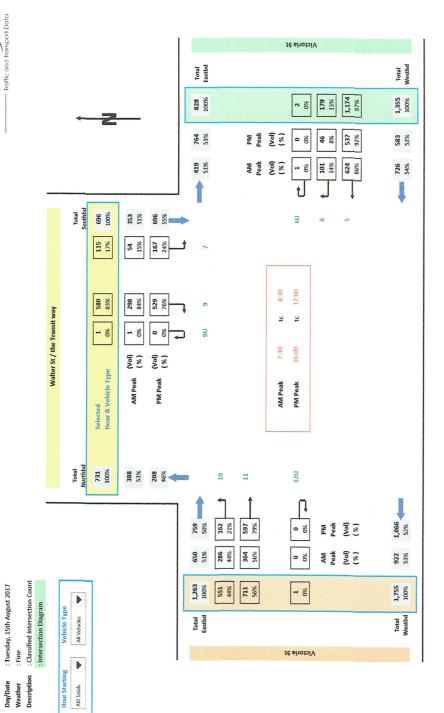
: 6. Victoria St / Walter St / the Transit way

: Tuesday, 15th August 2017

: N3475 : Stanbury Traffic Planning : Wetherill Park

Job No. Client Suburb Location





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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU		DEM. FLO		Deg. Satn		Level of Service		ACK OF EUE	Prop. E Que	Effective Stop	Aver. No.	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m		Rate	Cycles	km/h
South	n: Wide	emere Ro	ad Sout	th										
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
Appro	oach	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	: Wide	mere Ro	ad North	า										
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
Appro	oach	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
Appro	oach	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 Vehic	eles	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	Movem	ent Per	forman	ce							
Mov ID Crossing	Input Vol.	Dem. Flow	Aver. Delay	* *	AVERAGE QUE [Ped		Prop.Ef Que	fective Stop Rate	Travel Time	Travel Dist. S	Aver. Speed
	ped/h	ped/h	sec		ped	m ¹			sec	m	m/sec
South: Widen	nere Roa	d South									
P1 Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	66.4	35.2	0.53
North: Widem	ere Roa	d 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 F	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.

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Project: Not Saved

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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU		DEM/ FLO		Deg. Satn		Level of Service	95% BA Que		Prop. E Que	ffective Stop	Aver. No.	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m		Rate	Cycles	km/h
South	n: Wide	emere Ro	ad Sout	th										
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
Appro	oach	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	: Wide	emere Ro	ad North	า										
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
Appro	oach	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
Appro	oach	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 Vehic	les	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	Movem	ent Per	forman	ce							
Mov ID Crossing	Input Vol.	Dem. Flow	Aver. Delay	* *	AVERAGE QUE [Ped		Prop.Ef Que	fective Stop Rate	Travel Time	Travel Dist. S	Aver. Speed
	ped/h	ped/h	sec		ped	m '			sec	m	m/sec
South: Widem	nere Roa	d South									
P1 Full	50	53	39.8	LOS D	0.1	0.1	0.94	0.94	66.9	35.2	0.53
North: Widem	ere Roa	d 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 F	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.

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Project: Not Saved

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

Existing AM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total	MES HV]	DEM, FLO [Total	WS HV]	Deg. Satn	Delay	Level of Service	QUI [Veh.	ACK OF EUE Dist]	Prop. I Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
South	a: \Mide	veh/h emere Ro	%	veh/h	%	v/c	sec	_	veh	m	_	_		km/h
Souti	i. vvide	elliele Kc	au Soul	.11										
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	LOSA	0.5	3.5	0.06	0.01	0.09	56.9
Appro	oach	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 A	ccess												
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
Appro	oach	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	ı: Wide	mere Ro	ad North	า										
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
Appro	oach	693	5.0	693	5.0	0.367	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.7
All Vehic	eles	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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V Site: [Widemere Road & Site Access (Site Folder: General)]

Existing PM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total	MES HV]	DEM/ FLO' [Total	WS HV]	Deg. Satn	Delay	Level of Service	QUI [Veh.	ACK OF EUE Dist]	Prop. E Que	ffective Stop Rate	Aver. No. Cycles	Aver. Speed
0 41	\A/: -L	veh/h	% ! C!	veh/h	%	v/c	sec		veh	m				km/h
South	n: vvide	emere Ro	ad Sout	n										
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	LOSA	0.0	0.2	0.01	0.00	0.01	57.4
Appro	oach	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 A	ccess												
4	L2	9	5.0	9	5.0	0.067	10.7	LOSA	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
Appro	oach	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	ı: Wide	emere Ro	ad North	า										
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
Appro	oach	836	5.0	836	5.0	0.443	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.7
All Vehic	eles	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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Site: [Hassall Street & Widemere Road (Site Folder:

General)]

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	h: Has	sall Stree				.,,								
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
Appr	oach	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	n: Wide	emere Ro	ad											
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
Appr	oach	603	5.0	603	5.0	0.230	3.3	NA	1.0	7.4	0.19	0.27	0.19	56.2
West	: Hass	all Street	East											
10	L2	207	5.0	207	5.0	0.272	12.2	LOSA	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
Appr	oach	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 Vehic	cles	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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Site: [Hassall Street & Widemere Road (Site Folder:

General)]

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. I Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	n: Hass	sall Stree	t South											
1 2 Appro	L2 T1 pach	109 383 492	5.0 5.0 5.0	109 383 492	5.0 5.0 5.0	0.086 0.203 0.203	6.7 0.1 1.5	LOS A LOS A	0.3 0.0 0.3	2.5 0.0 2.5	0.27 0.00 0.06	0.56 0.00 0.12	0.27 0.00 0.06	53.1 59.9 58.2
North	: Wide	emere Ro	ad											
8 9 Appro	T1 R2 pach	540 276 816	5.0 5.0 5.0	540 276 816	5.0 5.0 5.0	0.289 0.222 0.289	0.1 7.3 2.5	LOS A LOS A NA	0.0 1.1 1.1	0.0 7.8 7.8	0.00 0.37 0.13	0.00 0.63 0.21	0.00 0.37 0.13	59.8 51.9 56.9
West	: Hass	all Street	East											
10 12	L2 R2	171 128	5.0 5.0	171 128	5.0 5.0	0.176 0.557	10.3 33.1	LOS A LOS C	0.8 2.7	6.1 19.9	0.48 0.89	0.89 1.14	0.48 1.40	50.8 38.7
Appro	oach	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 Vehic	les	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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♥ Site: [Hassall Street & Gipps Street (Site Folder: General)]

Existing AM

Site Category: (None)

Roundabout

Veh	icle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	ffective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
Sout	th: Has	sall Stree	t South											
2	T1 R2	577 737	5.0 5.0	577 737	5.0 5.0	0.863 0.863	9.2 15.3	LOS A LOS B	15.3 15.3	111.6 111.6	0.75 0.92	0.78 0.90	0.90 1.17	52.2 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
App	roach	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 6	L2 R2	710 278	5.0 5.0	710 278	5.0 5.0	0.560 0.304	5.1 10.4	LOS A LOS A	4.6 1.7	33.7 12.6	0.57 0.47	0.59 0.68	0.57 0.47	53.7 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
App	roach	989	5.0	989	5.0	0.560	6.6	LOS A	4.6	33.7	0.54	0.61	0.54	53.2
Nort	h: Has	sall Stree	t South											
7 8	L2 T1	183 205	5.0 5.0	183 205	5.0 5.0	0.300 0.293	8.4 7.8	LOS A LOS A	2.0 2.1	14.7 15.4	0.83 0.84	0.86 0.76	0.83 0.84	52.3 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
Арр	roach	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 Vehi	cles	2696	5.0	2696	5.0	0.863	9.8	LOSA	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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Project: C:\Users\erick\Desktop\Reports\17-030 Wetherill Park\2020HASGIP01.sip9

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

Existing PM

Site Category: (None)

Roundabout

Vehi	icle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
Sout	h: Has	sall Stree	t South											
2 3 3u	T1 R2 U	289 608 4	5.0 5.0 5.0	289 608 4	5.0 5.0 5.0	0.573 0.573 0.573	5.9 10.4 12.7	LOS A LOS A LOS A	4.6 4.6 4.6	33.6 33.6 33.6	0.51 0.58 0.58	0.59 0.66 0.66	0.51 0.58 0.58	54.0 52.3 53.4
	oach	901	5.0	901	5.0	0.573	9.0	LOSA	4.6	33.6	0.55	0.64	0.55	52.8
East	: Gipps	Street												
4 6 6u	L2 R2 U	961 223 1	5.0 5.0 5.0	961 223 1	5.0 5.0 5.0	0.915 0.356 0.356	17.6 12.7 15.0	LOS B LOS A LOS B	21.2 2.0 2.0	154.5 14.4 14.4	1.00 0.66 0.66	1.24 0.84 0.84	1.75 0.66 0.66	46.2 51.1 52.1
	oach	1185	5.0	1185	5.0	0.915	16.7	LOS B	21.2	154.5	0.94	1.16	1.54	47.1
		sall Street												
7 8 9u Appr	L2 T1 U roach	307 427 2 736	5.0 5.0 5.0 5.0	307 427 2 736	5.0 5.0 5.0 5.0	0.403 0.474 0.474 0.474	7.9 7.8 15.2 7.8	LOS A LOS B LOS A	2.6 3.6 3.6 3.6	18.9 26.2 26.2 26.2	0.75 0.78 0.78 0.77	0.82 0.78 0.78 0.80	0.76 0.83 0.83	52.7 53.6 54.9 53.2
All Vehic		2822	5.0	2822	5.0	0.915	11.9	LOSA	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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Organisation: STANBURY TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Tuesday, 28 July 2020 11:47:54 AM

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

Existing AM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	ո։ Walt	er Street	South											
1 2 Appro	L2 T1 pach	80 193 273	5.0 5.0 5.0	80 193 273	5.0 5.0 5.0	0.240 0.240 0.240	8.4 10.5 9.9	LOS A LOS A	1.2 1.2 1.2	8.5 8.5 8.5	0.41 0.41 0.41	0.82 0.82 0.82	0.41 0.41 0.41	51.0 51.0 51.0
North	ı: Walt	er Street	North											
8 9 Appro	T1 R2 pach	242 106 348	5.0 5.0 5.0	242 106 348	5.0 5.0 5.0	0.208 0.149 0.208	8.9 10.5 9.4	LOS A LOS A	0.9 0.5 0.9	6.3 3.8 6.3	0.25 0.45 0.31	0.89 0.95 0.91	0.25 0.45 0.31	51.5 50.3 51.1
West	: Franl	k Street												
10 12	L2 R2	104 64	5.0 5.0	104 64	5.0 5.0	0.058 0.036	5.6 5.6	LOS A LOS A	0.0 0.0	0.0 0.0	0.00 0.00	0.57 0.59	0.00	53.4 53.2
Appro	oach	168	5.0	168	5.0	0.058	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.3
Vehic	cles	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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Organisation: STANBURY TRAFFIC PLANNING | Licence: NETWORK / 1PC | Processed: Tuesday, 28 July 2020 12:04:57 PM

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

Existing PM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM, FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	h: Walt	ter Street	South											
1 2 Appre	L2 T1 oach	48 135 183	5.0 5.0 5.0	48 135 183	5.0 5.0 5.0	0.191 0.191 0.191	8.3 11.7 10.8	LOS A LOS A	0.9 0.9 0.9	6.3 6.3	0.49 0.49 0.49	0.83 0.83 0.83	0.49 0.49 0.49	50.4 50.4 50.4
North	n: Walt	er Street	North											
8 9 Appro	T1 R2 oach	333 55 388	5.0 5.0 5.0	333 55 388	5.0 5.0 5.0	0.318 0.078 0.318	9.6 10.4 9.7	LOS A LOS A	1.4 0.3 1.4	10.4 1.9 10.4	0.39 0.44 0.39	0.90 0.93 0.90	0.39 0.44 0.39	51.2 50.4 51.0
West	: Franl	k Street												
10 12	L2 R2	143 149	5.0 5.0	143 149	5.0 5.0	0.080	5.6 5.6	LOS A	0.0	0.0	0.00	0.57 0.59	0.00	53.4 53.2
Appro All Vehice		292 863	5.0	292 863	5.0	0.083	5.6 8.6	NA NA	1.4	10.4	0.00	0.58	0.00	53.3 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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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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total	JMES HV]	DEM FLO [Total	WS HV]	Deg. Satn	Delay	Level of Service	95% BA QUE [Veh.	EUE Dist]	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
Fast	Victor	veh/h ria Street	% Fast	veh/h	%	v/c	sec		veh	m				km/h
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		* 0.434		LOS C	3.3	23.9	0.78	0.67		39.8
					5.0		29.0						0.93	
Appr	oacn	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	n: Walt	er 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
Appr	oach	373	5.0	373	5.0	0.721	36.3	LOS C	13.4	97.8	0.88	0.83	0.93	37.0
North	nWest:	Transitw	ay											
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
Appr	oach	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	: Victo	ria Street	t 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
Appr	oach	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 Vehic	cles	1849	6.0	1849	6.0	0.721	30.1	LOSC	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)

	rian Mover	nent Per	forman	~ ~							
Mov	_. Input		Aver.		AVERAGE		Prop. Et		Travel	Travel	Aver.
ID Cro	ssing Vol.	Flow	Delay	Service	QUE [Ped	EUE Dist]	Que	Stop Rate	Time	Dist. S	Speed
	ped/h	ped/h	sec		ped	m ¯			sec	m	m/sec
East: Vi	ctoria 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: V	Valter Street										
P3 Full	50	53	8.9	LOSA	0.0	0.0	0.62	0.62	32.4	30.6	0.94
NorthWe	est: Transitw	ay									
P7 Full	50	53	28.1	LOS C	0.1	0.1	0.79	0.79	50.1	28.6	0.57
West: V	ictoria 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	200	211	28.9	LOS C	0.1	0.1	0.82	0.82	55.2	34.2	0.62
Pedestrians											

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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Project: Not Saved

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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total	JMES HV]	DEM FLO [Total	WS HV]	Deg. Satn ,	Delay	Level of Service	QUI [Veh.	ACK OF EUE Dist]	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
East:	Victor	veh/h ria Street	% Fact	veh/h	%	v/c	sec		veh	m				km/h
				500		0.407	00.0		40.7	00.0	2.22	0.70	2.00	20.0
5	T1	569	5.0	569	5.0	0.437		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
Appr	oach	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	n: Walt	er 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
Appr	oach	738	5.0	738	5.0	0.910	47.9	LOS D	36.8	268.7	0.84	0.91	1.02	33.1
North	nWest:	Transitw	ay ay											
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
Appr	oach	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	: Victo	ria Street	t 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
Appr	oach	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 Vehic	cles	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 I	Movem	ent Peri	forman	ce							
Mov ID Crossing	Input Vol.	Dem. Flow	Aver. Delay	Level of A	AVERAGE QUE [Ped		Prop.Ef Que	fective Stop Rate	Travel Time	Travel Dist. S	Aver. Speed
	ped/h	ped/h	sec		ped	m		rtato	sec	m	m/sec
East: Victoria	Street E	ast									
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	LOSA	0.1	0.1	0.49	0.49	30.8	30.6	0.99
NorthWest: Tr	ansitwa	y									
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 \	Vest									
P4 Full	50	53	53.8	LOS E	0.2	0.2	0.95	0.95	82.4	37.2	0.45

All	200	211	38.2	LOS D	0.2	0.2	0.80	0.80	64.5	34.2	0.53
Pedestrians											

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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Project: Not Saved





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

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erotosa <							S							S		2	
Uncateg'd Inj.			0		0		0		0		0			0		Non-Casualty Crashes(NC): 2	
Minor/Other Inj.			0		c		0		0		-			0		ashe	
Moderately Inj.			0		0		-		-		0			0		Ify C	
Seriously Inj.			0		-		0		2		0			0		asua	
Killed			0		0		0		0		0			0		J-uon	
Degree of Crash-Detailed			NC		S		MC		SC		00			NC		_	
			1		-				-							0	
				ne	-	ne		ne		ne	ne				ne	Uncategorised Injury Crashes(UC):	0
			jht	60 Proceeding in lane	1 to	50 Proceeding in lane	lpt Ipt	55 Proceeding in lane	þ	50 Proceeding in lane	Unk Proceeding in lane			ht	60 Proceeding in lane	rashe	ŝ
Manoeuvre			ing rig	eedin	na ric	edin	ng rig	eedin	ng rig	edin	eedin			ing rig	eedin	ury C	nred(
			15 Turning right	Proc	30 Turning right	Proc	10 Turning right	Proce	30 Turning right	Proc	Proc			5 Turning right	Proc	ed Inj	iul pe
Speed Travelling			15	09	30	50	10	55	30	20	Chk			5	09	gorise	goris
poods					-											ncate	Uncategorised Injured(U):
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			RD	RD.		RD	RD	RD	RD	RD	RD			RD		.: 1	
Street Travelling			ERE	ERE	2 0	ERE	ERE	ERE	ERE	JERE	ERE			ERE	LL SJ	oo)se	~
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			S in WIDEMERE RD	N in WIDEMERE RD	E in HASSALL ST	N in WIDEMERE RD	S in WIDEMERE RD	N in WIDEMERE RD	E in WIDEMERE RD	W in WIDEMERE RD	N in WIDEMERE RD	objec		E in WIDEMERE RD	S in HASSALL ST	jury C	jured
3			M50	U M	-		F31	M43	M41	M42 \	F53	fixed		M64 F	M36 8	her Ir	ther Ir
Age/Sex					1		1					Other non fixed object		1		Minor/Other Injury Crashes(OC): 1	Minor/Other Injured(O):
[dO\eqy[uT			CAR	TRK	1		4WD	BDBL	4WD	TRK	WAG	Othe		BUS	CAR	Ē	Ž
suT to .oM			60 3		60 2		50 2		50 2		50 1			50 2		~	
Speed Limit							-							-		Moderate Injury Crashes(MC): 1	0.1
Surface Condition			Dry		Dry	•	Dry		Dry		Dry			Dry		seyse	M):
				ngh				ybr		y br		road				IIy Cr	jured(
Weather			Fine	Right thro	Fine	Right near	Fine	Right throu	Fine	Right throu	Fine	Object on		Fine	Right near	te Inju	tely In
			CRV	Righ	CRV	Righ	œ	Righ	CRV	Righ	CRV	Obje		>	Righ	odera	Moderately Injured(M): 2
Alignment			S	21	CR	13	STR	21	S	21	S	99		CRV	13	Ž	Ĭ
Foc Type			NCL		NST		NCL NCL		NSL		N N			NCL		3):2	
ount oo l				RUM	-	RUM	-	RUM	-	RUM	-	RUM		-	RUM	Serious Injury Crashes(SC):2	33
3																Crash	Seriously Injured(S):
																njury	/ Injur
ID Feature			E RD		E RD		E RD		E RD		E RD			ST		rious	riously
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5			at WIDEMERE RD		at WIDEMERE RD		at WIDEMERE RD		at WIDEMERE RD		at WIDEMERE RD			at HASSALL ST		0 :	
			aţ		at		at		at		äţ			at	1	s(FC)	
Distance					-											rashe	0
			8		8		2		8		0			2		Fatal Crashes(FC): 0	Killed(K): 0
əmiT			15:38		Mon 09:28		16:4		15:48		11:30			18:22		Ψ,	玄
Day of Week			Fi		Mon		Wed		Sat		Mon			Wed		9	
Day of Week Time Day of Week Time Distance Surface Condition Alignment Meather Surface Condition Alignment Alignment Street Tu Type/Obj		논	012		012		1010931 P 15/01/2014 Wed 16:45				1107230 S 23/05/2016 Mon 11:30		Ro	1030139 P 18/06/2014 Wed 18:22		Report Totals: Crashes: 6	
Date	ion	II Pa	1/09/2		/11/2		1/01/2		107/2	100	105/2		nere	1/06/2		Cras	
Data Source	Sydney Region Fairfield LGA	Wetherill Park Hassall St	813674 P 21/09/2012		817128 P 05/11/2012		P 15		1076899 P 11/07/2015		\$ 23		Widemere Rd	P 18		otals:	
Crash No.	dney Fairfi	ž	3674	0339	7128	4731	0931	9210	6899	2133	17230	3049	_	10139	2149	ort To	
	Sy		84	E49960339	81	E49784731	101	E52609210	107	E58302133	110	E62053049		103	E55412149	Repo	
				-MI	1	ш		ш		ш !		ш			ш		

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.

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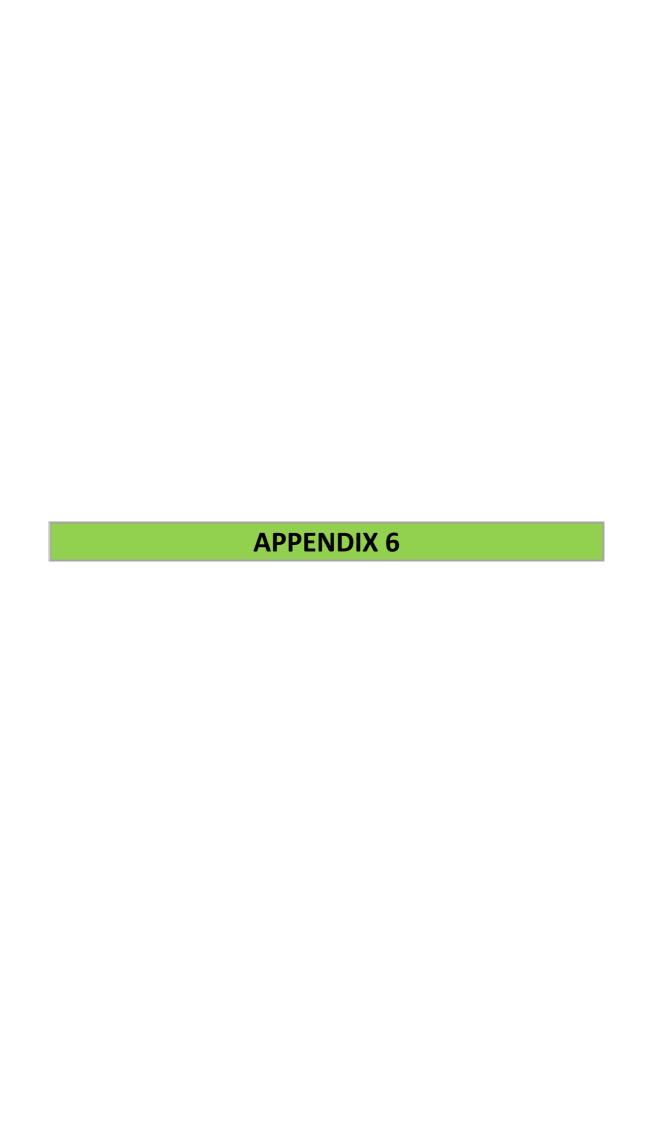
Summary Crash Report

# Cras	# Crash Type		Contributing Factors	Factors	Crash Movement			CRASHES	9	CASUALTIES	ES	9
Car Crach		400 0%		/00 00	Intersection adjacent approaches	C	702 25	1000	7000	Killod	_	7000
Cal Class			Speeding	2 33.3%	יוונפו פפרונון,			ratai			0	0.0
Light Truck Crash		2 33.3%	% Fatigue	%0.0	Head-on (not overtaking)	0	%0.0	Serious inj.	2 33.3%	Seriously inj.	က	20.0%
Rigid Truck Crash		%0.0 0	% Alcohol	0.0%	Opposing vehicles; turning	8	20.0%	Moderate inj.	1 16.7%	Moderately inj.	2	33.3%
Articulated Truck Crash		2 33.3%	%		U-turn	0	0.0%	Minor/Other inj.	1 16.7%	Minor/Other inj.	_	16.7%
'Heavy Truck Crash		(2) (33.3%)	Weather Weather	1	Rear-end	0	0.0%	Uncategorised ini.	0 0.0%	Uncategorised ini.	0	0.0%
Bus Crash		1 16.7%	% Fine	6 100.0%		0	0.0%	Non-casualty	2 33.3%	^ Unrestrained	0	0.0%
"Heavy Vehicle Crash	4	(2) (33.3%)								A Belt fitted but not worn. No restraint	. No restra	int
Emergency Vehicle Crash	Crash					0		Self Reported Crash	1 16.67%	fitted to position OR No helmet worn	helmet wo	L.
Motorcycle Crash		0.0%		0.0%		0	0.0%			Crashes	Casualties	Ities
Pedal Cycle Crash		0.0%				0		Time Group	% of Day	1 20	2016	~
Pedestrian Crash		0.0%			Hit railway train	0		00:01 - 02:59 0		1 20	2015	က
' Rigid or Artic. Truck " Heavy Truck or Heavy Bus	eavy Truck	or Heavy Bu	7	nondinon		C		03:00 - 04:59 0		2 20	2014	~
# These categories are NOT mutually exclusive	NOT mutual	y exclusive	Wet	%0.0 0		0		05:00 - 05:59 0		2 20	2012	_
Locati	Location Type		Dry	6 100.0%		0 0		06:00 - 06:59 0				
*Intersection	;	6 100.0%	% Snow or ice	%0.0 0		0 0		07:00 - 07:59 0				
Non intersection		0.0%			Off road on straight, hit object	0		08:00 - 08:59 0				
* Un to 10 matree from an interception	n interception		Natural Lighting	gunu	Out of control on straight	0 0		09:00 - 09:59 1				
op to to do		=	Dawn	0 0.0%		9 6		10:00 - 10:59 0	0.0% 4.2%			
Collis	Collision Type		Daylight	5 83.3%		0 0		11:00 - 11:59				
Single Vehicle		1 16.7%	Mark Dusk	0 0.0%		o c		12:00 - 12:59 0		inserviciny of each action of the properties of delayle interview for execution and action of the properties of the prop		
Multi Vehicle		5 83.3%						13:00 - 13:59 0		McLean Periods	% Week	sek
						-		14:00 - 14:59 0	0.0% 4.2%			100
Road Clk	Road Classification	2			Speed Limit		_	15:00 - 15:59 2		0 0	%0.0	17.9%
From Motorion		7000	40 km/h or less	0.0%	80 km/h zone 0	%0.0		16:00 - 16:59	16.7% 4.2%	0	0.0%	0.1.7
Ctoto Lichmon			50 km/h zone	4 66.7%	90 km/h zone 0	%0.0		0 -17:59 0		2	33.3%	17.9%
State riigiiway	-		60 km/h zone	2 33.3%	100 km/h zone 0	%0.0		18:00 - 18:50		0	%0.0	3.5%
Unclassified Road	5	0.0%	% 70 km/h zone	0.0%	110 km/h zone 0	%0.0		19:00 - 19:59 0		O (%0.0	3.6%
~ 07:30-09:30 or 14:30-17:00 on school days)-17:00 on s	chool days	~ 40km/h or less	0 0.0%	~ School Travel Time Involvement	2	33.3%			٧ ٢	16.7%	7.1%
			Day of the Week					22:00 - 24:00 0	0.0% 8.3%	Ξ-	16.7%	7.1%
Monday	Veboorbow 705 55	doocday	23 20/ Eriday	7 37 1	16 7% Sunday	•	16 70/	Street Lighting Off/Nil 9	% of Dark	0	%0.0	12.5%
۷	0.0% Thursday	ureday		1 167	AV 52	-			n Dark	. 7	0.0%	10.7%
	200	an oddy		-	,	THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER, TH		-	-			
New Year	0.0%	0.0% Easter	0 %0.0	#Holiday Periods Queen's BD	0	0.0% Easter SH	ster SH	0.0 %	Sept./Oct. SH	%0.0 0		
Aust. Day		0.0% Anzac Day	0 0.0%	Labour Day	0.0% January SH	-	ine/July	1 16.7%	December SH	%0.0 0		
				Character and the first of the following state of the first state of t								

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: 1JUL 11-30JUN16 (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.

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



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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU		DEM. FLO		Deg. Satn		Level of Service		ACK OF EUE	Prop. E Que	ffective Stop	Aver. No.	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m		Rate	Cycles	km/h
South	n: Wide	emere Ro	ad Sout	th										
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
Appro	oach	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	ı: Wide	mere Ro	ad North	า										
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
Appro	oach	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
Appro	oach	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 Vehic	eles	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	Movem	ent Per	forman	ce							
Mov ID Crossing	Input Vol.	Dem. Flow	Aver. Delay	* *	AVERAGE QUE [Ped		Prop.Ef Que	fective Stop Rate	Travel Time	Travel Dist. S	Aver. Speed
	ped/h	ped/h	sec		ped	m ¹			sec	m	m/sec
South: Widen	nere Roa	d South									
P1 Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	66.4	35.2	0.53
North: Widem	ere Roa	d 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 F	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.

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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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU		DEM. FLO		Deg. Satn		Level of Service	95% BA QUE	ACK OF EUE	Prop. E Que	Effective Stop	Aver. No.	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m		Rate	Cycles	km/h
South	n: Wide	emere Ro	ad Sout	th										
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
Appro	oach	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	ı: Wide	emere Ro	ad North	า										
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
Appro	oach	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	s 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
Appro	oach	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 Vehic	eles	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	Movem	ent Per	forman	ce							
Mov ID Crossing	Input Vol.	Dem. Flow	Aver. Delay	* *	AVERAGE QUE [Ped		Prop.Ef Que	fective Stop Rate	Travel Time	Travel Dist. S	Aver. Speed
	ped/h	ped/h	sec		ped	m '			sec	m	m/sec
South: Widem	nere Roa	d South									
P1 Full	50	53	39.8	LOS D	0.1	0.1	0.94	0.94	66.9	35.2	0.53
North: Widem	ere Roa	d 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 F	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.

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

Existing AM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM. FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	h: Wide	emere Ro	oad Sout	th										
2 3 Appro	T1 R2 oach	730 21 751	5.0 5.0 5.0	730 21 751	5.0 5.0 5.0	0.414 0.414 0.414	0.4 12.0 0.8	LOS A LOS A NA	0.6 0.6 0.6	4.4 4.4 4.4	0.08 0.08 0.08	0.02 0.02 0.02	0.11 0.11 0.11	59.3 56.8 59.2
East:	Site A	ccess												
4 6 Appro	L2 R2 oach	15 16 31	5.0 5.0 5.0	15 16 31	5.0 5.0 5.0	0.108 0.108 0.108	9.1 23.4 16.5	LOS A LOS B	0.3 0.3 0.3	2.3 2.3 2.3	0.77 0.77 0.77	0.90 0.90 0.90	0.77 0.77 0.77	46.1 45.7 45.9
North	n: Wide	emere Ro	ad North	า										
7 8	L2 T1	13 683	5.0 5.0	13 683	5.0 5.0	0.369 0.369	5.7 0.1	LOS A LOS A	0.0 0.0	0.0 0.0	0.00 0.00	0.01 0.01	0.00 0.00	57.8 59.7
Appro	oach	696	5.0	696	5.0	0.369	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.6
All Vehic	cles	1478	5.0	1478	5.0	0.414	8.0	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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V Site: [Widemere Road & Site Access (Site Folder: General)]

Existing PM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total	MES HV]	DEM, FLO [Total	WS HV]	Deg. Satn ,	Delay	Level of Service	QUI [Veh.	ACK OF EUE Dist]	Prop. I Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
South	a: \Mide	veh/h emere Ro	%	veh/h	%	v/c	sec		veh	m				km/h
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	LOSA	0.2	1.1	0.03	0.01	0.04	57.2
Appro	oach	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 A	ccess												
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
Appro	oach	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	ı: Wide	mere Ro	ad North	า										
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
Appro	oach	839	5.0	839	5.0	0.444	0.2	NA	0.0	0.0	0.00	0.00	0.00	59.6
All Vehic	cles	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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Site: [Hassall Street & Widemere Road (Site Folder:

General)]

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	n: Hass	sall Stree		Veri/II	70	V/C	360		VEII	'''				KIII/II
1 2 Appro	L2 T1 pach	137 583 720	5.0 5.0 5.0	137 583 720	5.0 5.0 5.0	0.104 0.309 0.309	6.5 0.1 1.3	LOS A LOS A	0.4 0.0 0.4	3.1 0.0 3.1	0.25 0.00 0.05	0.55 0.00 0.10	0.25 0.00 0.05	53.2 59.8 58.4
North	ı: Wide	mere Ro	ad											
8 9 Appro	T1 R2 oach	376 231 607	5.0 5.0 5.0	376 231 607	5.0 5.0 5.0	0.201 0.233 0.233	0.1 8.6 3.3	LOS A LOS A NA	0.0 1.0 1.0	0.0 7.5 7.5	0.00 0.50 0.19	0.00 0.72 0.27	0.00 0.50 0.19	59.9 50.9 56.1
West	: Hass	all Street	East											
10 12 Appro All Vehic		209 70 279 1606	5.0 5.0 5.0	209 70 279 1606	5.0 5.0 5.0	0.276 0.316 0.316 0.316	12.3 27.6 16.1 4.6	LOS A LOS B LOS B	1.3 1.2 1.3	9.8 9.1 9.8 9.8	0.61 0.85 0.67	0.98 1.05 0.99 0.32	0.64 1.01 0.73 0.22	49.6 41.1 47.2 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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Site: [Hassall Street & Widemere Road (Site Folder:

General)]

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total		DEM/ FLO' [Total		Deg. Satn		Level of Service		ACK OF EUE Dist]	Prop. E Que	ffective Stop Rate	Aver. No. Cycles	Aver. Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m m		rtato		km/h
South	n: Hass	sall Stree	t 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
Appro	oach	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	: Wide	emere Ro	ad											
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
Appro	oach	820	5.0	820	5.0	0.290	2.5	NA	1.1	7.9	0.13	0.21	0.13	56.9
West	: Hass	all Street	East											
10	L2	173	5.0	173	5.0	0.179	10.3	LOSA	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
Appro	oach	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 Vehic	les	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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♥ Site: [Hassall Street & Gipps Street (Site Folder: General)]

Existing AM

Site Category: (None)

Roundabout

Vehicle I	Movemen	t Perfo	rmance										
Mov Turr ID		PUT JMES HV] %	DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Ha	ssall Stree	et South											
2 T1 3 R2	579 737	5.0 5.0	579 737	5.0 5.0	0.864 0.864	9.2 15.4	LOS A LOS B	15.4 15.4	112.5 112.5	0.76 0.93	0.78 0.90	0.90 1.18	52.1 50.3
3u U Approach	1317	5.0 5.0	1317	5.0	0.864 0.864	17.6 12.7	LOS B	15.4 15.4	112.5 112.5	0.93	0.90	1.18	51.4 51.1
East: Gipp	os Street												
4 L2 6 R2 6u U Approach	710 278 1 989	5.0 5.0 5.0 5.0	710 278 1 989	5.0 5.0 5.0 5.0	0.561 0.305 0.305 0.561	5.1 10.4 12.7 6.6	LOS A LOS A LOS A	4.6 1.7 1.7 4.6	33.8 12.7 12.7 33.8	0.58 0.47 0.47 0.55	0.59 0.68 0.68 0.62	0.58 0.47 0.47 0.55	53.7 52.0 53.2 53.2
North: Ha	ssall Stree	t South											
7 L2 8 T1 9u U Approach All Vehicles	183 207 4 394 2700	5.0 5.0 5.0 5.0	183 207 4 394 2700	5.0 5.0 5.0 5.0	0.300 0.296 0.296 0.300	8.4 7.8 15.2 8.1 9.8	LOS A LOS B LOS A	2.0 2.1 2.1 2.1 15.4	14.7 15.6 15.6 15.6	0.83 0.84 0.84 0.84	0.86 0.76 0.76 0.81	0.83 0.84 0.84 0.84	52.3 53.3 54.5 52.8 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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♥ Site: [Hassall Street & Gipps Street (Site Folder: General)]

Existing PM

Site Category: (None)

Roundabout

Vehi	icle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
Sout	h: Has	sall Stree	t South											
2 3 3u	T1 R2 U	291 608 4	5.0 5.0 5.0	291 608 4	5.0 5.0 5.0	0.575 0.575 0.575	5.9 10.4 12.7	LOS A LOS A LOS A	4.6 4.6 4.6	33.7 33.7 33.7	0.51 0.58 0.58	0.59 0.66 0.66	0.51 0.58 0.58	54.0 52.3 53.4
Appr	oach	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 6 6u	L2 R2 U	961 223 1	5.0 5.0 5.0	961 223 1	5.0 5.0 5.0	0.917 0.357 0.357	17.9 12.7 15.0	LOS B LOS A LOS B	21.4 2.0 2.0	156.4 14.4 14.4	1.00 0.67 0.67	1.25 0.84 0.84	1.76 0.67 0.67	46.0 51.1 52.1
	oach	1185	5.0	1185	5.0	0.917	16.9	LOS B	21.4	156.4	0.94	1.17	1.56	46.9
		sall Street												
7 8 9u Annr	L2 T1 U roach	307 429 2 738	5.0 5.0 5.0 5.0	307 429 2 738	5.0 5.0 5.0 5.0	0.403 0.476 0.476 0.476	7.9 7.8 15.3 7.9	LOS A LOS B LOS A	2.6 3.6 3.6 3.6	18.9 26.5 26.5 26.5	0.75 0.78 0.78 0.77	0.82 0.79 0.79 0.80	0.76 0.84 0.84 0.81	52.6 53.6 54.9 53.2
All Vehic		2826	5.0	2826	5.0	0.917	12.0	LOSA	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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Site: [Walter Street & Frank Street (Site Folder: General)]

Existing AM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	ո։ Walt	er Street	South											
1 2 Appro	L2 T1 pach	80 195 275	5.0 5.0 5.0	80 195 275	5.0 5.0 5.0	0.242 0.242 0.242	8.4 10.5 9.9	LOS A LOS A	1.2 1.2 1.2	8.6 8.6 8.6	0.41 0.41 0.41	0.82 0.82 0.82	0.41 0.41 0.41	51.0 51.0 51.0
North	ı: Walt	er Street	North											
8 9 Appro	T1 R2 oach	244 106 350	5.0 5.0 5.0	244 106 350	5.0 5.0 5.0	0.209 0.150 0.209	8.9 10.6 9.4	LOS A LOS A	0.9 0.5 0.9	6.4 3.8 6.4	0.25 0.45 0.31	0.89 0.95 0.91	0.25 0.45 0.31	51.5 50.3 51.1
West	: Franl	k Street												
10 12	L2 R2	104 64	5.0 5.0	104 64	5.0 5.0	0.058 0.036	5.6 5.6	LOS A LOS A	0.0 0.0	0.0 0.0	0.00 0.00	0.57 0.59	0.00	53.4 53.2
Appro	oach	168	5.0	168	5.0	0.058	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.3
All Vehic	eles	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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Site: [Walter Street & Frank Street (Site Folder: General)]

Existing PM

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

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total veh/h		DEM/ FLO [Total veh/h		Deg. Satn v/c		Level of Service		ACK OF EUE Dist] m	Prop. I Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	n: Walt	er Street	South											
1 2 Appro	L2 T1 pach	48 137 185	5.0 5.0 5.0	48 137 185	5.0 5.0 5.0	0.193 0.193 0.193	8.3 11.8 10.9	LOS A LOS A	0.9 0.9 0.9	6.4 6.4 6.4	0.49 0.49 0.49	0.84 0.84 0.84	0.49 0.49 0.49	50.4 50.4 50.4
North	: Walte	er Street	North											
8 9 Appro	T1 R2 pach	335 55 390	5.0 5.0 5.0	335 55 390	5.0 5.0 5.0	0.320 0.078 0.320	9.6 10.4 9.7	LOS A LOS A	1.4 0.3 1.4	10.5 1.9 10.5	0.39 0.44 0.39	0.90 0.93 0.90	0.39 0.44 0.39	51.1 50.3 51.0
West	: Frank	Street												
10 12	L2 R2	143 149	5.0 5.0	143 149	5.0 5.0	0.080 0.083	5.6 5.6	LOS A LOS A	0.0 0.0	0.0 0.0	0.00 0.00	0.57 0.59	0.00 0.00	53.4 53.2
Appro	oach	292	5.0	292	5.0	0.083	5.6	NA	0.0	0.0	0.00	0.58	0.00	53.3
All Vehic	eles	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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Project: C:\Users\erick\Desktop\Reports\17-030 Wetherill Park\2020WALFRA02.sip9

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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total	JMES HV]	DEM FLO [Total	WS HV]	Deg. Satn	Delay	Level of Service	95% BA QUE [Veh.	EUE Dist]	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
Fast:	Victor	veh/h ria Street	% Fast	veh/h	%	v/c	sec		veh	m				km/h
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		* 0.437		LOS C	3.3	23.9	0.78	0.67		39.8
					5.0		29.0						0.93	
Appr	oacn	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	n: Walt	er 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
Appr	oach	375	5.0	375	5.0	0.725	36.4	LOS C	13.5	98.7	0.88	0.83	0.93	36.9
North	nWest:	Transitw	ay											
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
Appr	oach	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	: Victo	ria Street	t 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
Appr	oach	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 Vehic	cles	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 I	Movem	ent Perf	orman	ce							
Mov ID Crossing	Input Vol.	Dem. Flow	Aver. Delay	· ·	AVERAGE QUE [Ped		Prop.Ef Que	fective Stop Rate	Travel Time	Travel Dist. S	Aver. Speed
	ped/h	ped/h	sec		ped	m		. 10.10	sec	m	m/sec
East: Victoria	Street E	ast									
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	LOSA	0.0	0.0	0.62	0.62	32.4	30.6	0.94
NorthWest: Tr	ansitwa	y									
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 V	Vest									
P4 Full	50	53	39.3	LOS D	0.1	0.1	0.94	0.94	67.9	37.2	0.55

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

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)

Vehi	cle M	ovemen	t Perfo	rmance										
Mov ID	Turn	INP VOLU [Total	JMES HV]	DEM FLO [Total	WS HV]	Deg. Satn	Delay	Level of Service	QUI [Veh.	ACK OF EUE Dist]	Prop. E Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
Fast:	Victor	veh/h ria Street	% Fast	veh/h	%	v/c	sec		veh	m				km/h
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
Appr	oach	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	n: Walt	er 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
Appr	oach	740	5.0	740	5.0	0.901	46.3	LOS D	36.3	265.2	0.83	0.90	1.00	33.6
North	nWest:	Transitw	ay											
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
Appr	oach	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	: Victo	ria Street	t 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
Appr	oach	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 Vehic	cles	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)

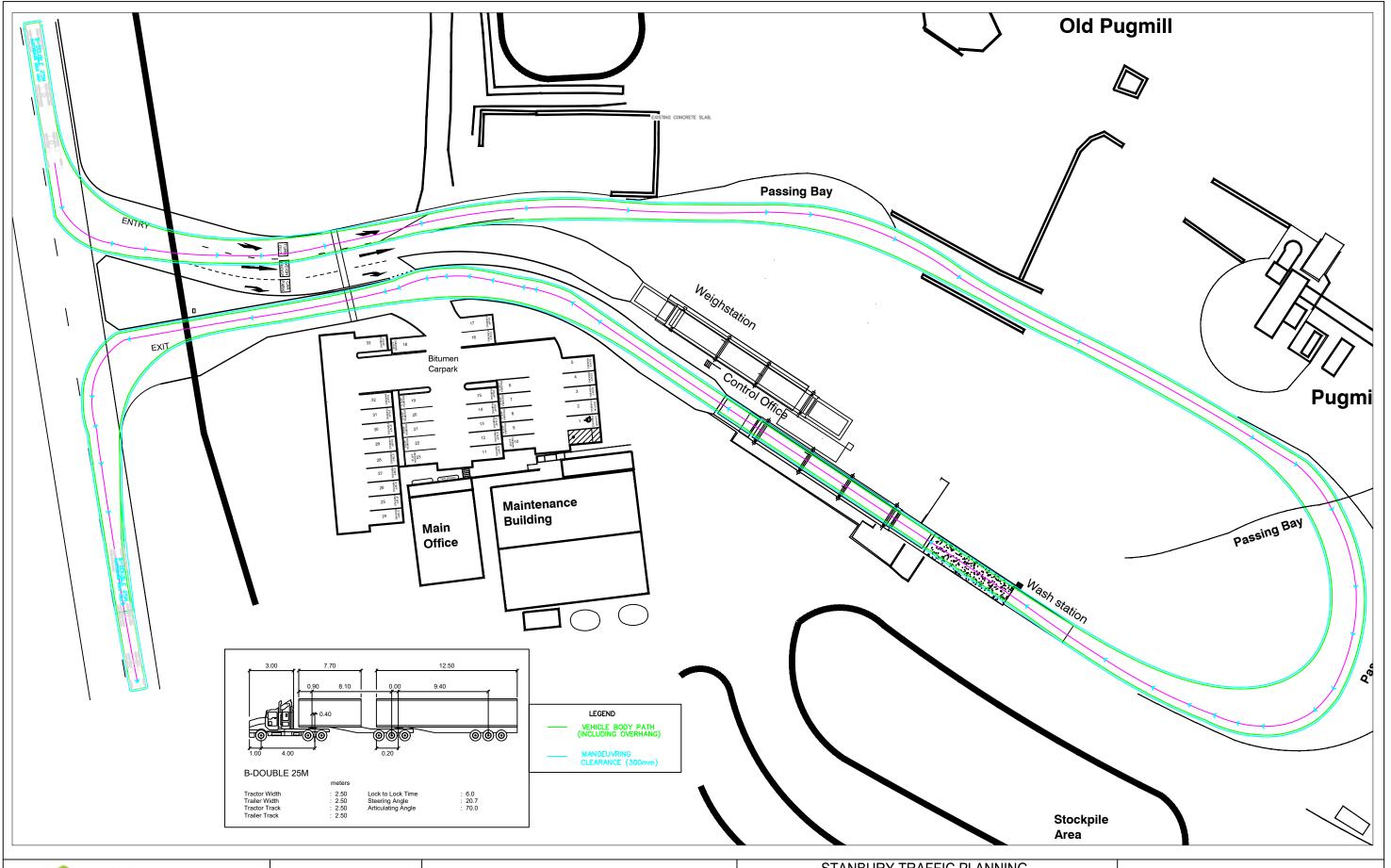
Pedestria				~ ~							
Mov ID Crossir	Input	Dem.	Aver.		AVERAGE		Prop. Et		Travel	Travel	Aver.
ID Crossir	ng Vol.	Flow	Delay	Service	QUE [Ped	Dist]	Que	Stop Rate	Time	DIST. S	Speed
	ped/h	ped/h	sec		ped	m ¯			sec	m	m/sec
East: Victor	ia Street E	ast									
P2 Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	85.4	40.5	0.47
North: Walt	er Street										
P3 Full	50	53	7.2	LOSA	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: Victo	ria Street V	Vest									
P4 Full	50	53	54.3	LOS E	0.2	0.2	0.95	0.95	82.9	37.2	0.45

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

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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ADDRESS: 302/166 GLEBE POINT RD, GLEBE 1.

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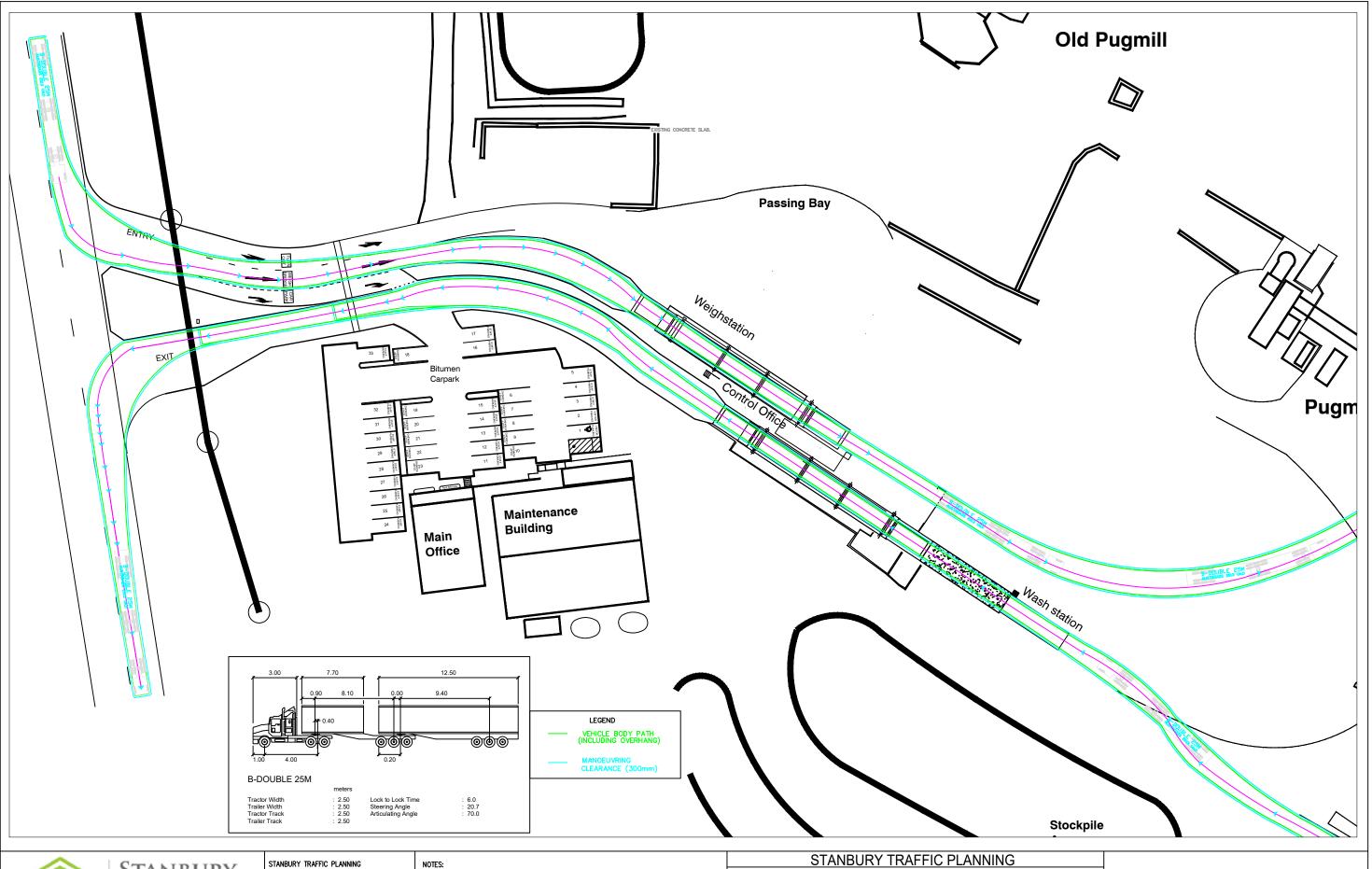
This plan is based on architectural plans prepared by 4D architecture & design.

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STANBURY TRAFFIC PLANNING

25m LONG B-DOUBLE VEHICLE SWEPT PATHS SITE INGRESS / EGRESS MOVEMENTS

CALE:	1:100 AT A3		ISSUE
ILE:	17-130	SUPERSEDES SHEET/ISSUE	А
ATE:	5/08/2020		SHEET 1





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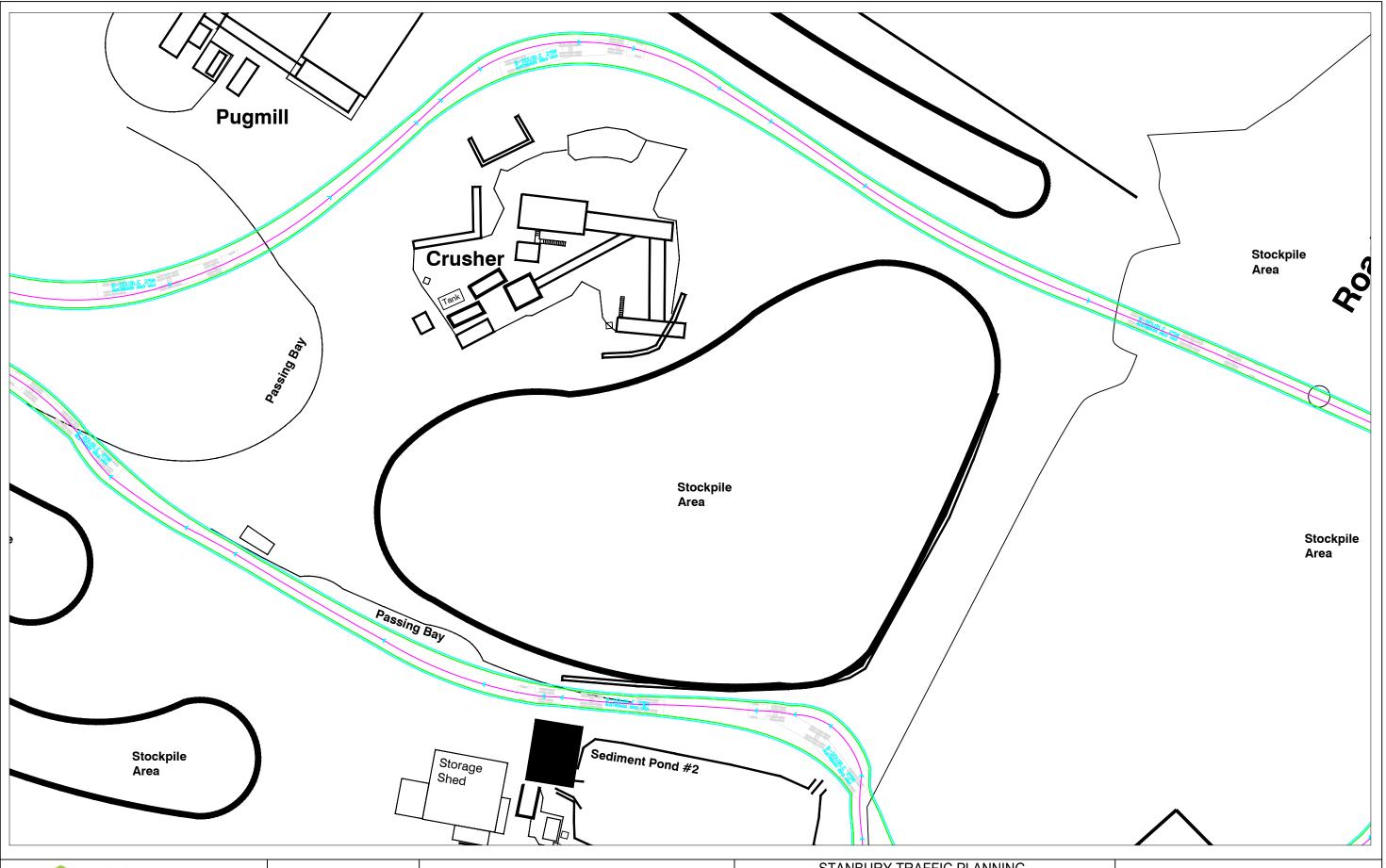
EMAIL: info@stanburytraffic.com.au WEBSITE: www.stanburytraffic.com.au This plan is based on architectural plans prepared by 4D architecture & design.

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STANBURY TRAFFIC PLANNING

25m LONG B-DOUBLE VEHICLE SWEPT PATHS SITE INGRESS / EGRESS MOVEMENTS

SCALE	: 1:100 AT A3		ISSUE
			Λ Ι
FILE:	17-130	SUPERSEDES SHEET/ISSUE	Α
			SHEET
DATE:	5/08/2020		2





ADDRESS: 302/166 GLEBE POINT RD, GLEBE 1.

(02) 8971 8314 MOB: 0410 561 848

EMAIL: info@stanburytraffic.com.au WEBSITE: www.stanburytraffic.com.au

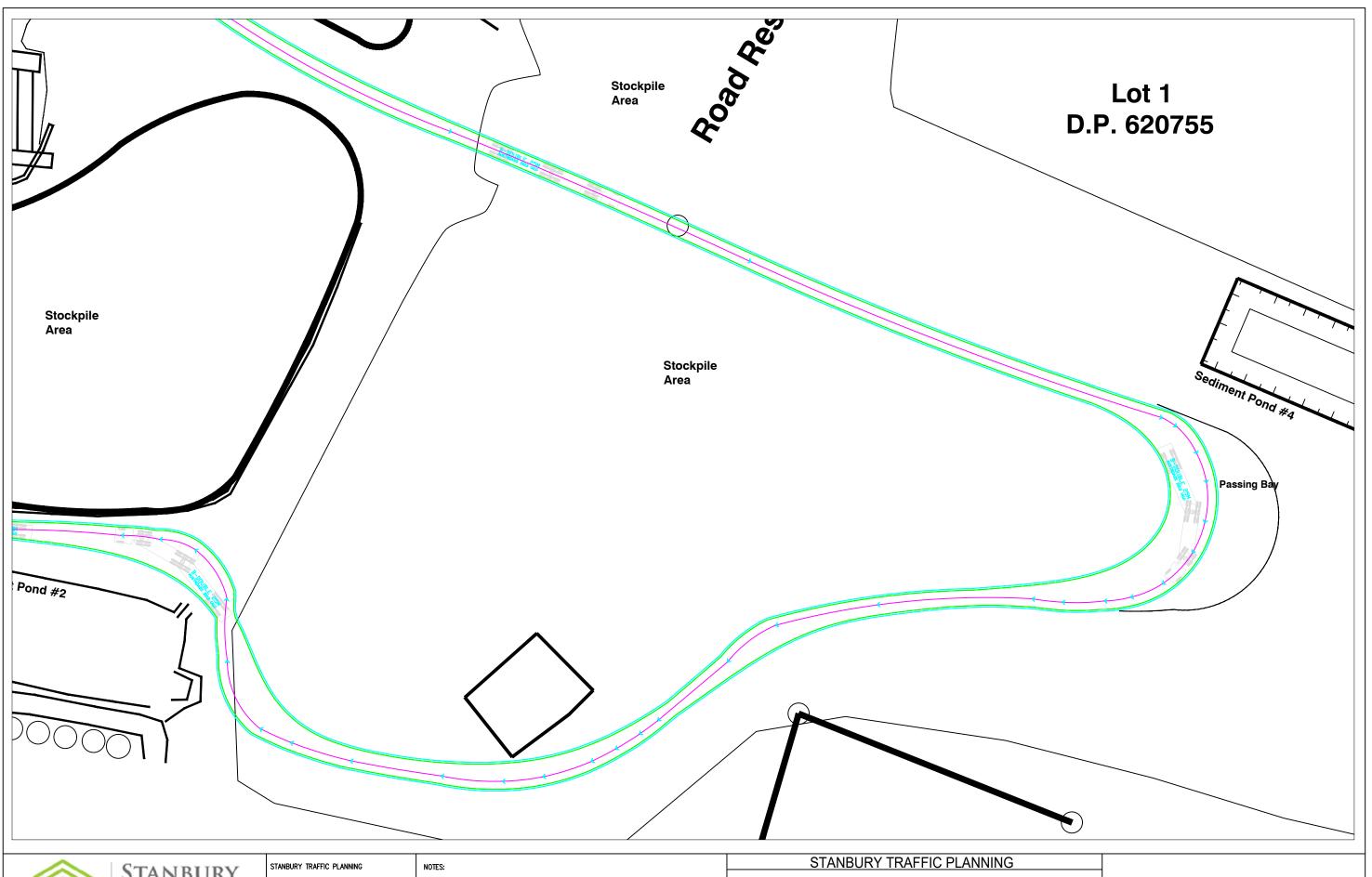
This plan is based on architectural plans prepared by 4D architecture & design.

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

STANBURY TRAFFIC PLANNING

25m LONG B-DOUBLE VEHICLE SWEPT PATHS SITE INGRESS / EGRESS MOVEMENTS

SCALE: 1:100 AT	A3		ISSUE
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DATE: 5/08/202	0		SHEET 3





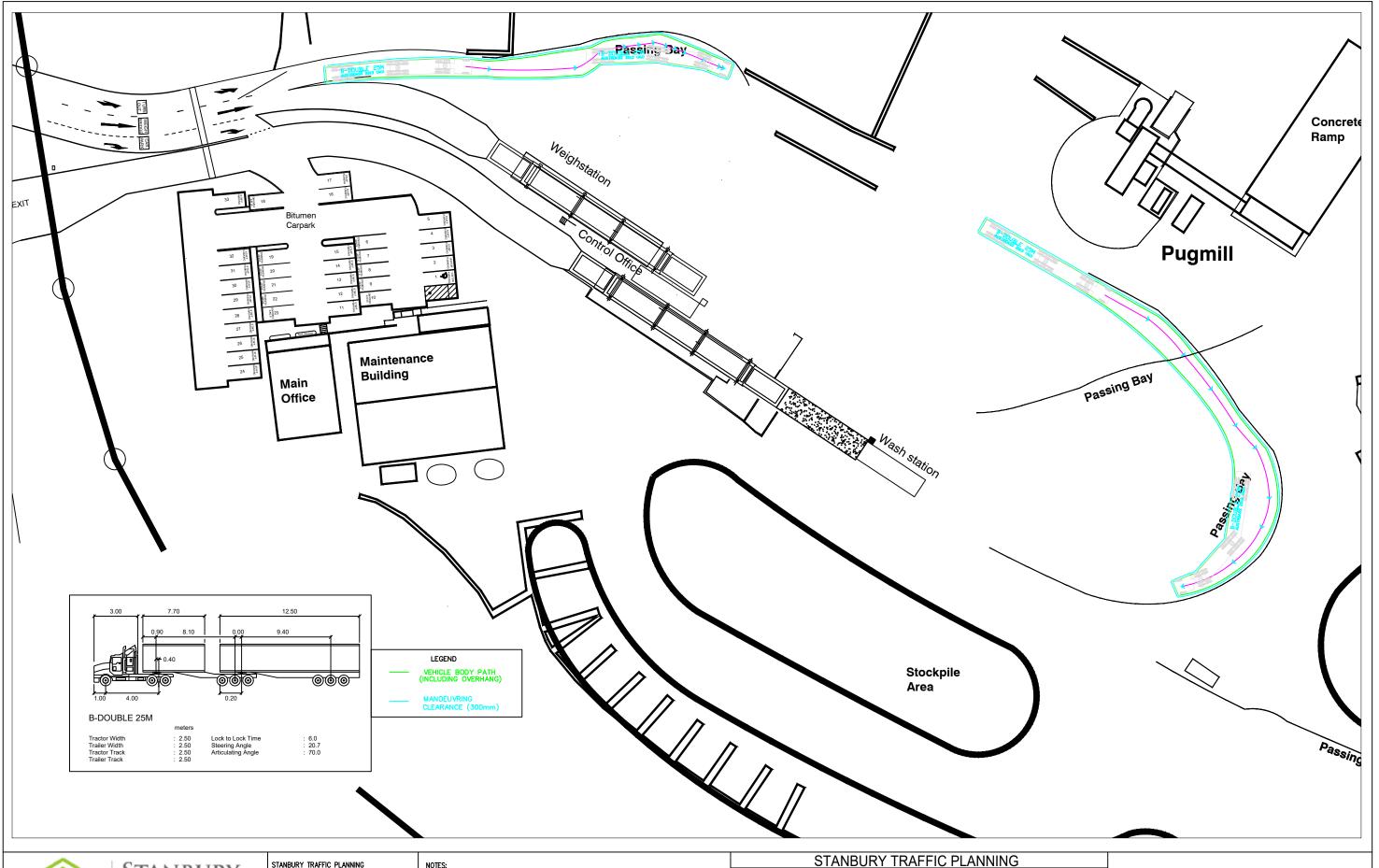
PH: (02) 8971 8314 MOB: 0410 561 848

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WEBSITE: www.stanburytraffic.com.au

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SITE INGRESS / EGRESS MOVEMENTS

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





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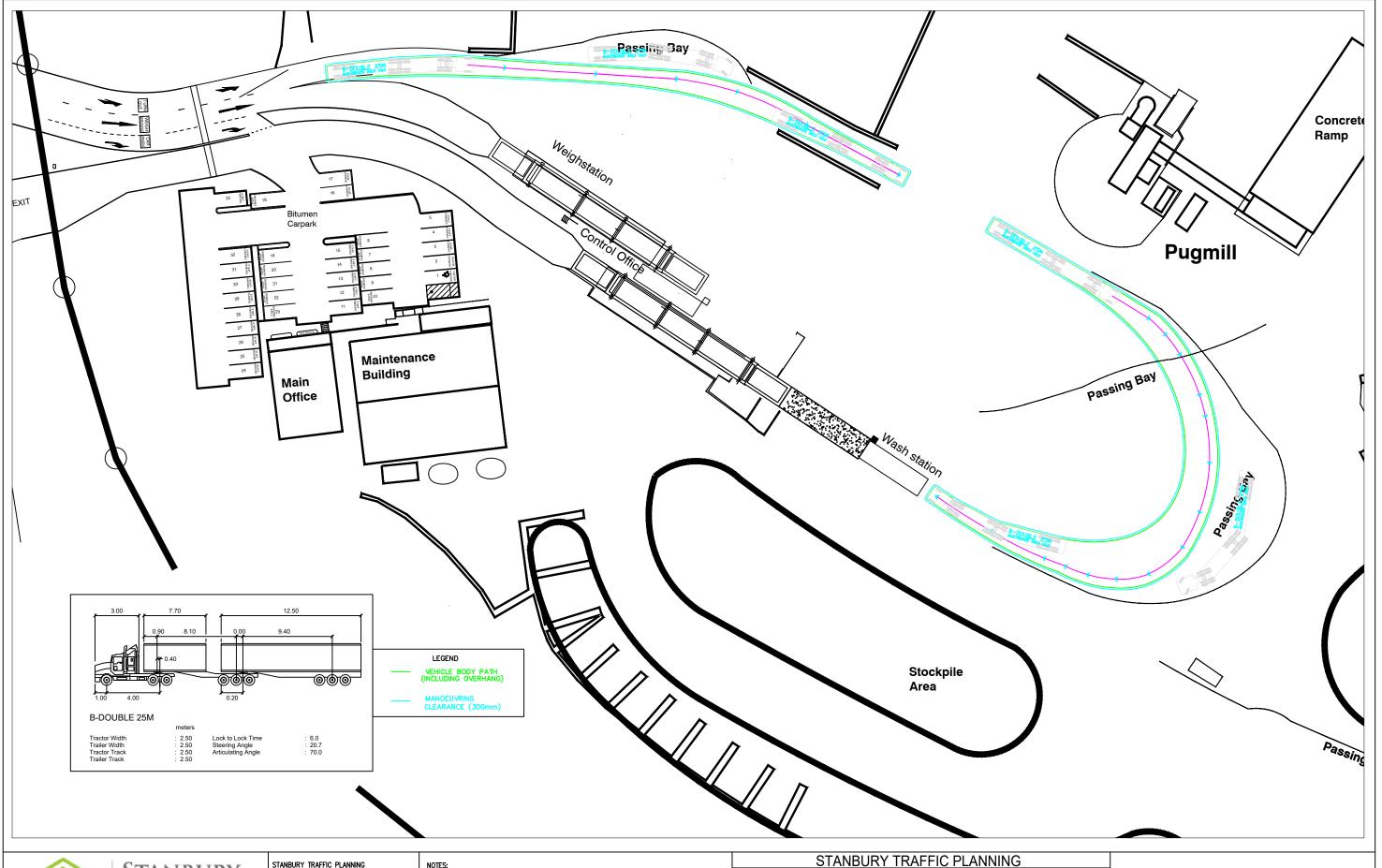
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS INTERNAL PASSING BAY INGRESS MOVEMENTS PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

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





ADDRESS: 302/166 GLEBE POINT RD, GLEBE 1.

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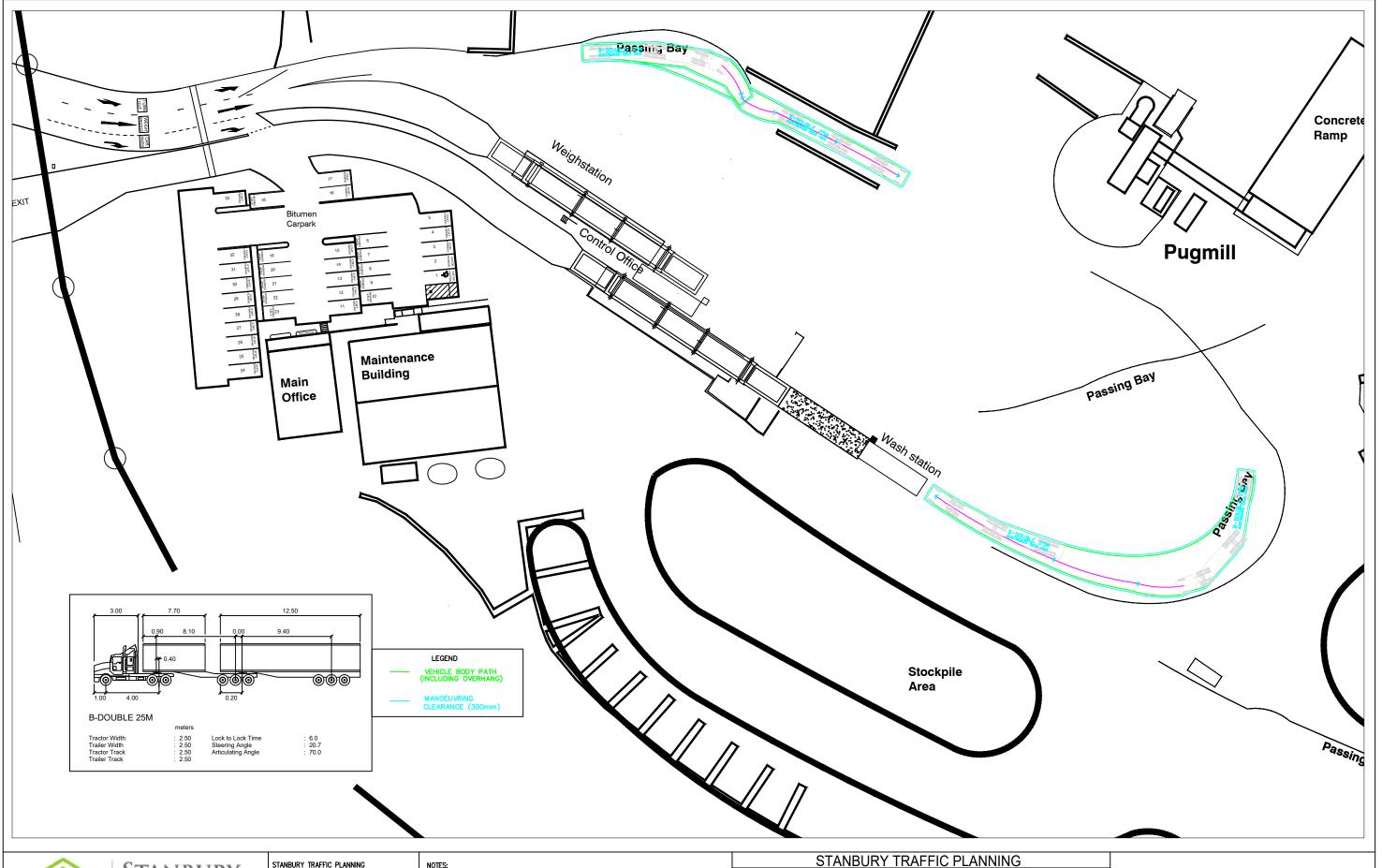
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS INTERNAL SITE MANOEUVRING PAST OCCUPIED PASSING BAYS PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

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





ADDRESS: 302/166 GLEBE POINT RD, GLEBE 1.

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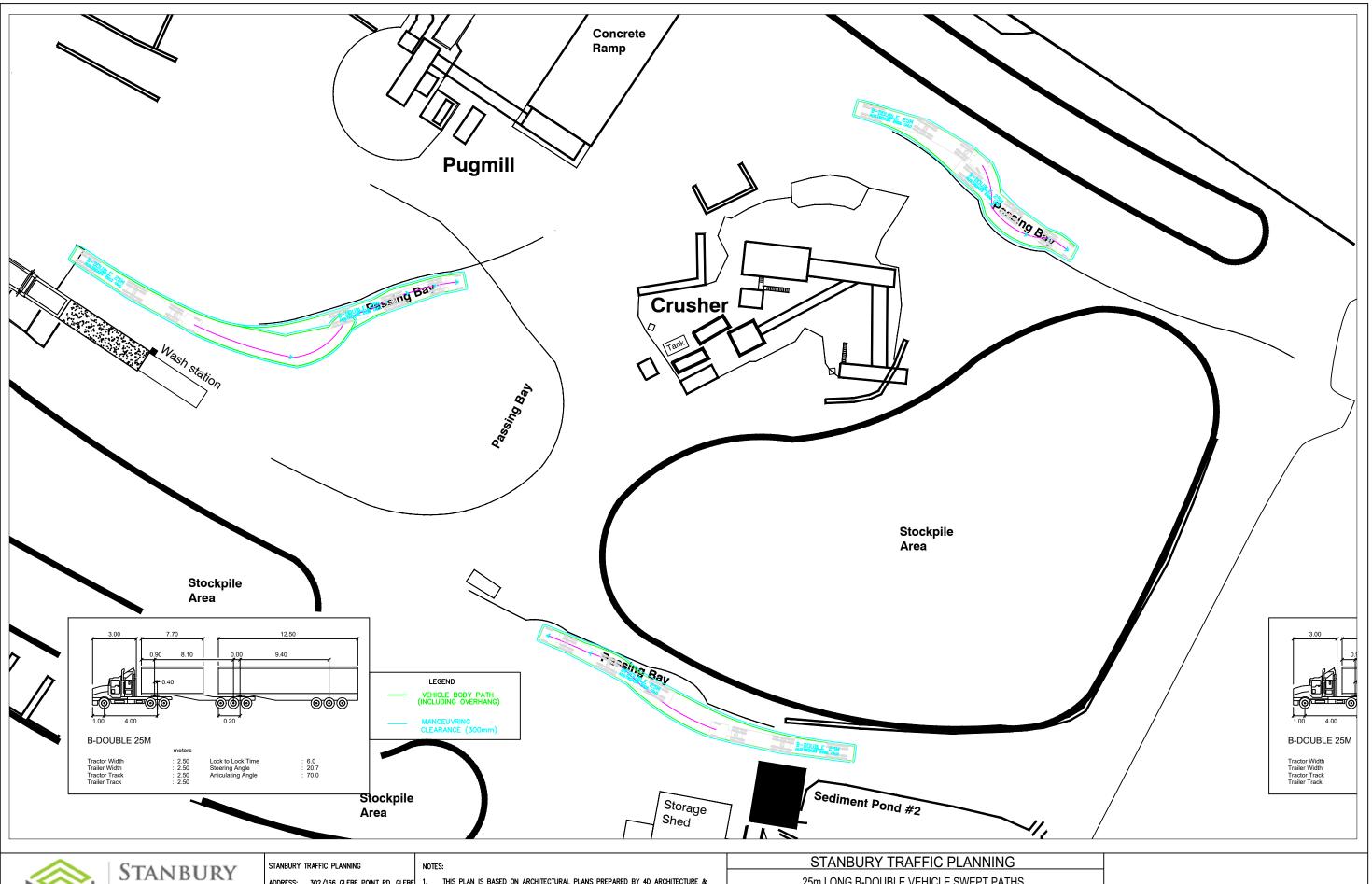
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS EGRESS MOVEMENTS FROM PASSING BAY PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE:	: 1:100 AT A3		ISSUE
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DATE:	5/08/2020		7





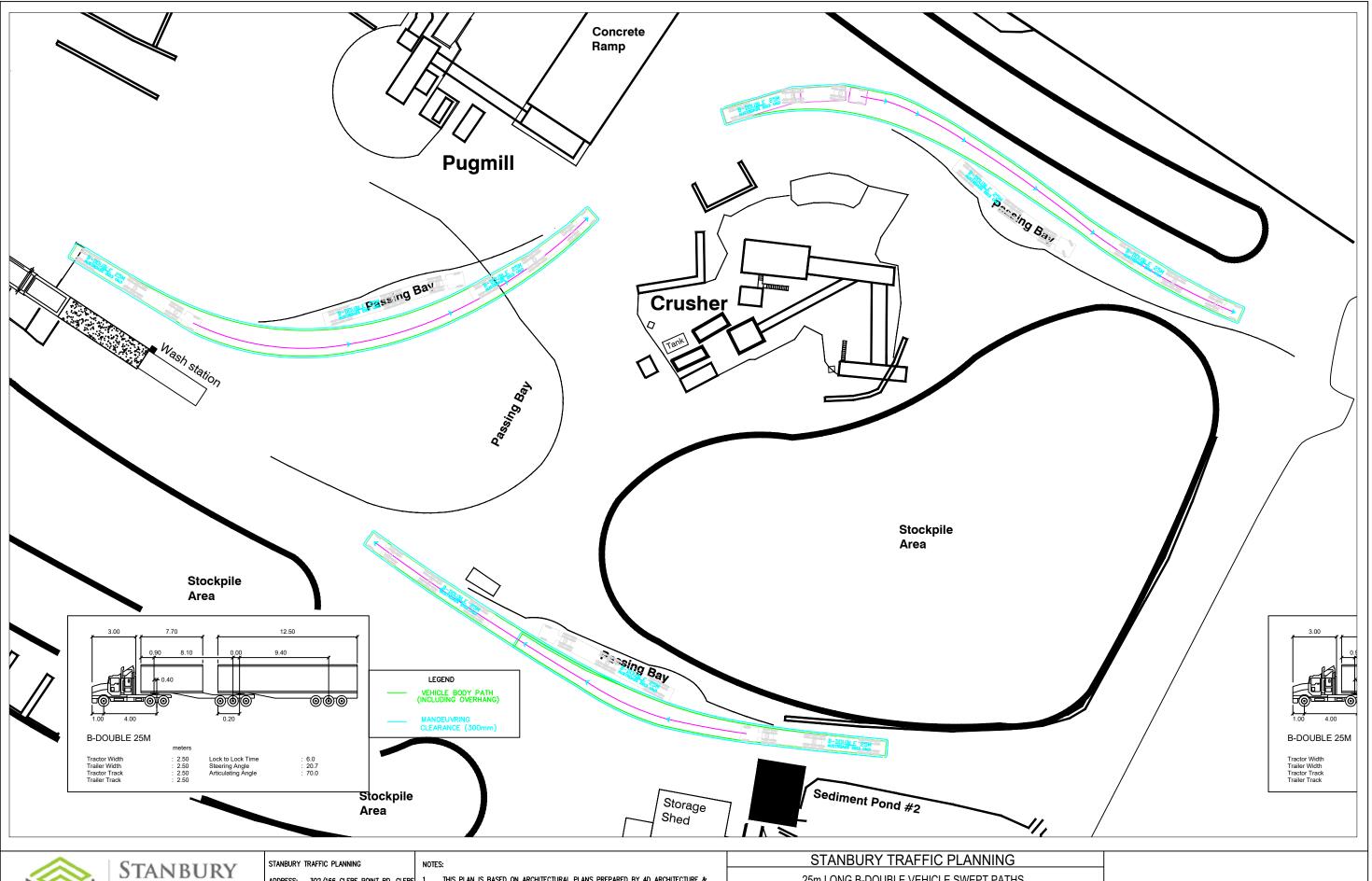
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS INTERNAL PASSING BAY INGRESS MOVEMENTS PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

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





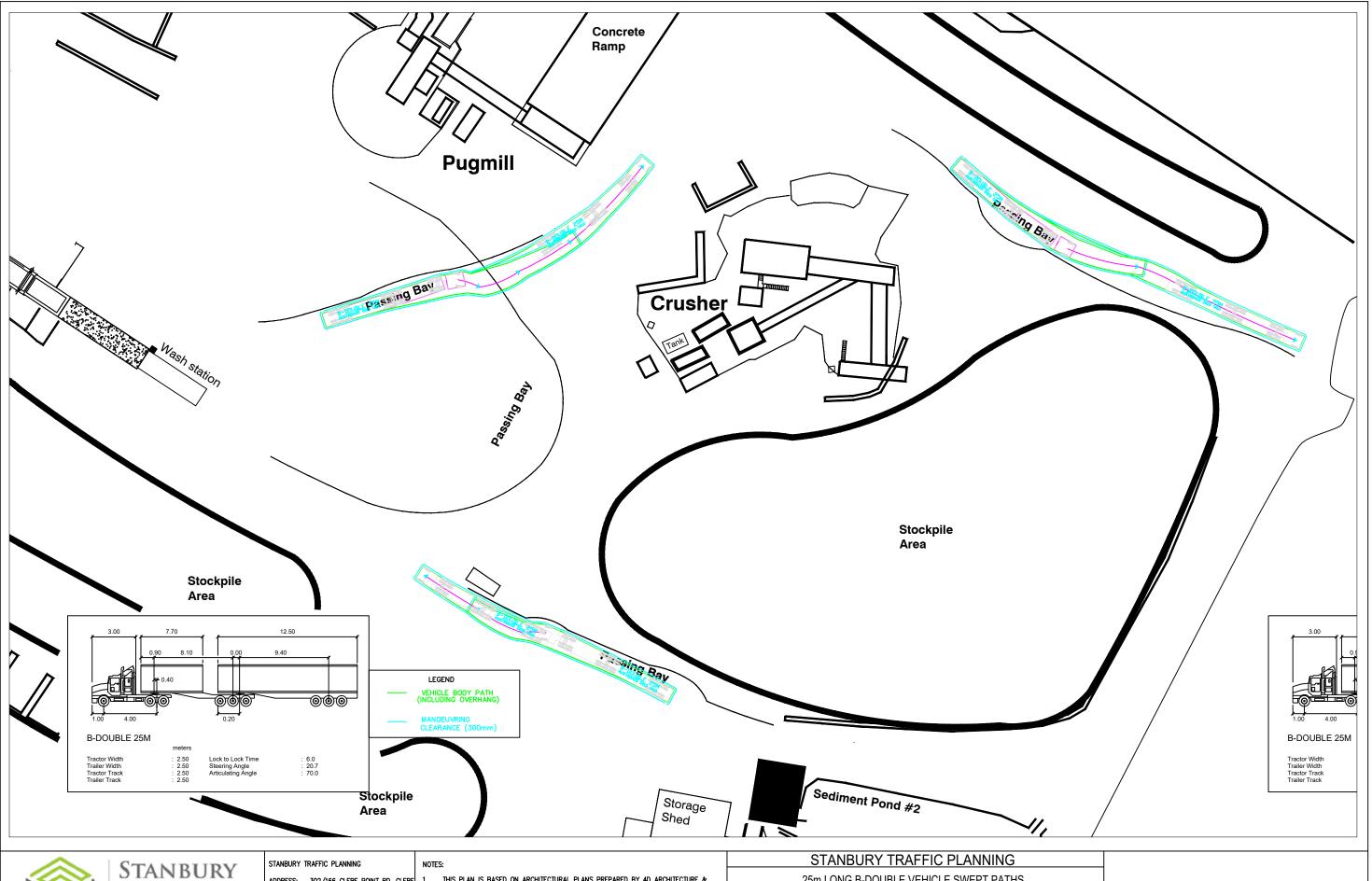
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS INTERNAL SITE MANOEUVRING PAST OCCUPIED PASSING BAYS PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE	: 1:100 AT A3		ISSUE
FILE:	17-130	SUPERSEDES SHEET/ISSUE	A
DATE:	5/08/2020		SHEET 9





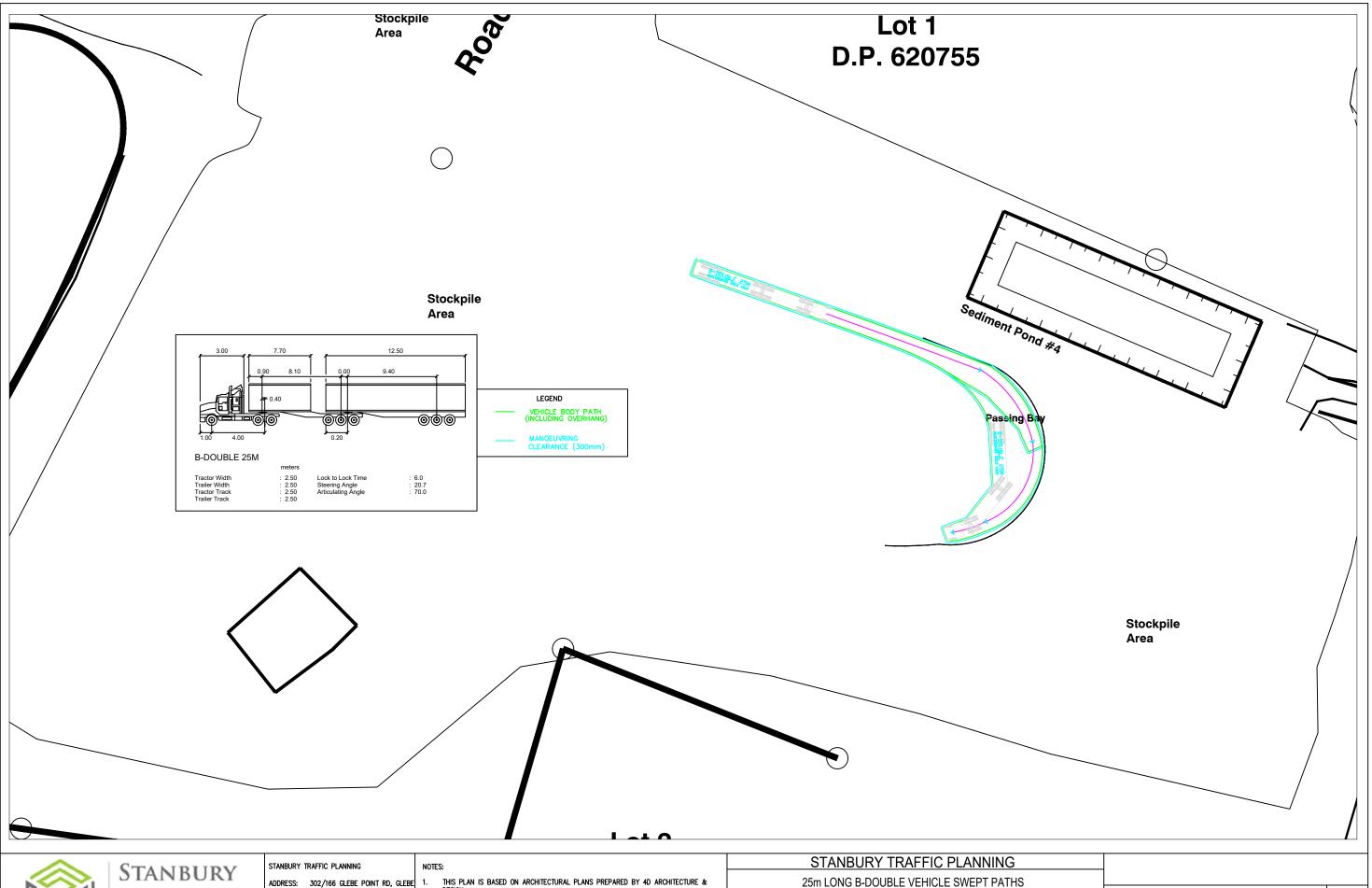
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS EGRESS MOVEMENTS FROM PASSING BAY PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE	
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DATE: 5/08/2020		SHEET 10	





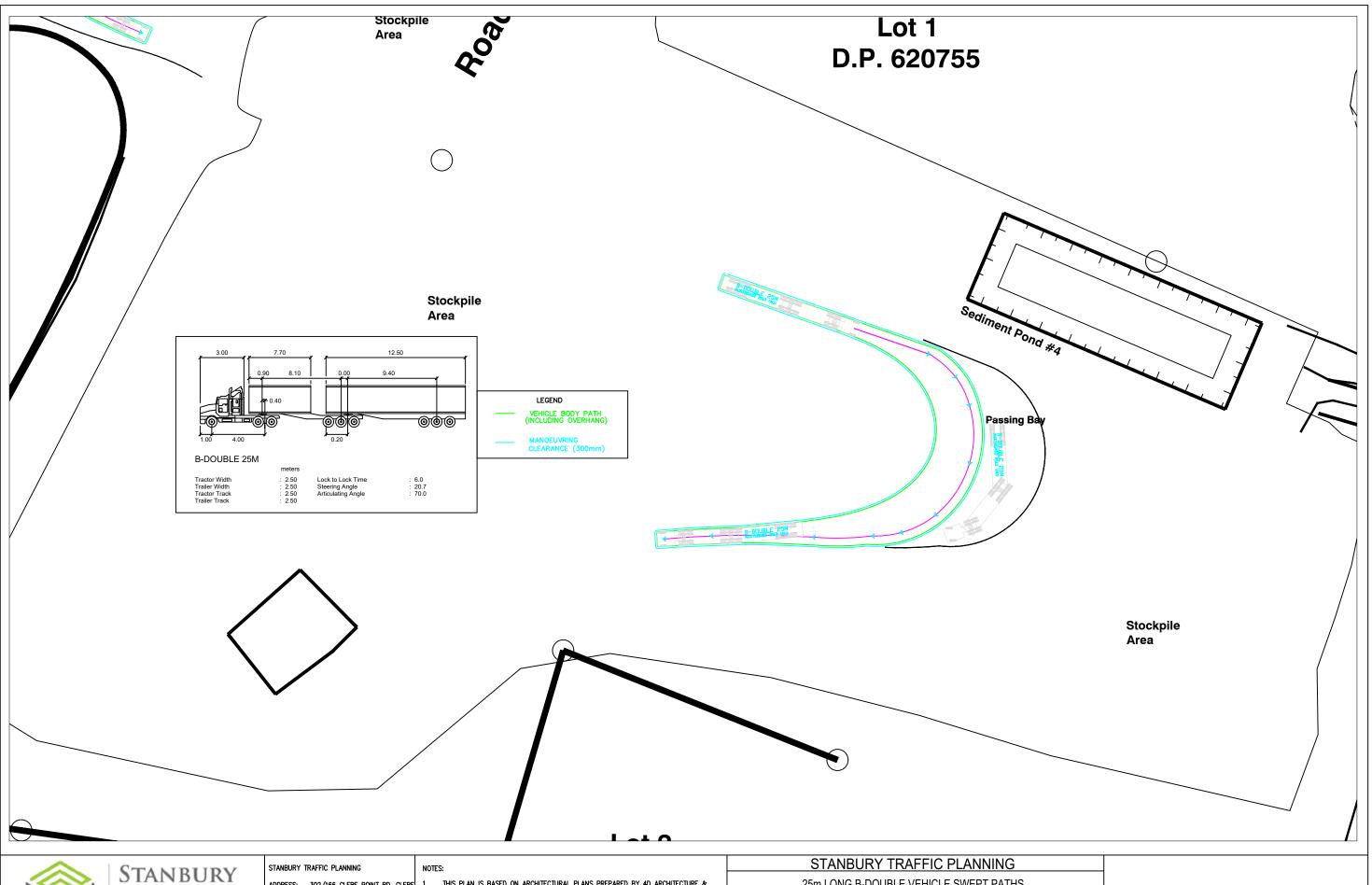
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS INTERNAL PASSING BAY INGRESS MOVEMENT PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE	: 1:100 AT A3		ISSUE
FILE:	17-130	SUPERSEDES SHEET/ISSUE	A
DATE:	5/08/2020		SHEET 11





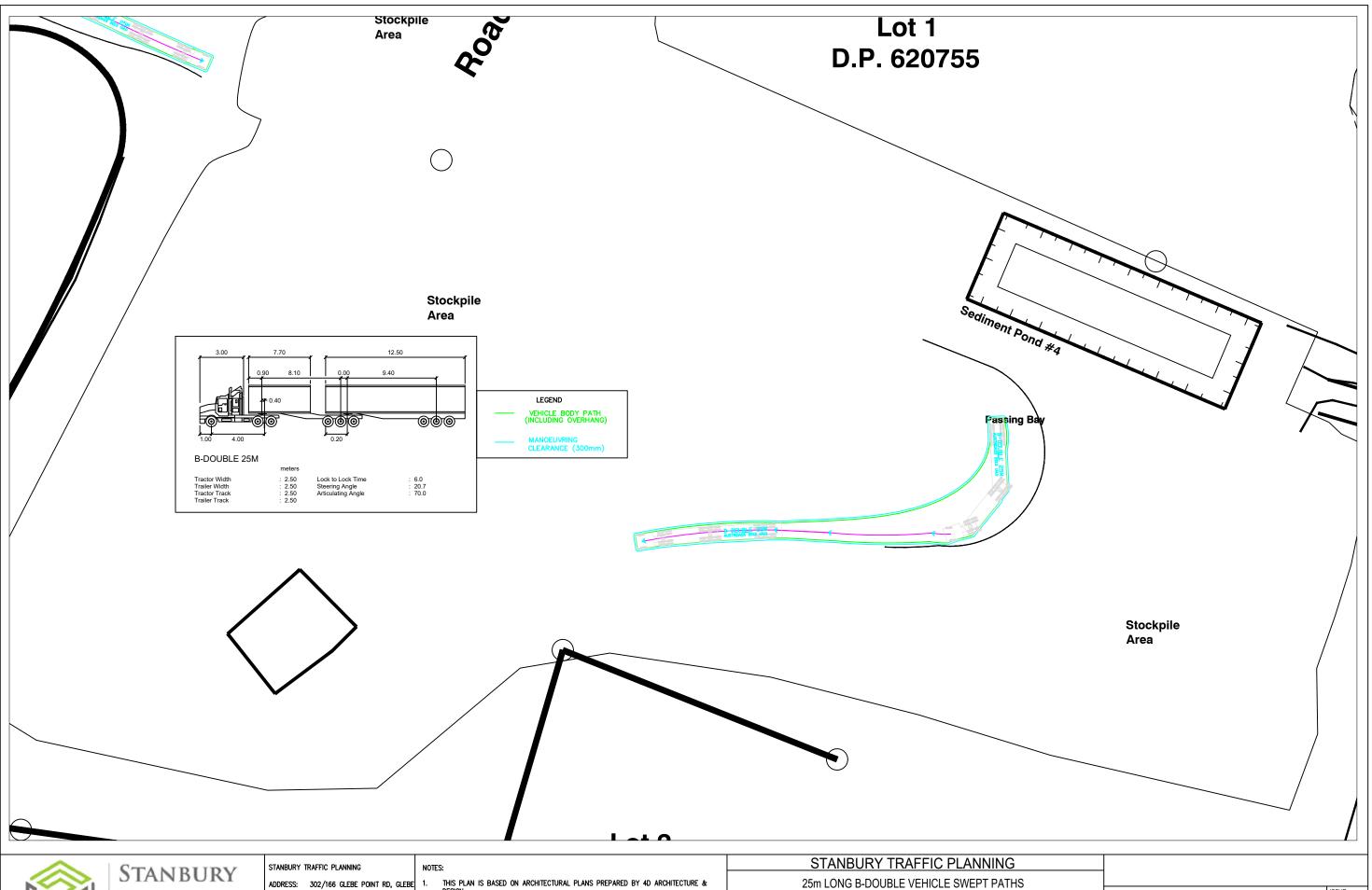
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25m LONG B-DOUBLE VEHICLE SWEPT PATHS INTERNAL SITE MANOEUVRING PAST OCCUPIED PASSING BAY PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE	
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DATE:	5/08/2020		12





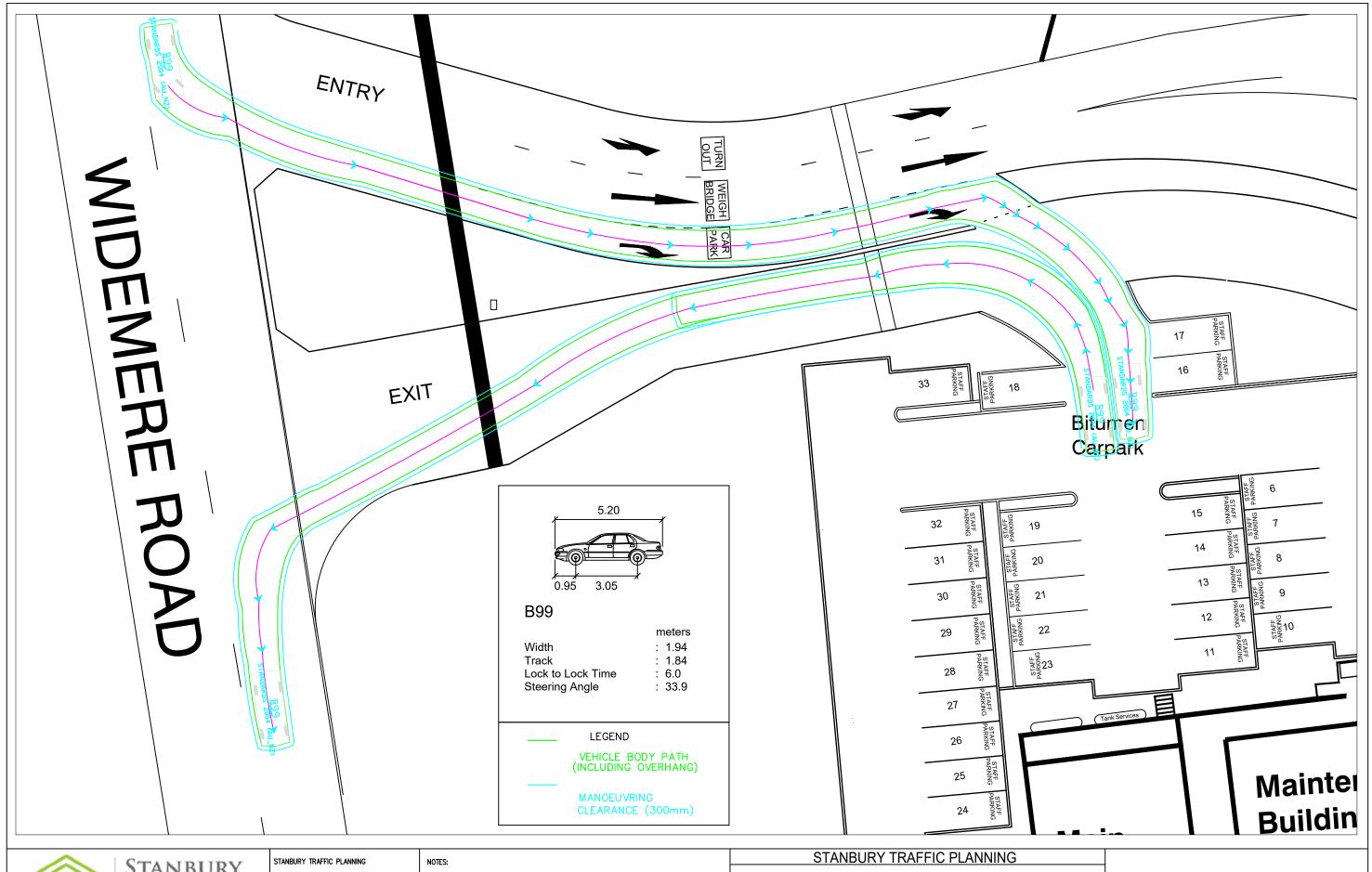
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EGRESS MOVEMENT FROM PASSING BAY PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:100 AT A3		ISSUE
FILE: 17-130	SUPERSEDES SHEET/ISSUE	A
DATE: 5/08/2020		SHEET 13





(02) 8971 8314 MOB: 0410 561 848 EMAIL: info@stanburytraffic.com.au

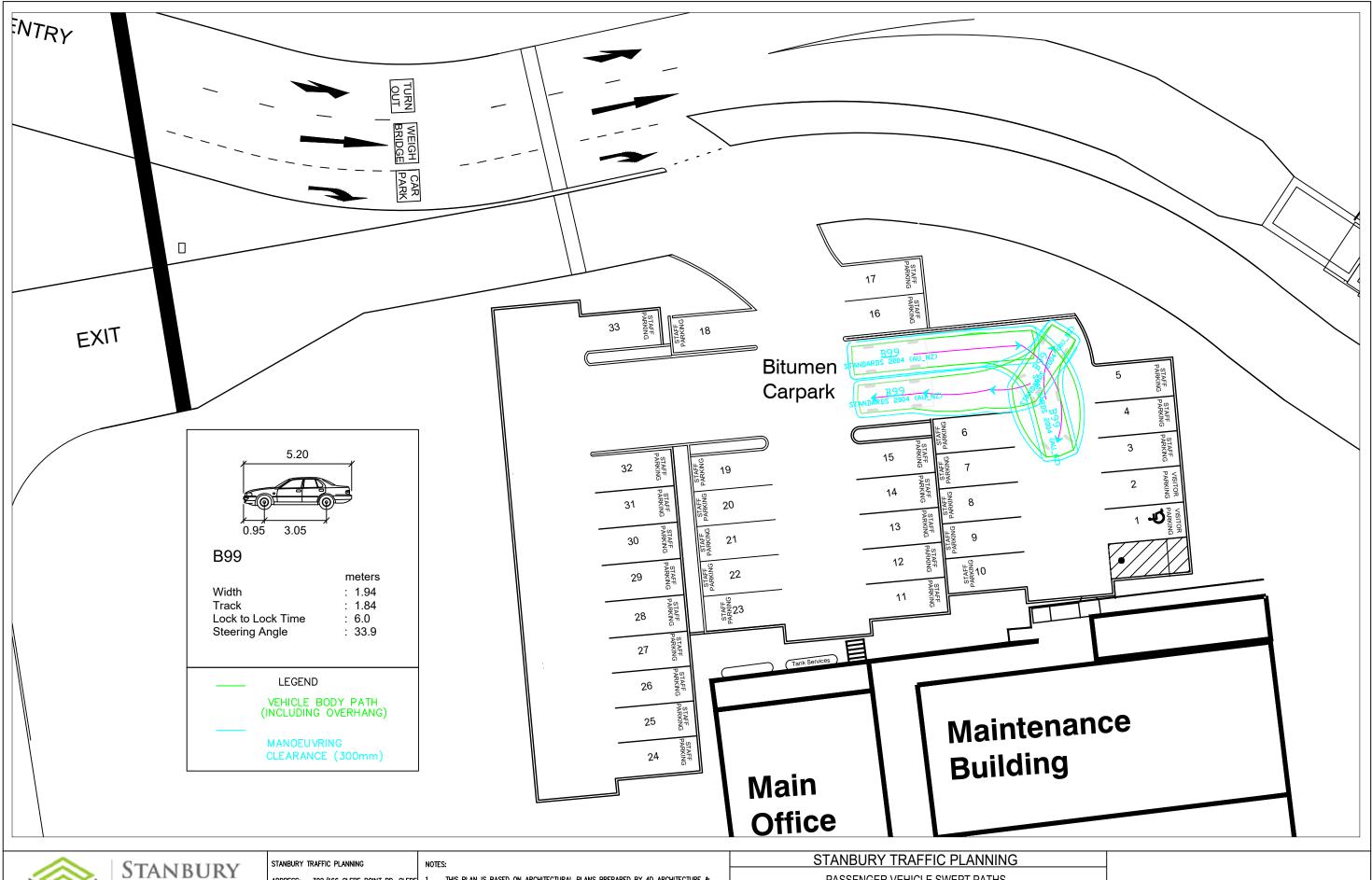
WEBSITE: www.stanburytraffic.com.au

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PASSENGER VEHICLE SWEPT PATHS SITE INGRESS / EGRESS MOVEMENTS

SCALE: 1:250 AT A3		ISSUE
FILE: 17-130	SUPERSEDES SHEET/ISSUE	A
		SHEET
DATE: 5/08/2020		14





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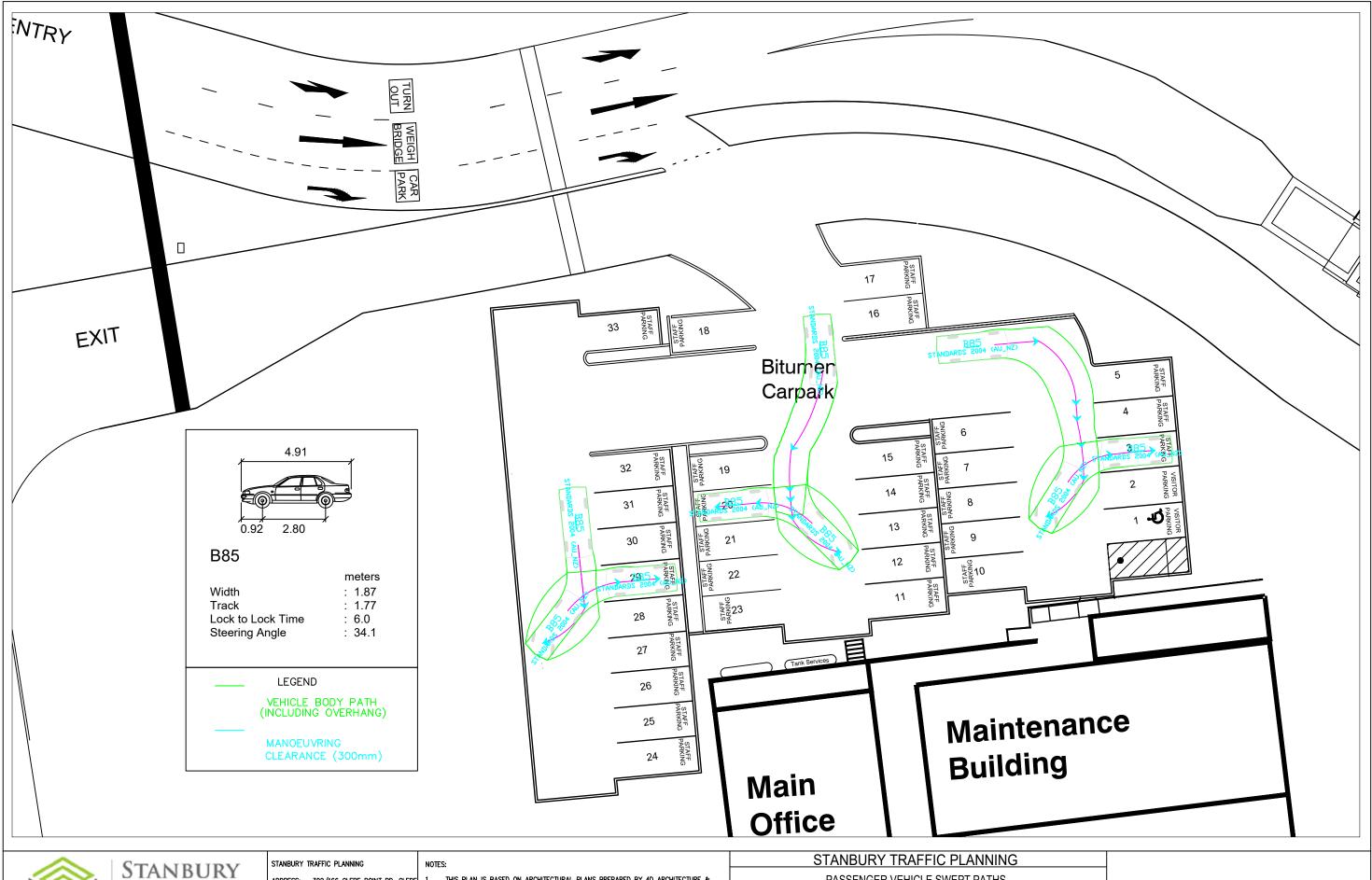
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PASSENGER VEHICLE SWEPT PATHS

CAR PARKING AREA INTERNAL TURNAROUND MOVEMENT PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:250 AT A3		ISSUE
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ATE: 5/08/2020		15





(02) 8971 8314 MOB: 0410 561 848

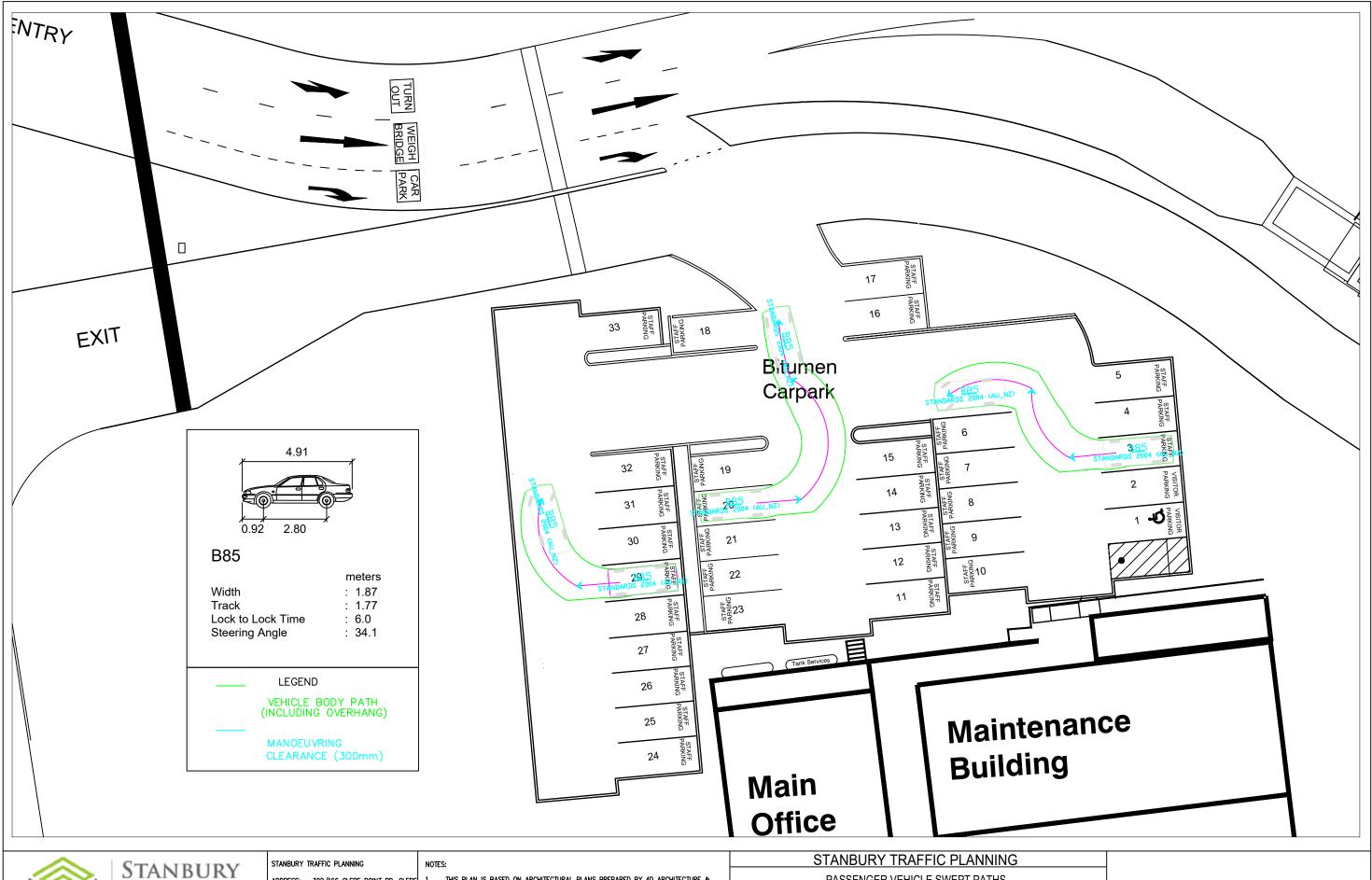
EMAIL: info@stanburytraffic.com.au WEBSITE: www.stanburytraffic.com.au This plan is based on architectural plans prepared by 4D architecture & design.

THE SWEPT PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH B85 PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 1:0FF-STREET CAR PARKING (AS2890.1:2004).

PASSENGER VEHICLE SWEPT PATHS

INTERNAL PARKING SPACE INGRESS MOVEMENTS PROPOSED EXPANSION OF SUSTAINABLE RESOURCE CENTRE WIDEMERE ROAD, WETHERILL PARK

SCALE: 1:250 AT A3		ISSUE
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FILE: 17-130	SUPERSEDES SHEET/ISSUE	A
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DATE: 5/08/2020		16





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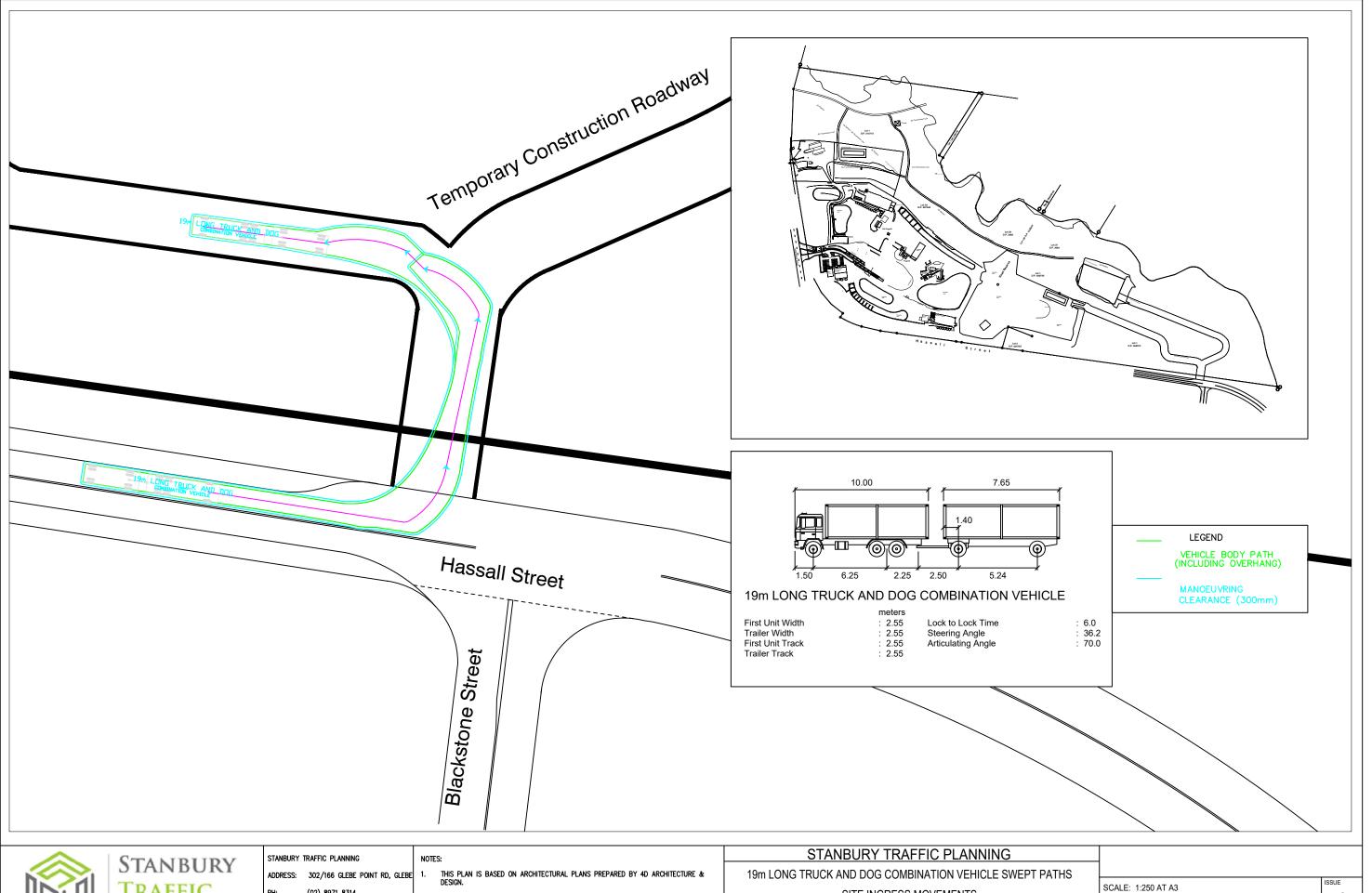
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PASSENGER VEHICLE SWEPT PATHS

INTERNAL PARKING SPACE EGRESS MOVEMENTS

CALE: 1:250 AT A3		ISSUE
LE: 17-130	SUPERSEDES SHEET/ISSUE	Α
ATE: 5/08/2020		SHEET 17







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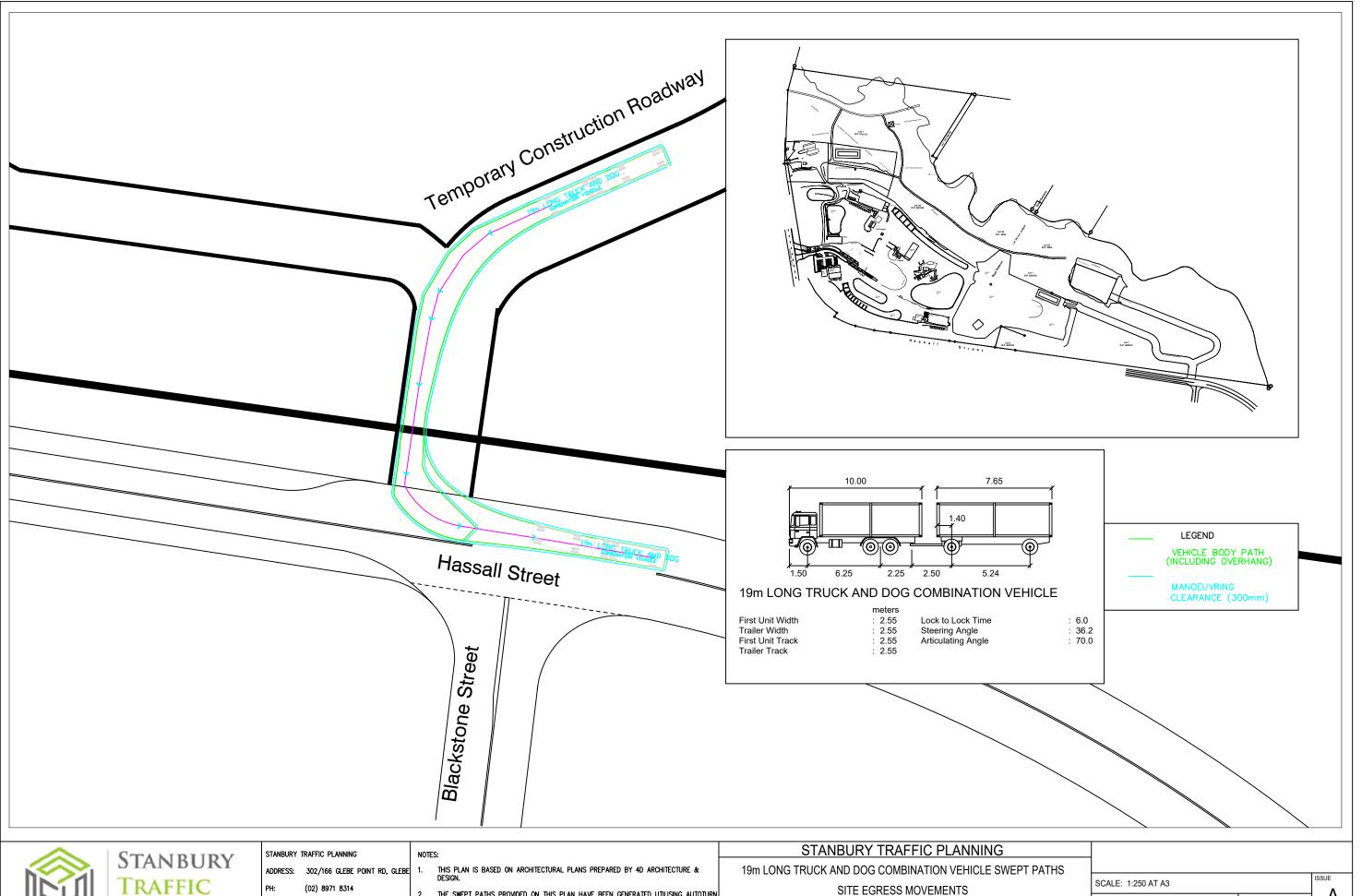
EMAIL: info@stanburytraffic.com.au

WEBSITE: www.stanburytraffic.com.au

The swept paths provided on this plan have been generated utilising autoturn pro version 11 in conjunction with manoeuvring specifications for a $19 \rm m$ long truck and dog combination vehicle.

SITE INGRESS MOVEMENTS

SCALE: 1:250 AT A3		ISSUE
FILE: 17-130	SUPERSEDES SHEET/ISSUE	A
		SHEET
DATE: 24/08/2020		1





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info@stanburytraffic.com.au WEBSITE: www.stanburytraffic.com.au The swept paths provided on this plan have been generated utilising autoturn pro version 11 in conjunction with manoeuvring specifications for a $19 \rm m$ long truck and dog combination vehicle.

CALE:	1:250 AT A3		ISSUE
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