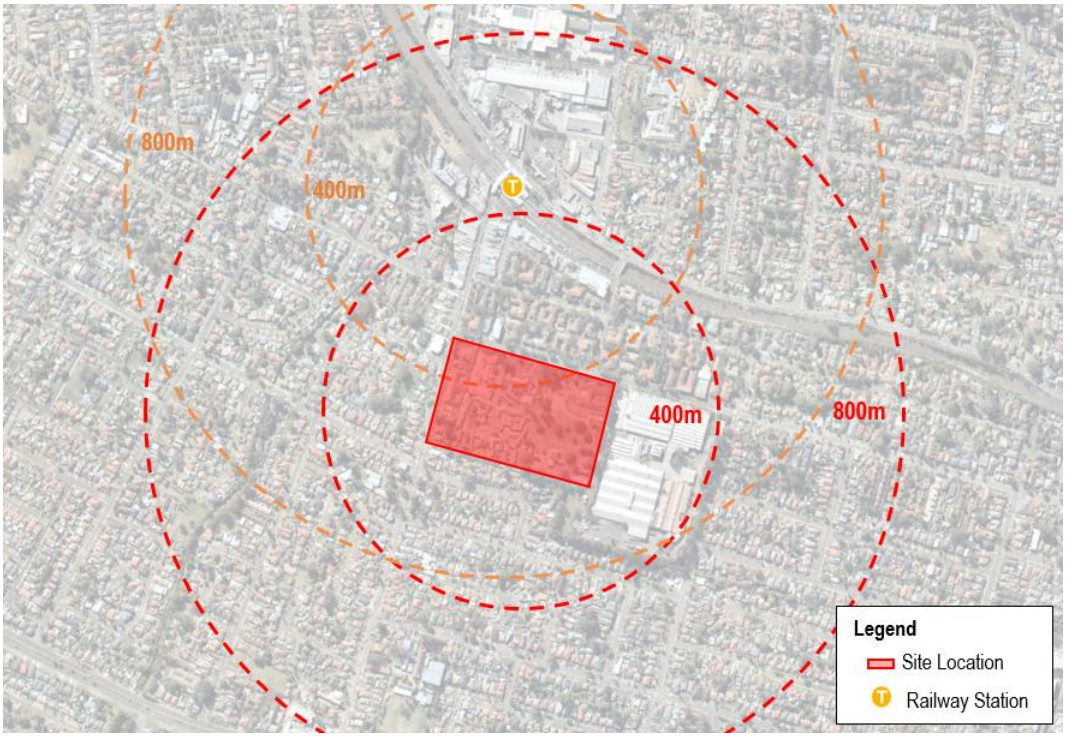
Base image source: Holroyd Local Environmental Plan 2013

The location of the subject site and its surrounding environs is shown in Figure 2.2. Pendle Hill is predominantly low density residential to the south of the site, with medium and high density residential to the north and a local centre north-west. The local centre includes a Woolworths supermarket, a medical centre and various business services and food offerings. Pendle Hill railway station is located adjacent to the local centre, about 400 metres northwest of the site, as shown in Figure 2.3. Melrose Village (another aged care facility) is located north of the railway line adjacent to industrial uses. The former Bonds Spinning Mills industrial site directly to the east of the site has recently been rezoned for a mixed-use development, which will comprise high density residential apartments, 6,000 square metres of retail space and over 5,000 square metres of public park.

Figure 2.2: Site location and surrounds

Basemap source: Sydway

Figure 2.3: Site proximity to Pendle Hill Station



Basemap source: Nearmap, imagery dated 21 July 2019

2.2. Transport Network

2.2.1. Road Hierarchy

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW, formerly Roads and Maritime Services) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

Arterial Roads – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.

Sub-Arterial Roads – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).

Collector Roads – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.

Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.2. Surrounding Road Network

Cumberland Highway (Emert Street), Great Western Highway and M4 Western Motorway are key multi-lane arterial roads located within approximately one kilometre of the site.

Goodall Street, Wentworth Avenue and Dunmore Street are classified Regional Roads and generally provide one traffic lane and one parking lane in each direction. Goodall Street and Dunmore Street have a posted speed limit of 50 kilometres per hour and Wentworth Avenue has a posted speed limit of 60 kilometres per hour near the site. Dunmore Street and Wentworth Avenue are linked by Goodall Street and the two link Pendle Hill with Cumberland Highway to the east.

Jones Street, Goodall Street, Pendle Way and Gilba Road are local roads that generally provide one traffic lane and one parking lane in each direction, with posted speed limits of 50 kilometres per hour.

The surrounding roads are shown in Figure 2.4 to Figure 2.7.

Figure 2.4: Dunmore Street (looking east)

Figure 2.5: Wentworth Avenue (looking west)

Figure 2.6: Goodall Street (looking south)

Figure 2.7: Pendle Way (looking south)

2.2.3. Surrounding Intersections

The following intersections are located near the site and provide access into the precinct:

- Gilba Road/ Pendle Way (roundabout)
- Goodall Street/ Wentworth Avenue (signalised)
- Goodall Street/ Dunmore Street (signalised)
- Dunmore Street/ Pendle Way (signalised)
- Jones Street/ Dunmore Street (roundabout).

2.3. Traffic Volumes

Traffic surveys were completed at the abovementioned intersections during the following peak periods:

- Thursday 2 May 2019 from 7:15am to 8:45am to 4:45pm to 6:15pm
- Saturday 4 May 2019 from 10:30am to 12:30pm.

The morning and afternoon peak hours on the Thursday were found to occur from 7:30am to 8.30am and 5:15pm to 6:15pm respectively. The Saturday peak occurred from 11:15pm to 12:15pm. Full survey results are included in Appendix A.

2.4. Intersection Operation

The operation of the key intersections has been assessed using SIDRA INTERSECTION[1], a computer-based modelling package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by TfNSW, is vehicle delay. SIDRA INTERSECTION determines the average delay that vehicles encounter and provides a measure of the level of service.

Table 2.1 shows the criteria that SIDRA INTERSECTION adopts in assessing the level of service.

Table 2.1: SIDRA INTERSECTION level of service criteria

Level of Service (LOS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
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	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

Table 2.2 presents a summary of the existing operation of the intersection, with full results presented in Appendix B. Signalised intersection results are based on the overall performance, whilst unsignalised intersection results are based on the movement with highest delay.

[1] Program used under license from Akcelik & Associates Pty Ltd.

Table 2.2: Existing operating conditions

Intersection	Peak	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road (Roundabout)	AM	0.65	10	50	A
	PM	0.47	9	12	A
	Sat	0.34	11	11	A
Dunmore Street/ Pendle Way (Signals)	AM	0.72	18	58	B
	PM	0.64	17	76	B
	Sat	0.53	16	48	B
Dunmore Street/ Goodall Street (Signals)	AM	0.96	23	103	B
	PM	0.67	17	70	B
	Sat	0.65	15	47	B
Wentworth Avenue/ Goodall Street (Signals)	AM	0.88	29	123	B
	PM	0.75	24	111	B
	Sat	0.53	21	67	B
Dunmore Street/ Jones Street (Roundabout)	AM	0.52	11	12	A
	PM	0.52	11	27	A
	Sat	0.37	10	10	A

Table 2.2 indicates that the study intersections currently operate satisfactorily, with acceptable delays and queues during the surveyed peak periods. It should be noted that the Dunmore Street/ Goodall Street intersection is approaching capacity during the AM road network peak.

2.5. Public Transport

2.5.1. Trains

Pendle Hill railway station is located about 400 metres north of the site (a six to eight-minute walk) and serviced by the North Shore and Western Line (T1) and Cumberland Line (T5). The T1 line provides six services during peak periods to/ from Sydney CBD and half hourly off peak. Between the T1 and T5 lines, there are four to six services across the day to/ from Parramatta CBD and Blacktown. The T5 line also provides direct services to/ from Richmond, Cabramatta and Liverpool across the day. The train network is shown in Figure 2.8.

Figure 2.8: Surrounding train network

Source: https://transportnsw.info

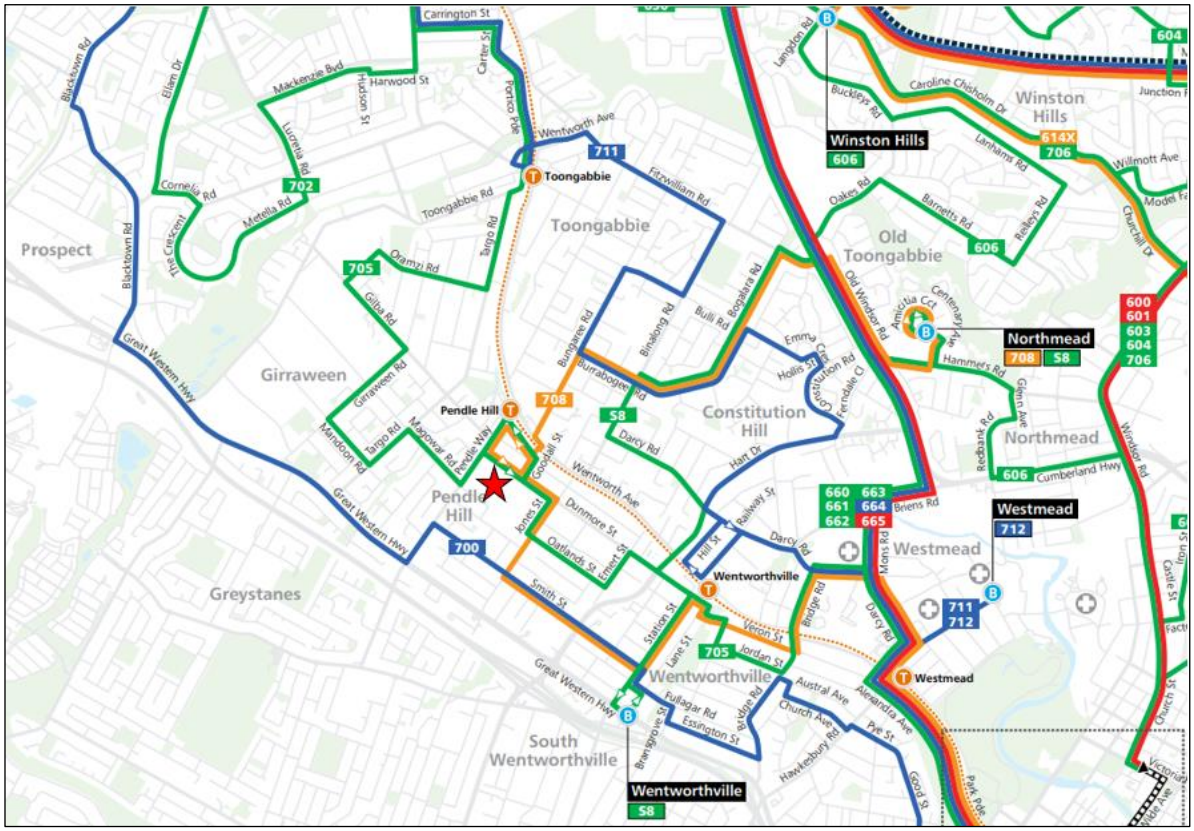
2.5.2. Buses

There are three bus routes that service Pendle Hill as follows:

- Bus route 700 – Blacktown to Parramatta via Prospect, Pendle Hill, Wentworthville and Westmead, with services every 15 minutes in peaks and 30 minutes interpeak. The nearest bus stops are along Smith Street and Pendle Way further south of the site.
- Bus route 705 – Blacktown to Parramatta via Lalor Park, Seven Hills, Toongabbie, Pendle Hill, Wentworthville and Westmead, with services every 30 minutes in peaks and hourly interpeak. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station.
- Bus route 708 – Northmead and Parramatta via Constitution Hill, Pendle Hill, Wentworthville and Westmead, with one service in the peak direction daily. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station.

The surrounding bus network is shown in Figure 2.9.

Figure 2.9: Surrounding bus network



Source: http://www.cdcbus.com.au

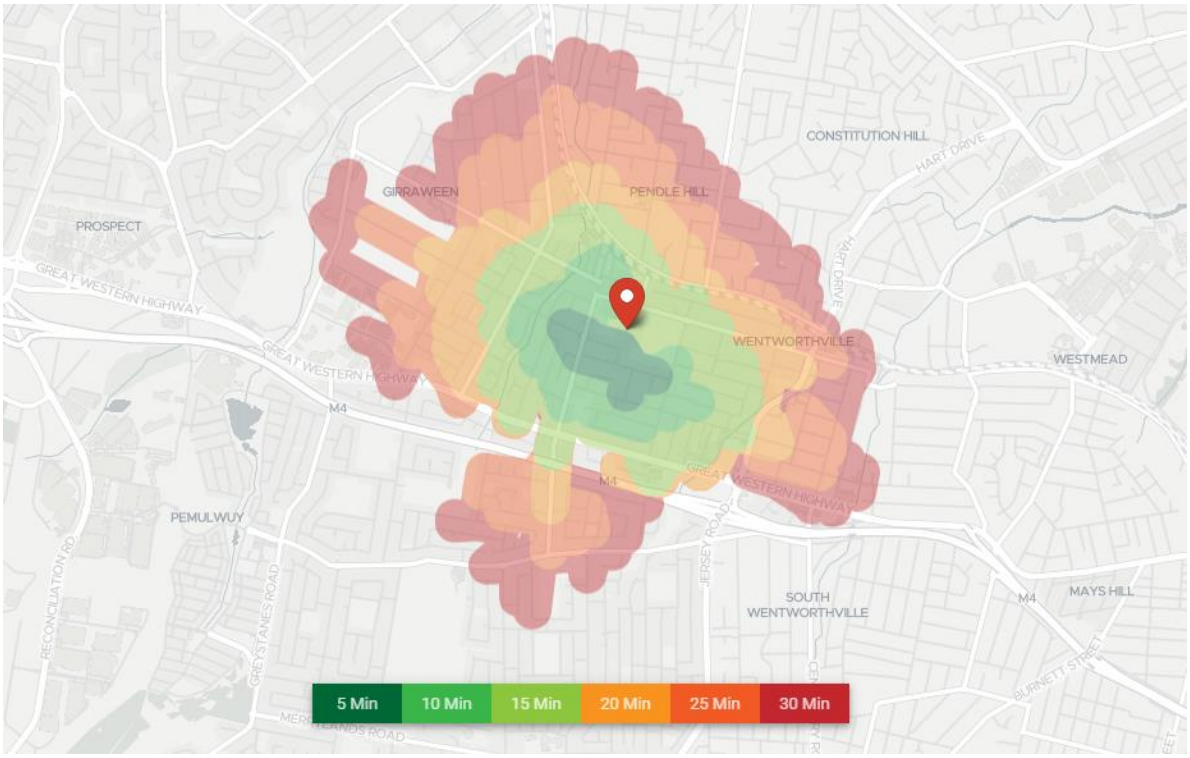
2.6. Pedestrians and Cyclists

2.6.1. Pedestrian Accessibility

Footpaths are provided on both sides of majority of the surrounding roads including Dunmore Street, Pendle Way, Gilba Road and Goodall Street. The site is conveniently located south of Pendle Hill railway station and the local centre, with the nearby signalised intersections providing controlled crossing locations on two of the three legs.

Based on an average walking speed of five kilometres per hour, the walking catchment for the site is shown in Figure 2.10 and illustrates that the Great Western Highway and Western Motorway present physical barriers for pedestrian movement towards the south, however surrounding key facilities and services are within appropriate walking distance from the site.

Figure 2.10: Existing catchment map for walking

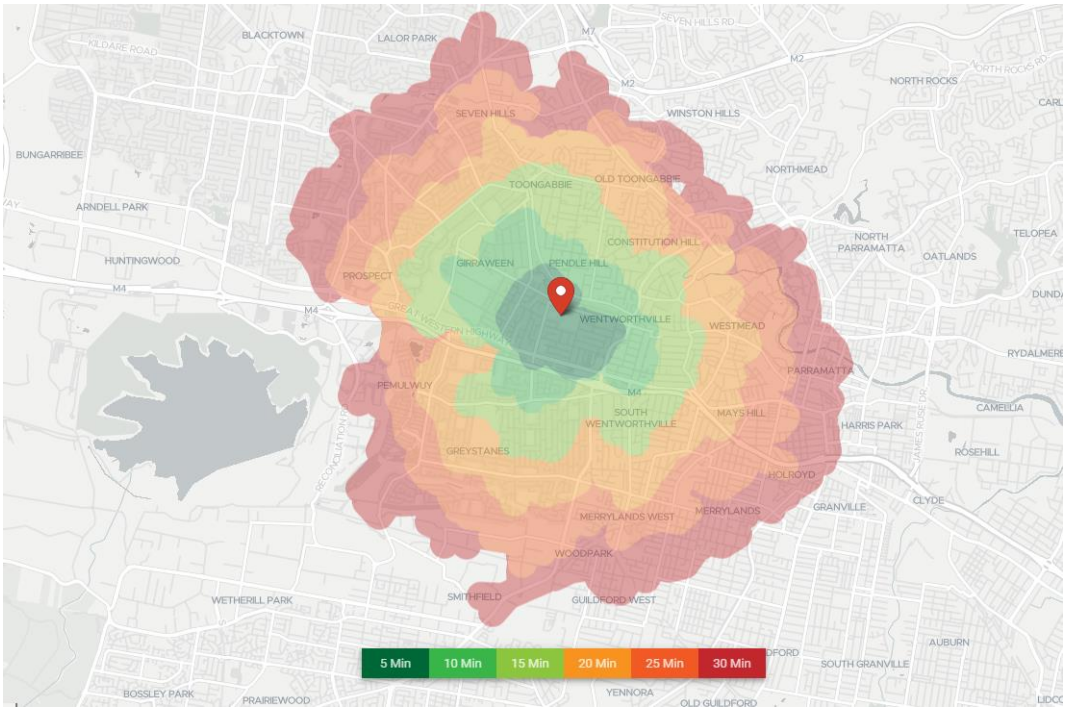


Source: https://app.targomo.com

2.6.2. Cycling Facilities

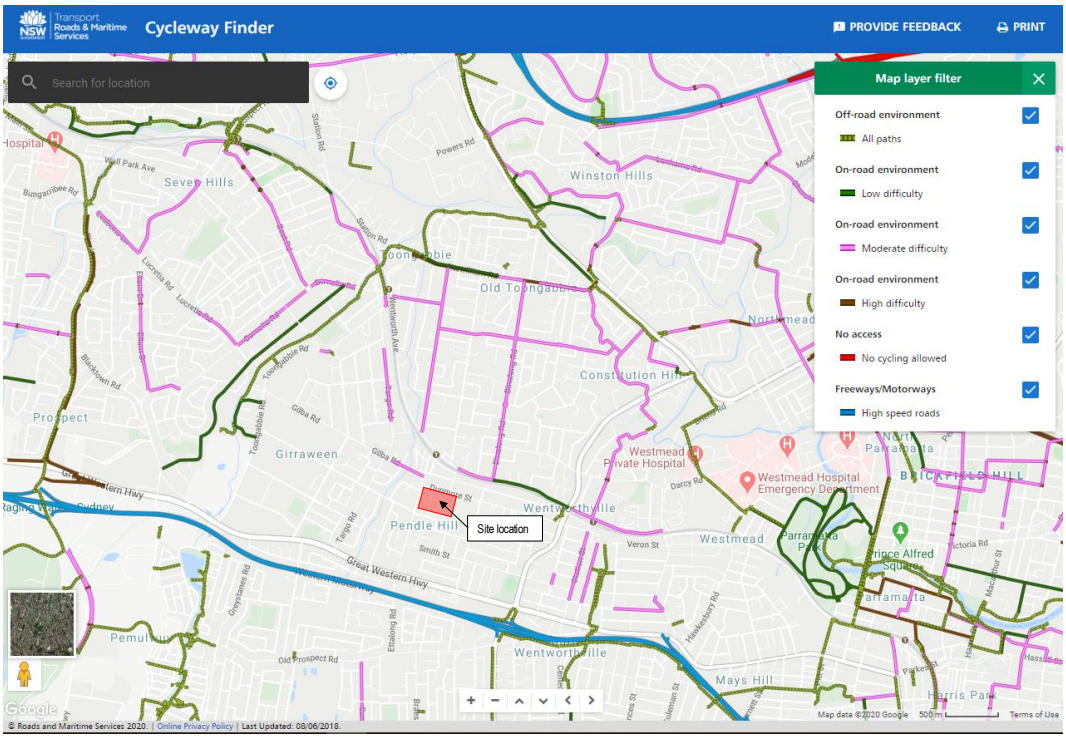
Figure 2.11 highlights the cycling catchment of the site, with key employment and health precincts, such as Westmead and Parramatta CBD within the 30-minute catchment. Figure 2.12 shows the surrounding bicycle network and illustrates a general absence of dedicated or marked cycle routes in the Pendle Hill area. There is an opportunity for a link to Westmead and Parramatta CBD via Wentworth Avenue and Alexandra Avenue, generally along the railway alignment.

Figure 2.11: Existing catchment map for cycling



Source: https://app.targomo.com

Figure 2.12: Surrounding bicycle network



Base source: https://www.rms.nsw.gov.au/maps/cycleway_finder accessed 18 February 2020

3. DEVELOPMENT PROPOSAL

03

3.1. Land Uses

The indicative Masterplan includes a 240-bed RAC and approximately 650 new residential dwellings comprising of independent living units (ILU) and affordable housing (AH) units. The two heritage listed buildings, Dunmore House and Ashwood House, are to be retained. For the purposes of this planning proposal, it is assumed that the average residential dwelling size (ILUs and AH) will be two bedrooms.

Information provided by the project economists, Ethos Urban, suggests that this proposal would result in 320 direct ongoing jobs, including 210 full-time jobs. Notwithstanding, not all staff will be present on-site at any one time, given the facility will be operated in shifts. Based on GTA's experience with similar facilities, it is expected that the RAC will be typically staffed by 30 people (including back-of-house staff) at any one time, except during staff changeover when there would be up to 50 people for a short period of time. This estimate has been adopted for the purposes of the transport assessment and will be revisited as part of any future development application(s).

3.2. Internal Road Network

The proposed internal road network comprises four key roads that service the individual buildings as follows:

- Proposed Road 1 – two-way north-south alignment intersecting with Dunmore Street at an existing crossover location, 95 metres east of Pendle Way
- Proposed Road 2 – two-way north-south alignment intersecting with Dunmore Street at an existing crossover location, 40 metres east of Goodall Street
- Proposed Road 3 – two-way east-west alignment intersecting with Pendle Way, approximately 50 metres south of Macklin Street
- Proposed Road 4 – two-way east-west alignment intersecting with Pendle Way, approximately 130 metres south of Macklin Street.

Two existing vehicle crossovers and driveways that provide access to the heritage listed Dunmore House and Ashwood House buildings will be retained along Dunmore Street. As such, there will be no net change in vehicle crossovers along Dunmore Street; with there being a reduction of at least three crossovers along Pendle Way.

The layout of the internal road network is show in Figure 3.1

Figure 3.1: Indicative Masterplan

Source: Taylor Brammer Landscape Architects Pty Ltd dated 3 February 2020

All internal roads will function as private roads and allow for two-way vehicle access. The width of internal roads will be between six and eight metres, which is based on the requirements of the Holroyd DCP 2013 for an 'Minor Access Street' and 'Access Place'.

It is recommended that 1.8-metre-wide footpaths are provided on at least one side of the internal road network, based on Austroads[2] guidance, for wheelchairs and scooters to pass. Where this cannot be achieved, it is recommended that minimum 1.5-metre-wide footpaths are provided (based on the DCP 2013 for R4 high density residential zones), with intermittent widening to 1.8 metres (minimum 2 metres long with 0.4-metre splays on each side) at maximum 30-metre intervals to allow passing. The passing bays should be located where clear sight distances can be achieved and near kerb ramps where possible.

It is understood all parking will be provided within basement car parks, with consolidated basements being considered for buildings. Vehicle access to the basements will be primarily from the internal road network.

[2] Table 5.1 of Austroads *Guide to Road Design: Part 6A Paths for Walking and Cycling*

4. PARKING AND LOADING ASSESSMENT

04

4.1. Bicycle Parking

The minimum bicycle parking requirements for different development types are set out in the Holroyd DCP 2013. The DCP does not include specific requirements for seniors living or residential aged care developments. On this basis, the rates for residential flat buildings has been considered for this proposal as follows, with the corresponding requirements summarised in Table 4.1:

- ILU/ AH residents – 1 space per 2 units (minimum)
- Visitors/ RAC staff – 1 space per 10 units (or beds in the case of RAC visitors).

Table 4.1: Holroyd DCP 2013 bicycle parking requirements

Building/ Use	Quantity	DCP Parking Rate	Parking Requirement
RAC	240	0.1 spaces per bed	24
ILU and AH Residents	650	0.5 spaces per unit	325
ILU and AH Visitors		0.1 spaces per unit	65
Total			**414**

Based on the above, the proposal should provide 325 bicycle spaces for ILU and AH residents and 65 spaces for visitors proportionally distributed across each building. A further 24 bicycle spaces should be provided for staff and visitors at the RAC facility.

The RAC facility should also provide staff amenities such as showers and lockers suitable for end-of-trip use for those who cycle to work as their main mode of travel.

4.2. Car Parking

The Holroyd DCP 2013 states that car parking for seniors living or residential aged care developments should be provided in accordance with the State Environment Planning Policy – Housing for Seniors or People with a Disability, 2004 (SEPP Seniors).

For visitor parking, the minimum Holroyd DCP 2013 requirement of one space per five units for residential flat buildings is recommended to be adopted.

Table 4.2 summarises the car parking requirements for the proposal, based on the assumption that the average ILU and AH size is two bedrooms.

Table 4.2: SEPP Seniors and DCP 2013 car parking requirements

Building/ Use	Quantity	SEPP Parking Rate	Parking Requirement
RAC Visitors	240	1 space per 10 rooms	24
RAC Staff	50	1 space per 2 staff	24
ILU and AH Residents	650	0.5 spaces per bedroom	650
ILU and AH Visitors	650	1 space per 5 units [1]	82
Total			**780**

Based on the above, the proposal is required to provide 780 car parking spaces distributed proportionally across each building.

Accessible Parking

Holroyd DCP 2013 does not specify accessible parking requirements. Notwithstanding, the requirements of the Australian Government's Disability (Access to Premises – Buildings) Standard 2010, National Construction Code of Australian (previously known as the Building Code of Australia) and AS2890 are as follows:

- Disability (Access to Premises – Buildings) Standard 2010 – one space for every 100 car parking spaces or part thereof.
- National Construction Code of Australia – one space for every 100 car parking spaces or part thereof.
- AS2890.6:2019 – one space for first 20 car parking spaces, two spaces for 21-50 car parking space and one space for every additional 50 spaces or part thereof.

Based on this, between 8 and 18 accessible spaces would be the minimum requirements for this development; although the opportunity to provide more spaces should be considered if basement spatials permit.

Electric Vehicle Provisions

In order to future proof the proposal, it is recommended that an allowance for electric vehicles is considered as part of any future development application(s). There is currently no formal transport engineering guidance that dictates the level of electric vehicle charging provision requirements. Typically, this is determined by a Sustainability Consultant, and dependent on whether the development will be certified for Green Star, where some guidance on the level of electric vehicle charging is available.

Therefore, GTA recommends that as part of any future development application(s), a Sustainability Consultant provides advice on the minimum percentage of EV charging compatible parking spaces (resident and visitors).

Such provisions could be either provided via:

- required electrical services to allow for future residents to install charging infrastructure
- a portion of parking spaces with standardised EV charging facilities.

4.3. Ambulance Parking

SEPP Seniors requires one parking space suitable for an ambulance to be provided for residential care facilities. Therefore, the RAC facility is required to provide one dedicated ambulance space.

Whilst a dedicated ambulance space is not required for the independent living unit buildings, ambulance vehicles will be able to access these buildings via the proposed internal road network.

4.4. Loading and Waste Collection

The Holroyd DCP 2013 does not have specific requirements for on-site removalist vehicle parking. Notwithstanding, it is recommended that suitable loading/ unloading areas are provided near each building, with footpaths of appropriate width (typically 1.8m wide as per Table 5.1 of the Austroads Guide to Road Design: Part 6A Paths for Walking and Cycling) to/ from these loading areas for delivery of large items, such as furniture and appliances.

In regard to waste collection, Council advised that they could service a residential development with a private road system and the normal Council fees applied. If a private contractor is to be used, a Council availability charge would apply as the service is available but not used. Council uses a 10.5-metre garbage truck, which requires 4.5 metre height clearance. On this basis, it is recommended that the site and all waste collection areas (whether along the internal road network or within buildings) are designed for Council's waste truck (as a minimum), noting that whilst it is not an Australian Standard or Austroads design vehicle, it is a commonly used vehicle size for residential waste collection.

5. TRAFFIC ASSESSMENT

05

5.1. Traffic Generation

5.1.1. Existing Site

At the time of the intersection surveys, traffic counts were also completed at the existing site access driveways for the Fresh Hope Care site to understand existing site generation. The peak hour traffic volumes during the surveyed road network peak periods have been summarised in Table 5.1.

Table 5.1: Existing site traffic generation

Peak Period	Inbound	Outbound	Total
Weekday AM	16	11	27
Weekday PM	12	20	32
Saturday Midday	23	33	56

5.1.2. Proposed Scheme

Traffic generation estimates for the planning proposal have been determined having consideration to the Guide to Traffic Generating Developments, TfNSW 2002 (the Guide) and Technical Direction: Updated Traffic Surveys (TDT 2013/ 04a), together with the nearby Bonds Spinning Mills mixed-use development proposal (GTA, 2013).

Table 5.2 summarises the anticipated traffic generating capacity of the proposal.

Table 5.2: Future traffic generation estimates

Use	Quantity	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
ILU/ AH	650	0.16 trips per dwelling	0.18 trips per dwelling	0.14 trips per dwelling	104	117	91
RAC	240	0.1 trips per dwelling	0.1 trips per dwelling	0.2 trips per dwelling	24	24	48
Total					**128**	**141**	**139**

In addition, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) for the proposal has been assessed as follows, with the resultant splits summarised in Table 5.3:

- Weekday AM: 20 per cent in and 80 per cent out
- Weekday PM: 70 per cent in and 30 per cent out
- Saturday Midday: 50 per cent in and 50 per cent out.

Table 5.3: Future traffic generation directional split

Peak Period	Inbound	Outbound	Total
Weekday AM	26	102	128
Weekday PM	99	42	141
Saturday Midday	70	69	139

5.1.3. Net Traffic Generation

Table 5.4 summarises the net increase in traffic generation resulting from the development proposal.

Table 5.4: Net change traffic generation

Peak Period	Inbound	Outbound	Total
Weekday AM	+10	+91	+101
Weekday PM	+87	+22	+109
Saturday Midday	+47	+37	+83

Compared to the existing facility, the proposal is expected to generate an additional 100-110 vehicle trips during any weekday peak hour and an additional 85 vehicle trips during the Saturday peak hour.

5.2. Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposal will be influenced by a number of factors, including the:

- configuration of the arterial road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network
- distribution of households in the vicinity of the site
- surrounding employment centres, retail centres and schools in relation to the site
- likely distribution of employee's residences in relation to the site
- configuration of access points to the site.

Having consideration for the above, for the purposes of estimating vehicle movements, the directional distributions have been assumed:

- Pendle Way (South) – 60%
- Dunmore Street (East) – 20%
- Wentworth Avenue (East or West) – 10%
- Gilba Road (West) – 5%
- Jones Street (South) – 5%.

5.3. Bonds Spinning Mills Mixed Use Development

As previously mentioned, the former Bonds Spinning Mills site located to the east has been rezoned from IN2 Light Industrial to R4 High Density Residential, B2 Local Centre and RE1 Public, to enable redevelopment for residential and retail purposes. Whilst it is understood that no development application has been submitted, the development (as documented at the rezoning stage) has been considered as part of this traffic assessment to understand the cumulative impacts on the surrounding road network.

It is understood that the Bonds Spinning Mills Mixed Use Development has the potential to accommodate 1,260 residential units, 3,160 square metres of supermarket and 2,840 square metres of retail. A summary of the anticipated traffic generation of this development is provided in Table 5.5, which is based on the traffic generation rates adopted in the Traffic and Transport Report (GTA, 2013) that accompanied the planning proposal for the site. The directional distribution and assignment from the traffic report was also adopted.

Table 5.5: Bonds Spinning Mills mixed-used development - traffic generation estimates

Use	Size	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
Residential	1,260 units	0.32 trips per dwelling	0.18 trips per dwelling	0.23 trips per dwelling	403	227	290
Retail - Supermarket	3,160sqm	58 trips per 1,000sqm	116 trips per 1,000sqm	110 trips per 1,000sqm	183	367	348
Retail - Speciality	2,840sqm	18 trips per 1,000sqm	35 trips per 1,000sqm	80 trips per 1,000sqm	50	99	227
Total					**636**	**693**	**865**

5.4. Traffic Impacts

5.4.1. Existing plus Proposal

The study intersections have been reassessed to include traffic associated with the proposal when it is ultimately completed, noting it will be staged development. The SIDRA modelling results are summarised in Table 5.6, with full results presented in Appendix B.

Table 5.6: Intersection operating conditions – Existing plus Proposal

Intersection	Peak	Existing Level of Service (LOS)	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road	AM	A	0.65	10	50	A
	PM	A	0.47	9	12	A
	Sat	A	0.35	11	11	A
Dunmore Street/ Pendle Way	AM	B	0.72	18	59	B
	PM	B	0.67	17	70	B
	Sat	B	0.55	16	50	B
Dunmore Street/ Goodall Street	AM	B	0.99	25	102	B
	PM	B	0.69	17	71	B
	Sat	B	0.67	15	49	B
Wentworth Avenue/ Goodall Street	AM	B	0.89	29	125	C
	PM	B	0.76	24	114	B
	Sat	B	0.54	21	68	B
Dunmore Street/ Jones Street	AM	A	0.54	11	12	A
	PM	A	0.53	11	28	A
	Sat	A	0.37	10	16	A

Table 5.6 indicates that the study intersections will continue to operate satisfactorily during the peak periods, with acceptable delays and queues. The Dunmore Street/ Goodall Street intersection would be at capacity, however still operating at an overall Level of Service B during the AM road network peak.

5.4.2. Existing plus Proposal and Bonds Spinning Mills

The study intersections were also reassessed to include traffic associated with the proposal and the Bonds Spinning Mills development. The SIDRA modelling results are summarised in Table 5.7, with full results presented in Appendix B.

Table 5.7: Intersection operating conditions – Existing plus Proposal and Bonds Spinning Mills development

Intersection	Peak	Existing Level of Service (LOS)	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road	AM	A	0.66	10	51	A
	PM	A	0.48	9	12	A
	Sat	A	0.36	11	11	A
Dunmore Street/ Pendle Way	AM	B	0.76	18	64	B
	PM	B	0.75	18	80	B
	Sat	B	0.70	18	54	B
Dunmore Street/ Goodall Street	AM	B	1.05	38	196	C
	PM	B	0.80	19	85	B
	Sat	B	0.80	16	77	B
Wentworth Avenue/ Goodall Street	AM	B	0.92	31	125	C
	PM	B	0.85	26	130	B
	Sat	B	0.59	21	72	B
Dunmore Street/ Jones Street	AM	A	0.62	11	15	A
	PM	A	0.60	12	37	A
	Sat	A	0.46	11	22	A

Table 5.6 indicates that the study intersections will continue to operate satisfactorily during the peak periods with acceptable delays and queues. The Dunmore Street/ Goodall Street intersection would potentially exceed capacity during the AM road network peak, with increased queuing, however still operating at an overall Level of Service C. The potential for minor improvements at this intersection could be considered during at the Development Application stage.

5.5. Site Access Points

The proposal will have four new two-way private roads that will intersect with the adjacent local roads and will be used by the majority of the development-generated traffic to access the site. Unused vehicular crossovers, specifically on Pendle Way, would be removed to increase on-street parking supply for the general public.

The new private roads are located more than 40 metres (centre to centre) from the nearest intersections on the opposite side of the road. This is consistent with Holroyd DCP 2013 requirements for access place or roads to a collector road. Goodall Street is a Regional Road and the same requirement has been applied to the location of Proposed Road 2.

Based on the anticipated traffic generation, distribution and assignment determined in the preceding sections, it is expected there would be up to 45 vehicles per hour exiting the site at any access (i.e. less than a vehicle every minute) and 25 vehicles per hour entering the site at any access for any individual movement (i.e. less than a vehicle every two minutes). Therefore, the development traffic entering or exiting the site is not expected to significantly impact the operation of the surrounding road network.

5.6. Summary

On the basis of the above, the anticipated traffic volumes associated with the proposal would not be expected to compromise the safety or function of the surrounding road network, including when considering cumulative traffic impacts of the future Bonds Spinning Mills redevelopment.

6. CONCLUSION

06

CONCLUSION

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

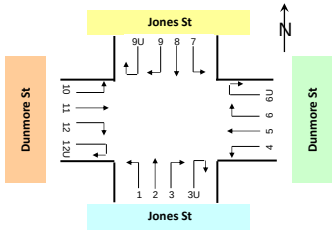
1. The indicative Masterplan includes a 240-bed residential aged care (RAC) facility, approximately 650 new residential dwellings comprising independent living units (ILU) and affordable housing (AH) units across 20 buildings. This represents a net increase of 54 RAC beds and 564 residential dwellings compared with the existing facility.
2. It is recommended that the planning proposal provides 325 bicycle spaces for ILU and AH residents and 65 spaces for visitors, proportionally distributed across each building. A further 24 bicycle spaces are recommended for staff and visitors of the RAC facility.
3. The planning proposal generates a requirement for 780 car parking spaces, proportionally distributed across each building, to comply with SEPP Seniors and Holroyd DCP 2013.
4. The site is expected to generate between 135 and 145 vehicle trips in any weekday or Saturday peak hours, which is an additional 90 to 110 vehicle trips compared with the existing facility.
5. SIDRA intersection modelling suggests that the study intersections will continue to operate satisfactorily during the peak periods with the development traffic, including when considering cumulative traffic impacts of the future Bonds Spinning Mills redevelopment.
6. Therefore, the proposal is not expected to compromise the safety or function of the surrounding road network.

A. SURVEY RESULTS

A

Job No.	: N4949
Client	: GTA
Suburb	: Pendle Hill
Location	: 1. Dunmore St / Jones St
Day/Date	: Thu, 2nd May 2019
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

	Class 1	Class 2
Classifications	Lights	Heavies



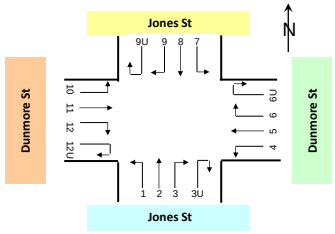
MATRIX Traffic and Transport Data

Approach	Jones St												Dunmore St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 7:30	23	0	**23**	2	0	**2**	14	1	**15**	0	0	**0**	6	1	**7**	42	1	**43**	1	0	**1**	0	0	**0**
7:30 to 7:45	42	3	**45**	1	0	**1**	18	0	**18**	0	0	**0**	7	0	**7**	34	2	**36**	0	0	**0**	3	0	**3**
7:45 to 8:00	28	2	**30**	3	0	**3**	18	0	**18**	0	0	**0**	9	0	**9**	50	4	**54**	2	0	**2**	1	0	**1**
8:00 to 8:15	30	1	**31**	3	0	**3**	28	1	**29**	0	0	**0**	9	2	**11**	55	0	**55**	0	0	**0**	1	0	**1**
8:15 to 8:30	49	0	**49**	3	0	**3**	23	1	**24**	0	0	**0**	7	0	**7**	67	1	**68**	3	0	**3**	1	0	**1**
8:30 to 8:45	34	1	**35**	3	1	**4**	15	0	**15**	0	0	**0**	8	1	**9**	49	3	**52**	0	0	**0**	1	0	**1**
AM Totals	**206**	**7**	**213**	**15**	**1**	**16**	**116**	**3**	**119**	**0**	**0**	**0**	**46**	**4**	**50**	**297**	**11**	**308**	**6**	**0**	**6**	**7**	**0**	**7**
16:45 to 17:00	41	2	**43**	6	0	**6**	4	0	**4**	0	0	**0**	20	0	**20**	105	2	**107**	2	0	**2**	0	0	**0**
17:00 to 17:15	26	1	**27**	5	0	**5**	11	0	**11**	0	0	**0**	13	1	**14**	100	1	**101**	3	0	**3**	1	0	**1**
17:15 to 17:30	38	0	**38**	5	0	**5**	3	0	**3**	0	0	**0**	18	0	**18**	107	0	**107**	9	0	**9**	0	0	**0**
17:30 to 17:45	33	1	**34**	7	0	**7**	8	0	**8**	0	0	**0**	9	1	**10**	106	1	**107**	1	0	**1**	0	0	**0**
17:45 to 18:00	32	0	**32**	3	1	**4**	5	0	**5**	0	0	**0**	8	0	**8**	118	2	**120**	3	0	**3**	0	0	**0**
18:00 to 18:15	34	1	**35**	3	0	**3**	6	0	**6**	0	0	**0**	14	0	**14**	104	2	**106**	4	0	**4**	1	0	**1**
PM Totals	**204**	**5**	**209**	**29**	**1**	**30**	**37**	**0**	**37**	**0**	**0**	**0**	**82**	**2**	**84**	**640**	**8**	**648**	**22**	**0**	**22**	**2**	**0**	**2**

Approach	Jones St												Dunmore St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 7:30	2	0	**2**	6	0	**6**	6	0	**6**	0	0	**0**	3	0	**3**	76	0	**76**	45	3	**48**	0	0	**0**
7:30 to 7:45	2	0	**2**	8	0	**8**	10	0	**10**	0	0	**0**	5	0	**5**	89	0	**89**	58	2	**60**	0	0	**0**
7:45 to 8:00	1	0	**1**	5	0	**5**	11	0	**11**	0	0	**0**	9	0	**9**	90	1	**91**	51	3	**54**	0	0	**0**
8:00 to 8:15	1	0	**1**	3	0	**3**	10	0	**10**	0	0	**0**	8	0	**8**	90	2	**92**	66	0	**66**	0	0	**0**
8:15 to 8:30	4	0	**4**	1	0	**1**	4	0	**4**	0	0	**0**	4	0	**4**	90	3	**93**	72	2	**74**	0	0	**0**
8:30 to 8:45	0	0	**0**	17	0	**17**	6	0	**6**	0	0	**0**	4	0	**4**	92	4	**96**	65	0	**65**	0	0	**0**
AM Totals	**10**	**0**	**10**	**40**	**0**	**40**	**47**	**0**	**47**	**0**	**0**	**0**	**33**	**0**	**33**	**527**	**10**	**537**	**357**	**10**	**367**	**0**	**0**	**0**
16:45 to 17:00	3	0	**3**	4	0	**4**	9	0	**9**	0	0	**0**	5	0	**5**	52	2	**54**	46	1	**47**	0	0	**0**
17:00 to 17:15	1	0	**1**	2	0	**2**	6	0	**6**	0	0	**0**	8	0	**8**	43	0	**43**	46	0	**46**	0	0	**0**
17:15 to 17:30	3	0	**3**	4	0	**4**	10	0	**10**	0	0	**0**	10	0	**10**	58	0	**58**	47	2	**49**	0	0	**0**
17:30 to 17:45	3	0	**3**	8	0	**8**	8	0	**8**	0	0	**0**	7	1	**8**	62	1	**63**	55	2	**57**	0	0	**0**
17:45 to 18:00	1	0	**1**	6	0	**6**	4	0	**4**	0	0	**0**	21	0	**21**	69	0	**69**	45	0	**45**	2	0	**2**
18:00 to 18:15	2	0	**2**	7	0	**7**	5	0	**5**	0	0	**0**	13	0	**13**	55	0	**55**	66	0	**66**	0	0	**0**
PM Totals	**13**	**0**	**13**	**31**	**0**	**31**	**42**	**0**	**42**	**0**	**0**	**0**	**64**	**1**	**65**	**339**	**3**	**342**	**305**	**5**	**310**	**2**	**0**	**2**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 1. Dunmore St / Jones St

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



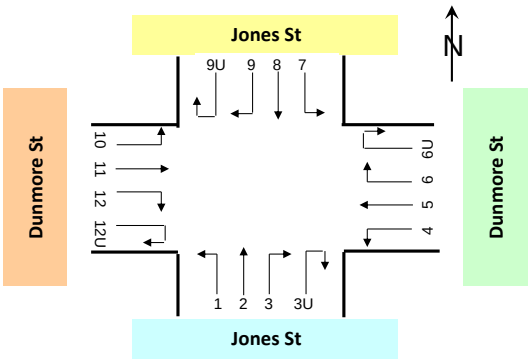
MATRIX Traffic and Transport Data

Approach	Jones St												Dunmore St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 8:15	123	6	**129**	9	0	**9**	78	2	**80**	0	0	**0**	31	3	**34**	181	7	**188**	3	0	**3**	5	0	**5**
7:30 to 8:30	149	6	**155**	10	0	**10**	87	2	**89**	0	0	**0**	32	2	**34**	206	7	**213**	5	0	**5**	6	0	**6**
7:45 to 8:45	141	4	**145**	12	1	**13**	84	2	**86**	0	0	**0**	33	3	**36**	221	8	**229**	5	0	**5**	4	0	**4**
AM Totals	**206**	**7**	**213**	**15**	**1**	**16**	**116**	**3**	**119**	**0**	**0**	**0**	**46**	**4**	**50**	**297**	**11**	**308**	**6**	**0**	**6**	**7**	**0**	**7**
16:45 to 17:45	138	4	**142**	23	0	**23**	26	0	**26**	0	0	**0**	60	2	**62**	418	4	**422**	15	0	**15**	1	0	**1**
17:00 to 18:00	129	2	**131**	20	1	**21**	27	0	**27**	0	0	**0**	48	2	**50**	431	4	**435**	16	0	**16**	1	0	**1**
17:15 to 18:15	137	2	**139**	18	1	**19**	22	0	**22**	0	0	**0**	49	1	**50**	435	5	**440**	17	0	**17**	1	0	**1**
PM Totals	**204**	**5**	**209**	**29**	**1**	**30**	**37**	**0**	**37**	**0**	**0**	**0**	**82**	**2**	**84**	**640**	**8**	**648**	**22**	**0**	**22**	**2**	**0**	**2**

Approach	Jones St												Dunmore St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 8:15	6	0	**6**	22	0	**22**	37	0	**37**	0	0	**0**	25	0	**25**	345	3	**348**	220	8	**228**	0	0	**0**
7:30 to 8:30	8	0	**8**	17	0	**17**	35	0	**35**	0	0	**0**	26	0	**26**	359	6	**365**	247	7	**254**	0	0	**0**
7:45 to 8:45	6	0	**6**	26	0	**26**	31	0	**31**	0	0	**0**	25	0	**25**	362	10	**372**	254	5	**259**	0	0	**0**
AM Totals	**10**	**0**	**10**	**40**	**0**	**40**	**47**	**0**	**47**	**0**	**0**	**0**	**33**	**0**	**33**	**527**	**10**	**537**	**357**	**10**	**367**	**0**	**0**	**0**
16:45 to 17:45	10	0	**10**	18	0	**18**	33	0	**33**	0	0	**0**	30	1	**31**	215	3	**218**	194	5	**199**	0	0	**0**
17:00 to 18:00	8	0	**8**	20	0	**20**	28	0	**28**	0	0	**0**	46	1	**47**	232	1	**233**	193	4	**197**	2	0	**2**
17:15 to 18:15	9	0	**9**	25	0	**25**	27	0	**27**	0	0	**0**	51	1	**52**	244	1	**245**	213	4	**217**	2	0	**2**
PM Totals	**13**	**0**	**13**	**31**	**0**	**31**	**42**	**0**	**42**	**0**	**0**	**0**	**64**	**1**	**65**	**339**	**3**	**342**	**305**	**5**	**310**	**2**	**0**	**2**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 1. Dunmore St / Jones St

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

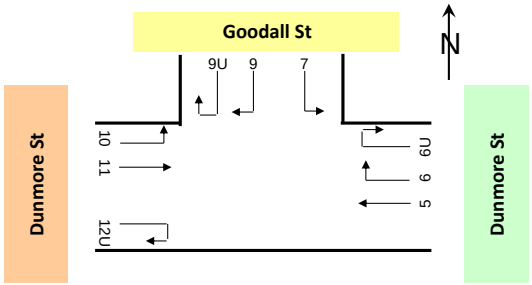


Approach	Jones St			Dunmore St			Jones St			Dunmore St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	203	2	**205**	353	0	**353**	66	0	**66**	479	4	**483**	**1,107**

Approach	Jones St			Dunmore St			Jones St			Dunmore St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:30 to 11:30	160	2	**162**	351	2	**353**	61	0	**61**	454	8	**462**	**1,038**
10:45 to 11:45	181	2	**183**	338	2	**340**	60	0	**60**	465	2	**467**	**1,050**
11:00 to 12:00	200	2	**202**	343	1	**344**	62	0	**62**	480	4	**484**	**1,092**
11:15 to 12:15	203	2	**205**	353	0	**353**	66	0	**66**	479	4	**483**	**1,107**
11:30 to 12:30	200	1	**201**	347	0	**347**	63	0	**63**	474	3	**477**	**1,088**
Total	**360**	**3**	**363**	**698**	**2**	**700**	**124**	**0**	**124**	**928**	**11**	**939**	**2,126**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 2. Dunmore St / Goodall St

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

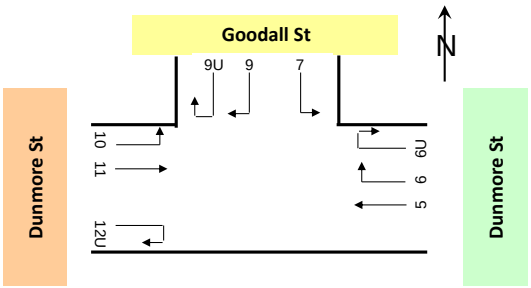


	Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
	Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:30	to 8:30	509	23	**532**	495	19	**514**	710	20	**730**	**1,776**
PM	17:15	to 18:15	611	8	**619**	678	3	**681**	476	7	**483**	**1,783**

Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:15	to 8:15	410	16	**426**	491	22	**513**	699	19	**718**	**1,657**
7:30	to 8:30	509	23	**532**	495	19	**514**	710	20	**730**	**1,776**
7:45	to 8:45	527	22	**549**	514	10	**524**	658	20	**678**	**1,751**
AM Totals		**666**	**30**	**696**	**757**	**25**	**782**	**1,002**	**25**	**1,027**	**2,505**
16:45	to 17:45	616	9	**625**	667	5	**672**	444	11	**455**	**1,752**
17:00	to 18:00	633	7	**640**	673	3	**676**	453	7	**460**	**1,776**
17:15	to 18:15	611	8	**619**	678	3	**681**	476	7	**483**	**1,783**
PM Totals		**913**	**14**	**927**	**1,017**	**6**	**1,023**	**684**	**11**	**695**	**2,645**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 2. Dunmore St / Goodall St

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

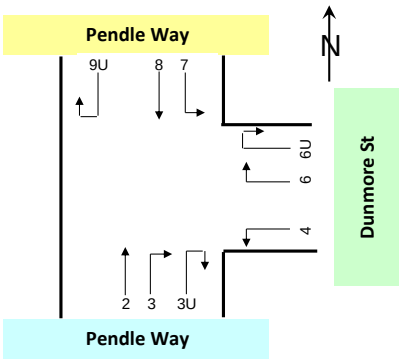


Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15		519	3	**522**	444	6	**450**	457	6	**463**	**1,435**

Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:30 to 11:30		478	3	**481**	467	7	**474**	433	7	**440**	**1,395**
10:45 to 11:45		487	3	**490**	458	6	**464**	458	4	**462**	**1,416**
11:00 to 12:00		503	2	**505**	440	6	**446**	466	5	**471**	**1,422**
11:15 to 12:15		519	3	**522**	444	6	**450**	457	6	**463**	**1,435**
11:30 to 12:30		486	4	**490**	453	4	**457**	418	8	**426**	**1,373**
Total		**964**	**7**	**971**	**920**	**11**	**931**	**851**	**15**	**866**	**2,768**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 3. Dunmore St / Pendle Way

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

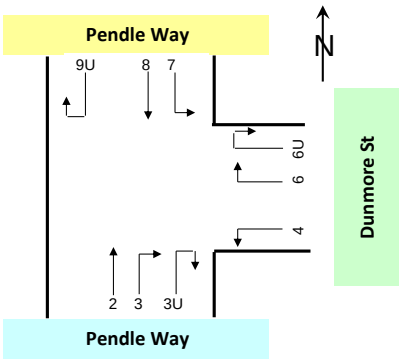


	Approach	Pendle Way			Dunmore St			Pendle Way				Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
AM	7:30 to 8:30	635	25	**660**	536	23	**559**	537	13	**550**		1,769
PM	16:45 to 17:45	491	5	**496**	788	8	**796**	418	9	**427**		1,719

Approach	Pendle Way			Dunmore St			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
7:15 to 8:15	687	18	**705**	478	24	**502**	522	11	**533**		1,740
7:30 to 8:30	635	25	**660**	536	23	**559**	537	13	**550**		1,769
7:45 to 8:45	557	22	**579**	536	17	**553**	538	11	**549**		1,681
AM Totals	**919**	**27**	**946**	**738**	**32**	**770**	**775**	**17**	**792**		2,508
16:45 to 17:45	491	5	**496**	788	8	**796**	418	9	**427**		1,719
17:00 to 18:00	517	4	**521**	786	7	**793**	394	4	**398**		1,712
17:15 to 18:15	504	2	**506**	764	5	**769**	401	5	**406**		1,681
PM Totals	**743**	**6**	**749**	**1,164**	**9**	**1,173**	**619**	**11**	**630**		2,552

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 3. Dunmore St / Pendle Way

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

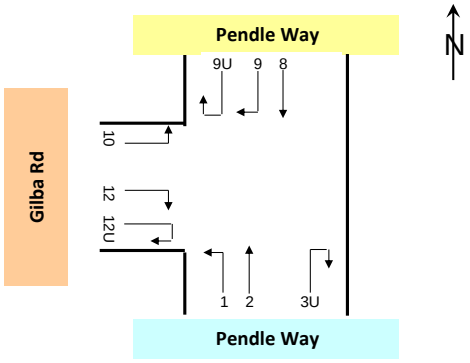


Approach	Pendle Way			Dunmore St			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
11:15 to 12:15	418	5	**423**	473	4	**477**	373	4	**377**		**1,277**

Approach	Pendle Way			Dunmore St			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
10:30 to 11:30	426	5	**431**	494	5	**499**	332	9	**341**		**1,271**
10:45 to 11:45	423	4	**427**	471	4	**475**	352	5	**357**		**1,259**
11:00 to 12:00	418	5	**423**	475	3	**478**	361	5	**366**		**1,267**
11:15 to 12:15	418	5	**423**	473	4	**477**	373	4	**377**		**1,277**
11:30 to 12:30	433	6	**439**	469	5	**474**	347	6	**353**		**1,266**
Total	**859**	**11**	**870**	**963**	**10**	**973**	**679**	**15**	**694**		**2,537**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 4. Pendle Way / Gilba Rd

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

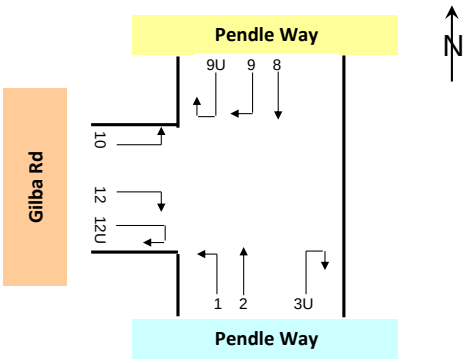


	Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:30 to 8:30	454	17	**471**		205	5	**210**	618	14	**632**	**1,313**
PM	17:15 to 18:15	616	8	**624**		198	7	**205**	423	1	**424**	**1,253**

Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:15 to 8:15	425	17	**442**		206	6	**212**	579	10	**589**	**1,243**
7:30 to 8:30	454	17	**471**		205	5	**210**	618	14	**632**	**1,313**
7:45 to 8:45	455	17	**472**		179	7	**186**	613	17	**630**	**1,288**
AM Totals	**664**	**24**	**688**		**289**	**11**	**300**	**858**	**20**	**878**	**1,866**
16:45 to 17:45	582	12	**594**		204	10	**214**	386	1	**387**	**1,195**
17:00 to 18:00	598	8	**606**		193	7	**200**	406	0	**406**	**1,212**
17:15 to 18:15	616	8	**624**		198	7	**205**	423	1	**424**	**1,253**
PM Totals	**895**	**15**	**910**		**307**	**12**	**319**	**607**	**2**	**609**	**1,838**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 4. Pendle Way / Gilba Rd

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

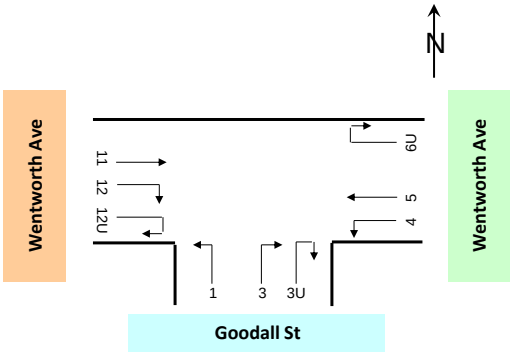


Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
11:30 to 12:30	416	4	**420**		213	3	**216**	343	5	**348**	**984**

Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
10:30 to 11:30	371	3	**374**		141	5	**146**	383	9	**392**	**912**
10:45 to 11:45	364	3	**367**		149	2	**151**	385	6	**391**	**909**
11:00 to 12:00	367	3	**370**		160	2	**162**	389	5	**394**	**926**
11:15 to 12:15	387	3	**390**		204	2	**206**	370	3	**373**	**969**
11:30 to 12:30	416	4	**420**		213	3	**216**	343	5	**348**	**984**
Total	**787**	**7**	**794**		**354**	**8**	**362**	**726**	**14**	**740**	**1,896**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 5. Wentworth Ave / Goodall St

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

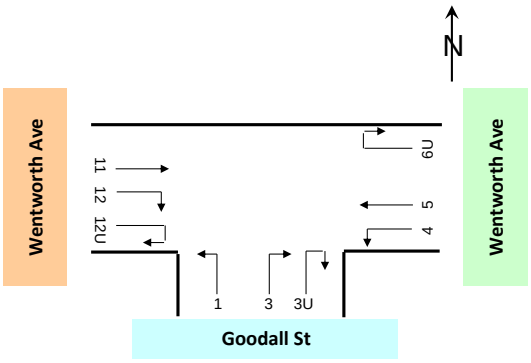


	Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
AM	7:30 to 8:30	610	18	**628**	531	23	**554**		630	40	**670**	**1,852**
PM	17:15 to 18:15	549	1	**550**	566	15	**581**		668	6	**674**	**1,805**

Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
7:15 to 8:15	634	14	**648**	479	20	**499**		588	48	**636**	**1,783**
7:30 to 8:30	610	18	**628**	531	23	**554**		630	40	**670**	**1,852**
7:45 to 8:45	604	18	**622**	531	18	**549**		644	32	**676**	**1,847**
AM Totals	**918**	**24**	**942**	**750**	**31**	**781**		**921**	**60**	**981**	**2,704**
16:45 to 17:45	554	4	**558**	552	10	**562**		650	6	**656**	**1,776**
17:00 to 18:00	546	1	**547**	534	13	**547**		659	4	**663**	**1,757**
17:15 to 18:15	549	1	**550**	566	15	**581**		668	6	**674**	**1,805**
PM Totals	**817**	**4**	**821**	**862**	**21**	**883**		**999**	**8**	**1,007**	**2,711**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 5. Wentworth Ave / Goodall St

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

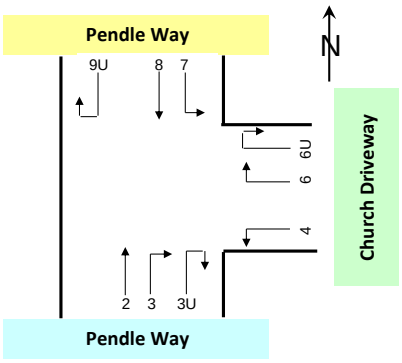


Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
10:45 to 11:45	450	5	**455**	432	8	**440**		585	7	**592**	**1,487**

Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
10:30 to 11:30	434	7	**441**	410	9	**419**		595	6	**601**	**1,461**
10:45 to 11:45	450	5	**455**	432	8	**440**		585	7	**592**	**1,487**
11:00 to 12:00	448	5	**453**	412	8	**420**		563	9	**572**	**1,445**
11:15 to 12:15	467	5	**472**	408	11	**419**		586	8	**594**	**1,485**
11:30 to 12:30	450	7	**457**	409	10	**419**		570	7	**577**	**1,453**
Total	**884**	**14**	**898**	**819**	**19**	**838**		**1,165**	**13**	**1,178**	**2,914**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 9. Pathways Community Church Driveway / Pendle Way

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

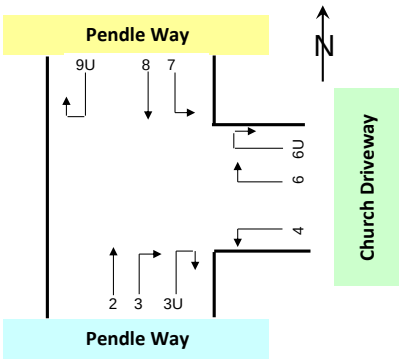


	Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
AM	7:15 to 8:15	665	17	**682**	0	0	**0**	496	22	**518**		1,200
PM	17:15 to 18:15	514	5	**519**	1	0	**1**	631	5	**636**		1,156

Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
7:15 to 8:15	665	17	**682**	0	0	**0**	496	22	**518**		1,200
7:30 to 8:30	645	15	**660**	0	0	**0**	498	21	**519**		1,179
7:45 to 8:45	563	14	**577**	0	0	**0**	489	17	**506**		1,083
AM Totals	**913**	**19**	**932**	**0**	**0**	**0**	**714**	**28**	**742**		1,674
16:45 to 17:45	487	8	**495**	2	0	**2**	644	6	**650**		1,147
17:00 to 18:00	511	5	**516**	2	0	**2**	632	5	**637**		1,155
17:15 to 18:15	514	5	**519**	1	0	**1**	631	5	**636**		1,156
PM Totals	**751**	**8**	**759**	**2**	**0**	**2**	**970**	**9**	**979**		1,740

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 9. Pathways Community Church Driveway / Pendle Way

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
10:30 to 11:30	438	4	**442**	3	0	**3**	443	10	**453**		**898**

Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
10:30 to 11:30	438	4	**442**	3	0	**3**	443	10	**453**		**898**
10:45 to 11:45	441	3	**444**	2	0	**2**	445	7	**452**		**898**
11:00 to 12:00	441	3	**444**	2	0	**2**	442	7	**449**		**895**
11:15 to 12:15	437	4	**441**	1	0	**1**	440	4	**444**		**886**
11:30 to 12:30	436	6	**442**	1	0	**1**	434	4	**438**		**881**
Total	**874**	**10**	**884**	**4**	**0**	**4**	**877**	**14**	**891**		**1,779**

B. INTERSECTION MODELLING RESULTS

B

USER REPORT FOR SITE

Project: 200218sid-N170350 230-290 Dunmore Street, Pendle Hill

Template: Default Site User Report (2)

Site: v [(1) Pendle Way/ Gilba Road AM]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	271	5.4	0.373	4.3	LOS A	3.3	23.8	0.30	0.46	0.30	43.4
2	T1	225	1.4	0.373	3.9	LOS A	3.3	23.8	0.30	0.46	0.30	44.3
Approach		496	3.6	0.373	4.2	LOS A	3.3	23.8	0.30	0.46	0.30	43.8
North: Pendle Way												
8	T1	171	2.5	0.287	7.3	LOS A	2.0	14.1	0.70	0.73	0.70	40.8
9	R2	51	2.1	0.287	10.0	LOS A	2.0	14.1	0.70	0.73	0.70	44.7
Approach		221	2.4	0.287	7.9	LOS A	2.0	14.1	0.70	0.73	0.70	42.0
West: Gilba Road												
10	L2	273	1.5	0.650	7.6	LOS A	7.0	49.6	0.76	0.73	0.80	43.8
12	R2	393	2.7	0.650	10.0	LOS A	7.0	49.6	0.76	0.73	0.80	39.2
Approach		665	2.2	0.650	9.1	LOS A	7.0	49.6	0.76	0.73	0.80	41.6
All Vehicles		1382	2.7	0.650	7.1	LOS A	7.0	49.6	0.59	0.63	0.60	42.3

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

Site: v [(1) Pendle Way/ Gilba Road AM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	276	5.3	0.377	4.3	LOS A	3.3	24.1	0.30	0.46	0.30	43.4
2	T1	225	1.4	0.377	3.9	LOS A	3.3	24.1	0.30	0.46	0.30	44.3
Approach		501	3.6	0.377	4.2	LOS A	3.3	24.1	0.30	0.46	0.30	43.8
North: Pendle Way												
8	T1	171	2.5	0.288	7.3	LOS A	2.0	14.1	0.71	0.73	0.71	40.8
9	R2	51	2.1	0.288	10.0	LOS A	2.0	14.1	0.71	0.73	0.71	44.7
Approach		221	2.4	0.288	7.9	LOS A	2.0	14.1	0.71	0.73	0.71	42.0
West: Gilba Road												
10	L2	273	1.5	0.651	7.7	LOS A	7.0	49.8	0.76	0.73	0.80	43.8
12	R2	394	2.7	0.651	10.1	LOS A	7.0	49.8	0.76	0.73	0.80	39.2
Approach		666	2.2	0.651	9.1	LOS A	7.0	49.8	0.76	0.73	0.80	41.6
All Vehicles		1388	2.7	0.651	7.1	LOS A	7.0	49.8	0.59	0.63	0.60	42.3

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

Site: v [(1) Pendle Way/ Gilba Road AM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	279	5.3	0.379	4.3	LOS A	3.4	24.4	0.30	0.46	0.30	43.4
2	T1	225	1.4	0.379	3.9	LOS A	3.4	24.4	0.30	0.46	0.30	44.3
Approach		504	3.5	0.379	4.2	LOS A	3.4	24.4	0.30	0.46	0.30	43.8
North: Pendle Way												
8	T1	171	2.5	0.290	7.4	LOS A	2.0	14.2	0.71	0.74	0.71	40.7
9	R2	51	2.1	0.290	10.1	LOS A	2.0	14.2	0.71	0.74	0.71	44.6
Approach		221	2.4	0.290	8.0	LOS A	2.0	14.2	0.71	0.74	0.71	42.0
West: Gilba Road												
10	L2	273	1.5	0.658	7.8	LOS A	7.2	51.3	0.77	0.73	0.81	43.7
12	R2	401	2.6	0.658	10.2	LOS A	7.2	51.3	0.77	0.73	0.81	39.1
Approach		674	2.2	0.658	9.2	LOS A	7.2	51.3	0.77	0.73	0.81	41.5
All Vehicles		1399	2.7	0.658	7.2	LOS A	7.2	51.3	0.59	0.64	0.61	42.3

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

Site: v [(1) Pendle Way/ Gilba Road PM]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	463	1.4	0.468	4.3	LOS A	4.6	32.9	0.30	0.46	0.30	43.4
2	T1	194	1.1	0.468	3.9	LOS A	4.6	32.9	0.30	0.46	0.30	44.3
Approach		657	1.3	0.468	4.2	LOS A	4.6	32.9	0.30	0.46	0.30	43.7
North: Pendle Way												
8	T1	174	3.6	0.245	6.3	LOS A	1.6	11.6	0.59	0.64	0.59	41.5
9	R2	42	2.5	0.245	9.0	LOS A	1.6	11.6	0.59	0.64	0.59	45.2
Approach		216	3.4	0.245	6.8	LOS A	1.6	11.6	0.59	0.64	0.59	42.6
West: Gilba Road												
10	L2	162	0.0	0.424	6.0	LOS A	3.3	22.9	0.56	0.65	0.56	44.6
12	R2	284	0.4	0.424	8.4	LOS A	3.3	22.9	0.56	0.65	0.56	40.3
Approach		446	0.2	0.424	7.5	LOS A	3.3	22.9	0.56	0.65	0.56	42.4
All Vehicles		1319	1.3	0.468	5.7	LOS A	4.6	32.9	0.43	0.56	0.43	43.0

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

Site: v [(1) Pendle Way/ Gilba Road PM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	464	1.4	0.469	4.3	LOS A	4.7	33.0	0.30	0.46	0.30	43.4
2	T1	194	1.1	0.469	3.9	LOS A	4.7	33.0	0.30	0.46	0.30	44.3
Approach		658	1.3	0.469	4.2	LOS A	4.7	33.0	0.30	0.46	0.30	43.7
North: Pendle Way												
8	T1	174	3.6	0.246	6.3	LOS A	1.6	11.7	0.59	0.65	0.59	41.5
9	R2	42	2.5	0.246	9.0	LOS A	1.6	11.7	0.59	0.65	0.59	45.2
Approach		216	3.4	0.246	6.8	LOS A	1.6	11.7	0.59	0.65	0.59	42.6
West: Gilba Road												
10	L2	162	0.0	0.428	6.0	LOS A	3.3	23.2	0.56	0.65	0.56	44.6
12	R2	288	0.4	0.428	8.4	LOS A	3.3	23.2	0.56	0.65	0.56	40.3
Approach		451	0.2	0.428	7.6	LOS A	3.3	23.2	0.56	0.65	0.56	42.3
All Vehicles		1324	1.3	0.469	5.8	LOS A	4.7	33.0	0.43	0.56	0.43	43.0

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

Site: v [(1) Pendle Way/ Gilba Road PM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	474	1.3	0.475	4.3	LOS A	4.8	33.9	0.30	0.46	0.30	43.4
2	T1	194	1.1	0.475	3.9	LOS A	4.8	33.9	0.30	0.46	0.30	44.3
Approach		667	1.3	0.475	4.2	LOS A	4.8	33.9	0.30	0.46	0.30	43.7
North: Pendle Way												
8	T1	174	3.6	0.250	6.4	LOS A	1.6	11.9	0.61	0.66	0.61	41.5
9	R2	42	2.5	0.250	9.1	LOS A	1.6	11.9	0.61	0.66	0.61	45.1
Approach		216	3.4	0.250	7.0	LOS A	1.6	11.9	0.61	0.66	0.61	42.5
West: Gilba Road												
10	L2	162	0.0	0.440	6.1	LOS A	3.5	24.2	0.57	0.65	0.57	44.6
12	R2	302	0.3	0.440	8.4	LOS A	3.5	24.2	0.57	0.65	0.57	40.3
Approach		464	0.2	0.440	7.6	LOS A	3.5	24.2	0.57	0.65	0.57	42.3
All Vehicles		1347	1.3	0.475	5.8	LOS A	4.8	33.9	0.44	0.56	0.44	42.9

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

Site: v [(1) Pendle Way/ Gilba Road SAT]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	280	0.8	0.328	4.5	LOS A	2.6	18.3	0.35	0.49	0.35	43.3
2	T1	131	0.8	0.328	4.2	LOS A	2.6	18.3	0.35	0.49	0.35	44.1
Approach		411	0.8	0.328	4.4	LOS A	2.6	18.3	0.35	0.49	0.35	43.5
North: Pendle Way												
8	T1	138	1.5	0.235	6.1	LOS A	1.5	10.8	0.56	0.64	0.56	41.4
9	R2	78	0.0	0.235	8.7	LOS A	1.5	10.8	0.56	0.64	0.56	45.1
9u	U	1	0.0	0.235	11.1	LOS A	1.5	10.8	0.56	0.64	0.56	48.3
Approach		217	1.0	0.235	7.0	LOS A	1.5	10.8	0.56	0.64	0.56	43.2
West: Gilba Road												
10	L2	126	0.8	0.344	5.3	LOS A	2.6	18.0	0.44	0.60	0.44	44.8
12	R2	266	0.8	0.344	7.7	LOS A	2.6	18.0	0.44	0.60	0.44	40.6
Approach		393	0.8	0.344	6.9	LOS A	2.6	18.0	0.44	0.60	0.44	42.4
All Vehicles		1020	0.8	0.344	5.9	LOS A	2.6	18.3	0.43	0.57	0.43	43.0

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

Site: v [(1) Pendle Way/ Gilba Road SAT - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	282	0.7	0.329	4.5	LOS A	2.6	18.4	0.35	0.49	0.35	43.3
2	T1	131	0.8	0.329	4.2	LOS A	2.6	18.4	0.35	0.49	0.35	44.1
Approach		413	0.8	0.329	4.4	LOS A	2.6	18.4	0.35	0.49	0.35	43.5
North: Pendle Way												
8	T1	138	1.5	0.236	6.1	LOS A	1.5	10.8	0.56	0.65	0.56	41.4
9	R2	78	0.0	0.236	8.7	LOS A	1.5	10.8	0.56	0.65	0.56	45.1
9u	U	1	0.0	0.236	11.2	LOS A	1.5	10.8	0.56	0.65	0.56	48.3
Approach		217	1.0	0.236	7.1	LOS A	1.5	10.8	0.56	0.65	0.56	43.2
West: Gilba Road												
10	L2	126	0.8	0.346	5.3	LOS A	2.6	18.1	0.44	0.60	0.44	44.8
12	R2	268	0.8	0.346	7.7	LOS A	2.6	18.1	0.44	0.60	0.44	40.6
Approach		395	0.8	0.346	6.9	LOS A	2.6	18.1	0.44	0.60	0.44	42.4
All Vehicles		1024	0.8	0.346	5.9	LOS A	2.6	18.4	0.43	0.57	0.43	43.0

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

Site: v [(1) Pendle Way/ Gilba Road SAT - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
1	L2	301	0.7	0.343	4.6	LOS A	2.8	19.6	0.36	0.49	0.36	43.3
2	T1	131	0.8	0.343	4.2	LOS A	2.8	19.6	0.36	0.49	0.36	44.1
Approach		432	0.7	0.343	4.4	LOS A	2.8	19.6	0.36	0.49	0.36	43.5
North: Pendle Way												
8	T1	138	1.5	0.240	6.2	LOS A	1.6	11.0	0.58	0.66	0.58	41.3
9	R2	78	0.0	0.240	8.9	LOS A	1.6	11.0	0.58	0.66	0.58	45.0
9u	U	1	0.0	0.240	11.3	LOS A	1.6	11.0	0.58	0.66	0.58	48.3
Approach		217	1.0	0.240	7.2	LOS A	1.6	11.0	0.58	0.66	0.58	43.1
West: Gilba Road												
10	L2	126	0.8	0.361	5.3	LOS A	2.7	19.3	0.45	0.61	0.45	44.7
12	R2	287	0.7	0.361	7.7	LOS A	2.7	19.3	0.45	0.61	0.45	40.6
Approach		414	0.8	0.361	7.0	LOS A	2.7	19.3	0.45	0.61	0.45	42.3
All Vehicles		1062	0.8	0.361	6.0	LOS A	2.8	19.6	0.44	0.57	0.44	42.9

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

Site: [(2) Dunmore Street / Pendle Way AM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	272	2.7	0.237	6.0	LOS A	3.7	26.5	0.50	0.42	0.50	39.5
3	R2	423	4.5	0.581	19.0	LOS B	8.0	58.4	0.82	0.89	1.08	32.4
Approach		695	3.8	0.581	13.9	LOS A	8.0	58.4	0.70	0.71	0.85	34.2
East: Dunmore Street												
4	L2	343	3.7	0.301	10.0	LOS A	4.6	32.9	0.48	0.69	0.48	38.7
6	R2	245	4.7	0.686	30.9	LOS C	7.2	52.7	0.98	0.87	1.08	21.0
Approach		588	4.1	0.686	18.7	LOS B	7.2	52.7	0.69	0.77	0.73	30.6
North: Pendle Way												
7	L2	348	2.4	0.411	15.8	LOS B	6.8	48.7	0.70	0.76	0.70	29.5
8	T1	231	2.3	0.724	28.6	LOS C	7.1	50.4	1.00	0.91	1.16	22.2
Approach		579	2.4	0.724	20.9	LOS B	7.1	50.4	0.82	0.82	0.89	26.1
All Vehicles		1862	3.4	0.724	17.6	LOS B	8.0	58.4	0.73	0.76	0.82	30.6

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

Site: [(2) Dunmore Street / Pendle Way AM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	274	2.7	0.239	6.0	LOS A	3.7	26.8	0.50	0.42	0.50	39.5
3	R2	425	4.5	0.584	19.1	LOS B	8.1	58.7	0.83	0.89	1.08	32.4
Approach		699	3.8	0.584	14.0	LOS A	8.1	58.7	0.70	0.71	0.85	34.2
East: Dunmore Street												
4	L2	366	3.4	0.321	10.1	LOS A	4.9	35.6	0.49	0.69	0.49	38.6
6	R2	248	4.7	0.695	31.1	LOS C	7.4	53.7	0.98	0.88	1.09	20.9
Approach		615	3.9	0.695	18.5	LOS B	7.4	53.7	0.69	0.77	0.74	30.7
North: Pendle Way												
7	L2	348	2.4	0.411	15.8	LOS B	6.8	48.7	0.70	0.76	0.70	29.5
8	T1	231	2.3	0.724	28.6	LOS C	7.1	50.4	1.00	0.91	1.16	22.2
Approach		579	2.4	0.724	20.9	LOS B	7.1	50.4	0.82	0.82	0.89	26.1
All Vehicles		1893	3.4	0.724	17.6	LOS B	8.1	58.7	0.73	0.76	0.82	30.6

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

Site: [(2) Dunmore Street / Pendle Way AM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	274	2.7	0.233	5.5	LOS A	3.6	25.6	0.48	0.40	0.48	40.2
3	R2	476	4.0	0.625	18.9	LOS B	8.8	63.6	0.83	0.91	1.11	32.5
Approach		749	3.5	0.625	14.0	LOS A	8.8	63.6	0.70	0.72	0.88	34.2
East: Dunmore Street												
4	L2	404	3.1	0.353	10.2	LOS A	5.6	40.3	0.51	0.70	0.51	38.5
6	R2	251	4.6	0.764	33.7	LOS C	7.9	57.3	1.00	0.93	1.22	20.0
Approach		655	3.7	0.764	19.2	LOS B	7.9	57.3	0.69	0.79	0.78	30.5
North: Pendle Way												
7	L2	356	2.4	0.435	16.6	LOS B	7.2	51.6	0.73	0.77	0.73	28.9
8	T1	231	2.3	0.724	28.6	LOS C	7.1	50.4	1.00	0.91	1.16	22.2
Approach		586	2.3	0.724	21.3	LOS B	7.2	51.6	0.84	0.82	0.90	25.9
All Vehicles		1991	3.2	0.764	17.9	LOS B	8.8	63.6	0.74	0.77	0.85	30.6

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

Site: [(2) Dunmore Street / Pendle Way PM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	274	0.0	0.326	12.2	LOS A	5.3	37.4	0.70	0.59	0.70	32.6
3	R2	259	0.8	0.628	22.8	LOS B	6.7	47.1	0.87	0.83	0.91	30.4
Approach		533	0.4	0.628	17.3	LOS B	6.7	47.1	0.79	0.71	0.80	31.2
East: Dunmore Street												
4	L2	434	0.5	0.642	21.9	LOS B	10.8	75.8	0.88	0.83	0.88	30.9
6	R2	376	0.8	0.558	21.2	LOS B	9.0	63.2	0.85	0.81	0.85	25.3
Approach		809	0.7	0.642	21.6	LOS B	10.8	75.8	0.87	0.82	0.87	28.7
North: Pendle Way												
7	L2	214	1.0	0.146	5.0	LOS A	0.7	5.1	0.24	0.60	0.24	40.0
8	T1	214	1.5	0.257	11.8	LOS A	4.0	28.5	0.67	0.56	0.67	33.0
Approach		427	1.2	0.257	8.4	LOS A	4.0	28.5	0.46	0.58	0.46	36.2
All Vehicles		1769	0.7	0.642	17.1	LOS B	10.8	75.8	0.74	0.73	0.75	30.7

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

Site: [(2) Dunmore Street / Pendle Way PM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	275	0.0	0.293	10.1	LOS A	4.9	34.1	0.64	0.54	0.64	34.6
3	R2	280	0.8	0.519	22.3	LOS B	6.3	44.5	0.88	0.85	1.06	30.7
Approach		555	0.4	0.519	16.3	LOS B	6.3	44.5	0.76	0.70	0.85	32.1
East: Dunmore Street												
4	L2	439	0.5	0.376	10.3	LOS A	6.2	43.6	0.52	0.71	0.52	38.5
6	R2	377	0.8	0.648	24.3	LOS B	9.9	69.5	0.91	0.84	0.93	23.8
Approach		816	0.6	0.648	16.8	LOS B	9.9	69.5	0.70	0.77	0.71	31.5
North: Pendle Way												
7	L2	216	1.0	0.202	10.6	LOS A	3.0	21.1	0.50	0.68	0.50	33.8
8	T1	216	1.5	0.674	27.6	LOS B	6.4	45.6	0.99	0.86	1.09	22.6
Approach		432	1.2	0.674	19.1	LOS B	6.4	45.6	0.74	0.77	0.80	27.2
All Vehicles		1802	0.7	0.674	17.2	LOS B	9.9	69.5	0.73	0.75	0.77	30.7

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

Site: [(2) Dunmore Street / Pendle Way PM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	275	0.0	0.274	8.8	LOS A	4.5	31.8	0.60	0.51	0.60	36.0
3	R2	369	0.6	0.600	22.4	LOS B	7.8	55.0	0.88	0.91	1.18	30.7
Approach		644	0.3	0.600	16.6	LOS B	7.8	55.0	0.76	0.74	0.93	32.2
East: Dunmore Street												
4	L2	502	0.4	0.419	10.0	LOS A	7.1	49.8	0.52	0.71	0.52	38.7
6	R2	386	0.8	0.742	28.3	LOS B	11.3	79.5	0.97	0.90	1.08	22.0
Approach		888	0.6	0.742	18.0	LOS B	11.3	79.5	0.71	0.79	0.76	30.9
North: Pendle Way												
7	L2	229	0.9	0.234	12.4	LOS A	3.6	25.4	0.57	0.70	0.57	32.3
8	T1	216	1.5	0.749	30.0	LOS C	6.8	48.0	1.00	0.92	1.21	21.6
Approach		445	1.2	0.749	20.9	LOS B	6.8	48.0	0.78	0.81	0.88	26.1
All Vehicles		1978	0.6	0.749	18.2	LOS B	11.3	79.5	0.74	0.78	0.84	30.3

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

Site: [(2) Dunmore Street / Pendle Way SAT]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	175	1.2	0.176	8.3	LOS A	2.7	19.2	0.56	0.46	0.56	36.6
3	R2	271	1.2	0.528	17.2	LOS B	5.8	41.2	0.75	0.78	0.75	33.5
Approach		445	1.2	0.528	13.7	LOS A	5.8	41.2	0.68	0.66	0.68	34.3
East: Dunmore Street												
4	L2	267	1.2	0.515	24.6	LOS B	6.8	48.0	0.89	0.80	0.89	29.6
6	R2	235	0.4	0.450	24.2	LOS B	5.8	40.9	0.87	0.79	0.87	23.8
Approach		502	0.8	0.515	24.4	LOS B	6.8	48.0	0.88	0.80	0.88	27.2
North: Pendle Way												
7	L2	197	1.1	0.134	5.0	LOS A	0.7	4.7	0.24	0.60	0.24	40.0
8	T1	200	1.1	0.201	8.4	LOS A	3.2	22.3	0.57	0.47	0.57	36.5
Approach		397	1.1	0.201	6.7	LOS A	3.2	22.3	0.41	0.53	0.41	38.2
All Vehicles		1344	1.0	0.528	15.7	LOS B	6.8	48.0	0.67	0.67	0.67	31.8

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

Site: [(2) Dunmore Street / Pendle Way SAT - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	176	1.2	0.177	8.3	LOS A	2.7	19.4	0.56	0.46	0.56	36.6
3	R2	282	1.1	0.552	17.4	LOS B	6.2	43.6	0.77	0.79	0.77	33.4
Approach		458	1.1	0.552	13.9	LOS A	6.2	43.6	0.69	0.66	0.69	34.2
East: Dunmore Street												
4	L2	277	1.1	0.533	24.8	LOS B	7.1	50.0	0.89	0.81	0.89	29.5
6	R2	236	0.4	0.452	24.2	LOS B	5.9	41.1	0.87	0.79	0.87	23.8
Approach		513	0.8	0.533	24.5	LOS B	7.1	50.0	0.88	0.80	0.88	27.2
North: Pendle Way												
7	L2	198	1.1	0.135	5.0	LOS A	0.7	4.7	0.24	0.60	0.24	40.0
8	T1	201	1.0	0.202	8.4	LOS A	3.2	22.5	0.57	0.48	0.57	36.5
Approach		399	1.1	0.202	6.7	LOS A	3.2	22.5	0.41	0.53	0.41	38.2
All Vehicles		1369	1.0	0.552	15.8	LOS B	7.1	50.0	0.68	0.68	0.68	31.7

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

Site: [(2) Dunmore Street / Pendle Way SAT - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Pendle Way												
2	T1	176	1.2	0.157	6.1	LOS A	2.4	16.6	0.49	0.40	0.49	39.4
3	R2	402	0.8	0.540	18.6	LOS B	7.6	53.7	0.81	0.88	1.04	32.7
Approach		578	0.9	0.540	14.8	LOS B	7.6	53.7	0.71	0.73	0.87	33.9
East: Dunmore Street												
4	L2	397	0.8	0.332	9.6	LOS A	5.2	36.6	0.48	0.69	0.48	39.0
6	R2	255	0.4	0.638	29.1	LOS C	7.2	50.6	0.96	0.84	1.00	21.7
Approach		652	0.6	0.638	17.2	LOS B	7.2	50.6	0.67	0.75	0.68	31.6
North: Pendle Way												
7	L2	217	1.0	0.253	14.8	LOS B	3.9	27.3	0.64	0.72	0.64	30.3
8	T1	201	1.0	0.696	28.8	LOS C	6.1	43.3	1.00	0.88	1.14	22.1
Approach		418	1.0	0.696	21.6	LOS B	6.1	43.3	0.81	0.80	0.88	25.8
All Vehicles		1647	0.8	0.696	17.5	LOS B	7.6	53.7	0.72	0.76	0.80	31.0

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

Site: [(3) Dunmore Street / Goodall Street AM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	262	5.2	0.241	5.6	LOS A	3.1	23.0	0.52	0.44	0.52	43.9
6	R2	298	3.5	0.675	19.1	LOS B	6.5	46.5	0.96	0.88	1.06	32.5
Approach		560	4.3	0.675	12.7	LOS A	6.5	46.5	0.75	0.67	0.81	37.2
North: Goodall Street												
7	L2	262	1.6	0.342	15.4	LOS B	4.4	31.4	0.72	0.75	0.72	34.9
9	R2	279	5.7	0.873	35.0	LOS C	8.4	61.9	1.00	1.09	1.56	24.8
Approach		541	3.7	0.873	25.5	LOS B	8.4	61.9	0.86	0.93	1.15	28.9
West: Dunmore Street												
10	L2	397	3.2	0.460	9.1	LOS A	4.5	32.4	0.49	0.69	0.49	39.1
11	T1	372	2.3	0.964	48.1	LOS D	14.5	103.4	0.87	1.33	1.96	22.6
Approach		768	2.7	0.964	27.9	LOS B	14.5	103.4	0.68	1.00	1.20	28.5
All Vehicles		1869	3.5	0.964	22.7	LOS B	14.5	103.4	0.75	0.88	1.07	30.8

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

Site: [(3) Dunmore Street / Goodall Street AM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	267	5.1	0.237	5.1	LOS A	3.1	22.4	0.50	0.42	0.50	44.4
6	R2	303	3.5	0.675	18.9	LOS B	6.5	47.0	0.96	0.87	1.05	32.6
Approach		571	4.2	0.675	12.4	LOS A	6.5	47.0	0.74	0.66	0.79	37.4
North: Goodall Street												
7	L2	263	1.6	0.360	16.2	LOS B	4.6	32.7	0.74	0.76	0.74	34.3
9	R2	280	5.6	0.985	58.7	LOS E	11.7	85.8	1.00	1.43	2.30	18.6
Approach		543	3.7	0.985	38.1	LOS C	11.7	85.8	0.88	1.11	1.55	24.1
West: Dunmore Street												
10	L2	402	3.1	0.471	9.1	LOS A	4.6	32.9	0.49	0.69	0.49	39.1
11	T1	387	2.2	0.951	43.2	LOS D	14.2	101.5	0.85	1.27	1.83	23.9
Approach		789	2.7	0.951	25.8	LOS B	14.2	101.5	0.67	0.98	1.15	29.4
All Vehicles		1903	3.4	0.985	25.3	LOS B	14.2	101.5	0.75	0.92	1.15	29.6

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

Site: [(3) Dunmore Street / Goodall Street AM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	309	4.4	0.274	5.2	LOS A	3.6	26.4	0.51	0.43	0.51	44.2
6	R2	313	3.4	0.838	29.1	LOS C	7.6	54.5	1.00	1.07	1.66	27.7
Approach		622	3.9	0.838	17.2	LOS B	7.6	54.5	0.76	0.75	1.09	34.3
North: Goodall Street												
7	L2	286	1.5	0.392	16.4	LOS B	5.1	36.1	0.75	0.77	0.75	34.2
9	R2	280	5.6	0.985	58.7	LOS E	11.7	85.8	1.00	1.43	2.30	18.6
Approach		566	3.5	0.985	37.3	LOS C	11.7	85.8	0.88	1.10	1.52	24.4
West: Dunmore Street												
10	L2	402	3.1	0.494	9.1	LOS A	4.6	32.9	0.49	0.69	0.49	39.1
11	T1	446	1.9	1.045	94.3	LOS F	27.6	196.3	1.00	1.89	2.82	14.7
Approach		848	2.5	1.045	54.0	LOS D	27.6	196.3	0.76	1.32	1.72	20.4
All Vehicles		2037	3.2	1.045	38.1	LOS C	27.6	196.3	0.79	1.09	1.47	24.6

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

Site: [(3) Dunmore Street / Goodall Street PM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 54 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	409	0.8	0.498	12.4	LOS A	8.0	56.5	0.78	0.67	0.78	38.1
6	R2	242	2.2	0.661	24.4	LOS B	5.7	40.9	0.97	0.88	1.16	29.8
Approach		652	1.3	0.661	16.8	LOS B	8.0	56.5	0.85	0.75	0.92	34.7
North: Goodall Street												
7	L2	289	0.4	0.274	10.9	LOS A	3.9	27.2	0.54	0.70	0.54	38.1
9	R2	427	0.5	0.660	21.3	LOS B	9.9	69.9	0.90	0.84	0.92	30.7
Approach		717	0.4	0.660	17.1	LOS B	9.9	69.9	0.75	0.78	0.77	33.4
West: Dunmore Street												
10	L2	247	1.7	0.203	8.3	LOS A	2.5	17.9	0.41	0.66	0.41	39.8
11	T1	261	1.2	0.666	23.2	LOS B	6.9	48.5	0.97	0.85	1.06	31.5
Approach		508	1.4	0.666	16.0	LOS B	6.9	48.5	0.70	0.76	0.74	34.8
All Vehicles		1877	1.0	0.666	16.7	LOS B	9.9	69.9	0.77	0.76	0.81	34.2

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

Site: [(3) Dunmore Street / Goodall Street PM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 54 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	411	0.8	0.499	12.4	LOS A	8.0	56.7	0.78	0.67	0.78	38.1
6	R2	243	2.2	0.671	24.8	LOS B	5.8	41.3	0.97	0.89	1.19	29.6
Approach		654	1.3	0.671	17.0	LOS B	8.0	56.7	0.85	0.75	0.93	34.6
North: Goodall Street												
7	L2	294	0.4	0.278	10.9	LOS A	3.9	27.7	0.54	0.70	0.54	38.1
9	R2	432	0.5	0.666	21.5	LOS B	10.1	71.1	0.90	0.84	0.93	30.7
Approach		725	0.4	0.666	17.2	LOS B	10.1	71.1	0.76	0.79	0.77	33.4
West: Dunmore Street												
10	L2	248	1.7	0.204	8.3	LOS A	2.5	17.9	0.41	0.66	0.41	39.8
11	T1	269	1.2	0.687	23.6	LOS B	7.2	50.7	0.98	0.87	1.09	31.4
Approach		518	1.4	0.687	16.3	LOS B	7.2	50.7	0.71	0.77	0.76	34.7
All Vehicles		1897	1.0	0.687	16.9	LOS B	10.1	71.1	0.77	0.77	0.82	34.1

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

Site: [(3) Dunmore Street / Goodall Street PM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 54 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	484	0.7	0.521	10.6	LOS A	9.0	63.1	0.74	0.65	0.74	39.5
6	R2	272	1.9	0.707	26.0	LOS B	6.5	45.9	0.98	0.94	1.32	29.0
Approach		756	1.1	0.707	16.1	LOS B	9.0	63.1	0.82	0.75	0.95	35.1
North: Goodall Street												
7	L2	336	0.3	0.339	12.3	LOS A	5.1	35.5	0.60	0.73	0.60	37.0
9	R2	432	0.5	0.791	27.7	LOS B	12.1	84.9	0.98	0.95	1.18	27.7
Approach		767	0.4	0.791	20.9	LOS B	12.1	84.9	0.81	0.85	0.93	31.2
West: Dunmore Street												
10	L2	248	1.7	0.210	8.7	LOS A	2.7	19.0	0.43	0.67	0.43	39.4
11	T1	373	0.8	0.802	25.5	LOS B	10.7	75.6	1.00	1.00	1.25	30.4
Approach		621	1.2	0.802	18.8	LOS B	10.7	75.6	0.77	0.87	0.92	33.3
All Vehicles		2144	0.9	0.802	18.6	LOS B	12.1	84.9	0.81	0.82	0.93	33.2

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

Site: [(3) Dunmore Street / Goodall Street SAT]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	299	0.4	0.276	6.2	LOS A	3.8	26.9	0.55	0.47	0.55	43.2
6	R2	251	0.8	0.427	16.0	LOS B	4.4	31.3	0.83	0.77	0.83	34.3
Approach		549	0.6	0.427	10.7	LOS A	4.4	31.3	0.68	0.61	0.68	38.8
North: Goodall Street												
7	L2	241	1.7	0.245	11.2	LOS A	3.2	22.4	0.56	0.70	0.56	37.8
9	R2	233	0.9	0.634	26.0	LOS B	5.6	39.7	0.97	0.84	1.04	28.4
Approach		474	1.3	0.634	18.5	LOS B	5.6	39.7	0.76	0.77	0.80	32.6
West: Dunmore Street												
10	L2	213	1.5	0.215	11.1	LOS A	2.7	19.3	0.55	0.70	0.55	37.5
11	T1	275	1.1	0.649	20.7	LOS B	6.6	46.5	0.96	0.84	1.03	32.9
Approach		487	1.3	0.649	16.5	LOS B	6.6	46.5	0.78	0.78	0.82	34.6
All Vehicles		1511	1.0	0.649	15.0	LOS B	6.6	46.5	0.74	0.71	0.76	35.4

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

Site: [(3) Dunmore Street / Goodall Street SAT - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	301	0.3	0.278	6.2	LOS A	3.9	27.1	0.55	0.47	0.55	43.2
6	R2	253	0.8	0.433	16.1	LOS B	4.5	31.8	0.83	0.77	0.83	34.3
Approach		554	0.6	0.433	10.7	LOS A	4.5	31.8	0.68	0.61	0.68	38.8
North: Goodall Street												
7	L2	243	1.7	0.247	11.2	LOS A	3.2	22.6	0.56	0.70	0.56	37.8
9	R2	235	0.9	0.639	26.1	LOS B	5.7	40.2	0.97	0.85	1.04	28.4
Approach		478	1.3	0.639	18.5	LOS B	5.7	40.2	0.76	0.77	0.80	32.6
West: Dunmore Street												
10	L2	215	1.5	0.218	11.1	LOS A	2.8	19.6	0.55	0.70	0.55	37.5
11	T1	283	1.1	0.668	21.0	LOS B	6.9	48.5	0.97	0.85	1.05	32.7
Approach		498	1.3	0.668	16.7	LOS B	6.9	48.5	0.79	0.79	0.84	34.5
All Vehicles		1529	1.0	0.668	15.1	LOS B	6.9	48.5	0.74	0.72	0.77	35.3

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

Site: [(3) Dunmore Street / Goodall Street SAT - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Dunmore Street												
5	T1	440	0.2	0.379	5.6	LOS A	5.6	39.3	0.55	0.48	0.55	43.8
6	R2	308	0.7	0.573	18.9	LOS B	5.8	40.6	0.90	0.84	1.02	32.7
Approach		748	0.4	0.573	11.1	LOS A	5.8	40.6	0.69	0.63	0.75	38.6
North: Goodall Street												
7	L2	299	1.4	0.340	13.4	LOS A	4.6	32.7	0.66	0.74	0.66	36.2
9	R2	235	0.9	0.799	31.3	LOS C	6.5	45.7	1.00	0.98	1.35	26.2
Approach		534	1.2	0.799	21.3	LOS B	6.5	45.7	0.81	0.85	0.96	31.1
West: Dunmore Street												
10	L2	215	1.5	0.210	10.5	LOS A	2.6	18.7	0.53	0.69	0.53	37.9
11	T1	422	0.7	0.781	21.6	LOS B	10.9	76.8	0.98	0.96	1.18	32.4
Approach		637	1.0	0.781	17.9	LOS B	10.9	76.8	0.83	0.87	0.96	33.9
All Vehicles		1919	0.8	0.799	16.2	LOS B	10.9	76.8	0.77	0.77	0.88	34.7

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

Site: [(4) Wentworth Avenue / Goodall Street AM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	329	3.2	0.292	11.9	LOS A	5.8	42.1	0.49	0.69	0.49	43.6
3	R2	332	2.5	0.872	43.3	LOS D	14.2	101.3	0.91	0.98	1.28	28.6
Approach		661	2.9	0.872	27.6	LOS B	14.2	101.3	0.70	0.84	0.89	34.5
East: Wentworth Avenue												
4	L2	252	2.5	0.229	13.5	LOS A	4.5	32.3	0.49	0.71	0.49	43.4
5	T1	332	5.4	0.828	38.0	LOS C	14.0	102.4	1.00	0.99	1.24	36.9
Approach		583	4.2	0.828	27.4	LOS B	14.0	102.4	0.78	0.87	0.92	39.0
West: Wentworth Avenue												
11	T1	339	6.8	0.328	10.6	LOS A	7.2	53.5	0.59	0.51	0.59	51.1
12	R2	366	5.2	0.883	48.3	LOS D	16.8	122.8	1.00	1.00	1.37	27.4
Approach		705	6.0	0.883	30.2	LOS C	16.8	122.8	0.80	0.76	0.99	37.1
All Vehicles		1949	4.4	0.883	28.5	LOS B	16.8	122.8	0.76	0.82	0.93	36.8

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

Site: [(4) Wentworth Avenue / Goodall Street AM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	335	3.1	0.296	12.0	LOS A	6.0	42.9	0.49	0.69	0.49	43.6
3	R2	337	2.5	0.885	45.3	LOS D	14.8	105.9	0.92	1.00	1.33	28.0
Approach		672	2.8	0.885	28.7	LOS C	14.8	105.9	0.71	0.85	0.91	34.1
East: Wentworth Avenue												
4	L2	253	2.5	0.230	13.5	LOS A	4.5	32.4	0.49	0.71	0.49	43.4
5	T1	332	5.4	0.828	38.0	LOS C	14.0	102.4	1.00	0.99	1.24	36.9
Approach		584	4.1	0.828	27.4	LOS B	14.0	102.4	0.78	0.87	0.92	39.0
West: Wentworth Avenue												
11	T1	339	6.8	0.328	10.6	LOS A	7.2	53.5	0.59	0.51	0.59	51.1
12	R2	367	5.2	0.893	49.7	LOS D	17.2	125.4	1.00	1.01	1.40	27.0
Approach		706	6.0	0.893	30.9	LOS C	17.2	125.4	0.80	0.77	1.01	36.7
All Vehicles		1962	4.3	0.893	29.1	LOS C	17.2	125.4	0.76	0.83	0.95	36.5

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

Site: [(4) Wentworth Avenue / Goodall Street AM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	335	3.1	0.291	11.5	LOS A	5.8	41.4	0.48	0.69	0.48	43.9
3	R2	346	2.4	0.878	43.6	LOS D	14.9	106.6	0.91	0.99	1.29	28.5
Approach		681	2.8	0.878	27.8	LOS B	14.9	106.6	0.69	0.84	0.89	34.5
East: Wentworth Avenue												
4	L2	276	2.3	0.250	13.6	LOS A	5.0	35.8	0.50	0.72	0.50	43.3
5	T1	332	5.4	0.924	50.8	LOS D	16.4	120.4	1.00	1.15	1.54	32.7
Approach		607	4.0	0.924	33.9	LOS C	16.4	120.4	0.77	0.95	1.07	36.0
West: Wentworth Avenue												
11	T1	339	6.8	0.336	11.2	LOS A	7.4	55.1	0.60	0.52	0.60	50.7
12	R2	367	5.2	0.891	49.3	LOS D	17.1	124.9	1.00	1.00	1.39	27.1
Approach		706	6.0	0.891	31.0	LOS C	17.1	124.9	0.81	0.77	1.01	36.7
All Vehicles		1995	4.3	0.924	30.8	LOS C	17.1	124.9	0.76	0.85	0.99	35.8

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

Site: [(4) Wentworth Avenue / Goodall Street PM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	332	0.0	0.282	11.4	LOS A	5.7	39.6	0.47	0.69	0.47	44.1
3	R2	247	0.4	0.664	37.1	LOS C	9.2	64.8	0.96	0.84	1.01	30.7
Approach		579	0.2	0.664	22.4	LOS B	9.2	64.8	0.68	0.75	0.70	37.2
East: Wentworth Avenue												
4	L2	316	0.3	0.339	18.5	LOS B	7.4	52.0	0.64	0.76	0.64	40.1
5	T1	296	5.0	0.749	34.9	LOS C	11.7	85.3	0.99	0.90	1.11	38.1
Approach		612	2.6	0.749	26.4	LOS B	11.7	85.3	0.81	0.83	0.87	39.0
West: Wentworth Avenue												
11	T1	264	2.4	0.215	6.5	LOS A	4.3	30.5	0.45	0.38	0.45	54.2
12	R2	445	0.0	0.750	31.8	LOS C	15.9	111.4	0.92	0.87	0.99	33.1
Approach		709	0.9	0.750	22.4	LOS B	15.9	111.4	0.74	0.69	0.79	40.2
All Vehicles		1900	1.2	0.750	23.7	LOS B	15.9	111.4	0.75	0.75	0.79	38.9

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

Site: [(4) Wentworth Avenue / Goodall Street PM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	333	0.0	0.282	11.4	LOS A	5.7	39.8	0.47	0.69	0.47	44.1
3	R2	248	0.4	0.689	37.5	LOS C	9.4	65.7	0.96	0.85	1.03	30.5
Approach		581	0.2	0.689	22.6	LOS B	9.4	65.7	0.68	0.76	0.71	37.1
East: Wentworth Avenue												
4	L2	320	0.3	0.344	18.5	LOS B	7.5	52.8	0.64	0.76	0.64	40.1
5	T1	296	5.0	0.749	34.9	LOS C	11.7	85.3	0.99	0.90	1.11	38.1
Approach		616	2.6	0.749	26.4	LOS B	11.7	85.3	0.81	0.83	0.87	39.0
West: Wentworth Avenue												
11	T1	264	2.4	0.215	6.5	LOS A	4.3	30.5	0.45	0.38	0.45	54.2
12	R2	449	0.0	0.764	32.4	LOS C	16.3	114.2	0.92	0.88	1.01	32.9
Approach		714	0.9	0.764	22.8	LOS B	16.3	114.2	0.75	0.70	0.80	39.9
All Vehicles		1911	1.2	0.764	23.9	LOS B	16.3	114.2	0.75	0.76	0.80	38.8

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

Site: [(4) Wentworth Avenue / Goodall Street PM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	333	0.0	0.277	10.9	LOS A	5.5	38.4	0.46	0.68	0.46	44.4
3	R2	277	0.4	0.807	39.4	LOS C	11.0	77.0	0.94	0.92	1.17	29.9
Approach		609	0.2	0.807	23.9	LOS B	11.0	77.0	0.68	0.79	0.78	36.4
East: Wentworth Avenue												
4	L2	362	0.3	0.370	17.6	LOS B	8.3	58.3	0.63	0.76	0.63	40.7
5	T1	296	5.0	0.795	37.6	LOS C	12.2	89.3	1.00	0.95	1.19	37.1
Approach		658	2.4	0.795	26.6	LOS B	12.2	89.3	0.80	0.85	0.88	38.7
West: Wentworth Avenue												
11	T1	264	2.4	0.228	7.9	LOS A	4.7	33.8	0.49	0.42	0.49	53.1
12	R2	449	0.0	0.847	39.7	LOS C	18.6	130.4	0.96	0.94	1.19	30.1
Approach		714	0.9	0.847	28.0	LOS B	18.6	130.4	0.79	0.75	0.93	37.4
All Vehicles		1981	1.2	0.847	26.2	LOS B	18.6	130.4	0.75	0.79	0.87	37.6

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

Site: [(4) Wentworth Avenue / Goodall Street SAT]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	291	1.8	0.265	12.7	LOS A	5.4	38.0	0.51	0.70	0.51	43.1
3	R2	206	0.0	0.531	35.6	LOS C	7.4	51.6	0.94	0.81	0.94	31.3
Approach		497	1.1	0.531	22.2	LOS B	7.4	51.6	0.69	0.74	0.69	37.2
East: Wentworth Avenue												
4	L2	195	1.6	0.196	15.8	LOS B	3.9	27.7	0.55	0.72	0.55	41.8
5	T1	246	3.4	0.525	28.5	LOS C	8.5	61.2	0.91	0.76	0.91	40.8
Approach		441	2.6	0.525	22.9	LOS B	8.5	61.2	0.75	0.74	0.75	41.2
West: Wentworth Avenue												
11	T1	334	1.6	0.270	6.8	LOS A	5.6	40.0	0.47	0.40	0.47	54.0
12	R2	292	1.1	0.514	30.1	LOS C	9.5	66.9	0.87	0.81	0.87	33.9
Approach		625	1.3	0.514	17.7	LOS B	9.5	66.9	0.66	0.60	0.66	43.9
All Vehicles		1563	1.6	0.531	20.6	LOS B	9.5	66.9	0.69	0.68	0.69	41.0

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

Site: [(4) Wentworth Avenue / Goodall Street SAT - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	293	1.8	0.267	12.7	LOS A	5.4	38.4	0.51	0.70	0.51	43.1
3	R2	208	0.0	0.536	35.6	LOS C	7.5	52.2	0.94	0.81	0.94	31.2
Approach		501	1.1	0.536	22.2	LOS B	7.5	52.2	0.69	0.74	0.69	37.2
East: Wentworth Avenue												
4	L2	197	1.6	0.198	15.8	LOS B	3.9	28.0	0.55	0.72	0.55	41.8
5	T1	246	3.4	0.525	28.5	LOS C	8.5	61.2	0.91	0.76	0.91	40.8
Approach		443	2.6	0.525	22.9	LOS B	8.5	61.2	0.75	0.74	0.75	41.2
West: Wentworth Avenue												
11	T1	334	1.6	0.270	6.8	LOS A	5.6	40.0	0.47	0.40	0.47	54.0
12	R2	294	1.1	0.518	30.2	LOS C	9.6	67.5	0.87	0.82	0.87	33.8
Approach		627	1.3	0.518	17.7	LOS B	9.6	67.5	0.66	0.60	0.66	43.8
All Vehicles		1572	1.6	0.536	20.6	LOS B	9.6	67.5	0.69	0.68	0.69	41.0

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

Site: [(4) Wentworth Avenue / Goodall Street SAT - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Goodall Street												
1	L2	293	1.8	0.257	11.7	LOS A	5.1	35.9	0.48	0.69	0.48	43.8
3	R2	264	0.0	0.526	31.6	LOS C	8.9	62.4	0.90	0.81	0.90	32.8
Approach		557	0.9	0.526	21.1	LOS B	8.9	62.4	0.68	0.75	0.68	37.8
East: Wentworth Avenue												
4	L2	253	1.3	0.237	14.5	LOS A	4.8	34.1	0.52	0.72	0.52	42.7
5	T1	246	3.4	0.583	30.6	LOS C	8.8	63.5	0.94	0.79	0.94	39.9
Approach		499	2.3	0.583	22.4	LOS B	8.8	63.5	0.73	0.75	0.73	41.1
West: Wentworth Avenue												
11	T1	334	1.6	0.299	9.3	LOS A	6.6	47.0	0.55	0.47	0.55	52.0
12	R2	294	1.1	0.589	33.1	LOS C	10.1	71.6	0.92	0.83	0.92	32.6
Approach		627	1.3	0.589	20.4	LOS B	10.1	71.6	0.72	0.64	0.72	42.2
All Vehicles		1683	1.5	0.589	21.3	LOS B	10.1	71.6	0.71	0.71	0.71	40.5

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

Site: [(5) Dunmore Street / Jones Street AM]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	163	3.9	0.242	4.7	LOS A	1.0	6.9	0.35	0.61	0.35	40.8
2	T1	11	0.0	0.242	4.4	LOS A	1.0	6.9	0.35	0.61	0.35	38.5
3	R2	94	2.2	0.242	7.7	LOS A	1.0	6.9	0.35	0.61	0.35	41.1
Approach		267	3.1	0.242	5.7	LOS A	1.0	6.9	0.35	0.61	0.35	40.8
East: Dunmore Street												
4	L2	36	5.9	0.285	5.9	LOS A	1.7	12.2	0.55	0.62	0.55	39.5
5	T1	224	3.3	0.285	5.8	LOS A	1.7	12.2	0.55	0.62	0.55	43.0
6	R2	5	0.0	0.285	9.0	LOS A	1.7	12.2	0.55	0.62	0.55	39.7
6u	U	6	0.0	0.285	10.5	LOS A	1.7	12.2	0.55	0.62	0.55	42.9
Approach		272	3.5	0.285	6.0	LOS A	1.7	12.2	0.55	0.62	0.55	42.6
North: Jones Street												
7	L2	8	0.0	0.076	6.7	LOS A	0.4	2.5	0.58	0.72	0.58	36.2
8	T1	18	0.0	0.076	6.5	LOS A	0.4	2.5	0.58	0.72	0.58	35.7
9	R2	37	0.0	0.076	9.7	LOS A	0.4	2.5	0.58	0.72	0.58	39.0
Approach		63	0.0	0.076	8.4	LOS A	0.4	2.5	0.58	0.72	0.58	37.8
West: Dunmore Street												
10	L2	27	0.0	0.519	4.4	LOS A	3.5	25.1	0.36	0.54	0.36	39.9
11	T1	384	1.6	0.519	4.3	LOS A	3.5	25.1	0.36	0.54	0.36	43.2
12	R2	267	2.8	0.519	7.5	LOS A	3.5	25.1	0.36	0.54	0.36	41.7
Approach		679	2.0	0.519	5.6	LOS A	3.5	25.1	0.36	0.54	0.36	42.5
All Vehicles		1281	2.5	0.519	5.8	LOS A	3.5	25.1	0.41	0.58	0.41	42.0

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

Site: [(5) Dunmore Street / Jones Street AM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	164	3.8	0.243	4.7	LOS A	1.0	7.0	0.35	0.62	0.35	40.7
2	T1	11	0.0	0.243	4.4	LOS A	1.0	7.0	0.35	0.62	0.35	38.5
3	R2	94	2.2	0.243	7.7	LOS A	1.0	7.0	0.35	0.62	0.35	41.1
Approach		268	3.1	0.243	5.7	LOS A	1.0	7.0	0.35	0.62	0.35	40.8
East: Dunmore Street												
4	L2	36	5.9	0.289	5.9	LOS A	1.7	12.4	0.56	0.62	0.56	39.4
5	T1	226	3.3	0.289	5.8	LOS A	1.7	12.4	0.56	0.62	0.56	43.0
6	R2	5	0.0	0.289	9.0	LOS A	1.7	12.4	0.56	0.62	0.56	39.7
6u	U	6	0.0	0.289	10.5	LOS A	1.7	12.4	0.56	0.62	0.56	42.9
Approach		274	3.5	0.289	6.0	LOS A	1.7	12.4	0.56	0.62	0.56	42.5
North: Jones Street												
7	L2	8	0.0	0.078	6.9	LOS A	0.4	2.6	0.59	0.72	0.59	36.0
8	T1	18	0.0	0.078	6.7	LOS A	0.4	2.6	0.59	0.72	0.59	35.4
9	R2	37	0.0	0.078	9.9	LOS A	0.4	2.6	0.59	0.72	0.59	38.8
Approach		63	0.0	0.078	8.6	LOS A	0.4	2.6	0.59	0.72	0.59	37.6
West: Dunmore Street												
10	L2	27	0.0	0.537	4.4	LOS A	3.7	26.7	0.37	0.54	0.37	39.9
11	T1	404	1.6	0.537	4.3	LOS A	3.7	26.7	0.37	0.54	0.37	43.2
12	R2	273	2.7	0.537	7.6	LOS A	3.7	26.7	0.37	0.54	0.37	41.7
Approach		704	1.9	0.537	5.6	LOS A	3.7	26.7	0.37	0.54	0.37	42.5
All Vehicles		1309	2.4	0.537	5.8	LOS A	3.7	26.7	0.42	0.58	0.42	42.0

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

Site: [(5) Dunmore Street / Jones Street AM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	180	3.5	0.311	4.9	LOS A	1.4	9.7	0.40	0.65	0.40	40.3
2	T1	11	0.0	0.311	4.6	LOS A	1.4	9.7	0.40	0.65	0.40	37.9
3	R2	147	1.4	0.311	7.9	LOS A	1.4	9.7	0.40	0.65	0.40	40.6
Approach		338	2.5	0.311	6.2	LOS A	1.4	9.7	0.40	0.65	0.40	40.4
East: Dunmore Street												
4	L2	49	4.3	0.339	6.0	LOS A	2.1	15.4	0.60	0.65	0.60	39.3
5	T1	256	2.9	0.339	6.0	LOS A	2.1	15.4	0.60	0.65	0.60	42.8
6	R2	5	0.0	0.339	9.1	LOS A	2.1	15.4	0.60	0.65	0.60	39.5
6u	U	6	0.0	0.339	10.7	LOS A	2.1	15.4	0.60	0.65	0.60	42.7
Approach		317	3.0	0.339	6.1	LOS A	2.1	15.4	0.60	0.65	0.60	42.3
North: Jones Street												
7	L2	8	0.0	0.092	8.0	LOS A	0.5	3.4	0.69	0.77	0.69	34.9
8	T1	18	0.0	0.092	7.8	LOS A	0.5	3.4	0.69	0.77	0.69	34.1
9	R2	37	0.0	0.092	11.0	LOS A	0.5	3.4	0.69	0.77	0.69	37.7
Approach		63	0.0	0.092	9.7	LOS A	0.5	3.4	0.69	0.77	0.69	36.4
West: Dunmore Street												
10	L2	27	0.0	0.622	4.9	LOS A	4.9	34.8	0.51	0.59	0.51	39.3
11	T1	464	1.4	0.622	4.8	LOS A	4.9	34.8	0.51	0.59	0.51	42.6
12	R2	279	2.6	0.622	8.1	LOS A	4.9	34.8	0.51	0.59	0.51	41.2
Approach		771	1.8	0.622	6.0	LOS A	4.9	34.8	0.51	0.59	0.51	42.0
All Vehicles		1488	2.1	0.622	6.2	LOS A	4.9	34.8	0.51	0.62	0.51	41.6

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

Site: [(5) Dunmore Street / Jones Street PM]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	146	1.4	0.199	5.5	LOS A	0.9	6.4	0.50	0.67	0.50	40.8
2	T1	20	5.3	0.199	5.3	LOS A	0.9	6.4	0.50	0.67	0.50	38.1
3	R2	23	0.0	0.199	8.5	LOS A	0.9	6.4	0.50	0.67	0.50	41.1
Approach		189	1.7	0.199	5.9	LOS A	0.9	6.4	0.50	0.67	0.50	40.7
East: Dunmore Street												
4	L2	53	2.0	0.515	6.0	LOS A	3.8	26.5	0.62	0.65	0.62	39.2
5	T1	463	1.1	0.515	6.0	LOS A	3.8	26.5	0.62	0.65	0.62	42.7
6	R2	18	0.0	0.515	9.2	LOS A	3.8	26.5	0.62	0.65	0.62	39.4
6u	U	1	0.0	0.515	10.7	LOS A	3.8	26.5	0.62	0.65	0.62	42.6
Approach		535	1.2	0.515	6.1	LOS A	3.8	26.5	0.62	0.65	0.62	42.4
North: Jones Street												
7	L2	9	0.0	0.063	5.3	LOS A	0.2	1.6	0.40	0.63	0.40	38.0
8	T1	26	0.0	0.063	5.0	LOS A	0.2	1.6	0.40	0.63	0.40	37.8
9	R2	28	0.0	0.063	8.3	LOS A	0.2	1.6	0.40	0.63	0.40	40.7
Approach		64	0.0	0.063	6.5	LOS A	0.2	1.6	0.40	0.63	0.40	39.3
West: Dunmore Street												
10	L2	55	1.9	0.388	4.0	LOS A	2.3	16.1	0.22	0.52	0.22	40.4
11	T1	258	0.4	0.388	3.9	LOS A	2.3	16.1	0.22	0.52	0.22	43.7
12	R2	228	1.8	0.388	7.1	LOS A	2.3	16.1	0.22	0.52	0.22	42.4
12u	U	2	0.0	0.388	8.6	LOS A	2.3	16.1	0.22	0.52	0.22	44.8
Approach		543	1.2	0.388	5.3	LOS A	2.3	16.1	0.22	0.52	0.22	42.9
All Vehicles		1332	1.2	0.515	5.7	LOS A	3.8	26.5	0.43	0.60	0.43	42.2

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

Site: [(5) Dunmore Street / Jones Street PM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	151	1.4	0.206	5.6	LOS A	1.0	6.8	0.52	0.68	0.52	40.7
2	T1	20	5.3	0.206	5.4	LOS A	1.0	6.8	0.52	0.68	0.52	38.0
3	R2	23	0.0	0.206	8.6	LOS A	1.0	6.8	0.52	0.68	0.52	41.1
Approach		194	1.6	0.206	5.9	LOS A	1.0	6.8	0.52	0.68	0.52	40.6
East: Dunmore Street												
4	L2	53	2.0	0.532	6.1	LOS A	3.9	27.9	0.64	0.65	0.64	39.2
5	T1	481	1.1	0.532	6.0	LOS A	3.9	27.9	0.64	0.65	0.64	42.7
6	R2	18	0.0	0.532	9.2	LOS A	3.9	27.9	0.64	0.65	0.64	39.3
6u	U	1	0.0	0.532	10.8	LOS A	3.9	27.9	0.64	0.65	0.64	42.5
Approach		553	1.1	0.532	6.1	LOS A	3.9	27.9	0.64	0.65	0.64	42.3
North: Jones Street												
7	L2	9	0.0	0.063	5.3	LOS A	0.2	1.6	0.41	0.63	0.41	38.0
8	T1	26	0.0	0.063	5.1	LOS A	0.2	1.6	0.41	0.63	0.41	37.8
9	R2	28	0.0	0.063	8.3	LOS A	0.2	1.6	0.41	0.63	0.41	40.7
Approach		64	0.0	0.063	6.5	LOS A	0.2	1.6	0.41	0.63	0.41	39.3
West: Dunmore Street												
10	L2	55	1.9	0.391	4.0	LOS A	2.3	16.4	0.22	0.52	0.22	40.4
11	T1	262	0.4	0.391	3.9	LOS A	2.3	16.4	0.22	0.52	0.22	43.7
12	R2	229	1.8	0.391	7.1	LOS A	2.3	16.4	0.22	0.52	0.22	42.4
12u	U	2	0.0	0.391	8.6	LOS A	2.3	16.4	0.22	0.52	0.22	44.8
Approach		548	1.2	0.391	5.3	LOS A	2.3	16.4	0.22	0.52	0.22	42.9
All Vehicles		1359	1.2	0.532	5.8	LOS A	3.9	27.9	0.44	0.60	0.44	42.2

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

Site: [(5) Dunmore Street / Jones Street PM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	179	1.2	0.273	5.9	LOS A	1.4	9.8	0.58	0.73	0.58	40.3
2	T1	20	5.3	0.273	5.8	LOS A	1.4	9.8	0.58	0.73	0.58	37.4
3	R2	46	0.0	0.273	8.9	LOS A	1.4	9.8	0.58	0.73	0.58	40.5
Approach		245	1.3	0.273	6.5	LOS A	1.4	9.8	0.58	0.73	0.58	40.2
East: Dunmore Street												
4	L2	68	1.5	0.598	7.0	LOS A	5.3	37.3	0.70	0.72	0.75	38.7
5	T1	524	1.0	0.598	6.9	LOS A	5.3	37.3	0.70	0.72	0.75	42.3
6	R2	18	0.0	0.598	10.2	LOS A	5.3	37.3	0.70	0.72	0.75	38.8
6u	U	1	0.0	0.598	11.7	LOS A	5.3	37.3	0.70	0.72	0.75	42.1
Approach		612	1.0	0.598	7.0	LOS A	5.3	37.3	0.70	0.72	0.75	41.9
North: Jones Street												
7	L2	9	0.0	0.068	5.7	LOS A	0.3	1.9	0.47	0.65	0.47	37.6
8	T1	26	0.0	0.068	5.5	LOS A	0.3	1.9	0.47	0.65	0.47	37.3
9	R2	28	0.0	0.068	8.7	LOS A	0.3	1.9	0.47	0.65	0.47	40.3
Approach		64	0.0	0.068	6.9	LOS A	0.3	1.9	0.47	0.65	0.47	38.9
West: Dunmore Street												
10	L2	55	1.9	0.449	4.2	LOS A	2.9	20.7	0.29	0.52	0.29	40.1
11	T1	305	0.3	0.449	4.0	LOS A	2.9	20.7	0.29	0.52	0.29	43.4
12	R2	247	1.7	0.449	7.3	LOS A	2.9	20.7	0.29	0.52	0.29	42.1
12u	U	2	0.0	0.449	8.8	LOS A	2.9	20.7	0.29	0.52	0.29	44.6
Approach		609	1.0	0.449	5.4	LOS A	2.9	20.7	0.29	0.52	0.29	42.7
All Vehicles		1531	1.0	0.598	6.3	LOS A	5.3	37.3	0.51	0.64	0.53	41.8

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

Site: [(5) Dunmore Street / Jones Street SAT]

Site Category: -
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	166	0.6	0.190	4.6	LOS A	0.7	5.0	0.32	0.58	0.32	41.5
2	T1	16	0.0	0.190	4.3	LOS A	0.7	5.0	0.32	0.58	0.32	39.5
3	R2	34	3.1	0.190	7.6	LOS A	0.7	5.0	0.32	0.58	0.32	41.8
Approach		216	1.0	0.190	5.1	LOS A	0.7	5.0	0.32	0.58	0.32	41.4
East: Dunmore Street												
4	L2	33	0.0	0.252	5.1	LOS A	1.4	10.0	0.46	0.56	0.46	40.1
5	T1	217	0.0	0.252	5.1	LOS A	1.4	10.0	0.46	0.56	0.46	43.5
6	R2	16	0.0	0.252	8.4	LOS A	1.4	10.0	0.46	0.56	0.46	40.4
6u	U	1	0.0	0.252	9.9	LOS A	1.4	10.0	0.46	0.56	0.46	43.5
Approach		266	0.0	0.252	5.3	LOS A	1.4	10.0	0.46	0.56	0.46	43.0
North: Jones Street												
7	L2	9	0.0	0.068	5.3	LOS A	0.2	1.7	0.40	0.64	0.40	37.6
8	T1	22	0.0	0.068	5.1	LOS A	0.2	1.7	0.40	0.64	0.40	37.4
9	R2	36	0.0	0.068	8.3	LOS A	0.2	1.7	0.40	0.64	0.40	40.4
9u	U	2	0.0	0.068	9.8	LOS A	0.2	1.7	0.40	0.64	0.40	22.6
Approach		69	0.0	0.068	6.9	LOS A	0.2	1.7	0.40	0.64	0.40	38.6
West: Dunmore Street												
10	L2	27	0.0	0.366	4.0	LOS A	2.0	14.1	0.22	0.50	0.22	40.7
11	T1	301	0.3	0.366	3.9	LOS A	2.0	14.1	0.22	0.50	0.22	43.9
12	R2	180	1.8	0.366	7.2	LOS A	2.0	14.1	0.22	0.50	0.22	42.6
Approach		508	0.8	0.366	5.1	LOS A	2.0	14.1	0.22	0.50	0.22	43.3
All Vehicles		1060	0.6	0.366	5.2	LOS A	2.0	14.1	0.31	0.54	0.31	42.6

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

Site: [(5) Dunmore Street / Jones Street SAT - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	168	0.6	0.206	5.0	LOS A	0.8	5.9	0.40	0.63	0.40	41.2
2	T1	16	0.0	0.206	4.7	LOS A	0.8	5.9	0.40	0.63	0.40	39.0
3	R2	34	3.1	0.206	8.1	LOS A	0.8	5.9	0.40	0.63	0.40	41.4
Approach		218	1.0	0.206	5.5	LOS A	0.8	5.9	0.40	0.63	0.40	41.1
East: Dunmore Street												
4	L2	33	0.0	0.357	5.3	LOS A	2.2	15.6	0.50	0.57	0.50	39.9
5	T1	333	0.0	0.357	5.3	LOS A	2.2	15.6	0.50	0.57	0.50	43.3
6	R2	16	0.0	0.357	8.5	LOS A	2.2	15.6	0.50	0.57	0.50	40.1
6u	U	1	0.0	0.357	10.1	LOS A	2.2	15.6	0.50	0.57	0.50	43.3
Approach		382	0.0	0.357	5.4	LOS A	2.2	15.6	0.50	0.57	0.50	43.0
North: Jones Street												
7	L2	9	0.0	0.069	5.3	LOS A	0.3	1.8	0.41	0.65	0.41	37.6
8	T1	22	0.0	0.069	5.1	LOS A	0.3	1.8	0.41	0.65	0.41	37.4
9	R2	36	0.0	0.069	8.4	LOS A	0.3	1.8	0.41	0.65	0.41	40.3
9u	U	2	0.0	0.069	9.9	LOS A	0.3	1.8	0.41	0.65	0.41	22.6
Approach		69	0.0	0.069	7.0	LOS A	0.3	1.8	0.41	0.65	0.41	38.6
West: Dunmore Street												
10	L2	27	0.0	0.374	4.0	LOS A	2.1	14.9	0.22	0.50	0.22	40.7
11	T1	309	0.3	0.374	3.9	LOS A	2.1	14.9	0.22	0.50	0.22	43.9
12	R2	182	1.7	0.374	7.2	LOS A	2.1	14.9	0.22	0.50	0.22	42.6
Approach		519	0.8	0.374	5.0	LOS A	2.1	14.9	0.22	0.50	0.22	43.3
All Vehicles		1188	0.5	0.374	5.4	LOS A	2.2	15.6	0.36	0.56	0.36	42.6

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

Site: [(5) Dunmore Street / Jones Street SAT - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Jones Street												
1	L2	205	0.5	0.278	5.4	LOS A	1.3	9.0	0.48	0.68	0.48	40.7
2	T1	16	0.0	0.278	5.1	LOS A	1.3	9.0	0.48	0.68	0.48	38.3
3	R2	60	1.8	0.278	8.4	LOS A	1.3	9.0	0.48	0.68	0.48	40.9
Approach		281	0.7	0.278	6.0	LOS A	1.3	9.0	0.48	0.68	0.48	40.6
East: Dunmore Street												
4	L2	59	0.0	0.454	5.8	LOS A	3.2	22.1	0.59	0.63	0.59	39.5
5	T1	397	0.0	0.454	5.7	LOS A	3.2	22.1	0.59	0.63	0.59	43.0
6	R2	16	0.0	0.454	9.0	LOS A	3.2	22.1	0.59	0.63	0.59	39.6
6u	U	1	0.0	0.454	10.5	LOS A	3.2	22.1	0.59	0.63	0.59	42.8
Approach		473	0.0	0.454	5.9	LOS A	3.2	22.1	0.59	0.63	0.59	42.5
North: Jones Street												
7	L2	9	0.0	0.076	6.0	LOS A	0.3	2.2	0.50	0.68	0.50	36.9
8	T1	22	0.0	0.076	5.8	LOS A	0.3	2.2	0.50	0.68	0.50	36.5
9	R2	36	0.0	0.076	9.0	LOS A	0.3	2.2	0.50	0.68	0.50	39.7
9u	U	2	0.0	0.076	10.5	LOS A	0.3	2.2	0.50	0.68	0.50	22.2
Approach		69	0.0	0.076	7.6	LOS A	0.3	2.2	0.50	0.68	0.50	37.9
West: Dunmore Street												
10	L2	27	0.0	0.461	4.2	LOS A	3.0	21.0	0.31	0.52	0.31	40.3
11	T1	374	0.3	0.461	4.1	LOS A	3.0	21.0	0.31	0.52	0.31	43.5
12	R2	219	1.4	0.461	7.3	LOS A	3.0	21.0	0.31	0.52	0.31	42.2
Approach		620	0.7	0.461	5.2	LOS A	3.0	21.0	0.31	0.52	0.31	43.0
All Vehicles		1443	0.4	0.461	5.7	LOS A	3.2	22.1	0.44	0.59	0.44	42.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
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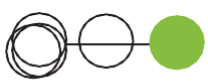

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