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	626	30.0	659	30.0	0.222	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
6	R2	138	30.0	145	30.0	0.175	8.2	LOS A	0.6	5.6	0.40	0.67	0.40	43.2
Approach		764	30.0	804	30.0	0.222	1.5	NA	0.6	5.6	0.07	0.12	0.07	57.2
North: Access Road (190m)														
7	L2	31	30.0	33	30.0	0.039	9.7	LOS A	0.1	1.2	0.31	0.91	0.31	37.8
9	R2	1	30.0	1	30.0	0.015	55.3	LOS D	0.0	0.4	0.91	1.00	0.91	25.3
Approach		32	30.0	34	30.0	0.039	11.1	LOS A	0.1	1.2	0.32	0.91	0.32	37.0
West: Bakers Lane														
10	L2	1	30.0	1	30.0	0.001	6.5	LOS A	0.0	0.0	0.27	0.48	0.27	49.1
11	T1	296	30.0	312	30.0	0.104	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		297	30.0	313	30.0	0.104	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1093	30.0	1151	30.0	0.222	1.4	NA	0.6	5.6	0.06	0.11	0.06	57.3

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.
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	216	30.0	227	30.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	25	30.0	26	30.0	0.045	10.2	LOS A	0.1	1.3	0.54	0.73	0.54	41.2
Approach		241	30.0	254	30.0	0.076	1.1	NA	0.1	1.3	0.06	0.08	0.06	58.2
North: Access Road (190m)														
7	L2	52	30.0	55	30.0	0.078	10.9	LOS A	0.3	2.5	0.42	0.93	0.42	37.1
9	R2	1	30.0	1	30.0	0.007	30.3	LOS C	0.0	0.2	0.81	0.94	0.81	33.7
Approach		53	30.0	56	30.0	0.078	11.3	LOS A	0.3	2.5	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	0.10	0.50	0.10	49.8
11	T1	511	30.0	538	30.0	0.179	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		512	30.0	539	30.0	0.179	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		806	30.0	848	30.0	0.179	1.1	NA	0.3	2.5	0.05	0.08	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 [SLR x Bakers Ln - AM - DD (Site Folder: 2036 Standard)]

Southern Link Road x Bakers Lane
Site Category: 4 leg signalized intersection
Signals - EQUISAT (Fixed-Time/SCATS) Isolated   Cycle Time = 140 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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: Access Rd (150m)														
1	L2	54	16	57	30.0	0.069	13.9	LOS A	1.3	11.1	0.39	0.64	0.39	40.2
2	T1	1	0	1	30.0	0.008	71.4	LOS F	0.0	0.3	0.97	0.55	0.97	12.9
3	R2	214	64	225	30.0	* 0.505	65.6	LOS E	7.2	63.7	0.96	0.80	0.96	22.0
Approach		269	81	283	30.0	0.505	55.3	LOS D	7.2	63.7	0.85	0.76	0.85	24.1
East: SLR (500m)														
4	L2	500	150	526	30.0	0.432	8.1	LOS A	4.5	39.6	0.21	0.64	0.21	51.8
5	T1	285	88	300	30.7	0.230	27.6	LOS B	6.5	57.6	0.68	0.57	0.68	46.0
6	R2	110	33	116	30.0	0.444	74.8	LOS F	3.9	34.5	0.99	0.77	0.99	21.2
Approach		895	271	942	30.2	0.444	22.5	LOS B	6.5	57.6	0.46	0.63	0.46	43.1
North: Bakers Ln (140m)														
7	L2	28	8	29	30.0	0.052	16.4	LOS B	0.6	5.2	0.35	0.95	0.35	39.6
8	T1	1	0	1	30.0	* 0.016	72.0	LOS F	0.1	0.6	0.97	0.58	0.97	12.9
9	R2	7	2	7	30.0	0.032	59.8	LOS E	0.4	3.8	0.87	0.66	0.87	23.0
Approach		36	11	38	30.0	0.052	26.4	LOS B	0.6	5.2	0.47	0.88	0.47	33.7
West: SLR (500m)														
10	L2	28	8	29	30.0	0.023	7.7	LOS A	0.2	1.4	0.13	0.60	0.13	52.4
11	T1	773	234	814	30.3	* 0.492	21.7	LOS B	17.5	153.9	0.68	0.60	0.68	49.6
12	R2	125	38	132	30.0	* 0.285	37.5	LOS C	2.5	21.8	0.92	0.75	0.92	32.2
Approach		926	280	975	30.2	0.492	23.4	LOS B	17.5	153.9	0.69	0.62	0.69	47.3
All Vehicles		2126	642	2238	30.2	0.505	27.1	LOS B	17.5	153.9	0.61	0.65	0.61	41.5

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.
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)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Access Rd (150m)												
P1	Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	237.1	224.7	0.95
East: SLR (500m)												
P21	Stage 1	50	53	53.4	LOS E	0.2	0.2	0.92	0.92	222.2	219.5	0.99

P22	Stage 2	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	228.0	212.9	0.93
North: Bakers Ln (140m)												
P3	Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	232.7	219.0	0.94
West: SLR (500m)												
P41	Stage 1	50	53	47.9	LOS E	0.2	0.2	0.92	0.92	216.8	219.5	1.01
P42	Stage 2	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	228.0	212.9	0.93
All Pedestrians		300	316	59.7	LOS E	0.2	0.2	0.94	0.94	227.5	218.1	0.96

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

MOVEMENT SUMMARY

Site: 1 [SLR x Bakers Ln - PM - DD (Site Folder: 2036 Standard)]

Southern Link Road x Bakers Lane
Site Category: 4 leg signalized intersection
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

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
South: Access Rd (150m)														
1	L2	92	30.0	97	30.0	0.119	11.6	LOS A	1.8	16.2	0.35	0.64	0.35	41.7
2	T1	1	30.0	1	30.0	0.008	71.4	LOS F	0.0	0.3	0.97	0.55	0.97	12.9
3	R2	368	30.0	387	30.0	* 0.517	53.6	LOS D	11.4	100.1	0.90	0.81	0.90	24.6
Approach		461	30.0	485	30.0	0.517	45.2	LOS D	11.4	100.1	0.79	0.78	0.79	26.8
East: SLR (500m)														
4	L2	158	30.0	166	30.0	0.135	7.5	LOS A	0.8	6.6	0.12	0.61	0.12	52.4
5	T1	719	30.2	757	30.2	* 0.512	26.8	LOS B	17.9	157.1	0.74	0.65	0.74	46.4
6	R2	20	30.0	21	30.0	0.081	71.3	LOS F	0.7	6.0	0.94	0.69	0.94	21.9
Approach		897	30.2	944	30.2	0.512	24.4	LOS B	17.9	157.1	0.64	0.65	0.64	46.3
North: Bakers Ln (140m)														
7	L2	57	30.0	60	30.0	0.096	16.0	LOS B	1.2	10.5	0.35	0.96	0.35	39.8
8	T1	1	30.0	1	30.0	* 0.016	72.0	LOS F	0.1	0.6	0.97	0.58	0.97	12.9
9	R2	14	30.0	15	30.0	0.038	46.7	LOS D	0.7	6.5	0.77	0.67	0.77	26.3
Approach		72	30.0	76	30.0	0.096	22.7	LOS B	1.2	10.5	0.44	0.90	0.44	35.7
West: SLR (500m)														
10	L2	5	30.0	5	30.0	0.004	7.4	LOS A	0.0	0.2	0.10	0.59	0.10	52.7
11	T1	465	30.3	489	30.3	0.369	28.9	LOS C	11.3	99.8	0.72	0.62	0.72	45.3
12	R2	39	30.0	41	30.0	* 0.341	83.3	LOS F	1.5	13.0	1.00	0.71	1.00	20.1
Approach		509	30.3	536	30.3	0.369	32.9	LOS C	11.3	99.8	0.74	0.63	0.74	42.5
All Vehicles		1939	30.1	2041	30.1	0.517	31.5	LOS C	17.9	157.1	0.69	0.68	0.69	39.7

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)

Pedestrian Movement Performance

Mov ID	Crossing	Input Vol. ped/h	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Access Rd (150m)												
P1	Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	237.1	224.7	0.95
East: SLR (500m)												
P21	Stage 1	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	233.1	219.5	0.94

P22	Stage 2	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	228.0	212.9	0.93
North: Bakers Ln (140m)												
P3	Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	232.7	219.0	0.94
West: SLR (500m)												
P41	Stage 1	50	53	47.9	LOS E	0.2	0.2	0.92	0.92	216.8	219.5	1.01
P42	Stage 2	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	228.0	212.9	0.93
All Pedestrians		300	316	61.5	LOS F	0.2	0.2	0.95	0.95	229.3	218.1	0.95

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.