MOVEMENT SUMMARY

Site: 101 [Existing AM - Wallgrove/Kosovich]

Network: N101 [AM Existing]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	1	0.0	1	0.0	0.487	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	914	5.9	914	5.9	0.487	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		915	5.9	915	5.9	0.487	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Wallgrove Road (N)														
8	T1	341	11.7	341	11.7	0.190	0.1	LOS A	0.0	0.2	0.01	0.00	0.01	59.8
9	R2	1	0.0	1	0.0	0.190	13.3	LOS A	0.0	0.2	0.01	0.00	0.01	56.2
Approach		342	11.7	342	11.7	0.190	0.1	NA	0.0	0.2	0.01	0.00	0.01	59.8
West: Kosovich Place (E)														
10	L2	1	0.0	1	0.0	0.006	10.2	LOS A	0.0	0.1	0.77	0.81	0.77	36.5
12	R2	1	0.0	1	0.0	0.006	17.3	LOS B	0.0	0.1	0.77	0.81	0.77	41.4
Approach		2	0.0	2	0.0	0.006	13.7	LOS A	0.0	0.1	0.77	0.81	0.77	39.6
All Vehicles		1259	7.5	1259	7.5	0.487	0.1	NA	0.0	0.2	0.00	0.00	0.00	59.8

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing AM- Wallgrove/ Villiers]

Network: N101 [AM Existing]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	641	0.0	641	0.0	0.367	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	55.2
3u	U	1	0.0	1	0.0	0.367	10.8	LOS A	0.0	0.0	0.00	0.41	0.00	39.7
Approach		642	0.0	642	0.0	0.367	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	55.2
North: Wallgrove Road (N)														
8	T1	481	0.0	481	0.0	0.275	4.1	LOS A	1.7	12.2	0.02	0.40	0.02	53.0
Approach		481	0.0	481	0.0	0.275	4.1	LOS A	1.7	12.2	0.02	0.40	0.02	53.0
All Vehicles		1123	0.0	1123	0.0	0.367	4.1	LOS A	1.7	12.2	0.01	0.41	0.01	54.3

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing PM - Wallgrove/Kosovich]

Network: N101 [PM Existing]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	2	50.0	2	50.0	0.200	6.1	LOS A	0.0	0.0	0.00	0.00	0.00	55.9
2	T1	366	9.0	366	9.0	0.200	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		368	9.2	368	9.2	0.200	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Wallgrove Road (N)														
8	T1	946	7.0	946	7.0	0.509	0.0	LOS A	0.0	0.3	0.00	0.00	0.01	59.9
9	R2	2	0.0	2	0.0	0.509	8.4	LOS A	0.0	0.3	0.00	0.00	0.01	56.3
Approach		948	7.0	948	7.0	0.509	0.0	NA	0.0	0.3	0.00	0.00	0.01	59.9
West: Kosovich Place (E)														
10	L2	2	50.0	2	50.0	0.012	7.0	LOS A	0.0	0.3	0.64	0.76	0.64	37.0
12	R2	2	0.0	2	0.0	0.012	19.4	LOS B	0.0	0.3	0.64	0.76	0.64	41.7
Approach		4	25.0	4	25.0	0.012	13.2	LOS A	0.0	0.3	0.64	0.76	0.64	40.0
All Vehicles		1320	7.7	1320	7.7	0.509	0.1	NA	0.0	0.3	0.00	0.00	0.01	59.8

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing PM- Wallgrove/ Villiers]

Network: N101 [PM Existing]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	386	0.0	386	0.0	0.221	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	55.1
3u	U	1	0.0	1	0.0	0.221	10.8	LOS A	0.0	0.0	0.00	0.41	0.00	39.7
Approach		387	0.0	387	0.0	0.221	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	55.1
North: Wallgrove Road (N)														
8	T1	773	0.0	773	0.0	0.442	4.1	LOS A	3.5	24.4	0.02	0.40	0.02	53.0
Approach		773	0.0	773	0.0	0.442	4.1	LOS A	3.5	24.4	0.02	0.40	0.02	53.0
All Vehicles		1160	0.0	1160	0.0	0.442	4.1	LOS A	3.5	24.4	0.01	0.40	0.01	53.8

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing AM+ 10yr Gr - Wallgrove/Kosovich]

Network: N101 [AM + 10Y Growth]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	1	0.0	1	0.0	0.481	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	903	5.9	903	5.9	0.481	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		904	5.9	904	5.9	0.481	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Wallgrove Road (N)														
8	T1	352	11.7	352	11.7	0.196	0.1	LOS A	0.0	0.2	0.01	0.00	0.01	59.8
9	R2	1	0.0	1	0.0	0.196	13.1	LOS A	0.0	0.2	0.01	0.00	0.01	56.2
Approach		353	11.7	353	11.7	0.196	0.1	NA	0.0	0.2	0.01	0.00	0.01	59.8
West: Kosovich Place (E)														
10	L2	1	0.0	1	0.0	0.006	10.0	LOS A	0.0	0.1	0.77	0.80	0.77	36.5
12	R2	1	0.0	1	0.0	0.006	17.2	LOS B	0.0	0.1	0.77	0.80	0.77	41.4
Approach		2	0.0	2	0.0	0.006	13.6	LOS A	0.0	0.1	0.77	0.80	0.77	39.7
All Vehicles		1259	7.5	1259	7.5	0.481	0.1	NA	0.0	0.2	0.00	0.00	0.00	59.8

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.
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.

MOVEMENT SUMMARY

Site: 101 [FU AM- Wallgrove/ Villiers - 10Y Growth]

Network: N101 [AM + 10Y Growth]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	904	5.9	904	5.9	0.532	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	54.9
3u	U	1	0.0	1	0.0	0.532	10.8	LOS A	0.0	0.0	0.00	0.41	0.00	39.7
Approach		905	5.9	905	5.9	0.532	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	54.9
North: Wallgrove Road (N)														
8	T1	352	11.7	352	11.7	0.213	4.2	LOS A	1.3	9.8	0.02	0.40	0.02	53.0
Approach		352	11.7	352	11.7	0.213	4.2	LOS A	1.3	9.8	0.02	0.40	0.02	53.0
All Vehicles		1257	7.5	1257	7.5	0.532	4.1	LOS A	1.3	9.8	0.00	0.41	0.00	54.4

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing PM+ 10yr Gr- Wallgrove/Kosovich]

Network: N101 [PM + 10Y Growth]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	2	2.0	2	2.0	0.208	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	382	9.0	382	9.0	0.208	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		384	9.0	384	9.0	0.208	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Wallgrove Road (N)														
8	T1	966	7.0	966	7.0	0.519	0.0	LOS A	0.0	0.4	0.00	0.00	0.01	59.9
9	R2	2	0.0	2	0.0	0.519	8.6	LOS A	0.0	0.4	0.00	0.00	0.01	56.3
Approach		968	7.0	968	7.0	0.519	0.0	NA	0.0	0.4	0.00	0.00	0.01	59.9
West: Kosovich Place (E)														
10	L2	2	2.0	2	2.0	0.012	5.9	LOS A	0.0	0.3	0.65	0.72	0.65	36.8
12	R2	2	0.0	2	0.0	0.012	20.7	LOS B	0.0	0.3	0.65	0.72	0.65	41.6
Approach		4	1.0	4	1.0	0.012	13.3	LOS A	0.0	0.3	0.65	0.72	0.65	39.8
All Vehicles		1356	7.5	1356	7.5	0.519	0.1	NA	0.0	0.4	0.00	0.00	0.01	59.8

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.
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.

MOVEMENT SUMMARY

Site: 101 [FU PM- Wallgrove/ Villiers - 10Y Growth]

Network: N101 [PM + 10Y Growth]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	382	9.0	382	9.0	0.229	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	54.8
3u	U	1	0.0	1	0.0	0.229	10.8	LOS A	0.0	0.0	0.00	0.41	0.00	39.7
Approach		383	9.0	383	9.0	0.229	4.1	LOS A	0.0	0.0	0.00	0.41	0.00	54.8
North: Wallgrove Road (N)														
8	T1	966	7.0	966	7.0	0.572	4.2	LOS A	5.6	41.7	0.03	0.40	0.03	53.0
Approach		966	7.0	966	7.0	0.572	4.2	LOS A	5.6	41.7	0.03	0.40	0.03	53.0
All Vehicles		1349	7.5	1349	7.5	0.572	4.2	LOS A	5.6	41.7	0.02	0.40	0.02	53.5

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing AM+ S1 - Wallgrove/Kosovich]

Network: N101 [AM + S1]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	88	5.0	88	5.0	0.049	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.2
2	T1	914	5.9	914	5.9	0.487	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		1002	5.8	1002	5.8	0.487	0.5	NA	0.0	0.0	0.00	0.05	0.00	56.5
North: Wallgrove Road (N)														
8	T1	446	11.7	446	11.7	0.248	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	41	5.0	41	5.0	0.125	15.8	LOS B	0.5	3.4	0.79	0.92	0.79	39.9
Approach		487	11.2	487	11.2	0.248	1.3	NA	0.5	3.4	0.07	0.08	0.07	54.7
West: Kosovich Place (E)														
10	L2	114	5.0	114	5.0	0.341	16.3	LOS B	1.4	10.1	0.81	0.97	1.00	34.8
Approach		114	5.0	114	5.0	0.341	16.3	LOS B	1.4	10.1	0.81	0.97	1.00	34.8
All Vehicles		1603	7.4	1603	7.4	0.487	1.9	NA	1.4	10.1	0.08	0.12	0.09	51.0

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.
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.

MOVEMENT SUMMARY

Site: 101 [FU AM- Wallgrove/ Villiers + S1]

Network: N101 [AM + S1]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	959	5.9	959	5.9	0.603	4.1	LOS A	0.0	0.0	0.00	0.44	0.00	54.3
3u	U	68	0.0	68	0.0	0.603	10.8	LOS A	0.0	0.0	0.00	0.44	0.00	38.5
Approach		1027	5.5	1027	5.5	0.603	4.6	LOS A	0.0	0.0	0.00	0.44	0.00	54.0
North: Wallgrove Road (N)														
8	T1	378	11.7	378	11.7	0.279	4.6	LOS A	1.8	13.7	0.23	0.41	0.23	51.3
Approach		378	11.7	378	11.7	0.279	4.6	LOS A	1.8	13.7	0.23	0.41	0.23	51.3
All Vehicles		1405	7.2	1405	7.2	0.603	4.6	LOS A	1.8	13.7	0.06	0.43	0.06	53.3

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing PM+ S1 + Wallgrove/Kosovich]

Network: N101 [PM + S1]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	82	5.0	82	5.0	0.046	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	50.2
2	T1	366	9.0	366	9.0	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		448	8.3	448	8.3	0.199	1.0	NA	0.0	0.0	0.00	0.11	0.00	54.6
North: Wallgrove Road (N)														
8	T1	1054	7.0	1054	7.0	0.568	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	37	5.0	37	5.0	0.043	7.8	LOS A	0.2	1.3	0.48	0.68	0.48	46.7
Approach		1091	6.9	1091	6.9	0.568	0.3	NA	0.2	1.3	0.02	0.02	0.02	58.4
West: Kosovich Place (E)														
10	L2	127	5.0	127	5.0	0.146	6.6	LOS A	0.6	4.4	0.44	0.66	0.44	42.5
Approach		127	5.0	127	5.0	0.146	6.6	LOS A	0.6	4.4	0.44	0.66	0.44	42.5
All Vehicles		1666	7.1	1666	7.1	0.568	1.0	NA	0.6	4.4	0.04	0.09	0.04	54.5

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.
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 SUMMARY

Site: 101 [FU PM- Wallgrove/ Villiers + S1]

Network: N101 [PM + S1]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	416	9.0	416	9.0	0.291	4.1	LOS A	0.0	0.0	0.00	0.48	0.00	53.5
3u	U	75	0.0	75	0.0	0.291	10.8	LOS A	0.0	0.0	0.00	0.48	0.00	37.0
Approach		491	7.6	491	7.6	0.291	5.1	LOS A	0.0	0.0	0.00	0.48	0.00	52.6
North: Wallgrove Road (N)														
8	T1	980	7.0	980	7.0	0.679	4.9	LOS A	7.9	58.7	0.41	0.44	0.41	49.8
Approach		980	7.0	980	7.0	0.679	4.9	LOS A	7.9	58.7	0.41	0.44	0.41	49.8
All Vehicles		1471	7.2	1471	7.2	0.679	5.0	LOS A	7.9	58.7	0.28	0.45	0.28	50.7

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing AM+ 10yr Gr+ S2 - Wallgrove/Kosovich]

Network: N101 [AM + 10Y Growth + S2]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	215	5.0	215	5.0	0.120	6.3	LOS A	0.0	0.0	0.00	0.62	0.00	57.9
2	T1	903	5.9	903	5.9	0.481	1.8	LOS A	0.0	0.0	0.00	0.34	0.00	62.1
Approach		1118	5.7	1118	5.7	0.481	2.7	NA	0.0	0.0	0.00	0.39	0.00	59.8
North: Wallgrove Road (N)														
8	T1	607	11.7	607	11.7	0.342	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	53.9
9	R2	98	5.0	98	5.0	0.244	15.0	LOS B	1.1	7.7	0.82	0.95	0.90	36.7
Approach		705	10.8	705	10.8	0.342	2.1	NA	1.1	7.7	0.11	0.13	0.12	47.4
West: Kosovich Place (E)														
10	L2	273	5.0	273	5.0	0.794	27.1	LOS B	5.7	41.3	0.93	1.37	2.24	28.9
Approach		273	5.0	273	5.0	0.794	27.1	LOS B	5.7	41.3	0.93	1.37	2.24	28.9
All Vehicles		2096	7.3	2096	7.3	0.794	5.7	NA	5.7	41.3	0.16	0.43	0.33	44.9

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.
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.

MOVEMENT SUMMARY

Site: 101 [FU AM- Wallgrove/ Villiers - 10Y Growth + S2]

Network: N101 [AM + 10Y Growth + S2]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	1012	5.9	1012	5.9	0.688	4.1	LOS A	0.0	0.0	0.00	0.47	0.00	53.7
3u	U	163	0.0	163	0.0	0.688	10.8	LOS A	0.0	0.0	0.00	0.47	0.00	37.3
Approach		1175	5.1	1175	5.1	0.688	5.0	LOS A	0.0	0.0	0.00	0.47	0.00	52.9
North: Wallgrove Road (N)														
8	T1	444	11.7	444	11.7	0.368	5.3	LOS A	2.5	19.6	0.40	0.49	0.40	49.9
Approach		444	11.7	444	11.7	0.368	5.3	LOS A	2.5	19.6	0.40	0.49	0.40	49.9
All Vehicles		1619	6.9	1619	6.9	0.688	5.1	LOS A	2.5	19.6	0.11	0.48	0.11	52.1

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing PM+ 10yr Gr+ S2- Wallgrove/Kosovich]

Network: N101 [PM + 10Y Growth + S2]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	193	5.0	193	5.0	0.108	6.3	LOS A	0.0	0.0	0.00	0.62	0.00	57.9
2	T1	382	9.0	382	9.0	0.207	1.9	LOS A	0.0	0.0	0.00	0.35	0.00	61.5
Approach		575	7.7	575	7.7	0.207	3.4	NA	0.0	0.0	0.00	0.44	0.00	58.9
North: Wallgrove Road (N)														
8	T1	1233	7.0	1233	7.0	0.674	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	52.7
9	R2	86	0.0	86	0.0	0.086	7.3	LOS A	0.4	2.8	0.54	0.71	0.54	42.1
Approach		1319	6.5	1319	6.5	0.674	0.5	NA	0.4	2.8	0.04	0.05	0.04	50.8
West: Kosovich Place (E)														
10	L2	309	5.0	309	5.0	0.364	7.6	LOS A	2.0	14.7	0.53	0.78	0.62	41.5
Approach		309	5.0	309	5.0	0.364	7.6	LOS A	2.0	14.7	0.53	0.78	0.62	41.5
All Vehicles		2203	6.6	2203	6.6	0.674	2.3	NA	2.0	14.7	0.10	0.25	0.11	50.0

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.
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.

MOVEMENT SUMMARY

Site: 101 [FU PM- Wallgrove/ Villiers - 10Y Growth + S2]

Network: N101 [PM + 10Y Growth + S2]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	504	9.0	504	9.0	0.406	4.1	LOS A	0.0	0.0	0.00	0.52	0.00	52.5
3u	U	184	0.0	184	0.0	0.406	10.8	LOS A	0.0	0.0	0.00	0.52	0.00	35.4
Approach		688	6.6	688	6.6	0.406	5.9	LOS A	0.0	0.0	0.00	0.52	0.00	50.7
North: Wallgrove Road (N)														
8	T1	1048	7.0	1048	7.0	0.829	8.4	LOS A	14.7	109.4	0.83	0.69	0.91	46.8
Approach		1048	7.0	1048	7.0	0.829	8.4	LOS A	14.7	109.4	0.83	0.69	0.91	46.8
All Vehicles		1736	6.8	1736	6.8	0.829	7.4	LOS A	14.7	109.4	0.50	0.62	0.55	48.2

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.
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.

MOVEMENT SUMMARY

Site: 101 [Existing AM+ 10yr Gr+ S2 - Wallgrove/Kosovich - Sensitivity]

Network: N101 [AM + 10Y Growth + S2 - Sensitivity]

Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
1	L2	92	5.0	92	5.0	0.051	6.3	LOS A	0.0	0.0	0.00	0.62	0.00	57.9
2	T1	903	5.9	903	5.9	0.481	1.8	LOS A	0.0	0.0	0.00	0.34	0.00	62.1
Approach		995	5.8	995	5.8	0.481	2.2	NA	0.0	0.0	0.00	0.36	0.00	60.7
North: Wallgrove Road (N)														
8	T1	607	11.7	607	11.7	0.341	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	53.9
9	R2	227	5.0	227	5.0	0.471	15.8	LOS B	2.7	19.5	0.83	1.05	1.21	36.2
Approach		834	9.9	834	9.9	0.471	4.3	NA	2.7	19.5	0.23	0.29	0.33	43.5
West: Kosovich Place (E)														
10	L2	273	5.0	273	5.0	0.794	27.1	LOS B	5.7	41.3	0.93	1.37	2.24	28.9
Approach		273	5.0	273	5.0	0.794	27.1	LOS B	5.7	41.3	0.93	1.37	2.24	28.9
All Vehicles		2102	7.3	2102	7.3	0.794	6.3	NA	5.7	41.3	0.21	0.46	0.42	42.3

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.
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 SUMMARY

Site: 101 [FU AM- Wallgrove/ Villiers - 10Y Growth + S2 - Sensitivity]

Network: N101 [AM + 10Y Growth + S2 - Sensitivity]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	98% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Wallgrove Road (S)														
2	T1	1012	5.9	1012	5.9	0.688	4.1	LOS A	0.0	0.0	0.00	0.47	0.00	53.7
3u	U	163	0.0	163	0.0	0.688	10.8	LOS A	0.0	0.0	0.00	0.47	0.00	37.3
Approach		1175	5.1	1175	5.1	0.688	5.0	LOS A	0.0	0.0	0.00	0.47	0.00	52.9
North: Wallgrove Road (N)														
8	T1	567	11.7	567	11.7	0.464	5.4	LOS A	3.6	27.7	0.44	0.51	0.44	49.5
Approach		567	11.7	567	11.7	0.464	5.4	LOS A	3.6	27.7	0.44	0.51	0.44	49.5
All Vehicles		1742	7.3	1742	7.3	0.688	5.2	LOS A	3.6	27.7	0.14	0.48	0.14	51.8

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.
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.