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17 February 2022

Sydney Football Stadium – Precinct Village and Car Park Project (SSD 9835 MOD 7)

Response to Request for Further Information

1. Introduction

SSD 9835 MOD 7 to support the Precinct Village and Car Park was publicly exhibited by the Department of Planning, Industry and Environment (DPIE) from 28th October 2021 to 24th November 2021 (MOD 7). A response to submissions (RTS) document was subsequently submitted to DPIE on 17th December 2021. Further information has been requested by DPIE to assist with their assessment of the application.

This document has been prepared by JMT Consulting to respond to the transport related feedback provided in DPIE's request.

2. Response to DPIE Request for Further Information

Following the lodgement of the RTS a submission from City of Sydney Council ('Council') dated 8 February 2022 was provided to DPIE which raised a number of items in relation to traffic and transport. Council have requested further traffic modelling to assess the impact of the proposal, specifically considering the right turn from Driver Avenue and merge with existing traffic on Moore Park Road.

An updated assessment was undertaken to support the RTS (at the request of Council) which considered a 'non-event scenario' during a weekday PM peak and Saturday lunchtime peak when 750 cars (i.e. half of the total car park capacity) enter and exit the site. The analysis also, in line with Council's recommendation, expanded the scope of the traffic assessment to consider additional intersections. The additional traffic modelling demonstrated that the proposal does not significantly impact the operation of the road network even taking a very conservative approach whereby 50% of car parking spaces turn over within a single hour. The Driver Avenue intersections at Lang Road and Moore Park Road are forecast to continue to operate at acceptable levels of service.

Further modelling has since been undertaken in response to Council's submission to DPIE from February 2022. This includes a SIDRA Network model which assess the operation of the Moore Park Road / Driver Avenue and Moore Park Road / Oatley Road intersections together in a coordinated manner – directly responding to Council's submission. The network modelling further factors in the right turn from Driver Avenue onto Moore Park Road and it's merge with eastbound traffic.

The extent of the network traffic model, including an indication of how the merge for right turning traffic onto Moore Park Road has been considered, is shown in Figure 1

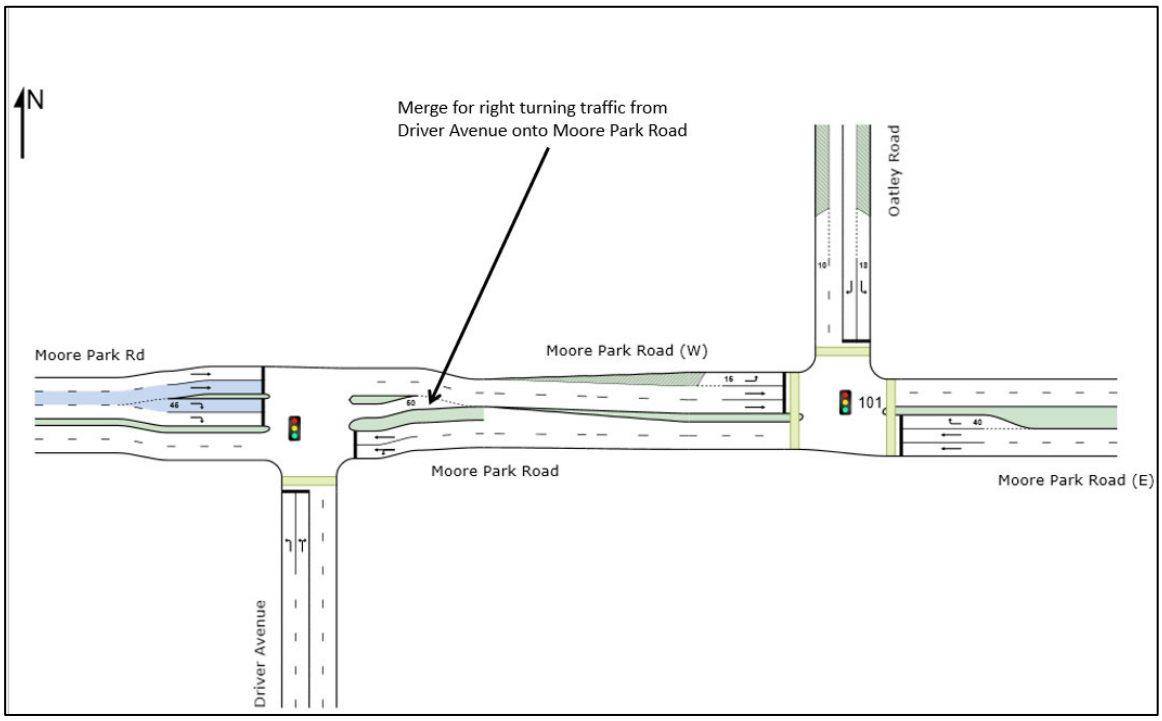

Figure 1 Extent of updated traffic model

Consistent with previous analysis undertaken, a very conservative approach was considered whereby 50% of car parking spaces in the Precinct Village turn over within a single hour. In this way the assessment considers a typical weekday and weekend outside of major events held at the SFS. The results of the updated modelling are summarised in Table 1.

Table 1 Traffic modelling results

Peak Hour	Intersection	Existing			Existing + Precinct Village & Car Park		
		Degree of Saturation	Level of Service	Average delay (seconds)	Degree of Saturation	Level of Service	Average delay (seconds)
Thursday PM peak hour	Moore Park Road & Driver Avenue	0.55	A	11	0.88	A	12
	Moore Park Road & Oatley Road	0.82	B	20	0.83	B	20
Saturday lunchtime peak hour	Moore Park Road & Driver Avenue	0.50	A	7	0.60	A	11
	Moore Park Road & Oatley Road	0.80	B	21	0.81	B	22

The modelling once again demonstrates that the proposal does not significantly impact the operation of the road network. All intersections are forecast to maintain their current Level of Service with the future Precinct Village and Car Park in place. More detailed intersection modelling outputs are provided in Appendix A of this document.

It should also be emphasised that the traffic analysis undertaken to support the Precinct Village and Car Park project, in particular the future operations of signalised intersections in the Moore Park Precinct, has been completed in close consultation with TfNSW. It is TfNSW that are the agency responsible for the operation of all traffic lights across Sydney, including the road network in their immediate vicinity (irrespective of whether the roads are classified as Local, Regional or State).

Venues NSW provided the SIDRA traffic model to TfNSW for review during the exhibition period of the Precinct Village and Car Park project, with TfNSW confirming as part of its review that "*the proposed modification will have a negligible impact on the surrounding state road network and TfNSW infrastructure"*. Therefore, as separately confirmed by TfNSW, the modelling undertaken to support the proposal is considered suitable.

3. Summary

JMT Consulting has prepared this document to respond to the transport related items noted in DPIE's request for further information to support the proposed Modification to Stage 2 of the SFS Redevelopment (SSD 9835) to facilitate the Precinct Village and Car Park development (MOD 7).

In accordance with Council's request, network traffic modelling has been undertaken for both a weekday and weekend peak hour (outside of events) which considers an unlikely scenario where 50% of the car parking spaces turn over within a single hour. The modelling specifically considers the right turn from Driver Avenue onto Moore Park Road and it's merge with eastbound traffic.

The modelling confirms, even in this very conservative scenario, that intersections in the vicinity of the site retain an acceptable level of service with no change to current conditions. This verifies the conclusion drawn by TfNSW in its review that MOD 7 will have a negligible impact on the surrounding state road network and TfNSW infrastructure.

Please do not hesitate to contact the undersigned should you have any questions.

Regards

Josh Milston

Director | JMT Consulting

MIE AustCPEng (ID Number 3077628)

Appendix A: Traffic Modelling Outputs

MOVEMENT SUMMARY

Site: [Thursday Existing (Site Folder: Thursday)]

Network: N101 [PM Existing (Network Folder: General)]

Moore Park Road/ Driver Avenue
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Driver Avenue														
1	L2	157	2.0	157	2.0	0.227	26.1	LOS B	2.9	20.4	0.72	0.75	0.72	37.7
3	R2	107	2.0	107	2.0	0.293	41.3	LOS C	2.5	17.9	0.89	0.77	0.89	26.5
Approach		264	2.0	264	2.0	0.293	32.3	LOS C	2.9	20.4	0.79	0.76	0.79	33.3
East: Moore Park Road														
4	L2	108	2.0	108	2.0	* 0.550	23.5	LOS B	10.1	71.8	0.80	0.74	0.80	41.4
5	T1	912	2.0	912	2.0	0.550	17.1	LOS B	10.1	71.8	0.72	0.65	0.72	39.2
Approach		1020	2.0	1020	2.0	0.550	17.8	LOS B	10.1	71.8	0.73	0.66	0.73	39.5
West: Moore Park Rd														
11	T1	1593	2.0	1593	2.0	* 0.477	0.7	LOS A	2.5	17.5	0.25	0.15	0.25	56.2
12	R2	112	2.0	112	2.0	0.274	46.8	LOS D	1.4	10.2	0.95	0.75	0.95	29.6
Approach		1704	2.0	1704	2.0	0.477	3.8	LOS A	2.5	17.5	0.29	0.19	0.29	49.2
All Vehicles		2988	2.0	2988	2.0	0.550	11.1	LOS A	10.1	71.8	0.49	0.40	0.49	41.9

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Driver Avenue											
P1	Full	65	17.5	LOS B	0.1	0.1	0.62	0.62	44.5	35.2	0.79
All Pedestrians		65	17.5	LOS B	0.1	0.1	0.62	0.62	44.5	35.2	0.79

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

MOVEMENT SUMMARY

Site: 101 [Moore Park Road / Oatley Road - Existing (Site Folder: Thursday)]

Network: N101 [PM Existing (Network Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Moore Park Road (E)														
5	T1	901	2.0	901	2.0	0.334	5.6	LOS A	4.7	33.3	0.42	0.37	0.42	50.8
6	R2	134	2.0	134	2.0	* 0.730	52.3	LOS D	3.8	27.2	1.00	0.86	1.18	31.8
Approach		1035	2.0	1035	2.0	0.730	11.6	LOS A	4.7	33.3	0.50	0.44	0.52	44.8
North: Oatley Road														
7	L2	103	2.0	103	2.0	0.169	28.4	LOS B	2.0	14.0	0.74	0.74	0.74	40.1
9	R2	188	2.0	188	2.0	* 0.771	47.9	LOS D	5.2	36.9	0.98	0.90	1.18	23.6
Approach		292	2.0	292	2.0	0.771	41.0	LOS C	5.2	36.9	0.90	0.84	1.03	30.0
West: Moore Park Road (W)														
10	L2	109	2.0	109	2.0	0.112	16.9	LOS B	1.4	10.3	0.52	0.70	0.52	43.0
11	T1	1585	2.0	1585	2.0	* 0.821	22.1	LOS B	20.9	149.1	0.88	0.85	0.94	40.7
Approach		1695	2.0	1695	2.0	0.821	21.8	LOS B	20.9	149.1	0.86	0.84	0.92	40.8
All Vehicles		3021	2.0	3021	2.0	0.821	20.2	LOS B	20.9	149.1	0.74	0.70	0.79	40.4

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Moore Park Road (E)											
P2	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
North: Oatley Road											
P3	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	204.8	215.2	1.05
West: Moore Park Road (W)											
P4	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
All Pedestrians		158	39.3	LOS D	0.1	0.1	0.94	0.94	207.5	218.7	1.05

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

MOVEMENT SUMMARY

Site: [Existing + Stadium Fitness Facilities + SFF Function + Precinct Village Retail (Site Folder: Thursday)]

Network: N101 [PM Future (Network Folder: General)]

Moore Park Road/ Driver Avenue
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Driver Avenue														
1	L2	211	2.0	211	2.0	0.493	38.4	LOS C	5.0	35.7	0.92	0.81	0.92	32.4
3	R2	161	2.0	161	2.0	* 0.880	61.4	LOS E	5.0	35.9	1.00	0.99	1.47	20.6
Approach		372	2.0	372	2.0	0.880	48.4	LOS D	5.0	35.9	0.95	0.89	1.16	27.2
East: Moore Park Road														
4	L2	183	2.0	183	2.0	* 0.458	14.7	LOS B	7.3	52.0	0.55	0.58	0.55	47.0
5	T1	912	2.0	912	2.0	0.458	8.1	LOS A	7.3	52.0	0.48	0.46	0.48	47.3
Approach		1095	2.0	1095	2.0	0.458	9.2	LOS A	7.3	52.0	0.49	0.48	0.49	47.2
West: Moore Park Rd														
11	T1	1593	2.0	1593	2.0	0.478	0.7	LOS A	2.5	17.9	0.25	0.16	0.25	56.2
12	R2	186	2.0	186	2.0	* 0.763	56.0	LOS D	2.8	19.7	1.00	0.87	1.28	27.0
Approach		1779	2.0	1779	2.0	0.763	6.5	LOS A	2.8	19.7	0.32	0.23	0.35	44.6
All Vehicles		3245	2.0	3245	2.0	0.880	12.2	LOS A	7.3	52.0	0.45	0.39	0.49	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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Driver Avenue											
P1	Full	65	10.3	LOS B	0.1	0.1	0.48	0.48	37.4	35.2	0.94
All Pedestrians		65	10.3	LOS B	0.1	0.1	0.48	0.48	37.4	35.2	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.

MOVEMENT SUMMARY

Site: 101 [Moore Park Road / Oatley Road - Future (Site Folder: Thursday)]

Network: N101 [PM Future (Network Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Moore Park Road (E)														
5	T1	961	2.0	961	2.0	0.351	5.3	LOS A	4.9	34.9	0.41	0.37	0.41	51.2
6	R2	134	2.0	134	2.0	* 0.821	56.1	LOS D	4.0	28.6	1.00	0.93	1.35	30.8
Approach		1095	2.0	1095	2.0	0.821	11.5	LOS A	4.9	34.9	0.49	0.44	0.53	44.8
North: Oatley Road														
7	L2	103	2.0	103	2.0	0.181	30.0	LOS C	2.0	14.5	0.77	0.75	0.77	39.4
9	R2	188	2.0	188	2.0	* 0.829	51.8	LOS D	5.5	38.9	0.99	0.95	1.31	22.5
Approach		292	2.0	292	2.0	0.829	44.1	LOS D	5.5	38.9	0.91	0.88	1.12	29.0
West: Moore Park Road (W)														
10	L2	109	2.0	109	2.0	0.108	15.8	LOS B	1.4	9.8	0.50	0.69	0.50	43.7
11	T1	1644	2.0	1644	2.0	* 0.815	20.6	LOS B	21.3	151.3	0.87	0.83	0.92	41.6
Approach		1754	2.0	1754	2.0	0.815	20.3	LOS B	21.3	151.3	0.85	0.83	0.89	41.7
All Vehicles		3140	2.0	3140	2.0	0.829	19.5	LOS B	21.3	151.3	0.73	0.69	0.79	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.
Delay Model: SIDRA Standard (Geometric Delay is included).
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Moore Park Road (E)											
P2	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
North: Oatley Road											
P3	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	204.8	215.2	1.05
West: Moore Park Road (W)											
P4	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
All Pedestrians		158	39.3	LOS D	0.1	0.1	0.94	0.94	207.5	218.7	1.05

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

MOVEMENT SUMMARY

Site: [Saturday Existing (Site Folder: Saturday)]

Network: N101 [Sat Existing (Network Folder: General)]

Moore Park Road/ Driver Avenue
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Driver Avenue														
1	L2	67	2.0	67	2.0	0.184	38.3	LOS C	1.5	10.9	0.87	0.75	0.87	32.4
3	R2	45	2.0	45	2.0	* 0.371	53.7	LOS D	1.3	8.9	0.99	0.74	0.99	22.4
Approach		113	2.0	113	2.0	0.371	44.5	LOS D	1.5	10.9	0.92	0.74	0.92	28.5
East: Moore Park Road														
4	L2	171	2.0	171	2.0	* 0.498	13.7	LOS A	8.2	58.7	0.54	0.56	0.54	48.1
5	T1	1089	2.0	1089	2.0	0.498	7.0	LOS A	8.2	58.7	0.46	0.44	0.46	48.7
Approach		1260	2.0	1260	2.0	0.498	8.0	LOS A	8.2	58.7	0.47	0.46	0.47	48.6
West: Moore Park Rd														
11	T1	1363	2.0	1363	2.0	0.409	0.7	LOS A	2.0	14.0	0.22	0.14	0.22	56.6
12	R2	74	2.0	74	2.0	* 0.302	51.8	LOS D	1.0	7.2	0.99	0.73	0.99	28.2
Approach		1437	2.0	1437	2.0	0.409	3.3	LOS A	2.0	14.0	0.26	0.17	0.26	50.1
All Vehicles		2809	2.0	2809	2.0	0.498	7.0	LOS A	8.2	58.7	0.38	0.32	0.38	47.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Driver Avenue											
P1	Full	65	8.9	LOS A	0.1	0.1	0.45	0.45	36.0	35.2	0.98
All Pedestrians		65	8.9	LOS A	0.1	0.1	0.45	0.45	36.0	35.2	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.

MOVEMENT SUMMARY

Site: 101 [Moore Park Road / Oatley Road - Existing (Site Folder: Saturday)]

Network: N101 [Sat Existing (Network Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Moore Park Road (E)														
5	T1	1072	2.0	1072	2.0	0.458	7.9	LOS A	7.6	53.9	0.52	0.46	0.52	47.8
6	R2	183	2.0	183	2.0	* 0.750	50.1	LOS D	5.2	36.8	1.00	0.88	1.16	32.4
Approach		1255	2.0	1255	2.0	0.750	14.1	LOS A	7.6	53.9	0.59	0.52	0.61	42.7
North: Oatley Road														
7	L2	118	2.0	118	2.0	0.157	23.4	LOS B	2.0	14.1	0.66	0.73	0.66	42.4
9	R2	229	2.0	229	2.0	* 0.759	44.1	LOS D	6.1	43.2	0.95	0.88	1.11	24.8
Approach		347	2.0	347	2.0	0.759	37.1	LOS C	6.1	43.2	0.86	0.83	0.96	31.4
West: Moore Park Road (W)														
10	L2	92	2.0	92	2.0	0.110	20.8	LOS B	1.4	9.9	0.60	0.71	0.60	40.6
11	T1	1317	2.0	1317	2.0	* 0.797	24.5	LOS B	17.2	122.5	0.90	0.85	0.96	39.3
Approach		1408	2.0	1408	2.0	0.797	24.3	LOS B	17.2	122.5	0.88	0.84	0.93	39.4
All Vehicles		3011	2.0	3011	2.0	0.797	21.5	LOS B	17.2	122.5	0.76	0.71	0.80	39.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Moore Park Road (E)											
P2	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
North: Oatley Road											
P3	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	204.8	215.2	1.05
West: Moore Park Road (W)											
P4	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
All Pedestrians		158	39.3	LOS D	0.1	0.1	0.94	0.94	207.5	218.7	1.05

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

MOVEMENT SUMMARY

Site: [Saturday Existing + Precinct Village (Site Folder: Saturday)]

Network: N101 [Sat Future (Network Folder: General)]

Moore Park Road/ Driver Avenue
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Driver Avenue														
1	L2	126	2.0	126	2.0	0.282	35.7	LOS C	2.8	19.9	0.85	0.77	0.85	33.4
3	R2	104	2.0	104	2.0	* 0.569	51.4	LOS D	2.8	20.2	1.00	0.79	1.02	23.0
Approach		231	2.0	231	2.0	0.569	42.8	LOS D	2.8	20.2	0.92	0.78	0.93	28.9
East: Moore Park Road														
4	L2	229	2.0	229	2.0	* 0.562	16.6	LOS B	10.2	72.7	0.64	0.65	0.64	45.5
5	T1	1089	2.0	1089	2.0	0.562	9.8	LOS A	10.2	72.7	0.56	0.53	0.56	45.5
Approach		1319	2.0	1319	2.0	0.562	11.0	LOS A	10.2	72.7	0.57	0.55	0.57	45.5
West: Moore Park Rd														
11	T1	1363	2.0	1363	2.0	0.409	0.7	LOS A	1.9	13.8	0.22	0.14	0.22	56.6
12	R2	133	2.0	133	2.0	* 0.466	51.3	LOS D	1.8	13.0	1.00	0.76	1.00	28.3
Approach		1496	2.0	1496	2.0	0.466	5.2	LOS A	1.9	13.8	0.29	0.20	0.29	46.8
All Vehicles		3045	2.0	3045	2.0	0.569	10.5	LOS A	10.2	72.7	0.46	0.40	0.46	43.3

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
South: Driver Avenue											
P1	Full	65	10.8	LOS B	0.1	0.1	0.49	0.49	37.9	35.2	0.93
All Pedestrians		65	10.8	LOS B	0.1	0.1	0.49	0.49	37.9	35.2	0.93

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

MOVEMENT SUMMARY

Site: 101 [Moore Park Road / Oatley Road - Future (Site Folder: Saturday)]

Network: N101 [Sat Future (Network Folder: General)]

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 90 seconds (Network User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS [Total veh/h	HV] %	ARRIVAL FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Moore Park Road (E)														
5	T1	1131	2.0	1131	2.0	0.491	7.6	LOS A	8.3	59.0	0.51	0.46	0.51	48.2
6	R2	183	2.0	183	2.0	* 0.750	50.1	LOS D	5.2	36.8	1.00	0.88	1.16	32.4
Approach		1314	2.0	1314	2.0	0.750	13.5	LOS A	8.3	59.0	0.58	0.52	0.60	43.1
North: Oatley Road														
7	L2	118	2.0	118	2.0	0.161	24.1	LOS B	2.0	14.4	0.68	0.73	0.68	42.1
9	R2	229	2.0	229	2.0	* 0.804	47.2	LOS D	6.3	45.2	0.97	0.92	1.20	23.9
Approach		347	2.0	347	2.0	0.804	39.3	LOS C	6.3	45.2	0.87	0.85	1.02	30.5
West: Moore Park Road (W)														
10	L2	92	2.0	92	2.0	0.107	20.2	LOS B	1.4	9.7	0.59	0.71	0.59	40.9
11	T1	1376	2.0	1376	2.0	* 0.811	25.3	LOS B	18.5	132.1	0.91	0.88	0.98	38.9
Approach		1467	2.0	1467	2.0	0.811	25.0	LOS B	18.5	132.1	0.89	0.87	0.96	39.0
All Vehicles		3128	2.0	3128	2.0	0.811	21.8	LOS B	18.5	132.1	0.76	0.72	0.82	39.1

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

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE [Ped ped	Dist] m	Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
East: Moore Park Road (E)											
P2	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
North: Oatley Road											
P3	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	204.8	215.2	1.05
West: Moore Park Road (W)											
P4	Full	53	39.3	LOS D	0.1	0.1	0.94	0.94	208.9	220.5	1.06
All Pedestrians		158	39.3	LOS D	0.1	0.1	0.94	0.94	207.5	218.7	1.05

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.