Site: 101 [PM Pyrmont St/Union St]

🕸 🕸 Network: N101 [PM Star **Casino Network**]

No Project

Signals - Fixed Time Coordinated Cycle Time = 85 seconds (Network Cycle Time - User-Given) Common Control Group: CCG1 [CCGName]

Phase Times determined by the program **Green Split Priority applies** Phase Sequence: CCG Phasing Reference Phase: Phase A Input Phase Sequence: A, B Output Phase Sequence: A, B

Phase Timing Results

Phase	Α	В
Phase Change Time (sec)	0	48
Green Time (sec)	42	31
Phase Time (sec)	48	37
Phase Split	56 %	44 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase VAR: Variable Phase



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Site: 101 [OP Pyrmont St/Union St]

No Project Signals - Fixed Time Isolated



Site: 101 [OP Pyrmont St/Union St]

₽₽ Network: N101 [OP Star Casino Network]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given) Common Control Group: CCG1 [CCGName]

Move	Movement Performance - Vehicles												
Mov	OD	Demand	Flows	Arrival	Flows	Deg.	Average	Level of	95% Back	of Queue	Prop.	Effective	Average
ID	Mov	Total	ΗV	Total	ΗV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		ber veh	km/h
South	: Pyrm	ont St (Sth)											
2	T1	353	0.0	353	0.0	0.752	38.4	LOS D	15.6	109.2	1.00	0.87	8.7
3	R2	44	0.0	44	0.0	0.752	45.4	LOS D	15.6	109.2	1.00	0.89	8.2
Appro	ach	397	0.0	397	0.0	0.752	39.2	LOS D	15.6	109.2	1.00	0.87	8.6
East:	Union \$	St											
4	L2	119	0.0	119	0.0	0.176	26.9	LOS C	4.1	28.9	0.84	0.76	8.9
6	R2	21	0.0	21	0.0	0.042	29.2	LOS C	0.8	5.3	0.85	0.70	8.1
Appro	bach	140	0.0	140	0.0	0.176	27.2	LOS C	4.1	28.9	0.84	0.75	8.8
North	: Pyrmo	ont St (Nth)											
7	L2	51	0.0	51	0.0	0.064	19.7	LOS B	1.3	9.0	0.61	0.67	9.7
8	T1	619	0.3	619	0.3	0.682	20.2	LOS C	11.6	81.6	0.84	0.75	9.2
Appro	bach	670	0.3	670	0.3	0.682	20.1	LOS C	11.6	81.6	0.82	0.75	9.3
West:	Miller	St											
10	L2	1	0.0	1	0.0	0.028	22.0	LOS C	0.4	3.2	0.65	0.56	7.3
11	T1	8	12.5	8	12.5	0.028	18.8	LOS B	0.4	3.2	0.65	0.56	7.3
12	R2	7	0.0	7	0.0	0.028	21.9	LOS C	0.4	3.2	0.65	0.56	7.3
Appro	bach	16	6.3	16	6.3	0.028	20.4	LOS C	0.4	3.2	0.65	0.56	7.3
All Ve	hicles	1223	0.2	1223	0.2	0.752	27.1	LOS C	15.6	109.2	0.88	0.79	8.9

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 % Number of Iterations: 10 (maximum specified: 10)

Move	Movement Performance - Pedestrians													
Mov	D	Demand	Average	Level of	Average Bac	k of Queue	Prop.	Effective						
ID	Description	Flow	Delay	Service	Pedestrian	Distance	Queued	Stop Rate						
		ped/h	sec		ped	m		per ped						
P1	South Full Crossing	28	38.3	LOS D	0.1	0.1	0.92	0.92						
P2	East Full Crossing	61	38.4	LOS D	0.1	0.1	0.92	0.92						
P3	North Full Crossing	343	38.8	LOS D	0.8	0.8	0.94	0.94						
P4	West Full Crossing	71	38.4	LOS D	0.2	0.2	0.92	0.92						
All Pe	destrians	503	38.7	LOS D			0.93	0.93						

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements. SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com Organisation: MOTT MACDONALD | Processed: Tuesday, October 30, 2018 2:53:24 PM Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\181024 Existing+Mod14+Mod 13_MVS.sip7

Site: 101 [OP Pyrmont St/Union St]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given) Common Control Group: CCG1 [CCGName]

Phase Times determined by the program **Green Split Priority applies** Phase Sequence: CCG Phasing Reference Phase: Phase A Input Phase Sequence: A, B Output Phase Sequence: A, B

Phase Timing Results

Phase	Α	В
Phase Change Time (sec)	0	48
Green Time (sec)	42	36
Phase Time (sec)	48	42
Phase Split	53 %	47 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase VAR: Variable Phase



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Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

No Project Signals - Fixed Time Coordinated



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Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

🕸 Network: 1 [AM Star Casino Network]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Move	ement	Performar	nce - \	/ehicle	s								
Mov	OD	Demand	Flows	Arrival	l Flows	Deg.	Average	Level of	95% Back	of Queue	Prop.	Effective	Average
ID	Mov	Total	HV	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East:	Pyrmor	nt Bridge Rd	I (E)										
4	L2	42	4.8	42	4.8	0.353	37.8	LOS C	4.5	33.0	0.86	0.71	6.3
5	T1	230	6.1	230	6.1	0.353	32.8	LOS C	5.2	38.4	0.83	0.68	10.1
6	R2	99	1.0	99	1.0	0.455	36.4	LOS C	3.7	26.0	0.84	0.76	3.6
Appro	bach	371	4.6	371	4.6	0.455	34.3	LOS C	5.2	38.4	0.84	0.71	8.0
North	: Pyrmo	ont St (Nth)											
7	L2	32	3.1	32	3.1	0.695	50.2	LOS D	10.3	73.0	1.00	0.85	7.8
8	T1	217	0.9	217	0.9	0.695	45.8	LOS D	10.3	73.0	1.00	0.85	9.5
9	R2	124	8.1	124	8.1	0.695	52.3	LOS D	6.7	49.9	1.00	0.83	9.9
Appro	bach	373	3.5	373	3.5	0.695	48.4	LOS D	10.3	73.0	1.00	0.84	9.5
West:	Pyrmo	nt Bridge Ro	d (W)										
10	L2	396	2.3	396	2.3	0.501	4.9	LOS A	0.5	3.5	0.05	0.54	28.7
11	T1	583	4.8	583	4.8	0.470	2.5	LOS A	4.2	30.9	0.18	0.16	36.1
12	R2	413	2.7	413	2.7	0.775	23.2	LOS B	10.1	72.6	0.95	0.88	12.8
Appro	bach	1392	3.4	1392	3.4	0.775	9.3	LOS A	10.1	72.6	0.37	0.48	21.0
All Ve	hicles	2136	3.7	2136	3.7	0.775	20.5	LOS B	10.3	73.0	0.56	0.59	13.5

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 % Number of Iterations: 10 (maximum specified: 10)

Move	Movement Performance - Pedestrians													
Mov ID	Description	Demand Flow	Average Delay	Level of . Service	Average Bac Pedestrian	k of Queue Distance	Prop. Queued	Effective Stop Rate						
		ped/n	sec		pea	m		per pea						
P1	South Full Crossing	174	38.6	LOS D	0.4	0.4	0.93	0.93						
P2	East Full Crossing	51	38.4	LOS D	0.1	0.1	0.92	0.92						
P3	North Full Crossing	413	38.9	LOS D	1.0	1.0	0.94	0.94						
P4	West Full Crossing	83	38.4	LOS D	0.2	0.2	0.93	0.93						
All Peo	destrians	720	38.7	LOS D			0.93	0.93						

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

Network: 1 [AM Star Casino Network]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user Phase Sequence: Existing Phasing - AM Reference Phase: Phase A Input Phase Sequence: A, B, C, D Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	Α	В	С	D
Phase Change Time (sec)	0	22	49	67
Green Time (sec)	16	21	12	17
Phase Time (sec)	22	27	18	23
Phase Split	24 %	30 %	20 %	26 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



VAR: Variable Phase

	Normal Movement		Permitted/Opposed
	Slip/Bypass-Lane Movement	\longrightarrow	Opposed Slip/Bypass-Lane
	Stopped Movement		Turn On Red
	Other Movement Class (MC) Running	\implies	Undetected Movement
***	Mixed Running & Stopped MCs	$ \longrightarrow $	Continuous Movement
	Other Movement Class (MC) Stopped	٠	Phase Transition Applied

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Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

No Project Signals - Fixed Time Coordinated



Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

₱₱ Network: N101 [PM Star Casino Network]

No Project

Signals - Fixed Time Coordinated Cycle Time = 85 seconds (Network Cycle Time - User-Given) Common Control Group: CCG1 [CCGName]

Move	Movement Performance - Vehicles												
Mov ID	OD Mov	Demand F Total	lows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
	_	veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East:	Pyrmon	t Bridge Rd	(E)										
4	L2	69	4.3	69	4.3	0.256	27.4	LOS C	3.9	28.1	0.71	0.65	8.2
5	T1	245	1.6	245	1.6	0.256	20.6	LOS C	4.3	30.4	0.65	0.55	14.2
6	R2	114	0.0	114	0.0	1.243	155.5	LOS F	5.8	40.8	1.00	1.26	0.9
Appro	ach	428	1.6	428	1.6	1.243	57.6	LOS E	5.8	40.8	0.75	0.76	4.8
North:	Pyrmo	nt St (Nth)											
7	L2	44	0.0	44	0.0	0.438	11.4	LOS B	5.6	39.2	0.37	0.36	26.7
8	T1	344	1.2	344	1.2	0.438	6.9	LOS A	5.6	39.2	0.37	0.36	29.9
9	R2	380	0.3	380	0.3	0.474	12.2	LOS B	5.7	40.3	0.39	0.66	24.8
Appro	ach	768	0.7	768	0.7	0.474	9.8	LOS A	5.7	40.3	0.38	0.51	26.7
West:	Pyrmor	nt Bridge Rd	l (W)										
10	L2	372	0.0	372	0.0	0.920	49.7	LOS D	21.6	151.7	1.00	1.02	5.9
11	T1	464	2.2	464	2.2	0.920	39.3	LOS D	21.6	151.7	0.80	0.91	7.1
12	R2	303	1.0	303	1.0	1.164	127.8	LOS F	24.3	171.7	1.00	1.31	3.0
Appro	ach	1139	1.1	1139	1.1	1.164	66.3	LOS E	24.3	171.7	0.92	1.05	4.7
All Ve	hicles	2335	1.1	2335	1.1	1.243	46.1	LOS D	24.3	171.7	0.71	0.82	7.7

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 140.1 % Number of Iterations: 10 (maximum specified: 10)

Move	Movement Performance - Pedestrians													
Mov		Demand	Average	Level of	Average Bac	k of Queue	Prop.	Effective						
ID	Description	Flow	Delay	Service	Pedestrian	Distance	Queued	Stop Rate						
		ped/h	sec		ped	m		per ped						
P1	South Full Crossing	213	36.1	LOS D	0.5	0.5	0.93	0.93						
P2	East Full Crossing	149	36.0	LOS D	0.3	0.3	0.92	0.92						
P3	North Full Crossing	448	36.5	LOS D	1.0	1.0	0.94	0.94						
P4	West Full Crossing	81	35.9	LOS D	0.2	0.2	0.92	0.92						
All Pedestrians		892	36.3	LOS D			0.93	0.93						

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

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Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

👾 Network: N101 [PM Star **Casino Network**]

No Project

Signals - Fixed Time Coordinated Cycle Time = 85 seconds (Network Cycle Time - User-Given) Common Control Group: CCG1 [CCGName]

Phase Times determined by the program **Green Split Priority applies** Phase Sequence: CCG Phasing Reference Phase: Phase A Input Phase Sequence: A, B Output Phase Sequence: A, B

Phase Timing Results

Phase	Α	В
Phase Change Time (sec)	0	48
Green Time (sec)	42	31
Phase Time (sec)	48	37
Phase Split	56 %	44 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase VAR: Variable Phase



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Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

No Project Signals - Fixed Time Coordinated



Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

中華 Network: N101 [OP Star Casino Network]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given) Common Control Group: CCG1 [CCGName]

Move	Movement Performance - Vehicles												
Mov ID	OD Mov	Demand I Total	Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
	_	veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East:	Pyrmon	it Bridge Rd	(E)										
4	L2	168	0.6	168	0.6	0.335	25.2	LOS C	5.8	40.8	0.68	0.70	8.6
5	T1	295	0.3	295	0.3	0.335	18.6	LOS B	5.8	40.8	0.61	0.54	15.3
6	R2	81	0.0	81	0.0	0.692	49.1	LOS D	3.8	26.5	0.99	0.85	2.8
Appro	ach	544	0.4	544	0.4	0.692	25.2	LOS C	5.8	40.8	0.69	0.63	10.3
North:	: Pyrmo	nt St (Nth)											
7	L2	59	0.0	59	0.0	0.381	12.4	LOS B	4.7	33.2	0.36	0.38	24.7
8	T1	258	0.0	258	0.0	0.381	7.9	LOS A	4.7	33.2	0.36	0.38	27.9
9	R2	412	0.5	412	0.5	0.530	13.4	LOS B	7.3	51.7	0.43	0.68	23.7
Appro	ach	729	0.3	729	0.3	0.530	11.4	LOS B	7.3	51.7	0.40	0.55	24.9
West:	Pyrmor	nt Bridge Ro	(W) t										
10	L2	323	0.0	323	0.0	0.763	34.5	LOS C	16.4	114.8	0.90	0.86	8.2
11	T1	539	1.1	539	1.1	0.763	23.7	LOS C	16.4	114.8	0.76	0.71	10.6
12	R2	134	0.7	134	0.7	0.458	34.7	LOS C	5.1	35.7	0.87	0.79	9.5
Appro	ach	996	0.7	996	0.7	0.763	28.7	LOS C	16.4	114.8	0.82	0.77	9.5
All Ve	hicles	2269	0.5	2269	0.5	0.763	22.3	LOS C	16.4	114.8	0.65	0.66	13.6

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 % Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians												
Mov		Demand	Average	Level of	Average Bac	k of Queue	Prop.	Effective				
ID	Description	Flow	Delay	Service	Pedestrian	Distance	Queued	Stop Rate				
		ped/h	sec		ped	m		per ped				
P1	South Full Crossing	73	38.4	LOS D	0.2	0.2	0.93	0.93				
P2	East Full Crossing	66	38.4	LOS D	0.2	0.2	0.92	0.92				
P3	North Full Crossing	91	38.4	LOS D	0.2	0.2	0.93	0.93				
P4	West Full Crossing	48	38.3	LOS D	0.1	0.1	0.92	0.92				
All Peo	destrians	278	38.4	LOS D			0.93	0.93				

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

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Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

🕸 Network: N101 [OP Star **Casino Network**]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given) Common Control Group: CCG1 [CCGName]

Phase Times determined by the program **Green Split Priority applies** Phase Sequence: CCG Phasing Reference Phase: Phase A Input Phase Sequence: A, B Output Phase Sequence: A, B

Phase Timing Results

Phase	Α	В
Phase Change Time (sec)	0	48
Green Time (sec)	42	36
Phase Time (sec)	48	42
Phase Split	53 %	47 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase VAR: Variable Phase



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Site: 101 [AM Union St/Edward St]

No Project Signals - Fixed Time Isolated



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Site: 101 [AM Union St/Edward St]

₩ Network: 1 [AM Star Casino Network]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles													
Mov	OD	Demand	Flows	Arrival	Flows	Deg.	Average	Level of	95% Back	of Queue	Prop.	Effective	Average
ID	Mov	Total	ΗV	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South	: Edwa	rd Street (S	th)										
1	L2	9	0.0	9	0.0	0.012	21.1	LOS B	0.2	1.5	0.58	0.62	11.8
2	T1	127	0.8	127	0.8	0.168	16.6	LOS B	3.4	24.1	0.62	0.52	21.7
3	R2	7	0.0	7	0.0	0.168	21.2	LOS B	3.4	24.1	0.62	0.52	13.8
Appro	ach	143	0.7	143	0.7	0.168	17.1	LOS B	3.4	24.1	0.62	0.52	20.8
East:	Union S	Street (East)										
4	L2	6	0.0	6	0.0	0.008	21.7	LOS B	0.2	1.1	0.62	0.62	11.6
5	T1	11	18.2	11	18.2	0.050	26.5	LOS B	0.7	5.0	0.77	0.62	9.2
6	R2	9	0.0	9	0.0	0.050	31.1	LOS C	0.7	5.0	0.77	0.62	15.2
Appro	ach	26	7.7	26	7.7	0.050	27.0	LOS B	0.7	5.0	0.74	0.62	12.1
North	: Edwar	rd Street (N	th)										
7	L2	13	7.7	13	7.7	0.019	21.9	LOS B	0.3	2.5	0.63	0.64	12.9
8	T1	11	0.0	11	0.0	0.045	16.4	LOS B	0.7	5.1	0.61	0.58	14.2
9	R2	15	20.0	15	20.0	0.045	21.2	LOS B	0.7	5.1	0.61	0.58	14.2
Appro	ach	39	10.3	39	10.3	0.045	20.1	LOS B	0.7	5.1	0.62	0.60	13.8
West:	Union	Street (Wes	st)										
10	L2	79	5.1	79	5.1	0.172	34.4	LOS C	3.1	22.4	0.92	0.76	12.9
11	T1	20	0.0	20	0.0	0.043	25.8	LOS B	1.0	6.8	0.86	0.66	8.8
12	R2	7	0.0	7	0.0	0.043	30.4	LOS C	1.0	6.8	0.86	0.66	8.8
Appro	ach	106	3.8	106	3.8	0.172	32.5	LOS C	3.1	22.4	0.90	0.74	12.1
All Ve	hicles	314	3.5	314	3.5	0.172	23.5	LOS B	3.4	24.1	0.72	0.61	15.6

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

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 % Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians												
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Bacł Pedestrian ped	of Queue Distance m	Prop. Queued	Effective Stop Rate per ped				
P1	South Full Crossing	66	38.4	LOS D	0.2	0.2	0.92	0.92				
P2	East Full Crossing	72	38.4	LOS D	0.2	0.2	0.92	0.92				
P3	North Full Crossing	1257	40.4	LOS E	3.1	3.1	0.97	0.97				
P4	West Full Crossing	53	38.4	LOS D	0.1	0.1	0.92	0.92				
All Pedestrians		1447	40.1	LOS E			0.97	0.97				

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement. Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements. SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com Organisation: MOTT MACDONALD | Processed: Tuesday, October 30, 2018 4:04:49 PM Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\181024 Existing+Mod14+Mod 13_MVS.sip7

Site: 101 [AM Union St/Edward St]

No Project

Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user Phase Sequence: Existing Phasing - AM Reference Phase: Phase A Input Phase Sequence: A, B Output Phase Sequence: A, B

Phase Timing Results

Phase	Α	В
Phase Change Time (sec)	0	45
Green Time (sec)	39	39
Phase Time (sec)	45	45
Phase Split	50 %	50 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase VAR: Variable Phase



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Site: 101 [PM Union St/Edward St]

No Project Signals - Fixed Time Isolated



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Site: 101 [PM Union St/Edward St]

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No Project

Signals - Fixed Time Coordinated Cycle Time = 85 seconds (Network Cycle Time - User-Given)

Move	Movement Performance - Vehicles												
Mov	OD	Demand	Flows	Arrival	Flows	Deg.	Average	Level of	95% Back	of Queue	Prop.	Effective	Average
ID	Mov	Total	ΗV	Total	ΗV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South	: Edwa	rd Street (S	th)										
1	L2	17	0.0	17	0.0	0.021	25.7	LOS C	0.6	4.0	0.86	0.69	10.1
2	T1	115	0.9	115	0.9	0.135	16.7	LOS B	3.6	25.5	0.79	0.64	21.7
3	R2	3	0.0	3	0.0	0.135	21.3	LOS C	3.6	25.5	0.79	0.64	13.8
Appro	ach	135	0.7	135	0.7	0.135	18.0	LOS B	3.6	25.5	0.80	0.65	20.0
East:	Union S	Street (East))										
4	L2	5	0.0	5	0.0	0.008	24.2	LOS C	0.1	0.9	0.68	0.62	10.6
5	T1	14	0.0	14	0.0	0.069	30.2	LOS C	0.8	5.5	0.84	0.64	8.5
6	R2	9	0.0	9	0.0	0.069	34.7	LOS C	0.8	5.5	0.84	0.64	14.2
Appro	ach	28	0.0	28	0.0	0.069	30.6	LOS C	0.8	5.5	0.81	0.64	10.9
North:	: Edwai	rd Street (Nt	th)										
7	L2	54	1.9	54	1.9	0.069	19.5	LOS B	1.3	9.2	0.61	0.68	14.1
8	T1	40	0.0	40	0.0	0.223	15.6	LOS B	3.6	25.3	0.65	0.67	14.2
9	R2	101	0.0	101	0.0	0.223	20.2	LOS C	3.6	25.3	0.65	0.67	14.2
Appro	ach	195	0.5	195	0.5	0.223	19.0	LOS B	3.6	25.3	0.64	0.68	14.1
West:	Union	Street (Wes	st)										
10	L2	82	0.0	79	0.0	0.221	42.7	LOS D	3.3	23.0	1.00	0.78	11.0
11	T1	45	0.0	43	0.0	0.077	28.8	LOS C	1.9	13.1	0.98	0.75	8.3
12	R2	5	0.0	5	0.0	0.077	33.4	LOS C	1.9	13.1	0.98	0.75	8.3
Appro	ach	132	0.0	<mark>127</mark> N1	0.0	0.221	37.6	LOS D	3.3	23.0	0.99	0.77	10.3
All Ve	hicles	490	0.4	<mark>485</mark> N1	0.4	0.223	24.3	LOS C	3.6	25.5	0.79	0.69	13.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 140.1 % Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians												
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of . Service	Average Bacl Pedestrian ped	of Queue Distance m	Prop. Queued	Effective Stop Rate per ped				
P1	South Full Crossing	66	35.9	LOS D	0.1	0.1	0.92	0.92				
P2	East Full Crossing	129	36.0	LOS D	0.3	0.3	0.92	0.92				
P3	North Full Crossing	1652	38.4	LOS D	3.9	3.9	0.99	0.99				
P4	West Full Crossing	103	35.9	LOS D	0.2	0.2	0.92	0.92				
All Pedestrians		1951	38.1	LOS D			0.98	0.98				

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay) Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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