CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

TAFE NSW Construction Centre of Excellence
Nepean Kingswood Campus – 2-44 O'Connell Street, Kingswood

Reference: 20.456r03v04
Date: May 2021

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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DOCUMENT VERIFICATION

Job Number	20.456			
Project	TAFE NSW Construction Centre of Excellence			
Address	Nepean Kingswood Campus – 2-44 O'Connell Street, Kingswood			
Client	TAFE NSW			
Revision	Date	Prepared By	Checked By	Signed
v04	12/05/2021	Justin Pindar	Vince Doan	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Vince Doan	**Certificate No.**	0052002098

CONTENTS

1. INTRODUCTION

TRAFFIX has been commissioned by Cadence Australia Pty Ltd on behalf of TAFE NSW to prepare a preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) report in relation to the proposed TAFE NSW Construction Centre of Excellence at the Nepean Kingswood campus at 2-44 O'Connell Street, Kingswood (*Application No: SSD-8571481*).

This report documents the preliminary construction traffic management arrangements, methodology and traffic impacts associated with the construction of the development and should be read in conjunction with any other construction documentation prepared by Cadence Australia Pty Ltd. It should be noted that a comprehensive CTPMP can be prepared in response to SEARs conditions upon approval of the development and once a builder has been appointed to determine the exact construction methodology.

The report is structured as follows:

- Section 2: Outlines the CTPMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the report

2. CTPMP REQUIREMENTS

2.1 Traffic Control Plan

The Traffic Control Plan (TCP) that is included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crews are expected to respond in a pro-active manner to ensure that this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available;
- Installations should be checked intermittently during the course of the day/s; and
- A Roads and Maritime Services (RMS) certified Traffic Controller shall be on-site during work hours to supervise vehicle and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of this CTPMP only and not for its implementation, which is the responsibility of the project manager/builder.

2.2 SEARs Condition

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the requirement for the preparation of a preliminary CTPMP and in particular, an item within Condition 7, which states:

7. Transport and Accessibility

The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:

- *Assessment of cumulative impacts associated with other construction activities (if any);*
- *An assessment of road safety at key intersections and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;*
- *Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;*

- *Details of anticipated peak hour and daily construction vehicle movements to and from the site;*
- *Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicles; and*
- *Details of temporary cycling and pedestrian access during construction.*

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site is located within the TAFE NSW Nepean Kingswood campus at 2-44 O'Connell Street, Kingswood (Lot 1 in DP866081). More specifically, it is situated along the eastern boundary of the campus, north of 'Building T' and adjacent 'Building BA' of the Western Sydney University (WSU) Werrington South campus.

The site is rectangular in configuration with a total site area of approximately 2.1 hectares. It has a northern boundary to recreational area and southern boundary to Building T of the TAFE that measure approximately 100 metres. The remaining eastern and western boundaries measure approximately 210 metres to the internal road/Building BA of WSU and recreational area of the TAFE, respectively.

Vehicular access to the site is currently provided via the existing internal road network of the TAFE and WSU, including:

- O'Connell Street, situated near the southern boundary of the TAFE campus;
- O'Connell Street, situated on the southeast corner of the WSU campus; and
- Great Western Highway, situated on the northeast corner of the WSU campus.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below.

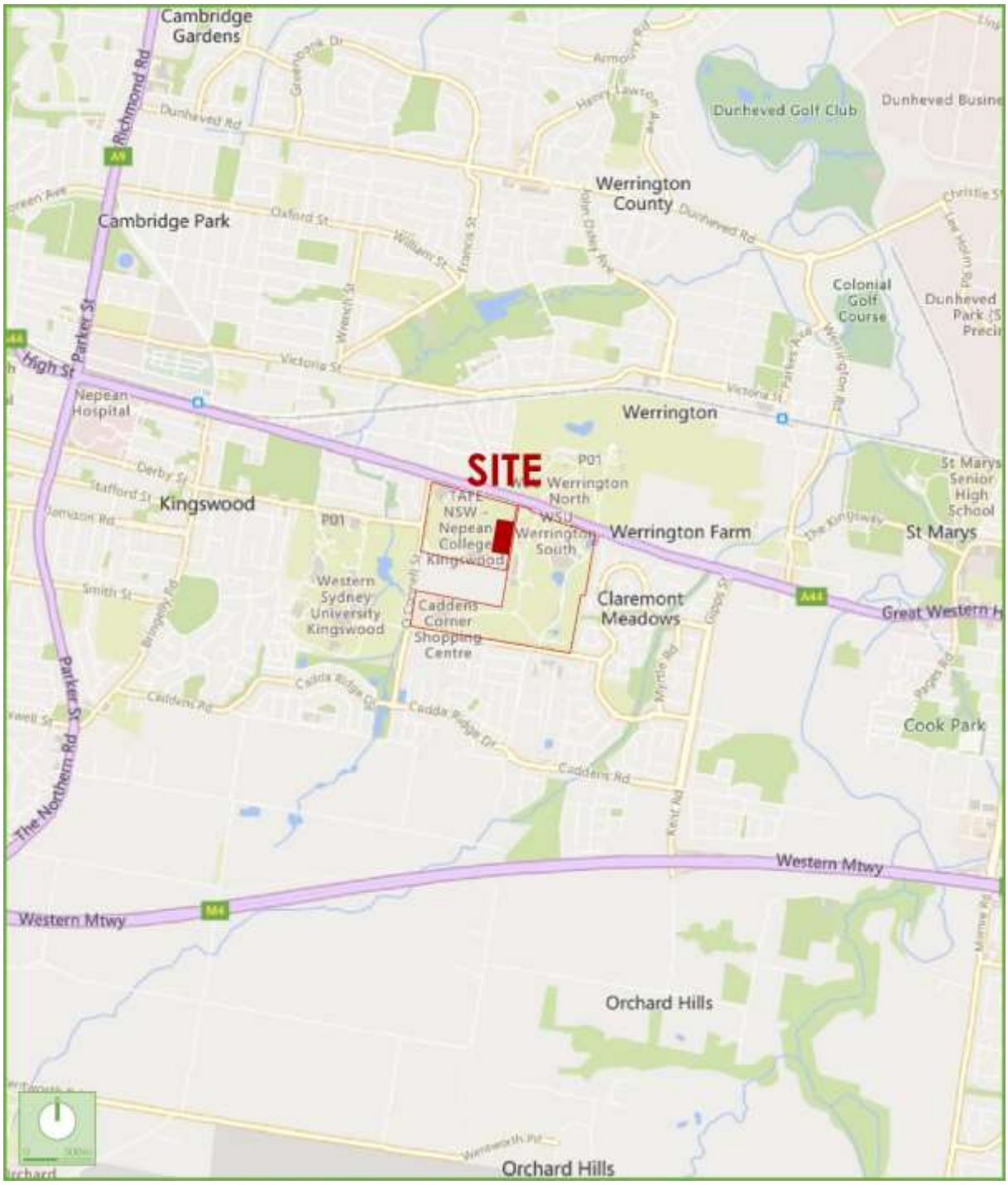


Figure 1: Location Plan

Figure 2: Site Plan

3.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Great Western Highway: an RMS highway (HW5) that traverses east-west between Sydney in the east and Bathurst in the west. Within the vicinity of the site, it is generally subject to 80km/h speed zoning (60km/h within proximity of the O'Connell Street intersection) and accommodates 2-3 lanes of traffic in each direction. Great Western Highway does not permit on-street parking and has been identified by the RMS as an approved 26.0m B-Double route.
- O'Connell Street: a local road that traverses north-east between the Great Western Highway (HW5) in the north and Sunflower Drive in the east. It is generally subject to 50-60km/h speed zoning and accommodates a single lane of traffic in each direction. O'Connell Street permits on-street parking along both sides of the road.
- Gipps Street: a local road that traverses north-south between the Great Western Highway (HW5) in the north and Kent Road in the south. It is subject to 80km/h speed zoning and accommodates a two (2) lanes of traffic in each direction. Gipps Street does not permit on-street parking along both sides of the road.

It can be seen from **Figure 3** that the site is conveniently located with respect to the main arterial road serving the region, being the Great Western Highway. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

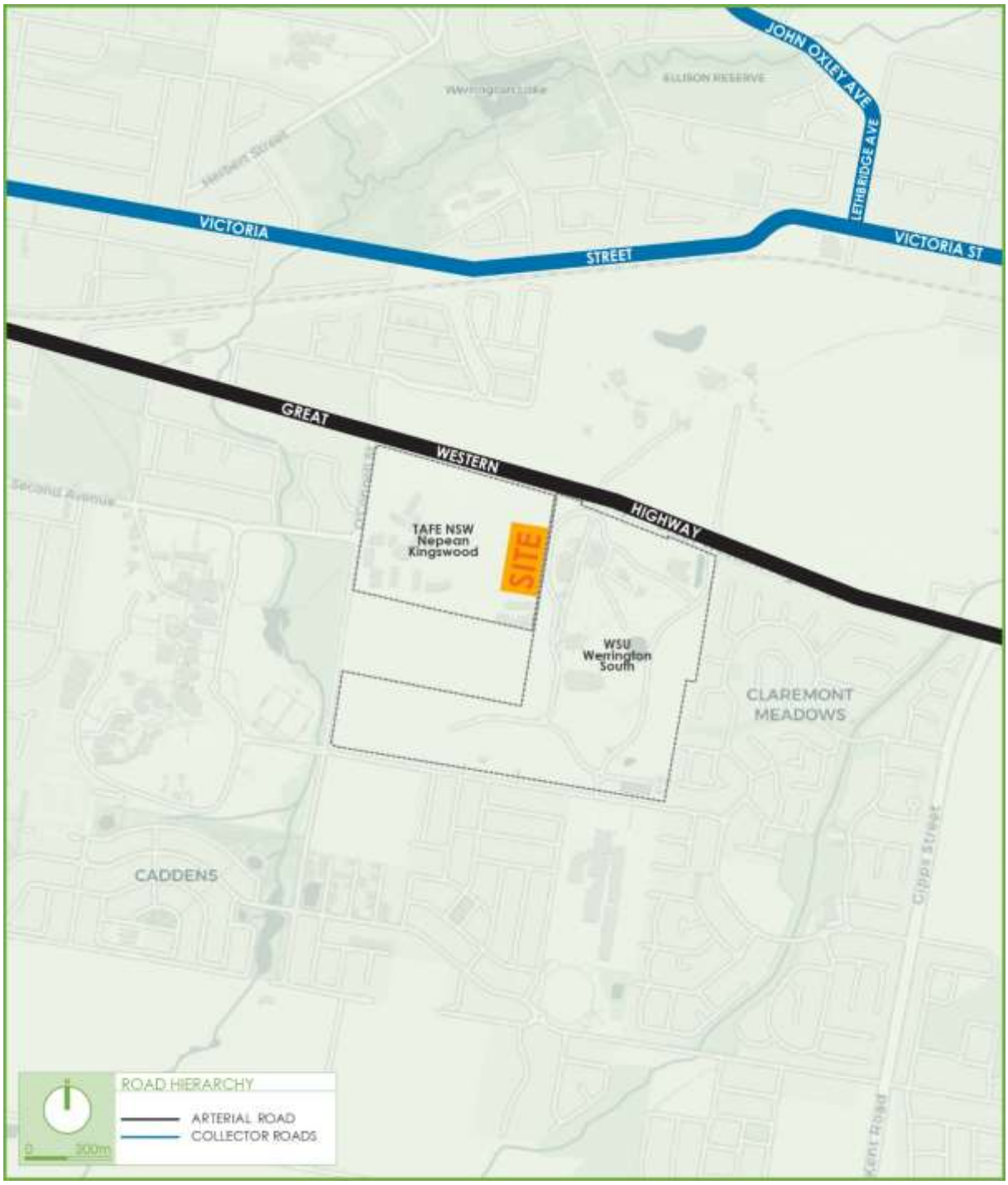


Figure 3: Road Hierarchy

3.3 Public Transport

The subject site is within optimal walking distance (400 metres) of several bus services operating along O'Connell Street and the Great Western Highway. These bus services are presented in **Figure 4**, with the service frequencies during peak periods outlined in **Table 1** below.

Table 1: Bus Routes and Service Frequencies

Bus No.	Route	Service Frequency	
		Weekdays	Saturdays
770	Mount Druitt to Penrith via St Marys	Every 20-30 minutes	Every 60 minutes
775	Mount Druitt to Penrith via Erskine Park	Every 30 minutes	Every 60 minutes
776	Mount Druitt to Penrith via St Clair	Every 20-30 minutes	Every 60 minutes
835	UWS to Prairiewood	Every 30 minutes	-

Furthermore, these above bus services provide regular services to Penrith, St Marys and Mount Druitt railway stations, which provide railway services along the following lines:

- T1 – North Shore and Western Line
- T5 – Cumberland Line
- BML – Blue Mountains Line
- Regional – Western NSW Line

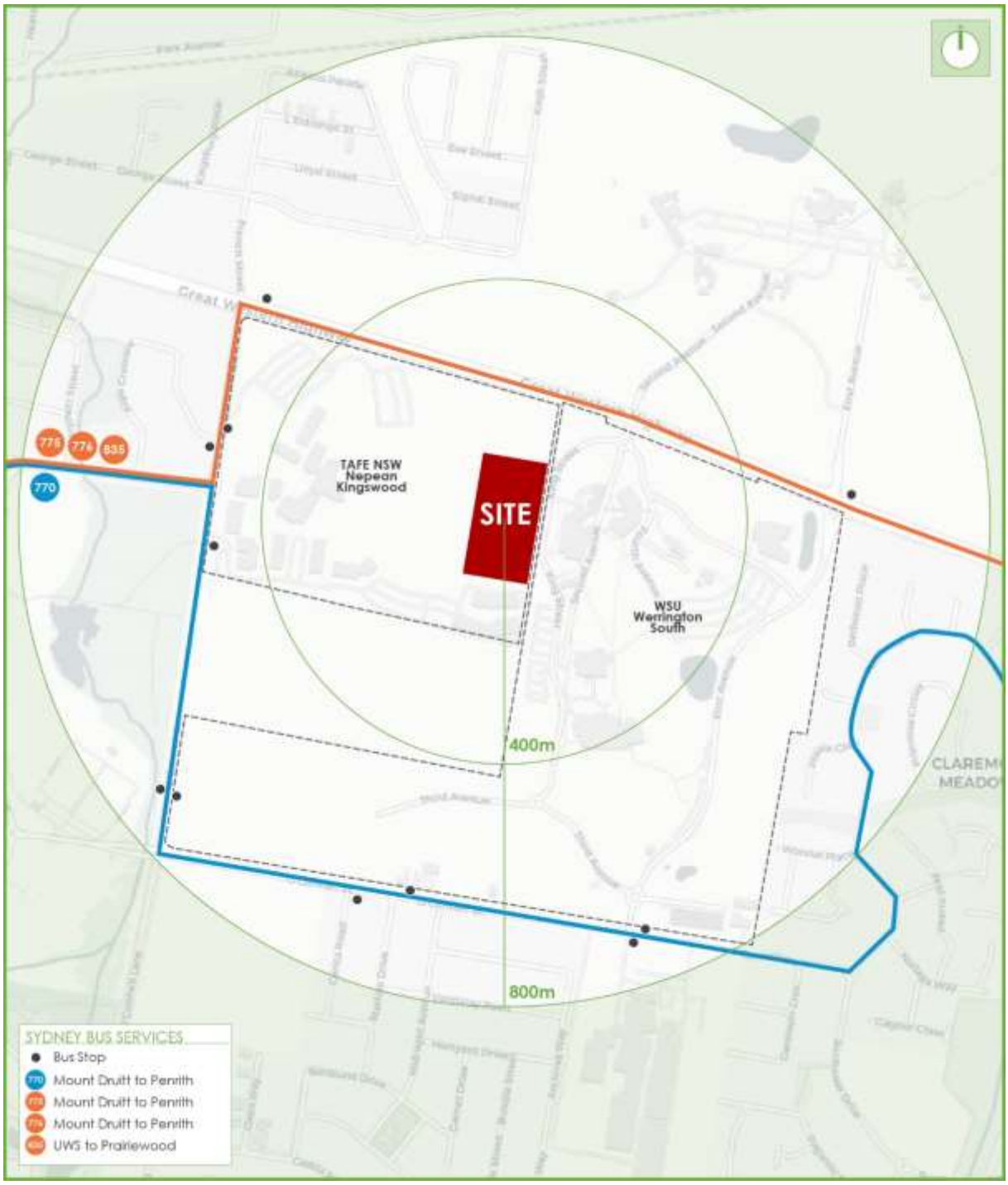


Figure 4: Public Transport

4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The total construction period is anticipated to occur for approximately 68-77 weeks, with the hours of operation summarised as follows:

- Monday to Friday 7:00am to 5:00pm;
- Saturday 8:00am to 1:00pm; and
- Sunday or Public Holiday No building activities are to be carried out at any time.

4.2 Site Establishment Plan

Reference should be made to the Site Establishment Plan presented in **Appendix A**, which outlines the indicative locations of:

- Site sheds, including offices and amenities;
- On-site parking areas and proposed vehicular access; and
- Material storage and delivery areas.

A detailed Site Establishment Plan can be provided within the comprehensive CTPMP upon the appointment of a builder and the finalisation of the construction methodology.

4.3 Overview of Construction Works

4.3.1 Site Establishment Stage

This stage of construction will involve the initial site establishment, including compound and enabling works during a 4-6 week period. The maximum sized truck to be utilised throughout this stage will be 12.5m long heavy rigid vehicles (HRVs). It is proposed that all site establishment works occur within the site, with construction vehicle access provided from the Great Western Highway and via the existing WSU Werrington South internal road network.

This stage will have a maximum of four (4) trucks per day (4 in, 4 out), which equates to a maximum of one (1) truck every 2.5 hours. This volume is therefore considered minor and will have negligible impacts on the surrounding intersections and internal road network of the WSU Werrington South campus.

4.3.2 Bulk Excavation Stage

This stage of construction will involve earthworks with an estimated 6,000m^3 to be removed from site during a 4-6 week period. The maximum sized truck to be utilised throughout this stage will be 19.6m long truck and dog trailers. It is proposed that all bulk excavation works occur within the site, with construction vehicle access provided from the Great Western Highway and via the existing WSU Werrington South internal road network.

This stage will have a maximum of 40 trucks per day (40 in, 40 out), which equates to a maximum of one (1) truck every 15 minutes. It should be noted that this truck volume is anticipated to occur over a one-week period and as such, considered moderate and will have minimal impacts on the surrounding intersections and internal road network of the WSU Werrington South campus.

4.3.3 Construction Stage

This stage of construction will involve construction works including concrete pours, steel frame installation, wall panelling and roof sheeting during a 60-65 week period. The maximum sized truck to be utilised throughout this stage will be 19.0m long articulated vehicles. It is proposed that all construction works occur within the site, with construction vehicle access provided from the Great Western Highway and via the existing WSU Werrington South internal road network.

This stage will have a maximum of 10 trucks per day (10 in, 10 out), which equates to a maximum of one (1) truck every hour. This volume is therefore considered minor and will have negligible impacts on the surrounding intersections and internal road network of the WSU Werrington South campus.

5. TRAFFIC MANAGEMENT ARRANGEMENTS

5.1 Truck Routes

5.1.1 WSU Consultation

The truck routes to and from the subject site are proposed to utilise the existing internal road network of the WSU Werrington South campus. Accordingly, in principle approval has been obtained with WSU to utilise the internal road network, as contained in the email correspondence, dated 20 January 2021, which has been provided in **Appendix B** for reference.

5.1.2 Truck Routes

The proposed truck routes will start and finish on the Great Western Highway, an RMS approved 26.0m B-Double route, with a copy of the routes to be provided to all drivers prior to attending site. These truck routes are presented in **Figure 5** and summarised as follows:

- Routes to the subject site: (*Inbound*)
  1. Trucks will arrive on the Great Western Highway, westbound.
  2. Turn left onto First Avenue (WSU campus), southbound.
  3. Turn right onto Third Avenue, westbound.
  4. Turn right onto King Street, northbound.
  5. Access the subject site and loading zone.

- Routes from the subject site: (*Outbound*)
  1. Trucks will depart the site onto King Street, northbound.
  2. Continue straight through the roundabout, eastbound.
  3. Take the first left onto an unnamed road, eastbound.
  4. Turn left onto First Avenue, northbound.
  5. Turn right onto the Great Western Highway, eastbound.

A swept path analysis has been undertaken and provided in **Appendix C**, demonstrating satisfactory vehicle movements through the key intersections within the WSU internal road network. It is noted that appropriate traffic controls will be required to facilitate vehicle movements at key intersections, with the details to be discussed within the comprehensive CTPMP, upon the appointment of a builder.

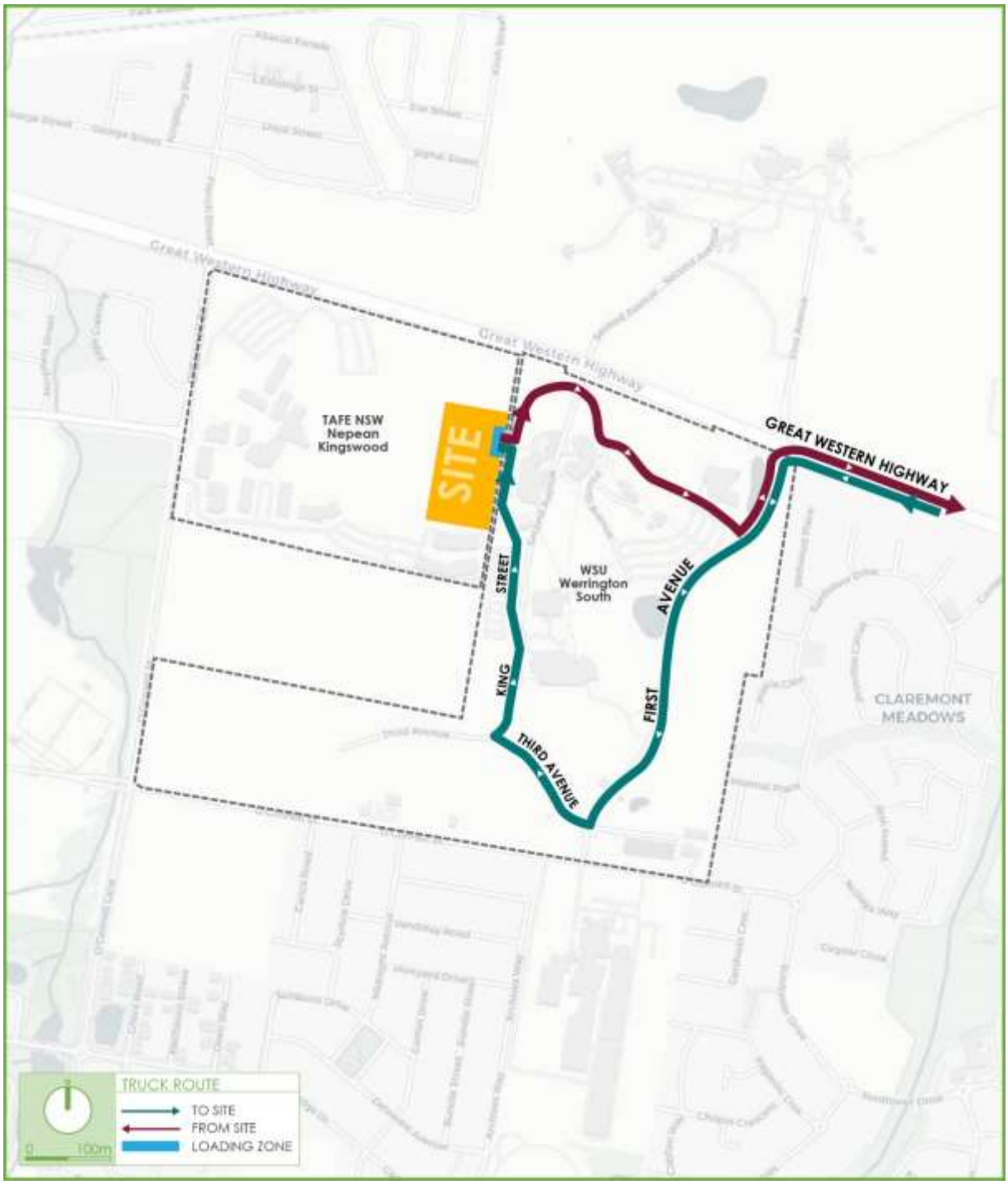


Figure 5: Truck Routes

5.2 Trucks Arrivals

All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park along the internal road network of the WSU campus.

Daily truck arrivals will peak during the bulk excavation stage with 40 truck arrivals per day (40 in, 40 out) which equates to approximately one (1) truck arrival every 15 minutes on average, over a 4-6-week period as discussed in Section 4.3.2. This is considered a worst-case scenario and it should be noted that truck arrivals and departures will be significantly less during other stages of construction as discussed in Section 4.3.

Truck arrival and departure times will be formalised as part of the Final CTMP to be completed once a builder is appointed. Notwithstanding, it is envisaged that the vast majority of truck arrivals will occur between the hours of 9:30am–4:00pm (outside of peak staff/student arrival and departure times), when most students are on campus, in order to minimise impacts to existing traffic flows. It is envisaged that proposed truck arrival and departure times are to be discussed with UWS as part of the Final CTMP in conjunction with the appointed builder. However, for the purpose of this preliminary CTMP report it is expected that impacts to UWS traffic and pedestrian movements will be managed safety and efficiently in accordance with appropriate Traffic Control Plans which are to be included in the Final CTMP.

5.3 Vehicle Access and Internal Circulation

Construction vehicles will access the site via dedicated access gates off the King Street WSU internal road. A swept path analysis has been conducted demonstrating satisfactory vehicle entry and egress movements of the largest anticipated vehicle to be accommodated on-site. This analysis has been provided in **Appendix C** for reference.

The proposed access and internal truck circulation arrangements are considered satisfactory for the following reasons:

- The intersection of First Avenue and Great Western Highway is a signalised intersection with signalised and zebra pedestrian crossings provided across the northern, southern and

eastern approaches, thereby ensuring pedestrians will be safety accommodated crossing at this intersection.

- The swept path analysis provided in **Appendix C** shows that all construction vehicles are able to safely enter and exit the subject site in accordance with the NSW Road Rules.
- The internal road network provides sufficient width two accommodate two-way flow along the majority of its length and adequate passing opportunities are provided. It is noted however, the roadway north of the works zone area to the roundabout (adjoining the bridge) provides a roadway width of approximately 5.6m wide and is insufficient area for passing. As a result, this stretch of road will be controlled with a traffic controller when trucks are exiting the works zone. A traffic control plan will be developed during the detailed CPTMP stage.

5.4 Crane Requirements

A tower crane is proposed to be utilised during the construction period with the location and positioning of the crane to be determined upon the appointment of a builder. It is however envisaged that all crane movements will be contained within site.

5.5 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages, with any additional pedestrian controls, such as permitter fencing and separated pedestrian access gates to be discussed within the comprehensive CTPMP, upon the appointment of a builder.

5.6 Employee Vehicles

All construction workers will be permitted to park on-site during all stages of construction. A dedicated car park area will be provided and situated on the southwest corner of the site, which will be accessible from O'Connell Street via the TAFE internal road network.

5.7 Cumulative Impacts

It is understood that no other development is currently under construction within the vicinity of the site (500m) or within the TAFE or WSU boundaries, noting the majority of truck movements are contained within the internal road network and on the Great Western Highway, an RMS

approved 26.0m B-Double route. As such, the construction impacts of the development are anticipated to have minimal cumulative impacts.

5.8 Traffic Control Plan

An indicative sample TCP has been included in **Appendix D**, which demonstrates the indicative signage to be adopted during all stages of construction. Additional TCPs are to be discussed within the comprehensive CTPMP, once a builder has been appointed to determine the exact construction methodology.

The sample TCP has been designed in accordance with the requirements of the RMS *Traffic Control at Work Sites Manual* and is recommended for adoption.

6. TRAFFIC IMPACTS

6.1 Existing Intersection Performance

For the purposes of assessment of the traffic impacts during construction of the TAFE NSW Construction Centre of Excellence, surveys were also undertaken on Thursday 29th April 2021 of the most critical intersection being the intersection of WUS Accesses with Great Western Highway during the network peak periods between 7:00am and 9:00am and 4:00pm and 6:00pm.

The traffic volumes in these surveys formed the base case volumes for software modelling undertaken to assess intersection performance characteristics under existing traffic conditions. The SIDRA Intersection 9 model produces a range of outputs, the most useful of which are the Degree of Saturation (DoS) and Average Vehicle Delay per vehicle (AVD). The AVD is in turn related to a level of service (LoS) criteria. These performance measures can be interpreted using the following explanations:

DoS - the DoS is a measure of the operational performance of individual intersections. As both queue length and delay increase rapidly as DoS approaches 1, it is usual to attempt to keep DoS to less than 0.9. When DoS exceeds 0.9 residual queues can be anticipated, as occurs at many major intersections throughout the metropolitan area during peak periods. In this regard, a practical limit at 1.1 can be assumed. For intersections controlled by roundabout or give way/stop control, satisfactory intersection operation is generally indicated by a DoS of 0.8 or less.

AVD - the AVD for individual intersections provides a measure of the operational performance of an intersection. In general, levels of acceptability of AVD for individual intersections depend on the time of day (motorists generally accept higher delays during peak commuter periods) and the road system being modelled (motorists are more likely to accept longer delays on side streets than on the main road system).

LoS - this is a comparative measure which provides an indication of the operating performance of an intersection.

Table 2: RMS Level of Service Criteria for Intersections

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

A summary of the modelled results are provided below in **Table 3**. Reference should also be made to the SIDRA outputs provided in **Appendix E** which provide detailed results for each movement.

Table 3: Existing Intersection Performance

Intersection	Control	Period	Scenario	Degree of Saturation (DoS)	Average Delay	Level of Service
Great Western Highway with WUS Accesses	Signal	AM	Existing	0.756	13.9	A
		PM		0.713	14.2	A

It can be seen from Table 3 that the intersection of Great Western Highway with WSU Accesses operate at a level of service A during both the AM and PM peak periods. Nevertheless, it is stressed that the most relevant use of this analysis is to compare the relative change in the performance parameters as a result of the construction period. This is discussed further in Section 6.2.

6.2 Construction Intersection Performance

6.2.1 Construction Truck Volumes and Trip Distributions

Section 4.3.2 states that the bulk excavation stage will have a maximum of 40 trucks per day being the highest traffic volume during construction. As a conservative assessment, 20 trucks

per an hour during the morning and evening peak period (20in, 20out) have been inputted to the SIDRA Intersection model.

Construction workers would arrive before the network peak period and depart before the network evening peak period. In addition, construction workers will not be accessing the site via the WUS access and will be parking their vehicles within the TAFE Kingswood campus with access via O'Connell Street. It is expected that vehicles from construction workers will be minimal during the network peak period and as a result, not essential to this assessment nor required.

As discussed within Section 5.1, the proposed truck route will see all trucks coming from and leading to Great Western Highway to the east.

6.2.2 Construction Intersection Performance

The traffic impacts arising from the construction period during the morning and evening network peak periods have been assessed by loading the assumptions distributed traffic volumes into the SIDRA Intersection model. The results of this software modelling are summarised in **Table 4** below, with detailed outputs provided in Appendix E.

Table 4: Existing and Construction Intersection Performance

Intersection	Control	Period	Scenario	Degree of Saturation (DoS)	Average Delay	Level of Service
Great Western Highway with WUS Accesses	Signal	AM	Existing	0.756	13.9	A
			Existing + Development	0.763	14.2	A
		PM	Existing	0.713	14.2	A
			Existing + Development	0.719	14.4	A

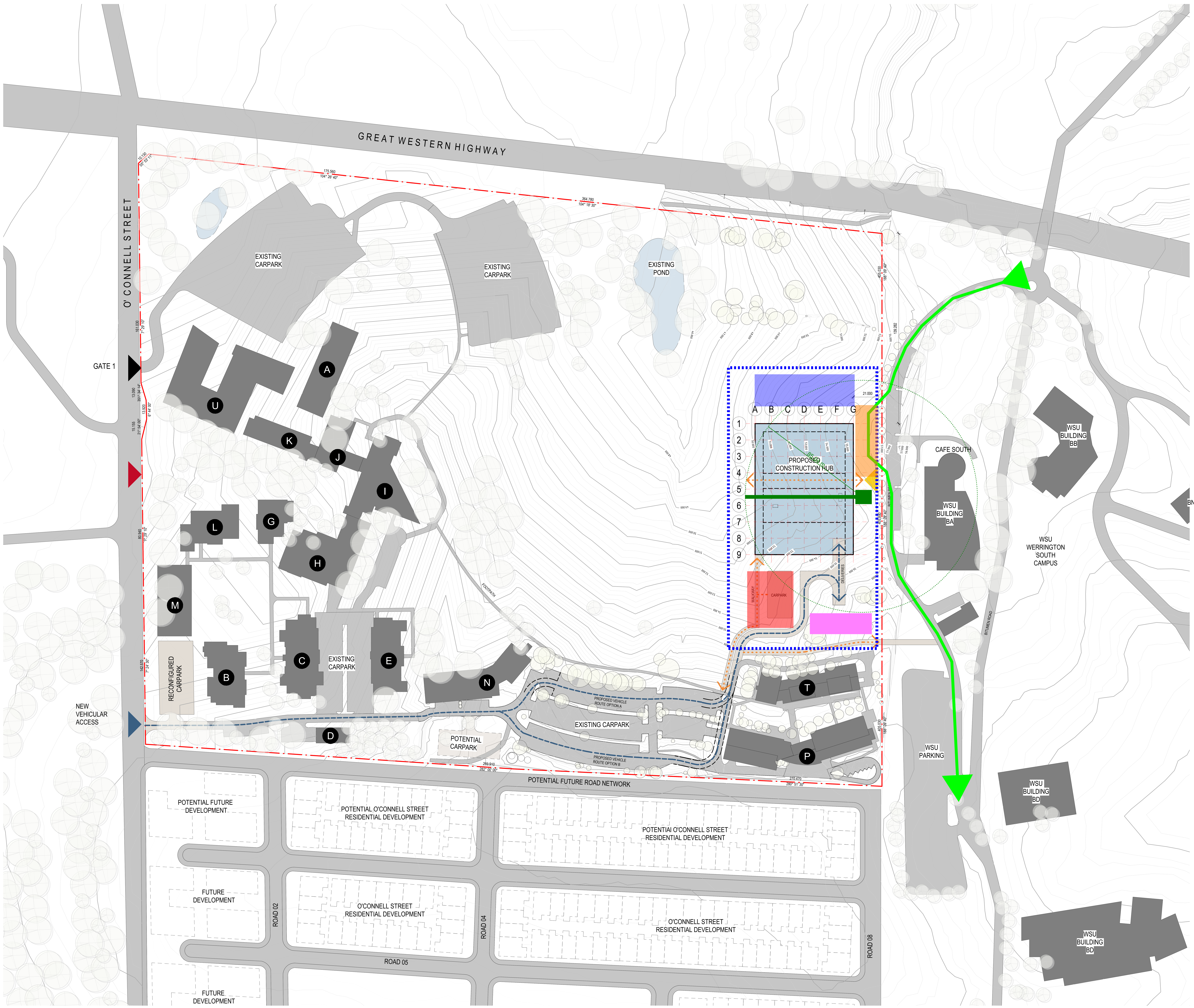
It can be seen that the additional volumes from the construction vehicles would only experience minor increases in average delay at the intersection of Great Western Highway with WUS accesses. As such, the development is considered supportable from a traffic planning perspective with no external improvements to the network required.

7. CONCLUSION

This report should be read in conjunction with other construction documentation prepared by Cadence Australia Pty Ltd. The preliminary CTPMP outlined above is considered satisfactory for the purposes of a SSDA submission. It is envisaged a comprehensive CTPMP will be prepared by TRAFFIX at a later stage in response to SEARs conditions upon approval of the development and once a builder has been appointed to determine the exact construction methodology.

APPENDIX A

Site Establishment Plan



1 SITE PLAN - PROPOSED
1 : 1000

LEGEND

- EXISTING PEDESTRIAN ACCESS
- PROPOSED PEDESTRIAN ACCESS
- EXISTING VEHICULAR ACCESS
- PROPOSED VEHICULAR ACCESS
- BOUNDARY LINE
- EXISTING BUILDING NAME
- PROPOSED VEHICULAR ROUTE CARPARK RECONFIGURATION
- PROPOSED PEDESTRIAN PATH
- PROPOSED CONSTRUCTION HUB
- PROPOSED ROADS WALKWAYS AND RECONFIGURED CARPARK
- EXISTING ROADS, WALKWAYS AND CARPARKS
- PROPOSED LANDSCAPE
- CONSTRUCTION SITE
- SITE SHEDS
- DELIVERIES
- CONSTRUCTION TRAFFIC
- MATERIAL STORAGE
- PARKING
- TOWER CRANE

GRAY PUKSAND

Contractors to use Architectural drawings for set out.
Contractors to check & verify all Dimensions on Site prior to Construction/Fabrication.
Figured Dimensions take precedence over Scaled Dimensions.
Any Discrepancies should be immediatley referred to the Architect.
All work to comply with N.C.C. Statutory Authorities & Relevant Australian Standards.

NSW Nominated Architects Scott Moylan 7147 Craig Saltmarsh 6569

REV	DESCRIPTION	DATE
A	For Information	03-12-20

PROJECT NO	220090
DRAWN	RD
CHECKED	SS
APPROVED	BH

TAFE NSW Western Sydney Construction Hub
12-44 O'connell St, Kingswood NSW 2747

PRELIMINARY

SITE PLAN - PROPOSED

DWG # **A0102** REV **A**

SCALE @ A0 As indicated

APPENDIX B

WSU Consultation

Vince Doan

Subject: RE: TAFE CCoE Construction Traffic Proposal

From: Jaimie Abbey
Sent: Wednesday, 20 January 2021 1:15 PM
To: Sam Gibson
Cc: Smith, Allison; Cameron Lang; David Riddell; Cameron Huxley; Paul Georgiades; Michelle Lee; Matt Choi; Michaela Briggs
Subject: RE: TAFE CCoE Construction Traffic Proposal

Hi Sam,

I have spoken with Michelle who has confirmed that the University's preference is for a licence agreement for construction access to be put in place. We in principle, also approve the use of our site for construction access. Michelle is due to review the details of the proposed construction access arrangements with Matt this week and will come back in principle and agree with the arrangements you are proposing.

Kind regards,

Jaimie Abbey | Senior Project Officer
Office of Estate and Commercial
Estate Planning and Strategy
P: 02 4570 1813 | M: 0402 678 557
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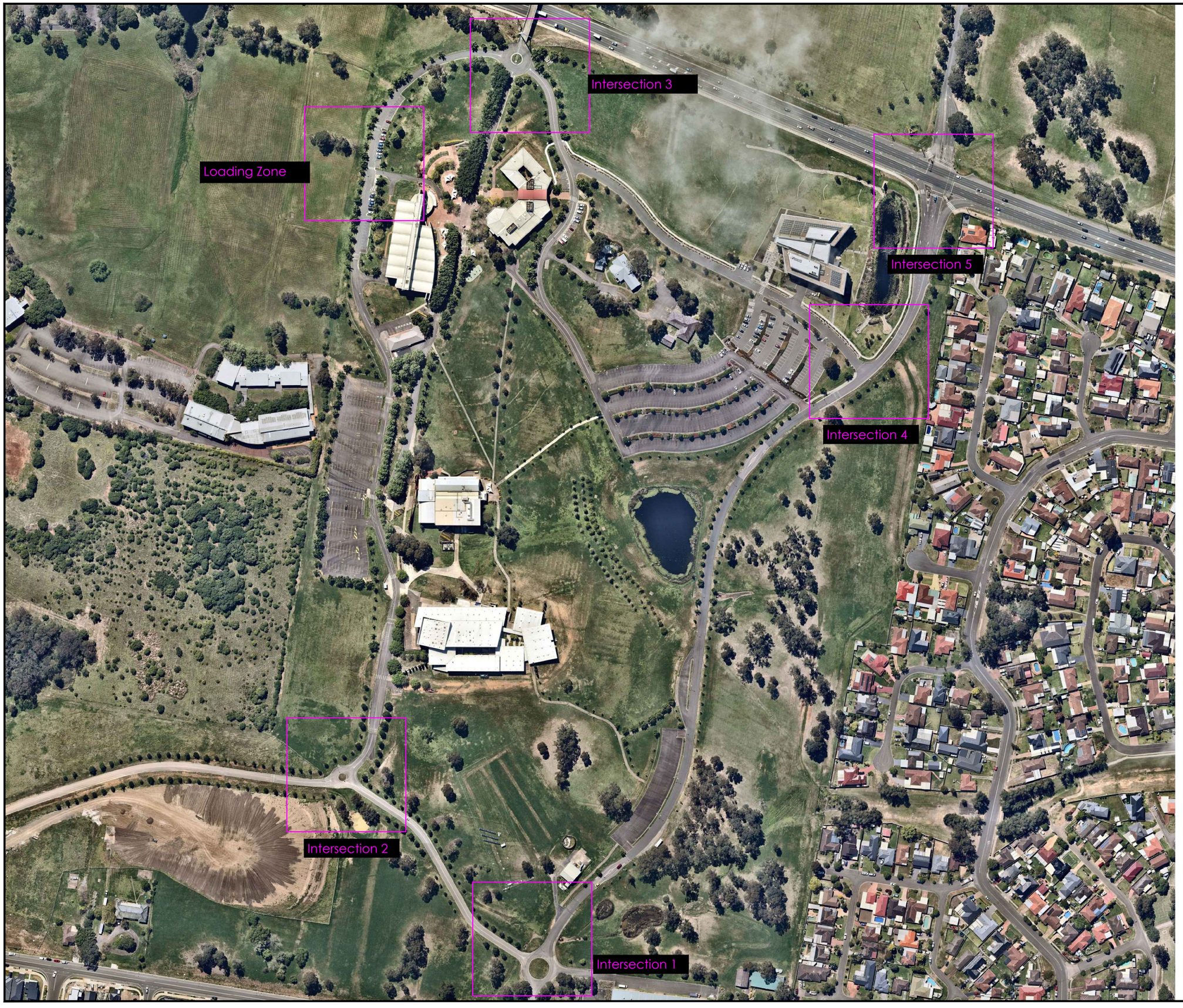
WESTERN SYDNEY UNIVERSITY

APPENDIX C

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client

Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 30 60 90 120m
1:3000 @ A3

Project Description

TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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Drawing Title

Key Movements Naming Convention

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.01	A

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- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

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f: +61 2 9830 4481
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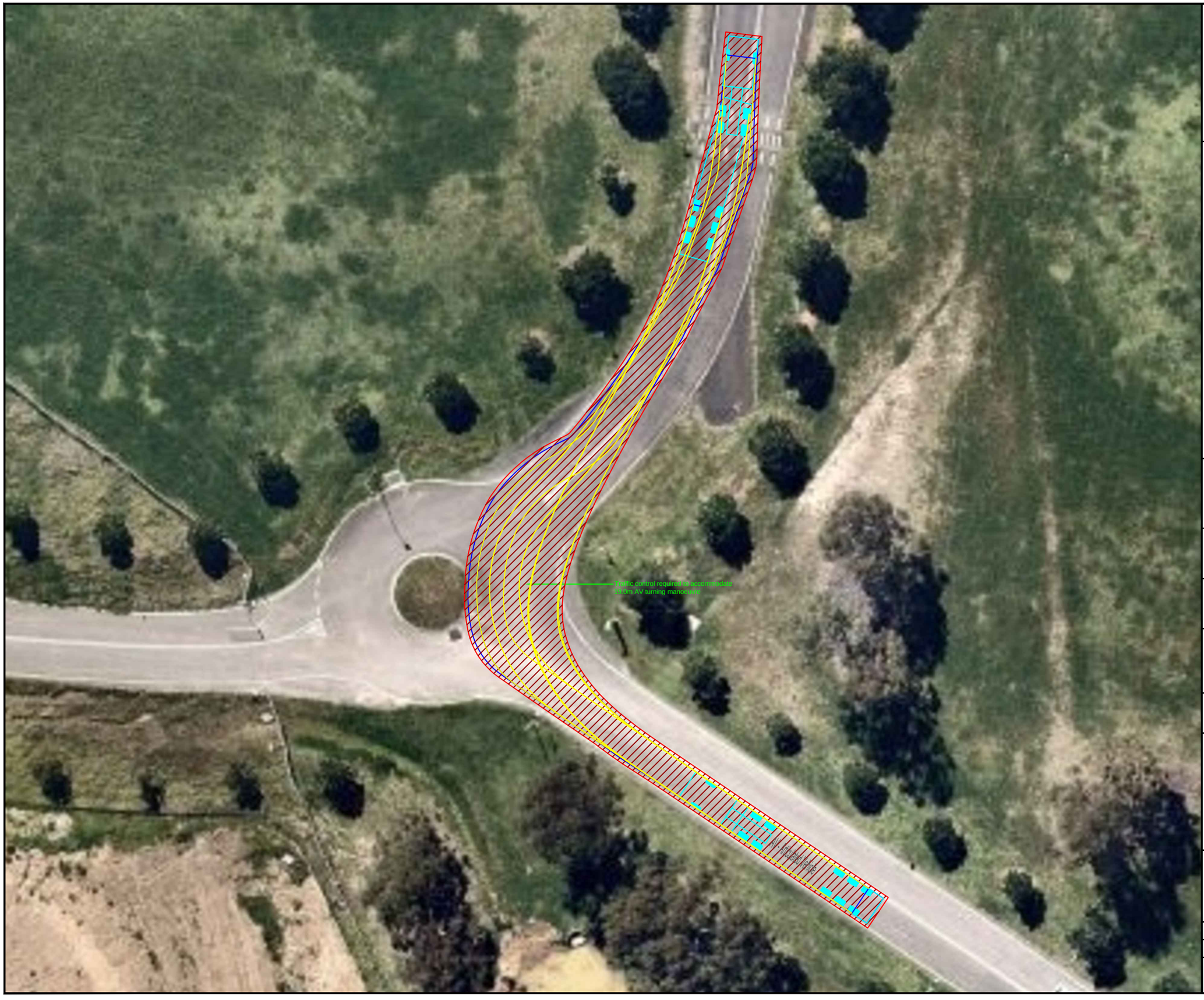
Drawing Title
Swept Path Analysis
19.0m AV
Intersection 1

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.02	A



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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Drawing Title
Swept Path Analysis
19.0m AV
Intersection 2

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.03	A

Notes:

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TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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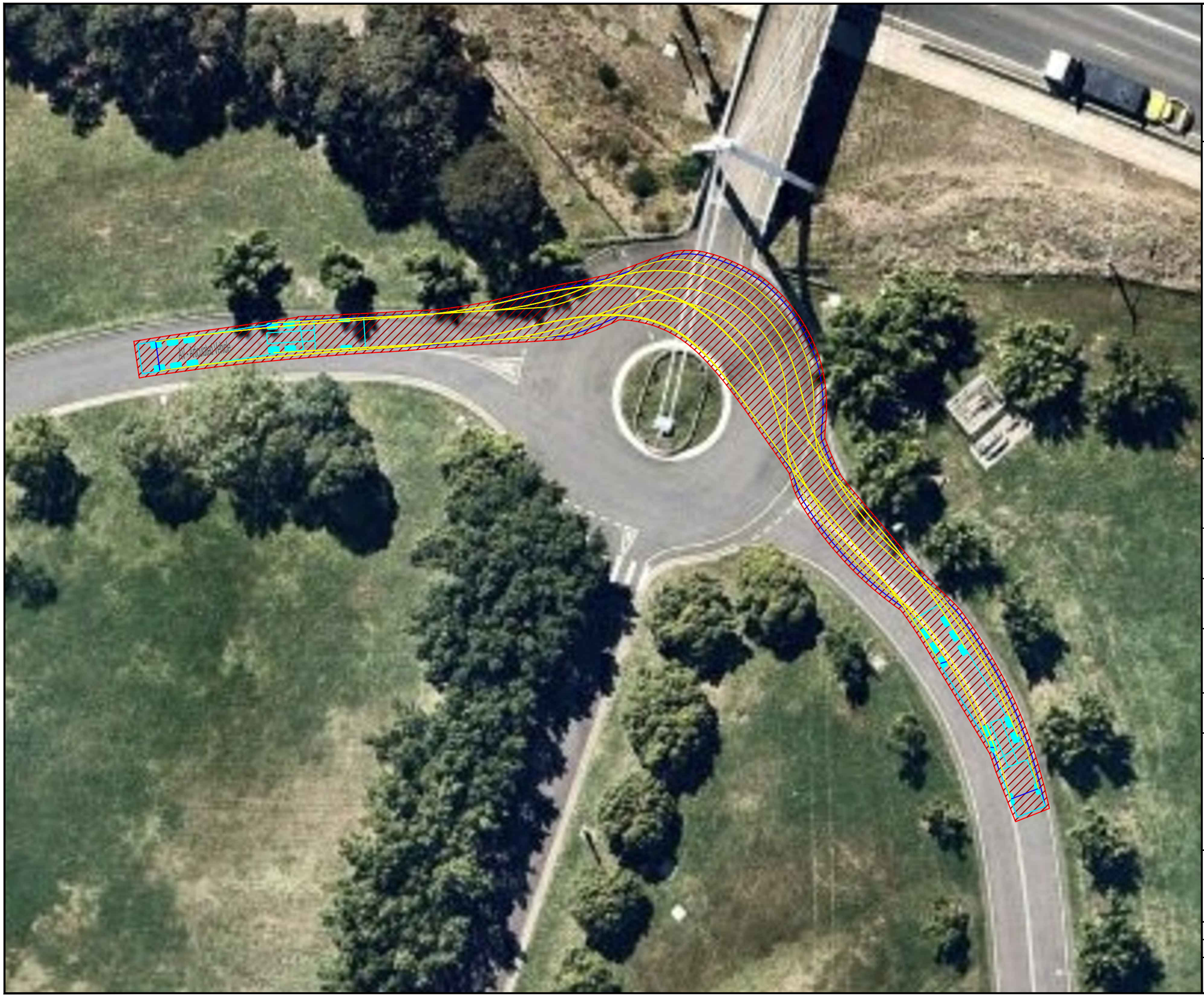
Drawing Title
Swept Path Analysis
19.0m AV
Loading Zone

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.04	A



Notes:

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Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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Drawing Title
Swept Path Analysis
19.0m AV
Intersection 3

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.05	A

Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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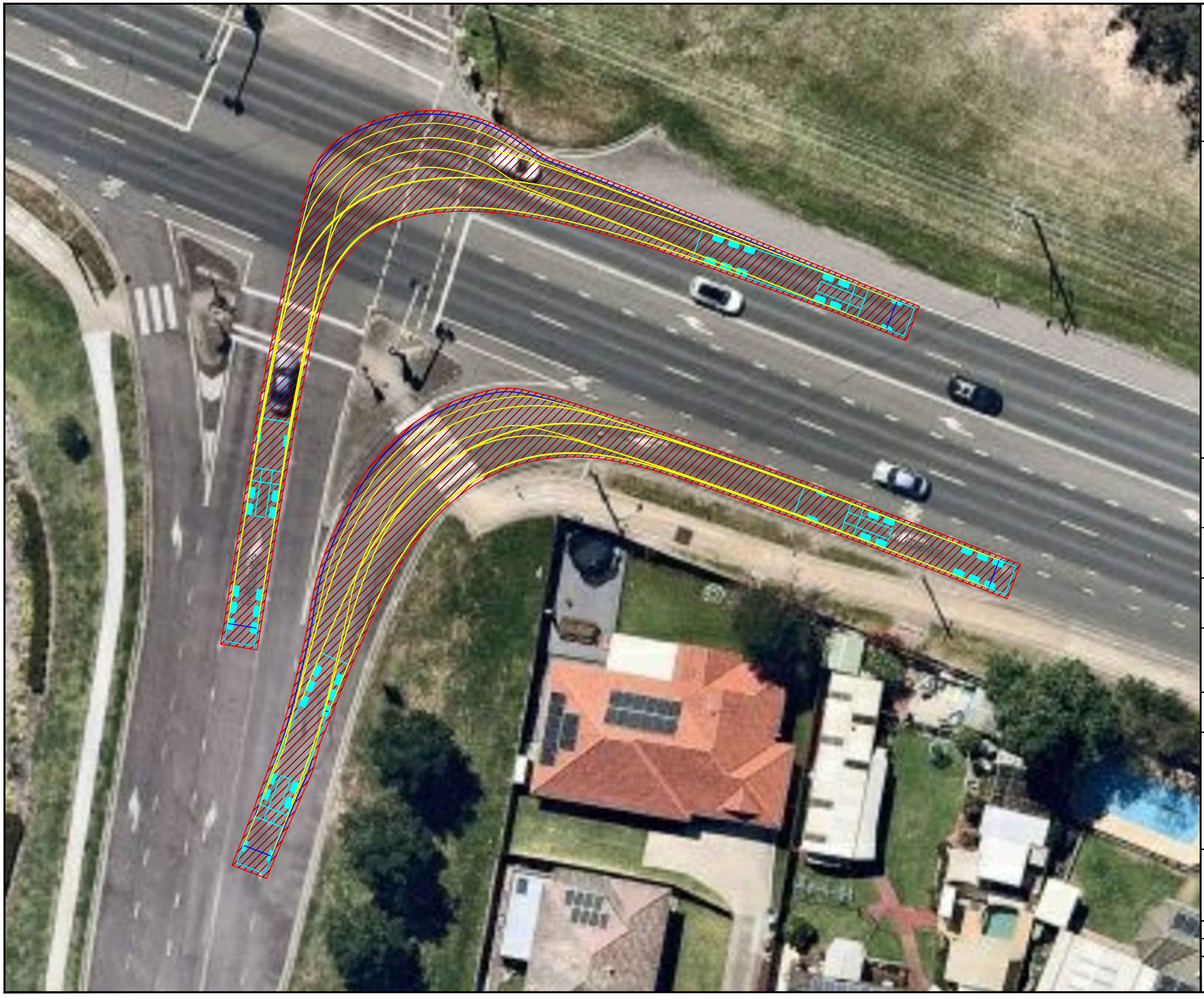
Drawing Title
Swept Path Analysis
19.0m AV
Intersection 4

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.06	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Drawing Title
Swept Path Analysis
19.0m AV
Intersection 5
Left: Exit from UWS
Right: Entry to UWS

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.07	A

Notes:

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Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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Drawing Title
Swept Path Analysis
19.6m Truck & Dog
Intersection 1

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.08	A

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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Drawing Title
Swept Path Analysis
19.6m Truck & Dog
Intersection 2

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.09	A

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client

Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m

1:300 @ A3

Project Description

TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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w: www.traffix.com.au

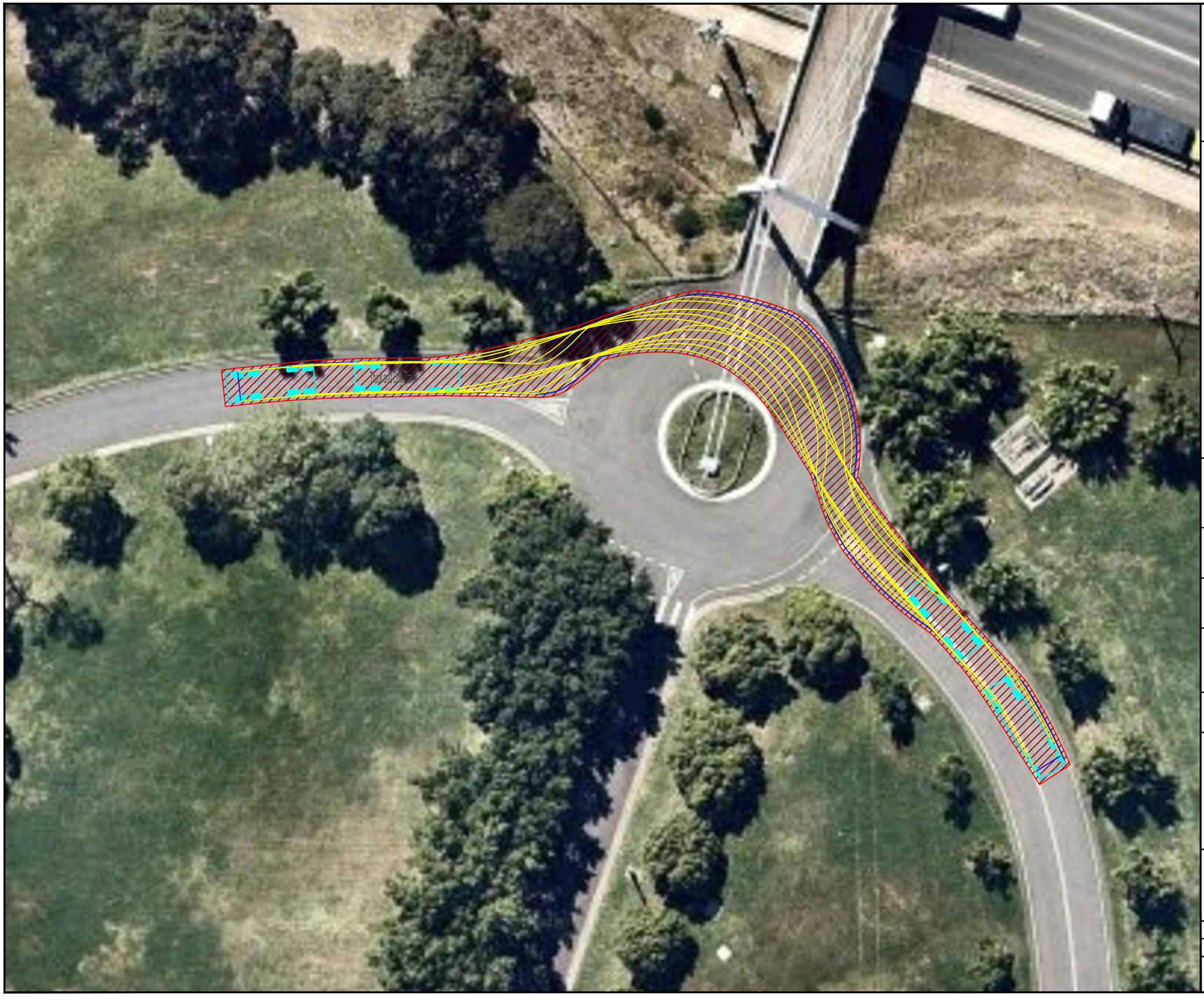
Drawing Title

Swept Path Analysis
19.6m Truck & Dog
Loading Zone

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.010	A



Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Drawing Title
Swept Path Analysis
19.6m Truck & Dog
Intersection 3

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.011	A

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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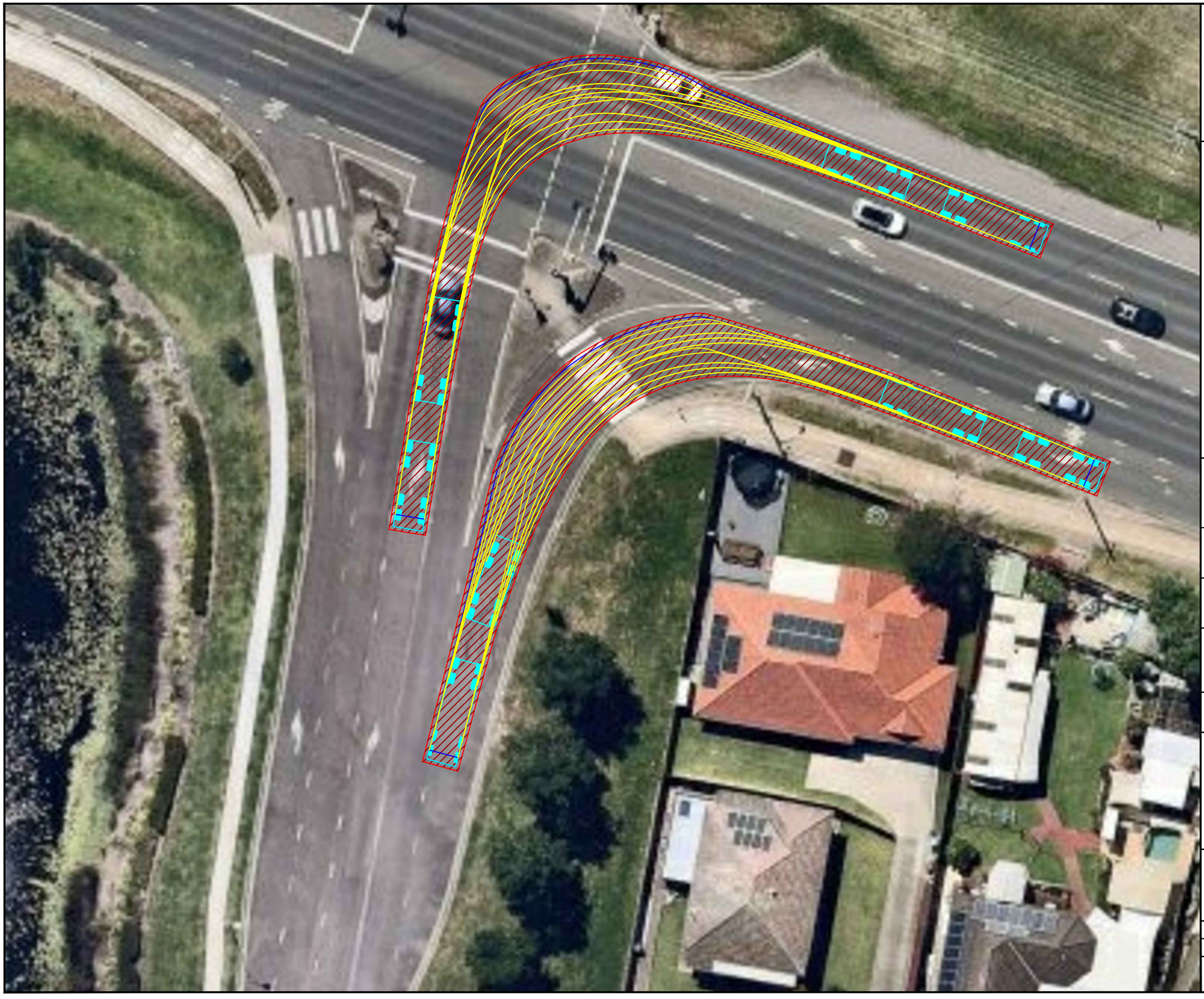
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Swept Path Analysis
19.6m Truck & Dog
Intersection 4

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.012	A



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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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Drawing Title
Swept Path Analysis
19.6m Truck & Dog
Intersection 5
Left: Entry to UWS
Right: Exit from UWS

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.013	A

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Strawberry Hills, NSW 2012

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Drawing Title
Swept Path Analysis
12.5m HRV
Intersection 1

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.14	A

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
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Drawing Title
Swept Path Analysis
12.5m HRV
Intersection 2

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.15	A

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20
B	Traffic Controller	VD	12-05-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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Drawing Title
Swept Path Analysis
12.5m HRV
Loading Zone

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.16	B

Notes:

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Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
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w: www.traffix.com.au

Drawing Title
Swept Path Analysis
12.5m HRV
Intersection 3

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.17	A

Notes:

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Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

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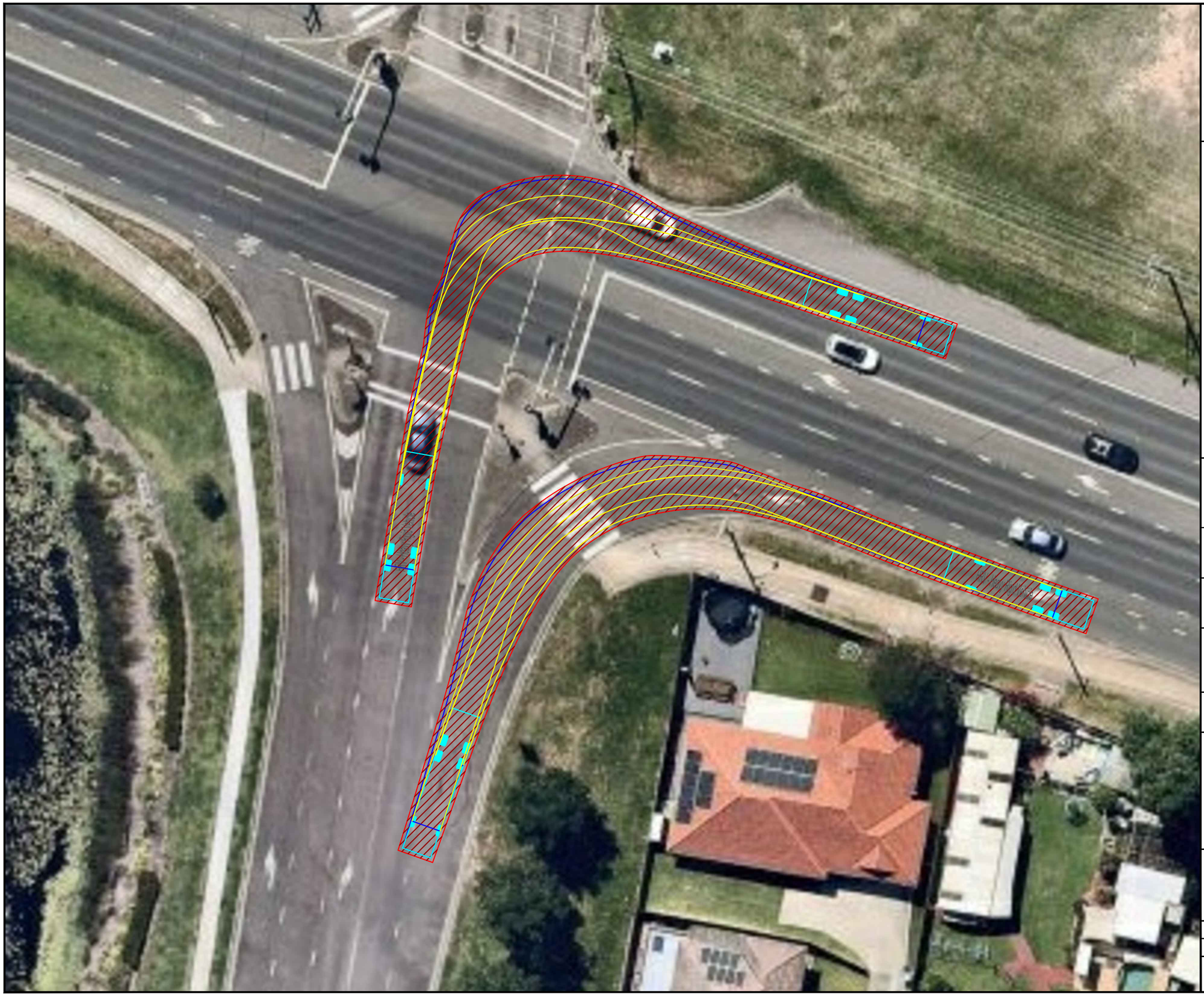
w: www.traffix.com.au

Drawing Title
Swept Path Analysis
12.5m HRV
Intersection 4

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.18	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client

Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m

1:300 @ A3

Project Description

TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

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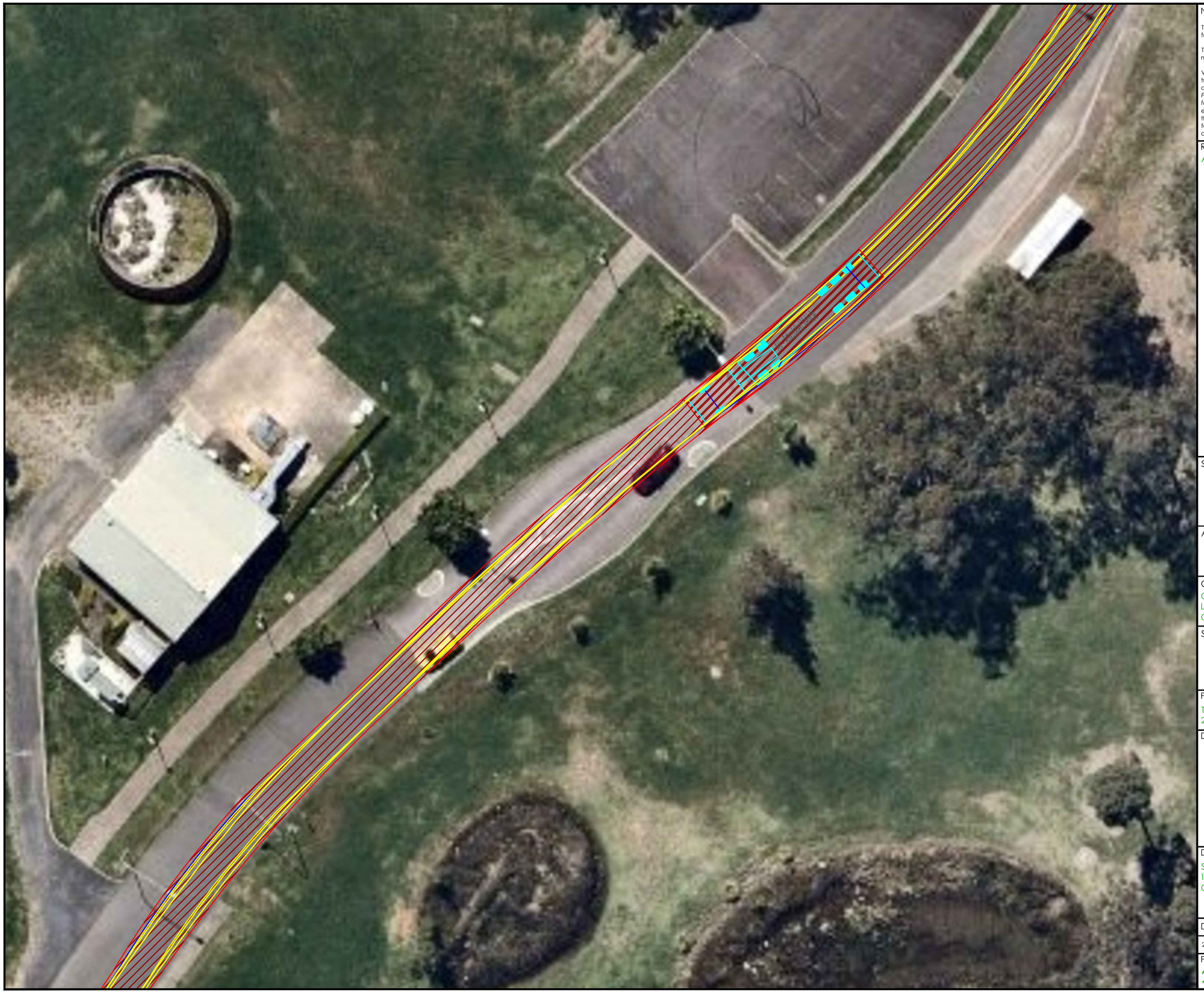
Drawing Title

Swept Path Analysis
12.5m HRV
Intersection 5
Left: Exit From UWS
Right: Entry to UWS

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.19	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Initial Swept Paths Analysis	JP	09-12-20

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Cadence Australia Pty Ltd
Level 1, 10 Mallett Street
Camperdown 2050

Scale / Plan Orientation

0 3 6 9 12m
1:300 @ A3

Project Description
TAFE NSW
2-44 O'Connell Street, Kingswood, NSW, 2747

Drawing Prepared By

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Drawing Title
Swept Path Analysis
19.0m AV
Chicane Roadway

Drawn:	Checked:	Date:
JP	VD	09-12-20

20.456d01v02 TRAFFIX [Aerial] PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.456	PCTMP	TX.20	A

APPENDIX D

Sample Traffic Control Plan

Dimension "D"

Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0 – 5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

Note:
King Street - 40 km/h
Third Avenue - 40 km/h

Legend

Truck Movements

NOTES:
- Plan not to scale.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

TCP 01 : Sample TCP		**Date:**	28.01.2021
Project:	TAFE NSW Nepean Kingswood	**Prepared By:**	Justin Pindar
Project Number:	20.456	**Approved By:**	Vince Doan (0052002098)
Client:	Cadence Australia Pty Ltd	**Signature:**	

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TRAFFIX

APPENDIX E

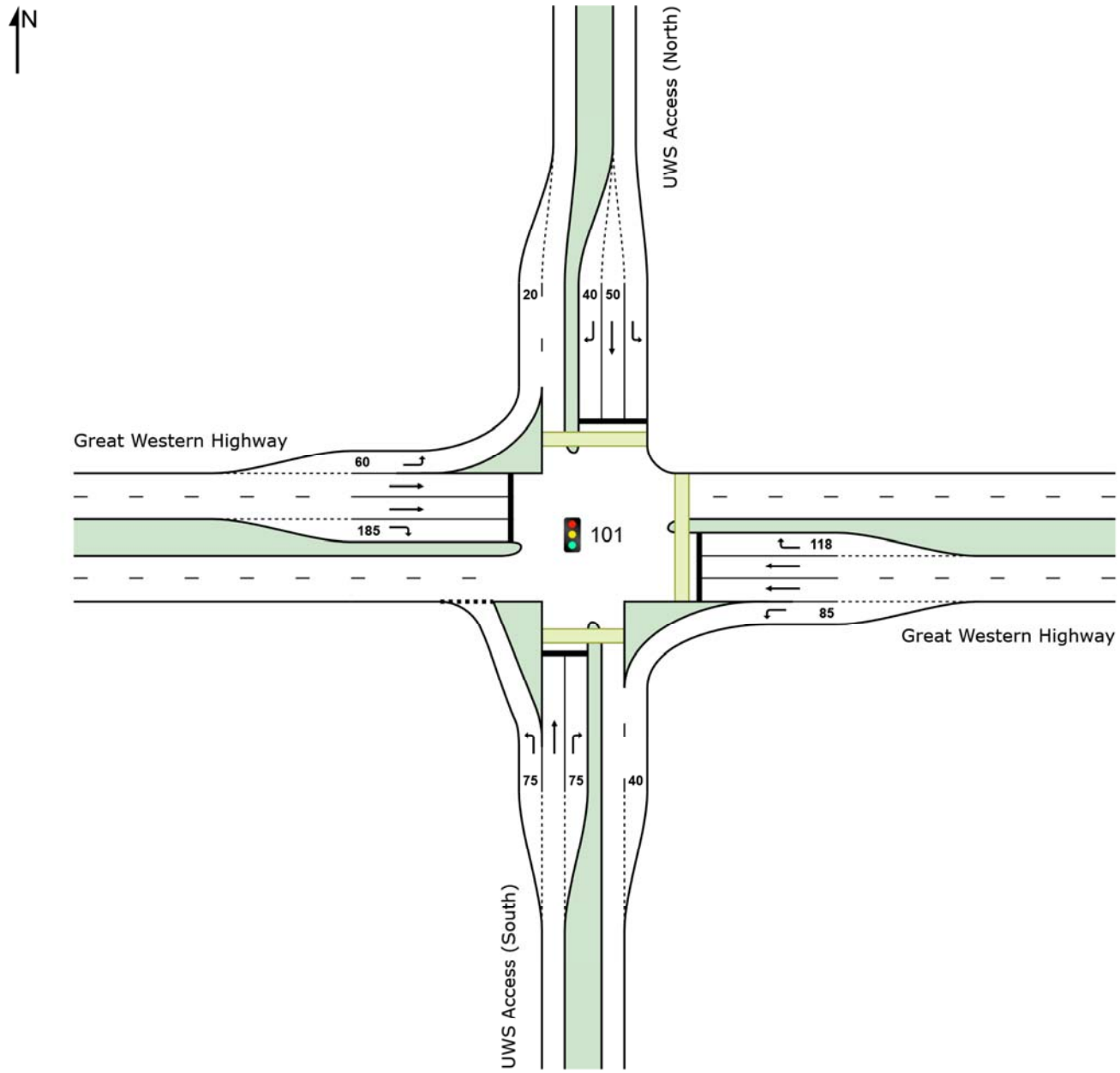
SIDRA Intersection Outputs

SITE LAYOUT

Site: 101 [101_Great Western Highway / UWS Access - Existing_AM (Site Folder: General)]

Great Western Highway / UWS Access
Period: AM
Scenario: Existing
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated

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



USER REPORT FOR SITE

All Movement Classes

Project: 20.456m01v01 WSU Access x Great Wetsern Highway

Template: Movement Summaries

Site: 101 [101_Great Western Highway / UWS Access - Existing_AM (Site Folder: General)]

Great Western Highway / UWS Access
Period: AM
Scenario: Existing
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Optimum Cycle Time - Minimum Delay)
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
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B1*, B2*, C, D
Output Phase Sequence: A, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: UWS Access (South)														
1	L2	14	3	15	21.4	0.035	16.4	LOS B	0.4	3.4	0.47	0.62	0.47	52.6
2	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
3	R2	44	0	46	0.0	*0.221	60.3	LOS E	2.7	18.9	0.93	0.74	0.93	35.1
Approach		59	3	62	5.1	0.221	49.7	LOS D	2.7	18.9	0.82	0.71	0.82	38.3
East: Great Western Highway														
4	L2	96	2	101	2.1	0.055	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	68.5
5	T1	1825	64	1921	3.5	*0.756	13.8	LOS A	40.0	288.6	0.69	0.65	0.69	68.6
6	R2	1	0	1	0.0	0.012	72.6	LOS F	0.1	0.5	0.97	0.59	0.97	32.8
Approach		1922	66	2023	3.4	0.756	13.5	LOS A	40.0	288.6	0.66	0.64	0.66	68.6
North: UWS Access (North)														
7	L2	1	0	1	0.0	0.003	45.7	LOS D	0.1	0.4	0.79	0.59	0.79	39.1
8	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
9	R2	4	0	4	0.0	0.020	57.7	LOS E	0.2	1.6	0.89	0.64	0.89	38.3
Approach		6	0	6	0.0	0.020	54.8	LOS D	0.2	1.6	0.88	0.61	0.88	37.0
West: Great Western Highway														
10	L2	11	0	12	0.0	0.006	7.6	LOS A	0.0	0.0	0.00	0.60	0.00	70.2
11	T1	1408	45	1482	3.2	0.568	11.1	LOS A	23.8	171.3	0.56	0.51	0.56	70.5
12	R2	38	1	40	2.6	*0.475	77.1	LOS F	2.7	19.0	1.00	0.73	1.00	34.3
Approach		1457	46	1534	3.2	0.568	12.8	LOS A	23.8	171.3	0.57	0.52	0.57	68.9
All Vehicles		3444	115	3625	3.3	0.756	13.9	LOS A	40.0	288.6	0.62	0.59	0.62	68.0

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: 102 [102_Great Western Highway / UWS Access - Existing_PM (Site Folder: General)]

Great Western Highway / UWS Access
Period: PM
Scenario: Existing
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Optimum Cycle Time - Minimum Delay)
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
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B1*, B2*, C, D
Output Phase Sequence: A, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: UWS Access (South)														
1	L2	41	0	43	0.0	0.090	14.9	LOS B	1.2	8.3	0.47	0.65	0.47	54.7
2	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
3	R2	67	0	71	0.0	* 0.342	61.5	LOS E	4.2	29.3	0.95	0.76	0.95	34.8
Approach		109	0	115	0.0	0.342	43.8	LOS D	4.2	29.3	0.77	0.72	0.77	40.8
East: Great Western Highway														
4	L2	38	0	40	0.0	0.022	7.6	LOS A	0.0	0.0	0.00	0.60	0.00	69.0
5	T1	1766	35	1859	2.0	* 0.713	13.2	LOS A	35.8	254.7	0.66	0.62	0.66	69.0
6	R2	3	0	3	0.0	0.037	73.4	LOS F	0.2	1.4	0.98	0.63	0.98	32.7
Approach		1807	35	1902	1.9	0.713	13.2	LOS A	35.8	254.7	0.65	0.62	0.65	68.9
North: UWS Access (North)														
7	L2	5	0	5	0.0	0.013	46.2	LOS D	0.3	1.8	0.80	0.64	0.80	38.9
8	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
9	R2	1	0	1	0.0	0.005	57.1	LOS E	0.1	0.4	0.89	0.59	0.89	38.4
Approach		7	0	7	0.0	0.013	48.6	LOS D	0.3	1.8	0.83	0.62	0.83	37.5
West: Great Western Highway														
10	L2	4	0	4	0.0	0.002	7.6	LOS A	0.0	0.0	0.00	0.60	0.00	70.2
11	T1	1697	35	1786	2.1	0.679	12.7	LOS A	32.7	233.1	0.64	0.59	0.64	69.3
12	R2	14	0	15	0.0	* 0.172	75.0	LOS F	1.0	6.7	0.99	0.69	0.99	34.8
Approach		1715	35	1805	2.0	0.679	13.2	LOS A	32.7	233.1	0.64	0.60	0.64	68.9
All Vehicles		3638	70	3829	1.9	0.713	14.2	LOS A	35.8	254.7	0.65	0.61	0.65	67.7

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Site: 103 [103_Great Western Highway / UWS Access - EX + DEV_AM (Site Folder: General)]

Great Western Highway / UWS Access
Period: AM
Scenario: Existing + Development
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Optimum Cycle Time - Minimum Delay)
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
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B1*, B2*, C, D
Output Phase Sequence: A, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: UWS Access (South)														
1	L2	14	3	15	21.4	0.035	16.8	LOS B	0.4	3.5	0.48	0.62	0.48	52.3
2	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
3	R2	64	20	67	31.3	* 0.367	62.7	LOS E	4.0	35.9	0.96	0.77	0.96	33.9
Approach		79	23	83	29.1	0.367	54.4	LOS D	4.0	35.9	0.87	0.74	0.87	36.4
East: Great Western Highway														
4	L2	116	22	122	19.0	0.075	7.5	LOS A	0.0	0.0	0.00	0.58	0.00	62.0
5	T1	1825	64	1921	3.5	* 0.763	13.8	LOS A	40.8	294.3	0.69	0.65	0.69	68.6
6	R2	1	0	1	0.0	0.012	72.6	LOS F	0.1	0.5	0.97	0.59	0.97	32.8
Approach		1942	86	2044	4.4	0.763	13.4	LOS A	40.8	294.3	0.65	0.64	0.65	68.2
North: UWS Access (North)														
7	L2	1	0	1	0.0	0.003	45.7	LOS D	0.1	0.4	0.79	0.59	0.79	39.1
8	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
9	R2	4	0	4	0.0	0.020	57.7	LOS E	0.2	1.6	0.89	0.64	0.89	38.3
Approach		6	0	6	0.0	0.020	54.8	LOS D	0.2	1.6	0.88	0.61	0.88	37.0
West: Great Western Highway														
10	L2	11	0	12	0.0	0.006	7.6	LOS A	0.0	0.0	0.00	0.60	0.00	70.2
11	T1	1408	45	1482	3.2	0.568	11.1	LOS A	23.8	171.3	0.56	0.51	0.56	70.5
12	R2	38	1	40	2.6	* 0.475	77.1	LOS F	2.7	19.0	1.00	0.73	1.00	34.3
Approach		1457	46	1534	3.2	0.568	12.8	LOS A	23.8	171.3	0.57	0.52	0.57	68.9
All Vehicles		3484	155	3667	4.4	0.763	14.2	LOS A	40.8	294.3	0.62	0.59	0.62	67.4

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Site: 104 [104_Great Western Highway / UWS Access - EX + DEV_PM (Site Folder: General)]

Great Western Highway / UWS Access
Period: PM
Scenario: Existing + Development
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 130 seconds (Site Optimum Cycle Time - Minimum Delay)
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
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B1*, B2*, C, D
Output Phase Sequence: A, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: UWS Access (South)														
1	L2	41	0	43	0.0	0.090	15.3	LOS B	1.2	8.4	0.48	0.65	0.48	54.4
2	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
3	R2	87	20	92	23.0	* 0.490	63.6	LOS E	5.6	46.9	0.97	0.79	0.97	33.9
Approach		129	20	136	15.5	0.490	48.2	LOS D	5.6	46.9	0.82	0.74	0.82	38.9
East: Great Western Highway														
4	L2	58	20	61	34.5	0.041	7.3	LOS A	0.0	0.0	0.00	0.56	0.00	56.7
5	T1	1766	35	1859	2.0	* 0.719	13.2	LOS A	36.4	259.1	0.66	0.62	0.66	69.0
6	R2	3	0	3	0.0	0.037	73.4	LOS F	0.2	1.4	0.98	0.63	0.98	32.7
Approach		1827	55	1923	3.0	0.719	13.1	LOS A	36.4	259.1	0.64	0.62	0.64	68.6
North: UWS Access (North)														
7	L2	5	0	5	0.0	0.013	46.2	LOS D	0.3	1.8	0.80	0.64	0.80	38.9
8	T1	1	0	1	0.0	0.004	52.2	LOS D	0.1	0.4	0.89	0.53	0.89	29.3
9	R2	1	0	1	0.0	0.005	57.1	LOS E	0.1	0.4	0.89	0.59	0.89	38.4
Approach		7	0	7	0.0	0.013	48.6	LOS D	0.3	1.8	0.83	0.62	0.83	37.5
West: Great Western Highway														
10	L2	4	0	4	0.0	0.002	7.6	LOS A	0.0	0.0	0.00	0.60	0.00	70.2
11	T1	1697	35	1786	2.1	0.679	12.7	LOS A	32.7	233.1	0.64	0.59	0.64	69.3
12	R2	14	0	15	0.0	* 0.172	75.0	LOS F	1.0	6.7	0.99	0.69	0.99	34.8
Approach		1715	35	1805	2.0	0.679	13.2	LOS A	32.7	233.1	0.64	0.60	0.64	68.9
All Vehicles		3678	110	3872	3.0	0.719	14.4	LOS A	36.4	259.1	0.65	0.61	0.65	67.3

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)