16 March 2021

ptc.

Andrew Anderson
Club Burwood
96 Shaftesbury Road
Burwood
NSW 2134

Dear Andrew

Club Burwood RSL – Planning Proposal Modification - Burwood Council Traffic Comments

This letter has been prepared to address the comments received from Council's traffic engineers in their memorandum dated 17th December 2020.

The comments are quoted in italics for ease of reference.

The traffic distribution has 5% of outbound trips making a right turn out of Deane Street into Shaftesbury Road. This movement is to be banned due to sight distance constraints and the traffic distribution should therefore reflect this ban and be redistributed.

We note this comment and accept the banning of the right turn out of Deane Street. The network modelling has been updated to reflect this change (along with other changes discussed below)

The traffic distribution assumes 10% of exiting traffic makes a left turn into Victoria Street East from Shaftesbury Road; however, this is likely to be zero as you cannot access Burwood Road from Victoria Street East. The traffic should be redistributed to reflect this.

The 10% reflects the current traffic patterns, which is likely driven by the vehicles entering Westfield and other businesses fronting Victoria Street. We have reassigned the 10% of the club traffic to the through movement.

The traffic distribution assumes 30% of both inbound and outbound trips use the Shaftesbury Road access and 70% use the Deane Street access. Additional scenarios should also be undertaken including a sensitivity analysis assuming a different split between the two access points (60% Deane Street/40% Shaftesbury Road split) and (50% Deane/50% Shaftesbury Road) to determine whether the intersections can adequately accommodate this.

We have prepared revised SIDRA modelling of these two scenarios.

Table 9 (Existing Operation Weekday PM peak) and Table 10 (Existing Operation Weekend PM peak) show the same data SIDRA outputs hence one is erroneous.

The tables are correct as the results differ, albeit slightly:

Table 9 - Opening Year Intersection Analysis - Weekday - PM Peak

ID	Intersection	Proposed Scenarios			
		S1	S2	S3	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS F	LOS F	LOS F
2	Shaftesbury Road and George Street	LOS C	LOS C	LOS F	LOS A
3	Shaftesbury Road and Waimea Street	LOS F	LOS F	LOS F	LOS E
4	Shaftesbury Road and Deanne Street	LOS A	LOS A	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A	LOS A	LOS B

Table 10 - Opening Year Intersection Analysis - Weekend PM Peak

ID	Intersection	Proposed Scenarios			
		S1	S2	S3	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS E	LOS F	LOS F
2	Shaftesbury Road and George Street	LOS C	LOS C	LOS C	LOS A
3	Shaftesbury Road and Waimea Street	LOS F	LOS F	LOS F	LOS D
4	Shaftesbury Road and Deanne Street	LOS A	LOS A	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A	LOS A	LOS B

Figure 1 - Screenshot from the TIA

Updated SIDRA Outputs, taking into consideration the details above are requested for all scenario testing and intersections including intersection summaries, movement summaries, geometric layout and signal phasing.

The results of all scenarios described above are presented in the tables (final page), while the output report and / or modelling files can be made available.

Further details are required regarding how pedestrian/vehicular conflict will be minimised at the Deane Street vehicular access point to the club.

The Deane Street access has been designed in accordance with AS2890.1, however further detailed design input will be undertaken prior to the final construction drawings. Features such as high levels of lighting, pale and reflective wall treatments (e.g. white walls and ceiling), convex mirrors, a speed hump on the exit lane etc. are all options to be considered.

Further details are requested regarding the left in/left out arrangements at the Shaftesbury Road access point and what measures are implemented to physically restrict right turn movements from occurring.

The need to retain the right turn movements from Waimea Street (east) means that a central median cannot be constructed in Shaftesbury Road to prevent right turn movements to/from the proposed Club driveway. Therefore, the driveway has been designed with a triangular splitter island, which will have supporting 'Left Turn Only" signage for vehicles exiting the car park.

The Ground Level Perimeter Site Plan details a zebra crossing in the port cochere which is not permitted in a 10km/h Shared Zone.

The Zebra crossing will be removed from the drawings.

The Ground Level Coloured Site Plan indicates that a zebra crossing will be provided on Shaftesbury Road which is not the case.

The Zebra crossing is not proposed and will be removed from the drawings.

Further details are required in the form of a signposting and linemarking plan of the 10 km/h Shared Zone and how the traffic with be physically restricted in regard to speed calming devices and details demonstrating that the shared zone will meet TfNSW requirements in regard to traffic volumes.

Details of the Shared Zone construction and signage will be developed as part of the CC process. The design will be in accordance with the Austroads Design Guide and will include the required standard Shared Zone signage to facilitate the 10kph speed limit. We are aware that the design will need to be approved by TfNSW given the change to the speed limit.

In terms of managing vehicle speeds, the shared zone will be raised, acting as a speed hump, while it is also common to use textured surfaces to highlight the different road conditions.

Concern is raised regarding the location of the automated car wash bay and the lack of queue storage available before impacting on circulating traffic, in particular given its location near the bottom of the entry ramp/boom gate. In this regard further details are required regarding its operation.

The car wash is proposed as an additional service to visitors of the club and as such is provided within the basement car park, within the confines of the access control system. It is intended that as an ancillary service, the automated car wash will be able to accommodate the demand without causing queuing within the car park. The demand will be fairly low, plus the proposed automatic car wash specs indicate an average of 6 minutes to wash a car, meaning a turnover of 10 vehicles per hour.

The club has prepared a plan of management for the entire club building, including a section on the operation of the car wash (see final page of this letter). It is in the club's best interest to ensure that the car park operates efficiently, and this has been a key driver in the design of the car park. As such, the Plan of management requires manual intervention and monitoring should there be any risk of impacts on the car park circulation.

I trust that this information is suitable for the continued assessment of the DA and if any clarification or further information is required, please do not hesitate to contact me.

Your faithfully

Andrew Morse
Managing Director

Document Control: Prepared by *AM* on *19 February 2021*. Reviewed by *AM* on *9 March 2021*.

Sidra Results Summaries

Scenario Descriptions

Scenario	Year	Network description
S1	2016	As existing – do nothing
S2	2020	As existing (1.5% Growth) – do nothing
S3	2020	As existing (1.5% Growth) + Development Traffic + Road Network Changes
S4	2020	As existing (1.5% Growth) + Development Traffic + Road Network Changes + Signals

Corrected Development Distribution and Banned Right turn from Deane Street

Opening Year Intersection Analysis - Weekday - PM Peak

ID	Intersection	Proposed Scenarios			
		S1	S2	S3	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS F	LOS F	LOS F
2	Shaftesbury Road and George Street	LOS C	LOS C	LOS F	LOS A
3	Shaftesbury Road and Waimea Street	LOS F	LOS F	LOS F	LOS E
4	Shaftesbury Road and Deanne Street	LOS A	LOS A	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A	LOS A	LOS B

Opening Year Intersection Analysis - Weekend - PM Peak

ID	Intersection	Proposed Scenarios			
		S1	S2	S3	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS E	LOS F	LOS F
2	Shaftesbury Road and George Street	LOS C	LOS C	LOS C	LOS A
3	Shaftesbury Road and Waimea Street	LOS F	LOS F	LOS F	LOS D
4	Shaftesbury Road and Deanne Street	LOS A	LOS A	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A	LOS A	LOS B

Scenario Tests

Opening Year Intersection Analysis - Weekday - PM Peak - 60/40 Scenario

ID	Intersection	Proposed Scenarios	
		S1	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS F
2	Shaftesbury Road and George Street	LOS C	LOS C
3	Shaftesbury Road and Waimea Street	LOS F	LOS F
4	Shaftesbury Road and Deanne Street	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A

Opening Year Intersection Analysis - Weekend - PM Peak - 60/40 Scenario

ID	Intersection	Proposed Scenarios	
		S1	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS E
2	Shaftesbury Road and George Street	LOS C	LOS C
3	Shaftesbury Road and Waimea Street	LOS F	LOS F
4	Shaftesbury Road and Deanne Street	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A

Opening Year Intersection Analysis - Weekday - PM Peak - 50/50 Scenario

ID	Intersection	Proposed Scenarios	
		S1	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS E
2	Shaftesbury Road and George Street	LOS C	LOS C
3	Shaftesbury Road and Waimea Street	LOS F	LOS F
4	Shaftesbury Road and Deanne Street	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A

Opening Year Intersection Analysis - Weekend - PM Peak - 50/50 Scenario

ID	Intersection	Proposed Scenarios	
		S1	S4
1	Shaftesbury Road and Victoria Street E	LOS E	LOS E
2	Shaftesbury Road and George Street	LOS C	LOS C

3	Shaftesbury Road and Waimea Street	LOS F	LOS F
4	Shaftesbury Road and Deanne Street	LOS A	LOS A
5	Marmaduke Street and Deanne Street	LOS A	LOS A
6	George Street and Marmaduke Street	LOS A	LOS A
7	Burwood Road and George Street	LOS A	LOS A
8	Burwood Road, Deanne Street and Railway Crescent	LOS A	LOS A

Plan of Management Extract

10.1. Carpark Management

A range of measures are to be implemented to ensure the safe and efficient operation of car parking areas, as follows:

- · Licence plate detection on arrival (No tickets)
- · CCTV through out
- CCTV alerts set up to advise security monitoring of traffic and any traffic congestion in key locations (entry/exits, ramps, boom gates and car wash)
- · Way finder system
- · Additional light around entry and exit points
- · Exit warning lights for pedestrians
- · Speed limits
- · Colour coded parking levels
- · Metered parking systems
- · Security Patrols
- · Payments available at each lift foyer
- · 'Zebra crossings' are located through car park and each car parking and loading dock driveway.

Parking Guidance System- The carpark will be managed by a Parking guidance carpark system. The driver will be shown how many spots are available on each level.
Reserved Parking- Reserved parking will be controlled by a central computer. Licence plate recognition will be used to allow access to reserved parking. Management will have the ability to override the system to open the gates should the general car park be full.

15.1. Carwash Management

Located within the basement level 1 car park area, the car wash is expected to be available on a 24/7 basis. The following measures shall be implemented:

- ✦ The operation of the car wash shall be monitored by security personnel through CCTV. CCTV alerts set up to advise security monitoring of any traffic congestion.
    - ✦ Automatic electronic signage to close car wash when queuing zone is fully occupied.
    - ✦ Additional security patrols to monitor carpark traffic flow.
- ✦ Assistance shall be available via intercom.

MOVEMENT SUMMARY

Site: 101 [1 Shaftsbury Road - Victoria St - Thursday - PM - 2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

1 Shaftsbury Road - Victoria St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road (S)														
1	L2	268	0.0	268	0.0	0.924	57.3	LOS E	27.7	195.6	1.00	1.05	1.28	23.4
2	T1	474	2.2	472	2.2	0.924	53.2	LOS D	27.7	195.6	1.00	1.06	1.32	23.6
3	R2	76	0.0	75	0.0	* 0.924	58.2	LOS E	18.9	134.6	1.00	1.08	1.35	23.4
Approach		818	1.3	816 N1	1.3	0.924	55.0	LOS D	27.7	195.6	1.00	1.06	1.31	23.5
East: Victoria Road (E)														
4	L2	168	1.3	168	1.3	1.094	109.4	LOS F	35.9	255.1	1.00	1.32	1.77	12.5
5	T1	153	0.0	153	0.0	* 1.094	104.8	LOS F	35.9	255.1	1.00	1.32	1.77	19.8
6	R2	122	4.3	122	4.3	1.094	109.4	LOS F	35.9	255.1	1.00	1.32	1.77	19.7
Approach		443	1.7	443	1.7	1.094	107.8	LOS F	35.9	255.1	1.00	1.32	1.77	17.4
North: Shaftsbury Road (N)														
7	L2	51	0.0	51	0.0	2.932	902.2	LOS F	74.6	526.7	1.00	2.28	4.07	3.6
8	T1	644	1.1	644	1.1	* 2.932	898.0	LOS F	74.6	526.7	1.00	2.24	4.07	1.9
9	R2	44	4.8	44	4.8	2.932	902.9	LOS F	65.1	462.1	1.00	2.20	4.08	3.6
Approach		739	1.3	739	1.3	2.932	898.5	LOS F	74.6	526.7	1.00	2.24	4.07	2.1
West: Victoria Road (W)														
10	L2	228	11.1	228	11.1	0.211	13.0	LOS A	4.7	35.9	0.45	0.67	0.45	42.0
11	T1	127	5.0	127	5.0	0.509	19.1	LOS B	13.2	93.8	0.78	0.75	0.78	38.3
12	R2	264	0.8	264	0.8	* 0.509	23.7	LOS B	13.2	93.8	0.78	0.75	0.78	31.2
Approach		620	5.4	620	5.4	0.509	18.8	LOS B	13.2	93.8	0.66	0.72	0.66	37.5
All Vehicles		2620	2.3	2618 N1	2.3	2.932	293.4	LOS F	74.6	526.7	0.92	1.36	2.01	7.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road (S)											
P1	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
East: Victoria Road (E)											

P2	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	66.4	28.8	0.43
North: Shaftsbury Road (N)											
P3	Full	53	11.1	LOS B	0.1	0.1	0.47	0.47	38.3	35.4	0.92
West: Victoria Road (W)											
P4	Full	53	34.5	LOS D	0.1	0.1	0.83	0.83	59.2	32.1	0.54
All Pedestrians		211	29.0	LOS C	0.1	0.1	0.74	0.74	54.3	32.9	0.61

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: 102v [2 Shaftsbury Road - George St - Thursday - PM -2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

2 Shaftsbury Road - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	1	0.0	1	0.0	0.376	9.9	LOS A	8.3	58.2	0.44	0.39	0.44	18.5
2	T1	932	0.7	931	0.7	0.376	6.5	LOS A	9.3	65.3	0.44	0.39	0.44	18.6
Approach		933	0.7	933	0.7	0.376	6.5	LOS A	9.3	65.3	0.44	0.39	0.44	18.6
North: Shaftsbury Road														
8	T1	922	1.0	570	0.9	0.319	7.0	LOS A	8.0	56.4	0.45	0.42	0.45	32.0
9	R2	159	0.0	73	0.0	* 0.319	14.5	LOS B	5.5	38.7	0.57	0.58	0.57	26.7
Approach		1081	0.9	643 N1	0.8	0.319	7.9	LOS A	8.0	56.4	0.47	0.44	0.47	31.3
West: George St														
10	L2	89	0.0	88	0.0	* 0.318	44.1	LOS D	3.8	26.8	0.91	0.77	0.91	9.1
12	R2	33	0.0	31	0.0	0.093	41.7	LOS C	1.3	8.9	0.87	0.71	0.87	9.3
Approach		122	0.0	119 N1	0.0	0.318	43.5	LOS D	3.8	26.8	0.90	0.75	0.90	9.1
All Vehicles		2136	0.7	1694 N1	0.9	0.376	9.6	LOS A	9.3	65.3	0.48	0.43	0.48	22.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road											
P1	Full	53	42.4	LOS E	0.1	0.1	0.92	0.92	69.5	35.2	0.51
North: Shaftsbury Road											
P3	Full	53	42.4	LOS E	0.1	0.1	0.92	0.92	69.5	35.2	0.51
West: George St											
P4	Full	53	6.9	LOS A	0.1	0.1	0.37	0.37	31.4	31.9	1.02
All Pedestrians		158	30.6	LOS D	0.1	0.1	0.74	0.74	56.8	34.1	0.60

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: 103vv [3 Shaftsbury Road - Waimea Rd - Thursday - PM - 2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

3 Shaftsbury Road - Waimea Rd - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	115	0.0	113	0.0	0.364	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	43.3
2	T1	698	1.5	698	1.5	0.364	1.2	LOS A	2.6	18.1	0.23	0.19	0.28	35.0
3	R2	155	0.0	155	0.0	0.364	8.5	LOS A	2.6	18.1	0.46	0.24	0.55	35.8
Approach		967	1.1	965 N1	1.1	0.364	2.8	NA	2.6	18.1	0.24	0.19	0.29	36.4
East: Waimea Road														
4	L2	182	1.2	182	1.2	0.574	17.6	LOS B	4.2	29.6	0.63	1.15	1.19	12.8
5	T1	22	0.0	22	0.0	0.574	82.7	LOS F	4.2	29.6	0.63	1.15	1.19	17.9
6	R2	3	0.0	3	0.0	0.574	90.3	LOS F	4.2	29.6	0.63	1.15	1.19	12.8
Approach		207	1.0	207	1.0	0.574	25.7	LOS B	4.2	29.6	0.63	1.15	1.19	13.4
North: Shaftsbury Road														
7	L2	15	0.0	9	0.0	0.149	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	46.5
8	T1	900	1.1	566	0.9	0.149	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
Approach		915	1.0	576 N1	0.9	0.149	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.1
West: Waimea Road														
10	L2	31	0.0	31	0.0	0.063	8.6	LOS A	0.1	0.9	0.41	0.90	0.41	21.0
Approach		31	0.0	31	0.0	0.063	8.6	LOS A	0.1	0.9	0.41	0.90	0.41	21.0
All Vehicles		2120	1.0	1779 N1	1.2	0.574	4.7	NA	4.2	29.6	0.21	0.25	0.30	29.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Organisation: PARKING AND TRAFFIC CONSULTANTS | Licence: NETWORK / 1PC | Processed: Monday, 15 March 2021 4:19:18 PM
Project: Z:\PCI - PROJECT WORK FILES\NSW\APP - BURWOOD CLUB, BURWOOD\Analysis\SIDRA Analysis\210310 Convert to SIDRA9\210310 -2020 With Development Condition Analysis - Thursday PM & Saturday.sip9

MOVEMENT SUMMARY

Site: 104 [4 Shaftsbury Road - Deanne Street - Thursday - PM -2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

4 Shaftsbury Road - Deanne Street - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	86	0.0	86	0.0	0.271	4.6	LOS A	0.0	0.0	0.00	0.09	0.00	46.3
2	T1	960	1.1	960	1.1	0.271	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	48.2
Approach		1046	1.0	1046	1.0	0.271	0.4	NA	0.0	0.0	0.00	0.04	0.00	48.0
East: Albert Crescent														
4	L2	83	0.0	83	0.0	0.095	6.6	LOS A	0.3	2.4	0.44	0.65	0.44	39.7
Approach		83	0.0	83	0.0	0.095	6.6	LOS A	0.3	2.4	0.44	0.65	0.44	39.7
North: Shaftsbury Road														
7	L2	17	0.0	12	0.0	0.218	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	48.2
8	T1	1033	1.1	716	1.0	0.218	1.0	LOS A	0.9	6.6	0.10	0.03	0.11	45.6
9	R2	35	0.0	24	0.0	0.218	14.6	LOS B	0.9	6.6	0.24	0.05	0.26	32.9
Approach		1084	1.1	752 N1	1.0	0.218	1.5	NA	0.9	6.6	0.11	0.03	0.12	45.5
West: Deanne Street														
10	L2	5	0.0	3	0.0	0.004	5.3	LOS A	0.0	0.1	0.43	0.52	0.43	29.5
Approach		5	0.0	3 N1	0.0	0.004	5.3	LOS A	0.0	0.1	0.43	0.52	0.43	29.5
All Vehicles		2219	1.0	1885 N1	1.2	0.271	1.1	NA	0.9	6.6	0.06	0.07	0.07	45.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 105 [5 Deanne Street - Marmaduke Street - Thursday - PM -2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

5 Deanne Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Deanne Street														
5	T1	88	0.0	82	0.0	0.063	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	37.1
6	R2	41	0.0	38	0.0	0.063	3.6	LOS A	0.0	0.0	0.00	0.16	0.00	37.1
Approach		129	0.0	119 N1	0.0	0.063	1.1	NA	0.0	0.0	0.00	0.16	0.00	37.1
North: Marmaduke Street														
7	L2	193	0.0	108	0.0	0.130	3.4	LOS A	0.5	3.6	0.19	0.45	0.19	25.3
9	R2	95	0.0	94	0.0	0.130	4.6	LOS A	0.5	3.6	0.19	0.45	0.19	25.3
Approach		287	0.0	201 N1	0.0	0.130	4.0	LOS A	0.5	3.6	0.19	0.45	0.19	25.3
All Vehicles		417	0.0	321 N1	0.0	0.130	2.9	NA	0.5	3.6	0.12	0.34	0.12	30.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 106 [6 George Street - Marmaduke Street - Thursday - PM -2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

6 George Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Marmaduke Street														
3	R2	44	0.0	41	0.0	0.040	4.4	LOS A	0.2	1.1	0.28	0.50	0.28	24.5
Approach		44	0.0	41[N1]	0.0	0.040	4.4	LOS A	0.2	1.1	0.28	0.50	0.28	24.5
East: George Street														
4	L2	161	0.0	75	0.0	0.041	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.3
Approach		161	0.0	75[N1]	0.0	0.041	3.4	NA	0.0	0.0	0.00	0.45	0.00	31.3
West: George Street														
11	T1	81	0.0	81	0.0	0.041	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	52	0.0	51	0.0	0.030	4.1	LOS A	0.1	1.0	0.15	0.51	0.15	31.5
Approach		133	0.0	132[N1]	0.0	0.041	1.6	NA	0.1	1.0	0.06	0.20	0.06	36.2
All Vehicles		338	0.0	248[N1]	0.0	0.041	2.6	NA	0.2	1.1	0.08	0.33	0.08	33.4

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 107v [7 Burwood Rd - George St - Thursday - PM -2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

7 Burwood Rd - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	88	0.0	88	0.0	0.218	3.9	LOS A	1.3	9.8	0.16	0.22	0.16	38.5
2	T1	482	10.0	480	10.1	0.218	1.3	LOS A	2.9	21.7	0.23	0.28	0.23	35.9
3	R2	65	0.0	65	0.0	0.218	5.8	LOS A	2.9	21.7	0.31	0.34	0.31	28.6
Approach		636	7.6	633 N1	7.6	0.218	2.1	LOS A	2.9	21.7	0.22	0.28	0.22	36.0
North: Burwood Rd														
7	L2	31	0.0	31	0.0	* 0.716	45.1	LOS D	11.9	89.7	0.99	0.89	1.06	9.3
8	T1	471	10.3	471	10.3	* 0.716	42.5	LOS C	12.0	91.1	0.99	0.88	1.06	9.1
Approach		501	9.7	501	9.7	0.716	42.7	LOS D	12.0	91.1	0.99	0.88	1.06	9.1
All Vehicles		1137	8.5	1134 N1	8.5	0.716	20.0	LOS B	12.0	91.1	0.56	0.54	0.59	18.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	41.5	LOS E	0.1	0.1	0.91	0.91	68.6	35.2	0.51
East: George St											
P2	Full	53	37.1	LOS D	0.1	0.1	0.86	0.86	59.1	28.6	0.48
North: Burwood Rd											
P3	Full	53	41.5	LOS E	0.1	0.1	0.91	0.91	68.6	35.2	0.51
West: George St											
P4	Full	53	0.8	LOS A	0.0	0.0	0.18	0.18	21.6	27.0	1.25
All Pedestrians		211	30.2	LOS D	0.1	0.1	0.72	0.72	54.4	31.5	0.58

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: 108 [8 Burwood Rd - Deanne St - Thursday - PM -2020 - With Development (Site Folder: A. Development Traffic - Thursday PM Peak 2020)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 (Network Folder: Development Traffic Generation)]

8 Burwood Rd - Deanne St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - Actuated Isolated Cycle Time = 29 seconds (Site Practical Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	56	0.0	56	0.0	0.445	11.4	LOS A	3.5	26.0	0.77	0.67	0.77	33.9
2	T1	569	8.3	569	8.3	* 0.445	7.9	LOS A	3.5	26.0	0.77	0.66	0.77	29.6
Approach		625	7.6	625	7.6	0.445	8.3	LOS A	3.5	26.3	0.77	0.66	0.77	30.2
East: Deanne Rd														
4	L2	83	0.0	80	0.0	* 0.211	14.8	LOS B	1.0	7.1	0.84	0.71	0.84	29.2
6	R2	65	0.0	63	0.0	0.166	14.8	LOS B	0.8	5.5	0.83	0.71	0.83	21.0
Approach		148	0.0	142 N1	0.0	0.211	14.8	LOS B	1.0	7.1	0.84	0.71	0.84	26.6
North: Burwood Rd														
8	T1	474	10.0	474	10.0	0.341	7.6	LOS A	2.5	19.2	0.73	0.60	0.73	32.1
Approach		474	10.0	474	10.0	0.341	7.6	LOS A	2.5	19.2	0.73	0.60	0.73	32.1
All Vehicles		1247	7.6	1241 N1	7.6	0.445	8.7	LOS A	3.5	26.3	0.77	0.64	0.77	30.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	9.1	LOS A	0.0	0.0	0.79	0.79	36.4	35.4	0.97
East: Deanne Rd											
P2	Full	53	8.4	LOS A	0.0	0.0	0.76	0.76	29.9	28.0	0.94
North: Burwood Rd											
P3	Full	53	9.1	LOS A	0.0	0.0	0.79	0.79	36.4	35.4	0.97
West: Railway Cres											
P4	Full	53	7.6	LOS A	0.0	0.0	0.73	0.73	28.0	26.5	0.95
All Pedestrians		211	8.6	LOS A	0.0	0.0	0.77	0.77	32.7	31.3	0.96

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [1 Shaftsbury Road - Victoria St - Saturday - PM - 2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

1 Shaftsbury Road - Victoria St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road (S)														
1	L2	135	0.0	135	0.0	0.825	48.5	LOS D	18.5	130.6	1.00	0.95	1.14	25.8
2	T1	414	1.3	414	1.3	0.825	43.8	LOS D	18.5	130.6	1.00	0.94	1.15	26.0
3	R2	64	0.0	64	0.0	* 0.825	48.2	LOS D	12.2	85.8	1.00	0.93	1.17	25.9
Approach		613	0.9	613	0.9	0.825	45.3	LOS D	18.5	130.6	1.00	0.94	1.15	26.0
East: Victoria Road (E)														
4	L2	164	1.3	164	1.3	1.000	80.7	LOS F	28.6	204.5	1.00	1.16	1.53	15.9
5	T1	87	0.0	87	0.0	* 1.000	76.1	LOS F	28.6	204.5	1.00	1.16	1.53	23.9
6	R2	157	4.7	157	4.7	1.000	80.7	LOS F	28.6	204.5	1.00	1.16	1.53	23.7
Approach		408	2.3	408	2.3	1.000	79.7	LOS F	28.6	204.5	1.00	1.16	1.53	21.1
North: Shaftsbury Road (N)														
7	L2	62	0.0	62	0.0	2.765	828.0	LOS F	68.8	484.6	1.00	2.23	3.99	3.9
8	T1	578	0.9	578	0.9	* 2.765	823.8	LOS F	68.8	484.6	1.00	2.19	3.99	2.1
9	R2	47	0.0	47	0.0	2.765	828.7	LOS F	58.4	411.2	1.00	2.14	3.99	3.9
Approach		687	0.8	687	0.8	2.765	824.5	LOS F	68.8	484.6	1.00	2.19	3.99	2.4
West: Victoria Road (W)														
10	L2	295	5.7	295	5.7	0.250	11.9	LOS A	5.8	42.3	0.44	0.67	0.44	42.6
11	T1	122	4.3	122	4.3	0.468	15.1	LOS B	11.7	83.7	0.71	0.72	0.71	40.0
12	R2	269	1.2	269	1.2	* 0.468	19.6	LOS B	11.7	83.7	0.71	0.72	0.71	33.4
Approach		686	3.7	686	3.7	0.468	15.5	LOS B	11.7	83.7	0.59	0.70	0.59	39.4
All Vehicles		2395	1.9	2395	1.9	2.765	266.3	LOS F	68.8	484.6	0.88	1.27	1.87	7.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road (S)											
P1	Full	53	24.6	LOS C	0.1	0.1	0.70	0.70	51.8	35.4	0.68
East: Victoria Road (E)											
P2	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	66.4	28.8	0.43
North: Shaftsbury Road (N)											

P3 Full	53	9.7	LOS A	0.1	0.1	0.44	0.44	36.9	35.4	0.96
West: Victoria Road (W)										
P4 Full	53	37.1	LOS D	0.1	0.1	0.86	0.86	61.8	32.1	0.52
All Pedestrians	211	28.9	LOS C	0.1	0.1	0.74	0.74	54.2	32.9	0.61

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: 102v [2 Shaftsbury Road - George St - Saturday - PM -2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

2 Shaftsbury Road - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	1	0.0	1	0.0	0.181	6.6	LOS A	3.4	24.2	0.29	0.25	0.29	27.1
2	T1	538	1.0	538	1.0	0.181	3.2	LOS A	3.4	24.2	0.29	0.25	0.29	27.1
Approach		539	1.0	539	1.0	0.181	3.2	LOS A	3.4	24.2	0.29	0.25	0.29	27.1
North: Shaftsbury Road														
8	T1	867	0.8	579	0.9	0.256	4.6	LOS A	7.1	49.9	0.42	0.40	0.42	36.2
9	R2	158	0.0	78	0.0	* 0.256	9.4	LOS A	5.2	36.8	0.42	0.46	0.42	34.2
Approach		1025	0.7	657 N1	0.8	0.256	5.2	LOS A	7.1	49.9	0.42	0.40	0.42	35.9
West: George St														
10	L2	53	0.0	53	0.0	* 0.258	50.1	LOS D	2.4	17.1	0.95	0.74	0.95	8.2
12	R2	28	0.0	28	0.0	0.139	49.2	LOS D	1.3	9.1	0.94	0.71	0.94	8.2
Approach		81	0.0	81	0.0	0.258	49.8	LOS D	2.4	17.1	0.95	0.73	0.95	8.2
All Vehicles		1645	0.8	1277 N 1	1.0	0.258	7.2	LOS A	7.1	49.9	0.40	0.36	0.40	27.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road											
P1	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	71.4	35.2	0.49
North: Shaftsbury Road											
P3	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	71.4	35.2	0.49
West: George St											
P4	Full	53	4.5	LOS A	0.0	0.0	0.30	0.30	29.0	31.9	1.10
All Pedestrians		158	31.0	LOS D	0.1	0.1	0.73	0.73	57.3	34.1	0.60

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: 103vv [3 Shaftsbury Road - Waimea Rd - Saturday - PM - 2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

3 Shaftsbury Road - Waimea Rd - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	113	0.0	112	0.0	0.211	4.6	LOS A	0.0	0.0	0.00	0.15	0.00	42.9
2	T1	495	0.9	495	0.9	0.211	0.8	LOS A	1.1	7.8	0.17	0.18	0.17	37.0
3	R2	89	0.0	89	0.0	0.211	7.7	LOS A	1.1	7.8	0.41	0.21	0.41	37.1
Approach		697	0.6	696 N1	0.6	0.211	2.3	NA	1.1	7.8	0.17	0.18	0.17	38.3
East: Waimea Road														
4	L2	180	1.8	180	1.8	0.631	18.3	LOS B	5.0	35.2	0.65	1.21	1.34	12.4
5	T1	41	0.0	41	0.0	0.631	54.1	LOS D	5.0	35.2	0.65	1.21	1.34	17.4
6	R2	15	0.0	15	0.0	0.631	54.1	LOS D	5.0	35.2	0.65	1.21	1.34	12.4
Approach		236	1.3	236	1.3	0.631	26.8	LOS B	5.0	35.2	0.65	1.21	1.34	13.4
North: Shaftsbury Road														
7	L2	17	0.0	11	0.0	0.151	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	46.4
8	T1	841	1.1	572	1.2	0.151	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
Approach		858	1.1	583 N1	1.2	0.151	0.1	NA	0.0	0.0	0.00	0.01	0.00	48.9
West: Waimea Road														
10	L2	28	0.0	28	0.0	0.032	8.2	LOS A	0.1	0.8	0.37	0.87	0.37	21.5
Approach		28	0.0	28	0.0	0.032	8.2	LOS A	0.1	0.8	0.37	0.87	0.37	21.5
All Vehicles		1819	0.9	1543 N1	1.1	0.631	5.3	NA	5.0	35.2	0.18	0.29	0.29	28.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 104 [4 Shaftsbury Road - Deanne Street - Saturday - PM -2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

4 Shaftsbury Road - Deanne Street - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	91	0.0	91	0.0	0.202	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	45.0
2	T1	689	0.6	689	0.6	0.202	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	47.7
Approach		780	0.5	780	0.5	0.202	0.5	NA	0.0	0.0	0.00	0.06	0.00	47.3
East: Albert Crescent														
4	L2	108	0.0	108	0.0	0.122	6.6	LOS A	0.5	3.2	0.45	0.66	0.45	39.7
Approach		108	0.0	108	0.0	0.122	6.6	LOS A	0.5	3.2	0.45	0.66	0.45	39.7
North: Shaftsbury Road														
7	L2	12	0.0	9	0.0	0.213	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.3
8	T1	974	1.0	719	1.1	0.213	0.5	LOS A	0.7	4.7	0.09	0.03	0.09	47.1
9	R2	41	0.0	30	0.0	0.213	10.3	LOS A	0.7	4.7	0.20	0.06	0.20	37.7
Approach		1026	0.9	758 N1	1.0	0.213	1.0	NA	0.7	4.7	0.09	0.03	0.09	46.9
West: Deanne Street														
10	L2	5	0.0	4	0.0	0.004	4.6	LOS A	0.0	0.1	0.35	0.48	0.35	30.2
Approach		5	0.0	4 N1	0.0	0.004	4.6	LOS A	0.0	0.1	0.35	0.48	0.35	30.2
All Vehicles		1920	0.7	1650 N1	0.8	0.213	1.1	NA	0.7	4.7	0.07	0.09	0.07	45.8

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 105 [5 Deanne Street - Marmaduke Street - Saturday - PM -2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

5 Deanne Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Deanne Street														
5	T1	93	0.0	85	0.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	38.6
6	R2	40	0.0	37	0.0	0.065	3.6	LOS A	0.0	0.0	0.00	0.15	0.00	37.2
Approach		133	0.0	122[N1]	0.0	0.065	1.1	NA	0.0	0.0	0.00	0.15	0.00	38.3
North: Marmaduke Street														
7	L2	193	0.0	113	0.0	0.152	3.4	LOS A	0.6	4.3	0.20	0.45	0.20	25.2
9	R2	119	0.0	119	0.0	0.152	4.6	LOS A	0.6	4.3	0.20	0.45	0.20	32.7
Approach		312	0.0	232[N1]	0.0	0.152	4.0	LOS A	0.6	4.3	0.20	0.45	0.20	30.5
All Vehicles		444	0.0	354[N1]	0.0	0.152	3.0	NA	0.6	4.3	0.13	0.35	0.13	33.7

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 106 [6 George Street - Marmaduke Street - Saturday - PM -2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

6 George Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Marmaduke Street														
3	R2	43	0.0	42	0.0	0.041	4.3	LOS A	0.2	1.1	0.27	0.50	0.27	24.5
Approach		43	0.0	42[N1]	0.0	0.041	4.3	LOS A	0.2	1.1	0.27	0.50	0.27	24.5
East: George Street														
4	L2	159	0.0	79	0.0	0.043	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.3
Approach		159	0.0	79[N1]	0.0	0.043	3.4	NA	0.0	0.0	0.00	0.45	0.00	31.3
West: George Street														
11	T1	43	0.0	43	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	73	0.0	73	0.0	0.043	4.1	LOS A	0.2	1.5	0.18	0.50	0.18	31.3
Approach		116	0.0	116	0.0	0.043	2.6	NA	0.2	1.5	0.11	0.32	0.11	34.1
All Vehicles		318	0.0	237[N1]	0.0	0.043	3.2	NA	0.2	1.5	0.10	0.40	0.10	32.0

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 107v [7 Burwood Rd - George St - Saturday - PM -2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

7 Burwood Rd - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	69	0.0	69	0.0	0.228	3.7	LOS A	0.8	5.6	0.09	0.15	0.09	39.2
2	T1	575	6.6	575	6.6	0.228	1.9	LOS A	5.8	42.4	0.31	0.32	0.31	35.4
3	R2	46	0.0	46	0.0	0.228	7.2	LOS A	5.8	42.4	0.56	0.51	0.56	33.4
Approach		691	5.5	691	5.5	0.228	2.4	LOS A	5.8	42.4	0.30	0.32	0.30	35.8
North: Burwood Rd														
7	L2	34	0.0	34	0.0	* 0.812	49.0	LOS D	15.5	114.2	1.00	0.97	1.16	15.2
8	T1	576	6.9	576	6.9	* 0.812	46.1	LOS D	15.5	115.0	1.00	0.97	1.16	8.6
Approach		609	6.6	609	6.6	0.812	46.2	LOS D	15.5	115.0	1.00	0.97	1.16	9.0
All Vehicles		1300	6.0	1300	6.0	0.812	23.0	LOS B	15.5	115.0	0.63	0.63	0.71	17.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	40.6	LOS E	0.1	0.1	0.90	0.90	67.7	35.2	0.52
East: George St											
P2	Full	53	36.2	LOS D	0.1	0.1	0.85	0.85	58.2	28.6	0.49
North: Burwood Rd											
P3	Full	53	40.6	LOS E	0.1	0.1	0.90	0.90	67.7	35.2	0.52
West: George St											
P4	Full	53	0.8	LOS A	0.0	0.0	0.18	0.18	21.6	27.0	1.25
All Pedestrians		211	29.5	LOS C	0.1	0.1	0.71	0.71	53.8	31.5	0.59

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: 108 [8 Burwood Rd - Deanne St - Saturday - PM -2020 - With Development (Site Folder: B. Development Traffic - Saturday Peak 2020)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 (Network Folder: Development Traffic Generation)]

8 Burwood Rd - Deanne St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - Actuated Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	20	0.0	20	0.0	0.325	19.9	LOS B	8.8	64.5	0.62	0.55	0.62	29.5
2	T1	589	6.1	589	6.1	* 0.325	16.5	LOS B	8.8	64.7	0.62	0.54	0.62	23.4
Approach		609	5.9	609	5.9	0.325	16.6	LOS B	8.8	64.7	0.62	0.54	0.62	23.7
East: Deanne Rd														
4	L2	98	0.0	98	0.0	* 0.141	25.9	LOS B	3.1	21.7	0.67	0.69	0.67	24.2
6	R2	66	0.0	66	0.0	0.095	25.5	LOS B	2.1	14.4	0.65	0.68	0.65	15.6
Approach		164	0.0	164	0.0	0.141	25.7	LOS B	3.1	21.7	0.66	0.68	0.66	21.6
North: Burwood Rd														
8	T1	579	6.9	579	6.9	0.310	0.7	LOS A	0.4	3.0	0.03	0.03	0.03	39.2
Approach		579	6.9	579	6.9	0.310	0.7	LOS A	0.4	3.0	0.03	0.03	0.03	39.2
All Vehicles		1353	5.6	1353	5.6	0.325	10.9	LOS A	8.8	64.7	0.37	0.34	0.37	28.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
East: Deanne Rd											
P2	Full	53	14.6	LOS B	0.1	0.1	0.54	0.54	36.2	28.0	0.77
North: Burwood Rd											
P3	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
West: Railway Cres											
P4	Full	53	14.1	LOS B	0.1	0.1	0.53	0.53	34.5	26.5	0.77
All Pedestrians		211	20.2	LOS C	0.1	0.1	0.63	0.63	44.3	31.3	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: 101 [1 Shaftsbury Rd - Victoria St - Thursday - PM - 2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

1 Shaftsbury Road - Victoria St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road (S)														
1	L2	268	0.0	268	0.0	0.935	59.3	LOS E	28.5	201.4	1.00	1.06	1.30	23.0
2	T1	474	2.2	474	2.2	0.935	55.3	LOS D	28.5	201.4	1.00	1.08	1.34	23.2
3	R2	80	0.0	80	0.0	* 0.935	60.3	LOS E	19.3	137.4	1.00	1.10	1.38	23.0
Approach		822	1.3	822	1.3	0.935	57.1	LOS E	28.5	201.4	1.00	1.08	1.33	23.1
East: Victoria Road (E)														
4	L2	168	1.3	168	1.3	1.083	105.6	LOS F	35.3	250.6	1.00	1.31	1.74	12.9
5	T1	153	0.0	153	0.0	* 1.083	101.0	LOS F	35.3	250.6	1.00	1.31	1.74	20.3
6	R2	122	4.3	122	4.3	1.083	105.6	LOS F	35.3	250.6	1.00	1.31	1.74	20.2
Approach		443	1.7	443	1.7	1.083	104.0	LOS F	35.3	250.6	1.00	1.31	1.74	17.8
North: Shaftsbury Road (N)														
7	L2	51	0.0	51	0.0	2.916	895.3	LOS F	74.0	522.9	1.00	2.27	4.06	3.6
8	T1	627	1.2	627	1.2	* 2.916	890.5	LOS F	74.0	522.9	1.00	2.22	4.07	1.9
9	R2	44	4.8	44	4.8	2.916	894.8	LOS F	62.1	441.1	1.00	2.16	4.07	3.6
Approach		722	1.3	722	1.3	2.916	891.1	LOS F	74.0	522.9	1.00	2.22	4.07	2.2
West: Victoria Road (W)														
10	L2	228	11.1	228	11.1	0.211	13.0	LOS A	4.7	35.9	0.45	0.67	0.45	42.0
11	T1	127	5.0	127	5.0	0.514	19.0	LOS B	13.1	93.4	0.78	0.75	0.78	38.3
12	R2	264	0.8	264	0.8	* 0.514	23.6	LOS B	13.1	93.4	0.78	0.75	0.78	31.2
Approach		620	5.4	620	5.4	0.514	18.8	LOS B	13.1	93.4	0.66	0.72	0.66	37.5
All Vehicles		2607	2.3	2607	2.3	2.916	286.9	LOS F	74.0	522.9	0.92	1.35	2.00	7.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road (S)											
P1	Full	53	25.3	LOS C	0.1	0.1	0.71	0.71	52.5	35.4	0.67
East: Victoria Road (E)											
P2	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	66.4	28.8	0.43

North: Shaftsbury Road (N)										
P3 Full	53	11.1	LOS B	0.1	0.1	0.47	0.47	38.3	35.4	0.92
West: Victoria Road (W)										
P4 Full	53	34.5	LOS D	0.1	0.1	0.83	0.83	59.2	32.1	0.54
All Pedestrians	211	28.8	LOS C	0.1	0.1	0.74	0.74	54.1	32.9	0.61

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: 102v [2 Shaftsbury Rd - George St - Thursday - PM -2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

2 Shaftsbury Road - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	1	0.0	1	0.0	0.385	10.0	LOS A	8.3	58.2	0.44	0.39	0.44	18.4
2	T1	940	0.7	940	0.7	0.385	6.5	LOS A	9.3	65.3	0.44	0.40	0.44	18.5
Approach		941	0.7	941	0.7	0.385	6.5	LOS A	9.3	65.3	0.44	0.40	0.44	18.5
North: Shaftsbury Road														
8	T1	922	1.0	572	0.9	0.312	7.3	LOS A	8.6	60.9	0.49	0.45	0.49	31.6
9	R2	141	0.0	67	0.0	* 0.312	14.6	LOS B	5.6	39.3	0.57	0.56	0.57	26.8
Approach		1063	0.9	639 N1	0.8	0.312	8.1	LOS A	8.6	60.9	0.49	0.46	0.49	31.0
West: George St														
10	L2	84	0.0	84	0.0	* 0.314	44.9	LOS D	3.9	27.3	0.97	0.78	0.97	8.9
12	R2	33	0.0	32	0.0	0.095	41.8	LOS C	1.3	9.3	0.88	0.71	0.88	9.3
Approach		117	0.0	115 N1	0.0	0.314	44.0	LOS D	3.9	27.3	0.95	0.76	0.95	9.0
All Vehicles		2121	0.7	1695 N1	0.9	0.385	9.7	LOS A	9.3	65.3	0.50	0.44	0.50	22.3

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

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road											
P1	Full	53	42.4	LOS E	0.1	0.1	0.92	0.92	69.5	35.2	0.51
North: Shaftsbury Road											
P3	Full	53	42.4	LOS E	0.1	0.1	0.92	0.92	69.5	35.2	0.51
West: George St											
P4	Full	53	6.9	LOS A	0.1	0.1	0.37	0.37	31.4	31.9	1.02
All Pedestrians		158	30.6	LOS D	0.1	0.1	0.74	0.74	56.8	34.1	0.60

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: 103vv [3 Shaftsbury Rd - Waimea Rd - Thursday - PM - 2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

3 Shaftsbury Road - Waimea Rd - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	149	0.0	148	0.0	0.367	4.6	LOS A	0.0	0.0	0.00	0.16	0.00	42.5
2	T1	698	1.5	698	1.5	0.367	1.3	LOS A	2.6	18.4	0.23	0.20	0.28	34.4
3	R2	155	0.0	155	0.0	0.367	8.6	LOS A	2.6	18.4	0.45	0.24	0.55	35.8
Approach		1002	1.1	1000[N 1]	1.1	0.367	2.9	NA	2.6	18.4	0.23	0.20	0.28	36.3
East: Waimea Road														
4	L2	182	1.2	182	1.2	0.602	19.5	LOS B	4.6	32.6	0.64	1.19	1.29	11.9
5	T1	22	0.0	22	0.0	0.602	90.1	LOS F	4.6	32.6	0.64	1.19	1.29	16.8
6	R2	3	0.0	3	0.0	0.602	94.2	LOS F	4.6	32.6	0.64	1.19	1.29	11.9
Approach		207	1.0	207	1.0	0.602	28.2	LOS B	4.6	32.6	0.64	1.19	1.29	12.5
North: Shaftsbury Road														
7	L2	15	0.0	9	0.0	0.150	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	46.5
8	T1	900	1.1	570	0.9	0.150	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
Approach		915	1.0	580[N1]	0.9	0.150	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.1
West: Waimea Road														
10	L2	39	0.0	39	0.0	0.077	8.6	LOS A	0.2	1.2	0.41	0.91	0.41	21.1
Approach		39	0.0	39	0.0	0.077	8.6	LOS A	0.2	1.2	0.41	0.91	0.41	21.1
All Vehicles		2163	1.0	1826[N 1]	1.2	0.602	5.0	NA	4.6	32.6	0.21	0.27	0.31	29.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 104 [4 Shaftsbury Rd - Deanne St - Thursday - PM -2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

4 Shaftsbury Road - Deanne Street - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	69	0.0	69	0.0	0.276	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.0
2	T1	995	1.1	995	1.1	0.276	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	48.5
Approach		1064	1.0	1064	1.0	0.276	0.3	NA	0.0	0.0	0.00	0.04	0.00	48.4
East: Albert Crescent														
4	L2	83	0.0	83	0.0	0.095	6.6	LOS A	0.3	2.4	0.44	0.65	0.44	39.7
Approach		83	0.0	83	0.0	0.095	6.6	LOS A	0.3	2.4	0.44	0.65	0.44	39.7
North: Shaftsbury Road														
7	L2	17	0.0	12	0.0	0.220	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	48.2
8	T1	1033	1.1	718	1.0	0.220	1.0	LOS A	1.0	7.0	0.11	0.03	0.12	45.4
9	R2	35	0.0	25	0.0	0.220	14.9	LOS B	1.0	7.0	0.25	0.05	0.28	32.2
Approach		1084	1.1	755[N1]	1.0	0.220	1.6	NA	1.0	7.0	0.11	0.03	0.12	45.2
West: Deanne Street														
10	L2	5	0.0	3	0.0	0.004	5.5	LOS A	0.0	0.1	0.45	0.53	0.45	29.2
Approach		5	0.0	3[N1]	0.0	0.004	5.5	LOS A	0.0	0.1	0.45	0.53	0.45	29.2
All Vehicles		2237	1.0	1906[N1]	1.2	0.276	1.1	NA	1.0	7.0	0.06	0.06	0.07	45.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 105 [5 Deanne St - Marmaduke St - Thursday - PM -2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

5 Deanne Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Deanne Street														
5	T1	84	0.0	78	0.0	0.059	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	37.2
6	R2	37	0.0	33	0.0	0.059	3.6	LOS A	0.0	0.0	0.00	0.15	0.00	37.2
Approach		121	0.0	111[N1]	0.0	0.059	1.1	NA	0.0	0.0	0.00	0.15	0.00	37.2
North: Marmaduke Street														
7	L2	176	0.0	102	0.0	0.127	3.4	LOS A	0.5	3.5	0.18	0.45	0.18	25.3
9	R2	95	0.0	94	0.0	0.127	4.6	LOS A	0.5	3.5	0.18	0.45	0.18	25.3
Approach		271	0.0	196[N1]	0.0	0.127	4.0	LOS A	0.5	3.5	0.18	0.45	0.18	25.3
All Vehicles		392	0.0	308[N1]	0.0	0.127	2.9	NA	0.5	3.5	0.12	0.34	0.12	30.4

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 106 [6 George St - Marmaduke St - Thursday - PM -2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

6 George Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Marmaduke Street														
3	R2	40	0.0	37	0.0	0.036	4.3	LOS A	0.1	1.0	0.27	0.50	0.27	24.6
Approach		40	0.0	37[N1]	0.0	0.036	4.3	LOS A	0.1	1.0	0.27	0.50	0.27	24.6
East: George Street														
4	L2	143	0.0	69	0.0	0.037	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.3
Approach		143	0.0	69[N1]	0.0	0.037	3.4	NA	0.0	0.0	0.00	0.45	0.00	31.3
West: George Street														
11	T1	81	0.0	81	0.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	52	0.0	52	0.0	0.030	4.1	LOS A	0.1	0.9	0.14	0.51	0.14	31.6
Approach		133	0.0	133	0.0	0.042	1.6	NA	0.1	0.9	0.05	0.20	0.05	36.2
All Vehicles		316	0.0	238[N1]	0.0	0.042	2.5	NA	0.1	1.0	0.07	0.32	0.07	33.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 107v [7 Burwood Rd - George St - Thursday - PM -2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

7 Burwood Rd - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	88	0.0	88	0.0	0.219	3.8	LOS A	1.1	8.2	0.13	0.21	0.13	38.6
2	T1	482	10.0	481	10.1	0.219	2.5	LOS A	6.2	46.5	0.37	0.38	0.37	34.1
3	R2	65	0.0	65	0.0	0.219	8.5	LOS A	6.2	46.5	0.66	0.60	0.66	23.1
Approach		636	7.6	634 N1	7.6	0.219	3.3	LOS A	6.2	46.5	0.36	0.38	0.36	34.3
North: Burwood Rd														
7	L2	31	0.0	31	0.0	* 0.716	45.1	LOS D	11.9	89.7	0.99	0.89	1.06	9.3
8	T1	471	10.3	471	10.3	* 0.716	42.5	LOS C	12.0	91.1	0.99	0.88	1.06	9.1
Approach		501	9.7	501	9.7	0.716	42.7	LOS D	12.0	91.1	0.99	0.88	1.06	9.1
All Vehicles		1137	8.5	1136 N1	8.5	0.716	20.6	LOS B	12.0	91.1	0.64	0.60	0.67	17.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	41.5	LOS E	0.1	0.1	0.91	0.91	68.6	35.2	0.51
East: George St											
P2	Full	53	37.1	LOS D	0.1	0.1	0.86	0.86	59.1	28.6	0.48
North: Burwood Rd											
P3	Full	53	41.5	LOS E	0.1	0.1	0.91	0.91	68.6	35.2	0.51
West: George St											
P4	Full	53	0.8	LOS A	0.0	0.0	0.18	0.18	21.6	27.0	1.25
All Pedestrians		211	30.2	LOS D	0.1	0.1	0.72	0.72	54.4	31.5	0.58

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: 108 [8 Burwood Rd - Deanne St - Thursday - PM -2020 - With Development - 60/40 Dist (Site Folder: C. Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

8 Burwood Rd - Deanne St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - Actuated Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	56	0.0	56	0.0	0.338	20.1	LOS B	9.1	67.4	0.63	0.57	0.63	29.2
2	T1	569	8.3	569	8.3	* 0.338	16.7	LOS B	9.1	67.4	0.63	0.55	0.63	23.2
Approach		625	7.6	625	7.6	0.338	17.0	LOS B	9.1	68.1	0.63	0.56	0.63	24.0
East: Deanne Rd														
4	L2	79	0.0	76	0.0	* 0.109	25.5	LOS B	2.4	16.6	0.66	0.68	0.66	24.4
6	R2	65	0.0	63	0.0	0.090	25.4	LOS B	1.9	13.6	0.65	0.68	0.65	15.6
Approach		144	0.0	138 N1	0.0	0.109	25.5	LOS B	2.4	16.6	0.66	0.68	0.66	21.3
North: Burwood Rd														
8	T1	474	10.0	474	10.0	0.259	0.6	LOS A	0.3	2.3	0.03	0.02	0.03	39.2
Approach		474	10.0	474	10.0	0.259	0.6	LOS A	0.3	2.3	0.03	0.02	0.03	39.2
All Vehicles		1243	7.6	1237 N1	7.7	0.338	11.7	LOS A	9.1	68.1	0.40	0.37	0.40	28.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
East: Deanne Rd											
P2	Full	53	14.6	LOS B	0.1	0.1	0.54	0.54	36.2	28.0	0.77
North: Burwood Rd											
P3	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
West: Railway Cres											
P4	Full	53	14.1	LOS B	0.1	0.1	0.53	0.53	34.5	26.5	0.77
All Pedestrians		211	20.2	LOS C	0.1	0.1	0.63	0.63	44.3	31.3	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: 101 [1 Shaftsbury Rd Victoria St - Saturday - PM - 2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

1 Shaftsbury Road - Victoria St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road (S)														
1	L2	135	0.0	135	0.0	0.836	49.3	LOS D	19.0	133.8	1.00	0.97	1.16	25.5
2	T1	414	1.3	414	1.3	0.836	44.7	LOS D	19.0	133.8	1.00	0.96	1.18	25.8
3	R2	68	0.0	68	0.0	* 0.836	49.1	LOS D	12.3	86.8	1.00	0.95	1.21	25.6
Approach		617	0.9	617	0.9	0.836	46.2	LOS D	19.0	133.8	1.00	0.96	1.18	25.7
East: Victoria Road (E)														
4	L2	164	1.3	164	1.3	1.000	95.9	LOS F	32.0	228.7	1.00	1.28	1.75	14.1
5	T1	87	0.0	87	0.0	* 1.000	91.3	LOS F	32.0	228.7	1.00	1.28	1.75	21.8
6	R2	157	4.7	157	4.7	1.000	95.9	LOS F	32.0	228.7	1.00	1.28	1.75	21.6
Approach		408	2.3	408	2.3	1.000	94.9	LOS F	32.0	228.7	1.00	1.28	1.75	19.0
North: Shaftsbury Road (N)														
7	L2	62	0.0	62	0.0	2.703	1566.9	LOS F	113.4	799.1	1.00	3.54	6.79	2.2
8	T1	561	0.9	561	0.9	* 2.703	1562.6	LOS F	113.4	799.1	1.00	3.45	6.79	1.1
9	R2	47	0.0	47	0.0	2.703	1567.6	LOS F	95.7	674.4	1.00	3.35	6.80	2.2
Approach		671	0.8	671	0.8	2.703	1563.4	LOS F	113.4	799.1	1.00	3.45	6.79	1.3
West: Victoria Road (W)														
10	L2	295	5.7	295	5.7	0.250	11.9	LOS A	5.8	42.3	0.44	0.67	0.44	42.6
11	T1	122	4.3	122	4.3	0.468	15.1	LOS B	11.7	83.7	0.71	0.72	0.71	40.0
12	R2	269	1.2	269	1.2	* 0.468	19.6	LOS B	11.7	83.7	0.71	0.72	0.71	33.4
Approach		686	3.7	686	3.7	0.468	15.5	LOS B	11.7	83.7	0.59	0.70	0.59	39.4
All Vehicles		2382	1.9	2382	1.9	2.703	472.8	LOS F	113.4	799.1	0.88	1.64	2.69	4.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road (S)											
P1	Full	53	24.6	LOS C	0.1	0.1	0.70	0.70	51.8	35.4	0.68
East: Victoria Road (E)											
P2	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	66.4	28.8	0.43

North: Shaftsbury Road (N)										
P3 Full	53	9.7	LOS A	0.1	0.1	0.44	0.44	36.9	35.4	0.96
West: Victoria Road (W)										
P4 Full	53	37.1	LOS D	0.1	0.1	0.86	0.86	61.8	32.1	0.52
All Pedestrians	211	28.9	LOS C	0.1	0.1	0.74	0.74	54.2	32.9	0.61

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: 102v [2 Shaftsbury Rd - George St - Saturday - PM -2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

2 Shaftsbury Road - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	1	0.0	1	0.0	0.183	6.7	LOS A	3.5	24.6	0.29	0.25	0.29	27.0
2	T1	546	1.0	546	1.0	0.183	3.2	LOS A	3.5	24.7	0.29	0.25	0.29	27.1
Approach		547	1.0	547	1.0	0.183	3.2	LOS A	3.5	24.7	0.29	0.25	0.29	27.1
North: Shaftsbury Road														
8	T1	988	0.7	645	0.8	0.224	4.4	LOS A	6.7	47.1	0.41	0.36	0.41	37.4
9	R2	19	0.0	10	0.0	* 0.224	8.4	LOS A	5.1	36.3	0.36	0.32	0.36	38.4
Approach		1007	0.7	655 N1	0.8	0.224	4.4	LOS A	6.7	47.1	0.41	0.36	0.41	37.4
West: George St														
10	L2	47	0.0	47	0.0	* 0.232	49.9	LOS D	2.3	15.8	0.98	0.74	0.98	8.2
12	R2	28	0.0	28	0.0	0.139	49.2	LOS D	1.3	9.1	0.94	0.71	0.94	8.2
Approach		76	0.0	76	0.0	0.232	49.7	LOS D	2.3	15.8	0.97	0.73	0.97	8.2
All Vehicles		1631	0.8	1278 N1	1.0	0.232	6.6	LOS A	6.7	47.1	0.39	0.33	0.39	28.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road											
P1	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	71.4	35.2	0.49
North: Shaftsbury Road											
P3	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	71.4	35.2	0.49
West: George St											
P4	Full	53	4.5	LOS A	0.0	0.0	0.30	0.30	29.0	31.9	1.10
All Pedestrians		158	31.0	LOS D	0.1	0.1	0.73	0.73	57.3	34.1	0.60

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: 103vv [3 Shaftsbury Rd - Waimea Rd - Saturday - PM - 2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

3 Shaftsbury Road - Waimea Rd - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	147	0.0	147	0.0	0.221	4.6	LOS A	0.0	0.0	0.00	0.19	0.00	42.0
2	T1	495	0.9	495	0.9	0.221	0.8	LOS A	1.1	8.0	0.17	0.19	0.17	36.1
3	R2	89	0.0	89	0.0	0.221	7.7	LOS A	1.1	8.0	0.39	0.20	0.39	37.5
Approach		732	0.6	731	0.6	0.221	2.4	NA	1.1	8.0	0.17	0.19	0.17	37.9
East: Waimea Road														
4	L2	180	1.8	180	1.8	0.660	20.5	LOS B	5.5	39.1	0.66	1.26	1.47	11.4
5	T1	41	0.0	41	0.0	0.660	59.6	LOS E	5.5	39.1	0.66	1.26	1.47	16.3
6	R2	15	0.0	15	0.0	0.660	57.4	LOS E	5.5	39.1	0.66	1.26	1.47	11.4
Approach		236	1.3	236	1.3	0.660	29.6	LOS C	5.5	39.1	0.66	1.26	1.47	12.4
North: Shaftsbury Road														
7	L2	17	0.0	11	0.0	0.150	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	46.4
8	T1	841	1.1	568	1.3	0.150	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
Approach		858	1.1	580 N1	1.2	0.150	0.1	NA	0.0	0.0	0.00	0.01	0.00	48.9
West: Waimea Road														
10	L2	37	0.0	37	0.0	0.041	8.1	LOS A	0.1	1.0	0.36	0.88	0.36	21.6
Approach		37	0.0	37	0.0	0.041	8.1	LOS A	0.1	1.0	0.36	0.88	0.36	21.6
All Vehicles		1862	0.9	1584 N1	1.1	0.660	5.7	NA	5.5	39.1	0.18	0.30	0.30	27.4

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 104 [4 Shaftsbury Rd - Deanne St - Saturday - PM -2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

4 Shaftsbury Road - Deanne Street - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	74	0.0	74	0.0	0.206	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	45.9
2	T1	724	0.6	724	0.6	0.206	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	48.0
Approach		798	0.5	798	0.5	0.206	0.4	NA	0.0	0.0	0.00	0.05	0.00	47.8
East: Albert Crescent														
4	L2	108	0.0	108	0.0	0.122	6.6	LOS A	0.4	3.1	0.44	0.66	0.44	39.7
Approach		108	0.0	108	0.0	0.122	6.6	LOS A	0.4	3.1	0.44	0.66	0.44	39.7
North: Shaftsbury Road														
7	L2	12	0.0	8	0.0	0.211	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.3
8	T1	974	1.0	720	1.1	0.211	0.5	LOS A	0.6	4.4	0.08	0.03	0.08	47.2
9	R2	41	0.0	27	0.0	0.211	10.6	LOS A	0.6	4.4	0.18	0.05	0.19	38.3
Approach		1026	0.9	755 N1	1.0	0.211	0.9	NA	0.6	4.4	0.08	0.03	0.08	47.1
West: Deanne Street														
10	L2	5	0.0	5	0.0	0.005	4.7	LOS A	0.0	0.1	0.37	0.49	0.37	30.1
Approach		5	0.0	5	0.0	0.005	4.7	LOS A	0.0	0.1	0.37	0.49	0.37	30.1
All Vehicles		1938	0.7	1666 N1	0.8	0.211	1.1	NA	0.6	4.4	0.07	0.08	0.07	46.1

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 105 [5 Deanne St - Marmaduke St - Saturday - PM -2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

5 Deanne Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Deanne Street														
5	T1	88	0.0	80	0.0	0.058	0.0	LOS A	0.0	0.0	0.00	0.14	0.00	37.4
6	R2	36	0.0	30	0.0	0.058	3.6	LOS A	0.0	0.0	0.00	0.14	0.00	37.4
Approach		124	0.0	111[N1]	0.0	0.058	1.0	NA	0.0	0.0	0.00	0.14	0.00	37.4
North: Marmaduke Street														
7	L2	176	0.0	167	0.0	0.181	3.4	LOS A	0.8	5.4	0.19	0.44	0.19	25.4
9	R2	119	0.0	119	0.0	0.181	4.7	LOS A	0.8	5.4	0.19	0.44	0.19	25.4
Approach		295	0.0	286[N1]	0.0	0.181	4.0	LOS A	0.8	5.4	0.19	0.44	0.19	25.4
All Vehicles		419	0.0	396[N1]	0.0	0.181	3.1	NA	0.8	5.4	0.14	0.35	0.14	29.4

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 106 [6 George St - Marmaduke St - Saturday - PM -2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

6 George Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Marmaduke Street														
3	R2	39	0.0	37	0.0	0.037	4.4	LOS A	0.1	1.0	0.29	0.51	0.29	24.4
Approach		39	0.0	37[N1]	0.0	0.037	4.4	LOS A	0.1	1.0	0.29	0.51	0.29	24.4
East: George Street														
4	L2	141	0.0	132	0.0	0.071	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.3
Approach		141	0.0	132[N1]	0.0	0.071	3.4	NA	0.0	0.0	0.00	0.45	0.00	31.3
West: George Street														
11	T1	43	0.0	43	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	73	0.0	73	0.0	0.045	4.3	LOS A	0.2	1.3	0.20	0.52	0.20	31.2
Approach		116	0.0	116	0.0	0.045	2.7	NA	0.2	1.3	0.13	0.33	0.13	34.0
All Vehicles		296	0.0	284[N1]	0.0	0.071	3.2	NA	0.2	1.3	0.09	0.41	0.09	31.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 107v [7 Burwood Rd - George St - Saturday - PM -2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

7 Burwood Rd - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	69	0.0	69	0.0	0.228	3.7	LOS A	0.8	5.6	0.09	0.15	0.09	39.2
2	T1	575	6.6	575	6.6	0.228	1.9	LOS A	5.8	42.4	0.31	0.32	0.31	35.4
3	R2	46	0.0	46	0.0	0.228	7.2	LOS A	5.8	42.4	0.56	0.51	0.56	26.0
Approach		691	5.5	690	5.5	0.228	2.4	LOS A	5.8	42.4	0.30	0.32	0.30	35.6
North: Burwood Rd														
7	L2	34	0.0	34	0.0	* 0.812	49.1	LOS D	15.5	114.5	1.00	0.98	1.17	8.6
8	T1	576	6.9	576	6.9	* 0.812	46.2	LOS D	15.5	115.3	1.00	0.98	1.17	8.6
Approach		609	6.6	609	6.6	0.812	46.3	LOS D	15.5	115.3	1.00	0.98	1.17	8.6
All Vehicles		1300	6.0	1300	6.0	0.812	23.0	LOS B	15.5	115.3	0.63	0.63	0.71	16.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	40.6	LOS E	0.1	0.1	0.90	0.90	67.7	35.2	0.52
East: George St											
P2	Full	53	36.2	LOS D	0.1	0.1	0.85	0.85	58.2	28.6	0.49
North: Burwood Rd											
P3	Full	53	40.6	LOS E	0.1	0.1	0.90	0.90	67.7	35.2	0.52
West: George St											
P4	Full	53	0.8	LOS A	0.0	0.0	0.18	0.18	21.6	27.0	1.25
All Pedestrians		211	29.5	LOS C	0.1	0.1	0.71	0.71	53.8	31.5	0.59

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: 108 [8 Burwood Rd - Deanne St - Saturday - PM -2020 - With Development - 60/40 Dist (Site Folder: D. Development Traffic - Saturday Peak 2020 - 60/40 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 60/40 Distribution (Network Folder: Development Traffic Generation - 60/40 Distribution)]

8 Burwood Rd - Deanne St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - Actuated Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	20	0.0	20	0.0	0.325	19.9	LOS B	8.8	64.5	0.62	0.55	0.62	29.5
2	T1	589	6.1	589	6.1	* 0.325	16.5	LOS B	8.8	64.7	0.62	0.54	0.62	23.4
Approach		609	5.9	609	5.9	0.325	16.6	LOS B	8.8	64.7	0.62	0.54	0.62	23.7
East: Deanne Rd														
4	L2	94	0.0	92	0.0	* 0.132	25.8	LOS B	2.9	20.3	0.67	0.68	0.67	24.3
6	R2	66	0.0	65	0.0	0.093	25.5	LOS B	2.0	14.1	0.65	0.68	0.65	15.6
Approach		160	0.0	157 N1	0.0	0.132	25.6	LOS B	2.9	20.3	0.66	0.68	0.66	21.6
North: Burwood Rd														
8	T1	579	6.9	579	6.9	0.310	0.7	LOS A	0.4	3.0	0.03	0.03	0.03	39.2
Approach		579	6.9	579	6.9	0.310	0.7	LOS A	0.4	3.0	0.03	0.03	0.03	39.2
All Vehicles		1348	5.6	1345 N1	5.6	0.325	10.8	LOS A	8.8	64.7	0.37	0.34	0.37	28.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
East: Deanne Rd											
P2	Full	53	14.6	LOS B	0.1	0.1	0.54	0.54	36.2	28.0	0.77
North: Burwood Rd											
P3	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
West: Railway Cres											
P4	Full	53	14.1	LOS B	0.1	0.1	0.53	0.53	34.5	26.5	0.77
All Pedestrians		211	20.2	LOS C	0.1	0.1	0.63	0.63	44.3	31.3	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: 101 [1 Shaftsbury Rd - Victoria St - Thursday - PM - 2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

1 Shaftsbury Road - Victoria St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road (S)														
1	L2	268	0.0	268	0.0	0.935	54.7	LOS D	27.4	193.2	1.00	1.04	1.27	24.0
2	T1	474	2.2	474	2.2	0.935	46.0	LOS D	27.4	193.2	1.00	1.02	1.25	25.4
3	R2	80	0.0	80	0.0	* 0.935	47.1	LOS D	17.7	125.6	1.00	1.01	1.24	26.2
Approach		822	1.3	822	1.3	0.935	48.9	LOS D	27.4	193.2	1.00	1.03	1.25	25.0
East: Victoria Road (E)														
4	L2	168	1.3	168	1.3	1.083	105.6	LOS F	35.3	250.6	1.00	1.31	1.74	12.9
5	T1	153	0.0	153	0.0	* 1.083	101.0	LOS F	35.3	250.6	1.00	1.31	1.74	20.3
6	R2	122	4.3	122	4.3	1.083	105.6	LOS F	35.3	250.6	1.00	1.31	1.74	20.2
Approach		443	1.7	443	1.7	1.083	104.0	LOS F	35.3	250.6	1.00	1.31	1.74	17.8
North: Shaftsbury Road (N)														
7	L2	51	0.0	51	0.0	* 2.740	816.7	LOS F	67.9	479.4	1.00	2.22	3.97	4.0
8	T1	593	1.2	593	1.2	2.740	812.4	LOS F	67.9	479.4	1.00	2.19	3.97	2.1
9	R2	44	4.8	44	4.8	2.740	817.3	LOS F	58.8	417.6	1.00	2.14	3.98	4.0
Approach		687	1.4	687	1.4	2.740	813.0	LOS F	67.9	479.4	1.00	2.19	3.97	2.4
West: Victoria Road (W)														
10	L2	228	11.1	228	11.1	0.211	13.0	LOS A	4.7	35.9	0.45	0.67	0.45	42.0
11	T1	127	5.0	127	5.0	0.514	19.0	LOS B	13.1	93.4	0.78	0.75	0.78	38.3
12	R2	264	0.8	264	0.8	* 0.514	23.6	LOS B	13.1	93.4	0.78	0.75	0.78	31.2
Approach		620	5.4	620	5.4	0.514	18.8	LOS B	13.1	93.4	0.66	0.72	0.66	37.5
All Vehicles		2573	2.4	2573	2.4	2.740	255.3	LOS F	67.9	479.4	0.92	1.31	1.92	8.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road (S)											
P1	Full	53	25.3	LOS C	0.1	0.1	0.71	0.71	52.5	35.4	0.67
East: Victoria Road (E)											
P2	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	66.4	28.8	0.43

North: Shaftsbury Road (N)										
P3 Full	53	11.1	LOS B	0.1	0.1	0.47	0.47	38.3	35.4	0.92
West: Victoria Road (W)										
P4 Full	53	34.5	LOS D	0.1	0.1	0.83	0.83	59.2	32.1	0.54
All Pedestrians	211	28.8	LOS C	0.1	0.1	0.74	0.74	54.1	32.9	0.61

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: 102v [2 Shaftsbury Rd - George St - Thursday - PM -2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

2 Shaftsbury Road - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	1	0.0	1	0.0	0.376	9.5	LOS A	8.2	58.0	0.43	0.38	0.43	19.3
2	T1	949	0.7	949	0.7	0.376	6.1	LOS A	9.3	65.3	0.43	0.38	0.43	19.3
Approach		951	0.7	951	0.7	0.376	6.1	LOS A	9.3	65.3	0.43	0.38	0.43	19.3
North: Shaftsbury Road														
8	T1	922	1.0	584	0.9	0.295	6.8	LOS A	8.5	60.3	0.47	0.43	0.47	32.5
9	R2	106	0.0	56	0.0	* 0.295	12.2	LOS A	4.8	33.7	0.45	0.46	0.45	30.0
Approach		1028	0.9	640 N1	0.9	0.295	7.3	LOS A	8.5	60.3	0.46	0.43	0.46	32.2
West: George St														
10	L2	76	0.0	75	0.0	* 0.287	45.7	LOS D	3.6	24.9	0.98	0.78	0.98	8.8
12	R2	33	0.0	32	0.0	0.101	42.8	LOS D	1.3	9.4	0.89	0.72	0.89	9.2
Approach		108	0.0	107 N1	0.0	0.287	44.8	LOS D	3.6	24.9	0.95	0.76	0.95	8.9
All Vehicles		2087	0.8	1698 N1	0.9	0.376	9.0	LOS A	9.3	65.3	0.47	0.42	0.47	23.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road											
P1	Full	53	43.3	LOS E	0.1	0.1	0.93	0.93	70.4	35.2	0.50
North: Shaftsbury Road											
P3	Full	53	43.3	LOS E	0.1	0.1	0.93	0.93	70.4	35.2	0.50
West: George St											
P4	Full	53	6.5	LOS A	0.1	0.1	0.36	0.36	31.0	31.9	1.03
All Pedestrians		158	31.1	LOS D	0.1	0.1	0.74	0.74	57.3	34.1	0.60

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: 103vv [3 Shaftsbury Rd - Waimea Rd - Thursday - PM - 2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

3 Shaftsbury Road - Waimea Rd - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	185	0.0	184	0.0	0.317	4.6	LOS A	4.2	29.3	0.00	0.16	0.00	42.5
2	T1	698	1.5	698	1.5	0.317	0.9	LOS A	6.7	47.6	0.19	0.20	0.20	35.8
3	R2	155	0.0	155	0.0	0.317	7.9	LOS A	6.7	47.6	0.47	0.26	0.51	35.9
Approach		1038	1.0	1036 N1	1.0	0.317	2.6	NA	6.7	47.6	0.20	0.21	0.21	37.3
East: Waimea Road														
4	L2	182	1.2	182	1.2	0.595	20.0	LOS B	4.9	34.5	0.63	1.14	1.23	11.7
5	T1	22	0.0	22	0.0	0.595	92.4	LOS F	4.9	34.5	0.63	1.14	1.23	16.6
6	R2	3	0.0	3	0.0	0.595	82.6	LOS F	4.9	34.5	0.63	1.14	1.23	11.7
Approach		207	1.0	207	1.0	0.595	28.6	LOS C	4.9	34.5	0.63	1.14	1.23	12.3
North: Shaftsbury Road														
7	L2	15	0.0	9	0.0	0.153	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	46.5
8	T1	900	1.1	582	0.9	0.153	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.2
Approach		915	1.0	591 N1	0.9	0.153	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.1
West: Waimea Road														
10	L2	48	0.0	48	0.0	0.131	9.2	LOS A	0.5	3.3	0.46	0.94	0.46	20.4
Approach		48	0.0	48	0.0	0.131	9.2	LOS A	0.5	3.3	0.46	0.94	0.46	20.4
All Vehicles		2208	1.0	1883 N1	1.2	0.595	4.8	NA	6.7	47.6	0.19	0.27	0.26	29.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 104 [4 Shaftsbury Rd - Deanne St - Thursday - PM -2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

4 Shaftsbury Road - Deanne Street - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	69	0.0	69	0.0	0.285	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	47.1
2	T1	1031	1.0	1031	1.0	0.285	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	48.5
Approach		1100	1.0	1100	1.0	0.285	0.3	NA	0.0	0.0	0.00	0.03	0.00	48.4
East: Albert Crescent														
4	L2	83	0.0	83	0.0	0.096	6.7	LOS A	0.3	2.4	0.45	0.66	0.45	39.6
Approach		83	0.0	83	0.0	0.096	6.7	LOS A	0.3	2.4	0.45	0.66	0.45	39.6
North: Shaftsbury Road														
7	L2	17	0.0	12	0.0	0.225	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	48.2
8	T1	1033	1.1	728	1.0	0.225	1.2	LOS A	1.1	7.8	0.11	0.03	0.13	45.0
9	R2	35	0.0	26	0.0	0.225	15.7	LOS B	1.1	7.8	0.27	0.05	0.30	30.9
Approach		1084	1.1	766 N1	1.0	0.225	1.7	NA	1.1	7.8	0.12	0.03	0.13	44.8
West: Deanne Street														
10	L2	5	0.0	4	0.0	0.005	5.6	LOS A	0.0	0.1	0.46	0.54	0.46	29.1
Approach		5	0.0	4 N1	0.0	0.005	5.6	LOS A	0.0	0.1	0.46	0.54	0.46	29.1
All Vehicles		2273	1.0	1953 N1	1.1	0.285	1.1	NA	1.1	7.8	0.07	0.06	0.07	45.7

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 105 [5 Deanne St - Marmaduke St - Thursday - PM -2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

5 Deanne Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Deanne Street														
5	T1	84	0.0	78	0.0	0.055	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	37.7
6	R2	28	0.0	26	0.0	0.055	3.6	LOS A	0.0	0.0	0.00	0.13	0.00	37.7
Approach		113	0.0	103 N1	0.0	0.055	0.9	NA	0.0	0.0	0.00	0.13	0.00	37.7
North: Marmaduke Street														
7	L2	140	0.0	90	0.0	0.120	3.4	LOS A	0.5	3.3	0.17	0.45	0.17	25.4
9	R2	95	0.0	94	0.0	0.120	4.5	LOS A	0.5	3.3	0.17	0.45	0.17	25.4
Approach		235	0.0	184 N1	0.0	0.120	4.0	LOS A	0.5	3.3	0.17	0.45	0.17	25.4
All Vehicles		347	0.0	288 N1	0.0	0.120	2.8	NA	0.5	3.3	0.11	0.34	0.11	30.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 106 [6 George St - Marmaduke St - Thursday - PM -2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

6 George Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Marmaduke Street														
3	R2	32	0.0	29	0.0	0.028	4.3	LOS A	0.1	0.8	0.26	0.49	0.26	24.6
Approach		32	0.0	29[N1]	0.0	0.028	4.3	LOS A	0.1	0.8	0.26	0.49	0.26	24.6
East: George Street														
4	L2	108	0.0	58	0.0	0.031	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.3
Approach		108	0.0	58[N1]	0.0	0.031	3.4	NA	0.0	0.0	0.00	0.45	0.00	31.3
West: George Street														
11	T1	81	0.0	81	0.0	0.042	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	52	0.0	52	0.0	0.030	4.1	LOS A	0.1	1.0	0.12	0.51	0.12	31.6
Approach		133	0.0	133	0.0	0.042	1.6	NA	0.1	1.0	0.05	0.20	0.05	36.3
All Vehicles		273	0.0	219[N1]	0.0	0.042	2.4	NA	0.1	1.0	0.06	0.30	0.06	33.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 107v [7 Burwood Rd - George St - Thursday - PM -2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

7 Burwood Rd - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	88	0.0	88	0.0	0.219	3.8	LOS A	1.1	8.2	0.13	0.21	0.13	38.6
2	T1	482	10.0	481	10.1	0.219	2.5	LOS A	6.2	46.5	0.37	0.38	0.37	34.1
3	R2	65	0.0	65	0.0	0.219	8.5	LOS A	6.2	46.5	0.66	0.60	0.66	23.1
Approach		636	7.6	634 N1	7.6	0.219	3.3	LOS A	6.2	46.5	0.36	0.38	0.36	34.3
North: Burwood Rd														
7	L2	31	0.0	31	0.0	* 0.716	45.1	LOS D	11.9	89.7	0.99	0.89	1.06	9.3
8	T1	471	10.3	471	10.3	* 0.716	42.5	LOS C	12.0	91.1	0.99	0.88	1.06	9.1
Approach		501	9.7	501	9.7	0.716	42.7	LOS D	12.0	91.1	0.99	0.88	1.06	9.1
All Vehicles		1137	8.5	1136 N1	8.5	0.716	20.6	LOS B	12.0	91.1	0.64	0.60	0.67	17.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	41.5	LOS E	0.1	0.1	0.91	0.91	68.6	35.2	0.51
East: George St											
P2	Full	53	37.1	LOS D	0.1	0.1	0.86	0.86	59.1	28.6	0.48
North: Burwood Rd											
P3	Full	53	41.5	LOS E	0.1	0.1	0.91	0.91	68.6	35.2	0.51
West: George St											
P4	Full	53	0.8	LOS A	0.0	0.0	0.18	0.18	21.6	27.0	1.25
All Pedestrians		211	30.2	LOS D	0.1	0.1	0.72	0.72	54.4	31.5	0.58

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: 108 [8 Burwood Rd - Deanne St - Thursday - PM -2020 - With Development - 50/50 Dist (Site Folder: E. Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Thursday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

8 Burwood Rd - Deanne St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - Actuated Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	56	0.0	56	0.0	0.338	20.1	LOS B	9.1	67.4	0.63	0.57	0.63	29.2
2	T1	569	8.3	569	8.3	* 0.338	16.7	LOS B	9.1	67.4	0.63	0.55	0.63	23.2
Approach		625	7.6	625	7.6	0.338	17.0	LOS B	9.1	68.1	0.63	0.56	0.63	24.0
East: Deanne Rd														
4	L2	79	0.0	76	0.0	* 0.109	25.5	LOS B	2.4	16.6	0.66	0.68	0.66	24.4
6	R2	65	0.0	62	0.0	0.090	25.4	LOS B	1.9	13.6	0.65	0.68	0.65	15.6
Approach		144	0.0	138 N1	0.0	0.109	25.5	LOS B	2.4	16.6	0.66	0.68	0.66	21.3
North: Burwood Rd														
8	T1	474	10.0	474	10.0	0.259	0.6	LOS A	0.3	2.3	0.03	0.02	0.03	39.2
Approach		474	10.0	474	10.0	0.259	0.6	LOS A	0.3	2.3	0.03	0.02	0.03	39.2
All Vehicles		1243	7.6	1237 N1	7.7	0.338	11.7	LOS A	9.1	68.1	0.40	0.37	0.40	28.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
East: Deanne Rd											
P2	Full	53	14.6	LOS B	0.1	0.1	0.54	0.54	36.2	28.0	0.77
North: Burwood Rd											
P3	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
West: Railway Cres											
P4	Full	53	14.1	LOS B	0.1	0.1	0.53	0.53	34.5	26.5	0.77
All Pedestrians		211	20.2	LOS C	0.1	0.1	0.63	0.63	44.3	31.3	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: 101 [1 Shaftsbury Rd Victoria St - Saturday - PM - 2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

1 Shaftsbury Road - Victoria St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road (S)														
1	L2	135	0.0	135	0.0	0.836	49.2	LOS D	18.9	133.3	1.00	0.96	1.15	25.6
2	T1	414	1.3	414	1.3	0.836	44.5	LOS D	18.9	133.3	1.00	0.95	1.17	25.8
3	R2	68	0.0	68	0.0	* 0.836	48.9	LOS D	12.3	86.6	1.00	0.94	1.19	25.7
Approach		617	0.9	617	0.9	0.836	46.0	LOS D	18.9	133.3	1.00	0.95	1.16	25.8
East: Victoria Road (E)														
4	L2	164	1.3	164	1.3	1.000	80.7	LOS F	28.6	204.5	1.00	1.16	1.53	15.9
5	T1	87	0.0	87	0.0	* 1.000	76.1	LOS F	28.6	204.5	1.00	1.16	1.53	23.9
6	R2	157	4.7	157	4.7	1.000	80.7	LOS F	28.6	204.5	1.00	1.16	1.53	23.7
Approach		408	2.3	408	2.3	1.000	79.7	LOS F	28.6	204.5	1.00	1.16	1.53	21.1
North: Shaftsbury Road (N)														
7	L2	62	0.0	62	0.0	2.576	743.9	LOS F	62.2	438.1	1.00	2.18	3.87	4.3
8	T1	526	1.0	526	1.0	* 2.576	739.7	LOS F	62.2	438.1	1.00	2.13	3.88	2.3
9	R2	47	0.0	47	0.0	2.576	744.7	LOS F	52.0	367.0	1.00	2.08	3.88	4.3
Approach		636	0.8	636	0.8	2.576	740.5	LOS F	62.2	438.1	1.00	2.13	3.88	2.6
West: Victoria Road (W)														
10	L2	295	5.7	295	5.7	0.250	11.9	LOS A	5.8	42.3	0.44	0.67	0.44	42.6
11	T1	122	4.3	122	4.3	0.468	15.1	LOS B	11.7	83.7	0.71	0.72	0.71	40.0
12	R2	269	1.2	269	1.2	* 0.468	19.6	LOS B	11.7	83.7	0.71	0.72	0.71	33.4
Approach		686	3.7	686	3.7	0.468	15.5	LOS B	11.7	83.7	0.59	0.70	0.59	39.4
All Vehicles		2347	1.9	2347	1.9	2.576	231.1	LOS F	62.2	438.1	0.88	1.23	1.80	8.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road (S)											
P1	Full	53	24.6	LOS C	0.1	0.1	0.70	0.70	51.8	35.4	0.68
East: Victoria Road (E)											
P2	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	66.4	28.8	0.43

North: Shaftsbury Road (N)										
P3 Full	53	9.7	LOS A	0.1	0.1	0.44	0.44	36.9	35.4	0.96
West: Victoria Road (W)										
P4 Full	53	37.1	LOS D	0.1	0.1	0.86	0.86	61.8	32.1	0.52
All Pedestrians	211	28.9	LOS C	0.1	0.1	0.74	0.74	54.2	32.9	0.61

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: 102v [2 Shaftsbury Rd - George St - Saturday - PM -2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

2 Shaftsbury Road - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	1	0.0	1	0.0	0.187	6.7	LOS A	3.6	25.1	0.29	0.25	0.29	27.0
2	T1	556	0.9	556	0.9	0.187	3.2	LOS A	3.6	25.1	0.29	0.25	0.29	27.0
Approach		557	0.9	557	0.9	0.187	3.3	LOS A	3.6	25.1	0.29	0.25	0.29	27.0
North: Shaftsbury Road														
8	T1	867	0.8	592	0.9	0.247	4.5	LOS A	7.2	50.6	0.41	0.39	0.41	36.6
9	R2	105	0.0	59	0.0	* 0.247	8.6	LOS A	4.7	33.4	0.37	0.40	0.37	36.3
Approach		973	0.8	652 N1	0.8	0.247	4.8	LOS A	7.2	50.6	0.41	0.39	0.41	36.6
West: George St														
10	L2	39	0.0	39	0.0	* 0.189	49.6	LOS D	1.8	12.9	0.98	0.74	0.98	8.2
12	R2	28	0.0	28	0.0	0.135	49.2	LOS D	1.3	8.8	0.94	0.71	0.94	8.2
Approach		67	0.0	66 N1	0.0	0.189	49.4	LOS D	1.8	12.9	0.97	0.73	0.97	8.2
All Vehicles		1597	0.8	1275 N1	1.0	0.247	6.5	LOS A	7.2	50.6	0.39	0.35	0.39	29.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Shaftsbury Road											
P1	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	71.4	35.2	0.49
North: Shaftsbury Road											
P3	Full	53	44.3	LOS E	0.1	0.1	0.94	0.94	71.4	35.2	0.49
West: George St											
P4	Full	53	4.5	LOS A	0.0	0.0	0.30	0.30	29.0	31.9	1.10
All Pedestrians		158	31.0	LOS D	0.1	0.1	0.73	0.73	57.3	34.1	0.60

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: 103vv [3 Shaftsbury Rd - Waimea Rd - Saturday - PM - 2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

3 Shaftsbury Road - Waimea Rd - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	183	0.0	182	0.0	0.231	4.6	LOS A	0.0	0.0	0.00	0.22	0.00	41.1
2	T1	495	0.9	495	0.9	0.231	0.9	LOS A	1.2	8.3	0.19	0.21	0.19	35.4
3	R2	89	0.0	89	0.0	0.231	7.9	LOS A	1.2	8.3	0.39	0.19	0.39	37.5
Approach		767	0.5	766 N1	0.5	0.231	2.6	NA	1.2	8.3	0.17	0.21	0.17	37.5
East: Waimea Road														
4	L2	180	1.8	180	1.8	0.704	23.6	LOS B	6.2	43.8	0.68	1.33	1.63	10.3
5	T1	41	0.0	41	0.0	0.704	67.2	LOS E	6.2	43.8	0.68	1.33	1.63	14.9
6	R2	15	0.0	15	0.0	0.704	62.5	LOS E	6.2	43.8	0.68	1.33	1.63	10.3
Approach		236	1.3	236	1.3	0.704	33.6	LOS C	6.2	43.8	0.68	1.33	1.63	11.2
North: Shaftsbury Road														
7	L2	17	0.0	12	0.0	0.154	3.4	LOS A	0.0	0.0	0.00	0.02	0.00	46.4
8	T1	841	1.1	584	1.2	0.154	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.1
Approach		858	1.1	595 N1	1.2	0.154	0.1	NA	0.0	0.0	0.00	0.01	0.00	48.9
West: Waimea Road														
10	L2	46	0.0	46	0.0	0.050	8.0	LOS A	0.2	1.3	0.35	0.88	0.35	21.7
Approach		46	0.0	46	0.0	0.050	8.0	LOS A	0.2	1.3	0.35	0.88	0.35	21.7
All Vehicles		1907	0.9	1643 N1	1.0	0.704	6.3	NA	6.2	43.8	0.18	0.32	0.32	26.4

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.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 104 [4 Shaftsbury Rd - Deanne St - Saturday - PM -2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

4 Shaftsbury Road - Deanne Street - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Shaftsbury Road														
1	L2	74	0.0	74	0.0	0.215	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	46.1
2	T1	760	0.6	760	0.6	0.215	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	48.1
Approach		834	0.5	834	0.5	0.215	0.4	NA	0.0	0.0	0.00	0.05	0.00	47.9
East: Albert Crescent														
4	L2	108	0.0	108	0.0	0.124	6.7	LOS A	0.5	3.2	0.45	0.67	0.45	39.6
Approach		108	0.0	108	0.0	0.124	6.7	LOS A	0.5	3.2	0.45	0.67	0.45	39.6
North: Shaftsbury Road														
7	L2	12	0.0	9	0.0	0.219	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	48.3
8	T1	974	1.0	730	1.1	0.219	0.6	LOS A	0.8	5.5	0.09	0.03	0.10	46.7
9	R2	41	0.0	31	0.0	0.219	11.1	LOS A	0.8	5.5	0.22	0.06	0.23	36.2
Approach		1026	0.9	770 N1	1.0	0.219	1.1	NA	0.8	5.5	0.10	0.03	0.10	46.5
West: Deanne Street														
10	L2	5	0.0	4	0.0	0.004	4.8	LOS A	0.0	0.1	0.38	0.49	0.38	30.0
Approach		5	0.0	4 N1	0.0	0.004	4.8	LOS A	0.0	0.1	0.38	0.49	0.38	30.0
All Vehicles		1974	0.7	1716 N1	0.8	0.219	1.1	NA	0.8	5.5	0.07	0.08	0.08	45.9

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

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 105 [5 Deanne St - Marmaduke St - Saturday - PM -2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

5 Deanne Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Deanne Street														
5	T1	88	0.0	81	0.0	0.056	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	37.8
6	R2	27	0.0	25	0.0	0.056	3.6	LOS A	0.0	0.0	0.00	0.12	0.00	37.8
Approach		116	0.0	106[N1]	0.0	0.056	0.8	NA	0.0	0.0	0.00	0.12	0.00	37.8
North: Marmaduke Street														
7	L2	140	0.0	94	0.0	0.141	3.4	LOS A	0.5	3.8	0.18	0.46	0.18	25.3
9	R2	119	0.0	119	0.0	0.141	4.5	LOS A	0.5	3.8	0.18	0.46	0.18	25.3
Approach		259	0.0	213[N1]	0.0	0.141	4.0	LOS A	0.5	3.8	0.18	0.46	0.18	25.3
All Vehicles		375	0.0	319[N1]	0.0	0.141	2.9	NA	0.5	3.8	0.12	0.35	0.12	30.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 106 [6 George St - Marmaduke St - Saturday - PM -2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

6 George Street - Marmaduke Street - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Marmaduke Street														
3	R2	31	0.0	28	0.0	0.027	4.2	LOS A	0.1	0.7	0.25	0.49	0.25	24.7
Approach		31	0.0	28[N1]	0.0	0.027	4.2	LOS A	0.1	0.7	0.25	0.49	0.25	24.7
East: George Street														
4	L2	106	0.0	60	0.0	0.033	3.4	LOS A	0.0	0.0	0.00	0.45	0.00	31.3
Approach		106	0.0	60[N1]	0.0	0.033	3.4	NA	0.0	0.0	0.00	0.45	0.00	31.3
West: George Street														
11	T1	43	0.0	43	0.0	0.022	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	40.0
12	R2	73	0.0	73	0.0	0.042	4.1	LOS A	0.2	1.3	0.13	0.51	0.13	31.6
Approach		116	0.0	116	0.0	0.042	2.5	NA	0.2	1.3	0.08	0.32	0.08	34.3
All Vehicles		253	0.0	204[N1]	0.0	0.042	3.0	NA	0.2	1.3	0.08	0.38	0.08	32.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

MOVEMENT SUMMARY

Site: 107v [7 Burwood Rd - George St - Saturday - PM -2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

7 Burwood Rd - George St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	69	0.0	69	0.0	0.228	3.7	LOS A	0.8	5.5	0.09	0.15	0.09	39.2
2	T1	575	6.6	574	6.6	0.228	1.9	LOS A	5.8	42.5	0.31	0.32	0.31	35.4
3	R2	46	0.0	46	0.0	0.228	7.2	LOS A	5.8	42.5	0.56	0.51	0.56	26.0
Approach		691	5.5	689 N1	5.5	0.228	2.4	LOS A	5.8	42.5	0.30	0.32	0.30	35.6
North: Burwood Rd														
7	L2	34	0.0	34	0.0	* 0.812	49.0	LOS D	15.5	114.2	1.00	0.97	1.16	8.6
8	T1	576	6.9	576	6.9	* 0.812	46.1	LOS D	15.5	115.0	1.00	0.97	1.16	8.6
Approach		609	6.6	609	6.6	0.812	46.2	LOS D	15.5	115.0	1.00	0.97	1.16	8.6
All Vehicles		1300	6.0	1299 N1	6.0	0.812	23.0	LOS B	15.5	115.0	0.63	0.63	0.71	16.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	40.6	LOS E	0.1	0.1	0.90	0.90	67.7	35.2	0.52
East: George St											
P2	Full	53	36.2	LOS D	0.1	0.1	0.85	0.85	58.2	28.6	0.49
North: Burwood Rd											
P3	Full	53	40.6	LOS E	0.1	0.1	0.90	0.90	67.7	35.2	0.52
West: George St											
P4	Full	53	0.8	LOS A	0.0	0.0	0.18	0.18	21.6	27.0	1.25
All Pedestrians		211	29.5	LOS C	0.1	0.1	0.71	0.71	53.8	31.5	0.59

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: 108 [8 Burwood Rd - Deanne St - Saturday - PM -2020 - With Development - 50/50 Dist (Site Folder: F. Development Traffic - Saturday Peak 2020 - 50/50 Distribution)]

Network: N101 [Development Traffic - Saturday PM Peak 2020 - 50/50 Distribution (Network Folder: Development Traffic Generation - 50/50 Distribution)]

8 Burwood Rd - Deanne St - Thursday - PM - 5:30 - 6:30
Site Category: (None)
Signals - Actuated Coordinated Cycle Time = 100 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Burwood Rd														
1	L2	20	0.0	20	0.0	0.325	19.9	LOS B	8.8	64.5	0.62	0.55	0.62	29.5
2	T1	589	6.1	589	6.1	* 0.325	16.5	LOS B	8.8	64.7	0.62	0.54	0.62	23.4
Approach		609	5.9	609	5.9	0.325	16.6	LOS B	8.8	64.7	0.62	0.54	0.62	23.7
East: Deanne Rd														
4	L2	94	0.0	90	0.0	* 0.130	25.8	LOS B	2.9	20.0	0.67	0.68	0.67	24.3
6	R2	66	0.0	64	0.0	0.092	25.5	LOS B	2.0	13.9	0.65	0.68	0.65	15.6
Approach		160	0.0	154 N1	0.0	0.130	25.6	LOS B	2.9	20.0	0.66	0.68	0.66	21.6
North: Burwood Rd														
8	T1	579	6.9	579	6.9	0.310	0.7	LOS A	0.4	3.0	0.03	0.03	0.03	39.2
Approach		579	6.9	579	6.9	0.310	0.7	LOS A	0.4	3.0	0.03	0.03	0.03	39.2
All Vehicles		1348	5.6	1343 N1	5.6	0.325	10.8	LOS A	8.8	64.7	0.37	0.33	0.37	28.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)
N1 Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Burwood Rd											
P1	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
East: Deanne Rd											
P2	Full	53	14.6	LOS B	0.1	0.1	0.54	0.54	36.2	28.0	0.77
North: Burwood Rd											
P3	Full	53	26.0	LOS C	0.1	0.1	0.72	0.72	53.2	35.4	0.67
West: Railway Cres											
P4	Full	53	14.1	LOS B	0.1	0.1	0.53	0.53	34.5	26.5	0.77
All Pedestrians		211	20.2	LOS C	0.1	0.1	0.63	0.63	44.3	31.3	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.