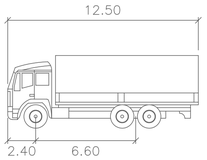
Job Name: Goulburn Base Hospital and Health Services Redevelopment

Sketch Title: Loading Dock HRV

Date: 04/07/2017
By: G.C

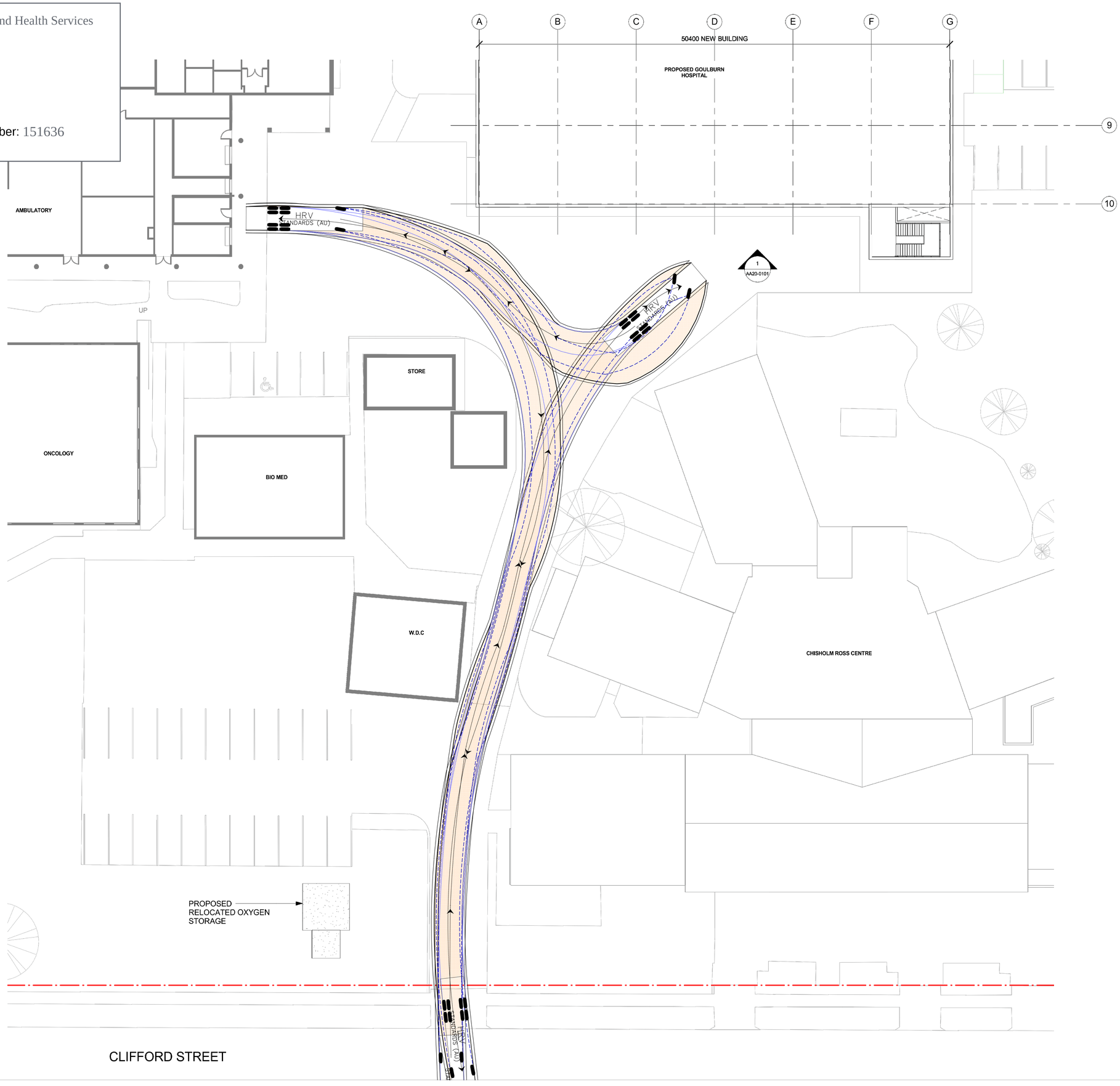
Taylor Thomson Whitting

Job Number: 151636



HRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.2



REV

CLIENT

NSW GOVERNMENT Health Infrastructure

14/77 Pacific Hwy,
North Sydney,
NSW 2060
T +61 2 9978 5402
www.hinfra.health.nsw.gov.au/

PROJECT DIRECTOR
HEALTH INFRATRSTURE

PROJECT MANAGER
TSA MANAGEMENT

ARCHITECT
BILLARD LEECE PARTNERSHIP

STRUCTURAL/CIVIL ENGINEER
BONACCI GROUP

ELECTRICAL , CT AND SECURITY SERVICES ENGINEER
WOOD AND GRIEVE ENGINEERS

HYDRAULICS & FIRE ENGINEERING
GHD

BUILDING SURVEYOR
BM+G

TRAFFIC ENGINEER
TTW

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E info@blp.com.au
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PROJECT
GOULBURN HOSPITAL & HOSPITAL SERIVCES REDEVELOPMENT

DESCRIPTION
SOUTHERN ENTRANCE

Project No	15614
Scale 1 : 200@A1	Date 09/05/2017
Drawn By Author	Checked By Checker
Drawing No SK-0036	Revision

SCHEMATIC DESIGN

21/06/2017 11:27:53 AM

Appendix C

Gas Vehicle Turning Path Analysis

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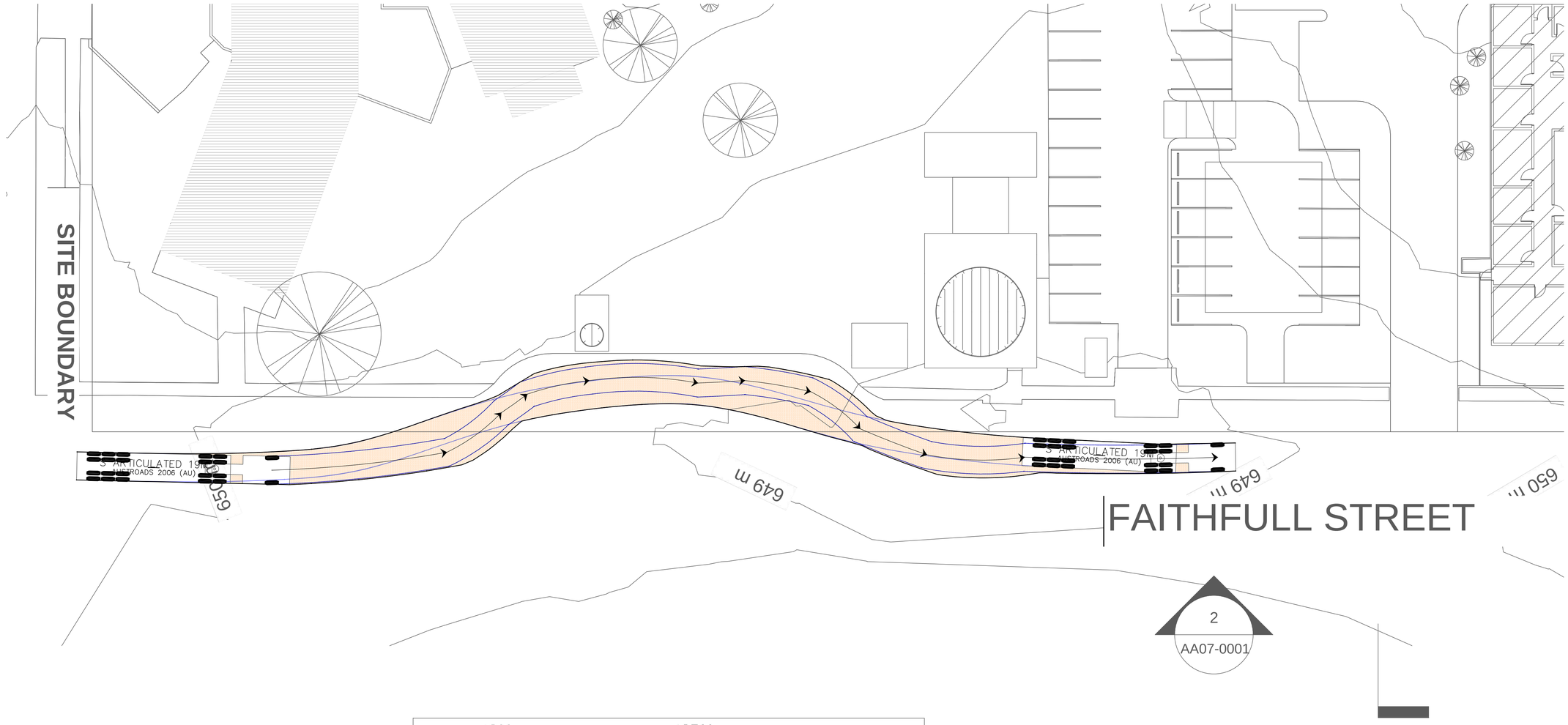

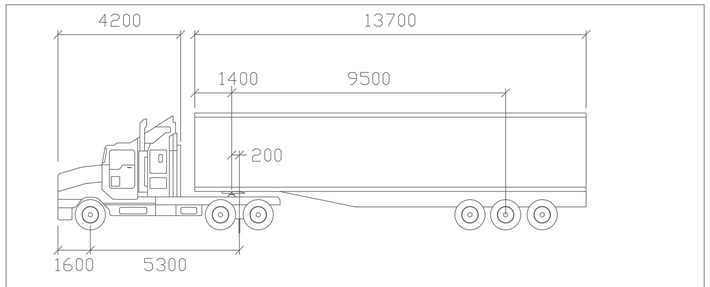

S ARTICULATED 19M

	mm		
Tractor Width	: 2500	Lock to Lock Time	: 6.0
Trailer Width	: 2500	Steering Angle	: 27.7
Tractor Track	: 2500	Articulating Angle	: 70.0
Trailer Track	: 2500		

FileName: SKC 04, 05 & 06.dwg - USER: grosec - Plot File Created: Oct 31, 2017 - 4:42pm

A1 0 1 2 3 4 5 6 7 8 9 10

PRELIMINARY

Rev	Description	Eng	Draft	Date

PROJECT MANAGEMENT
TSA MANAGEMENT
207 KENT STREET SYDNEY

Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
GOULBURN HOSPITAL REDEVELOPMENT

Sheet Subject
GAS VEHICLE TURNING PATHS

Scale : A1 1:200 | Drawn | Authorised
Job No 151636 | Drawing No | Revision
Plot File Created: Oct 31, 2017 - 4:42pm

Appendix D

RMS and Council Meeting Minutes

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Taylor Thomson Whitting

Structural
Civil
Traffic
Facade

Record of Meeting Minutes

Project	Goulburn Hospital and Health Services Redevelopment Project	**Date & Time**	7 Sept 2017 2.30 – 3.00
Subject	Meeting with Roads and Maritime Services	**Pages**	2
Location	90 Crown Street, Wollongong	**Job No.**	151636 UT

Attendee(s)

Tracey Norberg (Goulburn Mulwaree Council)
Narelle Cooke, Senior Road Design Manager
Paul Yannoulatos (TTW)
Nathan Boscaro (RMS)
Rachel McKay, Land Use Development Assessment Officer
Jayd Marsh (RMS), Network and Safety Officer
Joanne Parrott (RMS), Network and Safety Manager

Distribution(s)

Site Location

PY outlined the site location and proposed works. It was acknowledged it is an existing Hospital site which is improving its current facilities and the additional traffic and parking requirements generated were not significant.

Access

PY explained access arrangements will remain unchanged with an additional separate access for ambulances off Faithfull Street.

It was noted the access from the RMS owned State Road, Goldsmith Street, does not generate heavy traffic.

The semi-trailer servicing the gas would be allocated a new lay-by drop off area within the Hospital site.

Parking

It was advised onsite parking will increase and some parking will be allocated specifically for staff and fleet cars. The existing on street parking will be required and there is on street parking capacity within close proximity to the Hospital.

Traffic Generation

RMS representatives agreed with the four locations proposed for SIDRA traffic modelling and believed it was acceptable to use 2015 traffic data, but would check and confirm.

TN mentioned that the nearby new proposed upgrade of the swimming pool facilities will generate additional traffic but this would mainly impact Deccan Street and not the Hospital directly.

Construction Traffic

NB noted there would need to be careful consideration of parking and access during construction. PY mentioned that TTW will be providing a Preliminary CTMP and that a more detailed CTMP will be provided by the successful building contractor.

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Appendix E

SIDRA Modelling Results

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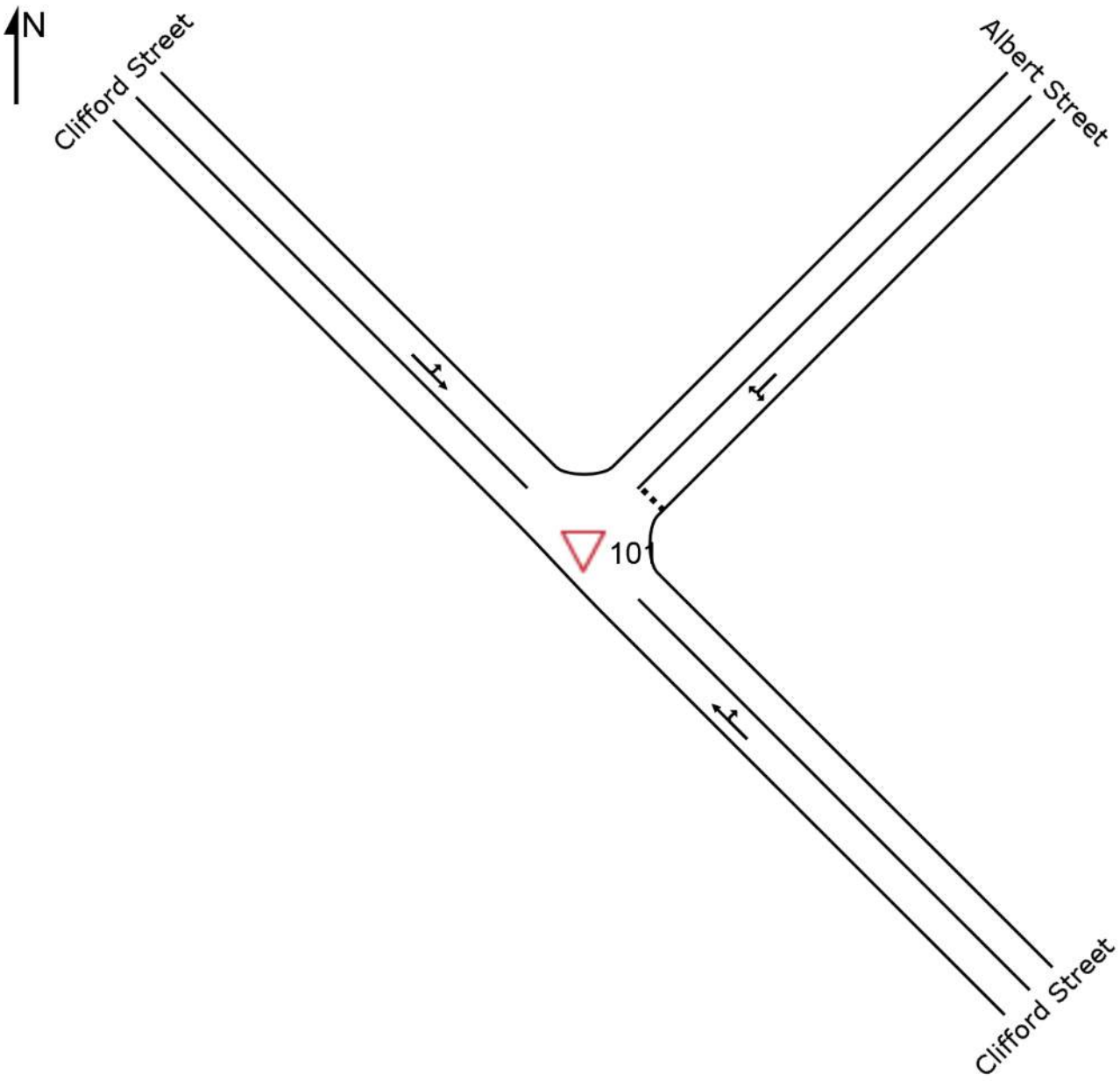
SITE LAYOUT

Site: 101 [2017 Clifford St & Albert St AM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2017 Clifford St & Albert St AM]

New Site
Giveway / Yield (Two-Way)

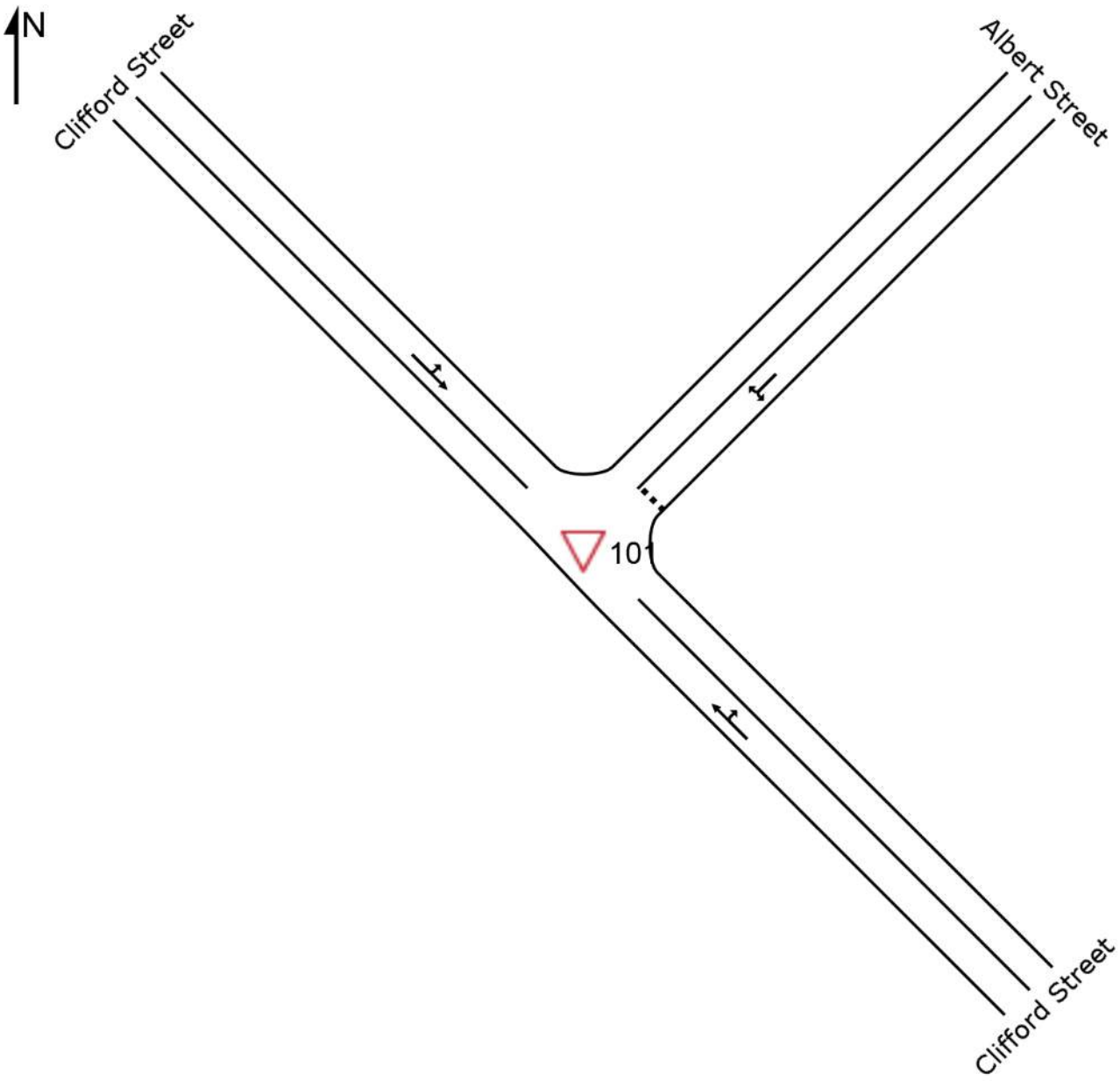
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
22	T1	64	0.0	0.036	4.1	LOS A	0.0	0.0	0.00	0.55	40.9
23	R2	19	22.2	0.036	5.6	LOS A	0.0	0.0	0.00	0.55	39.9
Approach		83	5.1	0.036	4.5	NA	0.0	0.0	0.00	0.55	40.6
NorthEast: Albert Street											
24	L2	33	0.0	0.028	5.8	LOS A	0.1	0.7	0.16	0.55	42.5
26	R2	6	0.0	0.028	6.3	LOS A	0.1	0.7	0.16	0.55	40.1
Approach		39	0.0	0.028	5.8	LOS A	0.1	0.7	0.16	0.55	42.1
NorthWest: Clifford Street											
27	L2	26	64.0	0.060	5.6	LOS A	0.0	0.0	0.00	0.54	34.4
28	T1	78	0.0	0.060	4.1	LOS A	0.0	0.0	0.00	0.54	41.2
Approach		104	16.2	0.060	4.5	NA	0.0	0.0	0.00	0.54	38.7
All Vehicles		226	9.3	0.060	4.7	NA	0.1	0.7	0.03	0.54	40.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
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.

SITE LAYOUT

Site: 101 [2017 Clifford St & Albert St PM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2017 Clifford St & Albert St PM]

New Site
Giveway / Yield (Two-Way)

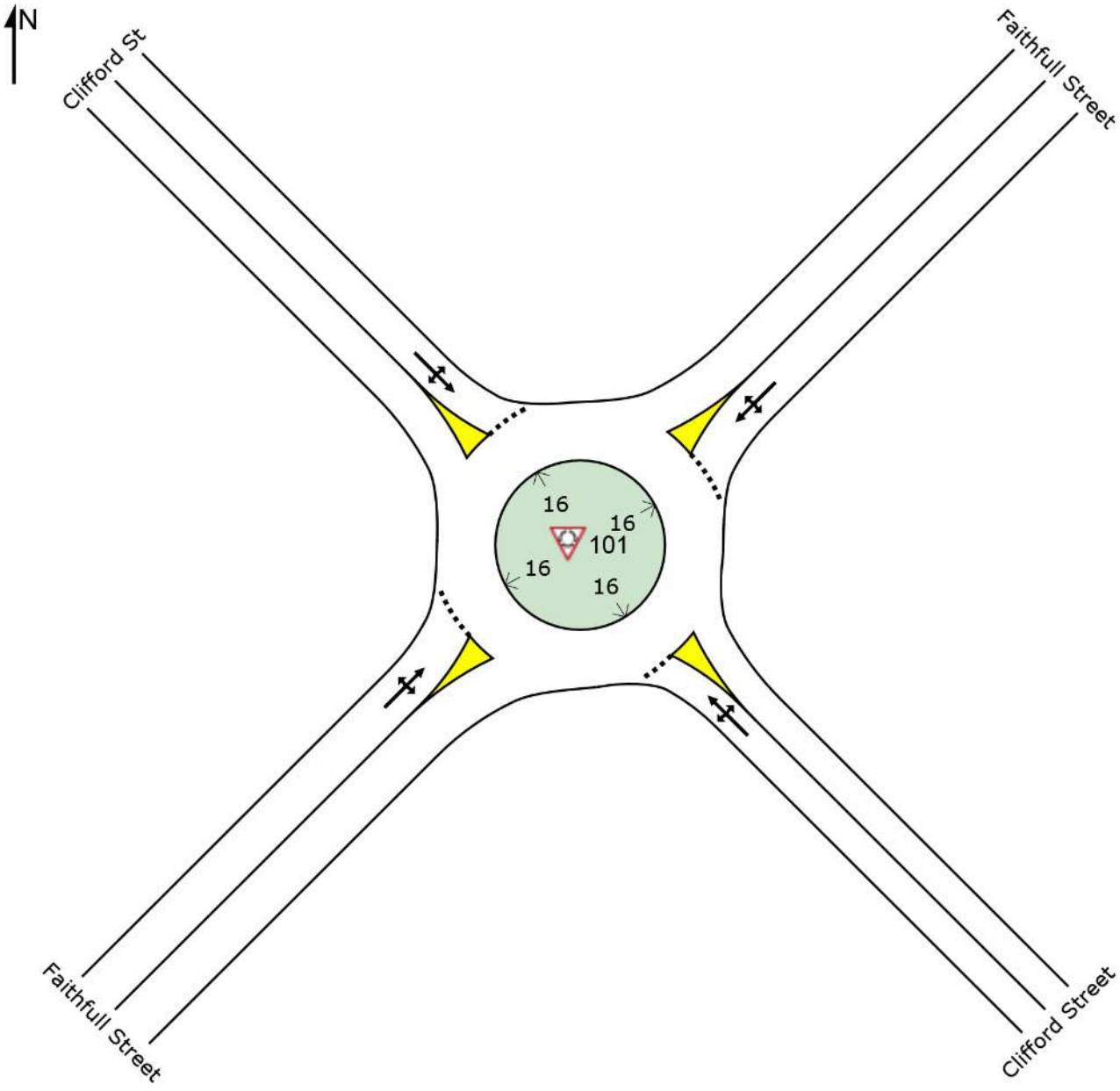
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
22	T1	82	0.0	0.043	4.1	LOS A	0.0	0.0	0.00	0.54	41.1
23	R2	11	0.0	0.043	5.4	LOS A	0.0	0.0	0.00	0.54	44.3
Approach		93	0.0	0.043	4.3	NA	0.0	0.0	0.00	0.54	41.6
NorthEast: Albert Street											
24	L2	16	0.0	0.017	5.7	LOS A	0.1	0.4	0.13	0.55	42.7
26	R2	6	0.0	0.017	6.1	LOS A	0.1	0.4	0.13	0.55	40.3
Approach		22	0.0	0.017	5.8	LOS A	0.1	0.4	0.13	0.55	42.0
NorthWest: Clifford Street											
27	L2	4	0.0	0.029	5.5	LOS A	0.0	0.0	0.00	0.53	45.3
28	T1	54	0.0	0.029	4.1	LOS A	0.0	0.0	0.00	0.53	41.3
Approach		58	0.0	0.029	4.2	NA	0.0	0.0	0.00	0.53	41.6
All Vehicles		173	0.0	0.043	4.5	NA	0.1	0.4	0.02	0.54	41.7

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.
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.
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.

SITE LAYOUT

Site: 101 [2017 Clifford St & Faithfull St AM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2017 Clifford St & Faithfull St AM]

New Site
Roundabout

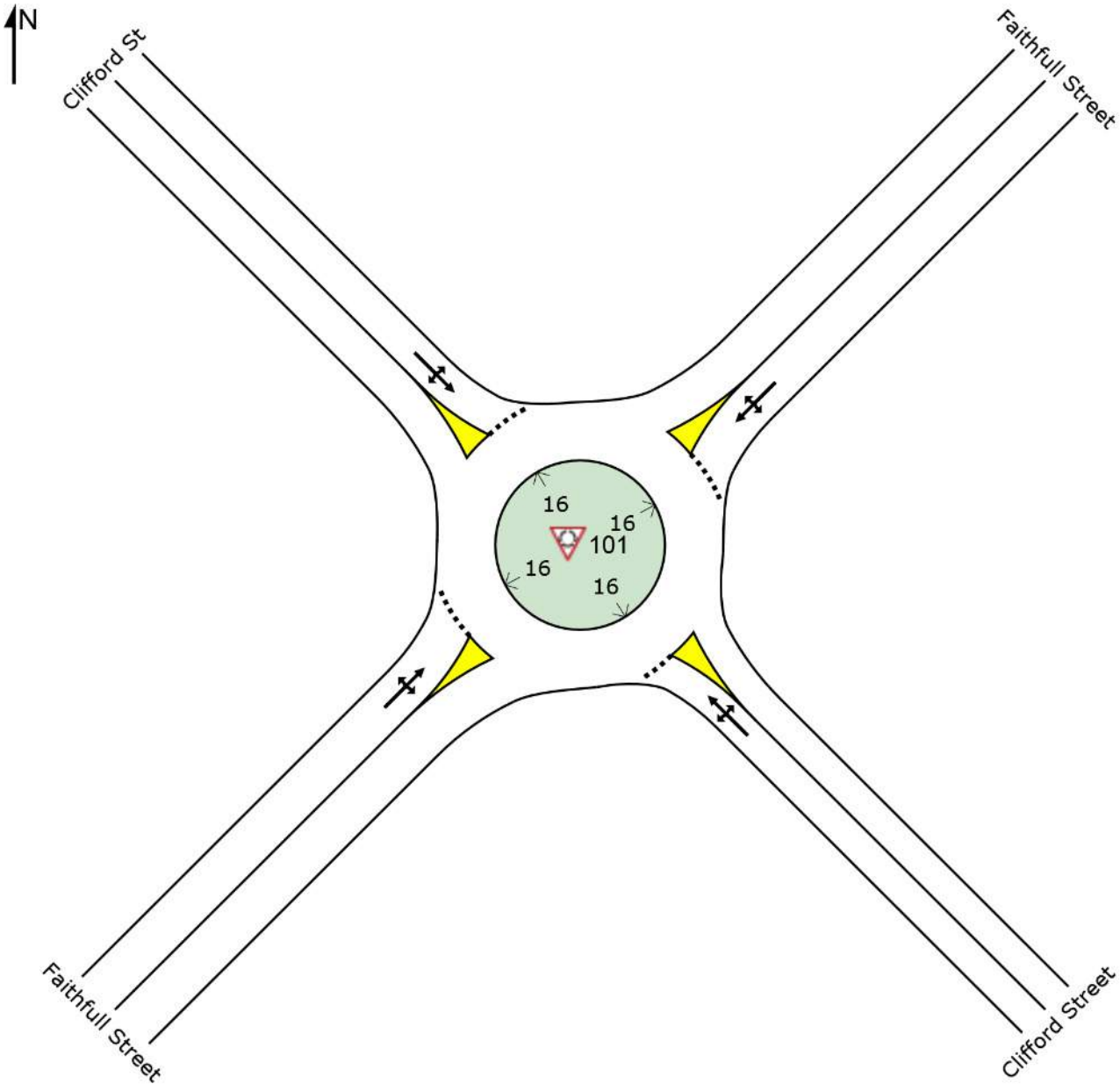
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
21	L2	32	0.0	0.101	5.2	LOS A	0.5	3.6	0.38	0.56	37.7
22	T1	52	2.0	0.101	5.4	LOS A	0.5	3.6	0.38	0.56	37.4
23	R2	25	0.0	0.101	9.5	LOS A	0.5	3.6	0.38	0.56	34.6
Approach		108	1.0	0.101	6.3	LOS A	0.5	3.6	0.38	0.56	36.9
NorthEast: Faithfull Street											
24	L2	13	8.3	0.178	4.6	LOS A	0.7	4.7	0.24	0.50	38.1
25	T1	164	1.3	0.178	4.6	LOS A	0.7	4.7	0.24	0.50	38.4
26	R2	27	3.8	0.178	8.9	LOS A	0.7	4.7	0.24	0.50	36.3
Approach		204	2.1	0.178	5.2	LOS A	0.7	4.7	0.24	0.50	38.1
NorthWest: Clifford St											
27	L2	19	0.0	0.115	5.3	LOS A	0.5	3.5	0.37	0.55	36.3
28	T1	80	0.0	0.115	5.5	LOS A	0.5	3.5	0.37	0.55	37.9
29	R2	17	0.0	0.115	9.6	LOS A	0.5	3.5	0.37	0.55	36.4
Approach		116	0.0	0.115	6.0	LOS A	0.5	3.5	0.37	0.55	37.4
SouthWest: Faithfull Street											
30	L2	28	7.4	0.204	4.6	LOS A	0.8	5.4	0.20	0.50	39.1
31	T1	175	0.6	0.204	4.7	LOS A	0.8	5.4	0.20	0.50	38.5
32	R2	41	0.0	0.204	8.8	LOS A	0.8	5.4	0.20	0.50	37.2
Approach		244	1.3	0.204	5.3	LOS A	0.8	5.4	0.20	0.50	38.4
All Vehicles		673	1.3	0.204	5.6	LOS A	0.8	5.4	0.27	0.52	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.
Roundabout Capacity Model: SIDRA Standard.
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.

SITE LAYOUT

Site: 101 [2017 Clifford St & Faithfull St PM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2017 Clifford St & Faithfull St PM]

New Site
Roundabout

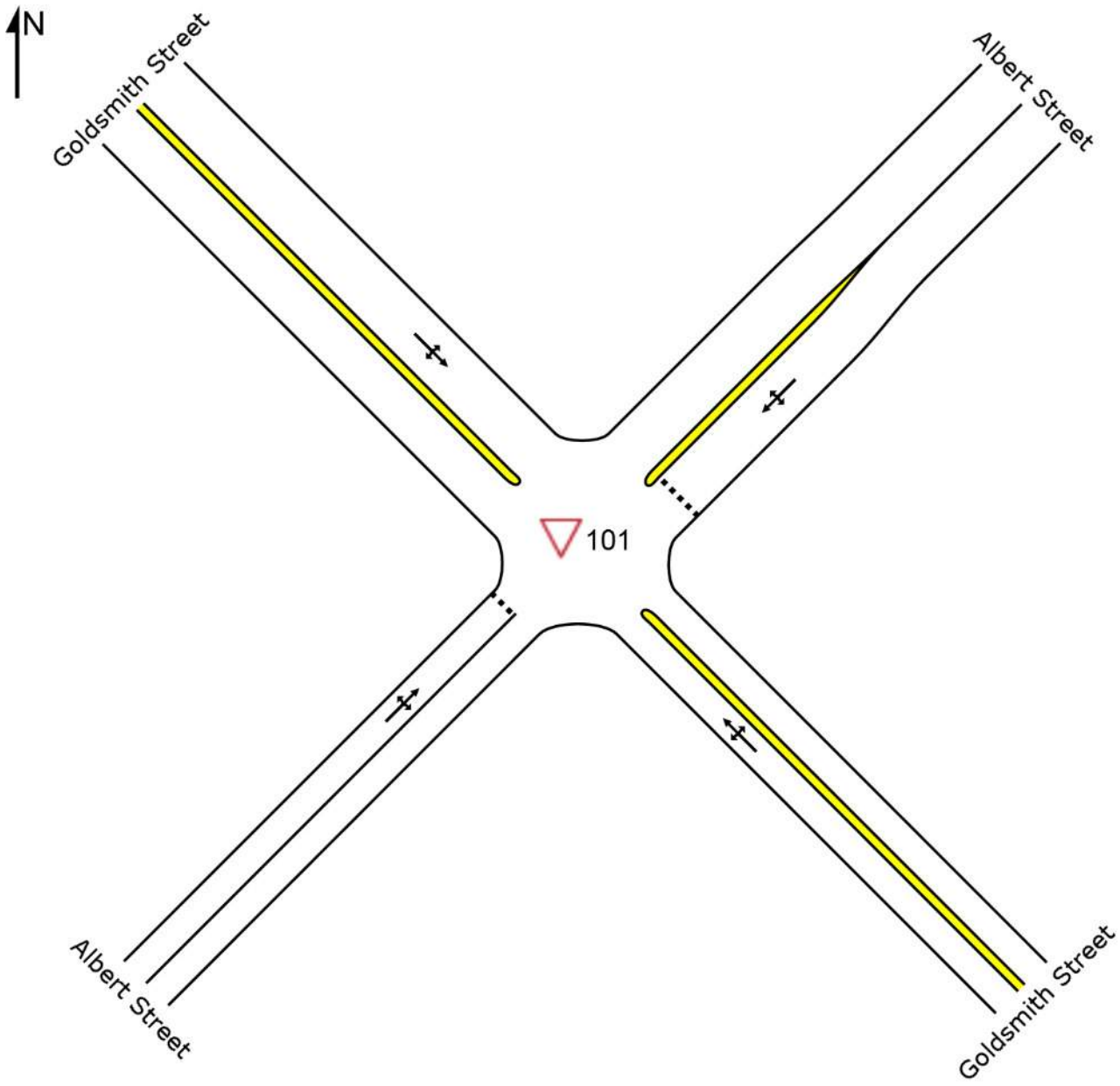
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
21	L2	38	0.0	0.116	5.0	LOS A	0.6	4.1	0.35	0.54	38.2
22	T1	65	0.0	0.116	5.2	LOS A	0.6	4.1	0.35	0.54	37.9
23	R2	26	0.0	0.116	9.4	LOS A	0.6	4.1	0.35	0.54	35.0
Approach		129	0.0	0.116	6.0	LOS A	0.6	4.1	0.35	0.54	37.4
NorthEast: Faithfull Street											
24	L2	24	0.0	0.156	4.4	LOS A	0.6	4.0	0.19	0.46	39.7
25	T1	157	0.0	0.156	4.5	LOS A	0.6	4.0	0.19	0.46	39.5
26	R2	8	0.0	0.156	8.7	LOS A	0.6	4.0	0.19	0.46	37.4
Approach		189	0.0	0.156	4.6	LOS A	0.6	4.0	0.19	0.46	39.4
NorthWest: Clifford St											
27	L2	17	0.0	0.089	4.9	LOS A	0.4	2.7	0.31	0.51	37.2
28	T1	71	0.0	0.089	5.1	LOS A	0.4	2.7	0.31	0.51	38.8
29	R2	7	0.0	0.089	9.2	LOS A	0.4	2.7	0.31	0.51	37.2
Approach		95	0.0	0.089	5.4	LOS A	0.4	2.7	0.31	0.51	38.4
SouthWest: Faithfull Street											
30	L2	14	0.0	0.138	4.5	LOS A	0.5	3.4	0.19	0.48	40.1
31	T1	131	0.0	0.138	4.6	LOS A	0.5	3.4	0.19	0.48	39.0
32	R2	18	0.0	0.138	8.7	LOS A	0.5	3.4	0.19	0.48	37.7
Approach		162	0.0	0.138	5.1	LOS A	0.5	3.4	0.19	0.48	39.0
All Vehicles		576	0.0	0.156	5.2	LOS A	0.6	4.1	0.24	0.49	38.6

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.
Roundabout Capacity Model: SIDRA Standard.
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.

SITE LAYOUT

Site: 101 [2017 Goldsmith St & Albert St AM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2017 Goldsmith St & Albert St AM]

New Site
Giveway / Yield (Two-Way)

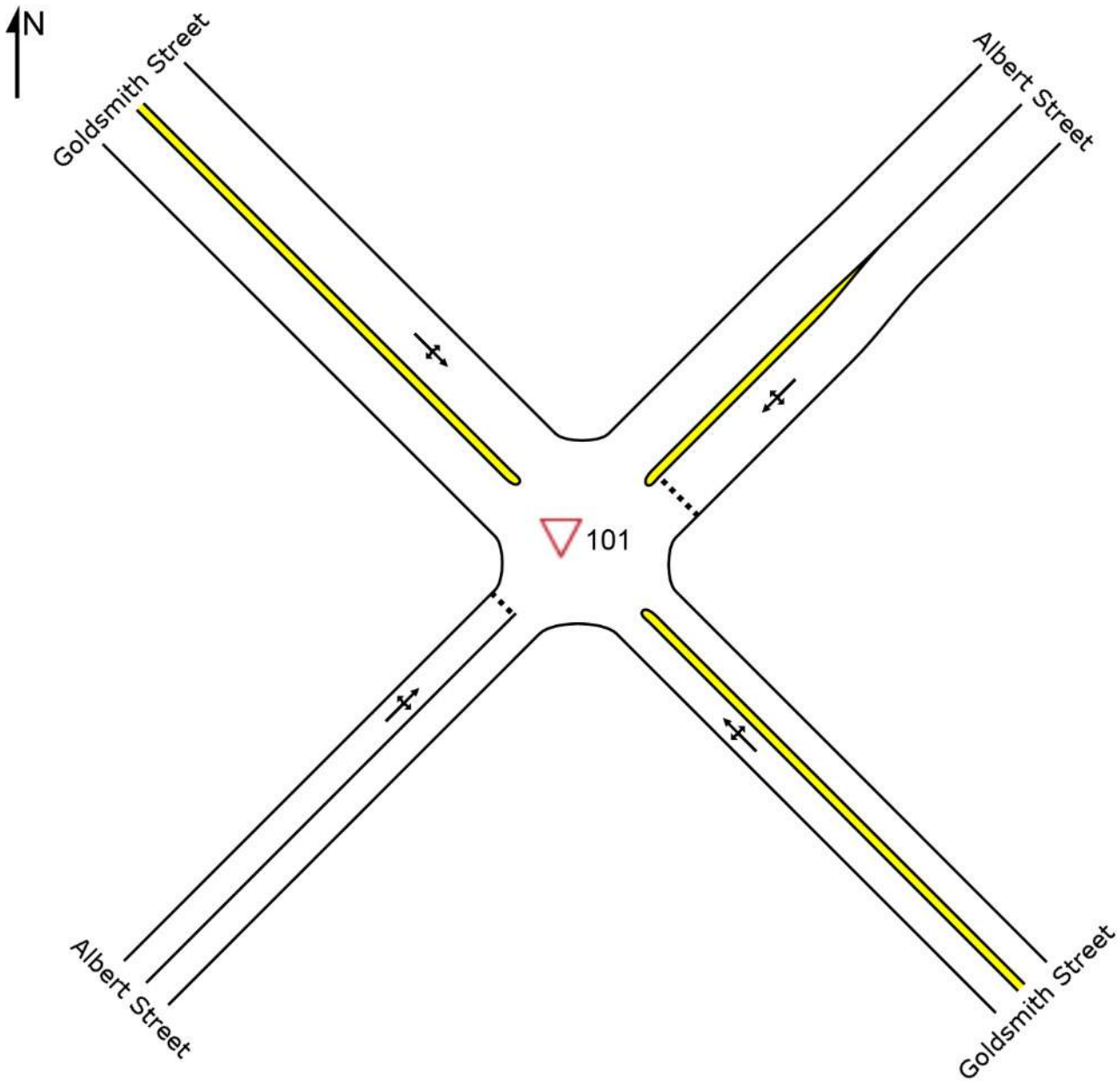
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	18	0.0	0.133	5.5	LOS A	0.0	0.0	0.00	0.52	47.8
22	T1	234	0.9	0.133	4.6	LOS A	0.0	0.0	0.00	0.52	43.1
23	R2	27	0.0	0.133	5.5	LOS A	0.0	0.0	0.00	0.52	42.4
Approach		279	0.8	0.133	4.7	NA	0.0	0.0	0.00	0.52	43.4
NorthEast: Albert Street											
24	L2	76	8.3	0.096	6.7	LOS A	0.4	2.7	0.48	0.68	38.6
25	T1	6	0.0	0.096	8.2	LOS A	0.4	2.7	0.48	0.68	40.6
26	R2	5	0.0	0.096	10.7	LOS A	0.4	2.7	0.48	0.68	22.9
Approach		87	7.2	0.096	7.1	LOS A	0.4	2.7	0.48	0.68	37.9
NorthWest: Goldsmith Street											
27	L2	8	0.0	0.209	4.7	LOS A	0.0	0.0	0.00	0.50	25.8
28	T1	431	1.0	0.209	3.8	LOS A	0.0	0.0	0.00	0.50	46.4
29	R2	7	0.0	0.209	4.7	LOS A	0.0	0.0	0.00	0.50	44.9
Approach		446	0.9	0.209	3.8	NA	0.0	0.0	0.00	0.50	46.0
SouthWest: Albert Street											
30	L2	28	59.3	0.064	7.5	LOS A	0.2	2.3	0.42	0.66	28.3
31	T1	3	33.3	0.064	11.0	LOS A	0.2	2.3	0.42	0.66	29.6
32	R2	8	37.5	0.064	15.4	LOS B	0.2	2.3	0.42	0.66	36.7
Approach		40	52.6	0.064	9.4	LOS A	0.2	2.3	0.42	0.66	30.4
All Vehicles		853	4.0	0.209	4.7	NA	0.4	2.7	0.07	0.53	43.1

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.
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.
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.

SITE LAYOUT

Site: 101 [2017 Goldsmith St & Albert St PM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2017 Goldsmith St & Albert St PM]

New Site
Giveway / Yield (Two-Way)

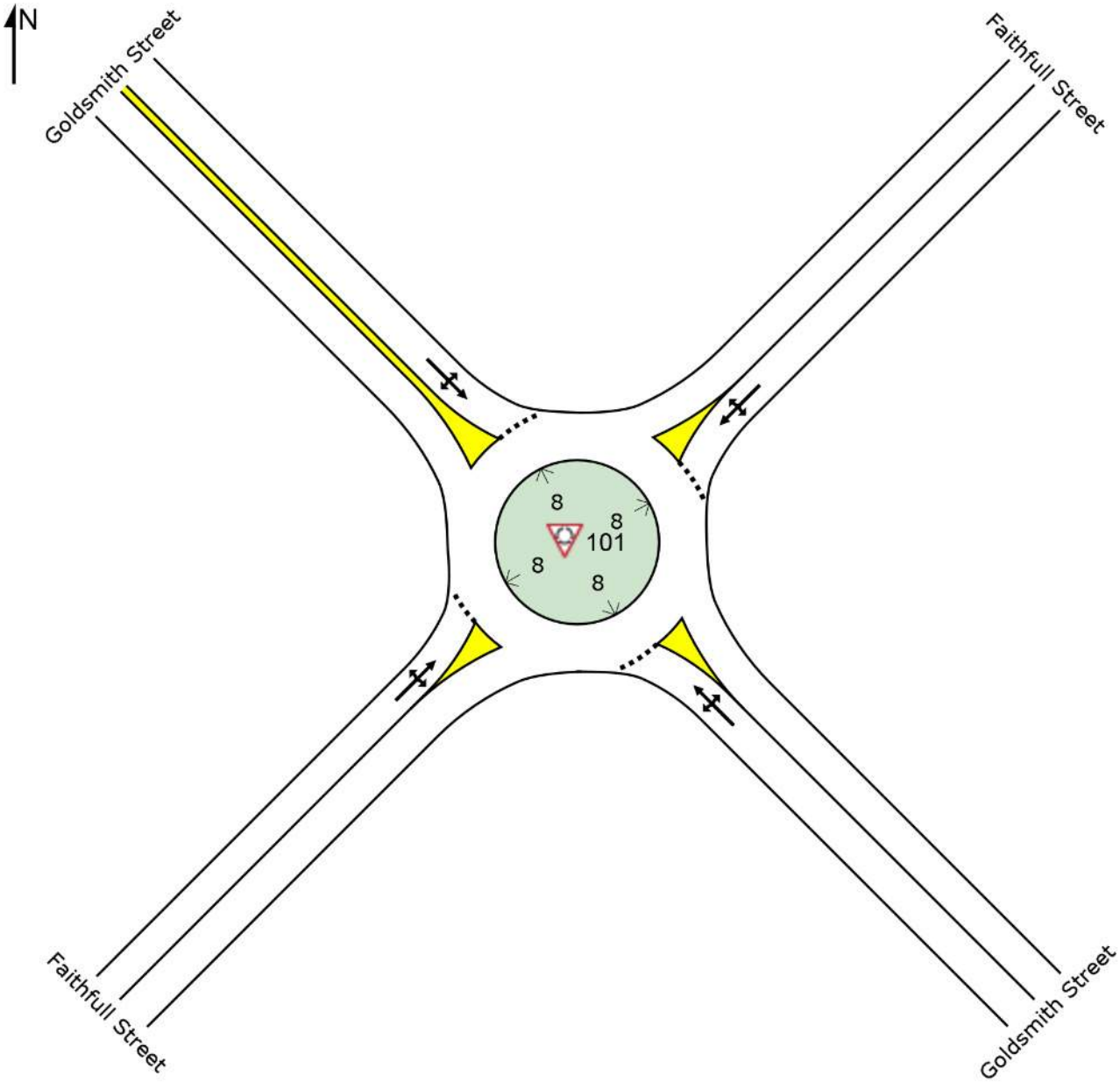
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	13	0.0	0.174	5.5	LOS A	0.0	0.0	0.00	0.52	47.8
22	T1	313	0.3	0.174	4.6	LOS A	0.0	0.0	0.00	0.52	43.2
23	R2	51	0.0	0.174	5.5	LOS A	0.0	0.0	0.00	0.52	42.3
Approach		376	0.3	0.174	4.7	NA	0.0	0.0	0.00	0.52	43.2
NorthEast: Albert Street											
24	L2	41	0.0	0.038	5.7	LOS A	0.1	1.0	0.32	0.57	41.6
25	T1	1	0.0	0.038	7.1	LOS A	0.1	1.0	0.32	0.57	42.2
26	R2	3	0.0	0.038	9.0	LOS A	0.1	1.0	0.32	0.57	23.9
Approach		45	0.0	0.038	5.9	LOS A	0.1	1.0	0.32	0.57	40.5
NorthWest: Goldsmith Street											
27	L2	4	0.0	0.114	4.7	LOS A	0.0	0.0	0.00	0.50	25.8
28	T1	236	0.9	0.114	3.8	LOS A	0.0	0.0	0.00	0.50	46.4
29	R2	3	0.0	0.114	4.7	LOS A	0.0	0.0	0.00	0.50	44.9
Approach		243	0.9	0.114	3.8	NA	0.0	0.0	0.00	0.50	46.1
SouthWest: Albert Street											
30	L2	1	0.0	0.017	6.5	LOS A	0.1	0.4	0.49	0.65	30.3
31	T1	8	0.0	0.017	7.5	LOS A	0.1	0.4	0.49	0.65	31.0
32	R2	2	0.0	0.017	9.6	LOS A	0.1	0.4	0.49	0.65	42.7
Approach		12	0.0	0.017	7.8	LOS A	0.1	0.4	0.49	0.65	33.2
All Vehicles		676	0.5	0.174	4.5	NA	0.1	1.0	0.03	0.52	43.7

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.
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.
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.

SITE LAYOUT

Site: 101 [2017 Goldsmith St & Faithfull St AM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2017 Goldsmith St & Faithfull St AM]

New Site
Roundabout

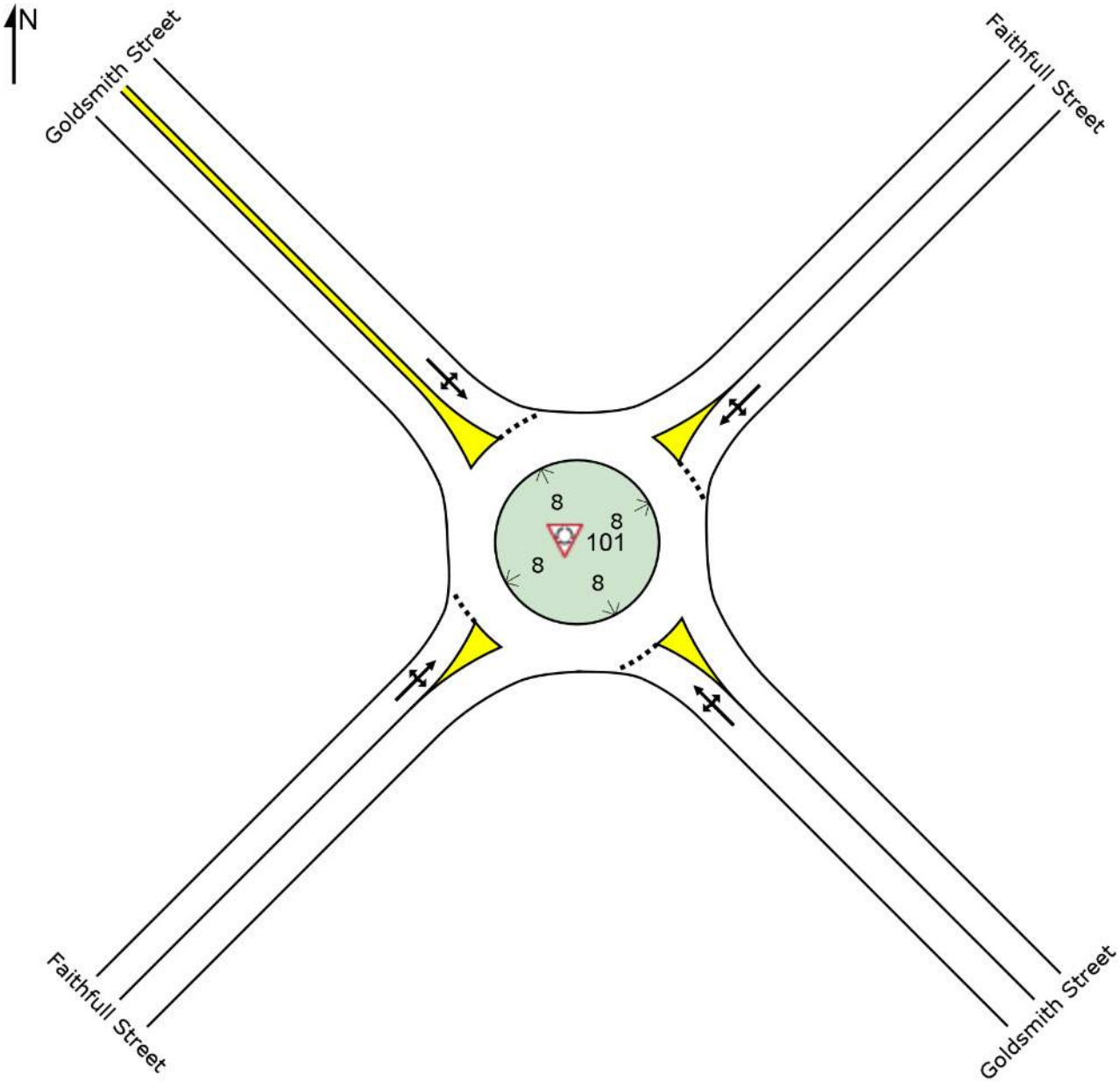
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	53	2.0	0.256	6.0	LOS A	1.4	9.9	0.41	0.58	33.9
22	T1	211	1.0	0.256	5.8	LOS A	1.4	9.9	0.41	0.58	32.2
23	R2	12	0.0	0.256	8.7	LOS A	1.4	9.9	0.41	0.58	34.6
Approach		275	1.1	0.256	6.0	LOS A	1.4	9.9	0.41	0.58	32.7
NorthEast: Faithfull Street											
24	L2	39	0.0	0.246	8.5	LOS A	1.4	9.7	0.66	0.77	32.9
25	T1	116	0.0	0.246	8.3	LOS A	1.4	9.7	0.66	0.77	32.1
26	R2	38	0.0	0.246	11.2	LOS A	1.4	9.7	0.66	0.77	28.2
Approach		193	0.0	0.246	8.9	LOS A	1.4	9.7	0.66	0.77	31.6
NorthWest: Goldsmith Street											
27	L2	15	0.0	0.441	4.2	LOS A	2.9	20.9	0.40	0.54	35.8
28	T1	472	2.5	0.441	4.1	LOS A	2.9	20.9	0.40	0.54	35.4
29	R2	38	8.3	0.441	6.9	LOS A	2.9	20.9	0.40	0.54	31.5
Approach		524	2.8	0.441	4.3	LOS A	2.9	20.9	0.40	0.54	35.1
SouthWest: Faithfull Street											
30	L2	80	0.0	0.210	6.6	LOS A	1.2	8.3	0.48	0.64	29.0
31	T1	69	1.5	0.210	6.4	LOS A	1.2	8.3	0.48	0.64	35.8
32	R2	55	0.0	0.210	9.4	LOS A	1.2	8.3	0.48	0.64	32.4
Approach		204	0.5	0.210	7.3	LOS A	1.2	8.3	0.48	0.64	32.3
All Vehicles		1196	1.6	0.441	5.9	LOS A	2.9	20.9	0.45	0.60	33.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
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.

SITE LAYOUT

Site: 101 [2017 Goldsmith St & Faithfull St PM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2017 Goldsmith St & Faithfull St PM]

New Site
Roundabout

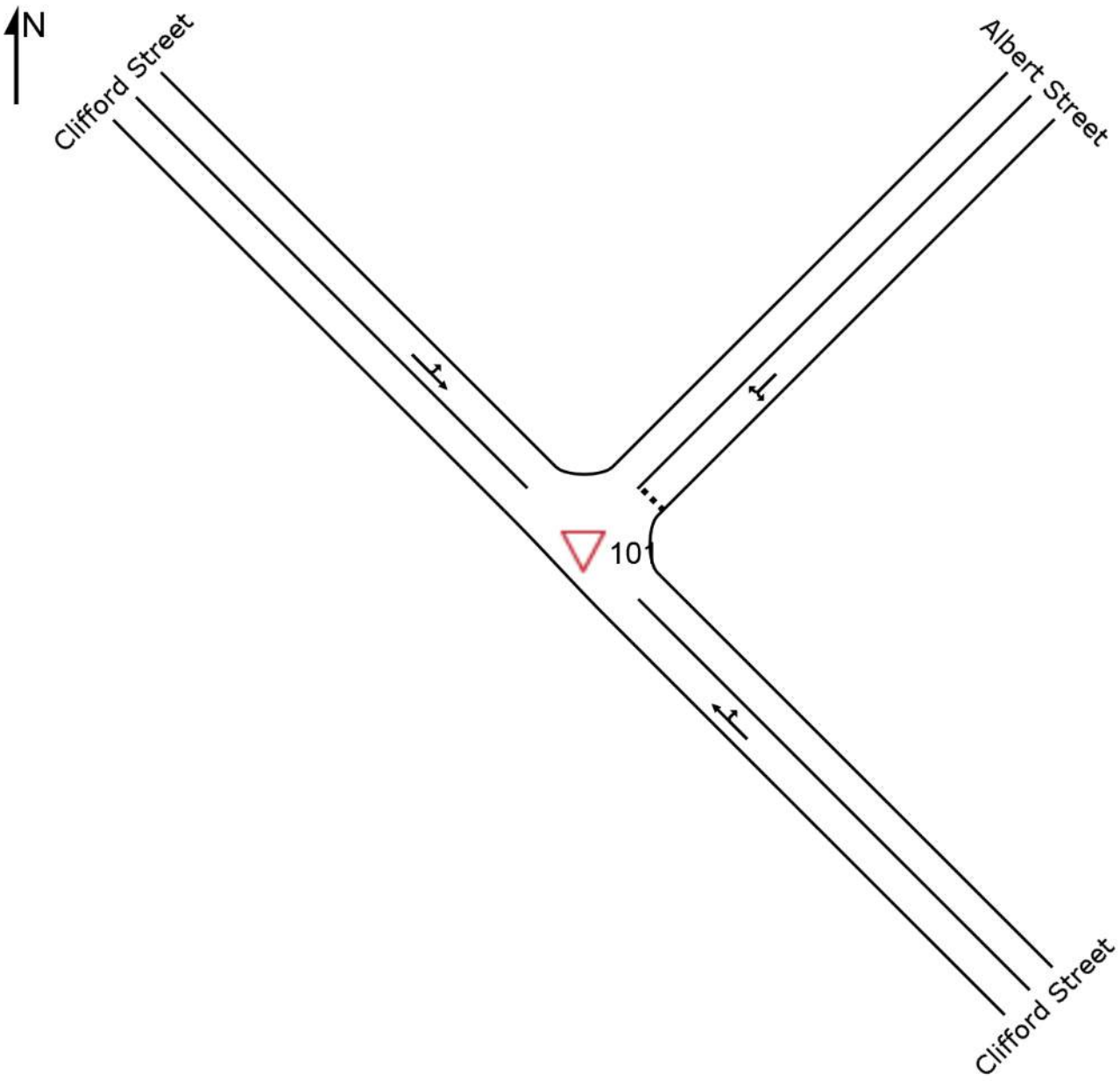
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	51	0.0	0.314	5.6	LOS A	1.8	12.6	0.30	0.53	34.6
22	T1	311	0.3	0.314	5.4	LOS A	1.8	12.6	0.30	0.53	32.9
23	R2	28	0.0	0.314	8.3	LOS A	1.8	12.6	0.30	0.53	35.2
Approach		389	0.3	0.314	5.6	LOS A	1.8	12.6	0.30	0.53	33.4
NorthEast: Faithfull Street											
24	L2	28	0.0	0.115	6.6	LOS A	0.6	3.9	0.45	0.62	35.3
25	T1	69	0.0	0.115	6.4	LOS A	0.6	3.9	0.45	0.62	34.6
26	R2	14	0.0	0.115	9.3	LOS A	0.6	3.9	0.45	0.62	30.5
Approach		112	0.0	0.115	6.8	LOS A	0.6	3.9	0.45	0.62	34.3
NorthWest: Goldsmith Street											
27	L2	8	0.0	0.253	4.1	LOS A	1.3	9.5	0.33	0.53	36.2
28	T1	258	0.8	0.253	4.0	LOS A	1.3	9.5	0.33	0.53	35.9
29	R2	25	0.0	0.253	6.7	LOS A	1.3	9.5	0.33	0.53	32.4
Approach		292	0.7	0.253	4.2	LOS A	1.3	9.5	0.33	0.53	35.6
SouthWest: Faithfull Street											
30	L2	55	0.0	0.182	7.1	LOS A	1.0	7.0	0.53	0.67	28.6
31	T1	75	0.0	0.182	6.9	LOS A	1.0	7.0	0.53	0.67	35.5
32	R2	36	0.0	0.182	9.9	LOS A	1.0	7.0	0.53	0.67	32.1
Approach		165	0.0	0.182	7.6	LOS A	1.0	7.0	0.53	0.67	32.6
All Vehicles		958	0.3	0.314	5.7	LOS A	1.8	12.6	0.37	0.56	33.9

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.
Roundabout Capacity Model: SIDRA Standard.
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.

SITE LAYOUT

Site: 101 [2021 Clifford St & Albert St AM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2021 Clifford St & Albert St AM]

New Site
Giveway / Yield (Two-Way)

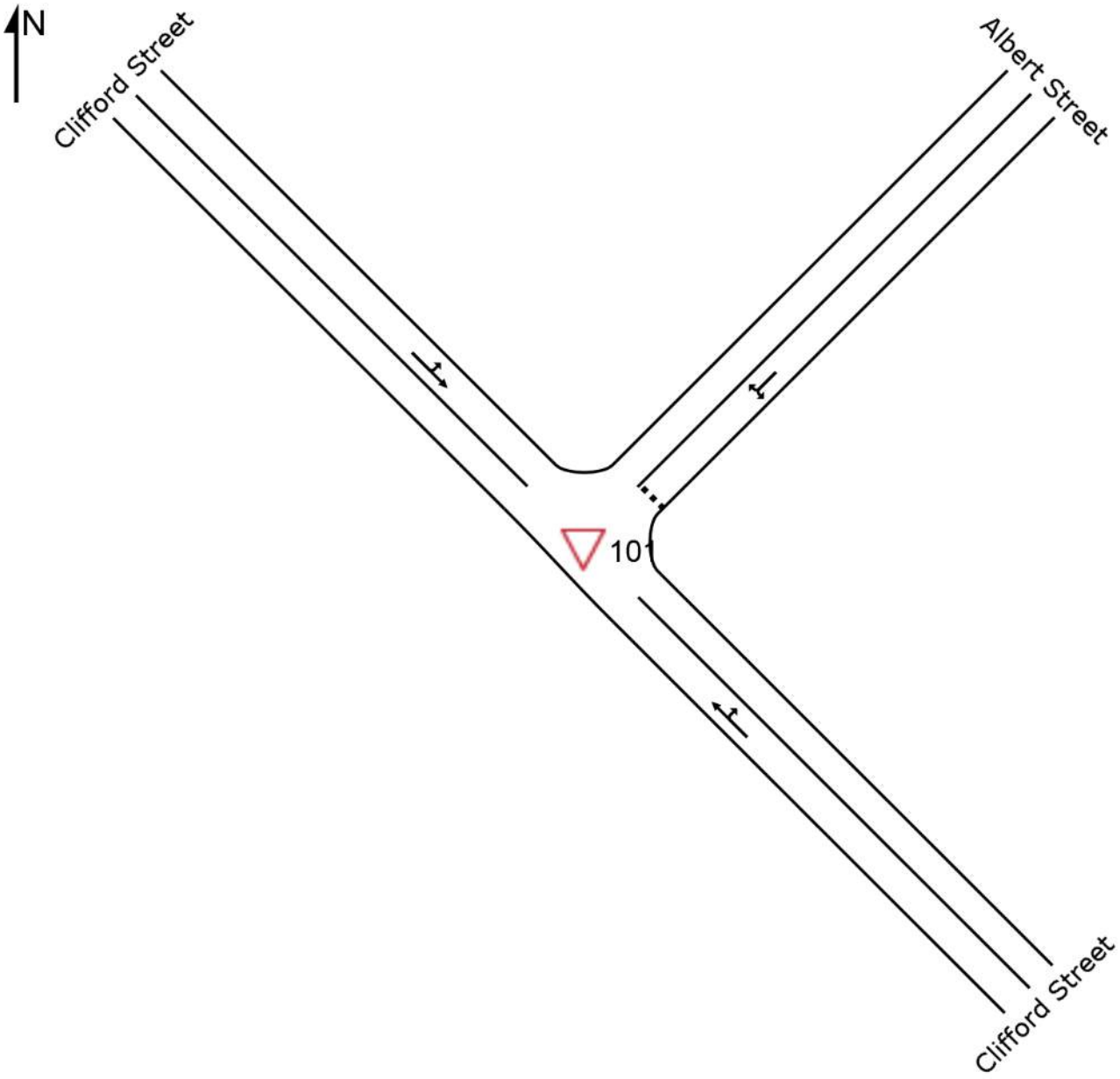
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
22	T1	67	0.0	0.038	4.1	LOS A	0.0	0.0	0.00	0.55	40.9
23	R2	20	21.1	0.038	5.6	LOS A	0.0	0.0	0.00	0.55	40.1
Approach		87	4.8	0.038	4.5	NA	0.0	0.0	0.00	0.55	40.6
NorthEast: Albert Street											
24	L2	42	0.0	0.034	5.8	LOS A	0.1	0.9	0.17	0.55	42.5
26	R2	6	0.0	0.034	6.3	LOS A	0.1	0.9	0.17	0.55	40.1
Approach		48	0.0	0.034	5.8	LOS A	0.1	0.9	0.17	0.55	42.2
NorthWest: Clifford Street											
27	L2	27	61.5	0.062	5.6	LOS A	0.0	0.0	0.00	0.54	34.7
28	T1	81	0.0	0.062	4.1	LOS A	0.0	0.0	0.00	0.54	41.1
Approach		108	15.5	0.062	4.5	NA	0.0	0.0	0.00	0.54	38.8
All Vehicles		244	8.6	0.062	4.8	NA	0.1	0.9	0.03	0.54	40.2

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.
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.
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.

SITE LAYOUT

Site: 101 [2021 Clifford St & Albert St PM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2021 Clifford St & Albert St PM]

New Site
Giveway / Yield (Two-Way)

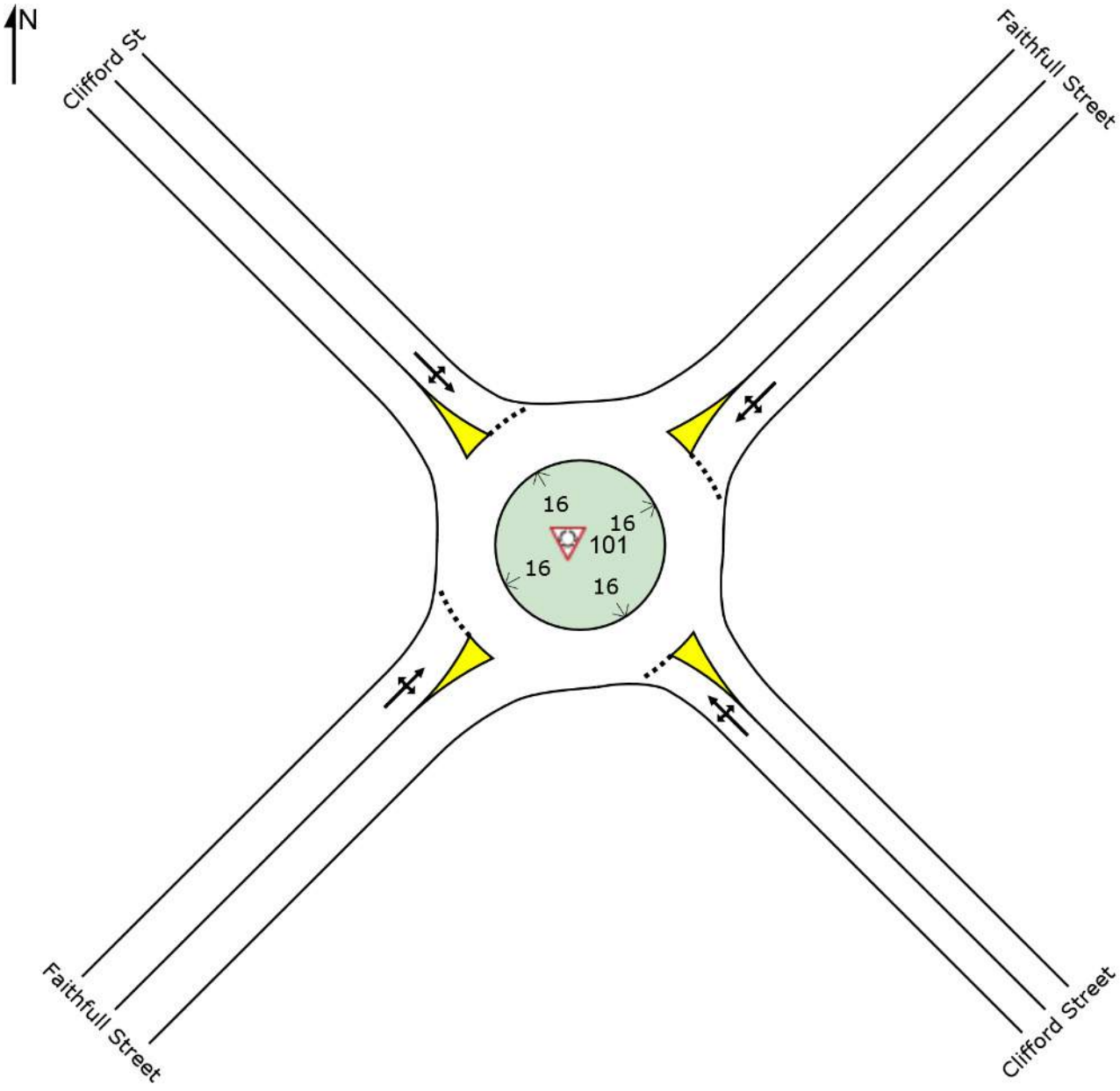
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
22	T1	86	0.0	0.046	4.1	LOS A	0.0	0.0	0.00	0.55	40.9
23	R2	22	0.0	0.046	5.4	LOS A	0.0	0.0	0.00	0.55	44.1
Approach		108	0.0	0.046	4.4	NA	0.0	0.0	0.00	0.55	41.7
NorthEast: Albert Street											
24	L2	17	0.0	0.017	5.7	LOS A	0.1	0.4	0.14	0.55	42.7
26	R2	6	0.0	0.017	6.2	LOS A	0.1	0.4	0.14	0.55	40.3
Approach		23	0.0	0.017	5.8	LOS A	0.1	0.4	0.14	0.55	42.0
NorthWest: Clifford Street											
27	L2	4	0.0	0.031	5.5	LOS A	0.0	0.0	0.00	0.53	45.3
28	T1	57	0.0	0.031	4.1	LOS A	0.0	0.0	0.00	0.53	41.3
Approach		61	0.0	0.031	4.2	NA	0.0	0.0	0.00	0.53	41.6
All Vehicles		193	0.0	0.046	4.5	NA	0.1	0.4	0.02	0.54	41.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
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.

SITE LAYOUT

Site: 101 [2021 Clifford St & Faithfull St AM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2021 Clifford St & Faithfull St AM]

New Site
Roundabout

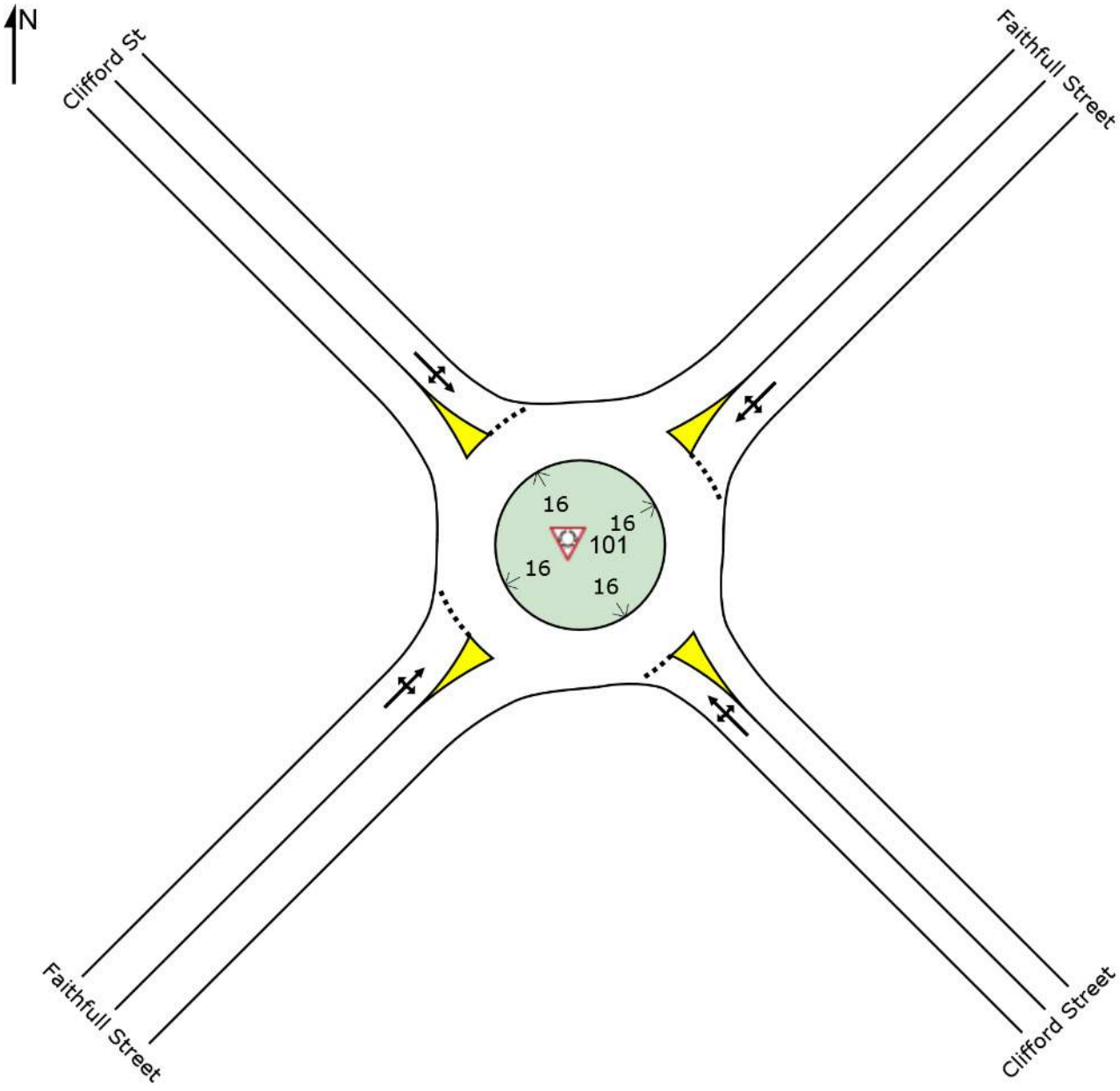
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
21	L2	33	0.0	0.108	5.3	LOS A	0.5	3.9	0.40	0.57	37.6
22	T1	55	1.9	0.108	5.6	LOS A	0.5	3.9	0.40	0.57	37.3
23	R2	26	0.0	0.108	9.7	LOS A	0.5	3.9	0.40	0.57	34.5
Approach		114	0.9	0.108	6.4	LOS A	0.5	3.9	0.40	0.57	36.7
NorthEast: Faithfull Street											
24	L2	14	7.7	0.195	4.6	LOS A	0.7	5.3	0.25	0.51	37.8
25	T1	172	1.2	0.195	4.6	LOS A	0.7	5.3	0.25	0.51	38.1
26	R2	39	2.7	0.195	8.9	LOS A	0.7	5.3	0.25	0.51	36.0
Approach		224	1.9	0.195	5.4	LOS A	0.7	5.3	0.25	0.51	37.7
NorthWest: Clifford St											
27	L2	28	0.0	0.130	5.4	LOS A	0.6	4.1	0.38	0.56	36.2
28	T1	83	0.0	0.130	5.6	LOS A	0.6	4.1	0.38	0.56	37.8
29	R2	18	0.0	0.130	9.7	LOS A	0.6	4.1	0.38	0.56	36.3
Approach		129	0.0	0.130	6.1	LOS A	0.6	4.1	0.38	0.56	37.2
SouthWest: Faithfull Street											
30	L2	29	7.1	0.217	4.7	LOS A	0.8	5.8	0.22	0.51	38.9
31	T1	183	0.6	0.217	4.7	LOS A	0.8	5.8	0.22	0.51	38.3
32	R2	43	0.0	0.217	8.8	LOS A	0.8	5.8	0.22	0.51	37.1
Approach		256	1.2	0.217	5.4	LOS A	0.8	5.8	0.22	0.51	38.2
All Vehicles		723	1.2	0.217	5.7	LOS A	0.8	5.8	0.29	0.53	37.6

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.
Roundabout Capacity Model: SIDRA Standard.
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.

SITE LAYOUT

Site: 101 [2021 Clifford St & Faithfull St PM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2021 Clifford St & Faithfull St PM]

New Site
Roundabout

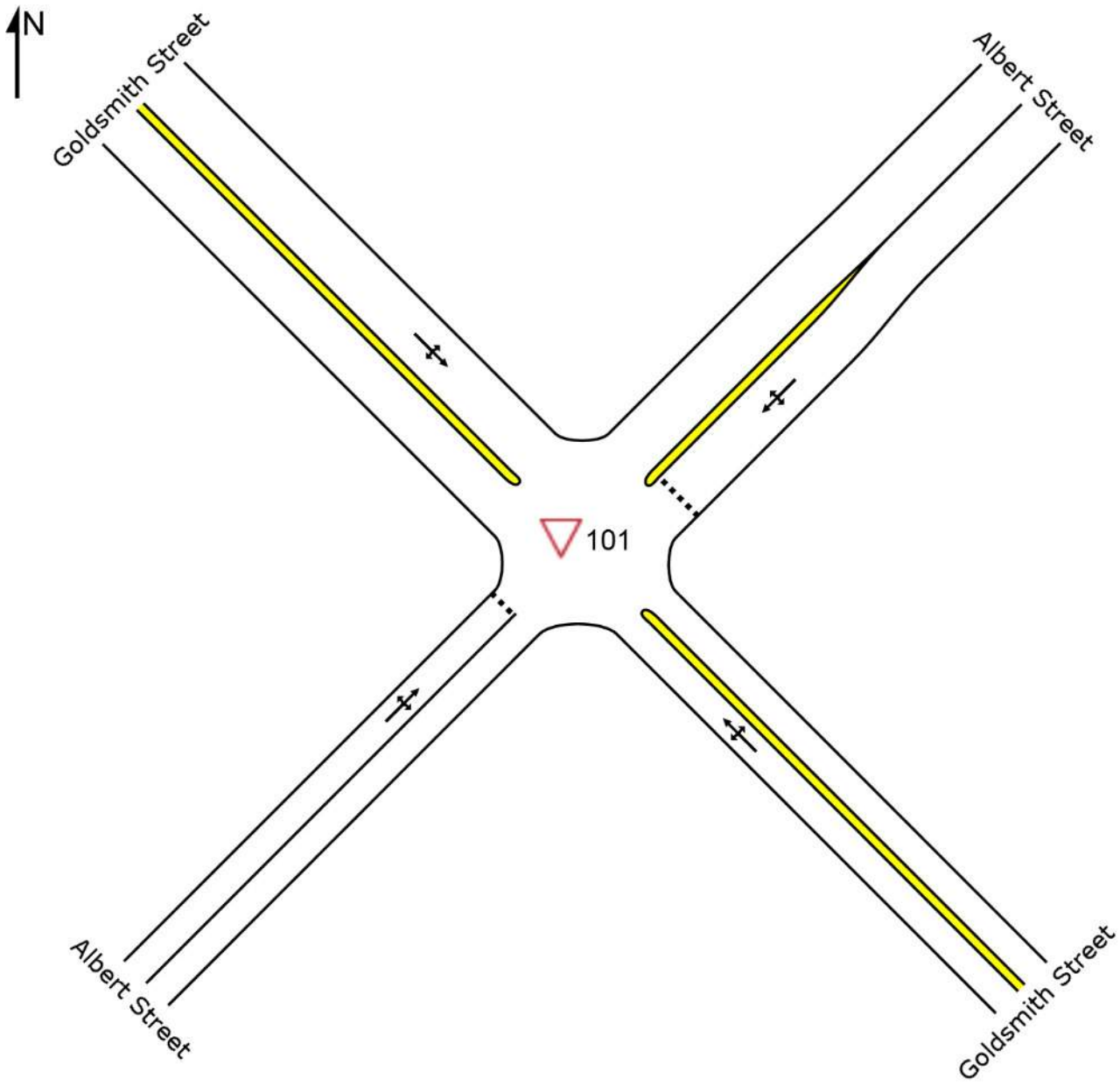
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Clifford Street											
21	L2	39	0.0	0.123	5.1	LOS A	0.6	4.4	0.37	0.55	38.0
22	T1	69	0.0	0.123	5.3	LOS A	0.6	4.4	0.37	0.55	37.8
23	R2	27	0.0	0.123	9.5	LOS A	0.6	4.4	0.37	0.55	34.9
Approach		136	0.0	0.123	6.1	LOS A	0.6	4.4	0.37	0.55	37.2
NorthEast: Faithfull Street											
24	L2	25	0.0	0.171	4.4	LOS A	0.6	4.4	0.20	0.48	39.4
25	T1	164	0.0	0.171	4.5	LOS A	0.6	4.4	0.20	0.48	39.1
26	R2	18	0.0	0.171	8.8	LOS A	0.6	4.4	0.20	0.48	37.0
Approach		207	0.0	0.171	4.8	LOS A	0.6	4.4	0.20	0.48	39.0
NorthWest: Clifford St											
27	L2	28	0.0	0.105	5.0	LOS A	0.5	3.2	0.32	0.52	37.1
28	T1	74	0.0	0.105	5.2	LOS A	0.5	3.2	0.32	0.52	38.7
29	R2	8	0.0	0.105	9.3	LOS A	0.5	3.2	0.32	0.52	37.1
Approach		111	0.0	0.105	5.4	LOS A	0.5	3.2	0.32	0.52	38.2
SouthWest: Faithfull Street											
30	L2	15	0.0	0.147	4.6	LOS A	0.5	3.7	0.21	0.49	39.9
31	T1	137	0.0	0.147	4.7	LOS A	0.5	3.7	0.21	0.49	38.9
32	R2	19	0.0	0.147	8.8	LOS A	0.5	3.7	0.21	0.49	37.5
Approach		171	0.0	0.147	5.1	LOS A	0.5	3.7	0.21	0.49	38.8
All Vehicles		624	0.0	0.171	5.3	LOS A	0.6	4.4	0.26	0.50	38.4

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.
Roundabout Capacity Model: SIDRA Standard.
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.

SITE LAYOUT

Site: 101 [2021 Goldsmith St & Albert St AM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2021 Goldsmith St & Albert St AM]

New Site
Giveway / Yield (Two-Way)

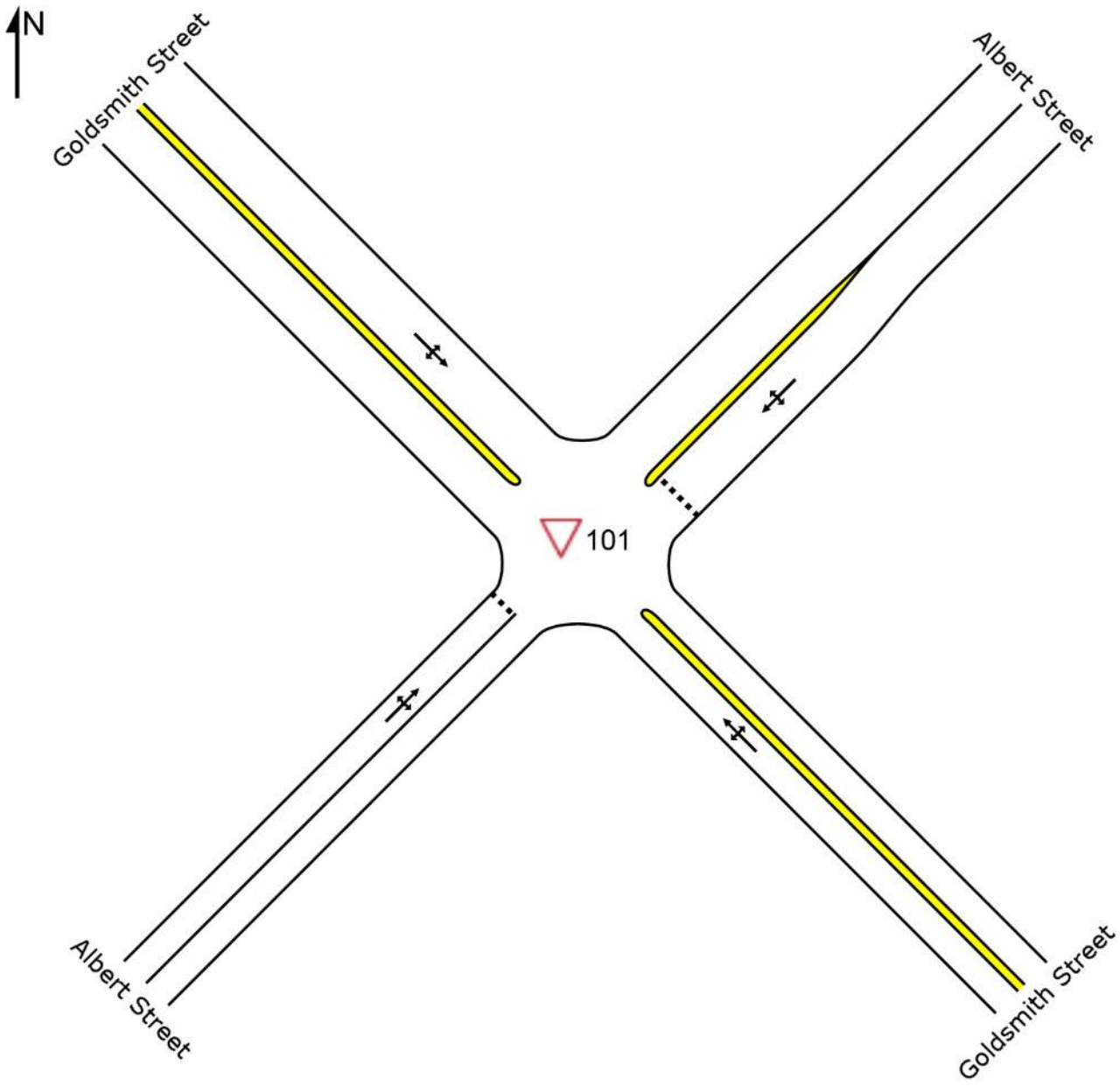
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	19	0.0	0.141	5.5	LOS A	0.0	0.0	0.00	0.52	47.8
22	T1	245	0.9	0.141	4.6	LOS A	0.0	0.0	0.00	0.52	43.1
23	R2	37	0.0	0.141	5.5	LOS A	0.0	0.0	0.00	0.52	42.3
Approach		301	0.7	0.141	4.8	NA	0.0	0.0	0.00	0.52	43.4
NorthEast: Albert Street											
24	L2	79	8.0	0.106	7.0	LOS A	0.4	2.9	0.50	0.71	38.2
25	T1	6	0.0	0.106	9.2	LOS A	0.4	2.9	0.50	0.71	40.1
26	R2	5	0.0	0.106	11.9	LOS A	0.4	2.9	0.50	0.71	22.6
Approach		91	7.0	0.106	7.4	LOS A	0.4	2.9	0.50	0.71	37.5
NorthWest: Goldsmith Street											
27	L2	9	0.0	0.232	4.7	LOS A	0.0	0.0	0.00	0.50	25.8
28	T1	475	0.9	0.232	3.8	LOS A	0.0	0.0	0.00	0.50	46.4
29	R2	22	0.0	0.232	4.7	LOS A	0.0	0.0	0.00	0.50	44.8
Approach		506	0.8	0.232	3.8	NA	0.0	0.0	0.00	0.50	45.9
SouthWest: Albert Street											
30	L2	29	57.1	0.073	7.5	LOS A	0.3	2.5	0.45	0.67	27.9
31	T1	3	33.3	0.073	12.4	LOS A	0.3	2.5	0.45	0.67	29.1
32	R2	9	33.3	0.073	17.0	LOS B	0.3	2.5	0.45	0.67	36.6
Approach		42	50.0	0.073	10.0	LOS A	0.3	2.5	0.45	0.67	30.1
All Vehicles		940	3.6	0.232	4.7	NA	0.4	2.9	0.07	0.54	43.1

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.
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.
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.

SITE LAYOUT

Site: 101 [2021 Goldsmith St & Albert St PM]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [2021 Goldsmith St & Albert St PM]

New Site
Giveway / Yield (Two-Way)

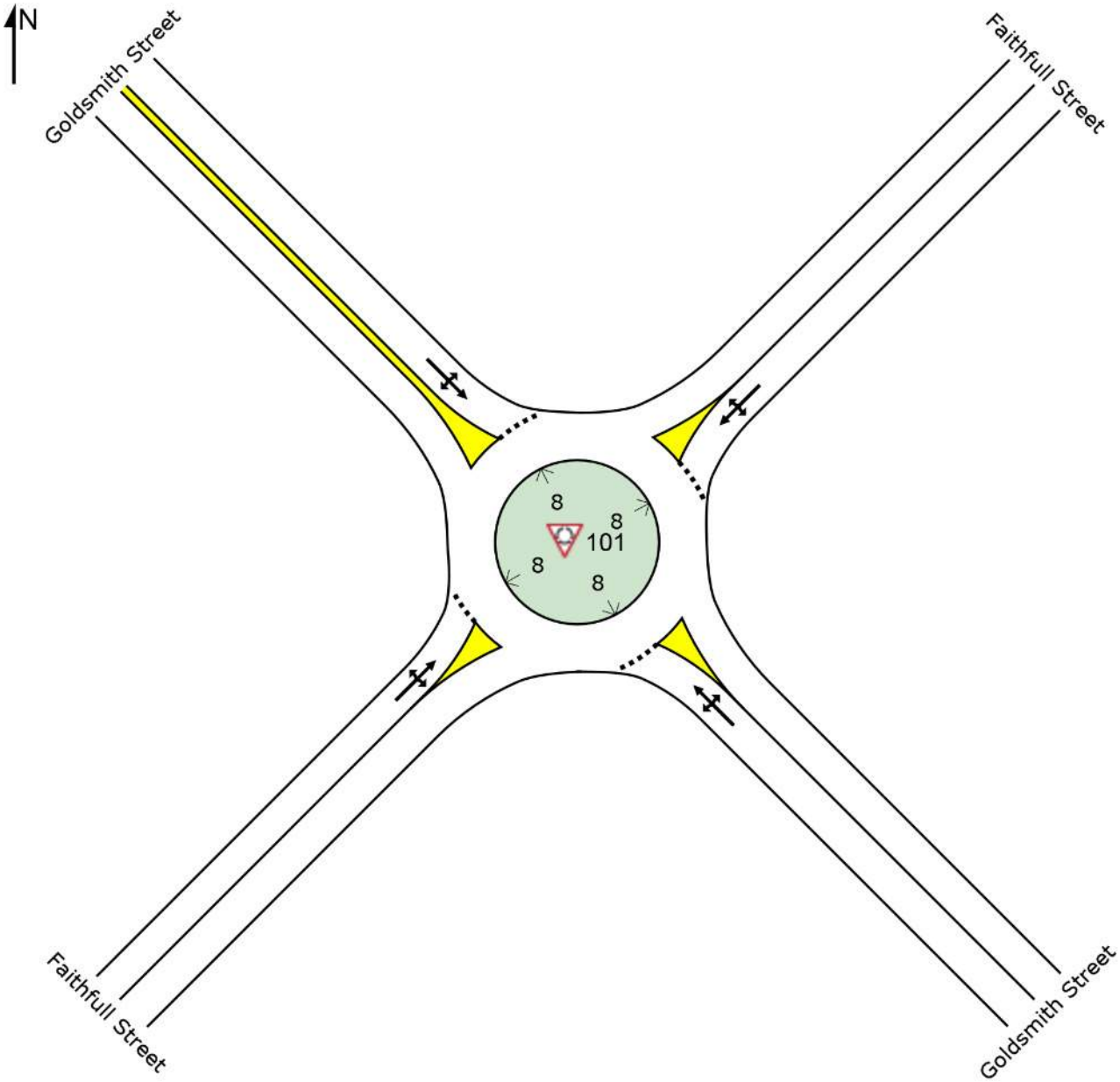
Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	14	0.0	0.194	5.5	LOS A	0.0	0.0	0.00	0.52	47.8
22	T1	352	0.3	0.194	4.6	LOS A	0.0	0.0	0.00	0.52	43.2
23	R2	53	0.0	0.194	5.5	LOS A	0.0	0.0	0.00	0.52	42.4
Approach		418	0.3	0.194	4.7	NA	0.0	0.0	0.00	0.52	43.3
NorthEast: Albert Street											
24	L2	43	0.0	0.041	5.7	LOS A	0.2	1.1	0.33	0.58	41.6
25	T1	1	0.0	0.041	7.6	LOS A	0.2	1.1	0.33	0.58	42.1
26	R2	3	0.0	0.041	9.7	LOS A	0.2	1.1	0.33	0.58	23.8
Approach		47	0.0	0.041	6.0	LOS A	0.2	1.1	0.33	0.58	40.4
NorthWest: Goldsmith Street											
27	L2	4	0.0	0.120	4.7	LOS A	0.0	0.0	0.00	0.50	25.8
28	T1	247	0.9	0.120	3.8	LOS A	0.0	0.0	0.00	0.50	46.4
29	R2	3	0.0	0.120	4.7	LOS A	0.0	0.0	0.00	0.50	44.9
Approach		255	0.8	0.120	3.8	NA	0.0	0.0	0.00	0.50	46.1
SouthWest: Albert Street											
30	L2	15	0.0	0.048	6.7	LOS A	0.2	1.2	0.48	0.69	30.0
31	T1	9	0.0	0.048	8.1	LOS A	0.2	1.2	0.48	0.69	30.7
32	R2	11	0.0	0.048	10.4	LOS A	0.2	1.2	0.48	0.69	42.2
Approach		35	0.0	0.048	8.2	LOS A	0.2	1.2	0.48	0.69	34.0
All Vehicles		755	0.4	0.194	4.7	NA	0.2	1.2	0.04	0.53	43.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
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.

SITE LAYOUT

Site: 101 [2021 Goldsmith St & Faithfull St AM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2021 Goldsmith St & Faithfull St AM]

New Site
Roundabout

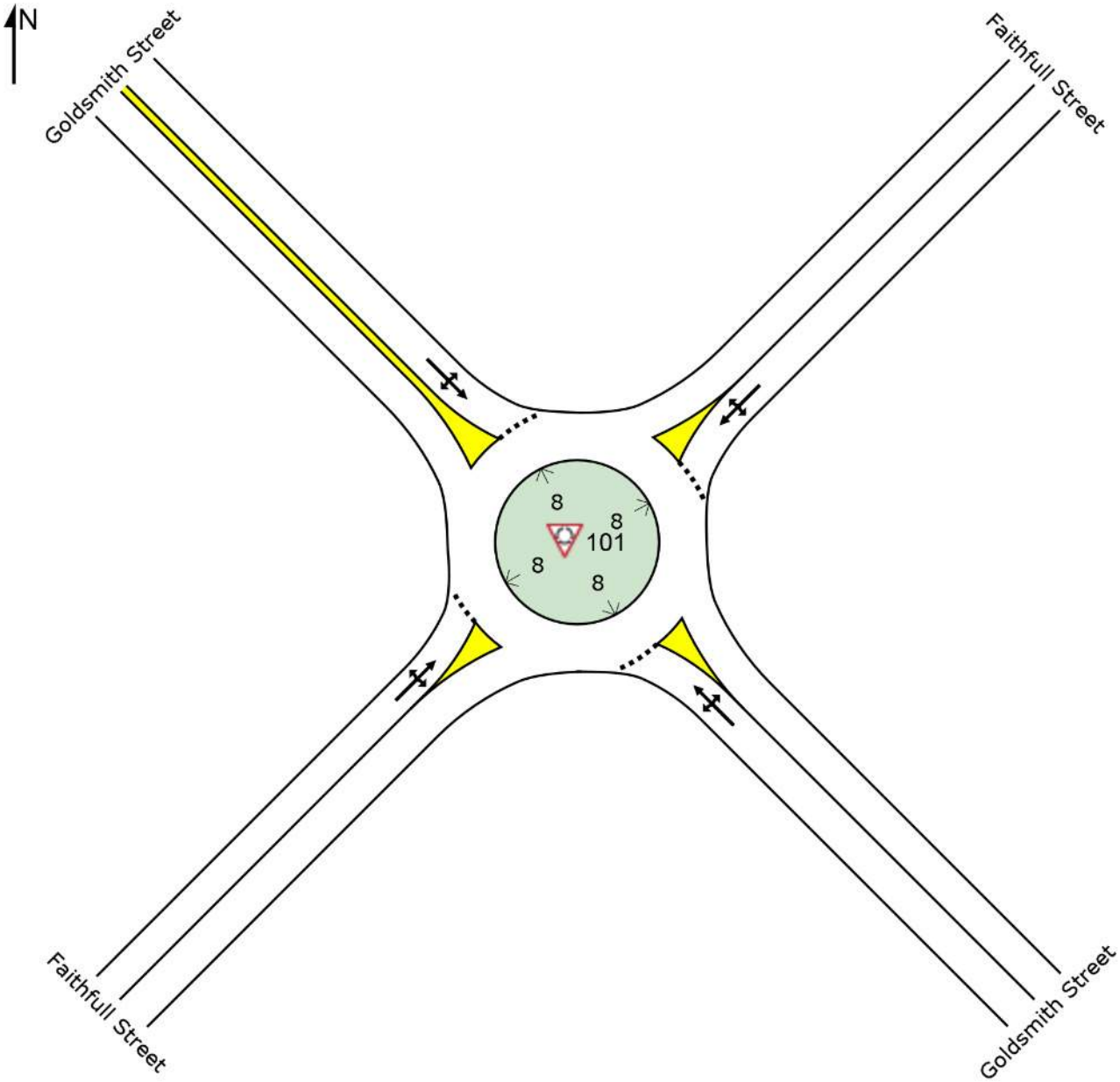
Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	56	1.9	0.271	6.1	LOS A	1.5	10.7	0.42	0.58	33.8
22	T1	220	1.0	0.271	5.9	LOS A	1.5	10.7	0.42	0.58	32.0
23	R2	13	0.0	0.271	8.8	LOS A	1.5	10.7	0.42	0.58	34.5
Approach		288	1.1	0.271	6.1	LOS A	1.5	10.7	0.42	0.58	32.5
NorthEast: Faithfull Street											
24	L2	41	0.0	0.265	8.7	LOS A	1.5	10.7	0.68	0.78	32.5
25	T1	121	0.0	0.265	8.6	LOS A	1.5	10.7	0.68	0.78	31.8
26	R2	40	0.0	0.265	11.5	LOS A	1.5	10.7	0.68	0.78	27.9
Approach		202	0.0	0.265	9.2	LOS A	1.5	10.7	0.68	0.78	31.2
NorthWest: Goldsmith Street											
27	L2	16	0.0	0.465	4.3	LOS A	3.2	22.7	0.42	0.54	35.6
28	T1	494	2.3	0.465	4.2	LOS A	3.2	22.7	0.42	0.54	35.2
29	R2	40	7.9	0.465	7.0	LOS A	3.2	22.7	0.42	0.54	31.4
Approach		549	2.7	0.465	4.4	LOS A	3.2	22.7	0.42	0.54	35.0
SouthWest: Faithfull Street											
30	L2	83	0.0	0.222	6.7	LOS A	1.3	8.9	0.50	0.65	28.9
31	T1	73	1.4	0.222	6.5	LOS A	1.3	8.9	0.50	0.65	35.6
32	R2	58	0.0	0.222	9.5	LOS A	1.3	8.9	0.50	0.65	32.3
Approach		214	0.5	0.222	7.4	LOS A	1.3	8.9	0.50	0.65	32.2
All Vehicles		1254	1.5	0.465	6.1	LOS A	3.2	22.7	0.48	0.61	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.
Roundabout Capacity Model: SIDRA Standard.
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.

SITE LAYOUT

Site: 101 [2021 Goldsmith St & Faithfull St PM]

New Site
Roundabout



MOVEMENT SUMMARY

Site: 101 [2021 Goldsmith St & Faithfull St PM]

New Site
Roundabout

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	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Goldsmith Street											
21	L2	53	0.0	0.330	5.6	LOS A	1.9	13.5	0.32	0.53	34.5
22	T1	325	0.3	0.330	5.4	LOS A	1.9	13.5	0.32	0.53	32.8
23	R2	29	0.0	0.330	8.3	LOS A	1.9	13.5	0.32	0.53	35.1
Approach		407	0.3	0.330	5.6	LOS A	1.9	13.5	0.32	0.53	33.3
NorthEast: Faithfull Street											
24	L2	29	0.0	0.122	6.7	LOS A	0.6	4.2	0.47	0.63	35.2
25	T1	73	0.0	0.122	6.5	LOS A	0.6	4.2	0.47	0.63	34.5
26	R2	15	0.0	0.122	9.4	LOS A	0.6	4.2	0.47	0.63	30.4
Approach		117	0.0	0.122	6.9	LOS A	0.6	4.2	0.47	0.63	34.2
NorthWest: Goldsmith Street											
27	L2	9	0.0	0.267	4.1	LOS A	1.4	10.1	0.34	0.53	36.1
28	T1	271	0.8	0.267	4.0	LOS A	1.4	10.1	0.34	0.53	35.8
29	R2	26	0.0	0.267	6.8	LOS A	1.4	10.1	0.34	0.53	32.4
Approach		306	0.7	0.267	4.3	LOS A	1.4	10.1	0.34	0.53	35.5
SouthWest: Faithfull Street											
30	L2	58	0.0	0.193	7.3	LOS A	1.1	7.5	0.55	0.68	28.5
31	T1	78	0.0	0.193	7.1	LOS A	1.1	7.5	0.55	0.68	35.3
32	R2	37	0.0	0.193	10.1	LOS A	1.1	7.5	0.55	0.68	32.0
Approach		173	0.0	0.193	7.8	LOS A	1.1	7.5	0.55	0.68	32.4
All Vehicles		1003	0.3	0.330	5.7	LOS A	1.9	13.5	0.38	0.57	33.8

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.
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.