APPENDIX C

MOVEMENT SUMMARIES

MOVEMENT SUMMARY

Site: 101 [Schofields Rd/ Junction Rd 2026 Base AM]

P3405
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pelican Road											
1	L2	211	0.0	0.516	43.1	LOS D	9.2	64.5	0.93	0.81	34.6
2	T1	93	0.0	0.477	47.9	LOS D	4.5	31.4	0.99	0.77	27.1
3	R2	11	0.0	0.099	56.1	LOS D	0.5	3.8	0.97	0.67	31.2
Approach		315	0.0	0.516	45.0	LOS D	9.2	64.5	0.95	0.79	32.5
East: Schofields Road E											
4	L2	3	0.0	0.002	7.0	LOS A	0.0	0.2	0.22	0.57	53.1
5	T1	1310	25.0	0.757	20.3	LOS B	25.8	212.9	0.82	0.74	45.1
6	R2	116	20.0	0.793	60.7	LOS E	6.2	51.0	1.00	0.93	23.0
Approach		1429	24.5	0.793	23.6	LOS B	25.8	212.9	0.83	0.76	42.9
North: Junction Road											
7	L2	162	0.0	0.397	42.0	LOS C	6.9	48.0	0.90	0.79	28.2
8	T1	93	0.0	0.477	47.9	LOS D	4.5	31.4	0.99	0.77	27.1
9	R2	54	0.0	0.485	58.4	LOS E	2.7	19.2	1.00	0.74	24.0
Approach		309	0.0	0.485	46.6	LOS D	6.9	48.0	0.94	0.78	27.0
West: Schofields Road W											
10	L2	1	10.0	0.001	7.4	LOS A	0.0	0.1	0.23	0.56	48.9
11	T1	1336	15.0	0.719	19.5	LOS B	25.1	191.9	0.80	0.72	45.5
12	R2	92	10.0	0.590	56.0	LOS D	4.6	35.0	1.00	0.80	30.9
Approach		1429	14.7	0.719	21.8	LOS B	25.1	191.9	0.81	0.72	44.2
All Vehicles		3482	16.1	0.793	26.8	LOS B	25.8	212.9	0.84	0.75	40.9

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians							
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	50	20.5	LOS C	0.1	0.1	0.64	0.64
P21	East Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94
P22	East Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94
P3	North Full Crossing	50	8.9	LOS A	0.1	0.1	0.58	0.58
P41	West Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94
P42	West Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		300	34.4	LOS D			0.83	0.83

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

MOVEMENT SUMMARY

Site: 101 [Schofields Rd/ Junction Rd 2026 Base PM]

P3405
Signals - Fixed Time Isolated Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pelican Road											
1	L2	226	0.0	0.516	45.7	LOS D	11.1	77.4	0.95	0.82	33.8
2	T1	107	0.0	0.516	49.8	LOS D	11.1	77.4	0.99	0.78	26.4
3	R2	5	0.0	0.047	58.3	LOS E	0.3	1.8	0.97	0.64	30.6
Approach		338	0.0	0.516	47.2	LOS D	11.1	77.4	0.96	0.81	31.7
East: Schofields Road E											
4	L2	3	0.0	0.002	7.8	LOS A	0.0	0.2	0.25	0.57	52.5
5	T1	1373	25.0	0.836	28.4	LOS B	34.2	282.8	0.87	0.85	41.0
6	R2	168	20.0	0.835	62.7	LOS E	9.6	78.4	1.00	0.96	22.5
Approach		1544	24.4	0.836	32.1	LOS C	34.2	282.8	0.88	0.86	38.7
North: Junction Road											
7	L2	128	0.0	0.278	40.1	LOS C	5.3	37.3	0.85	0.77	28.9
8	T1	113	0.0	0.608	51.8	LOS D	5.9	41.0	1.00	0.80	26.0
9	R2	9	0.0	0.085	58.8	LOS E	0.5	3.2	0.97	0.67	23.9
Approach		250	0.0	0.608	46.1	LOS D	5.9	41.0	0.92	0.78	27.3
West: Schofields Road W											
10	L2	1	10.0	0.001	8.4	LOS A	0.0	0.1	0.27	0.56	48.0
11	T1	1339	15.0	0.762	22.1	LOS B	28.5	217.2	0.83	0.75	44.1
12	R2	142	10.0	0.662	55.8	LOS D	7.3	55.9	1.00	0.83	31.0
Approach		1482	14.5	0.762	25.3	LOS B	28.5	217.2	0.84	0.75	42.4
All Vehicles		3614	16.4	0.836	31.7	LOS C	34.2	282.8	0.88	0.81	38.7

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	50	22.1	LOS C	0.1	0.1	0.65	0.65
P21	East Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94
P22	East Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94
P3	North Full Crossing	50	9.9	LOS A	0.1	0.1	0.59	0.59
P41	West Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94
P42	West Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		300	36.5	LOS D			0.84	0.84

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

MOVEMENT SUMMARY

Site: 101 [Schofields Rd/ Junction Rd 2026 With School AM]

P3405
Signals - Fixed Time Isolated Cycle Time = 100 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pelican Road											
1	L2	258	0.0	0.579	42.2	LOS C	11.3	79.0	0.94	0.82	34.9
2	T1	93	0.0	0.477	47.9	LOS D	4.5	31.4	0.99	0.77	27.1
3	R2	31	0.0	0.278	57.3	LOS E	1.5	10.8	0.99	0.72	30.9
Approach		382	0.0	0.579	44.8	LOS D	11.3	79.0	0.95	0.80	32.9
East: Schofields Road E											
4	L2	3	0.0	0.002	8.7	LOS A	0.0	0.2	0.30	0.58	51.9
5	T1	1310	25.0	0.787	23.6	LOS B	27.8	229.6	0.85	0.79	43.3
6	R2	116	20.0	0.649	55.1	LOS D	5.8	47.6	1.00	0.83	24.3
Approach		1429	24.5	0.787	26.1	LOS B	27.8	229.6	0.86	0.80	41.6
North: Junction Road											
7	L2	162	0.0	0.363	40.0	LOS C	6.7	46.6	0.88	0.79	28.9
8	T1	160	0.0	0.821	54.3	LOS D	8.5	59.8	1.00	0.94	25.3
9	R2	54	0.0	0.485	58.4	LOS E	2.7	19.2	1.00	0.74	24.0
Approach		376	0.0	0.821	48.7	LOS D	8.5	59.8	0.95	0.85	26.5
West: Schofields Road W											
10	L2	1	10.0	0.001	7.4	LOS A	0.0	0.1	0.23	0.56	48.9
11	T1	1336	15.0	0.774	22.2	LOS B	28.0	213.6	0.83	0.76	44.0
12	R2	159	10.0	0.834	60.7	LOS E	8.6	65.6	1.00	0.96	29.8
Approach		1496	14.5	0.834	26.3	LOS B	28.0	213.6	0.85	0.78	41.9
All Vehicles		3683	15.4	0.834	30.4	LOS C	28.0	229.6	0.88	0.80	39.1

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.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians							
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	50	21.8	LOS C	0.1	0.1	0.66	0.66
P21	East Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94
P22	East Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94
P3	North Full Crossing	50	9.7	LOS A	0.1	0.1	0.60	0.60
P41	West Stage 1	50	44.3	LOS E	0.1	0.1	0.94	0.94
P42	West Stage 2	50	44.3	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		300	34.8	LOS D			0.84	0.84

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

MOVEMENT SUMMARY

Site: 101 [Schofields Rd/ Junction Rd 2026 With School PM]

P3405
Signals - Fixed Time Isolated Cycle Time = 105 seconds (Optimum Cycle Time - Minimum Delay)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Pelican Road											
1	L2	279	0.0	0.663	52.6	LOS D	16.5	115.4	1.00	0.85	32.0
2	T1	160	0.0	0.663	51.2	LOS D	16.5	115.4	1.00	0.83	25.8
3	R2	5	0.0	0.047	58.3	LOS E	0.3	1.8	0.97	0.64	30.6
Approach		444	0.0	0.663	52.1	LOS D	16.5	115.4	1.00	0.84	30.0
East: Schofields Road E											
4	L2	3	0.0	0.002	9.3	LOS A	0.0	0.3	0.31	0.58	51.4
5	T1	1373	25.0	0.851	31.1	LOS C	35.8	295.8	0.89	0.89	39.9
6	R2	168	20.0	0.775	58.6	LOS E	9.1	74.9	1.00	0.90	23.5
Approach		1544	24.4	0.851	34.0	LOS C	35.8	295.8	0.90	0.89	37.9
North: Junction Road											
7	L2	128	0.0	0.268	39.2	LOS C	5.3	36.8	0.84	0.77	29.2
8	T1	166	0.0	0.894	62.9	LOS E	9.9	69.3	1.00	1.05	23.2
9	R2	9	0.0	0.085	58.8	LOS E	0.5	3.2	0.97	0.67	23.9
Approach		303	0.0	0.894	52.8	LOS D	9.9	69.3	0.93	0.92	25.4
West: Schofields Road W											
10	L2	1	10.0	0.001	8.9	LOS A	0.0	0.1	0.29	0.56	47.5
11	T1	1339	15.0	0.797	24.8	LOS B	31.2	237.9	0.85	0.79	42.7
12	R2	195	10.0	0.844	62.1	LOS E	11.1	84.3	1.00	0.96	29.4
Approach		1535	14.4	0.844	29.6	LOS C	31.2	237.9	0.86	0.81	40.4
All Vehicles		3826	15.6	0.894	35.8	LOS C	35.8	295.8	0.90	0.85	36.8

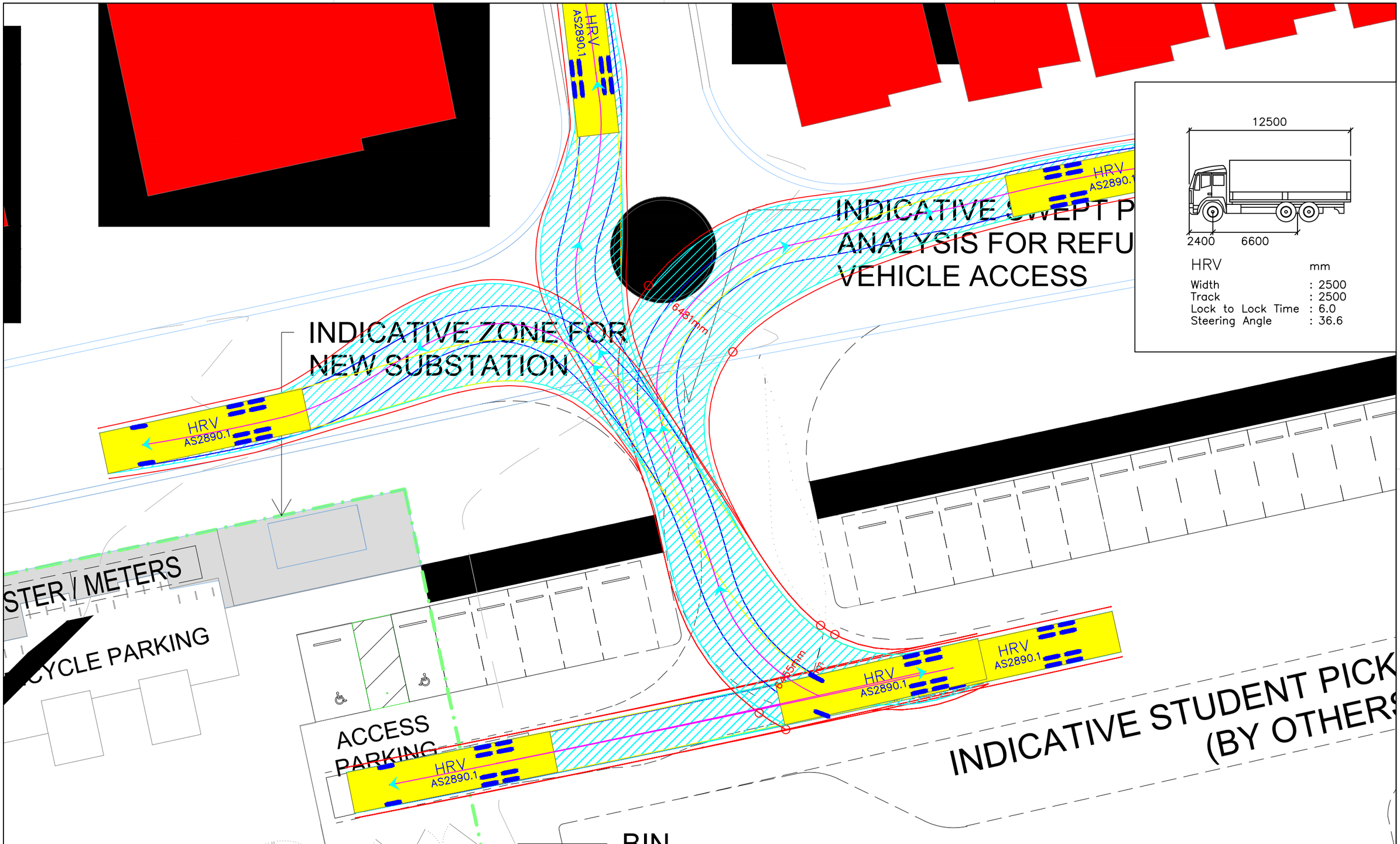
Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard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

Movement Performance - Pedestrians							
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	50	22.7	LOS C	0.1	0.1	0.66	0.66
P21	East Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94
P22	East Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94
P3	North Full Crossing	50	10.3	LOS B	0.1	0.1	0.60	0.60
P41	West Stage 1	50	46.8	LOS E	0.1	0.1	0.94	0.94
P42	West Stage 2	50	46.8	LOS E	0.1	0.1	0.94	0.94
All Pedestrians		300	36.7	LOS D			0.84	0.84

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

APPENDIX D

SWEPT PATHS



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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Analysis	J.Y	05.12.2018
002	Swept Path Analysis	J.Y	17.01.2019

Scale @ A3 0 2 4 6 8 10 1:200

Project: Alex Avenue Public School
Schofields
Traffic Impact Assessment

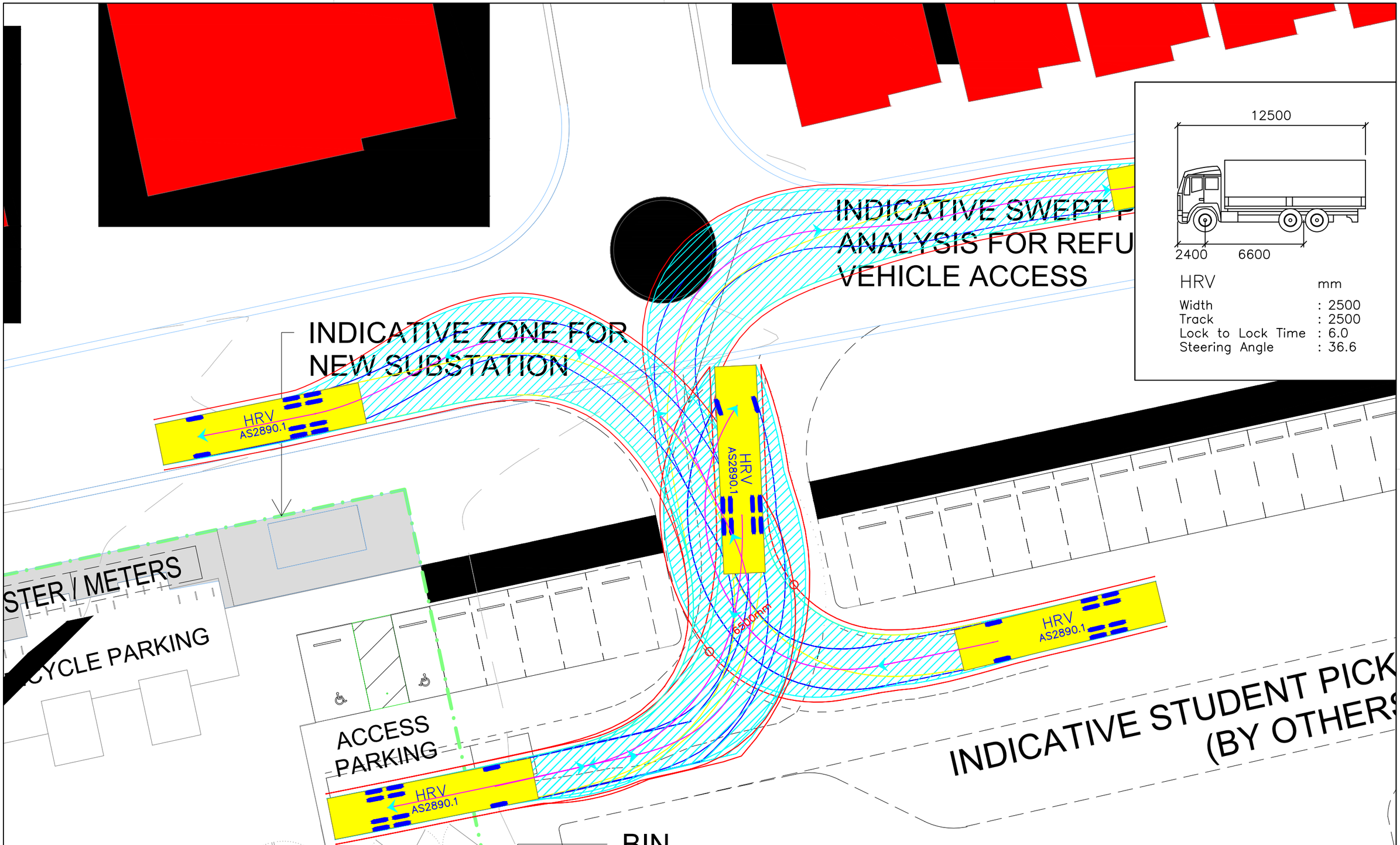
Title: Swept Path Analysis
HRV (Design Refuse Vehicle)
Forward towards bins

Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	1	002



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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Analysis	J.Y	05.12.2018
002	Swept Path Analysis	J.Y	17.01.2019

Scale @ A3 0 2 4 6 8 10 1:200

Project: Alex Avenue Public School
Schofields
Traffic Impact Assessment

Title: Swept Path Analysis
HRV (Design Refuse Vehicle)
Reverse towards bins

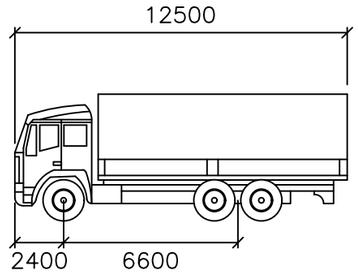
Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	2	002

INDICATIVE SWEPT P
ANALYSIS FOR REFU
VEHICLE ACCESS



HRV	mm
Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

INDICATIVE ZONE FOR
NEW SUBSTATION

HRV
AS2890.1

HRV
AS2890.1

3mm

STER / METERS

CYCLE PARKING

ACCESS
PARKING

HRV
AS2890.1

INDICATIVE STUDENT PICK
(BY OTHERS

BIN

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Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	Swept Path Analysis	J.Y	05.12.2018
002	Swept Path Analysis	J.Y	17.01.2019

Scale @ A3 0 2 4 6 8 10 1:200

Project: Alex Avenue Public School
Schofields
Traffic Impact Assessment

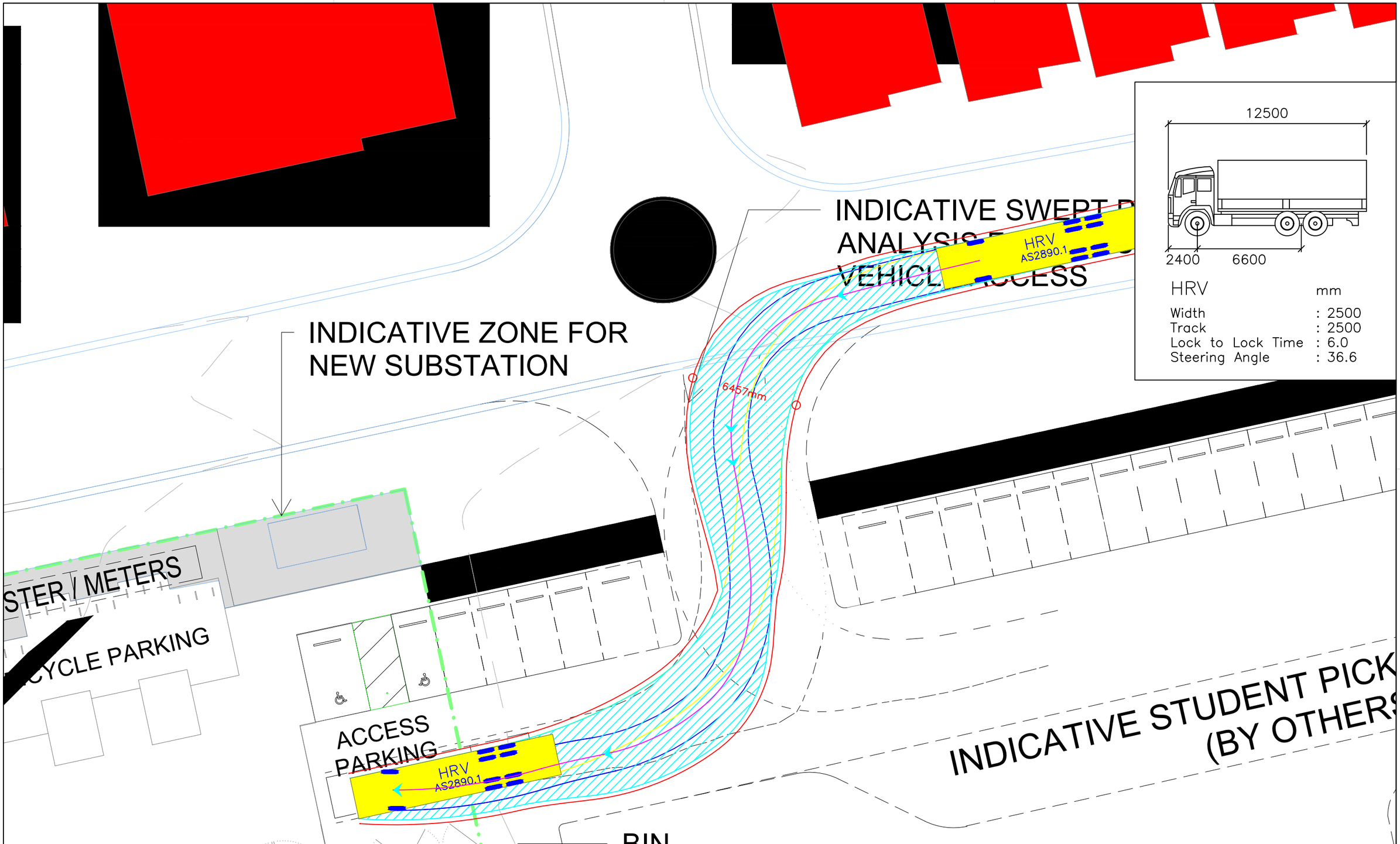
Title: Swept Path Analysis
HRV (Design Refuse Vehicle)
Left Out

Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	3	002



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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Analysis	J.Y	05.12.2018
002	Swept Path Analysis	J.Y	17.01.2019

Scale @ A3 0 2 4 6 8 10 1:200

Project: Alex Avenue Public School
Schofields
Traffic Impact Assessment

Title: Swept Path Analysis
HRV (Design Refuse Vehicle)
Left In

Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	4	002

INDICATIVE ZONE FOR
NEW SUBSTATION

VEHICLE ACCESS

STER / METERS

CYCLE PARKING

B99
AS2890.1

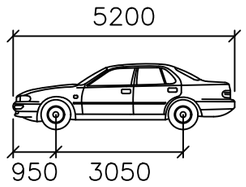
B99
AS2890.1

ACCESS
PARKING

INDICATIVE STUDENT PICK
(BY OTHERS

BIN
ENCLOSURE

FOOTPATH



B99 mm

Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Analysis	J.Y	05.12.2018
002	Swept Path Analysis	J.Y	17.01.2019

Scale @ A3 0 2 4 6 8 10 1:200

Project: Alex Avenue Public School
Schofields
Traffic Impact Assessment

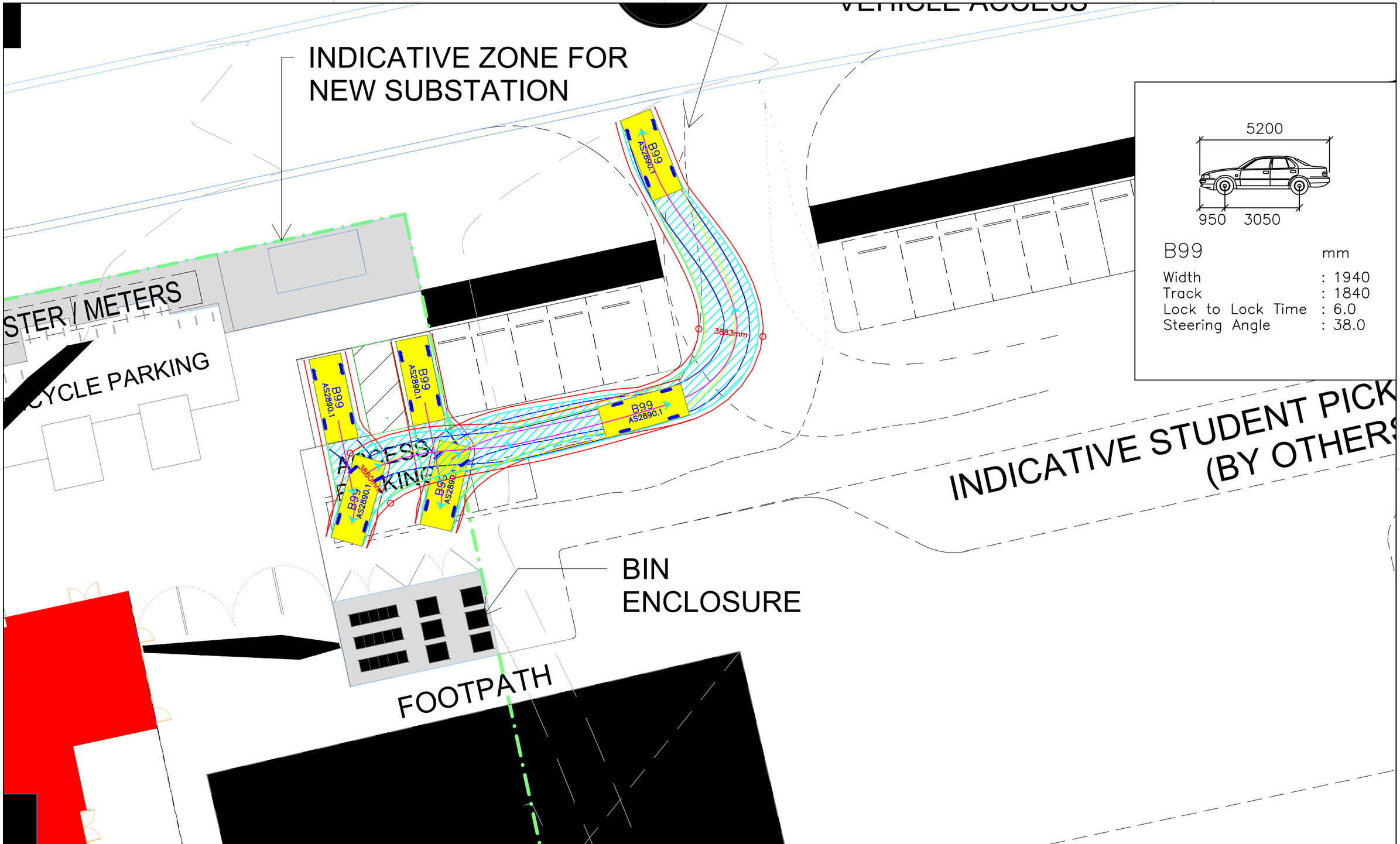
Title: Swept Path Analysis
B99 Design Vehicle
PWD Spaces - Forward In

Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	5	002



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REVISIONS

Issue	Revisions/Descriptions	Drawn	Date
001	Swept Path Analysis	J.Y	05.12.2018
002	Swept Path Analysis	J.Y	17.01.2019

Scale @ A3 0 2 4 6 8 10 1:200

Project: Alex Avenue Public School
Schofields
Traffic Impact Assessment

Title: Swept Path Analysis
B99 Design Vehicle
PWD Spaces - Reverse Out

Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	6	002

INDICATIVE ZONE FOR
NEW SUBSTATION

VEHICLE ACCESS

STER / METERS

CYCLE PARKING

ACCESS

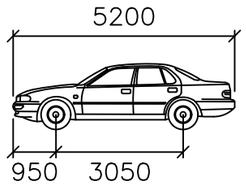
PARKING

INDICATIVE STUDENT PICK
(BY OTHERS

BIN
ENCLOSURE

FOOTPATH

B99 AS2890.1



B99	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

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Scale @ A3 0 2 4 6 8 10 1:200

Project: Alex Avenue Public School
Schofields
Traffic Impact Assessment

Title: Swept Path Analysis
B99 Design Vehicle
PWD Spaces - Reverse In

Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	7	002

INDICATIVE ZONE FOR
NEW SUBSTATION

VEHICLE ACCESS

STER / METERS

CYCLE PARKING

B99 AS2890.1

B99 AS2890.1

B99 AS2890.1

B99 AS2890.1

ACCESS
PARKING

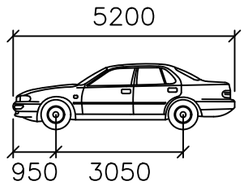
371mm

383mm

INDICATIVE STUDENT PICK
(BY OTHERS

BIN
ENCLOSURE

FOOTPATH



B99	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 38.0

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Project: Alex Avenue Public School
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Traffic Impact Assessment

Title: Swept Path Analysis
B99 Design Vehicle
PWD Spaces - Forward Out

Design	Drawn	Checked
J.Y	J.Y	A.G

FOR INFORMATION ONLY

Date: 17.01.2019

Project Number	Sheet Number	Issue
P3405	8	002