MOVEMENT SUMMARY

Site: DEV ACCESS AM

New Site
Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	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: WALLGROVE											
1	L	80	2.0	0.054	7.8	LOS A	0.1	0.6	0.06	0.61	49.5
2	T	1419	5.0	0.730	15.1	LOS B	12.4	90.5	0.79	0.70	40.2
Approach		1499	4.8	0.730	14.7	LOS B	12.4	90.5	0.75	0.70	40.7
North: WALLGROVE											
8	T	1301	5.0	0.670	4.0	LOS A	7.5	54.7	0.36	0.32	52.4
9	R	80	2.0	0.510	41.5	LOS C	2.7	19.5	0.96	0.76	28.1
Approach		1381	4.8	0.670	6.2	LOS A	7.5	54.7	0.40	0.35	49.9
West: ACCESS											
10	L	15	2.0	0.028	10.5	LOS A	0.1	1.0	0.36	0.64	46.6
12	R	14	2.0	0.012	25.7	LOS B	0.2	1.2	0.71	0.67	35.3
Approach		29	2.0	0.028	17.8	LOS B	0.2	1.2	0.53	0.65	40.4
All Vehicles		2909	4.8	0.730	10.7	LOS A	12.4	90.5	0.58	0.53	44.6

Level of Service (LOS) Method: Delay (RTA NSW).
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 used.

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
P5	Across N approach	53	29.3	LOS C	0.1	0.1	0.91	0.91
P7	Across W approach	53	22.4	LOS C	0.1	0.1	0.80	0.80
All Pedestrians		106	25.8	LOS C			0.86	0.86

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: DEV ACCESS PM

New Site
Signals - Fixed Time Cycle Time = 70 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	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: WALLGROVE											
1	L	16	2.0	0.010	7.8	LOS A	0.0	0.1	0.05	0.61	49.5
2	T	1324	5.0	0.682	14.2	LOS A	10.8	79.2	0.75	0.65	41.0
Approach		1340	5.0	0.682	14.2	LOS A	10.8	79.2	0.74	0.65	41.1
North: WALLGROVE											
8	T	1246	5.0	0.641	3.9	LOS A	6.8	49.5	0.34	0.30	52.6
9	R	17	2.0	0.108	39.7	LOS C	0.5	3.8	0.90	0.69	28.8
Approach		1263	5.0	0.641	4.4	LOS A	6.8	49.5	0.35	0.31	52.0
West: ACCESS											
10	L	91	2.0	0.170	10.4	LOS A	0.9	6.1	0.37	0.68	46.6
12	R	90	2.0	0.078	26.3	LOS B	1.1	7.7	0.73	0.73	34.9
Approach		181	2.0	0.170	18.3	LOS B	1.1	7.7	0.55	0.70	40.0
All Vehicles		2784	4.8	0.682	10.0	LOS A	10.8	79.2	0.55	0.50	45.3

Level of Service (LOS) Method: Delay (RTA NSW).
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 used.

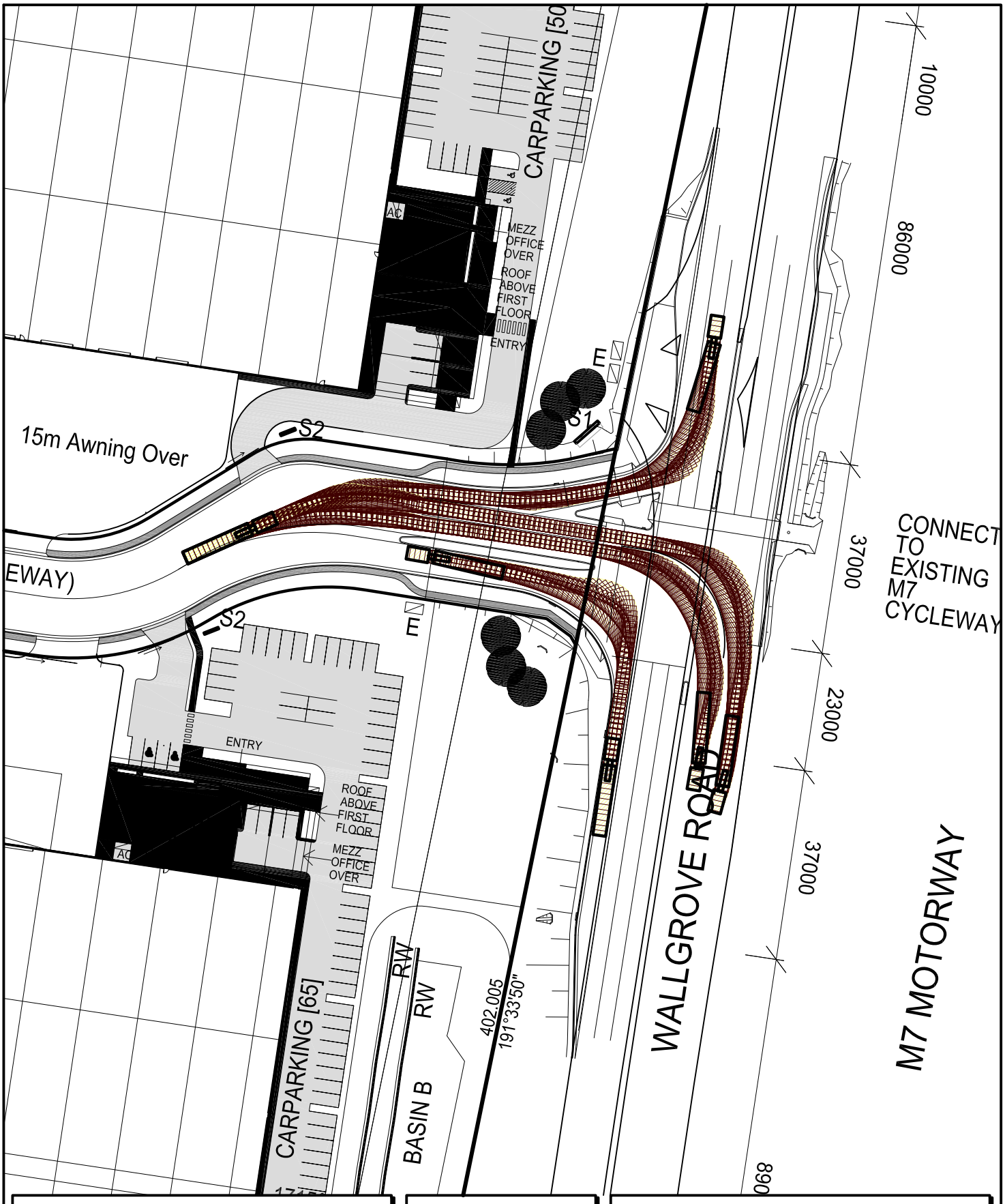
Movement Performance - Pedestrians

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
P5	Across N approach	53	29.3	LOS C	0.1	0.1	0.91	0.91
P7	Across W approach	53	22.4	LOS C	0.1	0.1	0.80	0.80
All Pedestrians		106	25.8	LOS C			0.86	0.86

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.

APPENDIX H

TURNING PATH ASSESSMENT



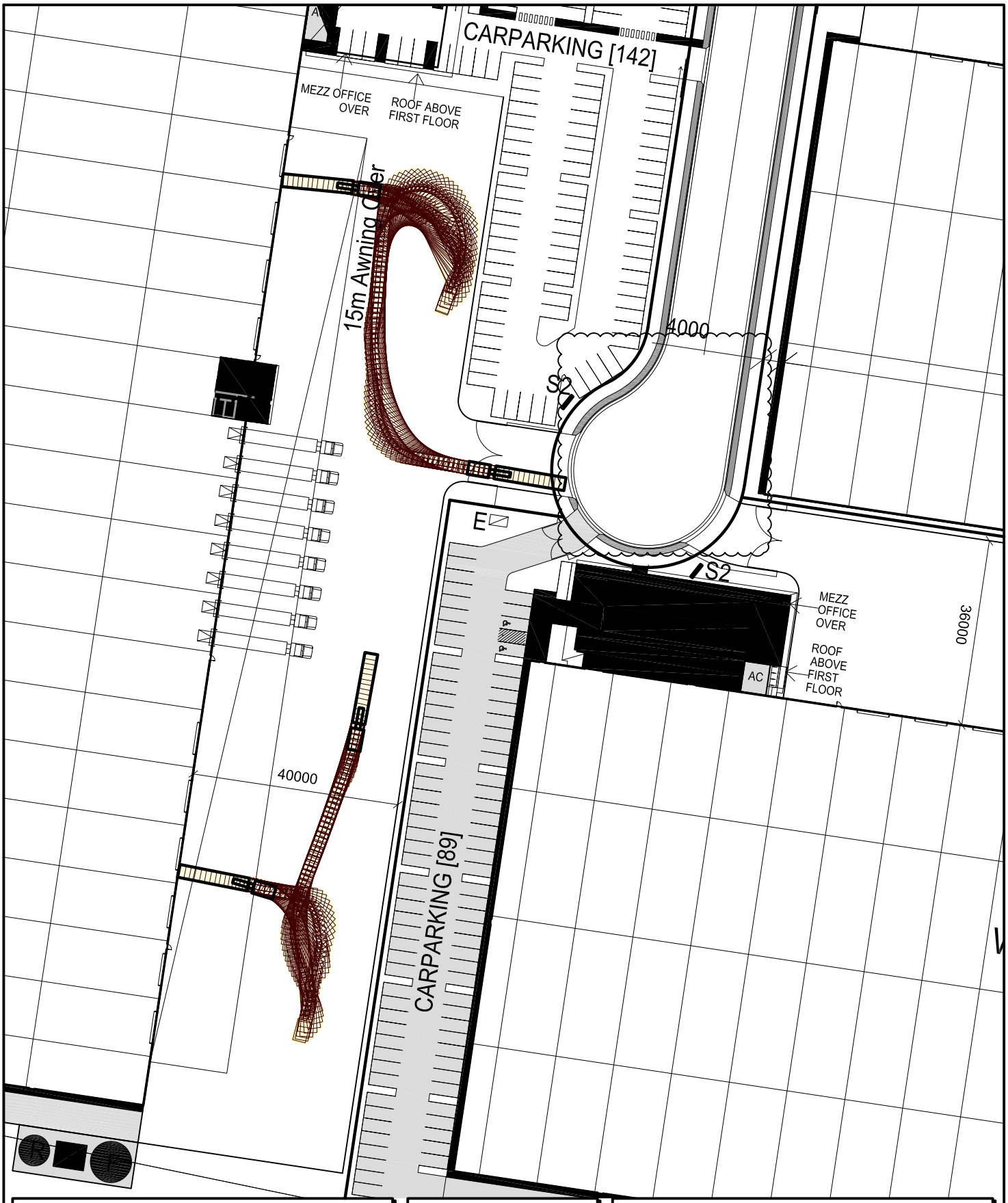
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

N

SWEPT PATH ANALYSIS OF 19m ARTICULATED VEHICLES ENTERING AND EXITING THE SITE

SP 1



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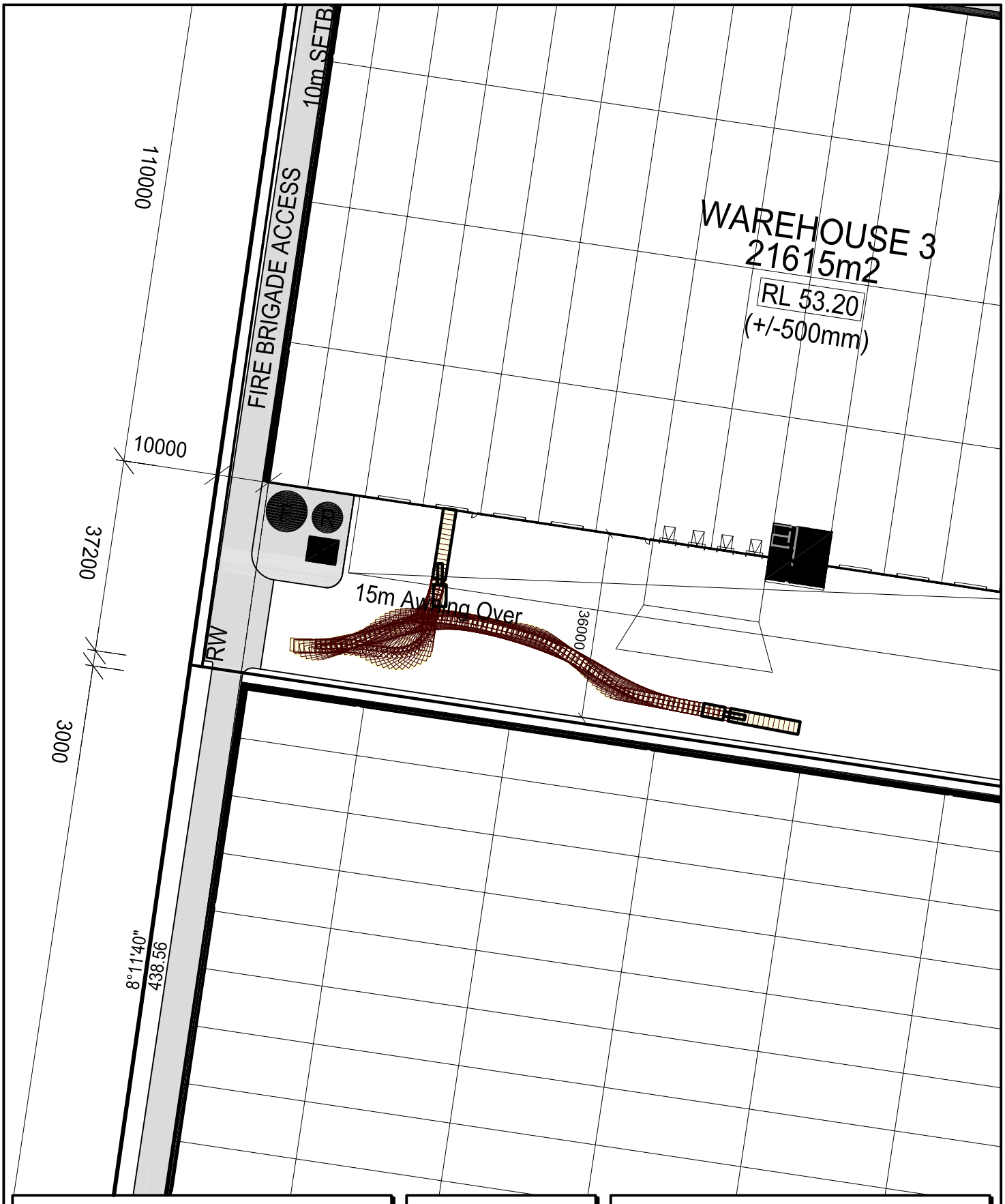
N

SWEPT PATH ANALYSIS OF 19m ARTICULATED VEHICLES ENTERING THE SITE

SP 2



LEGEND

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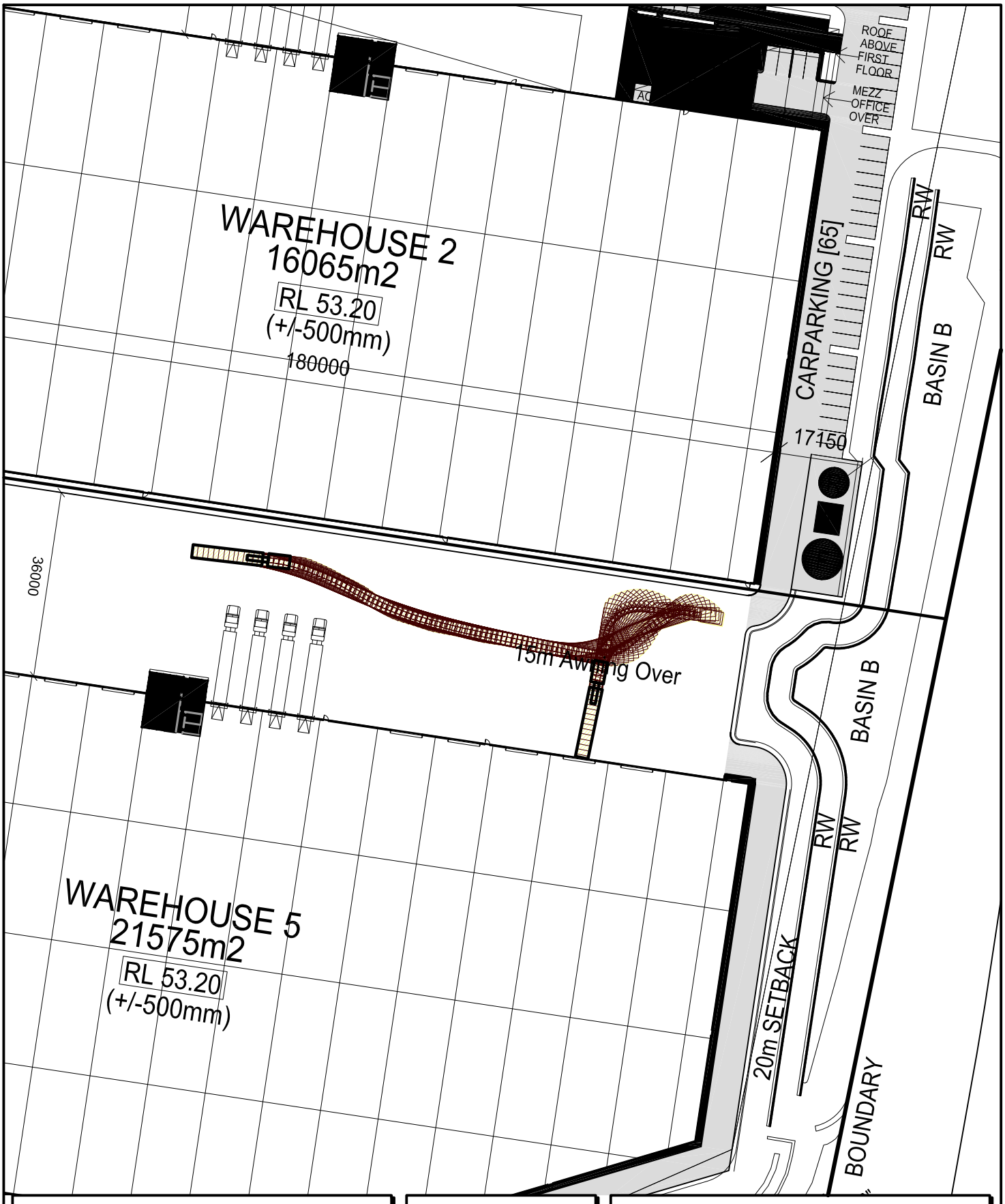
SWEPT PATH ANALYSIS OF 19m ARTICULATED VEHICLES ENTERING THE SITE

SP 3



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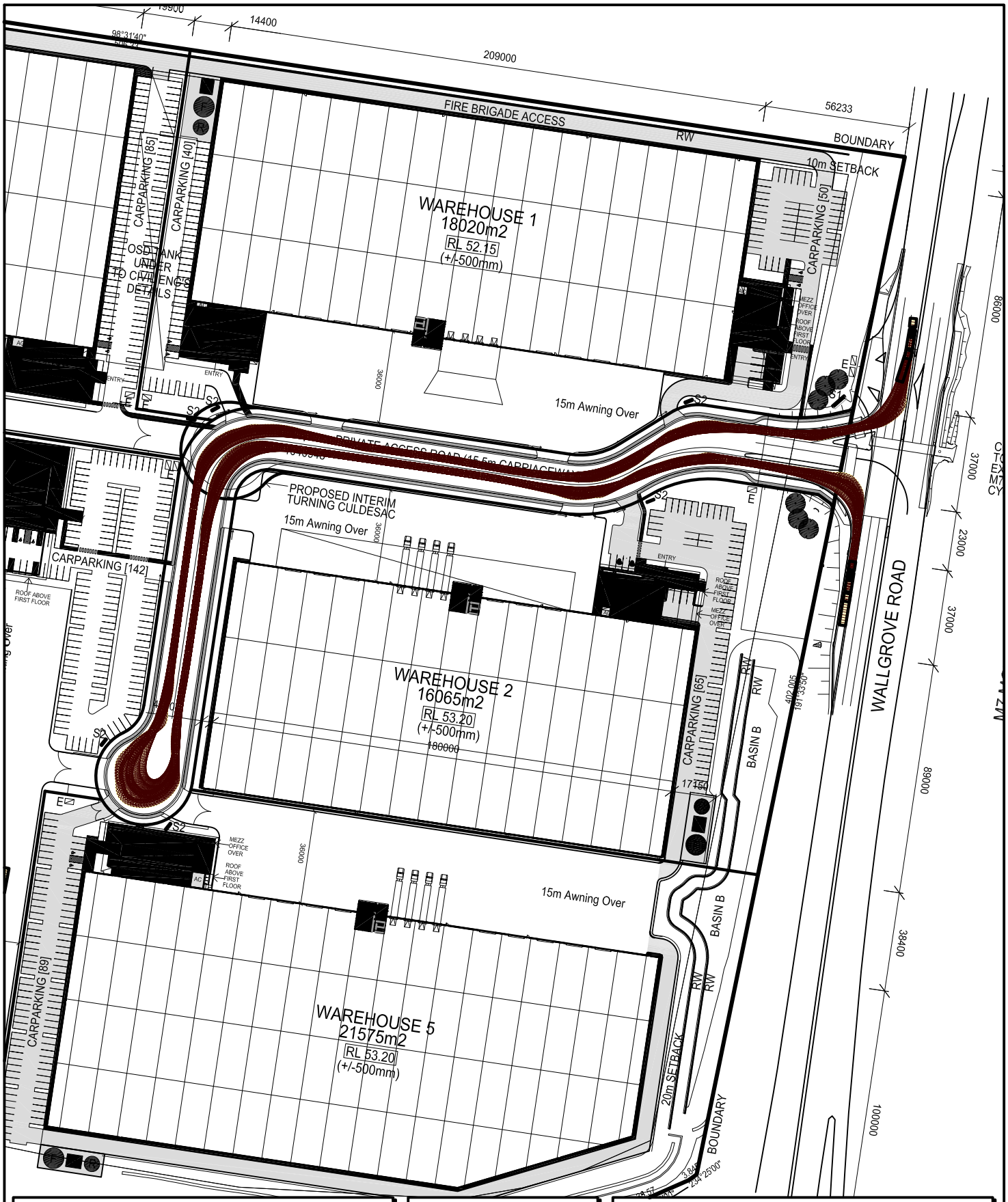
SWEPT PATH ANALYSIS OF 19m ARTICULATED VEHICLES ENTERING THE SITE

SP 4



LEGEND

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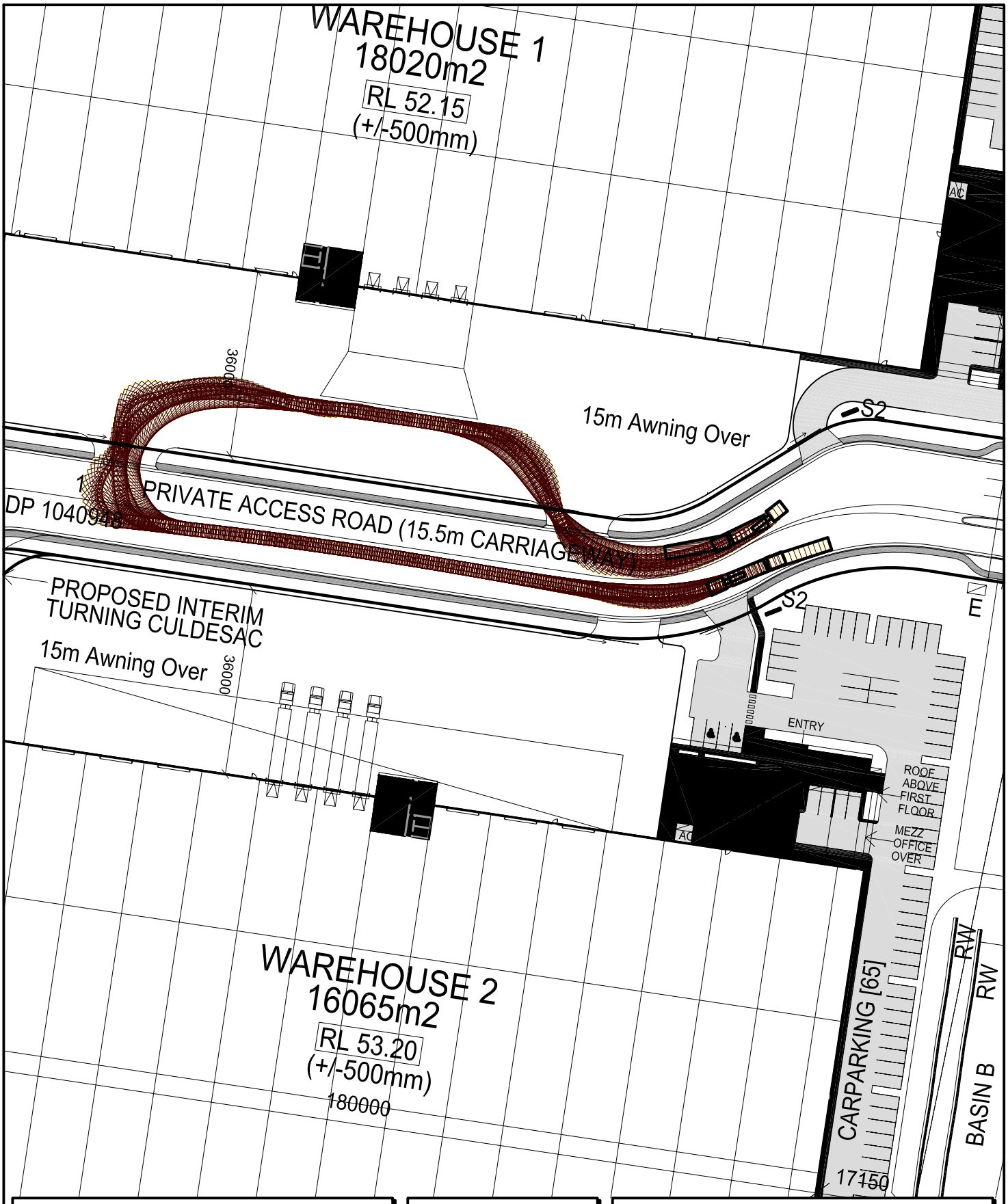
SWEPT PATH ANALYSIS OF A 25m ARTICULATED VEHICLE ENTERING AND EXITING THE SITE

SP 5



LEGEND

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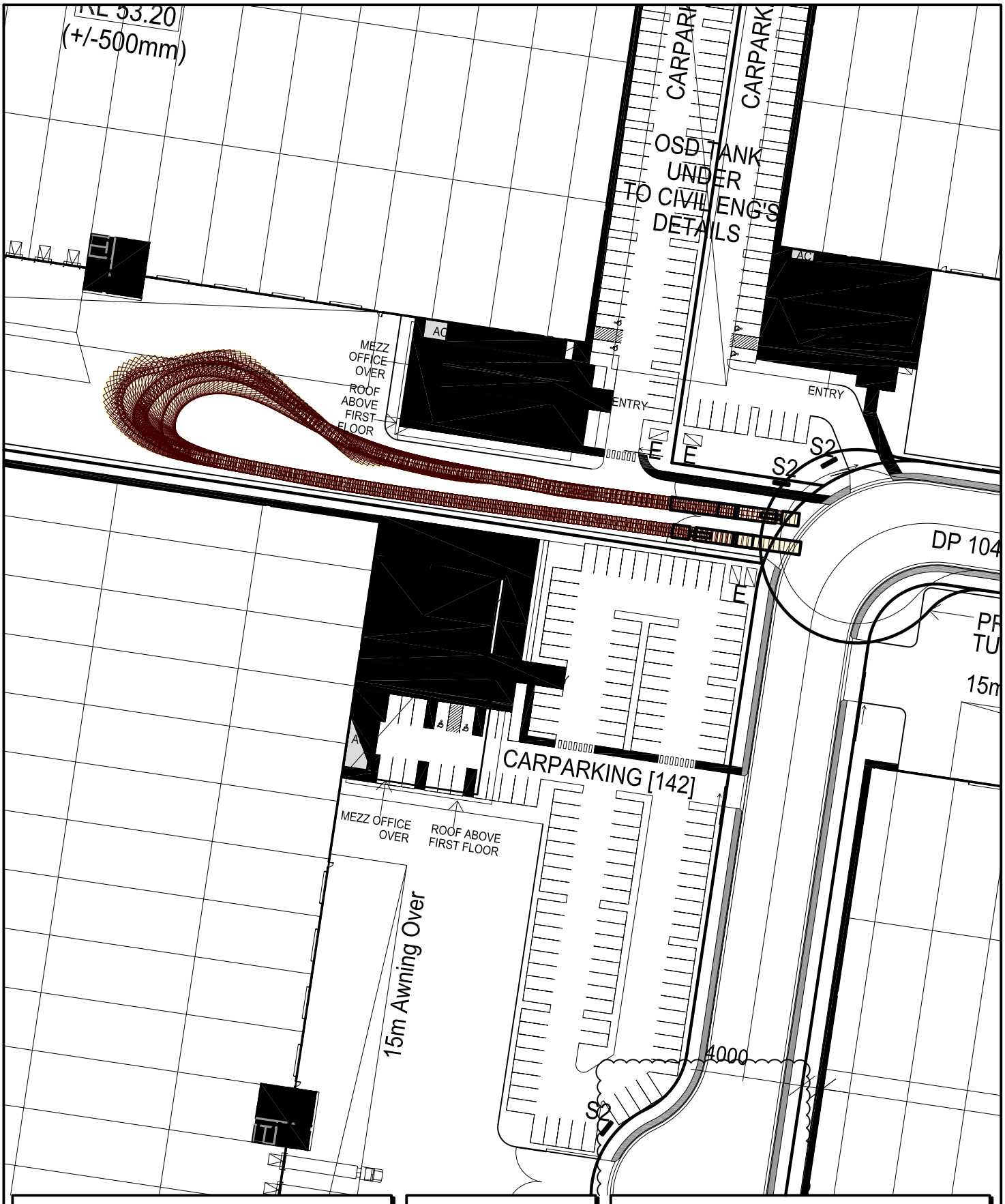
SWEPT PATH ANALYSIS OF A 25m ARTICULATED VEHICLE ENTERING AND EXITING THE SITE

SP 6



LEGEND

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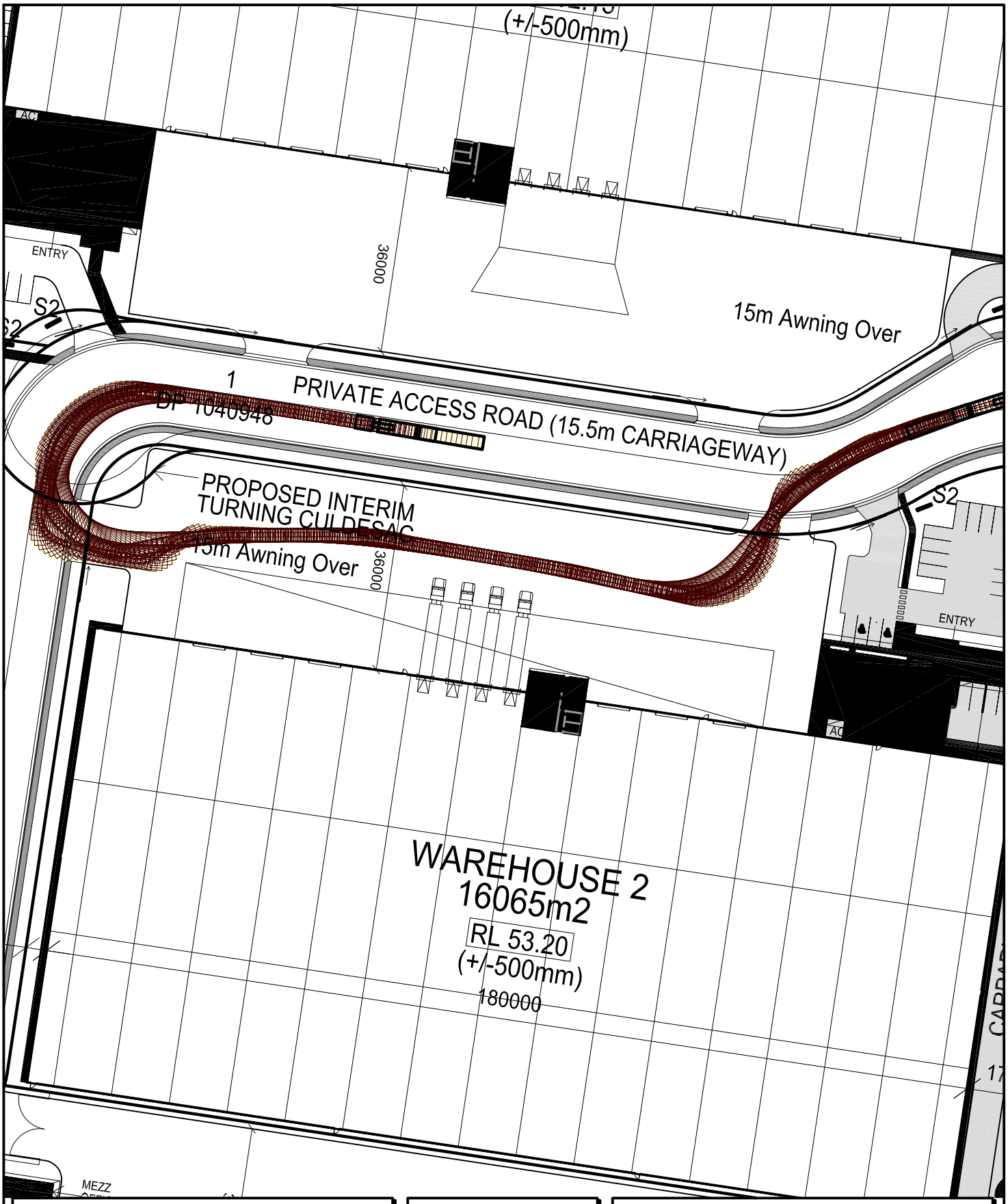
N

SWEPT PATH ANALYSIS OF A 25m ARTICULATED VEHICLE ENTERING AND EXITING THE SITE

SP 7



LEGEND

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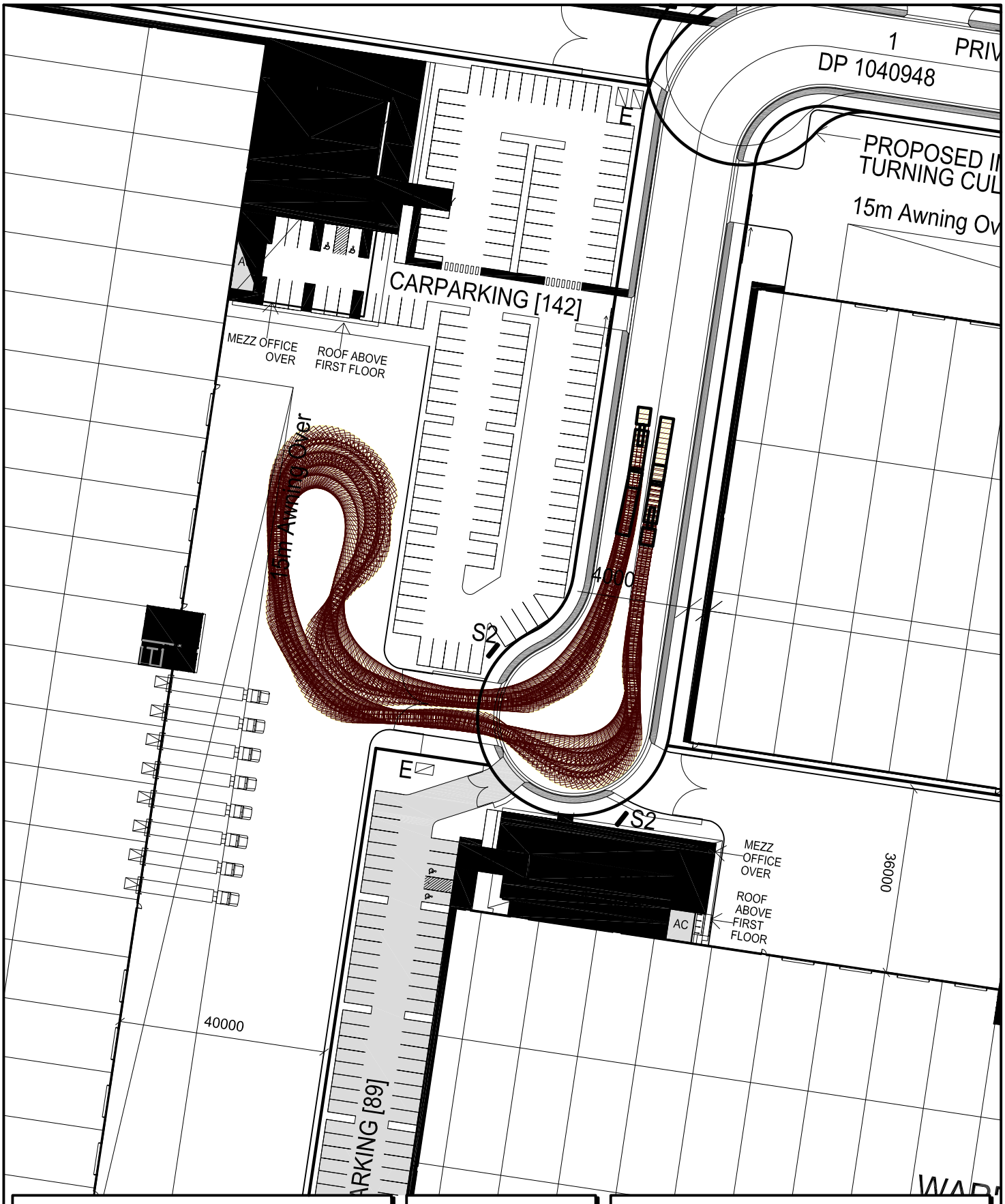
N

SWEPT PATH ANALYSIS OF A 25m ARTICULATED VEHICLE ENTERING AND EXITING THE SITE

SP 8



LEGEND

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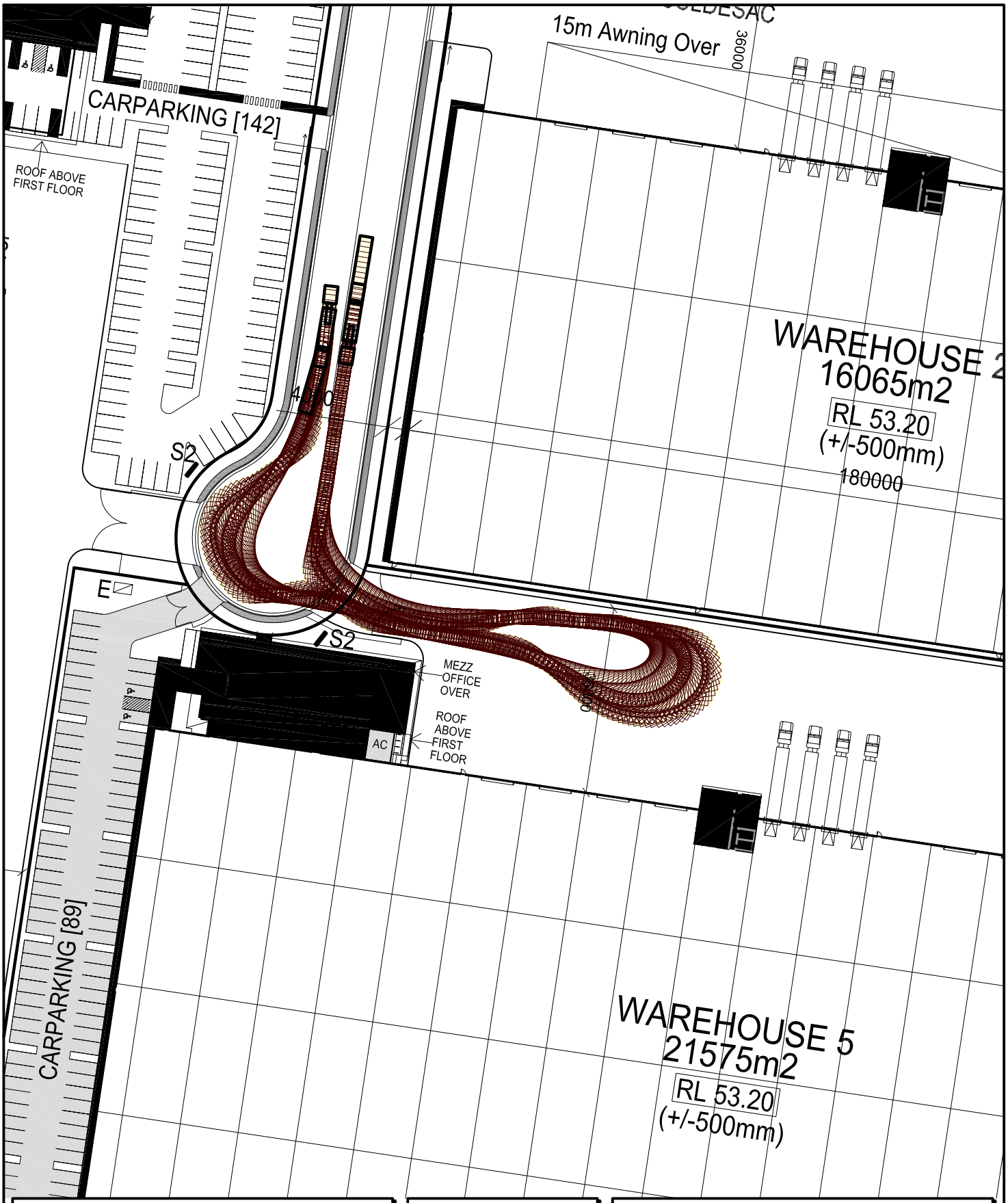
N

SWEPT PATH ANALYSIS OF A 25m ARTICULATED VEHICLE ENTERING AND EXITING THE SITE

SP 9



LEGEND

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N

SWEPT PATH ANALYSIS OF A 25m ARTICULATED VEHICLE ENTERING AND EXITING THE SITE

SP 10