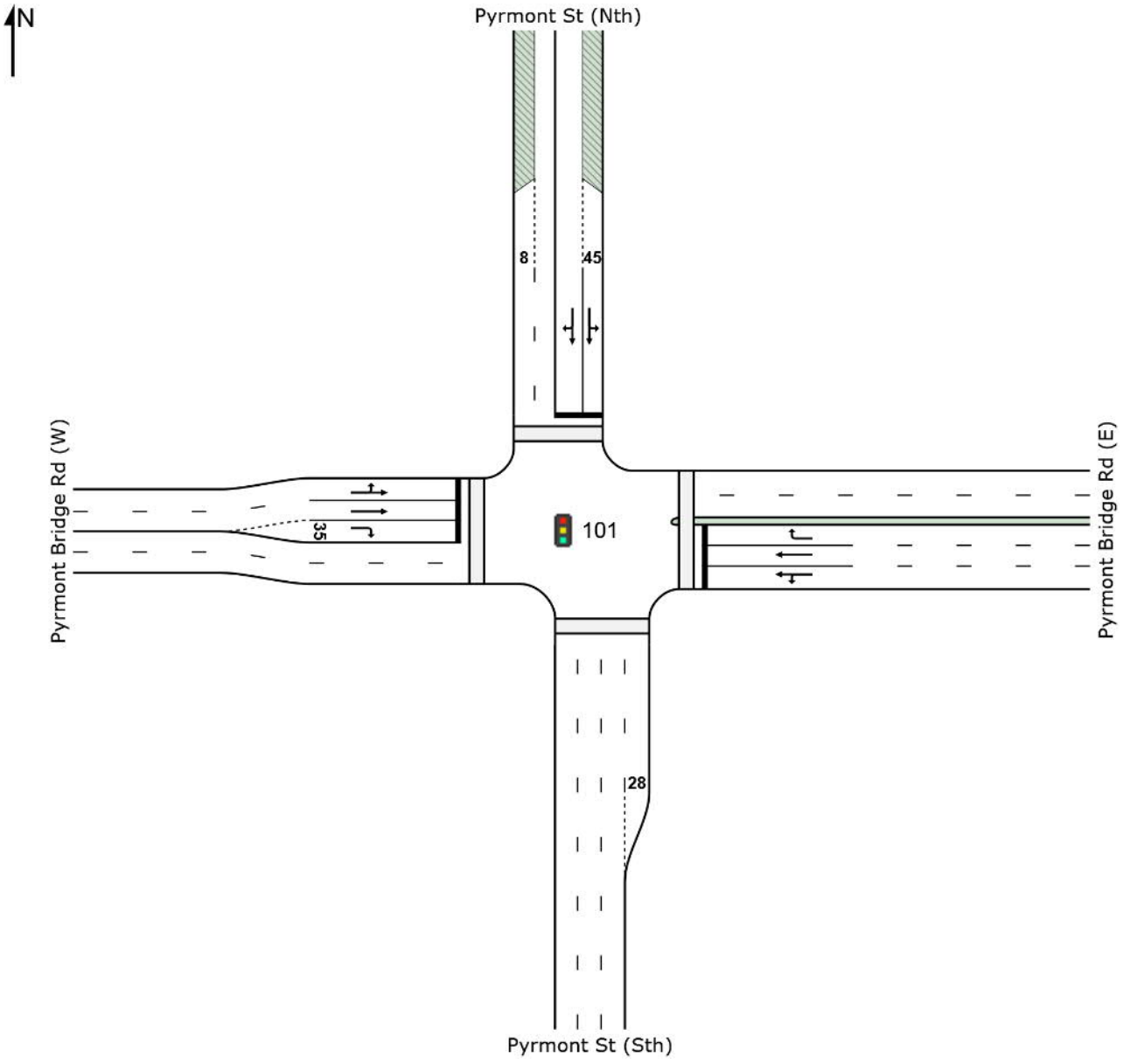
SITE LAYOUT

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	54	5.6	54	5.6	0.554	47.5	LOS D	5.7	40.8	0.95	0.77	5.2
5	T1	285	1.4	285	1.4	0.554	41.7	LOS D	5.8	40.8	0.93	0.76	8.3
6	R2	81	0.0	81	0.0	0.269	40.9	LOS D	3.2	22.7	0.84	0.74	3.3
Approach		420	1.7	420	1.7	0.554	42.3	LOS D	5.8	40.8	0.91	0.76	7.0
North: Pyrmont St (Nth)													
7	L2	7	0.0	7	0.0	0.198	30.6	LOS C	5.5	38.6	0.86	0.71	12.2
8	T1	355	1.1	355	1.1	0.800	33.6	LOS C	21.2	149.4	0.95	0.84	11.9
9	R2	217	0.5	217	0.5	0.800	42.6	LOS D	21.2	149.4	1.00	0.91	11.8
Approach		579	0.9	579	0.9	0.800	36.9	LOS D	21.2	149.4	0.96	0.87	11.9
West: Pyrmont Bridge Rd (W)													
10	L2	181	0.0	181	0.0	0.373	15.4	LOS B	6.4	45.4	0.51	0.58	16.4
11	T1	506	2.0	506	2.0	0.373	11.1	LOS B	7.2	51.5	0.46	0.44	17.8
12	R2	301	1.0	301	1.0	0.754	31.7	LOS C	10.2	71.8	0.99	0.89	10.2
Approach		988	1.3	988	1.3	0.754	18.2	LOS B	10.2	71.8	0.63	0.60	13.8
All Vehicles		1987	1.3	1987	1.3	0.800	28.7	LOS C	21.2	149.4	0.79	0.71	11.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	213	43.6	LOS E	0.6	0.6	0.94	0.94
P2	East Full Crossing	149	43.5	LOS E	0.4	0.4	0.94	0.94
P3	North Full Crossing	448	44.1	LOS E	1.2	1.2	0.95	0.95
P4	West Full Crossing	81	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		892	43.8	LOS E			0.94	0.94

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.

PHASING SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

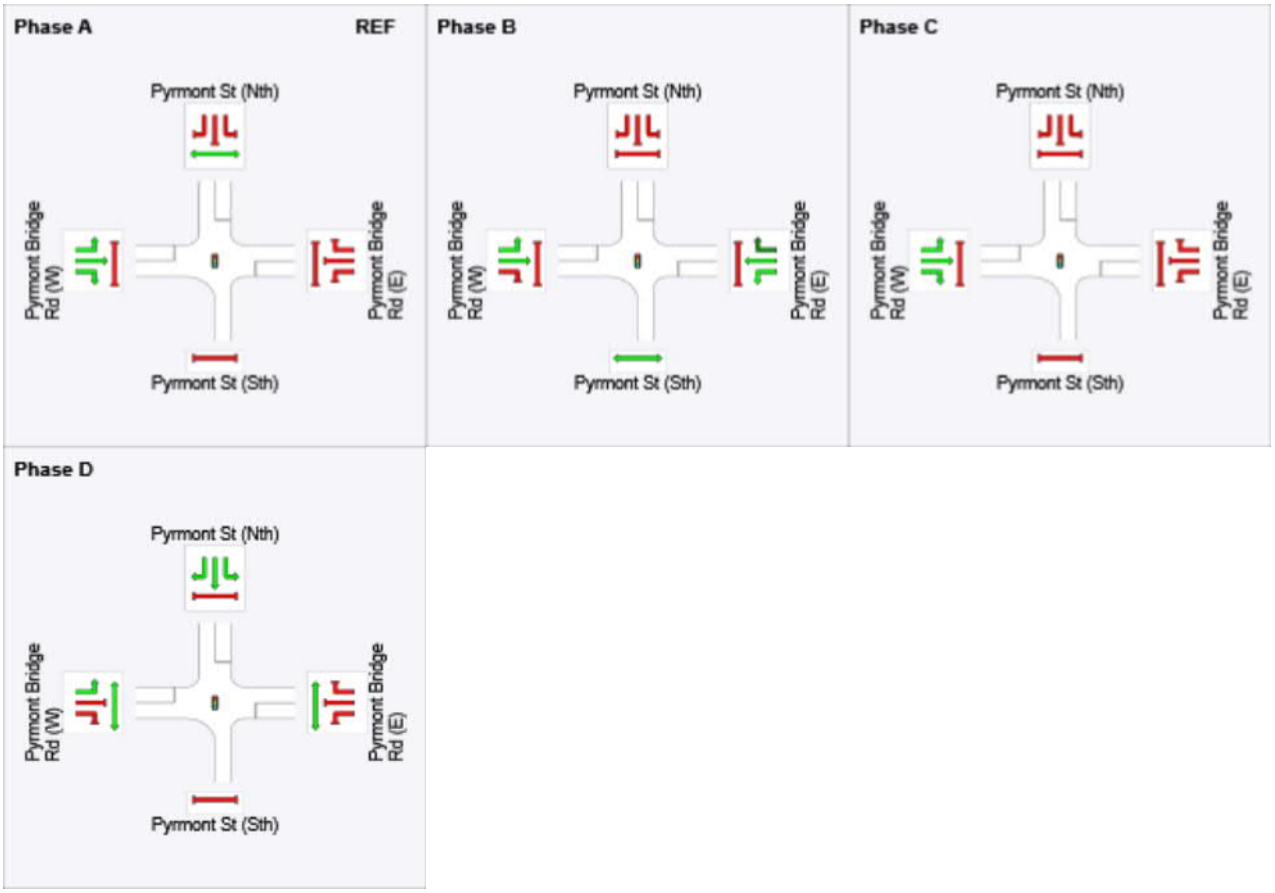
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	23	48	58
Green Time (sec)	17	19	5	38
Phase Time (sec)	23	24	9	44
Phase Split	23 %	24 %	9 %	44 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



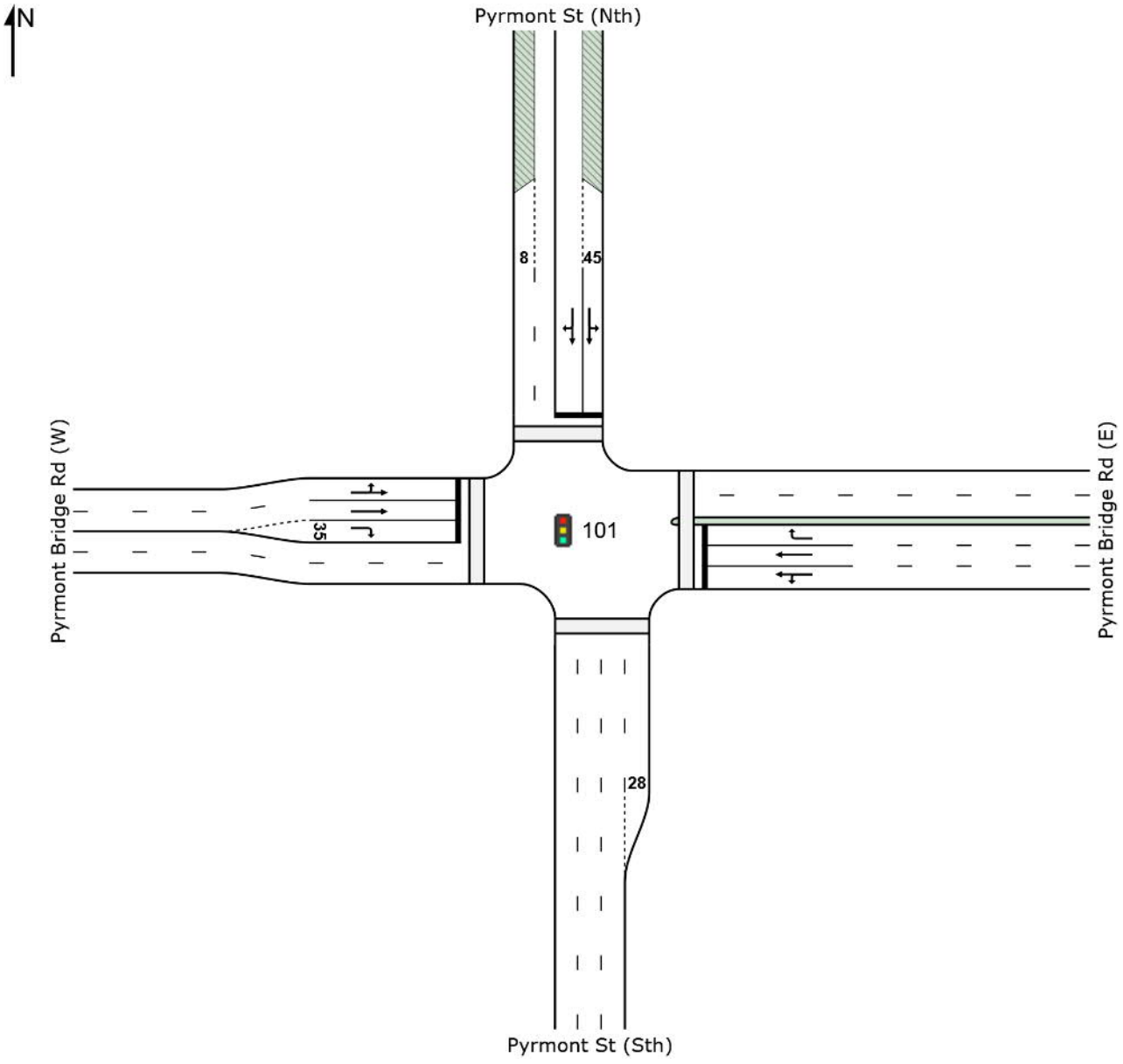
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	57	1.8	57	1.8	0.680	44.7	LOS D	5.8	40.8	0.95	0.82	5.5
5	T1	471	0.2	471	0.2	0.680	40.5	LOS D	5.8	40.8	0.94	0.81	8.5
6	R2	65	0.0	65	0.0	0.190	37.5	LOS D	2.4	16.9	0.78	0.72	3.5
Approach		593	0.3	593	0.3	0.680	40.6	LOS D	5.8	40.8	0.93	0.80	7.7
North: Pyrmont St (Nth)													
7	L2	12	0.0	12	0.0	0.188	29.4	LOS C	5.3	37.1	0.84	0.69	12.6
8	T1	299	0.0	299	0.0	0.757	30.0	LOS C	21.1	148.1	0.92	0.80	12.8
9	R2	288	0.7	288	0.7	0.757	38.3	LOS D	21.1	148.1	0.98	0.88	12.6
Approach		599	0.3	599	0.3	0.757	34.0	LOS C	21.1	148.1	0.94	0.84	12.7
West: Pyrmont Bridge Rd (W)													
10	L2	207	0.0	207	0.0	0.403	15.6	LOS B	7.2	50.4	0.52	0.60	16.2
11	T1	523	1.1	523	1.1	0.403	12.3	LOS B	8.3	58.8	0.50	0.47	16.7
12	R2	128	0.8	128	0.8	0.414	26.7	LOS C	3.5	24.7	0.94	0.78	11.6
Approach		858	0.8	858	0.8	0.414	15.2	LOS B	8.3	58.8	0.57	0.55	15.3
All Vehicles		2050	0.5	2050	0.5	0.757	28.0	LOS C	21.1	148.1	0.78	0.71	11.5

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	73	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	91	43.4	LOS E	0.2	0.2	0.93	0.93
P4	West Full Crossing	48	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		278	43.4	LOS E			0.93	0.93

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

PHASING SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

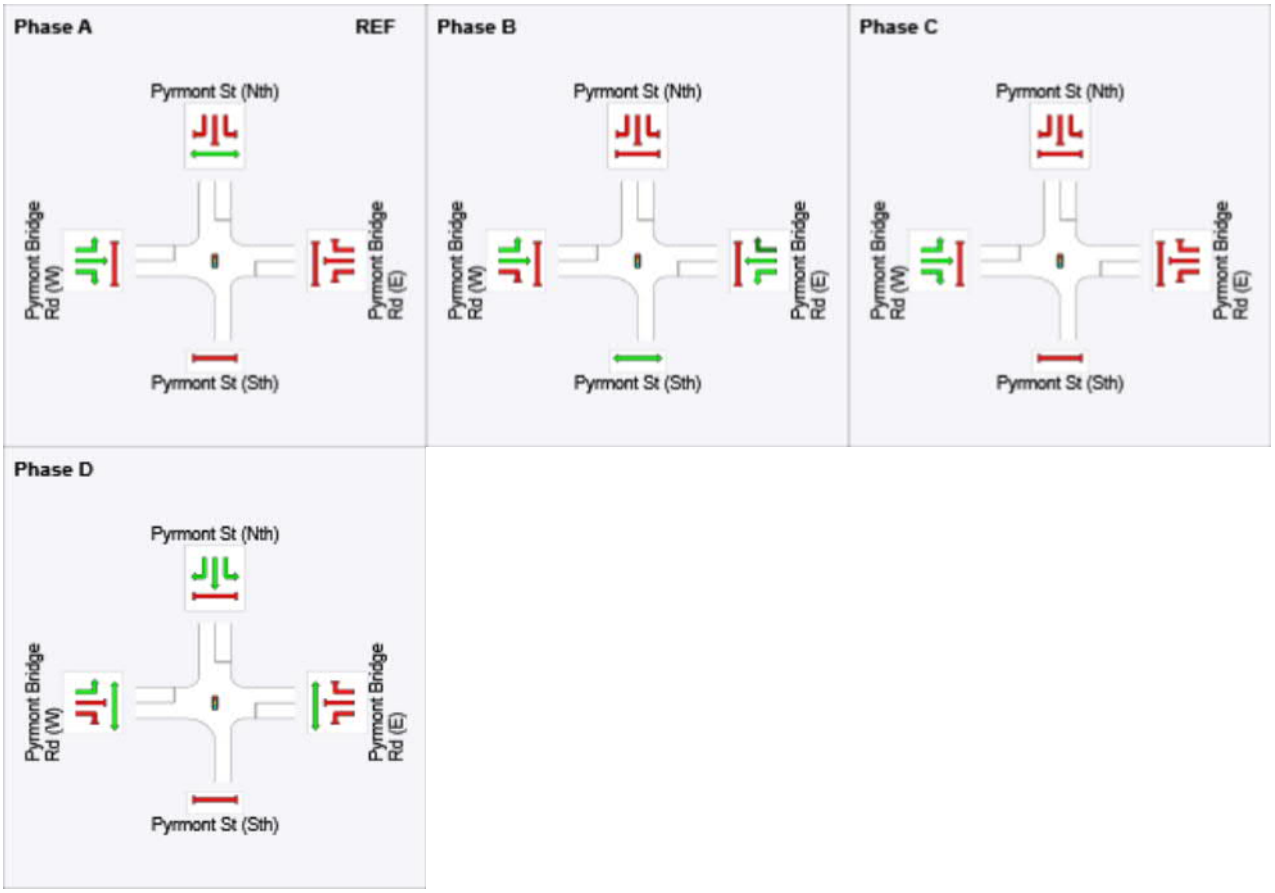
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	18	45	56
Green Time (sec)	12	22	5	40
Phase Time (sec)	17	28	9	46
Phase Split	17 %	28 %	9 %	46 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



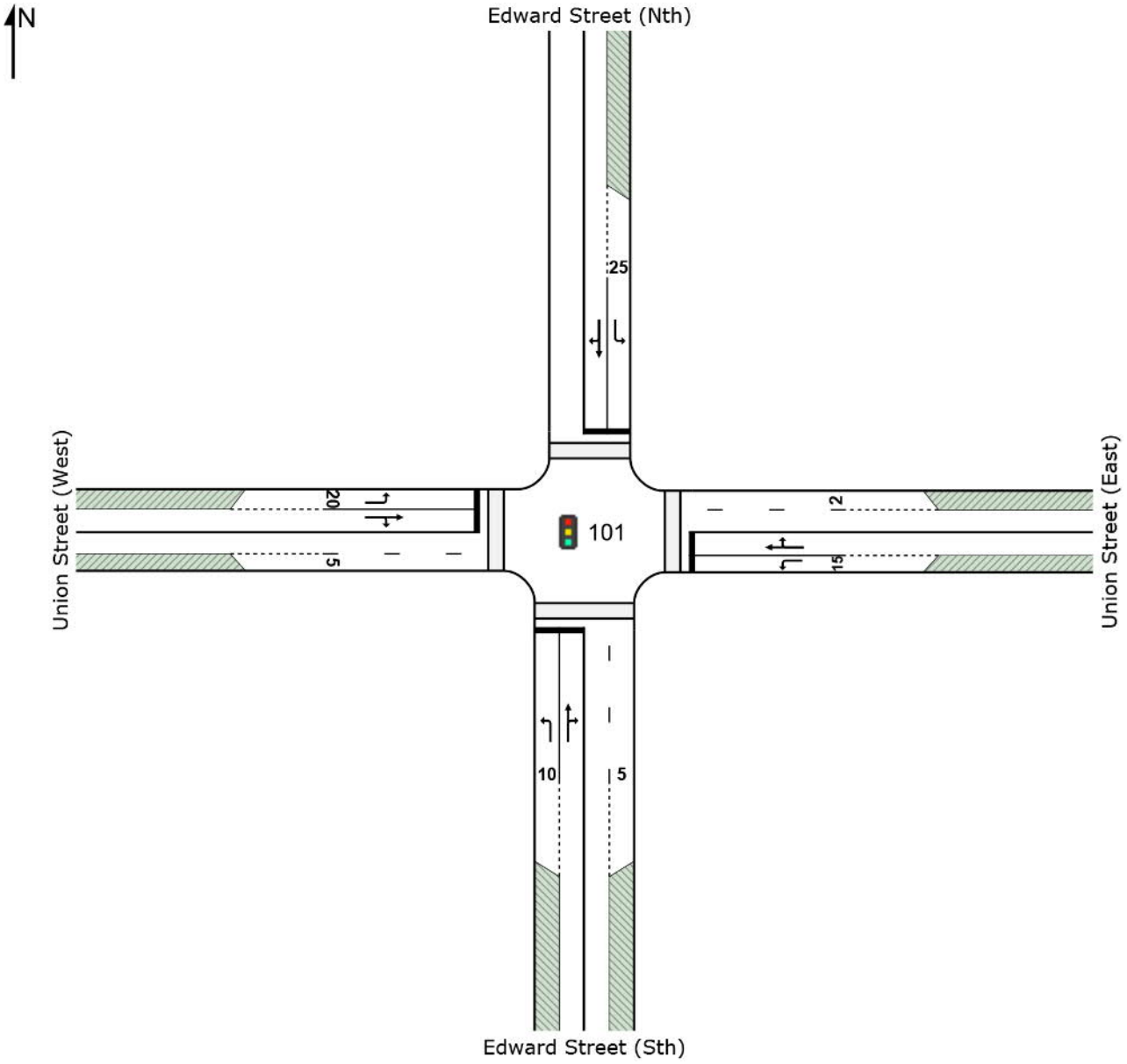
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	9	0.0	9	0.0	0.009	15.1	LOS B	0.2	1.1	0.38	0.59	15.1
2	T1	162	0.6	162	0.6	0.165	10.9	LOS A	3.4	23.8	0.44	0.38	26.8
3	R2	9	0.0	9	0.0	0.165	15.5	LOS B	3.4	23.8	0.44	0.38	18.3
Approach		180	0.6	180	0.6	0.165	11.3	LOS A	3.4	23.8	0.43	0.39	26.0
East: Union Street (East)													
4	L2	6	0.0	6	0.0	0.012	31.4	LOS C	0.2	1.4	0.73	0.64	8.6
5	T1	12	16.7	12	16.7	0.075	37.3	LOS C	0.9	6.6	0.86	0.66	7.1
6	R2	9	0.0	9	0.0	0.075	41.8	LOS C	0.9	6.6	0.86	0.66	12.2
Approach		27	7.4	27	7.4	0.075	37.5	LOS C	0.9	6.6	0.83	0.65	9.3
North: Edward Street (Nth)													
7	L2	11	9.1	11	9.1	0.012	16.8	LOS B	0.3	1.9	0.50	0.62	15.6
8	T1	11	0.0	11	0.0	0.064	11.7	LOS A	1.0	7.7	0.50	0.60	16.6
9	R2	34	8.8	34	8.8	0.064	16.3	LOS B	1.0	7.7	0.50	0.60	16.6
Approach		56	7.1	56	7.1	0.064	15.5	LOS B	1.0	7.7	0.50	0.60	16.4
West: Union Street (West)													
10	L2	48	8.3	48	8.3	0.167	43.5	LOS D	2.1	15.7	0.91	0.74	10.8
11	T1	27	0.0	27	0.0	0.075	30.3	LOS C	1.4	9.7	0.85	0.65	7.8
12	R2	8	0.0	8	0.0	0.075	34.8	LOS C	1.4	9.7	0.85	0.65	7.8
Approach		83	4.8	83	4.8	0.167	38.3	LOS C	2.1	15.7	0.89	0.70	9.8
All Vehicles		346	3.2	346	3.2	0.167	20.5	LOS B	3.4	23.8	0.58	0.52	16.9

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	72	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	1257	45.6	LOS E	3.5	3.5	0.98	0.98
P4	West Full Crossing	53	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		1447	45.3	LOS E			0.97	0.97

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.

PHASING SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

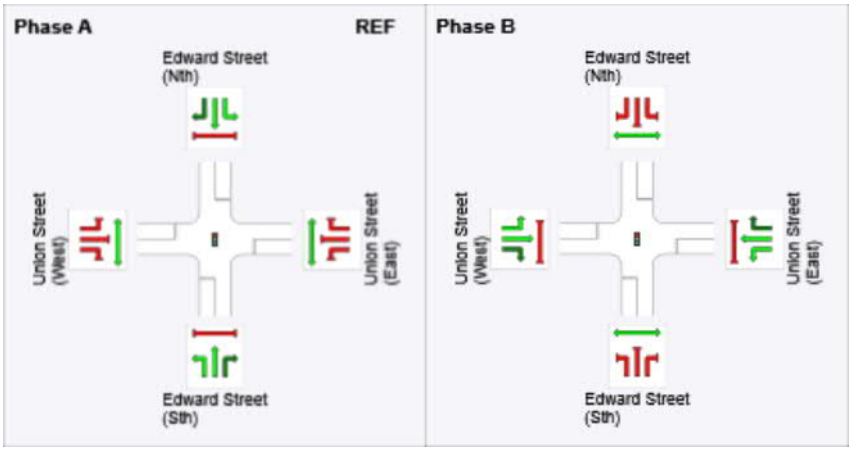
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	62
Green Time (sec)	56	32
Phase Time (sec)	62	38
Phase Split	62 %	38 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

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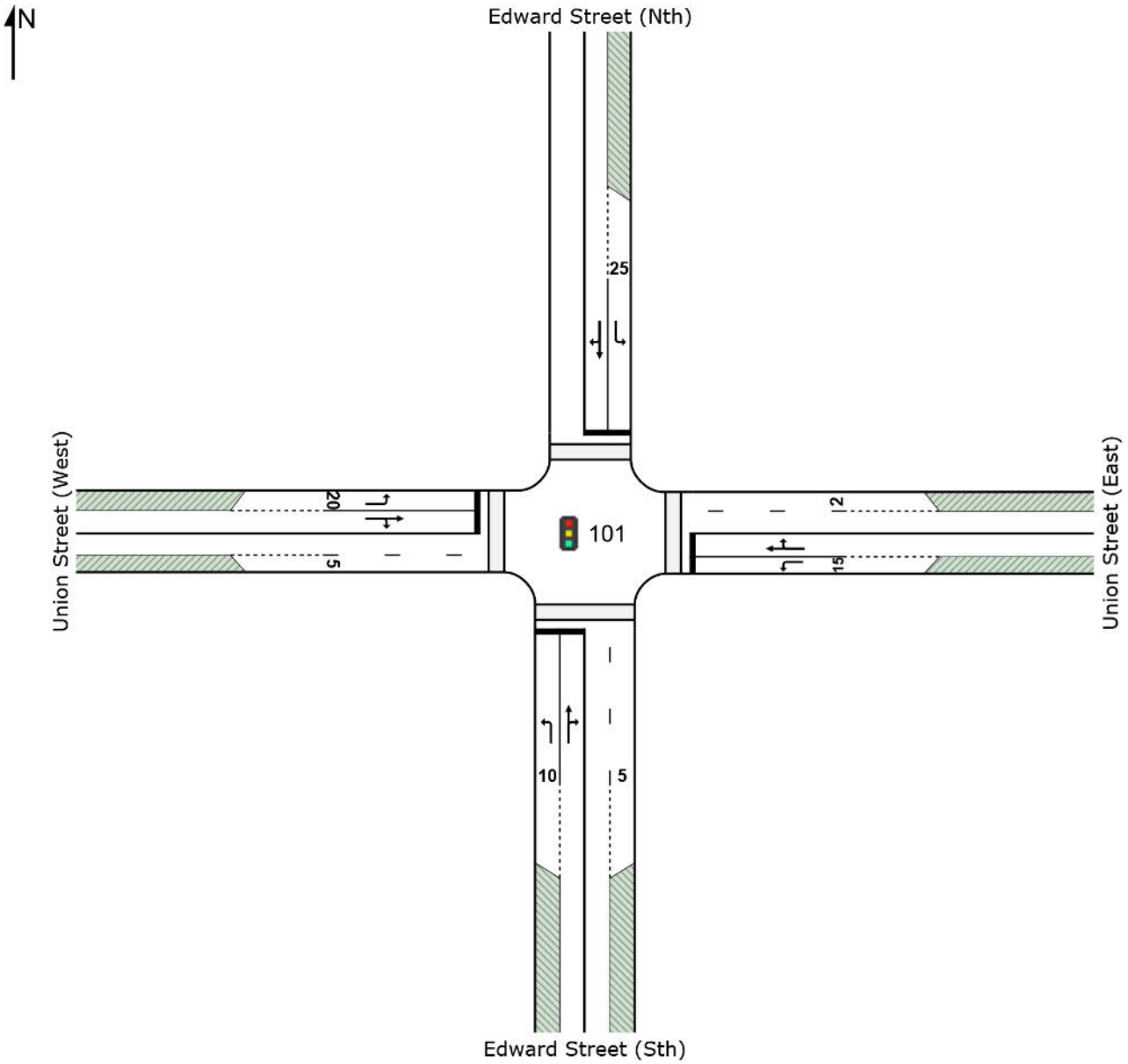
SITE LAYOUT

Site: 101 [PM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [PM Union St/Edward St]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Edward Street (Sth)													
1	L2	17	0.0	17	0.0	0.026	19.2	LOS B	0.3	2.4	0.44	0.61	12.7
2	T1	133	0.8	133	0.8	0.190	17.0	LOS B	3.1	22.0	0.50	0.41	21.5
3	R2	4	0.0	4	0.0	0.190	21.6	LOS C	3.1	22.0	0.50	0.41	13.6
Approach		154	0.6	154	0.6	0.190	17.3	LOS B	3.1	22.0	0.49	0.44	20.5
East: Union Street (East)													
4	L2	5	0.0	5	0.0	0.006	19.9	LOS B	0.1	0.9	0.56	0.61	12.4
5	T1	14	0.0	14	0.0	0.040	22.8	LOS C	0.7	5.1	0.69	0.57	10.5
6	R2	9	0.0	9	0.0	0.040	27.4	LOS C	0.7	5.1	0.69	0.57	16.9
Approach		28	0.0	28	0.0	0.040	23.8	LOS C	0.7	5.1	0.66	0.58	13.2
North: Edward Street (Nth)													
7	L2	36	2.8	36	2.8	0.057	27.5	LOS C	1.2	8.3	0.69	0.68	10.8
8	T1	40	0.0	40	0.0	0.285	24.8	LOS C	5.1	35.4	0.75	0.72	10.5
9	R2	104	0.0	104	0.0	0.285	29.3	LOS C	5.1	35.4	0.75	0.72	10.5
Approach		180	0.6	180	0.6	0.285	28.0	LOS C	5.1	35.4	0.74	0.71	10.6
West: Union Street (West)													
10	L2	54	0.0	54	0.0	0.089	35.0	LOS C	2.2	15.6	0.89	0.74	12.8
11	T1	56	0.0	56	0.0	0.070	19.2	LOS B	2.1	14.9	0.76	0.61	11.5
12	R2	5	0.0	5	0.0	0.070	23.8	LOS C	2.1	14.9	0.76	0.61	11.5
Approach		115	0.0	115	0.0	0.089	26.8	LOS C	2.2	15.6	0.82	0.67	12.3
All Vehicles		477	0.4	477	0.4	0.285	24.0	LOS C	5.1	35.4	0.68	0.61	14.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue Pedestrian	Distance	Prop. Queued	Effective Stop Rate
		ped/h	sec		ped	m		per ped
P1	South Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	129	43.5	LOS E	0.3	0.3	0.94	0.94
P3	North Full Crossing	1652	46.4	LOS E	4.7	4.7	1.00	1.00
P4	West Full Crossing	103	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		1951	46.0	LOS E			0.99	0.99

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.

PHASING SUMMARY

Site: 101 [PM Union St/Edward St]

Network: N101 [PM Star Casino Network]

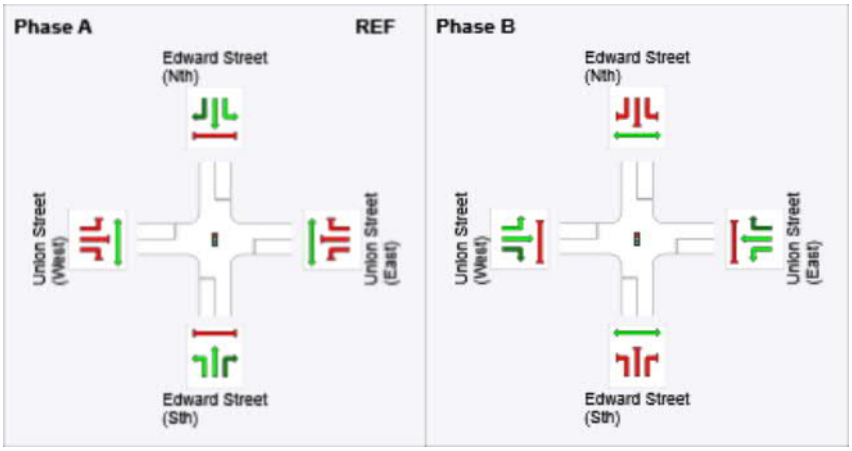
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	45
Green Time (sec)	39	49
Phase Time (sec)	45	55
Phase Split	45 %	55 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



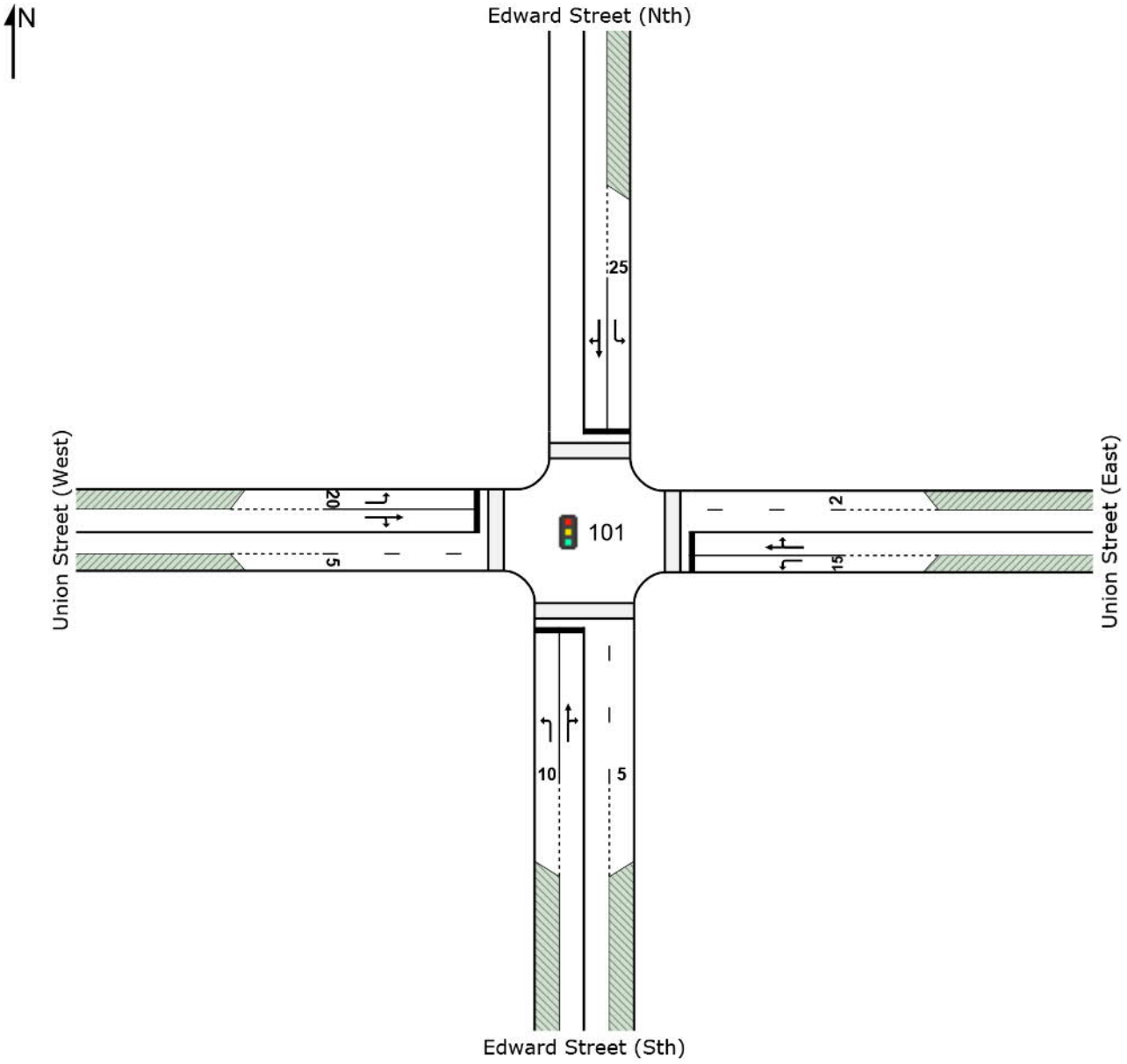
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [OP Union St/Edward St]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Edward Street (Sth)													
1	L2	15	0.0	15	0.0	0.018	12.5	LOS B	0.2	1.4	0.29	0.58	17.1
2	T1	79	0.0	79	0.0	0.090	9.0	LOS A	1.2	8.3	0.31	0.27	29.1
3	R2	4	0.0	4	0.0	0.090	13.6	LOS B	1.2	8.3	0.31	0.27	20.5
Approach		98	0.0	98	0.0	0.090	9.7	LOS A	1.2	8.3	0.31	0.32	27.2
East: Union Street (East)													
4	L2	7	0.0	7	0.0	0.010	24.9	LOS C	0.2	1.5	0.64	0.63	10.4
5	T1	12	0.0	12	0.0	0.044	29.0	LOS C	0.7	4.8	0.77	0.60	8.8
6	R2	7	0.0	7	0.0	0.044	33.5	LOS C	0.7	4.8	0.77	0.60	14.6
Approach		26	0.0	26	0.0	0.044	29.1	LOS C	0.7	4.8	0.73	0.61	11.0
North: Edward Street (Nth)													
7	L2	28	3.6	28	3.6	0.034	20.2	LOS C	0.7	5.3	0.57	0.65	13.7
8	T1	37	0.0	37	0.0	0.207	16.7	LOS B	4.0	28.0	0.62	0.67	13.6
9	R2	103	0.0	103	0.0	0.207	21.3	LOS C	4.0	28.0	0.62	0.67	13.6
Approach		168	0.6	168	0.6	0.207	20.1	LOS C	4.0	28.0	0.61	0.67	13.6
West: Union Street (West)													
10	L2	31	3.2	31	3.2	0.074	37.2	LOS D	1.3	9.3	0.89	0.72	12.2
11	T1	71	0.0	71	0.0	0.128	26.7	LOS C	3.2	22.5	0.85	0.68	8.8
12	R2	11	0.0	11	0.0	0.128	31.2	LOS C	3.2	22.5	0.85	0.68	8.8
Approach		113	0.9	113	0.9	0.128	30.0	LOS C	3.2	22.5	0.86	0.69	10.0
All Vehicles		405	0.5	405	0.5	0.207	20.9	LOS C	4.0	28.0	0.62	0.58	14.5

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue Pedestrian	Distance	Prop. Queued	Effective Stop Rate
		ped/h	sec		ped	m		per ped
P1	South Full Crossing	14	43.3	LOS E	0.0	0.0	0.93	0.93
P2	East Full Crossing	54	43.3	LOS E	0.1	0.1	0.93	0.93
P3	North Full Crossing	740	44.6	LOS E	2.0	2.0	0.96	0.96
P4	West Full Crossing	52	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		859	44.4	LOS E			0.96	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.

PHASING SUMMARY

Site: 101 [OP Union St/Edward St]

Network: N101 [OP Star Casino Network]

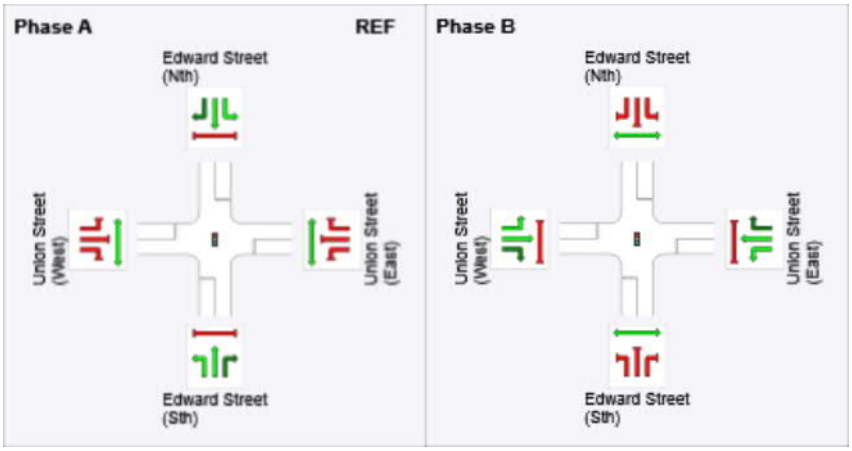
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	55
Green Time (sec)	49	39
Phase Time (sec)	55	45
Phase Split	55 %	45 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



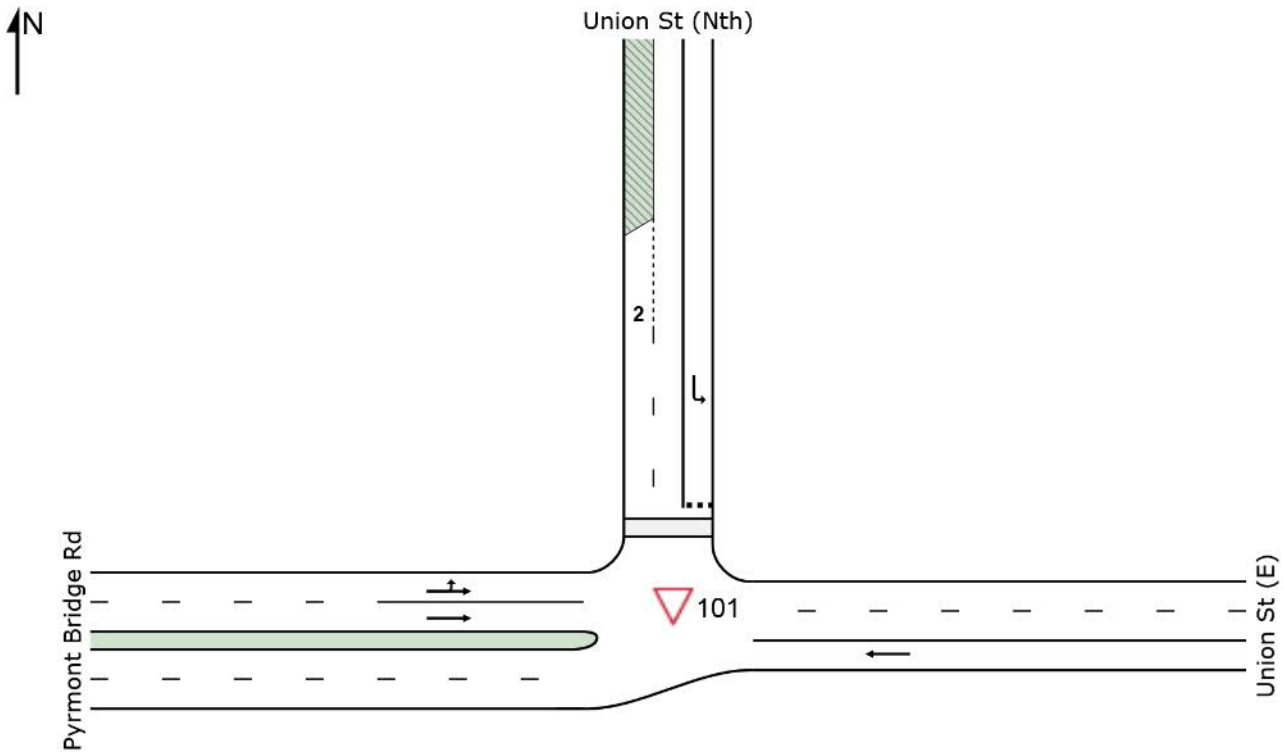
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 20:39:25
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [AM Pyrmont Bridge Rd/Union St]

Network: 1 [AM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

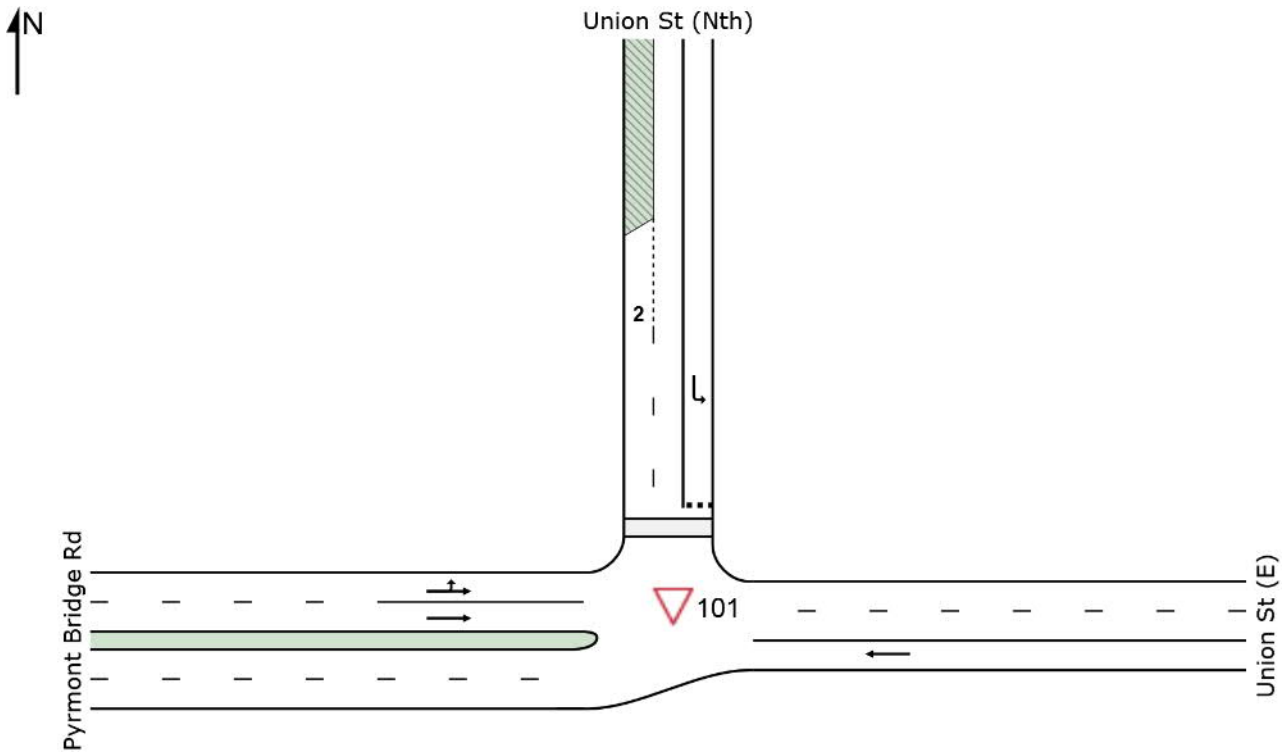
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Union St (E)													
5	T1	207	8.2	207	8.2	0.112	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		207	8.2	207	8.2	0.112	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	33	3.0	33	3.0	0.078	8.7	LOS A	0.2	1.1	0.57	0.74	21.4
Approach		33	3.0	33	3.0	0.078	8.7	LOS A	0.2	1.1	0.57	0.74	21.4
West: Pyrmont Bridge Rd													
10	L2	24	4.2	24	4.2	0.131	4.8	LOS A	0.0	0.0	0.00	0.12	47.0
11	T1	374	7.8	374	7.8	0.131	0.1	LOS A	0.0	0.0	0.00	0.04	48.9
Approach		398	7.5	398	7.5	0.131	0.3	NA	0.0	0.0	0.00	0.05	48.8
All Vehicles		638	7.5	638	7.5	0.131	0.7	NA	0.2	1.1	0.03	0.07	46.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [PM Pyrmont Bridge Rd/Union St]

Network: N101 [PM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

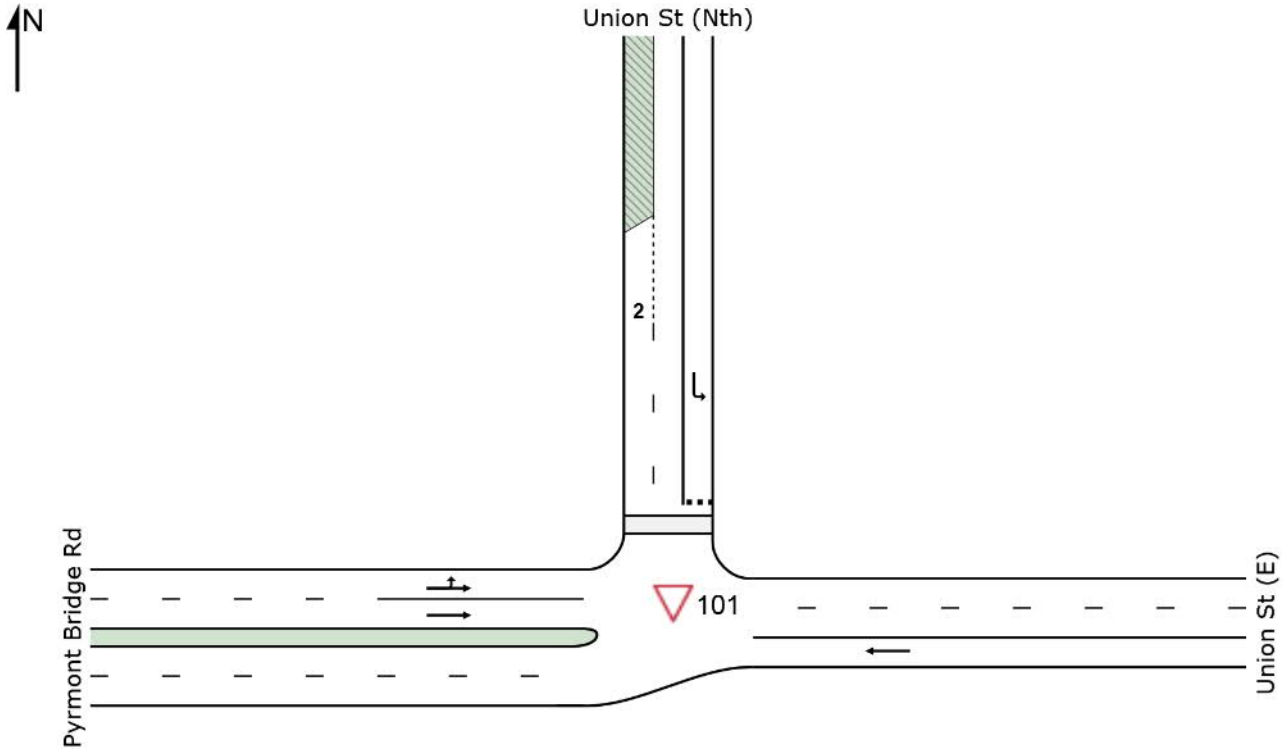
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Union St (E)													
5	T1	326	0.9	326	0.9	0.168	0.0	LOS A	6.5	45.7	0.00	0.00	50.0
Approach		326	0.9	326	0.9	0.168	0.0	NA	6.5	45.7	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	80	0.0	80	0.0	0.106	8.5	LOS A	0.4	2.6	0.56	0.75	21.7
Approach		80	0.0	80	0.0	0.106	8.5	LOS A	0.4	2.6	0.56	0.75	21.7
West: Pyrmont Bridge Rd													
10	L2	23	0.0	23	0.0	0.098	4.7	LOS A	0.0	0.0	0.00	0.09	47.6
11	T1	353	2.5	353	2.5	0.098	0.1	LOS A	0.0	0.0	0.00	0.04	48.9
Approach		376	2.4	376	2.4	0.098	0.3	NA	0.0	0.0	0.00	0.05	48.8
All Vehicles		782	1.5	782	1.5	0.168	1.0	NA	6.5	45.7	0.06	0.10	43.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD AUSTRALIA | Created: 16 February 2018 20:57:53
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [OP Pyrmont Bridge Rd/Union St]

Network: N101 [OP Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

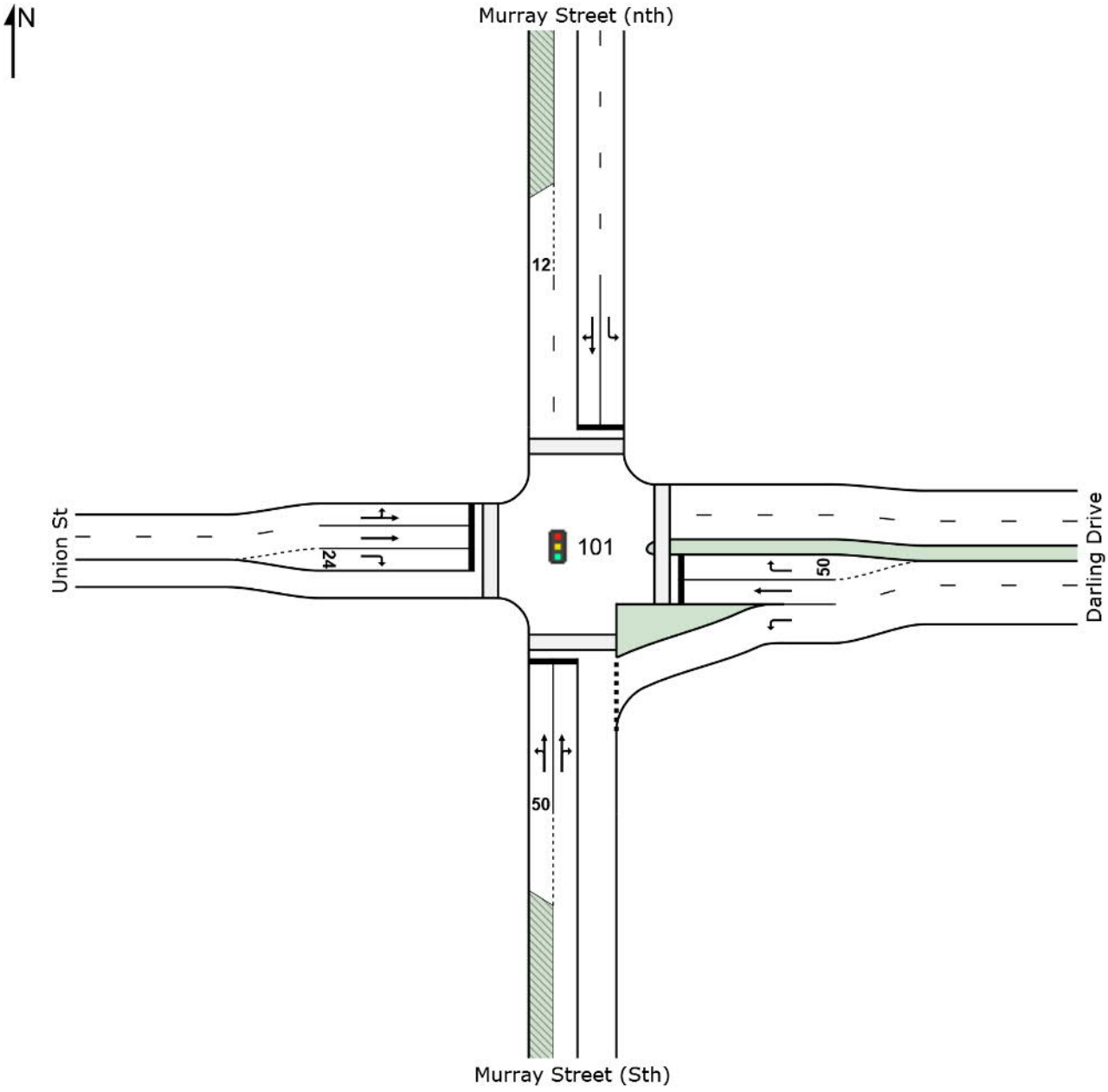
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Union St (E)													
5	T1	508	0.4	508	0.4	0.261	0.0	LOS A	11.1	78.1	0.00	0.00	50.0
Approach		508	0.4	508	0.4	0.261	0.0	NA	11.1	78.1	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	84	0.0	84	0.0	0.086	5.9	LOS A	0.3	1.9	0.31	0.57	26.3
Approach		84	0.0	84	0.0	0.086	5.9	LOS A	0.3	1.9	0.31	0.57	26.3
West: Pyrmont Bridge Rd													
10	L2	24	0.0	24	0.0	0.162	4.7	LOS A	0.0	0.0	0.00	0.07	48.2
11	T1	448	1.8	448	1.8	0.162	0.1	LOS A	0.0	0.0	0.00	0.04	49.0
Approach		472	1.7	472	1.7	0.162	0.3	NA	0.0	0.0	0.00	0.04	49.0
All Vehicles		1064	0.9	1064	0.9	0.261	0.6	NA	11.1	78.1	0.02	0.06	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Union St/Murray St/Darling Drive]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	36	5.6	36	5.6	0.084	21.2	LOS B	0.8	5.7	0.81	0.70	16.6
2	T1	90	2.2	90	2.2	0.347	38.6	LOS C	5.2	38.6	0.91	0.74	10.8
3	R2	30	23.3	30	23.3	0.347	43.3	LOS D	5.2	38.6	0.91	0.74	26.9
Approach		156	7.1	156	7.1	0.347	35.5	LOS C	5.2	38.6	0.89	0.73	16.7
East: Darling Drive													
4	L2	136	5.9	136	5.9	0.094	5.6	LOS A	0.9	6.4	0.21	0.56	44.4
5	T1	144	11.1	144	11.1	0.497	42.5	LOS D	6.6	50.7	0.96	0.77	23.3
6	R2	205	2.0	205	2.0	1.017	87.0	LOS F	13.9	98.9	1.00	1.13	14.9
Approach		485	5.8	485	5.8	1.017	51.0	LOS D	13.9	98.9	0.77	0.86	21.9
North: Murray Street (nth)													
7	L2	37	8.1	37	8.1	0.052	21.3	LOS B	0.8	6.2	0.49	0.64	33.7
8	T1	71	2.8	71	2.8	0.184	27.5	LOS B	3.3	23.1	0.68	0.60	20.1
9	R2	32	0.0	32	0.0	0.184	32.1	LOS C	3.3	23.1	0.68	0.60	13.0
Approach		140	3.6	140	3.6	0.184	26.9	LOS B	3.3	23.1	0.63	0.61	23.6
West: Union St													
10	L2	165	4.8	165	4.8	0.373	29.1	LOS C	7.0	51.5	1.00	0.82	5.7
11	T1	153	11.8	153	11.8	0.373	35.4	LOS C	7.0	51.5	0.93	0.74	26.1
12	R2	85	3.5	85	3.5	0.436	50.1	LOS D	4.1	29.3	0.98	0.77	10.1
Approach		403	7.2	403	7.2	0.436	35.9	LOS C	7.0	51.5	0.97	0.78	17.4
All Vehicles		1184	6.2	1184	6.2	1.017	41.0	LOS C	13.9	98.9	0.83	0.79	20.3

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	281	43.8	LOS E	0.8	0.8	0.94	0.94
P2	East Full Crossing	576	44.3	LOS E	1.6	1.6	0.95	0.95
P3	North Full Crossing	1523	46.2	LOS E	4.3	4.3	0.99	0.99
P4	West Full Crossing	281	43.8	LOS E	0.8	0.8	0.94	0.94
All Pedestrians		2661	45.3	LOS E			0.97	0.97

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.

PHASING SUMMARY

Site: 101 [AM Union St/Murray St/Darling Drive]

Network: 1 [AM Star Casino Network]

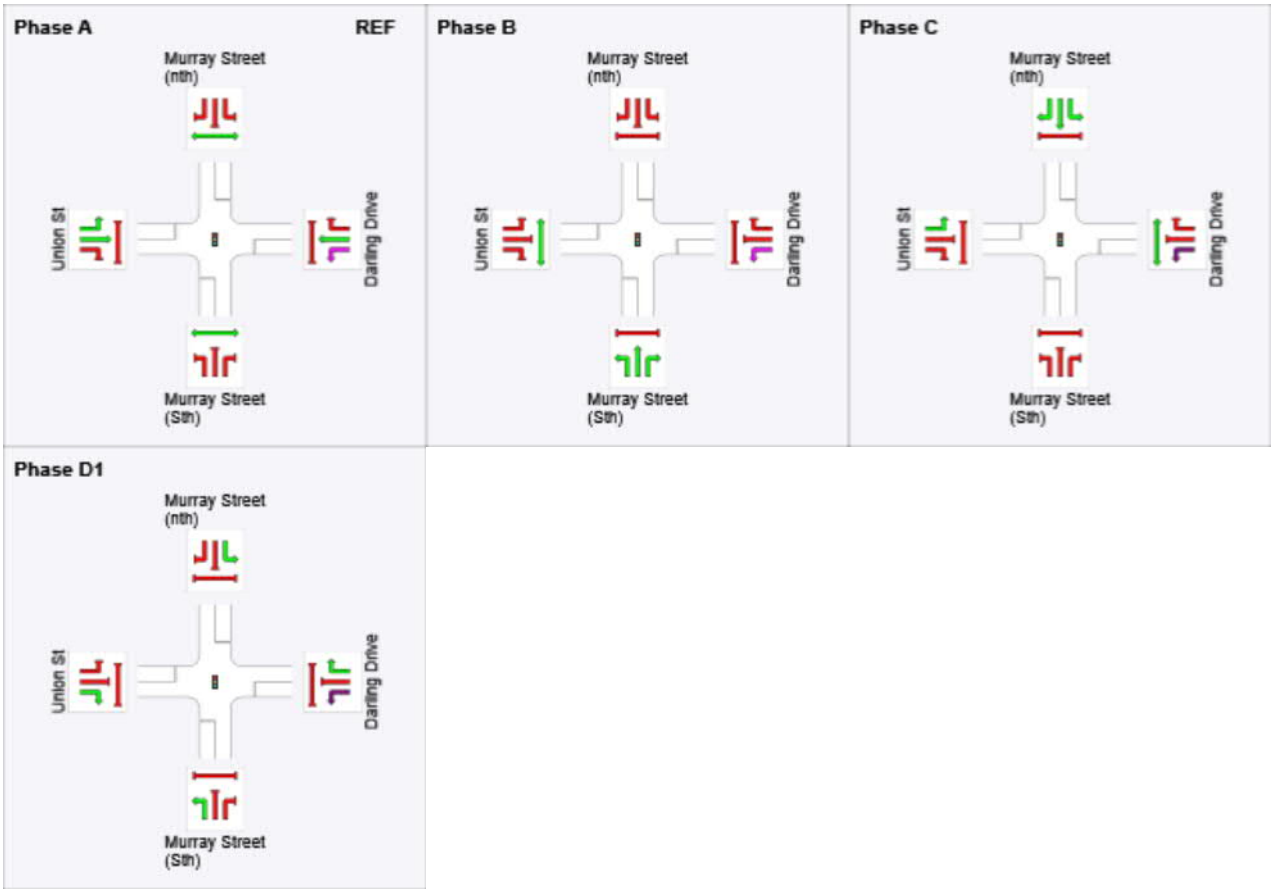
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D1
Output Phase Sequence: A, B, C, D1

Phase Timing Results

Phase	A	B	C	D1
Phase Change Time (sec)	0	22	47	83
Green Time (sec)	16	19	30	11
Phase Time (sec)	22	25	36	17
Phase Split	22 %	25 %	36 %	17 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



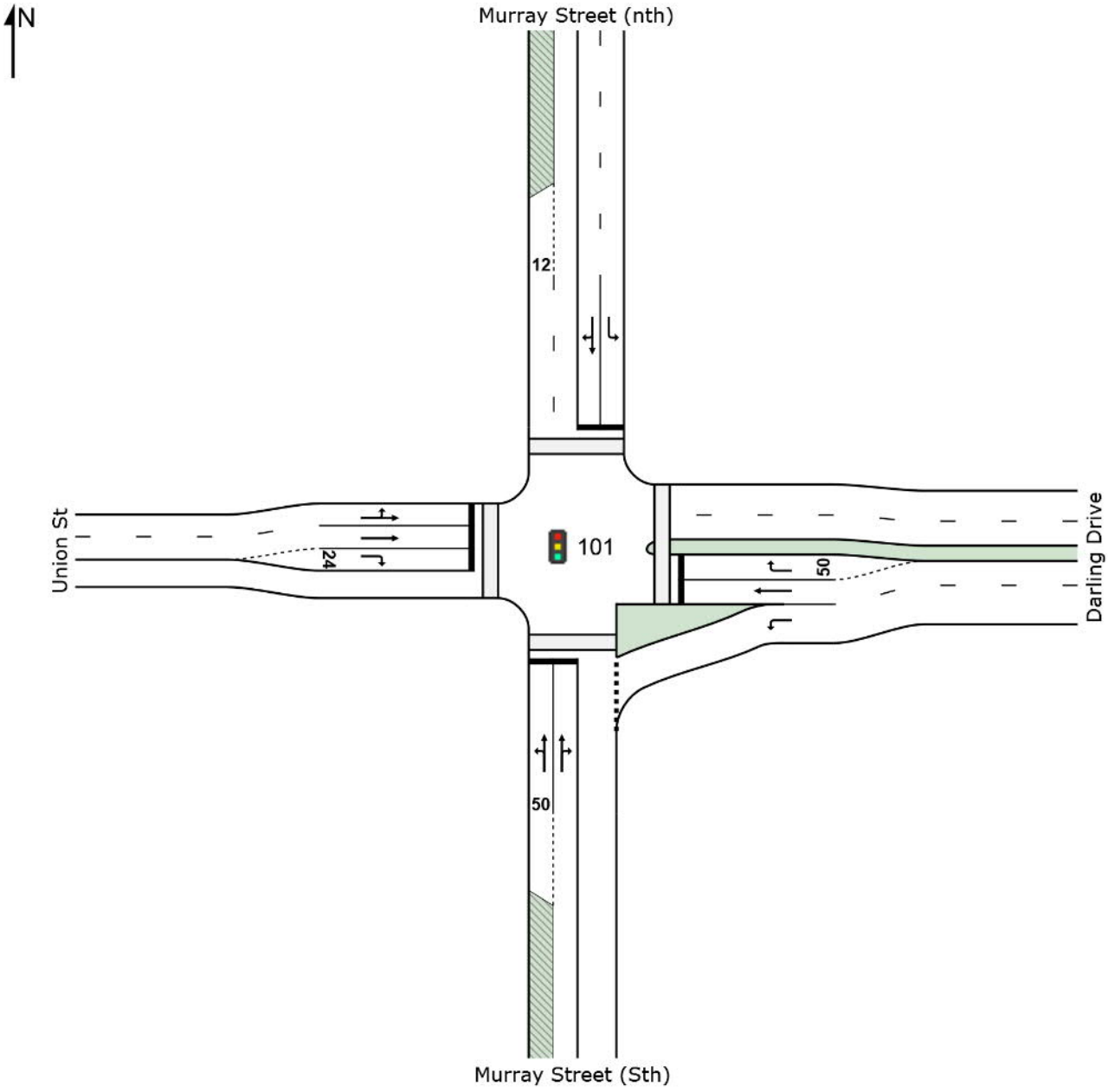
REF: Reference Phase
VAR: Variable Phase

Other Movement Class (MC) Stopped Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Union St/Murray St/Darling Drive]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	48	0.0	48	0.0	0.113	21.7	LOS C	1.0	7.3	0.82	0.71	16.3
2	T1	114	0.9	114	0.9	0.480	41.4	LOS D	7.0	49.6	0.95	0.78	10.2
3	R2	41	2.4	41	2.4	0.480	46.0	LOS D	7.0	49.6	0.95	0.78	26.2
Approach		203	1.0	203	1.0	0.480	37.7	LOS D	7.0	49.6	0.92	0.76	16.2
East: Darling Drive													
4	L2	145	0.7	145	0.7	0.099	6.4	LOS A	1.3	9.3	0.26	0.58	44.0
5	T1	165	1.2	165	1.2	0.343	33.4	LOS C	6.7	47.1	0.87	0.71	26.3
6	R2	170	2.4	170	2.4	0.846	59.7	LOS E	9.2	65.9	1.00	0.95	19.2
Approach		480	1.5	480	1.5	0.846	34.6	LOS C	9.2	65.9	0.73	0.76	26.9
North: Murray Street (nth)													
7	L2	131	5.3	131	5.3	0.218	28.7	LOS C	3.9	28.4	0.64	0.71	30.4
8	T1	166	0.0	166	0.0	0.648	38.2	LOS D	12.0	84.5	0.92	0.79	16.4
9	R2	113	1.8	113	1.8	0.648	42.7	LOS D	12.0	84.5	0.92	0.79	10.1
Approach		410	2.2	410	2.2	0.648	36.4	LOS D	12.0	84.5	0.83	0.77	20.4
West: Union St													
10	L2	228	2.6	228	2.6	0.355	15.4	LOS B	3.6	25.9	0.66	0.72	9.6
11	T1	116	0.9	116	0.9	0.243	32.4	LOS C	4.1	29.1	0.76	0.61	27.5
12	R2	79	1.3	79	1.3	0.398	49.8	LOS D	3.7	26.5	0.97	0.76	10.2
Approach		423	1.9	423	1.9	0.398	26.5	LOS C	4.1	29.1	0.75	0.70	18.2
All Vehicles		1516	1.7	1516	1.7	0.846	33.2	LOS C	12.0	84.5	0.79	0.74	22.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	156	43.5	LOS E	0.4	0.4	0.94	0.94
P2	East Full Crossing	371	43.9	LOS E	1.0	1.0	0.94	0.94
P3	North Full Crossing	889	44.9	LOS E	2.4	2.4	0.97	0.97
P4	West Full Crossing	201	43.6	LOS E	0.5	0.5	0.94	0.94
All Pedestrians		1617	44.4	LOS E			0.95	0.95

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.

PHASING SUMMARY

Site: 101 [PM Union St/Murray St/Darling Drive]

Network: N101 [PM Star Casino Network]

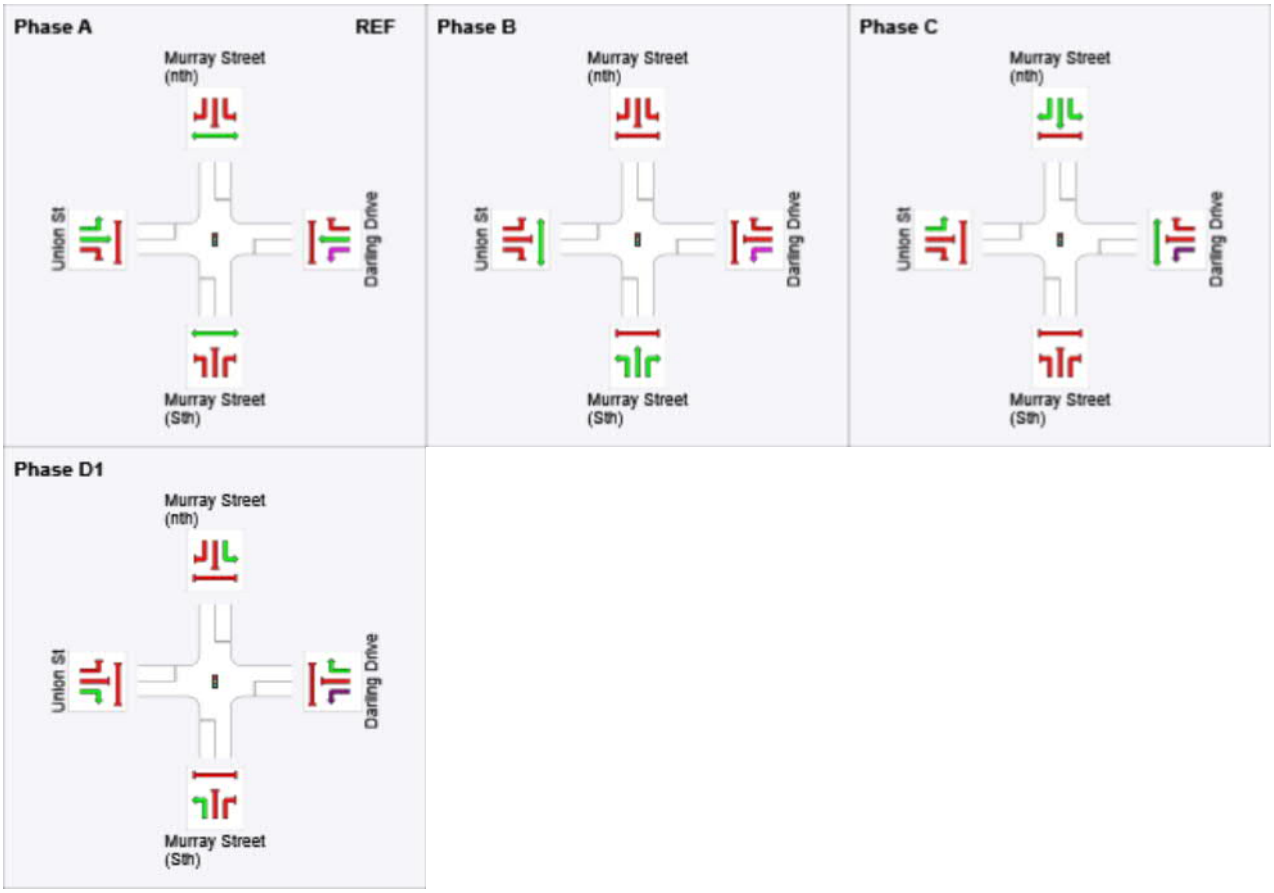
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D1
Output Phase Sequence: A, B, C, D1

Phase Timing Results

Phase	A	B	C	D1
Phase Change Time (sec)	0	31	54	83
Green Time (sec)	25	17	23	11
Phase Time (sec)	31	23	29	17
Phase Split	31 %	23 %	29 %	17 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



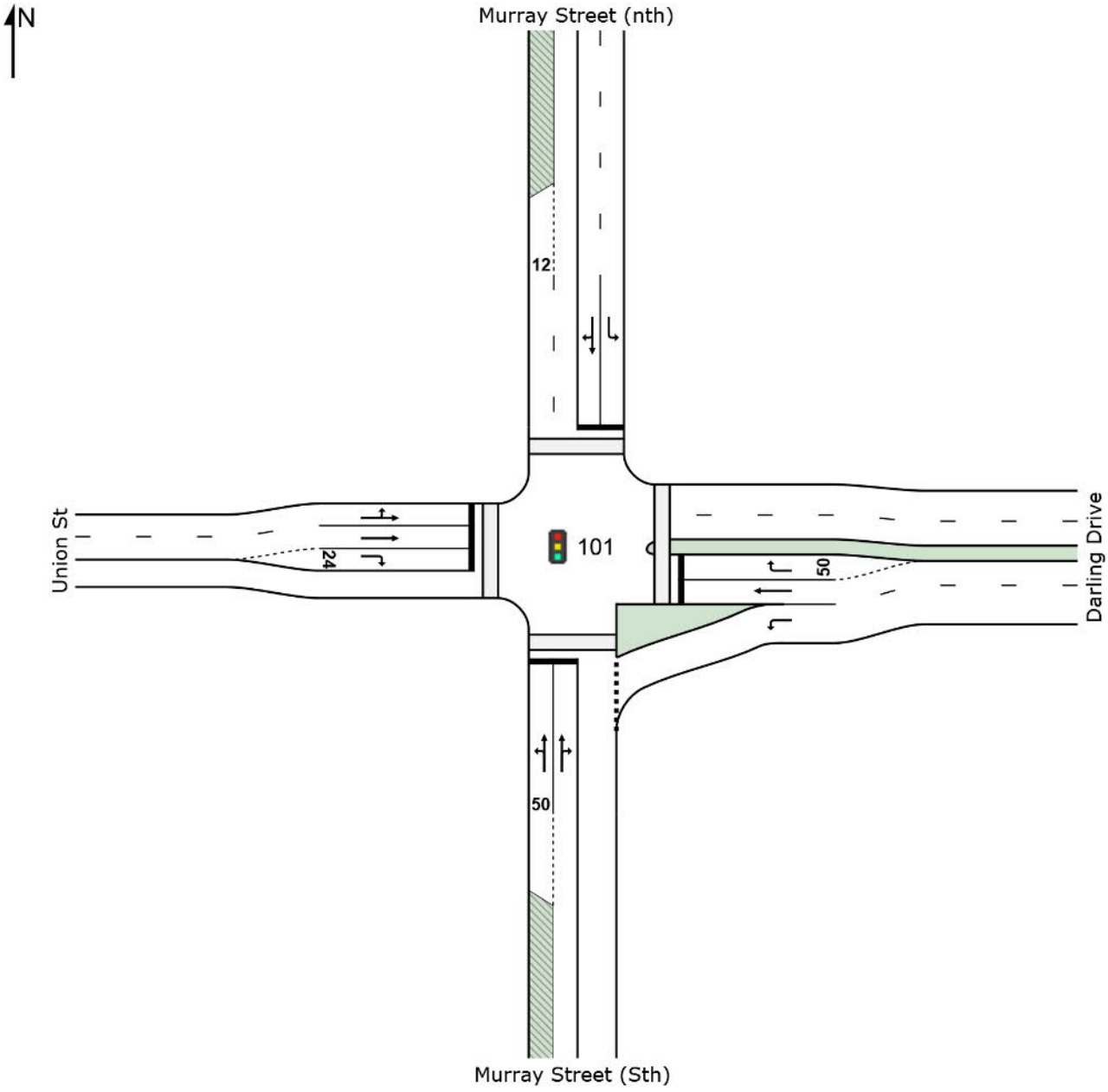
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Union St/Murray St/Darling Drive]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	87	0.0	87	0.0	0.205	22.1	LOS C	1.9	13.2	0.84	0.74	16.1
2	T1	129	0.0	129	0.0	0.538	40.2	LOS D	8.8	61.4	0.95	0.79	10.4
3	R2	66	0.0	66	0.0	0.538	44.7	LOS D	8.8	61.4	0.95	0.79	26.4
Approach		282	0.0	282	0.0	0.538	35.7	LOS D	8.8	61.4	0.92	0.77	17.5
East: Darling Drive													
4	L2	107	0.0	107	0.0	0.072	6.0	LOS A	0.8	5.9	0.24	0.57	44.4
5	T1	165	0.0	165	0.0	0.425	38.3	LOS D	7.2	50.1	0.92	0.75	24.6
6	R2	154	0.6	154	0.6	0.926	68.2	LOS E	9.0	63.4	1.00	1.03	17.6
Approach		426	0.2	426	0.2	0.926	41.0	LOS D	9.0	63.4	0.78	0.80	24.6
North: Murray Street (nth)													
7	L2	220	0.0	220	0.0	0.324	27.0	LOS C	6.5	45.2	0.64	0.73	31.2
8	T1	146	0.0	146	0.0	0.792	38.7	LOS D	18.9	133.0	0.95	0.88	15.9
9	R2	265	0.8	265	0.8	0.792	43.3	LOS D	18.9	133.0	0.95	0.88	9.7
Approach		631	0.3	631	0.3	0.792	36.6	LOS D	18.9	133.0	0.84	0.83	20.1
West: Union St													
10	L2	317	2.5	317	2.5	0.493	16.2	LOS B	5.7	40.7	0.72	0.75	9.2
11	T1	163	0.0	163	0.0	0.452	38.3	LOS D	6.7	46.9	0.87	0.71	25.4
12	R2	57	0.0	57	0.0	0.348	51.6	LOS D	2.7	19.2	0.98	0.75	9.9
Approach		537	1.5	537	1.5	0.493	26.7	LOS C	6.7	46.9	0.80	0.74	18.4
All Vehicles		1876	0.6	1876	0.6	0.926	34.6	LOS C	18.9	133.0	0.83	0.79	20.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	156	43.5	LOS E	0.4	0.4	0.94	0.94
P2	East Full Crossing	371	43.9	LOS E	1.0	1.0	0.94	0.94
P3	North Full Crossing	889	44.9	LOS E	2.4	2.4	0.97	0.97
P4	West Full Crossing	201	43.6	LOS E	0.5	0.5	0.94	0.94
All Pedestrians		1617	44.4	LOS E			0.95	0.95

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.

PHASING SUMMARY

Site: 101 [OP Union St/Murray St/Darling Drive]

Network: N101 [OP Star Casino Network]

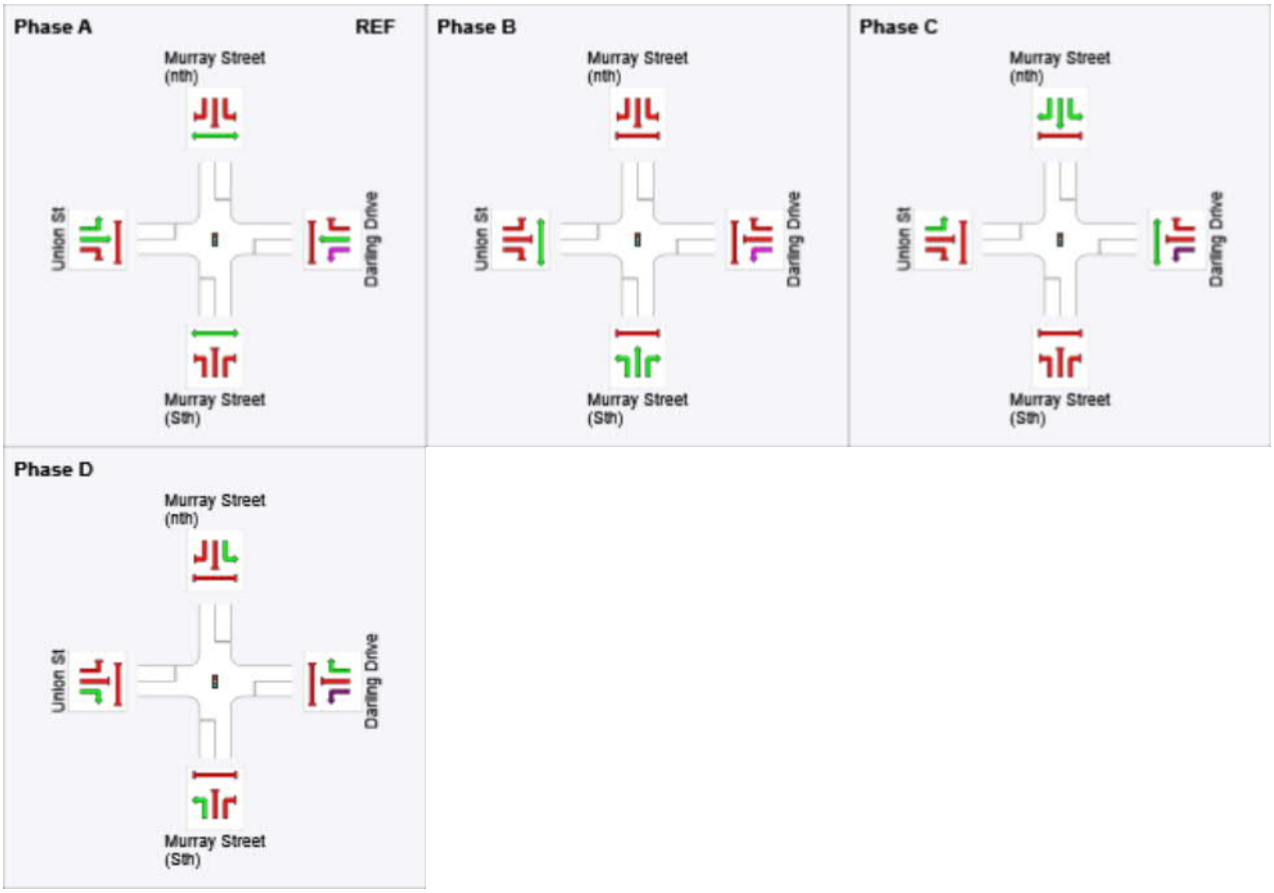
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	26	51	85
Green Time (sec)	20	19	28	9
Phase Time (sec)	26	25	34	15
Phase Split	26 %	25 %	34 %	15 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



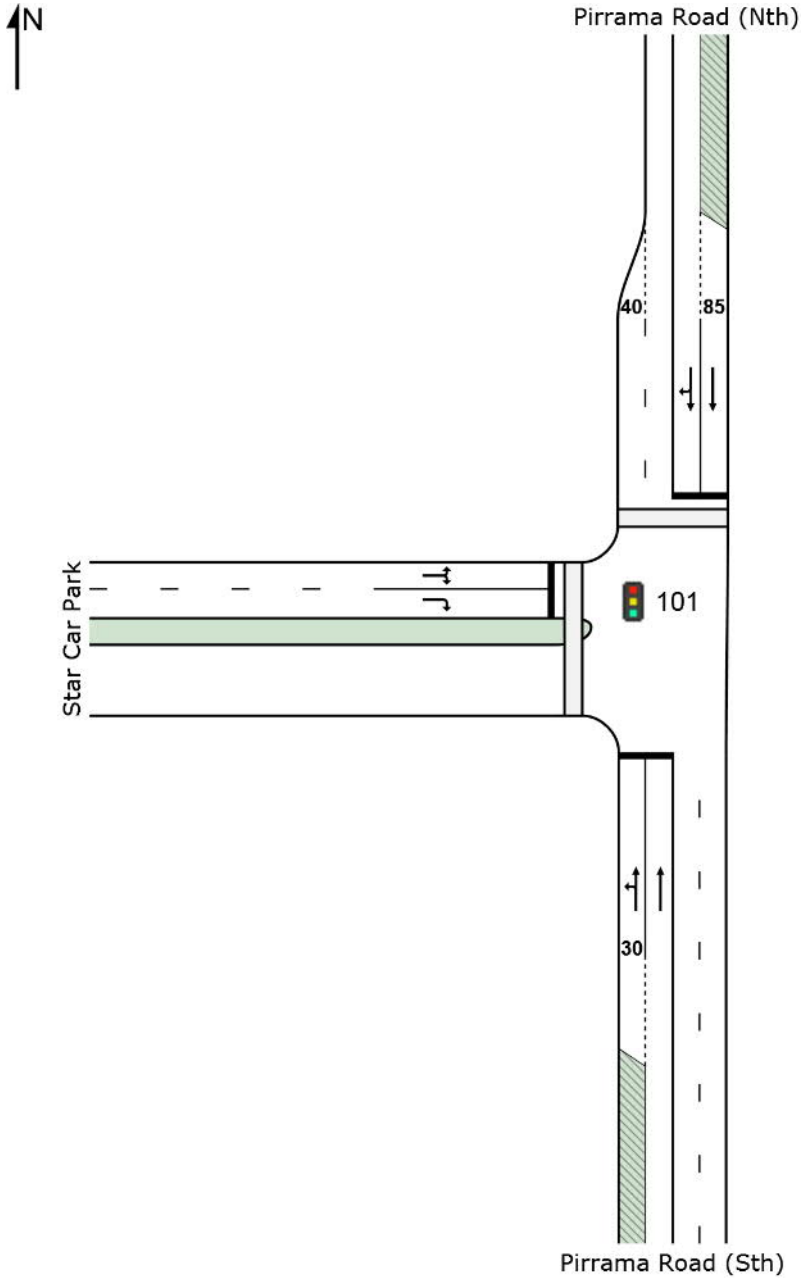
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	135	0.7	134	0.7	0.110	6.9	LOS A	0.8	5.3	0.13	0.57	25.4
2	T1	276	6.5	274	6.5	0.200	0.4	LOS A	0.3	2.4	0.03	0.02	48.0
Approach		411	4.6	408 N1	4.6	0.200	2.5	LOS A	0.8	5.3	0.06	0.20	35.6
North: Pirrama Road (Nth)													
8	T1	94	8.5	94	8.5	0.050	4.0	LOS A	0.9	6.6	0.30	0.28	39.7
9	R2	20	0.0	20	0.0	0.050	9.9	LOS A	0.7	5.0	0.33	0.43	32.1
Approach		114	7.0	114	7.0	0.050	5.0	LOS A	0.9	6.6	0.30	0.31	37.9
West: Star Car Park													
10	L2	4	0.0	4	0.0	0.052	41.8	LOS C	0.5	3.5	0.90	0.62	4.0
12	R2	21	0.0	21	0.0	0.052	41.1	LOS C	0.6	4.0	0.90	0.62	4.2
Approach		25	0.0	25	0.0	0.052	41.2	LOS C	0.6	4.0	0.90	0.62	4.1
All Vehicles		550	4.9	547 N1	4.9	0.200	4.8	LOS A	0.9	6.6	0.15	0.24	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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
P4	West Full Crossing	126	43.5	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		232	43.5	LOS E			0.93	0.93

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

PHASING SUMMARY

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

Network: 1 [AM Star Casino Network]

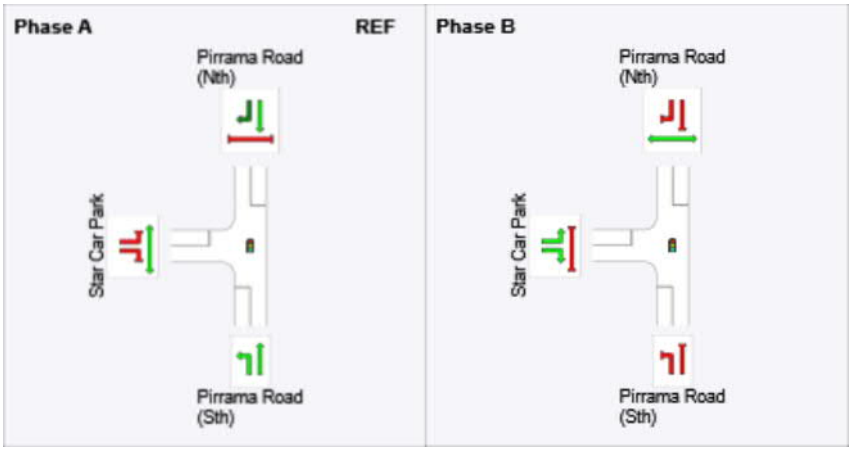
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	80
Green Time (sec)	74	14
Phase Time (sec)	80	20
Phase Split	80 %	20 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



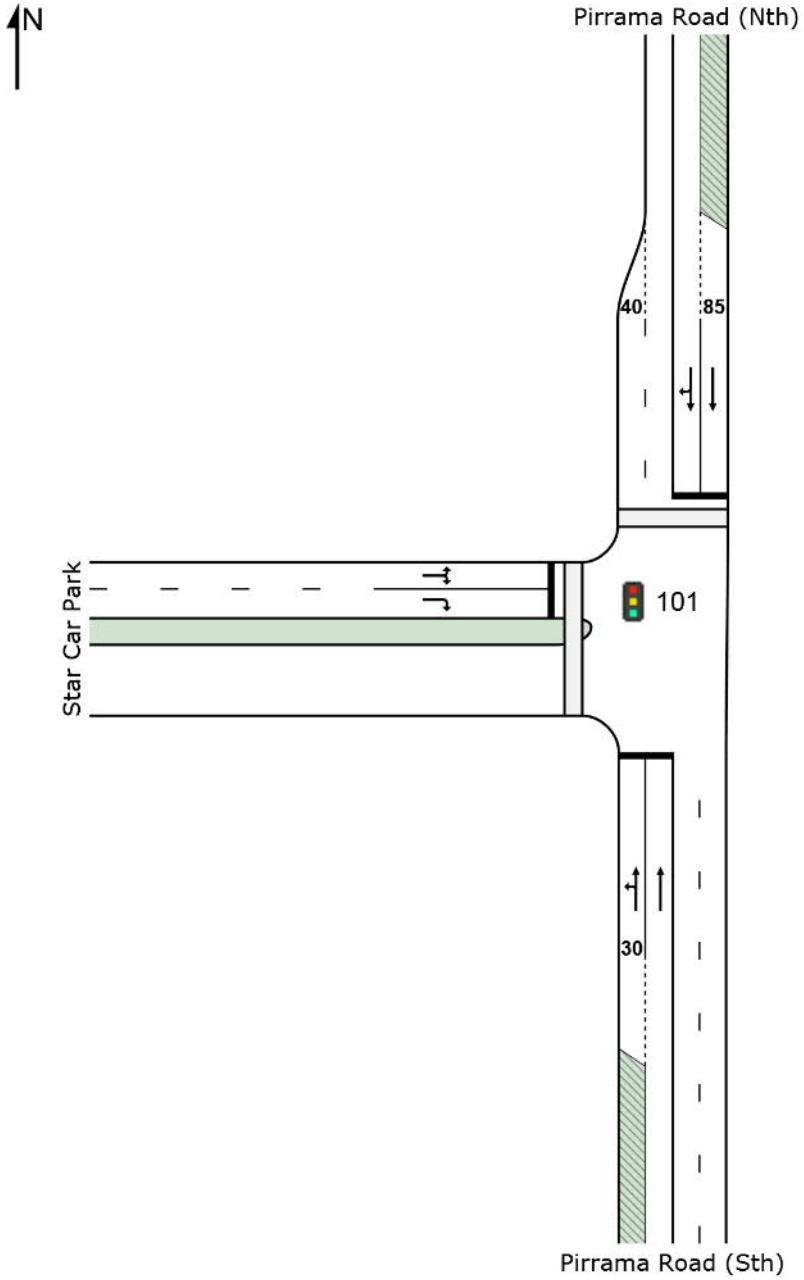
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	163	0.6	163	0.6	0.129	11.1	LOS B	2.4	17.0	0.36	0.61	21.8
2	T1	341	5.0	341	5.0	0.445	16.7	LOS B	8.4	61.4	0.56	0.50	17.2
Approach		504	3.6	504	3.6	0.445	14.9	LOS B	8.4	61.4	0.50	0.53	18.7
North: Pirrama Road (Nth)													
8	T1	232	6.0	232	6.0	0.180	19.1	LOS B	4.3	31.9	0.66	0.55	23.9
9	R2	24	0.0	24	0.0	0.180	25.8	LOS C	3.4	24.9	0.68	0.60	22.0
Approach		256	5.5	256	5.5	0.180	19.8	LOS B	4.3	31.9	0.66	0.56	23.6
West: Star Car Park													
10	L2	47	0.0	47	0.0	0.142	19.7	LOS B	3.2	22.6	0.66	0.53	7.0
12	R2	176	0.0	176	0.0	0.142	18.4	LOS B	3.4	23.5	0.64	0.52	7.4
Approach		223	0.0	223	0.0	0.142	18.7	LOS B	3.4	23.5	0.64	0.52	7.3
All Vehicles		983	3.3	983	3.3	0.445	17.0	LOS B	8.4	61.4	0.57	0.54	17.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	217	43.6	LOS E	0.6	0.6	0.94	0.94
P4	West Full Crossing	263	43.7	LOS E	0.7	0.7	0.94	0.94
All Pedestrians		480	43.7	LOS E			0.94	0.94

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.

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PHASING SUMMARY

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

Network: N101 [PM Star Casino Network]

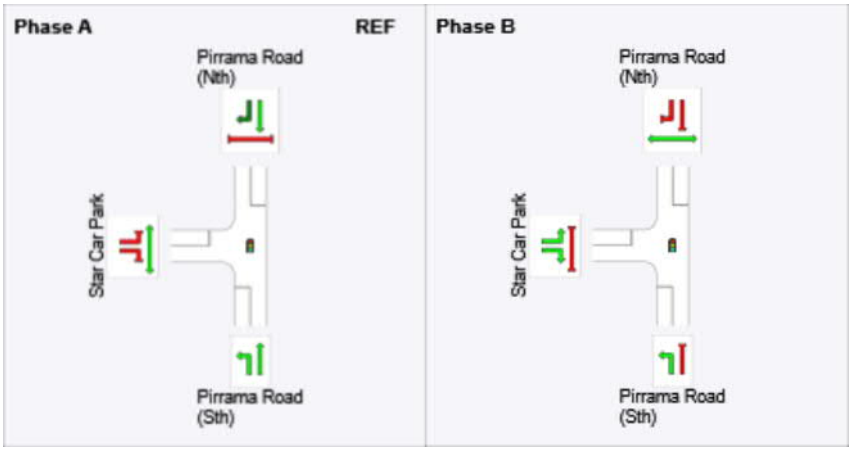
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	50
Green Time (sec)	44	44
Phase Time (sec)	50	50
Phase Split	50 %	50 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



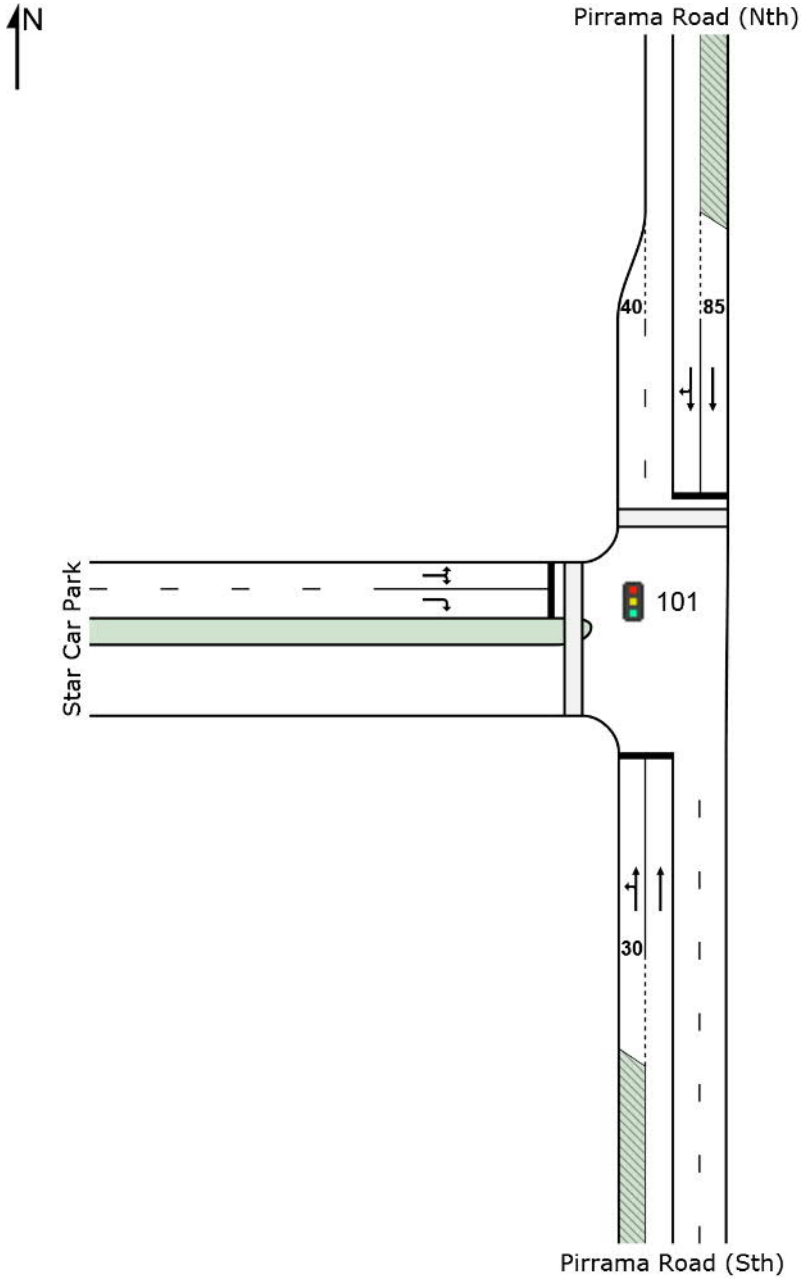
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	163	1.2	163	1.2	0.141	12.2	LOS B	2.9	20.3	0.40	0.60	21.2
2	T1	427	1.4	427	1.4	0.486	13.2	LOS B	9.2	64.9	0.50	0.46	19.7
Approach		590	1.4	590	1.4	0.486	13.0	LOS B	9.2	64.9	0.47	0.50	20.2
North: Pirrama Road (Nth)													
8	T1	335	1.2	335	1.2	0.236	16.9	LOS B	6.2	43.5	0.63	0.55	25.4
9	R2	36	0.0	36	0.0	0.236	24.4	LOS C	4.6	32.7	0.67	0.60	22.7
Approach		371	1.1	371	1.1	0.236	17.7	LOS B	6.2	43.5	0.64	0.55	25.0
West: Star Car Park													
10	L2	39	0.0	39	0.0	0.250	23.5	LOS C	5.6	39.5	0.73	0.61	6.3
12	R2	309	0.0	309	0.0	0.250	22.6	LOS C	5.9	41.5	0.72	0.60	6.5
Approach		348	0.0	348	0.0	0.250	22.7	LOS C	5.9	41.5	0.72	0.60	6.4
All Vehicles		1309	0.9	1309	0.9	0.486	16.9	LOS B	9.2	64.9	0.59	0.54	17.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	278	43.8	LOS E	0.7	0.7	0.94	0.94
P4	West Full Crossing	546	44.3	LOS E	1.5	1.5	0.95	0.95
All Pedestrians		824	44.1	LOS E			0.95	0.95

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.

PHASING SUMMARY

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

Network: N101 [OP Star Casino Network]

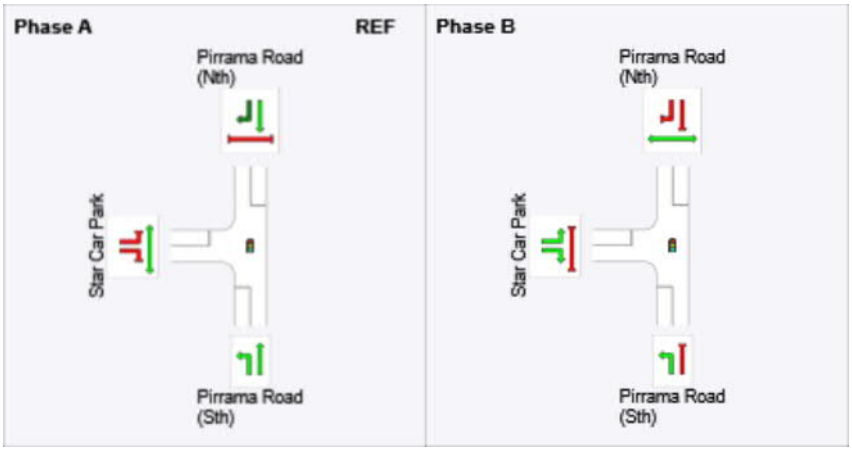
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	55
Green Time (sec)	49	39
Phase Time (sec)	55	45
Phase Split	55 %	45 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



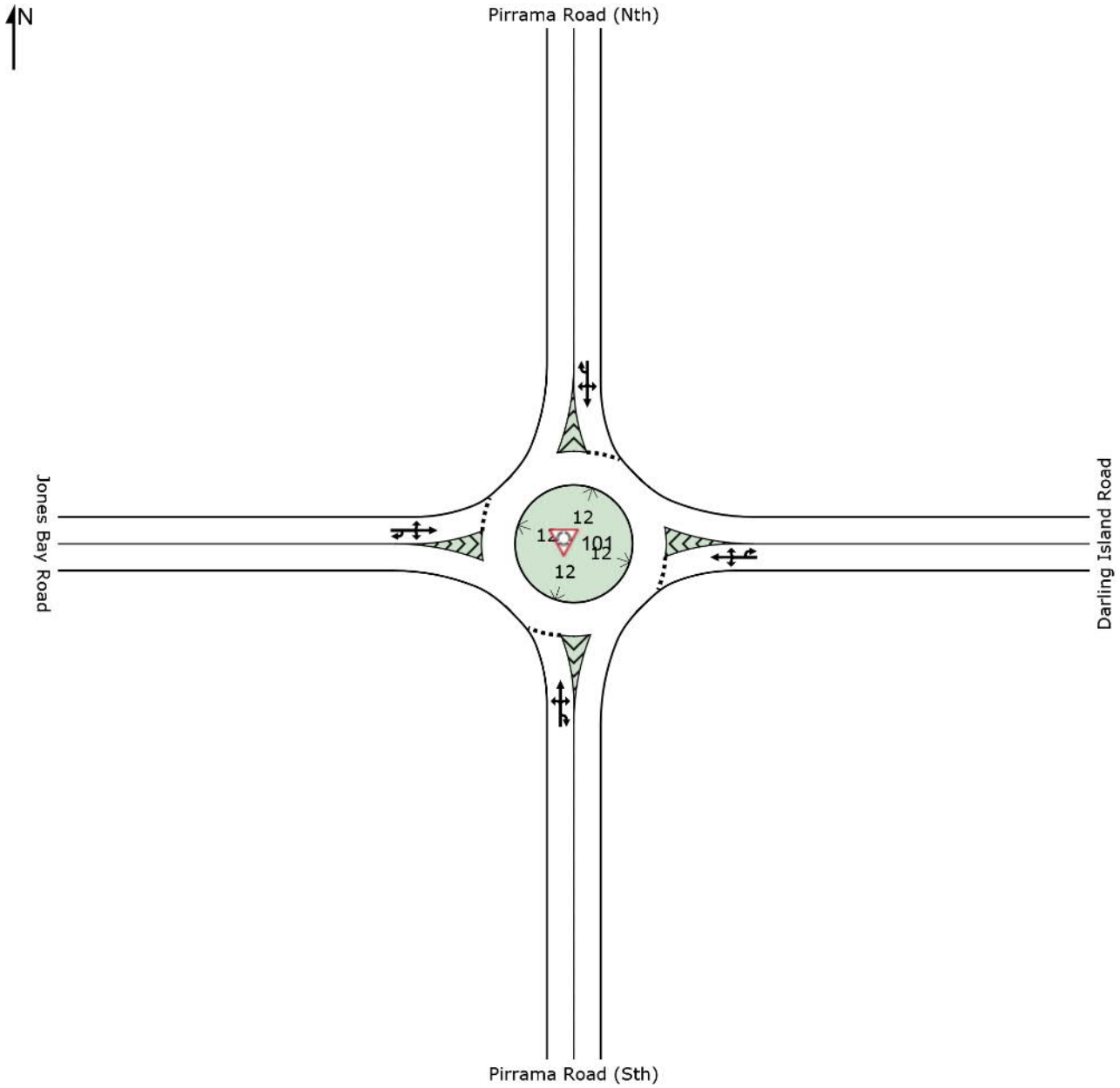
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [AM Jones Bay Rd/Pirrama Rd]

Network: 1 [AM Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	94	8.5	93	8.5	0.242	4.3	LOS A	1.2	8.9	0.28	0.54	37.8
2	T1	89	7.9	88	7.9	0.242	4.2	LOS A	1.2	8.9	0.28	0.54	45.5
3	R2	92	5.4	91	5.5	0.242	7.7	LOS A	1.2	8.9	0.28	0.54	34.8
3u	U	11	10.0	10	10.0	0.242	9.4	LOS A	1.2	8.9	0.28	0.54	37.8
Approach		286	7.4	283 N1	7.4	0.242	5.6	LOS A	1.2	8.9	0.28	0.54	40.6
East: Darling Island Road													
4	L2	18	0.0	18	0.0	0.070	5.2	LOS A	0.3	2.3	0.34	0.53	30.6
5	T1	41	12.2	41	12.2	0.070	5.3	LOS A	0.3	2.3	0.34	0.53	30.6
6	R2	7	0.0	7	0.0	0.070	8.9	LOS A	0.3	2.3	0.34	0.53	50.2
6u	U	1	0.0	1	0.0	0.070	10.7	LOS A	0.3	2.3	0.34	0.53	24.7
Approach		67	7.5	67	7.5	0.070	5.8	LOS A	0.3	2.3	0.34	0.53	35.9
North: Pirrama Road (Nth)													
7	L2	11	0.0	11	0.0	0.111	5.9	LOS A	0.6	4.3	0.44	0.62	40.3
8	T1	43	14.0	43	14.0	0.111	6.4	LOS A	0.6	4.3	0.44	0.62	47.6
9	R2	44	2.3	44	2.3	0.111	9.7	LOS A	0.6	4.3	0.44	0.62	47.6
9u	U	4	0.0	4	0.0	0.111	11.3	LOS A	0.6	4.3	0.44	0.62	52.9
Approach		102	6.8	102	6.8	0.111	8.0	LOS A	0.6	4.3	0.44	0.62	46.9
West: Jones Bay Road													
10	L2	87	0.0	87	0.0	0.224	5.7	LOS A	1.4	9.7	0.43	0.59	48.6
11	T1	86	3.5	86	3.5	0.224	5.9	LOS A	1.4	9.7	0.43	0.59	28.2
12	R2	34	0.0	34	0.0	0.224	9.4	LOS A	1.4	9.7	0.43	0.59	32.1
12u	U	28	3.7	28	3.7	0.224	11.2	LOS A	1.4	9.7	0.43	0.59	32.1
Approach		235	1.7	235	1.7	0.224	7.0	LOS A	1.4	9.7	0.43	0.59	39.7
All Vehicles		690	5.4	688 N1	5.4	0.242	6.4	LOS A	1.4	9.7	0.36	0.57	41.2

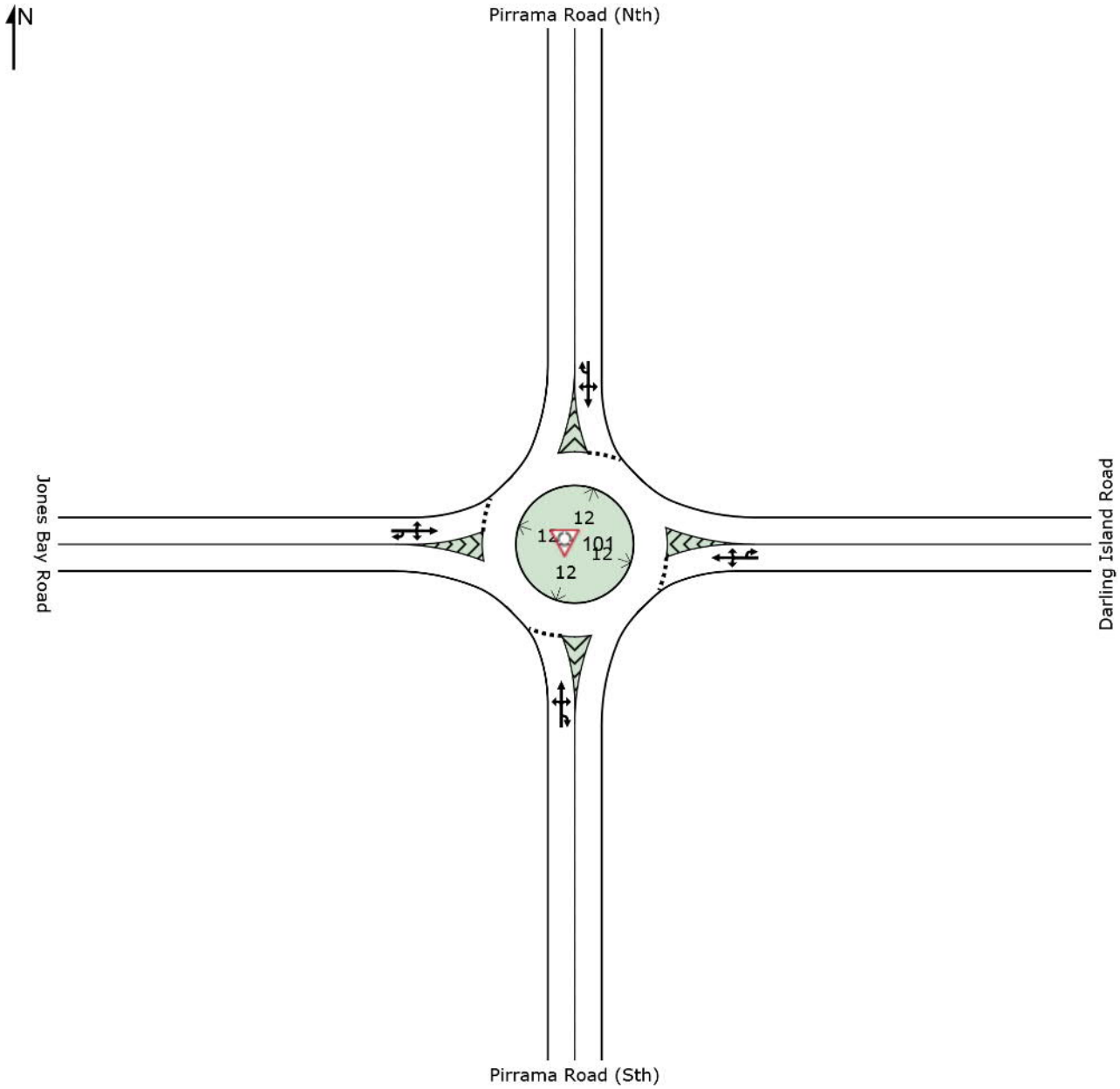
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [PM Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [PM Jones Bay Rd/Pirrama Rd]

Network: N101 [PM Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

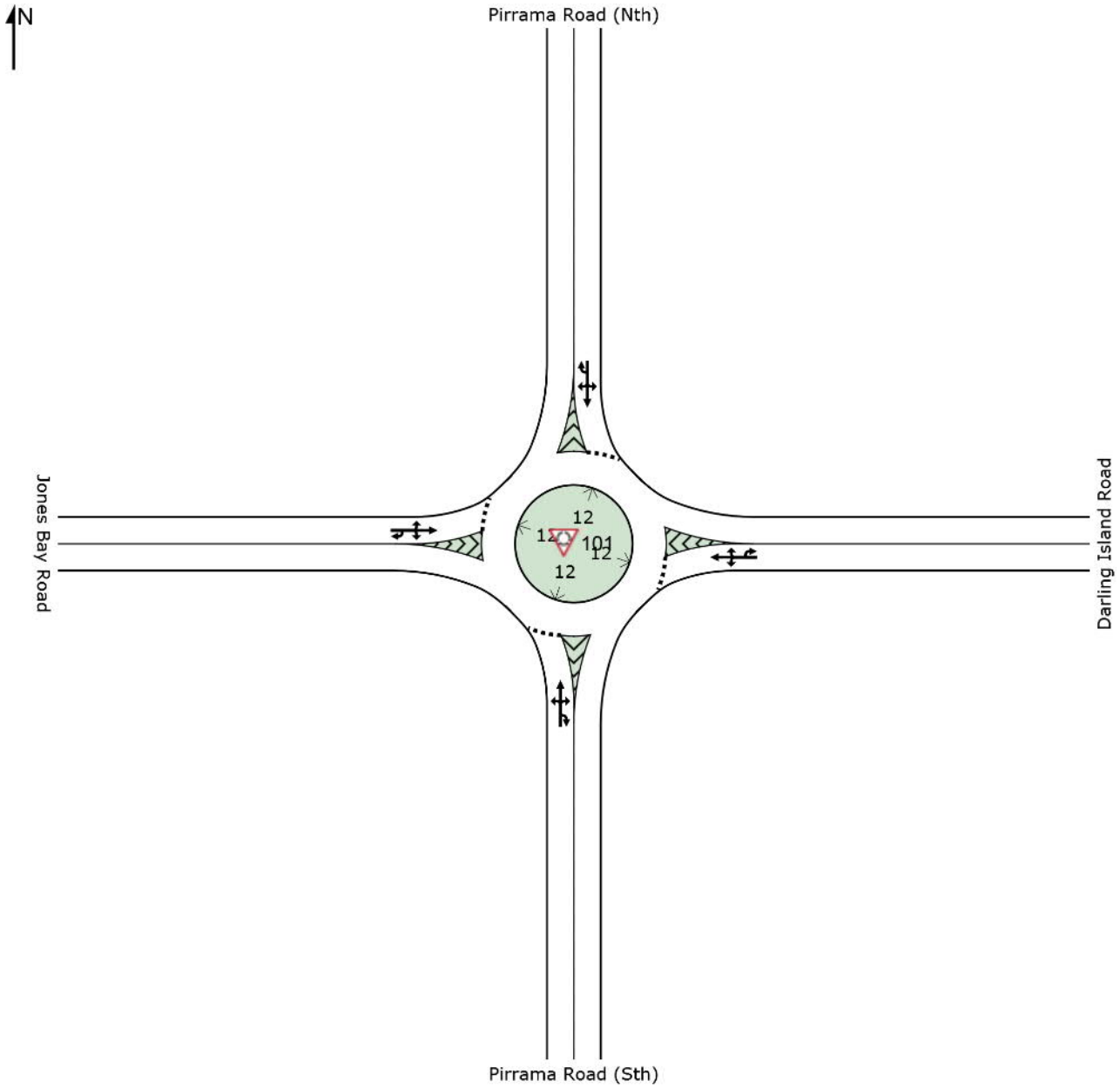
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pirrama Road (Sth)													
1	L2	213	1.4	213	1.4	0.400	5.6	LOS A	2.2	16.2	0.48	0.64	36.6
2	T1	101	14.9	101	14.9	0.400	5.9	LOS A	2.2	16.2	0.48	0.64	44.8
3	R2	34	0.0	34	0.0	0.400	9.0	LOS A	2.2	16.2	0.48	0.64	34.1
3u	U	44	4.8	44	4.8	0.400	10.7	LOS B	2.2	16.2	0.48	0.64	36.6
Approach		392	5.1	392	5.1	0.400	6.5	LOS A	2.2	16.2	0.48	0.64	40.0
East: Darling Island Road													
4	L2	57	0.0	57	0.0	0.201	6.7	LOS A	1.0	7.1	0.57	0.67	28.2
5	T1	92	0.0	92	0.0	0.201	6.8	LOS A	1.0	7.1	0.57	0.67	28.2
6	R2	14	0.0	14	0.0	0.201	10.5	LOS B	1.0	7.1	0.57	0.67	49.0
6u	U	1	0.0	1	0.0	0.201	12.2	LOS B	1.0	7.1	0.57	0.67	23.8
Approach		164	0.0	164	0.0	0.201	7.1	LOS A	1.0	7.1	0.57	0.67	32.9
North: Pirrama Road (Nth)													
7	L2	20	0.0	20	0.0	0.297	5.9	LOS A	1.8	13.0	0.46	0.64	40.2
8	T1	113	10.6	113	10.6	0.297	6.3	LOS A	1.8	13.0	0.46	0.64	47.4
9	R2	154	0.6	154	0.6	0.297	9.6	LOS A	1.8	13.0	0.46	0.64	47.4
9u	U	6	0.0	6	0.0	0.297	11.3	LOS B	1.8	13.0	0.46	0.64	52.8
Approach		293	4.4	293	4.4	0.297	8.1	LOS A	1.8	13.0	0.46	0.64	46.9
West: Jones Bay Road													
10	L2	65	1.5	65	1.5	0.185	5.7	LOS A	1.1	7.7	0.43	0.62	47.9
11	T1	41	0.0	41	0.0	0.185	5.8	LOS A	1.1	7.7	0.43	0.62	27.9
12	R2	55	0.0	55	0.0	0.185	9.4	LOS A	1.1	7.7	0.43	0.62	31.3
12u	U	32	0.0	32	0.0	0.185	11.1	LOS B	1.1	7.7	0.43	0.62	31.3
Approach		193	0.5	193	0.5	0.185	7.6	LOS A	1.1	7.7	0.43	0.62	39.5
All Vehicles		1042	3.3	1042	3.3	0.400	7.3	LOS A	2.2	16.2	0.48	0.64	41.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [OP Jones Bay Rd/Pirrama Rd]

Network: N101 [OP Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

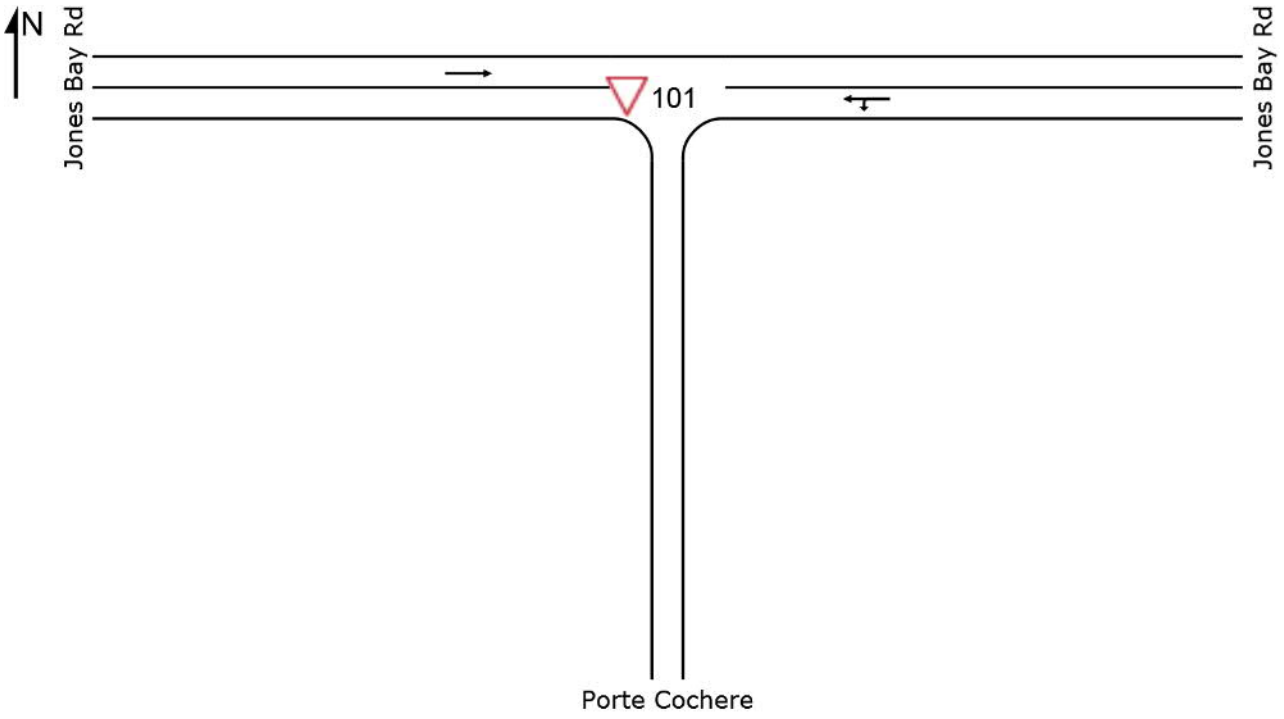
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pirrama Road (Sth)													
1	L2	278	0.7	278	0.7	0.482	5.9	LOS A	3.0	21.1	0.54	0.68	35.7
2	T1	72	4.2	72	4.2	0.482	6.0	LOS A	3.0	21.1	0.54	0.68	44.4
3	R2	24	0.0	24	0.0	0.482	9.4	LOS A	3.0	21.1	0.54	0.68	33.5
3u	U	105	1.0	105	1.0	0.482	11.0	LOS B	3.0	21.1	0.54	0.68	35.7
Approach		479	1.3	479	1.3	0.482	7.2	LOS A	3.0	21.1	0.54	0.68	38.1
East: Darling Island Road													
4	L2	34	0.0	34	0.0	0.124	8.3	LOS A	0.7	5.0	0.68	0.72	25.6
5	T1	48	0.0	48	0.0	0.124	8.4	LOS A	0.7	5.0	0.68	0.72	25.6
6	R2	9	0.0	9	0.0	0.124	12.1	LOS B	0.7	5.0	0.68	0.72	47.5
6u	U	1	0.0	1	0.0	0.124	13.8	LOS B	0.7	5.0	0.68	0.72	22.7
Approach		92	0.0	92	0.0	0.124	8.8	LOS A	0.7	5.0	0.68	0.72	30.9
North: Pirrama Road (Nth)													
7	L2	7	0.0	7	0.0	0.396	7.2	LOS A	2.6	18.1	0.62	0.73	39.6
8	T1	180	2.2	180	2.2	0.396	7.4	LOS A	2.6	18.1	0.62	0.73	46.4
9	R2	152	0.0	152	0.0	0.396	10.9	LOS B	2.6	18.1	0.62	0.73	46.4
9u	U	9	0.0	9	0.0	0.396	12.6	LOS B	2.6	18.1	0.62	0.73	52.1
Approach		348	1.1	348	1.1	0.396	9.0	LOS A	2.6	18.1	0.62	0.73	46.5
West: Jones Bay Road													
10	L2	33	3.0	33	3.0	0.244	5.9	LOS A	1.5	10.8	0.47	0.66	46.4
11	T1	25	0.0	25	0.0	0.244	6.0	LOS A	1.5	10.8	0.47	0.66	27.0
12	R2	87	0.0	87	0.0	0.244	9.5	LOS A	1.5	10.8	0.47	0.66	29.3
12u	U	105	0.0	105	0.0	0.244	11.2	LOS B	1.5	10.8	0.47	0.66	29.3
Approach		250	0.4	250	0.4	0.244	9.4	LOS A	1.5	10.8	0.47	0.66	33.6
All Vehicles		1170	0.9	1170	0.9	0.482	8.4	LOS A	3.0	21.1	0.56	0.69	40.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD AUSTRALIA | Created: 16 February 2018 20:39:42
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [AM Jones Bay Rd/Port Cochere Entry]

Network: 1 [AM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Jones Bay Rd													
4	L2	31	10.3	30	10.4	0.117	4.7	LOS A	0.0	0.0	0.00	0.08	46.9
5	T1	186	6.8	186	6.8	0.117	0.0	LOS A	0.0	0.0	0.00	0.08	46.9
Approach		217	7.3	216[N1]	7.3	0.117	0.7	NA	0.0	0.0	0.00	0.08	46.9
West: Jones Bay Rd													
11	T1	277	1.9	277	1.9	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		277	1.9	277	1.9	0.144	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		494	4.3	493[N1]	4.3	0.144	0.3	NA	0.0	0.0	0.00	0.03	47.6

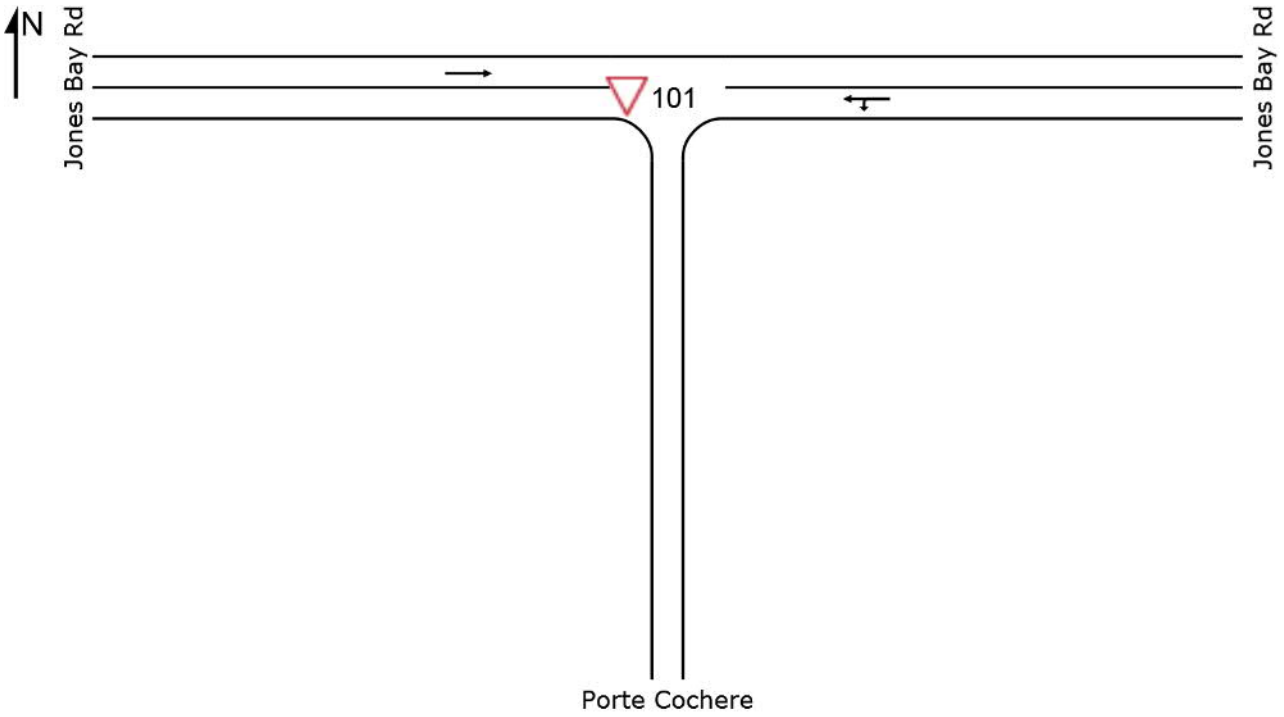
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [PM Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 20:58:47
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [PM Jones Bay Rd/Port Cochere Entry]

Network: N101 [PM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

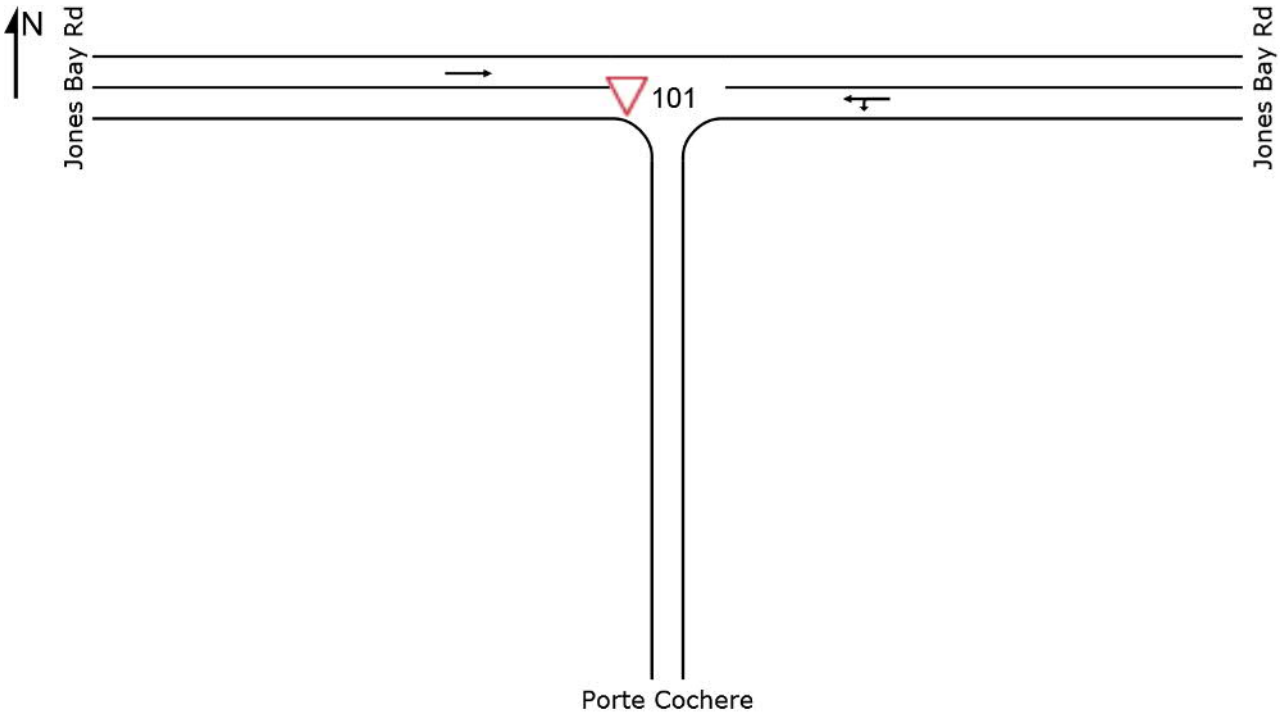
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Jones Bay Rd													
4	L2	99	1.1	99	1.1	0.268	4.6	LOS A	0.0	0.0	0.00	0.10	45.7
5	T1	416	0.8	416	0.8	0.268	0.0	LOS A	0.0	0.0	0.00	0.10	45.7
Approach		515	0.8	515	0.8	0.268	0.9	NA	0.0	0.0	0.00	0.10	45.7
West: Jones Bay Rd													
11	T1	229	0.0	229	0.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		229	0.0	229	0.0	0.118	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		744	0.6	744	0.6	0.268	0.6	NA	0.0	0.0	0.00	0.07	46.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD AUSTRALIA | Created: 16 February 2018 20:57:38
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [OP Jones Bay Rd/Port Cochere Entry]

Network: N101 [OP Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

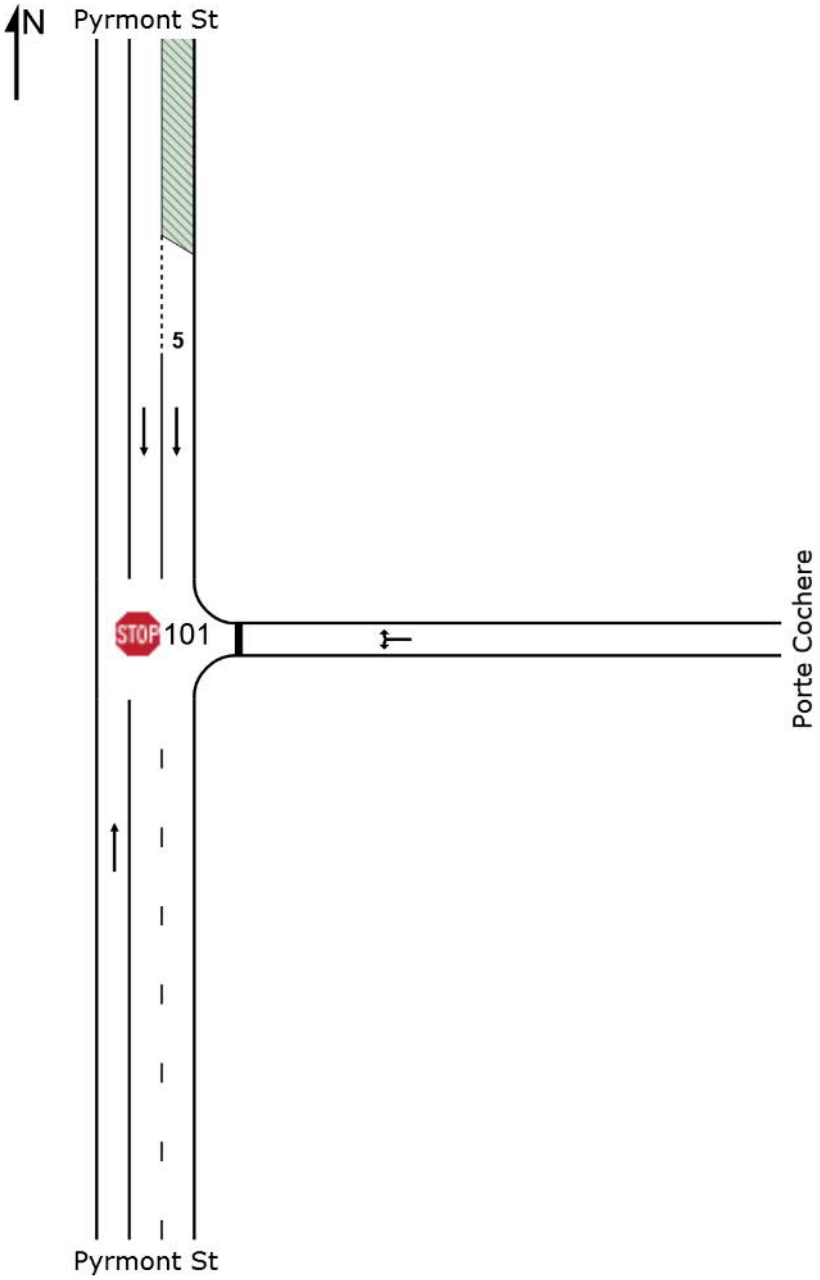
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Jones Bay Rd													
4	L2	220	0.5	220	0.5	0.318	4.6	LOS A	0.0	0.0	0.00	0.20	42.6
5	T1	388	0.3	388	0.3	0.318	0.0	LOS A	0.0	0.0	0.00	0.20	42.6
Approach		608	0.3	608	0.3	0.318	1.7	NA	0.0	0.0	0.00	0.20	42.6
West: Jones Bay Rd													
11	T1	281	0.0	281	0.0	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		281	0.0	281	0.0	0.144	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		889	0.2	889	0.2	0.318	1.1	NA	0.0	0.0	0.00	0.13	43.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Port Cochere Exit]

Network: 1 [AM Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	286	2.9	286	2.9	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		286	2.9	286	2.9	0.150	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	62	1.7	62	1.7	0.082	4.8	LOS A	0.2	1.6	0.29	0.88	18.0
6	R2	3	0.0	3	0.0	0.082	8.9	LOS A	0.2	1.6	0.29	0.88	18.0
Approach		65	1.6	65	1.6	0.082	5.0	LOS A	0.2	1.6	0.29	0.88	18.0
North: Pyrmont St													
8	T1	293	4.7	292	4.7	0.091	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		293	4.7	292[N1]	4.7	0.091	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		644	3.6	644	3.6	0.150	0.5	NA	0.2	1.6	0.03	0.09	38.2

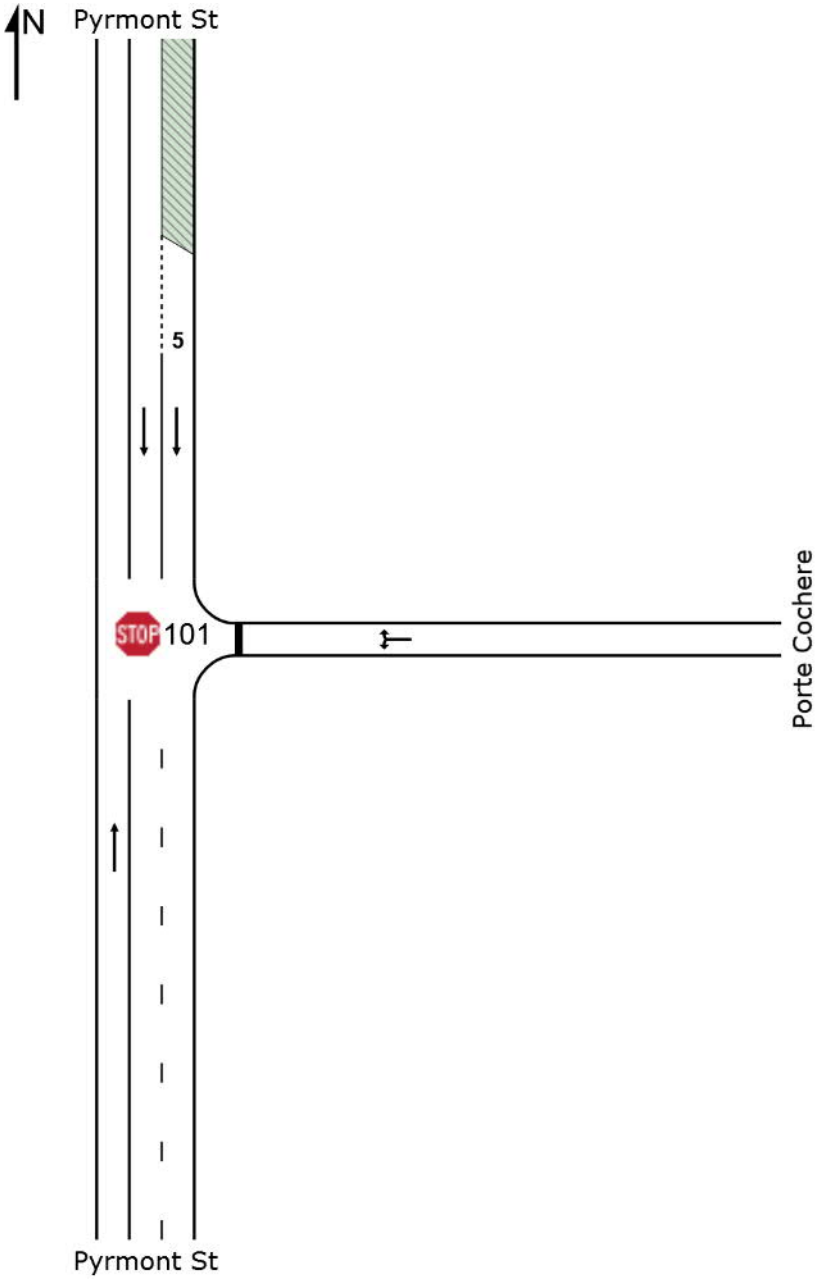
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [PM Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Port Cochere Exit]

Network: N101 [PM Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

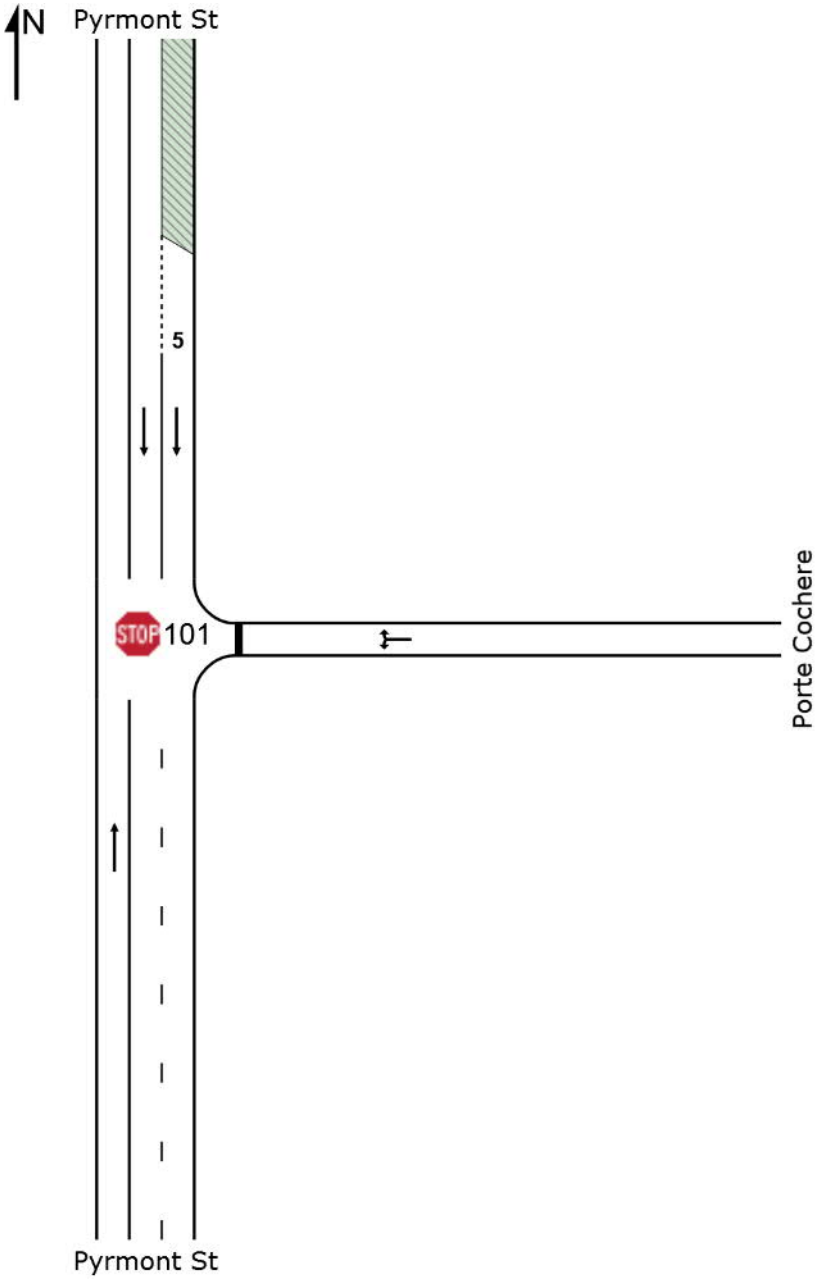
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	268	0.0	268	0.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		268	0.0	268	0.0	0.138	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	103	1.0	103	1.0	0.202	5.1	LOS A	0.4	2.9	0.36	0.90	17.9
6	R2	5	0.0	5	0.0	0.202	11.3	LOS B	0.4	2.9	0.36	0.90	17.9
Approach		108	1.0	108	1.0	0.202	5.4	LOS A	0.4	2.9	0.36	0.90	17.9
North: Pyrmont St													
8	T1	468	1.3	468	1.3	0.121	0.0	LOS A	5.7	40.3	0.00	0.00	50.0
Approach		468	1.3	468	1.3	0.121	0.0	NA	5.7	40.3	0.00	0.00	50.0
All Vehicles		845	0.9	845	0.9	0.202	0.7	NA	5.7	40.3	0.05	0.11	36.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Port Cochere Exit]

Network: N101 [OP Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

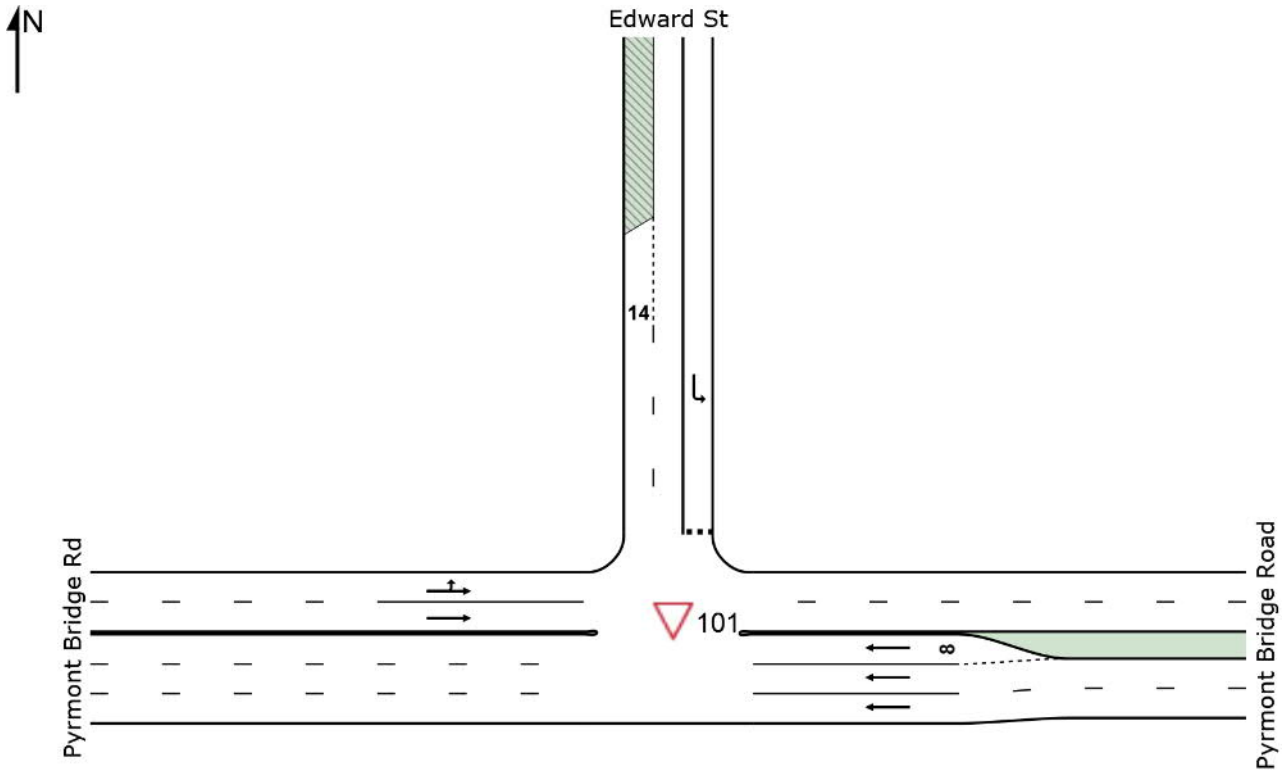
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	274	0.0	274	0.0	0.140	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		274	0.0	274	0.0	0.140	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	203	0.5	203	0.5	0.424	5.5	LOS A	1.2	8.1	0.37	0.94	17.6
6	R2	24	0.0	24	0.0	0.424	11.7	LOS B	1.2	8.1	0.37	0.94	17.6
Approach		227	0.5	227	0.5	0.424	6.1	LOS A	1.2	8.1	0.37	0.94	17.6
North: Pyrmont St													
8	T1	400	0.3	400	0.3	0.103	0.0	LOS A	3.9	27.7	0.00	0.00	50.0
Approach		400	0.3	400	0.3	0.103	0.0	NA	3.9	27.7	0.00	0.00	50.0
All Vehicles		901	0.2	901	0.2	0.424	1.6	NA	3.9	27.7	0.09	0.24	29.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



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Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [AM Pyrmont Bridge Rd/Edward St]

Network: 1 [AM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

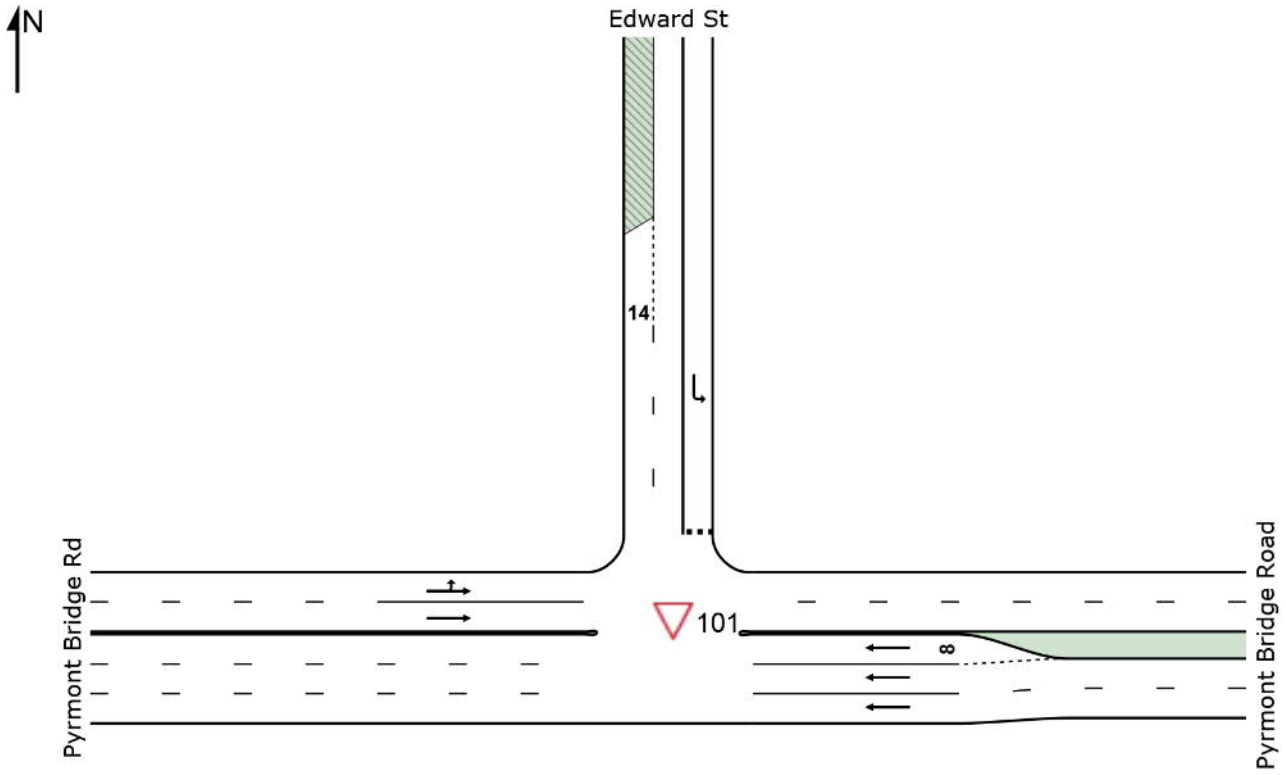
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Pyrmont Bridge Road													
5	T1	260	6.5	260	6.5	0.052	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		260	6.5	260	6.5	0.052	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Edward St													
7	L2	25	0.0	25	0.0	0.021	5.0	LOS A	0.1	0.5	0.16	0.51	27.8
Approach		25	0.0	25	0.0	0.021	5.0	LOS A	0.1	0.5	0.16	0.51	27.8
West: Pyrmont Bridge Rd													
10	L2	180	0.6	180	0.6	0.164	2.8	LOS A	0.0	0.0	0.00	0.30	31.5
11	T1	432	6.5	432	6.5	0.164	0.0	LOS A	0.0	0.0	0.00	0.09	42.6
Approach		612	4.7	612	4.7	0.164	0.8	NA	0.0	0.0	0.00	0.15	38.5
All Vehicles		897	5.1	897	5.1	0.164	0.7	NA	0.1	0.5	0.00	0.12	43.6

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 20:59:08
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [PM Pyrmont Bridge Rd/Edward St]

Network: N101 [PM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

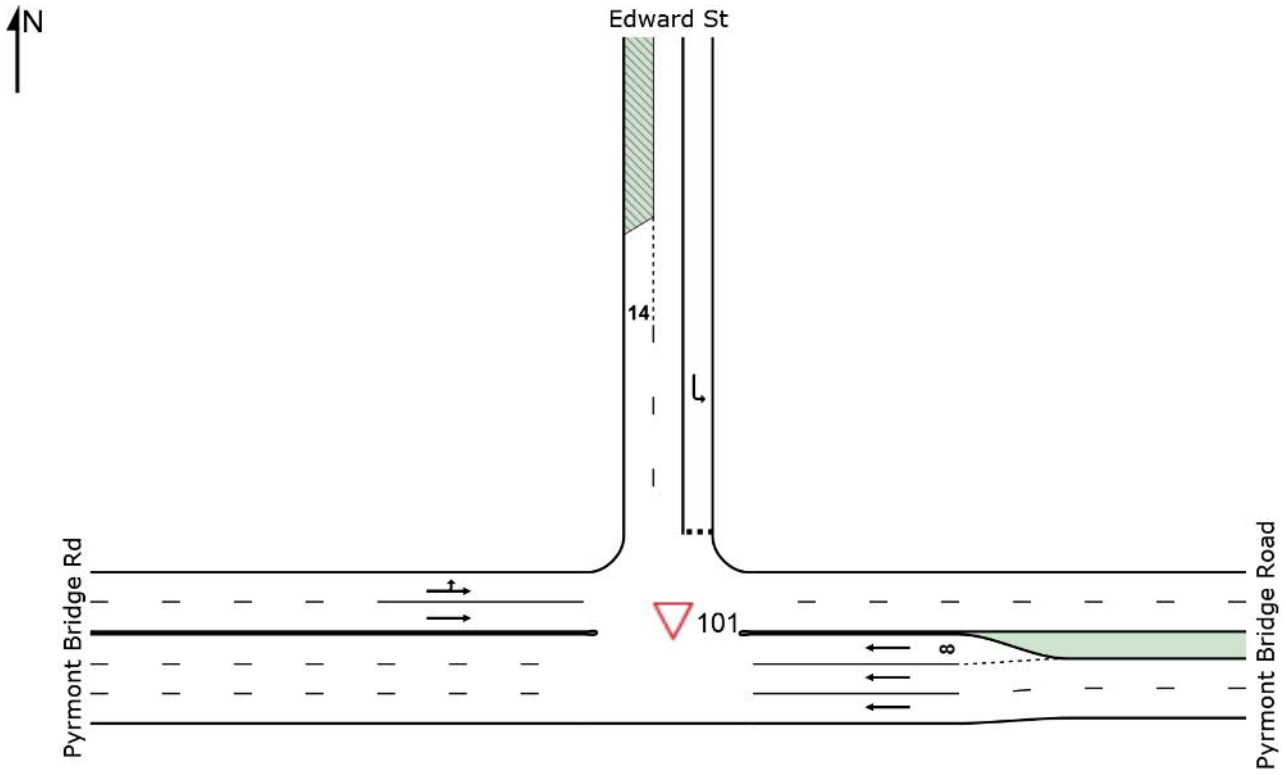
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Road													
5	T1	420	1.7	420	1.7	0.073	0.0	LOS A	2.8	20.1	0.00	0.00	50.0
Approach		420	1.7	420	1.7	0.073	0.0	NA	2.8	20.1	0.00	0.00	50.0
North: Edward St													
7	L2	50	0.0	50	0.0	0.041	4.9	LOS A	0.1	1.0	0.14	0.51	28.0
Approach		50	0.0	50	0.0	0.041	4.9	LOS A	0.1	1.0	0.14	0.51	28.0
West: Pyrmont Bridge Rd													
10	L2	154	0.6	154	0.6	0.135	2.8	LOS A	0.0	0.0	0.00	0.31	31.4
11	T1	359	2.5	359	2.5	0.135	0.0	LOS A	0.0	0.0	0.00	0.09	42.8
Approach		513	1.9	513	1.9	0.135	0.8	NA	0.0	0.0	0.00	0.15	38.5
All Vehicles		983	1.7	983	1.7	0.135	0.7	NA	2.8	20.1	0.01	0.11	44.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 20:57:59
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180115 Existing.sip7

MOVEMENT SUMMARY

Site: 101 [OP Pyrmont Bridge Rd/Edward St]

Network: N101 [OP Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

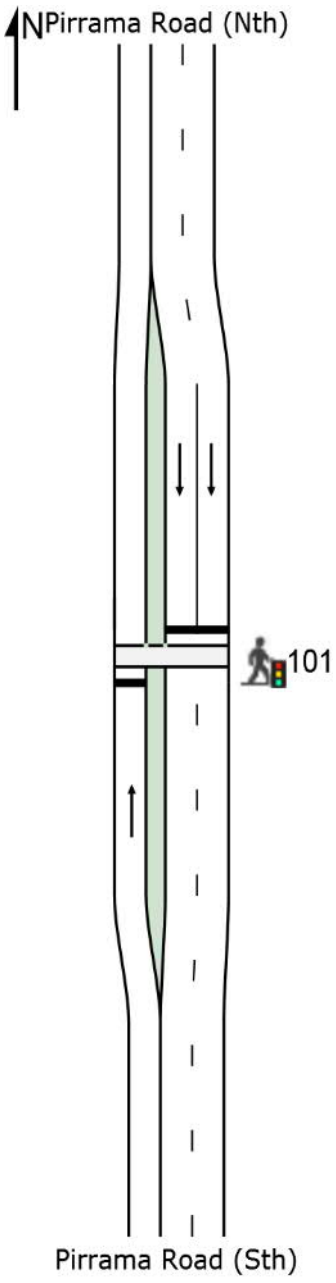
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Pyrmont Bridge Road													
5	T1	593	0.3	593	0.3	0.102	0.0	LOS A	6.7	47.1	0.00	0.00	50.0
Approach		593	0.3	593	0.3	0.102	0.0	NA	6.7	47.1	0.00	0.00	50.0
North: Edward St													
7	L2	55	0.0	55	0.0	0.048	5.2	LOS A	0.2	1.1	0.19	0.52	27.5
Approach		55	0.0	55	0.0	0.048	5.2	LOS A	0.2	1.1	0.19	0.52	27.5
West: Pyrmont Bridge Rd													
10	L2	98	0.0	98	0.0	0.139	2.8	LOS A	0.0	0.0	0.00	0.19	36.6
11	T1	437	1.4	437	1.4	0.139	0.0	LOS A	0.0	0.0	0.00	0.07	43.8
Approach		535	1.1	535	1.1	0.139	0.5	NA	0.0	0.0	0.00	0.09	42.2
All Vehicles		1183	0.7	1183	0.7	0.139	0.5	NA	6.7	47.1	0.01	0.07	46.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

Network: 1 [AM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	433	4.6	429	4.6	0.324	4.8	LOS A	5.7	41.3	0.30	0.26	33.0
Approach		433	4.6	429[N1]	4.6	0.324	4.8	LOS A	5.7	41.3	0.30	0.26	33.0
North: Pirrama Road (Nth)													
8	T1	121	7.0	121	7.0	0.046	1.2	LOS A	0.2	1.5	0.07	0.06	43.4
Approach		121	7.0	121	7.0	0.046	1.2	LOS A	0.2	1.5	0.07	0.06	43.4
All Vehicles		554	5.1	550[N1]	5.2	0.324	4.0	LOS A	5.7	41.3	0.25	0.22	34.6

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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.4 %
Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		105	43.4	LOS E			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

Network: 1 [AM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	76
Green Time (sec)	70	18
Phase Time (sec)	76	24
Phase Split	76 %	24 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

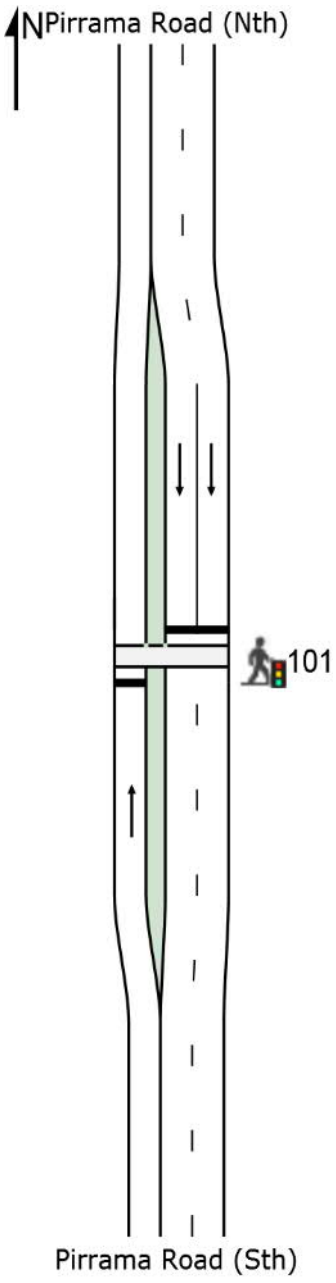
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

Network: N101 [PM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	531	3.6	531	3.6	0.387	5.7	LOS A	9.9	71.2	0.42	0.37	31.0
Approach		531	3.6	531	3.6	0.387	5.7	LOS A	9.9	71.2	0.42	0.37	31.0
North: Pirrama Road (Nth)													
8	T1	429	3.4	429	3.4	0.156	0.8	LOS A	0.5	3.5	0.05	0.04	45.8
Approach		429	3.4	429	3.4	0.156	0.8	LOS A	0.5	3.5	0.05	0.04	45.8
All Vehicles		960	3.5	960	3.5	0.387	3.5	LOS A	9.9	71.2	0.25	0.23	35.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 11.2 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		105	43.4	LOS E			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

Network: N101 [PM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	77
Green Time (sec)	72	17
Phase Time (sec)	78	22
Phase Split	78 %	22 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

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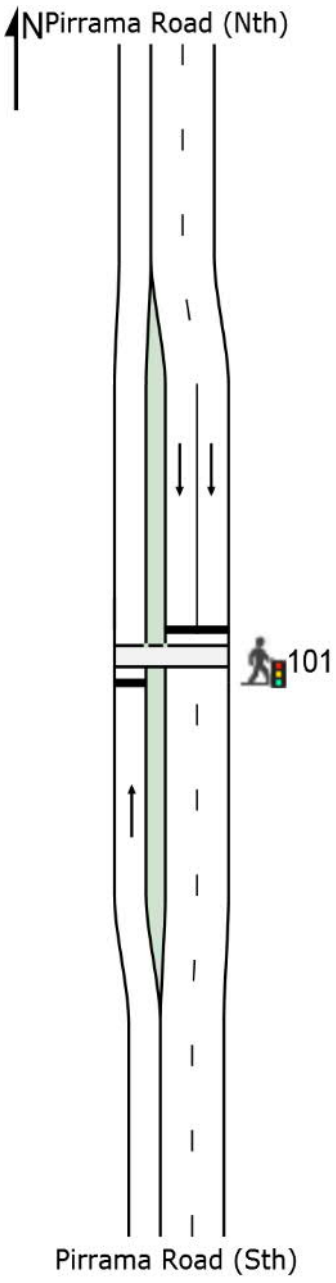
SITE LAYOUT

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

Network: N101 [OP Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	621	1.4	621	1.4	0.446	6.0	LOS A	10.7	75.9	0.39	0.35	30.5
Approach		621	1.4	621	1.4	0.446	6.0	LOS A	10.7	75.9	0.39	0.35	30.5
North: Pirrama Road (Nth)													
8	T1	678	0.6	678	0.6	0.261	0.8	LOS A	0.9	6.6	0.06	0.05	45.4
Approach		678	0.6	678	0.6	0.261	0.8	LOS A	0.9	6.6	0.06	0.05	45.4
All Vehicles		1299	1.0	1299	1.0	0.446	3.3	LOS A	10.7	75.9	0.22	0.19	36.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 21.8 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		105	43.4	LOS E			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

Network: N101 [OP Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	77
Green Time (sec)	72	17
Phase Time (sec)	78	22
Phase Split	78 %	22 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

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APPENDIX B SIDRA ANALYSIS OF NETWORK CONDITIONS WITH MODIFICATION 14

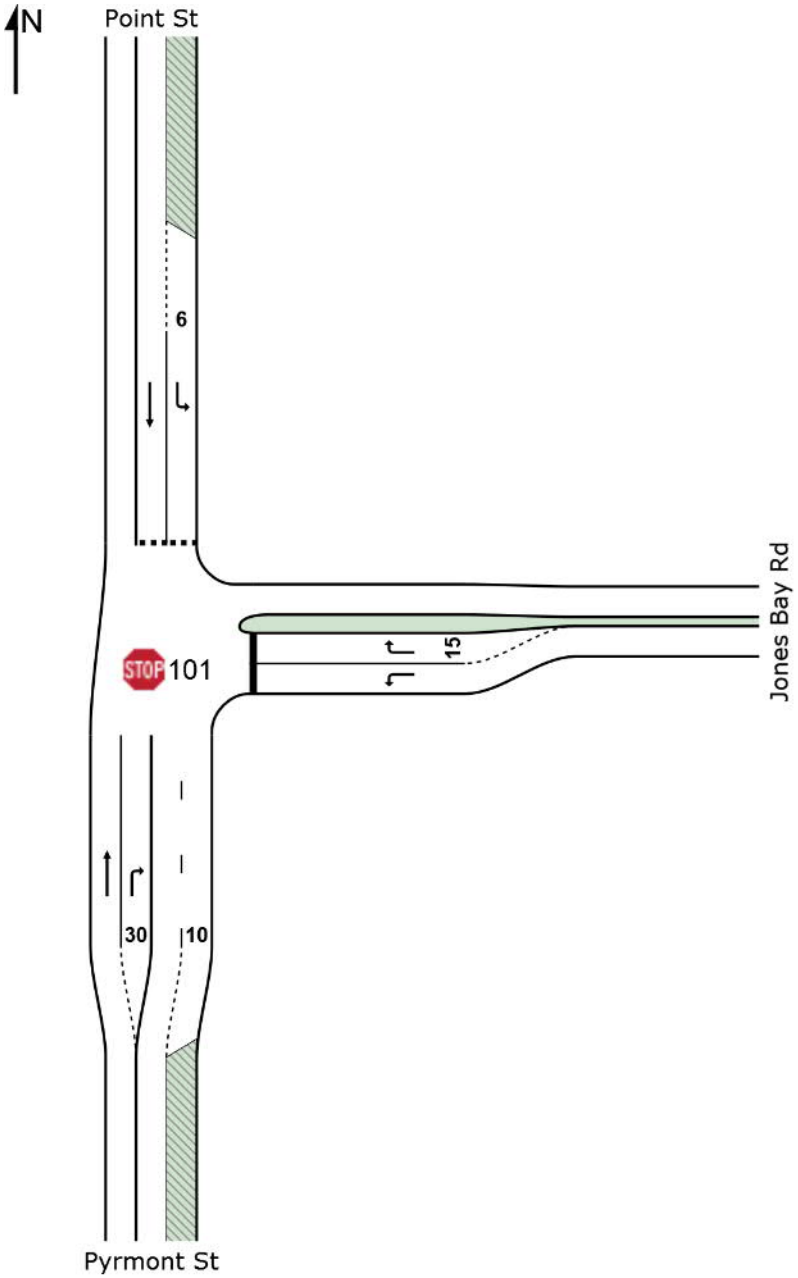
Summary of Results

		AM Peak				PM Peak				Off-Peak			
Ref.	Intersection	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)
1	Pyrmont Street / Jones Bay Road	0.11	A	7.1	3.2	0.23	A	6.8	2.5	0.233	A	6.4	1.1
2	Pyrmont Street / Union Street	0.357	B	22.4	67.4	0.605	C	30.5	81.6	0.473	C	22	81.6
3	Pyrmont Street / Pyrmont Bridge Road	0.984	B	28.1	125.6	0.935	C	23.5	125.6	0.726	C	26.9	116.1
4	Union Street / Edward Street	0.172	B	20.3	25.1	0.205	C	26.4	43.5	0.591	C	24.7	28.7
5	Pyrmont Bridge Road / Union Street	0.137	A	8.7	1.1	0.174	A	8.6	2.6	0.269	A	5.9	63.2
6	Union Street / Murray Street / Darling Drive	0.937	C	38.6	87.3	0.861	C	33.1	74.3	0.95	C	34.8	135.7
7	Pirrama Road / Star Car Park Entrance	0.202	A	4.9	6.6	0.469	B	12.6	42.1	0.586	B	14.4	63
8	Jones Bay Road / Pirrama Road	0.244	A	11.3	9.7	0.403	B	12.2	16.4	0.485	B	13.8	21.2
9	Jones bay Road / Port Cochere Entry	0.144	A	4.7	0	0.27	A	4.6	0	0.32	A	4.6	0
10	Pyrmont Street / Port Cochere Exit	0.15	A	8.9	1.7	0.204	B	10.9	32.3	0.426	B	11.1	11.2
11	Pyrmont Bridge Road / Edward Street	0.168	A	5	0.5	0.139	A	4.9	1	0.142	A	5.2	25.7
12	Pirrama Road Pedestrian Crossing	0.332	A	4.4	45.7	0.405	A	4	73.9	0.465	A	3.8	87.6
-	**Network**	**0.984**	E	**14.6**		**0.935**	E	**13.9**		**0.95**	E	**13.9**	

SITE LAYOUT

Site: 101 [AM Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Jones Bay Rd]

Network: 1 [AM Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

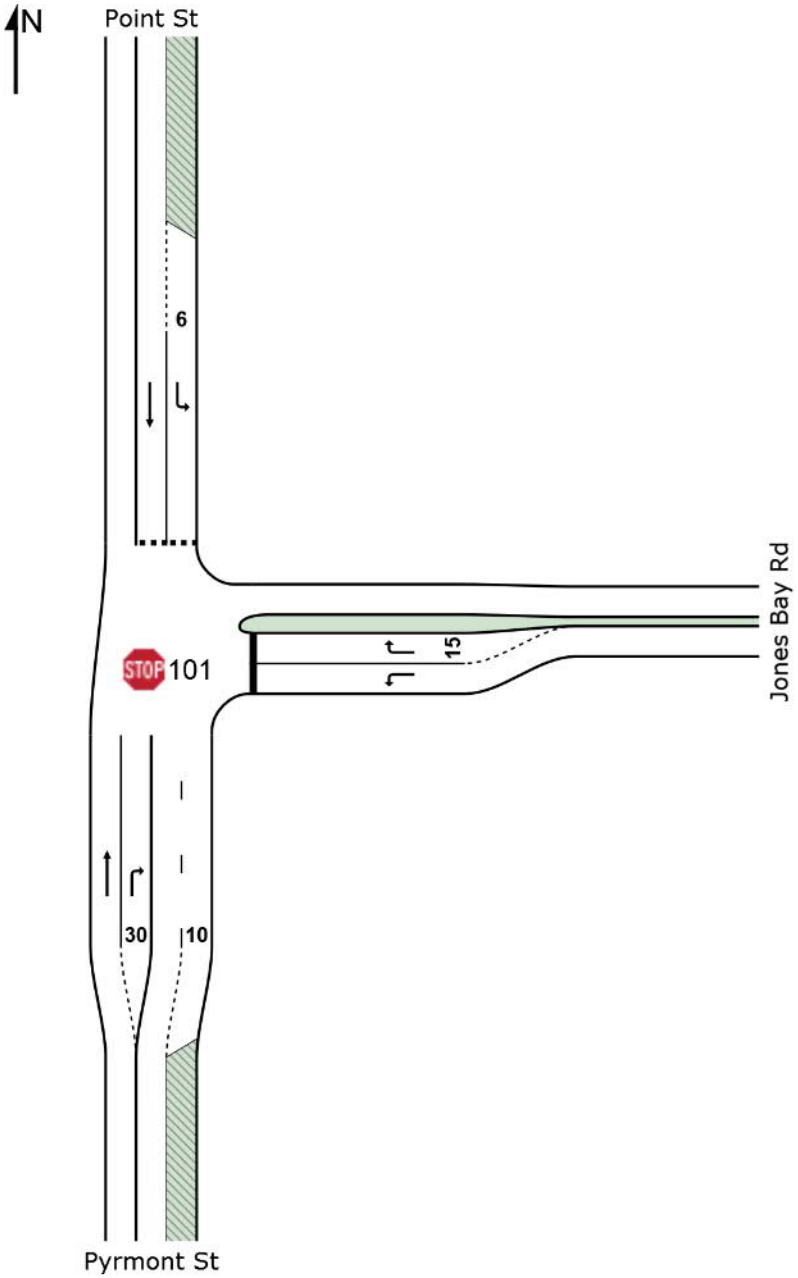
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	62	3.2	62	3.2	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	199	2.5	199	2.5	0.109	4.6	LOS A	0.0	0.0	0.00	0.53	36.7
Approach		261	2.7	261	2.7	0.109	3.5	NA	0.0	0.0	0.00	0.40	39.7
East: Jones Bay Rd													
4	L2	141	7.8	141	7.8	0.102	5.1	LOS A	0.0	0.0	0.00	1.02	17.1
6	R2	36	2.8	36	2.8	0.050	7.1	LOS A	0.2	1.2	0.43	0.91	20.5
Approach		177	6.8	177	6.8	0.102	5.5	LOS A	0.2	1.2	0.09	1.00	18.2
North: Point St													
7	L2	64	0.0	64	0.0	0.046	4.3	LOS A	0.2	1.4	0.29	0.51	24.3
8	T1	137	1.5	137	1.5	0.110	3.3	LOS A	0.4	3.2	0.30	0.48	27.0
Approach		201	1.0	201	1.0	0.110	3.6	LOS A	0.4	3.2	0.30	0.49	26.0
All Vehicles		639	3.3	639	3.3	0.110	4.1	NA	0.4	3.2	0.12	0.60	32.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Jones Bay Rd]

Network: N101 [PM Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

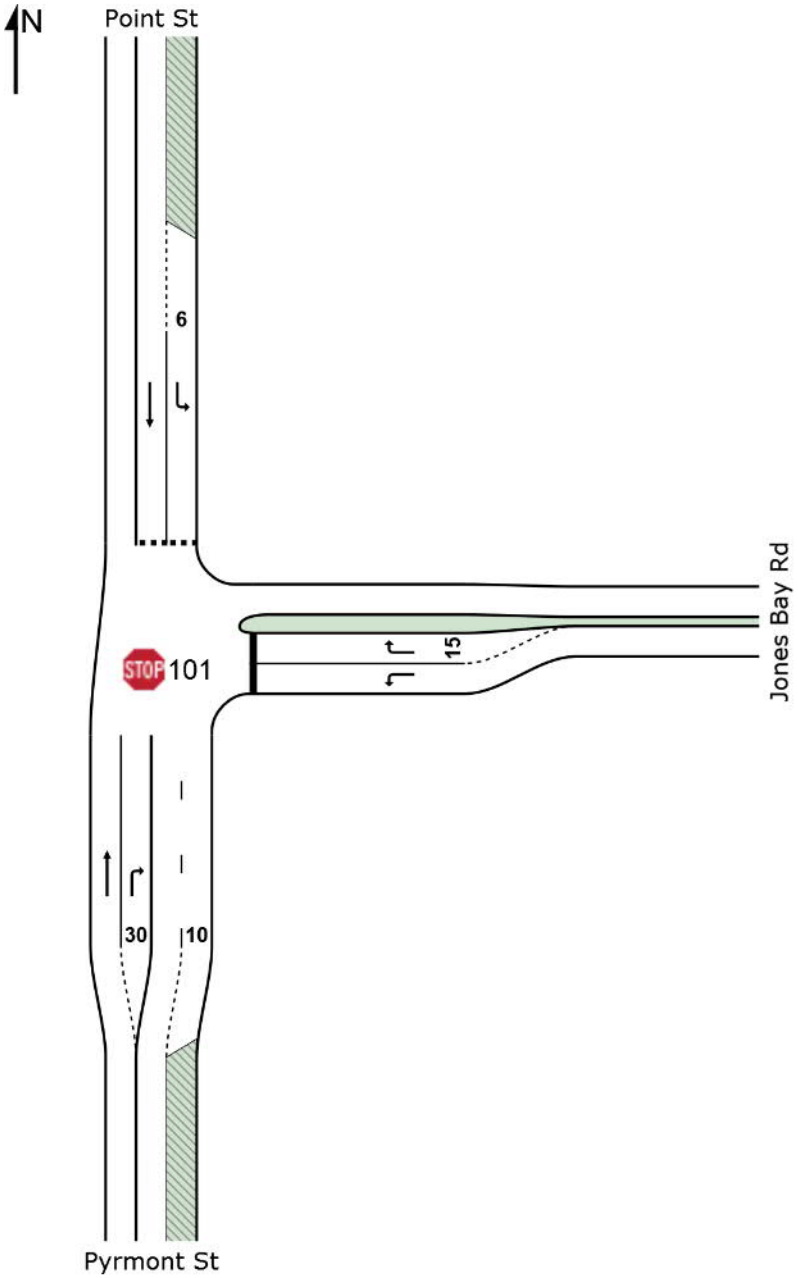
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	152	0.0	152	0.0	0.078	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	108	0.0	108	0.0	0.058	4.6	LOS A	0.0	0.0	0.00	0.53	36.7
Approach		260	0.0	260	0.0	0.078	1.9	NA	0.0	0.0	0.00	0.22	44.2
East: Jones Bay Rd													
4	L2	330	0.9	330	0.9	0.230	5.0	LOS A	0.0	0.0	0.00	1.00	17.1
6	R2	65	0.0	65	0.0	0.085	6.8	LOS A	0.3	2.0	0.41	0.91	20.8
Approach		395	0.8	395	0.8	0.230	5.3	LOS A	0.3	2.0	0.07	0.99	18.1
North: Point St													
7	L2	66	0.0	66	0.0	0.044	4.0	LOS A	0.2	1.4	0.20	0.49	25.1
8	T1	115	2.6	115	2.6	0.089	3.1	LOS A	0.4	2.5	0.25	0.46	27.6
Approach		181	1.7	181	1.7	0.089	3.4	LOS A	0.4	2.5	0.23	0.47	26.6
All Vehicles		836	0.7	836	0.7	0.230	3.8	NA	0.4	2.5	0.08	0.64	31.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Jones Bay Rd]

Network: N101 [OP Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

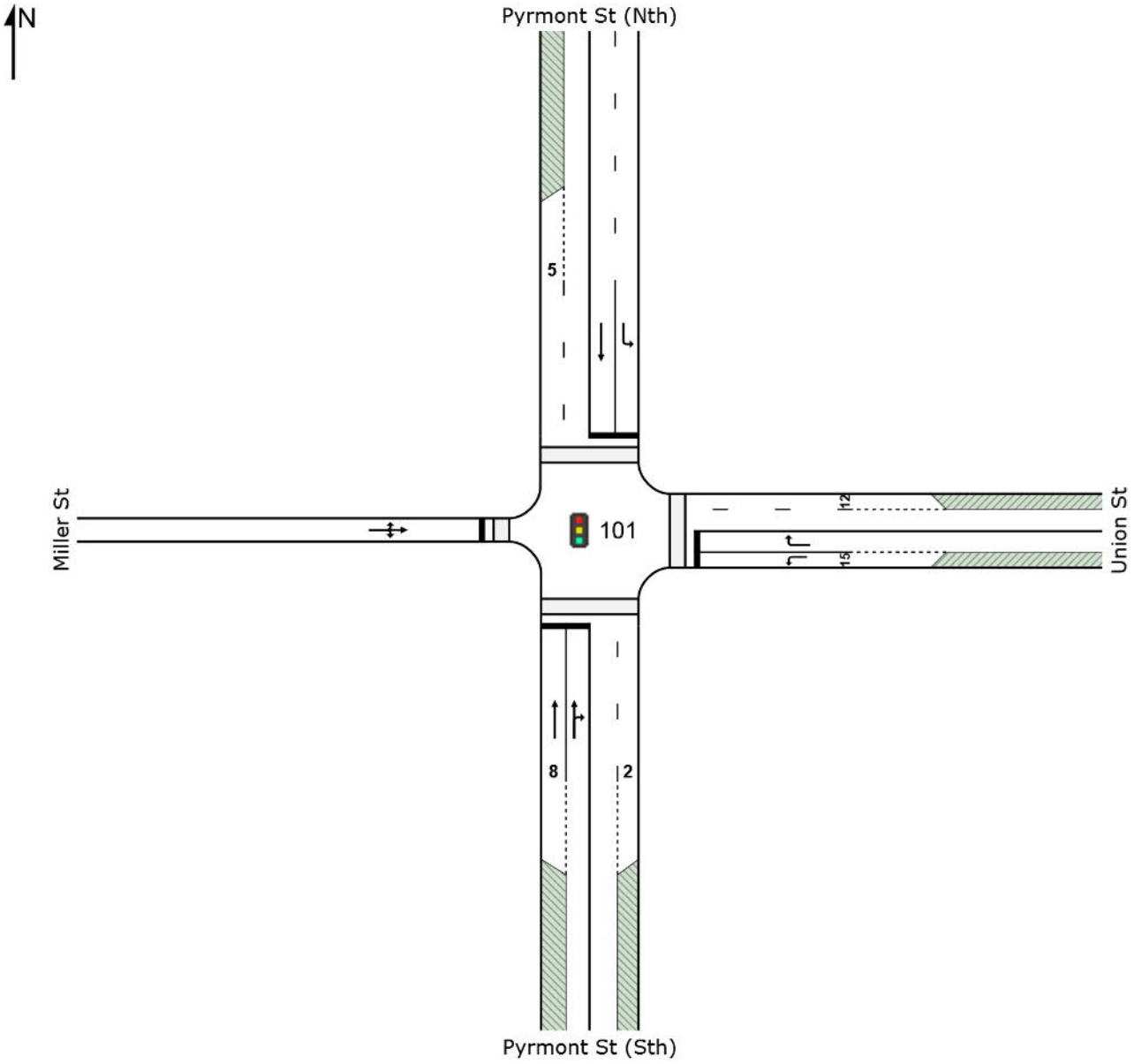
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	53	0.0	53	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	218	0.0	218	0.0	0.117	4.6	LOS A	0.0	0.0	0.00	0.53	36.7
Approach		271	0.0	271	0.0	0.117	3.7	NA	0.0	0.0	0.00	0.43	39.1
East: Jones Bay Rd													
4	L2	335	0.3	335	0.3	0.233	4.9	LOS A	0.0	0.0	0.00	1.00	17.1
6	R2	34	0.0	34	0.0	0.042	6.4	LOS A	0.1	1.0	0.37	0.88	21.4
Approach		369	0.3	369	0.3	0.233	5.1	LOS A	0.1	1.0	0.03	0.99	17.8
North: Point St													
7	L2	49	0.0	49	0.0	0.036	4.3	LOS A	0.2	1.1	0.30	0.51	24.2
8	T1	45	0.0	45	0.0	0.036	3.3	LOS A	0.1	1.0	0.29	0.47	27.1
Approach		94	0.0	94	0.0	0.036	3.8	LOS A	0.2	1.1	0.30	0.49	25.5
All Vehicles		734	0.1	734	0.1	0.233	4.4	NA	0.2	1.1	0.06	0.72	30.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Union St]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	247	2.8	247	2.8	0.357	19.5	LOS B	6.5	46.6	0.64	0.55	14.5
3	R2	29	3.4	29	3.4	0.357	25.3	LOS B	6.5	46.6	0.66	0.58	13.9
Approach		276	2.9	276	2.9	0.357	20.1	LOS B	6.5	46.6	0.64	0.55	14.4
East: Union St													
4	L2	40	7.5	40	7.5	0.201	48.8	LOS D	1.9	14.3	0.98	0.74	5.3
6	R2	16	6.3	16	6.3	0.055	42.4	LOS C	0.7	5.2	0.93	0.70	5.9
Approach		56	7.1	56	7.1	0.201	47.0	LOS D	1.9	14.3	0.97	0.73	5.5
North: Pyrmont St (Nth)													
7	L2	42	7.1	42	7.1	0.037	10.1	LOS A	0.7	5.2	0.36	0.61	16.0
8	T1	296	3.4	296	3.4	0.349	19.2	LOS B	9.4	67.4	0.70	0.60	9.6
Approach		338	3.8	338	3.8	0.349	18.0	LOS B	9.4	67.4	0.65	0.60	10.2
West: Miller St													
10	L2	9	0.0	9	0.0	0.130	40.8	LOS C	1.7	12.5	0.87	0.70	4.0
11	T1	14	0.0	14	0.0	0.130	37.6	LOS C	1.7	12.5	0.87	0.70	4.0
12	R2	19	5.3	19	5.3	0.130	40.7	LOS C	1.7	12.5	0.87	0.70	4.0
Approach		42	2.4	42	2.4	0.130	39.7	LOS C	1.7	12.5	0.87	0.70	4.0
All Vehicles		712	3.7	712	3.7	0.357	22.4	LOS B	9.4	67.4	0.69	0.60	10.6

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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	196	43.6	LOS E	0.5	0.5	0.94	0.94
P2	East Full Crossing	42	43.3	LOS E	0.1	0.1	0.93	0.93
P3	North Full Crossing	937	45.0	LOS E	2.6	2.6	0.97	0.97
P4	West Full Crossing	65	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		1240	44.6	LOS E			0.96	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.

PHASING SUMMARY

Site: 101 [AM Pyrmont St/Union St]

Network: 1 [AM Star Casino Network]

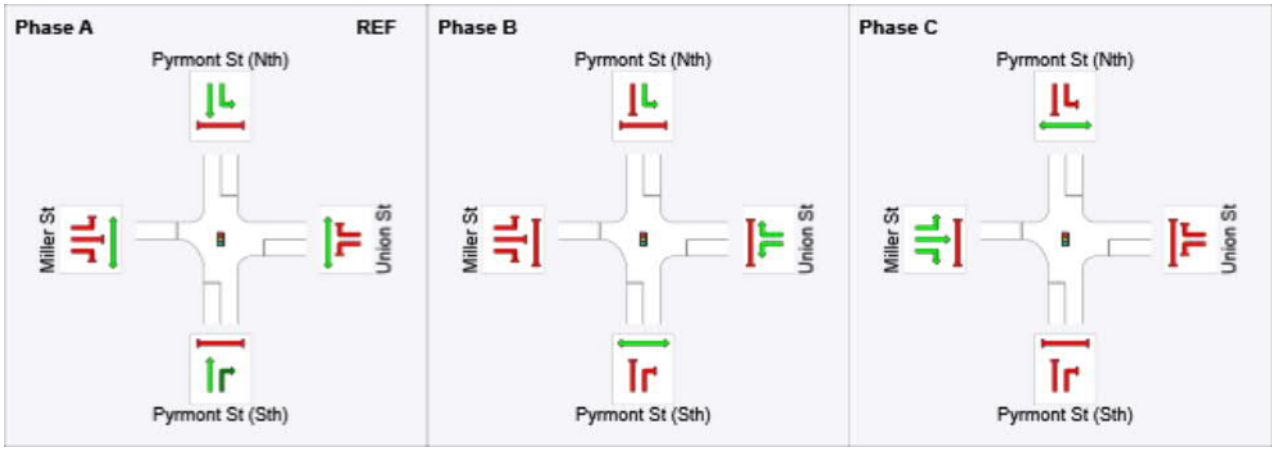
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Phase Change Time (sec)	0	51	74
Green Time (sec)	45	17	20
Phase Time (sec)	51	23	26
Phase Split	51 %	23 %	26 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



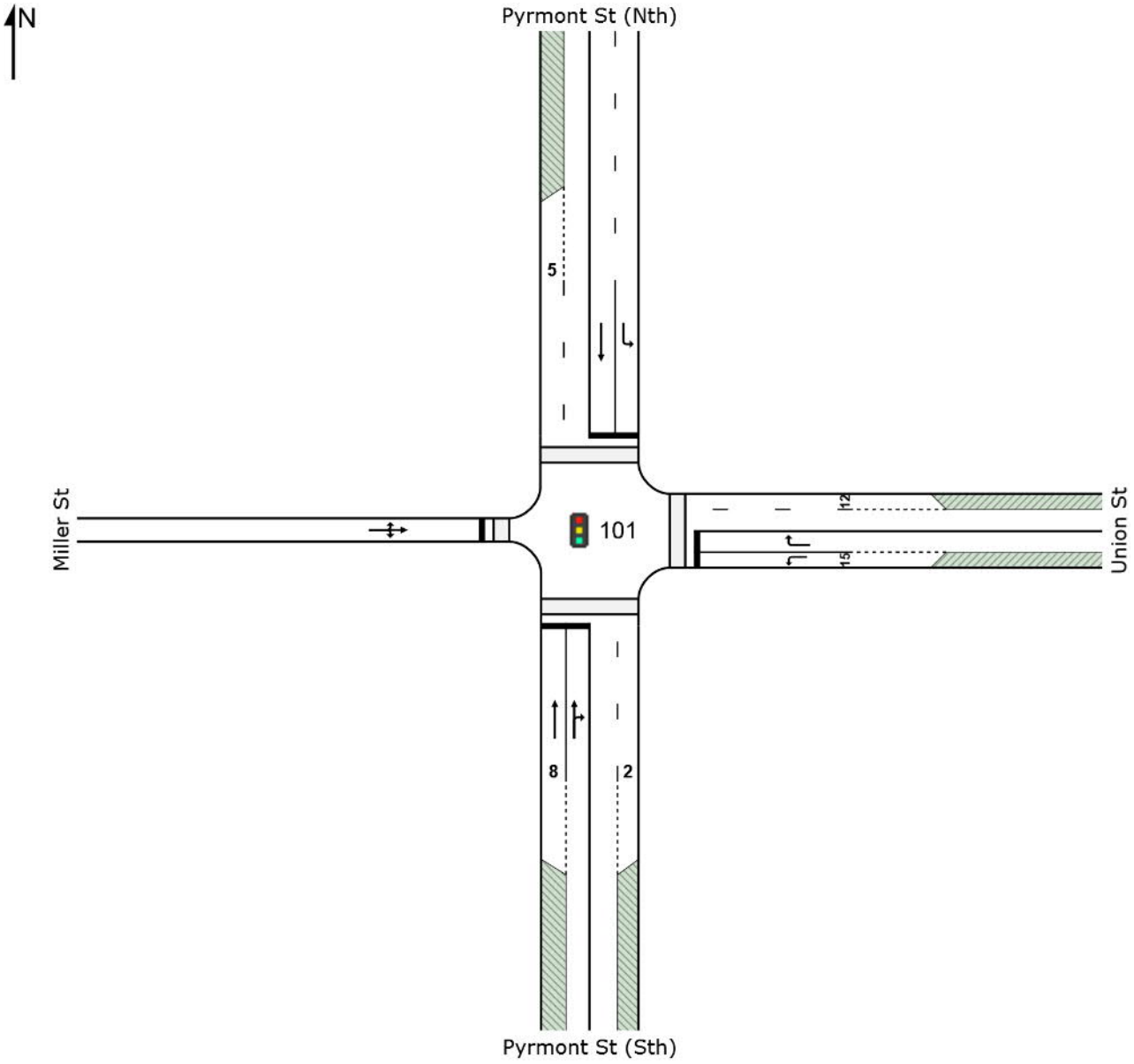
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Union St]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	214	0.0	214	0.0	0.604	41.8	LOS D	10.4	72.6	1.00	0.82	8.1
3	R2	41	0.0	41	0.0	0.604	49.3	LOS D	10.4	72.6	1.00	0.84	7.6
Approach		255	0.0	255	0.0	0.604	43.0	LOS D	10.4	72.6	1.00	0.82	8.0
East: Union St													
4	L2	104	0.0	104	0.0	0.138	29.3	LOS C	4.0	28.3	0.85	0.76	8.3
6	R2	35	0.0	35	0.0	0.057	29.9	LOS C	1.4	9.6	0.84	0.73	7.9
Approach		139	0.0	139	0.0	0.138	29.4	LOS C	4.0	28.3	0.85	0.76	8.2
North: Pyrmont St (Nth)													
7	L2	74	0.0	74	0.0	0.109	25.9	LOS C	2.4	16.5	0.69	0.70	7.7
8	T1	469	1.1	469	1.1	0.605	25.5	LOS C	11.6	81.6	0.85	0.75	7.6
Approach		543	0.9	543	0.9	0.605	25.6	LOS C	11.6	81.6	0.83	0.74	7.6
West: Miller St													
10	L2	6	0.0	6	0.0	0.044	19.6	LOS B	0.8	5.5	0.59	0.62	7.6
11	T1	5	0.0	5	0.0	0.044	16.4	LOS B	0.8	5.5	0.59	0.62	7.6
12	R2	18	0.0	18	0.0	0.044	19.5	LOS B	0.8	5.5	0.59	0.62	7.6
Approach		29	0.0	29	0.0	0.044	19.0	LOS B	0.8	5.5	0.59	0.62	7.6
All Vehicles		966	0.5	966	0.5	0.605	30.5	LOS C	11.6	81.6	0.87	0.76	7.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	85	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	61	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	986	45.1	LOS E	2.7	2.7	0.97	0.97
P4	West Full Crossing	65	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		1198	44.8	LOS E			0.96	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.

PHASING SUMMARY

Site: 101 [PM Pyrmont St/Union St]

Network: N101 [PM Star Casino Network]

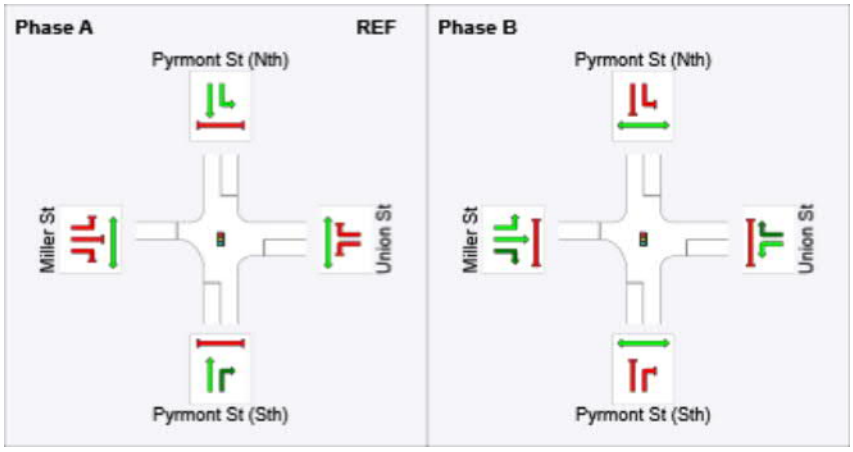
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	46
Green Time (sec)	40	48
Phase Time (sec)	46	54
Phase Split	46 %	54 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



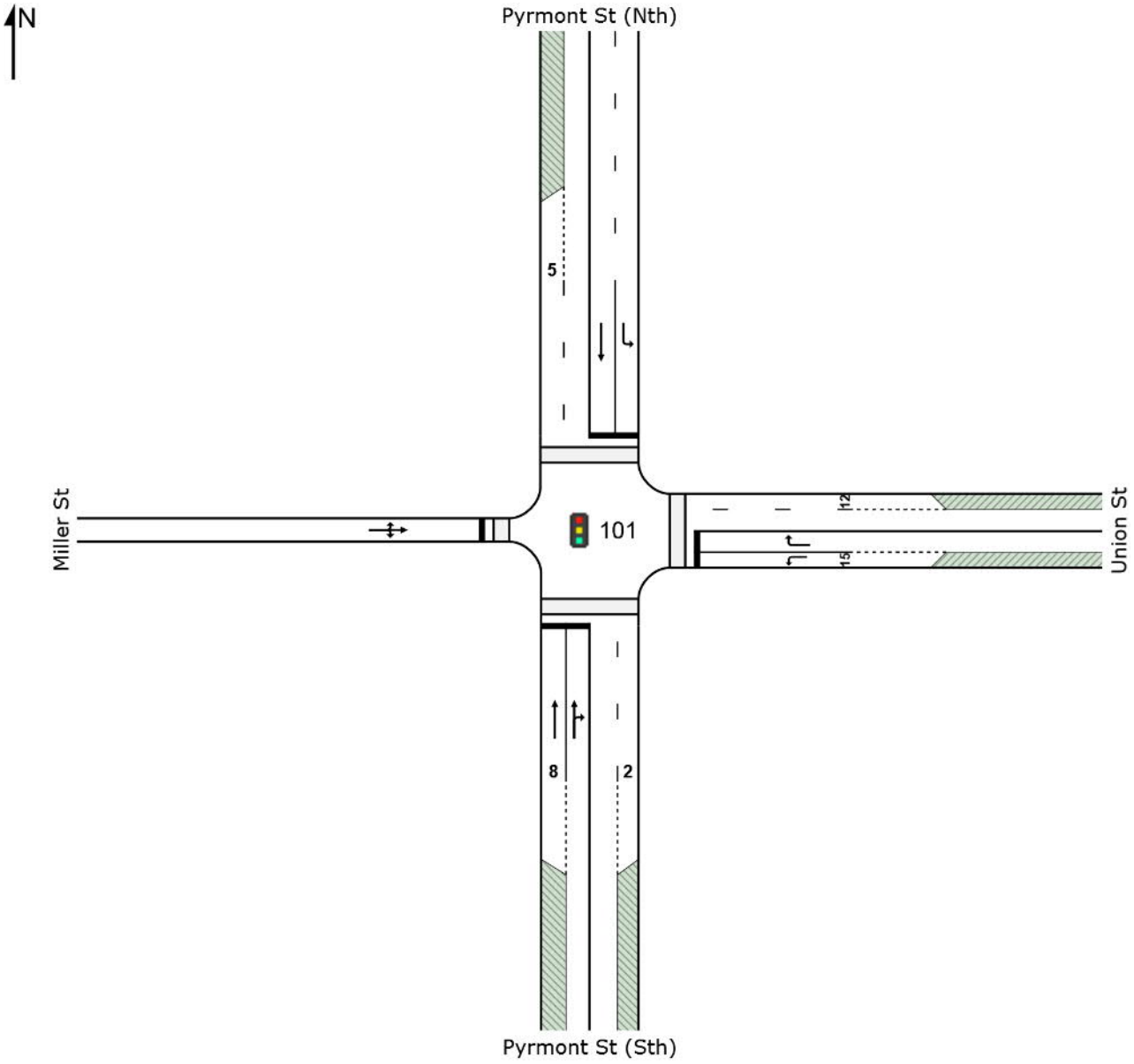
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Union St]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	238	0.0	238	0.0	0.286	29.1	LOS C	9.8	68.9	1.00	0.82	10.8
3	R2	28	0.0	28	0.0	0.286	35.6	LOS D	9.8	68.9	1.00	0.84	10.3
Approach		266	0.0	266	0.0	0.286	29.8	LOS C	9.8	68.9	1.00	0.83	10.8
East: Union St													
4	L2	110	0.0	110	0.0	0.196	34.2	LOS C	4.6	32.2	0.90	0.78	7.3
6	R2	21	0.0	21	0.0	0.050	38.7	LOS D	0.9	6.3	0.91	0.71	6.4
Approach		131	0.0	131	0.0	0.196	34.9	LOS C	4.6	32.2	0.90	0.77	7.1
North: Pyrmont St (Nth)													
7	L2	80	0.0	80	0.0	0.086	17.1	LOS B	2.0	13.8	0.54	0.67	10.8
8	T1	497	0.4	497	0.4	0.473	15.1	LOS B	11.6	81.6	0.66	0.59	11.6
Approach		577	0.3	577	0.3	0.473	15.4	LOS B	11.6	81.6	0.65	0.60	11.5
West: Miller St													
10	L2	1	0.0	1	0.0	0.034	28.9	LOS C	0.5	4.0	0.72	0.60	5.6
11	T1	8	12.5	8	12.5	0.034	25.7	LOS C	0.5	4.0	0.72	0.60	5.6
12	R2	7	0.0	7	0.0	0.034	28.8	LOS C	0.5	4.0	0.72	0.60	5.6
Approach		16	6.3	16	6.3	0.034	27.3	LOS C	0.5	4.0	0.72	0.60	5.6
All Vehicles		990	0.3	990	0.3	0.473	22.0	LOS C	11.6	81.6	0.78	0.68	10.3

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	28	43.3	LOS E	0.1	0.1	0.93	0.93
P2	East Full Crossing	61	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	343	43.9	LOS E	0.9	0.9	0.94	0.94
P4	West Full Crossing	71	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		503	43.7	LOS E			0.94	0.94

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.

PHASING SUMMARY

Site: 101 [OP Pyrmont St/Union St]

Network: N101 [OP Star Casino Network]

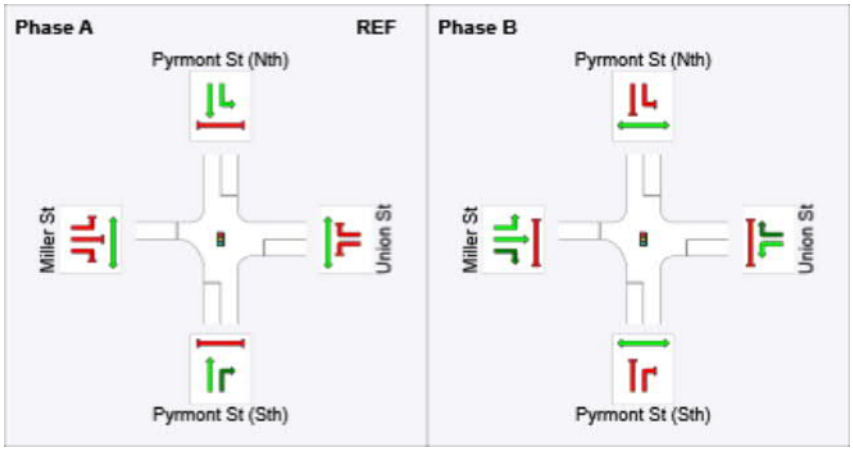
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	60
Green Time (sec)	54	34
Phase Time (sec)	60	40
Phase Split	60 %	40 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



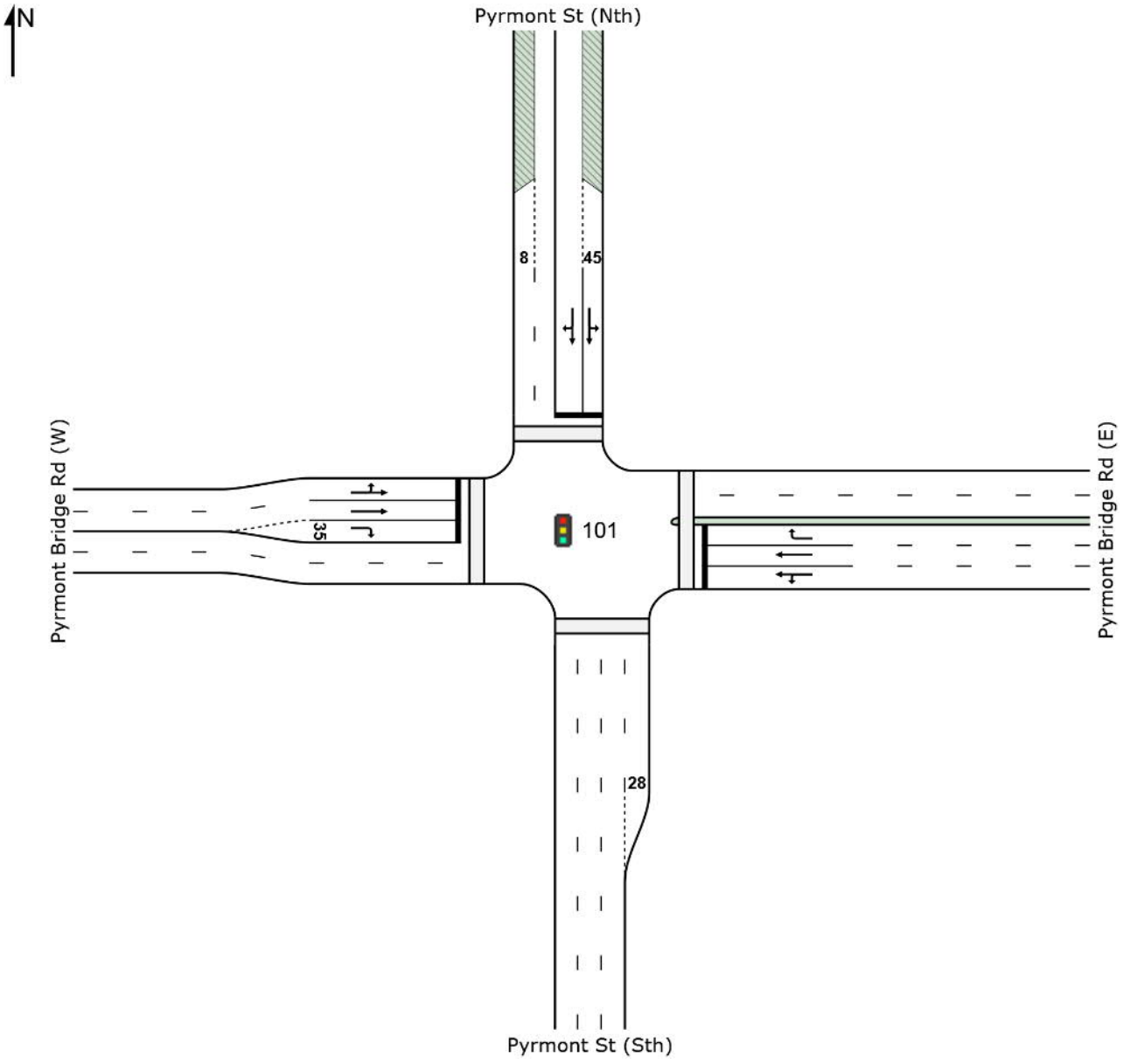
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	28	7.1	28	7.1	0.242	36.9	LOS C	3.7	27.4	0.79	0.66	6.5
5	T1	190	7.4	190	7.4	0.242	32.1	LOS C	4.1	30.3	0.76	0.62	10.2
6	R2	43	2.3	43	2.3	0.106	32.5	LOS C	1.4	10.0	0.69	0.68	4.1
Approach		261	6.5	261	6.5	0.242	32.7	LOS C	4.1	30.3	0.75	0.63	8.9
North: Pyrmont St (Nth)													
7	L2	5	20.0	5	20.0	0.193	46.3	LOS D	3.8	26.9	1.00	0.78	8.5
8	T1	228	0.9	228	0.9	0.779	48.1	LOS D	13.2	95.9	1.00	0.85	9.1
9	R2	107	9.3	107	9.3	0.779	55.9	LOS D	13.2	95.9	1.00	0.88	9.7
Approach		340	3.8	340	3.8	0.779	50.5	LOS D	13.2	95.9	1.00	0.86	9.3
West: Pyrmont Bridge Rd (W)													
10	L2	240	3.8	240	3.8	0.377	8.4	LOS A	4.1	29.8	0.29	0.47	25.1
11	T1	622	4.5	622	4.5	0.377	3.8	LOS A	4.3	31.2	0.23	0.27	29.6
12	R2	409	2.7	409	2.7	0.984	55.1	LOS D	17.5	125.6	1.00	1.05	6.6
Approach		1271	3.8	1271	3.8	0.984	21.2	LOS B	17.5	125.6	0.49	0.56	12.4
All Vehicles		1872	4.2	1872	4.2	0.984	28.1	LOS B	17.5	125.6	0.62	0.62	10.9

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	174	43.6	LOS E	0.5	0.5	0.94	0.94
P2	East Full Crossing	51	43.3	LOS E	0.1	0.1	0.93	0.93
P3	North Full Crossing	413	44.0	LOS E	1.1	1.1	0.95	0.95
P4	West Full Crossing	83	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		720	43.8	LOS E			0.94	0.94

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.

PHASING SUMMARY

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

Network: 1 [AM Star Casino Network]

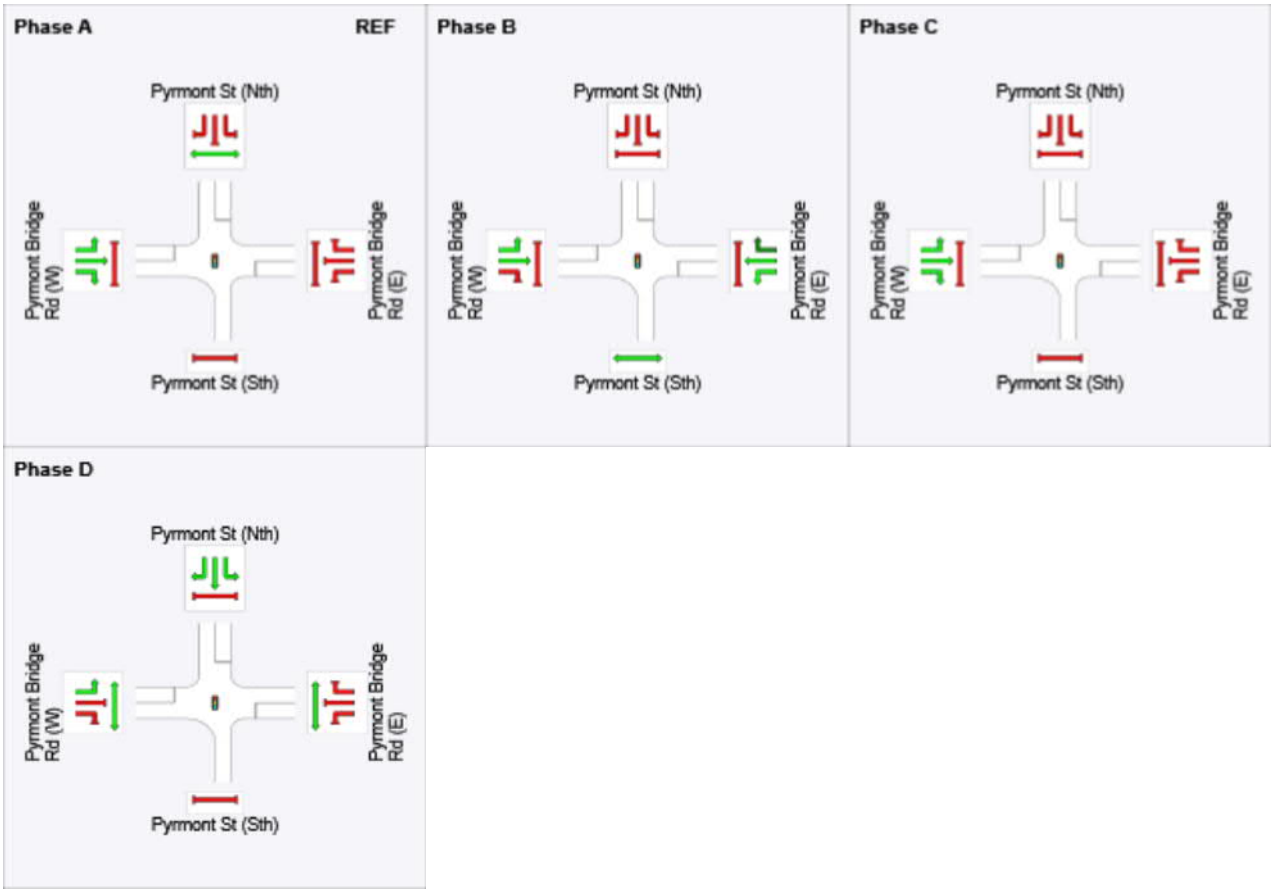
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (User-Given Phase Times)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	21	53	71
Green Time (sec)	15	27	12	23
Phase Time (sec)	20	33	18	29
Phase Split	20 %	33 %	18 %	29 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



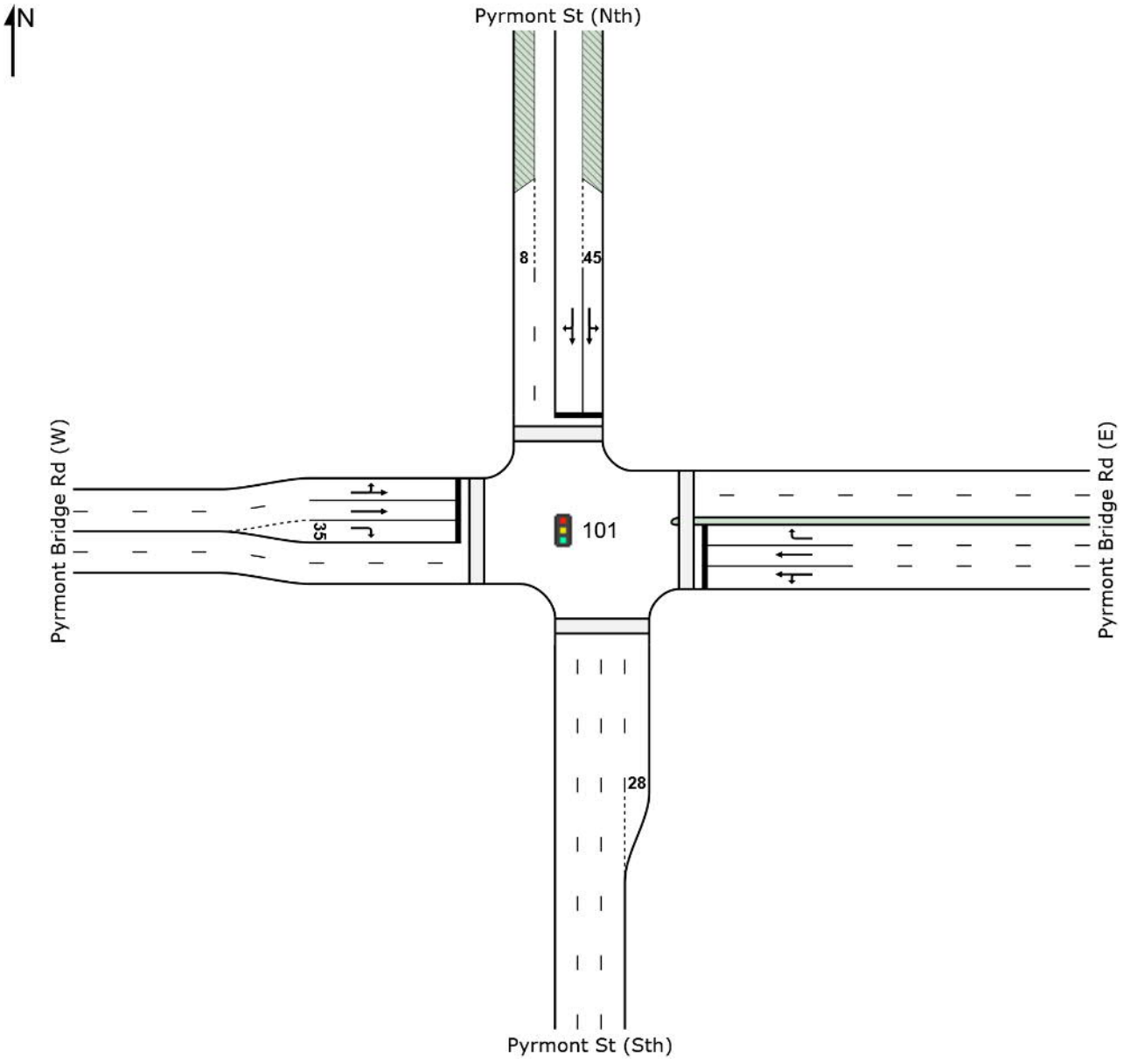
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	56	5.4	56	5.4	0.203	19.1	LOS B	3.8	27.3	0.51	0.51	11.2
5	T1	291	1.4	291	1.4	0.203	14.0	LOS B	3.8	27.3	0.47	0.42	18.4
6	R2	81	0.0	81	0.0	0.313	31.6	LOS C	2.8	19.4	0.71	0.72	4.2
Approach		428	1.6	428	1.6	0.313	18.0	LOS B	3.8	27.3	0.52	0.49	13.8
North: Pyrmont St (Nth)													
7	L2	7	0.0	7	0.0	0.175	14.3	LOS B	2.0	14.2	0.34	0.30	23.0
8	T1	358	1.1	358	1.1	0.705	12.0	LOS B	12.4	87.7	0.51	0.51	22.4
9	R2	221	0.5	221	0.5	0.705	17.7	LOS B	12.4	87.7	0.59	0.63	20.6
Approach		586	0.9	586	0.9	0.705	14.2	LOS B	12.4	87.7	0.54	0.55	21.6
West: Pyrmont Bridge Rd (W)													
10	L2	181	0.0	181	0.0	0.457	24.9	LOS C	10.1	71.3	0.65	0.66	11.2
11	T1	519	1.9	519	1.9	0.457	16.1	LOS B	10.1	71.3	0.56	0.51	14.0
12	R2	301	1.0	301	1.0	0.935	61.3	LOS E	17.8	125.6	0.90	1.02	6.0
Approach		1001	1.3	1001	1.3	0.935	31.3	LOS C	17.8	125.6	0.68	0.69	9.2
All Vehicles		2015	1.2	2015	1.2	0.935	23.5	LOS C	17.8	125.6	0.60	0.61	13.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	213	43.6	LOS E	0.6	0.6	0.94	0.94
P2	East Full Crossing	149	43.5	LOS E	0.4	0.4	0.94	0.94
P3	North Full Crossing	448	44.1	LOS E	1.2	1.2	0.95	0.95
P4	West Full Crossing	81	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		892	43.8	LOS E			0.94	0.94

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.

PHASING SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

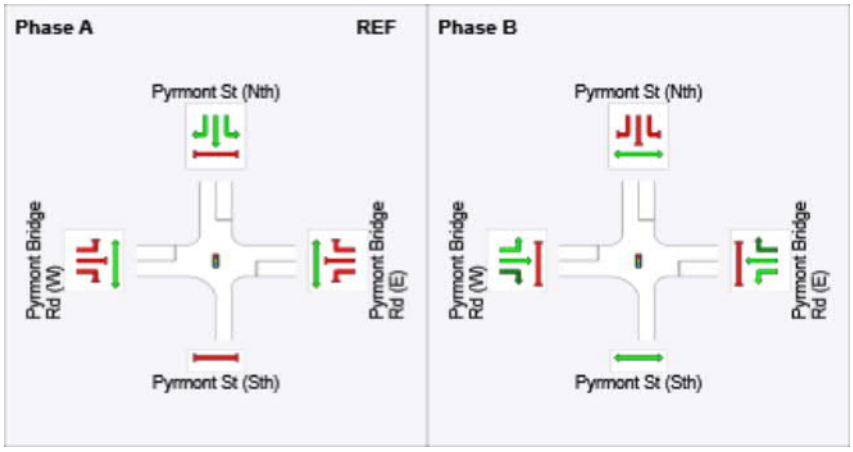
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	46
Green Time (sec)	40	48
Phase Time (sec)	46	54
Phase Split	46 %	54 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



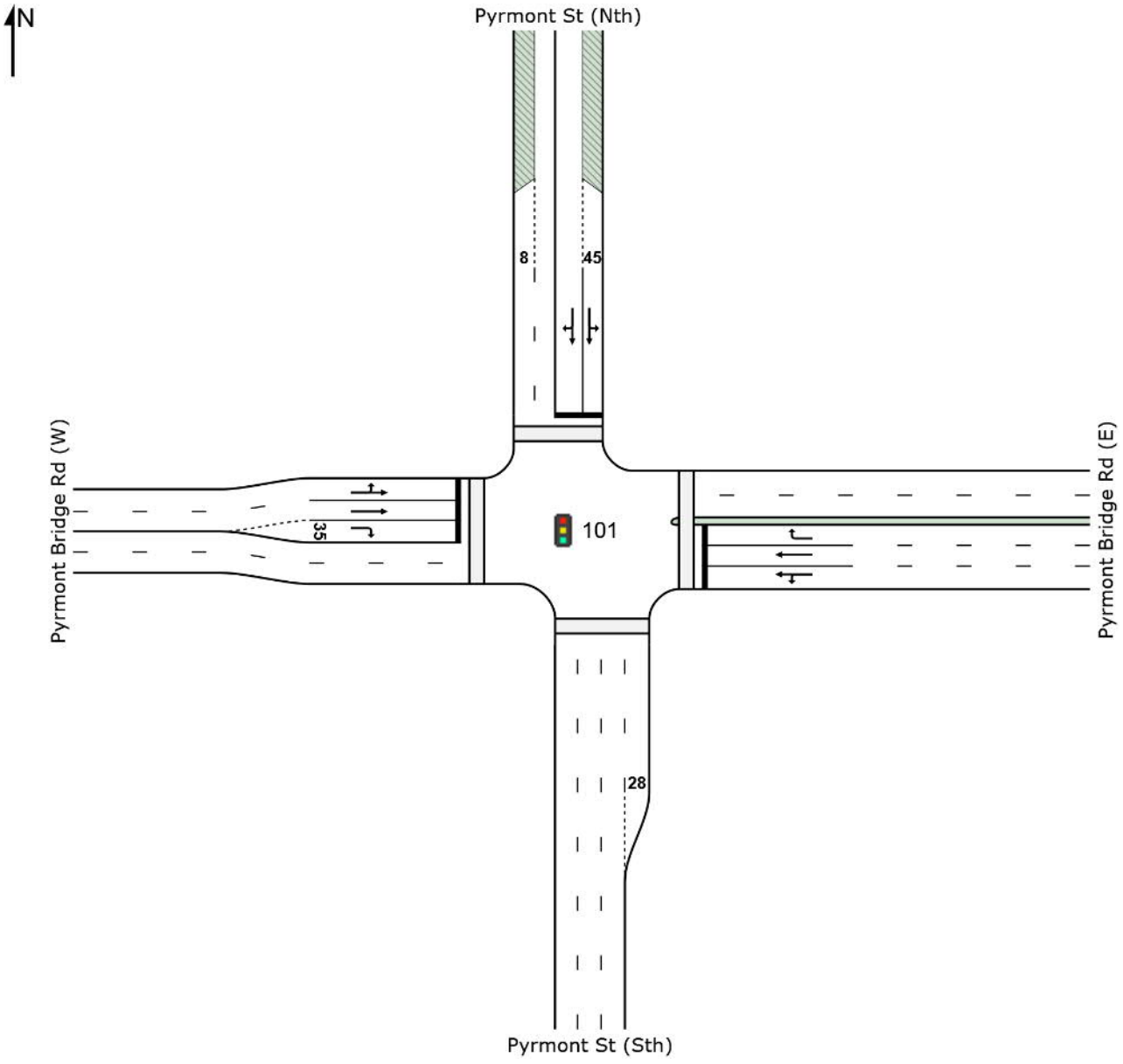
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	57	1.8	57	1.8	0.440	31.0	LOS C	5.8	40.8	0.75	0.66	7.6
5	T1	487	0.2	487	0.2	0.440	27.1	LOS C	5.8	40.8	0.74	0.64	11.7
6	R2	65	0.0	65	0.0	0.504	50.5	LOS D	3.1	21.9	0.96	0.77	2.7
Approach		609	0.3	609	0.3	0.504	30.0	LOS C	5.8	40.8	0.76	0.65	10.0
North: Pyrmont St (Nth)													
7	L2	12	0.0	12	0.0	0.124	12.9	LOS B	1.8	12.4	0.32	0.29	24.6
8	T1	302	0.0	302	0.0	0.502	10.0	LOS A	10.0	70.4	0.41	0.48	24.0
9	R2	294	0.7	294	0.7	0.502	15.5	LOS B	10.0	70.4	0.46	0.58	21.7
Approach		608	0.3	608	0.3	0.502	12.7	LOS B	10.0	70.4	0.43	0.52	22.7
West: Pyrmont Bridge Rd (W)													
10	L2	207	0.0	207	0.0	0.726	39.8	LOS D	16.5	116.1	0.91	0.83	7.4
11	T1	531	1.1	531	1.1	0.726	30.8	LOS C	16.5	116.1	0.82	0.74	8.6
12	R2	128	0.8	128	0.8	0.560	43.0	LOS D	5.8	40.8	0.93	0.81	8.1
Approach		866	0.8	866	0.8	0.726	34.8	LOS C	16.5	116.1	0.86	0.77	8.2
All Vehicles		2083	0.5	2083	0.5	0.726	26.9	LOS C	16.5	116.1	0.71	0.66	11.9

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	73	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	91	43.4	LOS E	0.2	0.2	0.93	0.93
P4	West Full Crossing	48	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		278	43.4	LOS E			0.93	0.93

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

PHASING SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

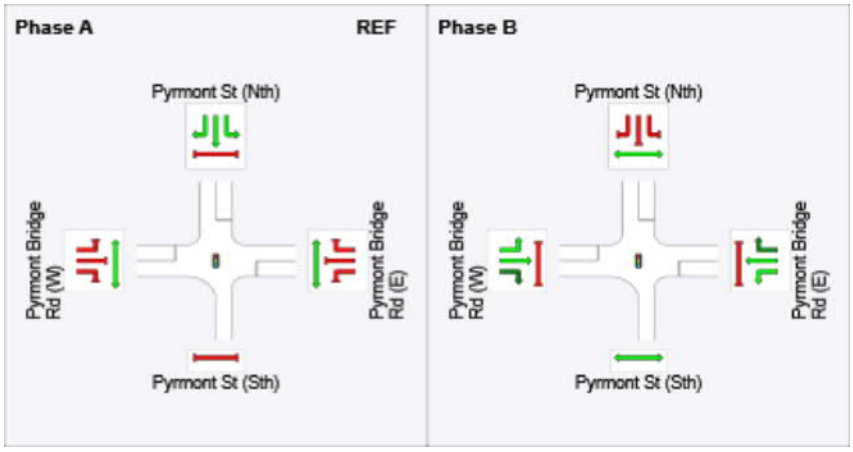
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	60
Green Time (sec)	54	34
Phase Time (sec)	60	40
Phase Split	60 %	40 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



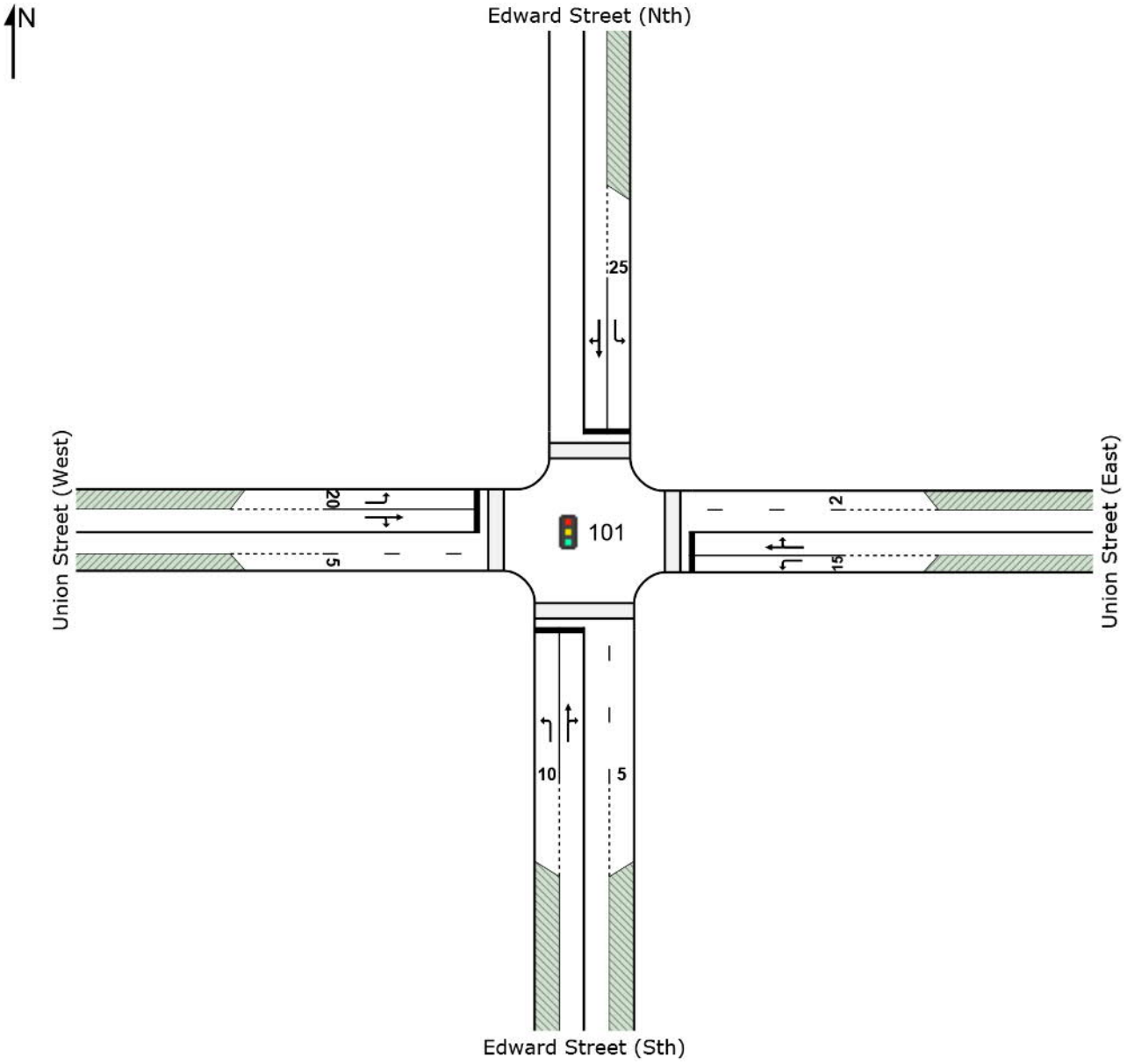
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	9	0.0	9	0.0	0.009	15.1	LOS B	0.2	1.1	0.39	0.59	15.1
2	T1	170	0.6	170	0.6	0.172	11.0	LOS A	3.6	25.1	0.44	0.38	26.8
3	R2	9	0.0	9	0.0	0.172	15.5	LOS B	3.6	25.1	0.44	0.38	18.2
Approach		188	0.5	188	0.5	0.172	11.4	LOS A	3.6	25.1	0.44	0.39	25.9
East: Union Street (East)													
4	L2	6	0.0	6	0.0	0.012	31.4	LOS C	0.2	1.4	0.73	0.64	8.6
5	T1	12	16.7	12	16.7	0.075	37.3	LOS C	0.9	6.6	0.86	0.66	7.1
6	R2	9	0.0	9	0.0	0.075	41.8	LOS C	0.9	6.6	0.86	0.66	12.2
Approach		27	7.4	27	7.4	0.075	37.5	LOS C	0.9	6.6	0.83	0.65	9.3
North: Edward Street (Nth)													
7	L2	11	9.1	11	9.1	0.012	16.8	LOS B	0.3	1.9	0.50	0.62	15.6
8	T1	11	0.0	11	0.0	0.068	11.7	LOS A	1.1	8.0	0.50	0.60	16.5
9	R2	36	8.3	36	8.3	0.068	16.3	LOS B	1.1	8.0	0.50	0.60	16.5
Approach		58	6.9	58	6.9	0.068	15.5	LOS B	1.1	8.0	0.50	0.60	16.3
West: Union Street (West)													
10	L2	48	8.3	48	8.3	0.167	43.5	LOS D	2.1	15.7	0.91	0.74	10.8
11	T1	27	0.0	27	0.0	0.075	30.3	LOS C	1.4	9.7	0.85	0.65	7.8
12	R2	8	0.0	8	0.0	0.075	34.8	LOS C	1.4	9.7	0.85	0.65	7.8
Approach		83	4.8	83	4.8	0.167	38.3	LOS C	2.1	15.7	0.89	0.70	9.8
All Vehicles		356	3.1	356	3.1	0.172	20.3	LOS B	3.6	25.1	0.58	0.52	17.0

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	72	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	1257	45.6	LOS E	3.5	3.5	0.98	0.98
P4	West Full Crossing	53	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		1447	45.3	LOS E			0.97	0.97

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.

PHASING SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

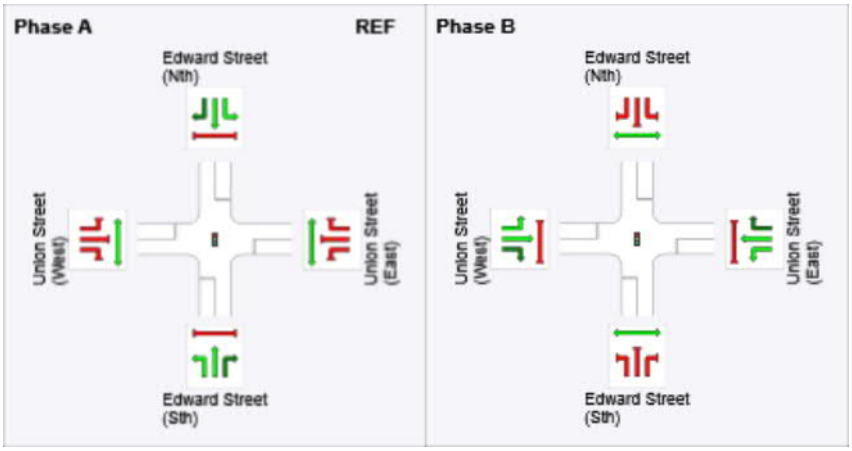
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	62
Green Time (sec)	56	32
Phase Time (sec)	62	38
Phase Split	62 %	38 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



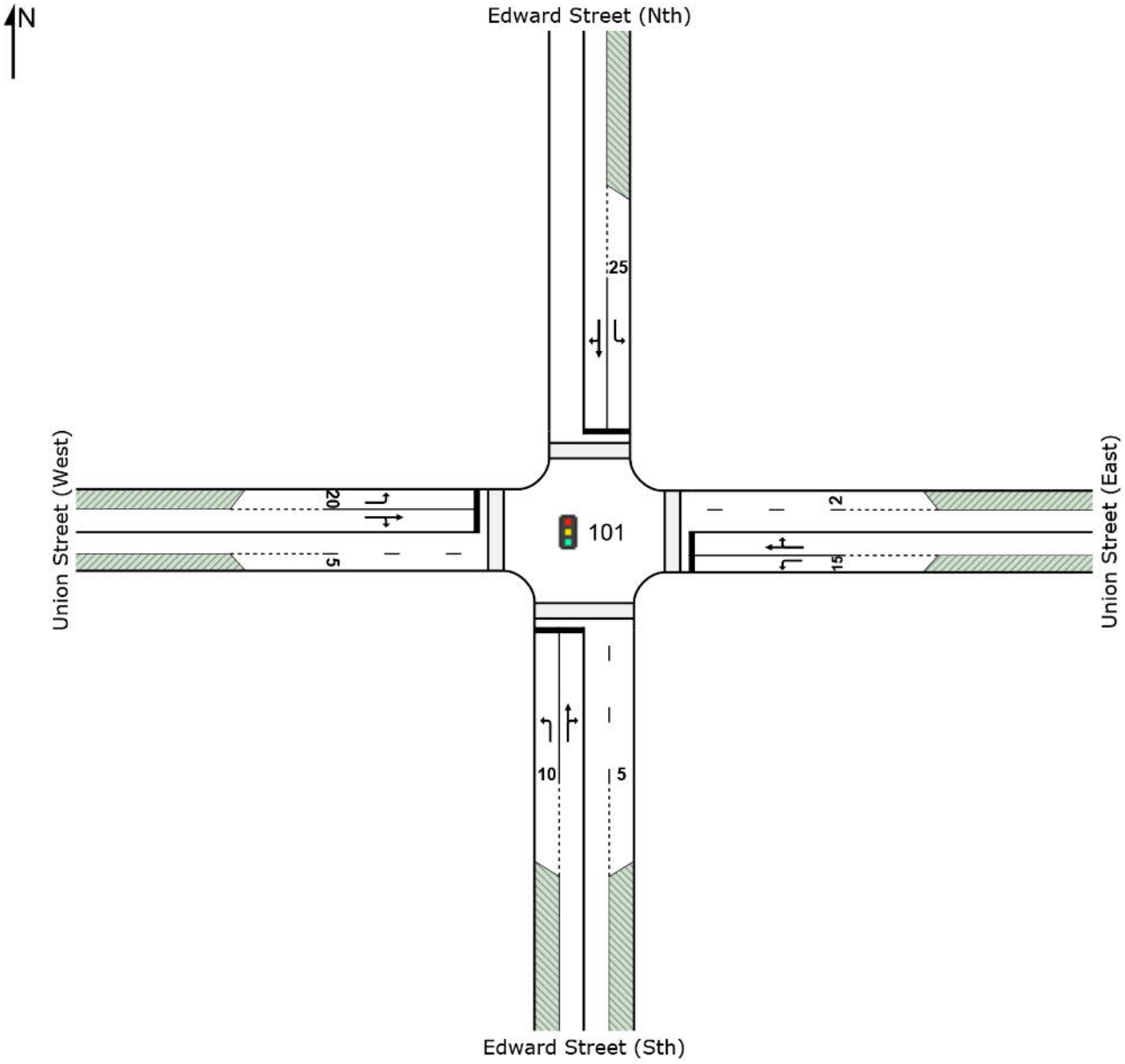
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [PM Union St/Edward St]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	17	0.0	17	0.0	0.017	27.3	LOS C	0.8	5.3	0.97	0.72	9.7
2	T1	140	0.7	140	0.7	0.140	21.2	LOS C	6.2	43.5	0.95	0.78	18.9
3	R2	4	0.0	4	0.0	0.140	25.7	LOS C	6.2	43.5	0.95	0.78	11.6
Approach		161	0.6	161	0.6	0.140	21.9	LOS C	6.2	43.5	0.95	0.78	17.7
East: Union Street (East)													
4	L2	5	0.0	5	0.0	0.010	32.9	LOS C	0.2	1.2	0.75	0.63	8.3
5	T1	14	0.0	14	0.0	0.087	39.2	LOS D	1.0	6.8	0.88	0.66	6.9
6	R2	9	0.0	9	0.0	0.087	43.8	LOS D	1.0	6.8	0.88	0.66	11.8
Approach		28	0.0	28	0.0	0.087	39.6	LOS D	1.0	6.8	0.86	0.66	8.9
North: Edward Street (Nth)													
7	L2	36	2.8	36	2.8	0.037	15.9	LOS B	0.8	5.8	0.49	0.64	16.2
8	T1	40	0.0	40	0.0	0.205	13.3	LOS B	3.8	26.7	0.56	0.64	15.5
9	R2	109	0.0	109	0.0	0.205	17.8	LOS B	3.8	26.7	0.56	0.64	15.5
Approach		185	0.5	185	0.5	0.205	16.5	LOS B	3.8	26.7	0.55	0.64	15.6
West: Union Street (West)													
10	L2	54	0.0	54	0.0	0.201	51.9	LOS D	2.7	18.6	1.00	0.76	9.5
11	T1	56	0.0	56	0.0	0.119	39.3	LOS D	2.9	20.5	1.00	0.77	6.4
12	R2	5	0.0	5	0.0	0.119	43.8	LOS D	2.9	20.5	1.00	0.77	6.4
Approach		115	0.0	115	0.0	0.201	45.4	LOS D	2.9	20.5	1.00	0.77	8.1
All Vehicles		489	0.4	489	0.4	0.205	26.4	LOS C	6.2	43.5	0.80	0.72	13.1

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	129	43.5	LOS E	0.3	0.3	0.94	0.94
P3	North Full Crossing	1652	46.4	LOS E	4.7	4.7	1.00	1.00
P4	West Full Crossing	103	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		1951	46.0	LOS E			0.99	0.99

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.

PHASING SUMMARY

Site: 101 [PM Union St/Edward St]

Network: N101 [PM Star Casino Network]

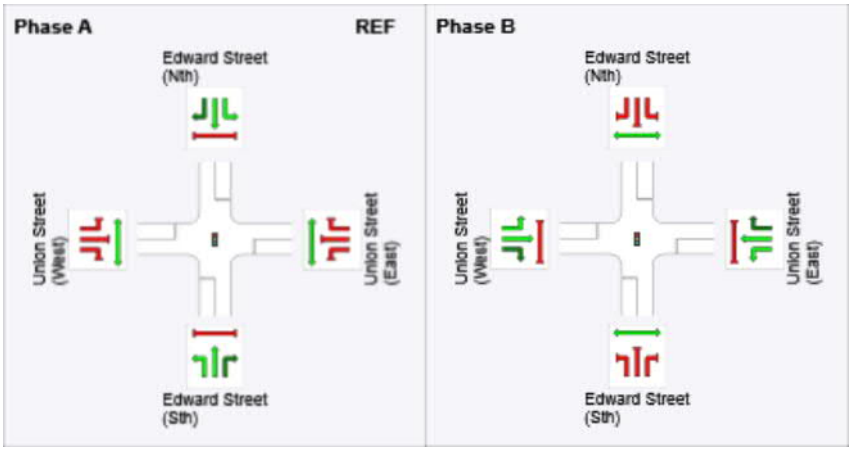
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	64
Green Time (sec)	58	30
Phase Time (sec)	64	36
Phase Split	64 %	36 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



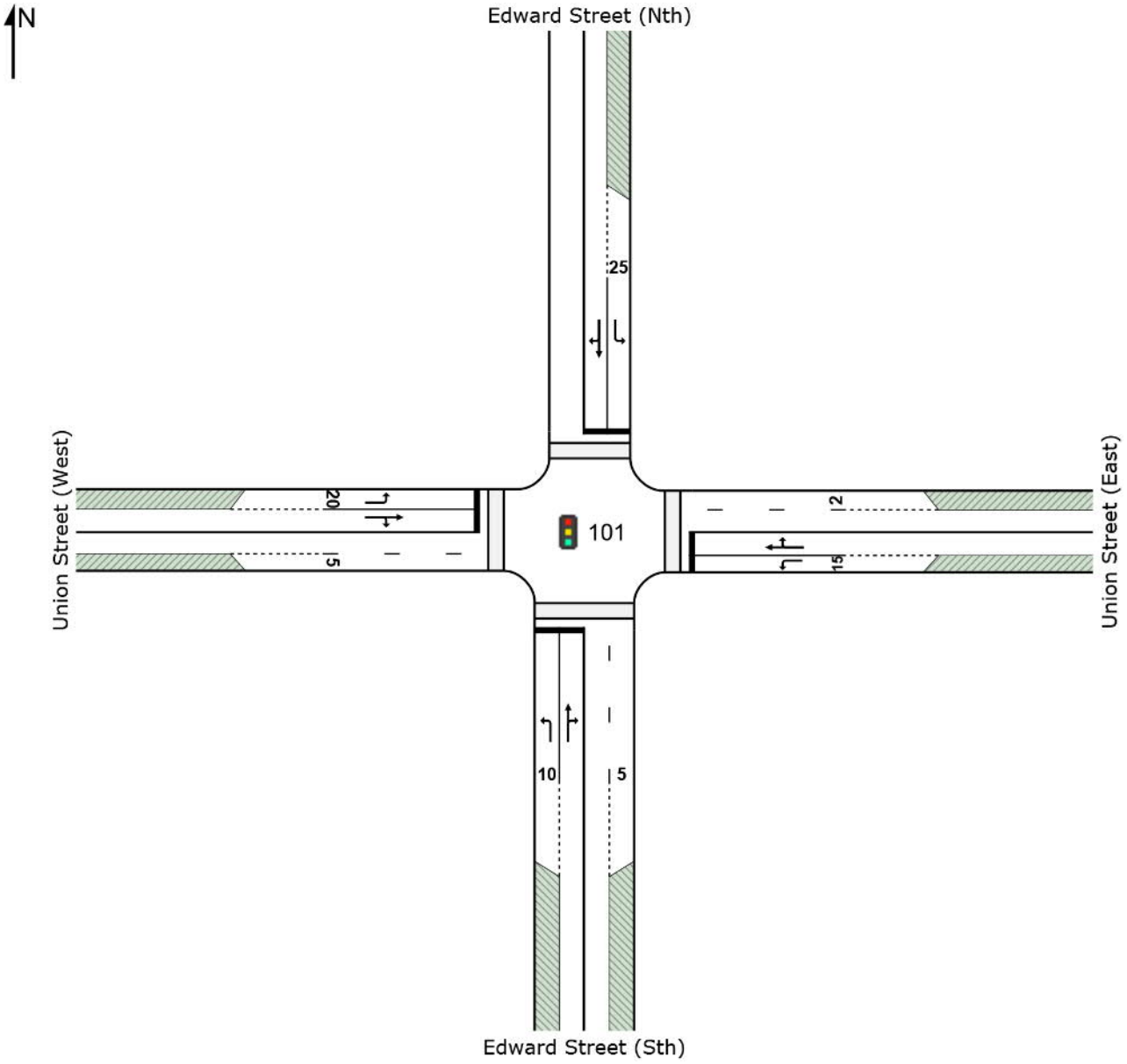
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [OP Union St/Edward St]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	15	0.0	15	0.0	0.011	18.2	LOS B	0.6	4.4	0.93	0.71	13.2
2	T1	83	0.0	83	0.0	0.065	12.2	LOS B	3.6	24.9	0.91	0.73	25.5
3	R2	4	0.0	4	0.0	0.065	16.8	LOS B	3.6	24.9	0.91	0.73	17.0
Approach		102	0.0	102	0.0	0.065	13.3	LOS B	3.6	24.9	0.91	0.73	23.4
East: Union Street (East)													
4	L2	7	0.0	7	0.0	0.030	46.0	LOS D	0.3	2.1	0.90	0.66	6.2
5	T1	12	0.0	12	0.0	0.204	51.9	LOS D	1.0	6.7	0.98	0.70	5.4
6	R2	7	0.0	7	0.0	0.204	56.5	LOS E	1.0	6.7	0.98	0.70	9.6
Approach		26	0.0	26	0.0	0.204	51.5	LOS D	1.0	6.7	0.96	0.68	6.9
North: Edward Street (Nth)													
7	L2	28	3.6	28	3.6	0.022	9.1	LOS A	0.4	2.8	0.31	0.60	22.9
8	T1	37	0.0	37	0.0	0.143	4.6	LOS A	2.2	15.2	0.33	0.55	24.1
9	R2	108	0.0	108	0.0	0.143	9.2	LOS A	2.2	15.2	0.33	0.55	24.1
Approach		173	0.6	173	0.6	0.143	8.2	LOS A	2.2	15.2	0.33	0.56	23.9
West: Union Street (West)													
10	L2	31	3.2	31	3.2	0.591	63.3	LOS E	1.7	12.3	1.00	0.75	8.0
11	T1	71	0.0	71	0.0	0.368	50.1	LOS D	4.1	28.7	1.00	0.78	5.1
12	R2	11	0.0	11	0.0	0.368	54.6	LOS D	4.1	28.7	1.00	0.78	5.1
Approach		113	0.9	113	0.9	0.591	54.1	LOS D	4.1	28.7	1.00	0.77	6.1
All Vehicles		414	0.5	414	0.5	0.591	24.7	LOS C	4.1	28.7	0.69	0.67	12.9

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	14	43.3	LOS E	0.0	0.0	0.93	0.93
P2	East Full Crossing	54	43.3	LOS E	0.1	0.1	0.93	0.93
P3	North Full Crossing	740	44.6	LOS E	2.0	2.0	0.96	0.96
P4	West Full Crossing	52	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		859	44.4	LOS E			0.96	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.

PHASING SUMMARY

Site: 101 [OP Union St/Edward St]

Network: N101 [OP Star Casino Network]

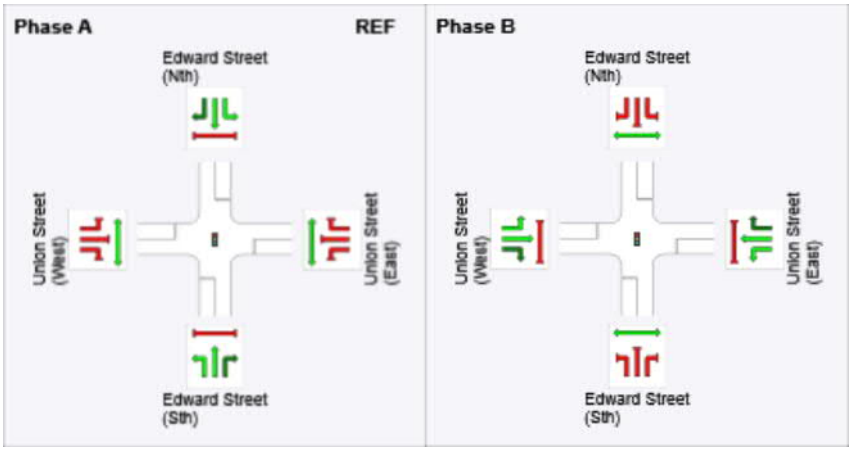
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	80
Green Time (sec)	74	14
Phase Time (sec)	80	20
Phase Split	80 %	20 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



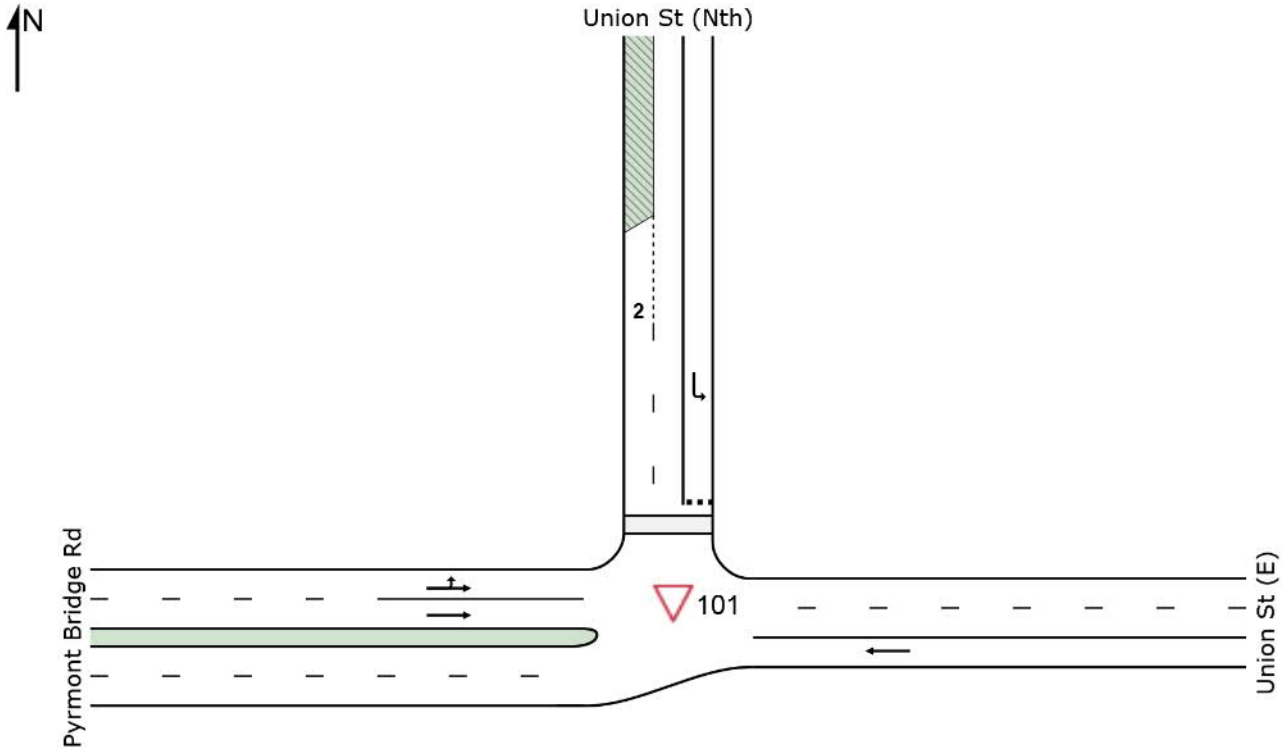
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [AM Pyrmont Bridge Rd/Union St]

Network: 1 [AM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

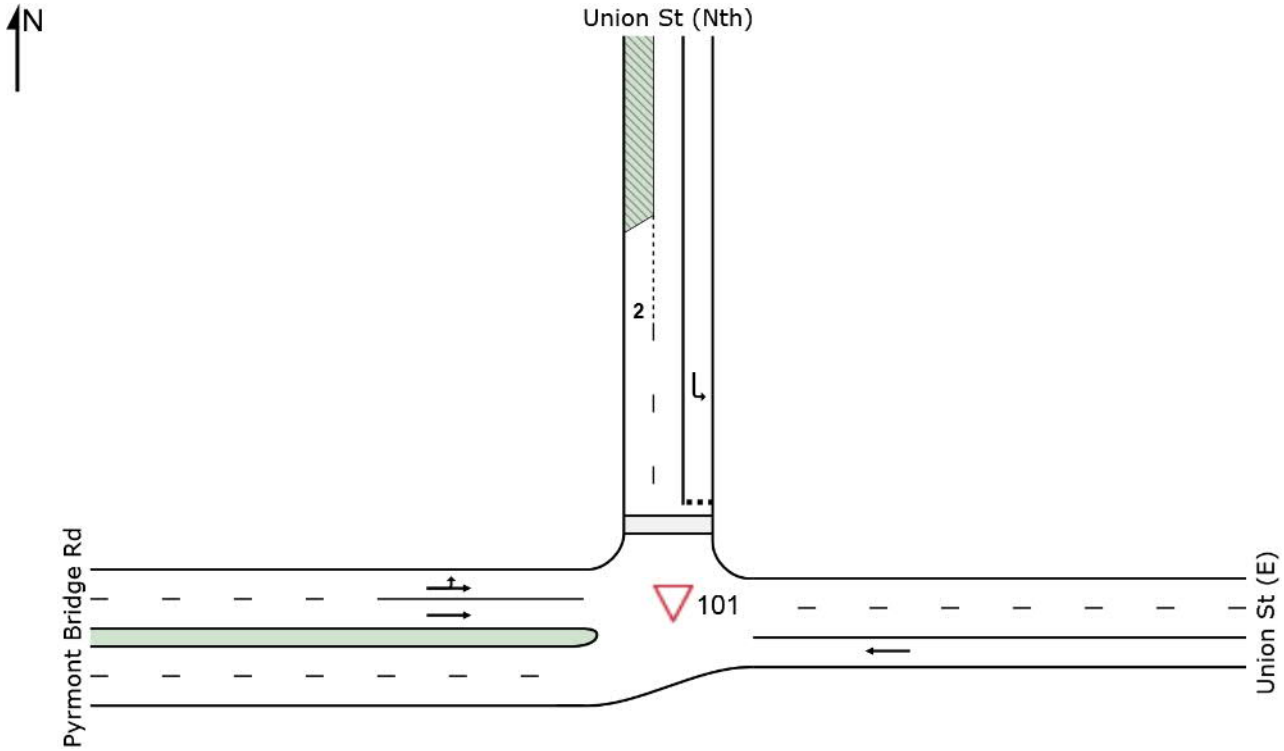
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Union St (E)													
5	T1	208	8.2	208	8.2	0.112	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		208	8.2	208	8.2	0.112	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	33	3.0	33	3.0	0.085	8.7	LOS A	0.2	1.1	0.57	0.75	21.5
Approach		33	3.0	33	3.0	0.085	8.7	LOS A	0.2	1.1	0.57	0.75	21.5
West: Pyrmont Bridge Rd													
10	L2	24	4.2	24	4.2	0.137	4.8	LOS A	0.0	0.0	0.00	0.12	46.9
11	T1	381	7.6	381	7.6	0.137	0.1	LOS A	0.0	0.0	0.00	0.04	48.9
Approach		405	7.4	405	7.4	0.137	0.3	NA	0.0	0.0	0.00	0.04	48.8
All Vehicles		646	7.4	646	7.4	0.137	0.7	NA	0.2	1.1	0.03	0.07	46.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 19:42:52
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180119 Existing+Mod 14 (5% Inc).sip7

MOVEMENT SUMMARY

Site: 101 [PM Pyrmont Bridge Rd/Union St]

Network: N101 [PM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

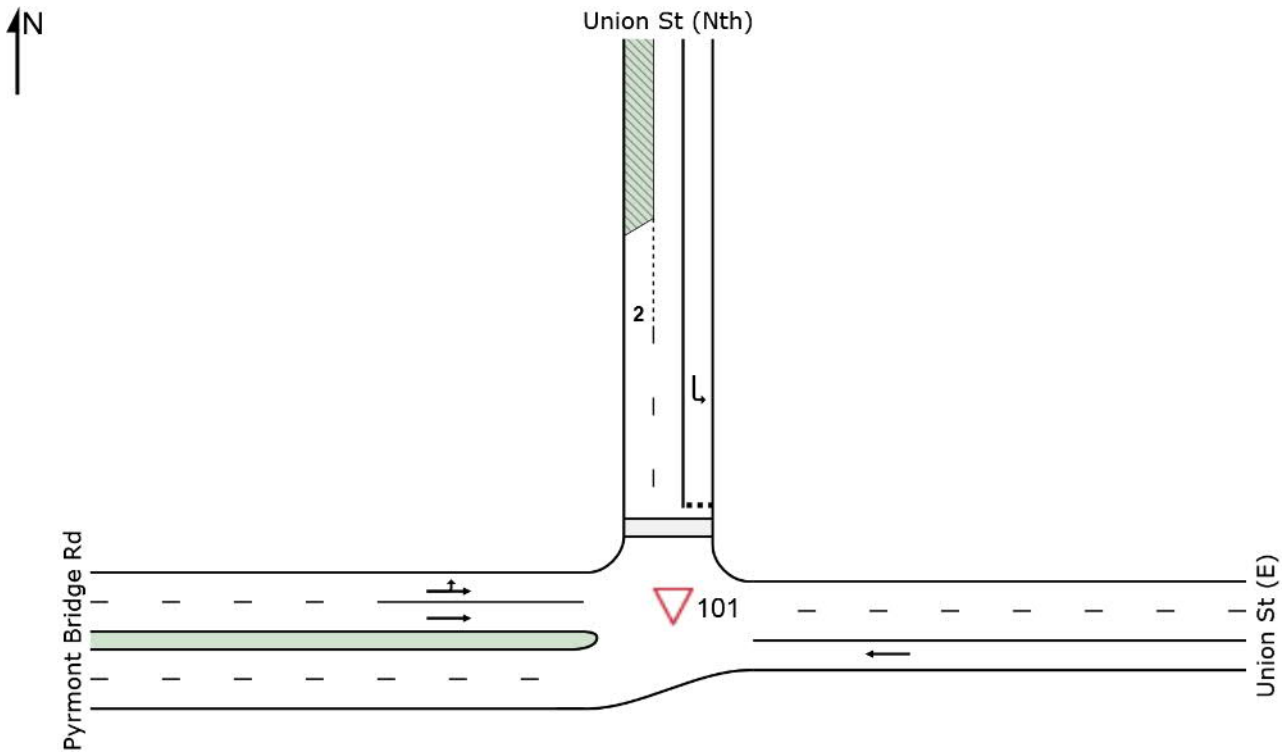
Mov ID	OD Mov	Demand Flows Total	Demand Flows HV	Arrival Flows Total	Arrival Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	95% Back of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Union St (E)													
5	T1	337	0.9	337	0.9	0.174	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		337	0.9	337	0.9	0.174	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	80	0.0	80	0.0	0.107	8.6	LOS A	0.4	2.6	0.57	0.75	21.6
Approach		80	0.0	80	0.0	0.107	8.6	LOS A	0.4	2.6	0.57	0.75	21.6
West: Pyrmont Bridge Rd													
10	L2	23	0.0	23	0.0	0.102	4.7	LOS A	0.0	0.0	0.00	0.09	47.7
11	T1	359	2.5	359	2.5	0.102	0.1	LOS A	0.0	0.0	0.00	0.04	48.9
Approach		382	2.4	382	2.4	0.102	0.3	NA	0.0	0.0	0.00	0.05	48.8
All Vehicles		799	1.5	799	1.5	0.174	1.0	NA	0.4	2.6	0.06	0.10	43.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 20:00:25
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180119 Existing+Mod 14 (5% Inc).sip7

MOVEMENT SUMMARY

Site: 101 [OP Pyrmont Bridge Rd/Union St]

Network: N101 [OP Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

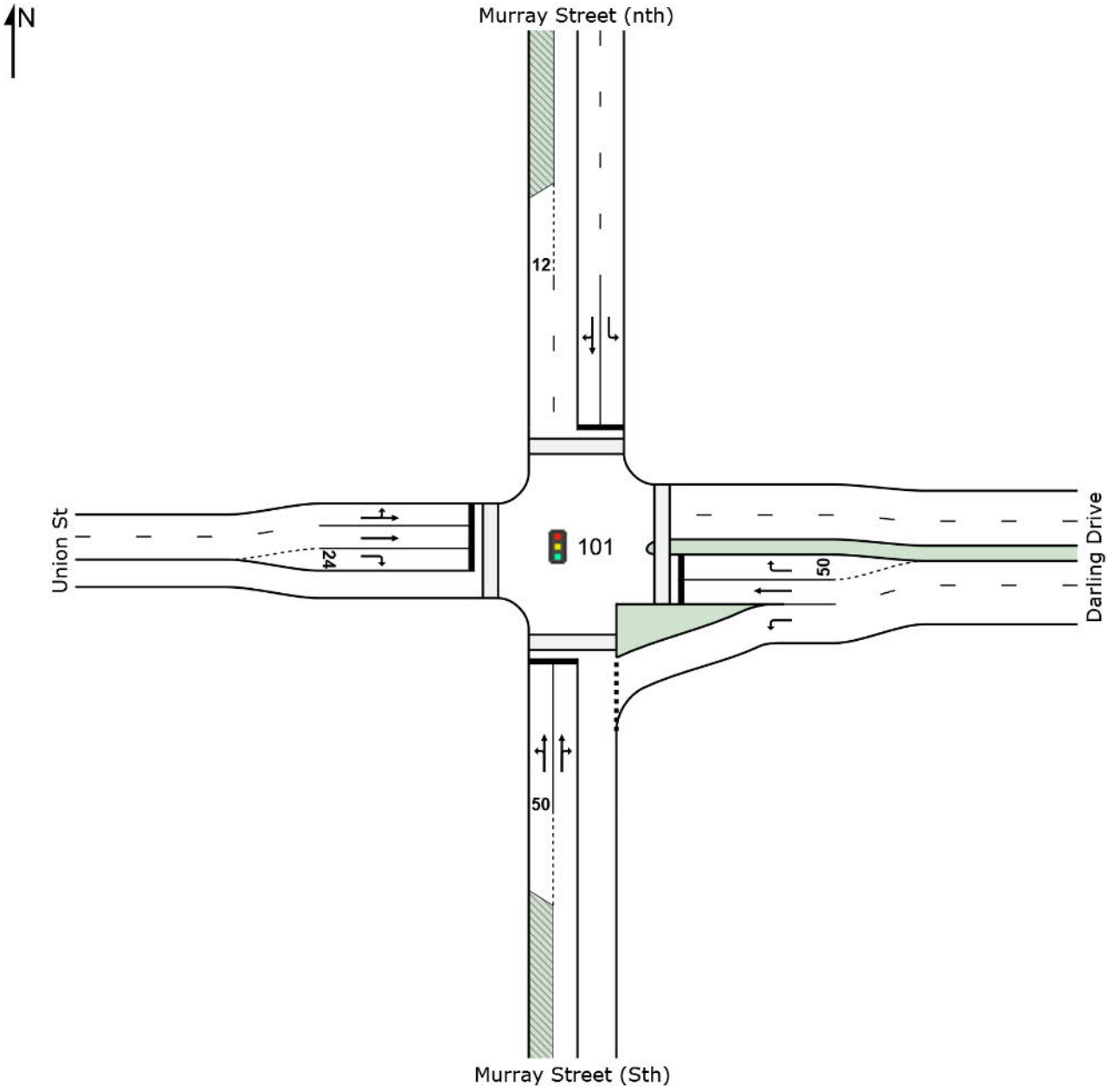
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Union St (E)													
5	T1	524	0.4	524	0.4	0.269	0.0	LOS A	9.0	63.2	0.00	0.00	50.0
Approach		524	0.4	524	0.4	0.269	0.0	NA	9.0	63.2	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	84	0.0	84	0.0	0.088	5.9	LOS A	0.3	1.9	0.31	0.57	26.3
Approach		84	0.0	84	0.0	0.088	5.9	LOS A	0.3	1.9	0.31	0.57	26.3
West: Pyrmont Bridge Rd													
10	L2	24	0.0	24	0.0	0.167	4.7	LOS A	0.0	0.0	0.00	0.07	48.2
11	T1	452	1.8	452	1.8	0.167	0.1	LOS A	0.0	0.0	0.00	0.04	49.0
Approach		476	1.7	476	1.7	0.167	0.3	NA	0.0	0.0	0.00	0.04	49.0
All Vehicles		1084	0.9	1084	0.9	0.269	0.6	NA	9.0	63.2	0.02	0.06	46.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Union St/Murray St/Darling Drive]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	36	5.6	36	5.6	0.081	20.8	LOS B	0.8	5.7	0.79	0.70	16.8
2	T1	90	2.2	90	2.2	0.347	38.6	LOS C	5.2	38.6	0.91	0.74	10.8
3	R2	30	23.3	30	23.3	0.347	43.3	LOS D	5.2	38.6	0.91	0.74	26.9
Approach		156	7.1	156	7.1	0.347	35.4	LOS C	5.2	38.6	0.88	0.73	16.7
East: Darling Drive													
4	L2	136	5.9	136	5.9	0.094	5.6	LOS A	0.9	6.4	0.21	0.56	44.5
5	T1	144	11.1	144	11.1	0.531	43.7	LOS D	6.7	51.4	0.97	0.78	23.0
6	R2	206	1.9	206	1.9	0.937	68.8	LOS E	12.3	87.3	1.00	1.04	17.5
Approach		486	5.8	486	5.8	0.937	43.7	LOS D	12.3	87.3	0.77	0.83	23.9
North: Murray Street (nth)													
7	L2	37	8.1	37	8.1	0.051	20.5	LOS B	0.8	6.0	0.47	0.64	34.1
8	T1	71	2.8	71	2.8	0.188	27.5	LOS B	3.3	23.6	0.68	0.60	20.1
9	R2	34	0.0	34	0.0	0.188	32.1	LOS C	3.3	23.6	0.68	0.60	12.9
Approach		142	3.5	142	3.5	0.188	26.8	LOS B	3.3	23.6	0.63	0.61	23.6
West: Union St													
10	L2	172	4.7	172	4.7	0.396	33.1	LOS C	7.4	54.4	0.98	0.85	5.1
11	T1	153	11.8	153	11.8	0.396	37.6	LOS C	7.4	54.4	0.93	0.76	25.4
12	R2	85	3.5	85	3.5	0.399	48.8	LOS D	4.0	28.8	0.97	0.77	10.3
Approach		410	7.1	410	7.1	0.399	38.1	LOS C	7.4	54.4	0.96	0.80	16.6
All Vehicles		1194	6.1	1194	6.1	0.937	38.6	LOS C	12.3	87.3	0.83	0.78	20.9

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	281	43.8	LOS E	0.8	0.8	0.94	0.94
P2	East Full Crossing	576	44.3	LOS E	1.6	1.6	0.95	0.95
P3	North Full Crossing	1523	46.2	LOS E	4.3	4.3	0.99	0.99
P4	West Full Crossing	281	43.8	LOS E	0.8	0.8	0.94	0.94
All Pedestrians		2661	45.3	LOS E			0.97	0.97

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.

PHASING SUMMARY

Site: 101 [AM Union St/Murray St/Darling Drive]

Network: 1 [AM Star Casino Network]

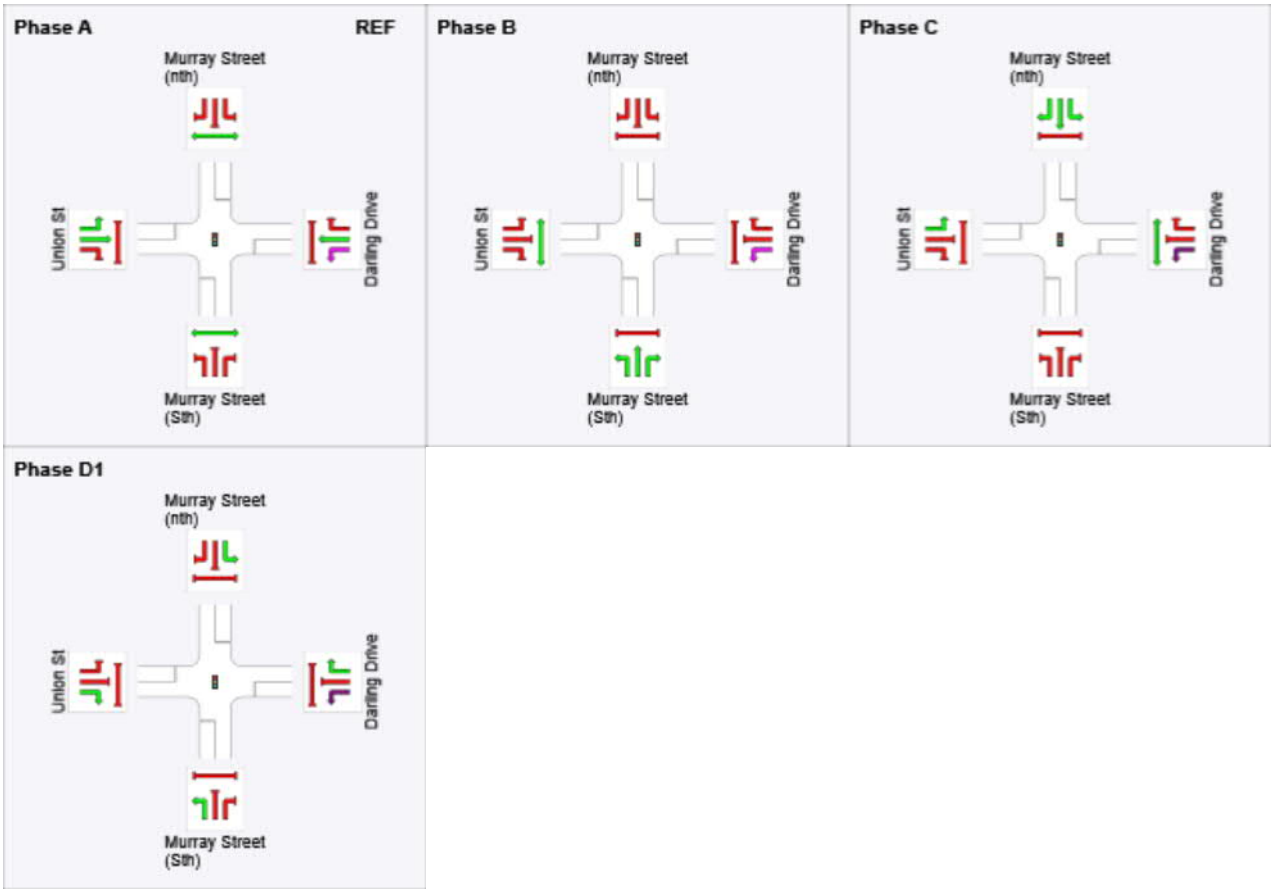
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D1
Output Phase Sequence: A, B, C, D1

Phase Timing Results

Phase	A	B	C	D1
Phase Change Time (sec)	0	21	46	82
Green Time (sec)	15	19	30	12
Phase Time (sec)	21	25	36	18
Phase Split	21 %	25 %	36 %	18 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase
VAR: Variable Phase

Other Movement Class (MC) Stopped

Phase Transition Applied

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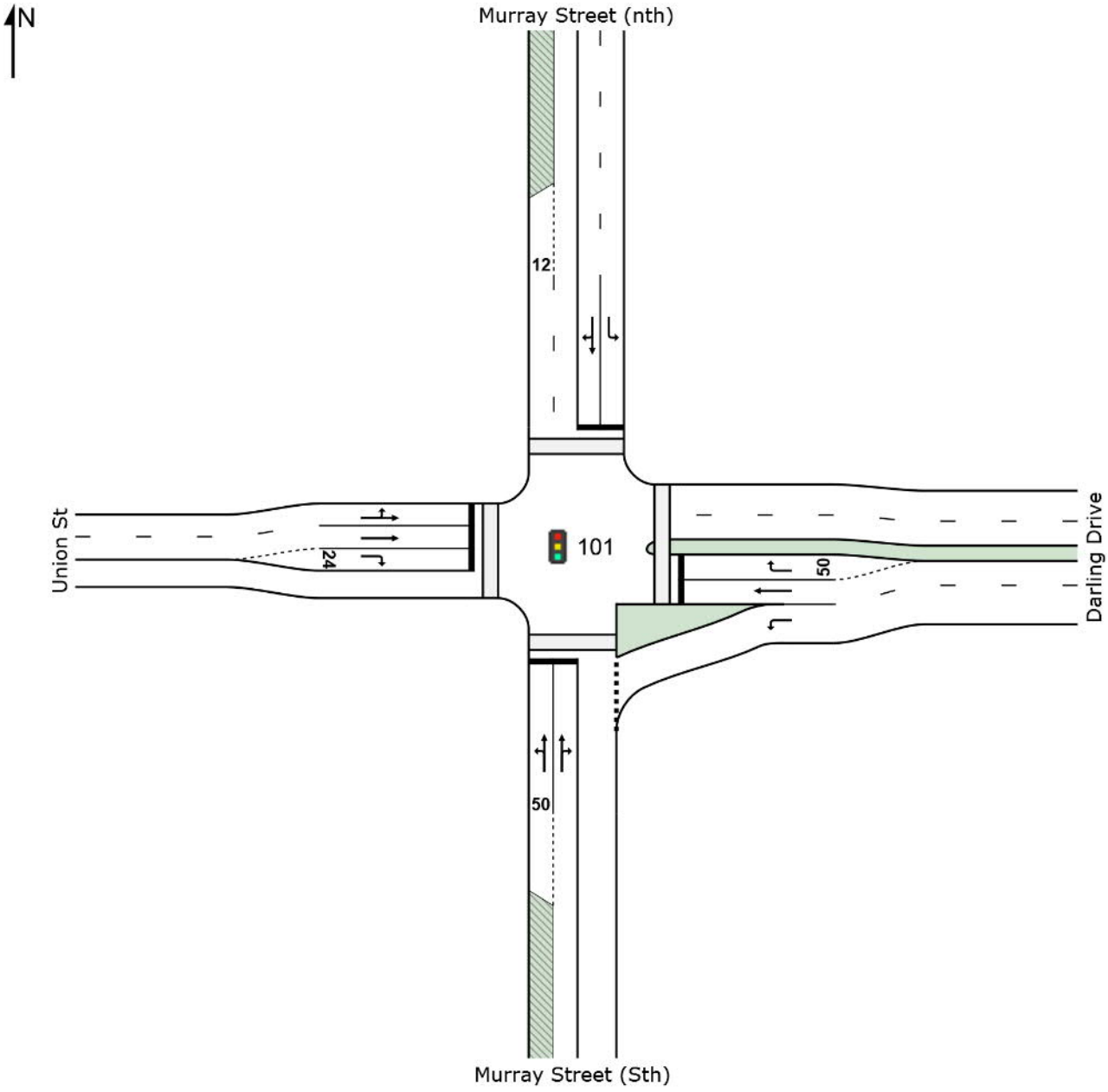
SITE LAYOUT

Site: 101 [PM Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Union St/Murray St/Darling Drive]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	48	0.0	48	0.0	0.104	20.8	LOS C	1.0	7.3	0.80	0.71	16.7
2	T1	114	0.9	114	0.9	0.430	39.2	LOS D	6.8	48.2	0.93	0.76	10.6
3	R2	41	2.4	41	2.4	0.430	43.8	LOS D	6.8	48.2	0.93	0.76	26.8
Approach		203	1.0	203	1.0	0.430	35.8	LOS D	6.8	48.2	0.90	0.75	16.8
East: Darling Drive													
4	L2	145	0.7	145	0.7	0.101	6.2	LOS A	1.2	8.7	0.25	0.58	44.2
5	T1	165	1.2	165	1.2	0.536	42.7	LOS D	7.6	53.8	0.97	0.78	23.3
6	R2	173	2.3	173	2.3	0.861	60.7	LOS E	9.5	67.8	1.00	0.96	19.0
Approach		483	1.4	483	1.4	0.861	38.2	LOS D	9.5	67.8	0.76	0.79	25.6
North: Murray Street (nth)													
7	L2	133	5.3	133	5.3	0.183	22.4	LOS C	3.2	23.8	0.53	0.68	33.2
8	T1	167	0.0	167	0.0	0.508	30.9	LOS C	10.5	74.3	0.80	0.72	18.6
9	R2	118	1.7	118	1.7	0.508	35.5	LOS D	10.5	74.3	0.80	0.72	11.8
Approach		418	2.2	418	2.2	0.508	29.5	LOS C	10.5	74.3	0.72	0.71	22.9
West: Union St													
10	L2	234	2.6	234	2.6	0.385	16.7	LOS B	4.0	28.6	0.70	0.73	9.0
11	T1	116	0.9	116	0.9	0.380	41.5	LOS D	5.0	35.0	0.90	0.71	24.4
12	R2	79	1.3	79	1.3	0.398	49.8	LOS D	3.7	26.5	0.97	0.76	10.2
Approach		429	1.9	429	1.9	0.398	29.5	LOS C	5.0	35.0	0.80	0.73	16.9
All Vehicles		1533	1.7	1533	1.7	0.861	33.1	LOS C	10.5	74.3	0.78	0.75	22.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	156	43.5	LOS E	0.4	0.4	0.94	0.94
P2	East Full Crossing	371	43.9	LOS E	1.0	1.0	0.94	0.94
P3	North Full Crossing	889	44.9	LOS E	2.4	2.4	0.97	0.97
P4	West Full Crossing	201	43.6	LOS E	0.5	0.5	0.94	0.94
All Pedestrians		1617	44.4	LOS E			0.95	0.95

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.

PHASING SUMMARY

Site: 101 [PM Union St/Murray St/Darling Drive]

Network: N101 [PM Star Casino Network]

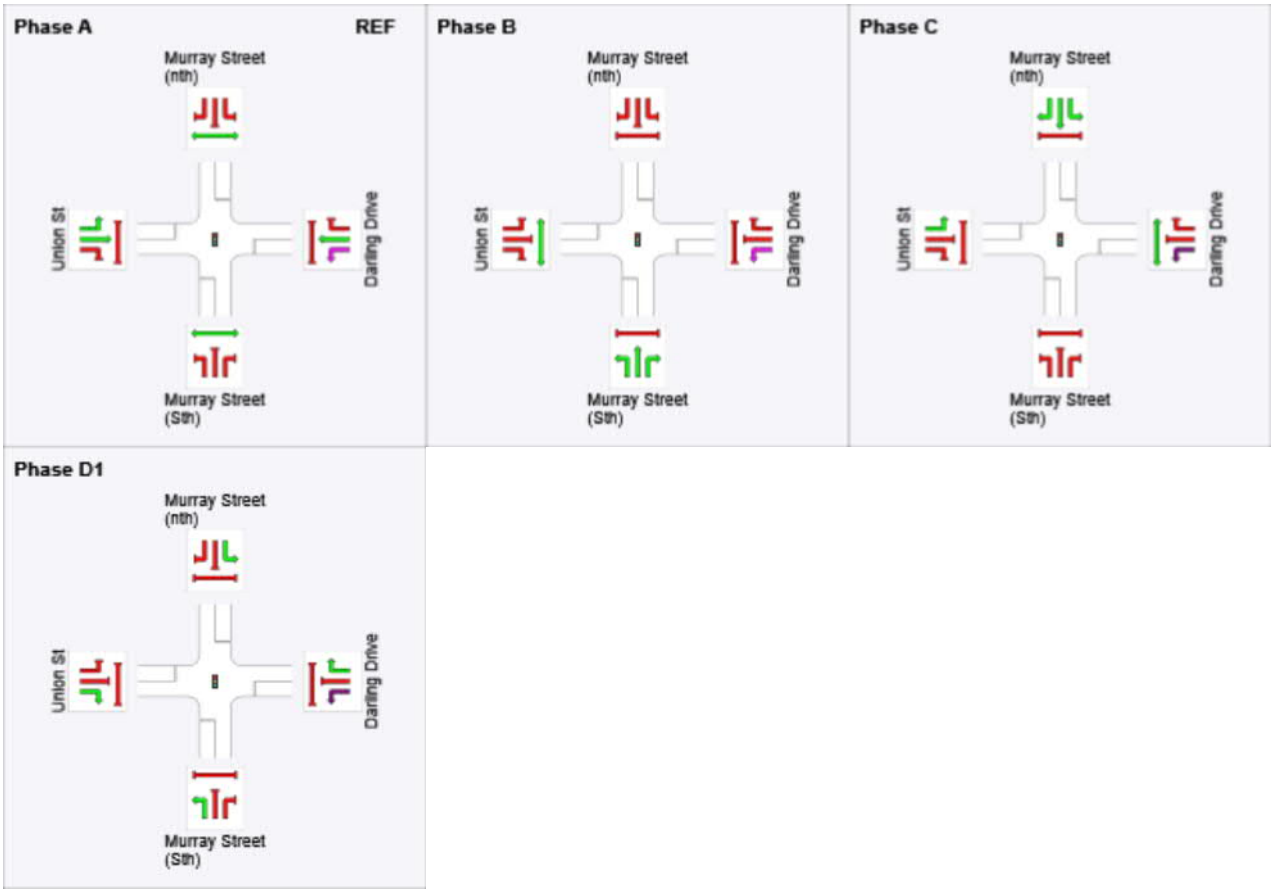
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D1
Output Phase Sequence: A, B, C, D1

Phase Timing Results

Phase	A	B	C	D1
Phase Change Time (sec)	0	22	47	83
Green Time (sec)	16	19	30	11
Phase Time (sec)	22	25	36	17
Phase Split	22 %	25 %	36 %	17 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



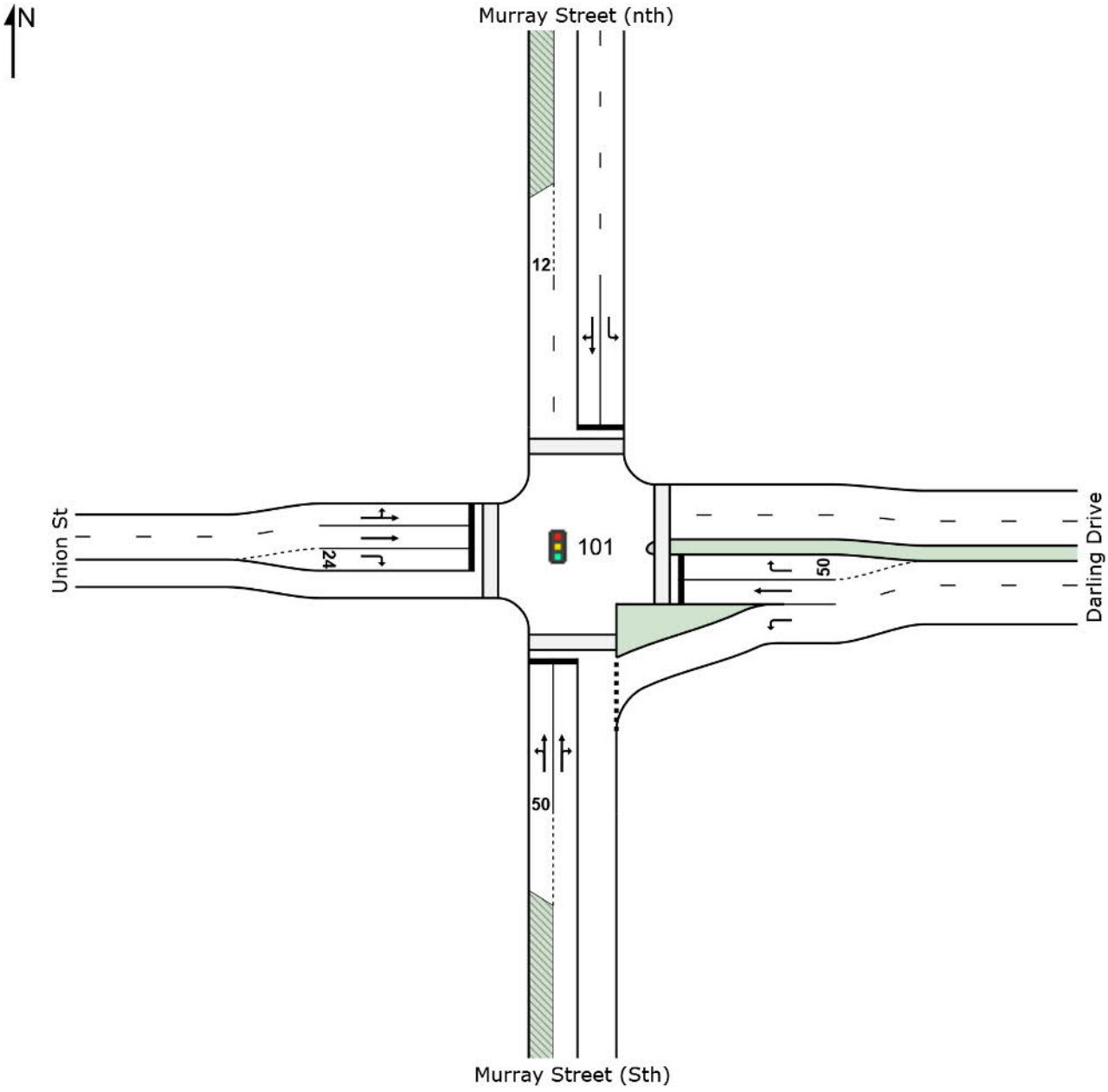
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Union St/Murray St/Darling Drive]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	87	0.0	87	0.0	0.205	22.1	LOS C	1.9	13.5	0.84	0.74	16.1
2	T1	129	0.0	129	0.0	0.538	40.2	LOS D	8.8	61.4	0.95	0.79	10.4
3	R2	66	0.0	66	0.0	0.538	44.7	LOS D	8.8	61.4	0.95	0.79	26.4
Approach		282	0.0	282	0.0	0.538	35.7	LOS D	8.8	61.4	0.92	0.77	17.5
East: Darling Drive													
4	L2	107	0.0	107	0.0	0.073	6.0	LOS A	0.8	5.9	0.24	0.57	44.4
5	T1	165	0.0	165	0.0	0.448	39.4	LOS D	7.3	50.9	0.93	0.76	24.3
6	R2	158	0.6	158	0.6	0.950	71.8	LOS E	9.5	67.1	1.00	1.05	17.1
Approach		430	0.2	430	0.2	0.950	43.0	LOS D	9.5	67.1	0.78	0.82	24.0
North: Murray Street (nth)													
7	L2	223	0.0	223	0.0	0.319	26.1	LOS C	6.4	44.7	0.63	0.72	31.5
8	T1	147	0.0	147	0.0	0.789	37.7	LOS D	19.3	135.7	0.94	0.88	16.1
9	R2	277	0.7	277	0.7	0.789	42.2	LOS D	19.3	135.7	0.94	0.88	9.9
Approach		647	0.3	647	0.3	0.789	35.6	LOS D	19.3	135.7	0.83	0.83	20.3
West: Union St													
10	L2	321	2.5	321	2.5	0.499	16.3	LOS B	5.8	41.3	0.73	0.75	9.1
11	T1	163	0.0	163	0.0	0.479	39.4	LOS D	6.8	47.8	0.89	0.72	25.1
12	R2	57	0.0	57	0.0	0.348	51.6	LOS D	2.7	19.2	0.98	0.75	9.9
Approach		541	1.5	541	1.5	0.499	27.0	LOS C	6.8	47.8	0.80	0.74	18.2
All Vehicles		1900	0.6	1900	0.6	0.950	34.8	LOS C	19.3	135.7	0.83	0.79	20.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	156	43.5	LOS E	0.4	0.4	0.94	0.94
P2	East Full Crossing	371	43.9	LOS E	1.0	1.0	0.94	0.94
P3	North Full Crossing	889	44.9	LOS E	2.4	2.4	0.97	0.97
P4	West Full Crossing	201	43.6	LOS E	0.5	0.5	0.94	0.94
All Pedestrians		1617	44.4	LOS E			0.95	0.95

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.

PHASING SUMMARY

Site: 101 [OP Union St/Murray St/Darling Drive]

Network: N101 [OP Star Casino Network]

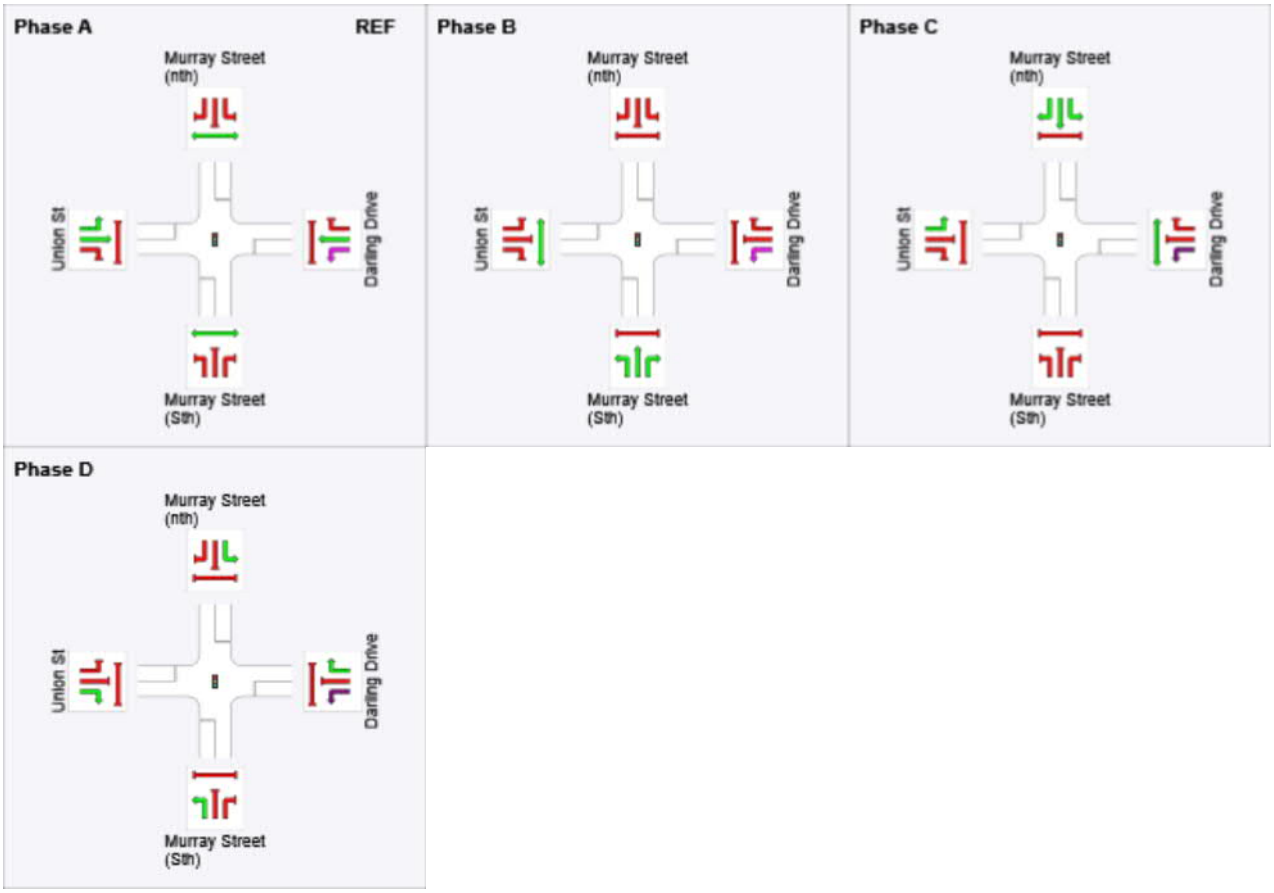
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	25	50	85
Green Time (sec)	19	19	29	9
Phase Time (sec)	25	25	35	15
Phase Split	25 %	25 %	35 %	15 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



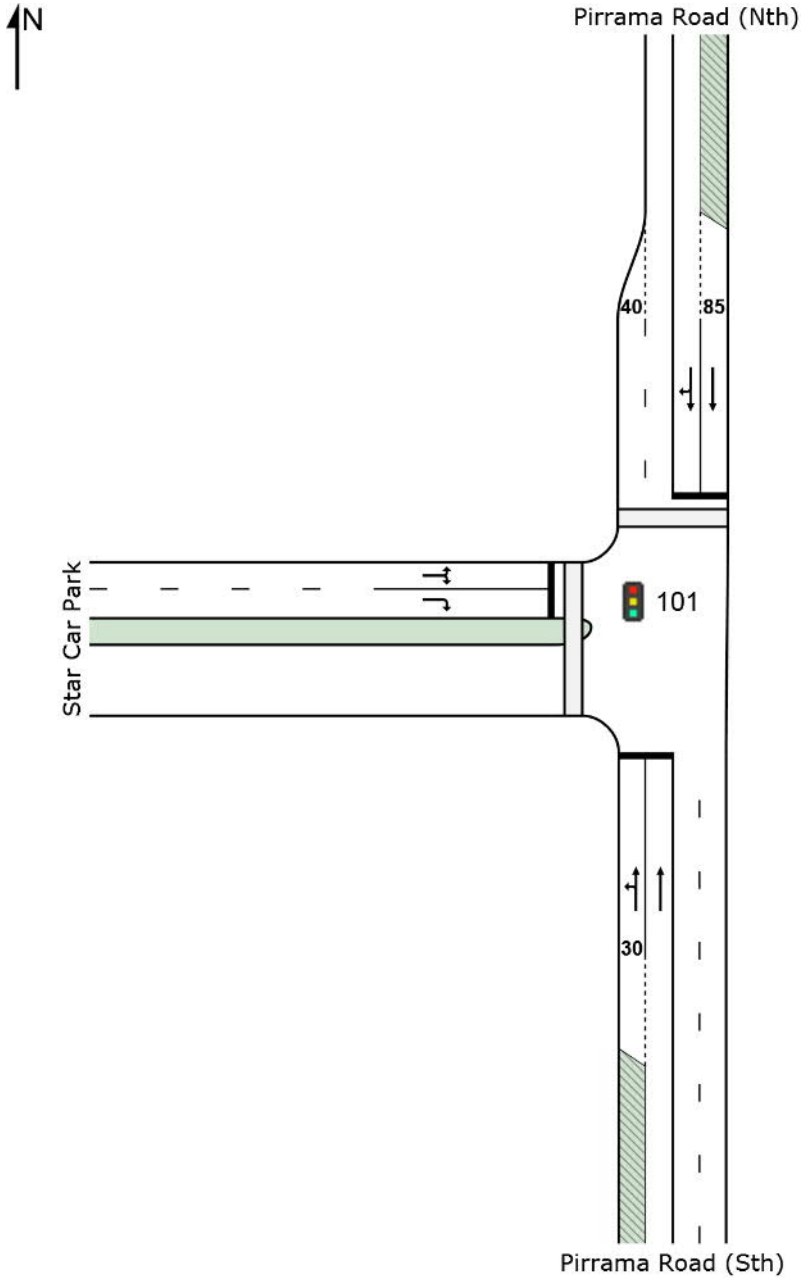
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	142	0.7	142	0.7	0.117	6.9	LOS A	0.8	5.7	0.13	0.57	25.4
2	T1	277	6.5	277	6.5	0.202	0.4	LOS A	0.3	2.4	0.03	0.02	48.0
Approach		419	4.5	419	4.5	0.202	2.6	LOS A	0.8	5.7	0.06	0.21	35.3
North: Pirrama Road (Nth)													
8	T1	94	8.5	94	8.5	0.051	4.0	LOS A	0.9	6.6	0.30	0.28	39.7
9	R2	20	0.0	20	0.0	0.051	9.9	LOS A	0.7	4.9	0.33	0.43	32.1
Approach		114	7.0	114	7.0	0.051	5.0	LOS A	0.9	6.6	0.30	0.31	37.9
West: Star Car Park													
10	L2	4	0.0	4	0.0	0.054	41.8	LOS C	0.5	3.7	0.90	0.63	4.0
12	R2	22	0.0	22	0.0	0.054	41.1	LOS C	0.6	4.2	0.90	0.63	4.2
Approach		26	0.0	26	0.0	0.054	41.2	LOS C	0.6	4.2	0.90	0.63	4.1
All Vehicles		559	4.8	559	4.8	0.202	4.9	LOS A	0.9	6.6	0.15	0.25	31.8

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
P4	West Full Crossing	126	43.5	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		232	43.5	LOS E			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

Network: 1 [AM Star Casino Network]

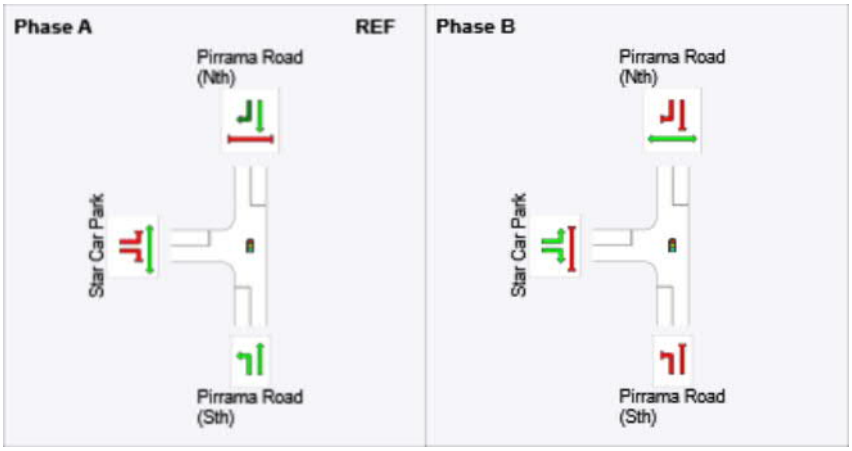
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	80
Green Time (sec)	74	14
Phase Time (sec)	80	20
Phase Split	80 %	20 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



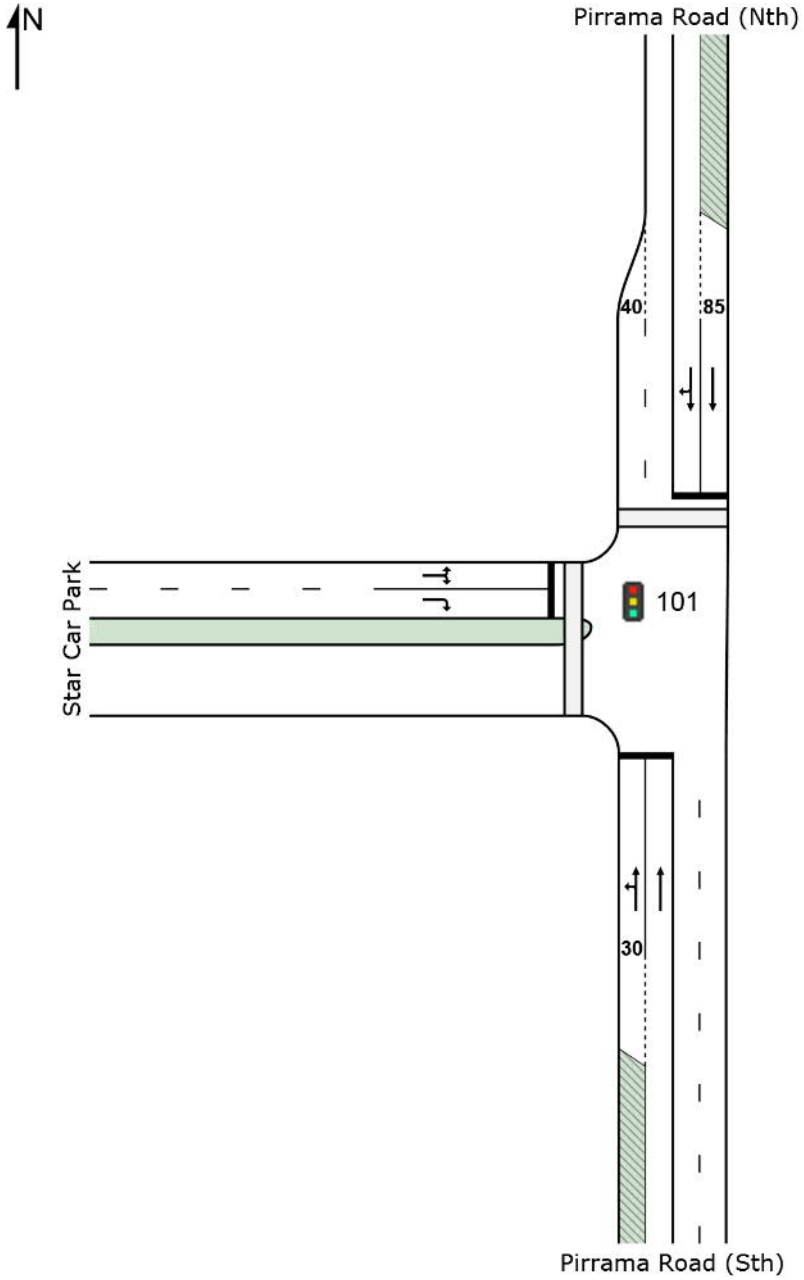
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	169	0.6	169	0.6	0.121	4.8	LOS A	0.1	0.8	0.02	0.54	28.0
2	T1	341	5.0	341	5.0	0.250	0.5	LOS A	0.6	4.2	0.04	0.03	47.1
Approach		510	3.5	510	3.5	0.250	1.9	LOS A	0.6	4.2	0.03	0.20	37.1
North: Pirrama Road (Nth)													
8	T1	232	6.0	232	6.0	0.107	4.5	LOS A	2.0	14.9	0.32	0.30	39.1
9	R2	24	0.0	24	0.0	0.107	10.1	LOS B	1.7	12.6	0.34	0.37	33.1
Approach		256	5.5	256	5.5	0.107	5.0	LOS A	2.0	14.9	0.32	0.30	38.4
West: Star Car Park													
10	L2	47	0.0	47	0.0	0.469	46.1	LOS D	4.8	33.6	0.98	0.77	3.7
12	R2	185	0.0	185	0.0	0.469	44.0	LOS D	6.0	42.1	0.97	0.77	3.9
Approach		232	0.0	232	0.0	0.469	44.4	LOS D	6.0	42.1	0.97	0.77	3.9
All Vehicles		998	3.2	998	3.2	0.469	12.6	LOS B	6.0	42.1	0.33	0.36	20.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	217	43.6	LOS E	0.6	0.6	0.94	0.94
P4	West Full Crossing	263	43.7	LOS E	0.7	0.7	0.94	0.94
All Pedestrians		480	43.7	LOS E			0.94	0.94

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.

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PHASING SUMMARY

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

Network: N101 [PM Star Casino Network]

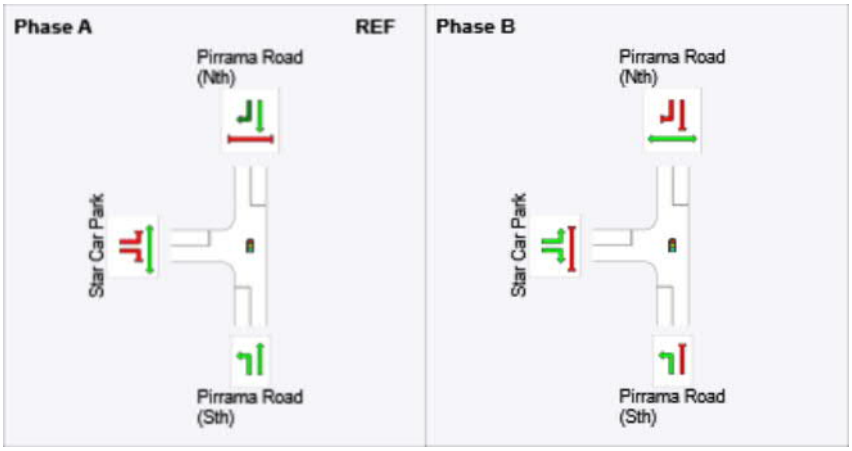
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	79
Green Time (sec)	73	15
Phase Time (sec)	79	21
Phase Split	79 %	21 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



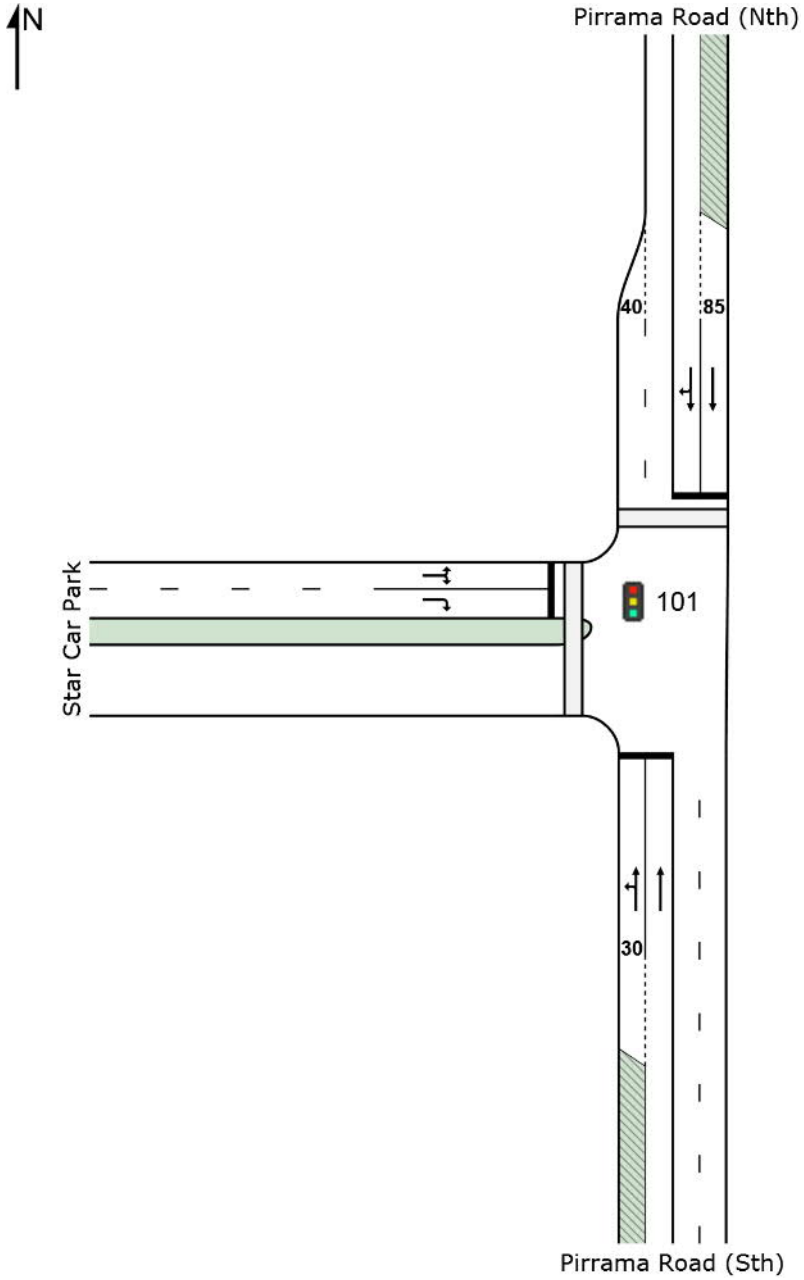
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pirrama Road (Sth)													
1	L2	167	1.2	167	1.2	0.121	4.8	LOS A	0.1	0.8	0.02	0.54	28.0
2	T1	431	1.4	431	1.4	0.322	1.6	LOS A	2.0	14.0	0.10	0.09	42.4
Approach		598	1.3	598	1.3	0.322	2.5	LOS A	2.0	14.0	0.08	0.22	36.2
North: Pirrama Road (Nth)													
8	T1	335	1.2	335	1.2	0.162	5.9	LOS A	3.5	24.8	0.38	0.35	37.0
9	R2	36	0.0	36	0.0	0.162	11.8	LOS B	2.8	19.9	0.40	0.42	31.3
Approach		371	1.1	371	1.1	0.162	6.5	LOS A	3.5	24.8	0.38	0.35	36.2
West: Star Car Park													
10	L2	39	0.0	39	0.0	0.586	43.3	LOS D	7.8	54.6	0.98	0.79	4.0
12	R2	324	0.0	324	0.0	0.586	42.2	LOS D	9.0	63.0	0.97	0.80	4.1
Approach		363	0.0	363	0.0	0.586	42.3	LOS D	9.0	63.0	0.97	0.80	4.1
All Vehicles		1332	0.9	1332	0.9	0.586	14.4	LOS B	9.0	63.0	0.41	0.41	19.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	278	43.8	LOS E	0.7	0.7	0.94	0.94
P4	West Full Crossing	546	44.3	LOS E	1.5	1.5	0.95	0.95
All Pedestrians		824	44.1	LOS E			0.95	0.95

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.

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PHASING SUMMARY

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

Network: N101 [OP Star Casino Network]

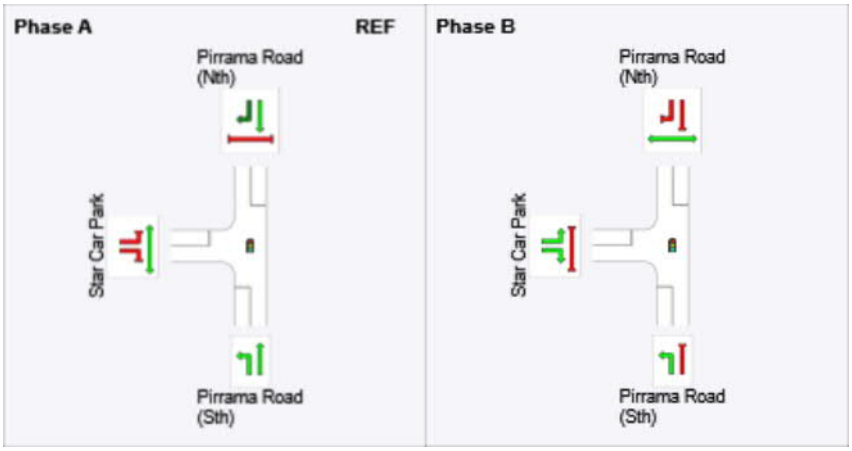
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	76
Green Time (sec)	70	18
Phase Time (sec)	76	24
Phase Split	76 %	24 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



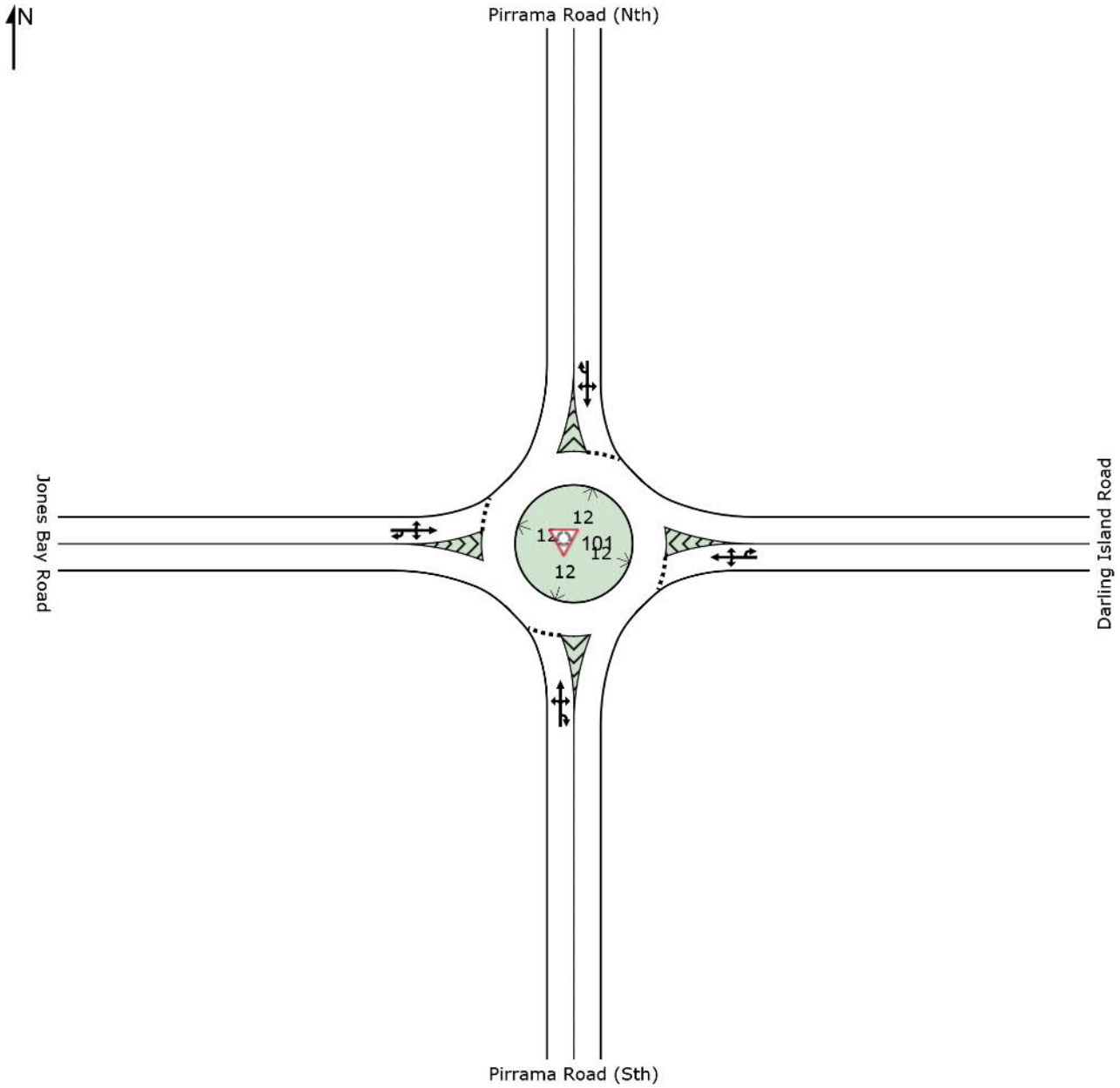
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [AM Jones Bay Rd/Pirrama Rd]

Network: 1 [AM Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

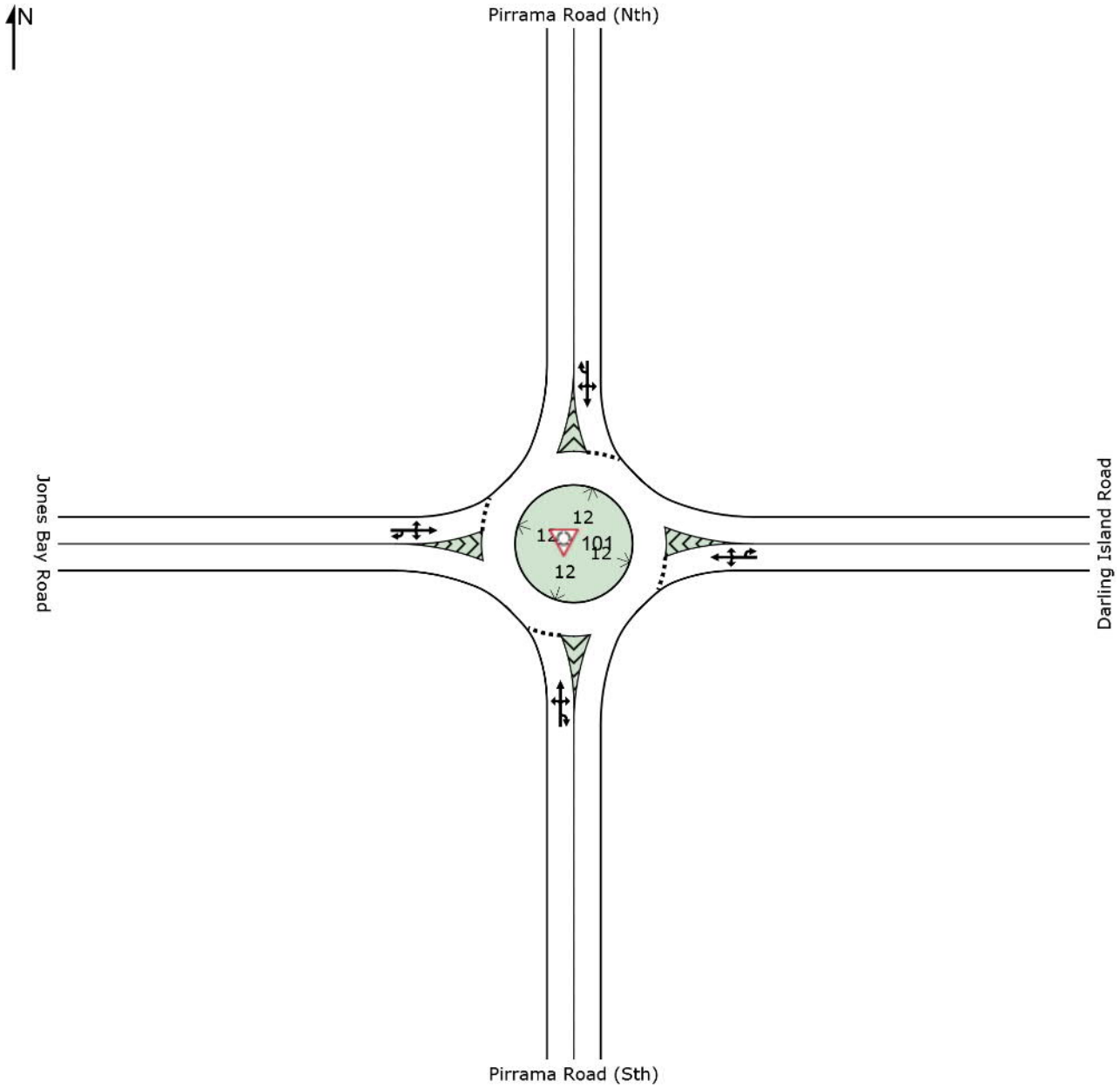
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	95	8.4	95	8.4	0.244	4.3	LOS A	1.2	9.0	0.28	0.54	37.8
2	T1	89	7.9	89	7.9	0.244	4.2	LOS A	1.2	9.0	0.28	0.54	45.5
3	R2	92	5.4	92	5.4	0.244	7.7	LOS A	1.2	9.0	0.28	0.54	34.8
3u	U	11	10.0	11	10.0	0.244	9.4	LOS A	1.2	9.0	0.28	0.54	37.8
Approach		287	7.3	287	7.3	0.244	5.6	LOS A	1.2	9.0	0.28	0.54	40.6
East: Darling Island Road													
4	L2	18	0.0	18	0.0	0.070	5.2	LOS A	0.3	2.3	0.34	0.53	30.6
5	T1	41	12.2	41	12.2	0.070	5.3	LOS A	0.3	2.3	0.34	0.53	30.6
6	R2	7	0.0	7	0.0	0.070	8.9	LOS A	0.3	2.3	0.34	0.53	50.2
6u	U	1	0.0	1	0.0	0.070	10.7	LOS A	0.3	2.3	0.34	0.53	24.7
Approach		67	7.5	67	7.5	0.070	5.8	LOS A	0.3	2.3	0.34	0.53	35.9
North: Pirrama Road (Nth)													
7	L2	11	0.0	11	0.0	0.111	5.9	LOS A	0.6	4.3	0.44	0.62	40.3
8	T1	43	14.0	43	14.0	0.111	6.4	LOS A	0.6	4.3	0.44	0.62	47.6
9	R2	44	2.3	44	2.3	0.111	9.7	LOS A	0.6	4.3	0.44	0.62	47.6
9u	U	4	0.0	4	0.0	0.111	11.3	LOS A	0.6	4.3	0.44	0.62	52.9
Approach		102	6.8	102	6.8	0.111	8.0	LOS A	0.6	4.3	0.44	0.62	46.9
West: Jones Bay Road													
10	L2	87	0.0	87	0.0	0.224	5.7	LOS A	1.4	9.7	0.44	0.60	48.6
11	T1	86	3.5	86	3.5	0.224	5.9	LOS A	1.4	9.7	0.44	0.60	28.2
12	R2	34	0.0	34	0.0	0.224	9.4	LOS A	1.4	9.7	0.44	0.60	32.1
12u	U	28	3.7	28	3.7	0.224	11.2	LOS A	1.4	9.7	0.44	0.60	32.1
Approach		235	1.7	235	1.7	0.224	7.0	LOS A	1.4	9.7	0.44	0.60	39.7
All Vehicles		691	5.4	691	5.4	0.244	6.4	LOS A	1.4	9.7	0.36	0.57	41.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [PM Jones Bay Rd/Pirrama Rd]

Network: N101 [PM Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

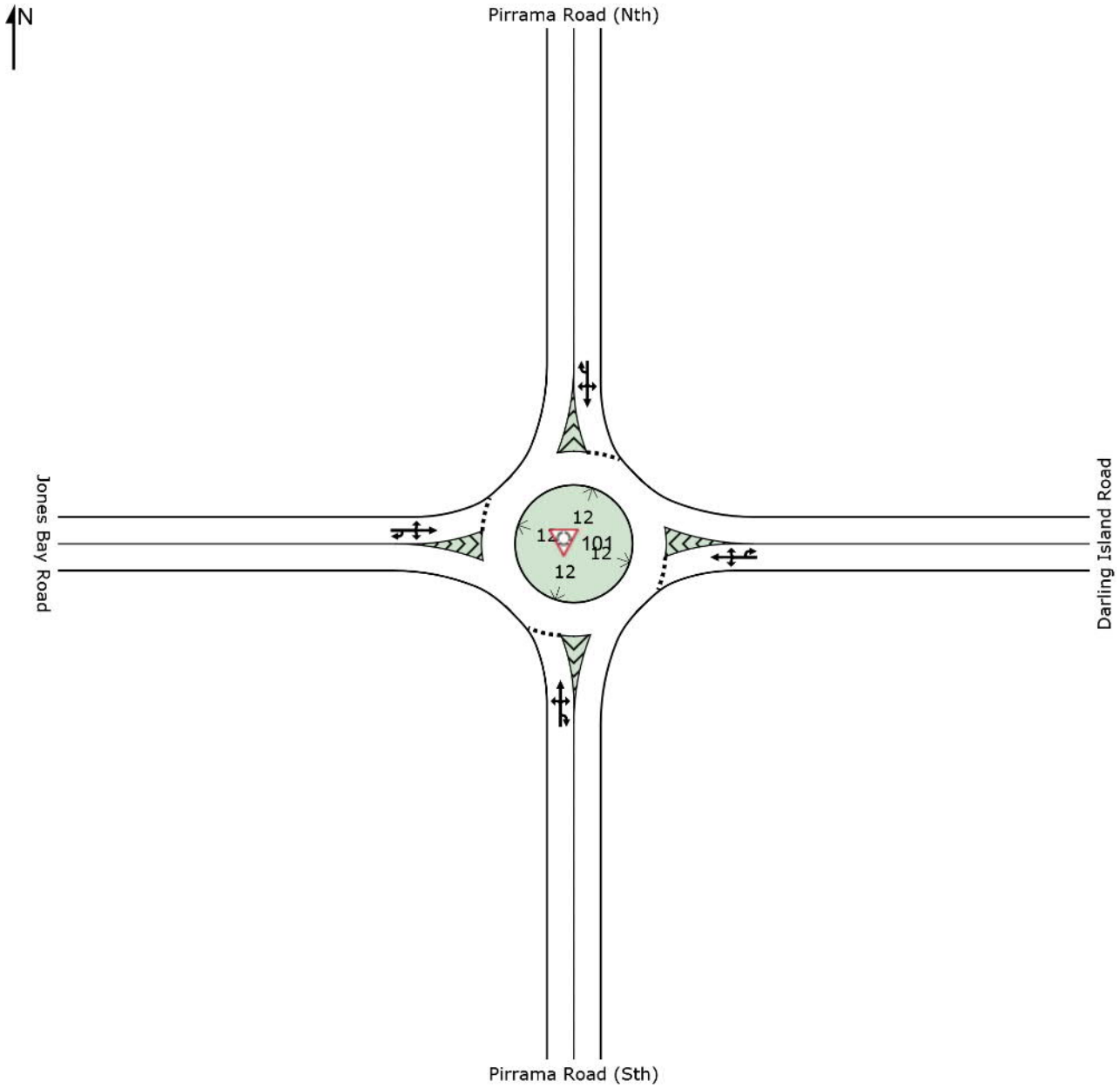
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pirrama Road (Sth)													
1	L2	216	1.4	216	1.4	0.403	5.6	LOS A	2.2	16.4	0.49	0.64	36.6
2	T1	101	14.9	101	14.9	0.403	5.9	LOS A	2.2	16.4	0.49	0.64	44.8
3	R2	34	0.0	34	0.0	0.403	9.0	LOS A	2.2	16.4	0.49	0.64	34.1
3u	U	44	4.8	44	4.8	0.403	10.7	LOS B	2.2	16.4	0.49	0.64	36.6
Approach		395	5.1	395	5.1	0.403	6.5	LOS A	2.2	16.4	0.49	0.64	40.0
East: Darling Island Road													
4	L2	57	0.0	57	0.0	0.201	6.7	LOS A	1.0	7.1	0.57	0.67	28.2
5	T1	92	0.0	92	0.0	0.201	6.8	LOS A	1.0	7.1	0.57	0.67	28.2
6	R2	14	0.0	14	0.0	0.201	10.5	LOS B	1.0	7.1	0.57	0.67	49.0
6u	U	1	0.0	1	0.0	0.201	12.2	LOS B	1.0	7.1	0.57	0.67	23.8
Approach		164	0.0	164	0.0	0.201	7.1	LOS A	1.0	7.1	0.57	0.67	32.9
North: Pirrama Road (Nth)													
7	L2	20	0.0	20	0.0	0.297	5.9	LOS A	1.8	13.0	0.46	0.64	40.2
8	T1	113	10.6	113	10.6	0.297	6.3	LOS A	1.8	13.0	0.46	0.64	47.4
9	R2	154	0.6	154	0.6	0.297	9.6	LOS A	1.8	13.0	0.46	0.64	47.4
9u	U	6	0.0	6	0.0	0.297	11.3	LOS B	1.8	13.0	0.46	0.64	52.8
Approach		293	4.4	293	4.4	0.297	8.1	LOS A	1.8	13.0	0.46	0.64	46.9
West: Jones Bay Road													
10	L2	65	1.5	65	1.5	0.185	5.7	LOS A	1.1	7.7	0.43	0.62	47.9
11	T1	41	0.0	41	0.0	0.185	5.8	LOS A	1.1	7.7	0.43	0.62	27.9
12	R2	55	0.0	55	0.0	0.185	9.4	LOS A	1.1	7.7	0.43	0.62	31.3
12u	U	32	0.0	32	0.0	0.185	11.1	LOS B	1.1	7.7	0.43	0.62	31.3
Approach		193	0.5	193	0.5	0.185	7.6	LOS A	1.1	7.7	0.43	0.62	39.5
All Vehicles		1045	3.3	1045	3.3	0.403	7.3	LOS A	2.2	16.4	0.48	0.64	41.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [OP Jones Bay Rd/Pirrama Rd]

Network: N101 [OP Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

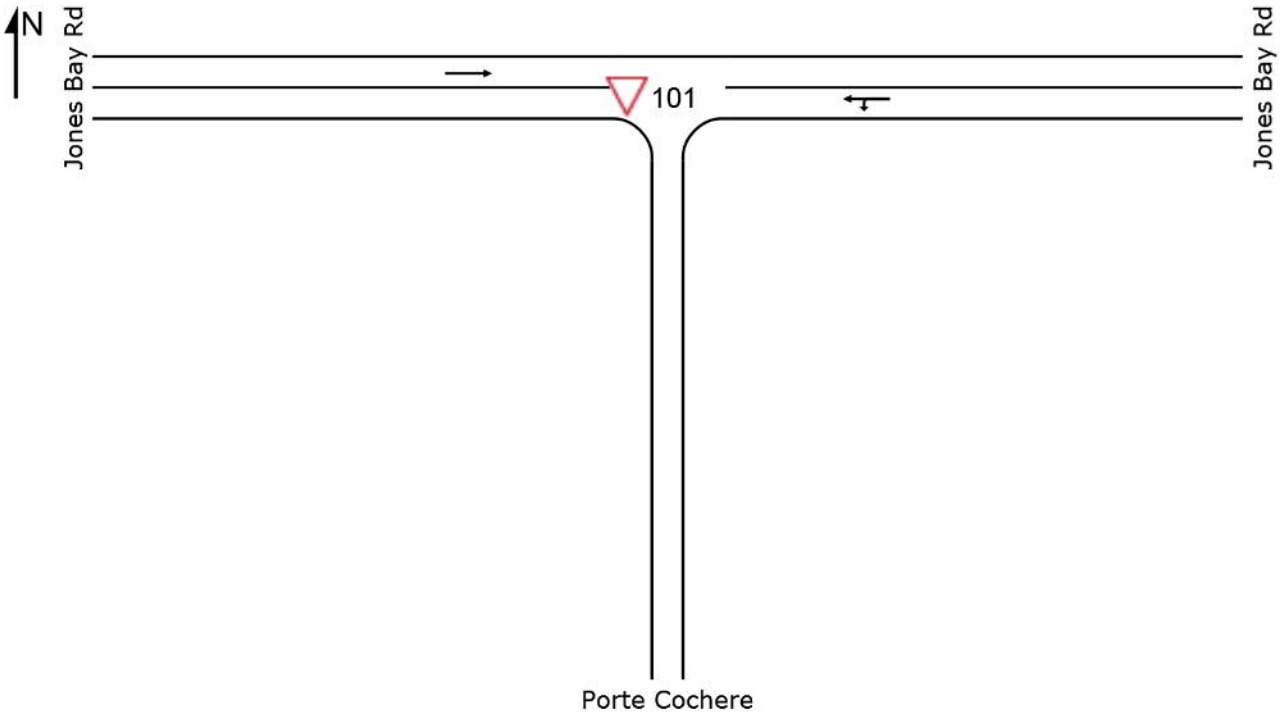
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pirrama Road (Sth)													
1	L2	281	0.7	281	0.7	0.485	5.9	LOS A	3.0	21.2	0.54	0.68	35.7
2	T1	72	4.2	72	4.2	0.485	6.0	LOS A	3.0	21.2	0.54	0.68	44.4
3	R2	24	0.0	24	0.0	0.485	9.4	LOS A	3.0	21.2	0.54	0.68	33.5
3u	U	105	1.0	105	1.0	0.485	11.0	LOS B	3.0	21.2	0.54	0.68	35.7
Approach		482	1.3	482	1.3	0.485	7.2	LOS A	3.0	21.2	0.54	0.68	38.1
East: Darling Island Road													
4	L2	34	0.0	34	0.0	0.124	8.3	LOS A	0.7	5.0	0.68	0.72	25.6
5	T1	48	0.0	48	0.0	0.124	8.4	LOS A	0.7	5.0	0.68	0.72	25.6
6	R2	9	0.0	9	0.0	0.124	12.1	LOS B	0.7	5.0	0.68	0.72	47.5
6u	U	1	0.0	1	0.0	0.124	13.8	LOS B	0.7	5.0	0.68	0.72	22.7
Approach		92	0.0	92	0.0	0.124	8.8	LOS A	0.7	5.0	0.68	0.72	30.9
North: Pirrama Road (Nth)													
7	L2	7	0.0	7	0.0	0.396	7.2	LOS A	2.6	18.1	0.62	0.73	39.6
8	T1	180	2.2	180	2.2	0.396	7.4	LOS A	2.6	18.1	0.62	0.73	46.4
9	R2	152	0.0	152	0.0	0.396	10.9	LOS B	2.6	18.1	0.62	0.73	46.4
9u	U	9	0.0	9	0.0	0.396	12.6	LOS B	2.6	18.1	0.62	0.73	52.1
Approach		348	1.1	348	1.1	0.396	9.0	LOS A	2.6	18.1	0.62	0.73	46.5
West: Jones Bay Road													
10	L2	33	3.0	33	3.0	0.244	5.9	LOS A	1.5	10.8	0.47	0.66	46.4
11	T1	25	0.0	25	0.0	0.244	6.0	LOS A	1.5	10.8	0.47	0.66	27.0
12	R2	87	0.0	87	0.0	0.244	9.5	LOS A	1.5	10.8	0.47	0.66	29.3
12u	U	105	0.0	105	0.0	0.244	11.2	LOS B	1.5	10.8	0.47	0.66	29.3
Approach		250	0.4	250	0.4	0.244	9.4	LOS A	1.5	10.8	0.47	0.66	33.6
All Vehicles		1173	0.9	1173	0.9	0.485	8.4	LOS A	3.0	21.2	0.56	0.69	40.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 19:23:14
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180119 Existing+Mod 14 (5% Inc).sip7

MOVEMENT SUMMARY

Site: 101 [AM Jones Bay Rd/Port Cochere Entry]

Network: 1 [AM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

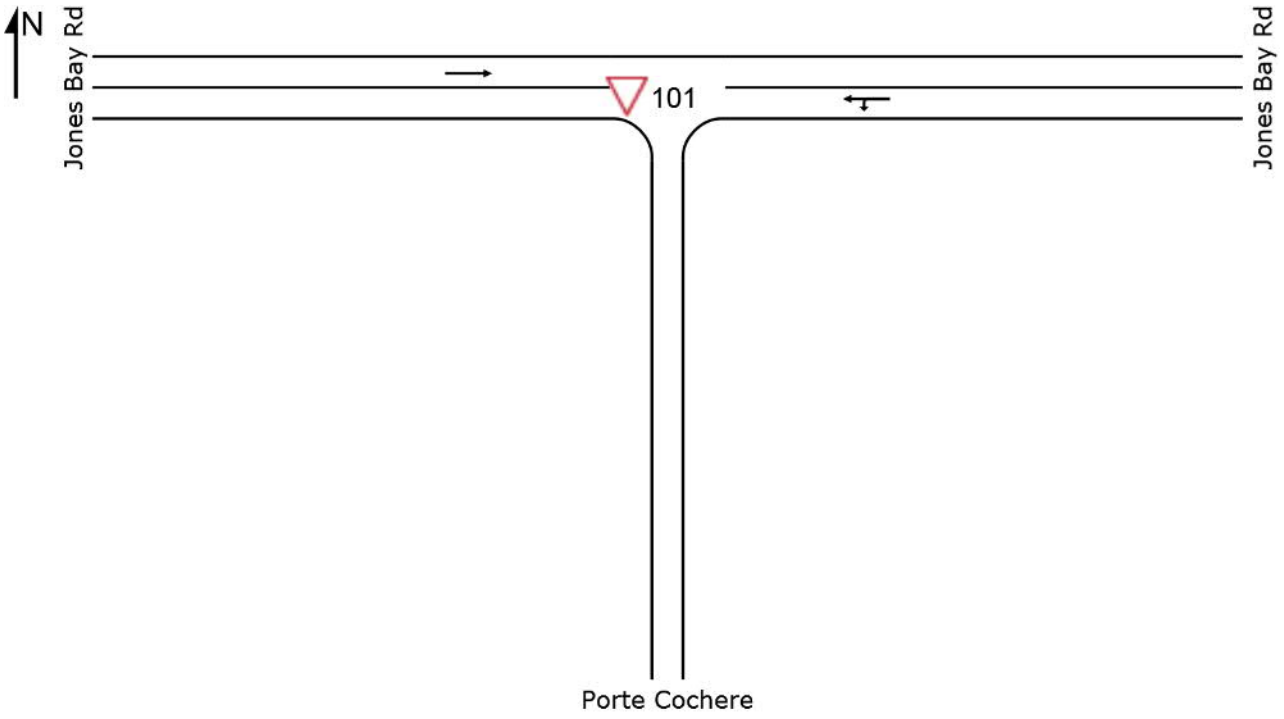
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Jones Bay Rd													
4	L2	32	10.0	32	10.0	0.118	4.7	LOS A	0.0	0.0	0.00	0.08	46.8
5	T1	186	6.8	186	6.8	0.118	0.0	LOS A	0.0	0.0	0.00	0.08	46.8
Approach		218	7.2	218	7.2	0.118	0.7	NA	0.0	0.0	0.00	0.08	46.8
West: Jones Bay Rd													
11	T1	277	1.9	277	1.9	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		277	1.9	277	1.9	0.144	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		495	4.3	495	4.3	0.144	0.3	NA	0.0	0.0	0.00	0.03	47.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [PM Jones Bay Rd/Port Cochere Entry]

Network: N101 [PM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

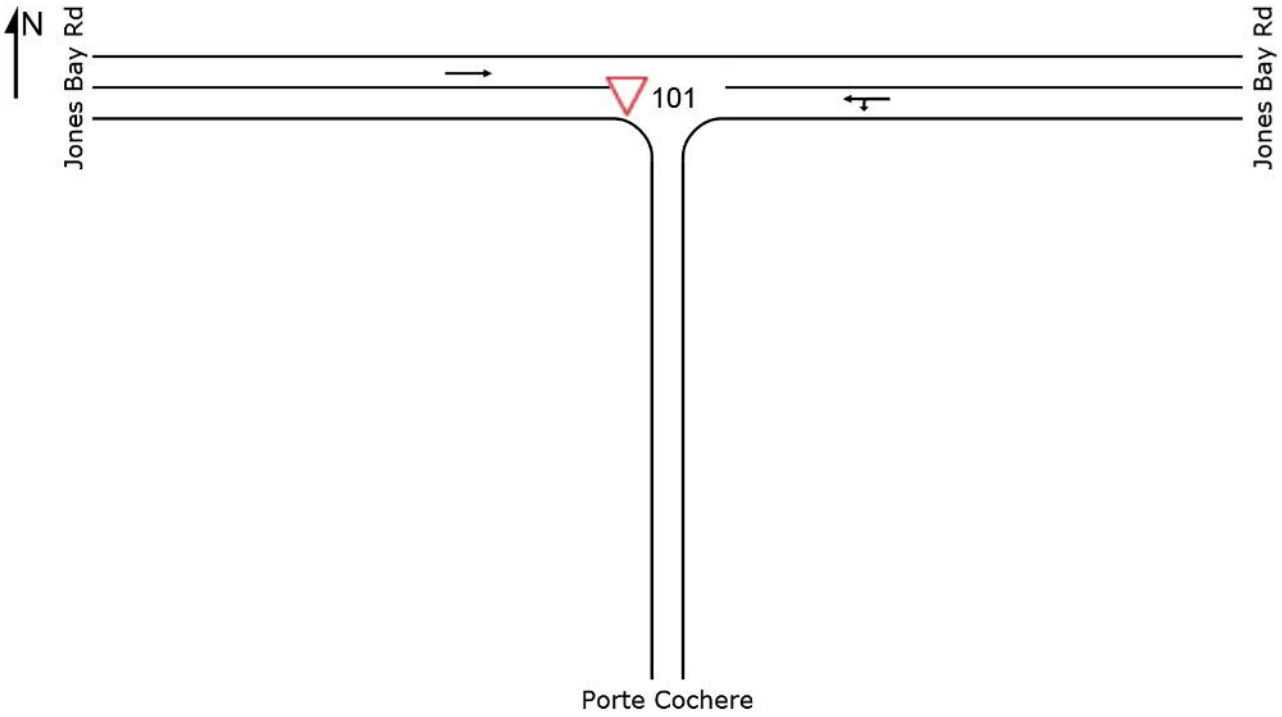
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Jones Bay Rd													
4	L2	102	1.0	102	1.0	0.270	4.6	LOS A	0.0	0.0	0.00	0.11	45.6
5	T1	416	0.8	416	0.8	0.270	0.0	LOS A	0.0	0.0	0.00	0.11	45.6
Approach		518	0.8	518	0.8	0.270	0.9	NA	0.0	0.0	0.00	0.11	45.6
West: Jones Bay Rd													
11	T1	229	0.0	229	0.0	0.118	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		229	0.0	229	0.0	0.118	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		747	0.6	747	0.6	0.270	0.6	NA	0.0	0.0	0.00	0.07	46.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 20:00:10
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180119 Existing+Mod 14 (5% Inc).sip7

MOVEMENT SUMMARY

Site: 101 [OP Jones Bay Rd/Port Cochere Entry]

Network: N101 [OP Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

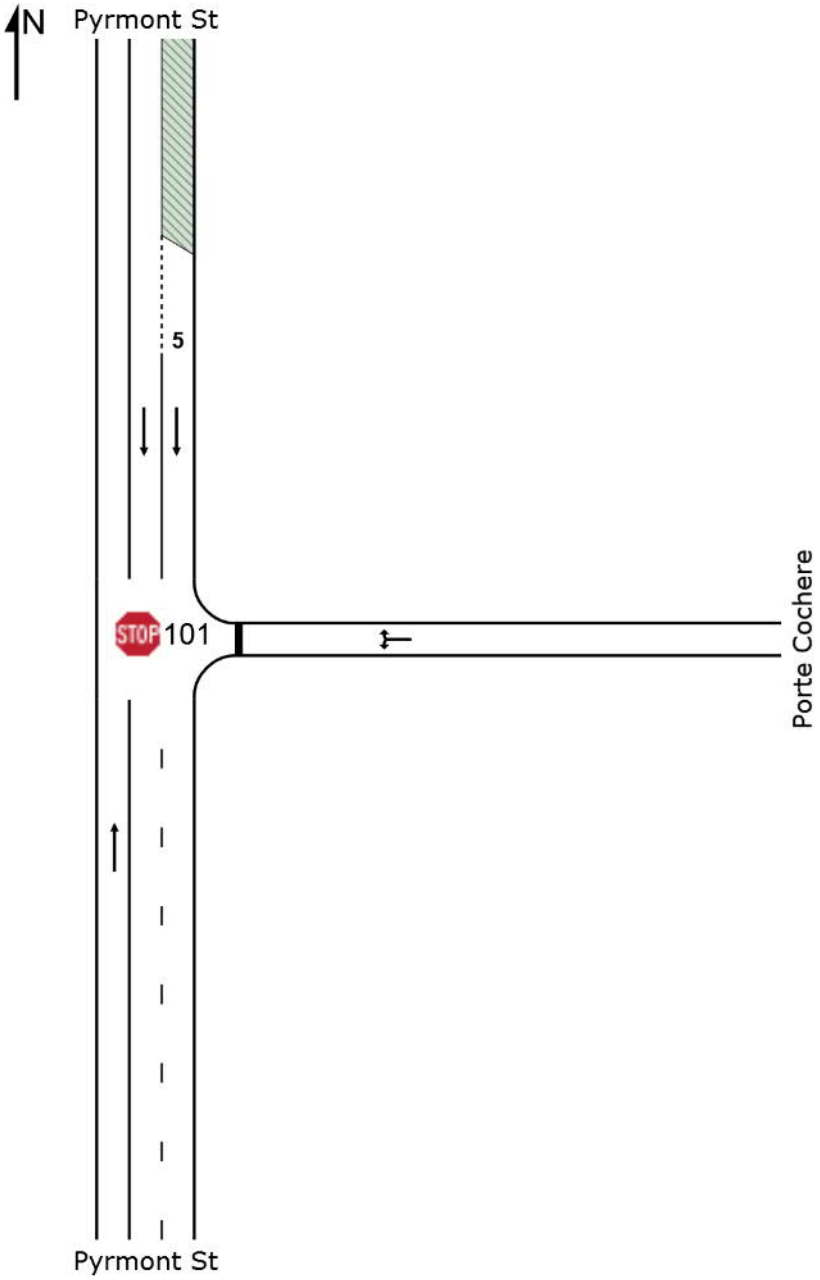
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Jones Bay Rd													
4	L2	223	0.5	223	0.5	0.320	4.6	LOS A	0.0	0.0	0.00	0.20	42.5
5	T1	388	0.3	388	0.3	0.320	0.0	LOS A	0.0	0.0	0.00	0.20	42.5
Approach		612	0.3	612	0.3	0.320	1.7	NA	0.0	0.0	0.00	0.20	42.5
West: Jones Bay Rd													
11	T1	281	0.0	281	0.0	0.144	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		281	0.0	281	0.0	0.144	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		893	0.2	893	0.2	0.320	1.1	NA	0.0	0.0	0.00	0.14	43.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Port Cochere Exit]

Network: 1 [AM Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

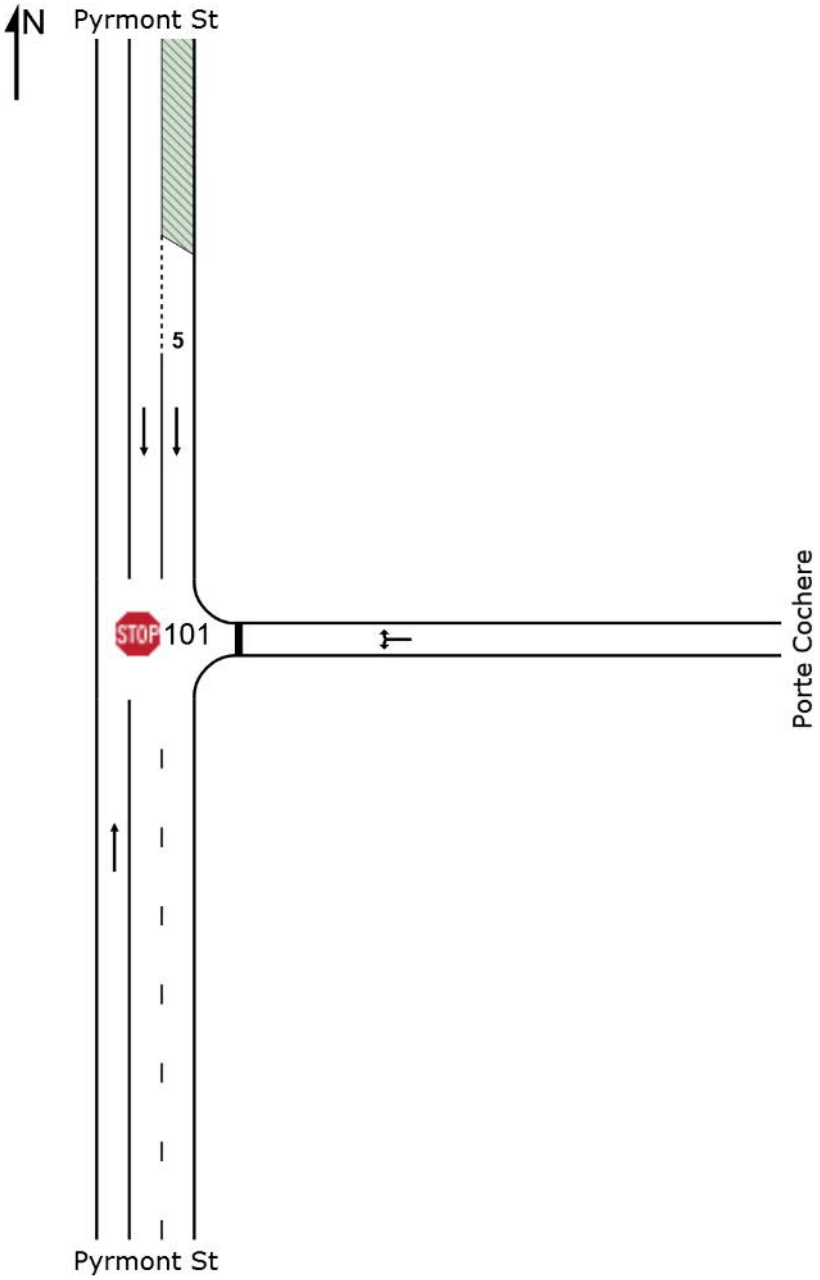
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	286	2.9	286	2.9	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		286	2.9	286	2.9	0.150	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	64	1.6	64	1.6	0.086	4.8	LOS A	0.2	1.7	0.29	0.88	18.0
6	R2	3	0.0	3	0.0	0.086	8.9	LOS A	0.2	1.7	0.29	0.88	18.0
Approach		67	1.6	67	1.6	0.086	5.0	LOS A	0.2	1.7	0.29	0.88	18.0
North: Pyrmont St													
8	T1	293	4.7	293	4.7	0.092	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		293	4.7	293	4.7	0.092	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		646	3.6	646	3.6	0.150	0.5	NA	0.2	1.7	0.03	0.09	37.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Port Cochere Exit]

Network: N101 [PM Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

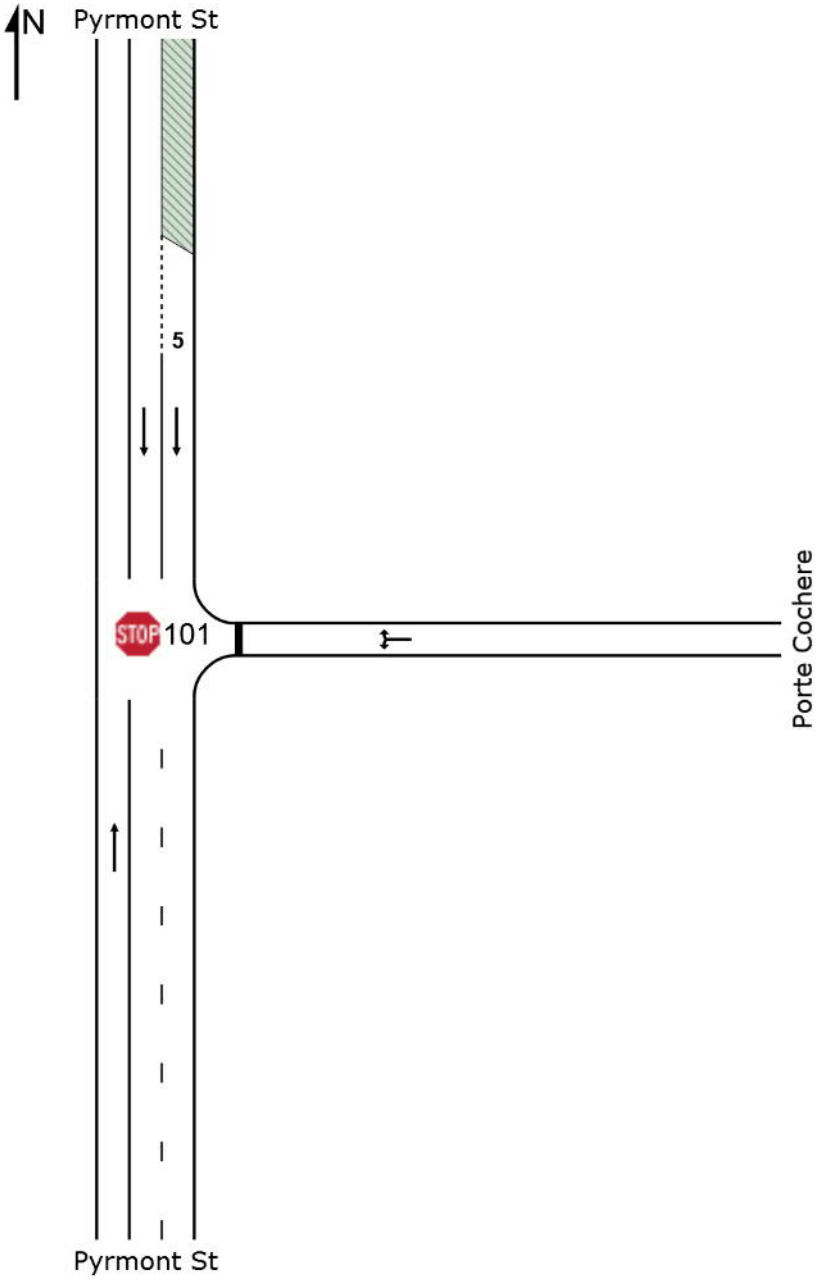
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	268	0.0	268	0.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		268	0.0	268	0.0	0.138	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	105	1.0	105	1.0	0.204	5.1	LOS A	0.4	3.0	0.36	0.90	17.9
6	R2	5	0.0	5	0.0	0.204	10.9	LOS B	0.4	3.0	0.36	0.90	17.9
Approach		111	1.0	111	1.0	0.204	5.4	LOS A	0.4	3.0	0.36	0.90	17.9
North: Pyrmont St													
8	T1	468	1.3	468	1.3	0.121	0.0	LOS A	4.6	32.3	0.00	0.00	50.0
Approach		468	1.3	468	1.3	0.121	0.0	NA	4.6	32.3	0.00	0.00	50.0
All Vehicles		847	0.9	847	0.9	0.204	0.7	NA	4.6	32.3	0.05	0.12	36.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Port Cochere Exit]

Network: N101 [OP Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

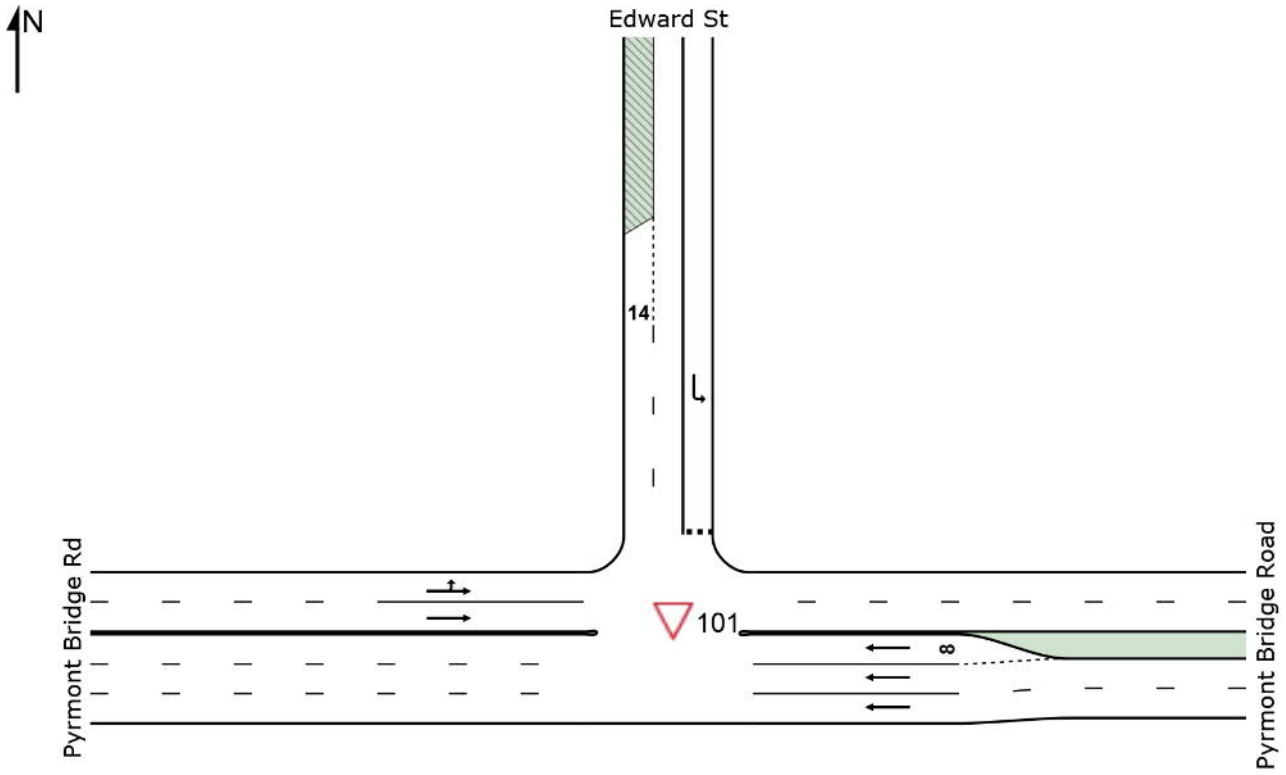
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	274	0.0	274	0.0	0.140	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		274	0.0	274	0.0	0.140	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	207	0.5	207	0.5	0.426	5.4	LOS A	1.2	8.1	0.37	0.93	17.6
6	R2	24	0.0	24	0.0	0.426	11.1	LOS B	1.2	8.1	0.37	0.93	17.6
Approach		232	0.5	232	0.5	0.426	6.0	LOS A	1.2	8.1	0.37	0.93	17.6
North: Pyrmont St													
8	T1	400	0.3	400	0.3	0.103	0.0	LOS A	1.6	11.2	0.00	0.00	50.0
Approach		400	0.3	400	0.3	0.103	0.0	NA	1.6	11.2	0.00	0.00	50.0
All Vehicles		905	0.2	905	0.2	0.426	1.5	NA	1.6	11.2	0.09	0.24	29.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 19:23:18
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180119 Existing+Mod 14 (5% Inc).sip7

MOVEMENT SUMMARY

Site: 101 [AM Pyrmont Bridge Rd/Edward St]

Network: 1 [AM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

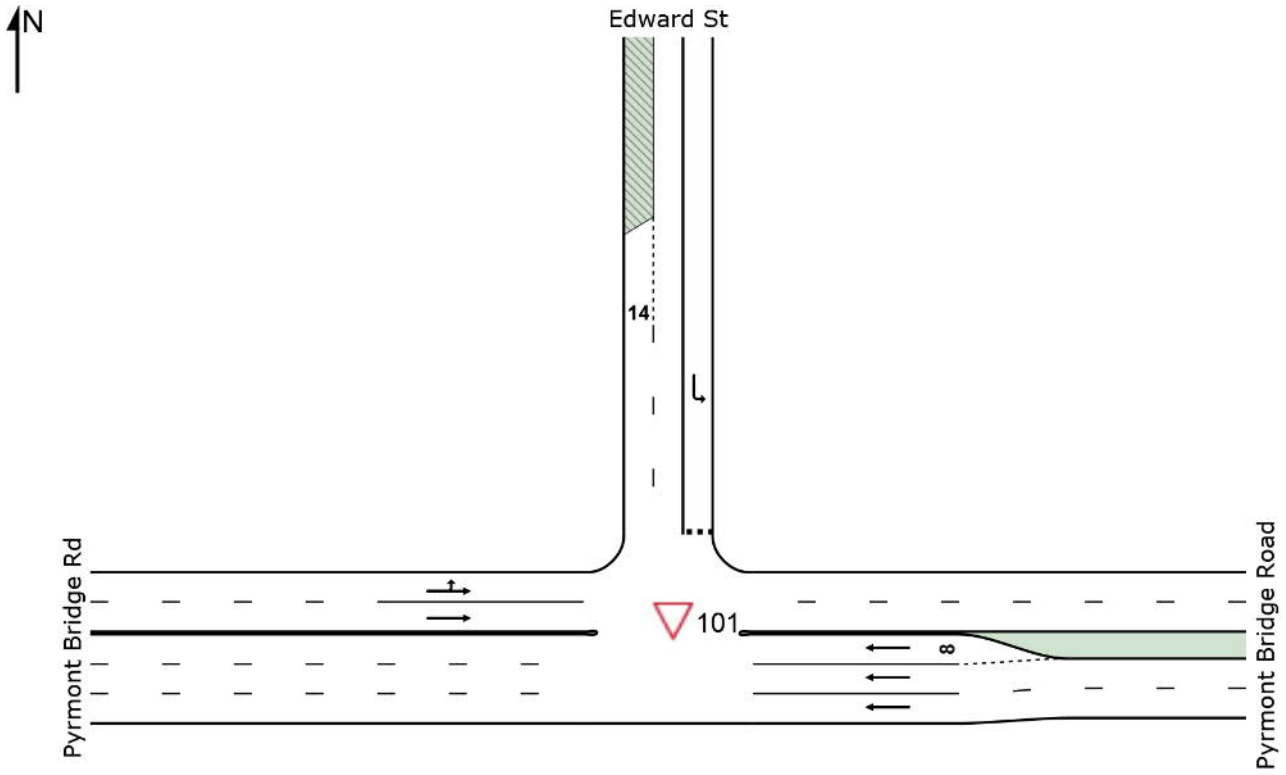
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Pyrmont Bridge Road													
5	T1	263	6.5	263	6.5	0.053	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		263	6.5	263	6.5	0.053	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Edward St													
7	L2	25	0.0	25	0.0	0.021	5.0	LOS A	0.1	0.5	0.16	0.51	27.8
Approach		25	0.0	25	0.0	0.021	5.0	LOS A	0.1	0.5	0.16	0.51	27.8
West: Pyrmont Bridge Rd													
10	L2	189	0.5	189	0.5	0.168	2.8	LOS A	0.0	0.0	0.00	0.31	31.3
11	T1	439	6.4	439	6.4	0.168	0.0	LOS A	0.0	0.0	0.00	0.09	42.6
Approach		628	4.6	628	4.6	0.168	0.8	NA	0.0	0.0	0.00	0.15	38.3
All Vehicles		916	5.0	916	5.0	0.168	0.7	NA	0.1	0.5	0.00	0.12	43.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 19:42:57
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180119 Existing+Mod 14 (5% Inc).sip7

MOVEMENT SUMMARY

Site: 101 [PM Pyrmont Bridge Rd/Edward St]

Network: N101 [PM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

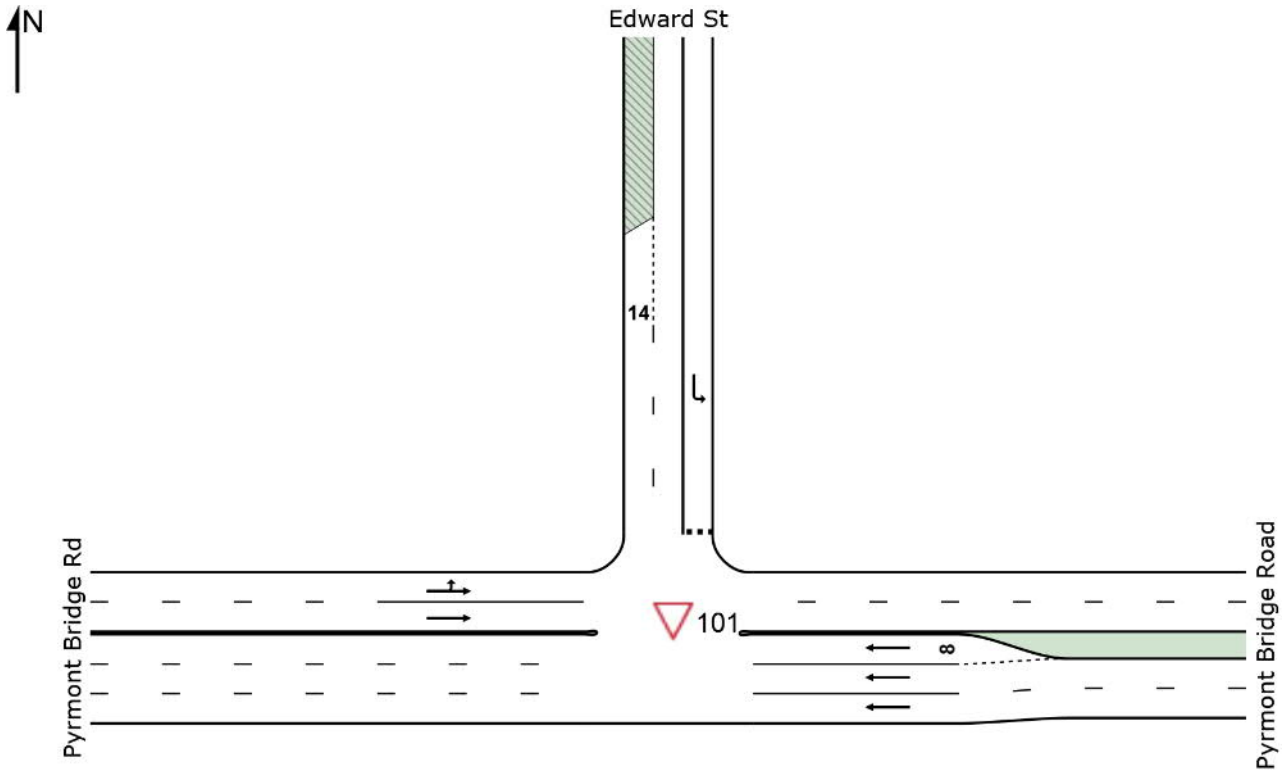
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Pyrmont Bridge Road													
5	T1	431	1.6	431	1.6	0.080	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		431	1.6	431	1.6	0.080	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Edward St													
7	L2	50	0.0	50	0.0	0.041	4.9	LOS A	0.1	1.0	0.14	0.51	28.0
Approach		50	0.0	50	0.0	0.041	4.9	LOS A	0.1	1.0	0.14	0.51	28.0
West: Pyrmont Bridge Rd													
10	L2	161	0.6	161	0.6	0.139	2.8	LOS A	0.0	0.0	0.00	0.31	31.2
11	T1	365	2.5	365	2.5	0.139	0.0	LOS A	0.0	0.0	0.00	0.09	42.8
Approach		526	1.9	526	1.9	0.139	0.8	NA	0.0	0.0	0.00	0.16	38.3
All Vehicles		1007	1.7	1007	1.7	0.139	0.7	NA	0.1	1.0	0.01	0.11	44.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont Bridge Rd/Edward St]

Network: N101 [OP Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

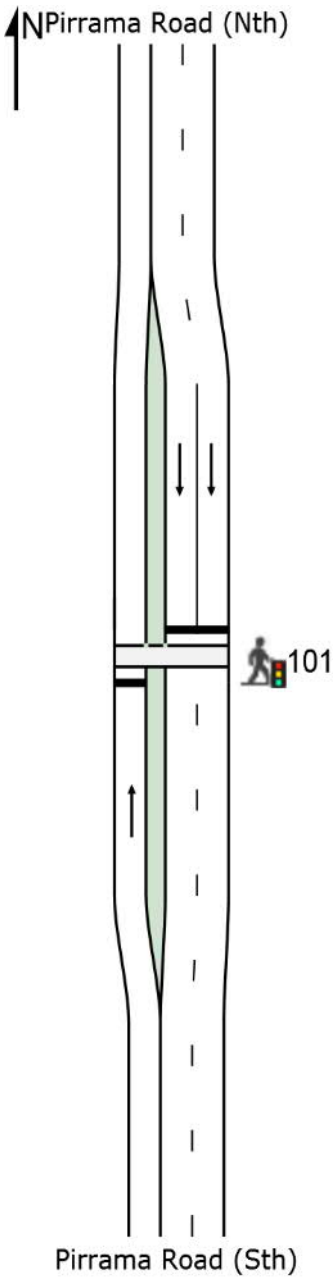
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Road													
5	T1	609	0.3	609	0.3	0.104	0.0	LOS A	3.7	25.7	0.00	0.00	50.0
Approach		609	0.3	609	0.3	0.104	0.0	NA	3.7	25.7	0.00	0.00	50.0
North: Edward St													
7	L2	55	0.0	55	0.0	0.048	5.2	LOS A	0.2	1.1	0.19	0.52	27.5
Approach		55	0.0	55	0.0	0.048	5.2	LOS A	0.2	1.1	0.19	0.52	27.5
West: Pyrmont Bridge Rd													
10	L2	102	0.0	102	0.0	0.142	2.8	LOS A	0.0	0.0	0.00	0.19	36.4
11	T1	441	1.4	441	1.4	0.142	0.0	LOS A	0.0	0.0	0.00	0.07	43.7
Approach		543	1.1	543	1.1	0.142	0.5	NA	0.0	0.0	0.00	0.10	42.1
All Vehicles		1207	0.7	1207	0.7	0.142	0.5	NA	3.7	25.7	0.01	0.07	46.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

Network: 1 [AM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	440	4.5	440	4.5	0.332	5.2	LOS A	6.3	45.7	0.32	0.28	32.0
Approach		440	4.5	440	4.5	0.332	5.2	LOS A	6.3	45.7	0.32	0.28	32.0
North: Pirrama Road (Nth)													
8	T1	122	6.9	122	6.9	0.047	1.2	LOS A	0.2	1.5	0.07	0.06	43.4
Approach		122	6.9	122	6.9	0.047	1.2	LOS A	0.2	1.5	0.07	0.06	43.4
All Vehicles		562	5.1	562	5.1	0.332	4.4	LOS A	6.3	45.7	0.27	0.23	33.8

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 2.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		105	43.4	LOS E			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

Network: 1 [AM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	76
Green Time (sec)	70	18
Phase Time (sec)	76	24
Phase Split	76 %	24 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

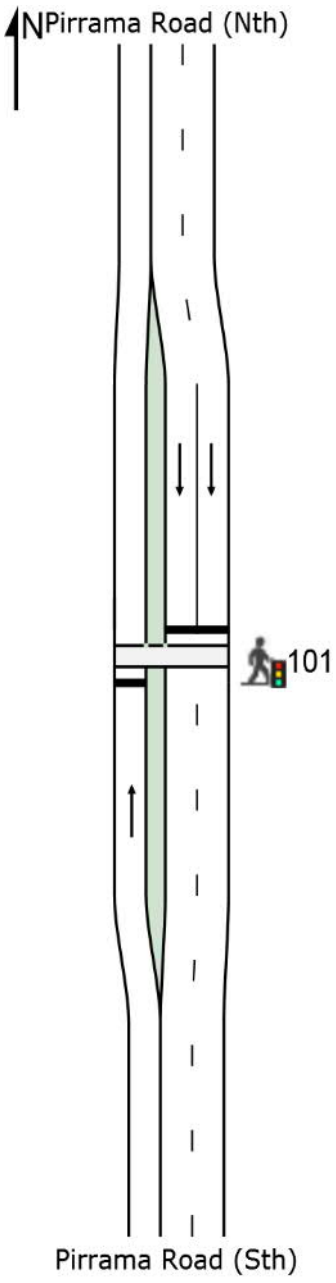
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

Network: N101 [PM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	540	3.5	540	3.5	0.405	6.2	LOS A	10.2	73.9	0.43	0.38	30.1
Approach		540	3.5	540	3.5	0.405	6.2	LOS A	10.2	73.9	0.43	0.38	30.1
North: Pirrama Road (Nth)													
8	T1	439	3.4	439	3.4	0.164	1.4	LOS A	0.8	6.0	0.08	0.07	42.9
Approach		439	3.4	439	3.4	0.164	1.4	LOS A	0.8	6.0	0.08	0.07	42.9
All Vehicles		979	3.4	979	3.4	0.405	4.0	LOS A	10.2	73.9	0.27	0.24	34.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		105	43.4	LOS E			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

Network: N101 [PM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	76
Green Time (sec)	70	18
Phase Time (sec)	76	24
Phase Split	76 %	24 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

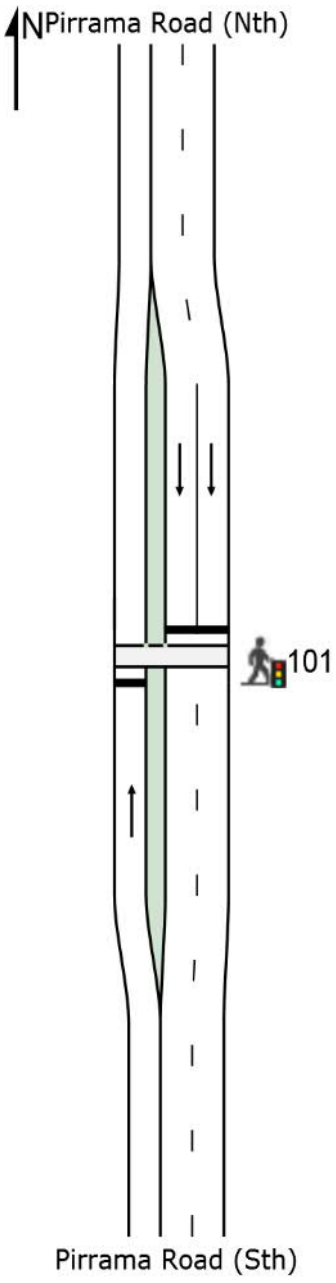
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

Network: N101 [OP Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	629	1.3	629	1.3	0.465	6.4	LOS A	12.4	87.6	0.44	0.40	29.7
Approach		629	1.3	629	1.3	0.465	6.4	LOS A	12.4	87.6	0.44	0.40	29.7
North: Pirrama Road (Nth)													
8	T1	694	0.6	694	0.6	0.277	1.5	LOS A	1.6	11.5	0.10	0.08	42.3
Approach		694	0.6	694	0.6	0.277	1.5	LOS A	1.6	11.5	0.10	0.08	42.3
All Vehicles		1323	1.0	1323	1.0	0.465	3.8	LOS A	12.4	87.6	0.26	0.24	34.8

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.4 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		105	43.4	LOS E			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

Network: N101 [OP Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

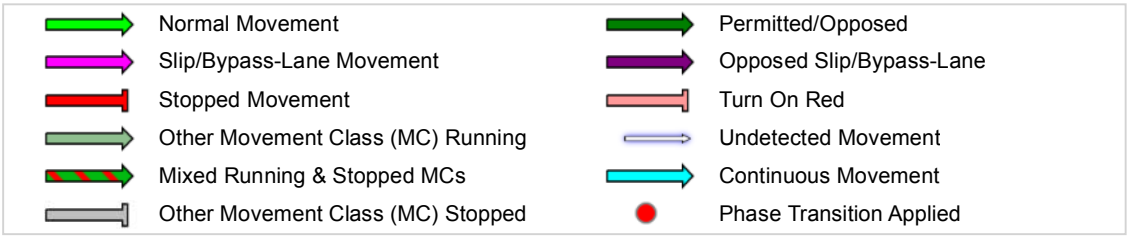
Phase Times specified by the user
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	76
Green Time (sec)	70	18
Phase Time (sec)	76	24
Phase Split	76 %	24 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

REF: Reference Phase
VAR: Variable Phase



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APPENDIX C

SIDRA ANALYSIS OF NETWORK CONDITIONS WITH MODIFICATION 13

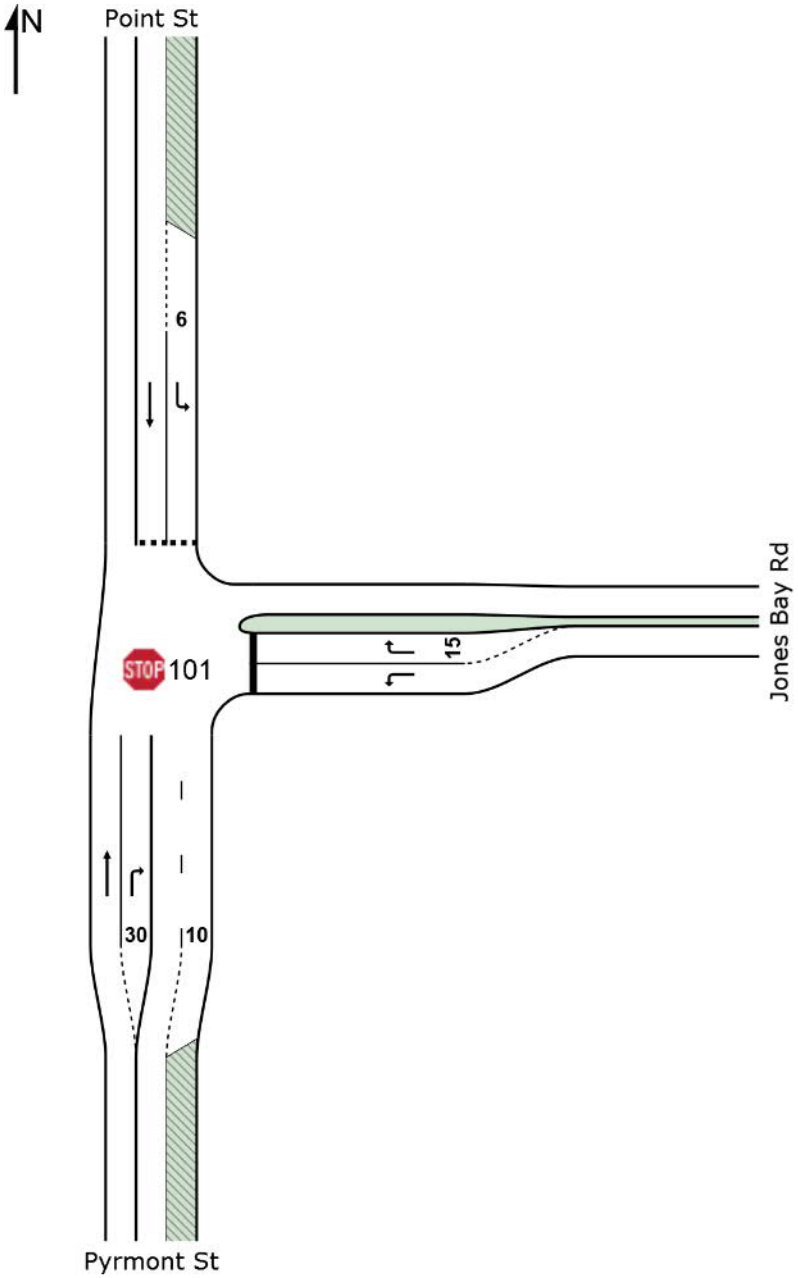
Summary of Results

		AM Peak				PM Peak				Off-Peak			
Ref.	**Intersection**	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)
1	Pyrmont Street / Jones Bay Road	0.131	A	7.4	3.3	0.25	A	6.5	2.4	0.178	A	6.7	1.1
2	Pyrmont Street / Union Street	0.883	C	30.3	146.7	1.08	D	46.8	163.2	0.752	C	27.1	109.2
3	Pyrmont Street / Pyrmont Bridge Road	0.775	B	20.5	73	1.872	D	48.2	136.3	0.763	C	22.3	114.8
4	Union Street / Edward Street	0.172	B	23.5	24.1	0.218	B	16.6	26.3	0.817	B	19.4	17.5
5	Pyrmont Bridge Road / Union Street	0.187	A	9.7	1.2	0.139	A	8.6	2.9	0.232	A	6.2	1.8
6	Union Street / Murray Street / Darling Drive	0.947	C	34.6	83.2	0.593	C	31	62.7	0.686	C	30.5	82.8
7	Pirrama Road / Star Car Park Entrance	0.199	A	6.1	10.1	0.291	A	9.2	24.9	0.348	B	10.1	30.2
8	Jones Bay Road / Pirrama Road	0.263	A	11.5	11.8	0.377	B	12.2	15	0.344	B	12.7	14.7
9	Jones bay Road / Port Cochere Entry	0.153	A	4.6	0.4	0.107	A	4.6	0.2	0.127	A	4.6	3.8
10	Pyrmont Street / Port Cochere Exit	0.252	A	11.4	2.8	0.225	C	17.7	81.6	0.206	B	14.5	70.8
11	Pyrmont Bridge Road / Edward Street	0.16	A	5.2	0.5	0.134	A	5	26.9	0.155	A	5.4	2
12	Pirrama Road Pedestrian Crossing	0.365	A	5.7	70.7	0.361	A	5.4	79.3	0.409	A	5	86.5
13	Pyrmont Street / Proposed Car Park	0.165	A	11.4	4.2	0.234	A	15.1	6.8	0.164	B	10.5	152.2
-	**Network**	**0.947**	E	**12.6**		**1.872**	E	**18.4**		**0.817**	E	**12.2**	

SITE LAYOUT

Site: 101 [AM Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Jones Bay Rd]

Network: 1 [AM Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

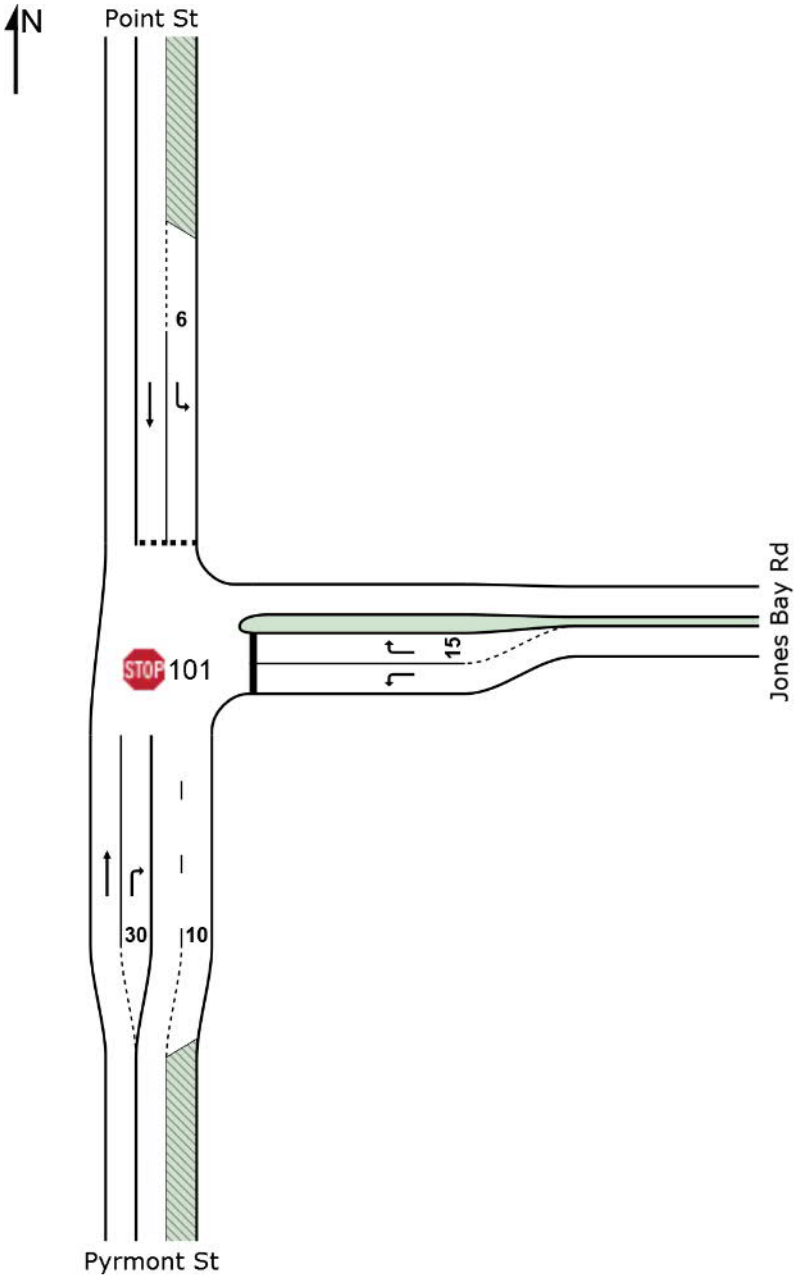
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	61	3.3	61	3.3	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	239	2.1	239	2.1	0.131	4.6	LOS A	0.0	0.0	0.00	0.53	34.1
Approach		300	2.3	300	2.3	0.131	3.7	NA	0.0	0.0	0.00	0.42	37.0
East: Jones Bay Rd													
4	L2	159	6.9	159	6.9	0.114	5.1	LOS A	0.0	0.0	0.00	1.02	17.1
6	R2	41	2.4	41	2.4	0.059	7.4	LOS A	0.2	1.4	0.45	0.92	20.1
Approach		200	6.0	200	6.0	0.114	5.5	LOS A	0.2	1.4	0.09	1.00	18.1
North: Point St													
7	L2	61	0.0	61	0.0	0.046	4.4	LOS A	0.2	1.4	0.32	0.52	24.0
8	T1	140	1.4	140	1.4	0.117	3.5	LOS A	0.5	3.3	0.33	0.50	26.7
Approach		201	1.0	201	1.0	0.117	3.8	LOS A	0.5	3.3	0.33	0.51	25.8
All Vehicles		701	3.0	701	3.0	0.131	4.2	NA	0.5	3.3	0.12	0.61	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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Jones Bay Rd]

Network: N101 [PM Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	111	0.0	91	0.0	0.047	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	149	0.0	122	0.0	0.066	4.6	LOS A	0.0	0.0	0.00	0.53	34.1
Approach		260	0.0	213[N1]	0.0	0.066	2.6	NA	0.0	0.0	0.00	0.30	40.4
East: Jones Bay Rd													
4	L2	359	0.8	358	0.8	0.250	4.9	LOS A	0.0	0.0	0.00	1.00	17.1
6	R2	62	0.0	62	0.0	0.077	6.5	LOS A	0.3	1.9	0.39	0.90	21.2
Approach		421	0.7	420[N1]	0.7	0.250	5.2	LOS A	0.3	1.9	0.06	0.99	18.1
North: Point St													
7	L2	70	0.0	70	0.0	0.047	4.0	LOS A	0.2	1.5	0.21	0.49	25.0
8	T1	111	2.7	111	2.7	0.085	3.1	LOS A	0.3	2.4	0.24	0.45	27.7
Approach		181	1.7	181	1.7	0.085	3.4	LOS A	0.3	2.4	0.23	0.47	26.5
All Vehicles		862	0.7	814[N1]	0.7	0.250	4.1	NA	0.3	2.4	0.08	0.69	27.9

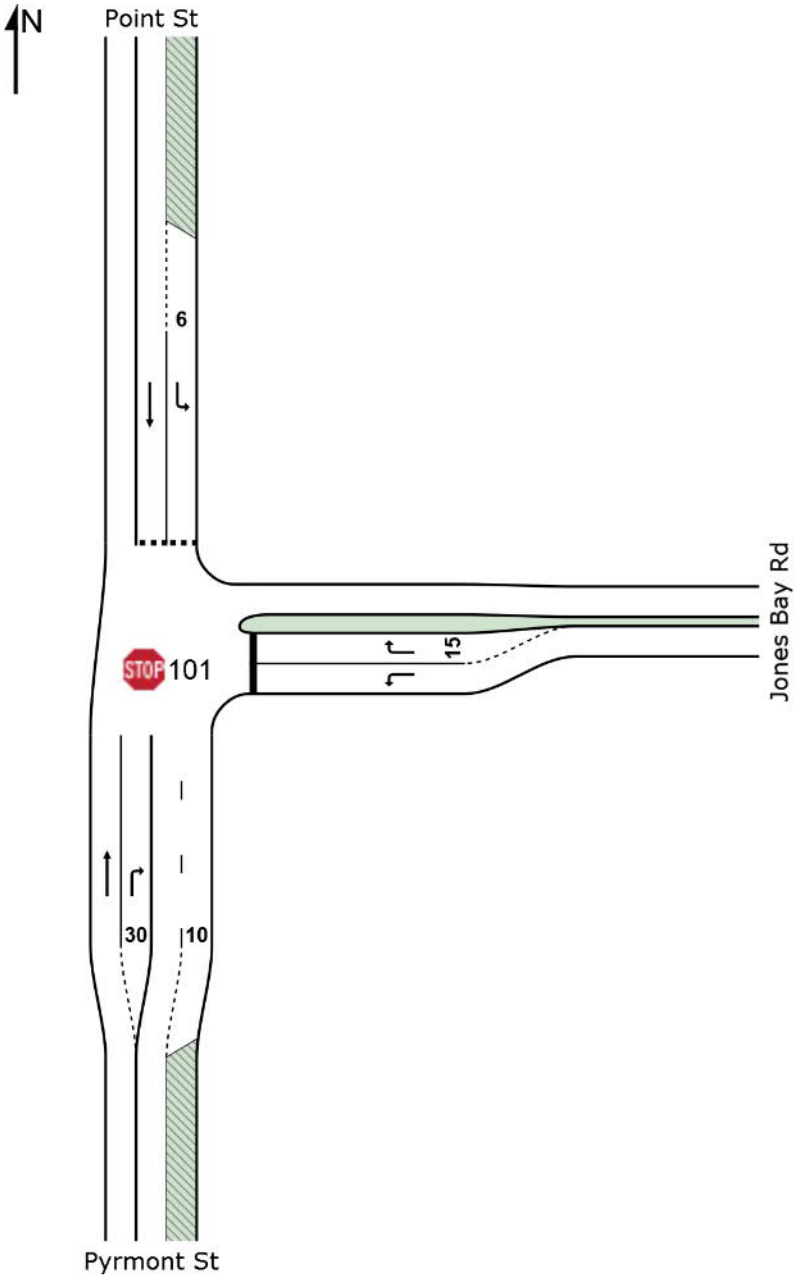
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [OP Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Jones Bay Rd]

Network: N101 [OP Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

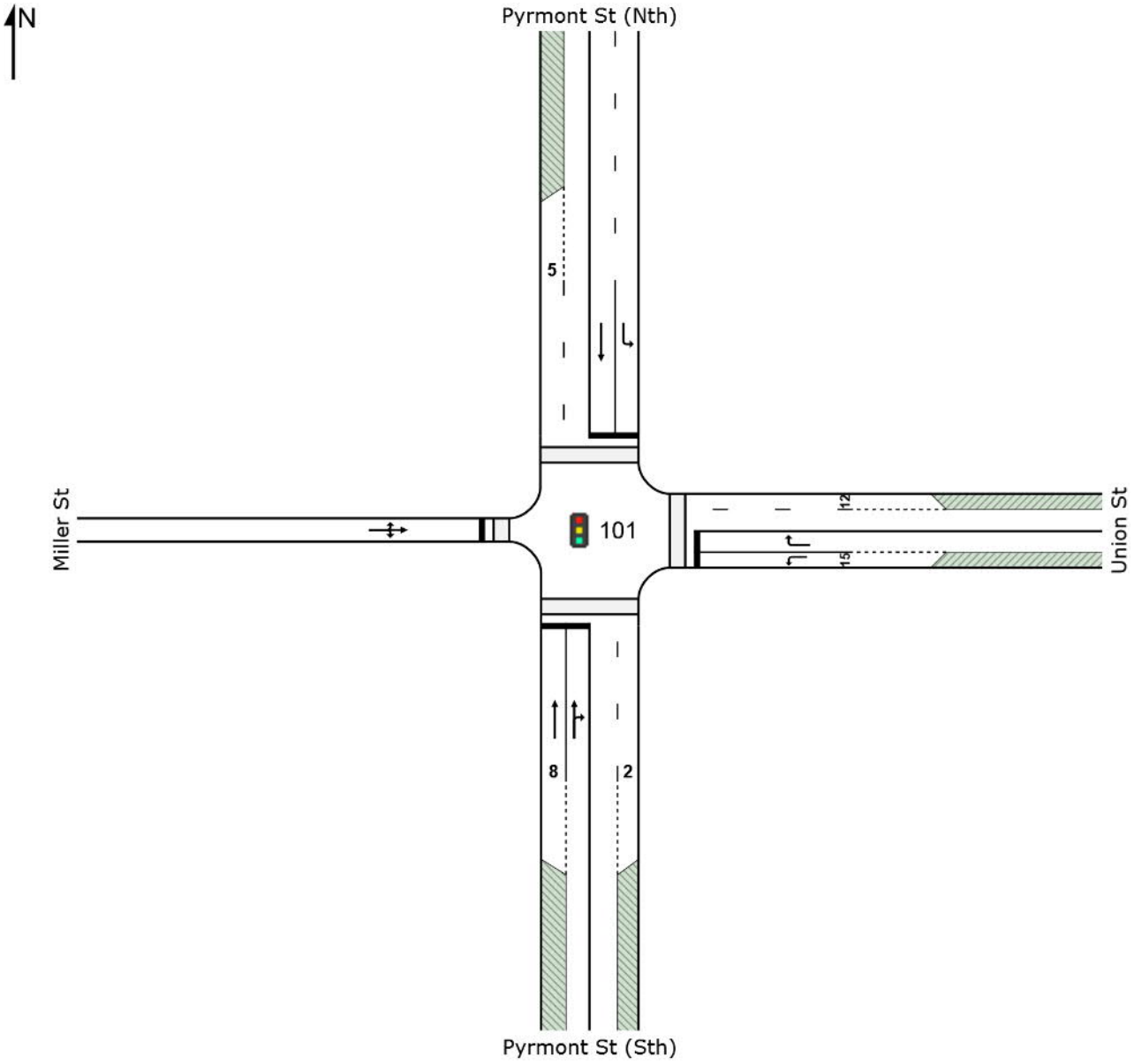
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	53	0.0	53	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	274	0.0	274	0.0	0.148	4.6	LOS A	0.0	0.0	0.00	0.53	34.1
Approach		327	0.0	327	0.0	0.148	3.8	NA	0.0	0.0	0.00	0.44	36.4
East: Jones Bay Rd													
4	L2	256	0.4	256	0.4	0.178	4.9	LOS A	0.0	0.0	0.00	1.00	17.1
6	R2	34	0.0	34	0.0	0.044	6.7	LOS A	0.2	1.1	0.40	0.89	20.9
Approach		290	0.3	290	0.3	0.178	5.1	LOS A	0.2	1.1	0.05	0.99	17.9
North: Point St													
7	L2	44	0.0	44	0.0	0.034	4.5	LOS A	0.1	1.0	0.34	0.52	23.8
8	T1	48	0.0	48	0.0	0.041	3.5	LOS A	0.2	1.1	0.33	0.49	26.7
Approach		92	0.0	92	0.0	0.041	4.0	LOS A	0.2	1.1	0.33	0.51	25.2
All Vehicles		709	0.1	709	0.1	0.178	4.4	NA	0.2	1.1	0.06	0.67	29.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Union St]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	430	1.6	430	1.6	0.883	36.1	LOS C	20.7	146.7	0.94	0.95	9.1
3	R2	57	1.8	57	1.8	0.883	42.8	LOS D	20.7	146.7	0.96	1.00	8.7
Approach		487	1.6	487	1.6	0.883	36.9	LOS C	20.7	146.7	0.94	0.96	9.1
East: Union St													
4	L2	15	20.0	15	20.0	0.073	47.4	LOS D	0.7	5.5	1.00	0.70	5.5
6	R2	15	6.7	15	6.7	0.046	42.9	LOS D	0.6	4.7	0.99	0.70	5.8
Approach		30	13.3	30	13.3	0.073	45.2	LOS D	0.7	5.5	1.00	0.70	5.6
North: Pyrmont St (Nth)													
7	L2	35	8.6	35	8.6	0.032	10.4	LOS A	0.6	4.2	0.39	0.61	15.7
8	T1	338	3.0	338	3.0	0.442	21.2	LOS B	10.8	77.7	0.78	0.67	8.9
Approach		373	3.5	373	3.5	0.442	20.2	LOS B	10.8	77.7	0.74	0.66	9.3
West: Miller St													
10	L2	8	0.0	8	0.0	0.112	36.3	LOS C	1.4	10.1	0.86	0.69	4.5
11	T1	14	0.0	14	0.0	0.112	33.1	LOS C	1.4	10.1	0.86	0.69	4.5
12	R2	16	6.3	16	6.3	0.112	36.2	LOS C	1.4	10.1	0.86	0.69	4.5
Approach		38	2.6	38	2.6	0.112	35.0	LOS C	1.4	10.1	0.86	0.69	4.5
All Vehicles		928	2.8	928	2.8	0.883	30.3	LOS C	20.7	146.7	0.86	0.82	8.8

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	196	38.6	LOS D	0.5	0.5	0.93	0.93
P2	East Full Crossing	42	38.3	LOS D	0.1	0.1	0.92	0.92
P3	North Full Crossing	937	39.8	LOS D	2.3	2.3	0.96	0.96
P4	West Full Crossing	65	38.4	LOS D	0.2	0.2	0.92	0.92
All Pedestrians		1240	39.5	LOS D			0.95	0.95

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.

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PHASING SUMMARY

Site: 101 [AM Pyrmont St/Union St]

Network: 1 [AM Star Casino Network]

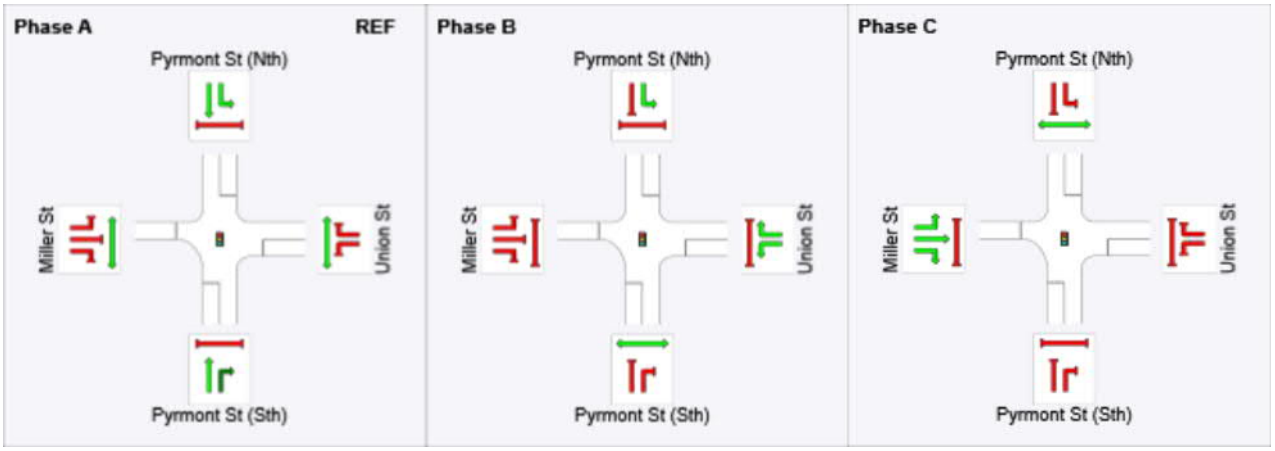
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Phase Change Time (sec)	0	42	65
Green Time (sec)	36	17	19
Phase Time (sec)	42	23	25
Phase Split	47 %	26 %	28 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



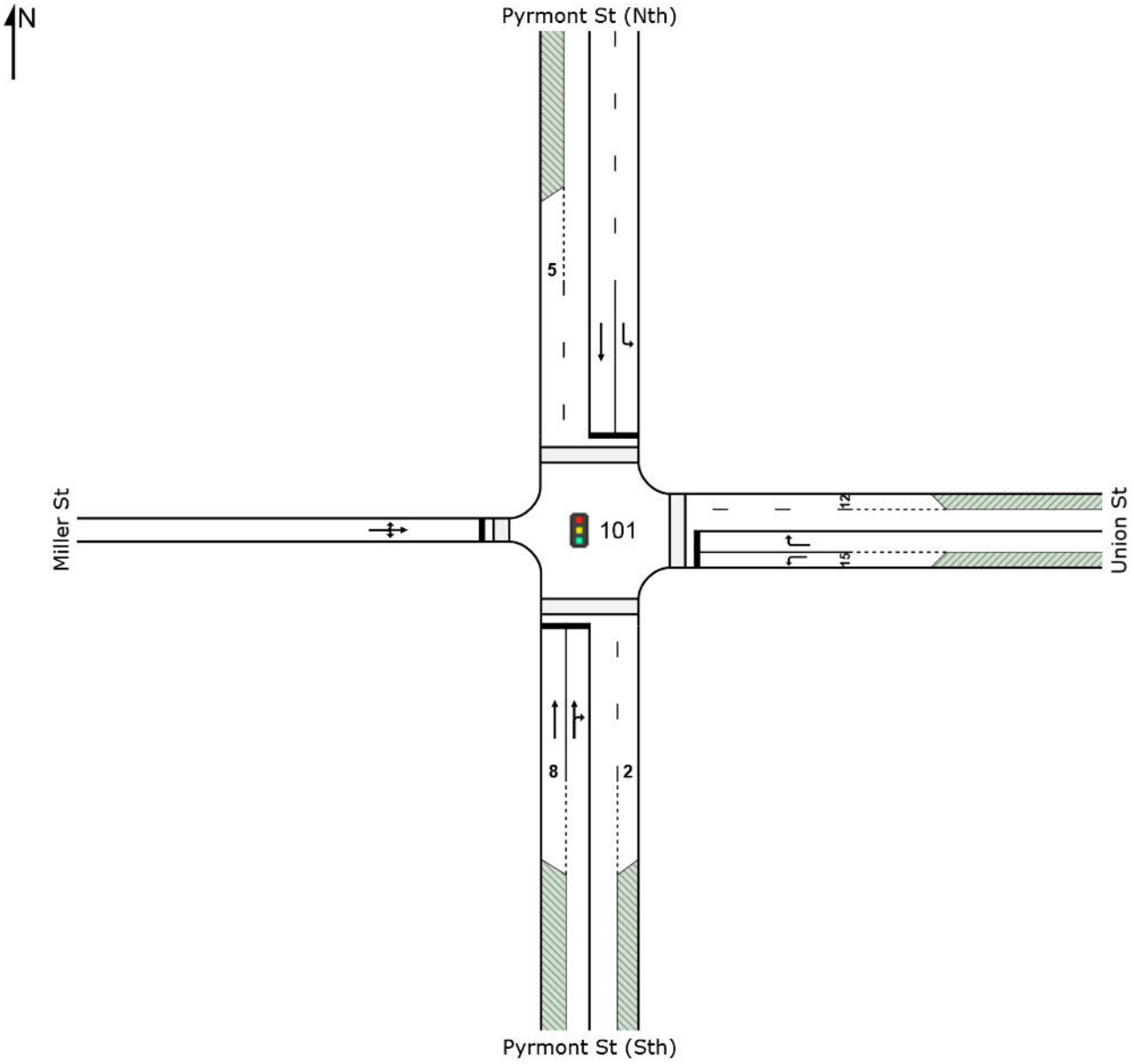
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Union St]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	410	0.0	367	0.0	1.080	84.7	LOS F	23.3	163.2	1.00	1.19	4.2
3	R2	52	0.0	47	0.0	1.080	100.6	LOS F	23.3	163.2	1.00	1.28	3.8
Approach		462	0.0	414 N1	0.0	1.080	86.5	LOS F	23.3	163.2	1.00	1.20	4.2
East: Union St													
4	L2	99	0.0	99	0.0	0.132	10.8	LOS B	1.0	7.2	0.25	0.60	17.5
6	R2	35	0.0	35	0.0	0.059	10.9	LOS B	0.3	2.4	0.23	0.59	17.1
Approach		134	0.0	134	0.0	0.132	10.8	LOS B	1.0	7.2	0.25	0.60	17.4
North: Pyrmont St (Nth)													
7	L2	64	0.0	64	0.0	0.095	23.9	LOS C	1.8	12.8	0.69	0.70	8.3
8	T1	661	0.8	659	0.8	0.849	32.6	LOS C	11.6	81.6	0.98	0.98	6.2
Approach		725	0.7	723 N1	0.7	0.849	31.9	LOS C	11.6	81.6	0.95	0.95	6.3
West: Miller St													
10	L2	5	0.0	5	0.0	0.044	18.9	LOS B	0.7	4.9	0.60	0.62	7.8
11	T1	5	0.0	5	0.0	0.044	15.7	LOS B	0.7	4.9	0.60	0.62	7.8
12	R2	18	0.0	18	0.0	0.044	18.8	LOS B	0.7	4.9	0.60	0.62	7.8
Approach		28	0.0	28	0.0	0.044	18.3	LOS B	0.7	4.9	0.60	0.62	7.8
All Vehicles		1349	0.4	1299 N1	0.4	1.080	46.8	LOS D	23.3	163.2	0.89	0.99	5.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	85	38.4	LOS D	0.2	0.2	0.93	0.93
P2	East Full Crossing	61	38.4	LOS D	0.1	0.1	0.92	0.92
P3	North Full Crossing	986	39.9	LOS D	2.4	2.4	0.96	0.96
P4	West Full Crossing	65	38.4	LOS D	0.2	0.2	0.92	0.92
All Pedestrians		1198	39.6	LOS D			0.96	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.

PHASING SUMMARY

Site: 101 [PM Pyrmont St/Union St]

Network: N101 [PM Star Casino Network]

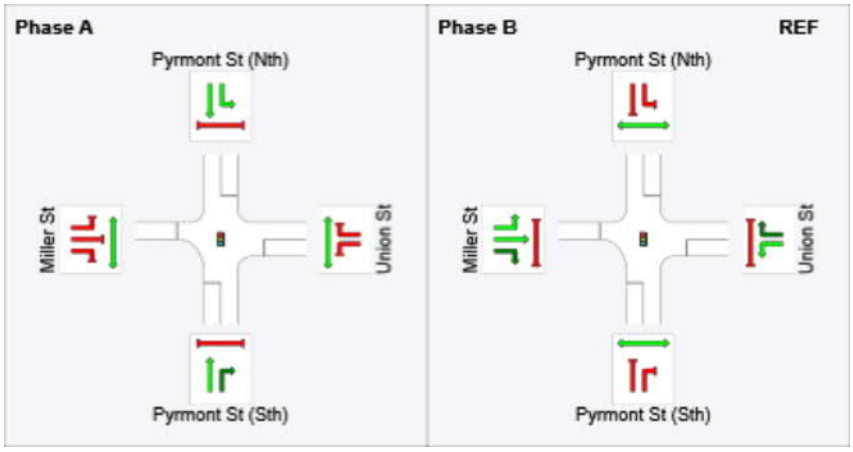
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase B
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	48	0
Green Time (sec)	36	42
Phase Time (sec)	42	48
Phase Split	47 %	53 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



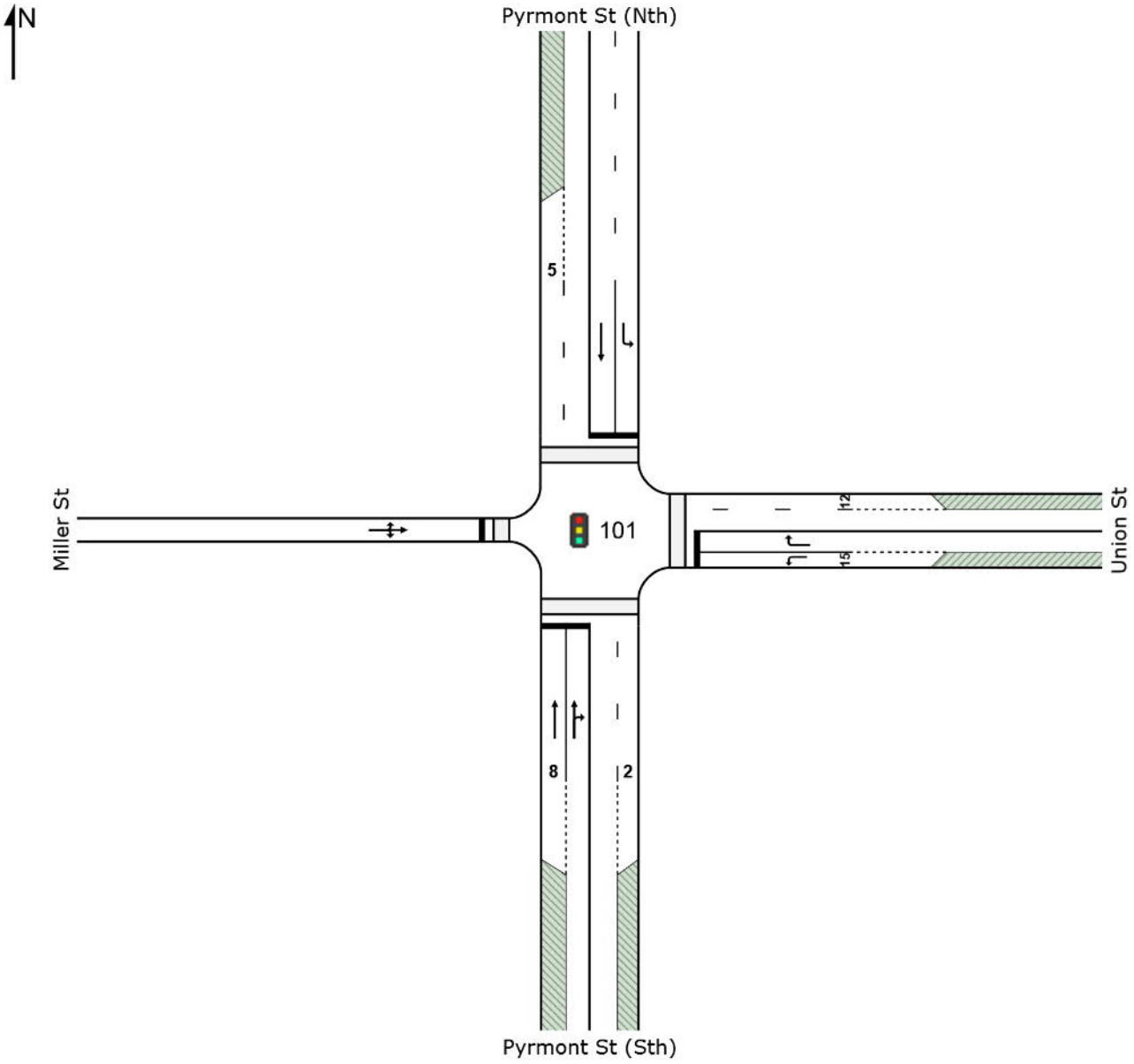
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Union St]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	353	0.0	353	0.0	0.752	38.4	LOS D	15.6	109.2	1.00	0.87	8.7
3	R2	44	0.0	44	0.0	0.752	45.4	LOS D	15.6	109.2	1.00	0.89	8.2
Approach		397	0.0	397	0.0	0.752	39.2	LOS D	15.6	109.2	1.00	0.87	8.6
East: Union St													
4	L2	119	0.0	119	0.0	0.176	26.9	LOS C	4.1	28.9	0.84	0.76	8.9
6	R2	21	0.0	21	0.0	0.042	29.2	LOS C	0.8	5.3	0.85	0.70	8.1
Approach		140	0.0	140	0.0	0.176	27.2	LOS C	4.1	28.9	0.84	0.75	8.8
North: Pyrmont St (Nth)													
7	L2	51	0.0	51	0.0	0.064	19.7	LOS B	1.3	9.0	0.61	0.67	9.7
8	T1	619	0.3	619	0.3	0.682	20.2	LOS C	11.6	81.6	0.84	0.75	9.2
Approach		670	0.3	670	0.3	0.682	20.1	LOS C	11.6	81.6	0.82	0.75	9.3
West: Miller St													
10	L2	1	0.0	1	0.0	0.028	22.0	LOS C	0.4	3.2	0.65	0.56	7.3
11	T1	8	12.5	8	12.5	0.028	18.8	LOS B	0.4	3.2	0.65	0.56	7.3
12	R2	7	0.0	7	0.0	0.028	21.9	LOS C	0.4	3.2	0.65	0.56	7.3
Approach		16	6.3	16	6.3	0.028	20.4	LOS C	0.4	3.2	0.65	0.56	7.3
All Vehicles		1223	0.2	1223	0.2	0.752	27.1	LOS C	15.6	109.2	0.88	0.79	8.9

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	28	38.3	LOS D	0.1	0.1	0.92	0.92
P2	East Full Crossing	61	38.4	LOS D	0.1	0.1	0.92	0.92
P3	North Full Crossing	343	38.8	LOS D	0.8	0.8	0.94	0.94
P4	West Full Crossing	71	38.4	LOS D	0.2	0.2	0.92	0.92
All Pedestrians		503	38.7	LOS D			0.93	0.93

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

PHASING SUMMARY

Site: 101 [OP Pyrmont St/Union St]

Network: N101 [OP Star Casino Network]

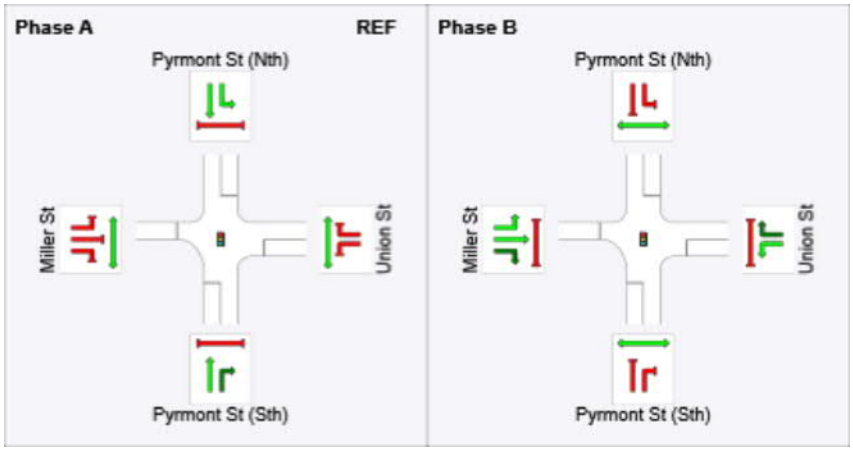
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	48
Green Time (sec)	42	36
Phase Time (sec)	48	42
Phase Split	53 %	47 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



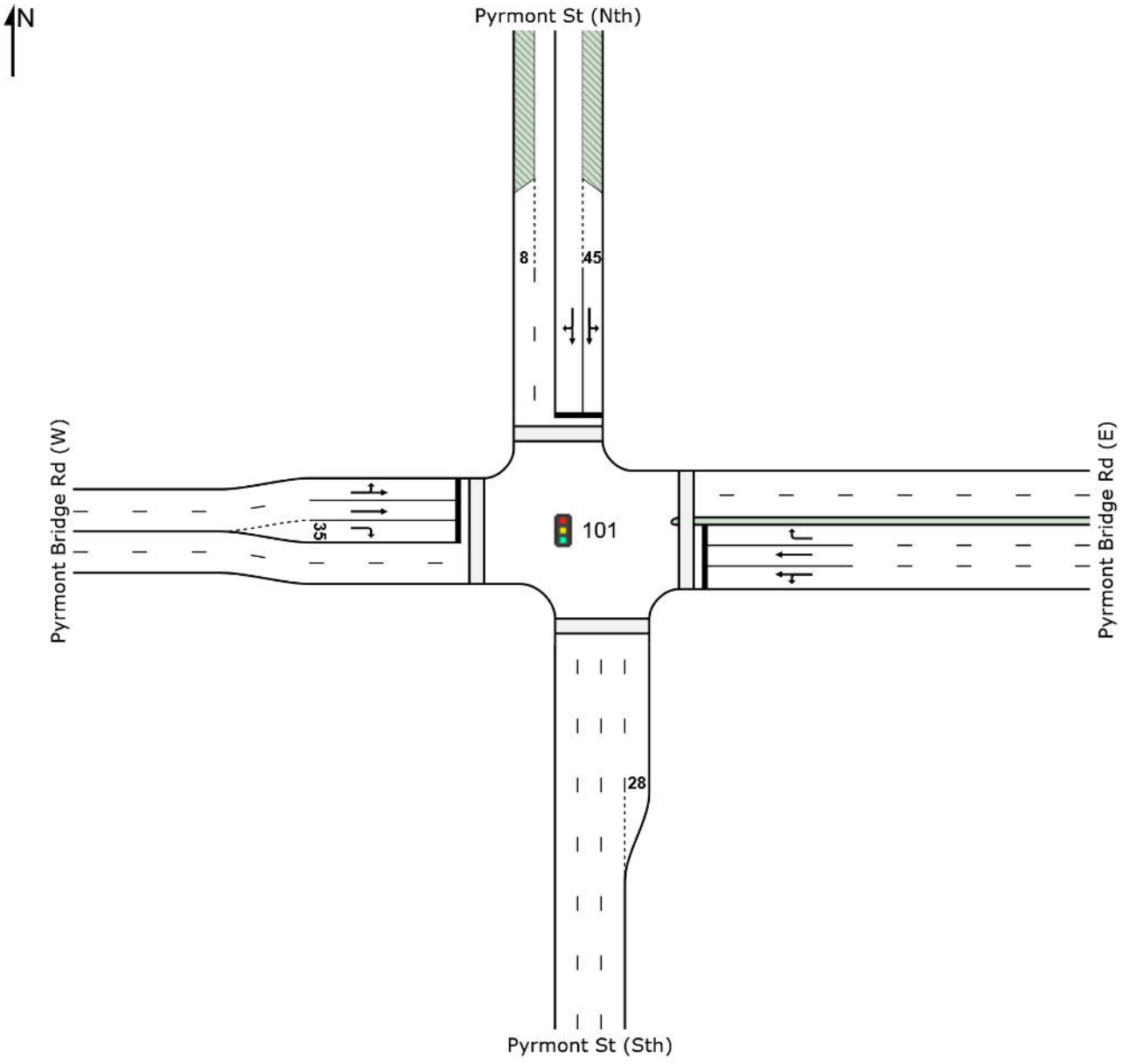
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	42	4.8	42	4.8	0.353	37.8	LOS C	4.5	33.0	0.86	0.71	6.3
5	T1	230	6.1	230	6.1	0.353	32.8	LOS C	5.2	38.4	0.83	0.68	10.1
6	R2	99	1.0	99	1.0	0.455	36.4	LOS C	3.7	26.0	0.84	0.76	3.6
Approach		371	4.6	371	4.6	0.455	34.3	LOS C	5.2	38.4	0.84	0.71	8.0
North: Pyrmont St (Nth)													
7	L2	32	3.1	32	3.1	0.695	50.2	LOS D	10.3	73.0	1.00	0.85	7.8
8	T1	217	0.9	217	0.9	0.695	45.8	LOS D	10.3	73.0	1.00	0.85	9.5
9	R2	124	8.1	124	8.1	0.695	52.3	LOS D	6.7	49.9	1.00	0.83	9.9
Approach		373	3.5	373	3.5	0.695	48.4	LOS D	10.3	73.0	1.00	0.84	9.5
West: Pyrmont Bridge Rd (W)													
10	L2	396	2.3	396	2.3	0.501	4.9	LOS A	0.5	3.5	0.05	0.54	28.7
11	T1	583	4.8	583	4.8	0.470	2.5	LOS A	4.2	30.9	0.18	0.16	36.1
12	R2	413	2.7	413	2.7	0.775	23.2	LOS B	10.1	72.6	0.95	0.88	12.8
Approach		1392	3.4	1392	3.4	0.775	9.3	LOS A	10.1	72.6	0.37	0.48	21.0
All Vehicles		2136	3.7	2136	3.7	0.775	20.5	LOS B	10.3	73.0	0.56	0.59	13.5

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	174	38.6	LOS D	0.4	0.4	0.93	0.93
P2	East Full Crossing	51	38.4	LOS D	0.1	0.1	0.92	0.92
P3	North Full Crossing	413	38.9	LOS D	1.0	1.0	0.94	0.94
P4	West Full Crossing	83	38.4	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		720	38.7	LOS D			0.93	0.93

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

PHASING SUMMARY

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

Network: 1 [AM Star Casino Network]

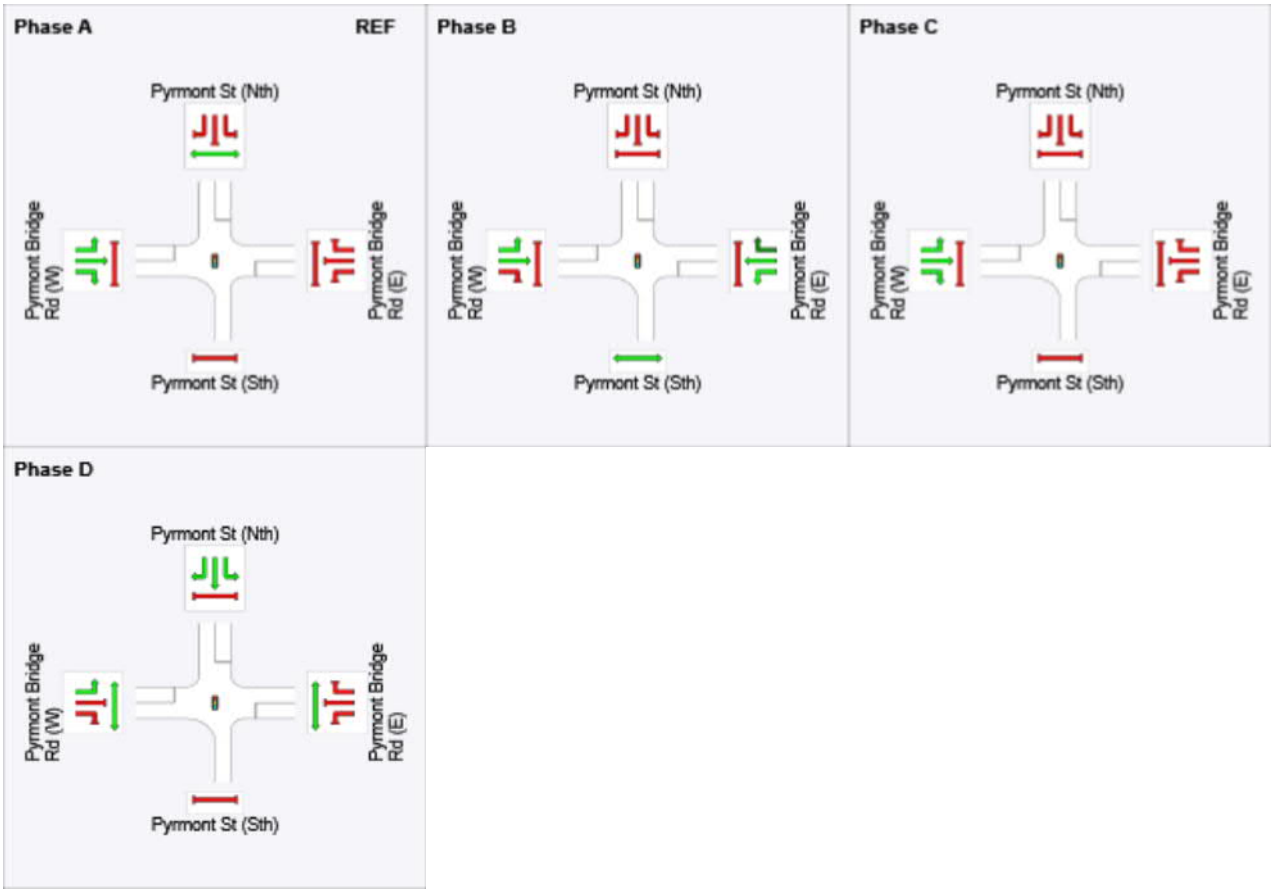
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	22	49	67
Green Time (sec)	16	21	12	17
Phase Time (sec)	22	27	18	23
Phase Split	24 %	30 %	20 %	26 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



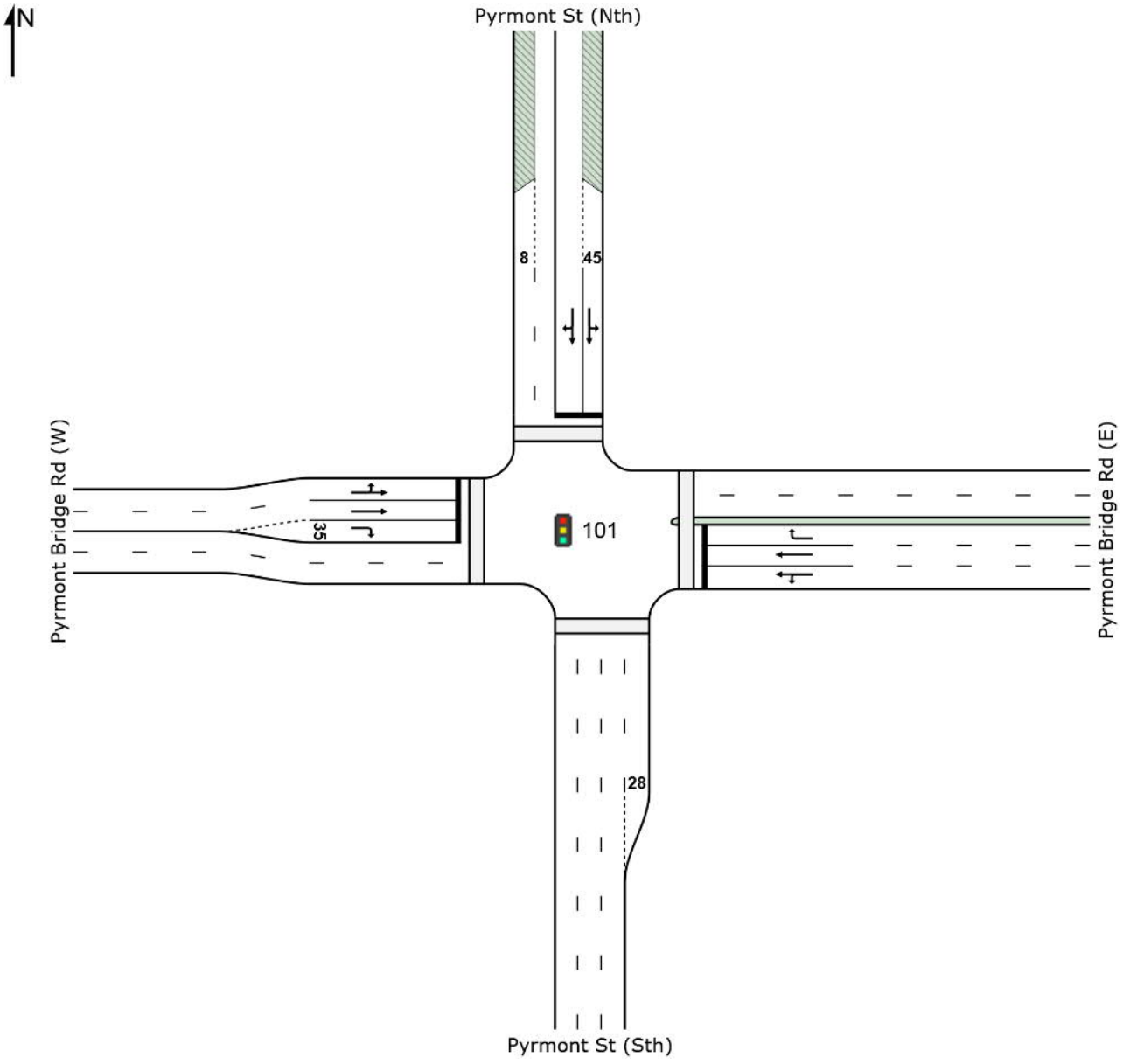
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	69	4.3	69	4.3	0.194	19.6	LOS B	3.3	23.5	0.55	0.56	10.8
5	T1	245	1.6	245	1.6	0.194	13.6	LOS B	3.3	23.5	0.48	0.43	18.6
6	R2	114	0.0	114	0.0	1.872	429.9	LOS F	5.8	40.8	1.00	1.60	0.3
Approach		428	1.6	428	1.6	1.872	125.5	LOS F	5.8	40.8	0.63	0.76	2.3
North: Pyrmont St (Nth)													
7	L2	44	0.0	44	0.0	0.544	13.4	LOS B	6.9	48.6	0.43	0.41	23.8
8	T1	344	1.2	344	1.2	0.544	8.8	LOS A	6.9	48.6	0.43	0.41	27.0
9	R2	380	0.3	380	0.3	0.623	20.4	LOS C	10.5	73.4	0.66	0.75	19.1
Approach		768	0.7	768	0.7	0.623	14.8	LOS B	10.5	73.4	0.54	0.58	21.9
West: Pyrmont Bridge Rd (W)													
10	L2	372	0.0	372	0.0	0.915	48.7	LOS D	19.5	136.3	0.99	1.02	5.9
11	T1	464	2.2	464	2.2	0.857	23.7	LOS C	14.5	103.6	0.61	0.66	10.8
12	R2	303	1.0	303	1.0	0.972	60.5	LOS E	16.0	113.1	0.85	1.02	6.1
Approach		1139	1.1	1139	1.1	0.972	41.6	LOS D	19.5	136.3	0.80	0.87	7.2
All Vehicles		2335	1.1	2335	1.1	1.872	48.2	LOS D	19.5	136.3	0.68	0.76	7.4

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	213	38.6	LOS D	0.5	0.5	0.93	0.93
P2	East Full Crossing	149	38.5	LOS D	0.4	0.4	0.93	0.93
P3	North Full Crossing	448	39.0	LOS D	1.1	1.1	0.94	0.94
P4	West Full Crossing	81	38.4	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		892	38.8	LOS D			0.93	0.93

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

PHASING SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

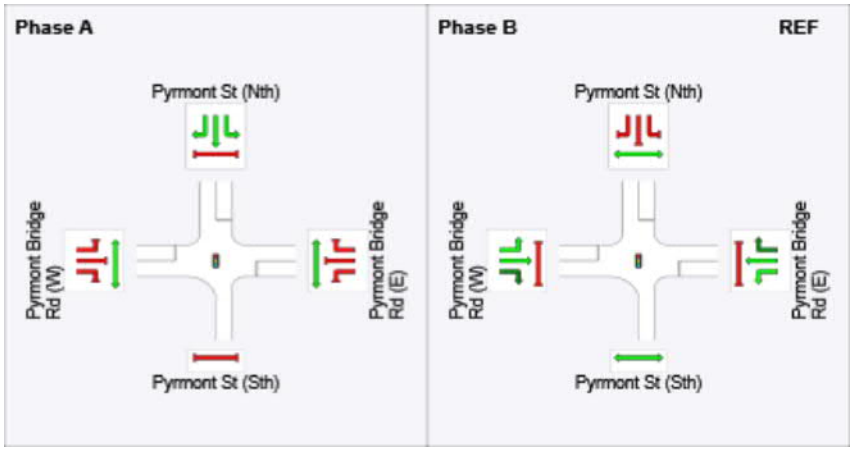
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase B
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	48	0
Green Time (sec)	36	42
Phase Time (sec)	42	48
Phase Split	47 %	53 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



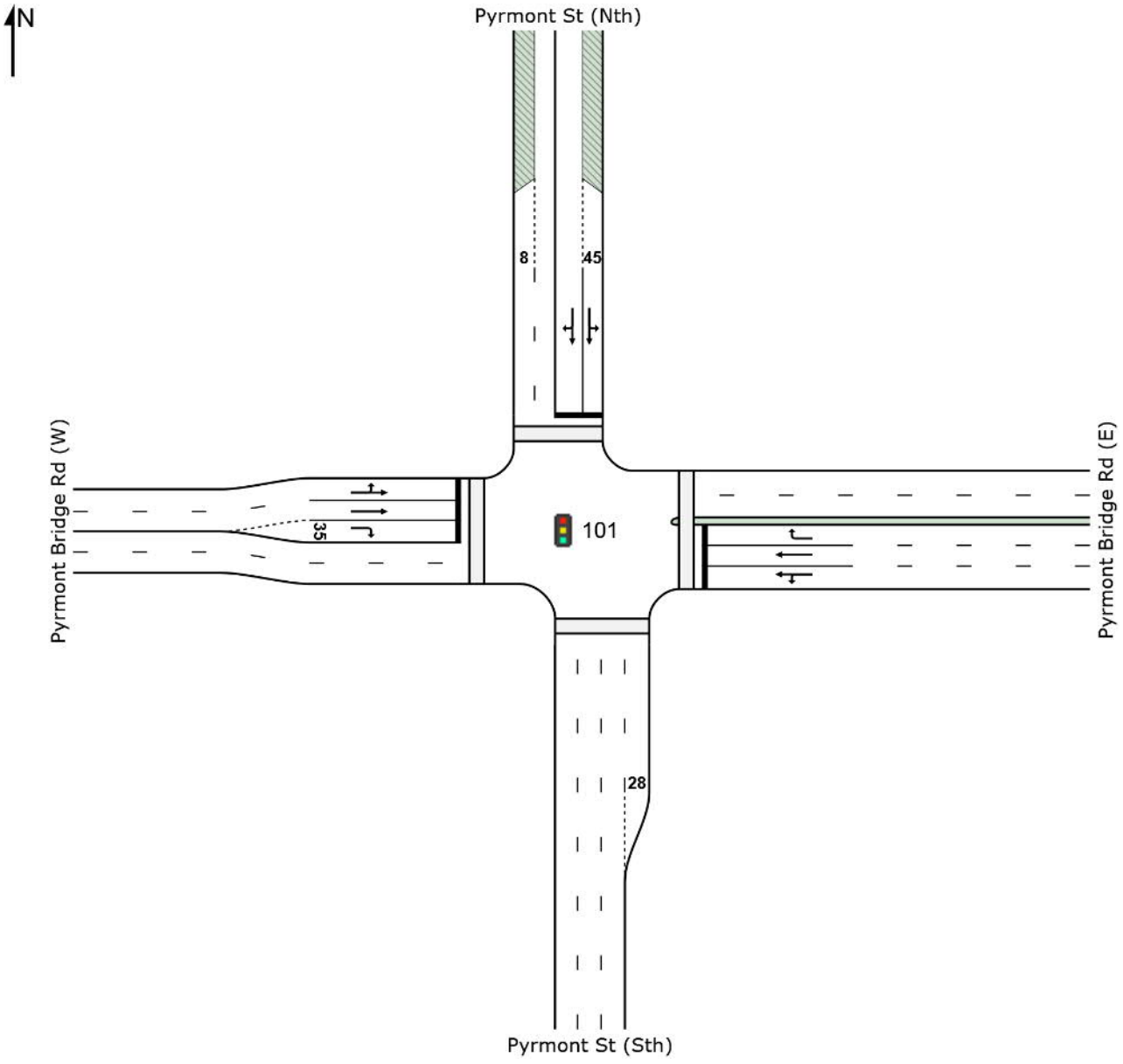
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	168	0.6	168	0.6	0.335	25.2	LOS C	5.8	40.8	0.68	0.70	8.6
5	T1	295	0.3	295	0.3	0.335	18.6	LOS B	5.8	40.8	0.61	0.54	15.3
6	R2	81	0.0	81	0.0	0.692	49.1	LOS D	3.8	26.5	0.99	0.85	2.8
Approach		544	0.4	544	0.4	0.692	25.2	LOS C	5.8	40.8	0.69	0.63	10.3
North: Pyrmont St (Nth)													
7	L2	59	0.0	59	0.0	0.381	12.4	LOS B	4.7	33.2	0.36	0.38	24.7
8	T1	258	0.0	258	0.0	0.381	7.9	LOS A	4.7	33.2	0.36	0.38	27.9
9	R2	412	0.5	412	0.5	0.530	13.4	LOS B	7.3	51.7	0.43	0.68	23.7
Approach		729	0.3	729	0.3	0.530	11.4	LOS B	7.3	51.7	0.40	0.55	24.9
West: Pyrmont Bridge Rd (W)													
10	L2	323	0.0	323	0.0	0.763	34.5	LOS C	16.4	114.8	0.90	0.86	8.2
11	T1	539	1.1	539	1.1	0.763	23.7	LOS C	16.4	114.8	0.76	0.71	10.6
12	R2	134	0.7	134	0.7	0.458	34.7	LOS C	5.1	35.7	0.87	0.79	9.5
Approach		996	0.7	996	0.7	0.763	28.7	LOS C	16.4	114.8	0.82	0.77	9.5
All Vehicles		2269	0.5	2269	0.5	0.763	22.3	LOS C	16.4	114.8	0.65	0.66	13.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	73	38.4	LOS D	0.2	0.2	0.93	0.93
P2	East Full Crossing	66	38.4	LOS D	0.2	0.2	0.92	0.92
P3	North Full Crossing	91	38.4	LOS D	0.2	0.2	0.93	0.93
P4	West Full Crossing	48	38.3	LOS D	0.1	0.1	0.92	0.92
All Pedestrians		278	38.4	LOS D			0.93	0.93

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

PHASING SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

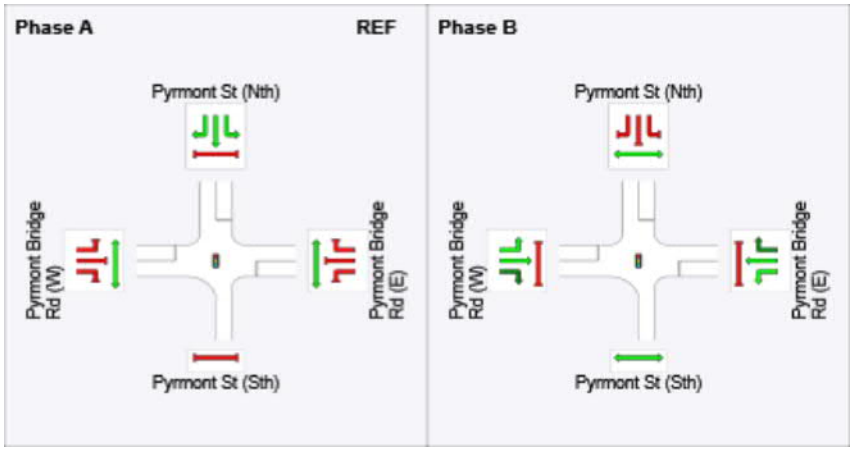
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	48
Green Time (sec)	42	36
Phase Time (sec)	48	42
Phase Split	53 %	47 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



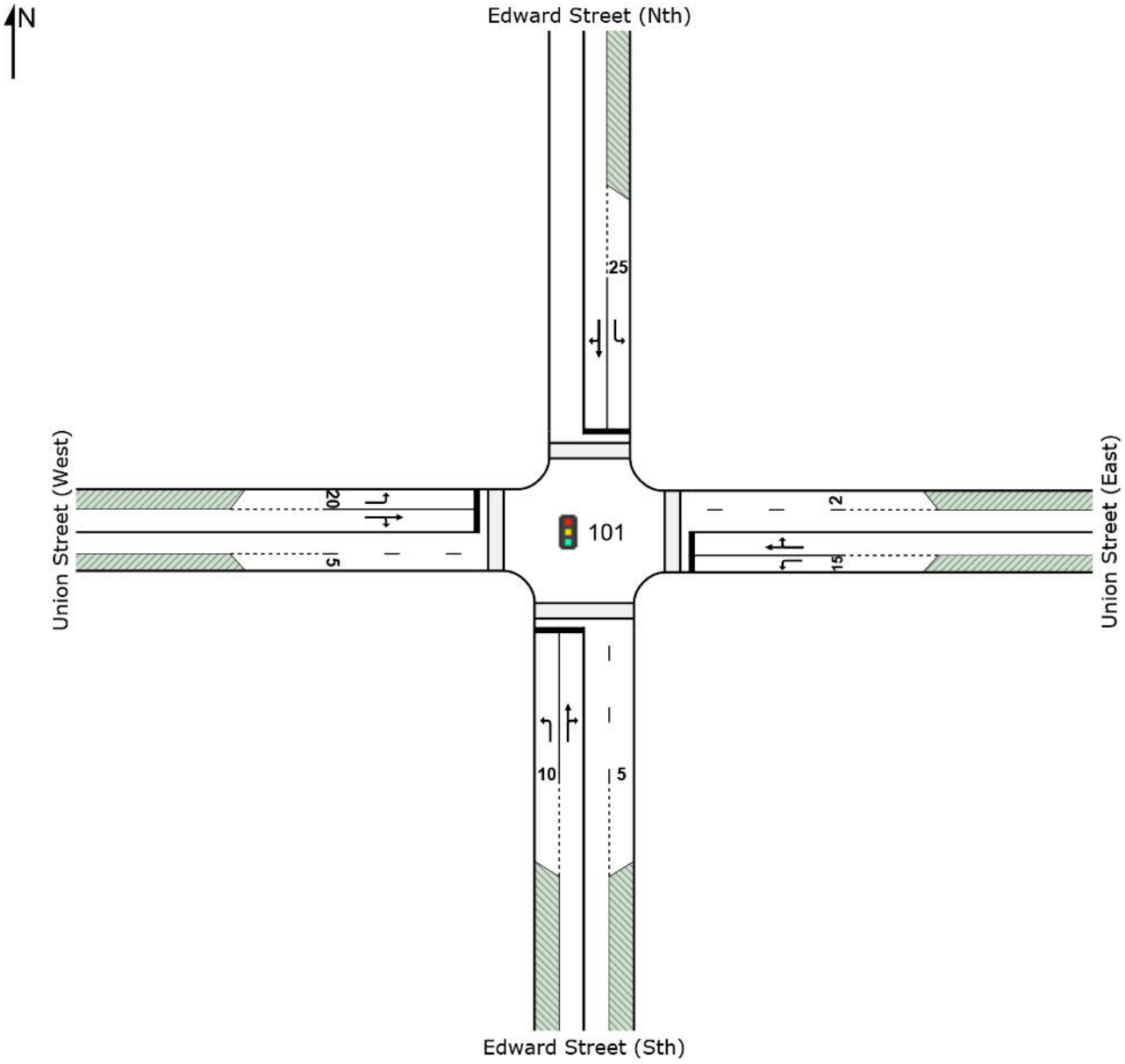
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	9	0.0	9	0.0	0.012	21.1	LOS B	0.2	1.5	0.58	0.62	11.8
2	T1	127	0.8	127	0.8	0.168	16.6	LOS B	3.4	24.1	0.62	0.52	21.7
3	R2	7	0.0	7	0.0	0.168	21.2	LOS B	3.4	24.1	0.62	0.52	13.8
Approach		143	0.7	143	0.7	0.168	17.1	LOS B	3.4	24.1	0.62	0.52	20.8
East: Union Street (East)													
4	L2	6	0.0	6	0.0	0.008	21.7	LOS B	0.2	1.1	0.62	0.62	11.6
5	T1	11	18.2	11	18.2	0.050	26.5	LOS B	0.7	5.0	0.77	0.62	9.2
6	R2	9	0.0	9	0.0	0.050	31.1	LOS C	0.7	5.0	0.77	0.62	15.2
Approach		26	7.7	26	7.7	0.050	27.0	LOS B	0.7	5.0	0.74	0.62	12.1
North: Edward Street (Nth)													
7	L2	13	7.7	13	7.7	0.019	21.9	LOS B	0.3	2.5	0.63	0.64	12.9
8	T1	11	0.0	11	0.0	0.045	16.4	LOS B	0.7	5.1	0.61	0.58	14.2
9	R2	15	20.0	15	20.0	0.045	21.2	LOS B	0.7	5.1	0.61	0.58	14.2
Approach		39	10.3	39	10.3	0.045	20.1	LOS B	0.7	5.1	0.62	0.60	13.8
West: Union Street (West)													
10	L2	79	5.1	79	5.1	0.172	34.4	LOS C	3.1	22.4	0.92	0.76	12.9
11	T1	20	0.0	20	0.0	0.043	25.8	LOS B	1.0	6.8	0.86	0.66	8.8
12	R2	7	0.0	7	0.0	0.043	30.4	LOS C	1.0	6.8	0.86	0.66	8.8
Approach		106	3.8	106	3.8	0.172	32.5	LOS C	3.1	22.4	0.90	0.74	12.1
All Vehicles		314	3.5	314	3.5	0.172	23.5	LOS B	3.4	24.1	0.72	0.61	15.6

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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	66	38.4	LOS D	0.2	0.2	0.92	0.92
P2	East Full Crossing	72	38.4	LOS D	0.2	0.2	0.92	0.92
P3	North Full Crossing	1257	40.4	LOS E	3.1	3.1	0.97	0.97
P4	West Full Crossing	53	38.4	LOS D	0.1	0.1	0.92	0.92
All Pedestrians		1447	40.1	LOS E			0.97	0.97

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.

PHASING SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

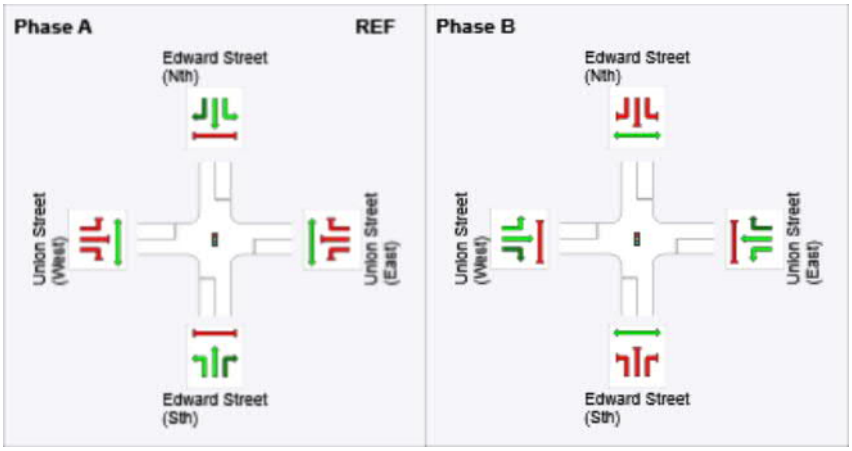
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	45
Green Time (sec)	39	39
Phase Time (sec)	45	45
Phase Split	50 %	50 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



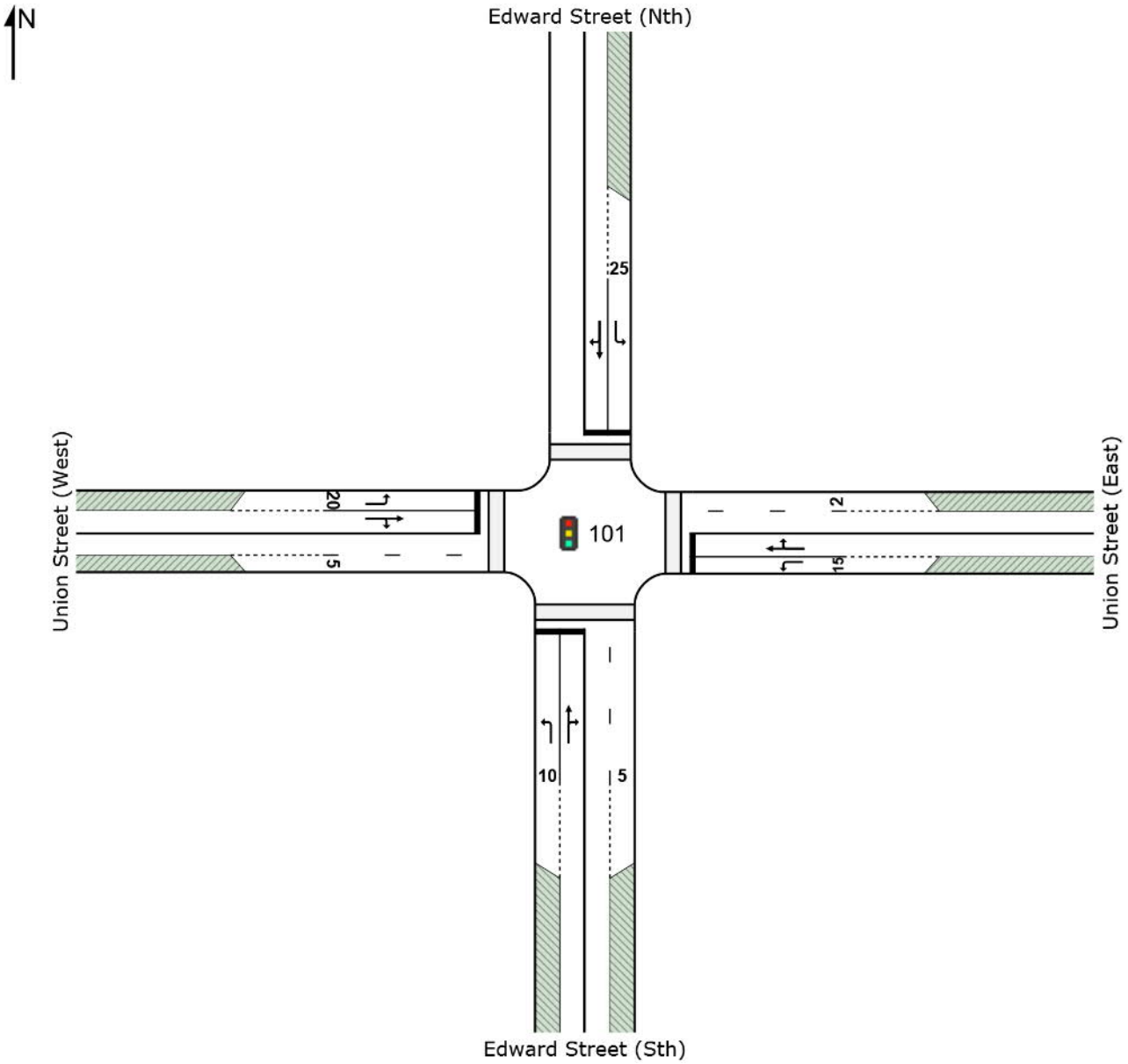
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [PM Union St/Edward St]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	17	0.0	17	0.0	0.021	11.4	LOS B	0.2	1.3	0.27	0.58	18.2
2	T1	115	0.9	115	0.9	0.127	6.2	LOS A	1.4	9.6	0.28	0.24	33.5
3	R2	3	0.0	3	0.0	0.127	10.8	LOS B	1.4	9.6	0.28	0.24	25.1
Approach		135	0.7	135	0.7	0.127	7.0	LOS A	1.4	9.6	0.28	0.28	31.5
East: Union Street (East)													
4	L2	5	0.0	5	0.0	0.008	25.1	LOS C	0.1	1.0	0.68	0.62	10.3
5	T1	14	0.0	14	0.0	0.063	30.0	LOS C	0.8	5.6	0.82	0.63	8.5
6	R2	9	0.0	9	0.0	0.063	34.5	LOS C	0.8	5.6	0.82	0.63	14.2
Approach		28	0.0	28	0.0	0.063	30.6	LOS C	0.8	5.6	0.79	0.63	10.9
North: Edward Street (Nth)													
7	L2	54	1.9	54	1.9	0.067	19.8	LOS B	1.3	9.5	0.60	0.68	13.9
8	T1	40	0.0	40	0.0	0.218	16.0	LOS B	3.8	26.3	0.64	0.67	14.0
9	R2	101	0.0	101	0.0	0.218	20.5	LOS C	3.8	26.3	0.64	0.67	14.0
Approach		195	0.5	195	0.5	0.218	19.4	LOS B	3.8	26.3	0.63	0.67	13.9
West: Union Street (West)													
10	L2	82	0.0	79	0.0	0.210	26.5	LOS C	2.1	14.8	0.63	0.69	15.6
11	T1	45	0.0	44	0.0	0.076	7.7	LOS A	0.5	3.7	0.26	0.24	20.8
12	R2	5	0.0	5	0.0	0.076	12.3	LOS B	0.5	3.7	0.26	0.24	20.8
Approach		132	0.0	128[N1]	0.0	0.210	19.6	LOS B	2.1	14.8	0.49	0.52	16.5
All Vehicles		490	0.4	486[N1]	0.4	0.218	16.6	LOS B	3.8	26.3	0.50	0.52	18.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	66	38.4	LOS D	0.2	0.2	0.92	0.92
P2	East Full Crossing	129	38.5	LOS D	0.3	0.3	0.93	0.93
P3	North Full Crossing	1652	41.1	LOS E	4.2	4.2	0.99	0.99
P4	West Full Crossing	103	38.4	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		1951	40.7	LOS E			0.98	0.98

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.

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PHASING SUMMARY

Site: 101 [PM Union St/Edward St]

Network: N101 [PM Star Casino Network]

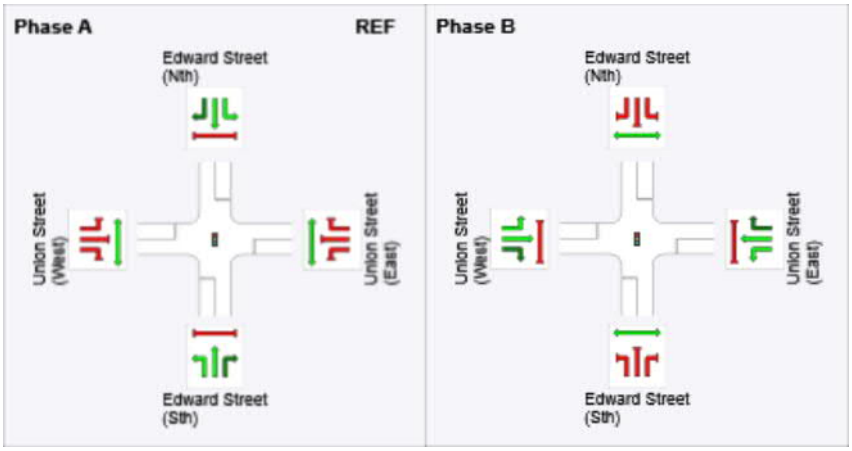
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	50
Green Time (sec)	44	34
Phase Time (sec)	50	40
Phase Split	56 %	44 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



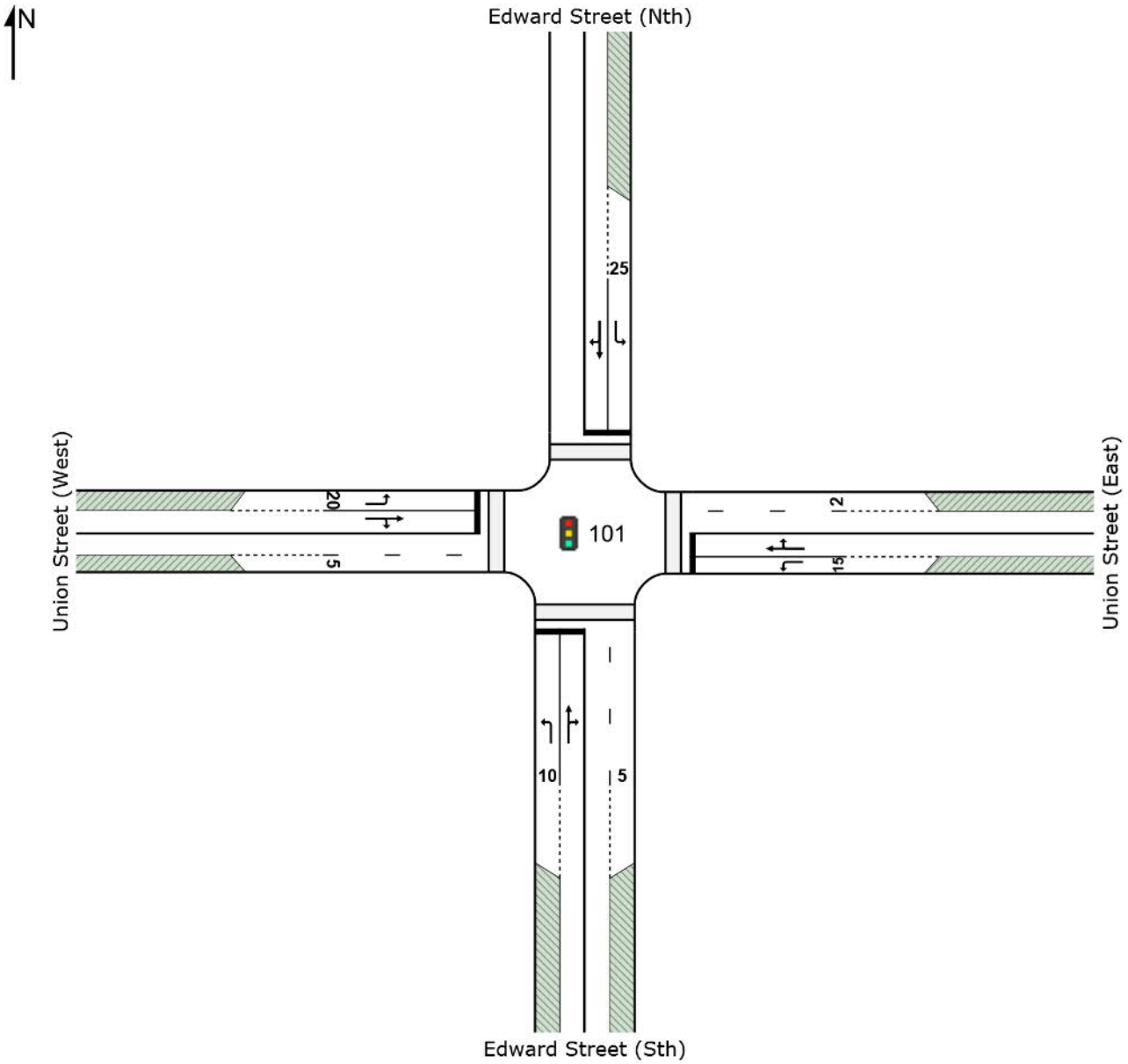
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [OP Union St/Edward St]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	75	0.0	75	0.0	0.059	9.3	LOS A	1.0	7.3	0.34	0.62	20.6
2	T1	71	0.0	71	0.0	0.056	4.1	LOS A	1.0	6.8	0.32	0.27	37.4
3	R2	4	0.0	4	0.0	0.056	8.7	LOS A	1.0	6.8	0.32	0.27	29.8
Approach		150	0.0	150	0.0	0.059	6.8	LOS A	1.0	7.3	0.33	0.45	29.1
East: Union Street (East)													
4	L2	7	0.0	7	0.0	0.027	40.6	LOS D	0.3	1.9	0.88	0.65	6.9
5	T1	12	0.0	12	0.0	0.185	45.8	LOS D	0.9	6.5	0.98	0.69	6.0
6	R2	9	0.0	9	0.0	0.185	50.3	LOS D	0.9	6.5	0.98	0.69	10.6
Approach		28	0.0	28	0.0	0.185	45.9	LOS D	0.9	6.5	0.95	0.68	7.8
North: Edward Street (Nth)													
7	L2	50	2.0	50	2.0	0.040	9.3	LOS A	0.7	4.9	0.34	0.61	22.5
8	T1	36	0.0	36	0.0	0.165	5.2	LOS A	2.4	16.6	0.37	0.58	23.0
9	R2	119	0.0	119	0.0	0.165	9.8	LOS A	2.4	16.6	0.37	0.58	23.0
Approach		205	0.5	205	0.5	0.165	8.9	LOS A	2.4	16.6	0.36	0.59	22.9
West: Union Street (West)													
10	L2	48	2.1	48	2.1	0.817	59.6	LOS E	2.5	17.5	1.00	0.84	8.5
11	T1	43	0.0	43	0.0	0.238	44.2	LOS D	2.4	17.0	1.00	0.76	5.7
12	R2	11	0.0	11	0.0	0.238	48.7	LOS D	2.4	17.0	1.00	0.76	5.7
Approach		102	1.0	102	1.0	0.817	51.9	LOS D	2.5	17.5	1.00	0.80	7.2
All Vehicles		485	0.4	485	0.4	0.817	19.4	LOS B	2.5	17.5	0.52	0.59	15.1

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	14	38.3	LOS D	0.0	0.0	0.92	0.92
P2	East Full Crossing	54	38.4	LOS D	0.1	0.1	0.92	0.92
P3	North Full Crossing	740	39.5	LOS D	1.8	1.8	0.95	0.95
P4	West Full Crossing	52	38.4	LOS D	0.1	0.1	0.92	0.92
All Pedestrians		859	39.3	LOS D			0.95	0.95

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.

PHASING SUMMARY

Site: 101 [OP Union St/Edward St]

Network: N101 [OP Star Casino Network]

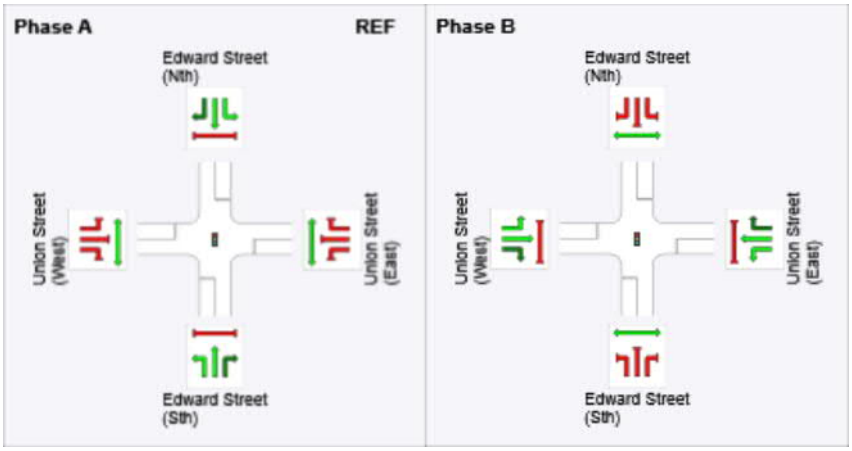
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	70
Green Time (sec)	64	14
Phase Time (sec)	70	20
Phase Split	78 %	22 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



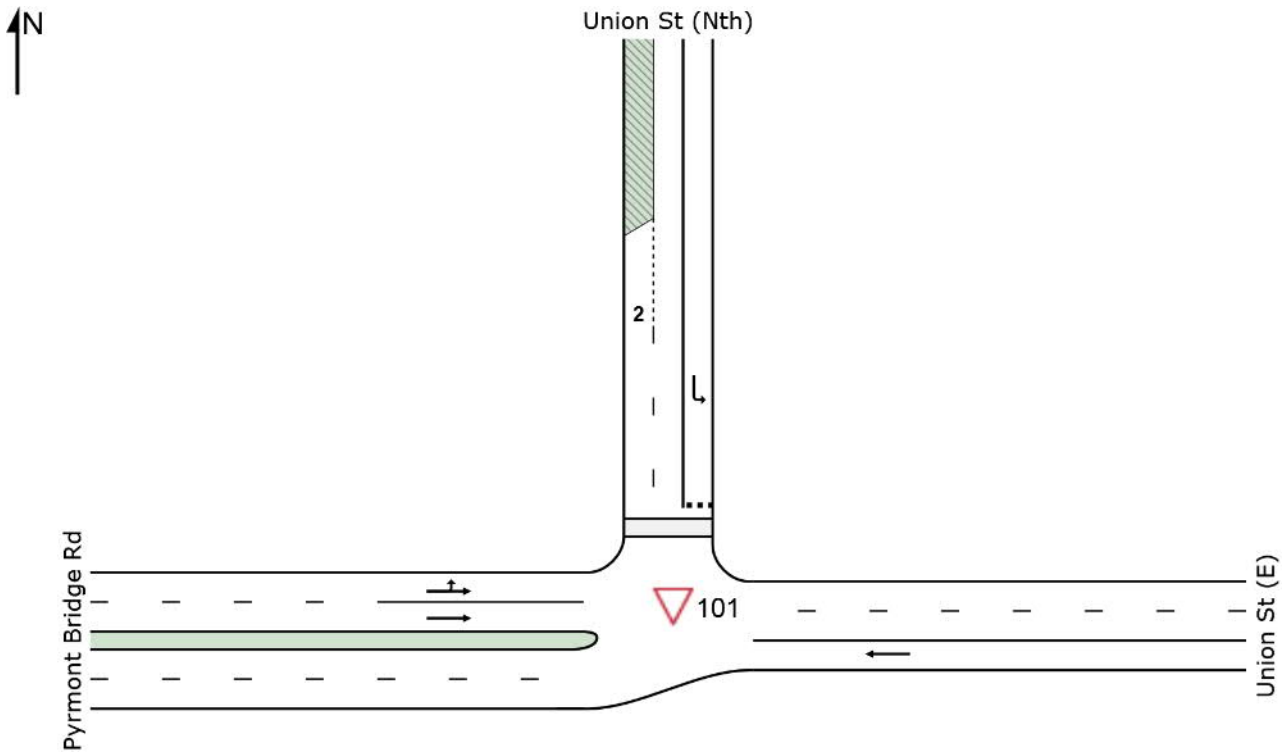
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 17:07:19
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180205 Existing+Mod14+Mod 13.sip7

MOVEMENT SUMMARY

Site: 101 [AM Pyrmont Bridge Rd/Union St]

Network: 1 [AM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

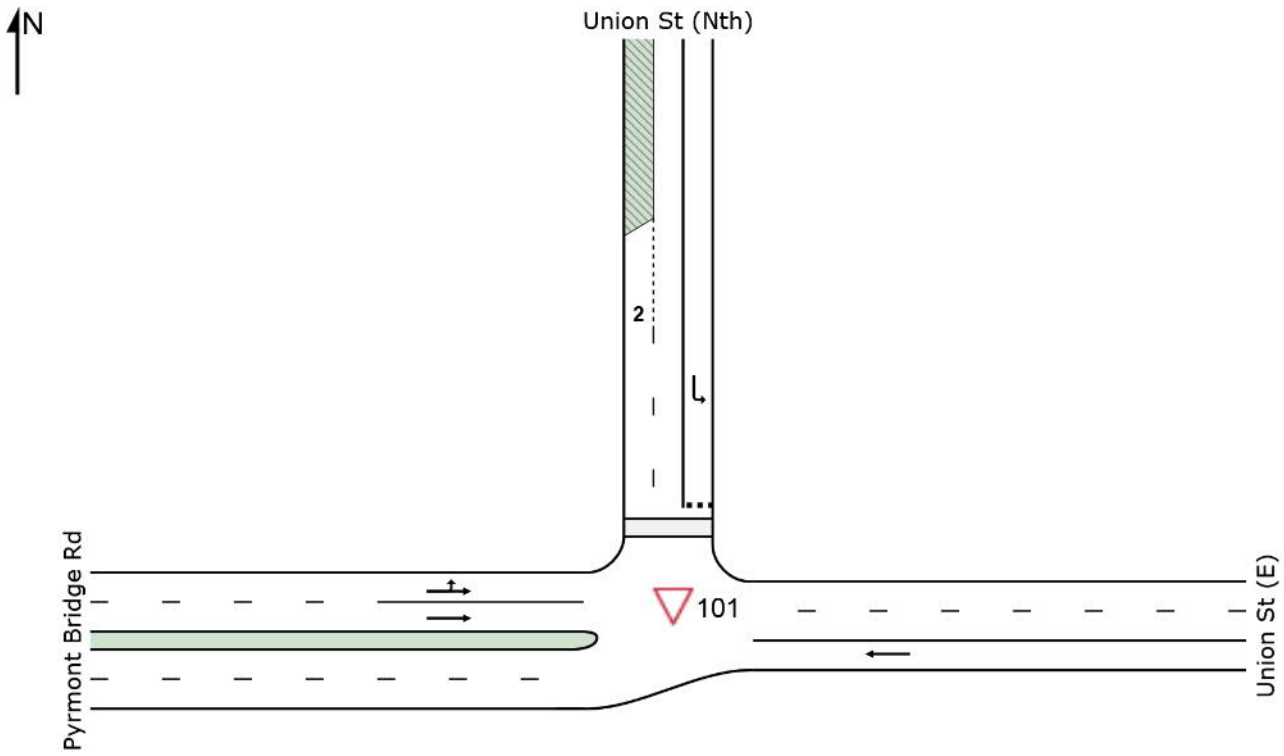
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Union St (E)													
5	T1	354	4.8	354	4.8	0.187	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		354	4.8	354	4.8	0.187	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	30	3.3	30	3.3	0.048	9.7	LOS A	0.2	1.2	0.63	0.76	20.2
Approach		30	3.3	30	3.3	0.048	9.7	LOS A	0.2	1.2	0.63	0.76	20.2
West: Pyrmont Bridge Rd													
10	L2	24	4.2	24	4.2	0.131	4.7	LOS A	0.0	0.0	0.00	0.08	48.1
11	T1	419	6.9	419	6.9	0.131	0.1	LOS A	0.0	0.0	0.00	0.04	49.0
Approach		443	6.8	443	6.8	0.131	0.3	NA	0.0	0.0	0.00	0.04	48.9
All Vehicles		827	5.8	827	5.8	0.187	0.5	NA	0.2	1.2	0.02	0.05	46.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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MOVEMENT SUMMARY

Site: 101 [PM Pyrmont Bridge Rd/Union St]

Network: N101 [PM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Union St (E)													
5	T1	269	1.1	269	1.1	0.139	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		269	1.1	269	1.1	0.139	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	89	0.0	89	0.0	0.119	8.6	LOS A	0.4	2.9	0.57	0.76	21.5
Approach		89	0.0	89	0.0	0.119	8.6	LOS A	0.4	2.9	0.57	0.76	21.5
West: Pyrmont Bridge Rd													
10	L2	22	0.0	22	0.0	0.103	4.7	LOS A	0.0	0.0	0.00	0.09	47.8
11	T1	363	2.5	362	2.5	0.103	0.1	LOS A	0.0	0.0	0.00	0.04	48.9
Approach		385	2.3	384[N1]	2.3	0.103	0.3	NA	0.0	0.0	0.00	0.04	48.9
All Vehicles		743	1.6	742[N1]	1.6	0.139	1.2	NA	0.4	2.9	0.07	0.11	42.9

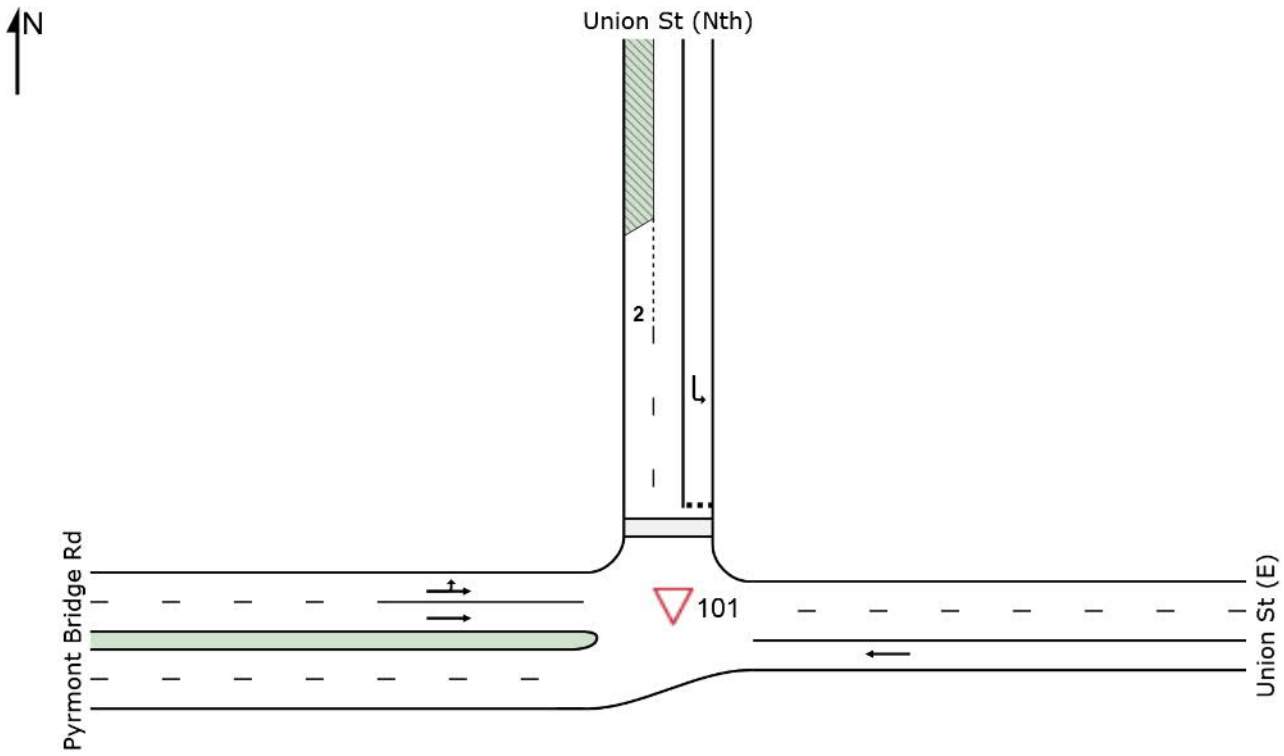
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [OP Pyrmont Bridge Rd/Union St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 17 February 2018 15:37:54
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180205 Existing+Mod14+Mod 13.sip7

MOVEMENT SUMMARY

Site: 101 [OP Pyrmont Bridge Rd/Union St]

Network: N101 [OP Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

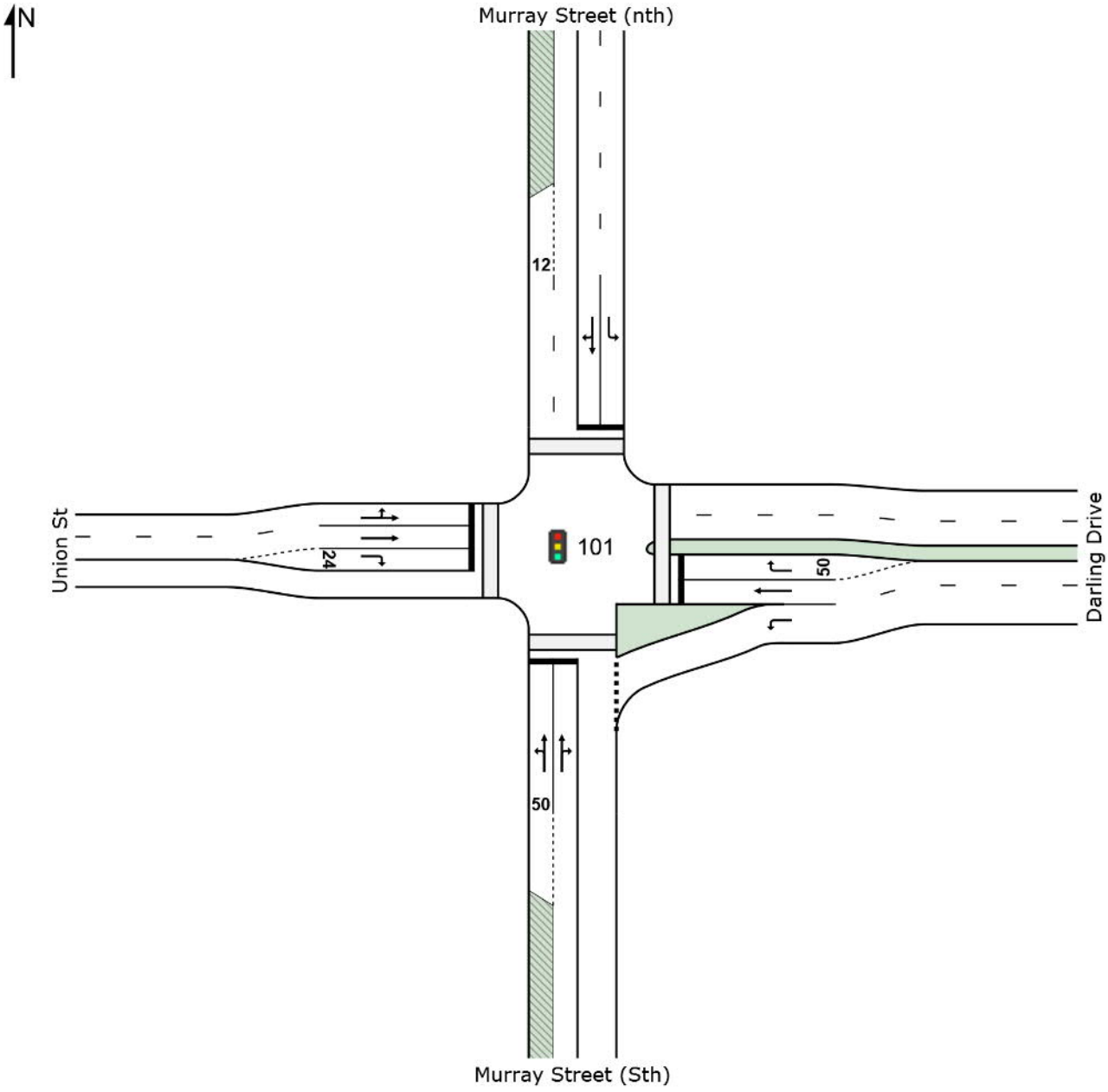
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Union St (E)													
5	T1	452	0.4	452	0.4	0.232	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		452	0.4	452	0.4	0.232	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Union St (Nth)													
7	L2	77	0.0	77	0.0	0.090	6.2	LOS A	0.3	1.8	0.34	0.59	25.6
Approach		77	0.0	77	0.0	0.090	6.2	LOS A	0.3	1.8	0.34	0.59	25.6
West: Pyrmont Bridge Rd													
10	L2	24	0.0	24	0.0	0.219	4.6	LOS A	0.0	0.0	0.00	0.06	48.6
11	T1	521	1.5	521	1.5	0.219	0.1	LOS A	0.0	0.0	0.00	0.03	49.1
Approach		545	1.5	545	1.5	0.219	0.3	NA	0.0	0.0	0.00	0.03	49.1
All Vehicles		1074	0.9	1074	0.9	0.232	0.6	NA	0.3	1.8	0.02	0.06	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Union St/Murray St/Darling Drive]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	46	4.3	46	4.3	0.092	18.1	LOS B	0.9	6.2	0.77	0.70	18.4
2	T1	104	1.9	104	1.9	0.352	33.3	LOS C	5.2	38.4	0.90	0.73	12.1
3	R2	32	21.9	32	21.9	0.352	38.0	LOS C	5.2	38.4	0.90	0.73	28.7
Approach		182	6.0	182	6.0	0.352	30.3	LOS C	5.2	38.4	0.86	0.73	18.1
East: Darling Drive													
4	L2	136	5.9	136	5.9	0.093	5.9	LOS A	0.9	7.0	0.24	0.57	44.2
5	T1	200	8.0	200	8.0	0.514	34.6	LOS C	8.0	59.6	0.93	0.77	25.9
6	R2	212	1.9	212	1.9	0.947	65.1	LOS E	11.7	83.2	1.00	1.07	18.2
Approach		548	5.1	548	5.1	0.947	39.3	LOS C	11.7	83.2	0.79	0.84	25.1
North: Murray Street (nth)													
7	L2	32	9.4	32	9.4	0.060	27.5	LOS B	0.8	6.4	0.62	0.66	30.9
8	T1	70	2.9	70	2.9	0.431	35.6	LOS C	5.7	40.5	0.88	0.75	16.9
9	R2	81	0.0	81	0.0	0.431	40.2	LOS C	5.7	40.5	0.88	0.75	10.4
Approach		183	2.7	183	2.7	0.431	36.2	LOS C	5.7	40.5	0.84	0.73	17.7
West: Union St													
10	L2	173	4.6	173	4.6	0.428	20.8	LOS B	4.0	29.2	0.87	0.77	7.6
11	T1	175	10.3	175	10.3	0.428	31.0	LOS C	5.3	40.6	0.85	0.70	27.9
12	R2	91	3.3	91	3.3	0.419	44.4	LOS D	3.9	27.9	0.97	0.77	11.1
Approach		439	6.6	439	6.6	0.428	29.8	LOS C	5.3	40.6	0.89	0.74	20.0
All Vehicles		1352	5.4	1352	5.4	0.947	34.6	LOS C	11.7	83.2	0.84	0.78	22.1

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	281	38.7	LOS D	0.7	0.7	0.93	0.93
P2	East Full Crossing	576	39.2	LOS D	1.4	1.4	0.94	0.94
P3	North Full Crossing	1523	40.9	LOS E	3.8	3.8	0.98	0.98
P4	West Full Crossing	281	38.7	LOS D	0.7	0.7	0.93	0.93
All Pedestrians		2661	40.1	LOS E			0.97	0.97

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.

PHASING SUMMARY

Site: 101 [AM Union St/Murray St/Darling Drive]

Network: 1 [AM Star Casino Network]

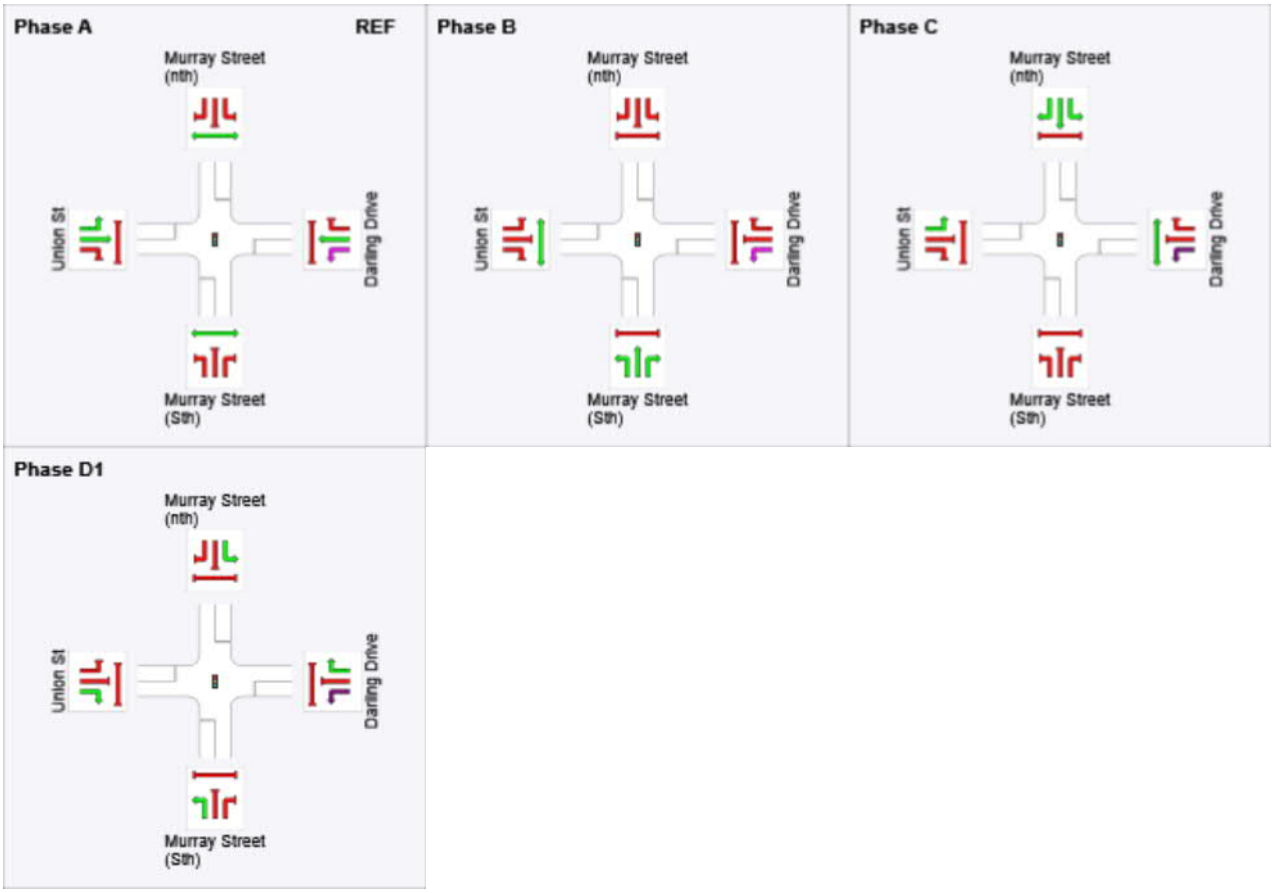
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D1
Output Phase Sequence: A, B, C, D1

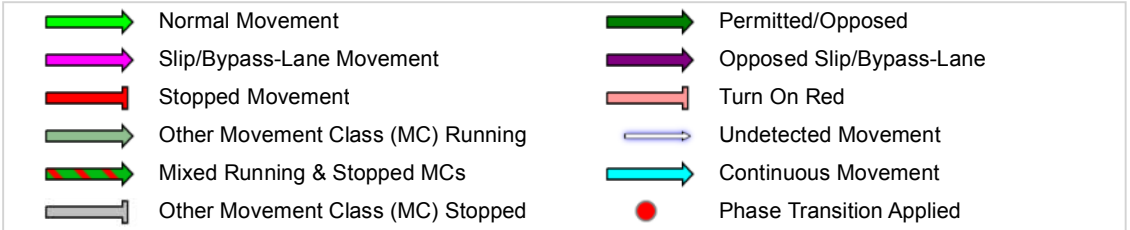
Phase Timing Results

Phase	A	B	C	D1
Phase Change Time (sec)	0	25	50	73
Green Time (sec)	19	19	17	11
Phase Time (sec)	25	25	23	17
Phase Split	28 %	28 %	26 %	19 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



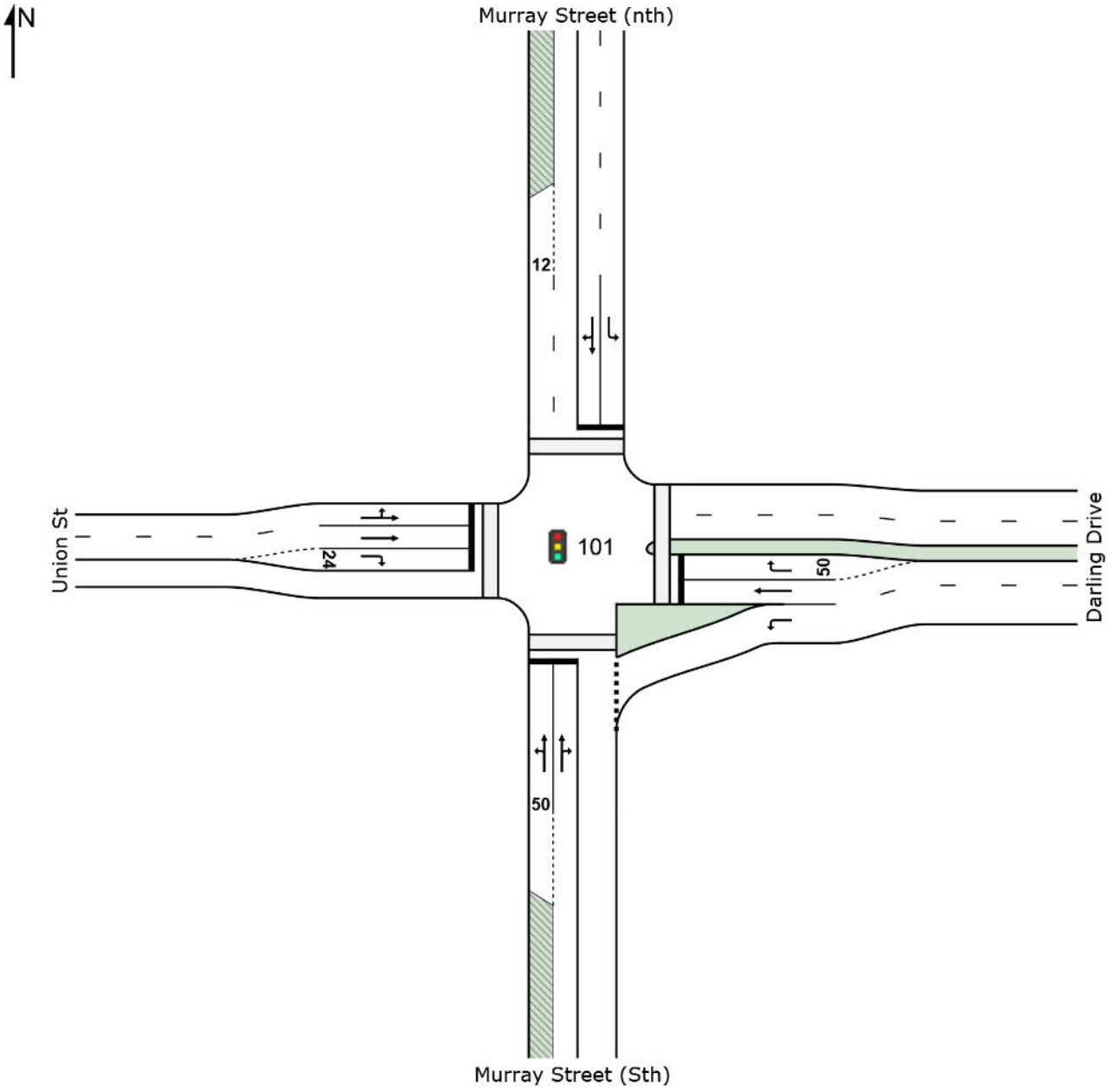
REF: Reference Phase
VAR: Variable Phase



SITE LAYOUT

Site: 101 [PM Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Union St/Murray St/Darling Drive]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Murray Street (Sth)													
1	L2	67	0.0	67	0.0	0.131	18.2	LOS B	1.2	8.5	0.78	0.71	18.3
2	T1	127	0.8	127	0.8	0.419	33.8	LOS C	6.5	46.1	0.91	0.75	11.9
3	R2	41	2.4	41	2.4	0.419	38.3	LOS D	6.5	46.1	0.91	0.75	28.6
Approach		235	0.9	235	0.9	0.419	30.1	LOS C	6.5	46.1	0.88	0.74	18.1
East: Darling Drive													
4	L2	145	0.7	145	0.7	0.101	4.7	LOS A	0.1	0.7	0.02	0.50	45.6
5	T1	227	0.9	227	0.9	0.588	36.0	LOS D	8.9	62.7	0.92	0.76	25.4
6	R2	131	3.1	131	3.1	0.590	46.9	LOS D	5.6	40.3	0.97	0.79	22.1
Approach		503	1.4	503	1.4	0.590	29.8	LOS C	8.9	62.7	0.67	0.70	28.7
North: Murray Street (nth)													
7	L2	130	5.4	127	5.5	0.222	27.9	LOS C	3.5	25.9	0.66	0.72	30.7
8	T1	142	0.0	138	0.0	0.593	36.1	LOS D	8.7	61.6	0.92	0.78	17.0
9	R2	86	2.3	84	2.4	0.593	40.7	LOS D	8.7	61.6	0.92	0.78	10.5
Approach		358	2.5	349[N1]	2.6	0.593	34.2	LOS C	8.7	61.6	0.83	0.76	21.8
West: Union St													
10	L2	188	3.2	186	3.2	0.393	18.5	LOS B	3.3	23.6	0.79	0.75	8.2
11	T1	139	0.7	138	0.7	0.360	34.1	LOS C	5.0	35.3	0.85	0.69	26.9
12	R2	113	0.9	112	0.9	0.507	44.9	LOS D	4.7	33.2	0.96	0.78	11.0
Approach		440	1.8	436[N1]	1.8	0.507	30.2	LOS C	5.0	35.3	0.85	0.74	18.2
All Vehicles		1536	1.7	1523[N1]	1.7	0.593	31.0	LOS C	8.9	62.7	0.79	0.73	23.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	156	38.5	LOS D	0.4	0.4	0.93	0.93
P2	East Full Crossing	371	38.9	LOS D	0.9	0.9	0.94	0.94
P3	North Full Crossing	889	39.7	LOS D	2.2	2.2	0.96	0.96
P4	West Full Crossing	201	38.6	LOS D	0.5	0.5	0.93	0.93
All Pedestrians		1617	39.3	LOS D			0.95	0.95

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.

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PHASING SUMMARY

Site: 101 [PM Union St/Murray St/Darling Drive]

Network: N101 [PM Star Casino Network]

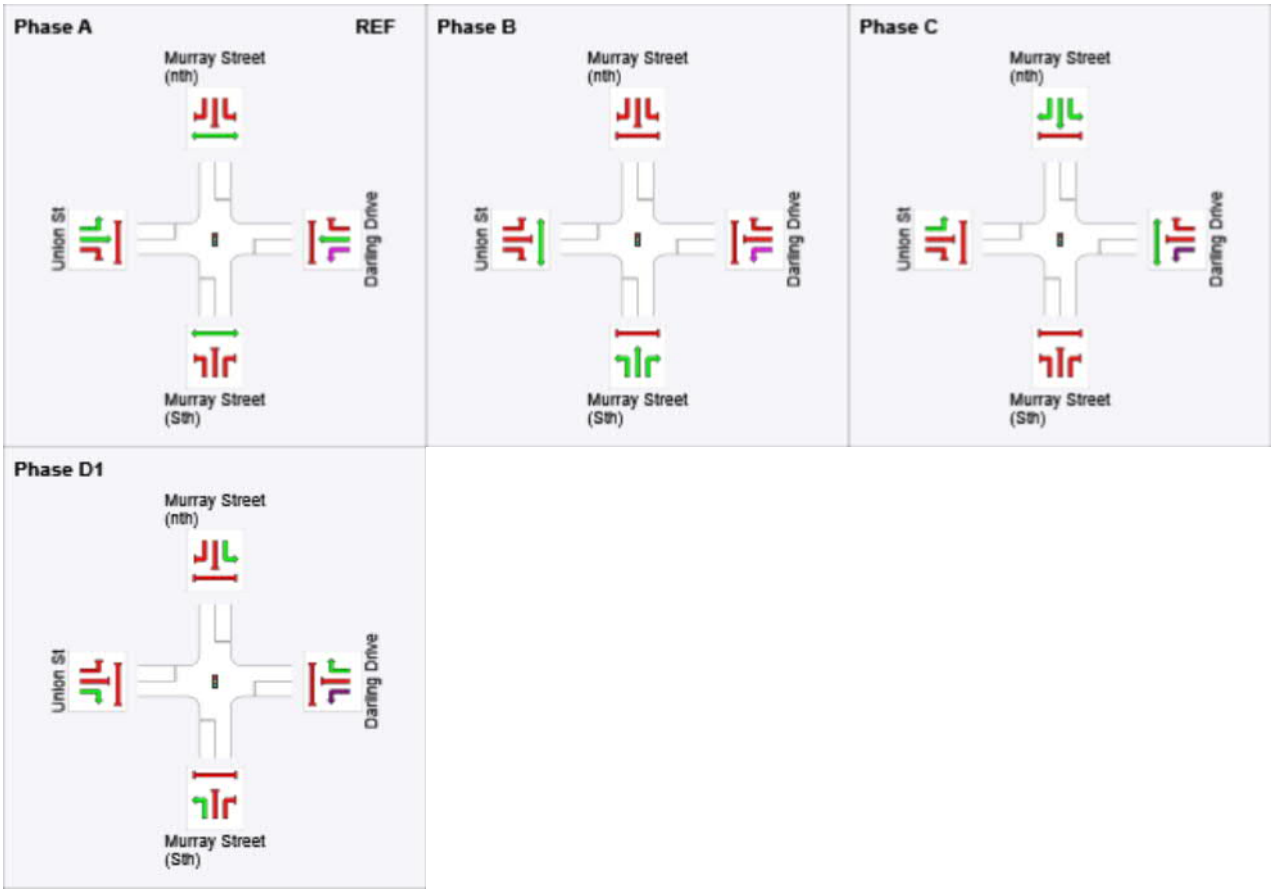
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D1
Output Phase Sequence: A, B, C, D1

Phase Timing Results

Phase	A	B	C	D1
Phase Change Time (sec)	0	24	49	73
Green Time (sec)	18	19	18	11
Phase Time (sec)	24	25	24	17
Phase Split	27 %	28 %	27 %	19 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



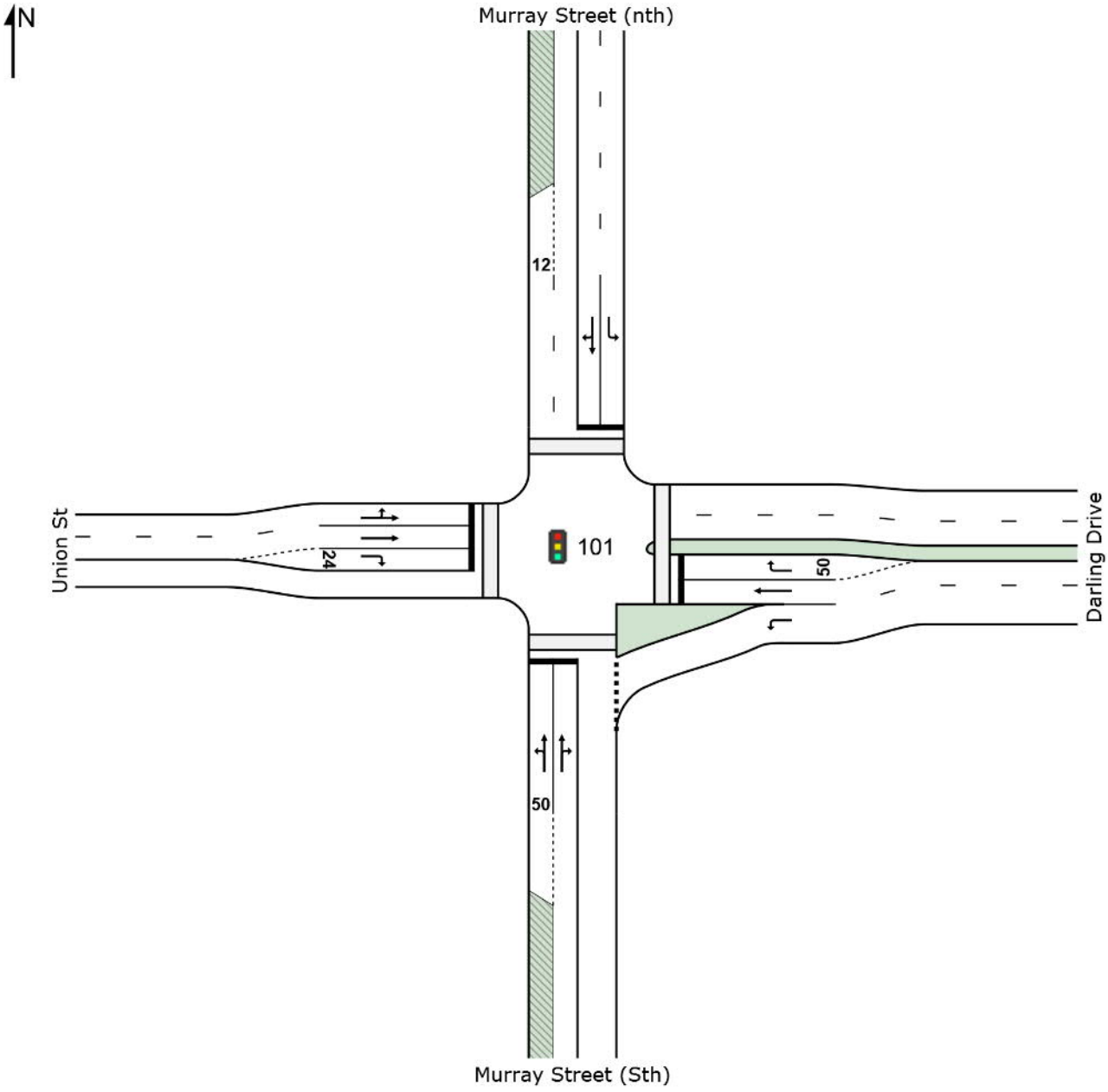
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Union St/Murray St/Darling Drive]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Union St/Murray St/Darling Drive]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Murray Street (Sth)													
1	L2	91	0.0	91	0.0	0.222	20.9	LOS C	1.8	12.4	0.85	0.74	16.7
2	T1	149	0.0	149	0.0	0.533	34.8	LOS C	8.6	60.1	0.94	0.79	11.6
3	R2	66	0.0	66	0.0	0.533	39.3	LOS D	8.6	60.1	0.94	0.79	28.2
Approach		306	0.0	306	0.0	0.533	31.6	LOS C	8.6	60.1	0.91	0.77	18.5
East: Darling Drive													
4	L2	107	0.0	107	0.0	0.073	6.2	LOS A	0.8	5.9	0.26	0.57	44.3
5	T1	266	0.0	266	0.0	0.686	37.6	LOS D	11.3	79.0	0.98	0.85	24.9
6	R2	31	3.2	31	3.2	0.256	50.6	LOS D	1.4	10.0	0.98	0.72	21.2
Approach		404	0.2	404	0.2	0.686	30.2	LOS C	11.3	79.0	0.79	0.77	28.4
North: Murray Street (nth)													
7	L2	200	0.0	200	0.0	0.338	28.9	LOS C	5.9	41.3	0.71	0.74	30.4
8	T1	136	0.0	136	0.0	0.653	32.8	LOS C	11.8	82.8	0.90	0.79	17.7
9	R2	174	1.1	174	1.1	0.653	37.4	LOS D	11.8	82.8	0.90	0.79	11.1
Approach		510	0.4	510	0.4	0.653	32.8	LOS C	11.8	82.8	0.82	0.77	22.3
West: Union St													
10	L2	317	2.5	317	2.5	0.646	17.3	LOS B	6.0	43.1	0.81	0.78	8.7
11	T1	207	0.0	207	0.0	0.623	35.7	LOS D	8.0	56.0	0.90	0.75	26.3
12	R2	77	0.0	77	0.0	0.635	51.6	LOS D	3.6	25.3	1.00	0.81	9.9
Approach		601	1.3	601	1.3	0.646	28.0	LOS C	8.0	56.0	0.86	0.77	19.0
All Vehicles		1821	0.6	1821	0.6	0.686	30.5	LOS C	11.8	82.8	0.85	0.77	22.5

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow	Average Delay	Level of Service	Average Back of Queue Pedestrian	Distance	Prop. Queued	Effective Stop Rate
		ped/h	sec		ped	m		per ped
P1	South Full Crossing	156	38.5	LOS D	0.4	0.4	0.93	0.93
P2	East Full Crossing	371	38.9	LOS D	0.9	0.9	0.94	0.94
P3	North Full Crossing	889	39.7	LOS D	2.2	2.2	0.96	0.96
P4	West Full Crossing	201	38.6	LOS D	0.5	0.5	0.93	0.93
All Pedestrians		1617	39.3	LOS D			0.95	0.95

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.

PHASING SUMMARY

Site: 101 [OP Union St/Murray St/Darling Drive]

Network: N101 [OP Star Casino Network]

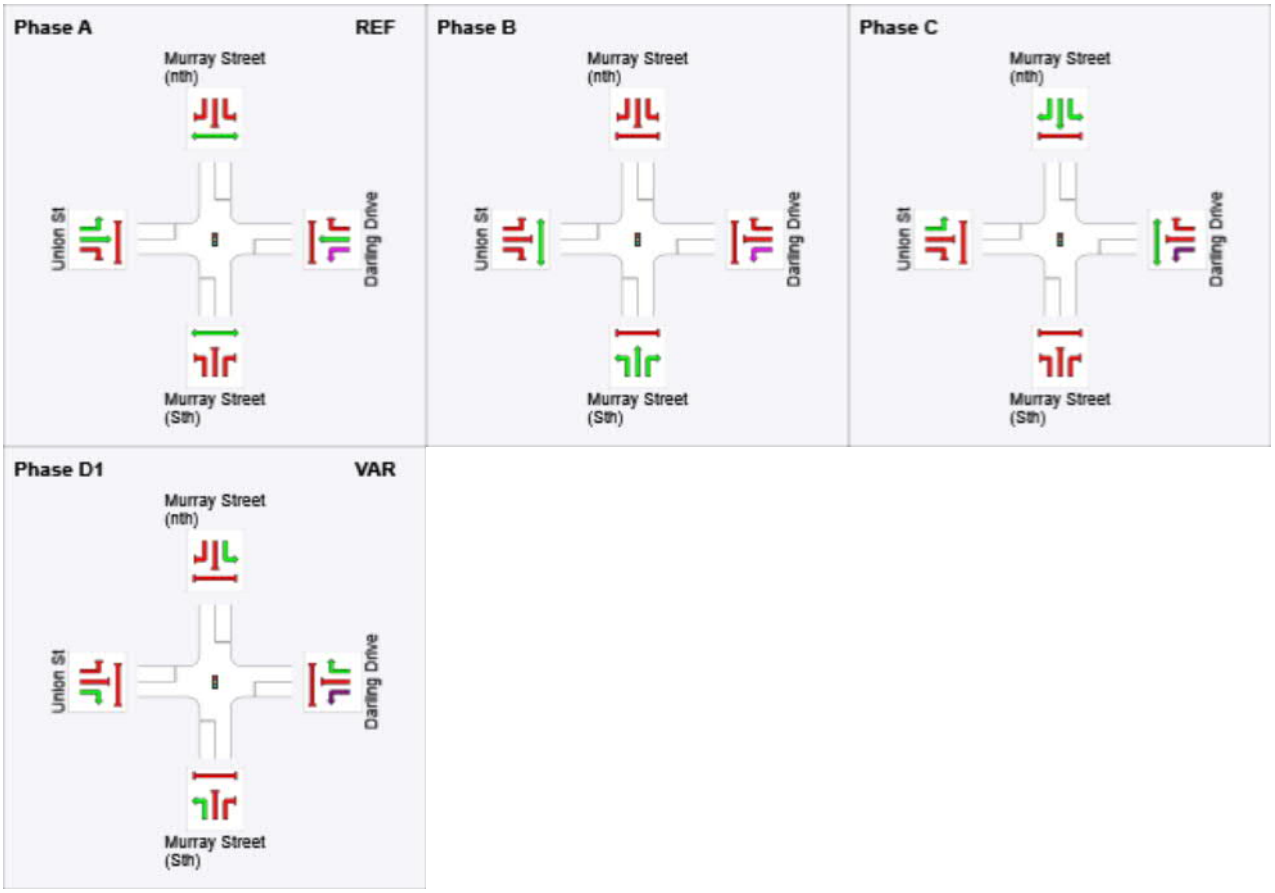
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D*, D1*
Output Phase Sequence: A, B, C, D1*
(* Variable Phase)

Phase Timing Results

Phase	A	B	C	D1
Phase Change Time (sec)	0	24	49	78
Green Time (sec)	18	19	23	6
Phase Time (sec)	24	25	29	12
Phase Split	27 %	28 %	32 %	13 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase
VAR: Variable Phase

Other Movement Class (MC) Stopped Phase Transition Applied

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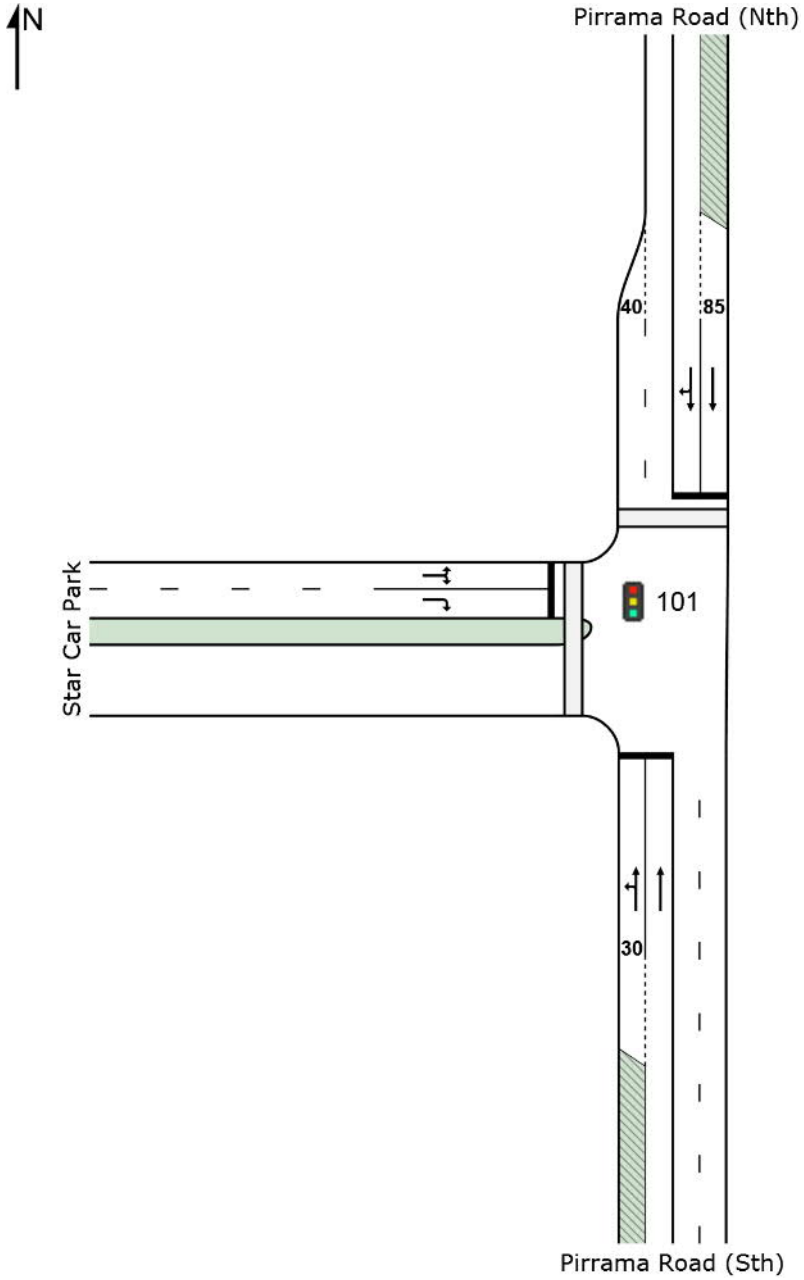
SITE LAYOUT

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	185	0.5	185	0.5	0.160	8.1	LOS A	1.4	10.1	0.19	0.59	24.1
2	T1	261	6.9	261	6.9	0.199	1.0	LOS A	0.7	5.4	0.07	0.06	45.1
Approach		446	4.3	446	4.3	0.199	3.9	LOS A	1.4	10.1	0.12	0.28	31.8
North: Pirrama Road (Nth)													
8	T1	116	6.9	116	6.9	0.062	4.7	LOS A	1.0	7.8	0.34	0.31	38.7
9	R2	20	0.0	20	0.0	0.062	10.9	LOS A	0.9	6.2	0.38	0.43	31.6
Approach		136	5.9	136	5.9	0.062	5.6	LOS A	1.0	7.8	0.34	0.33	37.3
West: Star Car Park													
10	L2	4	0.0	4	0.0	0.066	36.5	LOS C	0.7	4.6	0.89	0.63	4.5
12	R2	32	0.0	32	0.0	0.066	35.9	LOS C	0.7	5.1	0.89	0.63	4.6
Approach		36	0.0	36	0.0	0.066	36.0	LOS C	0.7	5.1	0.89	0.63	4.6
All Vehicles		618	4.4	618	4.4	0.199	6.1	LOS A	1.4	10.1	0.21	0.31	29.5

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	105	38.4	LOS D	0.2	0.2	0.93	0.93
P4	West Full Crossing	126	38.5	LOS D	0.3	0.3	0.93	0.93
All Pedestrians		232	38.5	LOS D			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [AM Pirrama Rd/Star Car Park Entrance]

Network: 1 [AM Star Casino Network]

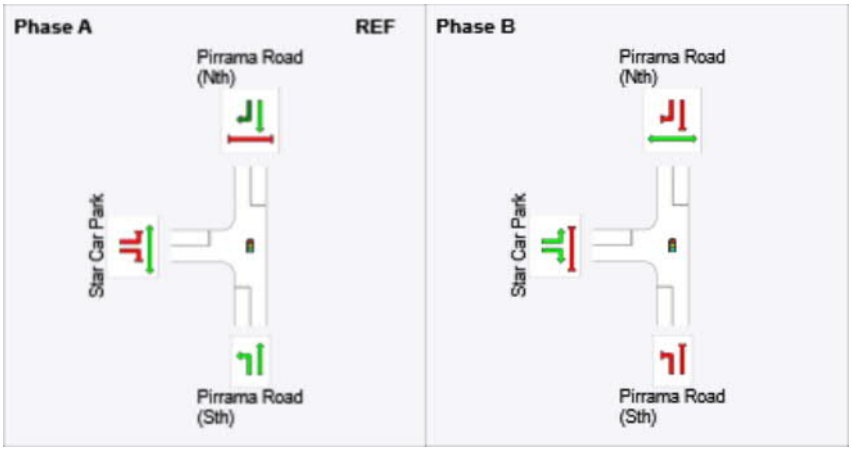
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	70
Green Time (sec)	64	14
Phase Time (sec)	70	20
Phase Split	78 %	22 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



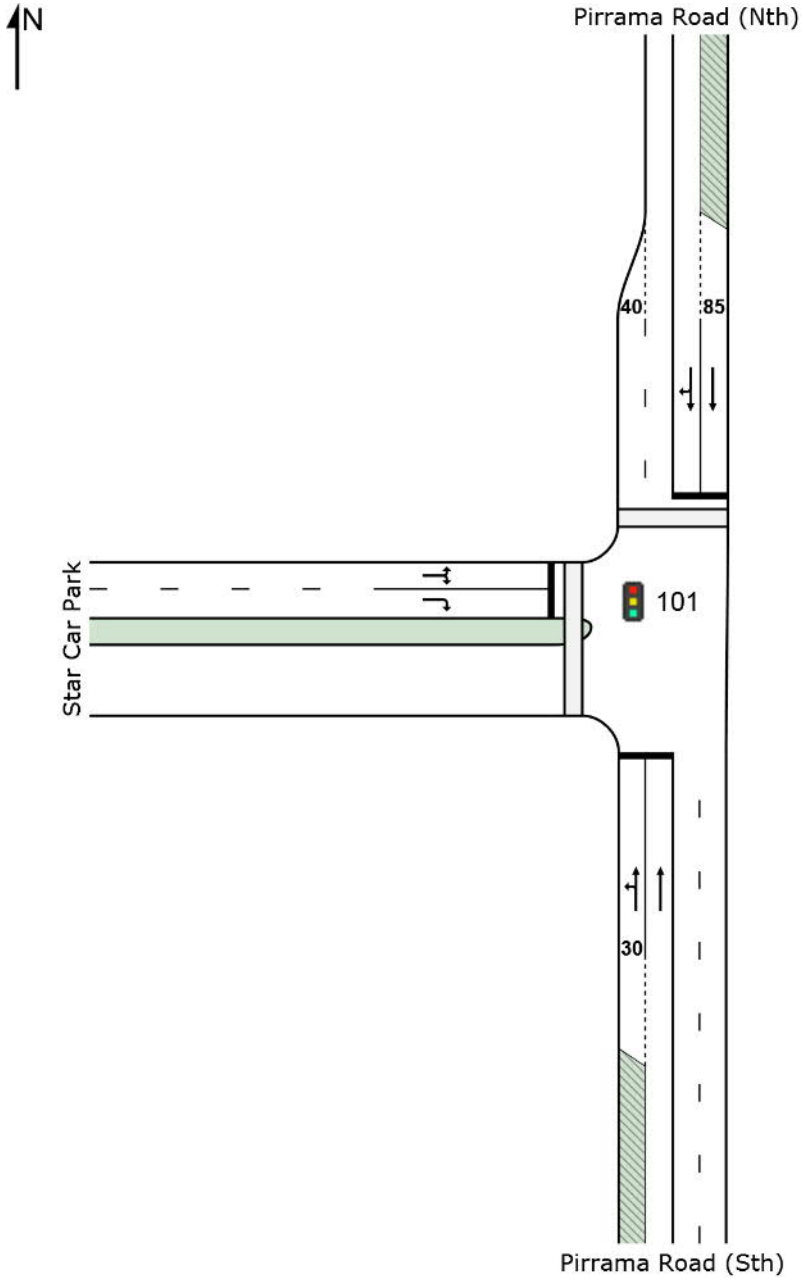
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	121	0.8	119	0.8	0.088	4.8	LOS A	0.1	0.5	0.02	0.54	28.0
2	T1	372	4.6	367	4.6	0.280	1.4	LOS A	1.4	10.5	0.10	0.08	43.3
Approach		493	3.7	487[N1]	3.6	0.280	2.2	LOS A	1.4	10.5	0.08	0.20	37.2
North: Pirrama Road (Nth)													
8	T1	247	5.7	244	5.7	0.116	5.1	LOS A	2.1	15.5	0.36	0.33	38.3
9	R2	24	0.0	24	0.0	0.116	10.7	LOS B	1.8	13.4	0.38	0.39	32.5
Approach		271	5.2	268[N1]	5.2	0.116	5.6	LOS A	2.1	15.5	0.36	0.33	37.6
West: Star Car Park													
10	L2	47	0.0	47	0.0	0.291	40.4	LOS D	2.6	18.4	0.95	0.72	4.0
12	R2	106	0.0	106	0.0	0.291	36.9	LOS D	3.6	24.9	0.92	0.72	4.5
Approach		153	0.0	153	0.0	0.291	38.0	LOS D	3.6	24.9	0.93	0.72	4.4
All Vehicles		917	3.5	908[N1]	3.5	0.291	9.2	LOS A	3.6	24.9	0.31	0.32	25.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	217	38.6	LOS D	0.5	0.5	0.93	0.93
P4	West Full Crossing	263	38.7	LOS D	0.6	0.6	0.93	0.93
All Pedestrians		480	38.7	LOS D			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [PM Pirrama Rd/Star Car Park Entrance]

Network: N101 [PM Star Casino Network]

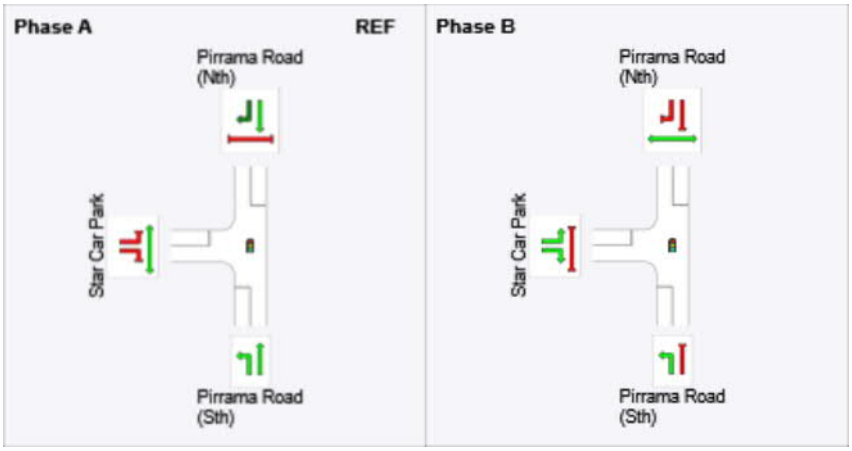
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	69
Green Time (sec)	63	15
Phase Time (sec)	69	21
Phase Split	77 %	23 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



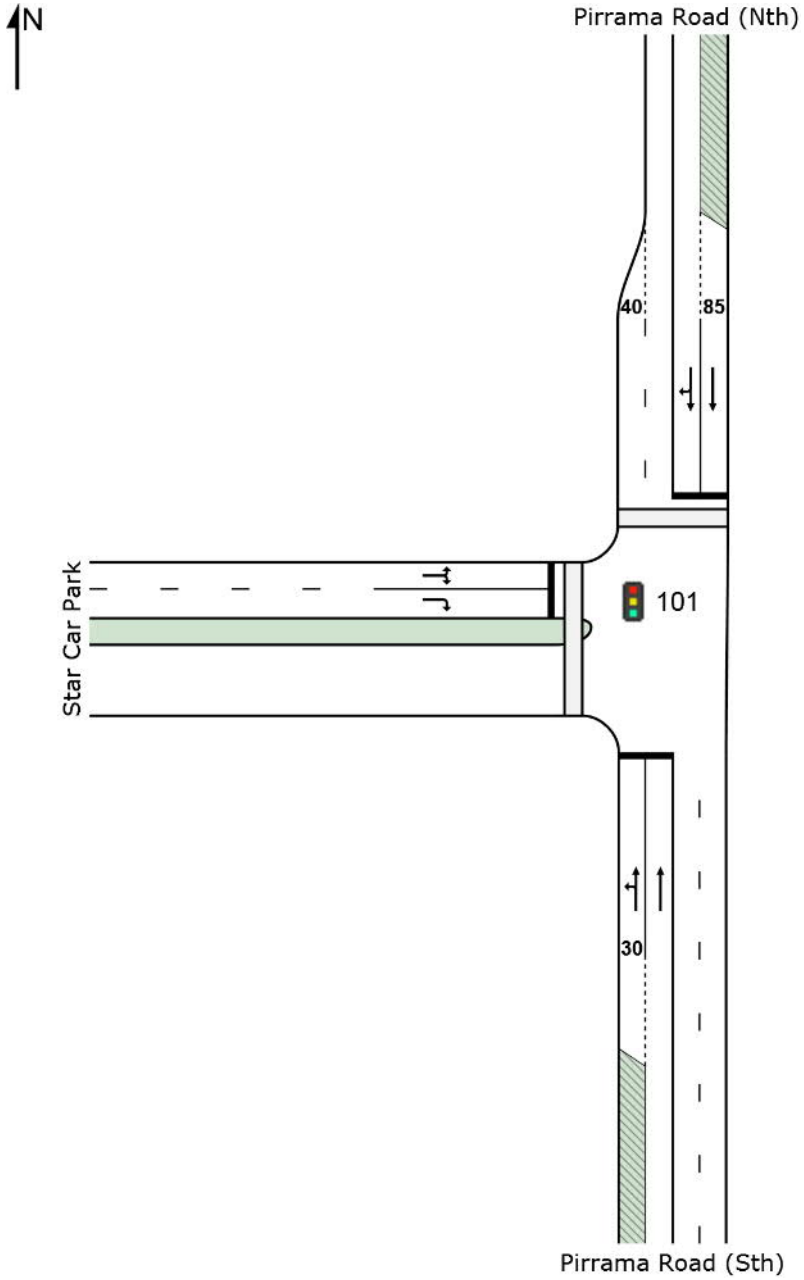
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	149	1.3	149	1.3	0.112	4.8	LOS A	0.1	0.7	0.03	0.54	28.0
2	T1	349	1.7	349	1.7	0.261	1.3	LOS A	1.3	9.5	0.09	0.08	43.4
Approach		498	1.6	498	1.6	0.261	2.4	LOS A	1.3	9.5	0.07	0.22	36.2
North: Pirrama Road (Nth)													
8	T1	327	1.2	327	1.2	0.159	5.3	LOS A	3.1	21.9	0.38	0.35	37.7
9	R2	39	0.0	39	0.0	0.159	11.3	LOS B	2.6	18.0	0.41	0.43	31.7
Approach		366	1.1	366	1.1	0.159	6.0	LOS A	3.1	21.9	0.38	0.36	36.9
West: Star Car Park													
10	L2	39	0.0	39	0.0	0.348	39.7	LOS D	3.5	24.2	0.95	0.74	4.2
12	R2	152	0.0	152	0.0	0.348	37.6	LOS D	4.3	30.2	0.93	0.73	4.4
Approach		191	0.0	191	0.0	0.348	38.0	LOS D	4.3	30.2	0.94	0.73	4.4
All Vehicles		1055	1.1	1055	1.1	0.348	10.1	LOS B	4.3	30.2	0.34	0.36	24.6

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P3	North Full Crossing	278	38.7	LOS D	0.7	0.7	0.93	0.93
P4	West Full Crossing	546	39.2	LOS D	1.3	1.3	0.94	0.94
All Pedestrians		824	39.0	LOS D			0.94	0.94

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.

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PHASING SUMMARY

Site: 101 [OP Pirrama Rd/Star Car Park Entrance]

Network: N101 [OP Star Casino Network]

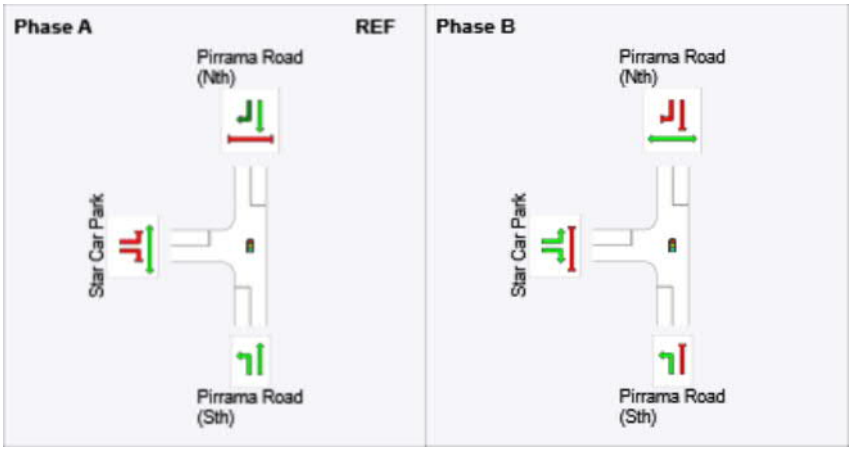
No Project
Signals - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	69
Green Time (sec)	63	15
Phase Time (sec)	69	21
Phase Split	77 %	23 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



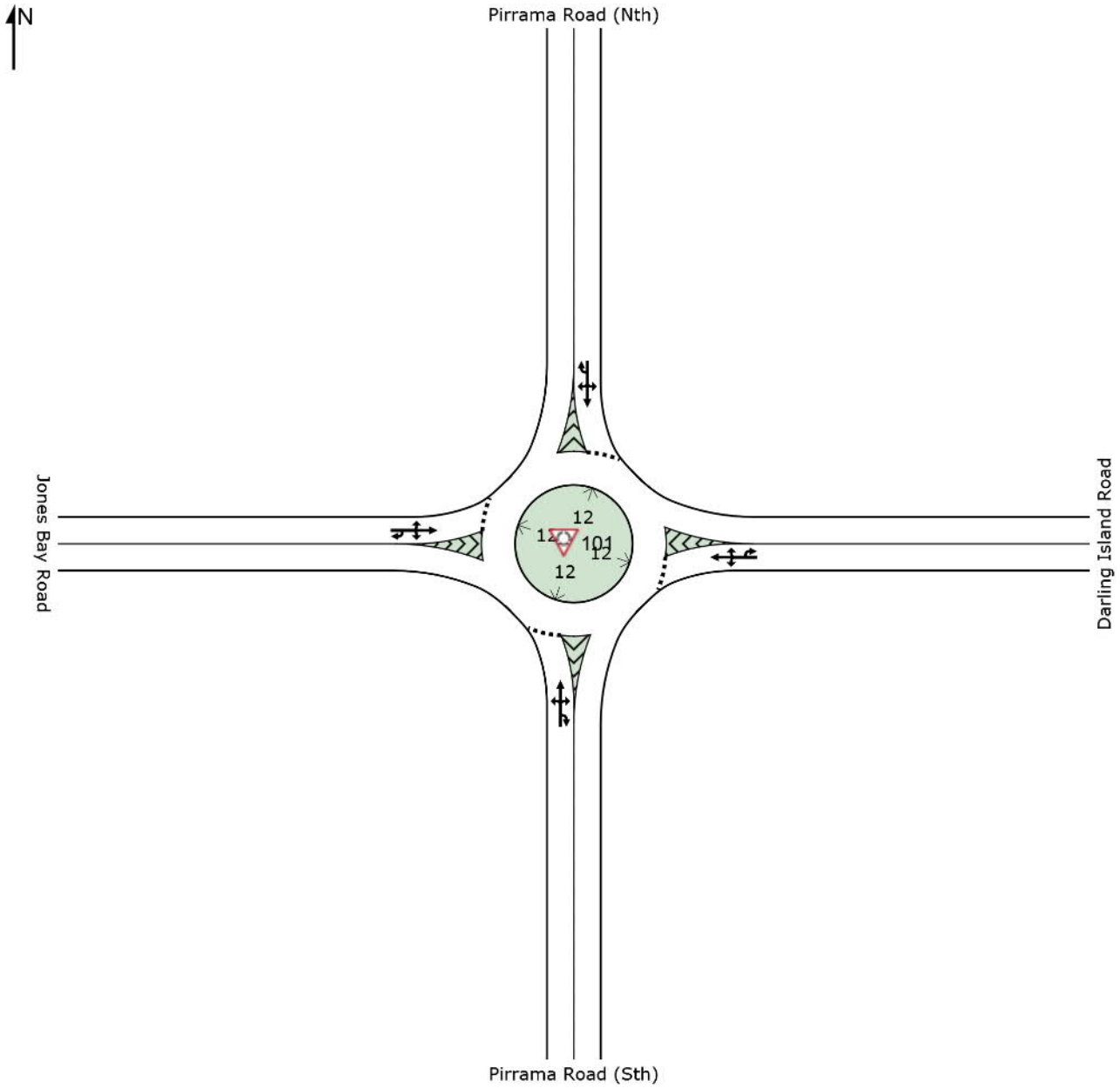
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [AM Jones Bay Rd/Pirrama Rd]

Network: 1 [AM Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

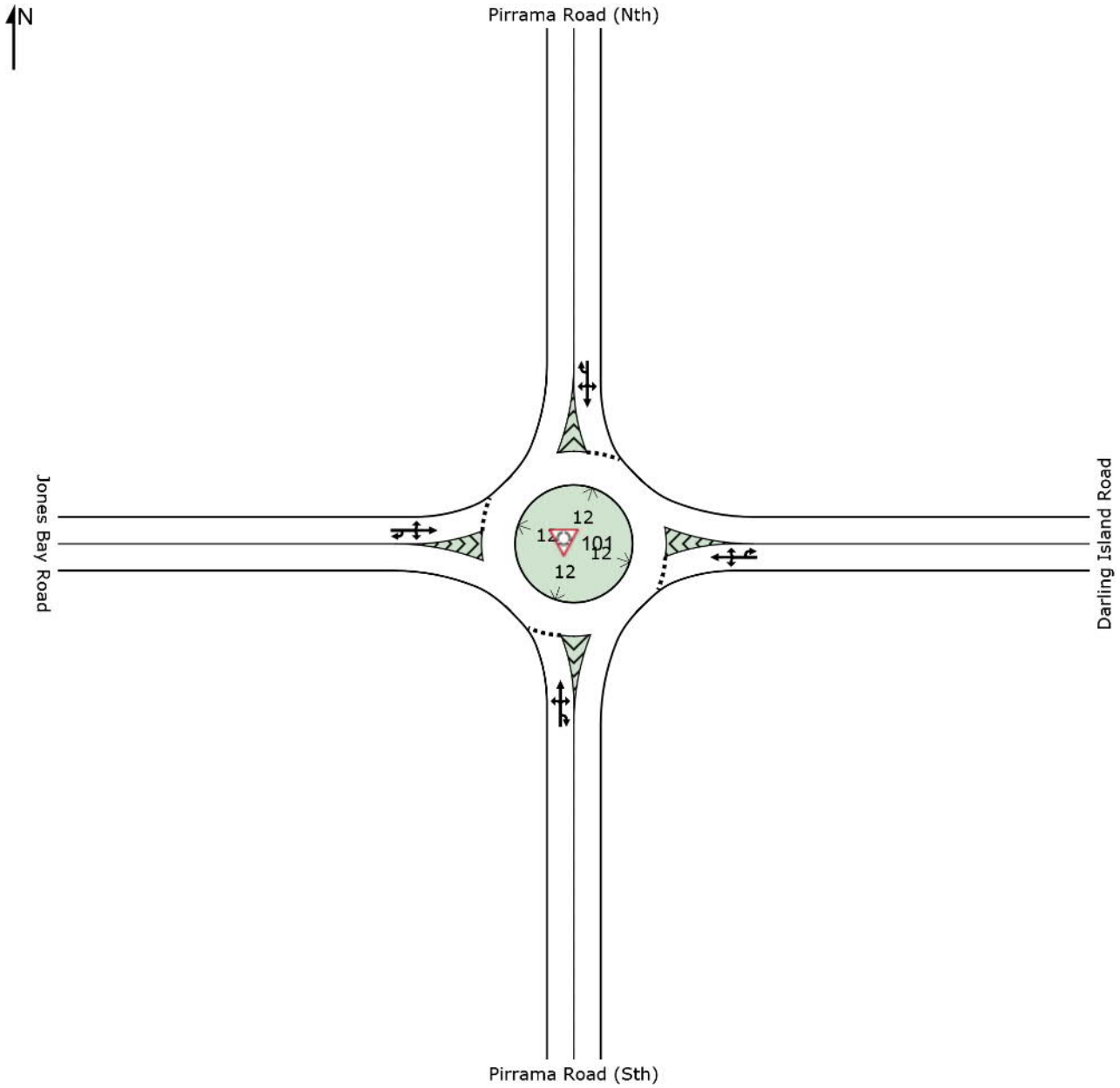
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	109	7.3	109	7.3	0.252	4.4	LOS A	1.3	9.3	0.30	0.55	37.8
2	T1	81	8.6	81	8.6	0.252	4.4	LOS A	1.3	9.3	0.30	0.55	45.4
3	R2	88	5.7	88	5.7	0.252	7.8	LOS A	1.3	9.3	0.30	0.55	34.7
3u	U	13	8.3	13	8.3	0.252	9.5	LOS A	1.3	9.3	0.30	0.55	37.8
Approach		291	7.2	291	7.2	0.252	5.6	LOS A	1.3	9.3	0.30	0.55	40.3
East: Darling Island Road													
4	L2	23	0.0	23	0.0	0.075	5.3	LOS A	0.3	2.5	0.37	0.55	30.2
5	T1	39	12.8	39	12.8	0.075	5.6	LOS A	0.3	2.5	0.37	0.55	30.2
6	R2	7	0.0	7	0.0	0.075	9.1	LOS A	0.3	2.5	0.37	0.55	50.0
6u	U	1	0.0	1	0.0	0.075	10.8	LOS A	0.3	2.5	0.37	0.55	24.6
Approach		70	7.1	70	7.1	0.075	5.9	LOS A	0.3	2.5	0.37	0.55	35.4
North: Pirrama Road (Nth)													
7	L2	10	0.0	10	0.0	0.116	6.1	LOS A	0.6	4.5	0.47	0.64	40.1
8	T1	42	14.3	42	14.3	0.116	6.6	LOS A	0.6	4.5	0.47	0.64	47.3
9	R2	48	2.1	48	2.1	0.116	9.9	LOS A	0.6	4.5	0.47	0.64	47.3
9u	U	4	0.0	4	0.0	0.116	11.5	LOS A	0.6	4.5	0.47	0.64	52.7
Approach		104	6.7	104	6.7	0.116	8.3	LOS A	0.6	4.5	0.47	0.64	46.7
West: Jones Bay Road													
10	L2	100	0.0	100	0.0	0.263	5.7	LOS A	1.7	11.8	0.44	0.60	48.3
11	T1	90	3.3	90	3.3	0.263	5.9	LOS A	1.7	11.8	0.44	0.60	28.1
12	R2	51	0.0	51	0.0	0.263	9.4	LOS A	1.7	11.8	0.44	0.60	31.8
12u	U	41	2.6	41	2.6	0.263	11.2	LOS A	1.7	11.8	0.44	0.60	31.8
Approach		282	1.4	282	1.4	0.263	7.2	LOS A	1.7	11.8	0.44	0.60	39.5
All Vehicles		747	5.0	747	5.0	0.263	6.6	LOS A	1.7	11.8	0.38	0.58	40.9

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.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [PM Jones Bay Rd/Pirrama Rd]

Network: N101 [PM Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
1	L2	206	1.5	205	1.5	0.377	5.4	LOS A	2.1	15.0	0.47	0.62	36.9
2	T1	101	14.9	101	14.9	0.377	5.7	LOS A	2.1	15.0	0.47	0.62	45.0
3	R2	29	0.0	29	0.0	0.377	8.9	LOS A	2.1	15.0	0.47	0.62	34.3
3u	U	39	5.4	39	5.4	0.377	10.6	LOS B	2.1	15.0	0.47	0.62	36.9
Approach		375	5.4	373 N1	5.4	0.377	6.3	LOS A	2.1	15.0	0.47	0.62	40.4
East: Darling Island Road													
4	L2	56	0.0	56	0.0	0.200	6.7	LOS A	1.0	7.0	0.56	0.66	28.3
5	T1	93	0.0	93	0.0	0.200	6.7	LOS A	1.0	7.0	0.56	0.66	28.3
6	R2	14	0.0	14	0.0	0.200	10.4	LOS B	1.0	7.0	0.56	0.66	49.1
6u	U	1	0.0	1	0.0	0.200	12.2	LOS B	1.0	7.0	0.56	0.66	23.8
Approach		164	0.0	164	0.0	0.200	7.1	LOS A	1.0	7.0	0.56	0.66	33.0
North: Pirrama Road (Nth)													
7	L2	20	0.0	20	0.0	0.291	5.8	LOS A	1.7	12.6	0.45	0.63	40.3
8	T1	116	10.3	116	10.3	0.291	6.1	LOS A	1.7	12.6	0.45	0.63	47.5
9	R2	149	0.7	149	0.7	0.291	9.5	LOS A	1.7	12.6	0.45	0.63	47.5
9u	U	6	0.0	6	0.0	0.291	11.2	LOS B	1.7	12.6	0.45	0.63	52.9
Approach		291	4.5	291	4.5	0.291	7.9	LOS A	1.7	12.6	0.45	0.63	47.1
West: Jones Bay Road													
10	L2	65	1.5	61	1.6	0.178	5.6	LOS A	1.0	7.4	0.42	0.61	48.1
11	T1	46	0.0	43	0.0	0.178	5.7	LOS A	1.0	7.4	0.42	0.61	28.0
12	R2	64	0.0	60	0.0	0.178	9.3	LOS A	1.0	7.4	0.42	0.61	31.5
12u	U	23	0.0	22	0.0	0.178	11.0	LOS B	1.0	7.4	0.42	0.61	31.5
Approach		198	0.5	187 N1	0.5	0.178	7.4	LOS A	1.0	7.4	0.42	0.61	39.4
All Vehicles		1028	3.3	1016 N1	3.4	0.377	7.1	LOS A	2.1	15.0	0.47	0.63	42.1

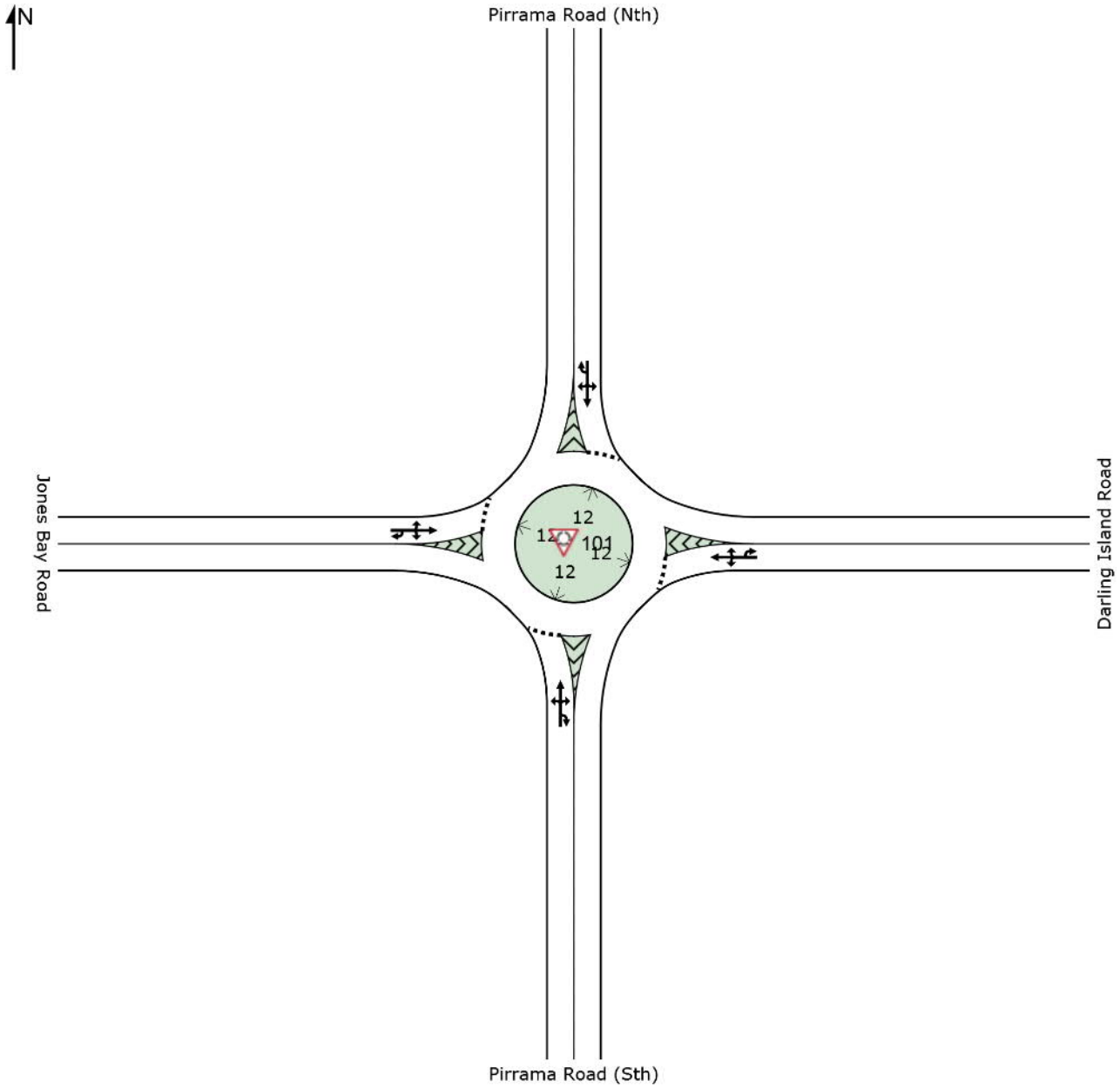
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [OP Jones Bay Rd/Pirrama Rd]

No Project
Roundabout



MOVEMENT SUMMARY

Site: 101 [OP Jones Bay Rd/Pirrama Rd]

Network: N101 [OP Star Casino Network]

No Project
Roundabout

Movement Performance - Vehicles

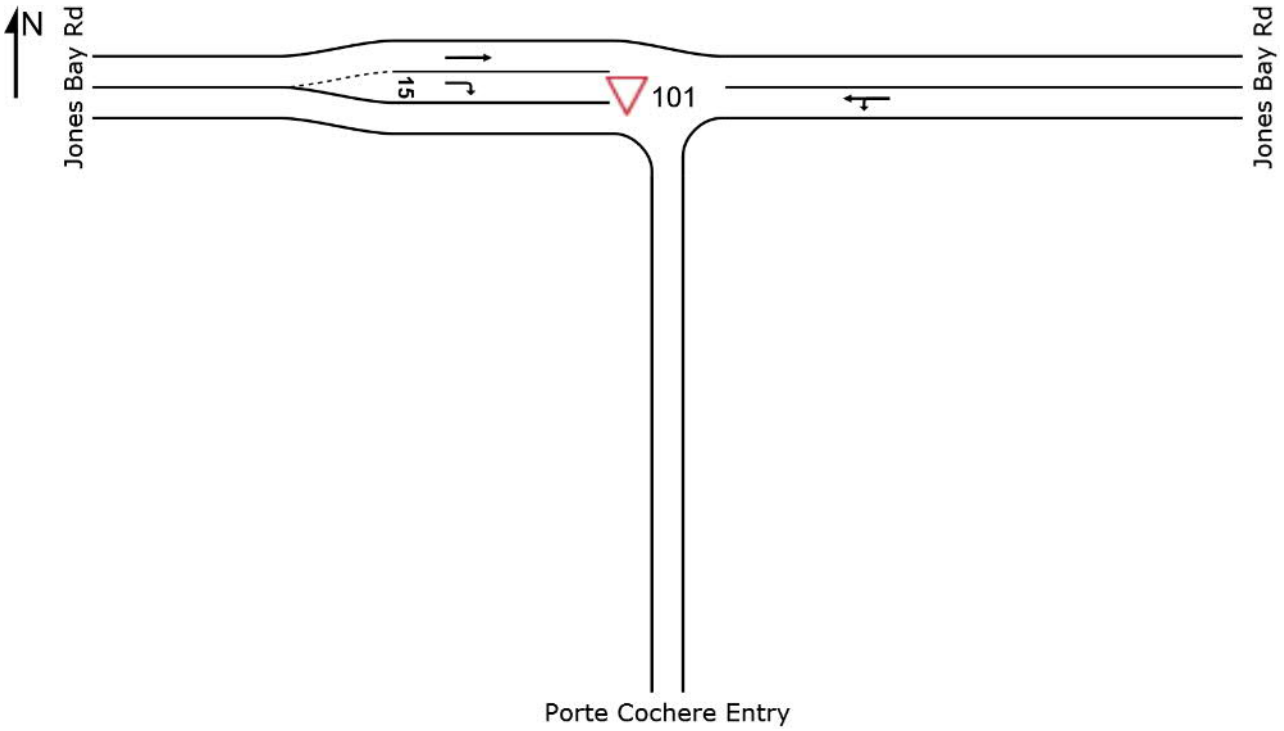
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pirrama Road (Sth)													
1	L2	199	1.0	199	1.0	0.344	4.8	LOS A	1.9	13.5	0.39	0.59	37.2
2	T1	81	3.7	81	3.7	0.344	4.8	LOS A	1.9	13.5	0.39	0.59	45.2
3	R2	24	0.0	24	0.0	0.344	8.2	LOS A	1.9	13.5	0.39	0.59	34.5
3u	U	82	1.3	82	1.3	0.344	9.8	LOS A	1.9	13.5	0.39	0.59	37.2
Approach		386	1.6	386	1.6	0.344	6.0	LOS A	1.9	13.5	0.39	0.59	40.1
East: Darling Island Road													
4	L2	35	0.0	35	0.0	0.108	7.2	LOS A	0.6	4.1	0.60	0.67	27.5
5	T1	46	0.0	46	0.0	0.108	7.3	LOS A	0.6	4.1	0.60	0.67	27.5
6	R2	9	0.0	9	0.0	0.108	11.0	LOS B	0.6	4.1	0.60	0.67	48.6
6u	U	1	0.0	1	0.0	0.108	12.7	LOS B	0.6	4.1	0.60	0.67	23.5
Approach		91	0.0	91	0.0	0.108	7.7	LOS A	0.6	4.1	0.60	0.67	32.8
North: Pirrama Road (Nth)													
7	L2	9	0.0	9	0.0	0.332	6.0	LOS A	2.1	14.7	0.48	0.62	40.5
8	T1	210	1.9	210	1.9	0.332	6.2	LOS A	2.1	14.7	0.48	0.62	47.9
9	R2	113	0.0	113	0.0	0.332	9.7	LOS A	2.1	14.7	0.48	0.62	47.9
9u	U	3	0.0	3	0.0	0.332	11.4	LOS B	2.1	14.7	0.48	0.62	53.1
Approach		335	1.2	335	1.2	0.332	7.4	LOS A	2.1	14.7	0.48	0.62	47.7
West: Jones Bay Road													
10	L2	24	4.2	24	4.2	0.131	5.6	LOS A	0.7	5.2	0.40	0.62	47.1
11	T1	22	0.0	22	0.0	0.131	5.7	LOS A	0.7	5.2	0.40	0.62	27.6
12	R2	63	0.0	63	0.0	0.131	9.2	LOS A	0.7	5.2	0.40	0.62	30.5
12u	U	28	0.0	28	0.0	0.131	11.0	LOS B	0.7	5.2	0.40	0.62	30.5
Approach		137	0.7	137	0.7	0.131	8.4	LOS A	0.7	5.2	0.40	0.62	35.6
All Vehicles		950	1.2	950	1.2	0.344	7.0	LOS A	2.1	14.7	0.44	0.61	42.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 17:07:43
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180205 Existing+Mod14+Mod 13.sip7

MOVEMENT SUMMARY

Site: 101 [AM Jones Bay Rd/Port Cochere Entry]

Network: 1 [AM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

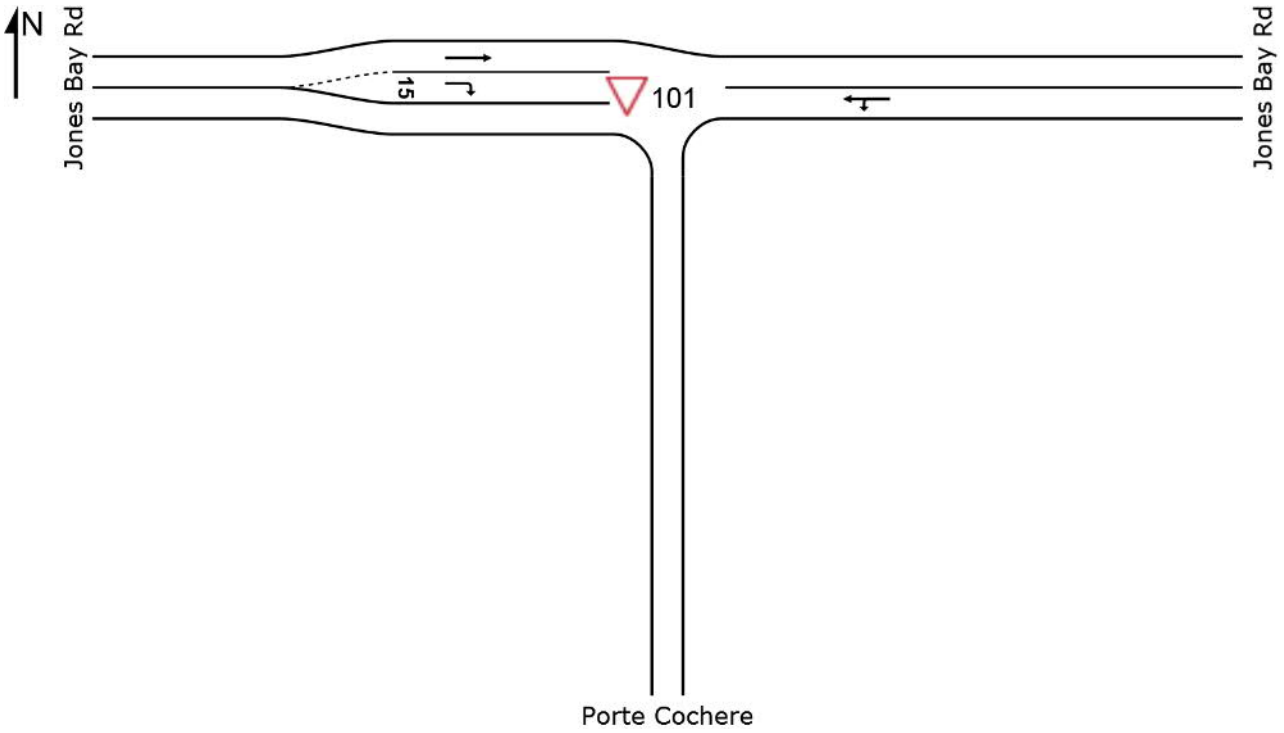
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Jones Bay Rd													
4	L2	37	8.6	37	8.6	0.133	4.6	LOS A	0.0	0.0	0.00	0.08	46.7
5	T1	211	6.0	211	6.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.08	46.7
Approach		247	6.4	247	6.4	0.133	0.7	NA	0.0	0.0	0.00	0.08	46.7
West: Jones Bay Rd													
11	T1	296	1.8	296	1.8	0.153	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
12	R2	20	0.0	20	0.0	0.014	3.4	LOS A	0.1	0.4	0.34	0.54	20.9
Approach		316	1.7	316	1.7	0.153	0.2	NA	0.1	0.4	0.02	0.03	45.9
All Vehicles		563	3.7	563	3.7	0.153	0.4	NA	0.1	0.4	0.01	0.05	46.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 17 February 2018 14:46:51
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180205 Existing+Mod14+Mod 13.sip7

MOVEMENT SUMMARY

Site: 101 [PM Jones Bay Rd/Port Cochere Entry]

Network: N101 [PM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Jones Bay Rd													
4	L2	61	1.7	61	1.7	0.261	4.6	LOS A	0.0	0.0	0.00	0.07	47.2
5	T1	443	0.7	442	0.7	0.261	0.0	LOS A	0.0	0.0	0.00	0.07	47.2
Approach		504	0.8	503[N1]	0.8	0.261	0.6	NA	0.0	0.0	0.00	0.07	47.2
West: Jones Bay Rd													
11	T1	223	0.0	208	0.0	0.107	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
12	R2	7	0.0	7	0.0	0.006	4.4	LOS A	0.0	0.2	0.49	0.59	17.4
Approach		231	0.0	215[N1]	0.0	0.107	0.1	NA	0.0	0.2	0.02	0.02	47.2
All Vehicles		735	0.6	718[N1]	0.6	0.261	0.4	NA	0.0	0.2	0.00	0.05	47.2

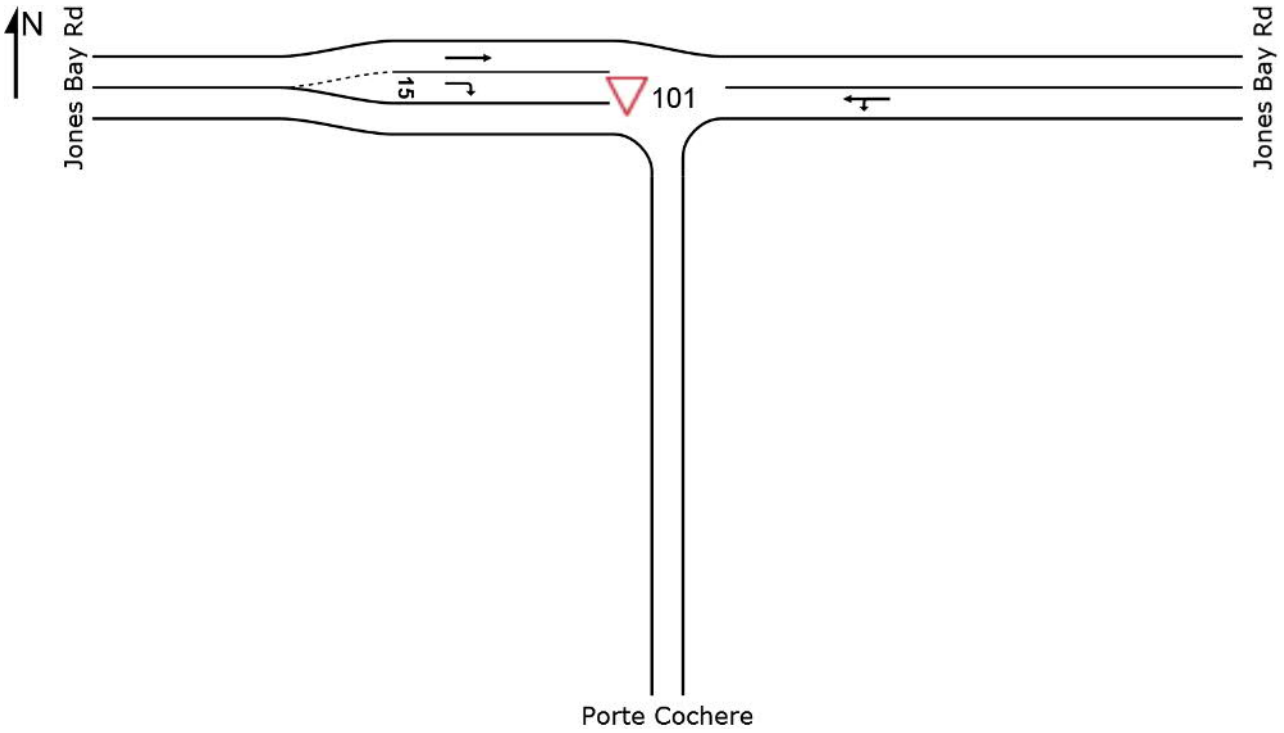
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [OP Jones Bay Rd/Port Cochere Entry]

New Site
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 17 February 2018 15:38:11
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180205 Existing+Mod14+Mod 13.sip7

MOVEMENT SUMMARY

Site: 101 [OP Jones Bay Rd/Port Cochere Entry]

Network: N101 [OP Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

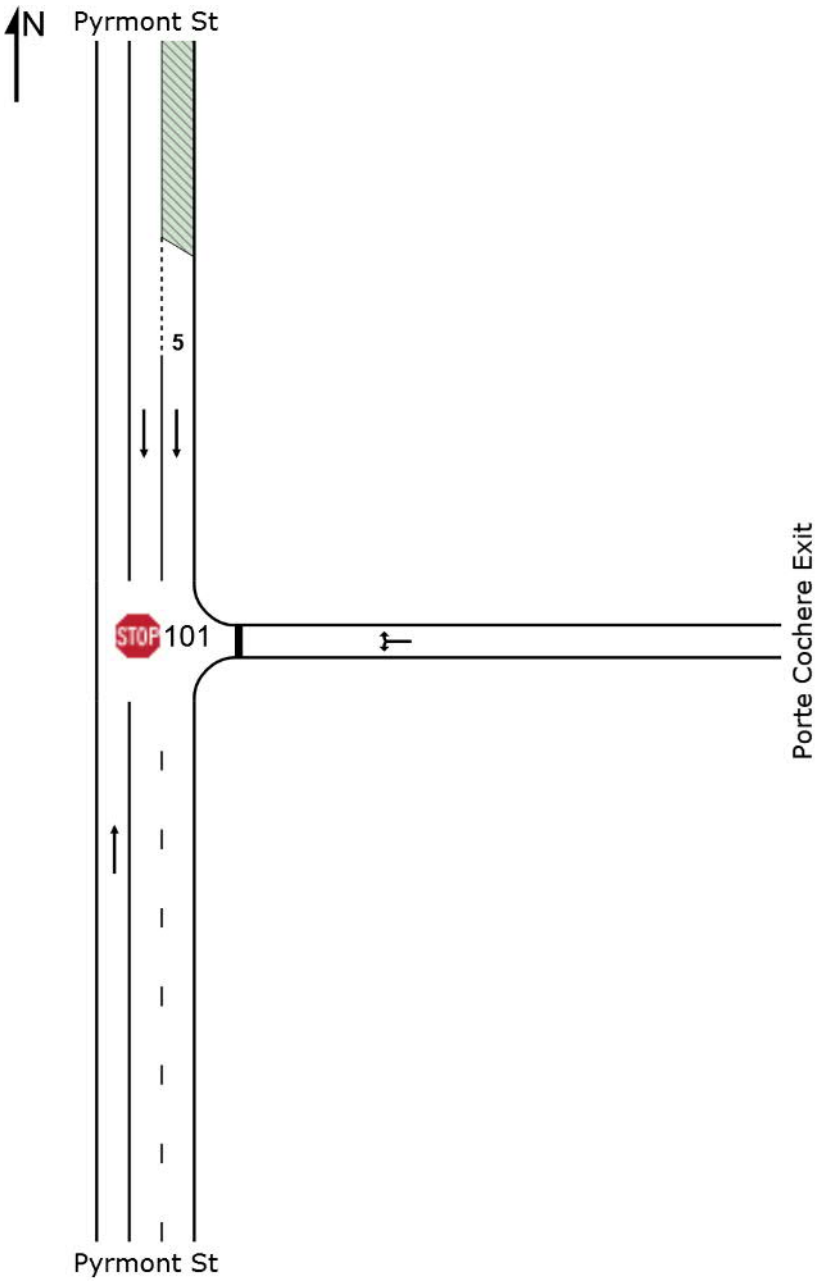
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Jones Bay Rd													
4	L2	209	0.5	209	0.5	0.270	4.6	LOS A	0.0	0.0	0.00	0.22	41.8
5	T1	305	0.3	305	0.3	0.270	0.0	LOS A	0.0	0.0	0.00	0.22	41.8
Approach		515	0.4	515	0.4	0.270	1.9	NA	0.0	0.0	0.00	0.22	41.8
West: Jones Bay Rd													
11	T1	200	0.0	200	0.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
12	R2	135	0.0	135	0.0	0.127	4.8	LOS A	0.5	3.8	0.53	0.70	16.4
Approach		335	0.0	335	0.0	0.127	1.9	NA	0.5	3.8	0.21	0.28	27.4
All Vehicles		849	0.2	849	0.2	0.270	1.9	NA	0.5	3.8	0.08	0.25	39.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Port Cochere Exit]

Network: 1 [AM Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

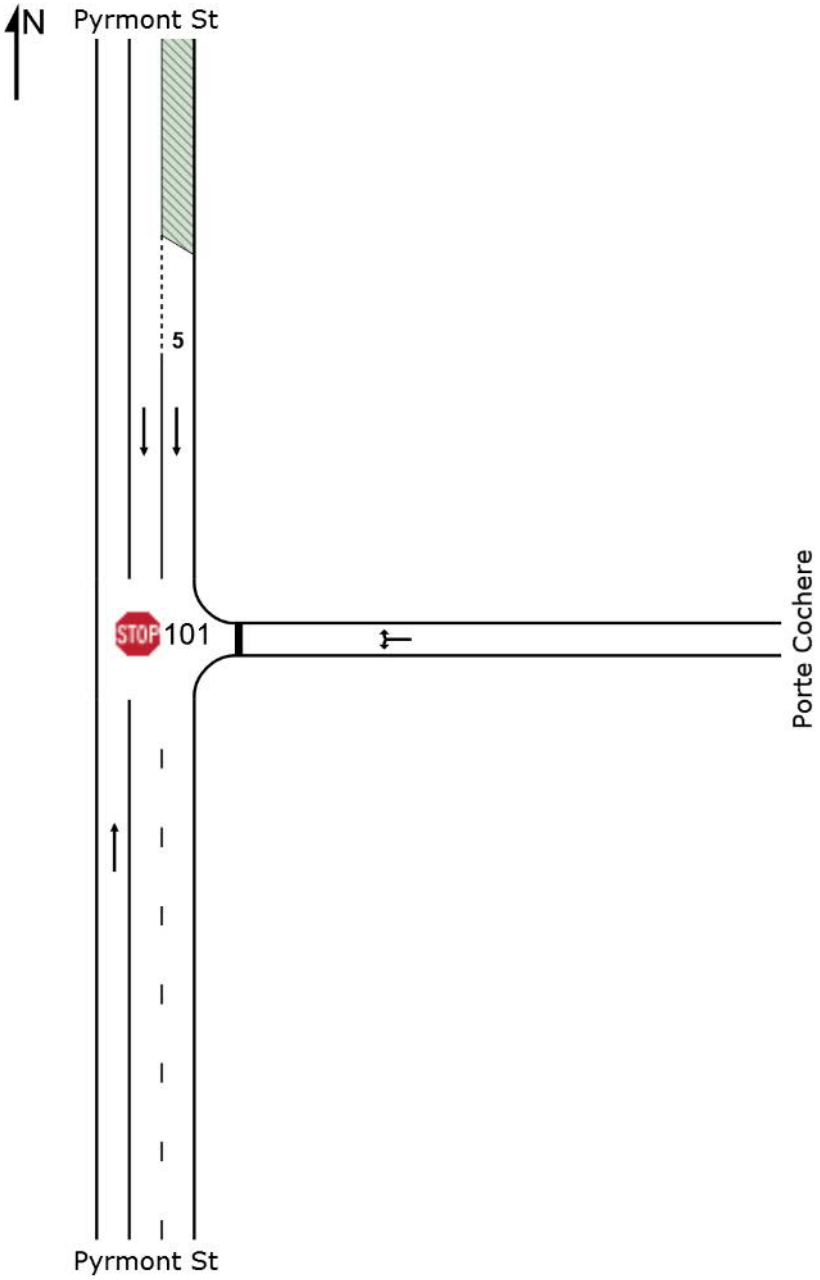
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	485	1.7	485	1.7	0.252	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		485	1.7	485	1.7	0.252	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere Exit													
4	L2	88	1.2	88	1.2	0.098	4.8	LOS A	0.4	2.8	0.32	0.88	17.8
6	R2	11	0.0	11	0.0	0.098	11.4	LOS A	0.4	2.8	0.32	0.88	17.8
Approach		99	1.1	99	1.1	0.098	5.5	LOS A	0.4	2.8	0.32	0.88	17.8
North: Pyrmont St													
8	T1	279	4.9	279	4.9	0.095	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		279	4.9	279	4.9	0.095	0.0	NA	0.0	0.0	0.00	0.00	50.0
All Vehicles		863	2.7	863	2.7	0.252	0.6	NA	0.4	2.8	0.04	0.10	31.7

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Port Cochere Exit]

Network: N101 [PM Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	474	0.0	439	0.0	0.225	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		474	0.0	439[N1]	0.0	0.225	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	145	0.7	145	0.7	0.176	5.6	LOS A	0.7	5.0	0.45	0.90	17.5
6	R2	11	0.0	10	0.0	0.176	17.7	LOS C	0.7	5.0	0.45	0.90	17.5
Approach		156	0.7	155[N1]	0.7	0.176	6.4	LOS A	0.7	5.0	0.45	0.90	17.5
North: Pyrmont St													
8	T1	620	1.0	620	1.0	0.160	0.0	LOS A	11.6	81.6	0.00	0.00	50.0
Approach		620	1.0	620	1.0	0.160	0.0	NA	11.6	81.6	0.00	0.00	50.0
All Vehicles		1249	0.6	1214[N1]	0.6	0.225	0.8	NA	11.6	81.6	0.06	0.11	30.5

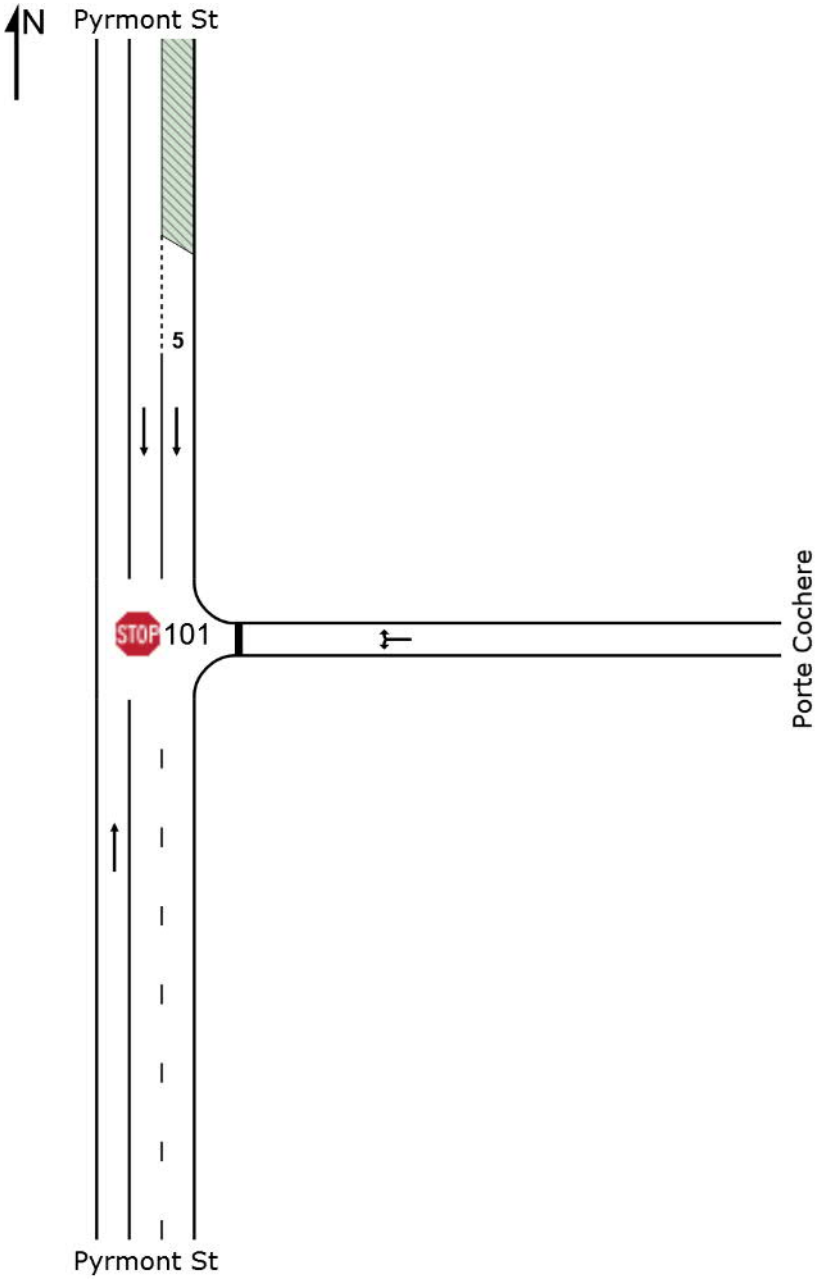
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [OP Pyrmont St/Port Cochere Exit]

New Site
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Port Cochere Exit]

Network: N101 [OP Star Casino Network]

New Site
Stop (Two-Way)

Movement Performance - Vehicles

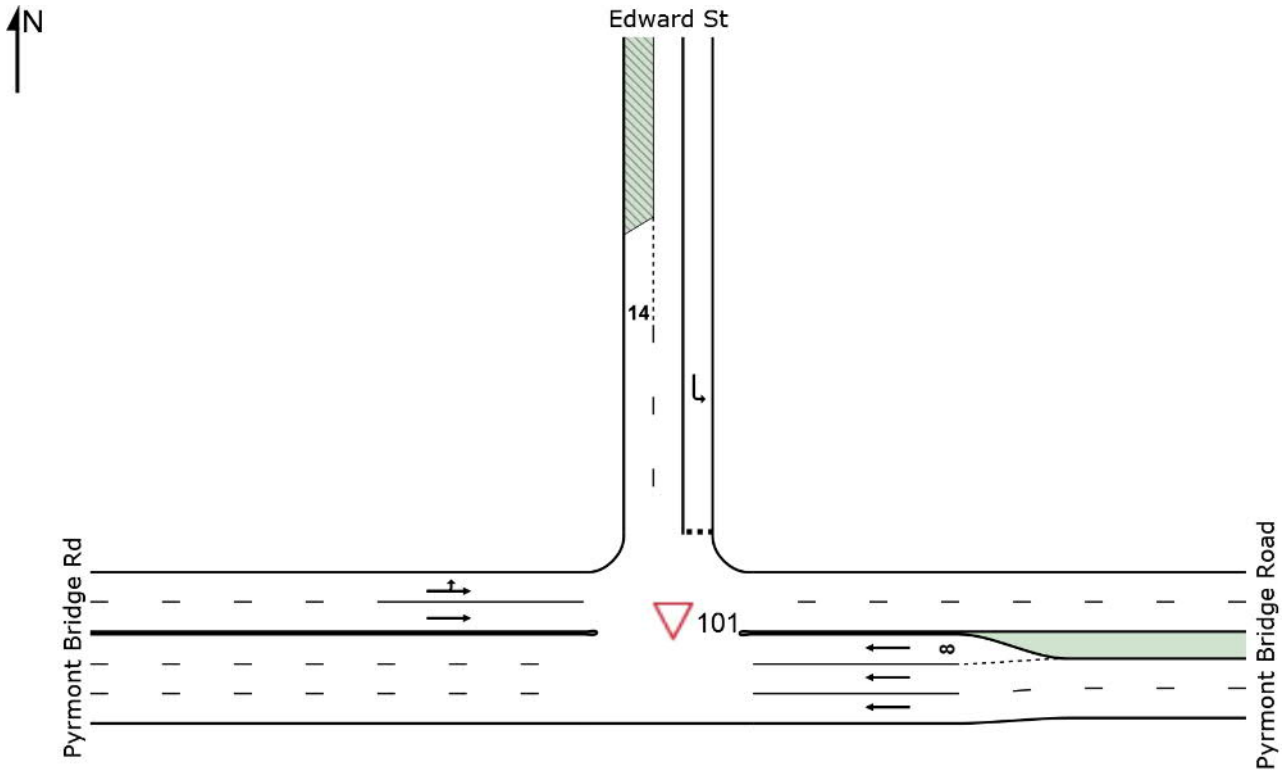
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	395	0.0	395	0.0	0.202	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		395	0.0	395	0.0	0.202	0.0	NA	0.0	0.0	0.00	0.00	50.0
East: Porte Cochere													
4	L2	197	0.5	197	0.5	0.206	5.3	LOS A	0.9	6.2	0.40	0.89	17.7
6	R2	11	0.0	11	0.0	0.206	14.5	LOS B	0.9	6.2	0.40	0.89	17.7
Approach		207	0.5	207	0.5	0.206	5.8	LOS A	0.9	6.2	0.40	0.89	17.7
North: Pyrmont St													
8	T1	508	0.2	508	0.2	0.131	0.0	LOS A	10.1	70.8	0.00	0.00	50.0
Approach		508	0.2	508	0.2	0.131	0.0	NA	10.1	70.8	0.00	0.00	50.0
All Vehicles		1111	0.2	1111	0.2	0.206	1.1	NA	10.1	70.8	0.08	0.17	27.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 16 February 2018 17:07:40
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180205 Existing+Mod14+Mod 13.sip7

MOVEMENT SUMMARY

Site: 101 [AM Pyrmont Bridge Rd/Edward St]

Network: 1 [AM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

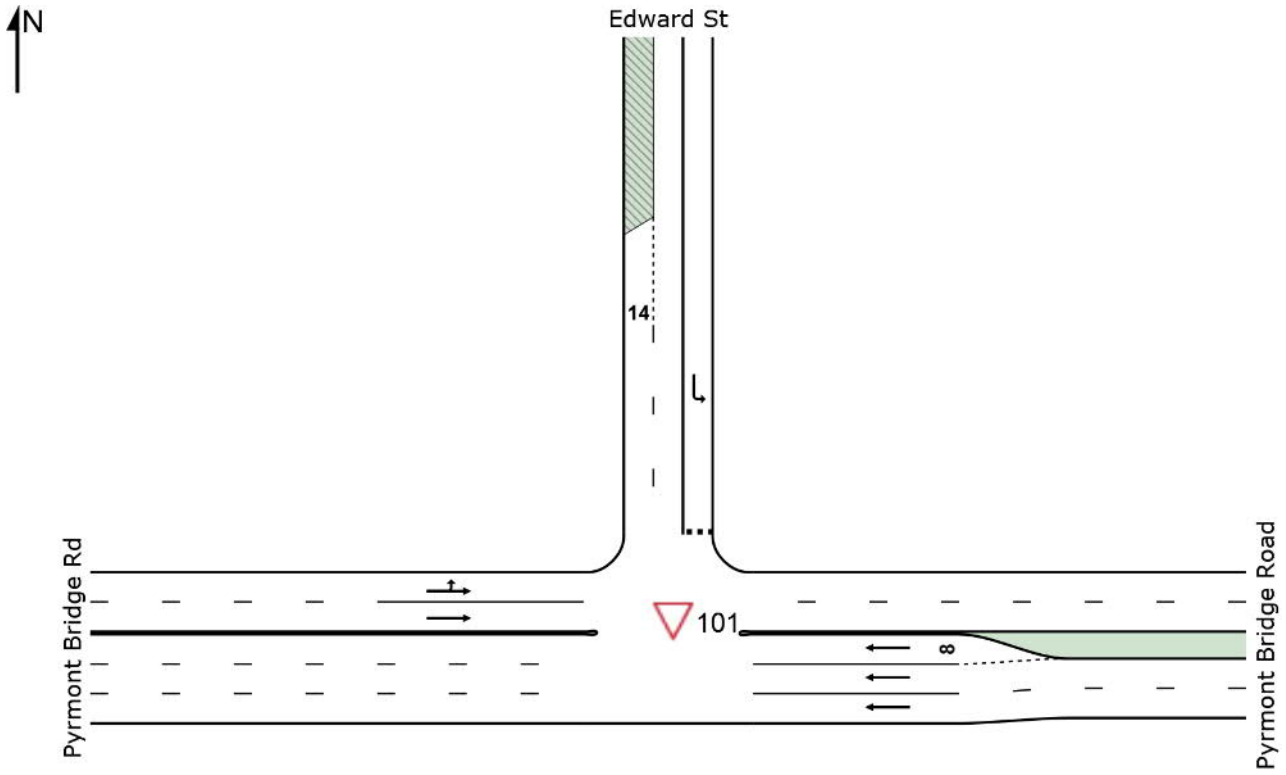
Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Road													
5	T1	348	4.9	348	4.9	0.084	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		348	4.9	348	4.9	0.084	0.0	NA	0.0	0.0	0.00	0.00	50.0
North: Edward St													
7	L2	24	0.0	24	0.0	0.021	5.2	LOS A	0.1	0.5	0.20	0.51	27.5
Approach		24	0.0	24	0.0	0.021	5.2	LOS A	0.1	0.5	0.20	0.51	27.5
West: Pyrmont Bridge Rd													
10	L2	127	0.8	127	0.8	0.160	2.8	LOS A	0.0	0.0	0.00	0.22	35.0
11	T1	472	5.9	472	5.9	0.160	0.0	LOS A	0.0	0.0	0.00	0.08	43.1
Approach		599	4.8	599	4.8	0.160	0.6	NA	0.0	0.0	0.00	0.11	41.1
All Vehicles		971	4.7	971	4.7	0.160	0.5	NA	0.1	0.5	0.00	0.08	45.6

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



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Organisation: MOTT MACDONALD | Created: 17 February 2018 14:46:45
Project: P:\Sydney\Projects\35xxxx\358488\04 Working\06 Traffic\MOD 13\DataRefresh\Sidra\180205 Existing+Mod14+Mod 13.sip7

MOVEMENT SUMMARY

Site: 101 [PM Pyrmont Bridge Rd/Edward St]

Network: N101 [PM Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Road													
5	T1	365	1.9	364	1.9	0.063	0.0	LOS A	3.8	26.9	0.00	0.00	50.0
Approach		365	1.9	364[N1]	1.9	0.063	0.0	NA	3.8	26.9	0.00	0.00	50.0
North: Edward St													
7	L2	50	0.0	50	0.0	0.041	5.0	LOS A	0.1	1.0	0.16	0.51	27.8
Approach		50	0.0	50	0.0	0.041	5.0	LOS A	0.1	1.0	0.16	0.51	27.8
West: Pyrmont Bridge Rd													
10	L2	135	0.7	135	0.7	0.134	2.8	LOS A	0.0	0.0	0.00	0.27	32.8
11	T1	373	2.4	373	2.4	0.134	0.0	LOS A	0.0	0.0	0.00	0.09	42.8
Approach		508	2.0	508	2.0	0.134	0.7	NA	0.0	0.0	0.00	0.14	39.5
All Vehicles		923	1.8	922[N1]	1.8	0.134	0.7	NA	3.8	26.9	0.01	0.10	44.6

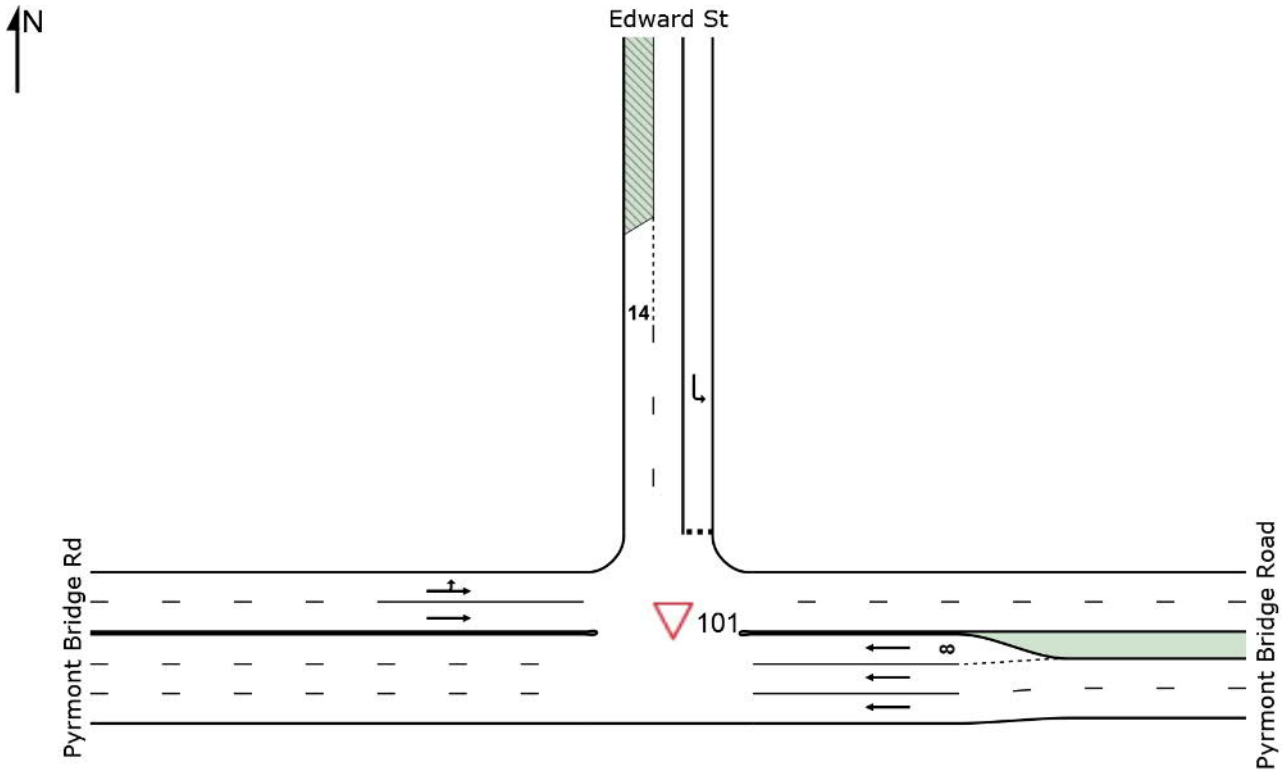
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [OP Pyrmont Bridge Rd/Edward St]

No Project
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont Bridge Rd/Edward St]

Network: N101 [OP Star Casino Network]

No Project
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

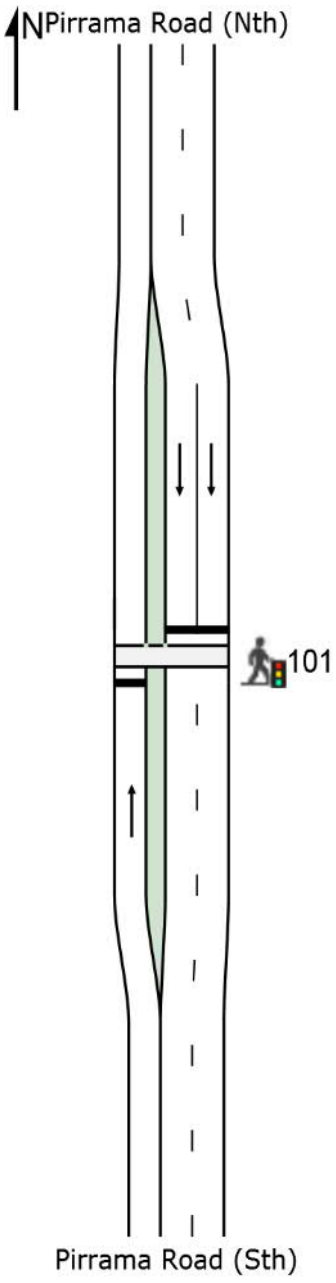
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Pyrmont Bridge Road													
5	T1	529	0.4	529	0.4	0.111	0.0	LOS A	0.3	2.0	0.00	0.00	50.0
Approach		529	0.4	529	0.4	0.111	0.0	NA	0.3	2.0	0.00	0.00	50.0
North: Edward St													
7	L2	54	0.0	54	0.0	0.048	5.4	LOS A	0.2	1.1	0.22	0.53	27.2
Approach		54	0.0	54	0.0	0.048	5.4	LOS A	0.2	1.1	0.22	0.53	27.2
West: Pyrmont Bridge Rd													
10	L2	90	0.0	90	0.0	0.155	2.8	LOS A	0.0	0.0	0.00	0.16	38.4
11	T1	508	1.2	508	1.2	0.155	0.0	LOS A	0.0	0.0	0.00	0.06	44.5
Approach		598	1.0	598	1.0	0.155	0.4	NA	0.0	0.0	0.00	0.08	43.4
All Vehicles		1181	0.7	1181	0.7	0.155	0.5	NA	0.3	2.0	0.01	0.06	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

Network: 1 [AM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	469	4.3	469	4.3	0.365	7.0	LOS A	9.7	70.7	0.51	0.46	28.6
Approach		469	4.3	469	4.3	0.365	7.0	LOS A	9.7	70.7	0.51	0.46	28.6
North: Pirrama Road (Nth)													
8	T1	156	5.4	156	5.4	0.061	1.8	LOS A	0.3	2.5	0.11	0.09	41.2
Approach		156	5.4	156	5.4	0.061	1.8	LOS A	0.3	2.5	0.11	0.09	41.2
All Vehicles		625	4.5	625	4.5	0.365	5.7	LOS A	9.7	70.7	0.41	0.36	30.7

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	38.4	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		105	38.4	LOS D			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [AM Pirrama Rd Pedestrian Crossing]

Network: 1 [AM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	67
Green Time (sec)	61	17
Phase Time (sec)	67	23
Phase Split	74 %	26 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

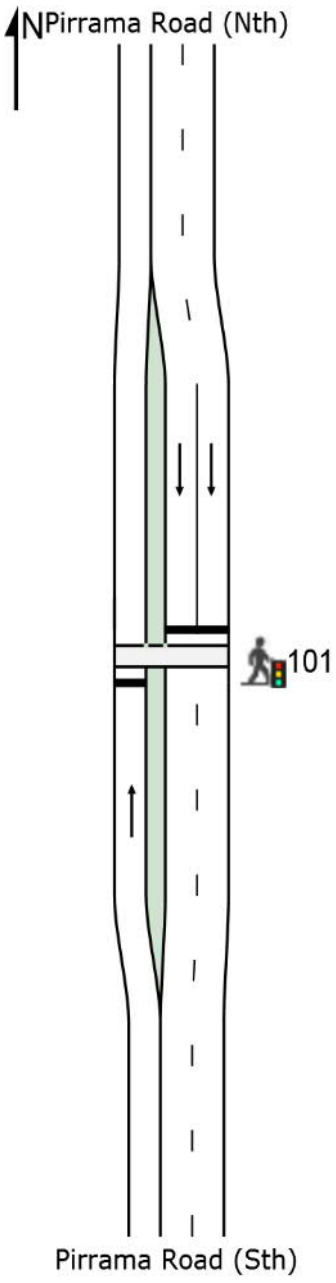
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

Network: N101 [PM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	466	4.1	465	4.1	0.361	8.2	LOS A	10.9	79.3	0.58	0.52	26.7
Approach		466	4.1	465[N1]	4.1	0.361	8.2	LOS A	10.9	79.3	0.58	0.52	26.7
North: Pirrama Road (Nth)													
8	T1	372	4.0	371	4.0	0.144	1.9	LOS A	0.9	6.4	0.12	0.10	40.7
Approach		372	4.0	371[N1]	4.0	0.144	1.9	LOS A	0.9	6.4	0.12	0.10	40.7
All Vehicles		838	4.0	837[N1]	4.0	0.361	5.4	LOS A	10.9	79.3	0.38	0.33	31.1

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	38.4	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		105	38.4	LOS D			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [PM Pirrama Rd Pedestrian Crossing]

Network: N101 [PM Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	67
Green Time (sec)	61	17
Phase Time (sec)	67	23
Phase Split	74 %	26 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

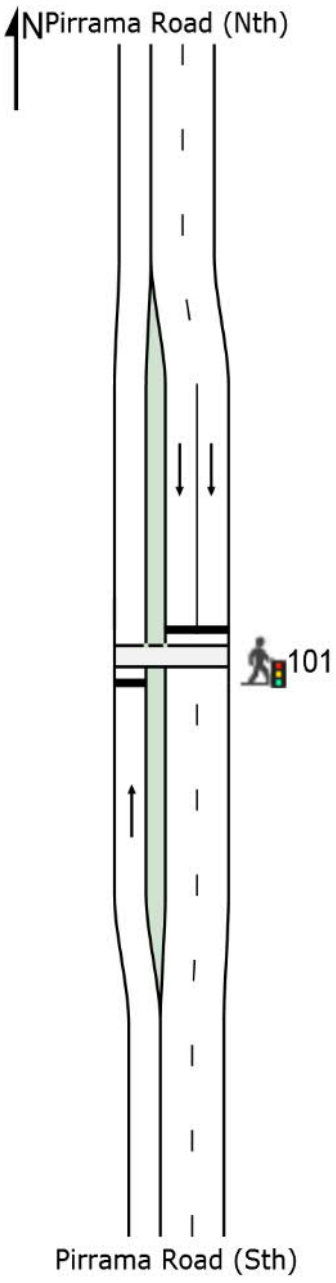
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

Network: N101 [OP Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pirrama Road (Sth)													
2	T1	535	1.6	535	1.6	0.409	7.9	LOS A	12.2	86.5	0.57	0.51	27.2
Approach		535	1.6	535	1.6	0.409	7.9	LOS A	12.2	86.5	0.57	0.51	27.2
North: Pirrama Road (Nth)													
8	T1	504	0.8	504	0.8	0.192	2.0	LOS A	1.3	8.9	0.12	0.11	40.4
Approach		504	0.8	504	0.8	0.192	2.0	LOS A	1.3	8.9	0.12	0.11	40.4
All Vehicles		1039	1.2	1039	1.2	0.409	5.0	LOS A	12.2	86.5	0.35	0.31	32.0

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
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Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	105	38.4	LOS D	0.2	0.2	0.93	0.93
All Pedestrians		105	38.4	LOS D			0.93	0.93

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

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PHASING SUMMARY

Site: 101 [OP Pirrama Rd Pedestrian Crossing]

Network: N101 [OP Star Casino Network]

No Project
Pedestrian Crossing (Signals) - Fixed Time Coordinated Cycle Time = 90 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Two-Phase
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	67
Green Time (sec)	61	17
Phase Time (sec)	67	23
Phase Split	74 %	26 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.

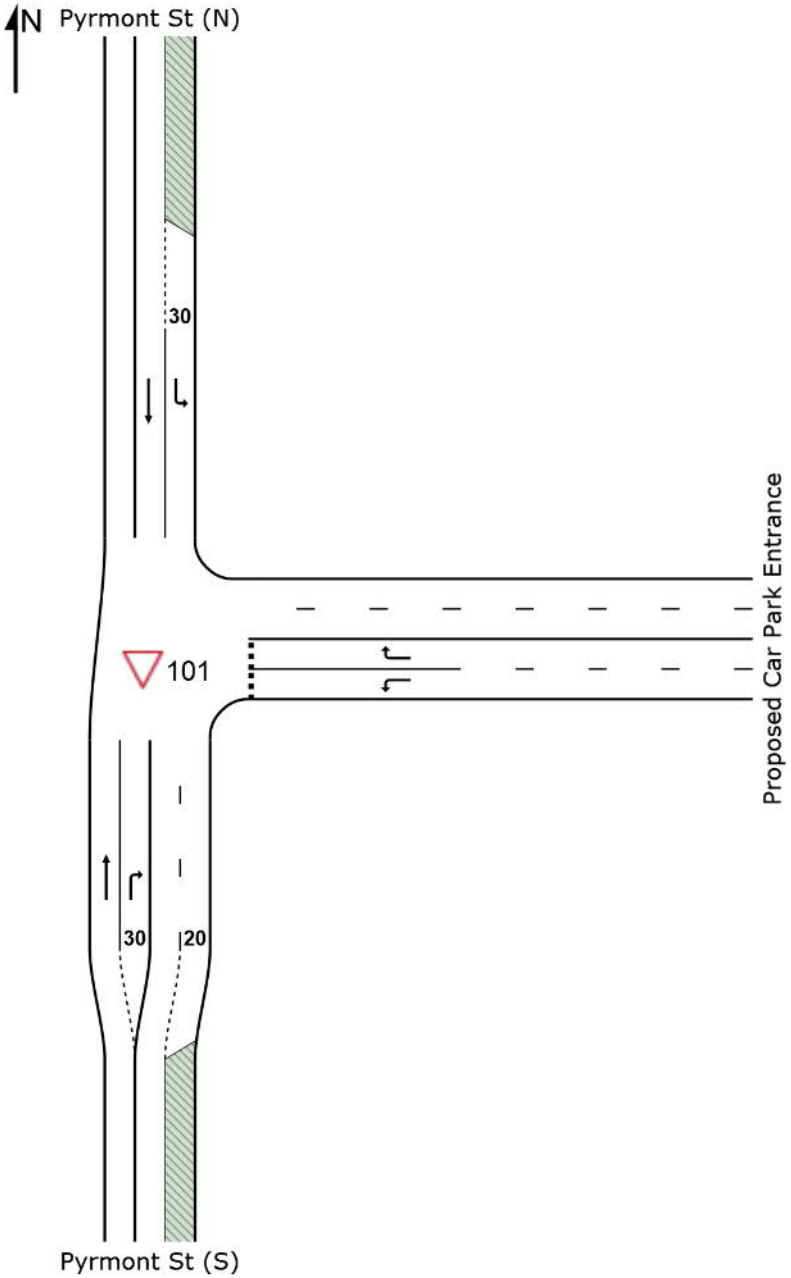
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pyrmont St / Proposed Car park]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St / Proposed Car park]

Network: 1 [AM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

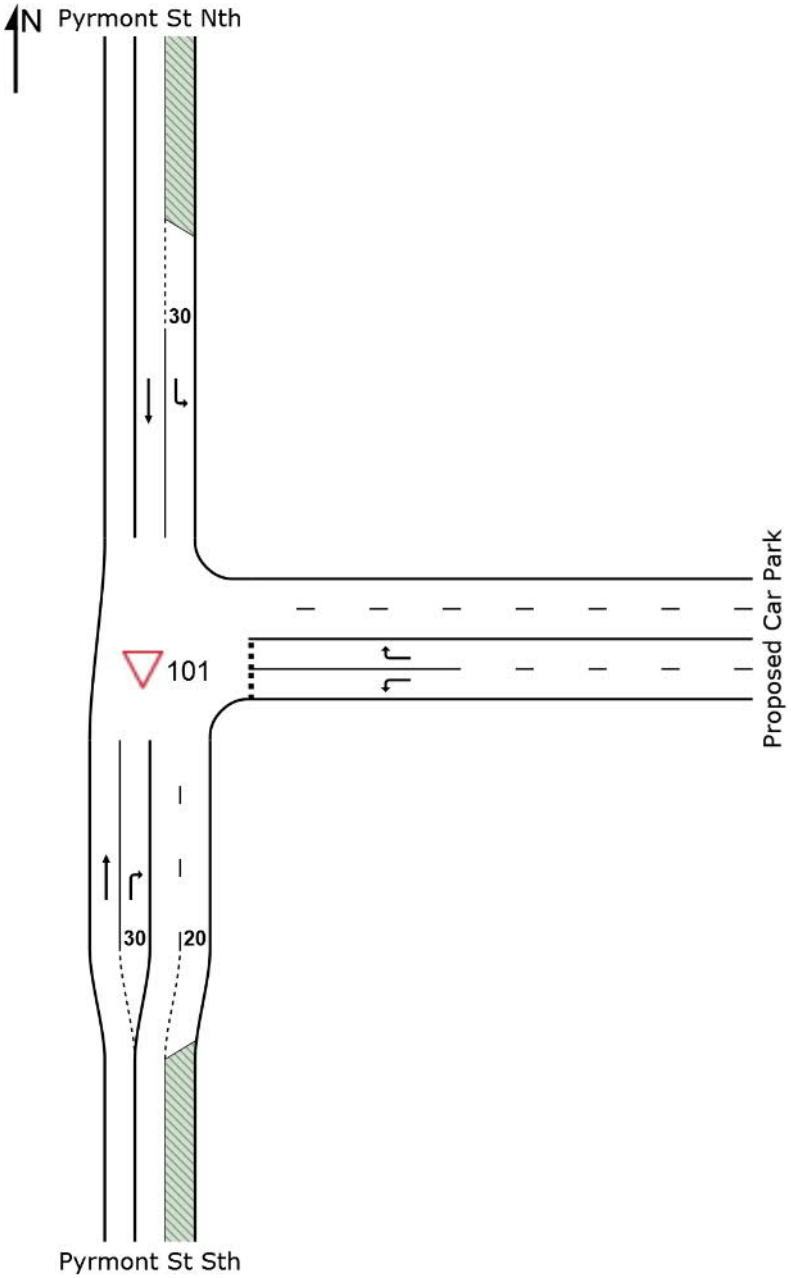
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St (S)													
2	T1	322	0.0	322	0.0	0.165	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	155	0.0	155	0.0	0.145	5.3	LOS A	0.6	4.2	0.40	0.62	28.5
Approach		477	0.0	477	0.0	0.165	1.7	NA	0.6	4.2	0.13	0.20	39.9
East: Proposed Car Park Entrance													
4	L2	60	0.0	60	0.0	0.045	3.9	LOS A	0.0	0.0	0.00	0.55	30.1
6	R2	11	0.0	11	0.0	0.027	11.4	LOS A	0.1	0.7	0.65	0.79	15.4
Approach		71	0.0	71	0.0	0.045	5.0	LOS A	0.1	0.7	0.10	0.59	26.4
North: Pyrmont St (N)													
7	L2	36	0.0	36	0.0	0.019	5.5	LOS A	0.0	0.0	0.00	0.58	35.1
8	T1	265	0.0	265	0.0	0.136	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		301	0.0	301	0.0	0.136	0.7	NA	0.0	0.0	0.00	0.07	54.0
All Vehicles		848	0.0	848	0.0	0.165	1.6	NA	0.6	4.2	0.08	0.19	44.4

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 13.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont St / Proposed Car park]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St / Proposed Car park]

Network: N101 [PM Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St Sth													
2	T1	274	0.0	274	0.0	0.140	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	200	0.0	200	0.0	0.234	6.7	LOS A	1.0	6.8	0.54	0.75	26.0
Approach		474	0.0	473 N1	0.0	0.234	2.8	NA	1.0	6.8	0.23	0.32	34.7
East: Proposed Car Park													
4	L2	172	0.0	172	0.0	0.129	3.9	LOS A	0.0	0.0	0.00	0.55	30.1
6	R2	11	0.0	11	0.0	0.037	15.1	LOS C	0.1	0.9	0.75	0.89	12.4
Approach		182	0.0	182	0.0	0.129	4.6	LOS A	0.1	0.9	0.04	0.57	27.8
North: Pyrmont St Nth													
7	L2	46	0.0	46	0.0	0.025	5.5	LOS A	0.0	0.0	0.00	0.58	35.1
8	T1	442	0.0	440	0.0	0.225	0.0	LOS A	0.2	1.3	0.00	0.00	60.0
Approach		488	0.0	486 N1	0.0	0.225	0.5	NA	0.2	1.3	0.00	0.05	55.1
All Vehicles		1144	0.0	1141 N1	0.0	0.234	2.1	NA	1.0	6.8	0.10	0.25	42.5

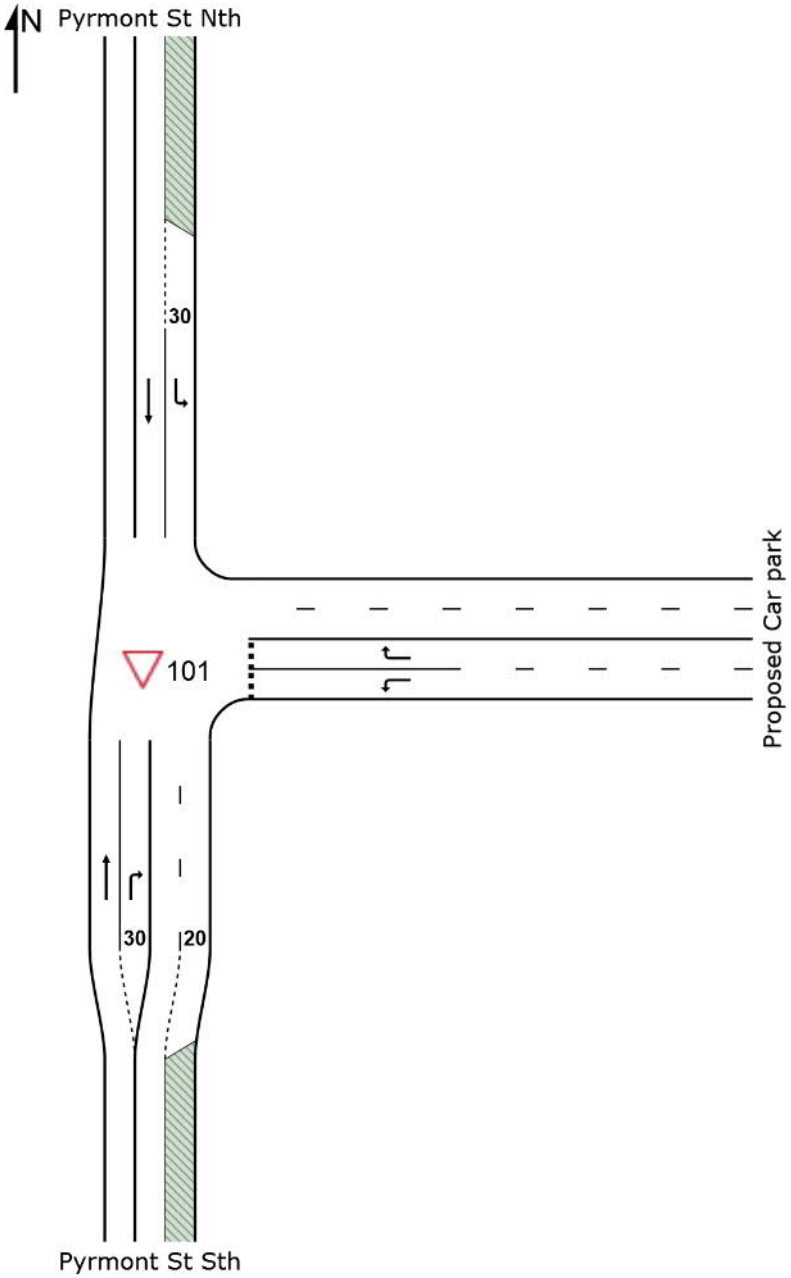
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 6923.5 %
Number of Iterations: 10 (maximum specified: 10)

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

SITE LAYOUT

Site: 101 [OP Pyrmont St / Proposed Car park]

New Site
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St / Proposed Car park]

Network: N101 [OP Star Casino Network]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St Sth													
2	T1	320	0.0	320	0.0	0.164	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R2	75	0.0	75	0.0	0.072	5.3	LOS A	0.3	2.0	0.40	0.61	28.5
Approach		395	0.0	395	0.0	0.164	1.0	NA	0.3	2.0	0.08	0.11	45.5
East: Proposed Car park													
4	L2	206	0.0	206	0.0	0.155	3.9	LOS A	0.0	0.0	0.00	0.55	30.1
6	R2	11	0.0	11	0.0	0.025	10.5	LOS B	0.1	0.6	0.62	0.76	16.3
Approach		217	0.0	217	0.0	0.155	4.2	LOS A	0.1	0.6	0.03	0.56	28.9
North: Pyrmont St Nth													
7	L2	18	0.0	18	0.0	0.010	5.5	LOS A	0.0	0.0	0.00	0.58	35.1
8	T1	301	0.0	301	0.0	0.154	0.0	LOS A	21.7	152.2	0.00	0.00	60.0
Approach		319	0.0	319	0.0	0.154	0.3	NA	21.7	152.2	0.00	0.03	57.0
All Vehicles		931	0.0	931	0.0	0.164	1.5	NA	21.7	152.2	0.04	0.19	45.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 100.0 %
Number of Iterations: 10 (maximum specified: 10)

APPENDIX D

SIDRA ANALYSIS OF NETWORK CONDITIONS DURING CONSTRUCTION

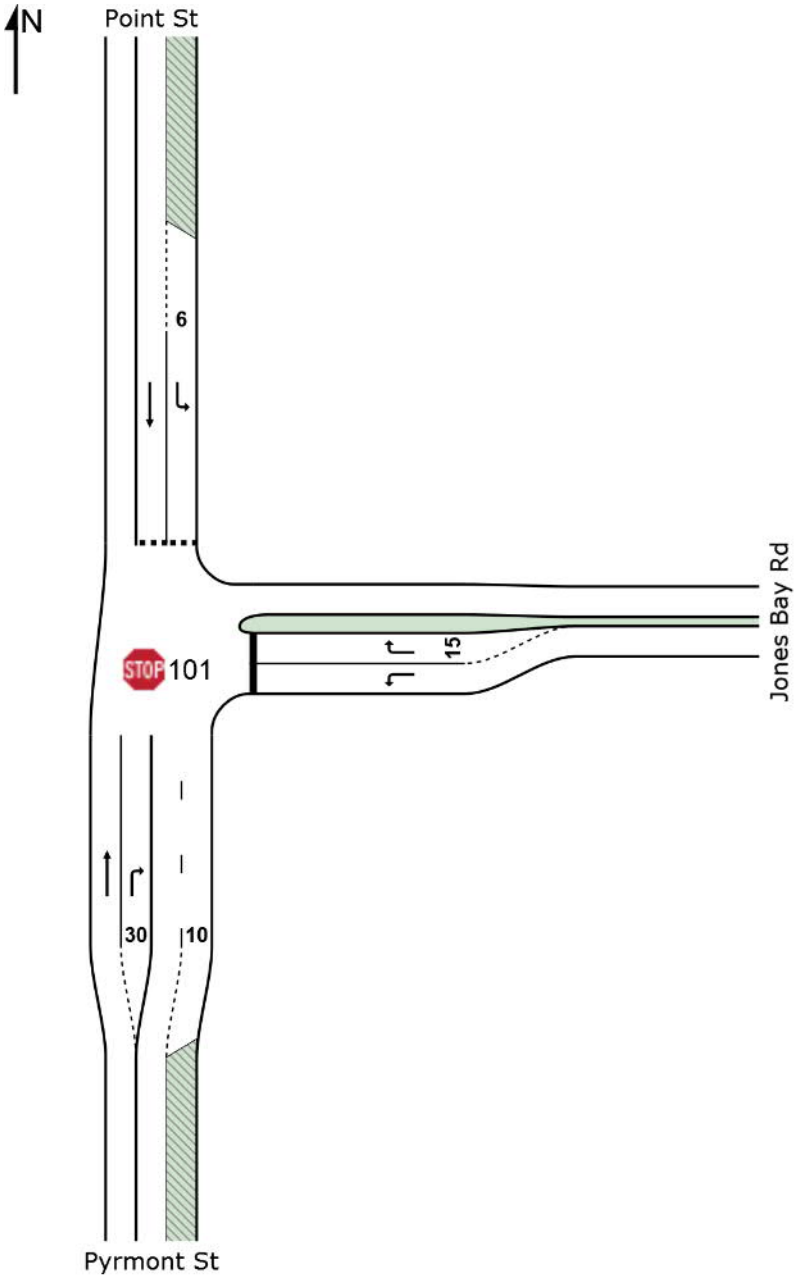
Summary of Results

		AM Peak				PM Peak				Off-Peak			
Ref.	**Intersection**	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)	DoS	LOS	Avg. Delay (s)	95% Back of Queue (m)
1	Pyrmont Street / Jones Bay Road	0.11	A	7.1	3.2	0.23	A	6.8	2.5	0.233	A	6.4	1.1
2	Pyrmont Street / Union Street	0.353	B	21.5	68.8	0.612	C	30.4	81.6	0.539	C	25.6	81.6
3	Pyrmont Street / Pyrmont Bridge Road	1.051	C	33.5	159.8	0.95	C	24.2	130	0.573	C	21.2	90.8
4	Union Street / Edward Street	0.189	B	17.8	19.9	0.222	C	26.2	47.5	0.591	C	24.3	28.7
5	Pyrmont Bridge Road / Union Street	0.127	A	9.6	1.2	0.185	A	8.6	2.6	0.261	A	5.9	52.2
6	Union Street / Murray Street / Darling Drive	0.869	C	34.6	81.1	0.885	C	33.3	78.2	0.926	C	34.6	133
7	Pirrama Road / Star Car Park Entrance	0.204	A	5.2	6.7	0.5	B	13.1	45.1	0.687	B	14.7	65.3
8	Jones Bay Road / Pirrama Road	0.246	A	11.3	9.7	0.408	B	12.2	16.6	0.482	B	13.8	21.1
9	Jones bay Road / Port Cochere Entry	0.144	A	4.6	0	0.272	A	4.6	0	0.318	A	4.6	0
10	Pyrmont Street / Port Cochere Exit	0.15	A	9.1	2.1	0.231	B	11	33	0.377	B	10.5	18.9
11	Pyrmont Bridge Road / Edward Street	0.182	A	5	0.5	0.145	A	4.9	1	0.139	A	5.2	11.5
12	Pirrama Road Pedestrian Crossing	0.351	A	5.2	64.5	0.419	A	4.1	77.8	0.459	A	4	90.2
-	**Network**	**1.051**	E	**15.1**		**0.95**	E	**14.1**		**0.926**	E	**13.3**	

SITE LAYOUT

Site: 101 [AM Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Jones Bay Rd]

Network: 1 [AM Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

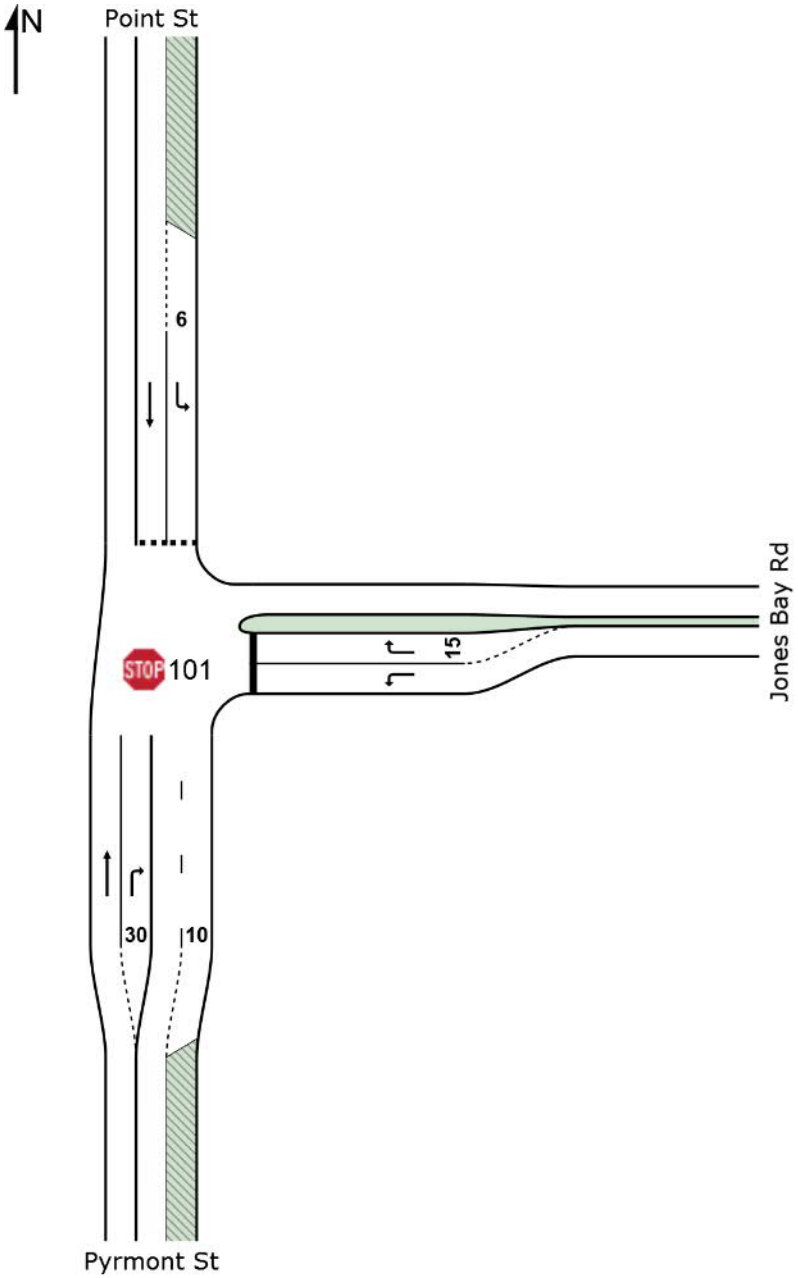
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St													
2	T1	62	3.2	62	3.2	0.032	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	199	2.5	199	2.5	0.109	4.6	LOS A	0.0	0.0	0.00	0.53	36.7
Approach		261	2.7	261	2.7	0.109	3.5	NA	0.0	0.0	0.00	0.40	39.7
East: Jones Bay Rd													
4	L2	141	7.8	141	7.8	0.102	5.1	LOS A	0.0	0.0	0.00	1.02	17.1
6	R2	36	2.8	36	2.8	0.050	7.1	LOS A	0.2	1.2	0.43	0.91	20.5
Approach		177	6.8	177	6.8	0.102	5.5	LOS A	0.2	1.2	0.09	1.00	18.2
North: Point St													
7	L2	64	0.0	64	0.0	0.046	4.3	LOS A	0.2	1.4	0.29	0.51	24.3
8	T1	137	1.5	137	1.5	0.110	3.3	LOS A	0.4	3.2	0.30	0.48	27.0
Approach		201	1.0	201	1.0	0.110	3.6	LOS A	0.4	3.2	0.30	0.49	26.0
All Vehicles		639	3.3	639	3.3	0.110	4.1	NA	0.4	3.2	0.12	0.60	32.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 1.9 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [PM Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Jones Bay Rd]

Network: N101 [PM Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

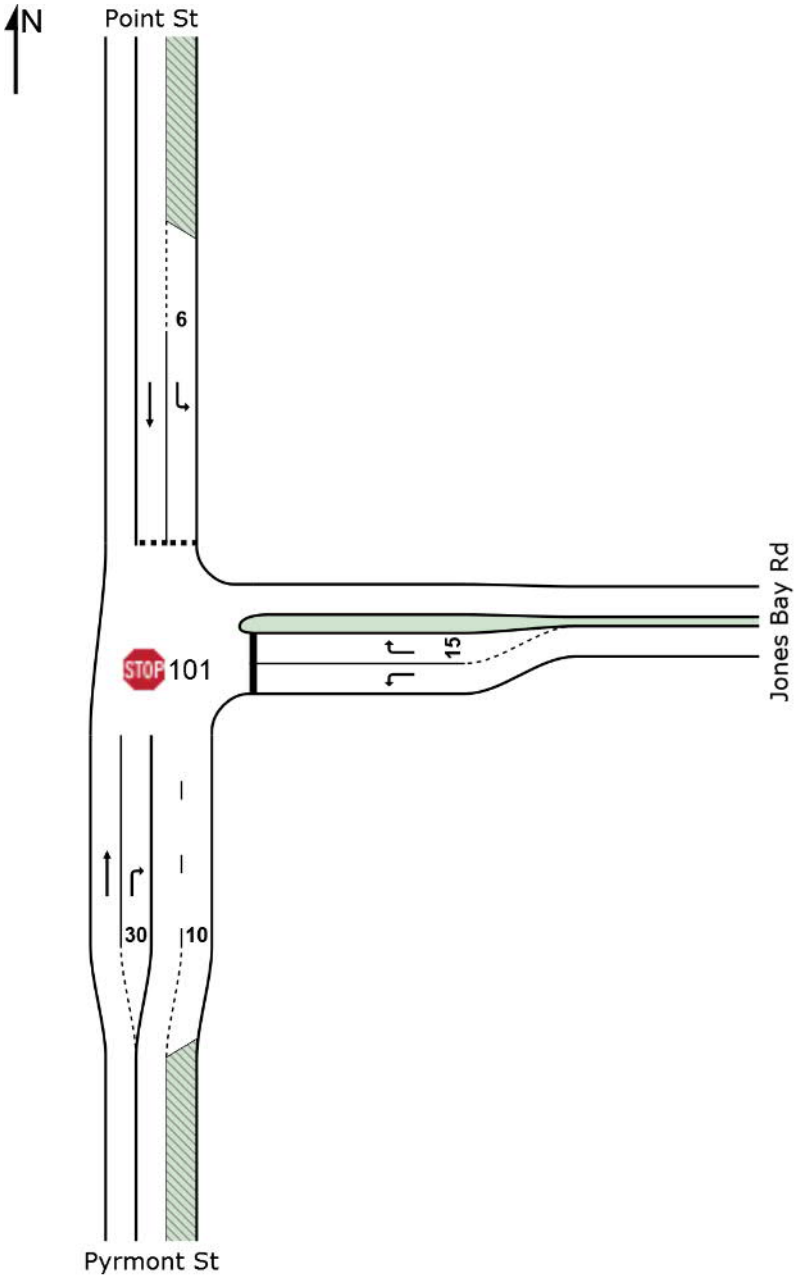
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	152	0.0	152	0.0	0.078	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	108	0.0	108	0.0	0.058	4.6	LOS A	0.0	0.0	0.00	0.53	36.7
Approach		260	0.0	260	0.0	0.078	1.9	NA	0.0	0.0	0.00	0.22	44.2
East: Jones Bay Rd													
4	L2	330	0.9	330	0.9	0.230	5.0	LOS A	0.0	0.0	0.00	1.00	17.1
6	R2	65	0.0	65	0.0	0.085	6.8	LOS A	0.3	2.0	0.41	0.91	20.8
Approach		395	0.8	395	0.8	0.230	5.3	LOS A	0.3	2.0	0.07	0.99	18.1
North: Point St													
7	L2	66	0.0	66	0.0	0.044	4.0	LOS A	0.2	1.4	0.20	0.49	25.1
8	T1	115	2.6	115	2.6	0.089	3.1	LOS A	0.4	2.5	0.25	0.46	27.6
Approach		181	1.7	181	1.7	0.089	3.4	LOS A	0.4	2.5	0.23	0.47	26.6
All Vehicles		836	0.7	836	0.7	0.230	3.8	NA	0.4	2.5	0.08	0.64	31.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.5 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [OP Pyrmont St/Jones Bay Rd]

No Project
Stop (Two-Way)



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Jones Bay Rd]

Network: N101 [OP Star Casino Network]

No Project
Stop (Two-Way)

Movement Performance - Vehicles

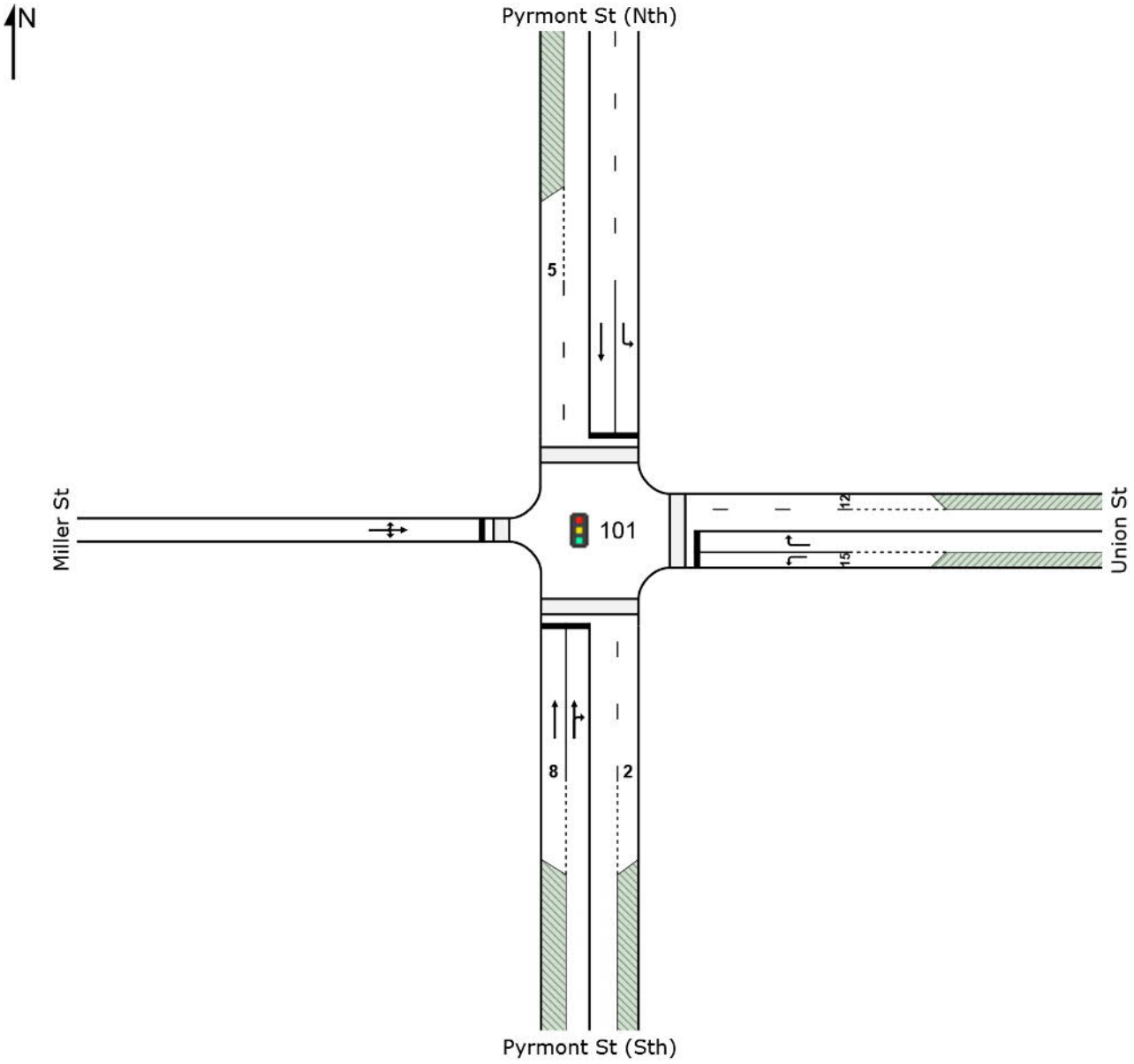
Mov ID	OD Mov	Demand Flows Total	HV	Arrival Flows Total	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pyrmont St													
2	T1	53	0.0	53	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
3	R2	218	0.0	218	0.0	0.117	4.6	LOS A	0.0	0.0	0.00	0.53	36.7
Approach		271	0.0	271	0.0	0.117	3.7	NA	0.0	0.0	0.00	0.43	39.1
East: Jones Bay Rd													
4	L2	335	0.3	335	0.3	0.233	4.9	LOS A	0.0	0.0	0.00	1.00	17.1
6	R2	34	0.0	34	0.0	0.042	6.4	LOS A	0.1	1.0	0.37	0.88	21.4
Approach		369	0.3	369	0.3	0.233	5.1	LOS A	0.1	1.0	0.03	0.99	17.8
North: Point St													
7	L2	49	0.0	49	0.0	0.036	4.3	LOS A	0.2	1.1	0.30	0.51	24.2
8	T1	45	0.0	45	0.0	0.036	3.3	LOS A	0.1	1.0	0.29	0.47	27.1
Approach		94	0.0	94	0.0	0.036	3.8	LOS A	0.2	1.1	0.30	0.49	25.5
All Vehicles		734	0.1	734	0.1	0.233	4.4	NA	0.2	1.1	0.06	0.72	30.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Network Data dialog (Network tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

SITE LAYOUT

Site: 101 [AM Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Union St]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	247	2.8	247	2.8	0.353	16.7	LOS B	5.4	38.6	0.52	0.46	16.1
3	R2	29	3.4	29	3.4	0.353	22.0	LOS B	5.4	38.6	0.55	0.49	15.6
Approach		276	2.9	276	2.9	0.353	17.3	LOS B	5.4	38.6	0.53	0.46	16.1
East: Union St													
4	L2	46	6.5	46	6.5	0.227	49.0	LOS D	2.2	16.1	0.97	0.74	5.3
6	R2	16	6.3	16	6.3	0.055	42.4	LOS C	0.7	5.1	0.91	0.69	5.9
Approach		62	6.5	62	6.5	0.227	47.3	LOS D	2.2	16.1	0.95	0.73	5.4
North: Pyrmont St (Nth)													
7	L2	42	7.1	42	7.1	0.037	10.1	LOS A	0.7	5.2	0.36	0.61	16.0
8	T1	302	3.3	302	3.3	0.352	19.2	LOS B	9.6	68.8	0.70	0.60	9.6
Approach		344	3.8	344	3.8	0.352	18.1	LOS B	9.6	68.8	0.66	0.60	10.1
West: Miller St													
10	L2	9	0.0	9	0.0	0.130	40.8	LOS C	1.7	12.5	0.87	0.70	4.0
11	T1	14	0.0	14	0.0	0.130	37.6	LOS C	1.7	12.5	0.87	0.70	4.0
12	R2	19	5.3	19	5.3	0.130	40.7	LOS C	1.7	12.5	0.87	0.70	4.0
Approach		42	2.4	42	2.4	0.130	39.7	LOS C	1.7	12.5	0.87	0.70	4.0
All Vehicles		724	3.6	724	3.6	0.353	21.5	LOS B	9.6	68.8	0.65	0.57	10.9

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 1.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	196	43.6	LOS E	0.5	0.5	0.94	0.94
P2	East Full Crossing	42	43.3	LOS E	0.1	0.1	0.93	0.93
P3	North Full Crossing	937	45.0	LOS E	2.6	2.6	0.97	0.97
P4	West Full Crossing	65	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		1240	44.6	LOS E			0.96	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.

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PHASING SUMMARY

Site: 101 [AM Pyrmont St/Union St]

Network: 1 [AM Star Casino Network]

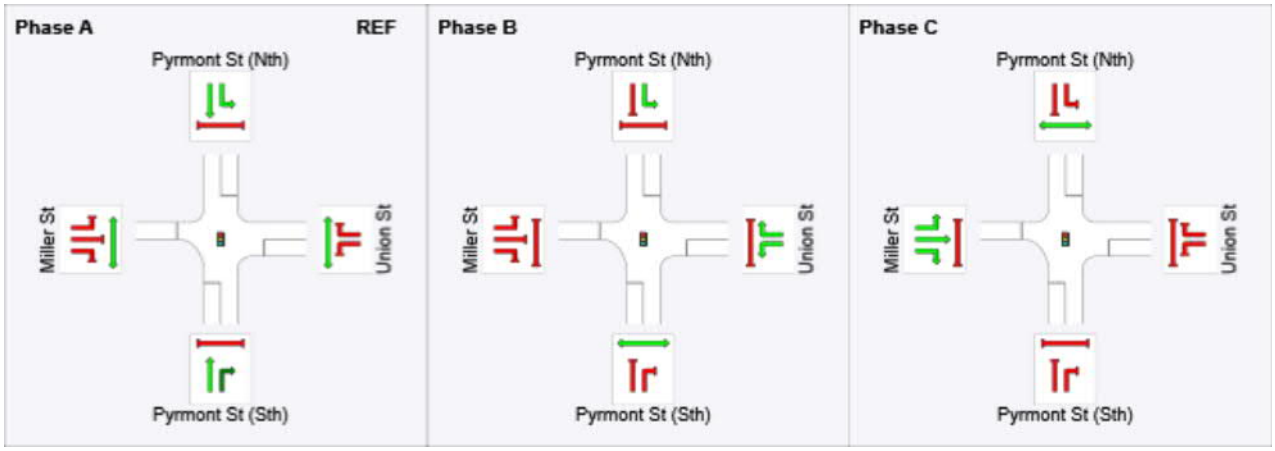
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Phase Timing Results

Phase	A	B	C
Phase Change Time (sec)	0	51	74
Green Time (sec)	45	17	20
Phase Time (sec)	51	23	26
Phase Split	51 %	23 %	26 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

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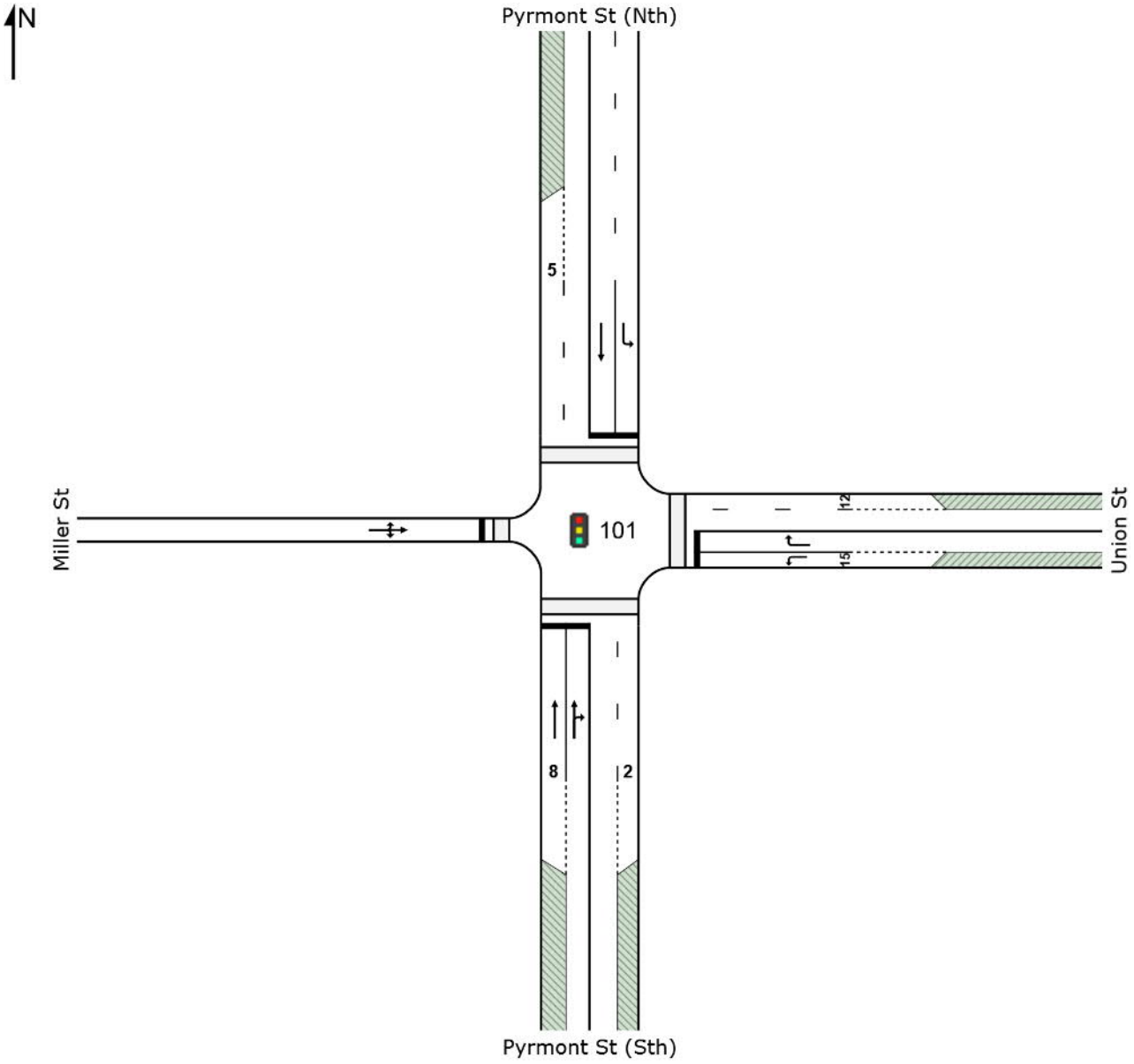
SITE LAYOUT

Site: 101 [PM Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Union St]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	214	0.0	214	0.0	0.606	41.8	LOS D	10.4	72.6	1.00	0.82	8.1
3	R2	41	0.0	41	0.0	0.606	49.3	LOS D	10.4	72.6	1.00	0.84	7.6
Approach		255	0.0	255	0.0	0.606	43.0	LOS D	10.4	72.6	1.00	0.82	8.0
East: Union St													
4	L2	114	0.0	114	0.0	0.155	27.6	LOS C	4.4	31.0	0.85	0.77	8.7
6	R2	35	0.0	35	0.0	0.057	29.7	LOS C	1.4	9.5	0.84	0.73	8.0
Approach		149	0.0	149	0.0	0.155	28.1	LOS C	4.4	31.0	0.85	0.76	8.5
North: Pyrmont St (Nth)													
7	L2	74	0.0	74	0.0	0.109	25.9	LOS C	2.4	16.5	0.69	0.70	7.7
8	T1	474	1.1	474	1.1	0.612	25.6	LOS C	11.6	81.6	0.85	0.75	7.6
Approach		548	0.9	548	0.9	0.612	25.7	LOS C	11.6	81.6	0.83	0.74	7.6
West: Miller St													
10	L2	6	0.0	6	0.0	0.044	20.2	LOS C	0.8	5.6	0.60	0.63	7.4
11	T1	5	0.0	5	0.0	0.044	17.0	LOS B	0.8	5.6	0.60	0.63	7.4
12	R2	18	0.0	18	0.0	0.044	20.1	LOS C	0.8	5.6	0.60	0.63	7.4
Approach		29	0.0	29	0.0	0.044	19.6	LOS B	0.8	5.6	0.60	0.63	7.4
All Vehicles		981	0.5	981	0.5	0.612	30.4	LOS C	11.6	81.6	0.87	0.76	7.9

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.5 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	85	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	61	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	986	45.1	LOS E	2.7	2.7	0.97	0.97
P4	West Full Crossing	65	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		1198	44.8	LOS E			0.96	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.

PHASING SUMMARY

Site: 101 [PM Pyrmont St/Union St]

Network: N101 [PM Star Casino Network]

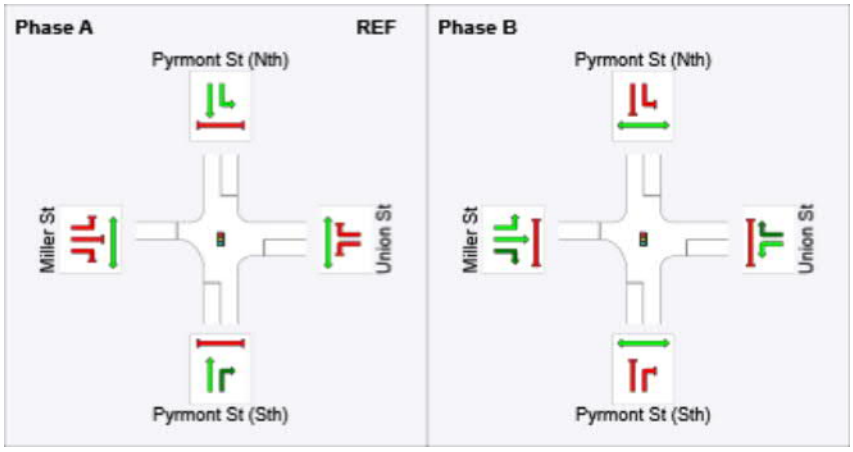
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	46
Green Time (sec)	40	48
Phase Time (sec)	46	54
Phase Split	46 %	54 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



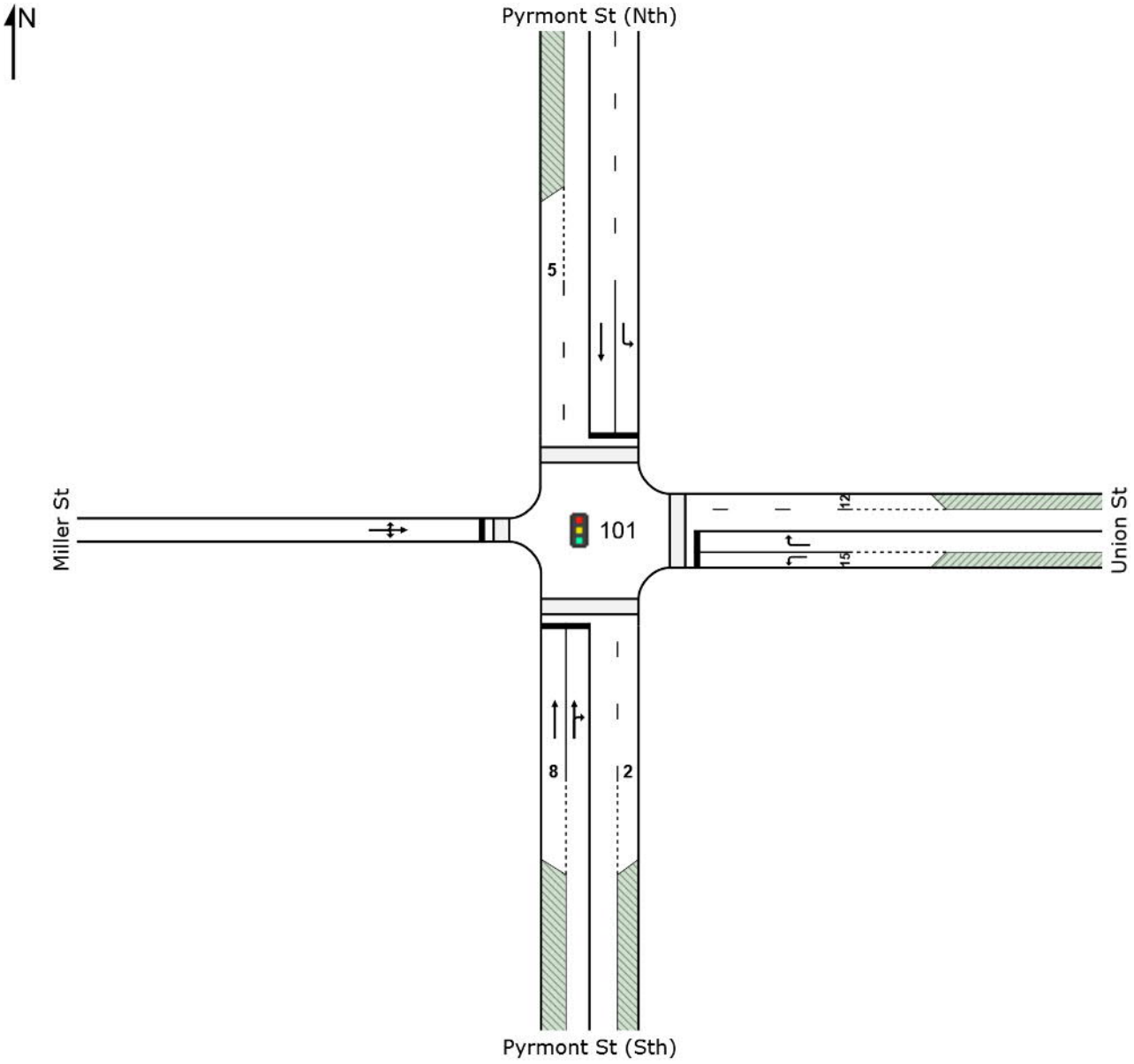
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pyrmont St/Union St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Union St]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pyrmont St (Sth)													
2	T1	238	0.0	238	0.0	0.429	35.1	LOS D	11.0	77.0	1.00	0.83	9.3
3	R2	28	0.0	28	0.0	0.429	41.3	LOS D	11.0	77.0	1.00	0.84	9.0
Approach		266	0.0	266	0.0	0.429	35.8	LOS D	11.0	77.0	1.00	0.83	9.3
East: Union St													
4	L2	105	0.0	105	0.0	0.151	28.4	LOS C	4.0	27.9	0.82	0.76	8.5
6	R2	21	0.0	21	0.0	0.041	30.6	LOS C	0.8	5.7	0.83	0.70	7.8
Approach		126	0.0	126	0.0	0.151	28.8	LOS C	4.0	27.9	0.83	0.75	8.4
North: Pyrmont St (Nth)													
7	L2	80	0.0	80	0.0	0.099	21.3	LOS C	2.3	15.8	0.62	0.69	9.1
8	T1	493	0.4	493	0.4	0.539	20.1	LOS C	11.6	81.6	0.76	0.67	9.3
Approach		573	0.3	573	0.3	0.539	20.3	LOS C	11.6	81.6	0.74	0.68	9.2
West: Miller St													
10	L2	1	0.0	1	0.0	0.027	23.2	LOS C	0.5	3.5	0.64	0.56	6.9
11	T1	8	12.5	8	12.5	0.027	20.0	LOS B	0.5	3.5	0.64	0.56	6.9
12	R2	7	0.0	7	0.0	0.027	23.1	LOS C	0.5	3.5	0.64	0.56	6.9
Approach		16	6.3	16	6.3	0.027	21.5	LOS C	0.5	3.5	0.64	0.56	6.9
All Vehicles		981	0.3	981	0.3	0.539	25.6	LOS C	11.6	81.6	0.82	0.72	9.1

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	28	43.3	LOS E	0.1	0.1	0.93	0.93
P2	East Full Crossing	61	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	343	43.9	LOS E	0.9	0.9	0.94	0.94
P4	West Full Crossing	71	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		503	43.7	LOS E			0.94	0.94

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.

PHASING SUMMARY

Site: 101 [OP Pyrmont St/Union St]

Network: N101 [OP Star Casino Network]

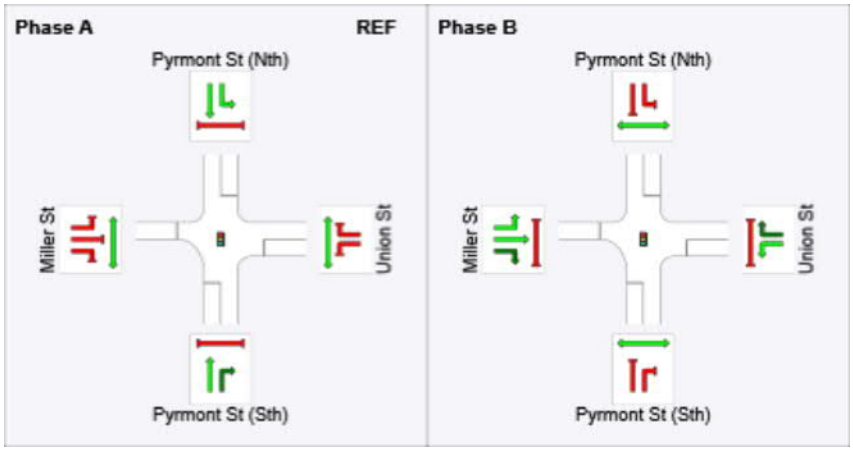
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	53
Green Time (sec)	47	41
Phase Time (sec)	53	47
Phase Split	53 %	47 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



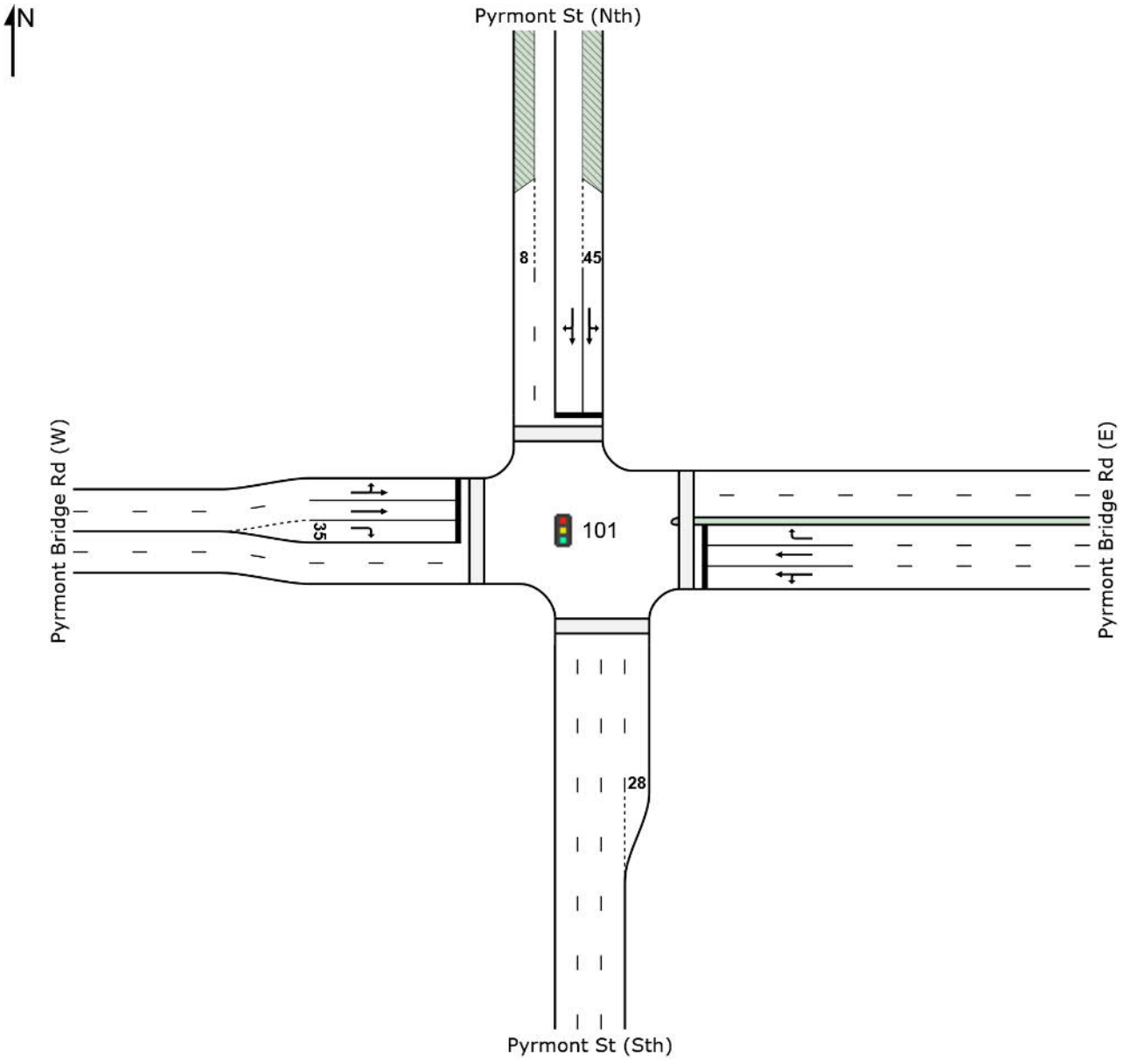
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	31	6.5	31	6.5	0.326	43.0	LOS D	4.0	30.0	0.88	0.71	5.7
5	T1	190	7.4	190	7.4	0.326	37.9	LOS C	4.9	36.3	0.85	0.68	9.0
6	R2	43	2.3	43	2.3	0.132	37.8	LOS C	1.6	11.4	0.78	0.70	3.5
Approach		264	6.4	264	6.4	0.326	38.5	LOS C	4.9	36.3	0.84	0.69	7.8
North: Pyrmont St (Nth)													
7	L2	5	20.0	5	20.0	0.148	35.1	LOS C	3.3	23.8	0.89	0.71	10.9
8	T1	230	0.9	230	0.9	0.597	40.0	LOS C	13.1	94.8	0.96	0.80	10.5
9	R2	117	8.5	117	8.5	0.597	49.3	LOS D	13.1	94.8	1.00	0.84	10.7
Approach		352	3.7	352	3.7	0.597	43.0	LOS D	13.1	94.8	0.98	0.81	10.6
West: Pyrmont Bridge Rd (W)													
10	L2	240	3.8	240	3.8	0.449	12.4	LOS A	7.3	52.7	0.45	0.56	19.3
11	T1	672	4.2	672	4.2	0.449	7.9	LOS A	8.0	58.2	0.39	0.40	21.6
12	R2	409	2.7	409	2.7	1.051	76.6	LOS F	22.3	159.8	1.00	1.12	4.0
Approach		1321	3.6	1321	3.6	1.051	30.0	LOS C	22.3	159.8	0.59	0.65	8.1
All Vehicles		1937	4.0	1937	4.0	1.051	33.5	LOS C	22.3	159.8	0.70	0.69	8.6

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.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 1.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	174	43.6	LOS E	0.5	0.5	0.94	0.94
P2	East Full Crossing	51	43.3	LOS E	0.1	0.1	0.93	0.93
P3	North Full Crossing	413	44.0	LOS E	1.1	1.1	0.95	0.95
P4	West Full Crossing	83	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		720	43.8	LOS E			0.94	0.94

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.

PHASING SUMMARY

Site: 101 [AM Pyrmont St/Pyrmont Bridge Rd]

Network: 1 [AM Star Casino Network]

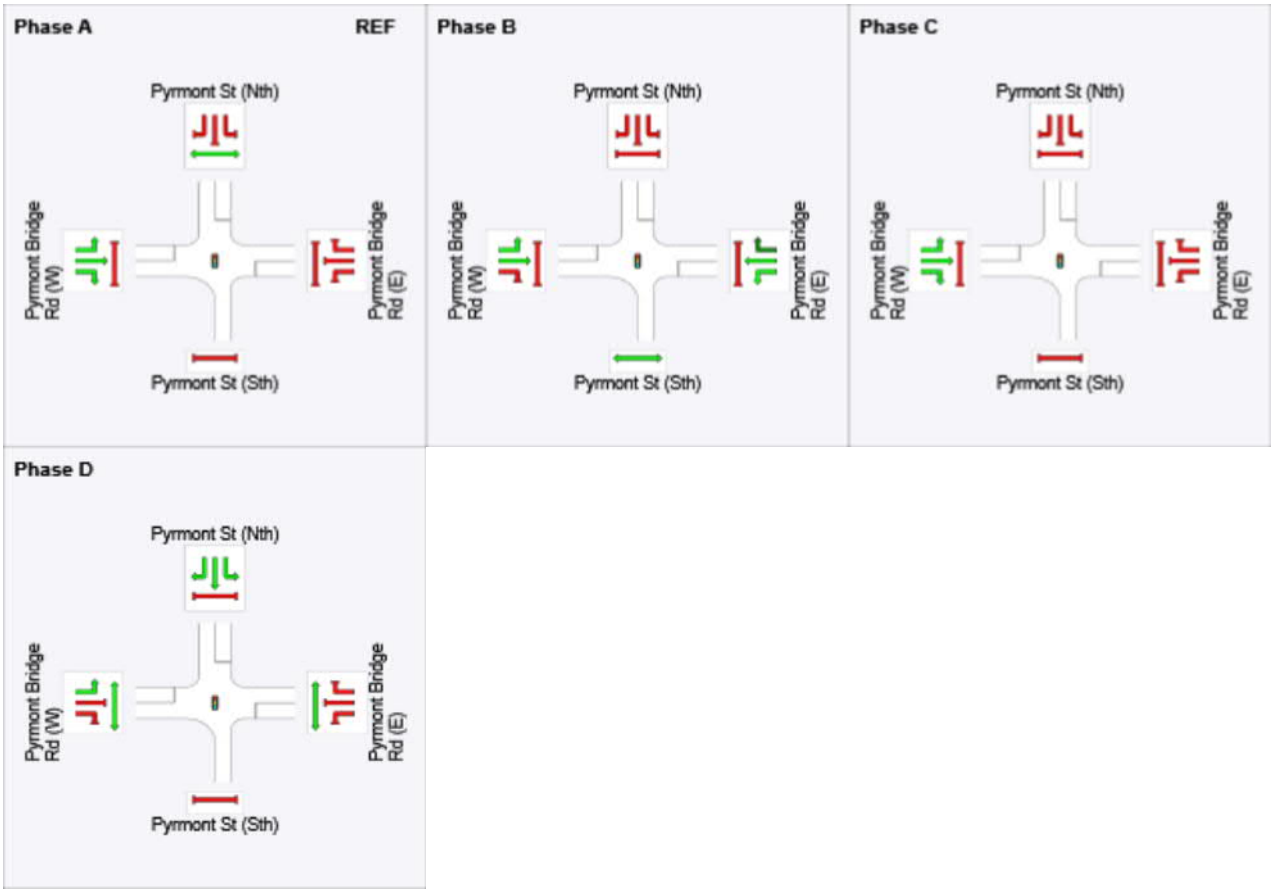
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B, C, D
Output Phase Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Phase Change Time (sec)	0	22	49	64
Green Time (sec)	16	21	9	30
Phase Time (sec)	22	27	15	36
Phase Split	22 %	27 %	15 %	36 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



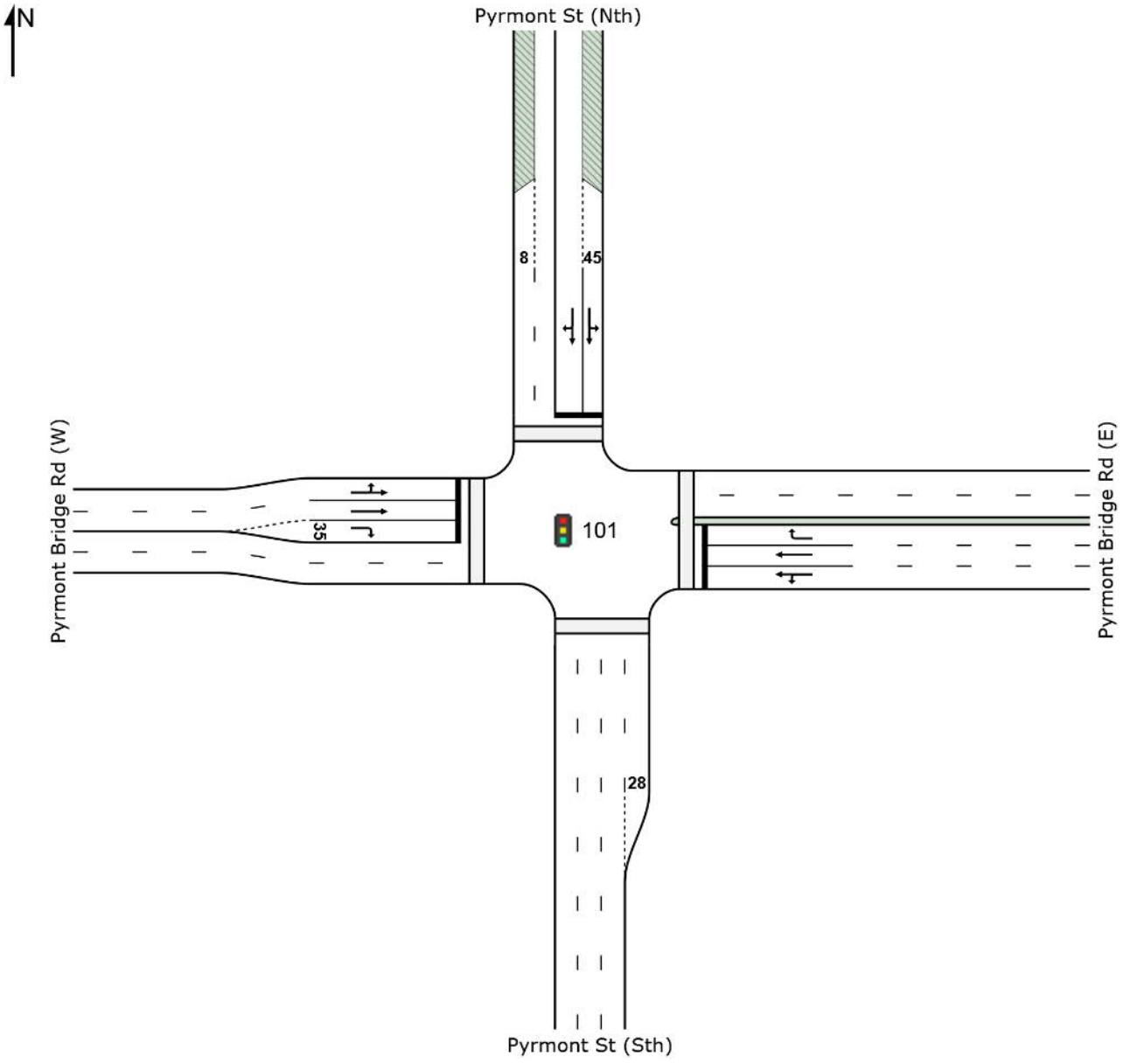
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	Demand Flows HV %	Arrival Flows Total veh/h	Arrival Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	60	5.0	60	5.0	0.212	19.2	LOS B	4.0	28.6	0.51	0.51	11.1
5	T1	302	1.3	302	1.3	0.212	14.1	LOS B	4.0	28.6	0.47	0.42	18.3
6	R2	81	0.0	81	0.0	0.324	31.8	LOS C	2.8	19.5	0.71	0.72	4.1
Approach		443	1.6	443	1.6	0.324	18.0	LOS B	4.0	28.6	0.52	0.49	13.8
North: Pyrmont St (Nth)													
7	L2	7	0.0	7	0.0	0.183	14.7	LOS B	2.2	15.4	0.36	0.31	22.5
8	T1	365	1.1	365	1.1	0.736	12.6	LOS B	13.3	93.9	0.53	0.53	21.8
9	R2	229	0.4	229	0.4	0.736	18.5	LOS B	13.3	93.9	0.62	0.65	20.2
Approach		601	0.8	601	0.8	0.736	14.9	LOS B	13.3	93.9	0.56	0.57	21.1
West: Pyrmont Bridge Rd (W)													
10	L2	181	0.0	181	0.0	0.494	25.3	LOS C	11.3	79.6	0.66	0.67	11.1
11	T1	545	1.8	545	1.8	0.494	16.5	LOS B	11.3	79.6	0.57	0.52	13.7
12	R2	301	1.0	301	1.0	0.950	65.4	LOS E	18.4	130.0	0.90	1.04	5.7
Approach		1027	1.3	1027	1.3	0.950	32.4	LOS C	18.4	130.0	0.68	0.70	8.9
All Vehicles		2071	1.2	2071	1.2	0.950	24.2	LOS C	18.4	130.0	0.61	0.62	12.7

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.5 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	213	43.6	LOS E	0.6	0.6	0.94	0.94
P2	East Full Crossing	149	43.5	LOS E	0.4	0.4	0.94	0.94
P3	North Full Crossing	448	44.1	LOS E	1.2	1.2	0.95	0.95
P4	West Full Crossing	81	43.4	LOS E	0.2	0.2	0.93	0.93
All Pedestrians		892	43.8	LOS E			0.94	0.94

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.

PHASING SUMMARY

Site: 101 [PM Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [PM Star Casino Network]

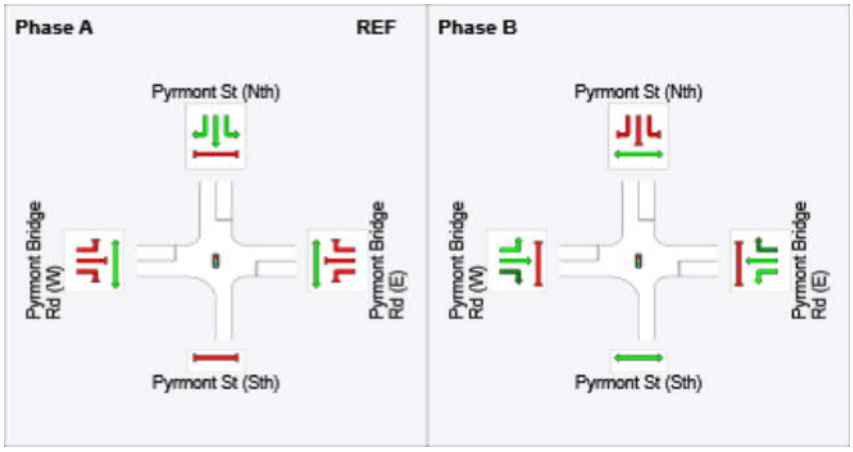
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	46
Green Time (sec)	40	48
Phase Time (sec)	46	54
Phase Split	46 %	54 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



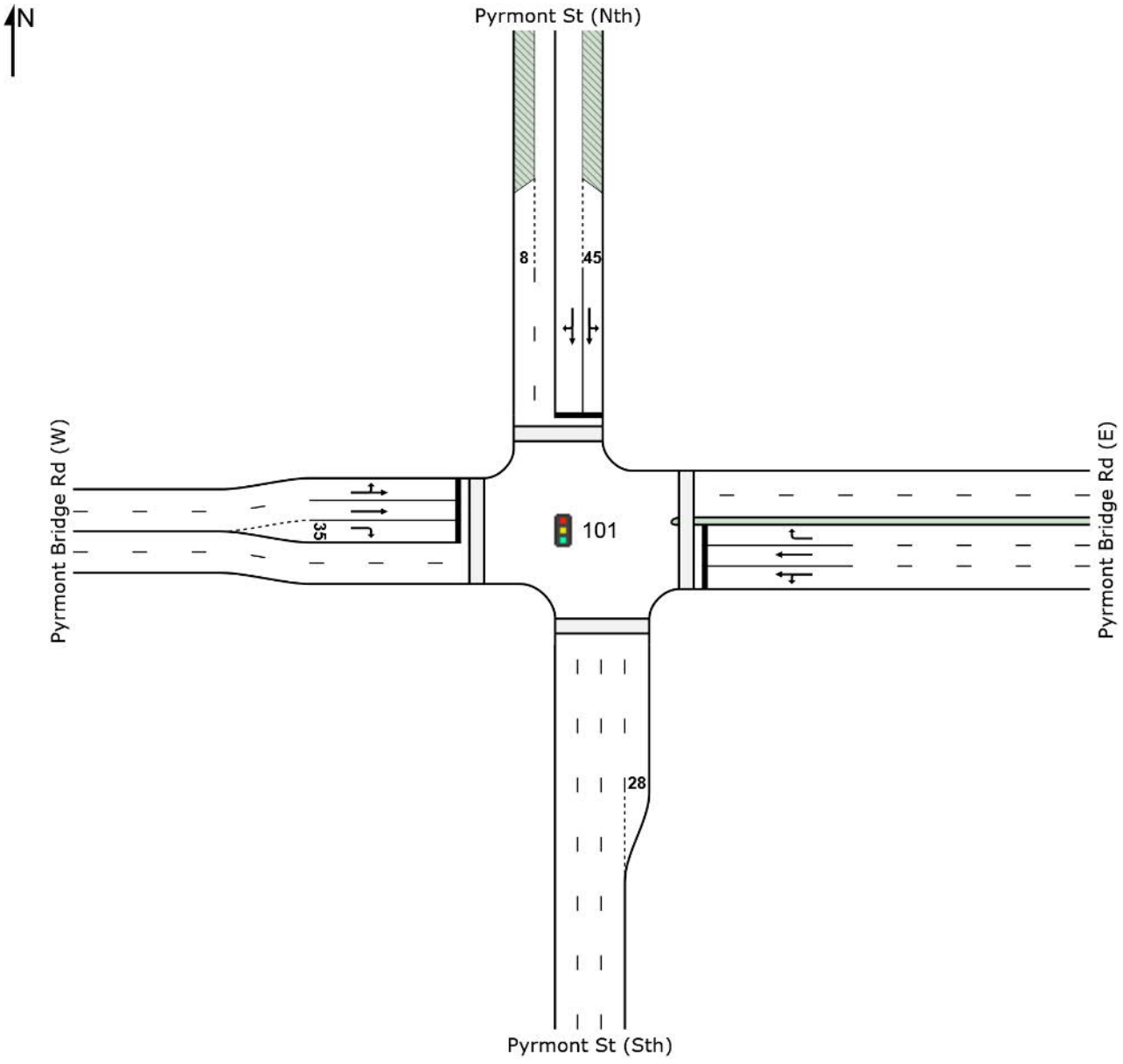
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

No Project
Signals - Fixed Time Coordinated



MOVEMENT SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Pyrmont Bridge Rd (E)													
4	L2	57	1.8	57	1.8	0.352	24.6	LOS C	5.8	40.8	0.64	0.58	9.3
5	T1	471	0.2	471	0.2	0.352	20.3	LOS C	5.8	40.8	0.61	0.54	14.4
6	R2	65	0.0	65	0.0	0.332	39.9	LOS D	2.6	18.3	0.82	0.74	3.3
Approach		593	0.3	593	0.3	0.352	22.9	LOS C	5.8	40.8	0.64	0.57	12.2
North: Pyrmont St (Nth)													
7	L2	12	0.0	12	0.0	0.142	12.8	LOS B	1.8	12.3	0.31	0.29	24.8
8	T1	299	0.0	299	0.0	0.573	9.8	LOS A	10.6	74.8	0.43	0.49	24.2
9	R2	288	0.7	288	0.7	0.573	15.3	LOS B	10.6	74.8	0.49	0.60	21.9
Approach		599	0.3	599	0.3	0.573	12.5	LOS B	10.6	74.8	0.46	0.54	22.9
West: Pyrmont Bridge Rd (W)													
10	L2	207	0.0	207	0.0	0.561	30.5	LOS C	12.9	90.8	0.76	0.73	9.3
11	T1	523	1.1	523	1.1	0.561	22.1	LOS C	12.9	90.8	0.68	0.61	11.1
12	R2	128	0.8	128	0.8	0.434	35.9	LOS D	5.2	36.7	0.85	0.79	9.3
Approach		858	0.8	858	0.8	0.561	26.2	LOS C	12.9	90.8	0.73	0.67	10.3
All Vehicles		2050	0.5	2050	0.5	0.573	21.2	LOS C	12.9	90.8	0.62	0.60	14.1

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.6 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	73	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	91	43.4	LOS E	0.2	0.2	0.93	0.93
P4	West Full Crossing	48	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		278	43.4	LOS E			0.93	0.93

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

PHASING SUMMARY

Site: 101 [OP Pyrmont St/Pyrmont Bridge Rd]

Network: N101 [OP Star Casino Network]

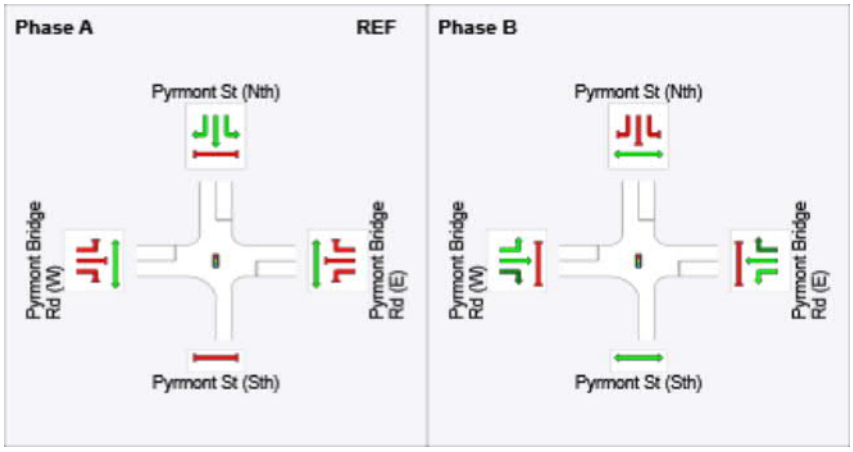
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)
Common Control Group: CCG1 [CCGName]

Phase Times determined by the program
Green Split Priority applies
Phase Sequence: CCG Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	53
Green Time (sec)	47	41
Phase Time (sec)	53	47
Phase Split	53 %	47 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



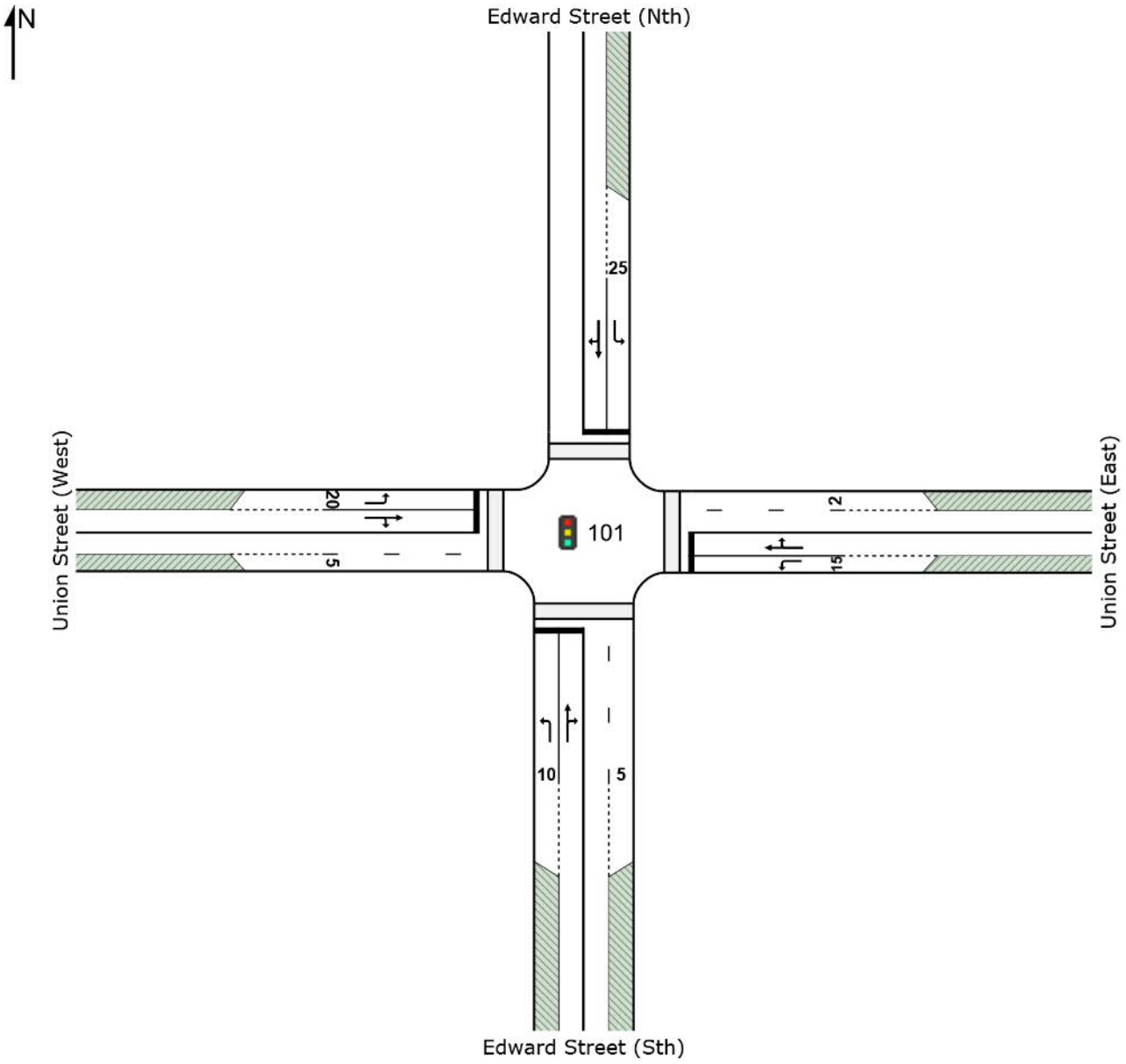
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [AM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	9	0.0	9	0.0	0.009	11.2	LOS A	0.1	0.7	0.26	0.57	18.4
2	T1	197	0.5	197	0.5	0.189	7.0	LOS A	2.8	19.9	0.30	0.27	32.0
3	R2	9	0.0	9	0.0	0.189	11.6	LOS A	2.8	19.9	0.30	0.27	23.5
Approach		215	0.5	215	0.5	0.189	7.4	LOS A	2.8	19.9	0.30	0.29	31.3
East: Union Street (East)													
4	L2	6	0.0	6	0.0	0.013	33.0	LOS C	0.2	1.5	0.75	0.64	8.3
5	T1	12	16.7	12	16.7	0.084	39.3	LOS C	0.9	6.7	0.88	0.66	6.8
6	R2	9	0.0	9	0.0	0.084	43.9	LOS D	0.9	6.7	0.88	0.66	11.7
Approach		27	7.4	27	7.4	0.084	39.4	LOS C	0.9	6.7	0.85	0.66	8.9
North: Edward Street (Nth)													
7	L2	11	9.1	11	9.1	0.012	15.8	LOS B	0.2	1.8	0.48	0.61	16.3
8	T1	11	0.0	11	0.0	0.074	10.8	LOS A	1.2	8.5	0.48	0.60	17.1
9	R2	41	7.3	41	7.3	0.074	15.4	LOS B	1.2	8.5	0.48	0.60	17.1
Approach		63	6.3	63	6.3	0.074	14.7	LOS B	1.2	8.5	0.48	0.60	17.0
West: Union Street (West)													
10	L2	48	8.3	48	8.3	0.189	45.6	LOS D	2.1	15.8	0.91	0.74	10.4
11	T1	27	0.0	27	0.0	0.081	31.7	LOS C	1.4	9.9	0.86	0.66	7.5
12	R2	8	0.0	8	0.0	0.081	36.3	LOS C	1.4	9.9	0.86	0.66	7.5
Approach		83	4.8	83	4.8	0.189	40.2	LOS C	2.1	15.8	0.89	0.70	9.5
All Vehicles		388	2.8	388	2.8	0.189	17.8	LOS B	2.8	19.9	0.50	0.45	18.7

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 1.9 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	72	43.4	LOS E	0.2	0.2	0.93	0.93
P3	North Full Crossing	1257	45.6	LOS E	3.5	3.5	0.98	0.98
P4	West Full Crossing	53	43.3	LOS E	0.1	0.1	0.93	0.93
All Pedestrians		1447	45.3	LOS E			0.97	0.97

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.

PHASING SUMMARY

Site: 101 [AM Union St/Edward St]

Network: 1 [AM Star Casino Network]

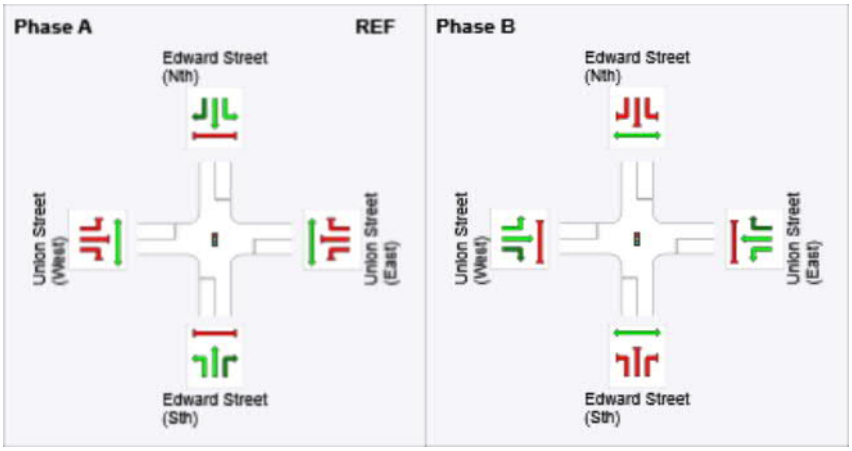
No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Phase Times specified by the user
Phase Sequence: Existing Phasing - AM
Reference Phase: Phase A
Input Phase Sequence: A, B
Output Phase Sequence: A, B

Phase Timing Results

Phase	A	B
Phase Change Time (sec)	0	64
Green Time (sec)	58	30
Phase Time (sec)	64	36
Phase Split	64 %	36 %

See the Phase Information section in the Detailed Output report for more detailed information including input values of Yellow Time and All-Red Time, and information on any adjustments to Intergreen Time, Phase Time and Green Time values in cases of Pedestrian Actuation, Phase Actuation and Phase Frequency values (user-specified or implied) less than 100%.



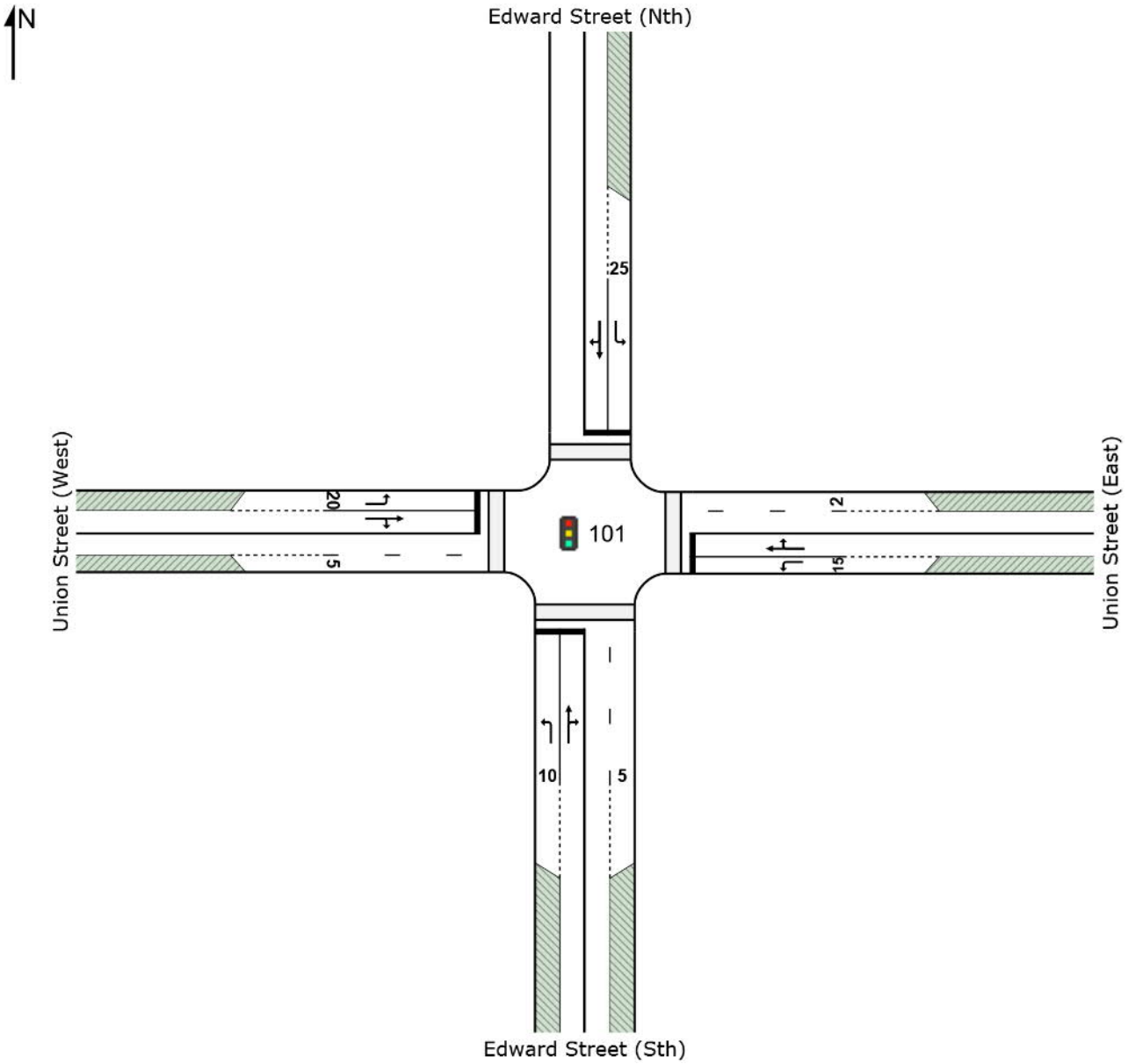
REF: Reference Phase
VAR: Variable Phase

Normal Movement	Permitted/Opposed
Slip/Bypass-Lane Movement	Opposed Slip/Bypass-Lane
Stopped Movement	Turn On Red
Other Movement Class (MC) Running	Undetected Movement
Mixed Running & Stopped MCs	Continuous Movement
Other Movement Class (MC) Stopped	Phase Transition Applied

SITE LAYOUT

Site: 101 [PM Union St/Edward St]

No Project
Signals - Fixed Time Isolated



MOVEMENT SUMMARY

Site: 101 [PM Union St/Edward St]

Network: N101 [PM Star Casino Network]

No Project
Signals - Fixed Time Coordinated Cycle Time = 100 seconds (Network Cycle Time - User-Given)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Edward Street (Sth)													
1	L2	17	0.0	17	0.0	0.017	26.8	LOS C	0.8	5.3	0.97	0.72	9.8
2	T1	153	0.7	153	0.7	0.149	20.8	LOS C	6.7	47.5	0.95	0.79	19.0
3	R2	4	0.0	4	0.0	0.149	25.4	LOS C	6.7	47.5	0.95	0.79	11.7
Approach		174	0.6	174	0.6	0.149	21.5	LOS C	6.7	47.5	0.95	0.78	18.0
East: Union Street (East)													
4	L2	5	0.0	5	0.0	0.011	33.7	LOS C	0.2	1.3	0.76	0.63	8.1
5	T1	14	0.0	14	0.0	0.093	40.3	LOS D	1.0	6.9	0.89	0.67	6.7
6	R2	9	0.0	9	0.0	0.093	44.8	LOS D	1.0	6.9	0.89	0.67	11.6
Approach		28	0.0	28	0.0	0.093	40.6	LOS D	1.0	6.9	0.87	0.66	8.7
North: Edward Street (Nth)													
7	L2	36	2.8	36	2.8	0.037	15.5	LOS B	0.8	5.6	0.48	0.64	16.5
8	T1	40	0.0	40	0.0	0.222	13.4	LOS B	4.1	29.0	0.57	0.65	15.3
9	R2	120	0.0	120	0.0	0.222	18.0	LOS B	4.1	29.0	0.57	0.65	15.3
Approach		196	0.5	196	0.5	0.222	16.6	LOS B	4.1	29.0	0.55	0.65	15.5
West: Union Street (West)													
10	L2	54	0.0	54	0.0	0.216	52.6	LOS D	2.7	18.7	1.00	0.76	9.4
11	T1	56	0.0	56	0.0	0.124	39.8	LOS D	2.9	20.5	1.00	0.77	6.3
12	R2	5	0.0	5	0.0	0.124	44.4	LOS D	2.9	20.5	1.00	0.77	6.3
Approach		115	0.0	115	0.0	0.216	46.0	LOS D	2.9	20.5	1.00	0.77	8.0
All Vehicles		513	0.4	513	0.4	0.222	26.2	LOS C	6.7	47.5	0.81	0.72	13.2

Site Level of Service (LOS) Method: Delay (SIDRA). 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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.5 %
Number of Iterations: 10 (maximum specified: 10)

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	66	43.4	LOS E	0.2	0.2	0.93	0.93
P2	East Full Crossing	129	43.5	LOS E	0.3	0.3	0.94	0.94
P3	North Full Crossing	1652	46.4	LOS E	4.7	4.7	1.00	1.00
P4	West Full Crossing	103	43.4	LOS E	0.3	0.3	0.93	0.93
All Pedestrians		1951	46.0	LOS E			0.99	0.99

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.