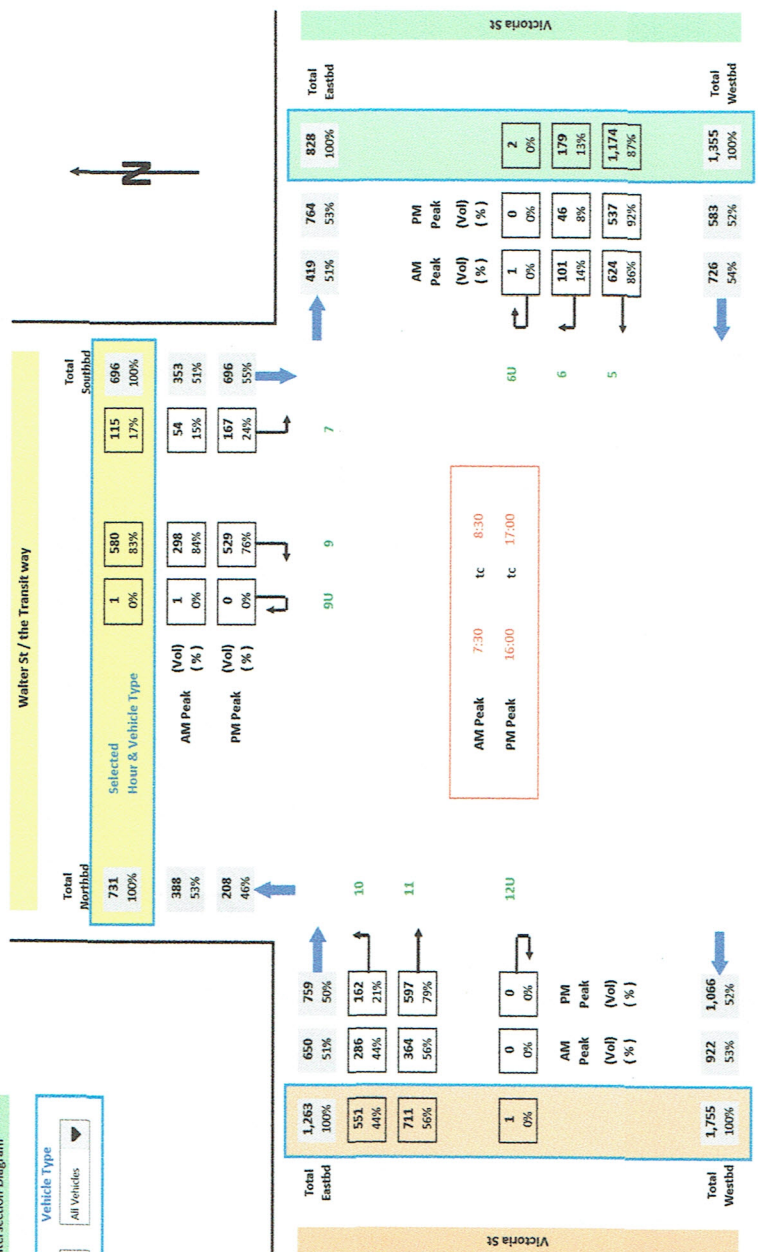


Job No.	: N3475
Client	: Stanbury Traffic Planning
Suburb	: Wetherill Park
Location	: 6. Victoria St / Walter St / the Transit way
Day/Date	: Tuesday, 15th August 2017
Weather	: Fine
Description	: Classified Intersection Count : Intersection Diagram

Hour Starting AM Totals Vehicle Type All Vehicles



## **APPENDIX 4**

# MOVEMENT SUMMARY

 **Site: [Widemere Road & Davis Road (Site Folder: General)]**

Existing AM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Widemere Road South														
1	L2	133	5.0	133	5.0	0.824	42.6	LOS D	16.6	121.1	0.94	0.94	1.12	36.1
2	T1	624	5.0	624	5.0	* 0.824	36.4	LOS C	16.7	121.7	0.94	0.93	1.12	37.3
Approach		757	5.0	757	5.0	0.824	37.5	LOS C	16.7	121.7	0.94	0.93	1.12	37.1
North: Widemere Road North														
8	T1	623	5.0	623	5.0	0.640	10.0	LOS A	16.2	118.4	0.55	0.57	0.55	50.9
9	R2	283	5.0	283	5.0	* 0.640	20.9	LOS B	16.2	118.4	0.78	0.84	0.78	45.3
Approach		906	5.0	906	5.0	0.640	13.4	LOS A	16.2	118.4	0.62	0.65	0.62	49.0
West: Davis Road														
10	L2	248	5.0	248	5.0	0.244	16.0	LOS B	5.4	39.6	0.54	0.72	0.54	46.3
12	R2	73	5.0	73	5.0	* 0.366	47.5	LOS D	3.1	22.8	0.97	0.76	0.97	33.1
Approach		321	5.0	321	5.0	0.366	23.2	LOS B	5.4	39.6	0.63	0.73	0.63	42.5
All Vehicles		1984	5.0	1984	5.0	0.824	24.2	LOS B	16.7	121.7	0.74	0.77	0.81	42.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Widemere Road South												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	66.4	35.2	0.53
North: Widemere Road North												
P3	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	66.4	35.2	0.53
West: Davis Road												
P4	Full	50	53	29.7	LOS C	0.1	0.1	0.81	0.81	56.7	35.2	0.62
All Pedestrians		150	158	36.1	LOS D	0.1	0.1	0.89	0.89	63.2	35.2	0.56

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: [Widemere Road & Davis Road (Site Folder: General)]**

Existing PM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 91 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Widemere Road South														
1	L2	72	5.0	72	5.0	0.607	40.2	LOS C	10.6	77.2	0.95	0.80	0.95	37.0
2	T1	453	5.0	453	5.0	* 0.607	34.4	LOS C	10.7	78.3	0.95	0.80	0.95	38.1
Approach		525	5.0	525	5.0	0.607	35.2	LOS C	10.7	78.3	0.95	0.80	0.95	37.9
North: Widemere Road North														
8	T1	642	5.0	642	5.0	0.489	7.8	LOS A	13.1	95.3	0.51	0.46	0.51	52.8
9	R2	128	5.0	128	5.0	* 0.489	14.6	LOS B	13.1	95.3	0.60	0.56	0.60	49.9
Approach		770	5.0	770	5.0	0.489	8.9	LOS A	13.1	95.3	0.52	0.48	0.52	52.3
West: Davis Road														
10	L2	338	5.0	338	5.0	0.296	13.4	LOS A	6.6	48.3	0.48	0.72	0.48	47.9
12	R2	163	5.0	163	5.0	* 0.636	47.3	LOS D	7.2	52.5	0.99	0.82	1.03	33.2
Approach		501	5.0	501	5.0	0.636	24.5	LOS B	7.2	52.5	0.65	0.75	0.66	41.9
All Vehicles		1796	5.0	1796	5.0	0.636	21.0	LOS B	13.1	95.3	0.68	0.65	0.68	44.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Widemere Road South												
P1	Full	50	53	39.8	LOS D	0.1	0.1	0.94	0.94	66.9	35.2	0.53
North: Widemere Road North												
P3	Full	50	53	39.8	LOS D	0.1	0.1	0.94	0.94	66.9	35.2	0.53
West: Davis Road												
P4	Full	50	53	35.2	LOS D	0.1	0.1	0.88	0.88	62.3	35.2	0.56
All Pedestrians		150	158	38.3	LOS D	0.1	0.1	0.92	0.92	65.3	35.2	0.54

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: [Widemere Road & Site Access (Site Folder: General)]

Existing AM  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Widemere Road South														
2	T1	730	5.0	730	5.0	0.409	0.3	LOS A	0.5	3.5	0.06	0.01	0.09	59.4
3	R2	17	5.0	17	5.0	0.409	11.9	LOS A	0.5	3.5	0.06	0.01	0.09	56.9
Approach		747	5.0	747	5.0	0.409	0.6	NA	0.5	3.5	0.06	0.01	0.09	59.3
East: Site Access														
4	L2	11	5.0	11	5.0	0.085	9.0	LOS A	0.3	1.8	0.77	0.89	0.77	46.0
6	R2	13	5.0	13	5.0	0.085	23.0	LOS B	0.3	1.8	0.77	0.89	0.77	45.6
Approach		24	5.0	24	5.0	0.085	16.6	LOS B	0.3	1.8	0.77	0.89	0.77	45.8
North: Widemere Road North														
7	L2	10	5.0	10	5.0	0.367	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.8
8	T1	683	5.0	683	5.0	0.367	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		693	5.0	693	5.0	0.367	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehicles		1464	5.0	1464	5.0	0.409	0.7	NA	0.5	3.5	0.05	0.03	0.06	59.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: Not Saved

# MOVEMENT SUMMARY

Site: [Widemere Road & Site Access (Site Folder: General)]

Existing PM

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Widemere Road South														
2	T1	521	5.0	521	5.0	0.278	0.0	LOS A	0.0	0.2	0.01	0.00	0.01	59.9
3	R2	1	5.0	1	5.0	0.278	13.1	LOS A	0.0	0.2	0.01	0.00	0.01	57.4
Approach		522	5.0	522	5.0	0.278	0.1	NA	0.0	0.2	0.01	0.00	0.01	59.9
East: Site Access														
4	L2	9	5.0	9	5.0	0.067	10.7	LOS A	0.2	1.4	0.79	0.91	0.79	46.1
6	R2	10	5.0	10	5.0	0.067	21.6	LOS B	0.2	1.4	0.79	0.91	0.79	45.7
Approach		19	5.0	19	5.0	0.067	16.5	LOS B	0.2	1.4	0.79	0.91	0.79	45.9
North: Widemere Road North														
7	L2	1	5.0	1	5.0	0.443	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.8
8	T1	835	5.0	835	5.0	0.443	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach		836	5.0	836	5.0	0.443	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehicles		1377	5.0	1377	5.0	0.443	0.4	NA	0.2	1.4	0.01	0.01	0.01	59.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: [Hassall Street & Widemere Road (Site Folder: General)]**

Existing AM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Hassall Street South														
1	L2	137	5.0	137	5.0	0.104	6.5	LOS A	0.4	3.1	0.25	0.55	0.25	53.2
2	T1	581	5.0	581	5.0	0.308	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		718	5.0	718	5.0	0.308	1.3	LOS A	0.4	3.1	0.05	0.10	0.05	58.4
North: Widemere Road														
8	T1	374	5.0	374	5.0	0.200	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	229	5.0	229	5.0	0.230	8.6	LOS A	1.0	7.4	0.50	0.72	0.50	50.9
Approach		603	5.0	603	5.0	0.230	3.3	NA	1.0	7.4	0.19	0.27	0.19	56.2
West: Hassall Street East														
10	L2	207	5.0	207	5.0	0.272	12.2	LOS A	1.3	9.6	0.61	0.97	0.63	49.6
12	R2	70	5.0	70	5.0	0.313	27.3	LOS B	1.2	9.0	0.85	1.05	1.01	41.2
Approach		277	5.0	277	5.0	0.313	16.1	LOS B	1.3	9.6	0.67	0.99	0.73	47.2
All Vehicles		1598	5.0	1598	5.0	0.313	4.6	NA	1.3	9.6	0.21	0.32	0.22	55.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site:** [Hassall Street & Widemere Road (Site Folder: General)]

Existing PM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Hassall Street South														
1	L2	109	5.0	109	5.0	0.086	6.7	LOS A	0.3	2.5	0.27	0.56	0.27	53.1
2	T1	383	5.0	383	5.0	0.203	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		492	5.0	492	5.0	0.203	1.5	LOS A	0.3	2.5	0.06	0.12	0.06	58.2
North: Widemere Road														
8	T1	540	5.0	540	5.0	0.289	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	276	5.0	276	5.0	0.222	7.3	LOS A	1.1	7.8	0.37	0.63	0.37	51.9
Approach		816	5.0	816	5.0	0.289	2.5	NA	1.1	7.8	0.13	0.21	0.13	56.9
West: Hassall Street East														
10	L2	171	5.0	171	5.0	0.176	10.3	LOS A	0.8	6.1	0.48	0.89	0.48	50.8
12	R2	128	5.0	128	5.0	0.557	33.1	LOS C	2.7	19.9	0.89	1.14	1.40	38.7
Approach		299	5.0	299	5.0	0.557	20.1	LOS B	2.7	19.9	0.66	0.99	0.87	44.8
All Vehicles		1607	5.0	1607	5.0	0.557	5.5	NA	2.7	19.9	0.20	0.33	0.24	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: [Hassall Street & Gipps Street (Site Folder: General)]

Existing AM  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Hassall Street South														
2	T1	577	5.0	577	5.0	0.863	9.2	LOS A	15.3	111.6	0.75	0.78	0.90	52.2
3	R2	737	5.0	737	5.0	0.863	15.3	LOS B	15.3	111.6	0.92	0.90	1.17	50.3
3u	U	1	5.0	1	5.0	0.863	17.6	LOS B	15.3	111.6	0.92	0.90	1.17	51.4
Approach		1315	5.0	1315	5.0	0.863	12.6	LOS A	15.3	111.6	0.85	0.84	1.05	51.1
East: Gipps Street														
4	L2	710	5.0	710	5.0	0.560	5.1	LOS A	4.6	33.7	0.57	0.59	0.57	53.7
6	R2	278	5.0	278	5.0	0.304	10.4	LOS A	1.7	12.6	0.47	0.68	0.47	52.1
6u	U	1	5.0	1	5.0	0.304	12.7	LOS A	1.7	12.6	0.47	0.68	0.47	53.2
Approach		989	5.0	989	5.0	0.560	6.6	LOS A	4.6	33.7	0.54	0.61	0.54	53.2
North: Hassall Street South														
7	L2	183	5.0	183	5.0	0.300	8.4	LOS A	2.0	14.7	0.83	0.86	0.83	52.3
8	T1	205	5.0	205	5.0	0.293	7.8	LOS A	2.1	15.4	0.84	0.76	0.84	53.3
9u	U	4	5.0	4	5.0	0.293	15.2	LOS B	2.1	15.4	0.84	0.76	0.84	54.6
Approach		392	5.0	392	5.0	0.300	8.1	LOS A	2.1	15.4	0.84	0.81	0.84	52.8
All Vehicles		2696	5.0	2696	5.0	0.863	9.8	LOS A	15.3	111.6	0.74	0.75	0.83	52.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: [Hassall Street & Gipps Street (Site Folder: General)]

Existing PM  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Hassall Street South														
2	T1	289	5.0	289	5.0	0.573	5.9	LOS A	4.6	33.6	0.51	0.59	0.51	54.0
3	R2	608	5.0	608	5.0	0.573	10.4	LOS A	4.6	33.6	0.58	0.66	0.58	52.3
3u	U	4	5.0	4	5.0	0.573	12.7	LOS A	4.6	33.6	0.58	0.66	0.58	53.4
Approach		901	5.0	901	5.0	0.573	9.0	LOS A	4.6	33.6	0.55	0.64	0.55	52.8
East: Gipps Street														
4	L2	961	5.0	961	5.0	0.915	17.6	LOS B	21.2	154.5	1.00	1.24	1.75	46.2
6	R2	223	5.0	223	5.0	0.356	12.7	LOS A	2.0	14.4	0.66	0.84	0.66	51.1
6u	U	1	5.0	1	5.0	0.356	15.0	LOS B	2.0	14.4	0.66	0.84	0.66	52.1
Approach		1185	5.0	1185	5.0	0.915	16.7	LOS B	21.2	154.5	0.94	1.16	1.54	47.1
North: Hassall Street South														
7	L2	307	5.0	307	5.0	0.403	7.9	LOS A	2.6	18.9	0.75	0.82	0.76	52.7
8	T1	427	5.0	427	5.0	0.474	7.8	LOS A	3.6	26.2	0.78	0.78	0.83	53.6
9u	U	2	5.0	2	5.0	0.474	15.2	LOS B	3.6	26.2	0.78	0.78	0.83	54.9
Approach		736	5.0	736	5.0	0.474	7.8	LOS A	3.6	26.2	0.77	0.80	0.80	53.2
All Vehicles		2822	5.0	2822	5.0	0.915	11.9	LOS A	21.2	154.5	0.77	0.90	1.03	50.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: [Walter Street & Frank Street (Site Folder: General)]**

Existing AM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Walter Street South														
1	L2	80	5.0	80	5.0	0.240	8.4	LOS A	1.2	8.5	0.41	0.82	0.41	51.0
2	T1	193	5.0	193	5.0	0.240	10.5	LOS A	1.2	8.5	0.41	0.82	0.41	51.0
Approach		273	5.0	273	5.0	0.240	9.9	LOS A	1.2	8.5	0.41	0.82	0.41	51.0
North: Walter Street North														
8	T1	242	5.0	242	5.0	0.208	8.9	LOS A	0.9	6.3	0.25	0.89	0.25	51.5
9	R2	106	5.0	106	5.0	0.149	10.5	LOS A	0.5	3.8	0.45	0.95	0.45	50.3
Approach		348	5.0	348	5.0	0.208	9.4	LOS A	0.9	6.3	0.31	0.91	0.31	51.1
West: Frank Street														
10	L2	104	5.0	104	5.0	0.058	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
12	R2	64	5.0	64	5.0	0.036	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		168	5.0	168	5.0	0.058	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.3
All Vehicles		789	5.0	789	5.0	0.240	8.8	NA	1.2	8.5	0.28	0.81	0.28	51.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: [Walter Street & Frank Street (Site Folder: General)]**

Existing PM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Walter Street South														
1	L2	48	5.0	48	5.0	0.191	8.3	LOS A	0.9	6.3	0.49	0.83	0.49	50.4
2	T1	135	5.0	135	5.0	0.191	11.7	LOS A	0.9	6.3	0.49	0.83	0.49	50.4
Approach		183	5.0	183	5.0	0.191	10.8	LOS A	0.9	6.3	0.49	0.83	0.49	50.4
North: Walter Street North														
8	T1	333	5.0	333	5.0	0.318	9.6	LOS A	1.4	10.4	0.39	0.90	0.39	51.2
9	R2	55	5.0	55	5.0	0.078	10.4	LOS A	0.3	1.9	0.44	0.93	0.44	50.4
Approach		388	5.0	388	5.0	0.318	9.7	LOS A	1.4	10.4	0.39	0.90	0.39	51.0
West: Frank Street														
10	L2	143	5.0	143	5.0	0.080	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
12	R2	149	5.0	149	5.0	0.083	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		292	5.0	292	5.0	0.083	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.3
All Vehicles		863	5.0	863	5.0	0.318	8.6	NA	1.4	10.4	0.28	0.78	0.28	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: [Victoria Street & Walter Street (Site Folder: General)]

Existing AM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %	v/c	sec		[ Veh. veh	Dist ] m				km/h
East: Victoria Street East														
5	T1	661	5.0	661	5.0	0.437	21.2	LOS B	10.6	77.1	0.78	0.67	0.78	44.6
6	R2	107	5.0	107	5.0	* 0.434	29.0	LOS C	3.3	23.9	0.93	0.77	0.93	39.8
Approach		768	5.0	768	5.0	0.437	22.2	LOS B	10.6	77.1	0.80	0.68	0.80	43.8
North: Walter Street														
7	L2	57	5.0	57	5.0	0.049	8.6	LOS A	0.6	4.5	0.33	0.62	0.33	51.8
9	R2	316	5.0	316	5.0	* 0.721	41.2	LOS C	13.4	97.8	0.97	0.87	1.03	35.2
Approach		373	5.0	373	5.0	0.721	36.3	LOS C	13.4	97.8	0.88	0.83	0.93	37.0
NorthWest: Transitway														
29b	R3	7	100.0	7	100.0	* 0.046	43.9	LOS D	0.3	3.6	0.88	0.67	0.88	32.6
Approach		7	100.0	7	100.0	0.046	43.9	LOS D	0.3	3.6	0.88	0.67	0.88	32.6
West: Victoria Street West														
10b	L3	12	100.0	12	100.0	0.012	7.8	LOS A	0.0	0.0	0.00	0.51	0.00	50.8
10	L2	303	5.0	303	5.0	0.700	39.0	LOS C	13.8	100.8	0.96	0.86	0.99	36.9
11	T1	386	5.0	386	5.0	* 0.700	33.2	LOS C	14.4	105.1	0.96	0.84	0.99	38.7
Approach		701	6.6	701	6.6	0.700	35.3	LOS C	14.4	105.1	0.94	0.84	0.97	38.0
All Vehicles		1849	6.0	1849	6.0	0.721	30.1	LOS C	14.4	105.1	0.87	0.77	0.89	40.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Victoria Street East												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	70.4	40.5	0.57
North: Walter Street												
P3	Full	50	53	8.9	LOS A	0.0	0.0	0.62	0.62	32.4	30.6	0.94
NorthWest: Transitway												
P7	Full	50	53	28.1	LOS C	0.1	0.1	0.79	0.79	50.1	28.6	0.57
West: Victoria Street West												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	67.9	37.2	0.55

All Pedestrians	200	211	28.9	LOS C	0.1	0.1	0.82	0.82	55.2	34.2	0.62
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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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# MOVEMENT SUMMARY

 **Site: [Victoria Street & Walter Street (Site Folder: General)]**

Existing PM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 119 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %	v/c	sec		[ Veh. veh	Dist ] m				km/h
East: Victoria Street East														
5	T1	569	5.0	569	5.0	0.437	32.2	LOS C	12.7	92.6	0.82	0.70	0.82	39.3
6	R2	49	5.0	49	5.0	* 0.303	40.7	LOS C	2.1	15.1	0.97	0.74	0.97	35.3
Approach		618	5.0	618	5.0	0.437	32.9	LOS C	12.7	92.6	0.83	0.70	0.83	38.9
North: Walter Street														
7	L2	177	5.0	177	5.0	0.150	10.5	LOS A	3.0	21.9	0.36	0.65	0.36	50.4
9	R2	561	5.0	561	5.0	* 0.910	59.7	LOS E	36.8	268.7	0.99	0.99	1.23	29.9
Approach		738	5.0	738	5.0	0.910	47.9	LOS D	36.8	268.7	0.84	0.91	1.02	33.1
NorthWest: Transitway														
29b	R3	6	100.0	6	100.0	* 0.045	57.5	LOS E	0.3	4.1	0.90	0.67	0.90	29.1
Approach		6	100.0	6	100.0	0.045	57.5	LOS E	0.3	4.1	0.90	0.67	0.90	29.1
West: Victoria Street West														
10b	L3	4	100.0	4	100.0	0.004	7.8	LOS A	0.0	0.0	0.00	0.51	0.00	50.8
10	L2	172	5.0	172	5.0	0.884	64.0	LOS E	25.8	188.3	1.00	1.02	1.23	30.1
11	T1	633	5.0	633	5.0	* 0.884	58.2	LOS E	26.3	192.1	1.00	1.03	1.23	30.5
Approach		809	5.5	809	5.5	0.884	59.2	LOS E	26.3	192.1	1.00	1.03	1.23	30.5
All Vehicles		2171	5.4	2171	5.4	0.910	47.9	LOS D	36.8	268.7	0.90	0.89	1.04	33.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Victoria Street East												
P2	Full	50	53	53.8	LOS E	0.2	0.2	0.95	0.95	84.9	40.5	0.48
North: Walter Street												
P3	Full	50	53	7.3	LOS A	0.1	0.1	0.49	0.49	30.8	30.6	0.99
NorthWest: Transitway												
P7	Full	50	53	38.0	LOS D	0.1	0.1	0.80	0.80	60.0	28.6	0.48
West: Victoria Street West												
P4	Full	50	53	53.8	LOS E	0.2	0.2	0.95	0.95	82.4	37.2	0.45

All Pedestrians	200	211	38.2	LOS D	0.2	0.2	0.80	0.80	64.5	34.2	0.53
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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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## **APPENDIX 5**

## Detailed Crash Report

NOTES: All reported crashes within 30m of intersection of Hassall St & Widemere Rd, Wetherill Park; 1JUL11-30JUN16 (Finalised)

Crash No.	Data Source	Date	Day of Week	Time	Distance	ID Feature	Loc Type	Alignment	Weather	Surface Condition	Speed Limit	No. of Tus	Tu Type/Obj	Age/Sex	Street Travelling	Speed Travelling	Manoeuvre	Degree of Crash-Detailed	Killed	Seriously Inj.	Moderately Inj.	Minor/Other Inj.	Uncateg'd Inj.	Factors
Sydney Region																								
Fairfield LGA																								
Wetherill Park																								
Hassall St																								
813674 P	21/09/2012	Fri	15:38		at	WIDEMERE RD	TJN	CRV	Fine	Dry	60	3	CAR	M50	S in WIDEMERE RD	15	Turning right	NC	0	0	0	0	0	0
E49960339							RUM	21	Right through				TRK	M U	N in WIDEMERE RD	60	Proceeding in lane							
													CAR	M27	E in HASSALL ST	0	Wait turn right							
817128 P	05/11/2012	Mon	09:28		at	WIDEMERE RD	TJN	CRV	Fine	Dry	60	2	CAR	F30	N in WIDEMERE RD	30	Turning right	SC	0	1	0	0	0	0
E49784731							RUM	13	Right near				BDBL	M55	E in WIDEMERE RD	50	Proceeding in lane							
1010931 P	15/01/2014	Wed	16:45		at	WIDEMERE RD	TJN	STR	Fine	Dry	50	2	4WD	F31	S in WIDEMERE RD	10	Turning right	MC	0	0	1	0	0	0
E52609210							RUM	21	Right through				BDBL	M43	N in WIDEMERE RD	55	Proceeding in lane							
1076899 P	11/07/2015	Sat	15:48		at	WIDEMERE RD	TJN	CRV	Fine	Dry	50	2	4WD	M41	E in WIDEMERE RD	30	Turning right	SC	0	2	1	0	0	0
E58302133							RUM	21	Right through				TRK	M42	W in WIDEMERE RD	50	Proceeding in lane							
1107230 S	23/05/2016	Mon	11:30		at	WIDEMERE RD	TJN	CRV	Fine	Dry	50	1	WAG	F53	N in WIDEMERE RD	Unk	Proceeding in lane	OC	0	0	0	1	0	0
E62053049							RUM	66	Object on road						Other non fixed object									
Widemere Rd																								
1030139 P	18/06/2014	Wed	18:22		at	HASSALL ST	TJN	CRV	Fine	Dry	50	2	BUS	M64	E in WIDEMERE RD	5	Turning right	NC	0	0	0	0	0	0
E55412149							RUM	13	Right near				CAR	M36	S in HASSALL ST	60	Proceeding in lane							

**Report Totals:** Crashes: 6 Fatal Crashes(FC): 0 Serious Injury Crashes(SC): 2 Moderate Injury Crashes(MC): 1 Minor/Other Injury Crashes(OC): 1 Uncategorised Injury Crashes(UC): 0 Non-Casualty Crashes(NC): 2  
 Killed(K): 0 Seriously Injured(S): 3 Moderately Injured(M): 2 Minor/Other Injured(O): 1 Uncategorised Injured(U): 0

Session dataset Fairfield LGA all crashes for 01 Jul 2011 to 30 Jun 2016. All reported crashes within 30m of intersection of Hassall St & Widemere Rd, Wetherill Park; 1JUL11-30JUN16 (Finalised)

Note: All reported crashes within 30m of intersection of Hassall St & Widemere Rd, Wetherill Park; 1JUL11-30JUN16 (Finalised)

Crash self reporting, including self reported injuries began Oct 2014. Trends from 2014 are expected to vary from previous yrs. More unknowns are expected in self reported data.  
 Reporting yrs 1996-2004 and 2017 onwards contain uncategorised inj crashes.

#Holiday Periods																	
New Year	0	0.0%	Easter	0	0.0%	Queen's BD	0	0.0%	Christmas	0	0.0%	Easter SH	0	0.0%	Sept./Oct. SH	0	0.0%
Aust. Day	0	0.0%	Anzac Day	0	0.0%	Labour Day	0	0.0%	January SH	0	0.0%	June/July SH	1	16.7%	December SH	0	0.0%

Percentages are percentages of all crashes. Unknown values for each category are not shown on this report.

## **APPENDIX 6**

# MOVEMENT SUMMARY

 **Site: [Widemere Road & Davis Road (Site Folder: General)]**

Existing AM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Widemere Road South														
1	L2	133	5.0	133	5.0	0.830	43.2	LOS D	16.8	122.7	0.94	0.95	1.14	35.9
2	T1	627	5.0	627	5.0	* 0.830	36.9	LOS C	16.9	123.3	0.94	0.94	1.13	37.1
Approach		760	5.0	760	5.0	0.830	38.0	LOS C	16.9	123.3	0.94	0.94	1.14	36.9
North: Widemere Road North														
8	T1	626	5.0	626	5.0	0.642	10.0	LOS A	16.3	118.8	0.55	0.57	0.55	50.9
9	R2	283	5.0	283	5.0	* 0.642	20.9	LOS B	16.3	118.8	0.78	0.84	0.78	45.3
Approach		909	5.0	909	5.0	0.642	13.4	LOS A	16.3	118.8	0.62	0.66	0.62	49.0
West: Davis Road														
10	L2	248	5.0	248	5.0	0.244	16.0	LOS B	5.4	39.6	0.54	0.72	0.54	46.3
12	R2	73	5.0	73	5.0	* 0.366	47.5	LOS D	3.1	22.8	0.97	0.76	0.97	33.1
Approach		321	5.0	321	5.0	0.366	23.2	LOS B	5.4	39.6	0.63	0.73	0.63	42.5
All Vehicles		1990	5.0	1990	5.0	0.830	24.4	LOS B	16.9	123.3	0.74	0.78	0.82	42.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m					
South: Widemere Road South												
P1	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	66.4	35.2	0.53
North: Widemere Road North												
P3	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	66.4	35.2	0.53
West: Davis Road												
P4	Full	50	53	29.7	LOS C	0.1	0.1	0.81	0.81	56.7	35.2	0.62
All Pedestrians		150	158	36.1	LOS D	0.1	0.1	0.89	0.89	63.2	35.2	0.56

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: [Widemere Road & Davis Road (Site Folder: General)]**

Existing PM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 91 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %	v/c	sec		[ Veh. veh	Dist ] m				km/h
South: Widemere Road South														
1	L2	72	5.0	72	5.0	0.610	40.3	LOS C	10.6	77.7	0.95	0.80	0.95	37.0
2	T1	456	5.0	456	5.0	* 0.610	34.4	LOS C	10.8	78.8	0.95	0.80	0.95	38.1
Approach		528	5.0	528	5.0	0.610	35.2	LOS C	10.8	78.8	0.95	0.80	0.95	37.9
North: Widemere Road North														
8	T1	645	5.0	645	5.0	0.491	7.8	LOS A	13.1	95.9	0.51	0.46	0.51	52.8
9	R2	128	5.0	128	5.0	* 0.491	14.6	LOS B	13.1	95.9	0.60	0.56	0.60	49.8
Approach		773	5.0	773	5.0	0.491	8.9	LOS A	13.1	95.9	0.52	0.48	0.52	52.3
West: Davis Road														
10	L2	338	5.0	338	5.0	0.296	13.4	LOS A	6.6	48.3	0.48	0.72	0.48	47.9
12	R2	163	5.0	163	5.0	* 0.636	47.3	LOS D	7.2	52.5	0.99	0.82	1.03	33.2
Approach		501	5.0	501	5.0	0.636	24.5	LOS B	7.2	52.5	0.65	0.75	0.66	41.9
All Vehicles		1802	5.0	1802	5.0	0.636	21.0	LOS B	13.1	95.9	0.68	0.65	0.69	44.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
South: Widemere Road South												
P1	Full	50	53	39.8	LOS D	0.1	0.1	0.94	0.94	66.9	35.2	0.53
North: Widemere Road North												
P3	Full	50	53	39.8	LOS D	0.1	0.1	0.94	0.94	66.9	35.2	0.53
West: Davis Road												
P4	Full	50	53	35.2	LOS D	0.1	0.1	0.88	0.88	62.3	35.2	0.56
All Pedestrians		150	158	38.3	LOS D	0.1	0.1	0.92	0.92	65.3	35.2	0.54

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: [Widemere Road & Site Access (Site Folder: General)]

Existing AM  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Widemere Road South														
2	T1	730	5.0	730	5.0	0.414	0.4	LOS A	0.6	4.4	0.08	0.02	0.11	59.3
3	R2	21	5.0	21	5.0	0.414	12.0	LOS A	0.6	4.4	0.08	0.02	0.11	56.8
Approach		751	5.0	751	5.0	0.414	0.8	NA	0.6	4.4	0.08	0.02	0.11	59.2
East: Site Access														
4	L2	15	5.0	15	5.0	0.108	9.1	LOS A	0.3	2.3	0.77	0.90	0.77	46.1
6	R2	16	5.0	16	5.0	0.108	23.4	LOS B	0.3	2.3	0.77	0.90	0.77	45.7
Approach		31	5.0	31	5.0	0.108	16.5	LOS B	0.3	2.3	0.77	0.90	0.77	45.9
North: Widemere Road North														
7	L2	13	5.0	13	5.0	0.369	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	57.8
8	T1	683	5.0	683	5.0	0.369	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach		696	5.0	696	5.0	0.369	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehicles		1478	5.0	1478	5.0	0.414	0.8	NA	0.6	4.4	0.06	0.03	0.07	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

Site: [Widemere Road & Site Access (Site Folder: General)]

Existing PM  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Widemere Road South														
2	T1	521	5.0	521	5.0	0.284	0.2	LOS A	0.2	1.1	0.03	0.01	0.04	59.7
3	R2	5	5.0	5	5.0	0.284	13.2	LOS A	0.2	1.1	0.03	0.01	0.04	57.2
Approach		526	5.0	526	5.0	0.284	0.3	NA	0.2	1.1	0.03	0.01	0.04	59.7
East: Site Access														
4	L2	13	5.0	13	5.0	0.090	10.8	LOS A	0.3	1.9	0.79	0.91	0.79	46.1
6	R2	13	5.0	13	5.0	0.090	22.0	LOS B	0.3	1.9	0.79	0.91	0.79	45.7
Approach		26	5.0	26	5.0	0.090	16.4	LOS B	0.3	1.9	0.79	0.91	0.79	45.9
North: Widemere Road North														
7	L2	4	5.0	4	5.0	0.444	5.7	LOS A	0.0	0.0	0.00	0.00	0.00	57.8
8	T1	835	5.0	835	5.0	0.444	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach		839	5.0	839	5.0	0.444	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehicles		1391	5.0	1391	5.0	0.444	0.5	NA	0.3	1.9	0.03	0.02	0.03	59.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: [Hassall Street & Widemere Road (Site Folder: General)]**

Existing AM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Hassall Street South														
1	L2	137	5.0	137	5.0	0.104	6.5	LOS A	0.4	3.1	0.25	0.55	0.25	53.2
2	T1	583	5.0	583	5.0	0.309	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		720	5.0	720	5.0	0.309	1.3	LOS A	0.4	3.1	0.05	0.10	0.05	58.4
North: Widemere Road														
8	T1	376	5.0	376	5.0	0.201	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	231	5.0	231	5.0	0.233	8.6	LOS A	1.0	7.5	0.50	0.72	0.50	50.9
Approach		607	5.0	607	5.0	0.233	3.3	NA	1.0	7.5	0.19	0.27	0.19	56.1
West: Hassall Street East														
10	L2	209	5.0	209	5.0	0.276	12.3	LOS A	1.3	9.8	0.61	0.98	0.64	49.6
12	R2	70	5.0	70	5.0	0.316	27.6	LOS B	1.2	9.1	0.85	1.05	1.01	41.1
Approach		279	5.0	279	5.0	0.316	16.1	LOS B	1.3	9.8	0.67	0.99	0.73	47.2
All Vehicles		1606	5.0	1606	5.0	0.316	4.6	NA	1.3	9.8	0.21	0.32	0.22	55.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: [Hassall Street & Widemere Road (Site Folder: General)]**

Existing PM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
South: Hassall Street South														
1	L2	109	5.0	109	5.0	0.086	6.7	LOS A	0.3	2.5	0.27	0.56	0.27	53.1
2	T1	385	5.0	385	5.0	0.204	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		494	5.0	494	5.0	0.204	1.5	LOS A	0.3	2.5	0.06	0.12	0.06	58.2
North: Widemere Road														
8	T1	542	5.0	542	5.0	0.290	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	278	5.0	278	5.0	0.224	7.3	LOS A	1.1	7.9	0.37	0.63	0.37	51.8
Approach		820	5.0	820	5.0	0.290	2.5	NA	1.1	7.9	0.13	0.21	0.13	56.9
West: Hassall Street East														
10	L2	173	5.0	173	5.0	0.179	10.3	LOS A	0.9	6.2	0.48	0.89	0.48	50.8
12	R2	128	5.0	128	5.0	0.562	33.5	LOS C	2.8	20.1	0.89	1.14	1.41	38.6
Approach		301	5.0	301	5.0	0.562	20.2	LOS B	2.8	20.1	0.66	0.99	0.87	44.7
All Vehicles		1615	5.0	1615	5.0	0.562	5.5	NA	2.8	20.1	0.20	0.33	0.25	54.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: [Hassall Street & Gipps Street (Site Folder: General)]**

Existing AM  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Hassall Street South														
2	T1	579	5.0	579	5.0	0.864	9.2	LOS A	15.4	112.5	0.76	0.78	0.90	52.1
3	R2	737	5.0	737	5.0	0.864	15.4	LOS B	15.4	112.5	0.93	0.90	1.18	50.3
3u	U	1	5.0	1	5.0	0.864	17.6	LOS B	15.4	112.5	0.93	0.90	1.18	51.4
Approach		1317	5.0	1317	5.0	0.864	12.7	LOS A	15.4	112.5	0.85	0.85	1.06	51.1
East: Gipps Street														
4	L2	710	5.0	710	5.0	0.561	5.1	LOS A	4.6	33.8	0.58	0.59	0.58	53.7
6	R2	278	5.0	278	5.0	0.305	10.4	LOS A	1.7	12.7	0.47	0.68	0.47	52.0
6u	U	1	5.0	1	5.0	0.305	12.7	LOS A	1.7	12.7	0.47	0.68	0.47	53.2
Approach		989	5.0	989	5.0	0.561	6.6	LOS A	4.6	33.8	0.55	0.62	0.55	53.2
North: Hassall Street South														
7	L2	183	5.0	183	5.0	0.300	8.4	LOS A	2.0	14.7	0.83	0.86	0.83	52.3
8	T1	207	5.0	207	5.0	0.296	7.8	LOS A	2.1	15.6	0.84	0.76	0.84	53.3
9u	U	4	5.0	4	5.0	0.296	15.2	LOS B	2.1	15.6	0.84	0.76	0.84	54.5
Approach		394	5.0	394	5.0	0.300	8.1	LOS A	2.1	15.6	0.84	0.81	0.84	52.8
All Vehicles		2700	5.0	2700	5.0	0.864	9.8	LOS A	15.4	112.5	0.74	0.76	0.84	52.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: [Hassall Street & Gipps Street (Site Folder: General)]

Existing PM  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] %	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Hassall Street South														
2	T1	291	5.0	291	5.0	0.575	5.9	LOS A	4.6	33.7	0.51	0.59	0.51	54.0
3	R2	608	5.0	608	5.0	0.575	10.4	LOS A	4.6	33.7	0.58	0.66	0.58	52.3
3u	U	4	5.0	4	5.0	0.575	12.7	LOS A	4.6	33.7	0.58	0.66	0.58	53.4
Approach		903	5.0	903	5.0	0.575	9.0	LOS A	4.6	33.7	0.56	0.64	0.56	52.8
East: Gipps Street														
4	L2	961	5.0	961	5.0	0.917	17.9	LOS B	21.4	156.4	1.00	1.25	1.76	46.0
6	R2	223	5.0	223	5.0	0.357	12.7	LOS A	2.0	14.4	0.67	0.84	0.67	51.1
6u	U	1	5.0	1	5.0	0.357	15.0	LOS B	2.0	14.4	0.67	0.84	0.67	52.1
Approach		1185	5.0	1185	5.0	0.917	16.9	LOS B	21.4	156.4	0.94	1.17	1.56	46.9
North: Hassall Street South														
7	L2	307	5.0	307	5.0	0.403	7.9	LOS A	2.6	18.9	0.75	0.82	0.76	52.6
8	T1	429	5.0	429	5.0	0.476	7.8	LOS A	3.6	26.5	0.78	0.79	0.84	53.6
9u	U	2	5.0	2	5.0	0.476	15.3	LOS B	3.6	26.5	0.78	0.79	0.84	54.9
Approach		738	5.0	738	5.0	0.476	7.9	LOS A	3.6	26.5	0.77	0.80	0.81	53.2
All Vehicles		2826	5.0	2826	5.0	0.917	12.0	LOS A	21.4	156.4	0.77	0.90	1.04	50.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\lerick\Desktop\Reports\17-030 Wetherill Park\2020HASGIP12.sip9

# MOVEMENT SUMMARY

 **Site: [Walter Street & Frank Street (Site Folder: General)]**

Existing AM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Walter Street South														
1	L2	80	5.0	80	5.0	0.242	8.4	LOS A	1.2	8.6	0.41	0.82	0.41	51.0
2	T1	195	5.0	195	5.0	0.242	10.5	LOS A	1.2	8.6	0.41	0.82	0.41	51.0
Approach		275	5.0	275	5.0	0.242	9.9	LOS A	1.2	8.6	0.41	0.82	0.41	51.0
North: Walter Street North														
8	T1	244	5.0	244	5.0	0.209	8.9	LOS A	0.9	6.4	0.25	0.89	0.25	51.5
9	R2	106	5.0	106	5.0	0.150	10.6	LOS A	0.5	3.8	0.45	0.95	0.45	50.3
Approach		350	5.0	350	5.0	0.209	9.4	LOS A	0.9	6.4	0.31	0.91	0.31	51.1
West: Frank Street														
10	L2	104	5.0	104	5.0	0.058	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
12	R2	64	5.0	64	5.0	0.036	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		168	5.0	168	5.0	0.058	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.3
All Vehicles		793	5.0	793	5.0	0.242	8.8	NA	1.2	8.6	0.28	0.81	0.28	51.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: [Walter Street & Frank Street (Site Folder: General)]

Existing PM  
Site Category: (None)  
Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] m				
						v/c	sec							km/h
South: Walter Street South														
1	L2	48	5.0	48	5.0	0.193	8.3	LOS A	0.9	6.4	0.49	0.84	0.49	50.4
2	T1	137	5.0	137	5.0	0.193	11.8	LOS A	0.9	6.4	0.49	0.84	0.49	50.4
Approach		185	5.0	185	5.0	0.193	10.9	LOS A	0.9	6.4	0.49	0.84	0.49	50.4
North: Walter Street North														
8	T1	335	5.0	335	5.0	0.320	9.6	LOS A	1.4	10.5	0.39	0.90	0.39	51.1
9	R2	55	5.0	55	5.0	0.078	10.4	LOS A	0.3	1.9	0.44	0.93	0.44	50.3
Approach		390	5.0	390	5.0	0.320	9.7	LOS A	1.4	10.5	0.39	0.90	0.39	51.0
West: Frank Street														
10	L2	143	5.0	143	5.0	0.080	5.6	LOS A	0.0	0.0	0.00	0.57	0.00	53.4
12	R2	149	5.0	149	5.0	0.083	5.6	LOS A	0.0	0.0	0.00	0.59	0.00	53.2
Approach		292	5.0	292	5.0	0.083	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.3
All Vehicles		867	5.0	867	5.0	0.320	8.6	NA	1.4	10.5	0.28	0.78	0.28	51.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: [Victoria Street & Walter Street (Site Folder: General)]**

Existing AM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 90 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %	v/c	sec		[ Veh. veh	Dist ] m				km/h
East: Victoria Street East														
5	T1	661	5.0	661	5.0	0.437	21.2	LOS B	10.6	77.1	0.78	0.67	0.78	44.6
6	R2	107	5.0	107	5.0	* 0.435	29.0	LOS C	3.3	23.9	0.93	0.77	0.93	39.8
Approach		768	5.0	768	5.0	0.437	22.2	LOS B	10.6	77.1	0.80	0.68	0.80	43.8
North: Walter Street														
7	L2	57	5.0	57	5.0	0.049	8.6	LOS A	0.6	4.5	0.33	0.62	0.33	51.8
9	R2	318	5.0	318	5.0	* 0.725	41.4	LOS C	13.5	98.7	0.98	0.87	1.04	35.1
Approach		375	5.0	375	5.0	0.725	36.4	LOS C	13.5	98.7	0.88	0.83	0.93	36.9
NorthWest: Transitway														
29b	R3	7	100.0	7	100.0	* 0.046	43.9	LOS D	0.3	3.6	0.88	0.67	0.88	32.6
Approach		7	100.0	7	100.0	0.046	43.9	LOS D	0.3	3.6	0.88	0.67	0.88	32.6
West: Victoria Street West														
10b	L3	12	100.0	12	100.0	0.012	7.8	LOS A	0.0	0.0	0.00	0.51	0.00	50.8
10	L2	305	5.0	305	5.0	0.702	39.1	LOS C	13.9	101.2	0.96	0.86	0.99	36.9
11	T1	386	5.0	386	5.0	* 0.702	33.3	LOS C	14.5	105.6	0.96	0.84	0.99	38.7
Approach		703	6.6	703	6.6	0.702	35.4	LOS C	14.5	105.6	0.94	0.84	0.97	38.0
All Vehicles		1853	6.0	1853	6.0	0.725	30.2	LOS C	14.5	105.6	0.87	0.77	0.89	39.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Victoria Street East												
P2	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	70.4	40.5	0.57
North: Walter Street												
P3	Full	50	53	8.9	LOS A	0.0	0.0	0.62	0.62	32.4	30.6	0.94
NorthWest: Transitway												
P7	Full	50	53	28.1	LOS C	0.1	0.1	0.79	0.79	50.1	28.6	0.57
West: Victoria Street West												
P4	Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	67.9	37.2	0.55

All Pedestrians	200	211	28.9	LOS C	0.1	0.1	0.82	0.82	55.2	34.2	0.62
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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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# MOVEMENT SUMMARY

 **Site: [Victoria Street & Walter Street (Site Folder: General)]**

Existing PM

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated    Cycle Time = 120 seconds (Site Optimum Cycle Time - Minimum Delay)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %	v/c	sec		[ Veh. veh	Dist ] m				km/h
East: Victoria Street East														
5	T1	569	5.0	569	5.0	0.441	32.8	LOS C	12.9	93.8	0.83	0.71	0.83	39.0
6	R2	49	5.0	49	5.0	* 0.309	41.5	LOS C	2.1	15.3	0.98	0.73	0.98	35.0
Approach		618	5.0	618	5.0	0.441	33.5	LOS C	12.9	93.8	0.84	0.71	0.84	38.7
North: Walter Street														
7	L2	177	5.0	177	5.0	0.149	10.8	LOS A	3.1	22.5	0.37	0.65	0.37	50.2
9	R2	563	5.0	563	5.0	* 0.901	57.5	LOS E	36.3	265.2	0.98	0.97	1.19	30.4
Approach		740	5.0	740	5.0	0.901	46.3	LOS D	36.3	265.2	0.83	0.90	1.00	33.6
NorthWest: Transitway														
29b	R3	6	100.0	6	100.0	* 0.046	58.1	LOS E	0.3	4.1	0.90	0.67	0.90	29.0
Approach		6	100.0	6	100.0	0.046	58.1	LOS E	0.3	4.1	0.90	0.67	0.90	29.0
West: Victoria Street West														
10b	L3	4	100.0	4	100.0	0.004	7.8	LOS A	0.0	0.0	0.00	0.51	0.00	50.8
10	L2	175	5.0	175	5.0	0.895	66.4	LOS E	26.6	194.1	1.00	1.04	1.26	29.5
11	T1	633	5.0	633	5.0	* 0.895	60.6	LOS E	27.1	198.0	1.00	1.05	1.26	29.9
Approach		812	5.5	812	5.5	0.895	61.6	LOS E	27.1	198.0	1.00	1.04	1.25	29.9
All Vehicles		2176	5.4	2176	5.4	0.901	48.4	LOS D	36.3	265.2	0.90	0.90	1.05	33.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site 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).

Queue Model: SIDRA Standard.

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	Input Vol.	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
		ped/h	ped/h	sec		[ Ped ped	Dist ] m			sec	m	m/sec
East: Victoria Street East												
P2	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	85.4	40.5	0.47
North: Walter Street												
P3	Full	50	53	7.2	LOS A	0.1	0.1	0.48	0.48	30.8	30.6	0.99
NorthWest: Transitway												
P7	Full	50	53	38.5	LOS D	0.1	0.1	0.80	0.80	60.5	28.6	0.47
West: Victoria Street West												
P4	Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	82.9	37.2	0.45

All Pedestrians	200	211	38.6	LOS D	0.2	0.2	0.80	0.80	64.9	34.2	0.53
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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.

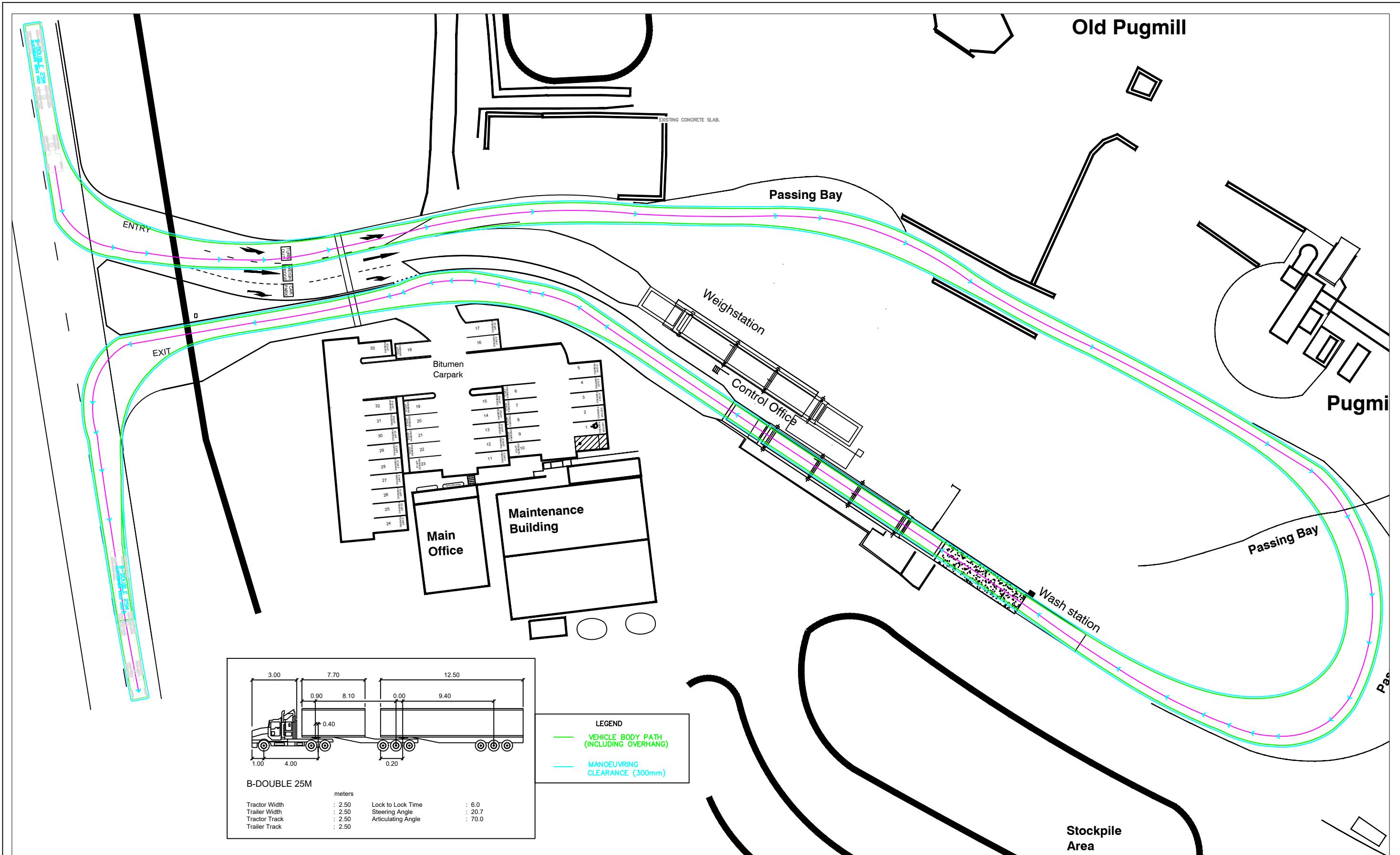
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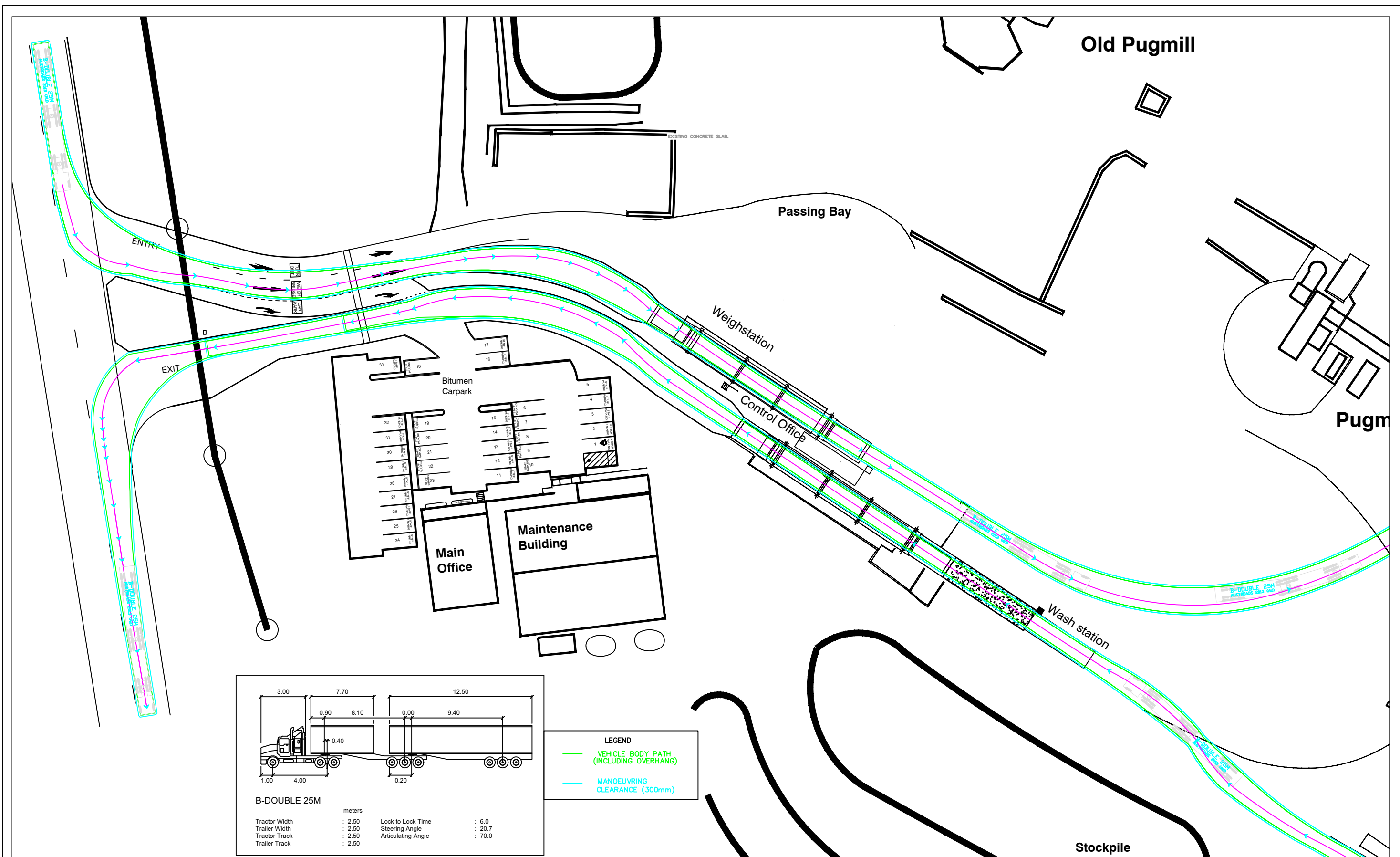
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## **APPENDIX 7**





**STANBURY**  
**TRAFFIC**  
**PLANNING**

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

**STANBURY TRAFFIC PLANNING**

ADDRESS: 302/166 GLEBE POINT RD, GLEBE  
PH: (02) 8971 8314  
MOB: 0410 561 848  
EMAIL: info@stanburytraffic.com.au  
WEBSITE: www.stanburytraffic.com.au

**NOTES:**

- THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY 4D ARCHITECTURE & DESIGN.
- THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH 25m LONG B-DOUBLE PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH AUSTRROADS.

**STANBURY TRAFFIC PLANNING**

25m LONG B-DOUBLE VEHICLE SWEEP PATHS  
SITE INGRESS / EGRESS MOVEMENTS  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3

FILE: 17-130

DATE: 5/08/2020

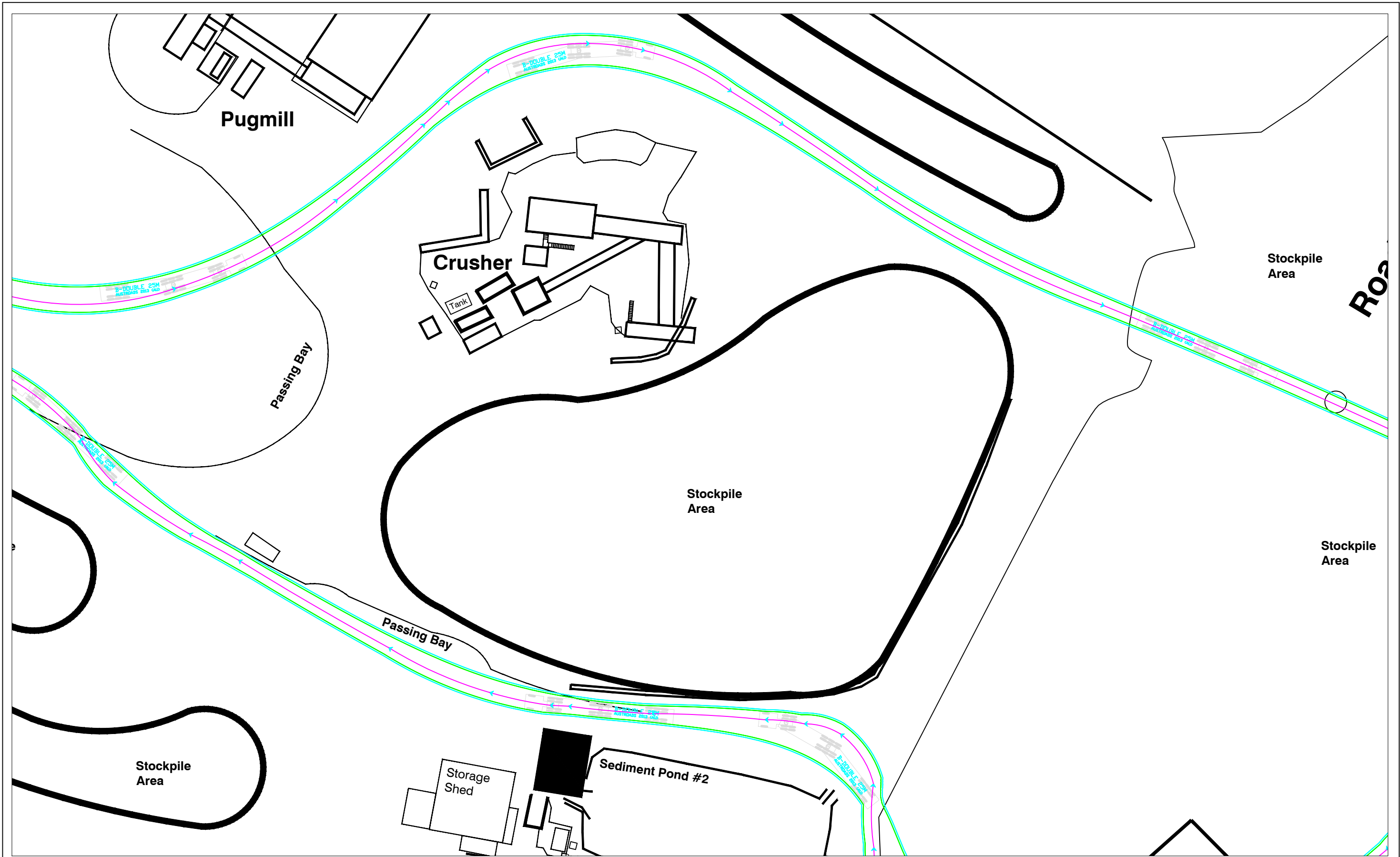
SUPERSEDES  
SHEET/ISSUE

ISSUE

**A**

SHEET

**2**

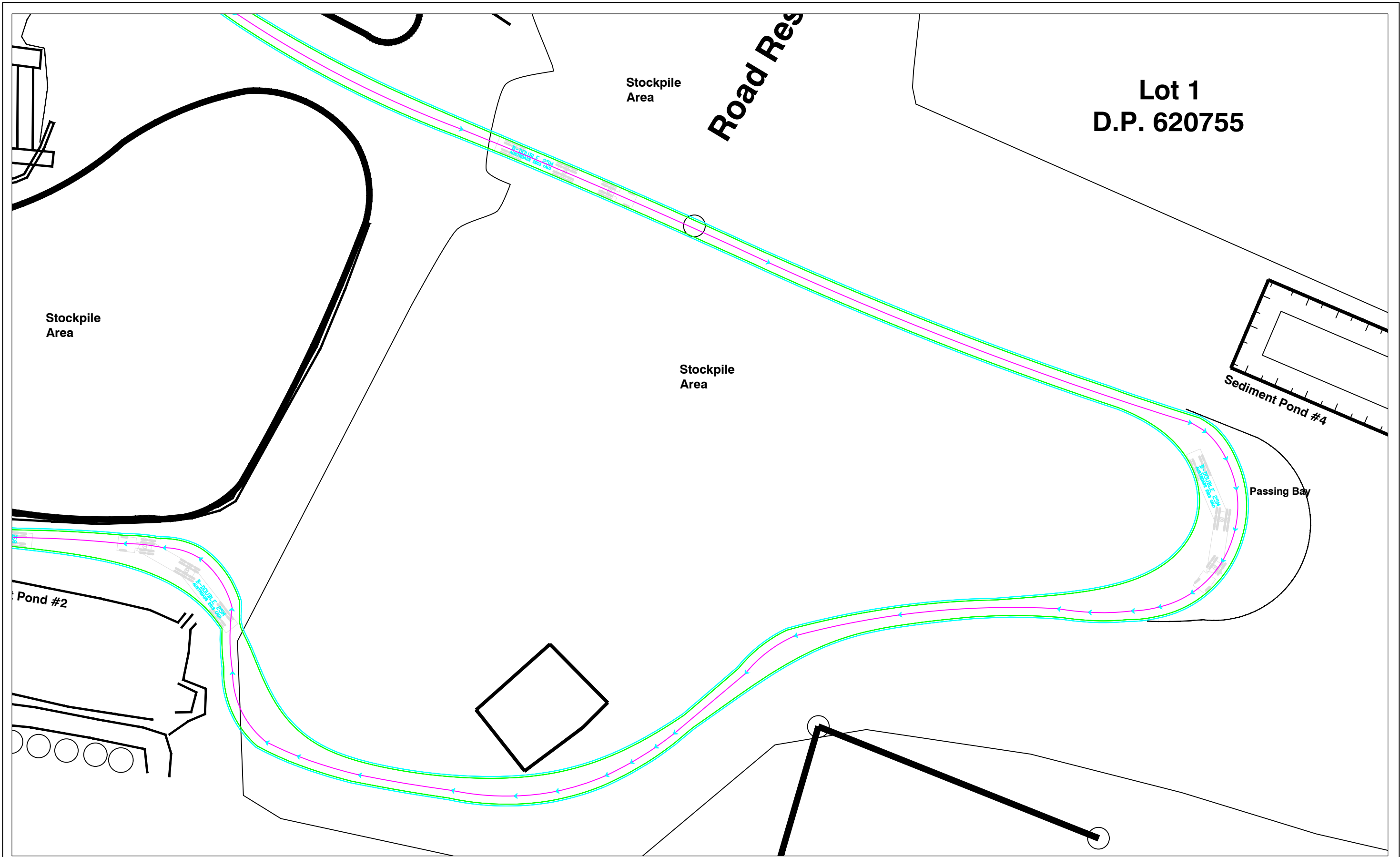


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WEBSITE: www.stanburytraffic.com.au

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  2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH 25m LONG B-DOUBLE PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH AUSTRADRS.

STANBURY TRAFFIC PLANNING
25m LONG B-DOUBLE VEHICLE SWEEP PATHS
SITE INGRESS / EGRESS MOVEMENTS
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>3</b>

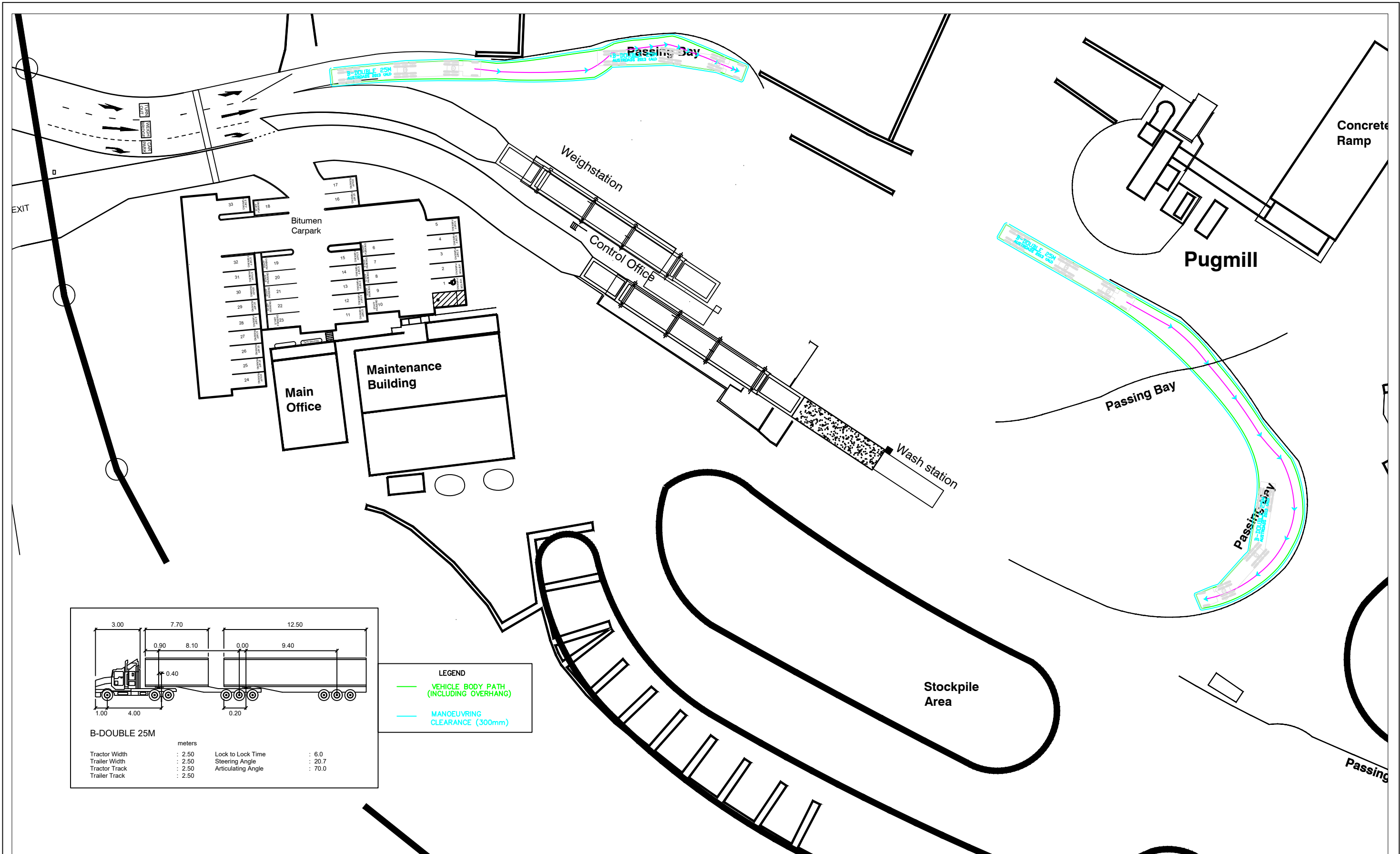


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STANBURY TRAFFIC PLANNING  
25m LONG B-DOUBLE VEHICLE SWEEP PATHS  
SITE INGRESS / EGRESS MOVEMENTS  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>4</b>

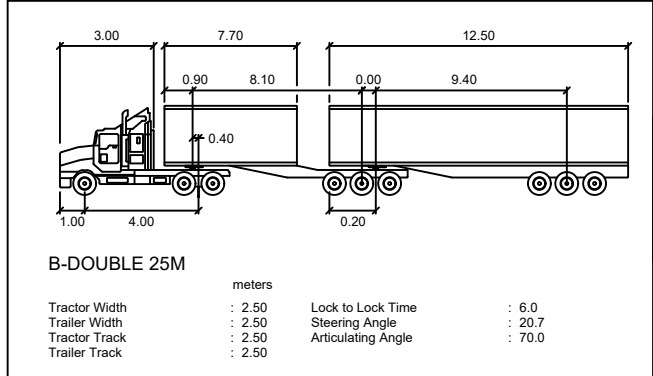
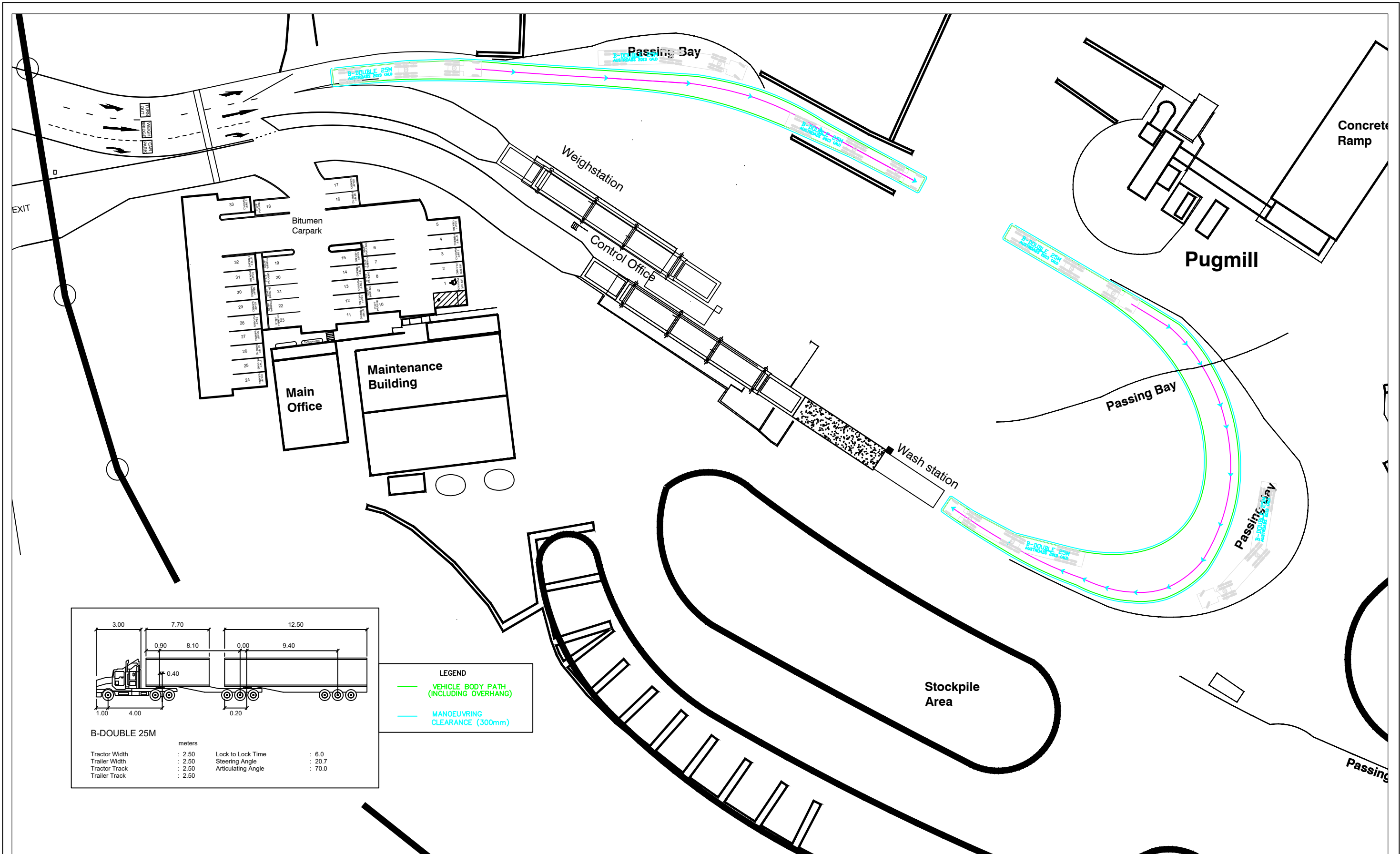


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STANBURY TRAFFIC PLANNING  
25m LONG B-DOUBLE VEHICLE SWEEP PATHS  
INTERNAL PASSING BAY INGRESS MOVEMENTS  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>5</b>



LEGEND

— VEHICLE BODY PATH (INCLUDING OVERHANG)

— MANOEUVRING CLEARANCE (300mm)



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WEBSITE: www.stanburytraffic.com.au

NOTES:

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY 4D ARCHITECTURE & DESIGN.

2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH 25m LONG B-DOUBLE PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH AUSTRROADS.

STANBURY TRAFFIC PLANNING

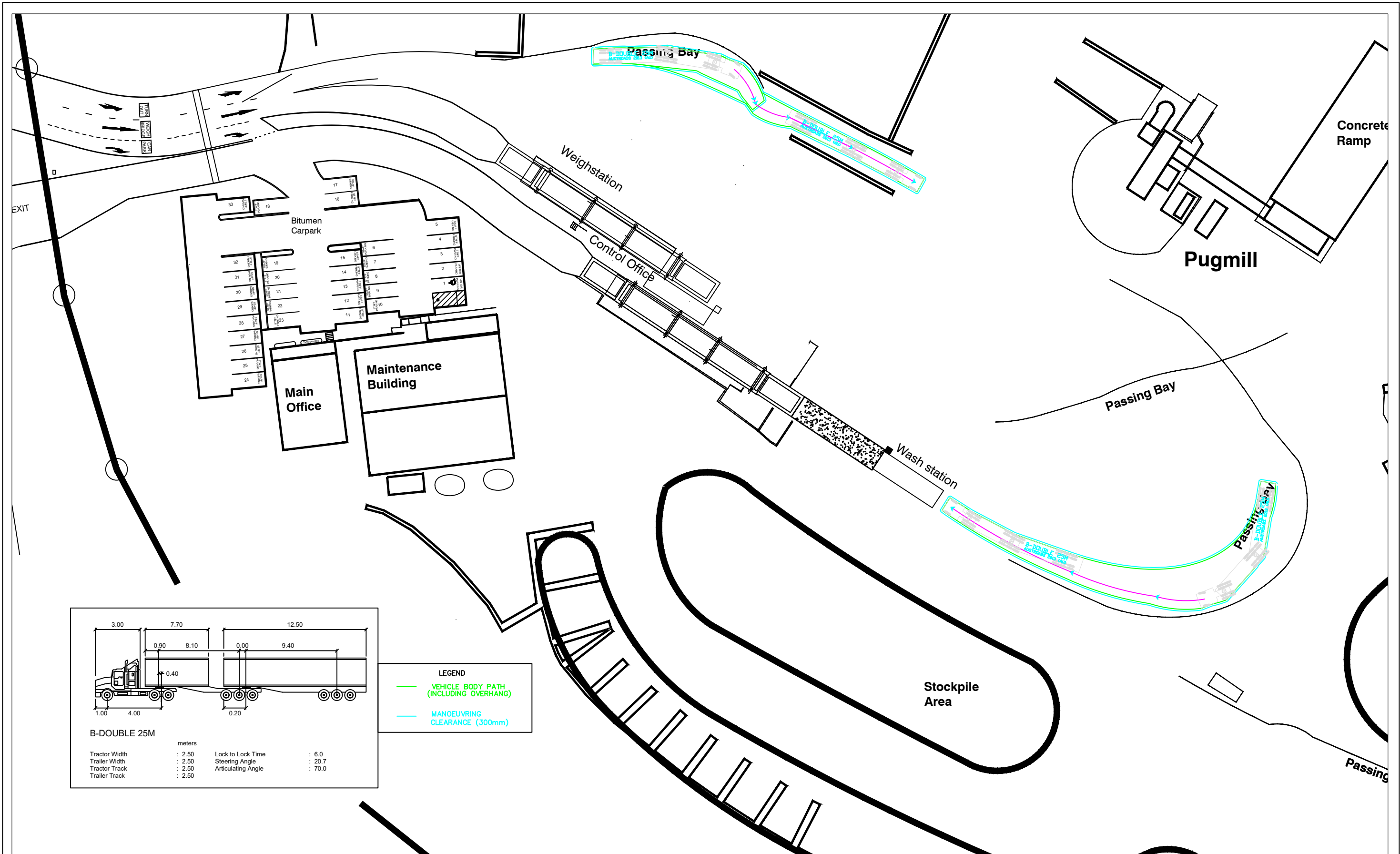
25m LONG B-DOUBLE VEHICLE SWEEP PATHS

INTERNAL SITE MANOEUVRING PAST OCCUPIED PASSING BAYS

PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE

WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>6</b>

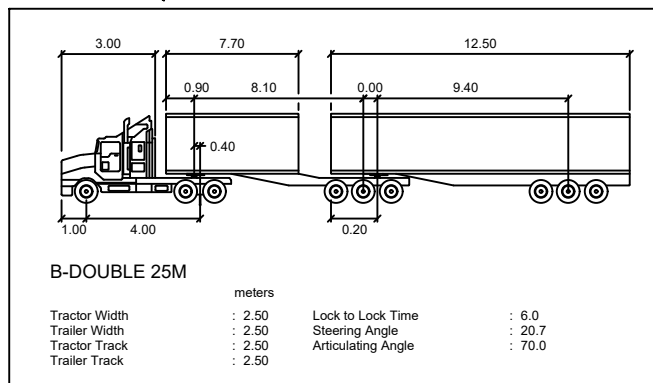
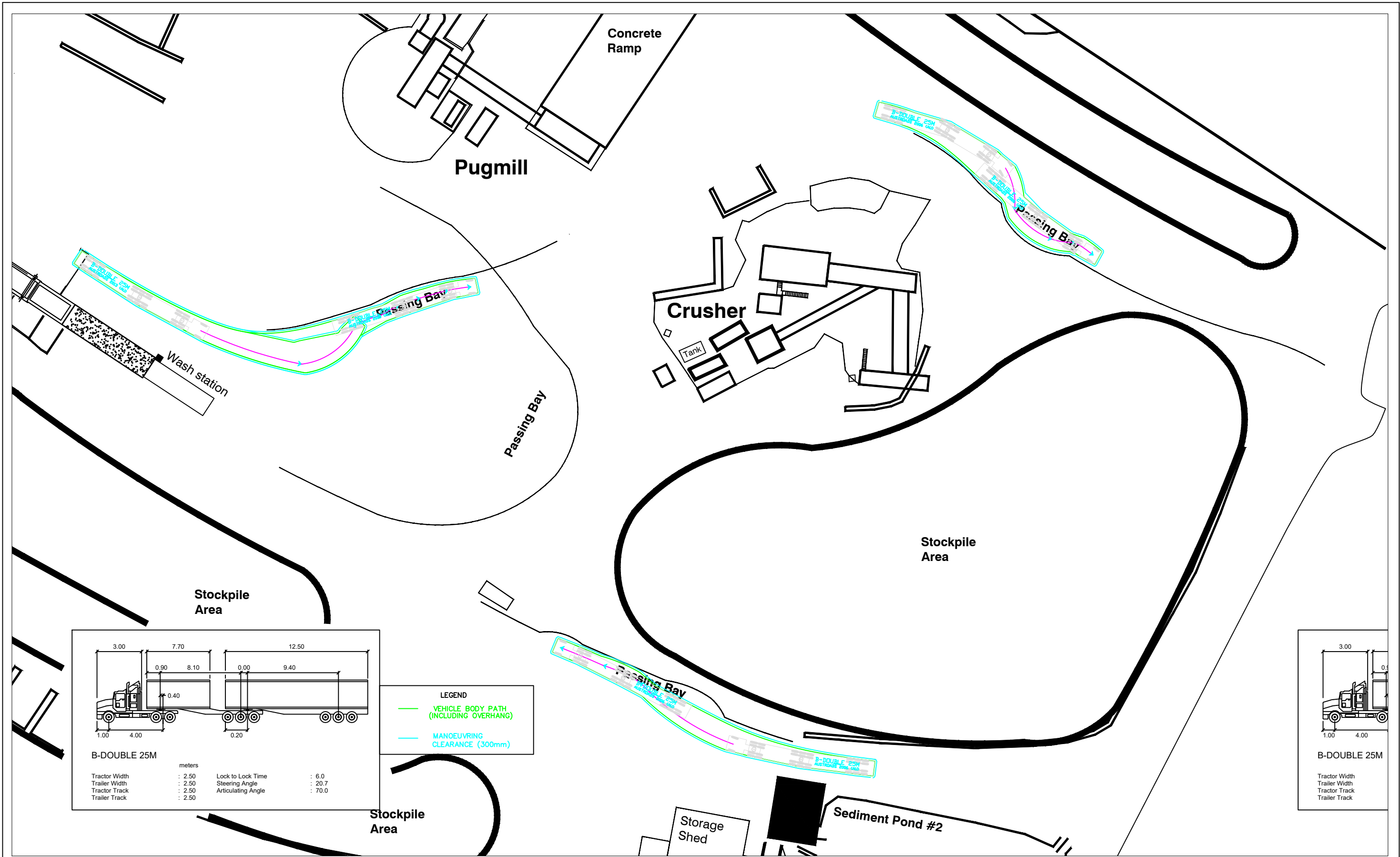


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WEBSITE: www.stanburytraffic.com.au

- NOTES:
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  - THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH 25m LONG B-DOUBLE PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH AUSTRADS.

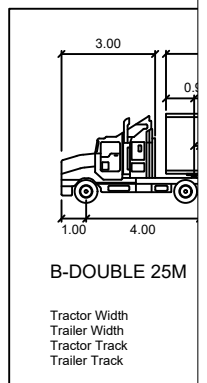
STANBURY TRAFFIC PLANNING  
25m LONG B-DOUBLE VEHICLE SWEEP PATHS  
EGRESS MOVEMENTS FROM PASSING BAY  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>7</b>



LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)



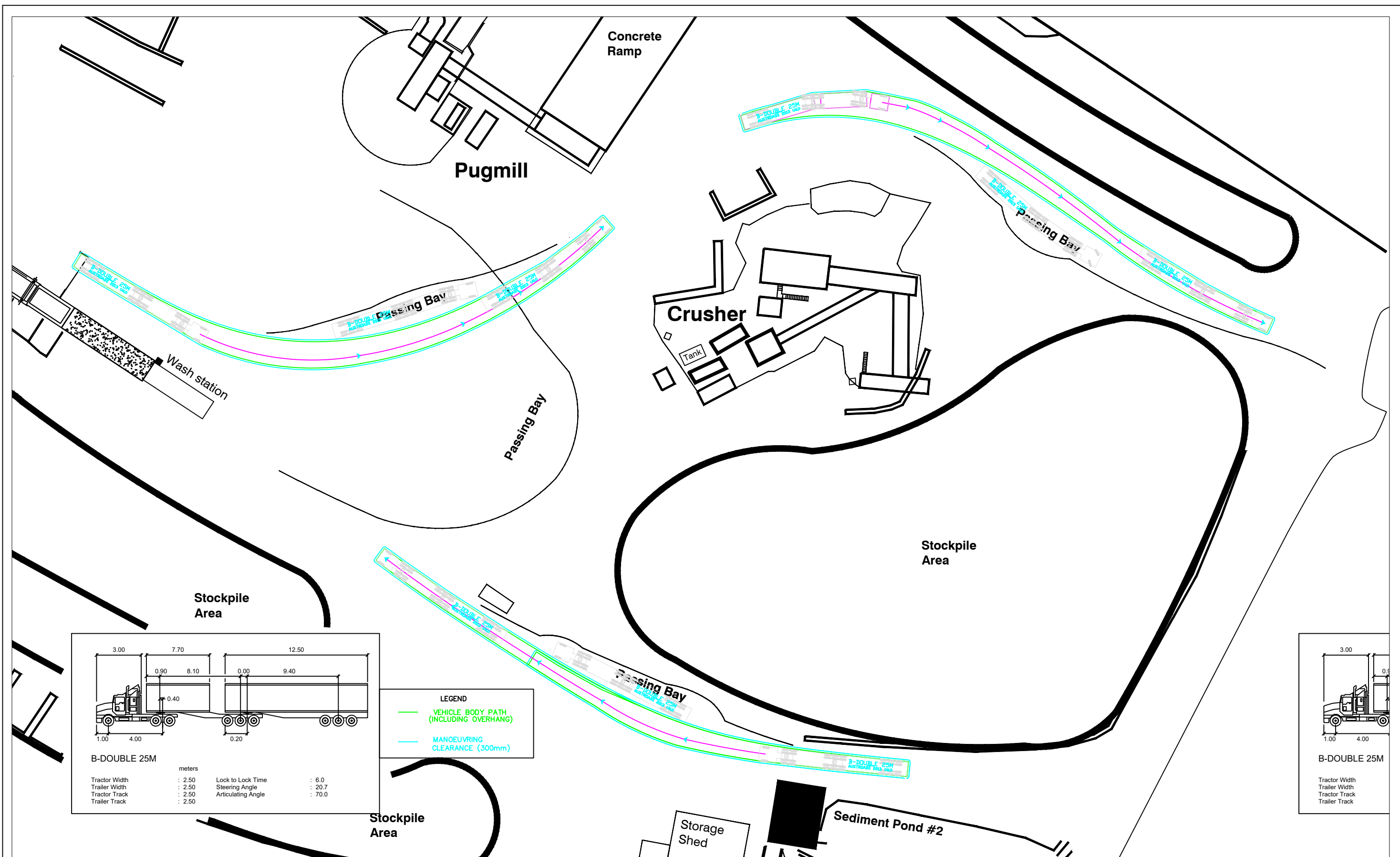
STANBURY TRAFFIC PLANNING  
ADDRESS: 302/166 GLEBE POINT RD, GLEBE  
PH: (02) 8971 8314  
MOB: 0410 561 848  
EMAIL: info@stanburytraffic.com.au  
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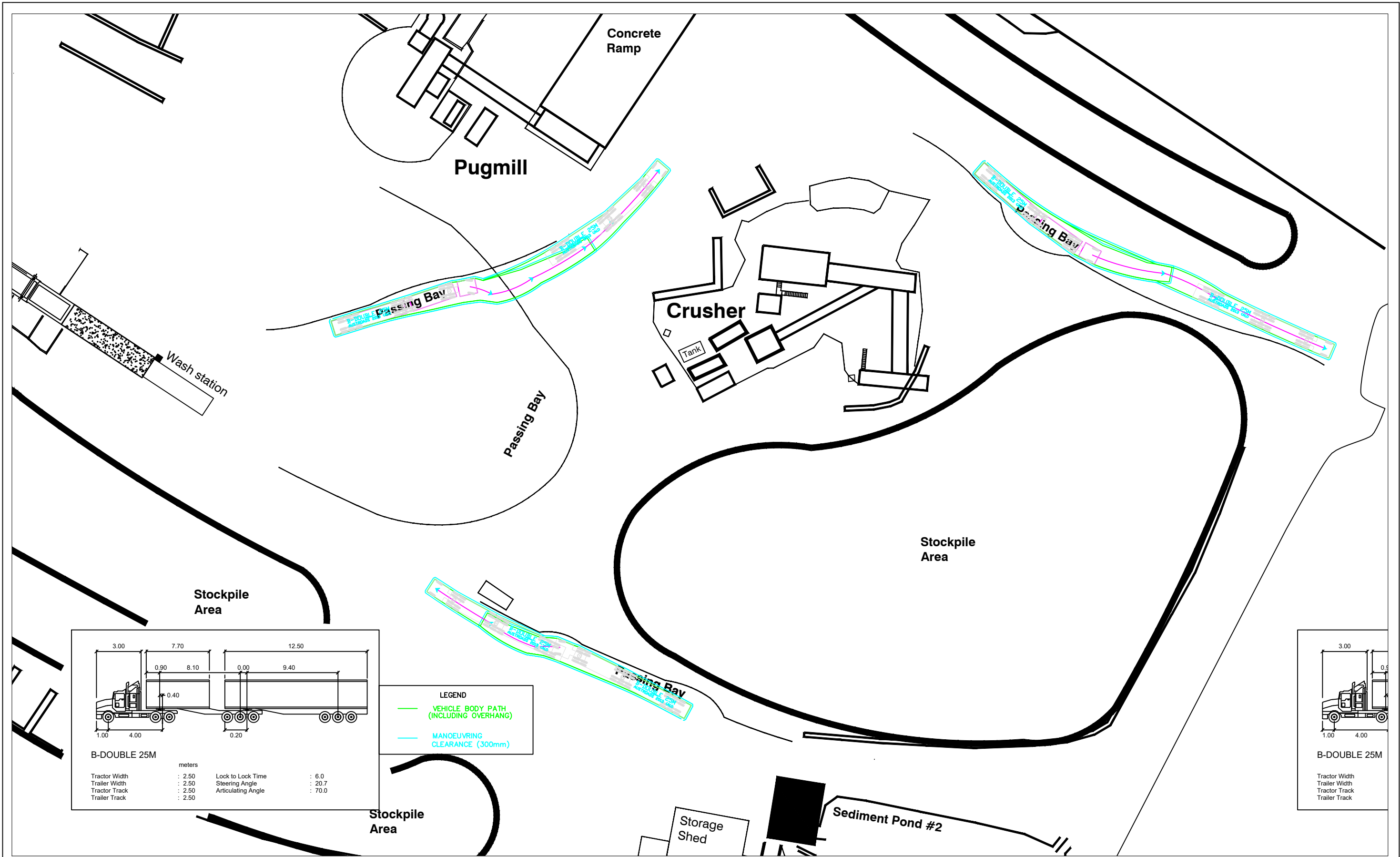
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STANBURY TRAFFIC PLANNING  
25m LONG B-DOUBLE VEHICLE SWEEP PATHS  
INTERNAL PASSING BAY INGRESS MOVEMENTS  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>8</b>



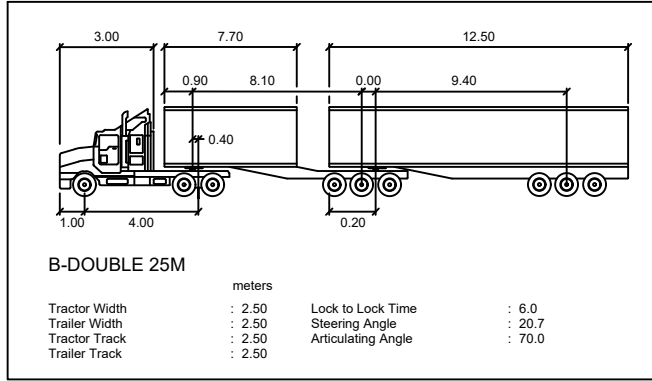
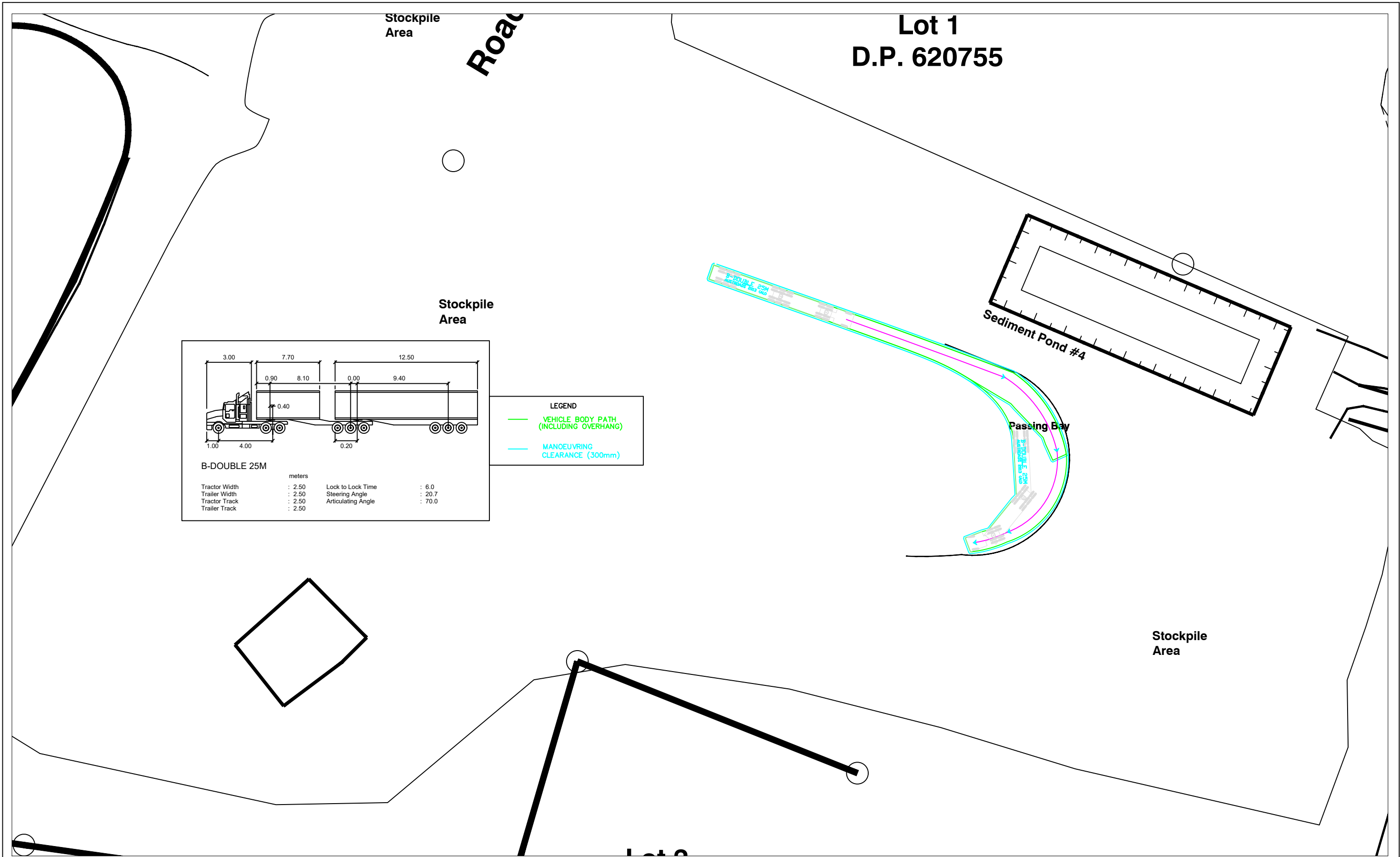


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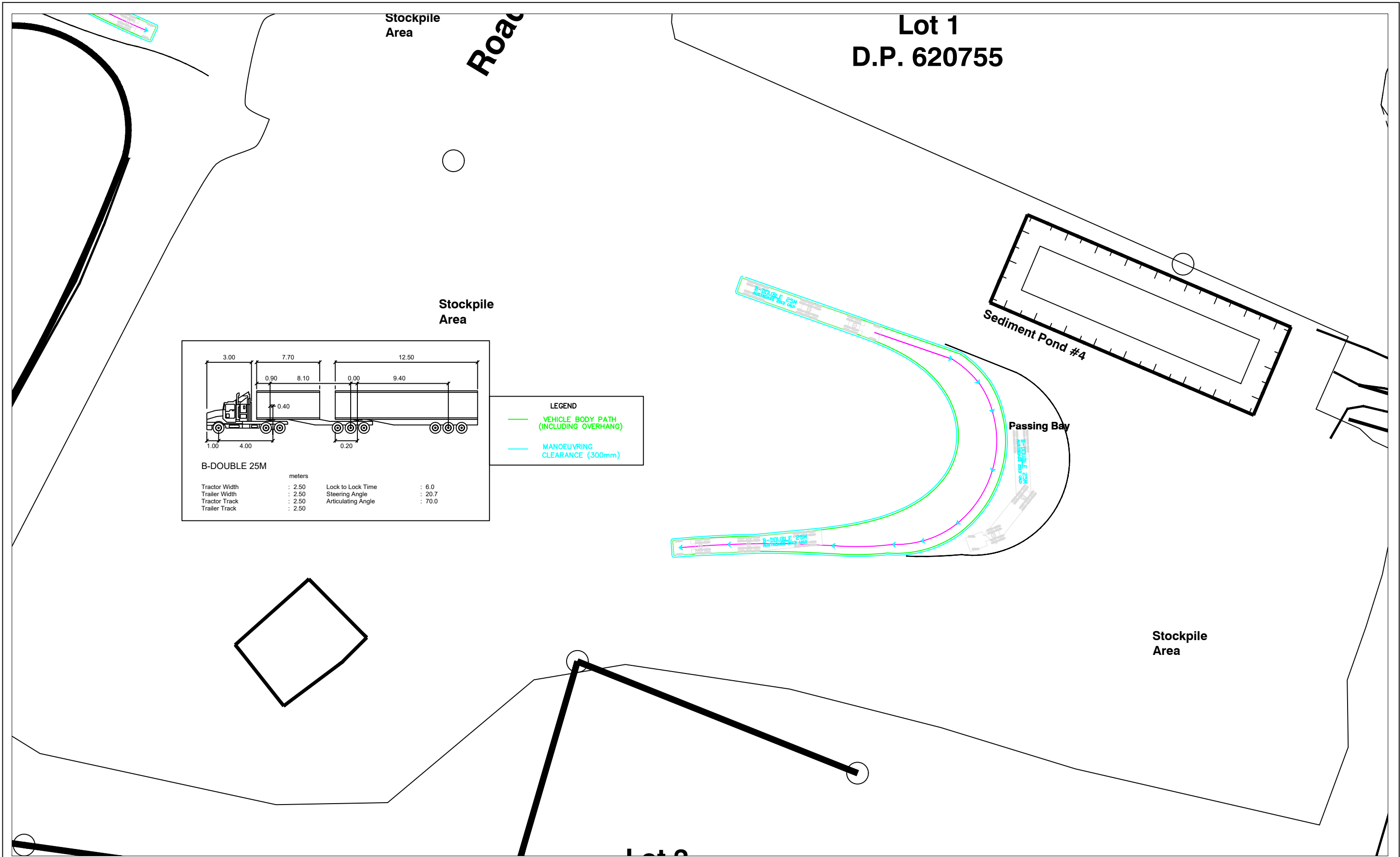
STANBURY TRAFFIC PLANNING  
25m LONG B-DOUBLE VEHICLE SWEEP PATHS  
EGRESS MOVEMENTS FROM PASSING BAY  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>10</b>



**LEGEND**

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)

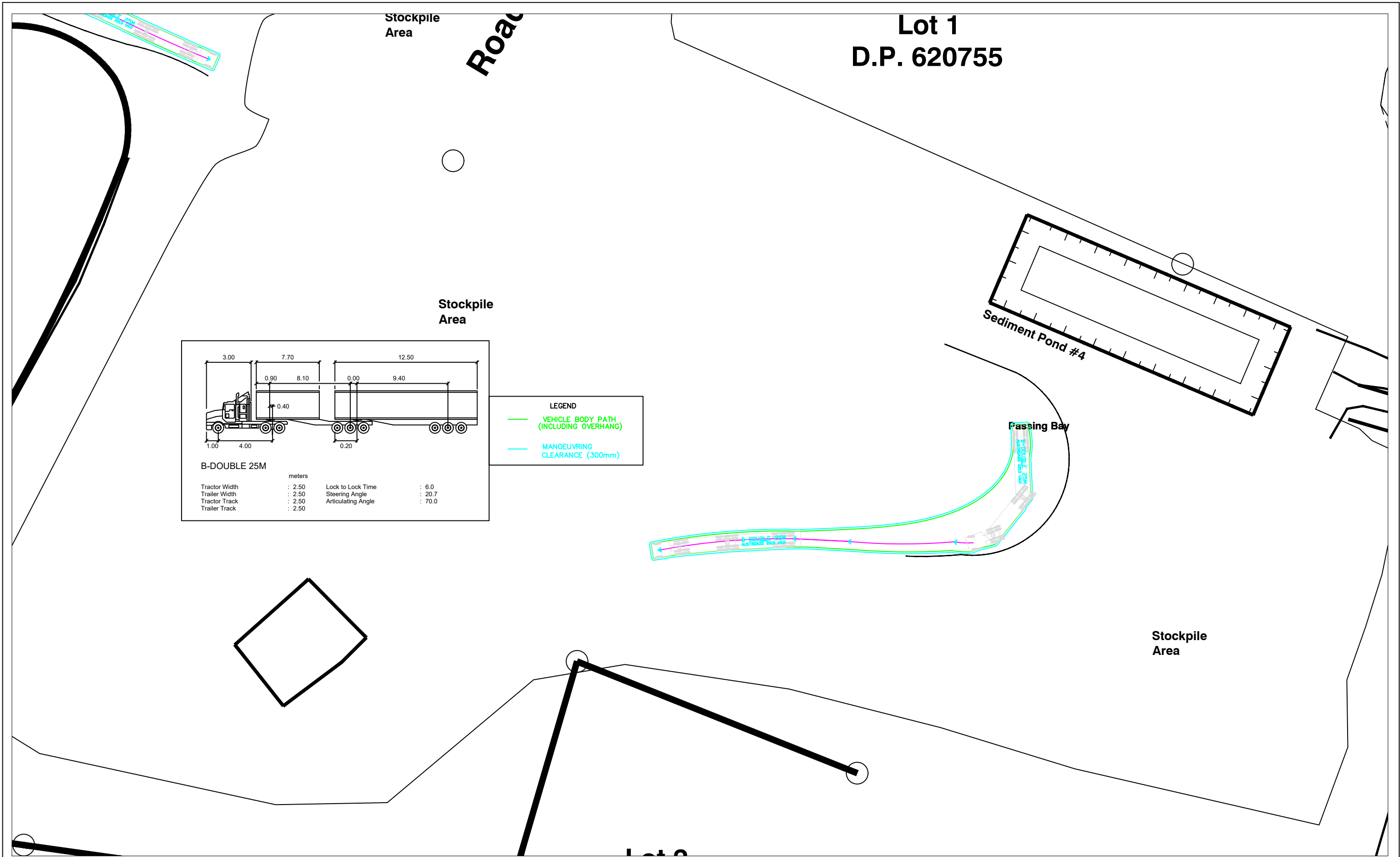


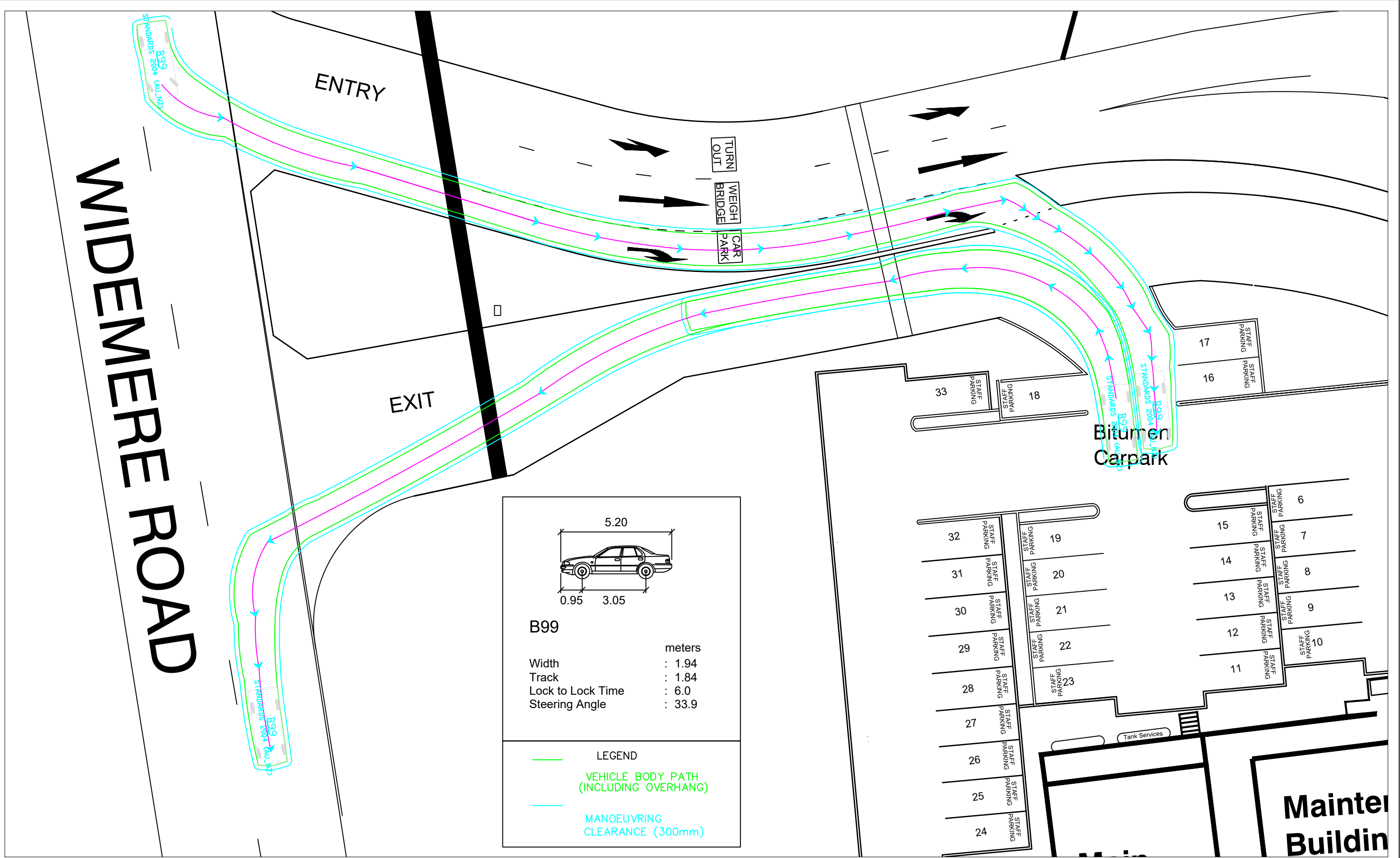
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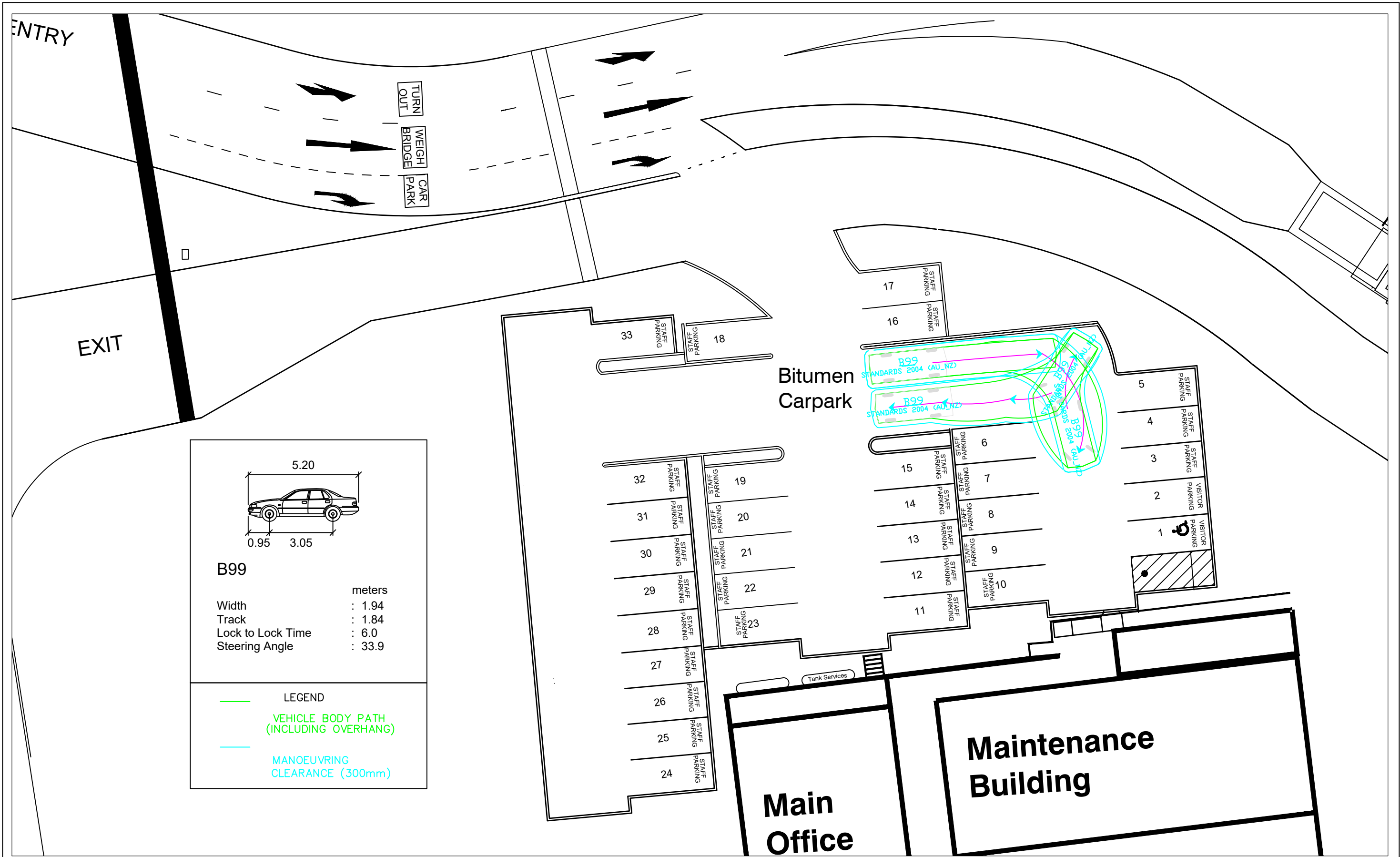
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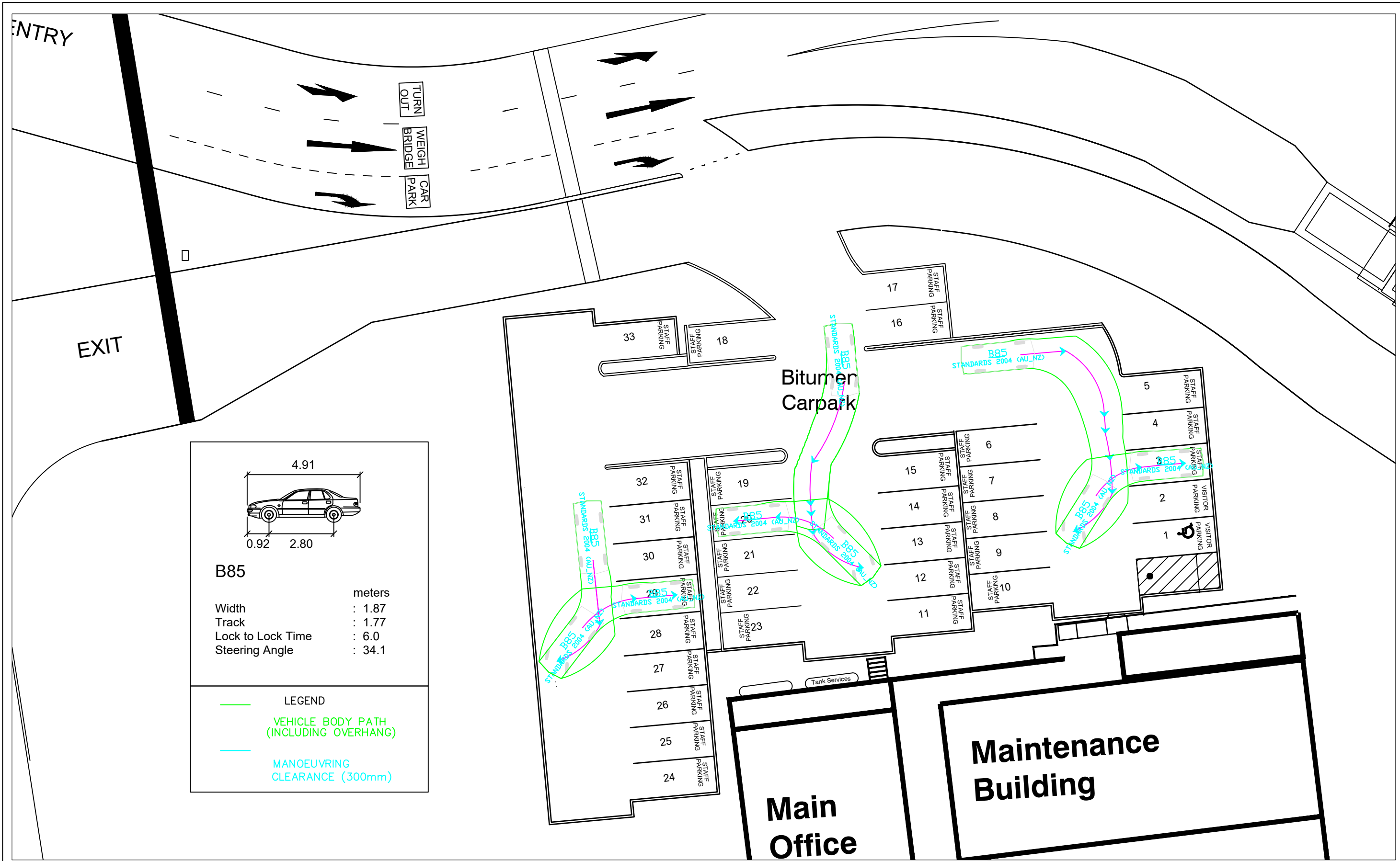
STANBURY TRAFFIC PLANNING  
25m LONG B-DOUBLE VEHICLE SWEEP PATHS  
INTERNAL SITE MANOEUVRING PAST OCCUPIED PASSING BAY  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>12</b>







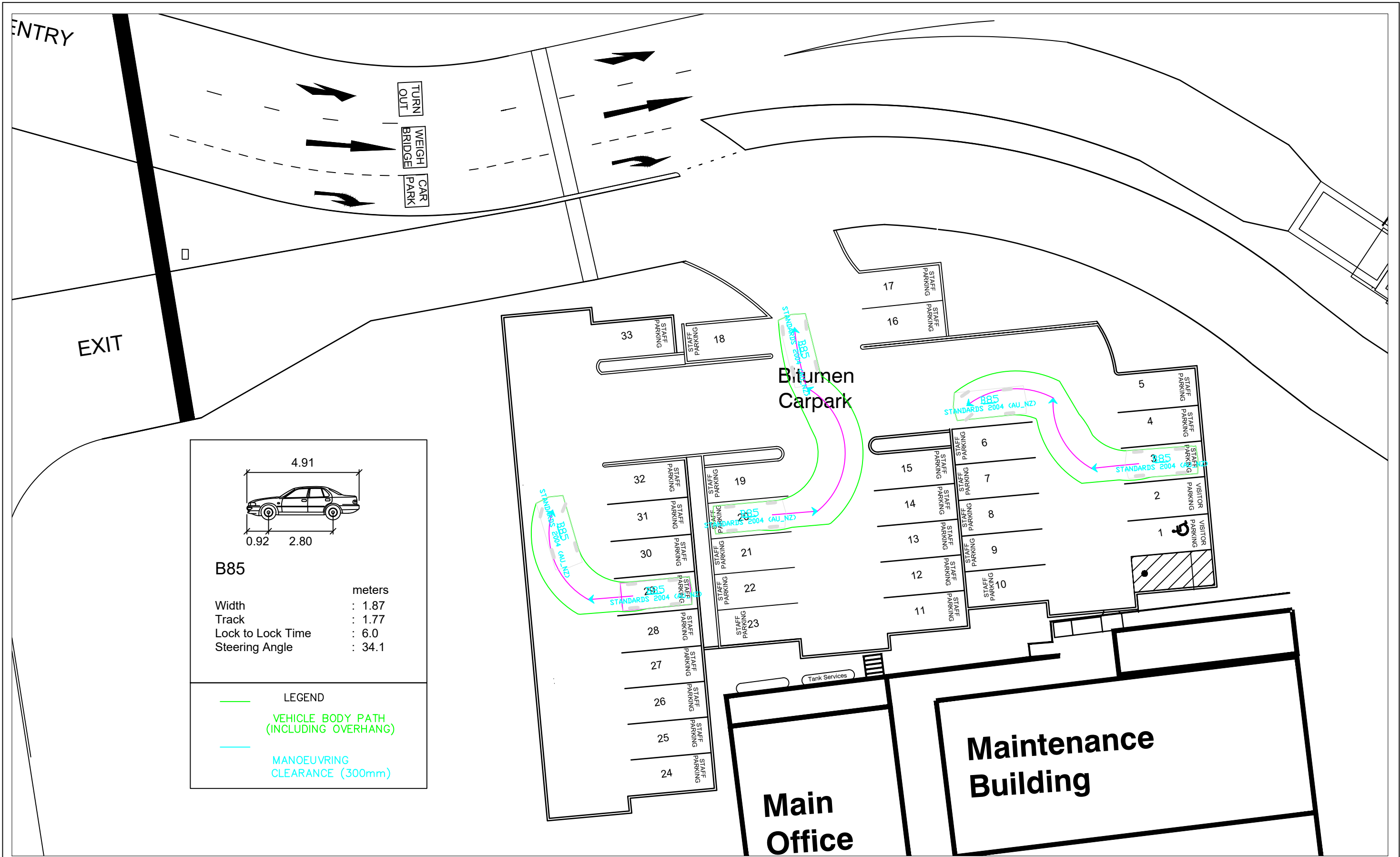


**B85**

	Width	Track	Lock to Lock Time	Steering Angle
	: 1.87	: 1.77	: 6.0	: 34.1

**LEGEND**

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)



**STANBURY**  
**TRAFFIC**  
**PLANNING**

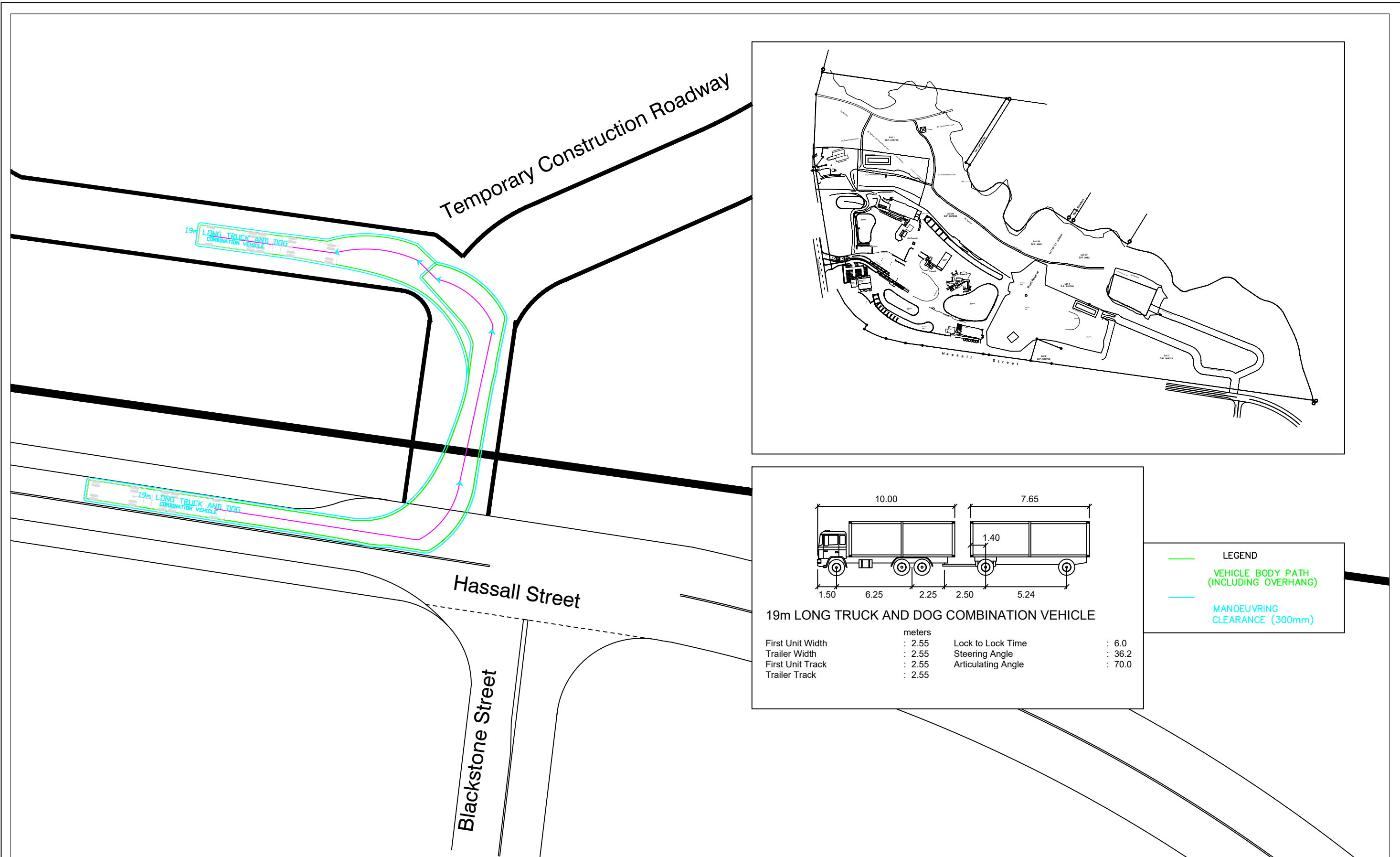
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STANBURY TRAFFIC PLANNING  
PASSENGER VEHICLE SWEEP PATHS  
INTERNAL PARKING SPACE EGRESS MOVEMENTS  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:250 AT A3		ISSUE <b>A</b>
FILE: 17-130	SUPERSEDES SHEET/ISSUE -	
DATE: 5/08/2020		SHEET <b>17</b>

## **APPENDIX 8**



**STANBURY**  
**TRAFFIC**  
**PLANNING**

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

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### STANBURY TRAFFIC PLANNING

19m LONG TRUCK AND DOG COMBINATION VEHICLE SWEEP PATHS  
SITE INGRESS MOVEMENTS  
PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE  
WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:250 AT A3

FILE: 17-130

DATE: 24/08/2020

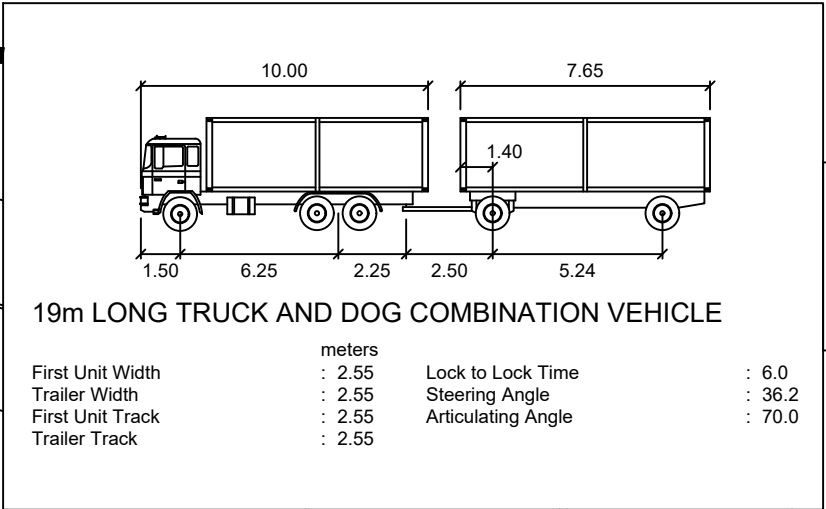
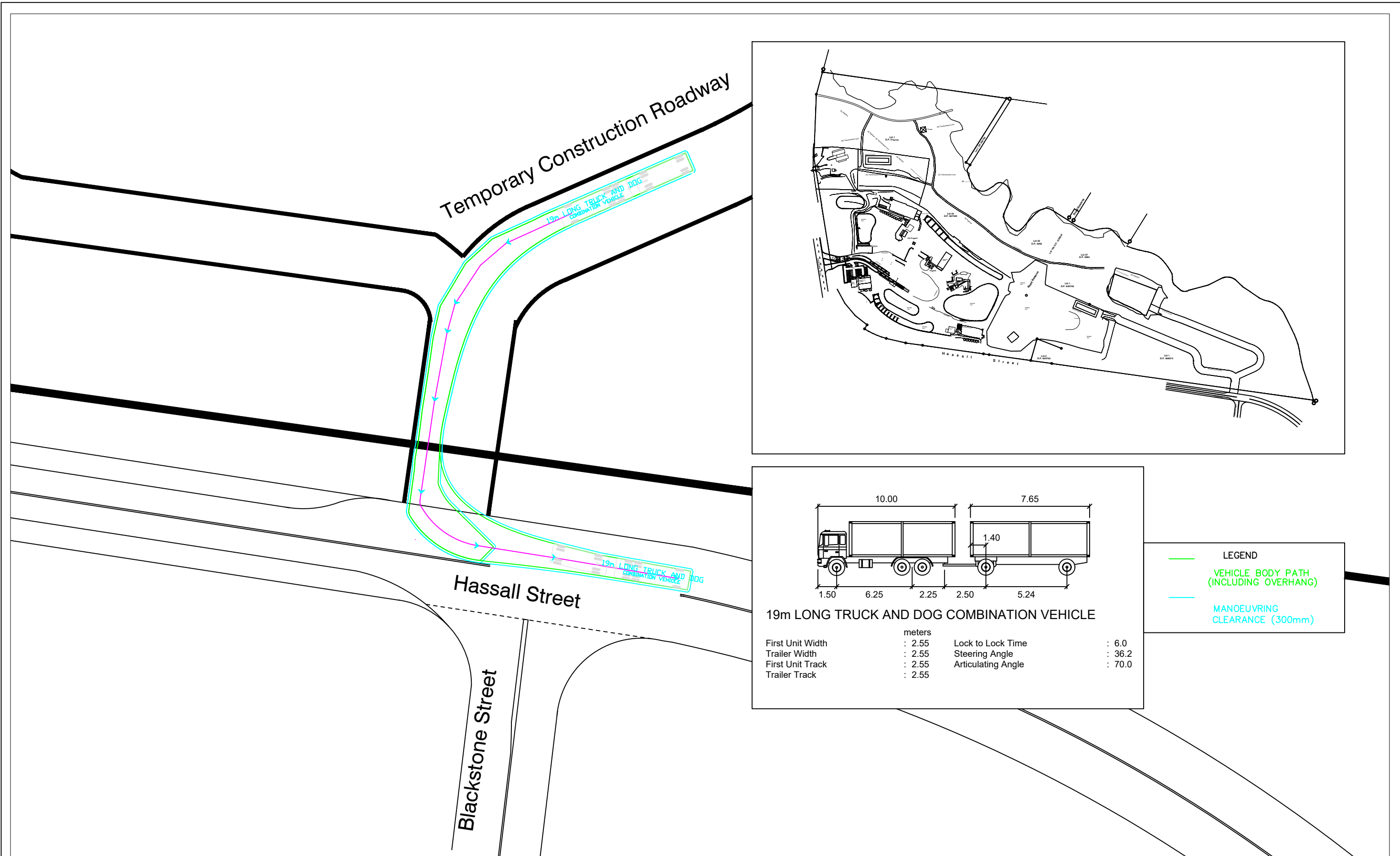
SUPERSEDES  
SHEET/ISSUE

ISSUE

A

SHEET

1



LEGEND

VEHICLE BODY PATH (INCLUDING OVERHANG)

MANOEUVRING CLEARANCE (300mm)



STANBURY  
TRAFFIC  
PLANNING

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STANBURY TRAFFIC PLANNING

19m LONG TRUCK AND DOG COMBINATION VEHICLE SWEEP PATHS

SITE EGRESS MOVEMENTS

PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE

WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:250 AT A3

FILE: 17-130

DATE: 24/08/2020

SUPERSEDES SHEET/ISSUE

ISSUE

A

SHEET

2