MOVEMENT SUMMARY

Site: 1 [Bakers Lane x Access Road - AM (Site Folder: Interim Design - 2026)]

Bakers Lane x Access Road - AM
Site Category: Proposed Design 1
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	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
East: Bakers Lane (291m)														
5	T1	641	30.0	675	30.0	0.227	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
6	R2	123	30.0	129	30.0	0.159	8.3	LOS A	0.6	5.1	0.41	0.67	0.41	43.0
Approach		764	30.0	804	30.0	0.227	1.4	NA	0.6	5.1	0.07	0.11	0.07	57.5
North: Access Road (190m)														
7	L2	17	30.0	18	30.0	0.022	9.7	LOS A	0.1	0.7	0.31	0.90	0.31	37.8
9	R2	1	30.0	1	30.0	0.016	57.3	LOS E	0.0	0.4	0.91	1.00	0.91	24.8
Approach		18	30.0	19	30.0	0.022	12.4	LOS A	0.1	0.7	0.34	0.91	0.34	36.4
West: Bakers Lane														
10	L2	1	30.0	1	30.0	0.001	6.4	LOS A	0.0	0.0	0.25	0.48	0.25	49.2
11	T1	310	30.0	326	30.0	0.109	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		311	30.0	327	30.0	0.109	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1093	30.0	1151	30.0	0.227	1.2	NA	0.6	5.1	0.05	0.09	0.05	57.8

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
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.

MOVEMENT SUMMARY

Site: 1 [Bakers Lane x Access Road - PM (Site Folder: Interim Design - 2026)]

Bakers Lane x Access Road - AM
Site Category: Proposed Design 1
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	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
East: Bakers Lane (291m)														
5	T1	218	30.0	229	30.0	0.077	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	23	30.0	24	30.0	0.041	10.2	LOS A	0.1	1.2	0.54	0.73	0.54	41.1
Approach		241	30.0	254	30.0	0.077	1.0	NA	0.1	1.2	0.05	0.07	0.05	58.3
North: Access Road (190m)														
7	L2	49	30.0	52	30.0	0.074	10.9	LOS A	0.3	2.3	0.42	0.93	0.42	37.1
9	R2	1	30.0	1	30.0	0.007	30.5	LOS C	0.0	0.2	0.81	0.94	0.81	33.6
Approach		50	30.0	53	30.0	0.074	11.3	LOS A	0.3	2.3	0.43	0.93	0.43	37.0
West: Bakers Lane														
10	L2	1	30.0	1	30.0	0.001	6.0	LOS A	0.0	0.0	0.09	0.50	0.09	49.9
11	T1	514	30.0	541	30.0	0.180	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		515	30.0	542	30.0	0.180	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		806	30.0	848	30.0	0.180	1.0	NA	0.3	2.3	0.04	0.08	0.04	58.0

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
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.