

MOVEMENT SUMMARY

Site: 101 [1a. Doncaster/Ascot - Previous Roundabout - Existing Traffic - PM (Site Folder: Existing PM)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Previous Design
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Doncaster (South)														
1	L2	38	0	40	0.0	0.522	3.9	LOS A	4.6	31.8	0.18	0.41	0.18	45.8
2	T1	629	5	662	0.8	0.522	3.8	LOS A	4.6	31.8	0.18	0.41	0.18	46.7
3	R2	24	0	25	0.0	0.522	6.9	LOS A	4.6	31.8	0.18	0.41	0.18	46.7
3u	U	1	0	1	0.0	0.522	9.6	LOS A	4.6	31.8	0.18	0.41	0.18	50.2
Approach		692	5	728	0.7	0.522	3.9	LOS A	4.6	31.8	0.18	0.41	0.18	46.7
East: Ascot (East)														
4	L2	27	0	28	0.0	0.060	7.6	LOS A	0.3	1.9	0.60	0.69	0.60	42.7
6	R2	7	0	7	0.0	0.060	10.4	LOS A	0.3	1.9	0.60	0.69	0.60	43.0
6u	U	1	0	1	0.0	0.060	13.4	LOS A	0.3	1.9	0.60	0.69	0.60	47.0
Approach		35	0	37	0.0	0.060	8.3	LOS A	0.3	1.9	0.60	0.69	0.60	42.9
North: Doncaster (North)														
7	L2	4	0	4	0.0	0.443	4.3	LOS A	3.4	23.1	0.26	0.43	0.26	45.8
8	T1	453	6	477	1.3	0.443	4.0	LOS A	3.4	23.1	0.26	0.43	0.26	46.1
9	R2	11	0	12	0.0	0.443	7.2	LOS A	3.4	23.1	0.26	0.43	0.26	46.3
9u	U	1	0	1	0.0	0.443	9.9	LOS A	3.4	23.1	0.26	0.43	0.26	49.8
Approach		469	6	494	1.3	0.443	4.1	LOS A	3.4	23.1	0.26	0.43	0.26	46.1
West: Ascot (West)														
10	L2	19	0	20	0.0	0.067	9.6	LOS A	0.3	2.4	0.67	0.76	0.67	42.8
12	R2	14	1	15	7.1	0.067	12.8	LOS A	0.3	2.4	0.67	0.76	0.67	42.7
12u	U	1	0	1	0.0	0.067	15.2	LOS B	0.3	2.4	0.67	0.76	0.67	46.3
Approach		34	1	36	2.9	0.067	11.1	LOS A	0.3	2.4	0.67	0.76	0.67	42.9
All Vehicles		1230	12	1295	1.0	0.522	4.3	LOS A	4.6	31.8	0.24	0.44	0.24	46.2

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.
Roundabout Capacity Model: SIDRA Standard.
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: 102v [2ai. Doncaster/Ascot - Priority Controlled - Existing Traffic - PM (Site Folder: Existing PM)]

Network: N101 [Alison/Doncaster - Existing PM Peak (Network Folder: Existing)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Existing Design
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Doncaster (South)														
1	L2	38	0.0	38	0.0	0.363	6.0	LOS A	0.5	3.6	0.08	0.05	0.09	49.0
2	T1	645	0.8	645	0.8	0.363	0.2	LOS A	0.5	3.6	0.08	0.05	0.09	49.5
3	R2	25	0.0	25	0.0	0.363	7.4	LOS A	0.5	3.6	0.08	0.05	0.09	49.0
Approach		708	0.7	708	0.7	0.363	0.8	NA	0.5	3.6	0.08	0.05	0.09	49.4
East: Ascot (East)														
4	L2	25	0.0	25	0.0	0.050	3.5	LOS A	0.2	1.2	0.53	0.64	0.53	42.6
6	R2	6	0.0	6	0.0	0.050	15.0	LOS B	0.2	1.2	0.53	0.64	0.53	42.2
Approach		32	0.0	32	0.0	0.050	5.8	LOS A	0.2	1.2	0.53	0.64	0.53	42.5
North: Doncaster (North)														
7	L2	4	0.0	4	0.0	0.242	8.4	LOS A	0.2	1.6	0.06	0.02	0.06	49.3
8	T1	453	1.4	453	1.4	0.242	0.2	LOS A	0.2	1.6	0.06	0.02	0.06	49.6
9	R2	12	0.0	12	0.0	0.242	8.9	LOS A	0.2	1.6	0.06	0.02	0.06	48.9
Approach		468	1.3	468	1.3	0.242	0.5	NA	0.2	1.6	0.06	0.02	0.06	49.6
West: Ascot (West)														
10	L2	20	0.0	20	0.0	0.090	7.4	LOS A	0.3	2.0	0.69	0.82	0.69	42.3
12	R2	14	7.7	14	7.7	0.090	20.3	LOS B	0.3	2.0	0.69	0.82	0.69	42.0
Approach		34	3.1	34	3.1	0.090	12.7	LOS A	0.3	2.0	0.69	0.82	0.69	42.1
All Vehicles		1242	1.0	1242	1.0	0.363	1.1	NA	0.5	3.6	0.10	0.07	0.11	49.2

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.

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).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 103 [2a. Doncaster/Ascot - Cycleway & Pedcrossing - Existing Traffic - PM (Site Folder: Existing PM)]

 Network: N101 [Alison/Doncaster - Existing PM Peak (Network Folder: Existing)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Existing Design
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Doncaster (South)														
2	T1	17	0.0	17	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	30.0
Approach		17	0.0	17	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	30.0
East: Ascot (East)														
5	T1	32	0.0	32	0.0	0.027	7.3	LOS A	0.1	0.7	0.11	1.01	0.11	41.9
Approach		32	0.0	32	0.0	0.027	7.3	LOS A	0.1	0.7	0.11	1.01	0.11	41.9
North: Doncaster (North)														
8	T1	24	0.0	24	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	30.0
Approach		24	0.0	24	0.0	0.004	0.0	NA	0.0	0.0	0.00	0.00	0.00	30.0
West: Ascot (West)														
11	T1	29	0.0	29	0.0	0.025	3.9	LOS A	0.1	0.6	0.11	1.11	0.11	44.2
Approach		29	0.0	29	0.0	0.025	3.9	LOS A	0.1	0.6	0.11	1.11	0.11	44.2
All Vehicles		102	0.0	102	0.0	0.027	3.4	NA	0.1	0.7	0.07	0.63	0.07	34.5

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

MOVEMENT SUMMARY

📍 Site: 104 [3a. Doncaster/Ascot - Signalised - Existing Traffic - PM - 1 lane (Site Folder: Existing PM)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Proposed Design 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Doncaster (South)														
1	L2	36	0	38	0.0	0.458	8.9	LOS A	14.6	102.5	0.34	0.34	0.34	46.5
2	T1	629	5	662	0.8	0.458	4.3	LOS A	14.6	102.5	0.34	0.33	0.34	35.7
3	R2	24	0	25	0.0	* 0.458	8.9	LOS A	14.6	102.5	0.34	0.34	0.34	46.3
Approach		689	5	725	0.7	0.458	4.7	LOS A	14.6	102.5	0.34	0.33	0.34	36.4
East: Ascot (East)														
4	L2	24	0	25	0.0	0.137	63.5	LOS E	1.9	13.6	0.92	0.72	0.92	26.6
6	R2	6	0	6	0.0	0.137	63.5	LOS E	1.9	13.6	0.92	0.72	0.92	26.6
Approach		30	0	32	0.0	0.137	63.5	LOS E	1.9	13.6	0.92	0.72	0.92	26.6
North: Doncaster (North)														
7	L2	4	0	4	0.0	* 0.434	23.1	LOS B	18.1	128.0	0.62	0.56	0.62	39.5
8	T1	453	6	477	1.3	0.434	18.3	LOS B	18.1	128.0	0.61	0.55	0.61	39.4
9	R2	11	0	12	0.0	0.434	23.1	LOS B	18.1	128.0	0.62	0.56	0.62	39.4
Approach		468	6	493	1.3	0.434	18.4	LOS B	18.1	128.0	0.61	0.55	0.61	39.4
West: Ascot (West)														
10	L2	19	0	20	0.0	0.354	76.2	LOS F	2.3	16.6	0.98	0.73	0.98	24.4
12	R2	13	1	14	7.7	* 0.354	76.3	LOS F	2.3	16.6	0.98	0.73	0.98	24.3
Approach		32	1	34	3.1	0.354	76.2	LOS F	2.3	16.6	0.98	0.73	0.98	24.3
All Vehicles		1219	12	1283	1.0	0.458	13.3	LOS A	18.1	128.0	0.48	0.44	0.48	36.6

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.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Doncaster (South)												
P1	Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	88.9	32.0	0.36
East: Ascot (East)												
P2	Full	50	53	15.6	LOS B	0.1	0.1	0.47	0.47	38.7	30.0	0.78
North: Doncaster (North)												
P3	Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	88.9	32.0	0.36
West: Ascot (West)												
P4	Full	50	53	3.4	LOS A	0.0	0.0	0.22	0.22	26.5	30.0	1.13
All Pedestrians		0	211	36.9	LOS D	0.2	0.2	0.65	0.65	60.7	31.0	0.51

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: 101 [1b. Doncaster/Ascot - Previous Roundabout - Class 3 Event - PM - Taxi/Uber Ascot
(Site Folder: Class 3 Event - Taxi/Uber Ascot)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Future Conditions 1
Roundabout

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: Doncaster (South)														
1	L2	38	0	40	0.0	1.194	187.9	LOS F	156.4	1093.8	1.00	3.32	6.00	13.9
2	T1	636	12	669	1.9	1.194	187.8	LOS F	156.4	1093.8	1.00	3.32	6.00	13.9
3	R2	467	0	492	0.0	1.194	190.9	LOS F	156.4	1093.8	1.00	3.32	6.00	13.9
3u	U	1	0	1	0.0	1.194	193.5	LOS F	156.4	1093.8	1.00	3.32	6.00	14.2
Approach		1142	12	1202	1.1	1.194	189.1	LOS F	156.4	1093.8	1.00	3.32	6.00	13.9
East: Ascot (East)														
4	L2	308	0	324	0.0	0.743	13.8	LOS A	9.1	63.5	0.95	1.06	1.26	41.0
6	R2	158	0	166	0.0	0.743	16.7	LOS B	9.1	63.5	0.95	1.06	1.26	41.4
6u	U	1	0	1	0.0	0.743	19.4	LOS B	9.1	63.5	0.95	1.06	1.26	44.2
Approach		467	0	492	0.0	0.743	14.8	LOS B	9.1	63.5	0.95	1.06	1.26	41.1
North: Doncaster (North)														
7	L2	243	0	256	0.0	1.409	386.7	LOS F	155.1	1079.9	1.00	6.19	12.31	7.9
8	T1	459	12	483	2.6	1.409	386.5	LOS F	155.1	1079.9	1.00	6.19	12.31	7.9
9	R2	11	0	12	0.0	1.409	389.6	LOS F	155.1	1079.9	1.00	6.19	12.31	7.9
9u	U	1	0	1	0.0	1.409	392.2	LOS F	155.1	1079.9	1.00	6.19	12.31	8.0
Approach		714	12	752	1.7	1.409	386.6	LOS F	155.1	1079.9	1.00	6.19	12.31	7.9
West: Ascot (West)														
10	L2	19	0	20	0.0	0.167	18.6	LOS B	1.0	7.2	0.94	0.97	0.94	38.7
12	R2	14	1	15	7.1	0.167	22.1	LOS B	1.0	7.2	0.94	0.97	0.94	38.6
12u	U	1	0	1	0.0	0.167	24.2	LOS B	1.0	7.2	0.94	0.97	0.94	41.5
Approach		34	1	36	2.9	0.167	20.2	LOS B	1.0	7.2	0.94	0.97	0.94	38.7
All Vehicles		2357	25	2481	1.1	1.409	212.0	LOS F	156.4	1093.8	0.99	3.71	6.90	12.8

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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
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: 102v [2bi. Doncaster/Ascot - Priority Controlled - Class 3 Event - PM - Taxi/Uber Ascot (Site Folder: Class 3 Event - Taxi/Uber Ascot)]

■ Network: N101 [Alison/Doncaster - Class 3 Event - Taxi/Uber Ascot (Network Folder: Class 3 Event - Taxi/Uber Ascot)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Future Conditions 1
Give-Way (Two-Way)

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.

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).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

STOP

Site: 103 [2bii. Doncaster/Ascot - Cycleway & Pedcrossing - Class 3 Event - PM - Taxi/Uber Ascot (Site Folder: Class 3 Event - Taxi/Uber Ascot)]

Network

Network: N101 [Alison/Doncaster - Class 3 Event - Taxi/Uber Ascot (Network Folder: Class 3 Event - Taxi/Uber Ascot)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Future Conditions 1
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Doncaster (South)														
2	T1	17	0.0	17	0.0	0.003	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	30.0
Approach		17	0.0	17	0.0	0.003	0.0	NA	0.0	0.0	0.00	0.00	0.00	30.0
East: Ascot (East)														
5	T1	486	0.0	486	0.0	0.839	7.4	LOS A	222.1	1554.7	0.17	0.98	0.17	41.9
Approach		486	0.0	486	0.0	0.839	7.4	LOS A	222.1	1554.7	0.17	0.98	0.17	41.9
North: Doncaster (North)														
8	T1	24	0.0	24	0.0	0.004	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	30.0
Approach		24	0.0	24	0.0	0.004	0.0	NA	0.0	0.0	0.00	0.00	0.00	30.0
West: Ascot (West)														
11	T1	747	0.0	747	0.0	0.645	4.2	LOS A	1.8	12.4	0.25	1.00	0.25	44.3
Approach		747	0.0	747	0.0	0.645	4.2	LOS A	1.8	12.4	0.25	1.00	0.25	44.3
All Vehicles		1275	0.0	1275	0.0	0.839	5.3	NA	222.1	1554.7	0.21	0.96	0.21	42.2

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

MOVEMENT SUMMARY

 Site: 104 [3b. Doncaster/Ascot - Signalised - Class 3 Event - PM - 1 lane - Taxi/Uber Ascot (Site Folder: Class 3 Event - Taxi/Uber Ascot)]

Survey:- Thursday 23/06/22
Peak Hour:- 5:00pm-6:00pm
Site Category: Future Conditions 1
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m				km/h
South: Doncaster (South)														
1	L2	36	0	38	0.0	1.489	475.6	LOS F	227.0	1603.5	1.00	2.10	3.23	6.2
2	T1	636	12	669	1.9	1.489	459.4	LOS F	227.0	1603.5	0.98	2.05	3.16	6.5
3	R2	467	0	492	0.0	* 1.489	475.7	LOS F	227.0	1603.5	1.00	2.10	3.23	6.2
Approach		1139	12	1199	1.1	1.489	466.6	LOS F	227.0	1603.5	0.99	2.08	3.19	6.1
East: Ascot (East)														
4	L2	305	0	321	0.0	1.298	339.4	LOS F	84.1	588.9	1.00	1.67	2.69	8.6
6	R2	157	0	165	0.0	* 1.298	339.4	LOS F	84.1	588.9	1.00	1.67	2.69	8.6
Approach		462	0	486	0.0	1.298	339.4	LOS F	84.1	588.9	1.00	1.67	2.69	8.6
North: Doncaster (North)														
7	L2	243	0	256	0.0	1.432	453.3	LOS F	146.6	1041.4	1.00	2.32	3.10	6.7
8	T1	459	12	483	2.6	* 1.432	427.9	LOS F	146.6	1041.4	0.99	2.23	2.98	7.8
9	R2	11	0	12	0.0	1.432	453.3	LOS F	146.6	1041.4	1.00	2.32	3.10	6.7
Approach		713	12	751	1.7	1.432	437.0	LOS F	146.6	1041.4	0.99	2.27	3.02	6.9
West: Ascot (West)														
10	L2	19	0	20	0.0	0.216	68.9	LOS E	2.1	15.2	0.93	0.73	0.93	25.6
12	R2	13	1	14	7.7	0.216	69.0	LOS E	2.1	15.2	0.93	0.73	0.93	25.5
Approach		32	1	34	3.1	0.216	69.0	LOS E	2.1	15.2	0.93	0.73	0.93	25.6
All Vehicles		2346	25	2469	1.1	1.489	427.1	LOS F	227.0	1603.5	0.99	2.03	3.01	6.8

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.
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.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[Ped ped	Dist] m			sec	m	m/sec
South: Doncaster (South)												
P1	Full	50	53	49.8	LOS E	0.2	0.2	0.84	0.84	74.5	32.0	0.43
East: Ascot (East)												
P2	Full	50	53	36.5	LOS D	0.2	0.2	0.72	0.72	59.6	30.0	0.50
North: Doncaster (North)												
P3	Full	50	53	49.8	LOS E	0.2	0.2	0.84	0.84	74.5	32.0	0.43
West: Ascot (West)												
P4	Full	50	53	7.9	LOS A	0.1	0.1	0.34	0.34	31.0	30.0	0.97
All Pedestrians		0	211	36.0	LOS D	0.2	0.2	0.69	0.69	59.9	31.0	0.52

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.