Colston Budd Rogers & Kafes Pty Ltd
as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/11436/mc

20 July, 2022

Transport Planning
Traffic Studies
Parking Studies

Frasers Property Australia
Level 2
1C Homebush Bay Drive
RHODES NSW 2138

Attention: Raj Sharma
Email: raj.sharma@frasersporperty.com.au

Dear Sir,

RE: STAGE 3 (DFO) EASTERN CREEK QUARTER
UPDATED TRAFFIC MODELLING TECHNICAL NOTE -
ROOTY HILL ROAD SOUTH – CHURCH STREET – ST AGNES AVENUE

1. As requested, we have updated the technical note on the modelling of the proposed four-way traffic signal controlled intersection of Church Street with Rooty Hill Road South (RHRS) and St Agnes Avenue. The technical note has been updated to include comments provided in TfNSW in an email dated 8 July, regarding the design of the intersection. These comments are set out below:

1) The pedestrian crossing on the northern leg is to be located closer to Church Street. As a result the existing drainage pit at the northwest corner will require relocation.
2) It is understood that a kerb ramp exists at the northwest corner which is used as a driveway by the resident. Once the marked crossing is installed, this kerb ramp should be removed and reinstated to match existing kerb and gutter.
3) It is noted that due to the single lane approach from St Agnes Avenue, the access routes (St Agnes Avenue and Church Street) will operate in either split phases or single phase. Traffic modelling should be updated for the following 2 options:
   1) Option 1 - Single Diamond Overlap (SDO) phasing on Rooty Hill Road South and single phase (with both pedestrian features) for Church Street and St Agnes Avenue.
   2) Option 2 - Single Diamond Overlap (SDO) phasing on Rooty Hill Road South and 'Split Approach' phasing for Church Street and St Agnes Avenue with both pedestrian features on the Church Street signal phase.

The following criteria should be considered in the traffic modelling for the worst case scenario:

- *The maximum cycle time will be 120 seconds. (SCATS will adjust the cycle time responding to the prevailing traffic conditions on site).*

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P.O. Box 5186 West Chatswood NSW 1515
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbrk@cbrk.com.au

- *Total Intergreen time should be 6 seconds – 4 seconds yellow + 2 seconds all red.*
- *TfNSW advises that the pedestrian protection time would typically be 11 seconds at the Rooty Hill Road South/Church Street intersection, which will be determined on site and dependent on pedestrian behaviour. As such, the percentage of pedestrian protection time being activated should be considered with reasonable assumptions in the traffic modelling.*
- *The network modelling should include the following intersections:*
    - *Rooty Hill Road South and Church*
    - *Rooty Hill Road South and Cable place*
    - *Rooty Hill Road South and Great Western Highway*

4) *The turn path for MRV turning left from Rooty Hill Road South into St Agnes Avenue encroaches on the kerb, please address this issue.*
5) *TfNSW raises no objection to the Rooty Hill Road South realignment near Beggs Road with the suggested radius. At the 65m length from the stop line, the width of the right turn lane taper is 2.5m, which can only accommodate a car. It is recommended that the median width be reduced to 1.2m from Beggs Road and then transition through the taper to the 1.5m median width. This will allow the width in this area (65m from stopline) increased to 2.9m providing a better outcome.*
6) *TfNSW notes that there is an existing driveway at the southwest conner of St Agnes Avenue. On safety grounds, the driveway should be relocated to St Agnes Avenue, providing a safer access to the resident also in addition to other road users. Please note, it is the responsibility of applicant to obtain written agreement from the landowner, permitting the relocation and any works required by the applicant.*
7) *The concept design plan, TCS plan, traffic modelling (both report and SIDRA files) and swept path diagram should be updated to address the above concerns and submitted, together as one package, to TfNSW for review and approval.*

2. The technical note has been updated to incorporate the above comments through the following sections:

    - Intersection Layout;
    - Traffic Signal Phasing; and
    - Traffic effects.

<u>Rooty Hill Road South/Church Street/St Agnes Avenue Intersection Layout</u>

3. Concept plans of the proposed four way intersection of RHRS/Church Street/St Agnes Avenue have been prepared by Henry & Hymas and are provided in Attachment A. Key elements of the new four way intersection include:

    - Right turn lane into St Agnes Avenue of 55 metres (similar to right turn bay into Cable Place);

- Right turn bay into Church Street of 65 metres
- St Agnes Avenue remains as one traffic lane in each direction at the intersection;
- Church Street provides one traffic lane eastbound and two traffic lanes westbound at the intersection (designated left turn lane and shared through and right turn lane): and
- Signalised pedestrian crossings on the all legs of the intersection.

Rooty Hill Road South/Church Street/St Agnes Avenue Traffic Signal Phasing

4. TfNSW has requested that two phasing options be modelled for the intersections of RHRS/Church Street/St Agnes Avenue. Option 1 is a Single Diamond Overlap (SDO) phasing on Rooty Hill Road South and single phase (with both pedestrian features) for Church Street and St Agnes Avenue. Option 2 is a Single Diamond Overlap (SDO) phasing on Rooty Hill Road South and 'Split Approach' phasing for Church Street and St Agnes Avenue with both pedestrian features on the Church Street signal phase. For both options, a leading right turn into Church Street (Phase D1) has been included as the traffic flow turning right into Church Street is significantly higher than the traffic flow turning right into St Agnes Avenue. The phasing diagrams are shown in Figures 1 and 2 below.

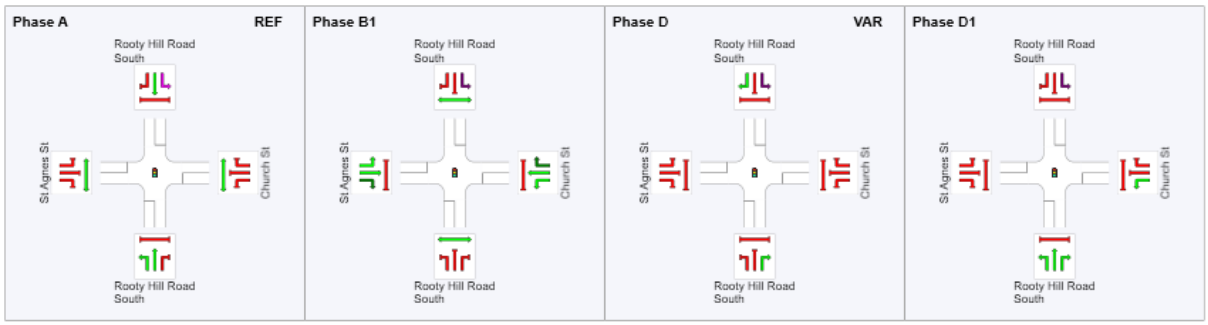


Figure 1 – Signal Phasing Sequence Option 1

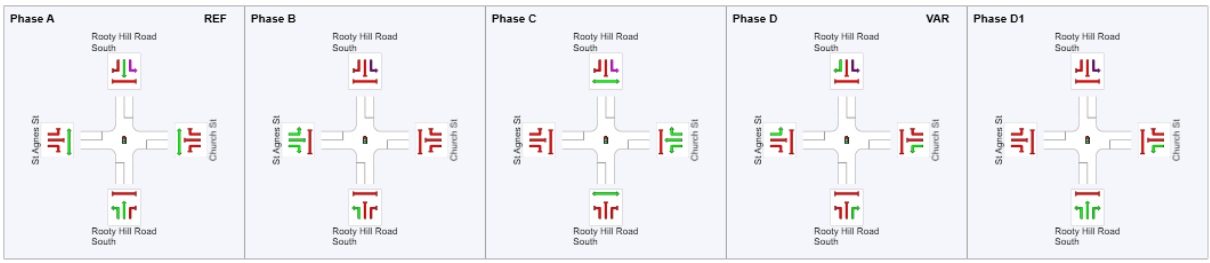


Figure 2 – Signal Phasing Sequence Option 2

5. Due to the low traffic flows turning to/from St Agnes Avenue, phases D would not be called up every cycle in both options and Phase B would also not be called up every cycle in Option 2.

Traffic Effects

6. The proposed intersection has been analysed using SIDRA, as part of a network along RHRS with the intersection of RHRS/Cable Place/Goldsbro Glade and RHRS/Great Western Highway (GWH)/Wallgrove Road, to determine its level of intersection operation and the feasibility of this intersection layout. The analysis has been updated to incorporate TfNSW's comments above, including cycle time (120 seconds), pedestrian protections and intergreen times.

7. The analysis is being undertaken with the traffic flows from the "Base + 10 years after Open (2034)" scenario with and without development traffic, as detailed in our previous technical note dated 10 March 2022. This is the worst case scenario where traffic flows are highest. The model also includes upgrades to the intersections of RHRS/Goldsbro Glade and RHRS/GWH/Wallgrove Road as per our Traffic report for Stage 3. These upgrades are:

- reconfiguring the Goldsbro Grove Road approach to the intersection with RHRS/Cable Place to provide a right turn lane, shared right turn/though lane and extended separate left turn lane. Adjustments the signal phasing are required to accommodate these modifications; and
- additional right turn lane on the northern (RHRS) approach to the intersection with GWH. This is a requirement of the approved concept plan.

8. The SIDRA analysis is summarised in Table 1 below:

Table 1:	**Sidra Analysis (Base + 10 Years After Open (2034))**						
Intersection	Output	No Development		+ Development (Phasing Option 1)		+ Development (Phasing Option 2)	
		Thu	Sat	Thu	Sat	Thu	Sat
RHRS / Church St/ St Agnes Ave	Ave Delay (s)	-	-	16	22	14	23
	LOS	-	-	B	B	A	B
RHRS / Cable Place / Goldsbro Glade	Ave Delay (s)	21	27	20	22	21	23
	LOS	B	B	B	B	B	B
RHRS / GWH / Wallgrove Road	Ave Delay (s)	154	51	68	48	69	48
	LOS	F	D	E	D	E	D

9. The analysis showed that:

- The realigned intersection of RHRS/Church Street/St Agnes Avenue will operate with average delays per vehicle of less than 25 seconds during the weekday afternoon and Saturday midday peak periods. This represents level of service B, an acceptable level of intersection operation for both options;
- Phasing option 1 has slightly better average delays than phasing option 2;

- 95th percentile queue lengths will not exceed the 65 metre storage area for the right turn into Church Street; and
- The intersections of RHRS/Cable Place/Goldsbro Glade and RHRS/GWH/ Wallgrove Road will operate better than in the 'do nothing' scenario.

10. SIDRA movement summaries have been provided in Attachment B and electronic files will be provided separately.

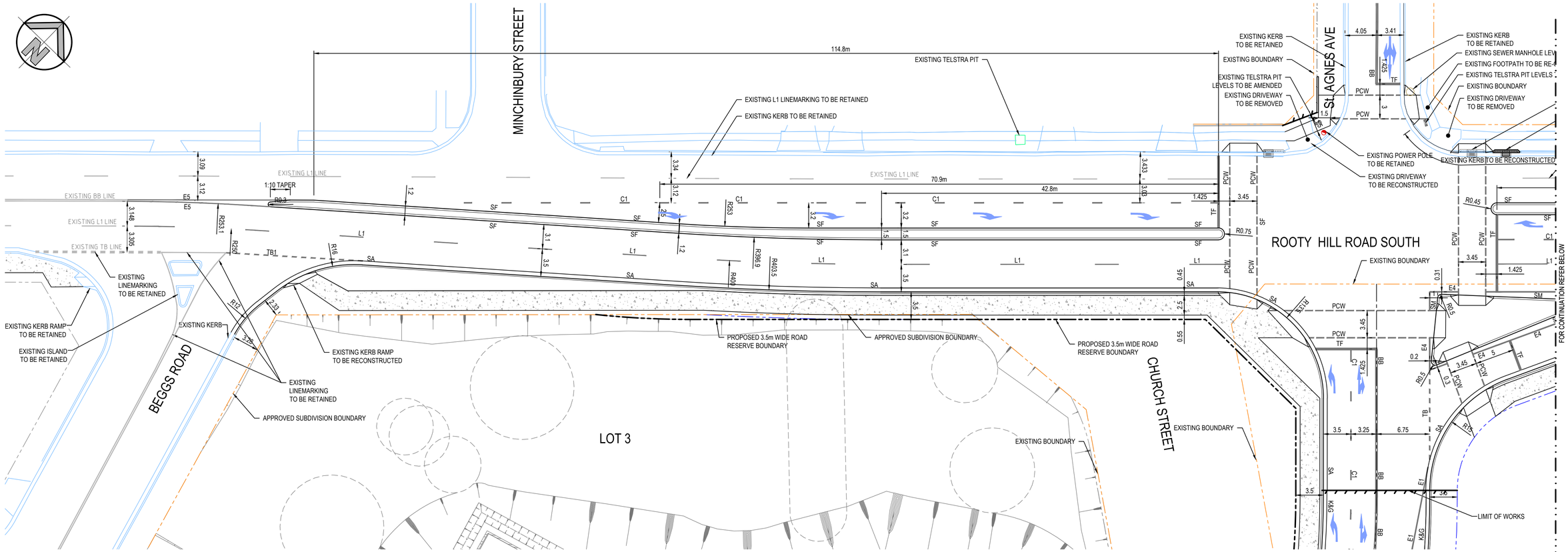
11. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD

T. Rogers
Director

ATTACHMENT A

ROOTY HILL ROAD SOUTH / CHURCH STREET
INTERSECTION LAYOUT
AND VEHICLE SWEPT PATHS
(Prepared by Henry and Hymas)



INTERSECTION LAYOUT - CONCEPT LINEMARKING PLAN

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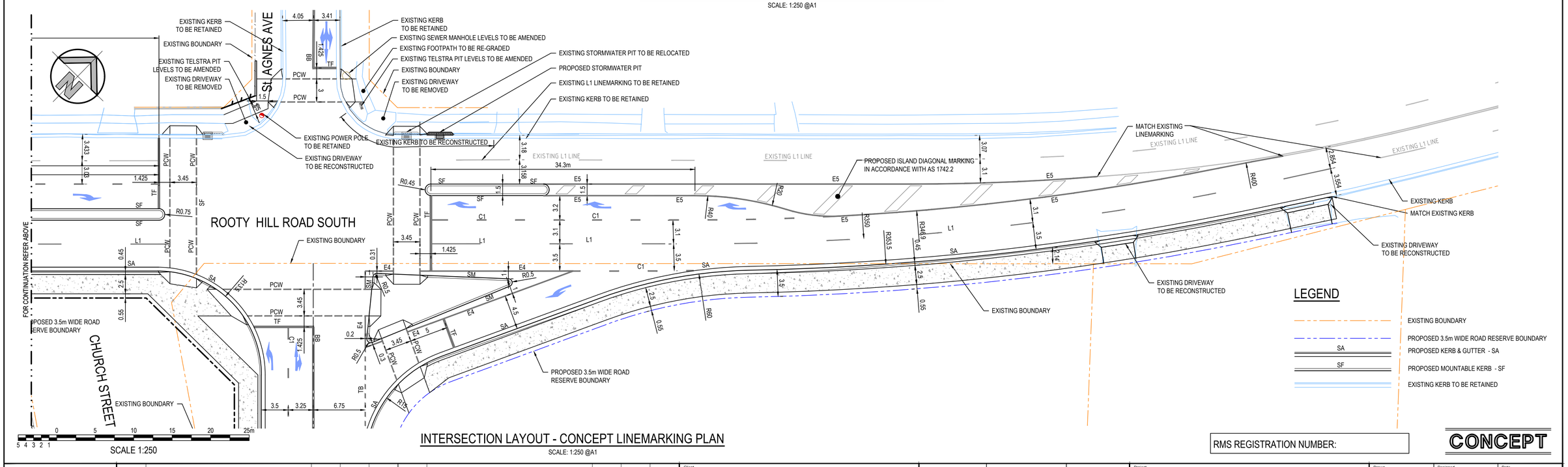

INTERSECTION LAYOUT - CONCEPT LINEMARKING PLAN

SCALE: 1:250 @A1

RMS REGISTRATION NUMBER:

CONCEPT

SURVEY INFORMATION

SURVEYED BY LANDPARTNERS
DATUM: AHD
ORIGIN OF LEVELS: PM 30122 RL 43.58

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
04	ISSUED FOR REVIEW	LC	TD	13.07.2022
03	ISSUED FOR REVIEW	LC	TD	15.06.2022
02	ISSUED FOR REVIEW	LC	TD	12.05.2022
01	ISSUED FOR REVIEW	LC	TD	04.04.2022

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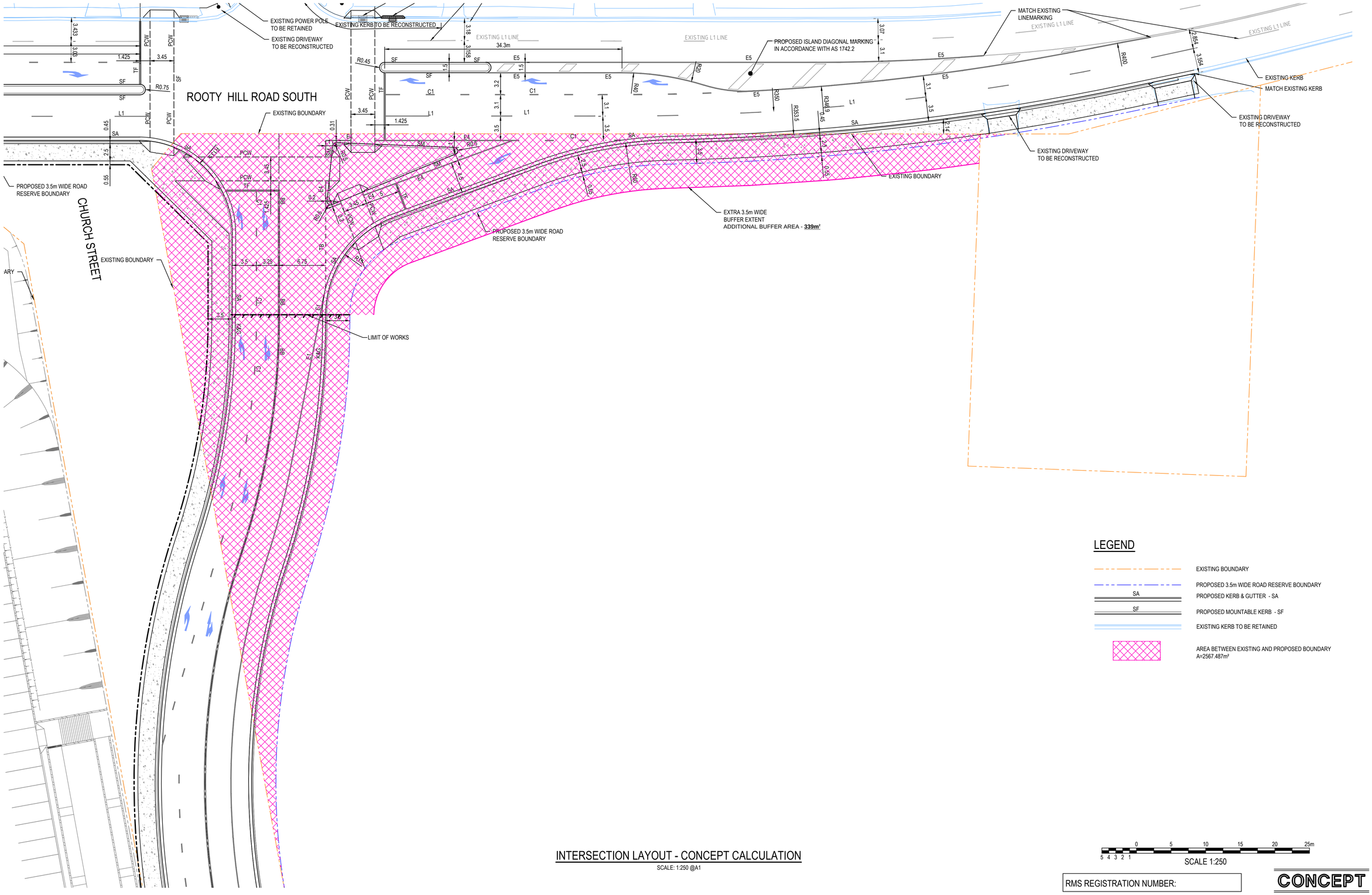
Project: INTERSECTION AND ROAD WIDENING
ROOTY HILL RD SOUTH, EASTERN CREEK, NSW

Title: INTERSECTION LAYOUT-CONCEPT LINEMARKING PLAN

Drawn	Designed	Date
L. CAHA	L. CAHA	MAY 2020
Checked	Approved	Scale @A1
T. DEMPSEY	A. FRANCIS	1:250 @ A1

Drawing number: 20543_CON_C651

Revision: 04



LEGEND

- EXISTING BOUNDARY
- PROPOSED 3.5m WIDE ROAD RESERVE BOUNDARY
- SA — PROPOSED KERB & GUTTER - SA
- SF — PROPOSED MOUNTABLE KERB - SF
- EXISTING KERB TO BE RETAINED
- AREA BETWEEN EXISTING AND PROPOSED BOUNDARY A=2567.487m²

INTERSECTION LAYOUT - CONCEPT CALCULATION

SCALE: 1:250 @A1

0 5 10 15 20 25m
5 4 3 2 1
SCALE 1:250

RMS REGISTRATION NUMBER:

CONCEPT

SURVEY INFORMATION

SURVEYED BY LANDPARTNERS
DATUM: AHD
ORIGIN OF LEVELS: PM 30122 RL 43.58

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
03	ISSUED FOR REVIEW	LC	TD	13.07.2022
02	ISSUED FOR REVIEW	MS	TD	29.06.2022
01	ISSUED FOR REVIEW	MS	TD	21.06.2022

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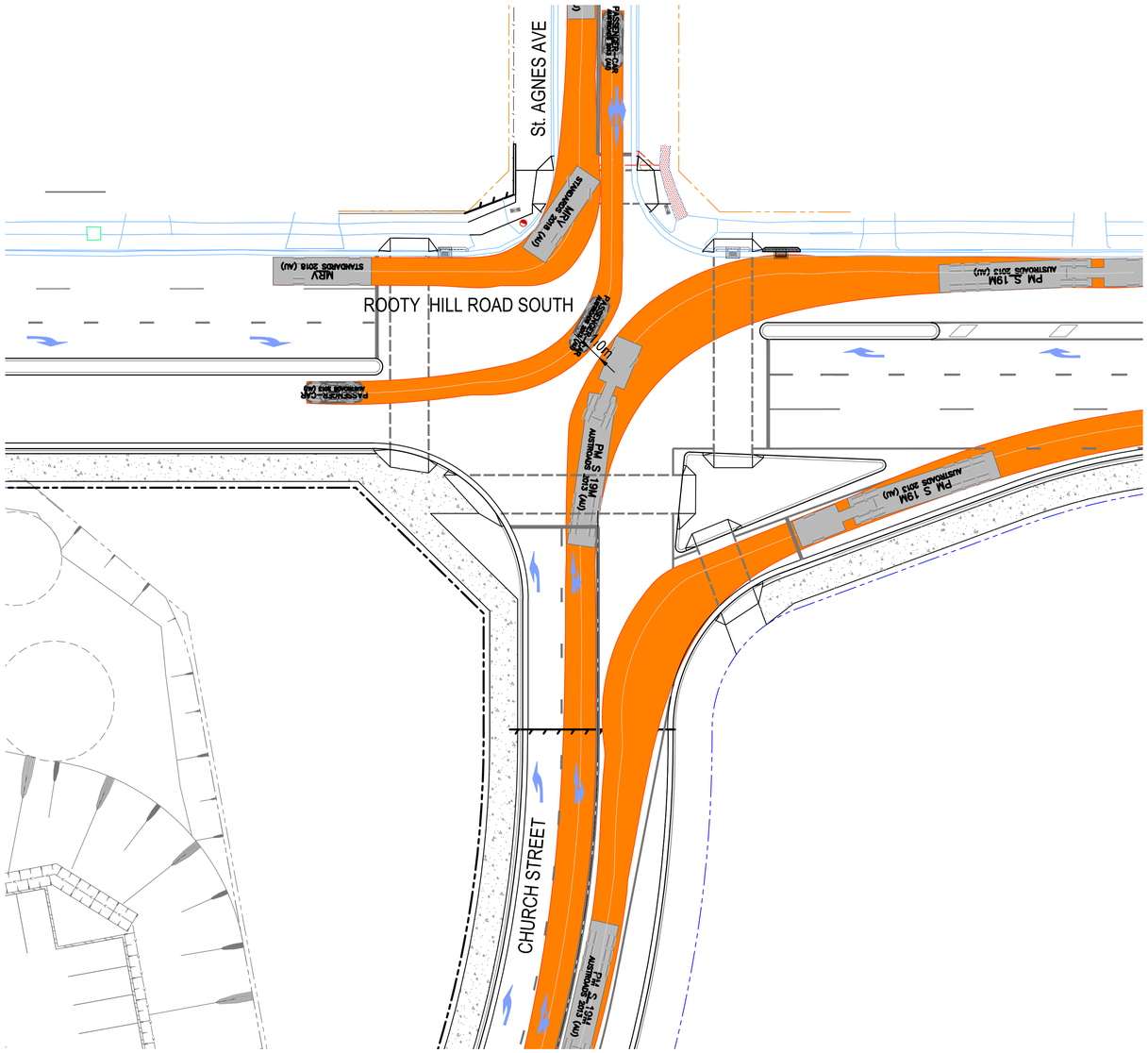
Project: INTERSECTION AND ROAD WIDENING ROOTY HILL RD SOUTH, EASTERN CREEK, NSW

Title: INTERSECTION LAYOUT-CONCEPT CALCULATION

Drawn	Designed	Date
L. CAHA	L. CAHA	MAY 2020
Checked	**Approved**	**Scale @A1**
T. DEMPSEY	A. FRANCIS	1:250 @ A1

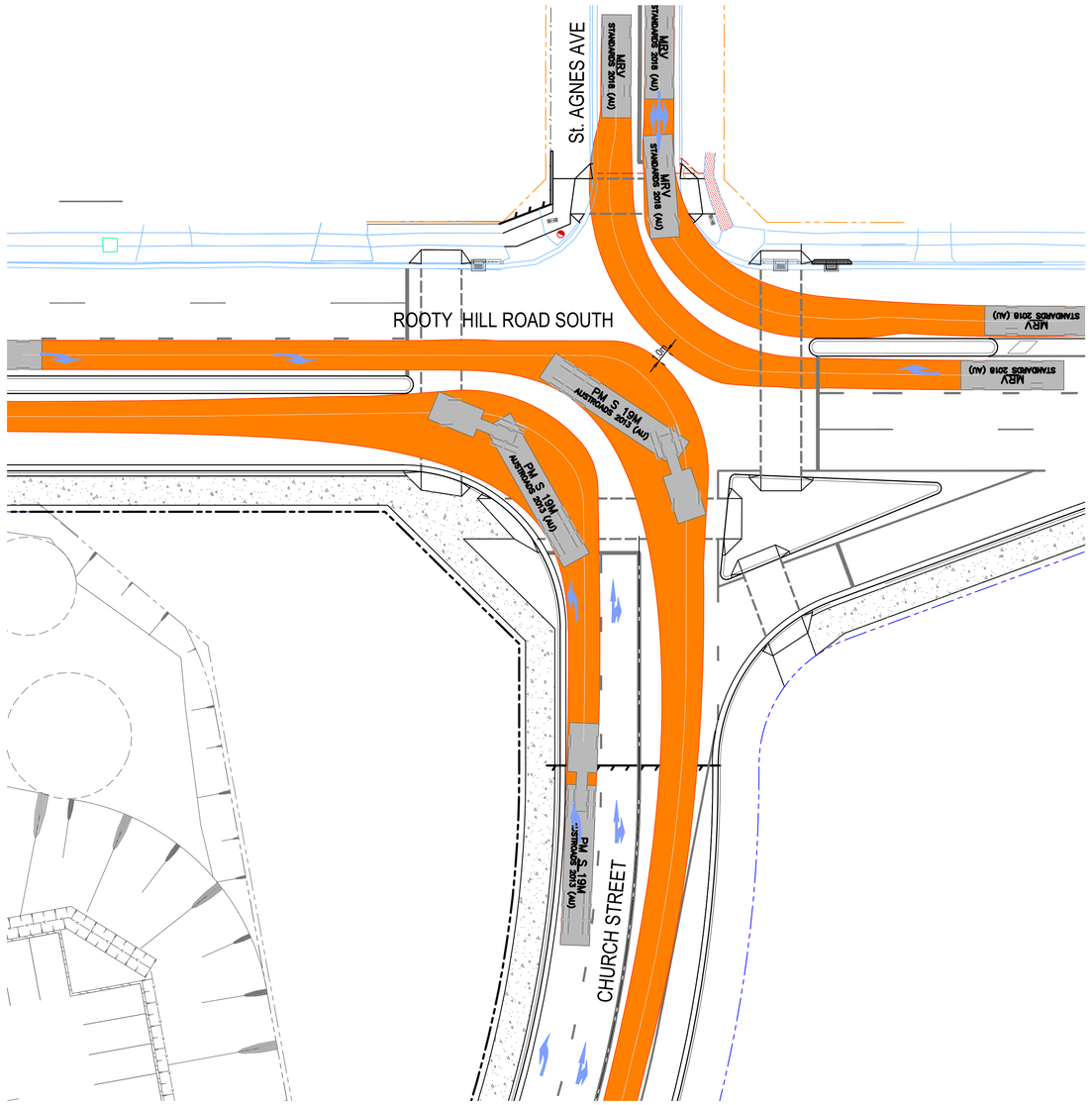
Drawing number: 20543_CON_C652

Revision: 03



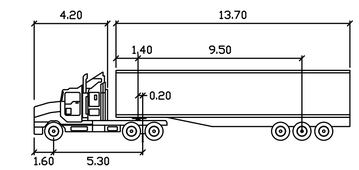
INTERSECTION LAYOUT - TURNING PATHS

SCALE: 1:250@A1



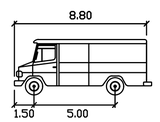
INTERSECTION LAYOUT - TURNING PATHS

SCALE: 1:250@A1



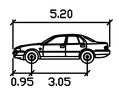
PM S 19M

	meters		
Tractor Width	2.50	Lock to Lock Time	6.0
Trailer Width	2.50	Steering Angle	27.8
Tractor Track	2.50	Articulating Angle	70.0
Trailer Track	2.50		



SERVICE VEHICLE

	meters
Width	2.50
Track	2.50
Lock to Lock Time	6.0
Steering Angle	38.7



PASSENGER-CAR

	meters
Width	1.94
Track	1.84
Lock to Lock Time	6.0
Steering Angle	33.6

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:250

RMS REGISTRATION NUMBER:

CONCEPT

SURVEY INFORMATION

SURVEYED BY LANDPARTNERS

DATUM: AHD

ORIGIN OF LEVELS: PM 30122 RL 43.58

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
04	ISSUED FOR REVIEW	LC	TD	13.07.2022
03	ISSUED FOR REVIEW	LC	TD	15.06.2022
01	ISSUED FOR REVIEW	LC	TD	12.05.2022
01	ISSUED FOR REVIEW	LC	TD	04.04.2022

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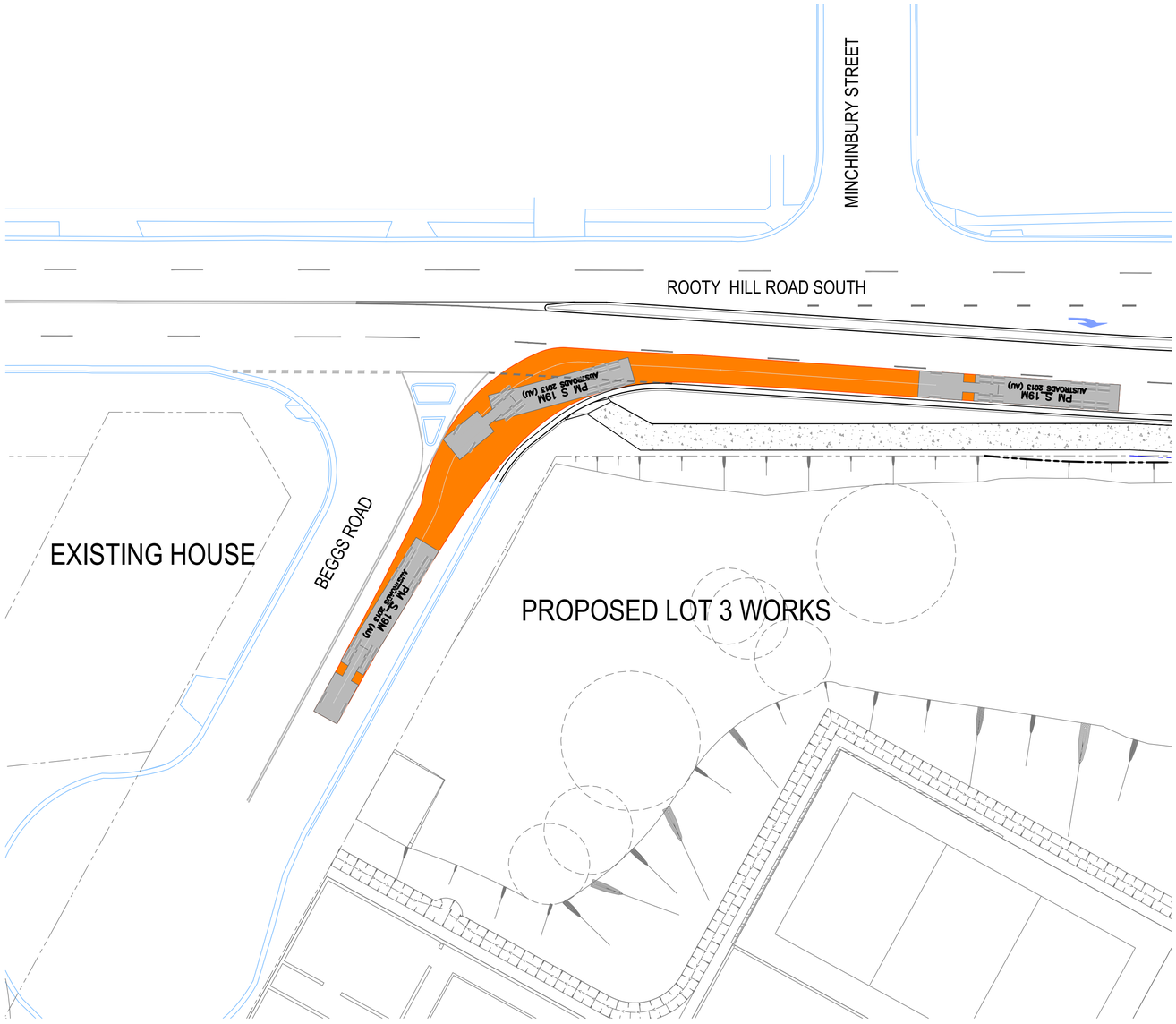
Project: INTERSECTION AND ROAD WIDENING
ROOTY HILL RD SOUTH, EASTERN CREEK, NSW

Drawn: L. CAHA | Designed: L. CAHA | Date: MAY 2020

Checked: T. DEMPSEY | Approved: A. FRANCIS | Scale @A1: 1:250 @ A1

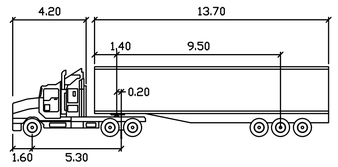
Title: INTERSECTION LAYOUT-CONCEPT TURNING PATHS

Drawing number: 20543_CON_C690 | Revision: 04



INTERSECTION LAYOUT - TURNING PATHS 19m TRUCK

SCALE: 1:250@A1



PM S 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

0 5 10 15 20 25m

5 4 3 2 1

SCALE 1:250

RMS REGISTRATION NUMBER:

CONCEPT

SURVEY INFORMATION

SURVEYED BY LANDPARTNERS

DATUM: AHD

ORIGIN OF LEVELS: PM 30122 RL 43.58

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
02	ISSUED FOR REVIEW	LC	TD	13.07.2022
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Client: FRASERS PROPERTY AUSTRALIA

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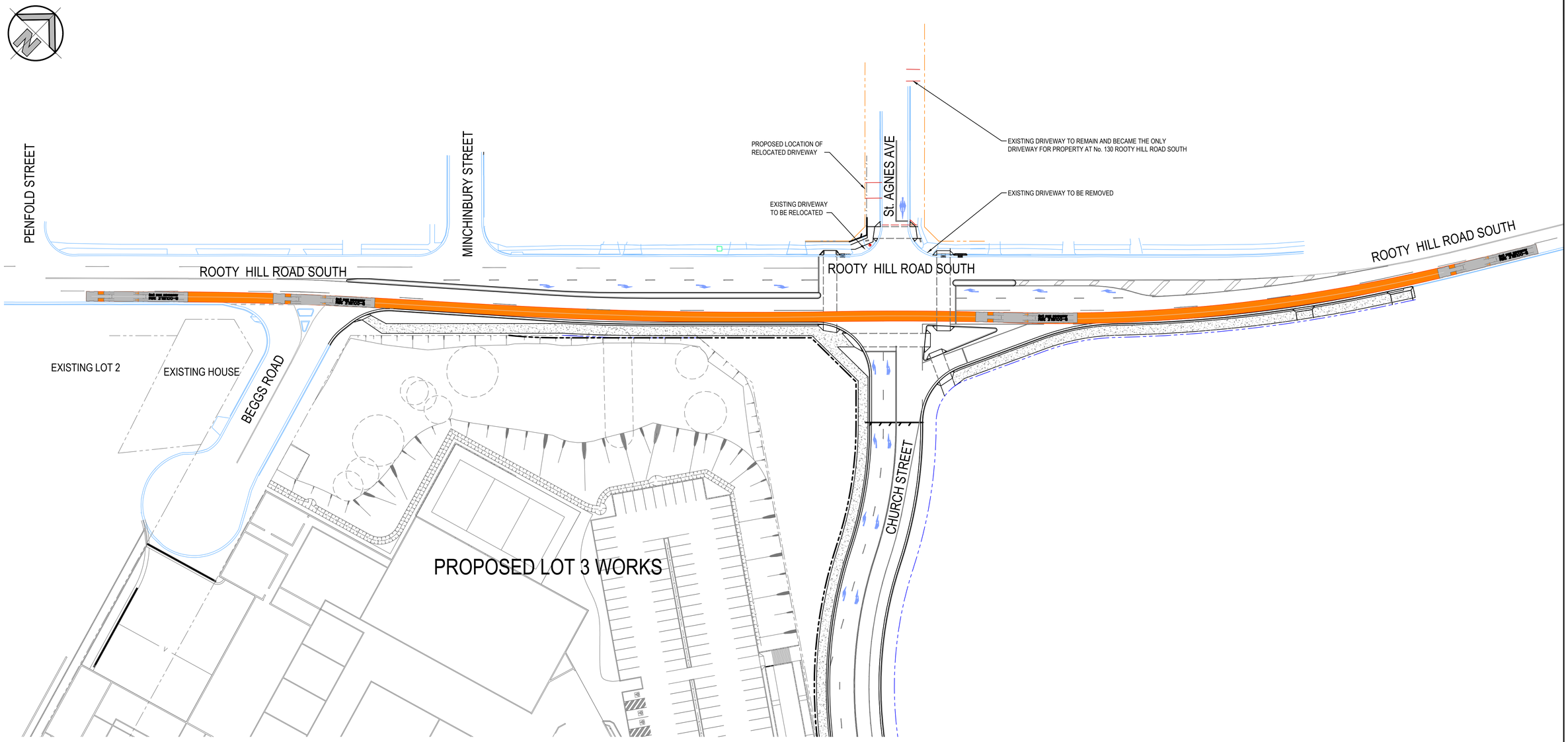
Project: INTERSECTION AND ROAD WIDENING
ROOTY HILL RD SOUTH, EASTERN CREEK, NSW

Title: INTERSECTION LAYOUT-CONCEPT
TURNING PATHS 2 OF 3

Drawn	Designed	Date
L. CAHA	L. CAHA	MAY 2020
Checked	Approved	Scale @A1
T. DEMPSEY	A. FRANCIS	1:250 @ A1

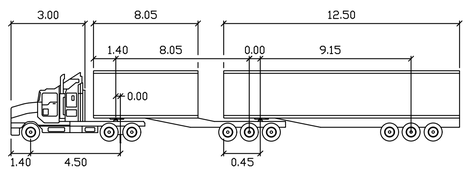
Drawing number: 20543_CON_C691

Revision: 02



INTERSECTION LAYOUT - TURNING PATHS - 26m B-DOUBLE

SCALE: 1:500@A1



B-DOUBLE 26M

meters

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 23.4
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

0 10 20 30 40 99m

SCALE 1:800

RMS REGISTRATION NUMBER:

CONCEPT

SURVEY INFORMATION

SURVEYED BY LANDPARTNERS

DATUM: AHD

ORIGIN OF LEVELS: PM 30122 RL 43.58

REVISION	AMENDMENT	DRAWN	DESIGNED	DATE
02	ISSUED FOR REVIEW	LC	TD	13.07.2022
01	ISSUED FOR REVIEW	LC	TD	15.06.2022

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Project: INTERSECTION AND ROAD WIDENING
ROOTY HILL RD SOUTH, EASTERN CREEK, NSW

Title: INTERSECTION LAYOUT-CONCEPT
TURNING PATHS 3 OF 3

Drawn	Designed	Date
L. CAHA	L. CAHA	MAY 2020
Checked	Approved	Scale @A1
T. DEMPSEY	A. FRANCIS	1:250 @ A1

Drawing number: 20543_CON_C692

Revision: 02

ATTACHMENT B

SIDRA MOVEMENT SUMMARIES

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 11436 ECQ Stage 3

Template: Movement Summaries

Site: 102 [Thu PM Base + 10 Years Open - Rooty Hill Rd - Cable Pl (Site Folder: Weekday Afternoon +10 Years)]

Network: 4 [Thu PM Base + 10 Years Open (Network Folder: Base + 10 Years)]

Rooty Hill Road (north) - twin RT lanes into Spien Road, 4 lanes on Spine Road approach
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: B1, B2, C, D1, D
Output Phase Sequence: B1, B2, C, D1, D

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road (south)														
1	L2	5	2.0	4	2.0	0.520	8.6	LOS A	4.7	33.7	0.16	0.15	0.16	54.7
2	T1	1300	2.0	1113	2.0	0.520	1.9	LOS A	4.7	33.7	0.10	0.09	0.10	58.1
3	R2	216	2.0	185	2.0	0.505	52.2	LOS D	10.1	72.0	0.97	0.82	0.97	20.3
Approach		1521	2.0	1303 N1	2.0	0.520	9.1	LOS A	10.1	72.0	0.23	0.20	0.23	51.3
East: Spine Road														
4	L2	205	2.0	205	2.0	0.323	15.2	LOS B	3.8	27.0	0.63	0.74	0.63	21.7
5	T1	2	2.0	2	2.0	0.005	38.0	LOS C	0.1	0.7	0.79	0.50	0.79	30.2
6	R2	195	2.0	195	2.0	* 0.917	78.5	LOS F	13.5	96.0	1.00	1.02	1.45	22.3
Approach		402	2.0	402	2.0	0.917	46.0	LOS D	13.5	96.0	0.81	0.87	1.03	22.3
North: Rooty Hill Road (north)														
7	L2	179	2.0	179	2.0	0.127	7.1	LOS A	1.6	11.6	0.22	0.61	0.22	51.2
8	T1	905	2.0	905	2.0	* 0.565	27.7	LOS B	20.1	142.8	0.81	0.71	0.81	35.5
9	R2	5	2.0	5	2.0	0.041	63.7	LOS E	0.3	2.0	0.96	0.65	0.96	31.0
Approach		1089	2.0	1089	2.0	0.565	24.4	LOS B	20.1	142.8	0.71	0.69	0.71	37.6
West: Cable Place														
10	L2	5	2.0	5	2.0	0.028	56.5	LOS E	0.3	2.3	0.91	0.65	0.91	33.0
11	T1	1	2.0	1	2.0	0.028	50.9	LOS D	0.3	2.3	0.91	0.65	0.91	24.5
12	R2	5	2.0	5	2.0	* 0.157	76.2	LOS F	0.3	2.3	1.00	0.63	1.00	17.3
Approach		11	2.0	11	2.0	0.157	64.9	LOS E	0.3	2.3	0.95	0.64	0.95	25.7
All Vehicles		3023	2.0	2805 N1	2.2	0.917	20.5	LOS B	20.1	142.8	0.50	0.49	0.53	41.2

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Site: 101 [Thu PM Base + 10 Years Open - Great Western Hwy - Rooty Hill Rd - Wallgrove rd (Site Folder: Weekday Afternoon +10 Years)]

Network: 4 [Thu PM Base + 10 Years Open (Network Folder: Base + 10 Years)]

Saturday Midday Peak Hour Traffic
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Split Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, B1, C, D, D1*
Output Phase Sequence: A, B, B1, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Wallgrove Road														
1	L2	490	3.0	490	3.0	0.588	24.9	LOS B	12.5	89.8	0.79	0.84	0.79	46.2
2	T1	1015	3.0	1015	3.0	* 1.179	226.3	LOS F	67.7	486.0	1.00	1.90	2.44	7.2
3	R2	365	3.0	365	3.0	0.803	66.6	LOS E	11.3	81.3	1.00	0.91	1.20	21.8
Approach		1870	3.0	1870	3.0	1.179	142.4	LOS F	67.7	486.0	0.95	1.43	1.76	13.2
East: Great Western Highway														
4	L2	325	3.0	325	3.0	0.523	26.9	LOS B	11.0	78.8	0.85	0.82	0.85	36.1
5	T1	1510	3.0	1510	3.0	* 1.215	256.7	LOS F	71.7	514.5	1.00	1.77	2.60	8.0
6	R2	400	3.0	400	3.0	* 1.200	251.9	LOS F	27.3	195.8	1.00	1.42	2.64	2.0
Approach		2235	3.0	2235	3.0	1.215	222.4	LOS F	71.7	514.5	0.98	1.57	2.35	7.9
North: Rooty Hill Road South														
7	L2	165	2.0	165	2.0	0.246	43.2	LOS D	8.4	59.8	0.93	0.81	0.93	22.7
8	T1	695	2.0	695	2.0	0.802	59.0	LOS E	21.0	149.2	1.00	0.90	1.05	27.9
9	R2	280	2.0	280	2.0	* 1.223	266.7	LOS F	39.0	277.8	1.00	1.60	2.55	9.4
Approach		1140	2.0	1140	2.0	1.223	107.7	LOS F	39.0	277.8	0.99	1.06	1.40	18.2
West: Great Western Highway														
10	L2	125	3.0	125	3.0	0.129	22.1	LOS B	3.6	25.8	0.53	0.72	0.53	41.3
11	T1	910	3.0	910	3.0	0.443	31.4	LOS C	13.5	96.6	0.81	0.70	0.81	38.6
12	R2	790	3.0	790	3.0	* 1.185	217.7	LOS F	43.8	314.5	1.00	1.42	2.49	12.1
Approach		1825	3.0	1825	3.0	1.185	111.4	LOS F	43.8	314.5	0.87	1.01	1.52	17.6
All Vehicles		7070	2.8	7070	2.8	1.223	154.1	LOS F	71.7	514.5	0.94	1.31	1.83	12.6

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 11436 ECQ Stage 3

Template: Movement Summaries

Site: 101 [Thu PM Base + 10 Years Open + Dev - RHRS - Church St - St Agnes St (Opt1) (Site Folder: Weekday Afternoon +10 Years + Development)]

Network: 1 [Thu PM Base + 10 Years Open + Dev (Phasing Option 1) (Network Folder: Base + 10 Years Open + Development (Phasing Option 1))]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B1, D*, D1
Output Phase Sequence: A, B1, D*, D1
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road South														
1	L2	5	2.0	5	2.0	0.592	14.6	LOS B	17.6	125.6	0.45	0.41	0.45	50.0
2	T1	1465	2.0	1465	2.0	0.592	8.8	LOS A	17.6	125.6	0.43	0.40	0.43	49.3
3	R2	42	2.0	42	2.0	* 0.174	62.0	LOS E	2.4	17.4	1.00	0.75	1.00	27.7
Approach		1512	2.0	1512	2.0	0.592	10.3	LOS A	17.6	125.6	0.45	0.41	0.45	47.9
East: Church St														
4	L2	147	2.0	147	2.0	0.540	46.6	LOS D	7.3	51.9	0.97	0.79	0.97	24.0
5	T1	2	0.0	2	0.0	0.747	63.0	LOS E	6.7	47.6	1.00	0.87	1.19	28.3
6	R2	105	2.0	105	2.0	* 0.747	68.5	LOS E	6.7	47.6	1.00	0.87	1.19	23.9
Approach		255	2.0	255	2.0	0.747	55.8	LOS D	7.3	51.9	0.98	0.82	1.06	24.0
North: Rooty Hill Road South														
7	L2	58	2.0	58	2.0	0.688	17.6	LOS B	12.5	89.1	0.53	0.53	0.53	46.5
8	T1	1110	2.0	1110	2.0	* 0.688	13.7	LOS A	22.4	159.8	0.57	0.54	0.57	32.4
9	R2	5	2.0	5	2.0	0.174	76.6	LOS F	0.3	2.5	1.00	0.63	1.00	22.2
Approach		1173	2.0	1173	2.0	0.688	14.2	LOS A	22.4	159.8	0.57	0.54	0.57	33.5
West: St Agnes St														
10	L2	2	2.0	2	2.0	0.061	60.6	LOS E	0.5	3.7	0.94	0.67	0.94	25.9
11	T1	2	2.0	2	2.0	0.061	55.0	LOS D	0.5	3.7	0.94	0.67	0.94	30.4
12	R2	5	2.0	5	2.0	0.061	60.6	LOS E	0.5	3.7	0.94	0.67	0.94	20.6
Approach		9	2.0	9	2.0	0.061	59.3	LOS E	0.5	3.7	0.94	0.67	0.94	24.5
All Vehicles		2950	2.0	2950	2.0	0.747	15.9	LOS B	22.4	159.8	0.54	0.50	0.55	39.8

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 102 [Thu PM Base + 10 Years Open + Dev + Upgrades - Rooty Hill Rd - Cable Pl (Site Folder: Weekday Afternoon +10 Years + Development)]

Network: 1 [Thu PM Base + 10 Years Open + Dev (Phasing Option 1) (Network Folder: Base + 10 Years Open + Development (Phasing Option 1))]

Rooty Hill Road (north) - twin RT lanes into Spien Road, 4 lanes on Spine Road approach
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: B1, B2, C, D1, D
Output Phase Sequence: B1, B2, C, D1, D

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road (south)														
1	L2	5	2.0	5	2.0	0.473	12.3	LOS A	13.5	96.2	0.39	0.35	0.39	51.3
2	T1	1320	2.0	1320	2.0	0.473	6.4	LOS A	14.1	100.4	0.39	0.36	0.39	45.5
3	R2	279	2.0	279	2.0	* 0.575	46.3	LOS D	14.1	100.6	0.92	0.83	0.92	21.0
Approach		1604	2.0	1604	2.0	0.575	13.4	LOS A	14.1	100.6	0.48	0.44	0.48	36.4
East: Spine Road														
4	L2	263	2.0	263	2.0	0.293	11.4	LOS A	5.9	42.0	0.45	0.70	0.45	23.6
5	T1	2	2.0	2	2.0	* 0.925	78.1	LOS F	7.0	49.6	1.00	1.02	1.61	18.5
6	R2	195	2.0	195	2.0	0.925	83.2	LOS F	7.0	49.6	1.00	1.02	1.60	4.8
Approach		460	2.0	460	2.0	0.925	42.1	LOS C	7.0	49.6	0.69	0.83	0.94	9.0
North: Rooty Hill Road (north)														
7	L2	179	2.0	179	2.0	0.131	6.1	LOS A	0.4	3.1	0.06	0.57	0.06	47.4
8	T1	1035	2.0	1035	2.0	* 0.584	22.1	LOS B	20.0	142.7	0.69	0.61	0.69	31.8
9	R2	5	2.0	5	2.0	0.330	82.4	LOS F	0.4	2.5	1.00	0.62	1.00	23.7
Approach		1219	2.0	1219	2.0	0.584	20.0	LOS B	20.0	142.7	0.59	0.60	0.59	33.7
West: Cable Place														
10	L2	5	2.0	5	2.0	0.046	62.7	LOS E	0.3	2.4	0.95	0.65	0.95	20.1
11	T1	1	2.0	1	2.0	0.046	57.1	LOS E	0.3	2.4	0.95	0.65	0.95	22.5
12	R2	5	2.0	5	2.0	0.065	69.4	LOS E	0.3	2.1	0.99	0.63	0.99	18.5
Approach		11	2.0	11	2.0	0.065	65.2	LOS E	0.3	2.4	0.97	0.64	0.97	19.6
All Vehicles		3294	2.0	3294	2.0	0.925	20.0	LOS B	20.0	142.7	0.56	0.56	0.59	30.6

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 101 [Thu PM Base + 10 Years Open + Dev + Upgrades - GWH - Rooty Hill Rd - Wallgrove Rd (Site Folder: Weekday Afternoon +10 Years + Development)]

Network: 1 [Thu PM Base + 10 Years Open + Dev (Phasing Option 1) (Network Folder: Base + 10 Years Open + Development (Phasing Option 1))]

Weekday Mornign Peak Hour Traffic
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Split Phasing
Reference Phase: Phase B
Input Phase Sequence: A, B1*, B, C, D1*, D
Output Phase Sequence: A, B1*, B, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Wallgrove Road														
1	L2	490	3.0	490	3.0	0.573	40.2	LOS C	20.5	147.2	0.78	0.81	0.78	42.2
2	T1	130	3.0	130	3.0	0.172	43.0	LOS D	3.2	22.7	0.87	0.67	0.87	25.6
3	R2	365	3.0	365	3.0	* 1.014	114.0	LOS F	15.6	112.2	1.00	1.22	1.83	15.1
Approach		985	3.0	985	3.0	1.014	67.9	LOS E	20.5	147.2	0.87	0.94	1.18	26.6
East: Great Western Highway														
4	L2	325	3.0	325	3.0	0.425	32.4	LOS C	13.2	95.0	0.75	0.80	0.75	33.3
5	T1	1510	3.0	1510	3.0	* 0.983	90.0	LOS F	41.9	301.1	1.00	1.19	1.50	20.3
6	R2	430	3.0	430	3.0	0.552	52.2	LOS D	11.3	81.4	0.94	0.82	0.94	9.2
Approach		2265	3.0	2265	3.0	0.983	74.5	LOS F	41.9	301.1	0.95	1.06	1.29	20.3
North: Rooty Hill Road South														
7	L2	230	2.0	230	2.0	0.271	28.2	LOS B	9.2	65.8	0.74	0.78	0.74	28.5
8	T1	750	2.0	750	2.0	* 0.981	71.2	LOS F	27.4	195.0	1.00	1.11	1.37	25.1
9	R2	335	2.0	335	2.0	0.921	77.1	LOS F	11.3	80.5	1.00	1.01	1.40	24.7
Approach		1315	2.0	1315	2.0	0.981	65.2	LOS E	27.4	195.0	0.95	1.03	1.27	25.3
West: Great Western Highway														
10	L2	150	3.0	150	3.0	0.192	29.7	LOS C	5.4	38.4	0.65	0.75	0.65	35.4
11	T1	910	3.0	910	3.0	0.565	39.6	LOS C	15.2	109.1	0.91	0.78	0.91	34.0
12	R2	790	3.0	790	3.0	* 0.976	93.7	LOS F	31.7	227.3	1.00	1.07	1.52	25.0
Approach		1850	3.0	1850	3.0	0.976	61.9	LOS E	31.7	227.3	0.93	0.90	1.15	28.4
All Vehicles		6415	2.8	6415	2.8	1.014	68.0	LOS E	41.9	301.1	0.93	0.99	1.23	24.7

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 11436 ECQ Stage 3

Template: Movement Summaries

Site: 101 [Sat MD Base + 10 Years Open + Dev - RHRS - Church St - St Agnes St (Opt1) (Site Folder: Saturday Midday +10 Years + Development)]

Network: 2 [Sat MD Base + 10 Years Open + Dev (Phasing Option 1) (Network Folder: Base + 10 Years Open + Development (Phasing Option 1))]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B1, D*, D1
Output Phase Sequence: A, B1, D*, D1
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road South														
1	L2	5	2.0	5	2.0	0.448	10.9	LOS A	6.6	47.3	0.24	0.22	0.24	53.0
2	T1	1037	2.0	1037	2.0	0.448	9.1	LOS A	15.6	111.3	0.40	0.36	0.40	48.9
3	R2	132	2.0	132	2.0	* 0.543	48.6	LOS D	6.6	46.9	0.87	0.77	0.87	31.3
Approach		1174	2.0	1174	2.0	0.543	13.5	LOS A	15.6	111.3	0.45	0.41	0.45	45.2
East: Church St														
4	L2	242	2.0	242	2.0	* 0.615	41.6	LOS C	11.4	81.2	0.96	0.82	0.96	25.6
5	T1	2	2.0	2	2.0	0.772	58.0	LOS E	11.0	78.6	1.00	0.89	1.15	29.4
6	R2	179	2.0	179	2.0	0.772	63.6	LOS E	11.0	78.6	1.00	0.89	1.15	24.9
Approach		423	2.0	423	2.0	0.772	51.0	LOS D	11.4	81.2	0.97	0.85	1.04	25.3
North: Rooty Hill Road South														
7	L2	179	2.0	179	2.0	0.764	21.9	LOS B	19.7	140.5	0.72	0.73	0.73	42.7
8	T1	1089	2.0	1089	2.0	* 0.764	19.5	LOS B	28.3	201.2	0.74	0.70	0.74	27.0
9	R2	5	2.0	5	2.0	0.347	83.3	LOS F	0.4	2.7	1.00	0.63	1.00	21.1
Approach		1274	2.0	1274	2.0	0.764	20.1	LOS B	28.3	201.2	0.74	0.70	0.74	30.4
West: St Agnes St														
10	L2	2	2.0	2	2.0	0.040	53.8	LOS D	0.5	3.4	0.89	0.66	0.89	27.6
11	T1	2	2.0	2	2.0	0.040	48.2	LOS D	0.5	3.4	0.89	0.66	0.89	32.2
12	R2	5	2.0	5	2.0	0.040	53.8	LOS D	0.5	3.4	0.89	0.66	0.89	22.3
Approach		9	2.0	9	2.0	0.040	52.6	LOS D	0.5	3.4	0.89	0.66	0.89	26.2
All Vehicles		2880	2.0	2880	2.0	0.772	22.1	LOS B	28.3	201.2	0.66	0.60	0.67	35.4

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 102 [Sat MD Base + 10 Years Open + Dev - Rooty Hill Rd - Cable Pl (Site Folder: Saturday Midday +10 Years + Development)]

Network: 2 [Sat MD Base + 10 Years Open + Dev (Phasing Option 1) (Network Folder: Base + 10 Years Open + Development (Phasing Option 1))]

Rooty Hill Road (north) - twin RT lanes into Spien Road, 4 lanes on Spine Road approach
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: B1, B2, C, D1, D
Output Phase Sequence: B1, B2, C, D1, D

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road (south)														
1	L2	5	2.0	5	2.0	0.318	10.1	LOS A	6.0	42.5	0.26	0.23	0.26	53.2
2	T1	875	2.0	875	2.0	0.318	4.3	LOS A	6.0	42.5	0.24	0.22	0.24	49.3
3	R2	505	2.0	505	2.0	* 0.758	12.4	LOS A	10.6	75.2	0.38	0.69	0.38	39.9
Approach		1385	2.0	1385	2.0	0.758	7.3	LOS A	10.6	75.2	0.29	0.39	0.30	44.7
East: Spine Road														
4	L2	442	2.0	442	2.0	0.449	16.7	LOS B	11.8	83.9	0.57	0.79	0.57	20.4
5	T1	5	2.0	5	2.0	* 0.927	77.9	LOS F	8.1	57.3	1.00	1.04	1.59	18.9
6	R2	221	2.0	221	2.0	0.927	83.1	LOS F	8.1	57.3	1.00	1.03	1.59	5.5
Approach		668	2.0	668	2.0	0.927	39.2	LOS C	11.8	83.9	0.72	0.87	0.91	11.0
North: Rooty Hill Road (north)														
7	L2	226	2.0	226	2.0	0.180	6.3	LOS A	0.9	6.4	0.10	0.58	0.10	49.1
8	T1	980	2.0	980	2.0	* 0.750	35.4	LOS C	26.1	185.7	0.92	0.82	0.93	24.8
9	R2	5	2.0	5	2.0	0.330	82.4	LOS F	0.4	2.5	1.00	0.62	1.00	23.7
Approach		1211	2.0	1211	2.0	0.750	30.1	LOS C	26.1	185.7	0.77	0.77	0.78	28.0
West: Cable Place														
10	L2	5	2.0	5	2.0	0.046	62.7	LOS E	0.3	2.4	0.95	0.65	0.95	20.1
11	T1	1	2.0	1	2.0	0.046	57.1	LOS E	0.3	2.4	0.95	0.65	0.95	23.0
12	R2	5	2.0	5	2.0	0.065	69.4	LOS E	0.3	2.1	0.99	0.63	0.99	18.5
Approach		11	2.0	11	2.0	0.065	65.2	LOS E	0.3	2.4	0.97	0.64	0.97	19.6
All Vehicles		3276	2.0	3276	2.0	0.927	22.4	LOS B	26.1	185.7	0.56	0.63	0.60	29.1

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 101 [Sat MD Base + 10 Years Open + Dev + Upgrades - GWH - Rooty Hill Rd - Wallgrove Rd (Site Folder: Saturday Midday +10 Years + Development)]

Network: 2 [Sat MD Base + 10 Years Open + Dev (Phasing Option 1) (Network Folder: Base + 10 Years Open + Development (Phasing Option 1))]

Weekday Mornign Peak Hour Traffic
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Split Phasing
Reference Phase: Phase B
Input Phase Sequence: A, B1*, B, C, D1*, D
Output Phase Sequence: A, B1*, B, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Wallgrove Road														
1	L2	565	3.0	565	3.0	0.589	29.3	LOS C	22.2	159.6	0.73	0.81	0.73	44.2
2	T1	715	3.0	715	3.0	* 0.839	54.5	LOS D	22.0	157.8	1.00	0.97	1.16	22.2
3	R2	225	3.0	225	3.0	0.625	64.3	LOS E	6.6	47.7	1.00	0.81	1.04	22.3
Approach		1505	3.0	1505	3.0	0.839	46.5	LOS D	22.2	159.6	0.90	0.88	0.98	30.0
East: Great Western Highway														
4	L2	270	3.0	270	3.0	0.409	36.8	LOS C	11.7	84.1	0.79	0.80	0.79	31.3
5	T1	1030	3.0	1030	3.0	* 0.837	56.2	LOS D	21.1	151.6	1.00	0.95	1.16	27.8
6	R2	390	3.0	390	3.0	0.566	54.8	LOS D	10.5	75.6	0.96	0.82	0.96	8.9
Approach		1690	3.0	1690	3.0	0.837	52.8	LOS D	21.1	151.6	0.96	0.89	1.06	24.9
North: Rooty Hill Road South														
7	L2	365	2.0	365	2.0	0.430	28.3	LOS B	14.1	100.4	0.71	0.79	0.71	28.5
8	T1	715	2.0	715	2.0	0.831	52.3	LOS D	21.0	149.4	0.99	0.93	1.10	29.7
9	R2	305	2.0	305	2.0	* 0.839	57.7	LOS E	9.1	64.5	1.00	0.84	1.08	29.3
Approach		1385	2.0	1385	2.0	0.839	47.2	LOS D	21.0	149.4	0.92	0.87	0.99	29.4
West: Great Western Highway														
10	L2	295	3.0	295	3.0	0.378	31.9	LOS C	11.6	83.2	0.72	0.79	0.72	34.0
11	T1	895	3.0	895	3.0	0.556	39.5	LOS C	14.9	106.9	0.91	0.77	0.91	34.1
12	R2	780	3.0	780	3.0	* 0.839	59.6	LOS E	23.8	171.0	1.00	0.92	1.15	32.4
Approach		1970	3.0	1970	3.0	0.839	46.3	LOS D	23.8	171.0	0.92	0.84	0.97	33.2
All Vehicles		6550	2.8	6550	2.8	0.839	48.2	LOS D	23.8	171.0	0.92	0.87	1.00	29.6

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 11436 ECQ Stage 3

Template: Movement Summaries

Site: 101 [Thu PM Base + 10 Years Open + Dev - RHRS - Church St - St Agnes St (Opt2) (Site Folder: Weekday Afternoon +10 Years + Development)]

Network: 5 [Thu PM Base + 10 Years Open + Dev (Phasing Option 2) (Network Folder: Base + 10 Years Open + Development (Phasing Option 2)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D*, D1
Output Phase Sequence: A, B, C, D*, D1
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road South														
1	L2	5	2.0	5	2.0	0.607	13.6	LOS A	15.7	111.6	0.40	0.37	0.40	50.8
2	T1	1465	2.0	1465	2.0	0.607	8.0	LOS A	15.7	111.6	0.40	0.37	0.40	50.0
3	R2	42	2.0	42	2.0	* 0.463	69.7	LOS E	2.6	18.5	1.00	0.73	1.00	26.1
Approach		1512	2.0	1512	2.0	0.607	9.8	LOS A	15.7	111.6	0.42	0.38	0.42	48.4
East: Church St														
4	L2	147	2.0	147	2.0	0.423	52.1	LOS D	7.7	54.8	0.93	0.80	0.93	22.4
5	T1	2	0.0	2	0.0	0.641	59.2	LOS E	6.4	45.5	1.00	0.81	1.06	29.1
6	R2	105	2.0	105	2.0	* 0.641	64.8	LOS E	6.4	45.5	1.00	0.81	1.06	24.7
Approach		255	2.0	255	2.0	0.641	57.4	LOS E	7.7	54.8	0.96	0.80	0.98	23.6
North: Rooty Hill Road South														
7	L2	58	2.0	58	2.0	0.640	12.9	LOS A	8.6	61.0	0.38	0.40	0.38	50.4
8	T1	1110	2.0	1110	2.0	* 0.640	9.1	LOS A	17.6	125.0	0.43	0.41	0.43	38.3
9	R2	5	2.0	5	2.0	0.347	83.3	LOS F	0.4	2.7	1.00	0.63	1.00	21.1
Approach		1173	2.0	1173	2.0	0.640	9.6	LOS A	17.6	125.0	0.43	0.41	0.43	39.1
West: St Agnes St														
10	L2	2	2.0	2	2.0	0.430	52.5	LOS D	0.5	3.4	1.00	0.66	1.06	28.0
11	T1	2	2.0	2	2.0	* 0.430	46.9	LOS D	0.5	3.4	1.00	0.66	1.06	32.6
12	R2	5	2.0	5	2.0	0.430	52.5	LOS D	0.5	3.4	1.00	0.66	1.06	22.6
Approach		9	2.0	9	2.0	0.430	51.2	LOS D	0.5	3.4	1.00	0.66	1.06	26.6
All Vehicles		2950	2.0	2950	2.0	0.641	13.9	LOS A	17.6	125.0	0.47	0.43	0.47	41.5

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 102 [Thu PM Base + 10 Years Open + Dev + Upgrades - Rooty Hill Rd - Cable Pl (Site Folder: Weekday Afternoon +10 Years + Development)]

Network: 5 [Thu PM Base + 10 Years Open + Dev (Phasing Option 2) (Network Folder: Base + 10 Years Open + Development (Phasing Option 2)]

Rooty Hill Road (north) - twin RT lanes into Spien Road, 4 lanes on Spine Road approach
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: B1, B2, C, D1, D
Output Phase Sequence: B1, B2, C, D1, D

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road (south)														
1	L2	5	2.0	5	2.0	0.473	12.3	LOS A	13.5	96.2	0.39	0.35	0.39	51.3
2	T1	1320	2.0	1320	2.0	0.473	6.4	LOS A	14.1	100.4	0.39	0.36	0.39	45.5
3	R2	279	2.0	279	2.0	* 0.575	46.3	LOS D	14.1	100.7	0.92	0.83	0.92	21.0
Approach		1604	2.0	1604	2.0	0.575	13.4	LOS A	14.1	100.7	0.48	0.44	0.48	36.4
East: Spine Road														
4	L2	263	2.0	263	2.0	0.292	11.3	LOS A	5.9	41.7	0.45	0.70	0.45	23.6
5	T1	2	2.0	2	2.0	* 0.925	78.1	LOS F	7.0	49.6	1.00	1.02	1.61	18.5
6	R2	195	2.0	195	2.0	0.925	83.2	LOS F	7.0	49.6	1.00	1.02	1.60	4.8
Approach		460	2.0	460	2.0	0.925	42.1	LOS C	7.0	49.6	0.68	0.83	0.94	9.0
North: Rooty Hill Road (north)														
7	L2	179	2.0	179	2.0	0.131	6.8	LOS A	1.1	7.7	0.14	0.59	0.14	46.5
8	T1	1035	2.0	1035	2.0	* 0.580	23.8	LOS B	19.8	141.2	0.71	0.63	0.71	30.7
9	R2	5	2.0	5	2.0	0.330	82.4	LOS F	0.4	2.5	1.00	0.62	1.00	23.7
Approach		1219	2.0	1219	2.0	0.580	21.6	LOS B	19.8	141.2	0.63	0.62	0.63	32.6
West: Cable Place														
10	L2	5	2.0	5	2.0	0.046	62.7	LOS E	0.3	2.4	0.95	0.65	0.95	20.1
11	T1	1	2.0	1	2.0	0.046	57.1	LOS E	0.3	2.4	0.95	0.65	0.95	22.5
12	R2	5	2.0	5	2.0	0.065	69.4	LOS E	0.3	2.1	0.99	0.63	0.99	18.5
Approach		11	2.0	11	2.0	0.065	65.2	LOS E	0.3	2.4	0.97	0.64	0.97	19.6
All Vehicles		3294	2.0	3294	2.0	0.925	20.6	LOS B	19.8	141.2	0.57	0.56	0.60	30.2

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 101 [Thu PM Base + 10 Years Open + Dev + Upgrades - GWH - Rooty Hill Rd - Wallgrove Rd (Site Folder: Weekday Afternoon +10 Years + Development)]

Network: 5 [Thu PM Base + 10 Years Open + Dev (Phasing Option 2) (Network Folder: Base + 10 Years Open + Development (Phasing Option 2)]

Weekday Mornign Peak Hour Traffic
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Split Phasing
Reference Phase: Phase B
Input Phase Sequence: A, B1*, B, C, D1*, D
Output Phase Sequence: A, B, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Wallgrove Road														
1	L2	490	3.0	490	3.0	0.573	40.2	LOS C	20.5	147.2	0.78	0.81	0.78	42.2
2	T1	130	3.0	130	3.0	0.172	43.0	LOS D	3.2	22.7	0.87	0.67	0.87	25.6
3	R2	365	3.0	365	3.0	* 1.014	114.0	LOS F	15.6	112.2	1.00	1.22	1.83	15.1
Approach		985	3.0	985	3.0	1.014	67.9	LOS E	20.5	147.2	0.87	0.94	1.18	26.6
East: Great Western Highway														
4	L2	325	3.0	325	3.0	0.425	32.4	LOS C	13.2	95.0	0.75	0.80	0.75	33.3
5	T1	1510	3.0	1510	3.0	* 0.983	89.8	LOS F	41.9	300.8	1.00	1.19	1.50	20.3
6	R2	430	3.0	430	3.0	0.531	51.2	LOS D	11.2	80.4	0.93	0.82	0.93	9.4
Approach		2265	3.0	2265	3.0	0.983	74.2	LOS F	41.9	300.8	0.95	1.06	1.29	20.4
North: Rooty Hill Road South														
7	L2	230	2.0	230	2.0	0.266	28.8	LOS C	9.5	67.9	0.77	0.79	0.77	28.2
8	T1	750	2.0	750	2.0	* 0.981	82.8	LOS F	28.9	205.4	1.00	1.18	1.47	22.9
9	R2	335	2.0	335	2.0	0.921	77.1	LOS F	11.3	80.5	1.00	1.01	1.40	24.7
Approach		1315	2.0	1315	2.0	0.981	71.9	LOS F	28.9	205.4	0.96	1.06	1.33	23.9
West: Great Western Highway														
10	L2	150	3.0	150	3.0	0.196	30.3	LOS C	5.4	39.0	0.66	0.76	0.66	35.0
11	T1	910	3.0	910	3.0	0.583	40.6	LOS C	15.4	110.5	0.92	0.78	0.92	33.6
12	R2	790	3.0	790	3.0	* 0.976	93.7	LOS F	31.7	227.3	1.00	1.07	1.52	25.0
Approach		1850	3.0	1850	3.0	0.976	62.4	LOS E	31.7	227.3	0.93	0.90	1.16	28.3
All Vehicles		6415	2.8	6415	2.8	1.014	69.4	LOS E	41.9	300.8	0.94	1.00	1.24	24.4

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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)

USER REPORT FOR NETWORK SITE

All Movement Classes

Project: 11436 ECQ Stage 3

Template: Movement Summaries

Site: 101 [Sat MD Base + 10 Years Open + Dev - RHRS - Church St - St Agnes St (Opt2) (Site Folder: Saturday Midday +10 Years + Development)]

Network: 6 [Sat MD Base + 10 Years Open + Dev (Phasing Option 2) (Network Folder: Base + 10 Years Open + Development (Phasing Option 2)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Leading Right Turn
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D*, D1
Output Phase Sequence: A, B, C, D*, D1
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road South														
1	L2	5	2.0	5	2.0	0.494	15.0	LOS B	11.8	84.0	0.40	0.36	0.40	49.8
2	T1	1037	2.0	1037	2.0	0.494	11.6	LOS A	15.2	108.1	0.49	0.44	0.49	46.6
3	R2	132	2.0	132	2.0	* 0.724	57.7	LOS E	7.5	53.7	0.98	0.81	1.01	28.8
Approach		1174	2.0	1174	2.0	0.724	16.8	LOS B	15.2	108.1	0.54	0.48	0.54	42.7
East: Church St														
4	L2	242	2.0	242	2.0	0.470	43.9	LOS D	11.7	83.6	0.88	0.81	0.88	24.8
5	T1	2	2.0	2	2.0	0.745	57.2	LOS E	10.8	77.2	1.00	0.87	1.12	29.6
6	R2	179	2.0	179	2.0	* 0.745	62.8	LOS E	10.8	77.2	1.00	0.87	1.12	25.1
Approach		423	2.0	423	2.0	0.745	52.0	LOS D	11.7	83.6	0.93	0.84	0.98	25.0
North: Rooty Hill Road South														
7	L2	179	2.0	179	2.0	0.743	19.9	LOS B	18.3	130.6	0.69	0.69	0.69	44.1
8	T1	1089	2.0	1089	2.0	* 0.743	17.5	LOS B	26.8	190.8	0.70	0.66	0.70	28.5
9	R2	5	2.0	5	2.0	0.347	83.3	LOS F	0.4	2.7	1.00	0.63	1.00	21.1
Approach		1274	2.0	1274	2.0	0.743	18.2	LOS B	26.8	190.8	0.70	0.67	0.70	32.0
West: St Agnes St														
10	L2	2	2.0	2	2.0	0.430	50.3	LOS D	0.5	3.2	1.00	0.66	1.06	28.6
11	T1	2	2.0	2	2.0	* 0.430	44.7	LOS D	0.5	3.2	1.00	0.66	1.06	33.3
12	R2	5	2.0	5	2.0	0.430	50.3	LOS D	0.5	3.2	1.00	0.66	1.06	23.2
Approach		9	2.0	9	2.0	0.430	49.1	LOS D	0.5	3.2	1.00	0.66	1.06	27.2
All Vehicles		2880	2.0	2880	2.0	0.745	22.7	LOS B	26.8	190.8	0.67	0.61	0.68	35.0

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 102 [Sat MD Base + 10 Years Open + Dev - Rooty Hill Rd - Cable Pl (Site Folder: Saturday Midday +10 Years + Development)]

Network: 6 [Sat MD Base + 10 Years Open + Dev (Phasing Option 2) (Network Folder: Base + 10 Years Open + Development (Phasing Option 2)]

Rooty Hill Road (north) - twin RT lanes into Spien Road, 4 lanes on Spine Road approach
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Green Split Priority has been specified
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: B1, B2, C, D1, D
Output Phase Sequence: B1, B2, C, D1, D

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Rooty Hill Road (south)														
1	L2	5	2.0	5	2.0	0.318	9.8	LOS A	5.6	39.7	0.24	0.22	0.24	53.5
2	T1	875	2.0	875	2.0	0.318	3.9	LOS A	5.6	39.7	0.22	0.20	0.22	50.3
3	R2	505	2.0	505	2.0	* 0.741	12.2	LOS A	10.0	71.5	0.37	0.68	0.37	40.1
Approach		1385	2.0	1385	2.0	0.741	6.9	LOS A	10.0	71.5	0.27	0.38	0.27	45.3
East: Spine Road														
4	L2	442	2.0	442	2.0	0.446	16.6	LOS B	11.6	82.5	0.56	0.79	0.56	20.5
5	T1	5	2.0	5	2.0	* 0.927	77.9	LOS F	8.1	57.3	1.00	1.04	1.59	18.9
6	R2	221	2.0	221	2.0	0.927	83.1	LOS F	8.1	57.3	1.00	1.03	1.59	5.5
Approach		668	2.0	668	2.0	0.927	39.1	LOS C	11.6	82.5	0.71	0.87	0.91	11.0
North: Rooty Hill Road (north)														
7	L2	226	2.0	226	2.0	0.181	6.5	LOS A	1.5	10.3	0.16	0.60	0.16	48.7
8	T1	980	2.0	980	2.0	* 0.767	36.8	LOS C	27.0	192.0	0.93	0.84	0.96	24.3
9	R2	5	2.0	5	2.0	0.330	82.4	LOS F	0.4	2.5	1.00	0.62	1.00	23.7
Approach		1211	2.0	1211	2.0	0.767	31.3	LOS C	27.0	192.0	0.79	0.79	0.81	27.4
West: Cable Place														
10	L2	5	2.0	5	2.0	0.046	62.7	LOS E	0.3	2.4	0.95	0.65	0.95	20.1
11	T1	1	2.0	1	2.0	0.046	57.1	LOS E	0.3	2.4	0.95	0.65	0.95	23.0
12	R2	5	2.0	5	2.0	0.065	69.4	LOS E	0.3	2.1	0.99	0.63	0.99	18.5
Approach		11	2.0	11	2.0	0.065	65.2	LOS E	0.3	2.4	0.97	0.64	0.97	19.6
All Vehicles		3276	2.0	3276	2.0	0.927	22.7	LOS B	27.0	192.0	0.56	0.63	0.60	28.9

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.
Delay Model: SIDRA Standard (Geometric Delay is included).
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: 101 [Sat MD Base + 10 Years Open + Dev + Upgrades - GWH - Rooty Hill Rd - Wallgrove Rd (Site Folder: Saturday Midday +10 Years + Development)]

Network: 6 [Sat MD Base + 10 Years Open + Dev (Phasing Option 2) (Network Folder: Base + 10 Years Open + Development (Phasing Option 2)]

Weekday Mornign Peak Hour Traffic
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 120 seconds (Network User-Given Cycle Time)

Timings based on settings in the Network Timing dialog
Phase Times determined by the program
Downstream lane blockage effects included in determining phase times
Phase Sequence: Split Phasing
Reference Phase: Phase B
Input Phase Sequence: A, B1*, B, C, D1*, D
Output Phase Sequence: A, B1*, B, C, D
(* Variable Phase)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL 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: Wallgrove Road														
1	L2	565	3.0	565	3.0	0.589	29.3	LOS C	22.2	159.6	0.73	0.81	0.73	44.2
2	T1	715	3.0	715	3.0	* 0.839	54.5	LOS D	22.0	157.8	1.00	0.97	1.16	22.2
3	R2	225	3.0	225	3.0	0.625	64.3	LOS E	6.6	47.7	1.00	0.81	1.04	22.3
Approach		1505	3.0	1505	3.0	0.839	46.5	LOS D	22.2	159.6	0.90	0.88	0.98	30.0
East: Great Western Highway														
4	L2	270	3.0	270	3.0	0.409	36.8	LOS C	11.7	84.1	0.79	0.80	0.79	31.3
5	T1	1030	3.0	1030	3.0	* 0.837	56.2	LOS D	21.1	151.6	1.00	0.95	1.16	27.8
6	R2	390	3.0	390	3.0	0.566	54.8	LOS D	10.5	75.6	0.96	0.82	0.96	8.9
Approach		1690	3.0	1690	3.0	0.837	52.8	LOS D	21.1	151.6	0.96	0.89	1.06	24.9
North: Rooty Hill Road South														
7	L2	365	2.0	365	2.0	0.430	28.3	LOS B	14.1	100.4	0.71	0.79	0.71	28.5
8	T1	715	2.0	715	2.0	0.831	52.0	LOS D	21.1	150.0	0.99	0.93	1.10	29.8
9	R2	305	2.0	305	2.0	* 0.839	56.7	LOS E	9.0	64.2	1.00	0.84	1.08	29.6
Approach		1385	2.0	1385	2.0	0.839	46.8	LOS D	21.1	150.0	0.92	0.87	0.99	29.5
West: Great Western Highway														
10	L2	295	3.0	295	3.0	0.378	31.9	LOS C	11.6	83.2	0.72	0.79	0.72	34.0
11	T1	895	3.0	895	3.0	0.556	39.5	LOS C	14.9	106.9	0.91	0.77	0.91	34.1
12	R2	780	3.0	780	3.0	* 0.839	59.6	LOS E	23.8	171.0	1.00	0.92	1.15	32.4
Approach		1970	3.0	1970	3.0	0.839	46.3	LOS D	23.8	171.0	0.92	0.84	0.97	33.2
All Vehicles		6550	2.8	6550	2.8	0.839	48.1	LOS D	23.8	171.0	0.92	0.87	1.00	29.7

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.
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Delay Model: SIDRA Standard (Geometric Delay is included).
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HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)