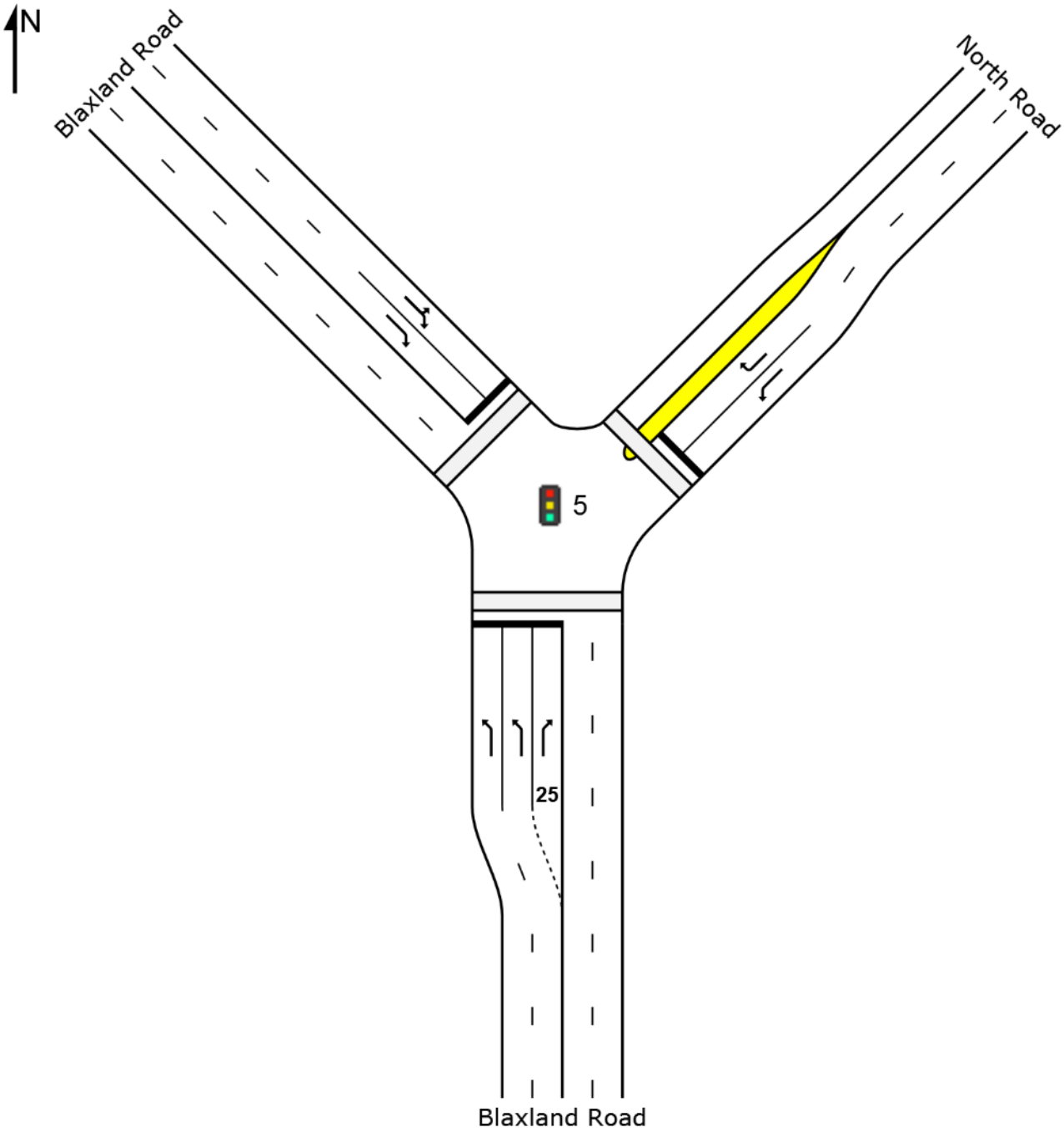
SITE LAYOUT

Site: 5 [Blaxland Road x North Road AM 2017]

Blaxland Road x North Road AM 2017 (0830-0930)
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 5 [Blaxland Road x North Road AM 2017]

Blaxland Road x North Road AM 2017 (0830-0930)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Blaxland Road											
1a	L1	368	4.3	0.144	10.3	LOS A	3.0	22.0	0.37	0.66	43.8
3a	R1	115	0.9	0.088	10.1	LOS A	1.8	12.7	0.35	0.65	50.0
Approach		483	3.5	0.144	10.2	LOS A	3.0	22.0	0.36	0.66	45.8
NorthEast: North Road											
24a	L1	225	0.5	0.328	29.5	LOS C	8.0	55.9	0.77	0.77	39.7
26	R2	174	1.2	0.496	45.4	LOS D	7.8	54.9	0.94	0.80	24.9
Approach		399	0.8	0.496	36.4	LOS C	8.0	55.9	0.85	0.78	33.7
NorthWest: Blaxland Road											
27	L2	227	0.9	0.503	19.6	LOS B	15.2	109.1	0.68	0.77	37.2
29a	R1	758	4.0	0.503	19.4	LOS B	15.3	110.7	0.69	0.77	36.9
Approach		985	3.3	0.503	19.4	LOS B	15.3	110.7	0.69	0.77	37.0
All Vehicles		1867	2.8	0.503	20.7	LOS B	15.3	110.7	0.64	0.75	37.9

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P6	NorthEast Full Crossing	53	40.6	LOS E	0.1	0.1	0.90	0.90
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		158	43.0	LOS E			0.93	0.93

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

MOVEMENT SUMMARY

Site: 5 [Blaxland Road x North Road AM 2027]

Blaxland Road x North Road AM 2027 (0830-0930)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Blaxland Road											
1a	L1	445	3.5	0.173	10.4	LOS A	3.7	27.0	0.38	0.67	43.7
3a	R1	140	0.8	0.107	10.2	LOS A	2.2	15.7	0.35	0.65	50.0
Approach		585	2.9	0.173	10.3	LOS A	3.7	27.0	0.37	0.66	45.8
NorthEast: North Road											
24a	L1	275	0.4	0.400	30.3	LOS C	10.0	70.3	0.80	0.79	39.4
26	R2	212	1.0	0.604	46.4	LOS D	9.7	68.4	0.97	0.82	24.6
Approach		486	0.6	0.604	37.3	LOS C	10.0	70.3	0.87	0.80	33.3
NorthWest: Blaxland Road											
27	L2	277	0.8	0.606	20.9	LOS B	20.0	142.7	0.74	0.80	36.4
29a	R1	917	3.3	0.606	20.7	LOS B	20.0	142.7	0.75	0.80	36.1
Approach		1194	2.7	0.606	20.8	LOS B	20.0	144.1	0.75	0.80	36.2
All Vehicles		2265	2.3	0.606	21.6	LOS B	20.0	144.1	0.68	0.77	37.4

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P6	NorthEast Full Crossing	53	40.6	LOS E	0.1	0.1	0.90	0.90
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		158	43.0	LOS E			0.93	0.93

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

MOVEMENT SUMMARY

Site: 5 [Blaxland Road x North Road AM 2027 + School 800]

Blaxland Road x North Road AM 2027 + School (0830-0930)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Blaxland Road											
1a	L1	445	3.5	0.181	11.6	LOS A	4.1	29.7	0.41	0.68	42.6
3a	R1	147	0.7	0.117	11.3	LOS A	2.6	18.2	0.39	0.67	49.2
Approach		593	2.8	0.181	11.5	LOS A	4.1	29.7	0.41	0.67	44.8
NorthEast: North Road											
24a	L1	278	0.4	0.374	27.9	LOS B	9.6	67.8	0.76	0.78	40.4
26	R2	289	0.7	0.712	46.2	LOS D	13.6	95.8	0.98	0.86	24.7
Approach		567	0.6	0.712	37.2	LOS C	13.6	95.8	0.87	0.82	32.7
NorthWest: Blaxland Road											
27	L2	433	0.5	0.716	23.2	LOS B	25.5	180.9	0.82	0.84	34.9
29a	R1	917	3.3	0.716	23.9	LOS B	25.5	180.9	0.84	0.84	34.1
Approach		1349	2.4	0.716	23.7	LOS B	25.5	180.9	0.83	0.84	34.4
All Vehicles		2509	2.1	0.716	23.9	LOS B	25.5	180.9	0.74	0.80	36.0

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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	41.5	LOS E	0.1	0.1	0.91	0.91
P6	NorthEast Full Crossing	53	37.9	LOS D	0.1	0.1	0.87	0.87
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		158	41.2	LOS E			0.91	0.91

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: 5 [Blaxland Road x North Road PM 2017]

Blaxland Road x North Road PM 2017 (1500-1600)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Blaxland Road											
1a	L1	623	2.4	0.328	18.7	LOS B	9.0	64.0	0.60	0.74	37.1
3a	R1	120	0.9	0.119	17.2	LOS B	2.9	20.4	0.53	0.70	45.6
Approach		743	2.1	0.328	18.5	LOS B	9.0	64.0	0.59	0.73	38.9
NorthEast: North Road											
24a	L1	202	1.6	0.206	18.2	LOS B	5.2	37.1	0.57	0.71	45.2
26	R2	312	2.4	0.487	33.0	LOS C	11.9	85.3	0.84	0.81	29.3
Approach		514	2.0	0.487	27.2	LOS B	11.9	85.3	0.73	0.77	36.1
NorthWest: Blaxland Road											
27	L2	118	1.8	0.481	29.5	LOS C	12.3	87.9	0.81	0.80	31.6
29a	R1	537	3.3	0.481	29.3	LOS C	12.3	87.9	0.82	0.80	31.3
Approach		655	3.1	0.481	29.3	LOS C	12.3	88.1	0.82	0.80	31.4
All Vehicles		1912	2.4	0.487	24.5	LOS B	12.3	88.1	0.71	0.77	35.5

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	30.5	LOS D	0.1	0.1	0.78	0.78
P6	NorthEast Full Crossing	53	27.4	LOS C	0.1	0.1	0.74	0.74
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		158	34.1	LOS D			0.82	0.82

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: 5 [Blaxland Road x North Road PM 2027]

Blaxland Road x North Road PM 2027 (1500-1600)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Blaxland Road											
1a	L1	757	1.9	0.407	19.4	LOS B	11.8	83.9	0.63	0.76	36.6
3a	R1	146	0.7	0.145	17.4	LOS B	3.6	25.2	0.54	0.70	45.5
Approach		903	1.7	0.407	19.0	LOS B	11.8	83.9	0.62	0.75	38.6
NorthEast: North Road											
24a	L1	245	1.3	0.249	18.6	LOS B	6.5	46.1	0.59	0.72	45.0
26	R2	378	1.9	0.589	34.3	LOS C	15.2	107.9	0.87	0.83	28.8
Approach		623	1.7	0.589	28.1	LOS B	15.2	107.9	0.76	0.79	35.7
NorthWest: Blaxland Road											
27	L2	143	1.5	0.581	30.7	LOS C	15.6	111.4	0.85	0.82	31.0
29a	R1	651	2.8	0.581	30.6	LOS C	15.6	111.4	0.86	0.82	30.8
Approach		794	2.5	0.581	30.6	LOS C	15.6	111.4	0.86	0.82	30.8
All Vehicles		2320	2.0	0.589	25.4	LOS B	15.6	111.4	0.74	0.78	35.0

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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	30.5	LOS D	0.1	0.1	0.78	0.78
P6	NorthEast Full Crossing	53	27.4	LOS C	0.1	0.1	0.74	0.74
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		158	34.1	LOS D			0.82	0.82

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: 5 [Blaxland Road x North Road PM 2027 + School 800]

Blaxland Road x North Road PM 2027 + School (1500-1600)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Blaxland Road											
1a	L1	757	1.9	0.455	22.7	LOS B	13.3	94.4	0.70	0.78	34.5
3a	R1	149	0.7	0.164	20.3	LOS B	4.1	28.6	0.60	0.72	43.9
Approach		906	1.7	0.455	22.3	LOS B	13.3	94.4	0.68	0.77	36.6
NorthEast: North Road											
24a	L1	254	1.2	0.235	15.8	LOS B	6.1	42.8	0.53	0.70	46.6
26	R2	534	1.4	0.725	32.9	LOS C	22.0	156.2	0.91	0.86	29.4
Approach		787	1.3	0.725	27.4	LOS B	22.0	156.2	0.79	0.81	35.4
NorthWest: Blaxland Road											
27	L2	221	1.0	0.730	36.8	LOS C	19.6	139.7	0.94	0.86	28.4
29a	R1	651	2.8	0.730	36.8	LOS C	19.6	139.7	0.95	0.86	28.1
Approach		872	2.3	0.730	36.8	LOS C	19.6	139.7	0.95	0.86	28.2
All Vehicles		2565	1.8	0.730	28.8	LOS C	22.0	156.2	0.80	0.81	33.2

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

Movement Performance - Pedestrians

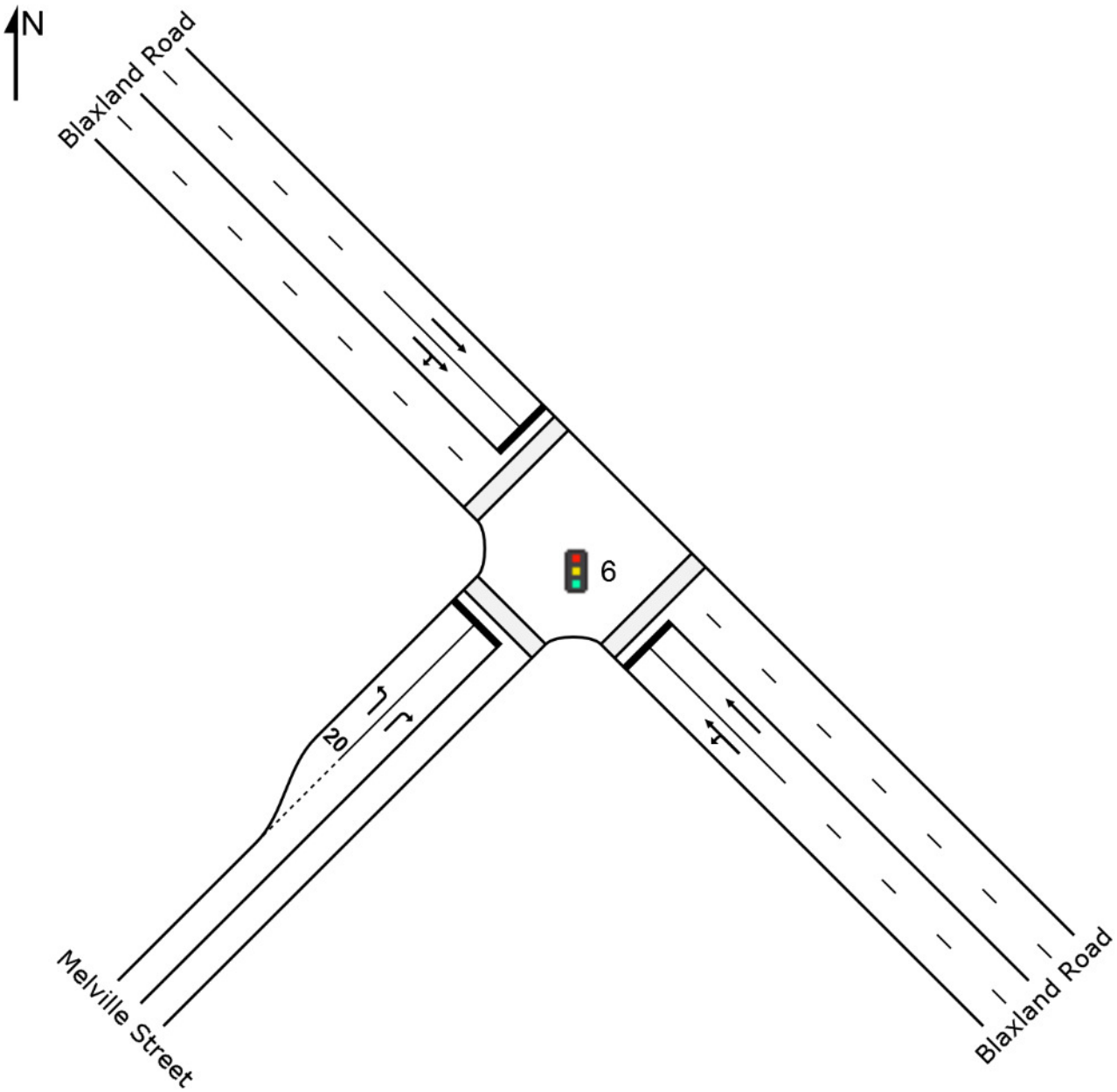
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	26.7	LOS C	0.1	0.1	0.73	0.73
P6	NorthEast Full Crossing	53	23.9	LOS C	0.1	0.1	0.69	0.69
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		158	31.6	LOS D			0.79	0.79

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.

SITE LAYOUT

Site: 6 [Blaxland Road x Melville Street AM 2017]

Blaxland Road x Melville Street AM 2017 (0830-0930)
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 6 [Blaxland Road x Melville Street AM 2017]

Blaxland Road x Melville Street AM 2017 (0830-0930)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Blaxland Road											
21	L2	139	0.8	0.606	40.3	LOS C	12.3	88.3	0.94	0.81	27.6
22	T1	407	4.4	0.606	37.2	LOS C	12.3	88.3	0.95	0.80	28.4
Approach		546	3.5	0.606	38.0	LOS C	12.3	88.3	0.94	0.80	28.2
NorthWest: Blaxland Road											
28	T1	783	3.9	0.590	26.7	LOS B	16.6	120.4	0.86	0.75	33.5
29	R2	49	6.4	0.590	32.3	LOS C	15.9	115.1	0.86	0.76	40.4
Approach		833	4.0	0.590	27.0	LOS B	16.6	120.4	0.86	0.75	34.1
SouthWest: Melville Street											
30	L2	53	6.0	0.141	40.6	LOS C	2.1	15.5	0.85	0.74	35.3
32	R2	207	1.0	0.600	44.1	LOS D	9.2	64.9	0.94	0.81	25.3
Approach		260	2.0	0.600	43.4	LOS D	9.2	64.9	0.92	0.80	27.8
All Vehicles		1639	3.5	0.606	33.3	LOS C	16.6	120.4	0.90	0.78	30.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	SouthEast Full Crossing	53	39.7	LOS D	0.1	0.1	0.89	0.89
P7	NorthWest Full Crossing	53	39.7	LOS D	0.1	0.1	0.89	0.89
P8	SouthWest Full Crossing	53	8.0	LOS A	0.1	0.1	0.40	0.40
All Pedestrians		158	29.1	LOS C			0.73	0.73

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: 6 [Blaxland Road x Melville Street AM 2027]

Blaxland Road x Melville Street AM 2027 (0830-0930)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Blaxland Road											
21	L2	169	0.6	0.731	43.0	LOS D	15.9	113.6	0.98	0.87	26.7
22	T1	493	3.6	0.731	39.9	LOS C	15.9	113.6	0.98	0.87	27.4
Approach		662	2.9	0.731	40.7	LOS C	15.9	113.6	0.98	0.87	27.2
NorthWest: Blaxland Road											
28	T1	948	3.2	0.731	29.6	LOS C	21.9	157.5	0.93	0.82	32.0
29	R2	60	5.3	0.731	35.3	LOS C	21.0	151.2	0.93	0.83	39.1
Approach		1008	3.3	0.731	30.0	LOS C	21.9	157.5	0.93	0.83	32.6
SouthWest: Melville Street											
30	L2	63	5.0	0.160	39.9	LOS C	2.5	18.4	0.85	0.74	35.6
32	R2	253	0.8	0.712	45.5	LOS D	11.7	82.2	0.96	0.85	24.9
Approach		316	1.7	0.712	44.4	LOS D	11.7	82.2	0.94	0.83	27.4
All Vehicles		1986	2.9	0.731	35.8	LOS C	21.9	157.5	0.95	0.84	29.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	SouthEast Full Crossing	53	38.8	LOS D	0.1	0.1	0.88	0.88
P7	NorthWest Full Crossing	53	38.8	LOS D	0.1	0.1	0.88	0.88
P8	SouthWest Full Crossing	53	8.4	LOS A	0.1	0.1	0.41	0.41
All Pedestrians		158	28.7	LOS C			0.72	0.72

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: 6 [Blaxland Road x Melville Street AM 2027 + School 800]

Blaxland Road x Melville Street AM 2027 + School (0830-0930)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Blaxland Road											
21	L2	220	0.5	0.841	49.6	LOS D	20.2	143.5	1.00	0.97	24.5
22	T1	520	3.4	0.841	46.7	LOS D	20.2	143.5	1.00	0.98	25.1
Approach		740	2.6	0.841	47.6	LOS D	20.2	143.5	1.00	0.98	24.9
NorthWest: Blaxland Road											
28	T1	1002	3.0	0.836	38.6	LOS C	27.0	194.3	0.99	0.97	28.0
29	R2	60	5.3	0.836	44.4	LOS D	26.0	187.0	0.99	0.97	35.7
Approach		1062	3.2	0.836	38.9	LOS C	27.0	194.3	0.99	0.97	28.6
SouthWest: Melville Street											
30	L2	63	5.0	0.135	36.2	LOS C	2.4	17.3	0.80	0.74	36.9
32	R2	354	0.6	0.830	48.8	LOS D	17.8	124.9	0.97	0.92	23.9
Approach		417	1.3	0.830	46.9	LOS D	17.8	124.9	0.95	0.89	26.2
All Vehicles		2219	2.6	0.841	43.3	LOS D	27.0	194.3	0.99	0.96	26.8

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	SouthEast Full Crossing	53	35.4	LOS D	0.1	0.1	0.84	0.84
P7	NorthWest Full Crossing	53	35.4	LOS D	0.1	0.1	0.84	0.84
P8	SouthWest Full Crossing	53	10.1	LOS B	0.1	0.1	0.45	0.45
All Pedestrians		158	27.0	LOS C			0.71	0.71

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: 6 [Blaxland Road x Melville Street PM 2017]

Blaxland Road x Melville Street PM 2017 (1500-1600)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Blaxland Road											
21	L2	251	2.1	0.575	26.0	LOS B	17.1	122.2	0.80	0.76	34.1
22	T1	687	2.5	0.575	23.2	LOS B	17.2	123.2	0.81	0.74	35.3
Approach		938	2.4	0.575	23.9	LOS B	17.2	123.2	0.81	0.74	35.0
NorthWest: Blaxland Road											
28	T1	527	3.6	0.566	34.3	LOS C	12.4	89.4	0.92	0.78	29.8
29	R2	39	8.1	0.566	39.9	LOS C	11.7	84.9	0.92	0.78	37.2
Approach		566	3.9	0.566	34.6	LOS C	12.4	89.4	0.92	0.78	30.5
SouthWest: Melville Street											
30	L2	51	2.1	0.212	48.7	LOS D	2.3	16.2	0.93	0.74	32.8
32	R2	127	1.7	0.566	51.0	LOS D	6.0	42.9	0.98	0.79	23.3
Approach		178	1.8	0.566	50.4	LOS D	6.0	42.9	0.97	0.78	26.5
All Vehicles		1682	2.8	0.575	30.3	LOS C	17.2	123.2	0.86	0.76	32.1

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	SouthEast Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P8	SouthWest Full Crossing	53	5.1	LOS A	0.0	0.0	0.32	0.32
All Pedestrians		158	31.2	LOS D			0.73	0.73

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: 6 [Blaxland Road x Melville Street PM 2027]

Blaxland Road x Melville Street PM 2027 (1500-1600)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Blaxland Road											
21	L2	304	1.7	0.695	27.8	LOS B	22.4	159.6	0.86	0.81	33.2
22	T1	834	2.0	0.695	24.9	LOS B	22.4	159.6	0.87	0.79	34.3
Approach		1138	1.9	0.695	25.7	LOS B	22.4	159.7	0.87	0.80	34.0
NorthWest: Blaxland Road											
28	T1	639	3.0	0.708	37.3	LOS C	16.0	114.9	0.97	0.85	28.6
29	R2	46	6.8	0.708	43.0	LOS D	15.2	109.5	0.97	0.85	36.1
Approach		685	3.2	0.708	37.7	LOS C	16.0	114.9	0.97	0.85	29.3
SouthWest: Melville Street											
30	L2	61	1.7	0.238	47.9	LOS D	2.7	19.4	0.93	0.75	33.1
32	R2	155	1.4	0.674	51.6	LOS D	7.5	53.0	0.99	0.83	23.3
Approach		216	1.5	0.674	50.5	LOS D	7.5	53.0	0.97	0.81	26.5
All Vehicles		2039	2.3	0.708	32.3	LOS C	22.4	159.7	0.91	0.82	31.2

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	SouthEast Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P8	SouthWest Full Crossing	53	6.5	LOS A	0.1	0.1	0.36	0.36
All Pedestrians		158	31.7	LOS D			0.75	0.75

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: 6 [Blaxland Road x Melville Street PM 2027 + School 800]

Blaxland Road x Melville Street PM 2027 + School (1500-1600)
Signals - Fixed Time Isolated Cycle Time = 100 seconds (User-Given Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Blaxland Road											
21	L2	405	1.3	0.783	29.9	LOS C	27.9	198.1	0.91	0.87	32.0
22	T1	888	1.9	0.783	27.6	LOS B	27.9	198.1	0.92	0.86	32.8
Approach		1294	1.7	0.783	28.3	LOS B	27.9	198.1	0.92	0.86	32.6
NorthWest: Blaxland Road											
28	T1	665	2.8	0.796	42.7	LOS D	18.1	129.8	1.00	0.94	26.6
29	R2	46	6.8	0.796	48.5	LOS D	17.2	124.1	1.00	0.94	34.3
Approach		712	3.1	0.796	43.1	LOS D	18.1	129.8	1.00	0.94	27.3
SouthWest: Melville Street											
30	L2	61	1.7	0.208	45.7	LOS D	2.6	18.8	0.91	0.75	33.7
32	R2	205	1.0	0.797	53.9	LOS D	10.4	73.7	1.00	0.90	22.7
Approach		266	1.2	0.797	52.0	LOS D	10.4	73.7	0.98	0.87	25.6
All Vehicles		2272	2.1	0.797	35.7	LOS C	27.9	198.1	0.95	0.89	29.7

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P5	SouthEast Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P7	NorthWest Full Crossing	53	44.3	LOS E	0.1	0.1	0.94	0.94
P8	SouthWest Full Crossing	53	7.2	LOS A	0.1	0.1	0.38	0.38
All Pedestrians		158	31.9	LOS D			0.75	0.75

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.

Appendix E – Sustainable Travel

Green Travel Plan

See separate documentation

Appendix F – Construction Traffic

Draft Construction Traffic Management Plan

See separate documentation